

Seattle Transportation Benefit District Year 5 Annual Report

June 2019 – June 2020

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Overview

- History of STBD
- Transit Service Investments
- Improving Transportation Equity and Access
- Transit Spot Improvements



History of STBD




November 2014 - Seattle Prop. 1


- Seattle adds Prop. 1 to November 2014 ballot after King County measure doesn't pass
 - \$60 Vehicle License Fee & 0.1% Sales Tax
 - County sees improved sales tax revenue
 - Messaging shift from saving service to adding service
- Approved on November 4, 2014
 - 62% Yes, 38% No
- Generates over \$50M annually for transit service and access





Program Milestones


Nov 2014  STBD Proposition 1 is passed by 62% of Seattle voters


June 2015  First STBD service investments go live


March 2016  Capitol Hill & UW Link light rail stations open; Metro network is restructured


Sept 2017  2020 Move Seattle transit access goal (53% of households) is surpassed


April 2018  Scope change is approved to create ORCA Opportunity, allow capital projects, and expand service investment options

Sept 2019  Final new STBD investment is added to the network, bringing total annualized hours to ~350,000

Nov 2019  Voter initiative 976 is passed by statewide voters

Jan 2020  First US case of COVID-19 is identified in Washington State

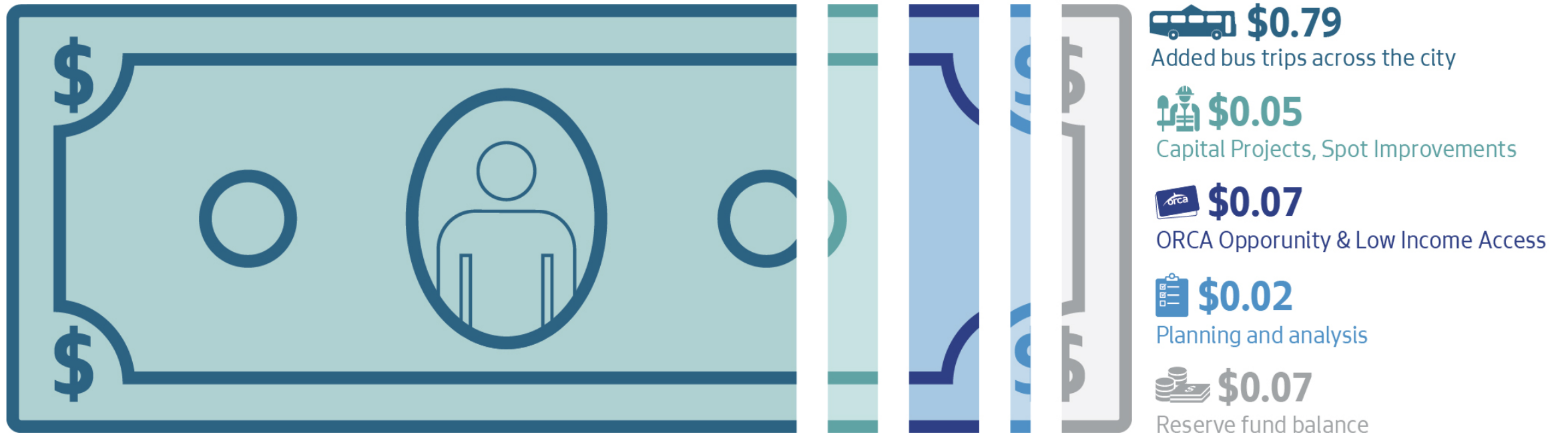
July 2020  Replacement STBD measure is placed onto November 2020 ballot

Oct 2020  WA Supreme Court overturns I-976

Nov 2020  **STBD Proposition 1 approved by Seattle voters**

Where do STBD dollars currently go?

Where Do Your STBD Dollars Go? STBD Spending Breakdown, per Dollar*



*2015 - 2018 Actuals, 2019 Revised, 2020 Proposed

Transit Service Investments



September 2019 Service Investments (50,000 Hours)

- Improve evening and weekend service on all current 10-minute routes **(21,000 hours)**
 - 10-minute definition only covers 6AM – 7PM on weekdays
 - “10-minute” → “Very Frequent” – 15-minute weekday evenings and weekends, and 20-minute weekend evenings
- Bring four new routes up to “Frequent” level of service **(9,000 hours)**
 - “Frequent” = 15-minute weekdays, 30-minute evenings and weekends
 - Routes 1, 11, 14, and 124, increase coverage of FTN and impacts of flexible parking elements of Seattle’s land use code
- Increase capacity on high ridership routes during AM and PM peak commute periods **(20,000 hours)**
 - 52 trips on 12 routes: 3, 5, 17, 28, 36, 40, 41, 120, 373, and RapidRide C, D, and E
 - Seattle Squeeze/Downtown Mobility focused investments



EVENT: Voter Initiative 976

- Approved by statewide voters in November 2019 (only 1 in 4 Seattle voters voted to approve I-976)
- Sought to limit or remove several vehicle fees, including those collected by local Transportation Benefit Districts statewide
- For STBD, impacted both the councilmanic \$20 VLF (collected since 2011), and the voter-approved \$60 VLF
- A preliminary injunction by the King County Superior Court (which was ultimately upheld by the WA Supreme Court) allowed continued collection of these fees, pending an ultimate decision
 - Would have required refunds to everyone who paid them if the measure was ultimately found to be constitutional
- Decisions to right-size the program had to be made in 2020, all of which were implemented before the WA Supreme Court found it unconstitutional

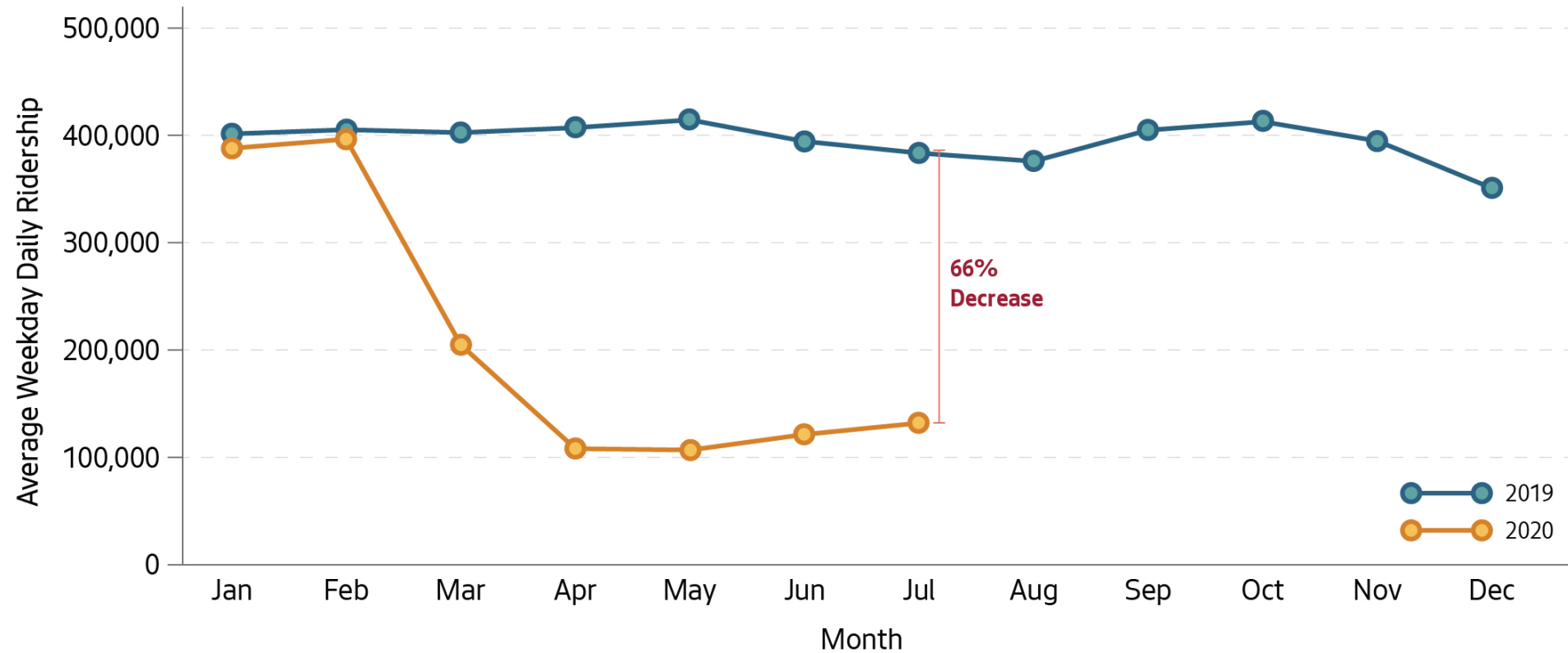
EVENT: COVID-19

- On March 23, 2020, a “Stay Home, Stay Health” order was issued by the governor. On the same day, Metro began long-term service suspensions (in large part due to plummeting transit ridership), impacting ~15% of the whole network and ~18% of STBD-funded hours
- In May, Metro stopped fare collection on all services (not reinstated until October), and restricted the number of riders per bus to ~20% of pre-COVID thresholds
- Impacts to the economy have impacted sales tax revenue collected by both STBD and Metro, each of which received ~50% of their revenue from this source (I-976 notwithstanding)



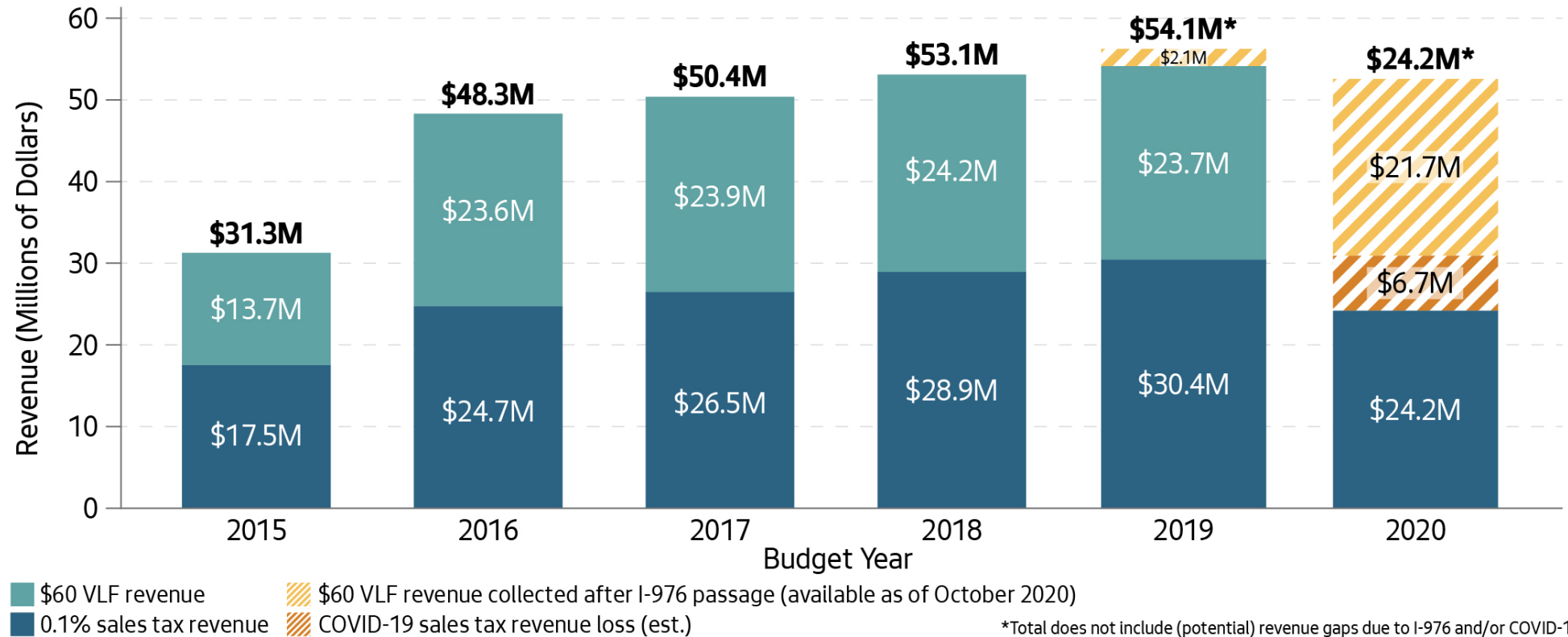
King County Metro Ridership 2019 - 2020

Average Weekday Daily King County Metro Ridership by Month



STBD Budget Impacts

STBD Revenue by Year 2015 - 2020



September 2020 Service Reductions

- Factors: Potential loss of VLF revenue, reduced sales tax revenue, planned expiration of STBD Proposition 1 and COVID19 impacts
 - Result: Reduce STBD-funded service by ~50%
- Prioritized maintaining investments made on the Frequent Transit Network, particularly those routes serving historically underserved populations
- Reductions on weekends and evening service period and during traditional peak commute times (largest decline in ridership due to COVID)
- Cuts went into effect on September 19, 2020



EVENT: WA Supreme Court Overturns I-976

- On October 15, the WA Supreme Court overturned I-976, citing violation of the WA constitution's "single subject" rule
- Revenue collected from \$60 VLF from December 2019 to present can now be used for transportation improvements
 - Specific allocation will likely occur through council supplemental in 2021
- Allows greater flexibility in the future for vehicle fees to be levied under STBD



EVENT: Passage of STBD Proposition 1 (2020)

- On November 3, Seattle voters voted overwhelmingly to approve the STBD replacement measure
 - Current results (11/12): 80% “yes,” 20% “no”
 - Maintains 0.1% sales tax approved by voters in 2014, and increases it slightly to 0.15%
- STBD Measure Goals
 - Provide safe, efficient, and frequent transit for more Seattleites
 - Preserve a robust, connected transit system in Seattle that centers equity.
 - Make investments that address acute mobility needs for COVID recovery and in areas like West Seattle.
 - Invest in ORCA Opportunity for students and Low-Income Access programs for our vulnerable neighbors.

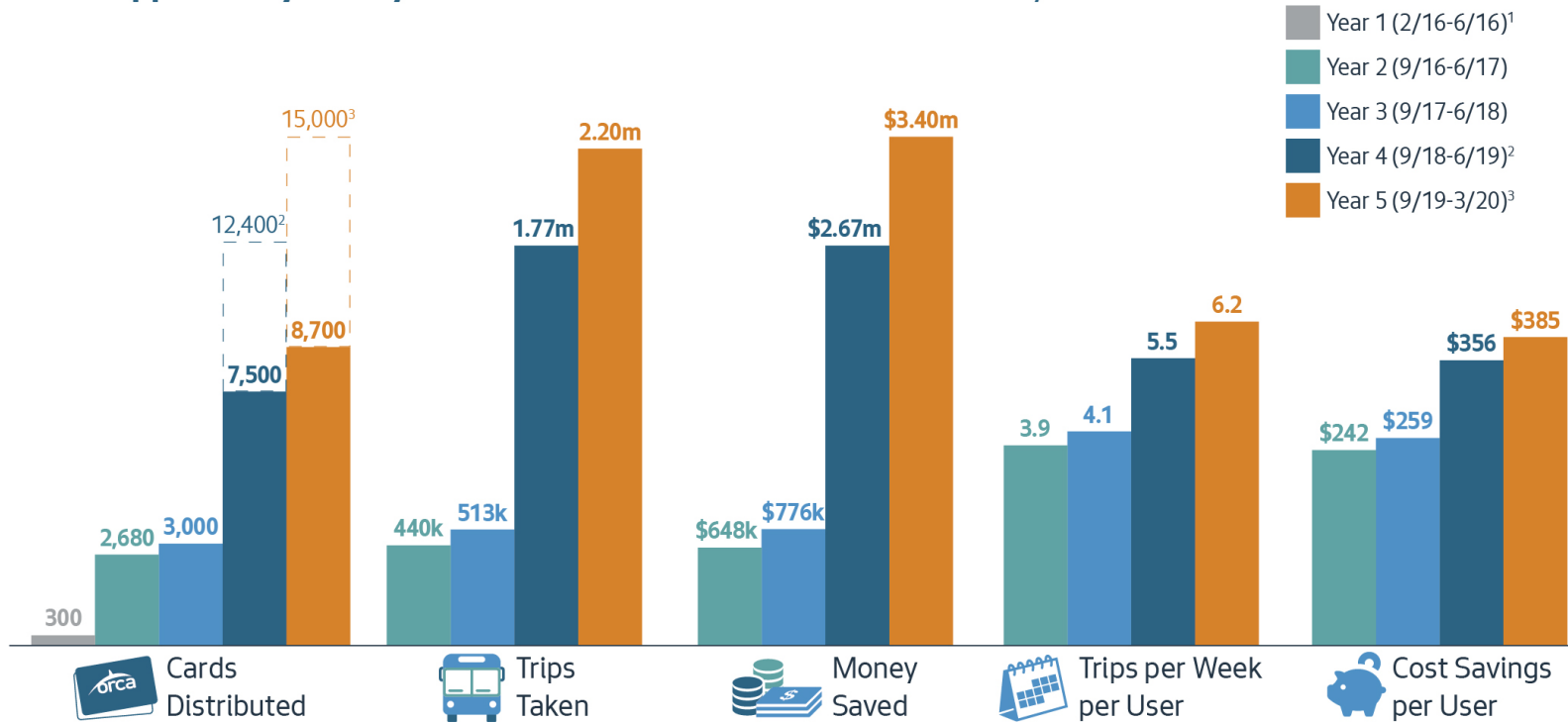


Improving Transportation Equity and Access



ORCA Opportunity - Youth

ORCA Opportunity Youth/Youth ORCA Performance 2016 - 2020 City-funded Cards



¹No performance data from first, partial year of the Youth ORCA Program.

²During year 4 of the program 11,900 high school students received a 12-month card (along with 500 Seattle Promise Scholars), but only school year data is included here as a comparison to previous years.

³Similar to year 4, year 5 of the program provided 12-month cards to high school students who otherwise did not receive an ORCA card, and funded the summer months of those who already had a card for the school year. Data only represents September - March, as no data is available after the COVID-19 outbreak.

ORCA Opportunity - SHA

ORCA Opportunity SHA Performance

June 2019 - March 2020

1,608



Cards Distributed

366,535



Trips Taken

\$1,004,345



Money Saved

5.7



Trips per Week per User

\$624.59



Cost Savings per User

- Provide eligible Seattle Housing Authority residents with free 12-month cards
- Eligibility requirements:
 - Live at or below 30% AMI
 - 19-65 years old
 - Live at one of the 24 pre-selected properties
- Over 1,600 cards distributed to individuals in 2019
 - Providing up to 2,000 cards in Year 2
- Cards have collectively saved participants over \$1M in fares



Senior RRFP Pilot Program



- Enroll seniors in the Regional Reduced Fare Permit (RRFP) program
- Provide education about how to use transit
- Partnership with Lake City Senior Center, South Park Senior Center, and Asian Counseling and Referral Service
- 207 seniors enrolled in 2019
- 170 seniors enrolled to date in 2020

Youth Ambassadors



- Partner with two local CBOs to provide transit access and education for Youth
- We.APP (Act. Present. Perform) & Red Eagle Soaring (RES)
- Teach youth about transportation & encourage them to be transportation ambassadors in their communities
- Created youth-led transit projects to showcase their learnings as transit ambassadors

Transit Spot Improvements



The Transit Spot Improvement Toolkit

4

IMPROVE SAFETY



Revise existing channelization to help transit operate better and improve safety for all users of the public right-of-way

4

ENHANCE ROADWAY OPERATIONS



Change curb space uses (e.g. restricting parking) and adjust travel lanes (e.g. shifting center lines to accommodate turning movements) to enhance transit operations

2

CHANGE TRAFFIC SIGNALS



Provide dedicated lane space and a green light for transit prior to a green light for general purpose traffic, helping transit to avoid congestion-related delays at busy intersections and improve travel for all

7

UPGRADE BUS STOP AND RIDER AMENITIES



Install new shelters and seating, provide lighting and real-time information signs to improve conditions for riders, and many other improvements

9

DEDICATE RIGHT-OF-WAY



By widening the roadway or repurposing an existing lane, buses are given a lane exclusive to transit use to address delays caused by congestion, both all day and at peak congestion times

6

EXPAND MULTIMODAL ACCESS



Construct in-lane bus stop or bus bulbs which extend bus stops for rider and pedestrian use, allowing transit to serve a bus stop without navigating in an out of traffic while accommodating multimodal uses

Example Spot Improvements



Two-Way Columbia



Lenora & Blanchard Bus Lanes



Rainier Ave Vision Zero

Questions?

Thanks!

