

**Proposed Ordinance 2021-0286 Amendment Tracker**  
*Regional Transit Committee, November 17, 2021*

<b>#</b>	<b>1<sup>st</sup> Page &amp; Line #</b>	<b>Sponsor</b>	<b>Amendment Description</b>
<b>1</b>	Pg. 5 Line 93	Balducci	<p><b>Metro Connects planning</b> {PL1}</p> <ul style="list-style-type: none"> <li>• Would require Metro to provide a report on the funding gap, funding options, and a planning process to implement Metro Connects (due by May 5, 2022)</li> </ul>
<b>2</b>	Pg. 5 Line 93	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	<p><b>RapidRide prioritization process</b> {RR2}</p> <ul style="list-style-type: none"> <li>• Would amend the reporting section of the ordinance to require that a RapidRide prioritization plan, which will include the tiers of lines to be developed in priority order, to be transmitted by June 30, 2024, and accepted by motion.</li> <li>• Would amend the reporting section of the ordinance to require updated information in the annual System Evaluation report on the performance of current equivalent routes to RapidRide candidate lines, as well as a status update on planned RapidRide lines.</li> <li>• Would outline a process and timeline for the prioritization of RapidRide implementation for the Interim Network, in alignment with the RapidRide prioritization plan, and would provide more detail about how candidate RapidRide lines should be prioritized for implementation and that the RTC will receive oral updates on Metro's proposed capital plans at least once each biennium following the submittal of the Executive's proposed budget.</li> <li>• Would include language that existing RapidRide routes will be prioritized for investment based on the factors used for evaluating candidates, such as equity and sustainability, and other factors such as safety, age and facility condition.</li> </ul>
<b>3</b>	Pg. 5 Line 94	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	<p><b>Growth</b> {GM1}</p> <ul style="list-style-type: none"> <li>• Would amend the reporting section of the ordinance to require that Metro include in its annual report on its performance measure dashboard how Metro will align with VISION 2050</li> <li>• Would add a "Growth" measure to the performance measures in the Strategic Plan to measure the percentage of housing units and jobs in regionally- and county-designated growth centers and the percentage of jobs within regionally- and county-designated manufacturing/industrial centers that are within ½ mile of frequent transit service stops or stations</li> <li>• Would add a "Planned Growth" measure to be developed as part of the performance measures in the Strategic Plan to coordinate with the PSRC to map the alignment of transit service with planned growth</li> </ul>

#	1 <sup>st</sup> Page & Line #	Sponsor	Amendment Description
4	Pg. 5 Line 97	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	<b>Equity metrics</b> {E2} <ul style="list-style-type: none"> <li>• Would add the requirement that the route-level Equity Prioritization Scores (EPS) and Opportunity Index Scores (OIS) equity metrics be included in the annual System Evaluation report</li> <li>• Would add language to the Service Guidelines to summarize how equity is measured based on Equity Priority Area Scores</li> <li>• Would require that bus-stop level Census block group Equity Priority Area (EPAS) data be made available on request</li> </ul>
5	ATT A p. 23	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	<b>Flexible Services</b> {MC2} <ul style="list-style-type: none"> <li>• Technical amendment to add “flexible” to the list of Metro’s family of services in the Strategic Plan</li> </ul>
6	ATT B p. 5	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	<b>Service Reductions</b> {R1} <ul style="list-style-type: none"> <li>• Would clarify that very low productivity routes (less than 10 rides per hour) may be considered for potential changes in system type, for example changing from fixed-route service to DART service. These very low productivity routes will be identified in the annual System Evaluation report as candidates for potential changes in service type.</li> <li>• Would clarify that Metro considers adjustments to fixed-route service to reduce the impacts of reductions on riders and may also consider flexible service as an alternative (through the process outlined in the “Planning Flexible Services” section of the Service Guidelines) if it is likely to result in significant cost savings and be successful.</li> </ul>
7	ATT B p. 15	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	<b>Productivity metrics</b> {P1} <ul style="list-style-type: none"> <li>• Would add language to the Service Guidelines to describe how productivity is measured and how it is used to determine the prioritization of routes for reduction (that is, that low-productivity routes are prioritized for reduction, and specifically, that low-productivity routes with low equity scores are the highest priority for reduction).</li> </ul>

#	1 <sup>st</sup> Page & Line #	Sponsor	Amendment Description
8	ATT B p. 17	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvn, Pascal, Cimaomo, Hill, Pauly	<p><b>Service Restructures: goals and project area</b> {RS1}</p> <ul style="list-style-type: none"> <li>• Would clarify that, for each restructure, Metro would work with affected jurisdictions and community stakeholders to develop area-specific goals and strategies</li> <li>• Would add to the list of common goals for all restructures that restructures deliver integrated service that responds to changes in community needs and the transit network, such as connections to high-capacity transit services</li> <li>• Would add to the list of common goals for all restructures that restructures conducted under stable or growing resource scenarios would provide service at least similar to existing Metro service unless community-defined priorities in the project area suggest different service characteristics will better meet the needs</li> <li>• Would clarify that Metro may refine a project area based on feedback from stakeholders and that equity priority areas will be identified within each restructure area</li> </ul>
9	ATT B p. 18	Balducci	<p><b>Service Restructures: service description</b> {ST1}</p> <ul style="list-style-type: none"> <li>• Would require Metro to provide a description of both Metro and other transit agency service in the project area both before and after a proposed restructure to provide a clear indication of the transit service available to riders</li> </ul>
10	ATT B p. 18	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvn, Pascal, Cimaomo, Hill, Pauly	<p><b>Service Restructures: service that is replaced by another agency's service</b> {ST2}</p> <ul style="list-style-type: none"> <li>• Would define service that is fully or partially "replaced" by Sound Transit or another agency's service to be defined using the definition of "duplicative service" in the Planning and Designing Service section</li> <li>• If Metro can meet the goals of the restructure Metro may redeploy service hours that are replaced</li> <li>• Would require Metro to describe how the restructure goals have been met and the progress toward achieving the long-range vision of Metro Connects</li> <li>• Would add additional considerations to the determination about whether routes are considered duplicative: Metro should consider transit access based on the frequency of service, for frequent service considering locations within ½ mile of a stop or station as having access and for other services, considering locations within ¼ mile of a stop or station</li> </ul>

#	1 <sup>st</sup> Page & Line #	Sponsor	Amendment Description
11	ATT B p. 28	Balducci	<p><b>Marine services</b> {WT1}</p> <p>This amendment would make changes to the Service Guidelines and Metro Connects related to marine services, including:</p> <ul style="list-style-type: none"> <li>• It would clarify that marine services are currently funded by dedicated funding sources and would continue to be funded by those sources in the future, or by other sources specifically dedicated to marine travel.</li> <li>• It would state that planning for expansion of new marine service routes must consider the cost-benefit comparison of water taxi service to land-based service, including both fixed-route and flexible options and must use the County’s adopted Service Guidelines.</li> <li>• It would state that passenger ferry service can provide fast and reliable connections “in appropriate locations” and can supplement the countywide transportation system “where it serves the network as well as, or better than, traditional fixed-route transit service.”</li> <li>• It would ask Metro to develop a Marine Services Strategic Plan to update the King County Ferry District 2014-2018 Strategic Plan to determine the desired level of water taxi service and the property tax rate that is needed.</li> <li>• It would remove language from Metro Connects related to investing in terminal infrastructure and new vessels to support service expansion, as well as language about coordinating with fixed-route and flexible services for improved transit connectivity.</li> </ul>
12	ATT C p. 23	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvn, Pascal, Cimaomo, Hill, Pauly, Zahilay	<p><b>RapidRide K &amp; R lines</b> {RR1}</p> <ul style="list-style-type: none"> <li>• This is a technical amendment. It would add language to clarify Metro’s intent (and confirm the published maps in Metro Connects) that the RapidRide K and R lines will be the next to be developed and are anticipated to be completed by the time of the Interim Network</li> </ul>
13	ATT C p. 35	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvn, Pascal, Cimaomo, Hill, Pauly	<p><b>Metro Connects: reference to service restructures</b> {RS4}</p> <ul style="list-style-type: none"> <li>• This is a technical amendment. It would remove the reference to service restructures from the Local Services section of Metro Connects for consistency, as the other service types do not refer to service restructures</li> </ul>

November 17, 2021  
PL1 – Planning and Funding  
Metro Connects

[mbourguignon] Sponsor: Balducci  
Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 On page 5, after line 93, insert:

3 "A. A Metro Connects implementation report, which shall be transmitted by May  
4 5, 2022, for acceptance by motion, and which shall include:

5 1. A description of the funding needed to implement Metro Connects, the gap  
6 between the funding that is available and the total amount needed and a description of  
7 potential funding sources that could be used to fill the funding gap; and

8 2. A description of the strategy the King County executive has implemented to  
9 consult with community members and regional leaders to develop a plan to implement  
10 Metro Connects, which should describe outreach and engagement with representatives  
11 from communities historically lacking in access to or underserved by transit, the Sound  
12 Cities Association, the city of Seattle, King County's regional transportation boards and  
13 any other organization necessary to ensure that a broad representation of regional leaders  
14 is consulted;"

15 Renumber the remaining subsections consecutively and correct any internal references  
16 accordingly.

17

18 **EFFECT prepared by *Mary Bourguignon*: Would require Metro to provide a report**  
19 **on the funding gap, funding options, and a planning process to implement Metro**  
20 **Connects (due by May 5, 2022).**

November 17, 2021  
RR2 – RapidRide  
Prioritization

Sponsor: Robertson, Troutner, Baggett,  
Chang, Guier, Lisk, McIrvin, Pascal,  
Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 On page 5, after line 93, insert:

3 "A. A RapidRide prioritization plan, which shall be transmitted by June 30, 2024,  
4 for acceptance by motion, and which shall include:

5 1. Corridor evaluations of RapidRide candidate corridors based on the five  
6 factors used in Metro Connects, which are equity, sustainability, service demand, capital  
7 and implementation;

8 2. Preplanning level studies of candidate corridors that consider route  
9 alignment, capital investment needs and cost estimates;

10 3. A description of stakeholder engagement with community members, affected  
11 jurisdictions and partner agencies; and

12 4. A list of the RapidRide candidate lines organized by tier, with a description  
13 of the priority level;"

14 Renumber the remaining subsections consecutively and correct any internal references  
15 accordingly.

16

17 On page 5, after line 95, insert:

18 "1. For routes identified as RapidRide candidates, highlight and summarize the  
19 performance of the current equivalent routes based on what is reported in the System  
20 Evaluation and provide a status update on planned RapidRide lines;"  
21 Renumber the remaining subsections consecutively and correct any internal references  
22 accordingly.

23

24 In Attachment C, page 97, in the first paragraph of the "**Prioritizing RapidRide**  
25 **implementation**" section, after "Metro will develop a prioritization plan to select the  
26 specific RapidRide lines for the interim network, which will be informed by updated  
27 corridor" strike "analyses, partner engagement, and corridor studies." and insert  
28 "evaluation, stakeholder engagement, and corridor studies. The corridor evaluation will  
29 use the same five factors used in the updated Metro Connects, which are equity,  
30 sustainability, service demand, capital, and implementation. Stakeholder engagement will  
31 include community stakeholders, affected jurisdictions, and partner agencies.  
32 Metro will develop a RapidRide prioritization plan based on corridor studies that will  
33 include a pre-planning level study of candidate corridors that consider route alignment,  
34 capital investment needs, and cost estimates. The prioritization plan will organize  
35 RapidRide candidate lines into tiers by their priority and potential timeframe for  
36 implementation. The top tier RapidRide candidates will include those planned to be  
37 implemented for the interim network and the second tier will be the lines next to be  
38 developed if funded. Work on the first RapidRide prioritization plan will begin in 2022  
39 and the plan will be presented to the Regional Transit Committee and Council for  
40 acceptance by motion upon its completion.



41 Decisions about RapidRide implementation will be made through Metro's biennial budget  
42 process, in alignment with the RapidRide prioritization plan, and adopted by the King  
43 County Council. Metro will provide an oral report to the Regional Transit Committee on  
44 its proposed capital program at least once each biennium, following the transmittal of the  
45 Executive's proposed biennial budget. Metro will also provide relevant data and status  
46 updates on RapidRide in the annual System Evaluation report. In addition, Metro will  
47 maintain ongoing consultation with community stakeholders, affected jurisdictions, and  
48 partner agencies to discuss quantitative and qualitative data informing the future of all  
49 candidate routes. Such consultation will enable Metro to work with affected jurisdictions  
50 to facilitate transit supportive land uses and right-of-way improvements that are critical to  
51 RapidRide implementation. Decisions about investment in existing RapidRide lines will  
52 be prioritized based on the factors used for evaluating candidates, such as equity and  
53 sustainability, and other factors such as safety, age and facility condition."

54

55 In Attachment C, page 97, after "Metro will identify and implement future RapidRide  
56 lines by:" in the "2." of the four numbered points, after "Assessing the potential of  
57 candidate corridors based on community engagement" insert ", consultation with  
58 jurisdictions and partner agencies, updated information from corridor studies and  
59 analysis,"

60

61 In Attachment C, page 97, after "Metro will identify and implement future RapidRide  
62 lines by:" in "3." of the four numbered points, after "Prioritizing and grouping the

63 selected candidates into tiers" insert "and including this information in the RapidRide  
64 prioritization plan"

65

66 **EFFECT prepared by *Mary Bourguignon*:**

- 67 • **Would amend the reporting section of the ordinance to require that a**  
68 **RapidRide prioritization plan, which will include the tiers of lines to be**  
69 **developed in priority order, to be transmitted by June 30, 2024, and accepted**  
70 **by motion.**
- 71 • **Would amend the reporting section of the ordinance to require updated**  
72 **information in the annual System Evaluation report on the performance of**  
73 **current equivalent routes to RapidRide candidate lines, as well as a status**  
74 **update on planned RapidRide lines.**
- 75 • **Would outline a process and timeline for the prioritization of RapidRide**  
76 **implementation for the Interim Network, in alignment with the RapidRide**  
77 **prioritization plan, and would provide more detail about how candidate**  
78 **RapidRide lines should be prioritized for implementation and that the RTC**  
79 **will receive oral updates on Metro’s proposed capital plans at least once each**  
80 **biennium following the submittal of the Executive’s proposed budget.**
- 81 • **Would include language that existing RapidRide routes will be prioritized**  
82 **for investment based on the factors used for evaluating candidates, such as**  
83 **equity and sustainability, and other factors such as safety, age and facility**  
84 **condition.**

85 **The language in context is shown below:**

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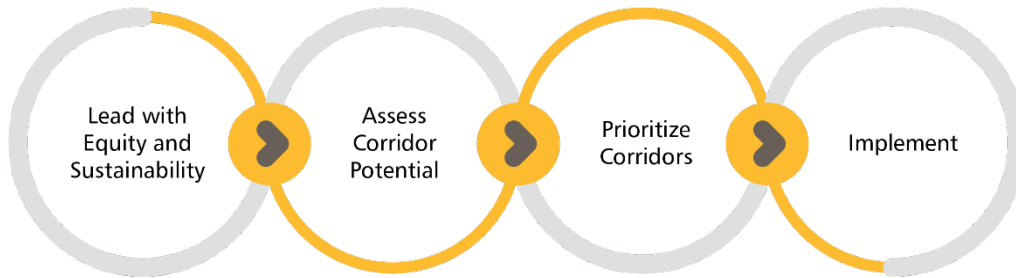
89 **Prioritizing RapidRide implementation**

90 As described in the "RapidRide service" section, the 2021 update to Metro Connects  
91 moved to a programmatic approach for identifying future RapidRide lines. Metro  
92 identified a pool of candidate lines for the interim and 2050 RapidRide networks  
93 rather than a specific set of routes. Metro will develop a prioritization plan to select  
94 the specific RapidRide lines for the interim network, which will be informed by  
95 updated corridor ~~((analyses))~~ evaluation, ~~((partner))~~ stakeholder engagement, and  
96 corridor studies. The corridor evaluation will use the same five factors used in the  
97 updated Metro Connects, which are equity, sustainability, service demand, capital,  
98 and implementation. Stakeholder engagement will include community stakeholders,  
99 affected jurisdictions, and partner agencies.

100 Metro will develop a RapidRide prioritization plan based on corridor studies that will  
101 include a pre-planning level study of candidate corridors that consider route  
102 alignment, capital investment needs, and cost estimates. The prioritization plan will  
103 organize RapidRide candidate lines into tiers by their priority and potential timeframe  
104 for implementation. The top tier RapidRide candidates will include those planned to  
105 be implemented for the interim network and the second tier will be the lines next to  
106 be developed if funded. Work on the first RapidRide prioritization plan will begin in  
107 2022 and the plan will be presented to the Regional Transit Committee and Council  
108 for acceptance by motion upon its completion.

109 Decisions about RapidRide implementation will be made through Metro's biennial  
110 budget process, in alignment with the RapidRide prioritization plan, and adopted by  
111 the King County Council. Metro will provide an oral report to the Regional Transit  
112 Committee on its proposed capital program at least once each biennium, following  
113 the transmittal of the Executive's proposed biennial budget. Metro will also provide  
114 relevant data and status updates on RapidRide in the annual System Evaluation  
115 report. In addition, Metro will maintain ongoing consultation with community  
116 stakeholders, affected jurisdictions, and partner agencies to discuss quantitative and  
117 qualitative data informing the future of all candidate routes. Such consultation will  
118 enable Metro to work with affected jurisdictions to facilitate transit supportive land  
119 uses and right-of-way improvements that are critical to RapidRide implementation.  
120 Decisions about investment in existing RapidRide lines will be prioritized based on  
121 the factors used for evaluating candidates, such as equity and sustainability, and  
122 other factors such as safety, age and facility condition. This approach will allow Metro  
123 to make decisions about RapidRide that are more informed by timely data and  
124 community input.

125 **Figure 1 RapidRide Prioritization Process**



126

127 Metro will identify and implement future RapidRide lines by:

- 128 1. Leading with equity and sustainability in identifying the top candidates
- 129 2. Assessing the potential of candidate corridors based on community
- 130 engagement, [consultation with jurisdictions and partner agencies, updated](#)
- 131 [information from corridor studies and analysis](#), and other implementation
- 132 factors
- 133 3. Prioritizing and grouping the selected candidates into tiers [and including this](#)
- 134 [information in the RapidRide prioritization plan](#)
- 135 4. Implementing corridors via the biennial budget process and Capital
- 136 Improvement Plan

137

138 Figure 31 illustrates this process, which is explained in detail in Technical Report C.

139 RapidRide Expansion Report.

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November 17, 2021  
GM1 – Growth

Sponsor: Robertson, Troutner, Baggett,  
Chang, Guier, Lisk, McIrvin, Pascal,  
Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 On page 5, line 108, after "plan;" strike "and" and insert:

3 "2. Data and a description of how the Metro transit department's plans and  
4 policies are aligned with VISION 2050, the Puget Sound region's growth management  
5 policy;"

6 Renumber the remaining subsections consecutively and correct any internal references  
7 accordingly.

8  
9 In Attachment A, page 9, in the "(TRANSIT ORIENTED COMMUNITIES)" section  
10 of Table 1, in the "Measures" column, after "Commercial Space: At Metro-owned  
11 properties used for transit-oriented development commercial space square feet by year."

12 insert:  
13 "**Growth:** Measure the percentage of housing units and jobs in regionally or county-  
14 designated growth centers and the percentage of jobs within regionally or county-  
15 designated manufacturing/industrial centers that are within ½ mile of frequent transit  
16 service stops or stations.

17 **Planned Growth:** *To be developed. Coordinate with the Puget Sound Regional Council*  
18 *to map the alignment of transit service with planned growth."*

19

20 In Attachment A, page 80, in the "**TRANSIT ORIENTED COMMUNITIES**" section  
21 of Table 2, in the "**Measures**" column, after "**Commercial Space:** At Metro-owned  
22 properties used for transit-oriented development commercial space square feet by year."

23 insert:

24 "**Growth:** Measure the percentage of housing units and jobs in regionally or county-  
25 designated growth centers and the percentage of jobs within regionally or county-  
26 designated manufacturing/industrial centers that are within ½ mile of frequent transit  
27 service stops or stations.

28 **Planned Growth:** *To be developed. Coordinate with the Puget Sound Regional Council*  
29 *to map the alignment of transit service with planned growth."*

30


31 **EFFECT prepared by Mary Bourguignon:** The amendment would:

- 32 • **Amend the reporting section of the ordinance to require that Metro include**  
33 **in its an annual report on its performance measure dashboard how Metro**  
34 **will align with VISION 2050.**
- 35 • **Add a “Growth” measure to the performance measures in the Strategic Plan**  
36 **to measure the percentage of housing units and jobs in regionally and**  
37 **county-designated growth centers and the percentage of jobs within**  
38 **regionally and county-designated manufacturing/industrial centers that are**  
39 **within ½ mile of frequent transit service stops or stations**

- Add a “Planned Growth” measure to be developed as part of the performance measures in the Strategic Plan to coordinate with the PSRC to map the alignment of transit service with planned growth

**Language in the Strategic Plan in context:**

Attachment A, Table 1, p. 9

Objectives	Strategies	Measures
<b>Goal: Support thriving, equitable, transit-oriented communities that foster economic development (TRANSIT ORIENTED COMMUNITIES)</b> 		
<p><b>Support healthy communities, a thriving economy, and a sustainable environment.</b></p> <p>Outcome: Investments support equitable economic development and vibrant, sustainable, mixed-use, and mixed-income transit-oriented communities.</p>	<p>Support Metro’s equitable transit-oriented communities’ policy, using Metro’s authority and influence as a transit provider and property owner.</p> <p>Support jurisdictions and planning organizations in implementing the regional growth strategy that envisions an integrated transportation system linking cities and centers.</p> <p>Support equitable economic development and improved regional mobility through Metro’s mobility services, use of transportation infrastructure, and partnerships.</p> <p>Encourage transit-supportive land use.</p>	<ul style="list-style-type: none"> <li>▪ <b>Housing Units:</b> At Metro-owned properties used for transit-oriented development broken down by: <ul style="list-style-type: none"> <li>- Completed</li> <li>- In development</li> <li>- In planning</li> <li>- Number of affordable housing units</li> </ul> </li> <li>▪ <b>Commercial Space:</b> At Metro-owned properties used for transit-oriented development commercial space square feet by year.</li> <li>▪ <b>Growth:</b> <u>Measure the percentage of housing units and jobs in regionally or county-designated growth centers and the percentage of jobs within regionally or county-designated manufacturing/industrial centers that are within ½ mile of frequent transit service stops or stations.</u></li> <li>▪ <b>Planned Growth:</b> <u>To be developed. Coordinate with the Puget Sound Regional Council to map the alignment of transit service with planned growth.</u></li> </ul>

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Attachment A, Table 2, p. 80

Goal	Outcomes	Measures
<p><b>TRANSIT ORIENTED COMMUNITIES</b> Support thriving, equitable, transit-oriented communities that foster economic development</p>	<p>Investments support equitable economic development and vibrant, sustainable, mixed-use, and mixed-income transit-oriented communities.</p>	<ul style="list-style-type: none"> <li>▪ <b>Housing Units:</b> At Metro-owned properties used for transit-oriented development broken down by:               <ul style="list-style-type: none"> <li>– Completed</li> <li>– In development</li> <li>– In planning</li> <li>– Number of affordable housing units</li> </ul> </li> <li>▪ <b>Commercial Space:</b> At Metro-owned properties used for transit-oriented development commercial space square feet by year.</li> <li>▪ <b>Growth:</b> <u>Measure the percentage of housing units and jobs in regionally or county-designated growth centers and the percentage of jobs within regionally or county-designated manufacturing/industrial centers that are within ½ mile of frequent transit service stops or stations.</u></li> <li>▪ <b>Planned Growth:</b> <u>To be developed. Coordinate with the Puget Sound Regional Council to map the alignment of transit service with planned growth.</u></li> </ul>
	<p>The amount and types of affordable housing near frequent transit increase.</p>	<ul style="list-style-type: none"> <li>▪ <b>Affordable Housing Near Transit:</b> Percent of all and new rental units within ½ mile of frequent transit service that are affordable by median income brackets (regional measure)</li> </ul>

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November 17, 2021  
 E2 – Equity metrics in System  
 Evaluation report

Sponsor: Robertson, Troutner, Baggett,  
 Chang, Guier, Lisk, McIrvin, Pascal,  
 Cimaomo, Hill, Pauly

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[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 On page 5, line 97, after "resulting scores" insert ", including route-level equity metrics,"

3

4 In Attachment B, page 4, strike Table 1 and insert:

5 **"Table 1 Performance Measures for Fixed-Route Service**

Type of Measure	Measures Used
<b>Ridership</b>	Average daily ridership
<b>Productivity</b>	Rides per platform hour
	Passenger miles per platform mile
<b>Passenger loads</b>	Average of maximum load per trip
<b>Reliability</b>	Trips arriving more than 5 minutes late at a time point
<b>Equity</b>	Equity Prioritization Score
	Opportunity Index Score

6 "

7 In Attachment B, page 6, at the bottom of the page, after the "**Measuring Schedule**

8 **Reliability**" section line "Routes identified as unreliable are candidates for investments."

9 insert:

10 **"Measuring Equity**

11 Equity factors show how well a route serves equity priority areas, which are areas where

12 historically underserved populations are concentrated, as identified in the Mobility

13 Framework and Metro's 2021-2031 Strategic Plan. This ensures that transit service  
14 growth needs consider equity. Equity priority areas are identified using equity priority  
15 area scores (EPAS), which use demographic information for the census block groups in  
16 which each bus stop is located. These EPAS scores are described in more detail in the  
17 "Setting Target Service Levels" section of the Service Guidelines. EPAS scores will be  
18 made available to community members or jurisdiction staff or officials upon request.  
19 Each bus route receives two route-level equity scores to measure how well the route  
20 serves equity priority areas: the equity prioritization score (EPS) is calculated based on  
21 the average of the route's equity prioritization area scores; and the opportunity index  
22 score (OIS) is calculated based on the percentage of stops along a route that have the  
23 highest equity priority area score. These route-level equity scores are used to help  
24 prioritize service investments and reductions and will be included in the annual System  
25 Evaluation report."

26

27 **EFFECT prepared by *Mary Bourguignon*: Would require the annual System**  
28 **Evaluation report to include two route-level equity metrics: the Equity**  
29 **Prioritization Score (EPS) and the Opportunity Index Score (OIS). Would require**  
30 **that bus stop-level equity information (the Equity Priority Area Scores, or EPAS) be**  
31 **made available upon request.**

32 **The language in context is shown below:**

33

## Evaluating Existing Fixed Route Services

Metro regularly monitors and manages the performance of the transit system to determine if service changes should be made to meet community needs. Metro evaluates all fixed-route service (bus and DART) annually, measuring ridership, productivity, passenger loads, and reliability. The results are published in an annual System Evaluation Report. (Measures used to monitor performance of flexible and marine services are outlined in the Planning and Developing Services section of this report.)

**Table 2 Performance Measures for Fixed-Route Service**

Type of Measure	Measures Used
Ridership	Average daily ridership
Productivity	Rides per platform hour
	Passenger miles per platform mile
Passenger loads	Average of maximum load per trip
Reliability	Trips arriving more than 5 minutes late at a time point
Equity	<a href="#">Equity Prioritization Score</a>
	<a href="#">Opportunity Index Score</a>

### Measuring Ridership and Productivity

Metro measures ridership and productivity to identify services where performance is strong or weak, to determine if they are candidates for addition, reduction, or restructuring for each service family.

Ridership is measured by counting the average number of riders daily for each route on weekdays, Saturdays, and Sundays.

Productivity is measured by counting the average number of riders daily relative to the amount of service provided. Two measures are used:

- **Rides per platform hour** measures the number of riders who board a transit vehicle relative to the total number of hours that a vehicle operates (from leaving the base until it returns).
- **Passenger miles per platform mile** measures the total miles riders travel on a route relative to the total miles that a vehicle operates (from leaving the base until it returns).

The two productivity measures reflect the different values that services provide in the transit system. Routes with a higher number of riders getting on and off relative to the time the bus is in operation perform well on the rides-per-platform-hour

64 measure. Routes with full and even loading along the route perform well on the  
65 passenger-miles-per-platform-mile measure.

66 Metro has classified routes into three service families based on the primary market  
67 served as well as other characteristics of service described below. These service  
68 families enable Metro to compare the performance of routes with similar services to  
69 reflect the different land uses and purposes of service throughout the county.

- 70 ▪ **Urban** routes serve the regionally designated Regional Growth Centers of  
71 Seattle Downtown, First Hill/Capitol Hill, South Lake Union, the University  
72 District, and Uptown. These areas have the highest densities in the county,  
73 the highest historical transit use, and the highest market potential for transit.
- 74 ▪ **Suburban** routes serve cities throughout King County or serve Seattle but do  
75 not connect to the centers listed above.
- 76 ▪ **Rural and DART** routes serve lower-density areas. Rural routes serve as  
77 connectors between rural communities and between rural communities and  
78 larger cities. They are defined as having at least 35 percent of their route  
79 outside the urban growth boundary. DART routes provide fixed-route service  
80 and have the ability to deviate from their fixed routing in lower-density areas.

81 Performance thresholds have been established for peak, off-peak, and nighttime  
82 periods and for urban, suburban, and rural/DART service families for each of the two  
83 performance measures. Low performance is defined as route productivity that ranks  
84 in the bottom 25 percent of all routes within a service family and time period. High  
85 performance is defined as route productivity in the top 25 percent.

86 Fixed-route services in the bottom 25 percent on both route productivity measures  
87 are the first candidates for potential reduction if service must be reduced. However,  
88 reduction of these routes is not automatic; other factors are considered as well. More  
89 detailed information about reduction planning is available on page 15.

90 Fixed-route transit services that have very low productivity likely have an adverse  
91 impact on climate change. A Metro analysis of emissions by vehicle type found that a  
92 40-foot diesel-hybrid bus with less than 10 rides per hour likely emits more greenhouse  
93 gasses than if all of those passengers drove vehicles for their trips. When the annual  
94 System Evaluation Report identifies fixed-route service that attracts fewer than 10  
95 rides per hour within a given time period, Metro will consider transitioning the service  
96 to DART or other lower-emission options. Metro will consider changing service that  
97 falls within the threshold of less than 10 rides per hour at any point.

## 98 **Measuring Passenger Loads**

99 Metro uses two separate measures of passenger loads: number of passengers  
100 compared to space on the bus; and the amount of time the bus has a standing load  
101 (standing load time).

102 A passenger load threshold for overcrowding is calculated for each trip, based on the  
103 characteristics of the bus type scheduled for the trip. This threshold is determined by:

- 104 ▪ The number of seats on the bus, plus
- 105 ▪ The number of standing people that can fit on the bus, when each standing  
106 person is given no less than four square feet of floor space.

107 A trip’s standing load time is determined by measuring the amount of time that the  
108 number of passengers on the bus exceeds the number of seats.

109 Poor performance is defined as when the average maximum load of a trip exceeds its  
110 passenger load threshold, or when a trip has a standing load for more than 20  
111 minutes. Passenger loads are averaged on a per trip basis using counts from an  
112 entire service change period, usually a period of about six months. Trips will be  
113 identified as overcrowded if they have average maximum passenger loads higher  
114 than the passenger load threshold for the entire service change period. Routes with  
115 overcrowded trips are candidates for investment.

## 116 **Measuring Schedule Reliability**

117 Service will adhere to published schedules, within reasonable variance. Metro defines  
118 “on time” as arrival at a designated point along a route that is no more than five  
119 minutes later or one minute earlier than the scheduled arrival time. A route is  
120 defined as unreliable if it operates late more than 20 percent of the time.

121 For some RapidRide and very frequent services, Metro measures reliability of service  
122 based on the consistency of headways—the time between buses—rather than the  
123 schedule. This way of measuring reliability better reflects how customers use these  
124 services and assess reliability. When headways are seven minutes or less, a bus is  
125 considered on time when it comes within two minutes of the intended headway.  
126 When headways are between eight to 15 minutes, a bus is considered on time when  
127 it comes within three minutes of the intended headway. These routes are defined as  
128 unreliable if they are fall outside the headway range more than 20 percent of the  
129 time. These performance measures, thresholds, and management techniques may be  
130 revised as part of ongoing projects.

131 Routes identified as unreliable are candidates for investments.

## 132 **Measuring Equity**

133 Equity factors show how well a route serves equity priority areas, which are areas  
134 where historically underserved populations are concentrated, as identified in the  
135 Mobility Framework and Metro's 2021-2031 Strategic Plan. This ensures that transit  
136 service growth needs consider equity. Equity priority areas are identified using equity  
137 priority area scores (EPAS), which use demographic information for the census block  
138 groups in which each bus stop is located. These EPAS scores are described in more  
139 detail in the “Setting Target Service Levels” section of the Service Guidelines. EPAS  
140 scores will be made available to community members or jurisdiction staff or officials  
141 upon request.

142 Each bus route receives two route-level equity scores to measure how well the route  
143 serves equity priority areas: the equity prioritization score (EPS) is calculated based  
144 on the average of the route's equity prioritization area scores; and the opportunity  
145 index score (OIS) is calculated based on the percentage of stops along a route that  
146 have the highest equity priority area score. These route-level equity scores are used  
147 to help prioritize service investments and reductions and will be included in the  
148 annual System Evaluation report.

149

November 17, 2021  
MC2 – Flexible service

Sponsor: Robertson, Troutner, Baggett,  
Chang, Guier, Lisk, McIrvin, Pascal,  
Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment A, page 23, in the "**An Integrated Network**" section, in the second  
3 paragraph, after "These include Metro’s RapidRide, frequent, express, local transit,"  
4 insert "flexible,"

5

6 **EFFECT prepared by *Mary Bourguignon*: Would add “flexible” to the list of**  
7 **Metro’s family of services in the Strategic Plan. The language in context is shown**  
8 **below:**

9  
10 Attachment A, “An Integrated Network” section, p. 23  
11

12 **An Integrated Network**



13 Metro and its partners jointly plan and operate a regional mobility  
14 network: one easy-to-use system that enables people to move seamlessly  
15 throughout the region using different modes and mobility services.

16 As a mobility agency, Metro combines its high-capacity, fixed-route transit services  
17 with other mobility options. As envisioned in Metro Connects, this integrated transit  
18 network includes connections among different services owned and operated by  
19 different partners. These include Metro’s RapidRide, frequent, express, local transit,  
20 flexible, vanpool, and water taxi services; Sound Transit’s Link light rail, bus rapid  
21 transit, express bus, and Sounder services; and the Seattle Streetcar.

November 17, 2021  
R1 – Service reductions  
(includes R1, R2, R3)

Sponsor: Robertson, Troutner, Baggett,  
Chang, Guier, Lisk, McIrvin, Pascal,  
Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment B, page 5, in the last paragraph in the "**Measuring Ridership and**  
3 **Productivity**" section, after "Fixed-route transit services that have very low productivity  
4 likely have an adverse impact on climate change." strike "A Metro analysis of emissions  
5 by vehicle type found that a 40-foot diesel-hybrid bus with less than 10 rides per hour  
6 likely emits more greenhouse gasses than if all of those passengers drove vehicles for  
7 their trips. When the annual System Evaluation Report identifies fixed-route service that  
8 attracts fewer than 10 rides per hour within a given time period, Metro will consider  
9 transitioning the service to DART or other lower-emission options. Metro will consider  
10 changing service that falls within the threshold of less than 10 rides per hour at any  
11 point." and insert "Metro found that fixed-route transit services with very low  
12 productivity, less than 10 rides per hour, likely emit more greenhouse gasses than if all of  
13 those passengers drove vehicles for their trips. These routes would be candidates for  
14 potential changes in service type. For example, fixed route bus service may transition to a  
15 DART route. Routes with this level of very low productivity are identified in the annual  
16 System Evaluation report as candidates for potential changes in service type."

17

18 In Attachment B, page 15, in the "**REDUCING SERVICE**" section, at the end of the  
19 second bolded point, "**Ways to minimize impacts through restructuring service.**" after  
20 "By consolidating service to eliminate duplication, and by closely matching service with  
21 demand, Metro may be able to provide needed trips at reduced cost and minimize impacts  
22 on riders." insert "Metro also considers potential adjustments to fixed-route service in  
23 order to reduce the impact of service reductions on riders. If adjustments to fixed-route  
24 service will not likely result in productive service, Metro may consider flexible service as  
25 an alternative to low-productivity fixed-route service if it is likely to result in significant  
26 cost savings and be successful based on evaluation criteria and considerations outlined in  
27 the "Planning Flexible Services" section."

28

29 **EFFECT prepared by *Mary Bourguignon*:**

- 30 • **Would clarify that very low productivity routes (less than 10 rides per hour)**  
31 **may be considered for potential changes in system type, for example**  
32 **changing from fixed-route service to DART service. These very low**  
33 **productivity routes are identified in the annual System Evaluation report.**
- 34 • **Would clarify that Metro considers adjustments to fixed-route service to**  
35 **reduce the impacts of reductions on riders and may also consider flexible**  
36 **service as an alternative (through the process outlined in the "Planning**  
37 **Flexible Services" section of the Service Guidelines) if it is likely to result in**  
38 **significant cost savings and be successful.**

39 **The language in context is shown below:**

40



41  
42  
43

## 44 **Measuring Ridership and Productivity**

45 Metro measures ridership and productivity to identify services where performance is  
46 strong or weak, to determine if they are candidates for addition, reduction, or  
47 restructuring for each service family.

48 Ridership is measured by counting the average number of riders daily for each route  
49 on weekdays, Saturdays, and Sundays.

50 Productivity is measured by counting the average number of riders daily relative to  
51 the amount of service provided. Two measures are used:

- 52     ▪ **Rides per platform hour** measures the number of riders who board a transit  
53     vehicle relative to the total number of hours that a vehicle operates (from  
54     leaving the base until it returns).
- 55     ▪ **Passenger miles per platform mile** measures the total miles riders travel  
56     on a route relative to the total miles that a vehicle operates (from leaving the  
57     base until it returns).

58 The two productivity measures reflect the different values that services provide in  
59 the transit system. Routes with a higher number of riders getting on and off relative  
60 to the time the bus is in operation perform well on the rides-per-platform-hour  
61 measure. Routes with full and even loading along the route perform well on the  
62 passenger-miles-per-platform-mile measure.

63 Metro has classified routes into three service families based on the primary market  
64 served as well as other characteristics of service described below. These service  
65 families enable Metro to compare the performance of routes with similar services to  
66 reflect the different land uses and purposes of service throughout the county.

- 67     ▪ **Urban** routes serve the regionally designated Regional Growth Centers of  
68     Seattle Downtown, First Hill/Capitol Hill, South Lake Union, the University  
69     District, and Uptown. These areas have the highest densities in the county,  
70     the highest historical transit use, and the highest market potential for transit.
- 71     ▪ **Suburban** routes serve cities throughout King County or serve Seattle but do  
72     not connect to the centers listed above.
- 73     ▪ **Rural and DART** routes serve lower-density areas. Rural routes serve as  
74     connectors between rural communities and between rural communities and  
75     larger cities. They are defined as having at least 35 percent of their route  
76     outside the urban growth boundary. DART routes provide fixed-route service  
77     and have the ability to deviate from their fixed routing in lower-density areas.

78 Performance thresholds have been established for peak, off-peak, and nighttime  
79 periods and for urban, suburban, and rural/DART service families for each of the two  
80 performance measures. Low performance is defined as route productivity that ranks  
81 in the bottom 25 percent of all routes within a service family and time period. High  
82 performance is defined as route productivity in the top 25 percent.

83 Fixed-route services in the bottom 25 percent on both route productivity measures  
84 are the first candidates for potential reduction if service must be reduced. However,  
85 reduction of these routes is not automatic; other factors are considered as well. More  
86 detailed information about reduction planning is available on page 15.

87 Fixed-route transit services that have very low productivity likely have an adverse  
88 impact on climate change. ~~((A Metro analysis of emissions by vehicle type found that a  
89 40-foot diesel hybrid bus with less than 10 rides per hour likely emits more greenhouse  
90 gasses than if all of those passengers drove vehicles for their trips. When the annual  
91 System Evaluation Report identifies fixed route service that attracts fewer than 10  
92 rides per hour within a given time period, Metro will consider transitioning the service  
93 to DART or other lower emission options. Metro will consider changing service that  
94 falls within the threshold of less than 10 rides per hour at any point.)) Metro found  
95 that fixed-route transit services with very low productivity, less than 10 rides per  
96 hour, likely emit more greenhouse gasses than if all of those passengers drove  
97 vehicles for their trips. These routes would be candidates for potential changes in  
98 service type. For example, fixed route bus service may transition to a DART route.  
99 Routes with this level of very low productivity are identified in the annual System  
100 Evaluation report as candidates for potential changes in service type.~~

101  
102  
103

Attachment B, "Reducing Service" section, pp. 15-16
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## 104 **REDUCING SERVICE**

105 When Metro must reduce service, the guidelines help identify the services to be  
106 reduced. However, the guidelines are only a starting point. Metro also considers  
107 other factors including community input, opportunities to achieve system efficiencies  
108 and to simplify the network through restructures, and the potential for offering  
109 flexible services. (Guidelines for reducing flexible and marine services are discussed  
110 separately in the Planning and Developing Service section.)

111 Some factors that Metro considers when reducing service include:

- 112     ▪ **The relative impacts to all areas of the county to minimize or mitigate**  
113     **significant impacts in any one area.** Metro seeks to balance reductions  
114     throughout the county so that no one area experiences significant negative  
115     impacts beyond what other areas experience.
- 116     ▪ **Ways to minimize impacts through restructuring service.** Metro  
117     considers restructuring service to make it more efficient and equitable. By  
118     consolidating service to eliminate duplication, and by closely matching service  
119     with demand, Metro may be able to provide needed trips at reduced cost and  
120     minimize impacts on riders. Metro also considers potential adjustments to  
121     fixed-route service in order to reduce the impact of service reductions on  
122     riders. If adjustments to fixed-route service will not likely result in productive  
123     service, Metro may consider flexible service as an alternative to low-  
124     productivity fixed-route service if it is likely to result in significant cost savings  
125     and be successful based on evaluation criteria and considerations outlined in  
126     the "Planning Flexible Services" section.

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- **The identified investment need on routes.** While no route or area is exempt from change during a large-scale system reduction, Metro will try to avoid reducing service on routes that are high priorities for investment and included in the Metro Connects interim network.
- **Preservation of last connections.** Metro serves some urbanized areas of east and south King County that are surrounded by rural land. Elimination of all service in these areas would significantly reduce the coverage Metro provides. Preservation of last connections will ensure that Metro continues to address mobility needs throughout King County.
- **Equity needs.** Metro will consider route-level Opportunity Index Scores as it sets priorities for potential service reduction. Opportunity Index Scores are a quintile ranking based on the percentage of stops along a route that serve block groups with an equity priority area score of five. This will help ensure that Metro continues serving areas where needs are greatest. Routes that have the highest percentage of stops within the highest priority areas are given a score of five. Routes that have the lowest percentage of stops within the highest priority areas are given a score of one. Metro will also use information about physical community assets to help ensure it provides service to important places throughout the county. More information on how Opportunity Index Scores are used is below.

November 17, 2021

P1 – Role of route productivity  
in reductions

Sponsor: Robertson, Troutner, Baggett,  
Chang, Guier, Lisk, McIrvin, Pascal,  
Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment B, page 15, in the "**REDUCING SERVICE**" section, after the fourth  
3 bolded point, "**Preservation of last connections.**" after "Preservation of last connections  
4 will ensure that Metro continues to address mobility needs throughout King County."

5 insert:

6 "**Route productivity.** Metro uses two measures to determine the productivity of each  
7 route: rides per platform hours measures the number of riders who board a transit vehicle  
8 relative to the total number of hours that a vehicle operates; and passenger miles per  
9 platform mile measures the total miles riders travel on a route relative to the total miles  
10 that a vehicle operates. Routes' productivity measures are organized into three service  
11 families (urban, suburban, and rural/DART) and three time periods (peak, off-peak, and  
12 nighttime). Low performance is defined as route productivity that ranks in the bottom 25  
13 percent of all routes within a service family and time period."

14

15 In Attachment B, page 16, in the "**Reduction Priorities**" section, in the first paragraph,  
16 after "Priorities for reduction are listed in Table 6." insert "Productivity and equity  
17 measures are used to prioritize candidates for service reduction. Routes with low

18 performance on the productivity measures, and specifically those that also have low  
19 equity scores, are generally the first to be prioritized for reduction."  
20 **EFFECT prepared by *Mary Bourguignon*: Would describe how productivity is**  
21 **measured and how it is used to determine the prioritization of routes for reduction**  
22 **(that is, that low-productivity routes are prioritized for reduction, and specifically,**  
23 **that low-productivity routes with low equity scores are the highest priority for**  
24 **reduction). The language in context is shown below:**

25 Attachment B, "Reducing Service" section, pp. 15-16

## 26 **REDUCING SERVICE**

27 When Metro must reduce service, the guidelines help identify the services to be  
28 reduced. However, the guidelines are only a starting point. Metro also considers  
29 other factors including community input, opportunities to achieve system efficiencies  
30 and to simplify the network through restructures, and the potential for offering  
31 flexible services. (Guidelines for reducing flexible and marine services are discussed  
32 separately in the Planning and Developing Service section.)

33 Some factors that Metro considers when reducing service include:

- 34     ▪ **The relative impacts to all areas of the county to minimize or mitigate**  
35     **significant impacts in any one area.** Metro seeks to balance reductions  
36     throughout the county so that no one area experiences significant negative  
37     impacts beyond what other areas experience.
- 38     ▪ **Ways to minimize impacts through restructuring service.** Metro  
39     considers restructuring service to make it more efficient and equitable. By  
40     consolidating service to eliminate duplication, and by closely matching service  
41     with demand, Metro may be able to provide needed trips at reduced cost and  
42     minimize impacts on riders.
- 43     ▪ **The identified investment need on routes.** While no route or area is  
44     exempt from change during a large-scale system reduction, Metro will try to  
45     avoid reducing service on routes that are high priorities for investment and  
46     included in the Metro Connects interim network.
- 47     ▪ **Preservation of last connections.** Metro serves some urbanized areas of  
48     east and south King County that are surrounded by rural land. Elimination of  
49     all service in these areas would significantly reduce the coverage Metro  
50     provides. Preservation of last connections will ensure that Metro continues to  
51     address mobility needs throughout King County.
- 52     ▪ **Route productivity. Metro uses two measures to determine the productivity**  
53     **of each route: rides per platform hours measures the number of riders who**  
54     **board a transit vehicle relative to the total number of hours that a vehicle**

operates; and passenger miles per platform mile measures the total miles riders travel on a route relative to the total miles that a vehicle operates. Routes' productivity measures are organized into three service families (urban, suburban, and rural/DART) and three time periods (peak, off-peak, and nighttime). Low performance is defined as route productivity that ranks in the bottom 25 percent of all routes within a service family and time period.

- **Equity needs.** Metro will consider route-level Opportunity Index Scores as it sets priorities for potential service reduction. Opportunity Index Scores are a quintile ranking based on the percentage of stops along a route that serve block groups with an equity priority area score of five. This will help ensure that Metro continues serving areas where needs are greatest. Routes that have the highest percentage of stops within the highest priority areas are given a score of five. Routes that have the lowest percentage of stops within the highest priority areas are given a score of one. Metro will also use information about physical community assets to help ensure it provides service to important places throughout the county. More information on how Opportunity Index Scores are used is below.

## Reduction Priorities

Priorities for reduction are listed in Table 6. Productivity and equity measures are used to prioritize candidates for service reduction. Routes with low performance on the productivity measures, and specifically those that also have low equity scores, are generally the first to be prioritized for reduction. Within all priorities, Metro ensures that equity is a primary consideration in any reduction proposal, complying with all state and federal regulations.

The priority list is intended to address reductions to multiple trips within a time period, cuts to all service in a time period, or deletion of routes. Individual low-performing trips may also be considered for reductions outside of the priority list.

**Table 1 Factors and Prioritization Used to Identify Service Reductions Candidates**

Priority	Factors
1	Routes within the bottom 25% on both productivity measures and with Opportunity Index Scores of 3 or less
2	Routes within the bottom 25% on both productivity measures and with Opportunity Index Scores of 4 or 5
3	Routes within the bottom 25% on one productivity measure and with Opportunity Index Scores of 3 or less
4	Routes within the bottom 25% on one productivity measure and with Opportunity Index Scores of 4 or 5
5	Routes within the bottom 50% on one or both productivity measures and with Opportunity Index Scores of 3 or less
6	Routes within the bottom 50% on one or both productivity measures and with Opportunity Index Scores of 4 or 5

83

November 17, 2021

RS1 – Restructure goals  
(Adds RS5 definition of  
restructure area)

Sponsor: Robertson, Troutner, Baggett,  
Chang, Guier, Lisk, McIrvin, Pascal,  
Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment B, page 17, in the last full paragraph on the page, below the "**Major**  
3 **Development or Land Use Changes**" section, strike:

4 "Restructure projects will draw from common goals but will also have area-specific goals  
5 that respond to the specific needs and issues in the community served by the project. One  
6 of Metro's goals for any service restructure is to provide service connections,  
7 frequencies, travel times, and span that are at least similar to existing Metro service.

8 Other common goals for restructures include:"

9 and insert:

10 "All project areas are different. Metro will develop area-specific goals and strategies for  
11 each restructure with affected jurisdictions, partner agencies, and community  
12 stakeholders. Common goals for all restructures include:"

13

14 In Attachment B, page 17, after the second bulleted point, "Inform, engage, and empower  
15 current and potential customers in decision-making" insert:

- 16 • "Move toward Metro's long-range vision, Metro Connects"

17

18 In Attachment B, page 17, in the last two lines on the page, after "Deliver integrated  
19 service that responds to changes in" strike "the transit network and community needs "  
20 and insert "community needs and the transit network, such as connections to high-  
21 capacity transit services

- 22 • When under stable or growing resource scenarios, provide service connections,  
23 frequencies, travel times, and span at least similar to existing Metro service unless  
24 community-defined priorities in the project area suggest different service  
25 characteristics that will better meet their needs"

26

27 In Attachment B, page 18, after the bulleted point "Create convenient opportunities for  
28 customers to transfer between services" strike:

- 29 • "Move toward Metro's long-range vision, Metro Connects."

30

31 In Attachment B, page 18, before the text box titled "**Data Considered for Service**  
32 **Restructures**" insert:

33 "Metro may refine a restructure project area based on feedback from community  
34 stakeholders, affected jurisdictions, and partner agencies. Equity priority areas will be  
35 identified within each restructure project area."

36

37 **EFFECT prepared by *Mary Bourguignon*:**

- 38 • **Would clarify that for each restructure, Metro would work with affected**  
39 **jurisdictions and community stakeholders to develop area-specific goals and**  
40 **strategies.**



- 41 • **Would add to the list of common goals for all restructures that restructures**  
42 **deliver integrated service that responds to changes in community needs and**  
43 **the transit network, such as connections to high-capacity transit services.**
- 44 • **Would add to the list of common goals for all restructures that restructures**  
45 **conducted under stable or growing resource scenarios would provide service**  
46 **at least similar to existing Metro service unless community-defined priorities**  
47 **in the project area suggest different service characteristics will better meet**  
48 **the needs.**
- 49 • **Would clarify that Metro may refine a project area based on feedback from**  
50 **stakeholders and that equity priority areas will be identified within each**  
51 **restructure area.**

52

53 **The language in context is shown below:**

54

55 Attachment B, "Restructuring Service" section, pp. 16-18

56

## 57 **RESTRUCTURING SERVICE**

58 Service restructures or service redesigns are projects that make coordinated changes  
59 to multiple routes and services within a large area, consistent with the service design  
60 criteria in this document. A variety of circumstances may prompt restructures. In  
61 general, they are done to improve the efficiency and effectiveness of the transit  
62 system and to better integrate with the regional transit network, including light rail  
63 and bus rapid transit expansions. Restructures may result in the modification,  
64 addition, and deletion of services. Any changes that exceed Metro's administrative  
65 authority must be approved by the King County Council as part of a service change  
66 ordinance per King County Code Section 28.94.020.

67 Reasons Metro may restructure service include:

## 68 Major Transportation Network Changes

- 69 ▪ Partner agencies initiate extension or enhancement of services such as Link  
70 light rail, Stride bus rapid transit (BRT), Sounder commuter rail, and Regional  
71 Express bus services.
- 72 ▪ Metro's RapidRide BRT network is expanded, partner or grant resources are  
73 available for investment, or Metro introduces a significant new service.
- 74 ▪ Multiple transit services overlap or provide similar connections.
- 75 ▪ Major projects such as highway construction or the opening of new transit  
76 centers, park-and-rides, or transit priority pathways affect Metro's service.

## 77 Mismatch Between Service and Ridership

- 78 ▪ There may be places where the transit network does not reflect current travel  
79 patterns.
- 80 ▪ A route may serve multiple areas with significantly different demand  
81 characteristics.
- 82 ▪ There are opportunities to consolidate or reorganize service so that higher  
83 rider demand can be met with improved service frequency and fewer route  
84 patterns.
- 85 ▪ There are opportunities to serve new areas where development or land use  
86 has changed significantly.

## 87 Major Development or Land Use Changes

- 88 ▪ Construction of a large-scale development, new institutions such as colleges  
89 or medical centers, or significant changes in the overall development of an  
90 area may occur.

91 ~~((Restructure projects will draw from common goals but will also have area-specific~~  
92 ~~goals that respond to the specific needs and issues in the community served by the~~  
93 ~~project. One of Metro's goals for any service restructure is to provide service~~  
94 ~~connections, frequencies, travel times, and span that are at least similar to existing~~  
95 ~~Metro service. Other common goals for restructures include:))~~ All project areas are  
96 different. Metro will develop area-specific goals and strategies for each restructure  
97 with affected jurisdictions, partner agencies, and community stakeholders. Common  
98 goals for all restructures include:

- 99 ▪ Improve mobility for historically disadvantaged populations
- 100 ▪ Inform, engage, and empower current and potential customers in decision-  
101 making
- 102 ▪ Move toward Metro's long-range vision, Metro Connects
- 103 ▪ Deliver integrated service that responds to changes in ~~((the transit network~~  
104 ~~and community needs))~~ community needs and the transit network, such as  
105 connections to high-capacity transit services
- 106 ▪ When under stable or growing resource scenarios, provide service  
107 connections, frequencies, travel times, and span at least similar to existing

108 Metro service unless community-defined priorities in the project area suggest  
109 different service characteristics that will better meet their needs

- 110     ▪ Increase transit ridership and productivity to reduce greenhouse gas
- 111         emissions in the county, and potentially reduce services where transit is not
- 112         providing a net reduction of emissions over car travel
- 113     ▪ Focus frequent service on the service segments with the highest ridership
- 114     ▪ Improve transit access to opportunities and address unmet needs of priority
- 115         populations
- 116     ▪ Create convenient opportunities for customers to transfer between services
- 117     ▪ ~~((Move toward Metro's long-range vision, Metro Connects.))~~

118 Metro may refine a restructure project area based on feedback from community  
119 stakeholders, affected jurisdictions, and partner agencies. Equity priority areas will  
120 be identified within each restructure project area.

November 17, 2021  
ST1 – Describe other  
agencies’ service in restructure

[mbourguignon]

Sponsor: Balducci

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment B, page 18, in the first paragraph below the text box titled "**Data**  
3 **Considered for Service Restructures**" section, before "In some instances, Sound Transit  
4 or another agency's service may fully or partially replace an existing Metro service."  
5 insert "As part of the process of developing a proposed service restructure, Metro will  
6 provide a description of all transit services in the project area, both before and after the  
7 proposed restructure. This will give jurisdictions, community members, riders, and other  
8 stakeholders a clear indication of the transit services that are currently available and that  
9 are proposed to be available after the restructure, whether those services are provided by  
10 Metro, Sound Transit, or another transit partner."

11  
12 **EFFECT prepared by *Mary Bourguignon*: Would require Metro to provide a**  
13 **description of both Metro and other transit agency service in the project area both**  
14 **before and after a proposed restructure to provide a clear indication of the transit**  
15 **service available to riders. The language in context is shown below:**

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Attachment B, "Restructuring Service" section, p. 18

As part of the process of developing a proposed service restructure, Metro will provide a description of all transit services in the project area, both before and after the proposed restructure. This will give jurisdictions, community members, riders, and other stakeholders a clear indication of the transit services that are currently available and that are proposed to be available after the restructure, whether those services are provided by Metro, Sound Transit, or another transit partner. In some instances, Sound Transit or another agency's service may fully or partially replace an existing Metro service. If Metro can meet the goals outlined above and have resources left over, it may redeploy resources from services replaced by other agencies. By doing so, Metro could meet countywide needs according to the service investment priorities outlined in this document. This approach aligns with guidance in Metro's Strategic Plan and will help the County advance equity, address climate change, and build toward the Metro Connects system.

After a service restructure, Metro will regularly evaluate the resulting transit services as part of the ongoing management of Metro's transit system.

November 17, 2021

ST2 – Replaced service in a restructure, duplicative service definition

Sponsor: Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvin, Pascal, Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment B, page 18, in the first paragraph below the text box titled "**Data**  
3 **Considered for Service Restructures**" strike:

4 "In some instances, Sound Transit or another agency's service may fully or partially  
5 replace an existing Metro service. If Metro can meet the goals outlined above and have  
6 resources left over, it may redeploy resources from services replaced by other agencies.  
7 By doing so, Metro could meet countywide needs according to the service investment  
8 priorities outlined in this document. This approach aligns with guidance in Metro's  
9 Strategic Plan and will help the County advance equity, address climate change, and  
10 build toward the Metro Connects system."

11 and insert:

12 "In some instances, Sound Transit or another agency’s service may fully or partially  
13 replace an existing Metro service and thereby potentially free up Metro service hours to  
14 be deployed elsewhere. For example, a Link light rail extension or a new Sound Transit  
15 or another agency's service that will offer an option that can replace all or a portion of a  
16 Metro route, meeting the standard of duplicative service as defined in the "Route Spacing

17 and Duplication" subsection of the "Planning and Designing Service" section of this  
18 document, may make Metro service hours available for redeployment.  
19 If Metro can meet the goals outlined above and have service hours left over, it may  
20 redeploy service hours replaced by other agencies. By doing so, Metro could meet  
21 countywide needs according to the service investment priorities outlined in this  
22 document. This approach aligns with guidance in Metro's Strategic Plan and will help the  
23 County advance equity, address climate change, and build toward the Metro Connects  
24 system."

25

26 In Attachment B, page 18, in the second paragraph below the text box titled "**Data**  
27 **Considered for Service Restructures**" before "After a service restructure, Metro will  
28 regularly evaluate the resulting transit services as part of the ongoing management of  
29 Metro's transit system." insert "Metro will describe how the restructure goals have been  
30 met and the progress toward achieving the long-range vision of Metro Connects."

31

32 In Attachment B, page 22, in the first bulleted, indented point, after "Two or more  
33 parallel routes operate less than 1/2 mile apart for at least one mile, excluding operations  
34 within a regional growth center or approaching a transit center where pathways are  
35 limited" strike "." and insert ", or"

36

37 In Attachment B, page 22, before the "**5. Route Directness**" section, after "A rider can  
38 choose between multiple modes or routes connecting the same origin and destination at  
39 the same time of day." insert:

40 "Metro should consider transit access in defining a route or route segment as duplicative.  
41 Access should be based on the frequency of service. For frequent service, locations  
42 within ½ mile of a stop or station should be considered as having access. For all other  
43 services, locations within ¼ mile of a stop or station should be considered as having  
44 access. These measures are important because they indicate what percent of King County  
45 residents could potentially reach transit service within a 5- to 10-minute walk."

46

47 **EFFECT prepared by *Mary Bourguignon*:**

- 48 • **Would define service hours that are fully or partially “replaced” by Sound**  
49 **Transit or another agency’s service to be defined using the definition of**  
50 **“duplicative service” in the Planning and Designing Service section.**
- 51 • **If Metro can meet the goals of the restructure Metro may redeploy service**  
52 **hours that are replaced.**
- 53 • **Would require Metro to describe how the restructure goals have been met**  
54 **and the progress toward achieving the long-range vision of Metro Connects.**
- 55 • **Would add additional considerations to the determination about whether**  
56 **routes are considered duplicative: Metro should consider transit access based**  
57 **on the frequency of service, for frequent service considering locations within**  
58 **½ mile of a stop or station as having access and for other services,**  
59 **considering locations within ¼ mile of a stop or station.**

60 **The language in context is shown below:**

61



62

63 Attachment B, "Restructuring Service" section, p. 18

64

65 In some instances, Sound Transit or another agency's service may fully or partially  
66 replace an existing Metro service and thereby potentially free up Metro service hours  
67 to be deployed elsewhere. For example, a Link light rail extension or a new Sound  
68 Transit or another agency's service that will offer an option that can replace all or a  
69 portion of a Metro route, meeting the standard of duplicative service as defined in  
70 the "Route Spacing and Duplication" subsection of the "Planning and Designing  
71 Service" section of this document, may make Metro service hours available for  
72 redeployment.

73 If Metro can meet the goals outlined above and have ~~((resources))~~ service hours left  
74 over, it may redeploy ~~((resources))~~ service hours replaced by other agencies. By  
75 doing so, Metro could meet countywide needs according to the service investment  
76 priorities outlined in this document. This approach aligns with guidance in Metro's  
77 Strategic Plan and will help the County advance equity, address climate change, and  
78 build toward the Metro Connects system.

79 Metro will describe how the restructure goals have been met and the progress  
80 toward achieving the long-range vision of Metro Connects. After a service  
81 restructure, Metro will regularly evaluate the resulting transit services as part of the  
82 ongoing management of Metro's transit system.

83

84 Attachment B, "Route Spacing and Duplication" section, pp. 21-22

85

## 86 **4. Route Spacing and Duplication**

87 Routes should be designed to avoid competing for the same riders. In general,  
88 routes should be no closer than 1/2 mile. Studies show that riders are often willing to  
89 walk up to 1/4 mile, or further for frequent service. Services may overlap or be more  
90 closely spaced where urban and physical geography makes it necessary, where  
91 services in a common segment serve different destinations, or where routes  
92 converge to serve regional growth centers. Where services do overlap, they should  
93 be scheduled together, if possible, to provide shorter waits along the common  
94 routing.

95 Routes are defined as duplicative in the following circumstances:

- 96     ▪ Two or more parallel routes operate less than 1/2 mile apart for at least one  
97     mile, excluding operations within a regional growth center or approaching a  
98     transit center where pathways are limited~~((:))~~, or
- 99     ▪ A rider can choose between multiple modes or routes connecting the same  
100     origin and destination at the same time of day.

101

102 Metro should consider transit access in defining a route or route segment as  
103 duplicative. Access should be based on the frequency of service. For frequent  
104 service, locations within 1/2 mile of a stop or station should be considered as having

105 access. For all other services, locations within ¼ mile of a stop or station should be  
106 considered as having access. These measures are important because they indicate  
107 what percent of King County residents could potentially reach transit service within a  
108 5- to 10-minute walk.

November 17, 2021  
WT1 – Clarification on  
funding, process for future  
water taxi lines

[mbourguignon]

Sponsor: Balducci

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment B, page 28, in the first paragraph in the "**PLANNING MARINE**  
3 **SERVICES**" section, after "The division is funded by a dedicated property tax levy,  
4 passenger fares, and federal and state grants." insert "Future marine services will be  
5 funded by these sources or other sources dedicated to marine travel."  
6

7 In Attachment B, beginning on page 29, in the first paragraph in the "**Adding Service**"  
8 section, after "The Marine Division will also conduct rider outreach via surveys and other  
9 outreach methods to inform decisions about service additions." insert "Planning for any  
10 expansion of new marine service routes must also consider the cost-benefit comparison of  
11 water taxi service to land-based transit services, including fixed-route and flexible service  
12 options."  
13

14 In Attachment C, on page 39, in the first paragraph in the "**MARINE SERVICE**  
15 **(WATER TAXI)**" section, strike "Expansion of passenger ferry service on Puget Sound  
16 and Lake Washington will give people more reliable options for getting around and  
17 connecting to the regional transit network. Passenger ferries also allow people to avoid  
18 traffic congestion." and insert:

19 "Expansion of new passenger ferry service routes on Puget Sound and Lake Washington,  
20 in appropriate locations, could provide more reliable options for getting around and  
21 connecting to the regional transit network. Passenger ferries can also allow people to  
22 avoid traffic congestion."

23

24 In Attachment C, beginning on page 39, in the first paragraph in the "**What will**  
25 **passenger ferry service look like?**" section, strike "Passenger ferry service will be an  
26 important component of the region's transportation system, providing fast and reliable  
27 connections between locations on Puget Sound and Lake Washington. Ferries will  
28 primarily serve commuter markets during peak times, year-round. Service hours could be  
29 extended during summer and special events to accommodate rider demand." and insert:

30 "Passenger ferry service represents one component of the region's transportation system,  
31 and can provide fast and reliable connections in appropriate locations. Ferries serve as a  
32 supplement to the countywide transportation system in locations where it serves the  
33 network as well as, or better than, traditional fixed-route transit service. Service hours  
34 could be extended during summer and special events to accommodate rider demand."

35

36 In Attachment C, page 39, in the first sentence of the second paragraph in the "**What will**  
37 **passenger ferry service look like?**" section, after "Ferry service" strike "complements"  
38 insert "can complement"

39

40 In Attachment C, page 39, in the second paragraph in the "**What will passenger ferry**  
41 **service look like?**" section, after "Planning for additions<sup>17</sup> or changes to ferry service

42 will consider Metro's core values: safety, equity, and sustainability.<sup>18</sup>" insert "King  
43 County should develop a Marine Services Strategic Plan to complete the policy-level  
44 analysis and decision-making called for in the King County Ferry District 2014-2018  
45 Strategic Plan to determine the level of service desired for water taxis and the property  
46 tax rate needed to provide that level of service. Until updated strategic planning answers  
47 these questions, planning for expanded new marine service routes must use the county's  
48 adopted Service Guidelines and consider the cost-benefit comparison of water taxi  
49 service to land-based transit services, including fixed-route and flexible service options."  
50

51 In Attachment C, page 39, in the third paragraph in the "**What will passenger ferry**  
52 **service look like?**" section, after "As with all service envisioned in Metro Connects,  
53 Metro will need additional funding to expand passenger ferry service."<sup>19</sup> insert "Marine  
54 services are funded by a dedicated property tax levy, passenger fares, and federal and  
55 state grants. Future marine services will be funded by these sources or other sources  
56 specifically dedicated to marine travel."  
57

58 In Attachment C, page 39, following the "**What will it take?**" section heading, strike:

- 59     ▪ **"Build on past studies to expand fast and reliable passenger ferry service as**  
60       **part of the regional transit network.**

61       Evaluate connectivity and service to further the time and cost competitiveness of  
62       passenger ferries as well as parking and land use compatibility.

- 63     ▪ **Engage with communities and partner with jurisdictions** to plan and locate  
64       routes and terminals that meet their needs.

65       ▪ **Invest in terminal infrastructure and new vessels** to support service expansion.

66           Use new methods to reduce greenhouse gas emissions while maintaining speed  
67           and reliability.

68       ▪ **Coordinate with fixed-route and flexible services for improved transit  
69           connectivity.**

70           Provide an integrated transit solution as ferry service is added in King County."

71   and insert:

72       ▪ **"Develop a Marine Services Strategic Plan** to update the King County Ferry  
73           District 2014-2018 Strategic Plan to account for current conditions, including  
74           changes in the Marine Division's organizational structure and management, to the  
75           regional transit system and to King County transit policies and procedures for  
76           planning and providing transit service, including an equity analysis.

77       ▪ **As recommended in the King County Ferry District 2014-2018 Strategic  
78           Plan, determine the desired level of service for passenger ferries** and required  
79           property tax level to deliver that level of service.

80       ▪ **Build on the update to the 2014-2018 Strategic Plan and update past studies  
81           to determine the role of passenger ferry service as part of the regional transit  
82           network.**

83           Evaluate connectivity and service to further the time and cost competitiveness of  
84           passenger ferries as well as parking and land use compatibility.

85       ▪ **Engage with communities and partner with jurisdictions** to complete strategic  
86           planning for routes and terminals that enhance the regional transit system."

87

88 **EFFECT prepared by *Mary Bourguignon*: This amendment would make changes to**  
89 **the Service Guidelines and Metro Connects related to marine services, including:**

- 90 • **It would clarify that marine services are currently funded by dedicated**  
91 **funding sources and would continue to be funded by those sources in the**  
92 **future, or by other sources specifically dedicated to marine travel.**
- 93 • **It would state that planning for expansion of new marine service routes must**  
94 **consider the cost-benefit comparison of water taxi service to land-based**  
95 **service, including both fixed-route and flexible options and must use the**  
96 **County’s adopted Service Guidelines.**
- 97 • **It would state that passenger ferry service can provide fast and reliable**  
98 **connections “in appropriate locations” and can supplement the countywide**  
99 **transportation system “where it serves the network as well as, or better than,**  
100 **traditional fixed-route transit service.”**
- 101 • **It would ask Metro to develop a Marine Services Strategic Plan to update the**  
102 **King County Ferry District 2014-2018 Strategic Plan to determine the**  
103 **desired level of water taxi service and the property tax rate that is needed.**
- 104 • **It would remove language from Metro Connects related to investing in**  
105 **terminal infrastructure and new vessels to support service expansion, as well**  
106 **as language about coordinating with fixed-route and flexible services for**  
107 **improved transit connectivity.**

108 **The language in context is shown below:**

109

110

111 Attachment B, "Planning Marine Services" section, p. 28

112

## 113 PLANNING MARINE SERVICES

114 Metro's Marine Division operates King County Water Taxi services. The division is  
115 funded by a dedicated property tax levy, passenger fares, and federal and state  
116 grants. Future marine services will be funded by these sources or other sources  
117 dedicated to marine travel. It is responsible for the operation and maintenance of the  
118 passenger ferry service and its vessels and terminals.

119

120 Attachment B, "Adding Service" section, p. 29

121

### 122 Adding Service

123 Additional service may be needed to accommodate high demand. The passenger load  
124 measure will be the primary indicator for when and where to add service. The Marine  
125 Division will also conduct rider outreach via surveys and other outreach methods to  
126 inform decisions about service additions. Planning for any expansion of new marine  
127 service routes must also consider the cost-benefit comparison of water taxi service  
128 to land-based transit services, including fixed-route and flexible service options.

129

130 Attachment C, "MARINE SERVICE (WATER TAXI)" section, p. 39

131

## 132 MARINE SERVICE (WATER TAXI)

133 Expansion of new passenger ferry service routes on Puget Sound  
134 and Lake Washington, in appropriate locations, could provide  
135 ((will give people)) more reliable options for getting around and  
136 connecting to the regional transit network. Passenger ferries can  
137 also allow people to avoid traffic congestion.

138

139 Attachment C, "What will passenger ferry service look like?" section, p. 39

140

### 141 What will passenger ferry service look like?

142 Passenger ferry service ((will be an important)) represents one component of the  
143 region's transportation system, ((providing)) and can provide fast and reliable  
144 connections in appropriate locations. Ferries serve as a supplement to the  
145 countywide transportation system in locations where it serves the network as well  
146 as, or better than, traditional fixed-route transit service. ((between locations on  
147 Puget Sound and Lake Washington. Ferries will primarily serve commuter markets  
148 during peak times, year-round.)) Service hours could be extended during summer  
149 and special events to accommodate rider demand.

150 Ferry service can complement ((s)) bus and rail service; it is not constrained by the  
151 road and rail network and traffic congestion. For example, when the West Seattle  
152 bridge closed in 2020, the water taxi became an essential connection for West



153 Seattle residents. Planning for additions<sup>17</sup> or changes to ferry service will consider  
154 Metro’s core values: safety, equity, and sustainability.<sup>18</sup> King County should develop  
155 a Marine Services Strategic Plan to complete the policy-level analysis and decision-  
156 making called for in the King County Ferry District 2014-2018 Strategic Plan to  
157 determine the level of service desired for water taxis and the property tax rate  
158 needed to provide that level of service. Until updated strategic planning answers  
159 these questions, planning for expanded new marine service routes must use the  
160 county’s adopted Service Guidelines and consider the cost-benefit comparison of  
161 water taxi service to land-based transit services, including fixed-route and flexible  
162 service options.

163 As with all service envisioned in Metro Connects, Metro will need additional funding  
164 to expand passenger ferry service.<sup>19</sup> Marine services are funded by a dedicated  
165 property tax levy, passenger fares, and federal and state grants. Future marine  
166 services will be funded by these sources or other sources specifically dedicated to  
167 marine travel. Each new route will require investments in capital infrastructure,  
168 including a terminal at each landing, mooring docks, transit connection  
169 improvements, and vessels.

170

171 Attachment C, “What will it take?” section, p. 39

## 172 What will it take?

- 173 ▪ Develop a Marine Services Strategic Plan to update the King County Ferry  
174 District 2014-2018 Strategic Plan to account for current conditions, including  
175 changes in the Marine Division’s organizational structure and management, to  
176 the regional transit system and to King County transit policies and procedures  
177 for planning and providing transit service, including an equity analysis.
- 178 ▪ As recommended in the King County Ferry District 2014-2018  
179 Strategic Plan, determine the desired level of service for passenger  
180 ferries and required property tax level to deliver that level of service.
- 181 ▪ **Build on the update to the 2014-2018 Strategic Plan and update past**  
182 **studies to determine the role of ((expand fast and reliable))**  
183 **passenger ferry service as part of the regional transit network.**  
184 Evaluate connectivity and service to further the time and cost competitiveness  
185 of passenger ferries as well as parking and land use compatibility.
- 186 ▪ **Engage with communities and partner with jurisdictions to complete**  
187 **strategic planning for ((and locate)) routes and terminals that enhance the**  
188 **regional transit system. ((meet their needs.**
- 189 ▪ ~~Invest in terminal infrastructure and new vessels to support service~~  
190 ~~expansion. Use new methods to reduce greenhouse gas emissions while~~  
191 ~~maintaining speed and reliability.~~
- 192 ▪ ~~Coordinate with fixed route and flexible services for improved transit~~  
193 ~~connectivity.~~  
194 Provide an integrated transit solution as ferry service is added in King  
195 County.))

196

November 17, 2021

RR1 – Technical amendment  
to clarify intent re RR K & R  
lines

Sponsor: Robertson, Troutner, Baggett,  
Chang, Guier, Lisk, McIrvin, Pascal,  
Cimaomo, Hill, Pauly, Zahilay

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment C, page 23, after the section title "**Prioritization of RapidRide lines**"

3 insert:

4 "Metro currently operates six RapidRide lines (A-F). Four additional lines (G-J) are being  
5 developed and are expected to be in operation by 2026.

6 An additional two lines, the K Line (Corridor 1027 between Totem Lake, Eastgate, and  
7 Kirkland) and the R Line (Corridor 1071 between Rainier Beach, Mount Baker, and the  
8 Seattle Central Business District), had been selected for investment, and community  
9 engagement and capital planning efforts were underway for those lines when those efforts  
10 were paused as part of King County's 2021-2022 budget in response to the financial  
11 impacts of the COVID-19 pandemic. Metro has prioritized the K and R lines as the next  
12 RapidRide lines to be implemented and has identified these lines in the Metro Connects  
13 future network maps (Figures 7, 8, 13, and 14) as being in operation by the time of the  
14 Interim Network. Because the K and R lines have already been prioritized for investment,  
15 they are not considered to be candidate lines and are not subject to the prioritization  
16 process described below."

17

18 In Attachment C, page 24, in the second paragraph in the "**What will it take?**" section,  
19 after "The H Line will launch in 2022, and planning for the G, I, and J lines is underway."  
20 insert "The R and K Lines, which had started planning before being paused during the  
21 COVID-19 pandemic, are planned to be two of the projects in the interim network.  
22 Additional RapidRide lines for the interim network will be identified through the  
23 prioritization plan."  
24

25 In Attachment C, page 97, in the last paragraph on the page, after "Figure 31 illustrates  
26 this process, which is explained in detail in Technical Report C. RapidRide Expansion  
27 Report." Insert "The K Line (Corridor 1027 between Totem Lake, Eastgate, and  
28 Kirkland) and the R Line (Corridor 1071 between Rainier Beach, Mount Baker, and the  
29 Seattle Central Business District) have been identified by Metro as the next RapidRide  
30 lines to be implemented. These lines are identified in the Metro Connects future network  
31 maps (Figures 7, 8, 13, and 14) as being in operation by the time of the Interim Network.  
32 Because the K and R lines have already been prioritized for investment, they are not  
33 considered to be candidate lines and are not subject to the prioritization process described  
34 above."  
35

36 **EFFECT prepared by *Mary Bourguignon*: This is a technical amendment. It would**  
37 **add language to clarify Metro's intent (and confirm the published maps in Metro**  
38 **Connects) that the RapidRide K and R lines will be the next to be developed and are**  
39 **anticipated to be completed by the time of the Interim Network.**  
40

41 **The language in context is shown below:**

42

43 Attachment C, "Prioritization of RapidRide lines" section, p. 23

44

## 45 **Prioritization of RapidRide lines**

46 Metro currently operates six RapidRide lines (A-F). Four additional lines (G-J) are  
47 being developed and are expected to be in operation by 2026.

48 An additional two lines, the K Line (Corridor 1027 between Totem Lake, Eastgate,  
49 and Kirkland) and the R Line (Corridor 1071 between Rainier Beach, Mount Baker,  
50 and the Seattle Central Business District), had been selected for investment, and  
51 community engagement and capital planning efforts were underway for those lines  
52 when those efforts were paused as part of King County's 2021-2022 budget in  
53 response to the financial impacts of the COVID-19 pandemic. Metro has prioritized  
54 the K and R lines as the next RapidRide lines to be implemented and has identified  
55 these lines in the Metro Connects future network maps (Figures 7, 8, 13, and 14) as  
56 being in operation by the time of the Interim Network. Because the K and R lines  
57 have already been prioritized for investment, they are not considered to be candidate  
58 lines and are not subject to the prioritization process described below.

59 The high level of service associated with RapidRide requires significant investment in  
60 service and capital improvements. To be successful and make the best use of  
61 financial resources, all RapidRide expansion corridors must have:

- 62 1. Strong service demand; and  
63 2. Connections to and between regional and other major destinations as part  
64 of the high-capacity transit network.

65 Corridors that meet both criteria have been identified as candidates for RapidRide  
66 expansion in the interim and 2050 networks. Metro will prioritize equity and  
67 sustainability factors in selecting the specific candidate lines for development. This  
68 approach gives Metro flexibility to adapt to changing conditions and information  
69 gained from studies and community engagement before selecting and implementing  
70 new routes.

71 As Metro plans new RapidRide lines, it will work with cities and the public to study  
72 and evaluate routing, stop and station locations, integration with other services,  
73 multimodal connections, and other features. Public input will be a critical part of  
74 planning as projects move closer to final design. Metro's Service Guidelines provide  
75 direction for planning and outreach around developing and changing service.

76

77  
78  
79

Attachment C, "What will it take?" section, p. 24

## 80 What will it take?

- 81     ▪ **Develop and maintain a prioritization plan for selecting future**  
82       **RapidRide lines.**  
83       A prioritization plan emphasizing equity and addressing climate change will  
84       provide opportunities to evaluate RapidRide candidates and engage with  
85       partners and the community to inform the planning and selection process.  
86       The process for developing this plan is explained in the "Implementation of  
87       Metro Connects – policies and planning" section of Metro Connects.
- 88     ▪ **Expand and enhance the RapidRide network.**  
89       Building on the current A to F lines and planned G to J lines, Metro will  
90       complete at least three new projects as part of the interim network and at  
91       least nine new projects by 2050. The H Line will launch in 2022, and planning  
92       for the G, I, and J lines is underway. The R and K Lines, which had started  
93       planning before being paused during the COVID-19 pandemic, are planned to  
94       be two of the projects in the interim network. Additional RapidRide lines for  
95       the interim network will be identified through the prioritization plan. All  
96       existing lines will be upgraded to meet the RapidRide Expansion Program  
97       standards.

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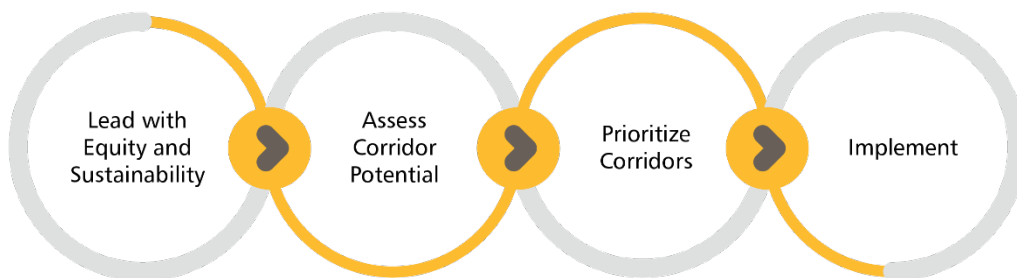
Attachment C, "Prioritizing RapidRide implementation" section, p. 97

100

### 101 **Prioritizing RapidRide implementation**

102 As described in the "RapidRide service" section, the 2021 update to Metro Connects  
103 moved to a programmatic approach for identifying future RapidRide lines. Metro  
104 identified a pool of candidate lines for the interim and 2050 RapidRide networks  
105 rather than a specific set of routes. Metro will develop a prioritization plan to select  
106 the specific RapidRide lines for the interim network, which will be informed by  
107 updated corridor analyses, partner engagement, and corridor studies. This approach  
108 will allow Metro to make decisions about RapidRide that are more informed by timely  
109 data and community input.

110 **Figure 1 RapidRide Prioritization Process**



111

- 112 Metro will identify and implement future RapidRide lines by:
- 113 1. Leading with equity and sustainability in identifying the top candidates
  - 114 2. Assessing the potential of candidate corridors based on community
  - 115 engagement and other implementation factors
  - 116 3. Prioritizing and grouping the selected candidates into tiers
  - 117 4. Implementing corridors via the biennial budget process and Capital
  - 118 Improvement Plan

119

120 Figure 31 illustrates this process, which is explained in detail in Technical Report C.  
121 RapidRide Expansion Report. The K Line (Corridor 1027 between Totem Lake,  
122 Eastgate, and Kirkland) and the R Line (Corridor 1071 between Rainier Beach, Mount  
123 Baker, and the Seattle Central Business District) have been identified by Metro as  
124 the next RapidRide lines to be implemented. These lines are identified in the Metro  
125 Connects future network maps (Figures 7, 8, 13, and 14) as being in operation by  
126 the time of the Interim Network. Because the K and R lines have already been  
127 prioritized for investment, they are not considered to be candidate lines and are not  
128 subject to the prioritization process described above.

129

November 17, 2021

RS4 – Remove reference to  
restructures for local service

Sponsor: Robertson, Troutner, Baggett,  
Chang, Guier, Lisk, McIrvin, Pascal,  
Cimaomo, Hill, Pauly

[mbourguignon]

Proposed No.: 2021-0286

1 **AMENDMENT TO PROPOSED ORDINANCE 2021-0286, VERSION 1**

2 In Attachment C, page 35, in the "What will it take?" section, strike the second bolded  
3 point and its text:

4 **"Deploy new fixed-route and flexible services as part of broader service  
5 restructures.**

6 Restructuring can improve mobility and connections to the regional transit network.

7 Restructures, particularly those related to Link and RapidRide expansions, provide  
8 opportunities to add new flexible services."

9

10 **EFFECT prepared by *Mary Bourguignon*: For consistency between the descriptions  
11 about different service types in Metro Connects, this amendment would remove the  
12 reference to service restructures in the Local Service section. Service restructures  
13 are not mentioned in the description of other service types. The language in context  
14 is shown below:**

15

16 Attachment C, "What will it take?" section within "Local Service" section, p. 35

17

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## What will it take?

- **Pilot new innovative flexible service models and technology applications.**  
These could include on-demand ridesharing options, innovative booking and routing technologies, automated vehicles, and other advances in technology yet to come. Partnerships with private service providers might create opportunities to give communities more and better mobility options. Such services should align with the Strategic Plan and include evidence-building plans for how impacts on mobility, equity, and sustainability will be evaluated according to Metro’s Service Guidelines.
- ~~**((Deploy new fixed route and flexible services as part of broader service restructures: Restructuring can improve mobility and connections to the regional transit network. Restructures, particularly those related to Link and RapidRide expansions, provide opportunities to add new flexible services.))**~~
- **Partner with local jurisdictions, non-profits, and employers to secure additional funding for flexible services.**  
Continue to work with local partners to identify opportunities to secure grants and apply other funding sources to launch flexible services throughout the county. Metro will also engage with communities to develop services, as outlined in Metro’s Service Guidelines.
- **Use evidence from community-based planning, customer research and feedback to design, implement, and evaluate new services.**  
Metro’s flexible service projects have been successful in part because of collaborations with nonprofit organizations, jurisdictions, and community groups. Community partners help identify needs and support development of unique services to meet them. Continuation of these community partnerships will be important. Metro will also strengthen its capacity and partnerships to build evidence about what works and how innovative services impact mobility and quality of life for people and communities in the region.