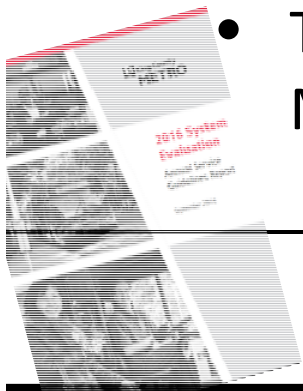


2016 System Evaluation Annual Service Guidelines Report

Regional Transit Committee
December 14, 2016

Service changes and report timeline

- Data for this report came from October '15 – March '16:
 - **after** the June and September 2015 investments
 - **before** the U-Link and southeast Seattle restructures
- Investment need shown in the report were **adjusted** to account for the U-Link and southeast Seattle restructures
- These needs formed the basis of the investment lists in Metro's budget, as approved by council



Updated guidelines

- Report prepared using updated Service Guidelines (June '16)
 - Park-and-ride stalls included in corridor analysis
 - Low-income change from 100% to 200% of federal poverty level
 - More gradation in scoring
 - Better reflection of geographic value
 - Revised service types
 - Standardized crowding measurement
- Priority 3 need (target service levels) grew by 13%

System growth of 14% is needed

Priority	Investment Purpose	2015 Estimated Need	2016 Estimated Need
1	Reduce passenger crowding (pg 19)	14,400	↓ 12,800
2	Improve schedule reliability (pg 22)	23,550	↓ 18,350
3	Meet target service levels (pg 13)	433,700	↑ 488,300
Total:		471,650	519,450



Estimated needs account for the U-Link and
southeast Seattle restructures

Budget

Priority	Investment Purpose	2016 Estimated Need	2017-2018 Budgeted
1	Reduce passenger crowding	12,800	27,300
2	Improve schedule reliability	18,350	32,500
3	Meet target service levels	488,300	100,000
Total:		519,450	159,800

Budgeted hours for priorities 1 and 2 include contingency hours to invest in 2018 based on the 2017 guidelines report

Priority 1 - Crowding

- Route 5 (report page 19, Table 8)
 - Trip heading to Seattle at 7:28am M-F
 - Crowding threshold: **80** —————> 
 - Average maximum passenger load: **91** 
 - Trip is crowded: needs 300 hours to alleviate
 - Latest data indicated crowding still a problem
 - Adding a trip is feasible
- Route is receiving investment in March '17

Priority 2 - Reliability

- Route 312 (page 24, Table 10) percent late:

Time Period	Route 312: % Late	Threshold
All-day weekday	26%	> 20%
Weekday PM peak only	30%	> 35%

- Estimated 600 hours to bring route up to standard
- Latest data indicated route still experiencing lateness, and adding time to the schedule is feasible
- Route is planned to receive investment in March '17

Priority 3 - Target Service Levels

- Corridor 41 (Route 269) (report page 13, Table 5)
 - Score resulting from productivity, social equity, and geographic value established target
 - Comparison to current service:
 - Two trips every hour should be added

	Peak	Off-peak	Night
Current	30 min	--	--
Target	15 min	30 min	30 min

- Priority rank, feasibility, planning considerations, and outreach led to plan for investment in September '17