



TODAY'S MEETING

- Questions, issues of interest, potential amendment concepts
- Three overarching policy areas:
 - Equity
 - Growth Management
 - Engagement
- Seven proposed substantive changes:
 - STRATEGIC PLAN: Goals and performance measures
 - SERVICE GUIDELINES: Adding, reducing, or restructuring service
 - METRO CONNECTS: Network service proposals and funding gap

TIMELINE FOR ACTION

DATE	COMMITTEE	ACTION
Sept 15	RTC + ME	Discuss proposed policy updates
 Oct 20	RTC	ID issues of interest + amendments
Oct 27	ME	Briefing on RTC issues, ID new ones?
 Nov 17	RTC	Vote: legislation (+ amendments?)
Nov 30	ME	Vote: RTC as passed (+ amendments?)
Dec 7	Council	Vote: RTC/ME as passed (+amendments?)

ORDINANCE

- **Adopt the three named policy documents**
 - A. Strategic Plan for Public Transportation
 - B. Service Guidelines
 - C. Metro Connects long-range plan
- **Repeal previous policies and reporting requirements**
- **Adopt new reporting requirements**
 - Metro to appear before RTC and ME “on request”
 - System Evaluation annual report, to be accepted by motion
 - Annual oral report on new performance measures dashboard
- **Adopt requirement to update policies**
 - New policies to be transmitted within 7 years

OVERARCHING POLICY ISSUE

EQUITY

The policy updates would make equity more central to decisions about transit service:


- **Broader definition of equity:** Would expand from two to five factors
 - Two factors (adopted): Race, Income
 - Five factors (proposed): Race, Income, Disability, Foreign-born, Limited English-speaking
- **Higher priority:** Equity would have a higher priority when transit service is added or reduced
- **New equity metrics:** Metro has developed three new equity metrics to use when prioritizing service additions or reductions

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 **Policy question:**
Should equity be a central element in modifying and evaluating transit service?

OVERARCHING POLICY ISSUE

GROWTH MANAGEMENT

The policy updates would respond to anticipated regional growth, align with VISION 2050:

- **Access to transit:** Proposed performance measures to track how well people throughout county can reach transit service:
 - Access to Transit
 - Proximity to Transit
- **Future networks:** Proposed target service levels weight land use factor most heavily

OVERARCHING POLICY ISSUE

GROWTH MANAGEMENT

Service Guidelines' Priority 3 would use three factors to grow transit service

- **WHAT** should target service levels be would weight land use @ 50%
- **HOW** to add service over time would prioritize equity first

Factors proposed for Priority #3	HOW to add service	WHAT is the target
	Prioritization	Weight
Equity One of the new equity metrics would be used	1 <i>(formerly #3)</i>	25% <i>(10 points)</i>
Land Use Land use density based on # households, P&R stalls, jobs, low-income jobs, students w/in ¼ mile	2 <i>(formerly #2)</i>	50% <i>(20 points)</i>
Geographic Value Connections between Centers	3 <i>(formerly #1)</i>	25% <i>(10 points)</i>

OVERARCHING POLICY ISSUE

GROWTH MANAGEMENT

The policy updates respond to anticipated regional growth, are aligned to VISION 2050:

- **Access to transit:** Proposed performance measures to track how well people throughout county can reach transit service:
 - Access to Transit
 - Proximity to Transit
- **Future networks:** Proposed target service levels weight land use factor most heavily

? Policy question:
Do the proposed policies and future networks meet growth management needs?

OVERARCHING POLICY ISSUE

ENGAGEMENT

The policy updates include proposals for engagement and partnerships:

- **Engagement goals and measures:** Strategic Plan proposes goals and measures to focus on communities with greatest needs and use “co-creation” strategies early in the process
- **Partnerships:** Service Guidelines propose guidance and types of partnerships to work with partners (jurisdictions, transit agencies) on service investments and capital improvements

? Policy question:

Do the proposed policies adequately incorporate local knowledge into transit decisions?

STRATEGIC PLAN
GOALS

ADOPTED GOAL	PROPOSED GOAL	DESCRIPTION OF CHANGE
Human Potential	Investments	Enhanced focus on meeting the mobility needs of <u>priority populations</u>
Environmental Sustainability	Sustainability	More specifics about <u>GHG reduction targets</u>
-- 	Innovation	New goal for <u>innovative technologies</u>
Safety	Safety	Added focus on passengers and employees
Economic Growth & Built Environment	Transit-Oriented Communities	Focus on transit-supportive land use and affordable housing
-- 	Access	New goal to improve access to transit
Service Excellence	Service Quality	More focus on service metrics
Quality Workforce	Workforce	Focus on contractors, populations that face barriers to employment
Financial Stewardship	Stewardship	Focus on aligning investments with values
Public Engagement	Engagement	Focus on shared decisions and <u>co-creation</u>

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Service Excellence	Service Quality	More focus on...
Quality Workforce	Workforce	Focus on removing barriers to employment
Financial Stewardship	Stewardship	Focus on aligning...
Public Engagement	Engagement	Focus on shared decision-making and <u>transparency</u>



? Policy question:
Do the goals reflect the adopted Mobility Framework and aspirations for Metro's network?

STRATEGIC PLAN

PERFORMANCE MEASURES

GOAL	PROPOSED PERFORMANCE MEASURES
Investments	Commute times, Accessibility, Reduced fare trips
Sustainability	Emissions, Vehicle Miles Traveled, Metro emissions, Green infrastructure
Innovation	Pilot program ridership & locations, Equity in service, <i>Accessibility</i>
Safety	Customer safety satisfaction, Assaults & disturbances, Preventable collisions, Emergency preparedness
Transit-Oriented Communities	Housing units, Commercial space, Affordable housing near transit
Access	Transit access methods, Proximity to transit, Customer satisfaction, P&Rs
Service Quality	Ridership, Customer satisfaction, ORCA transfers, Quality of service index
Workforce	Job satisfaction, Workforce demographics & representativeness
Stewardship	Funding gap, Cost per (boarding, mile, hour), State of good repair
Engagement	Co-creation engagement, Equitable contracting, Engagement satisfaction
Metro Connects Progress 	Ridership, Transfers, Customer satisfaction, Proximity to transit, Transportation emissions, Vehicle miles traveled, Safety satisfaction, Assaults, Funding gap

STRATEGIC PLAN

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? **Policy question:**
Do the performance measures and dashboard provide transparent, consistent, actionable information?

SERVICE GUIDELINES

ADDING SERVICE

Proposal would use three priorities to add fixed-route transit service

- **Priority 1 = Reduce Crowding:** add service to overcrowded routes
- **Priority 2 = Improve Reliability:** add service to routes that run late
- **Priority 3 = Grow Service:** fill gap between existing and target service using three factors:

Factors proposed for Priority #3	HOW Prioritization	WHAT Weight
Equity One of the new equity metrics would be used	1 <i>(formerly #3)</i>	25% <i>(10 points)</i>
Land Use Land use density based on # households, P&R stalls, jobs, low-income jobs, students w/in ¼ mile	2 <i>(formerly #2)</i>	50% <i>(20 points)</i>
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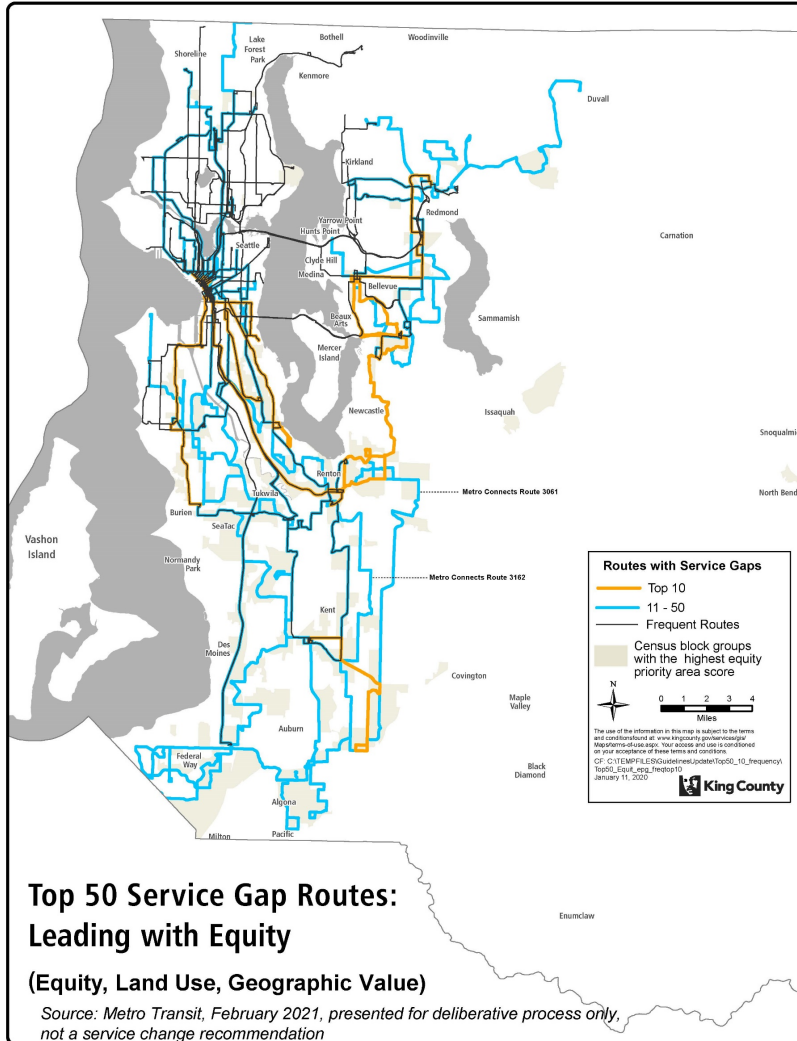
SERVICE GUIDELINES

ADDING SERVICE (FLEXIBLE)

- **Equity prioritized:** New flexible services would be prioritized for equity priority areas, based on one of the new equity metrics
- **Pilot first:** Any new flexible service would be started as a pilot to see how it operates and is used
- **Evaluate:** Flexible services would be evaluated based on productivity, efficiency, and equity
- **Continue or not:** The evaluation would help Metro decide whether to make the service permanent or discontinue it

SERVICE GUIDELINES

ADDING SERVICE



The map to the left shows a possible representation of prioritization of fixed-route service for Priority #3 (Service Growth) if equity is prioritized first

Note: This map was prepared during deliberations in early 2021, is not a service recommendation

Policy question: Does the proposed prioritization of equity first for investments over time meet the County's goals?

SERVICE GUIDELINES

REDUCING SERVICE

Proposal would use two metrics to reduce transit service:

- **Equity:** One of the new equity metrics would be used
- **Productivity:** Two measures would be used, for how many riders and how long they ride

Priority	Proposed Conditions for Order of Service Reduction
1	Routes in bottom 25% of both productivity measures, with low equity score (score of 1-3)
2	Routes in bottom 25% of both productivity measures, with high equity score (score of 4-5)
3	Routes in bottom 25% of one productivity measure, with low equity score (score of 1-3)
4	Routes in bottom 25% of one productivity measure, with high equity score (score of 4-5)
5	Routes in bottom 50% of one or both productivity measures, with low equity score (1-3)
6	Routes in bottom 50% of one or both productivity measures, with high equity score (4-5)

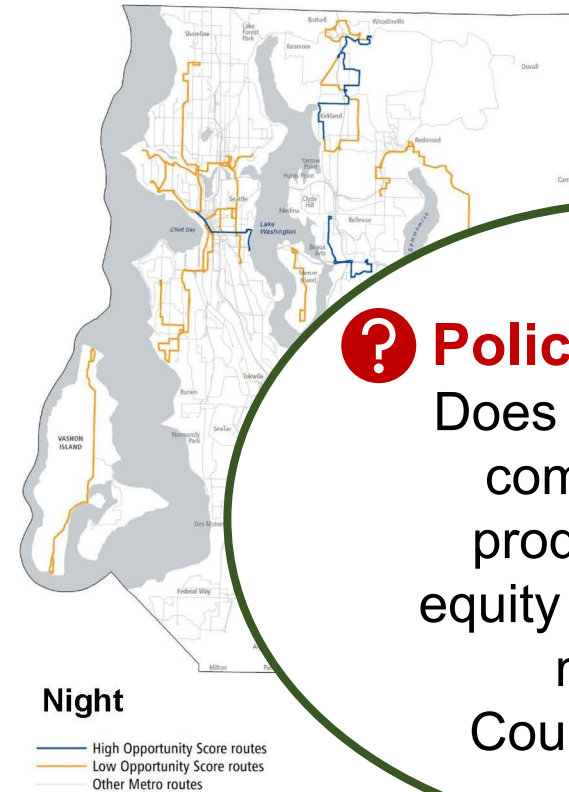
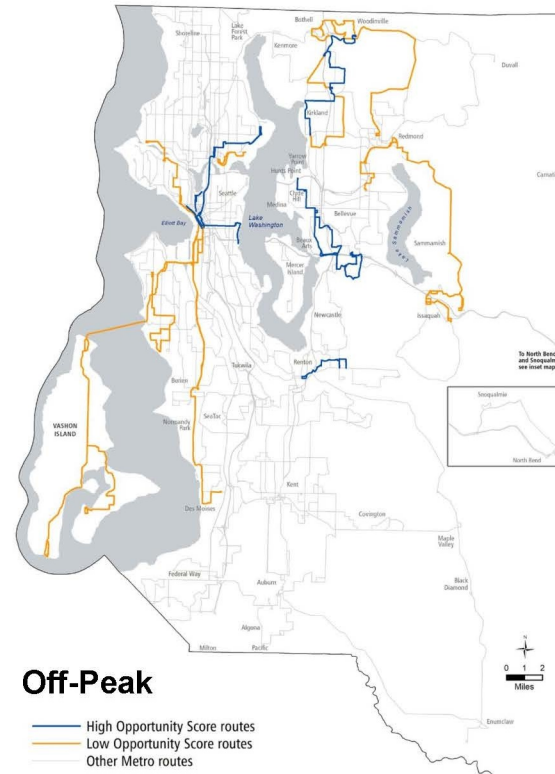
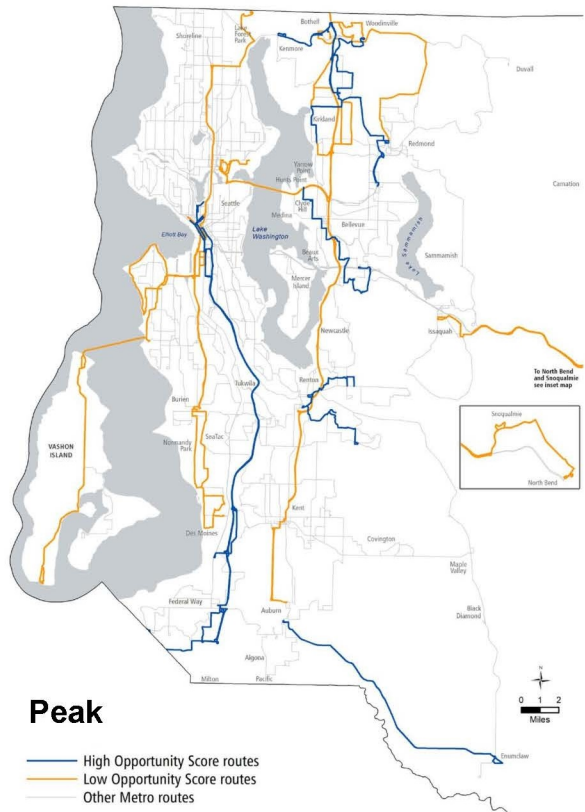
SERVICE GUIDELINES

REDUCING SERVICE

Potential Priority Reductions by Time Period

(Bottom 25% of both productivity measures)

**This information is meant to be illustrative of how Metro would use the policy to identify candidates for reductions and is not an official proposal for reductions. This information was prepared for deliberative discussions only.*



? Policy question:
Does the proposed combination of productivity and equity for reductions meet the County's goals?

SERVICE GUIDELINES

RESTRUCTURING SERVICE

- Transit service is restructured for:
 - Major transportation network changes (Link light rail extension)
 - Major development or land use changes
 - Mismatch between service and ridership
- Proposal would add a new policy on service restructures:

When Sound Transit or another agency's service fully or partially replaces an existing Metro service, those service hours can be redeployed elsewhere in the county to meet the priorities for adding service.

SERVICE GUIDELINES

RESTRUCTURING SERVICE

- Transit service is restructured for:
 - Major transportation network changes (Link light rail extension)
 - Major development or land use changes
 - Mismatch between service and ridership
- Proposal would add a new policy on service restructures:

When Sound Transit or another agency's service funds are reallocated to an existing Metro service, those service hours can be used in the county to meet the priorities for adding service.

? Policy question:
Would reallocating duplicative service during a restructure meet the County's goals?

METRO CONNECTS

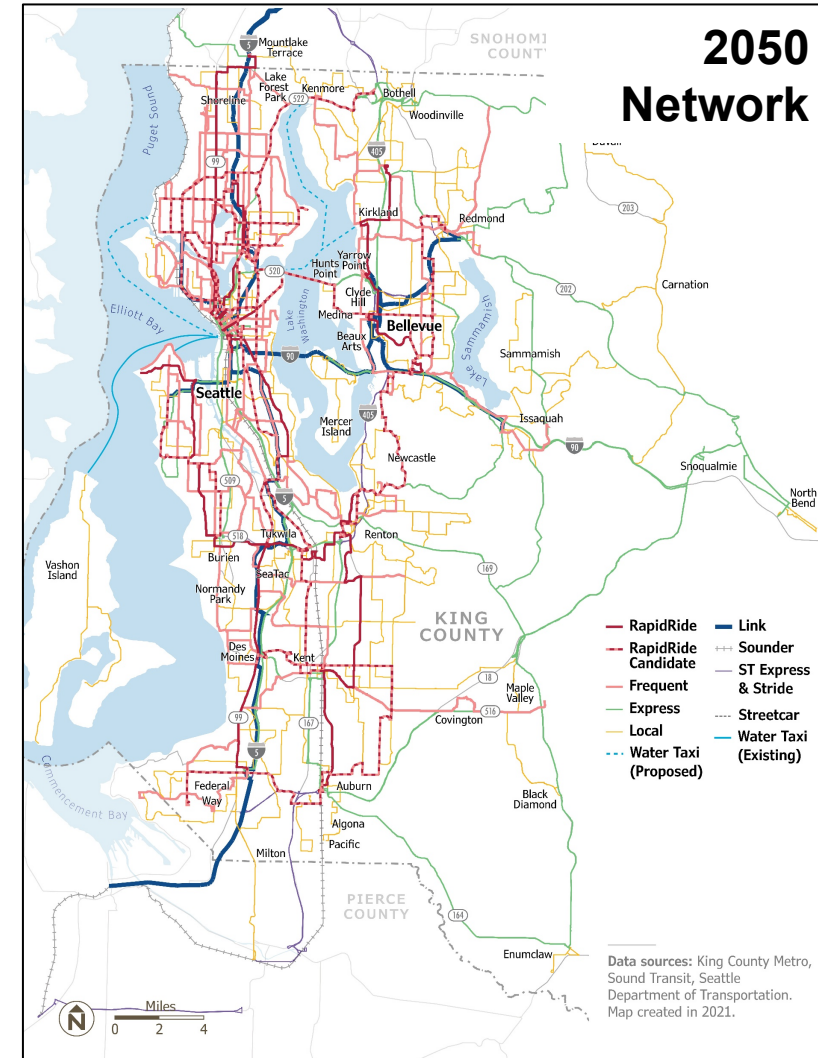
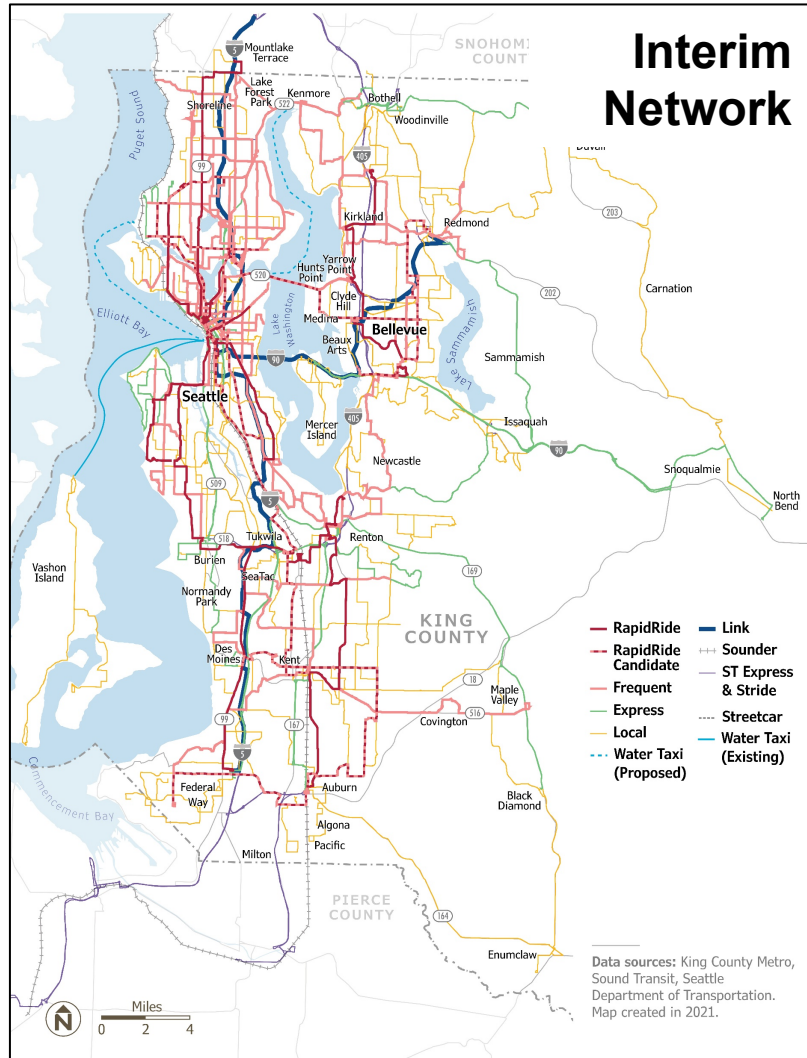
FUTURE SERVICE NETWORKS

- Two new networks: Interim Network and 2050 Network
- Key changes from adopted:
 - More frequent service and all-day service
 - Added service to address S King County equity gaps
 - RapidRide lines decrease from 26 in adopted 2040 Network to 19-23 in proposed 2050 Network
 - Future RapidRide lines become “candidates” rather than named lines

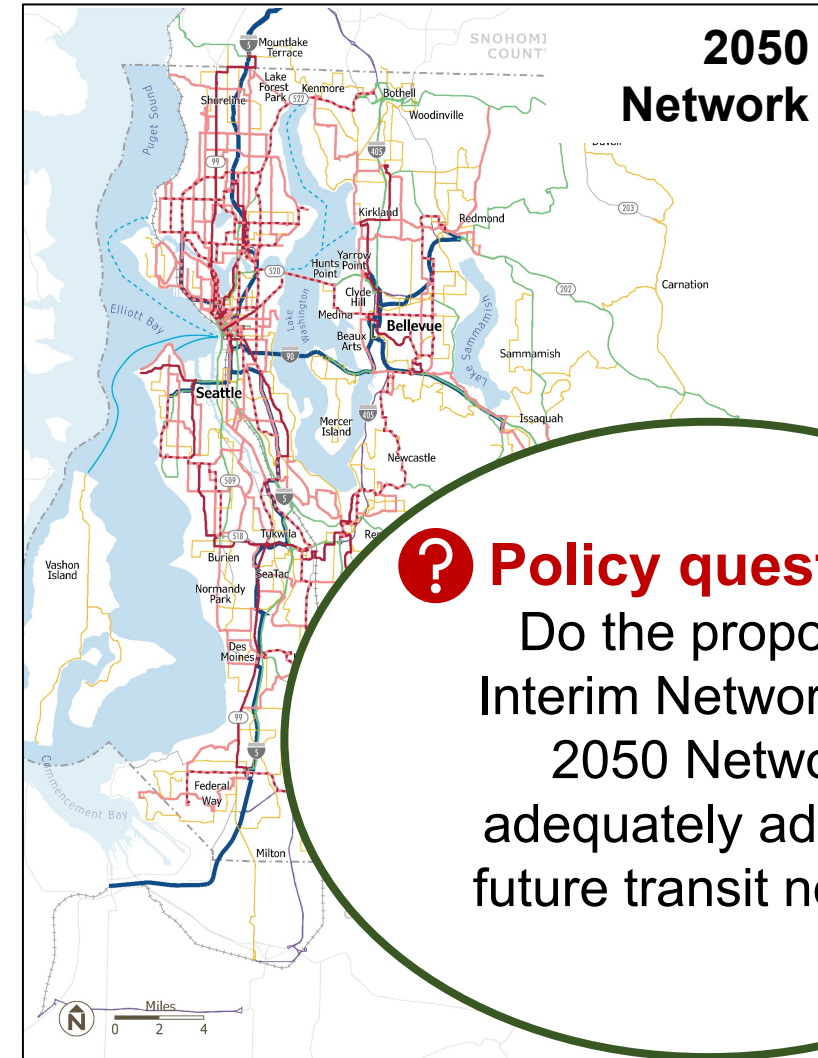
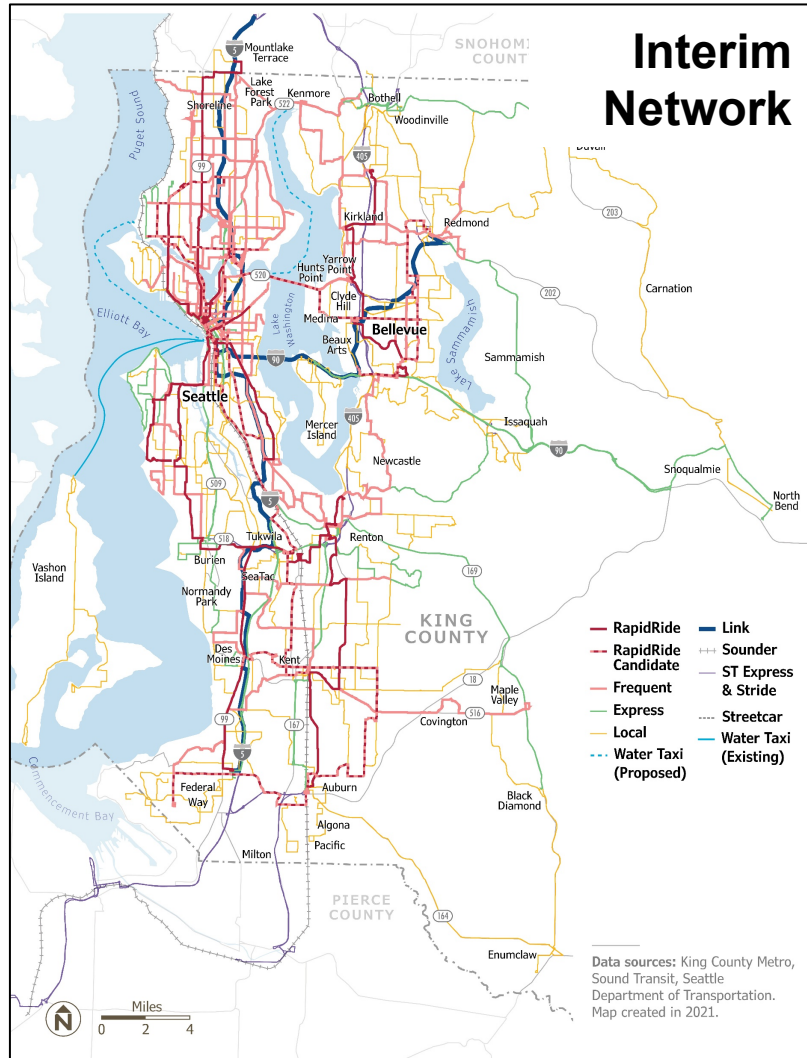
	2019 Actual	Interim Network	2050 Network
Annual Service Hours (Total)	3.855 million	5.5 million	7.25 million
Annual Ridership	121.4 million	150 million	200 million
RapidRide lines (Total)	6	13-15	19-23

METRO CONNECTS

FUTURE SERVICE NETWORKS



METRO CONNECTS FUTURE SERVICE NETWORKS



? Policy question:
Do the proposed Interim Network and 2050 Network adequately address future transit needs?

METRO CONNECTS FUNDING GAP

? Policy question:

Should an
unconstrained
plan be adopted?

- As proposed, Metro Connects is unconstrained
- The adopted Metro Connects was also unconstrained

	Interim Network	2050 Network
Annual Service Costs (Total)	\$1.092 billion	\$1.466 billion
Annual Service Costs (Funded)	\$669 million	\$742 million
% Service Costs Funded	61.3%	50.6%
Capital Costs YOE* \$ (Total)	\$11.5 billion	\$28.3 billion
Capital Costs YOE \$ (Funded)	\$4.4 billion	\$10.3 billion
% Capital Costs Funded	38.2%	36.4%

*YOE = Year of Expenditure

NEXT STEPS

- Coordinate with committee staff (Mary Bourguignon) with questions or amendment drafting requests
- Vote at RTC scheduled for November 17 meeting