

Attachment 5: Updated Matrix dated April 21, 2016

Chair's Striking Amendment Proposed Changes to the 2015 Updates of the Strategic Plan & Service Guidelines

Insertions are in red – except as noted in #15

Deletions are in strikethrough except in #15

Direct link to Attachment A (transmitted):

[A. King County Metro Strategic Plan for Public Transportation 2011-2021 2015 Update](#)

Direct link to Attachment B (transmitted):

[B. King County Metro Service Guidelines 2015](#)

Item	Citation and page # in the Draft Striking Amendment	Proposed Change
1	Attachment A- Page 7 and Page 56 Goal 2 “Human Potential” Measure 13	Revise language on Goal 2 Performance Measure 13 to clarify what reduced fare permits are covered. Measure 13 would now read: Student, reduced fare (youth, seniors, people with disabilities) and low-income fare permits and usage.
2	Attachment A, Page 15, sec. 1.2 Transit Activity Centers description	Change 4 th paragraph to read: “In addition to PSRC’s designated centers, Metro has identified “transit activity centers” in King County. These centers are served by and reflect the current transit network and are areas of the county that are important for Metro to serve to connect communities throughout the county. and that They are typically associated with higher levels of transit in their land-use context. Transit activity centers are further explained in the King County Metro Service Guidelines.”
3	Attachment A, Page 19, sec 1.2 Access to Transit	Language could be more clearly stated and should read: “Metro has been exploring how will work with jurisdictions, public and private partners, transit agencies and the PSRC to identify where improvements are needed and actions that can be taken to address them. Partnerships among Metro, other transit agencies and local jurisdictions will be essential to improving transit access.”
4	Attachment A, Page 29, sec 2.1.1 Strategy 2.1.1 “Design and offer a variety of public transportation services appropriate to different markets and mobility needs”	Modify language to clarify roles for alternative services to read (4 th paragraph): “In other part of the county, fixed-route transit – even at an hourly or peak-only level – is not efficient. In these cases, Metro will foster local partnerships work with the community to create alternative service options, such as community shuttle, real-time rideshare, community vans, or other innovative ways to provide mobility responsive to community needs. Metro will foster local partnerships and work with local partners to develop and implement these alternative transit services.”
5	Alternative Services allocation/prioritization	Item #5 taken from the original Matrix is addressed in the amendment to the proposed ordinance – this concerns the RTC’s role in monitoring the Alternative Services Demonstration Project including

	<p>criteria</p> <p>Attachment A, Page 30</p> <p>Strategy 2.1.4 “In areas that are not well-served by fixed-route service, seek to complement or “right-size” transportation service by working with partners to develop an extensive range of alternative services to the general public”</p>	<p>prioritization criteria.</p> <p>Please see the Chair’s striking amendment to the ordinance language, new Statement of Fact #10 and new section 3, for specific language</p>
6	<p>Attachment A, Page 30</p> <p>Strategy 2.1.4 title change</p>	<p>Proposed language:</p> <p>“In areas that are not well-served by fixed-route service or where geographic coverage service gaps exist, seek to complement or “right-size” transportation service by working with partners to develop an extensive range of alternative services to the general public.”</p>
7	<p>Attachment A, Page 30</p> <p>Strategy 2.1.4 text change</p>	<p>Proposed language:</p> <p>“Innovative public transportation services and delivery strategies may meet mobility needs more effectively than regular bus service does in areas not well-suited to fixed-route transit. Metro will seek to replace poorly performing services under certain circumstances, to provide better connections to, from and between centers, to service rural communities, and to seek new routes that would serve emerging markets...”</p>
8	<p>Attachment A- Page 36</p> <p>Strategy 3.2.4 “Work in collaboration with transit partners, WSDOT and other public and private partners to address transit parking capacity demand through a range of approaches that use resources efficiently and enable more people to access transit”</p>	<p>Change the 2nd paragraph to read:</p> <p>Metro will work with Sound Transit, WSDOT, local cities and others to explore affordable opportunities to increase park-and-ride capacity and enhance transit access. Tactics for responding to demand include managing existing lots including ensuring adequate signage, maximizing occupancy of existing spaces, considering additional potential for leased lots and shared parking, and creating new parking stalls. When creating new capacity, Metro will strive to meet multiple goals that respond to parking capacity demand while also creating mixed-use, transit-supportive development.</p>
9	<p>Attachment A, Page 46</p> <p>Strategy 6.3.1 “Secure long-</p>	<p>Complete text of Strategy 6.3.1 is shown here. The bold text is the section of 6.3.1 that is modified.</p> <p>Even with efficiency measures, Metro’s resources must increase over time to meet growing customer</p>

<p>term sustainable funding”</p>	<p>demand. New, sustainable funding sources are crucial to ensure that Metro can support existing transit service and plan for future growth. Funding that reduces Metro’s reliance on sales tax revenue, which fluctuates significantly as economic conditions change, is also critically important for maintaining the transit system. Metro is exploring several potential revenue sources that would improve Metro’s funding situation. Among these potential sources are fares, grants, advertising, and partnerships with local jurisdictions and businesses. Metro places high priority on funding sources that enable sustained operations over time and on one-time revenue sources that allow implementation of a particular project or program. When revenue-backed funding expires or a partner ends a partnership with Metro, Metro will strive to continue the service if resources are available and if the service supports Strategic Plan and Service Guidelines goals. If sufficient resources are not available, Metro will seek efficiencies in existing service in the same general area, or propose a restructure, in collaboration with the affected communities, to support the continuation of successful revenue-backed service that supports Strategic Plan and Service Guidelines goals. If these options are not feasible, Metro may reduce service to pre-grant or partner-contribution levels.</p> <p>Metro will also pursue new revenue sources through state legislation, including sources that are currently authorized and those that may require new legislation. Metro must establish a stable revenue source or program that allows for system growth and keeps pace with changes in regional growth and employment.</p> <p>For reference, transmitted Strategy 6.3.1</p> <p>Even with efficiency measures, Metro’s resources must increase over time to meet growing customer demand. New, sustainable funding sources are crucial to ensure that Metro can support existing transit service and plan for future growth. Funding that reduces Metro’s reliance on sales tax revenue, which fluctuates significantly as economic conditions change, is also critically important for maintaining the transit system. Metro is exploring several potential revenue sources that would improve Metro’s funding situation. Among these potential sources are fares, grants, advertising, and partnerships with local jurisdictions and businesses. Metro places high priority on funding sources that enable sustained operations over time and on one-time revenue sources that allow implementation of a particular project or program. When revenue-backed funding expires or a partner ends a partnership with Metro, Metro will seek efficiencies in existing service, or propose a restructure, to support successful revenue-backed service. If these options are not feasible, Metro may reduce service to pre-grant or partner-contribution levels.</p> <p>Metro will also pursue new revenue sources through state legislation, including sources that are currently authorized and those that may require new legislation. Metro must establish a stable revenue source or program that allows for system growth and keeps pace with changes in regional growth and employment.</p>
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10	Attachment B- Page 7 Thresholds and points used to set service levels – Corridor Productivity	In the “Threshold” column, change “>3,000 Households or park-and-ride stalls/Corridor mile” to “>3,000 Households & park-and-ride stalls/Corridor mile” (and change the other 4 rows in the table correspondingly)
11	Attachment B- Page 11 Definitions of Service Levels (“Very frequent,” “frequent,” “local,” etc.)	In the “Hourly” category, revise to: Hourly services provide all-day service no more frequently than every hour at 60 minute frequencies.”
12	Attachment B- Page 14 Service types and route productivity – “Urban route” definition	To increase clarity, revise the definition of Urban to: “ Urban routes primarily serve the densest parts of the county: the PSRC-designated Regional Growth Centers of Seattle Downtown , First Hill/Capitol Hill, South Lake Union, the University District Community , and Uptown.”
13	Attachment B, Page 23 Planning Alternative Services section	Change four instances of “allocation criteria” to “prioritization criteria” to better reflect these criteria’s intent and purpose.
14	Attachment B, Page 24 Planning Alternative Services section	After the six numbered points, amend the next paragraph by adding a sentence at the end: Metro will use the Alternative Services Program’s community planning process to better identify the needs of transit riders and potential riders, including traditionally isolated or disadvantaged communities, such as those with limited English proficiency, low-income and homeless populations, minorities, people with disabilities and Access users, youth, elderly people, and those who are currently unserved or underserved by transit (within the context of applicable federal laws, such as the Americans with Disabilities Act and others). This community planning process will consider needs identified by riders and potential riders for access to social service agencies, health care facilities, jobs, education, and other destinations.
15a	Attachment B-Page 25 Working with Partners section	Modify the second paragraph as follows: Metro forms a variety of partnerships with local jurisdictions, community organizations, and other stakeholders. These partnerships are mainly related to service and infrastructure. The guidelines for partnerships are described in more detail below. When a proposed partnership agreement addresses specific routes and services, Metro shall confirm that the proposal incorporates adequate public outreach to the affected communities; when a Metro service change includes partnership investments, Metro shall ensure adequate public outreach to affected communities.
15b	Attachment B- Page 25	To address RTC comments and additional Metro concerns, and to improve clarity, this new wording

Working with Partners section, Service Partnerships

Note: The Executive update does not propose any changes to this language from what is currently in the Service Guidelines. The revisions shown here are intended to clarify the implementation process for partners' fixed route or custom bus investments, including evaluation of operational considerations.

makes further changes to the March 16 proposed revision. Unlike the rest of the matrix items this one is not shown with deletions crossed out and new language in red. Council staff found it too hard to follow when using that format.

Service partnerships

"Metro seeks to actively collaborate with cities, communities and private companies to explore service partnerships that:

- Are mutually beneficial to the agency and customers
- Extend service in complementary ways to current fixed-route bus service
- Extend mobility benefits to communities that have corridors below their target service level
- Enable more service hours, or extend service efficiencies
- Support transit options for low-income workers.

Services provided via a partnership may reflect the needs identified by the partner and may be implemented in a variety of ways, including alternative services. More information about alternative services partnerships can be found in the Planning Alternative Services section.

For fixed-route service, Metro is open to forming partnerships with cities, communities and private companies that would fully or partially fund transit service. The Adding, Reducing and Changing Service section establishes investment priorities for new Metro resources: Priority 1, Passenger loads (crowding); Priority 2, Schedule reliability; Priority 3, All-Day and Peak-Only Network (corridors connecting centers); and Priority 4, Route productivity. Metro will use new Metro resources to address priorities 1 and 2 first; Metro encourages partners to do the same.

Metro will make exceptions to these investment priorities to leverage partner funding according to the following:

1. Service funded fully by Metro's partners will be implemented at the next feasible service change subject to operational infrastructure constraints and contract terms[†].
2. On corridors identified for priority 3 investments (as below their target service levels in the All-Day and Peak-Only Network), Metro will direct new Metro resources remaining after addressing priority 1 and 2 needs – subject to operational infrastructure constraints – to those corridors for which partners agree to fund at least one-third of investments to help meet target service levels, regardless of these corridors' positions in the prioritized investment list (as published in the annual Service Guidelines Report).

[†]Operational infrastructure constraints include but are not limited to bus fleet availability to run new service (including potential maintenance downtime requirements), base capacity limitations, and operator availability."

		<p><i>Transmitted language for reference</i></p> <p>“Metro seeks to actively collaborate with cities and private companies to explore service partnerships that:</p> <ul style="list-style-type: none"> ▪ Are mutually beneficial to the agency and customers ▪ Extend service in complementary ways to current fixed-route bus service ▪ Extend mobility benefits to communities that have corridors below their target service level ▪ Enable more service hours, or extend service efficiencies ▪ Support transit options for low-income workers. <p>Metro is particularly open to forming service partnerships with cities and private companies that would fully or partially fund transit service, and will make exceptions to the established priorities in the use and implementation section below to leverage partner funding. Partnerships will be considered according to the following priorities:</p> <ol style="list-style-type: none"> 1. Service funded fully by Metro’s partners would be given top priority over other service investments. 2. On corridors identified as below their target service levels in the All-Day and Peak-Only Network, service that is between one-third and fully funded by Metro’s partners will direct new Metro resources remaining after addressing priority 1 and 2 needs – subject to operational infrastructure constraints – to those corridors for which partners agree to fund at least one-third of investments to help meet target service levels, regardless of these corridors’ positions in the prioritized investment list (as published in the annual Service Guidelines Report).
16	Attachment B, Page 27 Planning and Community Engagement	Under Planning and Community Engagement, add a bullet after “community advisory groups or sounding boards” that states: <ul style="list-style-type: none"> • <i>Outreach to community groups in the Community Service Areas of unincorporated King County</i>
17	Attachment B Miscellaneous corrections to Attachment B	Page 5 header: “exisiting” corrected as “existing” Page 6, footnote 3: add period at the end Page 14, mid-page: remove commas around “comprise the Urban category” Page 29 headers: remove red text; in the black text header, add commas after “adding” and “reducing” Page 34: Correct typo “Rgional” and revise two Regional Growth Center names to match PSRC usage (Seattle CBD to Seattle Downtown, University District to University Community) Page 35: Update name of Transit Activity Center to “Lake Washington Institute of Technology” Page 37 corridor list: the corridor between Northgate and University District via Roosevelt was inadvertently repeated; remove the first occurrence in the list and delete the empty row Page 41: in glossary definition of “Service types,” revise Urban definition to correct Regional Growth Center names

