

Ordinance 2021-0286 Amendment Tracker

#	1 st Page & Line #	Sponsor	Amendment Description
1	Pg. 5 Line 93	Balducci	<p>Metro Connects planning {PL1}</p> <ul style="list-style-type: none"> • Would require Metro to provide a report on the funding gap, funding options, and a planning process to implement Metro Connects (due by May 5, 2022)
<p><i>This amendment will be offered by Chair Upthegrove because CM Balducci is not a voting member of RTC</i></p> <p>Spoken to by:</p> <p>SCA Talking Points:</p> <ul style="list-style-type: none"> • Metro Connects is an ambitious service and capital vision but additional funding is needed to grow service, make the capital investments and achieve the full vision. • SCA supports that this amendment adds transparency to how Metro Connects will be funded and implemented so that each of our communities can plan for the future. 			
2	Pg. 5 Line 93	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	<p>RapidRide prioritization process {RR2}</p> <ul style="list-style-type: none"> • Would amend the reporting section of the ordinance to require that a RapidRide prioritization plan, which will include the tiers of lines to be developed in priority order, to be transmitted by June 30, 2024, and accepted by motion. • Would amend the reporting section of the ordinance to require updated information in the annual System Evaluation report on the performance of current equivalent routes to RapidRide candidate lines, as well as a status update on planned RapidRide lines. • Would outline a process and timeline for the prioritization of RapidRide implementation for the Interim Network, in alignment with the RapidRide prioritization plan, and would provide more detail about how candidate RapidRide lines should be prioritized for implementation and that the RTC will receive oral updates on Metro's proposed capital plans at least once each biennium following the submittal of the Executive's proposed budget. • Would include language that existing RapidRide routes will be prioritized for investment based on the factors used for evaluating candidates, such as equity and sustainability, and other factors such as safety, age and facility condition.
<p>Offered by: Robertson</p> <p>Spoken to by: Pascal</p> <p>SCA Talking Points:</p> <ul style="list-style-type: none"> • The Rapid Ride Prioritization Plan will be a valuable tool for Metro to communicate and build support for its vision for the network, so the public will have a better understanding of future service. • This amendment adds transparency to the RapidRide planning process, providing a timeframe and a commitment to engage RTC. 			

- I look forward to a plan that engages with partners and the community to inform the planning and selection of future RapidRide lines.

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Pg. 5
Line 94

Robertson,
Troutner,
Baggett,
Chang, Guier,
Lisk, Mclrvin,
Pascal,
Cimaomo, Hill,
Pauly

Growth

{GM1}

- Would amend the reporting section of the ordinance to require that Metro include in its annual report on its performance measure dashboard how Metro will align with VISION 2050
- Would add a “Growth” measure to the performance measures in the Strategic Plan to measure the percentage of housing units and jobs in regionally- and county-designated growth centers and the percentage of jobs within regionally- and county-designated manufacturing/industrial centers that are within ½ mile of frequent transit service stops or stations
- Would add a “Planned Growth” measure to be developed as part of the performance measures in the Strategic Plan to coordinate with the PSRC to map the alignment of transit service with planned growth

Offered by: Robertson

Spoken to by: Pauly or Troutner

SCA Talking Points:

- Vision 2050, the region’s long-range growth plan anticipates adding 1.8 million residents and 1.2 million jobs by 2050. We are interested in ensuring that transit supports that substantial growth.
- SCA members have focused on ensuring the documents are aligned with growth management goals, including:
 - Ensuring that performance metrics measure Metro’s performance towards meeting regional growth strategies, and
 - Addressing the need for engagement with local jurisdictions when developing land-use policy.
- The growth measurement helps us understand how well the network is supporting residential and industrial growth, and the planned growth metric helps us understand how well the network is doing its part to contribute to planned growth.

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Pg. 5
Line 97

Robertson,
Troutner,
Baggett,
Chang, Guier,
Lisk, Mclrvin,
Pascal,
Cimaomo, Hill,
Pauly

Equity metrics

{E2}

- Would add the requirement that the route-level Equity Prioritization Scores (EPS) and Opportunity Index Scores (OIS) equity metrics be included in the annual System Evaluation report
- Would add language to the Service Guidelines to summarize how equity is measured based on Equity Priority Area Scores
- Would require that bus-stop level Census block group Equity Priority Area (EPAS) data be made available on request

Offered by: Robertson

Spoken to by: Mclrvin

SCA Talking Points:

- This amendment adds transparency, and helps us better understand how Metro is targeting service where it is needed most.

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ATT A
p. 23

Robertson,
Troutner,
Baggett,
Chang, Guier,
Lisk, Mclrvin,
Pascal,
Cimaomo, Hill,
Pauly

Flexible Services

- Technical amendment to add “flexible” to the list of Metro’s family of services in the Strategic Plan

{MC2}

Offered by: Robertson

SCA Talking Points: N/A (technical amendment)

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ATT B
p. 5

Robertson,
Troutner,
Baggett,
Chang, Guier,
Lisk, Mclrvin,
Pascal,
Cimaomo, Hill,
Pauly

Service Reductions

- Would clarify that very low productivity routes (less than 10 rides per hour) may be considered for potential changes in system type, for example changing from fixed-route service to DART service. These very low productivity routes will be identified in the annual System Evaluation report as candidates for potential changes in service type.
- Would clarify that Metro considers adjustments to fixed-route service to reduce the impacts of reductions on riders and may also consider flexible service as an alternative (through the process outlined in the “Planning Flexible Services” section of the Service Guidelines) if it is likely to result in significant cost savings and be successful.

{R1}

Offered by: Robertson

Spoken to by: Lisk

SCA Talking Points:

- This amendment clarifies Metro’s intent, and is not meant to significantly change policy direction. In fact, we worked closely with Metro to make sure our amendment aligned with their intentions around how low-productivity routes are treated.
- This clarifies that Metro will consider adjustments and flexible services when responding to low-ridership routes, to help make sure that riders get the service they need, without having adverse effects on the climate or Metro’s budget.

7	ATT B p. 15	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	Productivity metrics	{P1}
<p>Offered by: Robertson Spoken to by: Troutner SCA Talking Points:</p> <ul style="list-style-type: none"> This clarifies that the routes prioritized for reduction are LOW productivity and have LOW equity scores. HIGH productivity routes won't be prioritized for reduction, even if they have low equity scores. 				
8	ATT B p. 17	Robertson, Troutner, Baggett, Chang, Guier, Lisk, Mclrvin, Pascal, Cimaomo, Hill, Pauly	Service Restructures: goals and project area	{RS1}
<p>Offered by: Robertson Spoken to by: Chang SCA Talking Points:</p> <ul style="list-style-type: none"> This amendment increases community engagement around restructures by involving communities when setting goals for the restructure. It also elevates the importance of using Metro service to feed high-capacity service like Light Rail, to make sure that people can get to the spine. It also clarifies that, if Metro's resources are stable, people shouldn't wind up with less service after a restructure. 				
9	ATT B p. 18	Balducci	Service Restructures: service description	{ST1}

This amendment will be offered by Chair Upthegrove because CM Balducci is not a voting member of RTC

SCA Talking Points: Robertson

- SCA members support this amendment. We know it can be challenging for riders to navigate changes to services they are accustomed to, and we think this helps people understand the service landscape available to them before and after a restructure.

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ATT B
p. 18

Robertson,
Troutner,
Baggett,
Chang, Guier,
Lisk, McIrvn,
Pascal,
Cimaomo, Hill,
Pauly

Service Restructures: service that is replaced by another agency's service {ST2}

- Would define service that is fully or partially “replaced” by Sound Transit or another agency’s service to be defined using the definition of “duplicative service” in the Planning and Designing Service section
- If Metro can meet the goals of the restructure Metro may redeploy service hours that are replaced
- Would require Metro to describe how the restructure goals have been met and the progress toward achieving the long-range vision of Metro Connects
- Would add additional considerations to the determination about whether routes are considered duplicative: Metro should consider transit access based on the frequency of service, for frequent service considering locations within ½ mile of a stop or station as having access and for other services, considering locations within ¼ mile of a stop or station

Offered by: Robertson

Spoken to by: Robertson

SCA Talking Points:

- This amendment complements Councilmember Balducci’s amendment 9 by requiring Metro to describe how the restructure goals have been met, and how the restructure has moved the system closer to Metro Connects.
- We also think it’s important for Metro to consider how far riders have to walk to service, when they decide whether routes are “replaced” or not.
- The SCA amendment was developed to help make service restructures more transparent.
- It builds upon our shared interest in how hours are reallocated: providing service connections, frequencies, travel times, and span that are at least similar to existing Metro service.
- We want to make sure that riders have fast, convenient options to connect to high-capacity transit, especially people who don’t live within walking distance of stations. Our region deserves to see the maximum benefit of our high-capacity transit investment.
- Finally, it clarifies the definition of “replaced” or “duplicative” service, and that Metro can redeploy replaced hours elsewhere if they meet the goals of the restructure.
- Thank you for the feedback by members of this committee and the Equity Cabinet so that we could make adjustments that reflect the importance of the Mobility Framework.

#	1 st Page & Line #	Sponsor	Amendment Description
11 A	ATT B p. 28	Balducci	<p data-bbox="806 337 1003 358">Marine services {WT1}</p> <ul style="list-style-type: none"> <li data-bbox="806 370 1860 425">• This amendment would make changes to the Service Guidelines and Metro Connects related to marine services, including: <li data-bbox="806 440 1940 532">• It would clarify that marine services are currently funded by dedicated funding sources and would continue to be funded by those sources in the future, or by other sources specifically dedicated to marine travel. <li data-bbox="806 547 1976 678">• It would state that planning for expansion of new marine service routes should (changed from "must" in original Amendment 11) consider the cost-benefit comparison of water taxi service to land-based service, including both fixed-route and flexible options and must use the County's adopted Service Guidelines. <li data-bbox="806 693 1948 786">• It would state that passenger ferry service can provide fast and reliable connections "in appropriate locations" and can supplement the countywide transportation system "where it serves the network as well as, or better than, traditional fixed-route transit service." <li data-bbox="806 800 1976 932">• It would ask Metro to develop a technical report (changed from a "Marine Services Strategic Plan" in the original Amendment 11) to update the analysis completed for the King County Ferry District 2014-2018 Strategic Plan to determine the desired level of water taxi service and the property tax rate that is needed. <li data-bbox="806 946 1969 1036">• It would remove language from Metro Connects related to investing in terminal infrastructure and new vessels to support service expansion, as well as language about coordinating with fixed-route and flexible services for improved transit connectivity.
			<p data-bbox="226 1045 1388 1073"><i>This amendment will be offered by [redacted] because CM Balducci is not a voting member of RTC</i></p>
12	ATT C p. 23	Robertson, Troutner, Baggett, Chang, Guier, Lisk, McIrvn, Pascal, Cimaomo, Hill, Pauly, Zahilay	<p data-bbox="806 1219 1087 1240">RapidRide K & R lines {RR1}</p> <ul style="list-style-type: none"> <li data-bbox="806 1255 1961 1344">• This is a technical amendment. It would add language to clarify Metro's intent (and confirm the published maps in Metro Connects) that the RapidRide K and R lines will be the next to be developed and are anticipated to be completed by the time of the Interim Network

Offered by: Robertson

Spoken to by: Pascal

SCA Talking Points:

- I appreciate the work Metro, committee staff and Councilmember Balducci to ensure this technical amendment is before us today.
- Thank you Councilmember Zahilay for supporting this amendment.

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ATT C
p. 35

Robertson,
Troutner,
Baggett,
Chang, Guier,
Lisk, McIrvn,
Pascal,
Cimaomo, Hill,
Pauly

Metro Connects: reference to service restructures

{RS4}

- This is a technical amendment. It would remove the reference to service restructures from the Local Services section of Metro Connects for consistency, as the other service types do not refer to service restructures

Offered by: Robertson

SCA Talking Points: N/A (technical amendment)