Introduction

- Annual system evaluation results in investment priorities:
  - Priority 1: Reduce crowding
  - Priority 2: Improve reliability
  - Priority 3: Increase service to meet target service levels
  - Priority 4: Increase service on highly productive routes

“Target Service Level”
A goal amount of service Metro assigns each corridor, based on measures of productivity, social equity, and geographic value.
Impacts of the Changes
Impact of poverty definition change

- Changed definition of low-income from 100% to 200% of federal poverty level
- Results largely unchanged (94 unchanged)
  - 11 corridors increased
  - 5 corridors decreased
- Captured larger number of seniors, youth, and people with disabilities
- Point decreases occurred because comparisons are made to countywide averages

<table>
<thead>
<tr>
<th>Subarea</th>
<th>Increase</th>
<th>Decrease</th>
<th>Unchanged</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>3</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>South</td>
<td>4</td>
<td>0.5</td>
<td>24</td>
</tr>
<tr>
<td>West</td>
<td>7</td>
<td>1.5</td>
<td>51</td>
</tr>
<tr>
<td>Total</td>
<td>11</td>
<td>5</td>
<td>94</td>
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*Not including corridors without service in spring 2015*
Impact of social equity gradation

- Added gradation to scoring
- Scores increased in every part of the county
  - 10 corridors increased
- More corridors represented
- Helps prevent large fluctuations in corridor scores from year to year
Impact of geographic value changes

- Added gradation to reflect value of connections to centers
- Scores increased in every area of the county
  - 72 corridors increased
- All corridors receive a minimum of two points for serving a center

Scoring Impact of Geographic Value Gradation by Historic Subarea*

<table>
<thead>
<tr>
<th></th>
<th>Increase</th>
<th>Decrease</th>
<th>Unchanged</th>
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</thead>
<tbody>
<tr>
<td>East</td>
<td>16.5</td>
<td>-5.5</td>
<td>0</td>
</tr>
<tr>
<td>South</td>
<td>18</td>
<td>-10.5</td>
<td>0</td>
</tr>
<tr>
<td>West</td>
<td>37.5</td>
<td>-21</td>
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<tr>
<td>Total</td>
<td>72</td>
<td>0</td>
<td>38</td>
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</table>

* Not including corridors without service in spring 2015
Impact of park-and-rides

- Added park-and-ride stalls to corridor productivity
- Scores increased in every area of the county (exc. Seattle)
  - 41 corridors increased
- Impacts greatest in east and south county where park-and-rides are more prevalent
Impact of minimum service levels

- All corridors now warrant at least one bus per hour
- Three corridors affected
  - Issaquah to North Bend – Rt 209
    - 3,400 additional hours needed
  - Two corridors without service identified as needing hourly service
    - Kenmore to Totem Lake – DART route 909 (7,200 hours)
    - Kennydale to Renton – DART route 935 (9,500 hours)
Priority 3: Meet Target Service Levels

- Compared to the 2015 Service Guidelines Report:
  - 193,000 hour increase in need
  - All areas of the county increased
  - Score changes: 88 corridors increased, 3 decreased

<table>
<thead>
<tr>
<th></th>
<th>2015 Service Guidelines Report</th>
<th>2015 Revised Guidelines *</th>
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<tbody>
<tr>
<td></td>
<td>Hours</td>
<td>%</td>
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<tr>
<td>East</td>
<td>59,000</td>
<td>14%</td>
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<tr>
<td>South</td>
<td>165,000</td>
<td>38%</td>
</tr>
<tr>
<td>West</td>
<td>209,000</td>
<td>48%</td>
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<tr>
<td>Total</td>
<td>434,000</td>
<td>100%</td>
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</table>

* Figures have been rounded. Figures show the investment need remaining after subtracting Metro and Seattle investments, not including the U-Link restructure.
Investment Need by Service Type

- Compared to the 2015 Service Guidelines Report
  - All service types increased in investment need
  - Suburban service type increased most

<table>
<thead>
<tr>
<th>Service Type</th>
<th>2015 Service Guidelines Report</th>
<th>2015 Revised Guidelines*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hours</td>
<td>%</td>
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<tr>
<td>Urban</td>
<td>230,000</td>
<td>53%</td>
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<tr>
<td>Suburban</td>
<td>176,000</td>
<td>40%</td>
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<tr>
<td>DART &amp; Shuttles</td>
<td>28,000</td>
<td>7%</td>
</tr>
<tr>
<td>Total</td>
<td>434,000</td>
<td>100%</td>
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</tbody>
</table>

* Figures have been rounded. Figures show the investment need remaining after subtracting Metro and Seattle investments, not including the U-Link restructure.
Next steps in the process

- Updates transmitted to council 15 December
- Referred to Regional Transit Committee (RTC)
  - Deliberations through April
  - Recommendations and striking amendment by late April
- TrEE and Council Deliberation
- Adoption expected in June
Metro Long Range Plan

**More Service**
60% more service hours

**Capital**
300 miles of RapidRide, P&R expansion

**More Access**
70% of people near frequent service

**Integration**
Leveraging Sound Transit investment

Visit: http://www.kcmetrovision.org/

Contact: Stephen Hunt, 477-5828
Questions

Thank you for all of your time and effort to help improve transit in King County!