

**ADDITIONAL Comparisons of Transit Policy Key Issues: Adopted and Proposed (October 20, 2021)
Proposed Ordinance 2021-0286**

The information in this document supplements the comparison tables provided as [Attachment 4 to the September 15, 2021](#) committee materials

Issue	Adopted	Proposed	Comparison	Summary
<p>STRATEGIC PLAN</p> <p>Growth Management</p> <p>Metro's role within countywide, regional, and state-level growth management planning</p>	<p>Ord 18301, Attachment A, pp. 12-14:</p> <p>Metro's mandate The King County Department of Transportation's Metro Transit Division performs the "metropolitan public transportation function" authorized in the Revised Code of Washington 35.58. Metro is required to plan and operate transit services consistent with county, regional, state and federal policies. As a County agency, Metro complies with County law and procedures; the Metropolitan King County Council approves Metro's fund management policies and Metro's biennial budget.</p> <p>Countywide planning and policies: King County Countywide Planning Policies (CPPs) are established by King County and its cities and jurisdictions. These policies are consistent with state law, state agency guidance, decisions of the Growth Management Policy Council and the regional growth strategy outlined in Vision 2040. The CPPs provide a countywide vision and serve as a framework for each jurisdiction to develop its own comprehensive plan, which must be consistent with the overall vision for the future of King County. Metro's Strategic Plan for Public Transportation 2011-2021 is consistent with King County's Countywide Planning Policies, Comprehensive Plan, Strategic Climate Action Plan, Comprehensive Financial Management Policies, and adopted mission, vision, guiding principles and goals.</p> <p>Regional planning and policies: State law (RCW 47.80.020) designates the four-county Puget Sound Regional Council (PSRC) as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO) for federal planning purposes. As the region's MPO, PSRC develops a regional plan and strategies to guide decisions about regional growth management and environmental, economic and transportation issues. As the region's RTPO, PSRC develops long-range transportation and development plans across multiple jurisdictions and allocates federal transportation funds for the region. Metro participates in the PSRC planning process and strives to meet the goals of the regional plans, Vision 2040 and Transportation 2040.</p> <p>Washington state planning and policies: The 1990 Washington State Growth Management Act (GMA) requires the state's largest and fastest-growing counties to conduct comprehensive land-use and transportation planning, to concentrate new growth in compact "urban growth areas," and to protect natural resources and environmentally critical areas. King County's urban growth area is shown in Figure 1. The GMA requires King County to consider population and employment growth targets and land uses when determining the future demand for travel and whether such demand can be met by existing transportation facilities. Metro contributes to King County's compliance with the GMA by focusing public transportation services on urban growth areas.</p>	<p>Proposed Ordinance 2021-0286, Attachment A, pp. 19-21:</p> <p>Metro's Mandate The Metro Transit Department performs the "metropolitan public transportation function" authorized in the Revised Code of Washington (RCW) 35.58. Metro is required to plan and operate transit services consistent with county, regional, state, and federal policies. As a County agency, Metro complies with County law and procedures. The Metropolitan King County Council approves Metro policies such as the Strategic Plan for Public Transportation, fund management policies, and Metro's biennial budget.</p> <p>Countywide planning and policies: King County Countywide Planning Policies (CPPs) are established by King County and its cities and jurisdictions. These policies are consistent with state law, state agency guidance, decisions of the Growth Management Policy Council, and the regional growth strategy outlined in VISION 2050. The CPPs provide a countywide vision and serve as a framework for each jurisdiction to develop its own comprehensive plan, which must be consistent with the overall vision for the future of King County. Metro's Strategic Plan for Public Transportation 2021-2031 is consistent with King County's Countywide Planning Policies, King County Comprehensive Plan, Strategic Climate Action Plan, Comprehensive Financial Management Policies, Equity and Social Justice Strategic Plan, and the King County Strategic Plan's adopted mission, vision, guiding principles, and goals.</p> <p>Regional planning and policies: State law (RCW 47.80.020) designates the four-county Puget Sound Regional Council (PSRC) as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO) for federal planning purposes. As the region's MPO, PSRC develops a regional plan and strategies to guide decisions about regional growth management and environmental, economic, and transportation issues. As the region's RTPO, PSRC develops long-range transportation and development plans across multiple jurisdictions and allocates federal transportation funds for the region. Metro participates in the PSRC planning process and strives to meet the goals of the regional plans, VISION 2050, and Transportation 2040 (to be updated in 2022).</p> <p>Washington state planning and policies: The 1990 Washington State Growth Management Act (GMA) requires the state's largest and fastest-growing counties to conduct comprehensive land-use and transportation planning, to concentrate new growth in compact "urban growth areas," and to protect natural resources and environmentally critical areas. King County's urban growth area is shown in Figure 2. The GMA requires King County to consider population and employment growth targets and land uses when determining the future demand for travel and whether such demand can be met by existing transportation facilities. Metro contributes to King County's compliance with the GMA by focusing public transportation services in urban growth areas.</p>	<p>Metro's mandate The (King County Department of Transportation's) Metro Transit (Division) Department performs the "metropolitan public transportation function" authorized in the Revised Code of Washington (RCW) 35.58. Metro is required to plan and operate transit services consistent with county, regional, state and federal policies. As a County agency, Metro complies with County law and procedures((:)). ((t))The Metropolitan King County Council approves Metro((t)) policies such as the Strategic Plan for Public Transportation, fund management policies, and Metro's biennial budget.</p> <p>Countywide planning and policies: King County Countywide Planning Policies (CPPs) are established by King County and its cities and jurisdictions. These policies are consistent with state law, state agency guidance, decisions of the Growth Management Policy Council and the regional growth strategy outlined in (Vision 2040) <u>VISION 2050</u>. The CPPs provide a countywide vision and serve as a framework for each jurisdiction to develop its own comprehensive plan, which must be consistent with the overall vision for the future of King County. Metro's Strategic Plan for Public Transportation ((2011-2021)) <u>2021-2031</u> is consistent with King County's Countywide Planning Policies, <u>King County Comprehensive Plan</u>, Strategic Climate Action Plan, Comprehensive Financial Management Policies, <u>Equity and Social Justice Strategic Plan</u>, and the <u>King County Strategic Plan's</u> ((and)) adopted mission, vision, guiding principles, and goals.</p> <p>Regional planning and policies: State law (RCW 47.80.020) designates the four-county Puget Sound Regional Council (PSRC) as the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Organization (RTPO) for federal planning purposes. As the region's MPO, PSRC develops a regional plan and strategies to guide decisions about regional growth management and environmental, economic, and transportation issues. As the region's RTPO, PSRC develops long-range transportation and development plans across multiple jurisdictions and allocates federal transportation funds for the region. Metro participates in the PSRC planning process and strives to meet the goals of the regional plans, (Vision 2040) <u>VISION 2050</u> and Transportation 2040 (<u>to be updated in 2022</u>).</p> <p>Washington state planning and policies: The 1990 Washington State Growth Management Act (GMA) requires the state's largest and fastest-growing counties to conduct comprehensive land-use and transportation planning, to concentrate new growth in compact "urban growth areas," and to protect natural resources and environmentally critical areas. King County's urban growth area is shown in Figure ((1)) <u>2</u>. The GMA requires King County to consider population and employment growth targets and land uses when determining the future demand for travel and whether such demand can be met by existing transportation facilities. Metro contributes to King County's compliance with the GMA by focusing public transportation services ((on)) <u>in</u> urban growth areas.</p>	<p>Changes are minor to reflect updates (such as replacing Vision 2040 with VISION 2050). Only substantive change in this section is that the King County Council is identified as approving Metro's Strategic Plan (which is true, but the Strategic Plan must also be approved by the RTC).</p> <p>In general, this section of the Strategic Plan outlines Metro's role and responsibilities within countywide, regional, and state-level growth management planning.</p>

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<p>STRATEGIC PLAN</p> <p>Growth Management</p> <p>Definitions of regional and countywide growth management documents</p>	<p>Ord 18301, Attachment A, p. 37:</p> <p>Transportation 2040 Transportation 2040 is an action plan for transportation in the central Puget Sound region that was developed and adopted by the Puget Sound Regional Council.</p> <p>The region's population is projected to grow from 3.9 million in 2015 to nearly 5 million by the year 2040. The number of jobs is projected to increase from 2.2 million in 2015 to 3 million in 2040. This growth is expected to boost demand for travel within and through the region. Metro's annual service is expected to grow by 2.3 million annual service hours, from about 3.5 million hours in 2015 to 5.8 million hours by 2040. Metro expects to serve about 800,000 weekday boardings.</p> <p>Transportation 2040 outlines a long-term vision for how the Puget Sound region should invest in transportation to accommodate rising travel demand. The plan identifies investments in roads, transit and non-motorized travel that will support this growth and improve the transportation system. The document lays out a financing plan with more reliance on user fees to fund transportation improvements. It also proposes a strategy for reducing transportation's contribution to climate change and its impact on air pollution and the health of Puget Sound.</p>	<p>Proposed Ordinance 2021-0286, Attachment A, p. 54:</p> <p>VISION 2050 By 2050, the Puget Sound region's population will likely reach 5.8 million people and 3.4 million jobs. The Puget Sound Regional Council's VISION 2050 provides a framework for long-range transportation planning and sets this goal: The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and public health.</p> <p>Transportation 2050 The Puget Sound Regional Council is currently extending its Regional Transportation Plan from 2040 to 2050. It will remain an action plan for transportation in the central Puget Sound region and respond to the priorities and growth strategy identified in VISION 2050. PSRC is scheduled to adopt the updated Regional Transportation Plan in 2022.</p> <p>King County Countywide Planning Policies The Countywide Planning Policies address growth management issues in King County. They provide a countywide vision and serve as a framework for each jurisdiction to develop its own comprehensive plan, which must be consistent with the overall vision for the future of King County. King County and the local jurisdictions are currently updating the Countywide Planning Policies to reflect VISION 2050. The update is scheduled to be adopted and ratified in late 2021.</p>	<p>VISION 2050 <u>By 2050, the Puget Sound region's population will likely reach 5.8 million people and 3.4 million jobs. The Puget Sound Regional Council's VISION 2050 provides a framework for long-range transportation planning and sets this goal:</u> <u>The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and public health.</u></p> <p>Transportation 2050 <u>The Puget Sound Regional Council is currently extending its Regional Transportation Plan from 2040 to 2050. It will remain an action plan for transportation in the central Puget Sound region and respond to the priorities and growth strategy identified in VISION 2050. PSRC is scheduled to adopt the updated Regional Transportation Plan in 2022.</u></p> <p>((Transportation 2040 Transportation 2040 is an action plan for transportation in the central Puget Sound region that was developed and adopted by the Puget Sound Regional Council.</p> <p>The region's population is projected to grow from 3.9 million in 2015 to nearly 5 million by the year 2040. The number of jobs is projected to increase from 2.2 million in 2015 to 3 million in 2040. This growth is expected to boost demand for travel within and through the region. Metro's annual service is expected to grow by 2.3 million annual service hours, from about 3.5 million hours in 2015 to 5.8 million hours by 2040. Metro expects to serve about 800,000 weekday boardings.</p> <p>Transportation 2040 outlines a long term vision for how the Puget Sound region should invest in transportation to accommodate rising travel demand. The plan identifies investments in roads, transit and non-motorized travel that will support this growth and improve the transportation system. The document lays out a financing plan with more reliance on user fees to fund transportation improvements. It also proposes a strategy for reducing transportation's contribution to climate change and its impact on air pollution and the health of Puget Sound.)</p> <p>King County Countywide Planning Policies <u>The Countywide Planning Policies address growth management issues in King County. They provide a countywide vision and serve as a framework for each jurisdiction to develop its own comprehensive plan, which must be consistent with the overall vision for the future of King County. King County and the local jurisdictions are currently updating the Countywide Planning Policies to reflect VISION 2050. The update is scheduled to be adopted and ratified in late 2021.</u></p>	<p>New language in a text box in the Strategic Plan describes the three major types of regional and countywide growth management and transportation planning documents.</p>
<p>STRATEGIC PLAN</p> <p>Growth Management</p> <p>The challenges and opportunities of regional growth and population growth</p>	<p>Ord 18301, Attachment A, pp. 14-16:</p> <p>Challenges and opportunities Metro based this strategic plan in part on an assessment of the current environment and the opportunities and challenges we face both within and outside the organization; these are described below. The goals, objectives and strategies presented later in the plan address these challenges.</p> <p>Regional growth, land use and the economy King County is the most populous county in the state and the 13th most populous county in the nation. It has a variety of geographic characteristics and diverse communities; land uses, densities and population vary greatly.</p>	<p>Proposed Ordinance 2021-0286, Attachment A, pp. 25-27:</p> <p>Challenges and Opportunities This Strategic Plan responds to significant regional changes, including more population growth and diversity, displacement of low-income households, a worsening climate crisis, new mobility services, the COVID-19 pandemic, and the need for new funding sources.</p> <p>A Growing, Diversifying Population King County is growing and changing. Between 2010 and 2019, the county gained nearly 300,000 new residents. More than half of that growth occurred in dense job and residential areas that are well-served by transit. However, rising housing costs led to displacement of many low-income households to less-urban parts of the county. As</p>	<p>Challenges and opportunities ((Metro based-t))This ((e))Strategic ((p))Plan ((in part on an assessment of the current environment and the opportunities and challenges we face both within and outside the organization; these are described below. The goals, objectives and strategies presented later in the plan address these challenges)) responds to significant regional changes, including more population growth and diversity, displacement of low-income households, a worsening climate crisis, new mobility services, the COVID-19 pandemic, and the need for new funding sources.</p> <p>((Regional growth, land use and the economy King County is the most populous county in the state and the 13th most populous county in the nation. It has a variety of geographic</p>	<p>The adopted Strategic Plan describes regional growth and population growth as distinct issues and then later addresses the region's growing diversity as a separate issue.</p> <p>The proposed Strategic Plan would combine the discussion about population and jobs growth with the growing diversity of the population and the need for strategies to address racial disparities. Issues of displacement, COVID-19, and the need for transit funding are also</p>

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	<p>The most densely developed parts of the county, where most people live and work, have little room to expand existing transportation infrastructure. Building new highways, roads, and other infrastructure would be costly, disruptive of existing property uses, and technically challenging. Consequently, the regional growth plans call for more intensive use of existing infrastructure by increasing both the number of people using transit services and the proportion of overall regional trips made on transit.</p> <p>Regional population and economic growth: Since 2011, when this strategic plan was first produced, King County's population has grown by 5.6 percent to an estimated 2 million people in 2015. Practically every city in the county has seen population growth, and several cities have annexed large areas that previously were unincorporated. The number of jobs in the county has grown more than 10 percent since 2011, to about 1.3 million jobs, reflecting the local economy's recovery from the Great Recession.</p> <p>Transit ridership tends to fluctuate with changes in population and jobs, as well as fuel prices and other factors. As shown in Figure 2, Metro's ridership grew steadily between 2003 and 2008, then dropped following the recession that began in 2008. Rider growth resumed in 2011 as the economy began to recover and population growth continued. Metro delivered 121 million passenger trips in 2014—a record high number.</p> <p>In the broader Puget Sound region, the population is expected to surpass 4 million people in 2016 and then grow to nearly 5 million people by 2040 (2.4 million in King County). The region is expected to support 3 million jobs by 2040. More people and jobs (shown in Figure 4) mean that Metro has an opportunity to serve a growing number of riders and major employment centers. Metro's annual service is expected to grow by 2.3 million annual service hours, from about 3.5 million hours in 2015 to 5.8 million hours by 2040—an amount that is beyond Metro's capacity to provide with current funding.</p> <p>This growth will be focused in King County's centers (see sidebar, p. 15). The centers referred to in Metro's strategic plan are shown in Figure 3.</p>	<p>described in the next topic, this population shift creates a need for new mobility solutions.</p> <p>Growth will continue. The Puget Sound region will likely grow to a total of 5.8 million people and 3.4 million jobs by 2050, as shown in Figure 3. King County expects more than 870,000 more people and 680,000 new jobs by 2050. As a result, demand for a well-integrated network of mobility services will continually increase.</p> <p>King County has also become more diverse. Nearly one quarter of King County residents were born outside the United States, more than 10 percent have limited English proficiency, and 39 percent are people of color. From 2009 to 2017, King County gained 95,000 residents who are foreign born, which accounts for 40 percent of the County's total population. During the same time period, the total number of limited English speaking residents in King County increased by 26,500, though remained constant at 11 percent of total population during this period. The percent of the population that identifies as people of color increased from 34 percent in 2010 to 39 percent in 2017. Compared to non-Hispanic white workers, these populations use transit more for work.</p> <p>As King County has grown more diverse, racial disparities and injustices in Puget Sound and across the country have become more pronounced. Data show a strong connection between race, place, income, and health. Communities of color and lower-income communities in King County consistently showing worse health outcomes. These include decreased life expectancy, increased rates of preventable hospitalization, diabetes, and obesity. COVID-19 exacerbated existing disparities, disproportionately impacting communities of color in King County. And the painful, chronic, and high-profile deaths of Black and brown people at the hands of law enforcement across the country have cast a spotlight on systemic racism and injustices.</p> <p>King County's growing and diversifying population creates opportunities for Metro to build an equitable network of mobility services. By centering equity, Metro can strengthen communities where all residents have opportunities to access jobs, education, services, and more.</p>	<p>characteristics and diverse communities; land uses, densities and population vary greatly.</p> <p>The most densely developed parts of the county, where most people live and work, have little room to expand existing transportation infrastructure. Building new highways, roads, and other infrastructure would be costly, disruptive of existing property uses, and technically challenging. Consequently, the regional growth plans call for more intensive use of existing infrastructure by increasing both the number of people using transit services and the proportion of overall regional trips made on transit.)</p> <p>A Growing, Diversifying Population</p> <p>((Regional population and economic growth: Since 2011, when this strategic plan was first produced, King C)) Between 2010 and 2019, the county gained nearly 300,000 new residents. More than half of that growth occurred in dense job and residential areas that are well-served by transit. However, rising housing costs led to displacement of many low-income households to less-urban parts of the county. As described in the next topic, this population shift creates a need for new mobility solutions ((s population has grown by 5.6 percent to an estimated 2 million people in 2015. Practically every city in the county has seen population growth, and several cities have annexed large areas that previously were unincorporated. The number of jobs in the county has grown more than 10 percent since 2011, to about 1.3 million jobs, reflecting the local economy's recovery from the Great Recession.))</p> <p>((Transit ridership tends to fluctuate with changes in population and jobs, as well as fuel prices and other factors. As shown in Figure 2, Metro's ridership grew steadily between 2003 and 2008, then dropped following the recession that began in 2008. Rider growth resumed in 2011 as the economy began to recover and population growth continued. Metro delivered 121 million passenger trips in 2014—a record high number.))</p> <p>((In the broader)) Growth will continue. The Puget Sound region will likely grow to a total of 5.8 million people and 3.4 million jobs by 2050, as shown in Figure 3 ((, the population is expected to surpass 4 million people in 2016 and then grow to nearly 5 million people by 2040 (2.4 million in King County). ((The region is)) King County expects(ed)) ((to support 3 million)) more than 870,000 more people and 680,000 new jobs by ((2040)) 2050. As a result, demand for a well-integrated network of mobility services will continually increase ((More people and jobs (shown in Figure 4) mean that Metro has an opportunity to serve a growing number of riders and major employment centers. Metro's annual service is expected to grow by 2.3 million annual service hours, from about 3.5 million hours in 2015 to 5.8 million hours by 2040—an amount that is beyond Metro's capacity to provide with eurrent funding)).</p> <p>((This growth will be focused in King County's centers (see sidebar, p. 15). The centers referred to in Metro's strategic plan are shown in Figure 3.))</p> <p>King County has also become more diverse. Nearly one quarter of King County residents were born outside the United States, more than 10 percent have limited English proficiency, and 39 percent are people of color. From 2009 to 2017, King County gained 95,000 residents who are foreign born, which accounts for 40 percent of the County's total population. During the same time period, the total number of limited English speaking residents in King County increased by 26,500, though remained constant at 11 percent of total population during this period. The percent of the population that identifies as people of color increased from 34 percent in 2010 to 39 percent in</p>	<p>addressed as challenges in the proposed Strategic Plan.</p>

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			<p>2017. Compared to non-Hispanic white workers, these populations use transit more for work.</p> <p>As King County has grown more diverse, racial disparities and injustices in Puget Sound and across the country have become more pronounced. Data show a strong connection between race, place, income, and health. Communities of color and lower-income communities in King County consistently showing worse health outcomes. These include decreased life expectancy, increased rates of preventable hospitalization, diabetes, and obesity. COVID-19 exacerbated existing disparities, disproportionately impacting communities of color in King County. And the painful, chronic, and high-profile deaths of Black and brown people at the hands of law enforcement across the country have cast a spotlight on systemic racism and injustices.</p> <p>King County's growing and diversifying population creates opportunities for Metro to build an equitable network of mobility services. By centering equity, Metro can strengthen communities where all residents have opportunities to access jobs, education, services, and more.</p>	
<p>STRATEGIC PLAN SERVICE GUIDELINES TECHNICAL REPORT</p> <p>Growth Management</p> <p>Definition of Centers</p>	<p>Ord 18301, Attachment A, p. 15:</p> <p>Centers Centers are at the heart of the Puget Sound Regional Council's approach to growth management in Vision 2040. PSRC designates regional growth centers and manufacturing/industrial centers as places that will receive a significant proportion of population and employment growth compared to the rest of the urban area. Concentrating growth in centers allows cities to maximize the use of existing infrastructure, make more efficient investments in infrastructure, and minimize the environmental impact of growth. Consequently, centers receive priority in regional and local investments in the infrastructure and services that support growth.</p> <p>Regional growth centers are focal points of more dense population and employment. Linking these centers with a highly efficient transportation system allows the region to reduce the rate of growth in vehicle miles traveled by expanding transportation choices.</p> <p>Manufacturing/industrial centers are employment areas with concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. They should continue to accommodate a significant amount of regional employment, and good access to the region's transportation system will contribute to their success.</p> <p>In addition to PSRC's designated centers, Metro has identified "transit activity centers" in King County.</p> <p>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. 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.</p> <p>Regional growth, manufacturing/industrial, and transit activity centers are collectively referred to as "centers" in this strategic plan.</p>	<p>The definition of centers language has been moved to Technical Report A (which is for context, not for adoption).</p> <p>Centers in King County Metro analyzes service connecting to growth and activity centers to help determine the geographic value of routes. This measure supports Metro in providing appropriate service levels throughout King County for connections between all centers in prioritizing routes for Service Growth. The region's growth and travel needs change over time, and centers may be added to the list in future updates as follows:</p> <p>Regional growth centers and manufacturing/industrial centers Additions to and deletions from the regional growth and manufacturing/industrial centers lists should be based on changes approved by the Puget Sound Regional Council and defined in the region's growth plan, VISION 2050, or subsequent regional plans.</p> <p>Transit activity centers Additions to the list of transit activity centers will be nominated by local jurisdictions and must meet one or more of the following criteria:</p> <ul style="list-style-type: none"> • Is located in an area of mixed-use development that includes concentrated housing, employment, and commercial activity. • Includes a major regional hospital, medical center or institution of higher education located outside of a designated regional growth center. • Is located outside other designated regional growth centers at a transit hub served by three or more all-day routes. • In addition to meeting at least one of the criteria above, a transit activity center must meet the following criteria: • Pathways through the transit activity centers must be located on arterial roadways that are appropriately constructed for transit use. • Identification of a transit activity center must result in a new primary connection between two or more regional or transit activity centers in the transit network. <p>The size of transit activity centers varies, but all transit activity centers represent concentrations of activity in comparison to the surrounding area.</p> <p>The Technical Report includes a list of the PSRC-designated regional growth centers and manufacturing/industrial centers</p>	<p>Centers in King County <u>Metro analyzes service connecting to growth and activity centers to help determine the geographic value of routes. This measure supports Metro in providing appropriate service levels throughout King County for connections between all centers in prioritizing routes for Service Growth. ((The list of centers associated with the All-Day and Peak-Only Network is adopted by the King County Council as part of the service guidelines.))</u> The region's growth and travel needs change over time, and centers may be added to the list in future updates of the service guidelines as follows:</p> <p>((Centers are at the heart of the Puget Sound Regional Council's approach to growth management in Vision 2040. PSRC designates regional growth centers and manufacturing/industrial centers as places that will receive a significant proportion of population and employment growth compared to the rest of the urban area. Concentrating growth in centers allows cities to maximize the use of existing infrastructure, make more efficient investments in infrastructure, and minimize the environmental impact of growth. Consequently, centers receive priority in regional and local investments in the infrastructure and services that support growth.</p> <p>Regional growth centers are focal points of more dense population and employment. Linking these centers with a highly efficient transportation system allows the region to reduce the rate of growth in vehicle miles traveled by expanding transportation choices.</p> <p>Manufacturing/industrial centers are employment areas with concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. They should continue to accommodate a significant amount of regional employment, and good access to the region's transportation system will contribute to their success.))</p> <p>Regional Growth Centers and Manufacturing/Industrial Centers Additions to and deletions from the regional growth and manufacturing/industrial centers lists should be based on changes approved by the Puget Sound Regional Council and defined in the region's growth plan, ((Vision 2040)) VISION 2050, or subsequent regional plans.</p> <p>((In addition to PSRC's designated centers, Metro has identified</p>	<p>In the proposed transit policies, the definition of centers language has been moved to Technical Report A. This language could be moved back into the Strategic Plan and/or Service Guidelines by amendment if desired. (In the adopted policies, some of the language is in the Strategic Plan and some is in the Service Guidelines.)</p> <p>Technical Report A that was transmitted for context along with the proposed transit policies also includes lists of the current centers. If these lists are moved into the Strategic Plan, there would be less ability to change the lists than if they are in a non-adopted Technical Report.</p>

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	<p>Ordinance 18301, Attachment B, p. 13</p> <p>Centers in King County The list of centers associated with the All-Day and Peak-Only Network is adopted by the King County Council as part of the service guidelines. The region's growth and travel needs change over time, and centers may be added to the list in future updates of the service guidelines as follows:</p> <p>Regional Growth Centers and Manufacturing/Industrial Centers Additions to and deletions from the regional growth and manufacturing/industrial centers lists should be based on changes approved by the Puget Sound Regional Council and defined in the region's growth plan, Vision 2040, or subsequent regional plans.</p> <p>Transit Activity Centers Additions to the list of transit activity centers will be nominated by the local jurisdictions and must meet one or more of the following criteria:</p> <ul style="list-style-type: none"> Is located in an area of mixed-use development that includes concentrated housing, employment, and commercial activity. Includes a major regional hospital, medical center or institution of higher education located outside of a designated regional growth center. Is located outside other designated regional growth centers at a transit hub served by three or more all-day routes. <p>In addition to meeting at least one of the criteria above, a transit activity center must meet the following criteria:</p> <ul style="list-style-type: none"> Pathways through the transit activity centers must be located on arterial roadways that are appropriately constructed for transit use. Identification of a transit activity center must result in a new primary connection between two or more regional or transit activity centers in the transit network, either on an existing corridor on the All-Day and Peak-Only Network or as an expansion to the network to serve an area of projected all-day transit demand. When a corridor is added to the network, step one of the All-Day and Peak-Only Network analysis must result in an assignment of a 30-minute target service level or better. <p>The size of transit activity centers varies, but all transit activity centers represent concentrations of activity in comparison to the surrounding area.</p> <ul style="list-style-type: none"> Additional centers and corridors may be established by Metro's long-range plan network, under development with the community and local jurisdictions. 	<p>Transit Activity Centers Each transit activity center identified below meets one or more of the following criteria:</p> <ul style="list-style-type: none"> Is located in an area of mixed-use development that includes concentrated housing, employment, and commercial activity Includes a major regional hospital, medical center or institution of higher education located outside of a designated regional growth centers Is located outside other designated regional growth centers at a transit hub served by three or more all-day routes. <p>The size of these transit activity centers varies, but all transit activity centers represent concentrations of activity in comparison to the surrounding area. Transit activity centers are listed below:</p> <p>The Technical Report includes a list of Metro-designated transit activity centers</p>	<p>"transit activity centers" in King County.</p> <p>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. 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.</p> <p>Regional growth, manufacturing/industrial, and transit activity centers are collectively referred to as "centers" in this strategic plan.)</p> <p>Transit Activity Centers Additions to the list of transit activity centers will be nominated by the local jurisdictions and must meet one or more of the following criteria:</p> <ul style="list-style-type: none"> Is located in an area of mixed-use development that includes concentrated housing, employment, and commercial activity. Includes a major regional hospital, medical center or institution of higher education located outside of a designated regional growth center. Is located outside other designated regional growth centers at a transit hub served by three or more all-day routes. <p>In addition to meeting at least one of the criteria above, a transit activity center must meet the following criteria:</p> <ul style="list-style-type: none"> Pathways through the transit activity centers must be located on arterial roadways that are appropriately constructed for transit use. Identification of a transit activity center must result in a new primary connection between two or more regional or transit activity centers in the transit network, <u>either on an existing corridor on the All-Day and Peak-Only Network or as an expansion to the network to serve an area of projected all-day transit demand.</u> ((When a corridor is added to the network, step one of the All-Day and Peak-Only Network analysis must result in an assignment of a 30-minute target service level or better.)) <p>The size of transit activity centers varies, but all transit activity centers represent concentrations of activity in comparison to the surrounding area.</p> <p>((Additional centers and corridors may be established by Metro's long-range plan network, under development with the community and local jurisdictions.))</p>	
<p>STRATEGIC PLAN</p> <p>Growth Management</p> <p>Transit-Oriented Communities GOAL</p> <p><i>(Note that this is the full language in the section for this goal. The comparison document from the September 15 RTC meeting included the high-level strategies and objectives only)</i></p>	<p>Ord 18301, Attachment A, pp. 32-37:</p> <p>ECONOMIC GROWTH AND BUILT ENVIRONMENT Encourage vibrant, economically thriving and sustainable communities.</p> <p>Metro supports economic vitality in the region by moving people efficiently and improving the performance of the transportation system.</p> <p>Objective 3.1 Support a strong, diverse, sustainable economy. A transportation system that moves people and goods efficiently is critical to economic vitality and the achievement of the region's vision for growth. The regional growth strategy emphasizes the need for an integrated, multimodal transportation system that links major cities and centers. Metro plays an important role in the growth strategy by</p>	<p>Proposed Ordinance 2021-0286, Attachment A, pp. 52-55</p> <p>Goal: Support Thriving, Equitable, Transit-Oriented Communities that Foster Economic Development Encourage vibrant, economically thriving, sustainable, mixed-use, mixed-income, transit-oriented communities. Minimize displacement, increase affordable housing options in urban areas, and advocate for community-centered development.</p> <p>Objective: Support healthy communities, a thriving economy, and a sustainable environment. Metro will work with partners to provide a mobility system that advances equity, addresses the climate crisis, and supports economic vitality and the region's vision and strategy for growth. Metro collaborates with jurisdictions and agencies to develop strategies and</p>	<p>Goal: Support Thriving, Equitable, Transit-Oriented Communities that Foster Economic Development ((ECONOMIC GROWTH AND BUILT ENVIRONMENT)) Encourage vibrant, economically thriving, ((and)) sustainable, <u>mixed-use, mixed-income, transit-oriented</u> communities. <u>Minimize displacement, increase affordable housing options in urban areas, and advocate for community-centered development.</u></p> <p>((Metro supports economic vitality in the region by moving people efficiently and improving the performance of the transportation system.))</p> <p>Objective: ((3-4)) Support ((a strong, diverse, sustainable)) healthy communities, a thriving economy, and a sustainable environment.</p>	<p>The new goal section is shorter than the adopted section and more focused on transit-oriented development but does cover the themes of economic development and supporting centers with transit.</p> <p><i>Note that some of the sections from the adopted text were moved around in the comparison column to show a clearer comparison with the proposed language.</i></p>

Issue	Adopted	Proposed	Comparison	Summary
	<p>offering travel options that connect people to areas of concentrated activity, providing affordable access to jobs, education and important social and retail services. Intended outcome: Public transportation products and services are available throughout King County and are well-utilized in centers and areas of concentrated economic activity.</p> <p>Strategy 3.1.1: Encourage land uses, policies, and development that lead to communities that have good access to transit and that transit can serve efficiently and effectively.</p> <p>Metro provides a range of services to get people to work, school, and other places they want to go. The backbone of Metro's system is a network of all-day, two-way bus routes between residential centers, business centers and transit activity centers. Metro also provides commuter service to major destinations from many neighborhoods as well as from a network of park-and-ride lots. Metro provides local services to connect people to the larger transportation system. Rideshare services such as commuter vans and Rideshare-Online.com, as well as community programs such as In Motion and car-sharing, promote alternative travel options.</p> <p>Metro augments its own investments by developing mutually beneficial partnerships with public and private entities to improve public transportation. Partners may include local jurisdictions, other agencies, employers, and institutions. Metro enters into agreements in which partners may contribute funding directly for service, including service that complements fixed-route service, that increases service in communities where corridors are below their target service levels, or that supports more service hours or service efficiencies. Partners also may invest in transit speed or reliability improvements. Partnerships may include local government land-use policy changes that promote higher concentrations of residential and employment density, which is conducive to transit. Metro also forms partnerships to develop and promote alternative commute programs and to manage parking and traffic to make public transportation more efficient and attractive. Metro works with the Washington State Department of Transportation and local cities to provide services that help mitigate the impacts of major construction projects. Metro also works with private transportation operators (employee and residential shuttles, transportation network companies, taxis, and other commercial transportation entities) to enable complementary use of Metro services and facilities with those operators.</p> <p>Strategy 3.1.2: Partner with employers to make public transportation products and services more affordable and convenient for employees.</p> <p>Metro develops and pursues market-based strategies with employers, institutions and property managers to encourage the use of alternatives to driving alone. Metro offers employers and organizations technical assistance, marketing and training to establish commute benefit programs. These programs give commuters access and incentives for using transit and rideshare services, cycling, walking and teleworking. Examples are ORCA business products and Home Free Guarantee (Metro's emergency ride home service). Metro also coordinates with employer-sponsored transportation services to avoid duplicating existing public services. Metro seeks to identify potential new community and employer-based partnerships that would support transit options for low-income workers.</p> <p>By working with employers, Metro can increase the use of its products and services as well as those of other transit agencies. Metro can also support progress toward community objectives, while helping employers manage parking and traffic, attract and retain employees, and meet commute trip reduction and sustainability goals.</p> <p>Objective 3.2: Address the growing need for transportation services and facilities throughout the county.</p>	<p>make investments to make communities more livable, inclusive, pedestrian-friendly, and transit-supportive. Strategies include encouraging transit-supportive land use and partnering with jurisdictions, other agencies, and the private sector to spur equitable transit-oriented development.</p> <p>Intended outcome: Investments support equitable economic development and vibrant, sustainable, mixed-use, and mixed-income transit-oriented communities.</p> <p>Strategy: Support Metro's equitable transit-oriented communities' policy, using Metro's authority and influence as a transit provider and property owner.</p> <p>On property it owns, Metro will strive to realize equitable transit-oriented communities when appropriate. In communities where Metro provides service but does not own property, Metro should be an advocate, partner, and resource for strengthening transit-oriented communities.</p> <p>Metro will employ strategies to advance equity in transit communities, increase mobility, advance affordability, consider land-use readiness and commitment to equitable development, and advance sustainability measures.</p> <p>Metro will strive to support, create, and stabilize vibrant, transit-oriented communities in ways that distribute benefits and impacts equitably. For example, Metro will engage directly affected communities in the planning processes that guide transit-oriented development projects and issues of ownership and site control. It will consider strategies that provide community-driven outcomes and minimize displacement.</p> <p>Strategy: Support jurisdictions and planning organizations in implementing the regional growth strategy that envisions an integrated transportation system linking cities and centers.</p> <p>Metro's Strategic Plan and Metro Connects, King County's 2020 Strategic Climate Action Plan goal for new construction within the Urban Growth Boundary, and King County's Countywide Planning Policies are all in alignment with PSRC's VISION 2050 regional growth strategy. This strategy emphasizes the need for an integrated, multimodal transportation system that links major cities and centers. It focuses on locating growth near current and future high-capacity transit facilities.</p> <p>Metro plays an important role in the growth strategy. It offers travel options that connect people to areas of concentrated activity and encourages jurisdictions to take transit-supportive actions like increased zoning capacity.</p> <p>VISION 2050 incorporates the Metro Connects service network, and the 2021 Metro Connects update includes a revised service network that aligns with VISION 2050 projections. Metro will strive to achieve VISION 2050 by delivering on its equitable transit-oriented communities' policy, and by connecting people to job centers and other opportunities across the county through the Metro Connects network. Metro will also follow King County's Countywide Planning Policies.</p> <p>Strategy: Support equitable economic development and improved regional mobility through Metro's mobility services, use of transportation infrastructure, and partnerships.</p>	<p>Metro will work with partners to provide a mobility ((A-transportation)) system that ((moves people and goods efficiently is critical to)) advances equity, addresses the climate crisis, and supports economic vitality and the ((achievement of the)) region's vision and strategy for growth. ((The regional growth strategy emphasizes the need for an integrated, multimodal transportation system that links major cities and centers. Metro plays an important role in the growth strategy by offering travel options that connect people to areas of concentrated activity, providing affordable access to jobs, education and important social and retail services. Intended outcome: Public transportation products and services are available throughout King County and are well-utilized in centers and areas of concentrated economic activity.))</p> <p><u>Metro collaborates with jurisdictions and agencies to develop strategies and make investments to make communities more livable, inclusive, pedestrian-friendly, and transit-supportive. Strategies include encouraging transit-supportive land use and partnering with jurisdictions, other agencies, and the private sector to spur equitable transit-oriented development.</u></p> <p><u>Intended outcome: Investments support equitable economic development and vibrant, sustainable, mixed-use, and mixed-income transit-oriented communities.</u></p> <p><u>Strategy: Support Metro's equitable transit-oriented communities' policy, using Metro's authority and influence as a transit provider and property owner.</u></p> <p><u>On property it owns, Metro will strive to realize equitable transit-oriented communities when appropriate. In communities where Metro provides service but does not own property, Metro should be an advocate, partner, and resource for strengthening transit-oriented communities.</u></p> <p><u>Metro will employ strategies to advance equity in transit communities, increase mobility, advance affordability, consider land-use readiness and commitment to equitable development, and advance sustainability measures.</u></p> <p><u>Metro will strive to support, create, and stabilize vibrant, transit-oriented communities in ways that distribute benefits and impacts equitably. For example, Metro will engage directly affected communities in the planning processes that guide transit-oriented development projects and issues of ownership and site control. It will consider strategies that provide community-driven outcomes and minimize displacement.</u></p> <p>((Strategy 3.1.1: Encourage land uses, policies, and development that lead to communities that have good access to transit and that transit can serve efficiently and effectively.))</p> <p>Metro provides a range of services to get people to work, school, and other places they want to go. The backbone of Metro's system is a network of all day, two-way bus routes between residential centers, business centers and transit activity centers. Metro also provides commuter service to major destinations from many neighborhoods as well as from a network of park-and-ride lots. Metro provides local services to connect people to the larger transportation system. Rideshare services such as commuter vans and Rideshare-Online.com, as well as community programs such as In Motion and car-sharing, promote alternative travel options.</p> <p>Metro augments its own investments by developing mutually beneficial partnerships with public and private entities to improve public transportation. Partners may include local jurisdictions, other</p>	

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	<p>The number of people and jobs in King County is growing, and the demand for public transportation continues to rise. Metro will prepare for this growth by seeking opportunities to expand service, by being more efficient, and by partnering with others to maximize the travel options available. Metro will also strive to improve access to transit—the ability of people to get to transit service and to get from transit service to their final destinations using a range of modes such as walking, biking, driving and other public transportation services. Access is affected by the environment—such as surrounding land use and connectivity, by the safety and security of the surrounding street and sidewalk network, by the availability of service at the access point, and other factors. Intended outcome: More people have access to and regularly use public transportation products and services in King County.</p> <p>Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets. Population and employment growth are creating emerging and expanding travel markets throughout King County. These markets range from expanding employment centers such as Kirkland's Totem Lake or Seattle's South Lake Union to developing residential communities throughout King County. Metro has many tactics for accommodating growth, such as starting a new route, adding peak trips, extending hours of service to include the midday or evening, or modifying a route to serve a new location.</p> <p>Strategy 3.2.2: Coordinate and develop services and facilities with other providers, local jurisdictions and the private sector to create an integrated and efficient regional transportation system that takes innovative approaches to improving mobility. Metro collaborates with other agencies and organizations to build the best possible regional public transportation network, to make it easy for people to travel between transportation services, to maximize travel options, and to achieve efficiencies by providing services that are complementary rather than duplicative. For example, when Sound Transit introduces new services, Metro explores opportunities to restructure bus routes, improve service integration, enhance service and increase efficiency. By reconfiguring, reducing or eliminating poorly performing routes, Metro can free up resources to invest in routes with greater demand and unmet service needs. Where parallel services exist, Metro can restructure routes to create service that is more frequent, productive and reliable.</p> <p>Metro also coordinates with other agencies and jurisdictions to improve the efficiency of the system through transit speed and reliability improvements. Metro works independently and in coordination with local jurisdictions to implement improvements such as traffic signal coordination, transit queue-bypass lanes, transit signal queue jumps, transit signal priority, safety improvements, and stop consolidations. Metro also supports investments that improve service, attract transit riders, and achieve land-use goals that support transit services.</p> <p>Metro also coordinates with other regional and local public transportation entities and the private sector on funding, design, construction and maintenance of capital facilities such as transit hubs, park-and-rides and stations to optimize intermodal connections, promote efficient operation and enhance access. Metro will take innovative approaches to improving mobility.</p> <p>Strategy 3.2.3: Facilitate convenient and safe access to transit by all modes. Metro will work with public and private partners to promote access to transit through all modes, including walking, bicycling, taking connecting transit or paratransit services, or driving to a pick-up/drop-</p>	<p>Metro will continue supporting equitable economic development by serving centers and other areas of concentrated activity and by focusing on strategies to connect people—especially priority populations—to jobs. Metro will use transportation infrastructure efficiently, effectively, and equitably.</p> <p>Use of transit can increase the efficiency of King County's transportation infrastructure. By carrying more people in fewer vehicles, transit reduces the need for parking spaces at major employment centers and other activity hubs, keeping development costs down. Transit also moves more people on existing roadways, reducing the need for expansion.</p> <p>Metro will also work with partners to improve public transportation and increase transit use. Partners might include local jurisdictions, other agencies, employers, institutions, property owners, building managers, and community-based organizations. Partnerships can range from implementation of transit-supportive land use policies to speed and reliability improvements to direct funding of services. Other efforts include parking management, fare media programs, outreach, incentives, work-option programs, such as telework, and community programs, such as In Motion. By partnering with employers to serve diverse employment markets, Metro can leverage private investment to improve access to and use of mobility services, advance equity by serving lower-income and essential employees, and reduce GHG emissions by expanding alternatives to driving alone.</p> <p>The Service Guidelines and Metro Connects contain more information and guidance about service, capital, and other partnership opportunities.</p> <p>Strategy: Encourage transit-supportive land use. Metro will continue exploring ways to support and encourage jurisdictions to implement transit-supportive land uses, especially those that support more frequent transit service. The Service Guidelines include land use as a factor in the methodology for service growth. They also outline which types of land uses support different transit service levels.</p> <p>Objective: Partner with local jurisdictions and other organizations to minimize displacement and increase affordable housing in urban areas near transit. As the region grows and housing becomes more expensive, displacement can result in the suburbanization of poverty. Suburban land use can complicate Metro's efforts to provide service that connects people to opportunities. Additionally, as transit service improves, communities often become more desirable and expensive, creating a challenging cycle. Affordable, dense, mixed-use zoning near high-capacity transit that minimizes displacement can advance equity and sustainability goals. Intended outcome: The amount and types of affordable housing near frequent transit increase.</p> <p>Strategy: Enable development of affordable housing on suitable Metro-owned property. Affordable housing is a critical piece of transit-oriented developments that include residences. Metro will work with developers to include affordable housing on its property when feasible, supporting its equitable transit-oriented communities' policy.</p> <p>Strategy: Advocate for and support jurisdictions in adopting policies and land uses to minimize displacement near transit. Metro will encourage jurisdictions to adopt policies to minimize displacement and encourage affordable housing near transit. Examples include land-use policies that include dense, affordable</p>	<p>agencies, employers, and institutions. Metro enters into agreements in which partners may contribute funding directly for service, including service that complements fixed route service, that increases service in communities where corridors are below their target service levels, or that supports more service hours or service efficiencies. Partners also may invest in transit speed or reliability improvements. Partnerships may include local government land use policy changes that promote higher concentrations of residential and employment density, which is conducive to transit. Metro also forms partnerships to develop and promote alternative commute programs and to manage parking and traffic to make public transportation more efficient and attractive. Metro works with the Washington State Department of Transportation and local cities to provide services that help mitigate the impacts of major construction projects. Metro also works with private transportation operators (employee and residential shuttles, transportation network companies, taxis, and other commercial transportation entities) to enable complementary use of Metro services and facilities with those operators.))</p> <p>Strategy: Support jurisdictions and planning organizations in implementing the regional growth strategy that envisions an integrated transportation system linking cities and centers.</p> <p><u>Metro's Strategic Plan and Metro Connects, King County's 2020 Strategic Climate Action Plan goal for new construction within the Urban Growth Boundary, and King County's Countywide Planning Policies are all in alignment with PSRC's VISION 2050 regional growth strategy. This strategy emphasizes the need for an integrated, multimodal transportation system that links major cities and centers. It focuses on locating growth near current and future high-capacity transit facilities.</u></p> <p><u>Metro plays an important role in the growth strategy. It offers travel options that connect people to areas of concentrated activity and encourages jurisdictions to take transit-supportive actions like increased zoning capacity.</u></p> <p><u>VISION 2050 incorporates the Metro Connects service network, and the 2021 Metro Connects update includes a revised service network that aligns with VISION 2050 projections. Metro will strive to achieve VISION 2050 by delivering on its equitable transit-oriented communities' policy, and by connecting people to job centers and other opportunities across the county through the Metro Connects network. Metro will also follow King County's Countywide Planning Policies.</u></p> <p>((Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040. Metro focuses on serving King County's designated centers and other areas of concentrated activity, as shown in Figure 3 on page 15 and as prescribed in Transportation 2040 (see below).</p> <p>Metro also works with property owners, building managers and employers on a variety of efforts to increase the use of transit. These include parking management, fare media programs, outreach, incentives, work option programs such as telework, and community programs such as In Motion.))</p> <p>Strategy: Support equitable economic development and improved regional mobility through Metro's mobility services, use of transportation infrastructure, and partnerships. <u>Metro will continue supporting equitable economic development by serving centers and other areas of concentrated activity and by focusing on strategies to connect people—especially priority</u></p>	

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	<p>off point or park-and-ride. Tactics include facility design and infrastructure investments to enhance safety, security and connectivity.</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>Park-and-ride locations provide access to the public transportation system for people who do not live near a bus route or who want the many service options available at park-and-rides. These facilities serve as a meeting place for carpool and vanpool partners, and add to the capacity of the state and interstate highway system. The use of park-and-rides continues to grow, and many lots are at or over capacity every day.</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> <p>Metro will also pursue strategies to improve first/last mile connections and improve education and marketing. Metro will explore opportunities to improve bike and pedestrian access to park-and-rides and other hubs through improved connections, internal circulation, and enhanced facilities such as secure bike storage.</p> <p>Objective 3.3: Support compact, healthy communities.</p> <p>Communities that are compact and friendly to pedestrians and bicycles are most easily served by transit. Such communities foster healthier, more active lifestyles while reducing auto-dependency and associated road investments. By the same token, transit service can support and encourage development that is more compact. Intended outcome: More people regularly use public transportation products and services along corridors with compact development.</p> <p>Strategy 3.3.1: Encourage land uses, policies, and practices that promote transit-oriented development and lead to communities that have good access to transit and that transit can serve efficiently and effectively.</p> <p>Metro encourages the development of transit-supportive, pedestrian-friendly communities by working with jurisdictions and providing services to transit-oriented developments. Metro recommends strategies for jurisdictions and agencies to make communities more transit-friendly. Metro also partners with jurisdictions, other agencies and the private sector to spur transit-oriented development through redevelopment opportunities at, or adjacent to, park-and-rides, transit hubs and stations along major transit corridors.</p> <p>Strategy 3.3.2: Support bicycle and pedestrian access to jobs, services, and the transit system.</p> <p>Metro collaborates with local jurisdictions, transit agencies and others to enhance bike and walk connections to transit. Metro develops programs and facilities to improve bicyclists' and pedestrians' connections to transit. Metro also collaborates with public and private partners to enhance the use of bicycles for commute and non-commute purposes to help reduce drive-alone travel. Metro provides three-position bike racks on transit vehicles and is working to increase the availability of secure bicycle parking at new and existing Metro transit facilities. Metro will also explore opportunities to coordinate with</p>	<p>development and low parking ratios near frequent transit service and multimodal access networks. Such policies leverage the transit network and support transit-oriented communities. When Metro works with jurisdictions to develop new policies, deep, collaborative engagement with priority populations should be central to these efforts.</p>	<p><u>populations—to jobs. Metro will use transportation infrastructure efficiently, effectively, and equitably.</u></p> <p><u>Use of transit can increase the efficiency of King County's transportation infrastructure. By carrying more people in fewer vehicles, transit reduces the need for parking spaces at major employment centers and other activity hubs, keeping development costs down. Transit also moves more people on existing roadways, reducing the need for expansion.</u></p> <p><u>Metro will also work with partners to improve public transportation and increase transit use. Partners might include local jurisdictions, other agencies, employers, institutions, property owners, building managers, and community-based organizations. Partnerships can range from implementation of transit-supportive land use policies to speed and reliability improvements to direct funding of services. Other efforts include parking management, fare media programs, outreach, incentives, work-option programs, such as telework, and community programs, such as In Motion. By partnering with employers to serve diverse employment markets, Metro can leverage private investment to improve access to and use of mobility services, advance equity by serving lower-income and essential employees, and reduce GHG emissions by expanding alternatives to driving alone.</u></p> <p><u>The Service Guidelines and Metro Connects contain more information and guidance about service, capital, and other partnership opportunities.</u></p> <p>((Objective 3.4: Support economic development by using existing transportation infrastructure efficiently and effectively. Use of transit can increase the efficiency of King County's transportation infrastructure. By carrying more people in fewer vehicles, transit reduces the need for parking spaces at major employment centers and other activity hubs, keeping development costs down. Transit also moves more people on existing roadways, reducing the need for expansion. Intended outcome: Regional investments in major highway capacity projects and parking requirements are complemented by high transit service levels in congested corridors and centers.))</p> <p>Strategy: Encourage transit-supportive land use.</p> <p><u>Metro will continue exploring ways to support and encourage jurisdictions to implement transit-supportive land uses, especially those that support more frequent transit service. The Service Guidelines include land use as a factor in the methodology for service growth. They also outline which types of land uses support different transit service levels.</u></p> <p>((Objective 3.3: Support compact, healthy communities. Communities that are compact and friendly to pedestrians and bicycles are most easily served by transit. Such communities foster healthier, more active lifestyles while reducing auto-dependency and associated road investments. By the same token, transit service can support and encourage development that is more compact. Intended outcome: More people regularly use public transportation products and services along corridors with compact development.</p> <p>Strategy 3.3.1: Encourage land uses, policies, and practices that promote transit-oriented development and lead to communities that have good access to transit and that transit can serve efficiently and effectively.</p> <p>Metro encourages the development of transit-supportive, pedestrian-friendly communities by working with jurisdictions and providing services to transit-oriented developments. Metro recommends strategies for jurisdictions and agencies to make communities more transit-friendly. Metro also partners with jurisdictions, other agencies and the private sector to spur transit-oriented development through redevelopment opportunities at, or adjacent to, park-and-rides, transit hubs and stations along major transit corridors.</p>	

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	<p>local jurisdictions to address safety and security concerns and improve wayfinding measures for all populations. Metro will seek opportunities to improve nonmotorized access and facilities at park-and-rides and major transit hubs.</p> <p>Objective 3.4: Support economic development by using existing transportation infrastructure efficiently and effectively. Use of transit can increase the efficiency of King County's transportation infrastructure. By carrying more people in fewer vehicles, transit reduces the need for parking spaces at major employment centers and other activity hubs, keeping development costs down. Transit also moves more people on existing roadways, reducing the need for expansion. Intended outcome: Regional investments in major highway capacity projects and parking requirements are complemented by high transit service levels in congested corridors and centers.</p> <p>Strategy 3.4.1: Serve centers and other areas of concentrated activity, consistent with Transportation 2040. Metro focuses on serving King County's designated centers and other areas of concentrated activity, as shown in Figure 3 on page 15 and as prescribed in Transportation 2040 (see below).</p> <p>Metro also works with property owners, building managers and employers on a variety of efforts to increase the use of transit. These include parking management, fare media programs, outreach, incentives, work-option programs such as telework, and community programs such as In Motion.</p>		<p>strategies for jurisdictions and agencies to make communities more transit-friendly. Metro also partners with jurisdictions, other agencies and the private sector to spur transit-oriented development through redevelopment opportunities at, or adjacent to, park-and-rides, transit hubs and stations along major transit corridors.)</p> <p>Objective: Partner with local jurisdictions and other organizations to minimize displacement and increase affordable housing in urban areas near transit. <u>As the region grows and housing becomes more expensive, displacement can result in the suburbanization of poverty. Suburban land use can complicate Metro's efforts to provide service that connects people to opportunities. Additionally, as transit service improves, communities often become more desirable and expensive, creating a challenging cycle. Affordable, dense, mixed-use zoning near high-capacity transit that minimizes displacement can advance equity and sustainability goals. Intended outcome: The amount and types of affordable housing near frequent transit increase.</u></p> <p>Strategy: Enable development of affordable housing on suitable Metro-owned property. <u>Affordable housing is a critical piece of transit-oriented developments that include residences. Metro will work with developers to include affordable housing on its property when feasible, supporting its equitable transit-oriented communities' policy.</u></p> <p>Strategy: Advocate for and support jurisdictions in adopting policies and land uses to minimize displacement near transit. <u>Metro will encourage jurisdictions to adopt policies to minimize displacement and encourage affordable housing near transit. Examples include land-use policies that include dense, affordable development and low parking ratios near frequent transit service and multimodal access networks. Such policies leverage the transit network and support transit-oriented communities. When Metro works with jurisdictions to develop new policies, deep, collaborative engagement with priority populations should be central to these efforts.</u></p> <p>(Strategy 3.1.2: Partner with employers to make public transportation products and services more affordable and convenient for employees. Metro develops and pursues market-based strategies with employers, institutions and property managers to encourage the use of alternatives to driving alone. Metro offers employers and organizations technical assistance, marketing and training to establish commute benefit programs. These programs give commuters access and incentives for using transit and rideshare services, cycling, walking and teleworking. Examples are ORCA business products and Home Free Guarantee (Metro's emergency ride home service). Metro also coordinates with employer-sponsored transportation services to avoid duplicating existing public services. Metro seeks to identify potential new community and employer-based partnerships that would support transit options for low-income workers. By working with employers, Metro can increase the use of its products and services as well as those of other transit agencies. Metro can also support progress toward community objectives, while helping employers manage parking and traffic, attract and retain employees, and meet commute trip reduction and sustainability goals.</p> <p>Objective 3.2: Address the growing need for transportation services and facilities throughout the county. The number of people and jobs in King County is growing, and the demand for public transportation continues to rise. Metro will prepare for this growth by seeking opportunities to expand service, by being more efficient, and by partnering with others to maximize the travel</p>	

Issue	Adopted	Proposed	Comparison	Summary
			<p>options available. Metro will also strive to improve access to transit — the ability of people to get to transit service and to get from transit service to their final destinations using a range of modes such as walking, biking, driving and other public transportation services. Access is affected by the environment — such as surrounding land use and connectivity, by the safety and security of the surrounding street and sidewalk network, by the availability of service at the access point, and other factors. Intended outcome: More people have access to and regularly use public transportation products and services in King County.</p> <p>Strategy 3.2.1: Expand services to accommodate the region's growing population and serve new transit markets. Population and employment growth are creating emerging and expanding travel markets throughout King County. These markets range from expanding employment centers such as Kirkland's Totem Lake or Seattle's South Lake Union to developing residential communities throughout King County. Metro has many tactics for accommodating growth, such as starting a new route, adding peak trips, extending hours of service to include the midday or evening, or modifying a route to serve a new location.</p> <p>Strategy 3.2.2: Coordinate and develop services and facilities with other providers, local jurisdictions and the private sector to create an integrated and efficient regional transportation system that takes innovative approaches to improving mobility. Metro collaborates with other agencies and organizations to build the best possible regional public transportation network, to make it easy for people to travel between transportation services, to maximize travel options, and to achieve efficiencies by providing services that are complementary rather than duplicative. For example, when Sound Transit introduces new services, Metro explores opportunities to restructure bus routes, improve service integration, enhance service and increase efficiency. By reconfiguring, reducing or eliminating poorly performing routes, Metro can free up resources to invest in routes with greater demand and unmet service needs. Where parallel services exist, Metro can restructure routes to create service that is more frequent, productive and reliable.</p> <p>Metro also coordinates with other agencies and jurisdictions to improve the efficiency of the system through transit speed and reliability improvements. Metro works independently and in coordination with local jurisdictions to implement improvements such as traffic signal coordination, transit queue bypass lanes, transit signal queue jumps, transit signal priority, safety improvements, and stop consolidations. Metro also supports investments that improve service, attract transit riders, and achieve land use goals that support transit services.</p> <p>Metro also coordinates with other regional and local public transportation entities and the private sector on funding, design, construction and maintenance of capital facilities such as transit hubs, park and rides and stations to optimize intermodal connections, promote efficient operation and enhance access. Metro will take innovative approaches to improving mobility.</p> <p>Strategy 3.2.3: Facilitate convenient and safe access to transit by all modes. Metro will work with public and private partners to promote access to transit through all modes, including walking, bicycling, taking connecting transit or paratransit services, or driving to a pick up/drop-off point or park and ride. Tactics include facility design and infrastructure investments to enhance safety, security and connectivity.</p>	

Issue	Adopted	Proposed	Comparison	Summary
			<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>Park and ride locations provide access to the public transportation system for people who do not live near a bus route or who want the many service options available at park and rides. These facilities serve as a meeting place for carpool and vanpool partners, and add to the capacity of the state and interstate highway system. The use of park and rides continues to grow, and many lots are at or over capacity every day.</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> <p>Metro will also pursue strategies to improve first/last mile connections and improve education and marketing. Metro will explore opportunities to improve bike and pedestrian access to park and rides and other hubs through improved connections, internal circulation, and enhanced facilities such as secure bike storage.</p> <p>Strategy 3.3.2: Support bicycle and pedestrian access to jobs, services, and the transit system.</p> <p>Metro collaborates with local jurisdictions, transit agencies and others to enhance bike and walk connections to transit. Metro develops programs and facilities to improve bicyclists' and pedestrians' connections to transit. Metro also collaborates with public and private partners to enhance the use of bicycles for commute and non-commute purposes to help reduce drive alone travel. Metro provides three position bike racks on transit vehicles and is working to increase the availability of secure bicycle parking at new and existing Metro transit facilities. Metro will also explore opportunities to coordinate with local jurisdictions to address safety and security concerns and improve wayfinding measures for all populations. Metro will seek opportunities to improve nonmotorized access and facilities at park and rides and major transit hubs.)</p>	
<p>SERVICE GUIDELINES</p> <p>Growth Management</p> <p>Setting Target Service Levels</p>	<p>Proposed Ordinance 18301, Attachment B, pp. 5-12</p> <p>SETTING TARGET SERVICE LEVELS</p> <p>A major function of the service guidelines is to assess and set target service levels for the corridors that make up Metro's All-Day and Peak-Only Network.</p> <p>This network is a set of corridors that connect designated regional growth centers, manufacturing/industrial centers, and transit activity centers. All-day service is two-way service designed to meet a variety of travel needs and trip purposes throughout the day. The network also includes peak-only service that tends to travel in one direction and provides faster travel times, accommodates high demand for travel to and from major employment centers, and serves park-and-ride lots that are collection points for transit users.</p> <p>For Metro's service guidelines, corridors are defined as major transit pathways that connect regional growth centers, manufacturing/industrial centers, activity centers, park-and-rides and transit hubs, and major destinations throughout King County. Routes</p>	<p>Proposed Ordinance 2021-0286, Attachment B, pp. 10-15</p> <p>Setting Target Service Levels</p> <p>Land use, equity, and geographic value are described below as part of the service growth methodology, which is used to develop target service levels in cases where this analysis envisions higher levels of the service than the Metro Connects interim network.</p> <p>Table on p. 11 shows that Land Use can receive up to 20 points, Social Equity up to 10 points, Geographic Value up to 10 points.</p> <ul style="list-style-type: none"> Land use factors demonstrate the potential demand for transit along a route using several measures. Metro uses these factors because areas where many people live, work, or go to school have high potential transit demand. This can help advance equity by moving more people, including priority populations. The addition of a low-income jobs metric to the land-use score increases the emphasis on routes that provide access to low-income employment centers. Points assigned range from four and 20. Households and park-and-rides receive between two and 10 points. Jobs, low-income jobs, and students receive between two and 10 points. 	<p>SETTING TARGET SERVICE LEVELS</p> <p><u>Land use, equity, and geographic value are described below as part of the service growth methodology, which is used to develop target service levels in cases where this analysis envisions higher levels of the service than the Metro Connects interim network.</u></p> <p>((A major function of the service guidelines is to assess and set target service levels for the corridors that make up Metro's All-Day and Peak-Only Network.</p> <p>This network is a set of corridors that connect designated regional growth centers, manufacturing/industrial centers, and transit activity centers. All day service is two-way service designed to meet a variety of travel needs and trip purposes throughout the day. The network also includes peak-only service that tends to travel in one direction and provides faster travel times, accommodates high demand for travel to and from major employment centers, and serves park-and-ride lots that are collection points for transit users.</p> <p>For Metro's service guidelines, corridors are defined as major transit</p>	<p>Land use is the most heavily weighted factor in both the adopted and the proposed Service Guidelines in setting target service levels.</p> <p>Key differences between the adopted and proposed language are that: (a) the proposed Service Guidelines would focus on routes rather than corridors; (b) the way equity is calculated is different (five factors rather than two, plus the use of the new EPAS equity metric; and (c) the proposed Service Guidelines would align the Metro Connects Interim Network with target service levels so the process described in the proposed Service Guidelines is less involved than in the adopted Service Guidelines, which had no ultimate target.</p>

Issue	Adopted	Proposed	Comparison	Summary
	<p>are the actual bus services provided. Service within a single corridor might be provided by multiple bus routes. Almost all corridors have at least one route that operates on it, but not all routes in Metro's network operate on a corridor.</p> <p>Target service levels are set by corridor rather than by route because a corridor could be served by a single route or by multiple routes.</p> <p>As the region changes and corridors are added to the network, a similar evaluation process is used to set target service levels for the new corridors.</p> <p>Productivity Productivity is a primary value for transit service in King County. It means making the most efficient use of resources and targeting transit service to the areas of the county with the most potential for use. Metro uses the term productivity in two important ways in the service guidelines:</p> <ul style="list-style-type: none"> Corridor productivity is the potential market for transit based on the number of households, jobs, students, and park-and-rides along the corridor. Higher concentrations of people support higher use of transit. Route productivity is the actual use of transit, determined using two performance measures of ridership—rides per platform hour and passenger miles per platform mile. <p>Corridor analysis Metro establishes target service levels for the corridors in the All-Day and Peak-Only Network using a three-step process. Service levels are very frequent, frequent, local, or hourly (see chart on p. 11).</p> <p>Step 1 Step one sets target service levels for each corridor based on measurable indicators of corridor productivity, social equity, and geographic value. Indicators of productivity make up 50 percent of the total score, while geographic value and social equity indicators each comprise 25 percent of the total score in this step.</p> <p>The use of measures related to social equity and geographic value is consistent with Metro's Strategic Plan. The use of social equity factors helps Metro plan transit service that provides travel opportunities for historically disadvantaged populations (Strategy 2.1.2). Factors concerning transit activity centers and geographic value guide service to areas of concentrated activity (Strategy 3.4.1) and ensure that services provide value in all areas of King County. The use of productivity factors helps Metro plan and deliver productive service throughout King County (Objective 6.1).</p> <ul style="list-style-type: none"> Corridor productivity indicators demonstrate the potential demand for transit in a corridor using land-use factors: the number of households, jobs, enrolled students, and park-and-ride stalls located within a quarter-mile walk to a bus stop. These factors are used because areas where many people live, work, or go to school have high potential transit use. The quarter-mile calculation considers how well streets are connected; only those areas that have an actual path to a bus stop are considered to have access to transit. This is an important distinction in areas that have a limited street grid or barriers to direct access, such as lakes or freeways. Park-and-rides are included because many people who access the transit system live outside of the quarter-mile draw area. Social equity indicators show how well a corridor serves any areas where there are concentrations of minority and low-income populations along the corridor. This is done by comparing 	<p>Overall, land use makes up 50 percent of the total score in setting target service levels.</p> <ul style="list-style-type: none"> Equity factors show how well a route serves areas where historically underserved populations are concentrated, as identified in the Mobility Framework and Metro's 2021-2031 Strategic Plan. This ensures that transit service growth needs consider equity. Each route is given an equity prioritization score, which measures how well a route serves equity priority areas. Each stop is given the equity priority area score, from one through five, of the block group in which it is located. Equity priority areas are based on a composite of demographic criteria and variable weighting, shown in Table 3. The weighting is consistent with King County's equity strategy and assigns a higher variable weight to race and income. The equity prioritization score is the average equity priority area score for all stops along a route. This score is used to assign points, which range from zero to 10, and account for 25 percent of the total score in setting target service levels. Routes that have higher equity prioritization scores receive more points than routes with lower equity prioritization scores. <p>"Equity priority area" is defined as an area with a high proportion of priority populations as defined in the Mobility Framework, which includes measures of communities of color, low or no income population, disabled population, foreign born population, and population with limited English proficiency.</p> <p>Table on p. 12 shows how demographic criteria would be weighted in calculating the EPAS scores for Census block groups at each bus stop.</p> <ul style="list-style-type: none"> Geographic value factors establish how well a route supports connections and service to transit activity centers, regional growth centers, and manufacturing/industrial centers throughout King County. All connections between centers are important and are given value in this process. King County centers are described in Technical Report A: Centers of King County. Points assigned range from two and 10 points and account for 25 percent of the total score in setting target service levels. Routes that have more service, lower travel times, and are the primary connection between centers will receive more points than routes with less service and longer travel times. <p>Service Types Metro's services are categorized by the level of service they provide. Different levels of service are targeted to different routes. Service levels are primarily defined by the frequency and span of service they provide. Table 4 shows the typical characteristics of each service level. Some services may fall outside the typical frequencies, depending on specific conditions in the route served.</p> <p>The creation of transit-supportive land uses is critical for the long-term success of transit and for advancing equity and addressing climate change. To help jurisdictions plan for transit service, more information about land uses that support each service level is provided in Table 5.</p> <p>Table on p. 13 summarizes service types.</p> <p>The Service Level and Land Use Connection Demand for transit service is linked to the land uses near transit service. More homes, jobs, schools, and other activities (origins and destinations) with access to transit increase the number of potential riders. As a result, the number of transit trips increases. Aligning transit service levels with land use has many benefits for local communities and helps King County realize its economic,</p>	<p>pathways that connect regional growth centers, manufacturing/industrial centers, activity centers, park-and-rides and transit hubs, and major destinations throughout King County. Routes are the actual bus services provided. Service within a single corridor might be provided by multiple bus routes. Almost all corridors have at least one route that operates on it, but not all routes in Metro's network operate on a corridor.</p> <p>Target service levels are set by corridor rather than by route because a corridor could be served by a single route or by multiple routes.</p> <p>As the region changes and corridors are added to the network, a similar evaluation process is used to set target service levels for the new corridors.</p> <p>Productivity Productivity is a primary value for transit service in King County. It means making the most efficient use of resources and targeting transit service to the areas of the county with the most potential for use. Metro uses the term productivity in two important ways in the service guidelines:</p> <ul style="list-style-type: none"> Corridor productivity is the potential market for transit based on the number of households, jobs, students, and park-and-rides along the corridor. Higher concentrations of people support higher use of transit. Route productivity is the actual use of transit, determined using two performance measures of ridership—rides per platform hour and passenger miles per platform mile.) <p>(Corridor analysis Metro establishes target service levels for the corridors in the All-Day and Peak-Only Network using a three-step process. Service levels are very frequent, frequent, local, or hourly (see chart on p. 11).</p> <p>Step 1 Step one sets target service levels for each corridor based on measurable indicators of corridor productivity, social equity, and geographic value. Indicators of productivity make up 50 percent of the total score, while geographic value and social equity indicators each comprise 25 percent of the total score in this step.</p> <p>The use of measures related to social equity and geographic value is consistent with Metro's Strategic Plan. The use of social equity factors helps Metro plan transit service that provides travel opportunities for historically disadvantaged populations (Strategy 2.1.2). Factors concerning transit activity centers and geographic value guide service to areas of concentrated activity (Strategy 3.4.1) and ensure that services provide value in all areas of King County. The use of productivity factors helps Metro plan and deliver productive service throughout King County (Objective 6.1.)</p> <ul style="list-style-type: none"> (Corridor productivity indicators) Land use factors demonstrate the potential demand for transit ((in a corridor) along a route using several measures. ((land use factors: the number of households, jobs, enrolled students, and park-and-ride stalls located within a quarter-mile walk to a bus stop. T)) Metro uses these factors ((are used)) because areas where many people live, work, or go to school have high potential transit ((use)) demand. This can help advance equity by moving more people, including priority populations. The addition of a low-income jobs metric to the land-use score increases the emphasis on routes that provide access to low-income employment centers. Points assigned range from four and 20. Households and park-and-rides receive between 	

Issue	Adopted	Proposed	Comparison	Summary
	<p>boardings in these areas against the systemwide average of all corridor boardings within minority and low-income census tracts. Metro assigns the highest value to corridors with concentrations of boardings in low-income or minority census tracts that are higher than the system average. Those close to the system average, but just below, are also awarded value in this process.</p> <ul style="list-style-type: none"> • Geographic value indicators establish how well a corridor supports connections and service to transit activity centers, regional growth centers, and manufacturing/industrial centers throughout King County. All connections between centers are important and are given value in this process. Corridors that are the primary connections between centers, based on ridership and travel time, receive higher value in this process. King County centers are described on p. 15 of the strategic plan and are listed in Appendix 1 of this document. <p>Scoring: The following table shows the measures of corridor productivity, social equity and geographic value and the points that would be assigned (out of a total 40) to determine the corridor’s preliminary score in the corridor analysis.</p> <p>Table on p. 7 shows that Corridor Productivity can receive up to 20 points, Social Equity up to 10 points, Geographic Value up to 10 points.</p> <p>The table below shows the initial target service level that would be assigned to a corridor based on the number of points awarded for the corridor productivity, social equity and geographic value factors of that corridor. Service levels are very frequent, frequent, local, or hourly.</p> <p>Table on p. 8 shows service levels based on score out of total of 40 possible points.</p> <p>Step 2 Step two adjusts the target service level assigned in step one to accommodate actual ridership. Metro increases a corridor’s target service level if service at the level established under step one would not accommodate existing riders, would be inconsistent with policy-based service levels set for RapidRide, or would result in an incomplete network of night service. Adjustments are only made to assign a higher service level to a corridor; service levels are not adjusted downward in this step.</p> <p>The table below shows how Metro adjusts the target service levels set in step one to ensure that the All-Day and Peak-Only Network accommodates current riders or to preserve a complete network of night service.</p> <p>Table on p. 9 shows how service level could be adjusted for ridership and service span.</p> <p>Metro also adjusts service levels on existing and planned RapidRide corridors to ensure that assigned target service frequencies are consistent with policy-based service frequencies for the RapidRide program: more frequent than 15 minutes during peak periods, 15 minutes or more frequent during off-peak periods, and 15 to 30 minutes at night. Where policy-based service frequencies are higher than service frequencies established in step two, frequencies are improved to the minimum specified by policy.</p> <p>The combined outcome of steps one and two is a set of corridors with all-day service levels that reflect factors concerning productivity, social equity, geographic value, and actual ridership. These corridors are divided into service levels based on the frequency of service, as described in the “Service Levels” section that follows. Corridors with the highest frequency would have the longest span of service.</p>	<p>environmental, and equity goals. Four characteristics that support transit demand include:</p> <ul style="list-style-type: none"> • Density: More people and activities in an area increase the number of potential riders. • Mix of uses: More types of uses in an area increase the number of potential origins and destinations, such as home, work, school, shopping, medical, and transit connections, at all times of day. • Connections: More compact development with good multimodal connections for walking and biking increases access to nearby transit service. • Transit supportive policies and programs: These might include zoning changes, affordable housing incentives, and removal of parking requirements. Policies and programs in a corridor or subarea can support the development of equitable transit-oriented communities, improve access for all people—particularly historically disadvantaged communities and people of color—and increase the number of potential riders. These would be consistent with Metro’s Equitable Transit-oriented Communities policy. <p>Aligning service levels with land use helps ensure transit service is productive and supports the demand for service. Local jurisdictions can improve transit service levels and increase demand by using the four land-use characteristics above. Examples of actions they can take include:</p> <ul style="list-style-type: none"> • Rezoning land within walking distance of transit routes to allow for higher densities • Rezoning land within walking distance of transit routes to allow more types of uses • Establishing policies and programs to increase the amount of affordable housing and reduce the displacement of existing residents near transit service (e.g. affordable housing incentives) • Removing or lowering parking minimums for new development near transit service • Improving street and sidewalk connections around bus stops and corridors. <p>Table 5 outlines how Metro’s service types relate to the surrounding land use characteristics. While each route will have its own characteristics, areas served by these types of bus service should strive to meet the guidelines in Table 5.</p> <p>Table on p. 15 shows relationship between land use characteristics and service types.</p>	<p>two and 10 points. Jobs, low-income jobs, and students receive between two and 10 points. Overall, land use makes up 50 percent of the total score in setting target service levels. ((The quarter-mile calculation considers how well streets are connected; only those areas that have an actual path to a bus stop are considered to have access to transit. This is an important distinction in areas that have a limited street grid or barriers to direct access, such as lakes or freeways. Park and rides are included because many people who access the transit system live outside of the quarter-mile draw area.))</p> <ul style="list-style-type: none"> • ((Social equity indicators)) Equity factors show how well a ((corridor)) route serves ((any)) areas where ((there are concentrations of minority and low income populations along the corridor)) historically underserved populations are concentrated, as identified in the Mobility Framework and Metro’s 2021-2031 Strategic Plan. ((This is done by comparing boardings in these areas against the systemwide average of all corridor boardings within minority and low-income census tracts. Metro assigns the highest value to corridors with concentrations of boardings in low-income or minority census tracts that are higher than the system average. Those close to the system average, but just below, are also awarded value in this process.)) This ensures that transit service growth needs consider equity. Each route is given an equity prioritization score, which measures how well a route serves equity priority areas. Each stop is given the equity priority area score, from one through five, of the block group in which it is located. <u>Equity priority areas are based on a composite of demographic criteria and variable weighting, shown in Table 3. The weighting is consistent with King County’s equity strategy and assigns a higher variable weight to race and income. The equity prioritization score is the average equity priority area score for all stops along a route. This score is used to assign points, which range from zero to 10, and account for 25 percent of the total score in setting target service levels. Routes that have higher equity prioritization scores receive more points than routes with lower equity prioritization scores.</u> <p><u>“Equity priority area” is defined as an area with a high proportion of priority populations as defined in the Mobility Framework, which includes measures of communities of color, low or no income population, disabled population, foreign born population, and population with limited English proficiency.</u></p> <ul style="list-style-type: none"> • Geographic value factors ((indicators)) establish how well a ((corridor)) route supports connections and service to transit activity centers, regional growth centers, and manufacturing/industrial centers throughout King County. All connections between centers are important and are given value in this process. ((Corridors that are the primary connections between centers, based on ridership and travel time, receive higher value in this process. King County centers are described on p. 15 of the strategic plan and are listed in Appendix 1 of this document.)) King County centers are described in Technical Report A: Centers of King County. Points assigned range from two and 10 points and account for 25 percent of the total score in setting target service levels. Routes that have more service, lower travel times, and are the primary connection between centers will receive more points than routes with less service and longer travel times. <p>((Scoring: The following table shows the measures of corridor productivity, social equity and geographic value and the points that would be assigned (out of a total 40) to determine the corridor’s preliminary score in the corridor analysis.</p>	

Issue	Adopted	Proposed	Comparison	Summary
	<p>Step 3 Step three evaluates peak-only service to determine the value it provides in addition to other service provided on corridors in the network. Peak-only service operates only during peak travel periods (5-9 a.m. and 3-7 p.m. weekdays), primarily in one direction. Peak-only service typically brings riders from residential areas to job centers in the morning with return service from the job centers in the afternoon. All-day routes also offer service during peak periods, but are not included in the peak-only analysis. Peak service thresholds ensure that peak-only service has higher ridership and/or faster travel times than provided in the network of all-day service. Service levels on peak-only routes are established separately from the all-day network because of this specialized function within the transit network.</p> <p>Table on p. 10 shows thresholds for peak service.</p> <p>Peak-only service is provided for a limited span compared to all-day service. Peak-only service generally has a minimum of eight trips per day on weekdays only (morning trips travel from residential areas to job centers, and afternoon trips take riders from the job centers back to the residential areas). The exact span and number of trips for each peak-only route are determined by the level of demand for service that meets the travel time and ridership criteria. Because of the value that peak-only service provides in the network, it is protected in any potential reduction scenario. Peak-only service is lower priority for reduction if it is in the bottom 25 percent, but passes one or both of the travel time and ridership criteria described above. If peak-only service does not meet the load and travel-time thresholds but serves an area that has no other service, Metro may consider preserving service or providing service in a new or different way, such as connecting an area to a different destination or providing alternatives to fixed-route transit service, consistent with strategic plan Strategy 6.2.3.</p> <p>Description of service types on p. 11.</p> <p>Target service level comparison The corridors in the All-Day and Peak-Only Network are analyzed annually in Metro's Service Guidelines Report. The report compares the target service levels set through the corridor analysis with existing levels of service. A corridor is determined to be either "below," "at" or "above" its target service level. This process is called the target service-level comparison, and is used to inform potential changes to bus routes. For example, in simple terms, a corridor below its target service level would be a candidate for investment and a corridor above its target service level could be a candidate for reduction. This target service level comparison is a factor in both the investment and reduction priorities, as described in the "Adding, Reducing and Changing Service" section. Using the results of the annual corridor analysis and as resources allow, Metro adjusts service levels to better meet the public transportation needs of King County. The corridor analysis process is summarized in the chart below.</p> <p>Table on p. 12 summarizes 3-step process.</p>		<p>The table below shows the initial target service level that would be assigned to a corridor based on the number of points awarded for the corridor productivity, social equity and geographic value factors of that corridor. Service levels are very frequent, frequent, local, or hourly.</p> <p>Step 2 Step two adjusts the target service level assigned in step one to accommodate actual ridership. Metro increases a corridor's target service level if service at the level established under step one would not accommodate existing riders, would be inconsistent with policy-based service levels set for RapidRide, or would result in an incomplete network of night service. Adjustments are only made to assign a higher service level to a corridor; service levels are not adjusted downward in this step. The table below shows how Metro adjusts the target service levels set in step one to ensure that the All-Day and Peak-Only Network accommodates current riders or to preserve a complete network of night service.</p> <p>Metro also adjusts service levels on existing and planned RapidRide corridors to ensure that assigned target service frequencies are consistent with policy-based service frequencies for the RapidRide program: more frequent than 15 minutes during peak periods, 15 minutes or more frequent during off-peak periods, and 15 to 30 minutes at night. Where policy-based service frequencies are higher than service frequencies established in step two, frequencies are improved to the minimum specified by policy. The combined outcome of steps one and two is a set of corridors with all-day service levels that reflect factors concerning productivity, social equity, geographic value, and actual ridership. These corridors are divided into service levels based on the frequency of service, as described in the "Service Levels" section that follows. Corridors with the highest frequency would have the longest span of service.</p> <p>Step 3 Step three evaluates peak-only service to determine the value it provides in addition to other service provided on corridors in the network. Peak-only service operates only during peak travel periods (5-9 a.m. and 3-7 p.m. weekdays), primarily in one direction. Peak-only service typically brings riders from residential areas to job centers in the morning with return service from the job centers in the afternoon. All-day routes also offer service during peak periods, but are not included in the peak-only analysis. Peak service thresholds ensure that peak-only service has higher ridership and/or faster travel times than provided in the network of all-day service. Service levels on peak-only routes are established separately from the all-day network because of this specialized function within the transit network.</p> <p>Peak-only service is provided for a limited span compared to all-day service. Peak-only service generally has a minimum of eight trips per day on weekdays only (morning trips travel from residential areas to job centers, and afternoon trips take riders from the job centers back to the residential areas). The exact span and number of trips for each peak-only route are determined by the level of demand for service that meets the travel time and ridership criteria. Because of the value that peak-only service provides in the network, it is protected in any potential reduction scenario. Peak-only service is lower priority for reduction if it is in the bottom 25 percent, but passes one or both of the travel time and ridership criteria described above. If peak-only service does not meet the load and travel-time thresholds but serves an area that has no other service, Metro may consider preserving service or providing service in a new or different way, such as connecting an area to a different destination or providing</p>	

Issue	Adopted	Proposed	Comparison	Summary
			<p>alternatives to fixed-route transit service, consistent with strategic plan Strategy 6.2.3.)</p> <p>Service Types Metro’s services are categorized by the level of service they provide. Different levels of service are targeted to different routes. Service levels are primarily defined by the frequency and span of service they provide. Table 4 shows the typical characteristics of each service level. Some services may fall outside the typical frequencies, depending on specific conditions in the route served.</p> <p>The creation of transit-supportive land uses is critical for the long-term success of transit and for advancing equity and addressing climate change. To help jurisdictions plan for transit service, more information about land uses that support each service level is provided in Table 5.</p> <p>The Service Level and Land Use Connection Demand for transit service is linked to the land uses near transit service. More homes, jobs, schools, and other activities (origins and destinations) with access to transit increase the number of potential riders. As a result, the number of transit trips increases. Aligning transit service levels with land use has many benefits for local communities and helps King County realize its economic, environmental, and equity goals. Four characteristics that support transit demand include:</p> <ul style="list-style-type: none"> • Density: More people and activities in an area increase the number of potential riders. • Mix of uses: More types of uses in an area increase the number of potential origins and destinations, such as home, work, school, shopping, medical, and transit connections, at all times of day. • Connections: More compact development with good multimodal connections for walking and biking increases access to nearby transit service. • Transit supportive policies and programs: These might include zoning changes, affordable housing incentives, and removal of parking requirements. Policies and programs in a corridor or subarea can support the development of equitable transit-oriented communities, improve access for all people—particularly historically disadvantaged communities and people of color—and increase the number of potential riders. These would be consistent with Metro’s Equitable Transit-oriented Communities policy. <p>Aligning service levels with land use helps ensure transit service is productive and supports the demand for service. Local jurisdictions can improve transit service levels and increase demand by using the four land-use characteristics above. Examples of actions they can take include:</p> <ul style="list-style-type: none"> • Rezoning land within walking distance of transit routes to allow for higher densities • Rezoning land within walking distance of transit routes to allow more types of uses • Establishing policies and programs to increase the amount of affordable housing and reduce the displacement of existing residents near transit service (e.g. affordable housing incentives) • Removing or lowering parking minimums for new development near transit service • Improving street and sidewalk connections around bus stops and corridors. <p>Table 5 outlines how Metro’s service types relate to the surrounding land use characteristics. While each route will have its own characteristics, areas served by these types of bus service should strive to meet the guidelines in Table 5.</p>	

Issue	Adopted	Proposed	Comparison	Summary
			<p>((Target service level comparison The corridors in the All-Day and Peak-Only Network are analyzed annually in Metro's Service Guidelines Report. The report compares the target service levels set through the corridor analysis with existing levels of service. A corridor is determined to be either "below," "at" or "above" its target service level. This process is called the target service level comparison, and is used to inform potential changes to bus routes. For example, in simple terms, a corridor below its target service level would be a candidate for investment and a corridor above its target service level could be a candidate for reduction. This target service level comparison is a factor in both the investment and reduction priorities, as described in the "Adding, Reducing and Changing Service" section. Using the results of the annual corridor analysis and as resources allow, Metro adjusts service levels to better meet the public transportation needs of King County. The corridor analysis process is summarized in the chart below.))</p>	
<p>METRO CONNECTS Growth Management</p> <p>Metro's role to advance regional growth management goals</p>	<p>Ordinance 18449, Attachment A, p. 16</p> <p>Support our growing population. With one million more people and 850,000 more jobs expected in the Central Puget Sound Region by 2040, enhanced transit would help us all get around.</p> <p>Ordinance 18449, Attachment A, p. 32</p> <p>King County is growing, with more people and jobs in places like Bellevue, SeaTac, and Issaquah. Our service network must provide faster and easier trips between growth centers across the county.</p> <p>Map showing expected 2040 population and jobs growth</p>	<p>Proposed Ordinance 2021-0286, Attachment C, p. 8</p> <p>Connect a growing population to fast, high-capacity transit services.</p> <p>With 1.8 million more people and 1.2 million more jobs expected in central Puget Sound by 2050, enhanced transit will help move more people, faster than today. As light rail and bus rapid transit services expand, Metro can get more people to stations for fast, frequent, and reliable trips to major destinations, within and beyond their own communities. Figure 2 shows examples of how much farther people could go in 2050 than in 2019, traveling in the middle of the day.</p> <p>Proposed Ordinance 2021-0286, Attachment C, p. 69</p> <p>Advocate for transit-oriented communities. Use Metro's role as convener, advocate and as part of King County government to advance VISION 2050 goals, including via the King County Countywide Planning Policies and Centers Framework, for increase land use density and affordable housing near transit. Seek to drive results that include actions taken by local jurisdictions to reduce parking requirement, increase affordable housing, increase zoning capacity, prioritize right-of-way for transit, and minimize displacement near transit</p>	<p>((Support our growing population.)) Connect a growing population to fast, high-capacity transit services. With ((one)) 1.8 million more people and ((850,000)) 1.2 million more jobs expected in ((the C)) central Puget Sound Region by ((2040)) 2050, enhanced transit ((would)) will help ((us all get around)) move more people, faster than today. As light rail and bus rapid transit services expand, Metro can get more people to stations for fast, frequent, and reliable trips to major destinations, within and beyond their own communities. Figure 2 shows examples of how much farther people could go in 2050 than in 2019, traveling in the middle of the day.</p> <p>((King County is growing, with more people and jobs in places like Bellevue, SeaTac, and Issaquah. Our service network must provide faster and easier trips between growth centers across the county))</p> <p>Advocate for transit-oriented communities. Use Metro's role as convener, advocate and as part of King County government to advance VISION 2050 goals, including via the King County Countywide Planning Policies and Centers Framework, for increase land use density and affordable housing near transit. Seek to drive results that include actions taken by local jurisdictions to reduce parking requirement, increase affordable housing, increase zoning capacity, prioritize right-of-way for transit, and minimize displacement near transit</p>	<p>In the proposed Metro Connects, focus is on Metro's role as a convener and advocate to work toward VISION 2050 goals.</p>
<p>SERVICE GUIDELINES Flexible Services</p> <p>Planning Flexible Services</p>	<p>Ordinance 18301, Attachment B, pp. 23-24</p> <p>PLANNING ALTERNATIVE SERVICES</p> <p>King County is a diverse county with different travel demands in different parts of the county. The King County Metro Alternative Services Program brings a range of mobility services to parts of King County that do not have the infrastructure, population density, or land use to support traditional fixed-route bus service.</p> <p>Prioritization criteria</p> <p>The Alternative Services Program aims to right-size and complement existing fixed-route and Dial-A-Ride Transit (DART) service. Right-sizing may include restructuring underperforming fixed-route bus services and mitigating the impact of lost or reduced fixed-route service. Complementary alternative services may address: the need to serve rural communities, the need to seed emerging markets, and gaps in time-of-day service or geographic coverage of existing fixed-route services. These time-based or geographic coverage gaps might include areas with a concentration of shift jobs, industrial locations, or areas of potential transit activity that are geographically isolated. By employing Alternative Services products like TripPool or Community Vans to fill service gaps, right-size services, or complement existing</p>	<p>Proposed Ordinance 2021-0286, Attachment B, pp. 25-26</p> <p>PLANNING FLEXIBLE SERVICES</p> <p>Travel demands vary throughout King County. While high-capacity fixed-route bus and light rail service are the backbone of regional mobility, some parts of King County do not have the infrastructure, population density, or land use to support those types of service. Metro provides a range of flexible services that can meet diverse demand more effectively. It seeks to expand on these services, taking advantage of technological advances and new mobility models to meet diverse customer needs.</p> <p>Flexible services serve a crucial role in connecting King County residents to where they need to go. The services can provide mobility from and within communities that have low-to-moderate density including rural communities, seed emerging markets, and provide time-of-day service or geographic coverage where there are gaps in the fixed-route system. Metro will work to enhance mobility options for residents while optimizing finite transit resources. Flexible services' priorities are to connect residents to high-capacity, fixed-route transit and to increase access to jobs and community assets.</p>	<p>PLANNING ((ALTERNATIVE)) FLEXIBLE SERVICES</p> <p>((King County is a diverse county with different travel demands in different parts of the county. The King County Metro Alternative Services Program brings a range of mobility services to parts of King County that)) Travel demands vary throughout King County. While high-capacity fixed-route bus and light rail service are the backbone of regional mobility, some parts of King County do not have the infrastructure, population density, or land use to support ((traditional fixed-route bus)) those types of service. Metro provides a range of flexible services that can meet diverse demand more effectively. It seeks to expand on these services, taking advantage of technological advances and new mobility models to meet diverse customer needs.</p> <p>((Prioritization criteria The Alternative Services Program aims to right-size and complement existing fixed-route and Dial-A-Ride Transit (DART) service. Right-sizing may include restructuring underperforming fixed-route bus services and mitigating the impact of lost or reduced fixed-route service.)) Flexible services serve a crucial role in connecting King County residents to where they need to go. The services can provide mobility from and within communities that have low-to-moderate density including rural communities. ((Complementary alternative services may address: the need to serve rural communities, the need</p>	<p>The proposed Service Guidelines take a more formal role toward flexible services than was the case in the past.</p>

Issue	Adopted	Proposed	Comparison	Summary
	<p>services, Metro will enhance mobility options for residents while making optimal use of finite transit dollars. The diagram below shows the current range of alternative services. As new potential alternative services products, such as Trip Pool, become available, Metro will explore how best to implement these products and consider how subsidies, fares and promotional efforts can expand these programs and ensure their success.</p> <p>Diagram on p. 23 showing different types of alternative services</p> <p>Alternative service projects may be initiated by Metro identifying communities that meet one or more of the prioritization criteria listed below or by a competitive process involving a letter of interest by local jurisdictions or community organizations, evaluated against the prioritization criteria listed below. When considering where to implement alternative service projects, Metro will give special consideration to communities with high proportions of low-income or minority populations who depend on public transportation. Prioritization criteria for alternative service efforts in communities include:</p> <ol style="list-style-type: none"> 1. Fixed-route transit service performs below service guidelines performance standards (measured in rides/platform hour, and passenger miles/platform mile) 2. Time-based service gaps 3. Geographic coverage service gaps 4. Rural communities or emerging transit markets (as identified through land-use targets, designated growth areas, demonstration of local transportation needs, and Metro's Long-Range Public Transportation Plan) 5. Market potential, considering jobs, student enrollment, household density, park-and-rides, high concentrations of low-income or minority populations, and proximity to centers, the regional transit network, and major institutions 6. Partnership opportunities for service or infrastructure with jurisdictions or communities as described in the "Working with Partners" section, p. 25. <p>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 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.</p> <p>Community partnerships</p> <p>Demonstrated partner participation is a key component of a successful alternative services project. A local partner organization, such as a municipality or nonprofit organization, must be actively engaged and contributing to the development and implementation of the project. Partnerships may include sharing the cost or staffing of community engagement, planning, equipment, contracted services, promotions, or other project elements and may involve either cash or in-kind contributions from the partner organization. Local jurisdictional partners may also enact transit-supportive land-use policy or may make infrastructure investments that support transit. Types of partnership are further described in the partnership section, p 25.</p>	<p>Adding Flexible Services</p> <p>Metro will prioritize the expansion of flexible services in equity priority areas. These areas will be identified at the census block group level through an annual analysis using a variety of data sources. Factors used in prioritization indicate where flexible services may be most successful and will be targeted for future flexible services. Prioritization scores will be based on:</p> <ul style="list-style-type: none"> • Equity priority area score: the proportion of priority population groups within each block group • Transit access to jobs • Transit access to community assets • Population density, specifically low-to-moderately dense areas • Available resources and partnerships. <p>This analysis will be updated and included annually in the System Evaluation Report. The results could be used as part of a comprehensive service restructure planning and engagement effort or as an independent project and process.</p> <p>More details on community engagement practices can be found in the "Planning and Community Engagement" section on page 32.</p>	<p>te)) seed emerging markets, and ((gaps-in)) provide time-of-day service or geographic coverage ((of-existing)) where there are gaps in the fixed-route ((services)) system. ((These time-based or geographic coverage gaps might include areas with a concentration of shift jobs, industrial locations, or areas of potential transit activity that are geographically isolated. By employing Alternative Services products like TripPool or Community Vans to fill service gaps, right size services, or complement existing services, Metro will enhance mobility options for residents while making optimal use of)) Metro will work to enhance mobility options for residents while optimizing finite transit resources ((dollars)). ((The diagram below shows the current range of alternative services. As new potential alternative services products, such as Trip Pool, become available, Metro will explore how best to implement these products and consider how subsidies, fares and promotional efforts can expand these programs and ensure their success.)) Flexible services' priorities are to connect residents to high-capacity, fixed-route transit and to increase access to jobs and community assets.</p> <p>Adding Flexible Services</p> <p>Metro will prioritize the expansion of flexible services in equity priority areas. These areas will be identified at the census block group level through an annual analysis using a variety of data sources. Factors used in prioritization indicate where flexible services may be most successful and will be targeted for future flexible services. Prioritization scores will be based on:</p> <ul style="list-style-type: none"> • <u>Equity priority area score: the proportion of priority population groups within each block group</u> • <u>Transit access to jobs</u> • <u>Transit access to community assets</u> • <u>Population density, specifically low-to-moderately dense areas</u> • <u>Available resources and partnerships.</u> <p><u>This analysis will be updated and included annually in the System Evaluation Report. The results could be used as part of a comprehensive service restructure planning and engagement effort or as an independent project and process.</u></p> <p><u>More details on community engagement practices can be found in the "Planning and Community Engagement" section on page 32.</u></p> <p>((Alternative service projects may be initiated by Metro identifying communities that meet one or more of the prioritization criteria listed below or by a competitive process involving a letter of interest by local jurisdictions or community organizations, evaluated against the prioritization criteria listed below. When considering where to implement alternative service projects, Metro will give special consideration to communities with high proportions of low-income or minority populations who depend on public transportation. Prioritization criteria for alternative service efforts in communities include:</p> <ol style="list-style-type: none"> 1. Fixed route transit service performs below service guidelines performance standards (measured in rides/platform hour, and passenger miles/platform mile) 2. Time based service gaps 3. Geographic coverage service gaps 4. Rural communities or emerging transit markets (as identified through land-use targets, designated growth areas, demonstration of local transportation needs, and Metro's Long-Range Public Transportation Plan) 5. Market potential, considering jobs, student enrollment, household density, park and rides, high concentrations of low income or minority populations, and proximity to centers, the regional transit network, and major institutions 	

Issue	Adopted	Proposed	Comparison	Summary
			<p>6. Partnership opportunities for service or infrastructure with jurisdictions or communities as described in the "Working with Partners" section, p. 25.</p> <p>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 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.</p> <p>Community partnerships Demonstrated partner participation is a key component of a successful alternative services project. A local partner organization, such as a municipality or nonprofit organization, must be actively engaged and contributing to the development and implementation of the project. Partnerships may include sharing the cost or staffing of community engagement, planning, equipment, contracted services, promotions, or other project elements and may involve either cash or in-kind contributions from the partner organization. Local jurisdictional partners may also enact transit supportive land use policy or may make infrastructure investments that support transit. Types of partnership are further described in the partnership section, p 25.)</p>	
<p>SERVICE GUIDELINES</p> <p>Flexible Services</p> <p>Evaluating Flexible Services, Converting to Permanent Service or Fixed Route, and Reducing Flexible Services</p>	<p>Ordinance 18301, Attachment B, pp. 24</p> <p>Performance evaluation The Alternative Services Program conducts demonstration projects that are intended to identify new service offerings. These may include a range of transportation options that cannot be compared directly with each other or with fixed-route service. Each service needs to be evaluated independently. Given the experimental nature of the different projects under the Alternative Services umbrella, performance evaluation efforts will focus on product testing and continuous service improvement.</p> <p>Metro will identify performance measures that reflect the unique nature of each service and different performance measures may be used to evaluate different types of services. Performance will be measured against the market potential for each project area. The market potential will be estimated prior to project launch based on the project's stated goals and the community's market characteristics, including population and demographic, land-use, and employment statistics. Past transit performance will also be factored into the development of market potential goals.</p> <p>Metro will monitor and evaluate performance of all alternative service projects to ensure that service quality, customer satisfaction, and cost effectiveness objectives are being met. Performance measures may include usage/ridership rates and cost per boarding/ride. To the extent possible, performance of alternative services will be measured against similar services.</p> <p>Conversion to fixed route Communities with successful alternative service partnerships could transition to fixed-route bus service under certain circumstances. If funding is available, the partner jurisdiction or community is supportive, the alternative service is regularly over capacity, the density has increased, and the cost per boarding justifies a greater investment in transit, then Metro can consider converting an alternative service into fixed-route bus service.</p>	<p>Proposed Ordinance 2021-0286, Attachment B, pp. 26-29</p> <p>Evaluating Flexible Services Metro will monitor the performance of flexible services on an ongoing basis. It will use the information gathered to make adjustments needed to meet the needs of communities as they change. Flexible services will be measured against similar types of services, as noted below. Metro's evaluations will measure productivity, efficiency, and equity and will consider data from other sources such as the ORCA system or community engagement activities.</p> <p>Flexible On-Demand Flexible on-demand services operate without a fixed route; trips are scheduled in response to customer requests. Types of services include feeder-to-fixed route services such as Via to Transit that provide trips to transit hubs. Others are services such as Community Ride that connect riders between two points in a designated service area during service operating hours. These services are driven by a paid driver, either contracted or employed through Metro.</p> <p>Table on p. 27 with Flexible On-Demand Evaluation Criteria</p> <p>Other Mobility Services Emerging technologies and service partnerships create new opportunities to provide innovative mobility services to communities. These innovations enable Metro to test new services, establish evaluation metrics, and understand more about community mobility needs. As new services are developed and become available, they will be evaluated based on their performance in the categories listed in Table 10.</p> <p>Table on p. 27 with Other Mobility Service Evaluation Criteria</p> <p>In most cases, Metro will also measure integration with the rest of the system. Metrics for these measures will be similar to those for existing</p>	<p>((Performance evaluation The Alternative Services Program conducts demonstration projects that are intended to identify new service offerings. These may include a range of transportation options that cannot be compared directly with each other or with fixed route service. Each service needs to be evaluated independently. Given the experimental nature of the different projects under the Alternative Services umbrella, performance evaluation efforts will focus on product testing and continuous service improvement.</p> <p>Metro will identify performance measures that reflect the unique nature of each service and different performance measures may be used to evaluate different types of services. Performance will be measured against the market potential for each project area. The market potential will be estimated prior to project launch based on the project's stated goals and the community's market characteristics, including population and demographic, land use, and employment statistics. Past transit performance will also be factored into the development of market potential goals.</p> <p>Metro will monitor and evaluate performance of all alternative service projects to ensure that service quality, customer satisfaction, and cost effectiveness objectives are being met. Performance measures may include usage/ridership rates and cost per boarding/ride. To the extent possible, performance of alternative services will be measured against similar services.))</p> <p>Evaluating Flexible Services Metro will monitor the performance of flexible services on an ongoing basis. It will use the information gathered to make adjustments needed to meet the needs of communities as they change. Flexible services will be measured against similar types of services, as noted below. Metro's evaluations will measure productivity, efficiency, and equity and will consider data from other sources such as the ORCA system or community engagement activities.</p> <p>Flexible On-Demand Flexible on-demand services operate without a fixed route; trips are scheduled in response to customer requests. Types of services</p>	<p>Proposed Service Guidelines would add more detail about piloting, evaluating, and then determining the future of flexible services.</p> <p>The proposed language does not indicate a clear path to transition to fixed-route service. There is language about making flexible services permanent, but not about making flexible services fixed-route.</p>

Issue	Adopted	Proposed	Comparison	Summary
		<p>services that have a similar purpose. It is possible that these newer services may be folded into an existing or new type of service in the future. Additional measures will be developed prior to the launch of a project, reevaluated once the project is implemented, and continually measured throughout operation.</p> <p>Pilot Trial Periods Flexible services will begin with a pilot that enables Metro to learn about how the service operates and how a community uses it. Pilots provide opportunities for continuous improvement of these new, innovative services.</p> <p>Metro will establish a trial period for each pilot. The trial period will include frequent monitoring, evaluation, and community engagement as well as an annual evaluation. This will allow Metro to adjust the service to better meet the community's mobility needs before a decision is made to discontinue or transition it to a permanent service. Evaluations will measure productivity, efficiency, and equity and may use additional data as well as information gathered from the community.</p> <p>Transition to Permanent Service At established evaluation points, Metro will determine if a pilot should be continued, discontinued, or transitioned into a permanent service. In addition to using the evaluation measures described above, Metro will consider other mobility solutions in the area, available resources, and other factors. The evaluation should allow for comparisons among similar service families.</p> <p>If it becomes permanent, the new flexible service will continue to be evaluated and included in the annual System Evaluation Report.</p> <p>Figure on p. 28 describing life cycle of a pilot project</p> <p>Reducing Service When Metro must reduce service, flexible services will follow a process similar to that of fixed-route reductions as outlined in the Adding, Reducing, and Changing Service section. These guidelines help identify the services to be reduced, but they are only a starting point. Metro will also consider other factors including community input, opportunities to achieve system efficiencies and to simplify the network through restructures, and the potential for offering flexible services. It is possible that flexible services may be added in areas where the prioritization analysis has proposed the reduction or removal of fixed-route service.</p> <p>Factors that Metro considers when reducing flexible services include:</p> <ul style="list-style-type: none"> • The relative impacts to all areas of the county to minimize or mitigate significant impacts in any one area. Metro seeks to balance reductions throughout the county so that no one area experiences significant negative impacts beyond what other areas experience. • Equity needs. Metro will use the service's applicable equity metrics as a factor for consideration and prioritization of potential service reduction to ensure that Metro continues serving areas where needs are greatest. Metro will also use information about physical community assets to help ensure service is provided to important places throughout the county. 	<p><u>include feeder-to-fixed route services such as Via to Transit that provide trips to transit hubs. Others are services such as Community Ride that connect riders between two points in a designated service area during service operating hours. These services are driven by a paid driver, either contracted or employed through Metro.</u></p> <p>Other Mobility Services <u>Emerging technologies and service partnerships create new opportunities to provide innovative mobility services to communities. These innovations enable Metro to test new services, establish evaluation metrics, and understand more about community mobility needs. As new services are developed and become available, they will be evaluated based on their performance in the categories listed in Table 10.</u></p> <p><u>In most cases, Metro will also measure integration with the rest of the system. Metrics for these measures will be similar to those for existing services that have a similar purpose. It is possible that these newer services may be folded into an existing or new type of service in the future. Additional measures will be developed prior to the launch of a project, reevaluated once the project is implemented, and continually measured throughout operation.</u></p> <p>Pilot Trial Periods <u>Flexible services will begin with a pilot that enables Metro to learn about how the service operates and how a community uses it. Pilots provide opportunities for continuous improvement of these new, innovative services.</u></p> <p><u>Metro will establish a trial period for each pilot. The trial period will include frequent monitoring, evaluation, and community engagement as well as an annual evaluation. This will allow Metro to adjust the service to better meet the community's mobility needs before a decision is made to discontinue or transition it to a permanent service. Evaluations will measure productivity, efficiency, and equity and may use additional data as well as information gathered from the community.</u></p> <p>((Conversion to fixed route <u>Communities with successful alternative service partnerships could transition to fixed route bus service under certain circumstances. If funding is available, the partner jurisdiction or community is supportive, the alternative service is regularly over capacity, the density has increased, and the cost per boarding justifies a greater investment in transit, then Metro can consider converting an alternative service into fixed route bus service.))</u></p> <p>Transition to Permanent Service <u>At established evaluation points, Metro will determine if a pilot should be continued, discontinued, or transitioned into a permanent service. In addition to using the evaluation measures described above, Metro will consider other mobility solutions in the area, available resources, and other factors. The evaluation should allow for comparisons among similar service families.</u></p> <p><u>If it becomes permanent, the new flexible service will continue to be evaluated and included in the annual System Evaluation Report.</u></p> <p>Reducing Service <u>When Metro must reduce service, flexible services will follow a process similar to that of fixed-route reductions as outlined in the Adding, Reducing, and Changing Service section. These guidelines help identify the services to be reduced, but they are only a starting point. Metro will also consider other factors including community input,</u></p>	

Issue	Adopted	Proposed	Comparison	Summary
			<p><u>opportunities to achieve system efficiencies and to simplify the network through restructures, and the potential for offering flexible services. It is possible that flexible services may be added in areas where the prioritization analysis has proposed the reduction or removal of fixed-route service.</u></p> <p><u>Factors that Metro considers when reducing flexible services include:</u></p> <ul style="list-style-type: none"> <u>The relative impacts to all areas of the county to minimize or mitigate significant impacts in any one area. Metro seeks to balance reductions throughout the county so that no one area experiences significant negative impacts beyond what other areas experience.</u> <u>Equity needs. Metro will use the service's applicable equity metrics as a factor for consideration and prioritization of potential service reduction to ensure that Metro continues serving areas where needs are greatest. Metro will also use information about physical community assets to help ensure service is provided to important places throughout the county.</u> 	
<p>SERVICE GUIDELINES</p> <p>Partnerships</p> <p>Working with Partners</p>	<p>Proposed Ordinance 18301, Attachment B, pp. 25-26</p> <p>WORKING WITH PARTNERS</p> <p>A partnership is a relationship in which Metro and an external organization work together to help advance opportunities and conditions for travelers to use alternatives to driving alone. Partnerships enable Metro to leverage public and private resources to design and deliver services, facilities, access, policies, program/product design and incentives. Partners have included local, regional and state agencies; employers, institutions, schools, community and human service organizations, other transit providers, property owners or managers, and other businesses and entities.</p> <p>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 or changed partnership agreement addresses specific routes, services or infrastructure, Metro shall ensure that the proposal incorporates adequate public outreach to the affected communities.</p>	<p>Proposed Ordinance 2021-0286, Attachment B, pp. 32-34</p> <p>WORKING WITH PARTNERS</p> <p>Partnerships will help Metro move toward its goals and Metro Connects long-range vision.</p> <p>Metro will form partnerships with a range of entities. These include transit providers, community-based groups, schools and universities, human service organizations, property owners and managers, businesses, and local, regional, and state agencies, and jurisdictions.</p> <p>By working with partners, Metro can leverage public and private resources and discover new opportunities. Metro can expand its accomplishments by collaborating with partners to design and deliver services, facilities, and access improvements, and to develop policies, programs, products, and incentives. Individual partnerships will support Metro's systemwide goals.</p> <p>Table on p. 32 describing types of partnerships</p> <p>Engagement and Prioritization</p> <p>When a proposed or changed partnership agreement addresses specific routes, services, or infrastructure, the partner should incorporate community engagement that is equity-centered, supports lasting community relationships, and builds awareness of and access to services among priority populations. Metro will give special consideration to partnerships that were developed with community and priority populations when it considers which candidate projects to implement. If Metro partners or contracts with private or public entities, these partners should reflect Metro's values of safety, sustainability, and equity.</p>	<p>WORKING WITH PARTNERS</p> <p>Partnerships will help Metro move toward its goals and Metro Connects long-range vision.</p> <p>Metro will form partnerships with a range of entities. These include <u>transit providers, community-based groups, schools and universities, human service organizations, property owners and managers, businesses, and local, regional, and state agencies, and jurisdictions.</u></p> <p>((A partnership is a relationship in which Metro and an external organization work together to help advance opportunities and conditions for travelers to use alternatives to driving alone. Partnerships enable Metro to)) <u>By working with partners, Metro can leverage public and private resources and discover new opportunities. Metro can expand its accomplishments by collaborating with partners to design and deliver services, facilities, and access improvements, and to develop policies, programs, (()) products, ((design)) and incentives. ((Partners have included local, regional and state agencies; employers, institutions, schools, community and human service organizations, other transit providers, property owners or managers, and other businesses and entities.)) Individual partnerships will support Metro's systemwide goals.</u></p> <p>((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 or changed partnership agreement addresses specific routes, services or infrastructure, Metro shall ensure that the proposal incorporates adequate public outreach to the affected communities.))</p> <p>Engagement and Prioritization</p> <p><u>When a proposed or changed partnership agreement addresses specific routes, services, or infrastructure, the partner should incorporate community engagement that is equity-centered, supports lasting community relationships, and builds awareness of and access to services among priority populations. Metro will give special consideration to partnerships that were developed with community and priority populations when it considers which candidate projects to implement. If Metro partners or contracts with private or public entities, these partners should reflect Metro's values of safety, sustainability, and equity.</u></p>	<p>Proposed Service Guidelines provide more information about goals and process for partnerships. Table on p. 32 of proposed describes types of partnerships.</p>

Issue	Adopted	Proposed	Comparison	Summary
<p>SERVICE GUIDELINES</p> <p>Partnerships</p> <p>Service Partnerships</p>	<p>Proposed Ordinance 18301, Attachment B, pp. 25-26</p> <p>Service partnerships Metro seeks to actively collaborate with cities, communities 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>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.</p> <p>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.</p> <p>Metro will make exceptions to these investment priorities to leverage partner funding according to the following:</p> <ul style="list-style-type: none"> • Service funded fully by Metro’s partners generally will be implemented at the next feasible service change subject to operational infrastructure constraints and contract terms. • 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). 	<p>Proposed Ordinance 2021-0286, Attachment B, pp. 32-34</p> <p>Service Partnerships Metro seeks partners that would fully or partially fund mobility services, including fixed-route transit, marine, and flexible services. Services provided through a partnership should reflect the needs identified by the partner or the community. Implementation may be based on partner priorities and community needs. All service partnerships are subject to Metro’s capacity to develop and deliver services.</p> <p>Goals for Partnerships</p> <ul style="list-style-type: none"> • Benefit both the partners and the customers • Provide mobility services that align with Metro’s equity goals, including investment in areas with unmet need • Advance King County’s climate goals to increase ridership, reduce car trips and vehicle emissions, and encourage dense affordable housing near transit • Support implementation of Metro Connects <p>Fixed-Route Service Metro encourages partners to invest in services identified as priorities in the Service Guidelines “Adding, Reducing, and Changing Service” section. However, Metro recognizes that partners may have different priorities.</p> <p>What Metro Can Offer Metro will make exceptions to the investment priorities outlined in the Service Guidelines to leverage partner funding as follows:</p> <ul style="list-style-type: none"> • Services that are fully funded by Metro’s partners generally will be implemented at the next service change if the investment clearly and substantially benefits Metro’s goals and if Metro has capacity to deliver added service. The goals include meeting unmet needs of priority populations, advancing King County’s climate goal of reduced car trips, increasing ridership, and supporting Metro’s long-range vision. • Metro will ensure that service partnerships have acceptable contract terms, adequate operational infrastructure, and community engagement. • Metro will prioritize the implementation of partner investments that advance Metro’s goals. Metro’s priorities are, in this order: services that serve equity priority areas, productive service, and reliable service. If a service partnership is partially funded, Metro will consider the level of contribution and level of support for Metro policy goals in the prioritization of implementation. <p>Flexible Service Metro encourages partners to invest in flexible services that work best for priority populations, that complement and bring people to existing and future fixed-route bus service, and that advance King County’s climate and equity goals. Metro seeks to partner with cities, communities and private companies to develop these services.</p> <p>What Metro Can Offer Metro will prioritize implementation and investment in partnerships that, in this order: benefit equity priority areas and reduce single-occupant vehicle trips and increase transit ridership by improving connections to transit—especially high-capacity transit. Metro will ensure that service partnerships have acceptable contract terms, adequate operational infrastructure, and community engagement.</p>	<p>Service partnerships Metro seeks <u>partners that would fully or partially fund mobility services, including fixed-route transit, marine, and flexible services. Services provided through a partnership should reflect the needs identified by the partner or the community. Implementation may be based on partner priorities and community needs. All service partnerships are subject to Metro’s capacity to develop and deliver services.</u> ((to actively collaborate with cities, communities and private companies to explore service partnerships that:))</p> <p>Goals for Partnerships</p> <ul style="list-style-type: none"> • ((Are mutually beneficial to the agency)) <u>Benefit both the partners and the customers</u> • ((Support transit options for low-income workers)) <u>Provide mobility services that align with Metro’s equity goals, including investment in areas with unmet need.</u> • ((Extend mobility benefits to communities that have corridors below their target service level)) • <u>Advance King County’s climate goals to increase ridership, reduce car trips and vehicle emissions, and encourage dense affordable housing near transit</u> • <u>Support implementation of Metro Connects</u> • ((Extend service in complementary ways to current fixed-route bus service • Enable more service hours, or extend service efficiencies)) <p>((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.))</p> <p>Fixed-Route Service ((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.)) <u>Metro encourages partners to invest in services identified as priorities in the Service Guidelines “Adding, Reducing, and Changing Service” section. However, Metro recognizes that partners may have different priorities.</u></p> <p>What Metro Can Offer Metro will make exceptions to the ((ee)) investment priorities <u>outlined in the Service Guidelines to leverage partner funding</u> ((according to the)) <u>as follows</u> ((ing)):</p> <ul style="list-style-type: none"> • <u>Services that are funded fully by Metro’s partners generally will be implemented at the next</u> ((feasible)) <u>service change</u> ((subject to operational infrastructure constraints and contract terms)) <u>if the investment clearly and substantially benefits Metro’s goals and if Metro has capacity to deliver added service. The goals include meeting unmet needs of priority populations, advancing King County’s climate goal of reduced car trips, increasing ridership, and supporting Metro’s long-range vision.</u> • <u>Metro will ensure that service partnerships have acceptable contract terms, adequate operational infrastructure, and community engagement.</u> • <u>Metro will prioritize the implementation of partner investments that advance Metro’s goals. Metro’s priorities are, in this order: services</u> 	<p>Proposed Service Guidelines provide more information and add information on Flexible Services Partnerships, but are not otherwise substantively different.</p>

Issue	Adopted	Proposed	Comparison	Summary
			<p>that serve equity priority areas, productive service, and reliable service. If a service partnership is partially funded, Metro will consider the level of contribution and level of support for Metro policy goals in the prioritization of implementation ((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-))</p> <p>Flexible Service Metro encourages partners to invest in flexible services that work best for priority populations, that complement and bring people to existing and future fixed-route bus service, and that advance King County's climate and equity goals. Metro seeks to partner with cities, communities and private companies to develop these services.</p> <p>What Metro Can Offer Metro will prioritize implementation and investment in partnerships that, in this order: benefit equity priority areas and reduce single-occupant vehicle trips and increase transit ridership by improving connections to transit—especially high-capacity transit. Metro will ensure that service partnerships have acceptable contract terms, adequate operational infrastructure, and community engagement.</p>	
<p>SERVICE GUIDELINES</p> <p>Partnerships</p> <p>Infrastructure Partnerships</p>	<p>Ordinance 18301, Attachment B, p. 26</p> <p>Infrastructure partnerships Local jurisdictional partners may also enact transit-supportive land-use policy or may make infrastructure investments that support transit. These partnerships can include:</p> <ul style="list-style-type: none"> • Zoning measures that support increased density and mixed-uses within Urban Growth Areas • Investments in cycling and pedestrian facilities that significantly enhance access to transit service • Parking management programs that provide new sources of park-and-ride spaces or transit layover or make more efficient use of off-street parking to support transit ridership and /or operations • Urban design guidelines that support transit and active transportation • In-fill over greenfield development prioritization • Street network connectivity improvements • Other land-use measures that contribute to higher concentrations of potential transit riders. 	<p>Proposed Ordinance 2021-0286, Attachment B, p. 34-35</p> <p>Infrastructure Partnerships Partnerships to develop infrastructure are critically important for the Metro Connects long-range vision. In many cases, infrastructure partnerships with jurisdictions and other agencies are necessary for routing changes, service and access improvements, and emissions-reducing service improvements. Metro seeks to actively support partners in exploring financial or in-kind infrastructure investments that accomplish the following:</p> <ul style="list-style-type: none"> • Improve transit speed and reliability • Leverage existing partner projects to provide Metro improvements at a reduced cost compared to stand-alone projects • Support implementation of the King County Strategic Climate Action Plan goals and priority actions • Support implementation of the Metro Connects long-range vision • Create safe, attractive, and accessible customer facilities • Support safe and convenient connections to public transportation options via walking, rolling, and other modes. <p>Table on p. 34 on What Metro Seeks in Partnerships</p> <p>What Metro Can Offer</p> <ul style="list-style-type: none"> • Metro will prioritize implementation of infrastructure projects in equity priority areas or benefiting services focused in equity priority areas. Metro will also prioritize projects that aim to reduce greenhouse gas emissions through the use of alternative fuels, efficient operations, and electrification. • Jurisdictions with partnerships on major efforts to implement Metro's long-range vision may be prioritized in Metro's implementation strategy. • Metro will prioritize partnerships for walk and roll improvements with jurisdictions that have adopted policies and design standard 	<p>Infrastructure partnerships ((Local jurisdictional partners may also enact transit supportive land-use policy or may make infrastructure investments that support transit. These partnerships can include:))</p> <p><u>Partnerships to develop infrastructure are critically important for the Metro Connects long-range vision. In many cases, infrastructure partnerships with jurisdictions and other agencies are necessary for routing changes, service and access improvements, and emissions-reducing service improvements.</u> Metro seeks to actively support partners in exploring financial or in-kind infrastructure investments that accomplish the following:</p> <ul style="list-style-type: none"> • ((Zoning measures that support increased density and mixed-uses within Urban Growth Areas • Investments in cycling and pedestrian facilities that significantly enhance access to transit service • Parking management programs that provide new sources of park-and-ride spaces or transit layover or make more efficient use of off-street parking to support transit ridership and /or operations • Urban design guidelines that support transit and active transportation • In fill over greenfield development prioritization • Street network connectivity improvements • Other land use measures that contribute to higher concentrations of potential transit riders.)) • <u>Improve transit speed and reliability</u> • <u>Leverage existing partner projects to provide Metro improvements at a reduced cost compared to stand-alone projects</u> • <u>Support implementation of the King County Strategic Climate Action Plan goals and priority actions</u> • <u>Support implementation of the Metro Connects long-range vision</u> • <u>Create safe, attractive, and accessible customer facilities</u> • <u>Support safe and convenient connections to public transportation options via walking, rolling, and other modes.</u> 	<p>Proposed Service Guidelines focus on infrastructure that would benefit the transit system.</p>

Issue	Adopted	Proposed	Comparison	Summary
		<p>best practices that enable safe use and mobility for all ages, abilities, and modes.</p> <p>Metro's resourcing and investment in potential partnerships will be subject to its prioritization of projects and available resources.</p>	<p><u>What Metro Can Offer</u></p> <ul style="list-style-type: none"> • <u>Metro will prioritize implementation of infrastructure projects in equity priority areas or benefiting services focused in equity priority areas. Metro will also prioritize projects that aim to reduce greenhouse gas emissions through the use of alternative fuels, efficient operations, and electrification.</u> • <u>Jurisdictions with partnerships on major efforts to implement Metro's long-range vision may be prioritized in Metro's implementation strategy.</u> • <u>Metro will prioritize partnerships for walk and roll improvements with jurisdictions that have adopted policies and design standard best practices that enable safe use and mobility for all ages, abilities, and modes.</u> <p><u>Metro's resourcing and investment in potential partnerships will be subject to its prioritization of projects and available resources.</u></p>	