

# Service Guidelines

# Today's Focus

- Discuss scenarios for potential approaches to prioritizing the order of service investments
- Consider which scenarios best advance Metro's core values
- Goal today is for discussion, not a decision – that can come next year



# Defining What We Mean

## Equity

- King County defines equity as a system of fairness, providing full and equal access to opportunities, power, and resources. King County is leading with racial justice because historical and racial inequities continue to affect all of us, and our region's ability to thrive."
- Metro is proposing to use five equity factors from Census data: race, income, disability, foreign born, and limited English-speaking populations

## Productivity

- Potential productivity is defined in Priority 3 analysis by measuring the potential market for transit based on land use and growth. It measures the number of households, jobs, students, and park-and-rides along the corridor. Higher concentrations of people support higher potential use of transit.
- Route productivity is the defined in annual evaluations by using two measures of actual measured ridership—*rides per platform hour* and *passenger miles per platform mile*. These are standard metrics for transit efficiency that define how many customers a route serves and how full buses are along their route.

## Geographic Value

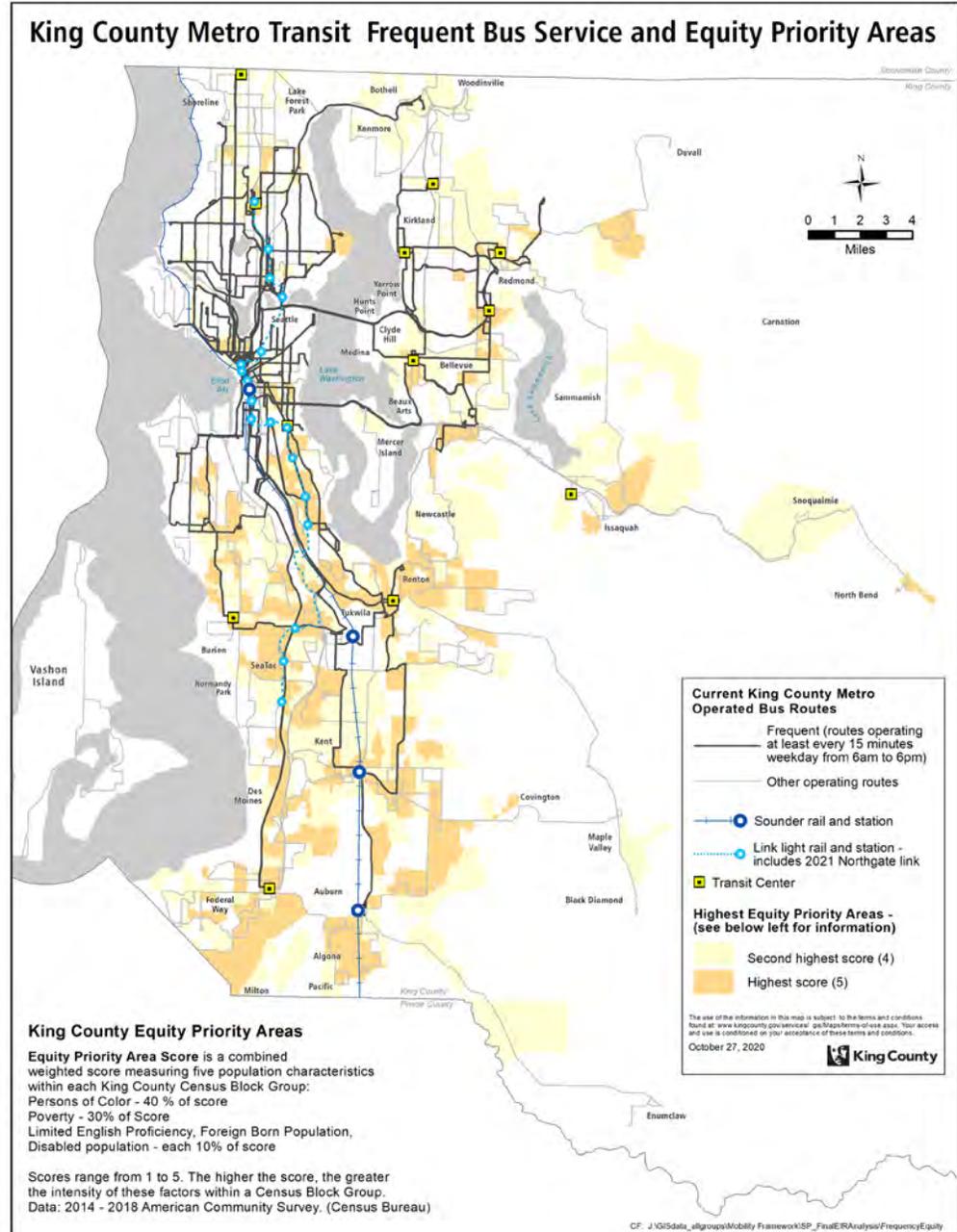
- Establishes the value a corridor provides by connecting to, from, and between PSRC-defined Regional Centers and Metro-defined transit activity centers throughout King County

## Low- & medium-income jobs

- The Longitudinal Employment Household Dynamics (LEHD) considers a job with a monthly wage of less than \$1,250 a low-wage job and jobs with monthly wages between \$1,251 and \$3,330 to be medium-wage jobs

# Current Network and Equity Priority Areas

- Metro and Sound Transit currently operate a substantial network of frequent transit service in King County, though some communities are better served than others
- Service Guidelines define what investments Metro would make next to narrow the gaps between existing service and identified needs (for all service types, not just frequent)
- Updating the Service Guidelines makes Metro more responsive to the areas of unmet need and moves towards Metro Connects
- Clear areas of opportunity to grow the service network to serve priority populations



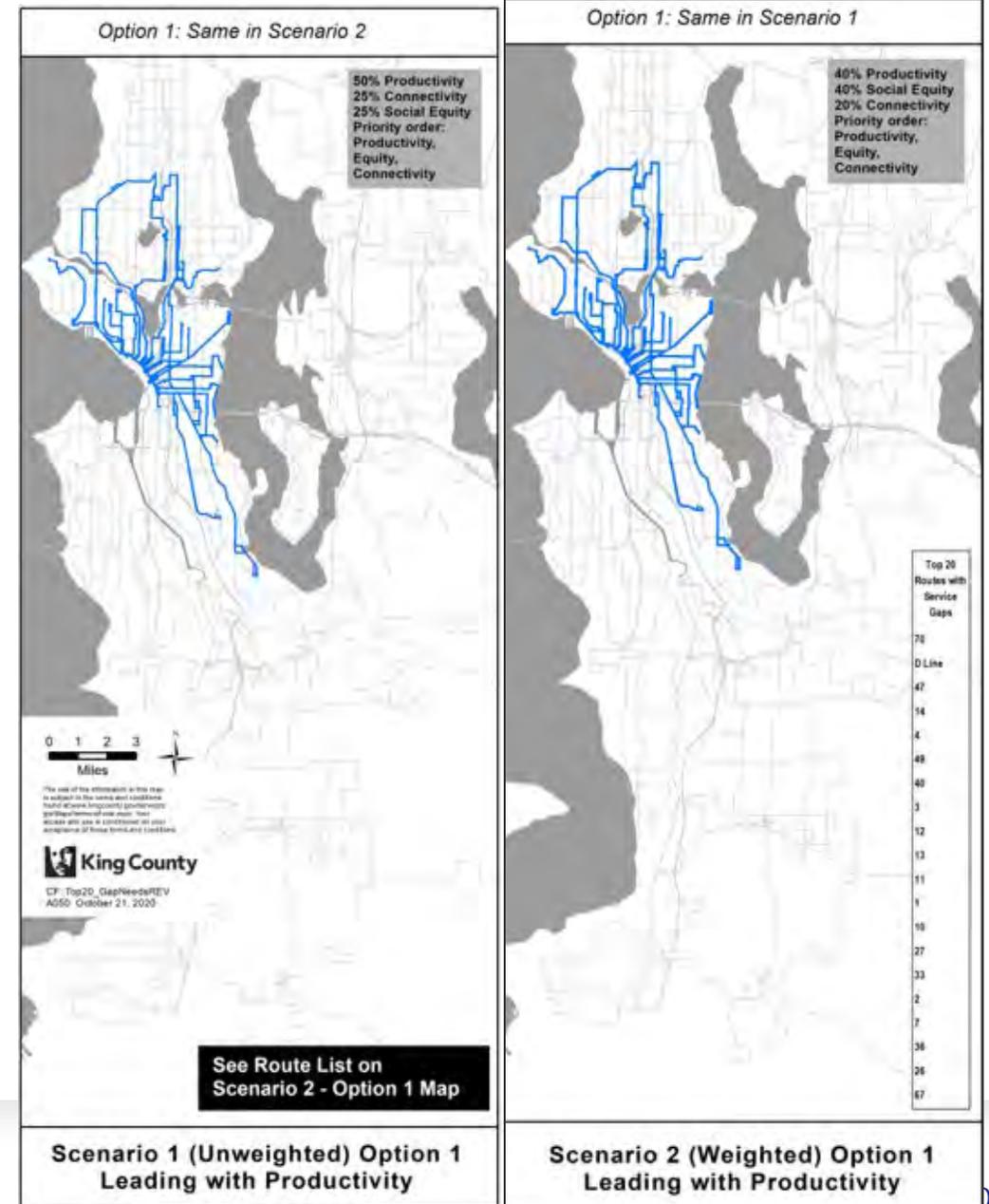
# Scenario Development and Analysis

- **All scenarios...**
  - Maintain 3-factor approach: productivity, equity, and geographic value
  - Incorporate changes to emphasize equity: 5 equity priority populations, low-/medium-income jobs
  - Measure needs for all existing routes plus selected Metro Connects corridors
- **The scenarios explore different...**
  - Prioritization order using criteria scores with equity or productivity as top priority
- **Given King County and Metro's commitment and the Mobility Framework's direction to advance equity and address climate change, Metro recommends focusing discussion on the equity and productivity-first scenarios**



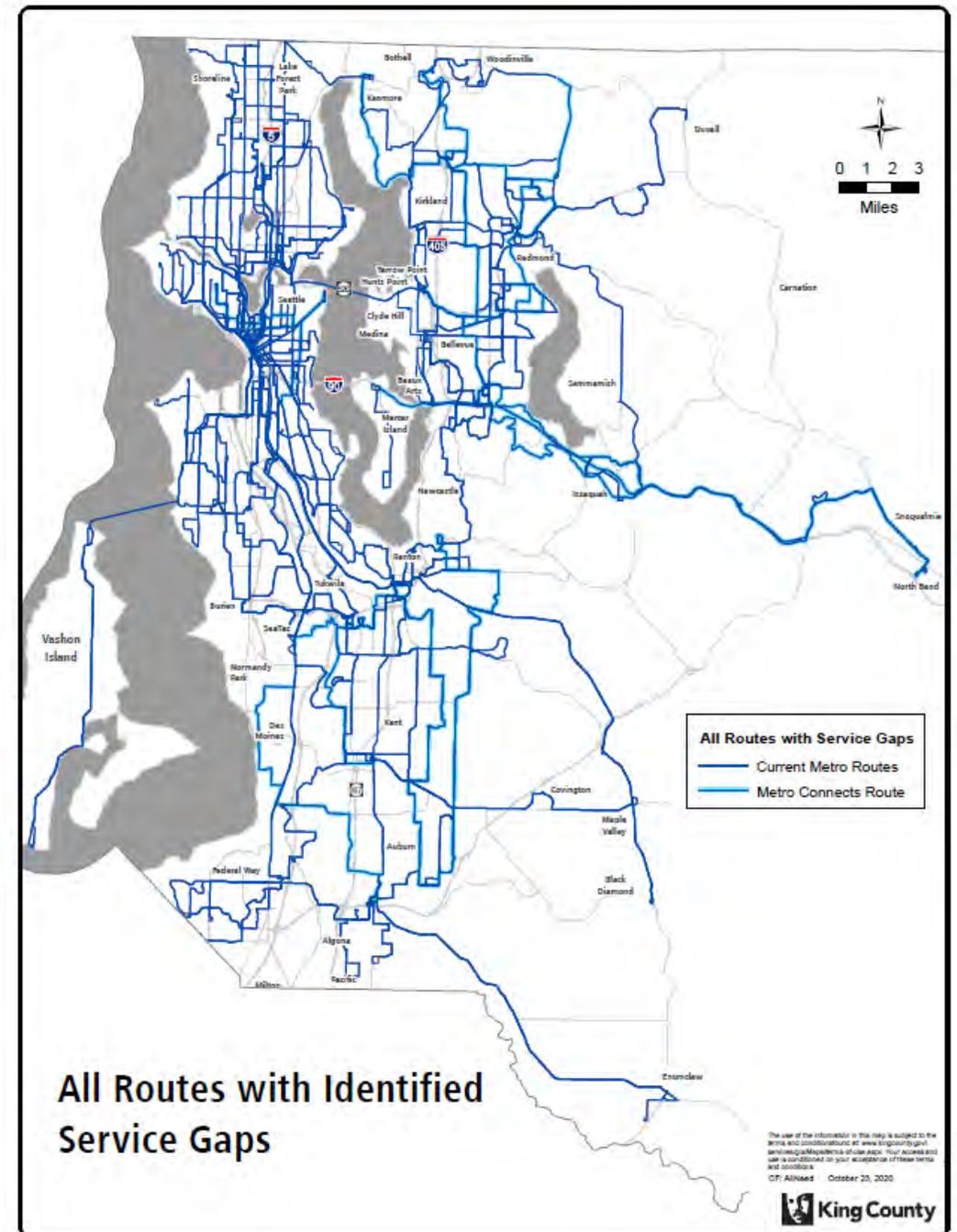
# Scenario Analysis Findings

- Incorporating Metro Connects interim network increases overall need for additional service
  - Priority 3 need grows from about 400,000 hours to more than 1.5 million hours
- Metro explored more scenarios than shown in this presentation
  - Because of the increase in need, changing the weighting of factors becomes less important in setting target service levels (sample maps shown here)
- **Priority order using corridor scores is the most important factor** in determining the service growth investments that Metro makes next



# Metro Connects Means Countywide Need Grows

- Metro Connects network and service levels vastly increases the service need throughout the county
- There are many implementation options if new resources and funding are available
- These options are aiming for long-term growth, so they build on our existing network
- COVID-19 has resulted in near-term emergency changes that were driven by factors other than the guidelines (e.g. collapse of peak commute) but in the long-term these policies will describe how our system grows



# Key Takeaways from Updated Scenarios

- **The Mobility Framework directs Metro to center equity and climate change.**
  - The equity-first scenario brings service to populations without existing access and reflects ridership patterns seen during COVID-19. It addresses climate change while investing where needs are greatest first.
  - The productivity-first scenario follows existing service, demand, and land use, best impacting climate change by making service in those areas even more productive.

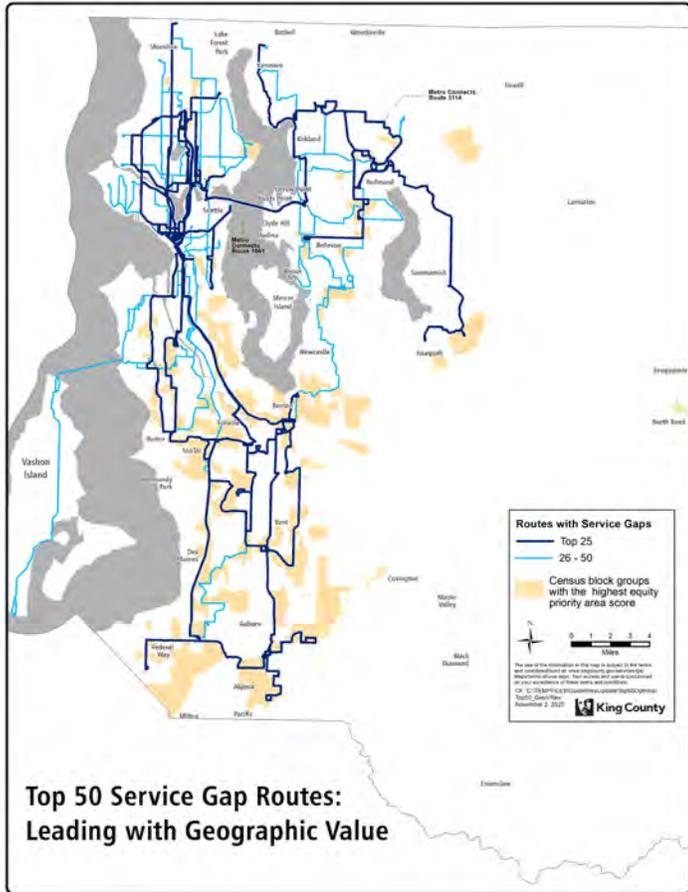


# Importance of Additional Funding

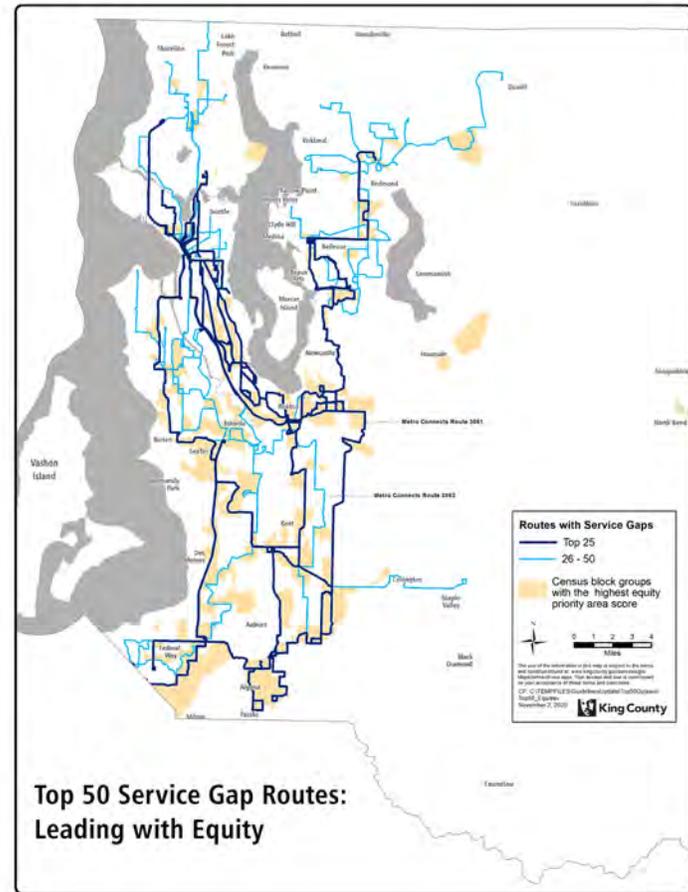
- Metro can better grow the system and invest in routes further down the Service Guidelines growth priority list with more funding
- **A regional solution to funding Metro Connects would help ensure more investment in routes further down the priority list**



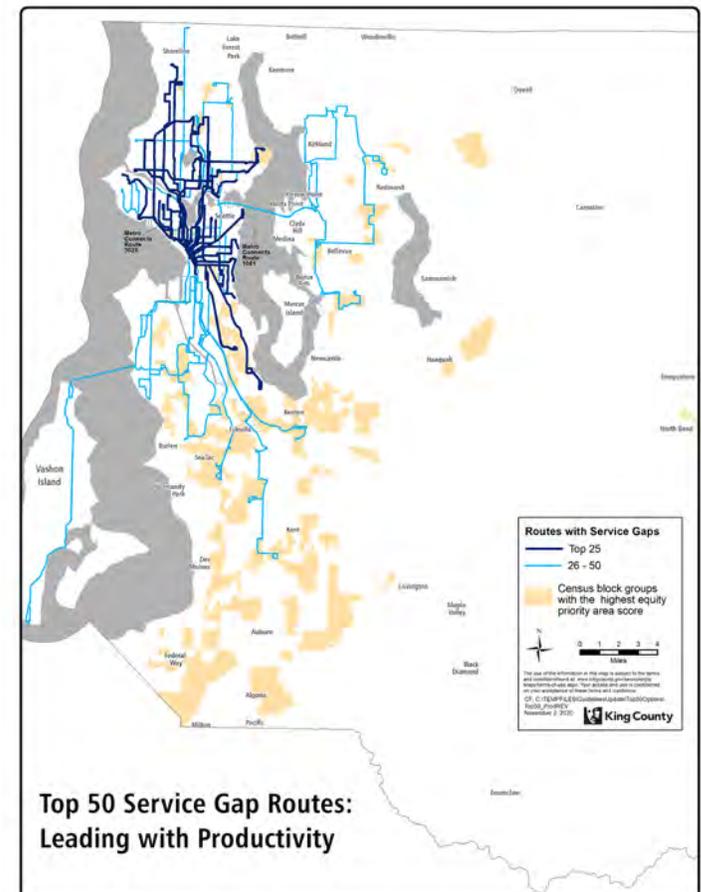
# Top 50 Routes (Top 25 Routes Identified in Dark Blue)



Priority order: Geographic Value, Productivity, Equity

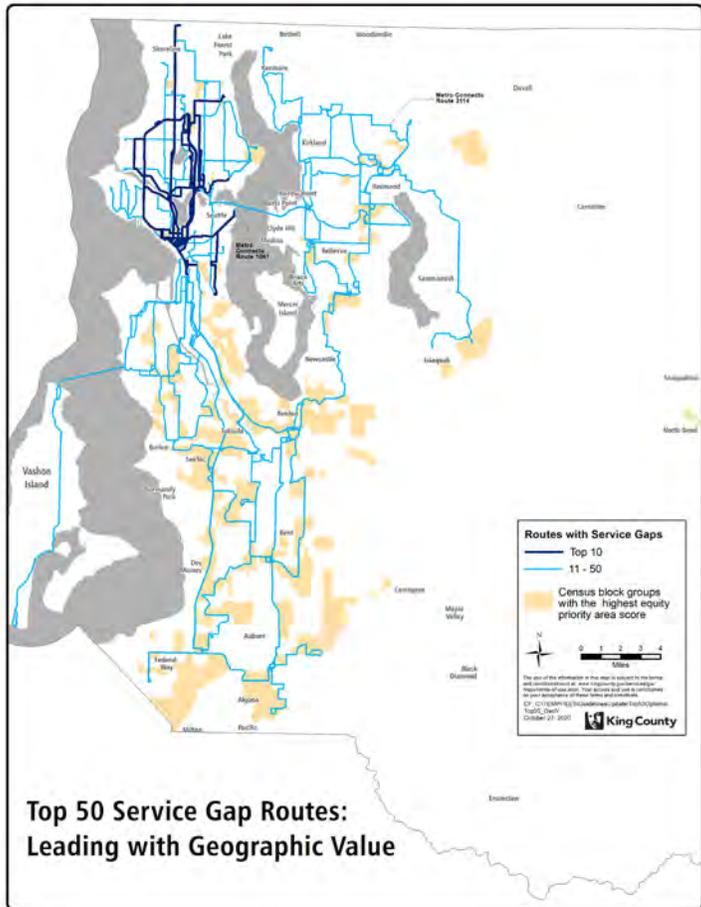


Priority order: Equity, Productivity, Geographic Value

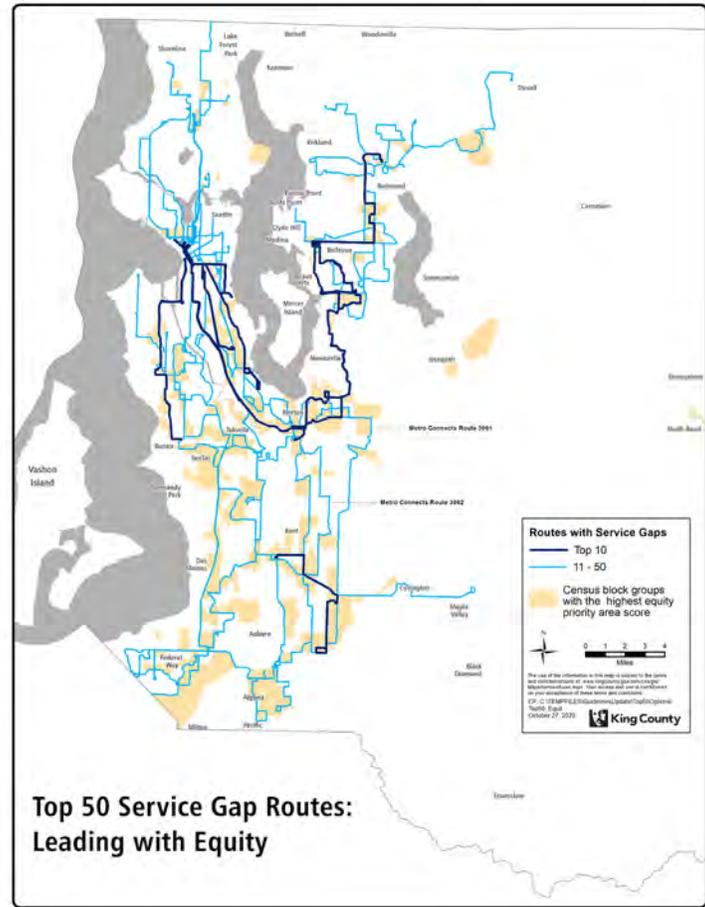


Priority order: Productivity, Equity, Geographic Value

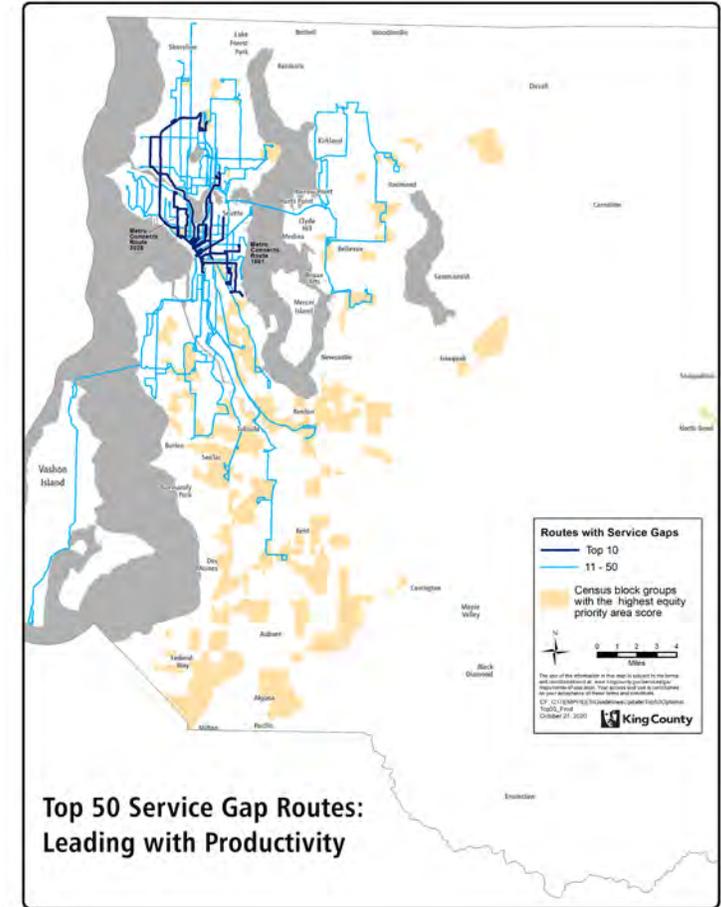
# Top 50 Routes (Top 10 Routes Identified in Dark Blue)



Priority order: Geographic Value, Productivity, Equity



Priority order: Equity, Productivity, Geographic Value

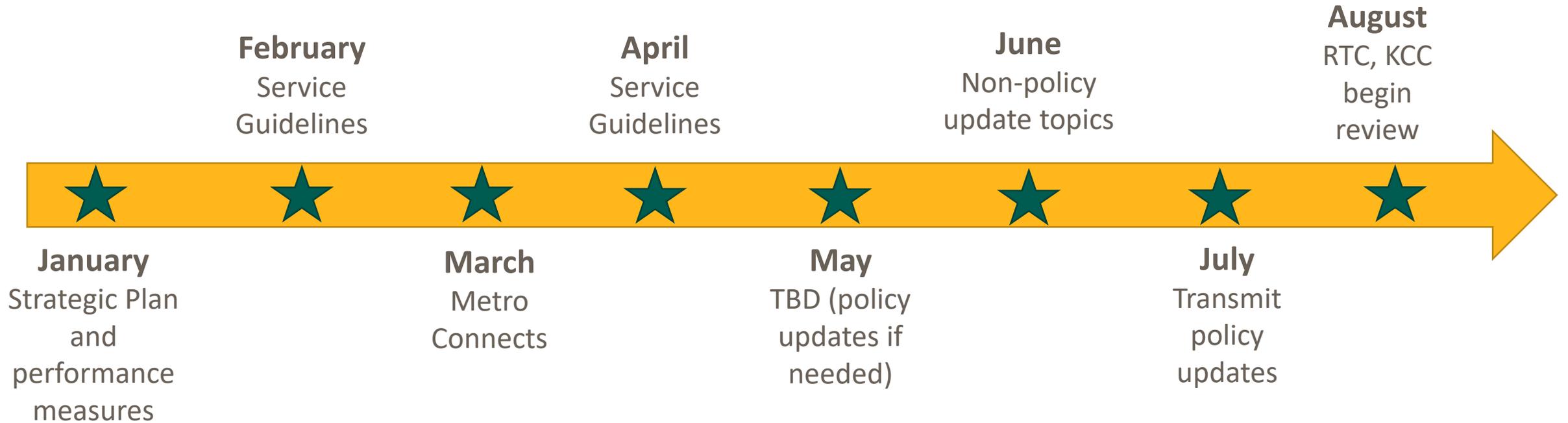


Priority order: Productivity, Equity, Geographic Value

## Discussion: Service Guidelines Changes

1. What comments or questions do you have about the different prioritization approaches?
2. What type of information do you anticipate needing to support a decision about prioritization in 2021?

# Looking Ahead to 2021



# Closing and Questions