

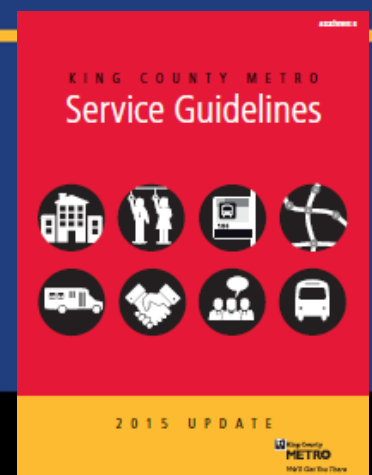
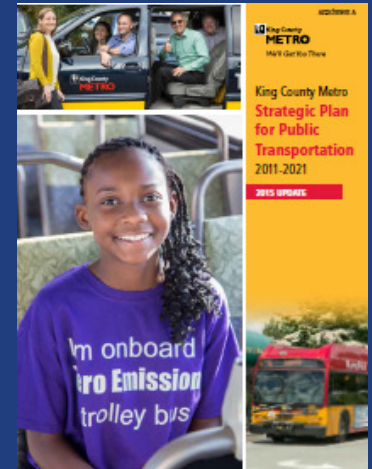
Updates to the Strategic Plan and Service Guidelines

Regional Transit Committee
January 20, 2016



Purpose

- Background on the Strategic Plan and Service Guidelines
- Service Guidelines Task Force
 - Background
 - Updates
- Access to Transit
 - Background
 - Updates
- Policy Clarification and Clarity Updates
- Preview of impacts

Background on the Strategic Plan and Service Guidelines



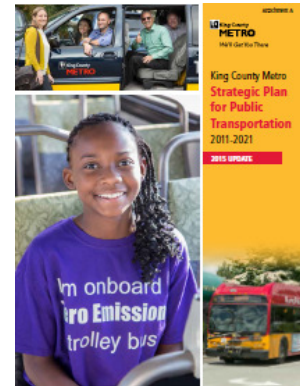
Strategic Plan vs Service Guidelines

	Components	Uses
Strategic Plan 	<ul style="list-style-type: none"> • Mission and Vision • Goals, Objectives, and Strategies • Performance Measures 	<ul style="list-style-type: none"> • Overarching Policy Document • Agency-wide annual performance metrics
Service Guidelines 	<ul style="list-style-type: none"> • Route Performance • Set Target Service Levels • Planning, Designing, and Changing Service • Engagement with Partners and Community 	<ul style="list-style-type: none"> • Annual Performance Report • Guides service allocation and structure decisions • Informs public planning and outreach process

Metro's Strategic Plan



- Guides Metro toward a vision for public transportation
- Establishes vision for safe, efficient, reliable, easy to use, cost-effective system
 - Fixed route transit and alternative services
 - Engaged public and quality employees
 - Financial stability
- Requires Metro to monitor performance, measure success
- Includes service guidelines



Service Guidelines



- Two primary aspects
 - Annual data analysis to determine:
 - How much service is needed
 - How the system is performing
 - Guidance and policies
 - Govern the service planning process: additions, reductions, restructures



Metro's Service Guidelines: Analysis



Sets **Target Service Levels** for corridors:

- The amount of service each corridor should have, based on:



- Productivity
- Social Equity
- Geographic Value

Establishes **Priority 3** service investment needs

Establishes **performance criteria** for routes:



- Crowding
- Reliability
- Rides / platform hour
- Passenger miles / platform mile

Establishes **Priority 1 and 2** service investment needs

Establishes **Priority 4** service investment needs and reduction potential

Metro's Service Guidelines: Analysis



- Data analysis produces priorities for investments **and** reductions
- 2015 Service Guidelines Report investment needs:

Priority	Investment Purpose	Estimated Annual Hours Needed
1	Reduce passenger crowding	14,400
2	Improve schedule reliability	23,550
3	Increase service to meet target service levels	433,700
Total investment need		471,650

* All hours shown after subtracting Metro and Seattle service investments through March. Does not reflect U-Link restructure of March 2016.

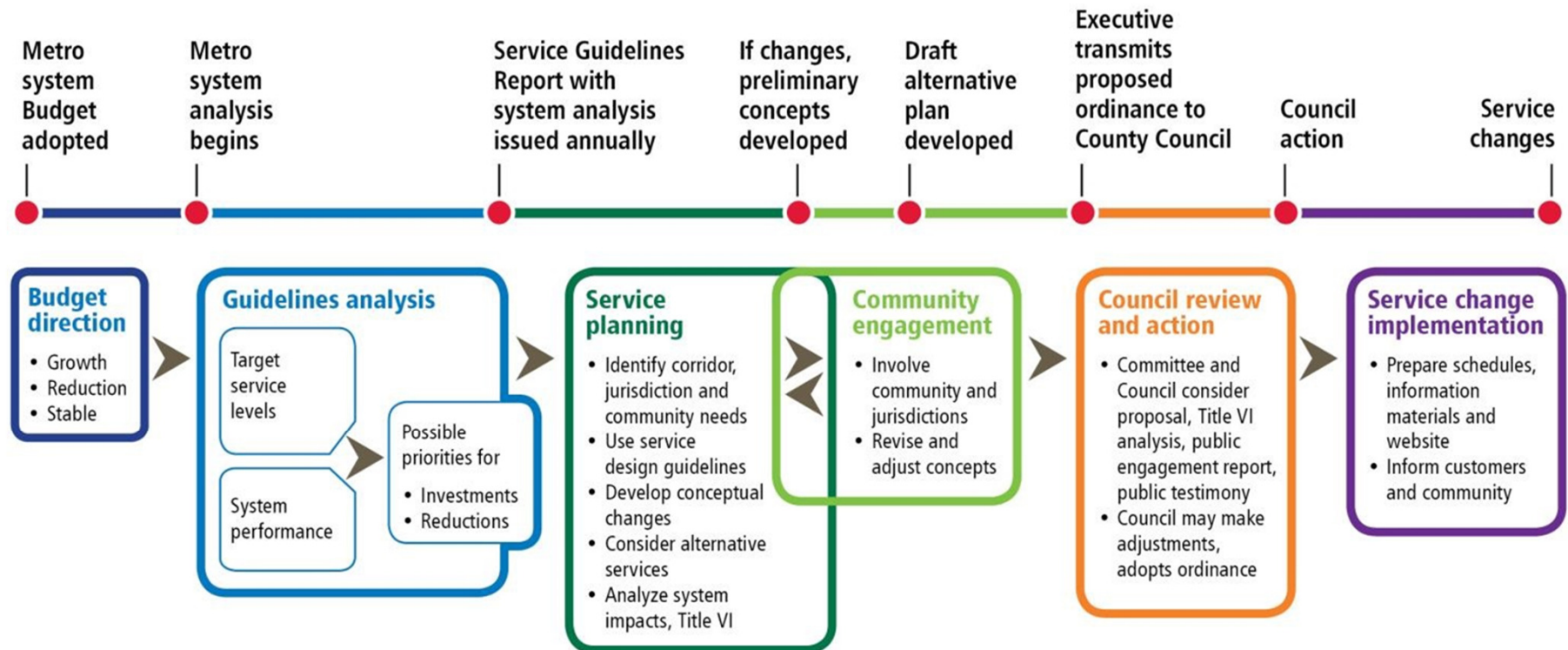
Metro's Service Guidelines: Policies



- Guidelines also direct planning efforts, service design, and changes to service
 - Designing service
 - Restructuring service
 - Planning alternative services
 - Working with partners
 - Planning and community engagement
 - Adding, reducing, and changing service



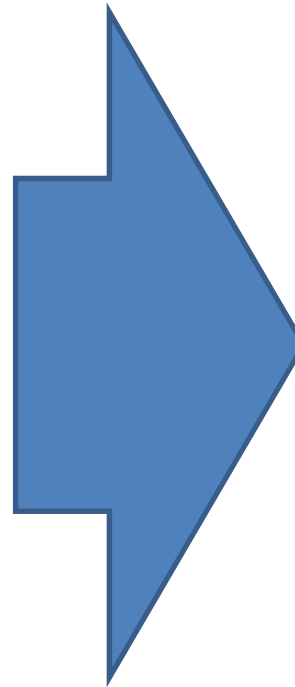
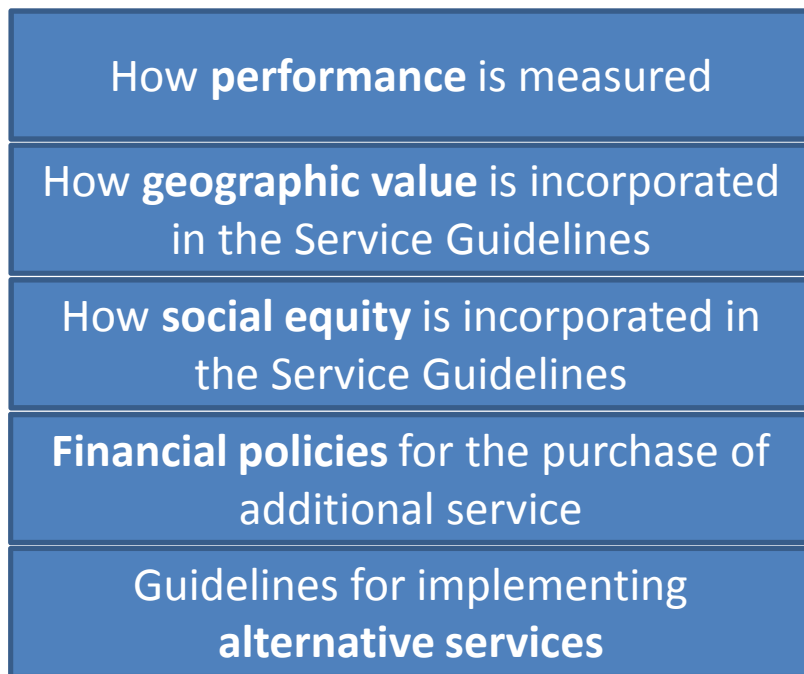
How does Metro's planning process work?



Service Guidelines Task Force

Task Force Recommendations and Implementation

Five charge areas



Recommendations inform and affect



Updates from the Task Force



Setting Target Service Levels

Changed poverty definition to 200% of poverty level; gradation for social equity and geographic value; park-and-ride consideration



Evaluating and Managing System Performance

Revised service types; peak protection; added strategic plan performance measures



Planning and Community Engagement

Process improvements to increase transparency, enable greater public participation

Updates to the Service Guidelines



Planning Alternative Services

Expanded role of alternative services; created policies to make planning and outreach more robust and structured



Working with Partners

Expanded and clarified policy intent, particularly with regard to infrastructure partnerships



Adding, Reducing, and Changing Service

Clarified factors to consider when making service changes, including relative impacts across the county

Access to Transit

Access to Transit

- Reports studied:
 - the role infrastructure plays in facilitating access to transit
 - opportunities to enhance transit access infrastructure through better funding, management, tracking and policy
- Deliverables
 - Phase 1: role of infrastructure and best practices (Dec '14)
 - Supplemental: definition of access to transit and access habits (Jul '15)
 - Phase 2: regional coordination opportunities, model policy language, Strategic Plan policy revisions (Dec '15)

Access to Transit

- Actions and outcomes
 - Pursue opportunities to increase parking supply and more comprehensively manage existing resources
 - Explore increasing access to park-and-rides by other modes
 - Consider opportunities to support vanpool and carpool customers while shifting parking demand away from highly-used park-and-rides
 - Expand existing measures and data collection
 - Update policies and practices for access, parking, transit-oriented development, safety and security



Updates from Access to Transit



Stress convenient and safe access to transit by all modes



Made clear commitment to address transit parking capacity needs



Better characterized value of park-and-rides



Added performance measures

Policy Clarification and Clarity

Updates to clarify policy intent



Aligned strategies with Strategic Climate Action Plan



Removed farebox recovery measures due to estimation and redundancy



Modified passenger crowding measure to reflect square footage on buses

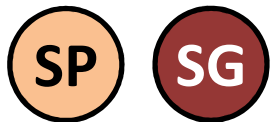


Modified centers and corridor list to reflect current network



Revised language about revenue-backed service to reflect practice

Reorganization and clarity



	Reorganized to improve readability and understandability
	Added Issaquah Regional Growth Center
	Clarified how corridors can be changed
	Updated to reflect most current information and context

Preview of Impacts and Next Steps

Priorities 1 and 2: Crowding and Reliability

■ Priority 1:

- 8,260 hour decrease in crowding need compared to 2015 Service Guidelines Report
- Changes include shift to square-foot passenger crowding metric and clearer rules of when trips should be added, vice making schedule adjustments to reduce bunching

■ Priority 2:

- No changes in the revisions to guidelines

Priority 1

Previous need:
14,400
Revised need:
6,140

Priority 2

Previous need:
23,550
Revised need:
NO CHANGE

* After subtracting Metro and Seattle investments

Priority 3: Meet Target Service Levels

- 193,000 hour increase in corridor investment need (priority 3) compared to 2015 Service Guidelines Report
- Revisions resulted in more need identified for all areas, with the greatest increases in east King county

	2015 SG Report		2015 Revised Guidelines	
	Hours	%	Hours	%
East	59,000	14%	133,000	21%
West	165,000	38%	224,000	36%
South	209,000	48%	270,000	43%
Total	434,000	100%	627,000	100%

* Figures have been rounded. Figures show the investment need remaining after subtracting Metro and Seattle investments.

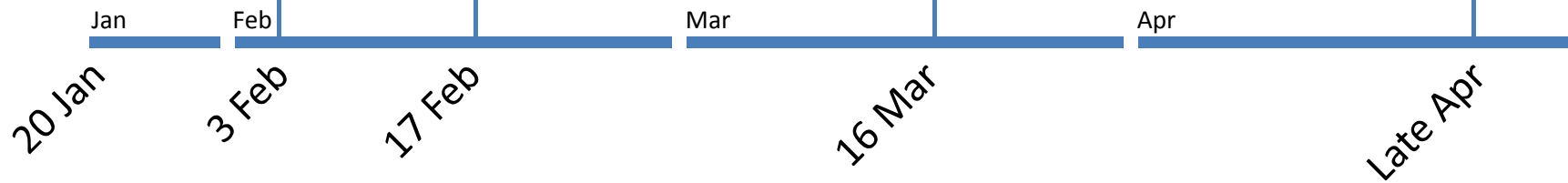
Next Steps

- Workshop: February 3rd
 - Deeper dive into impacts
 - Changes to investment needs due to each revision
 - Discussions of other significant topics

- RTC Meeting: 17 Feb
 - Items of interest

- RTC Meeting: 16 Mar
 - Items of interest
 - Draft striking amendment

Approval of
Chair's striking
amendment



Questions
