

# Proposed Ordinance 2021-0286 UPDATED Amendment Tracker

*Regional Transit Committee, November 17, 2021*

#	1 <sup>st</sup> Page & Line #	Sponsor	Amendment Description
<b>1</b>	Pg. 5 Line 93	Balducci	<p><b>Metro Connects planning</b> <span style="float: right;">{PL1}</span></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> <span style="float: right;">{RR2}</span></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> <span style="float: right;">{GM1}</span></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>

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4	Pg. 5 Line 97	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	<b>Equity metrics</b> <span style="float: right;">{E2}</span> <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> <span style="float: right;">{MC2}</span> <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> <span style="float: right;">{R1}</span> <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> <span style="float: right;">{P1}</span> <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>

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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>

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11A	ATT B p. 28	Balducci	<p><b>Marine services</b> <span style="float: right;">{WT1}</span></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 <u>should</u> (changed from "must" in original Amendment 11) 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 <u>technical report</u> (changed from a "Marine Services Strategic Plan" in the original Amendment 11) to update the analysis completed for 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> <span style="float: right;">{RR1}</span></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> <span style="float: right;">{RS4}</span></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>