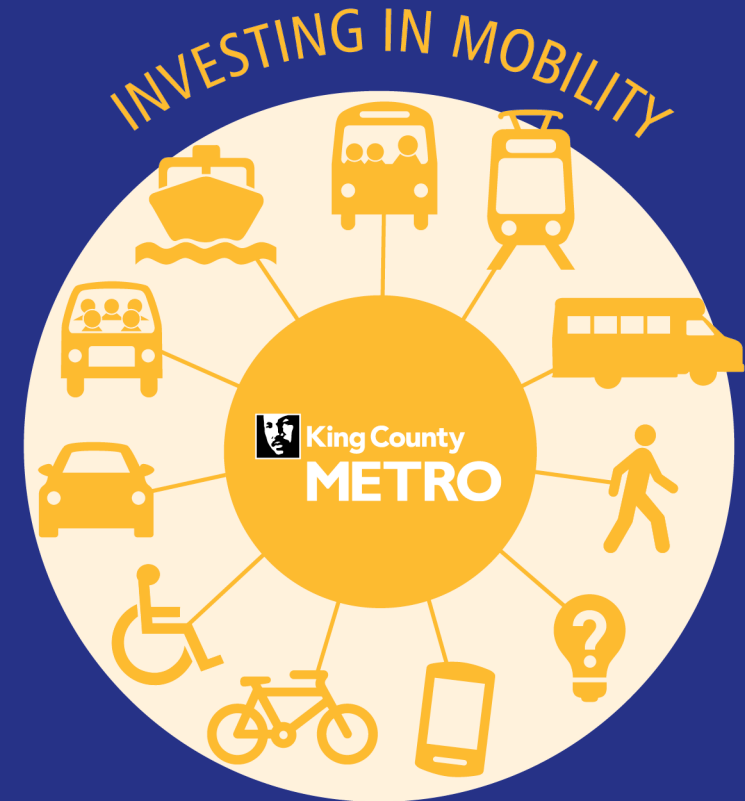


Summary: Proposed Policy Updates

RTC

May, 2021



Goals for today

- **Review major updates to Strategic Plan, Service Guidelines, Metro Connects. Common changes include:**
 - Increased emphasis on:
 - advancing equity
 - addressing climate change
 - delivering Metro Connects
 - Incorporation of Mobility Framework
 - Acknowledgement of changes since previous adoption (i.e., Marine as a Metro service, more agency focus on electrification and innovation)
 - Use of common template
- **Recap how RTC informed updates (examples)**



How Metro is updating policies



STRATEGIC PLAN

Goals = Mobility Framework guiding principles

Online dashboard for performance measures

Respond to agency changes (innovation, electrification, marine)

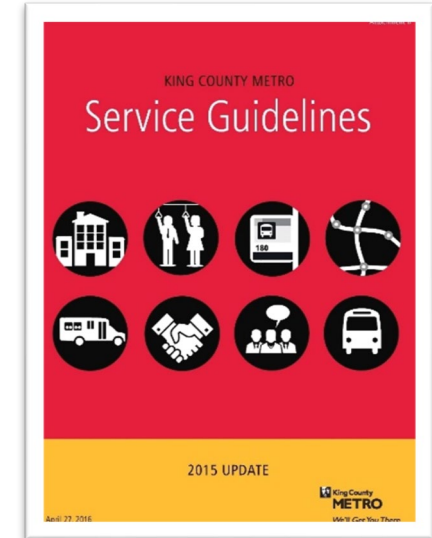


METRO CONNECTS

Incorporate Mobility Framework recommendations

Technical updates: service networks, costs

Increased clarity on how to deliver Metro Connects



SERVICE GUIDELINES

New ways to consider equity and climate in adding, reducing, restructuring service, and flexible services.

Incorporation of Metro Connects

Update sections on community engagement and partnerships

Examples: How RTC shaped Strategic Plan

- **Alignment with Mobility Framework:** RTC supported guiding principles becoming new goals, recommendations becoming outcomes, objectives, strategies
 - Input from RTC and other elected officials → no numbering of new goals
- **Alignment with previous plan:** RTC desire for incorporating concepts from previous plan, such as connections to job centers and economic development, influenced language. Examples:
 - “Support thriving, equitable, transit-oriented communities **that foster economic development**”
 - Emphasis on alignment with VISION 2050
- **Performance measurement:** RTC supported use of web-based dashboard, tracking progress towards Metro Connects



Adapted guiding principles ➡ Strategic Plan goals

Mobility Framework Guiding Principles...	REFRAMED as new Goal Statements (not numbered)
Invest where needs are greatest	Invest upstream and where needs are greatest
Address the climate crisis & environmental justice	Address the climate crisis and environmental justice
Innovate equitably and sustainably	Innovate to improve mobility, complement transit, and advance equity and sustainability
Ensure safety	Keep passengers, employees, and communities safe
Encourage dense, affordable housing near transit	Support thriving, equitable, transit-oriented communities that foster economic development
Improve access to mobility	Improve access to mobility options
Provide fast, reliable, integrated mobility services	Provide fast, reliable, and integrated mobility services
Support our workforce	Build a skilled, diverse, and well-supported workforce that has opportunities to grow
Align our investments with equity, sustainability, and financial responsibility	Be responsible stewards of financial resources and invest in line with values and goals
Engage deliberately and transparently	Conduct deliberate and transparent community engagement

New, streamlined measures

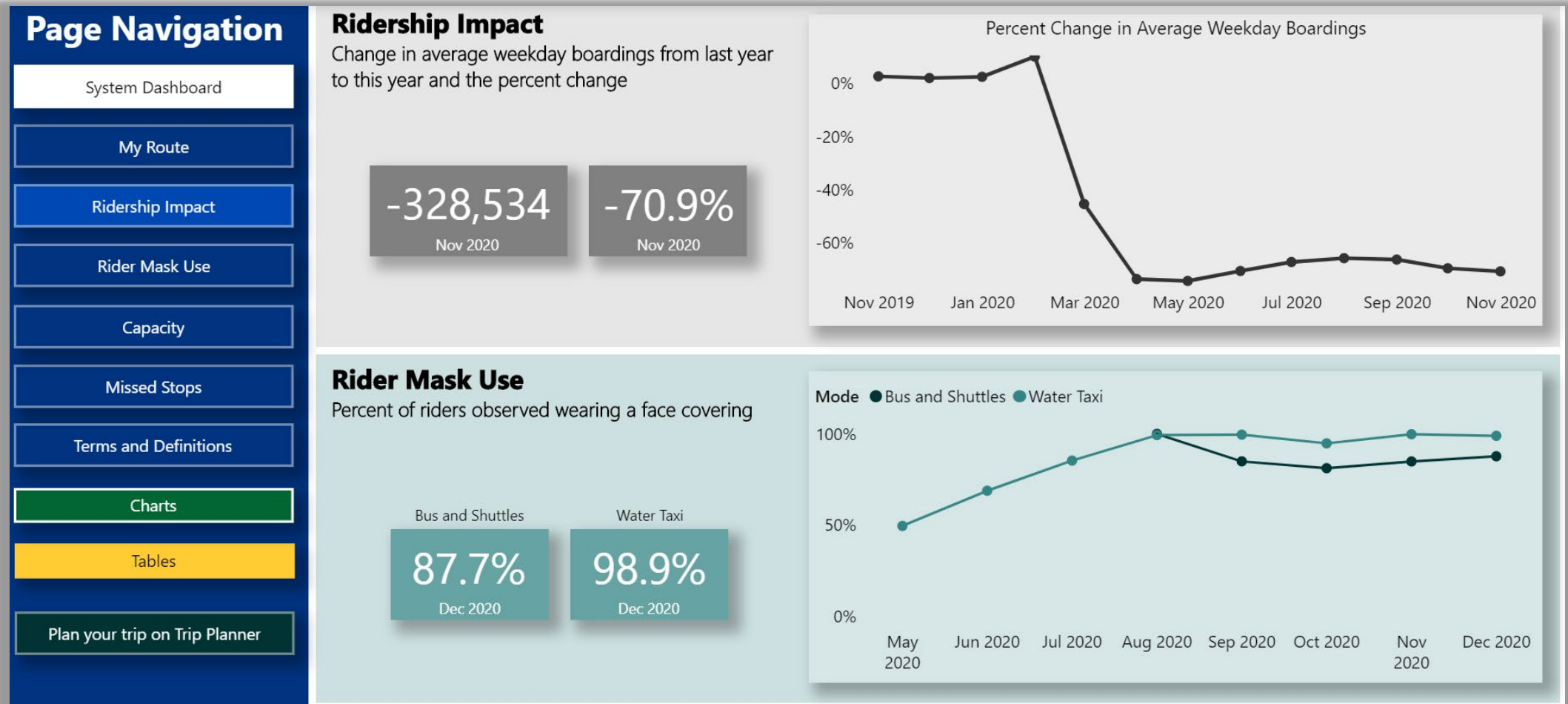
- Existing Strategic Plan has 68 performance measures
- Tracking this many measures is difficult and limited (one report every other year)

PROPOSAL:

- **Simplify** Strategic Plan performance measures
(Metro will still track many measures, but only a small group would be featured in Strategic Plan)
- **Align** with Mobility Framework, Metro Connects, and key policy drivers
- **Track** through an online dashboard that is accessible to the community 24/7 and allows for quick comparison over time

MEASURES		TREND
GOAL 1: SAFETY		
1	Preventable accidents per million miles	⬇️
2	Operator and passenger incidents and assaults	⬇️
3	Customer satisfaction regarding safety and security	⬇️
4	Effectiveness of emergency responses	⬇️
GOAL 2: HUMAN POTENTIAL		
1	Population living within a quarter-mile walk to a transit stop	⬇️
2	Percentage of households in low-income census tracts within a quarter-mile walk to a transit stop	⬇️
3	Percentage of households in minority census tracts within a quarter-mile walk to a transit stop	⬇️
4	Number of jobs within a quarter-mile walk to a transit stop	⬆️
5	Percentage of households within a half-mile walk to a transit stop with frequent service	⬆️
6	Number of jobs within a half-mile walk to a transit stop with frequent service	⬆️
7	Number of students at universities and community colleges within a quarter-mile walk to a transit stop	⬆️
8	Average number of jobs accessible within 30 minutes countywide	⬆️
9	Average number of households accessible within 30 minutes countywide	⬆️
10	Average number of jobs and households accessible within 30 minutes from regional growth centers, manufacturing/industrial centers, and transit activity centers	⬆️
11	Vanpool boardings	⬆️
12	Transit mode share by market	⬆️
13	Student and reduced-fare permits and usage	⬆️
14	Accessible bus stops	⬆️
15	Access registrants	⬆️
16	Access boardings/number of trips provided by the Community Access Transportation (CAT) program	⬆️
17	Requested Access trips compared with those provided	⬆️
18	Access applicants who take fixed-route travel training	⬆️
GOAL 3: ECONOMIC GROWTH AND BUILT ENVIRONMENT		
1	All public transportation ridership in King County	⬆️
2	Transit rides per capita	⬆️
3	Ridership in population/business centers	⬆️
4	Employees at CTR sites sharing non-drive-alone transportation modes during peak commute hours	⬆️
5	Employer-sponsored passes and usage	⬆️
6	Park-and-ride capacity and utilization	⬆️
7	Passenger miles traveled in HOV lanes	⬆️

Dashboard will be like “The Dash”



For more information, visit: kingcounty.gov/thedash or kingcounty.gov/thedash/es

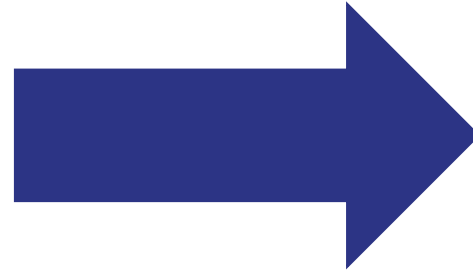
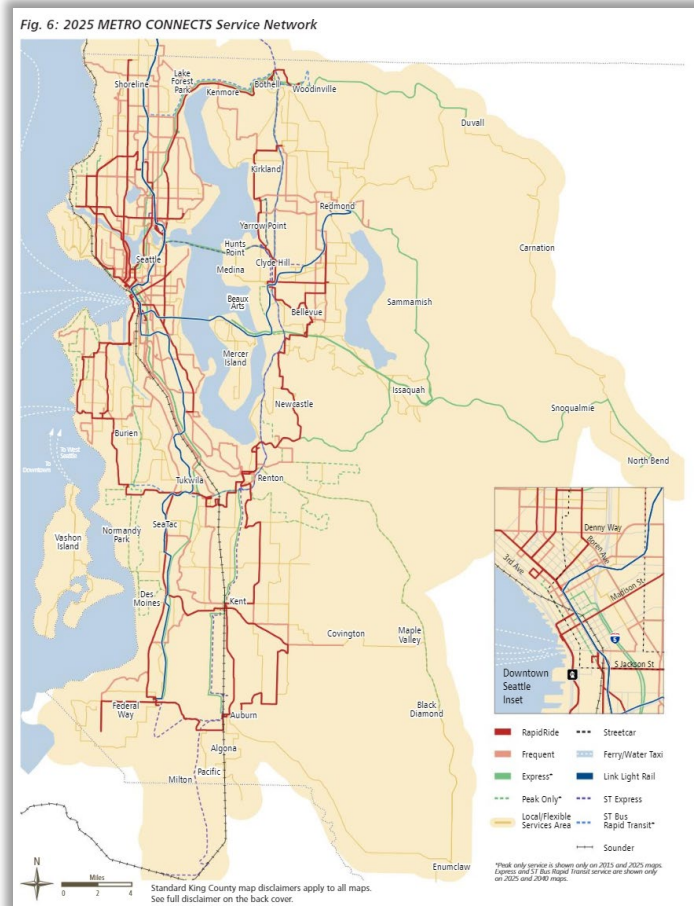
Pause: questions or discussion

Examples: How RTC influenced Metro Connects

- **Costs:** Metro removed partnership assumptions, clarified need for sustainable, regional funding
- **Clarity on implementation:** Metro provided more information on delivery of Metro Connects, including:
 - Clarifying how policy and engagement inform implementation
 - Removing reference to Metro Connects Development Program, clarifying planning will occur through existing processes
 - Listing non-financial partnership opportunities
 - Including guidance (informed by RTC) for how to prioritize capital and RapidRide investments
- **Alignment with Mobility Framework:** RTC supported bringing Mobility Framework recommendations into Metro Connects

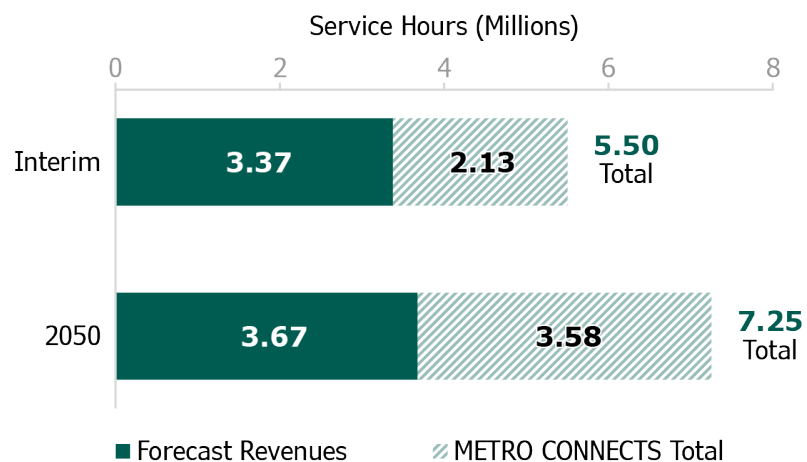


Metro Connects network map updates

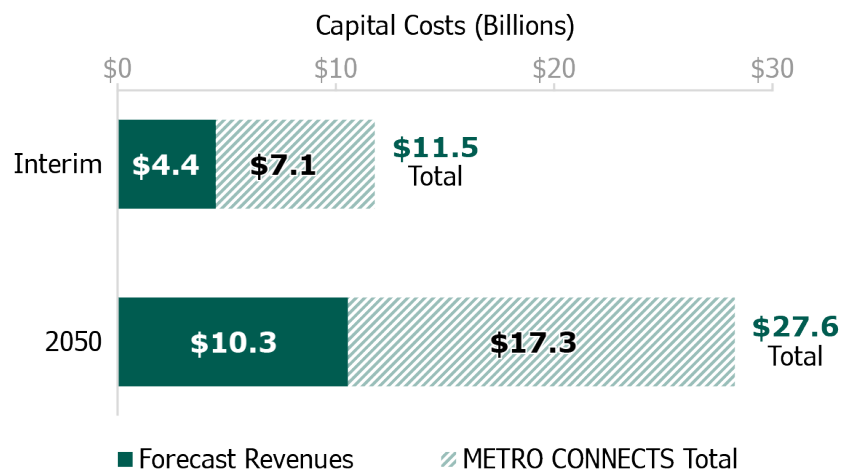


1. Update implementation timelines and known changes
 1. 2025 → “interim”
 2. 2040 → 2050
2. Identify equity gaps
3. Evaluate RapidRide Network

METRO CONNECTS Service Adds and What Could be Funded with Forecasted Revenues



METRO CONNECTS Capital Costs and What Could be Funded with Forecasted Revenues



Cost estimates

Overview

- Reflects total Metro Connects costs, including costs to support existing service
- Forecast revenues reflect financial plan based on adopted 21/22 budget
- Does not include partnership assumptions, but will require regional collaboration on funding solution

Service Costs

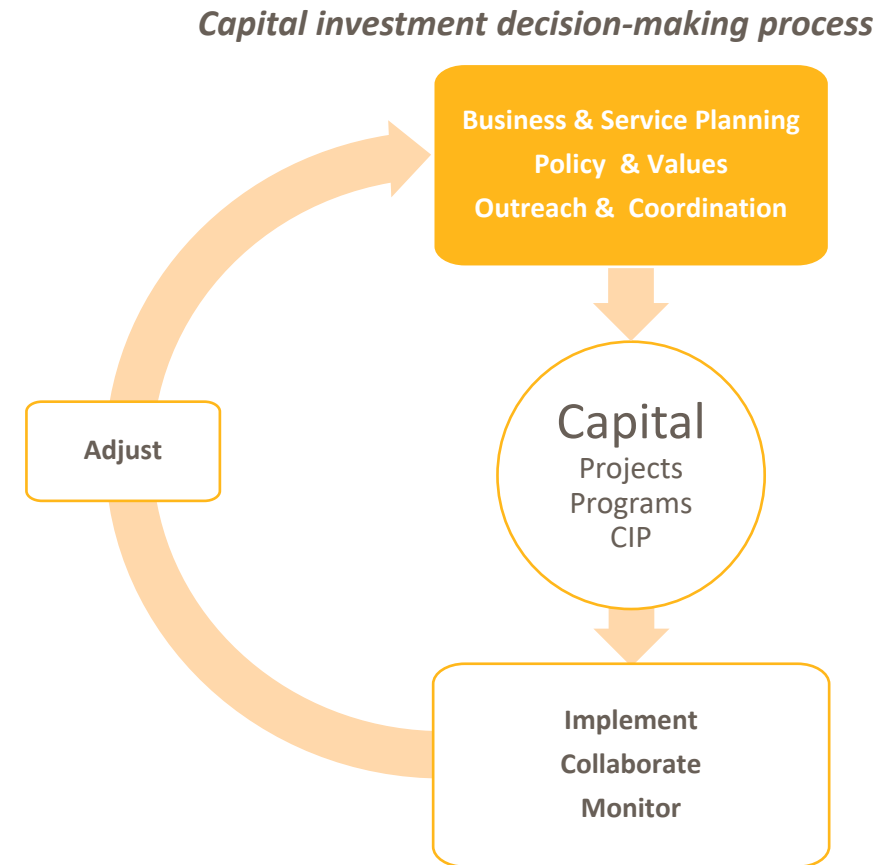
- Reflects new service network and updates
- Addition of night and weekend service to totals
- Increase in service from 2040 to 2050 to keep pace with projected growth

Capital Costs

- Reflects new network, timeline, cost factors, new elements:
 - *Marine*
 - *Electrification*
 - *Full State of Good Repair costs and Fleet replacement*

Attaining the vision via continued collaboration

- **Service Guidelines** direct growth towards Metro Connects interim network (restructures will remain key).
 - Engagement informs service changes
- **Capital investment**
 - Agency business & service planning define direction for Capital Investment
 - Investment guided by core values, adopted policy, and outreach & coordination
 - Implement through collaboration with partners
 - Adjust based on collaboration, changing needs



Proposed RapidRide prioritization process

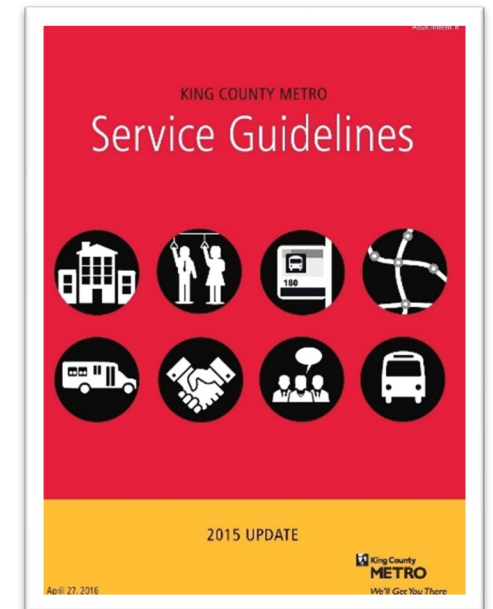
1. Lead with equity and sustainability: Identify top corridors based on equity and environmental factors
 - Equity: Density and share of priority populations
 - Environmental: New riders and future land use
2. Assess viability of corridors
 - Input from community engagement
 - Other evaluation factors (Service, Capital, & Implementation)
3. Prioritize and group corridors into tiers
4. Implement via biennial budget process and Capital Improvement Plan (CIP)



Pause: questions or discussion

Examples: How RTC shaped Service Guidelines

- **Service growth:** recommendation aligns with much of the input from RTC, including broad support for:
 - advancing equity and addressing climate change
 - equity-first growth scenario
- **Metro Connects:** Past RTC desire for clarity on how Service Guidelines align with Metro Connects → use of Metro Connects interim network to set target service levels
- **Rural:** Differentiated rural service as its own service category
- **Flexible Services:** Added evaluation metrics to provide a clear pathway for transitioning from a pilot to permanent service
- **Emergency Service:** Added new language describing how Metro will approach service in emergency situations such as COVID-19
- **Service Reductions:** Emphasize productivity as the core factor



Service Guidelines changes are based on:

Equity

**Climate
change**

**Metro
Connects**

Transparency

Simplicity

Proposed Updates: Service Growth and Reductions

Section	New in 2021 update
P3: Service Growth	<ul style="list-style-type: none">• Redefined Equity from low-income and minority populations to Low-Income, Minority, Limited English Proficiency, Foreign-Born, and Disability populations.• Added low-income jobs as a factor• Reordered prioritization methodology to Equity, then Land Use, then Geographic Value (from Geographic Value, then Land Use, then Equity)• Added language describing land uses supportive of Metro's Service Families
Reducing Service	<ul style="list-style-type: none">• Removed references to corridor evaluations (due to removal of corridors in Priority 3, Service Growth)• Focused quantitative factors for developing reductions candidates to route productivity and equity

Proposed Updates: Service Restructures and Community Engagement

Section	New in 2021 update
Restructuring Service	<ul style="list-style-type: none">• Added goals around climate and equity and building towards Metro Connects• Added language clarifying role of hours duplicated by Sound Transit high-capacity investments.
Community Engagement	<ul style="list-style-type: none">• Added goals for engagement• Added focus on Priority Populations in Engagement efforts• Referenced Mobility Boards• Added provision asking Metro to document and report on the specifics of an engagement effort to provide accountability to those who participate in the effort.

Proposed Updates: Marine Services and Working with Partners

Section	New in 2021 update
Planning Marine Services	<ul style="list-style-type: none">• New language for evaluating Marine Service• New language describing how Marine Service can be adjusted during service change periods
Working with Partners	<ul style="list-style-type: none">• Added engagement requirement• Simplified language and added specificity• Added language around goals of equity and climate• Integrated Metro Connects and SCAP goals• Differentiated Flex Service Partnerships• Added language around goals of equity and climate• Added Language for Infrastructure Partnerships

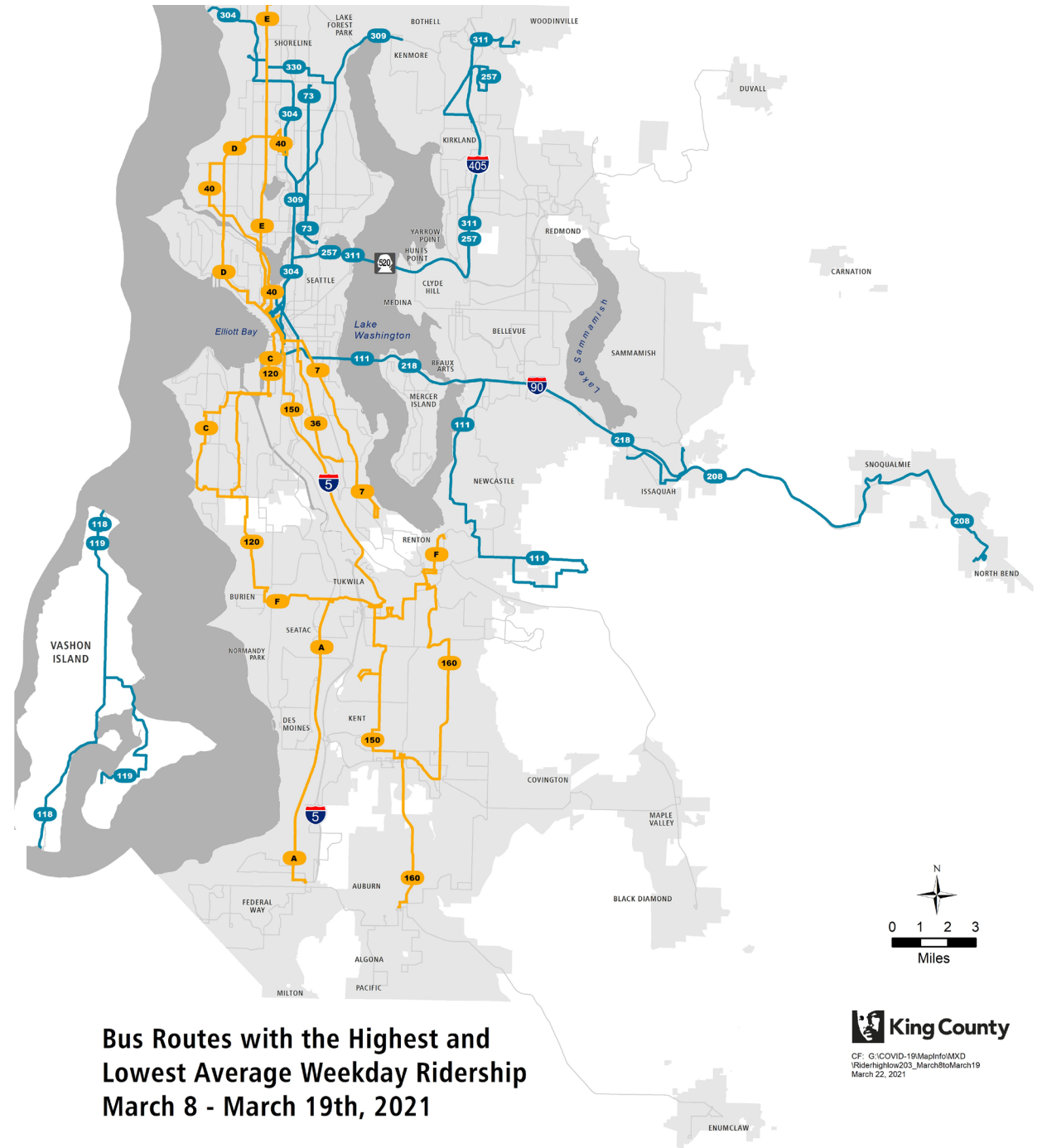
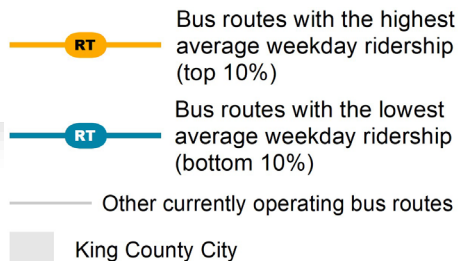
Proposed Updates: Flexible Services

Section	New in 2021 update
Planning Flexible Services	<ul style="list-style-type: none">• Added clarity around where Metro sees the role of Flexible Service• Added clear evaluation metrics (productivity, efficiency, equity)• Described role and evaluation of pilot programs• Described conditions for pilot programs to transition to permanent service

Recovery Planning

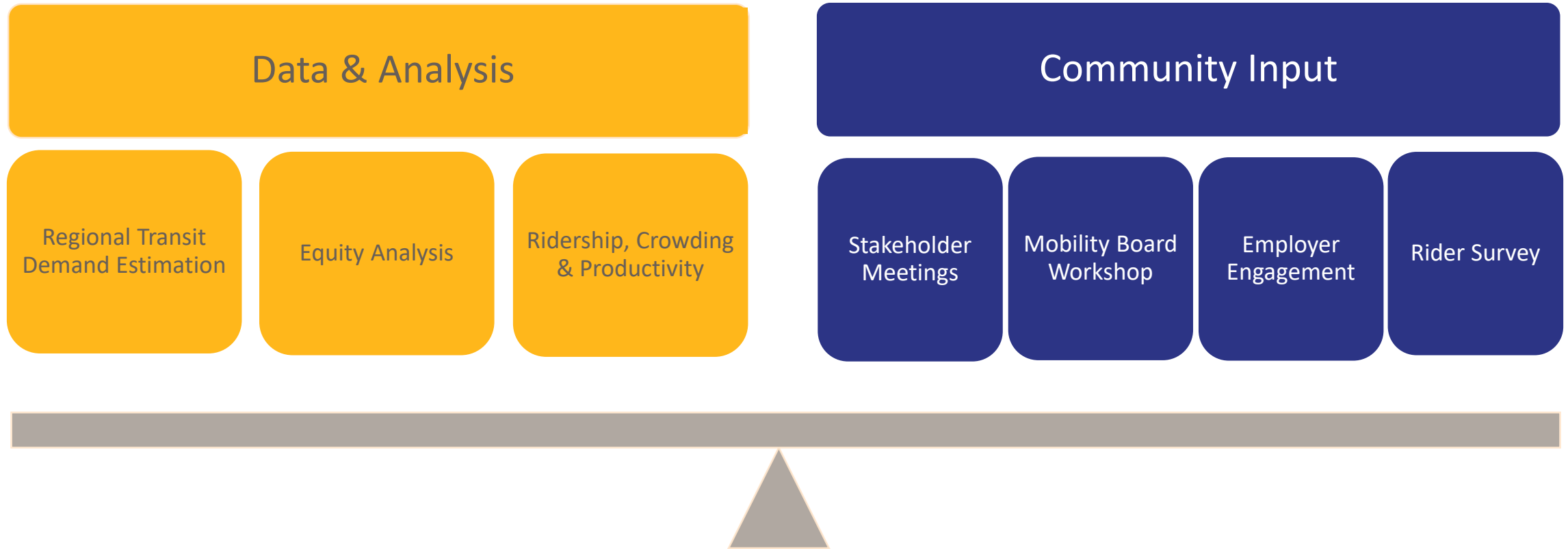
- Metro is operating 85% of pre-COVID service levels as of spring 2021
 - Will return to 95-96% due to reductions in partner funding
- Fall 2021: Restoration of about half of currently-suspended services
- 2022: Planning for restoration & what needs to come back differently

High/Low Bus Route Ridership -
Weekday: March 8 - March 19th, 2021



Bus Routes with the Highest and
Lowest Average Weekday Ridership
March 8 - March 19th, 2021

What is informing service restorations?



What we have heard...

- **Equity must be prioritized in proposal development.**
 - “Prioritize essential workers and people currently riding now”.
- **Operate enough service for a restoration to be usable.**
 - “Have routes that operate all day for folks who have two jobs, etc.”
- **Routes with no alternatives should be prioritized for restoration.**
 - “Few trips during peak are better than none because people need it for jobs”
- **Address crowding issues first.**
- **Safety is critical to rider retention.**
- **Telecommuting has dramatically changed travel and will likely continue, particularly for white, high income riders in the peak period.**
- **From employers and schools: plans continue to evolve, but expect hybrid model.**

Closing and Questions