

How Transit Policy Guides Service and Capital Decisions

Regional Transit Committee
February 23, 2017

How Metro's business planning & budgeting process works

Business Planning Inputs

Policies

**System Needs &
Constraints**

Financial Condition

**Business
Planning**

**Operating and
Capital**

**Budget
Investments
Proposal**

Policy Inputs

Policies

- **Executive Priorities & Initiatives**
- **King County Strategic Plan**
- **Metro Strategic Plan**
- **Fund Management Policies**
- **METRO CONNECTS**
- **Service Guidelines**
- **Other Policies and Legislation**

System Needs and Constraints

System Needs & Constraints

Examples Needs:

- **Service Guidelines**
- **Customer expectations**

Examples Constraints:

- **Level of Staffing**
- **Infrastructure**
- **Federal & State regulations**

Fiscal conditions

Financial condition

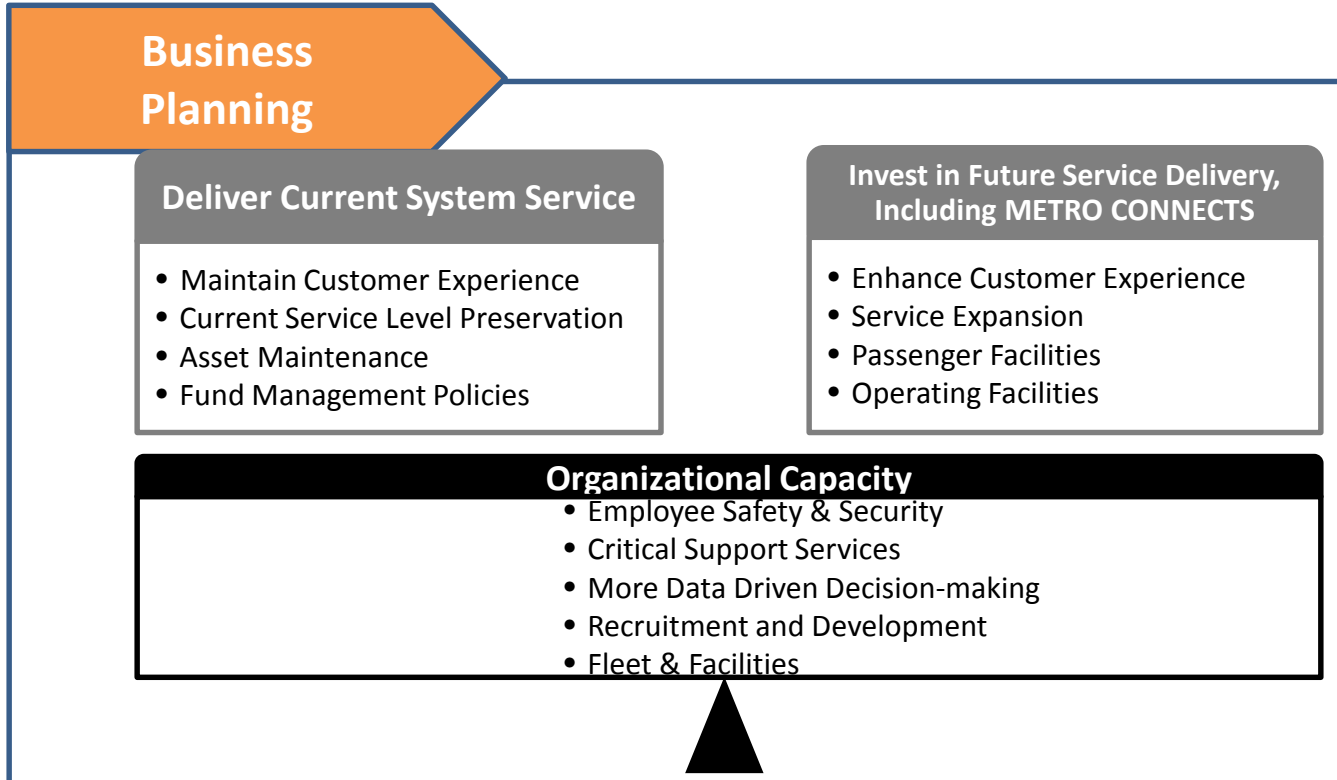
Sources:

- Sales Tax
- Fares
- Sound Transit
- Grants
- Debt Issuance
- Seattle CMC funding
- Other
- Undesignated Fund Balance

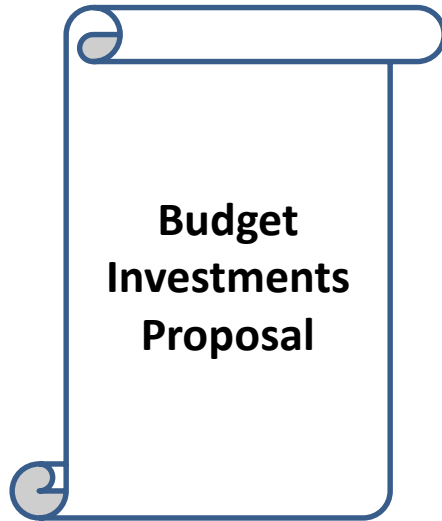
Uses:

- Operating Expense
- Capital – Infrastructure
- Capital – Fleet
- Debt Service
- Maintaining reserves
- Fund balance

Identifying needs



Budget Recommendation to Council



Recommended Investments to:

- Improve critical organizational capacity
- Deliver current system service
 - Improve service quality
- Invest in future system delivery including METRO CONNECTS vision
 - Expand and integrate the transit system

2017-2018 Operating Budget Overview

- **Bus service:** 4.1 million hours of service, including costs reimbursed by City of Seattle and 300,000 hours of service investments.
- **Contracted service:** Operation of Sound Transit's Link and Regional Express services (reimbursed) and Downtown Seattle Transit Tunnel (shared with Sound Transit).
- **Access and VanPool:** Services for people with disabilities and for commuter VanPool program.
- **Dial-A-Ride Transit (DART):** Flexible service provided where fixed-route service is not as productive.
- **Streetcar:** Operation and maintenance of Seattle Streetcars reimbursed by City of Seattle.

2017-2022 Capital Program Investments

- **Asset maintenance:** Maintain existing equipment, buildings, infrastructure, etc.
- **RapidRide:** Add new RapidRide lines and improve existing lines
- **Fleet:** Expansion and replacement – bus, Access, VanPool
- **Operating facilities:** Expand, maintain and upgrade facilities that support transit service
- **Transit systems (IT):** Improvements to technology systems that support transit operations and customer services.
- **Speed and reliability:** Roadway improvements that help buses move faster
- **Passenger facilities:** Expand, maintain and upgrade passenger facilities such as shelters, lighting, and signs
- **Miscellaneous:** Other investments to support transit services and priorities

Service investments for 2017-18

Examples of delivering current system service & improve service quality

- Add service hours to respond to immediate and upcoming needs
- Add service hours to fully respond to service quality problems
- Add service hours to make progress towards policy goals

Example: Service Decision Process

Add service hours to respond to immediate and upcoming needs

- Maintain quality of service during major construction projects
- Improving comfort station access for operators to respond to past L&I citation

| | |
|-------------------------------------|------------|
| Construction mitigation in 2017-18: | 71,700 hrs |
| Comfort stations in 2017-18 | 30,000 hrs |

Example: Service Decision Process

Add service hours to fully respond to service quality problems

- Guidelines Priority 1 – Overcrowding
- Guidelines Priority 2 - Reliability

Add service hours to make progress towards policy goals

- Guidelines Priority 3 – Target Service Levels

| | |
|------------------------|-----------------------------------|
| Priority 1 in 2017-18: | 12,800 hrs |
| Priority 2 in 2017-18: | 18,350 hrs |
| Priority 3 in 2017-18: | 130,000 hrs (~25,000 flexible) |

Example: Service Decision Process

Within Priority 3 –Target Service Levels

- Prioritize based on geographic value, land use, and social equity
- Consider operational issues – fleet availability, operator availability, time of day adds
- Consider gradual adds to build ridership vs rapid adds that may result in low initial use
- Consider geographic distribution – value to all areas of the County