

Appendix 4: Key Assumptions Behind Task Force Recommendations

The Service Guidelines Task Force’s recommendations include suggested changes to the target service level analysis related to social equity and geographic value, service types, park-and-rides, and minimum service standards. The descriptions below reflect the details discussed in the task force meetings. The task force understands that Metro will continue to review and refine the recommended changes as it finalizes the updates to the Strategic Plan for Public Transportation and the King County Metro Service Guidelines. Any changes to these assumptions will be discussed with the task force in the final meeting during the first quarter of 2016, prior to adoption of new guidelines by the County Council.

Redefine Low Income for Social Equity

The task force recommended that in considering the points awarded to corridors for social equity, Metro should redefine low-income residents as those with incomes up to 200 percent of the federal poverty level, rather than its current definition of 100 percent of the federal poverty level. This change supports the task force recommendation to better serve the needs of youth, elderly, people with disabilities, people of color and low-income. It also makes the definition of low-income consistent with that used in the ORCA LIFT program.

Revisions to Point System for Social Equity and Geographic Value Scoring

As noted in I.D. “Key Areas of Task Force Discussion” above, Metro uses a point system to quantify and balance the factors of corridor productivity, social equity and geographic value in each corridor. The task force recommendations include revising the point system for geographic value and social equity to enable scaling of points. The recommended point system would work as follows:

- **50 percent for productivity.** (The task force did not suggest changes in the point system for productivity.) A corridor can have a score of between 0 and 20 for productivity (10 points for the number of households per corridor mile, and 10 points for the number of jobs and the student enrollment per corridor mile).
- **25 percent for social equity.** A corridor can have a score of between 0 and 10 total for social equity (5 points for low-income and 5 points for minority). The task force recommends that a corridor score 0 points if it has fewer people boarding transit than the average number of boardings in all low-income census tracts combined. The same would be true for minority census tracts. However, a corridor would score 3 if it has one-half standard deviation below the average number of boardings in low-income or minority census tracts. It would score 5 if it has average or above average number of boardings in these census tracts.
- **25 percent for geographic value.** A corridor can have a score of between 0 and 10 for geographic value. The task force recommends that a corridor could receive 2, 5, 7 or 10 points, depending on its connections to centers. A corridor would receive 2 points if it provides a connection to a transit activity, regional growth, or manufacturing/ industrial center. If a corridor is the primary connection between transit activity centers, it would receive 5 points. If a corridor is the primary connection between a transit activity center and a regional growth or manufacturing/industrial center, it would receive 7 points. If a corridor is a primary connection

between two regional growth or manufacturing/industrial centers, then it would receive 10 points.

Incorporating Park-and-Rides

One of the task force's recommendations is to consider park-and-rides as part of the analysis for setting target service levels. The method of doing so would be to include all park-and-rides along a corridor, regardless of size and ownership, into the scoring for that corridor. To account for regional carpool rates, each stall at a park-and-ride would be multiplied by the average occupancy (in 2015, the average occupancy is 1.1). This recommendation was included to better reflect the potential demand in that corridor.

Developing Minimum Service Standards

One of the task force's recommendations is to develop minimum service standards for the corridors served by Metro. The task force suggested a minimum service standard of every 60 minutes or more frequent for all corridors and/or the consideration for an alternative services project.

Modify Service Types

One of the task force's recommendations is to modify Metro's service types to Urban, Suburban, and DART & Community Shuttles. The task force also recommends creating a peak policy emphasis which would provide greater protection for peak-only routes in a future reduction scenario.

This new policy would provide Peak-Only protection for routes that have faster travel times or carry more passengers than the local alternative. This policy better demonstrates the value that peak-only services provide to the network.