

# STBD Prop. 1 Transit



Bill Bryant & Bill LaBorde  
October 28, 2015  
Transit Advisory Board

# Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

# Presentation Summary

1. Background
2. \$20 VLF Rebate
3. Low-income Access (ORCA/LIFT)
4. Regional Partnership Program
5. Planning/Analysis
6. Transit Service
  - o June 6, 2015
  - o Sept. 26, 2015
  - o Full package

# Background

- Prop 1 was approved on Nov. 4, 2014
- 62%-38% margin of passage after King County rejected a similar measure 55%-45%
- Provides revenue from a \$60 Vehicle Licensing Fee (VLF) and 0.1% sales tax.
  - Roughly 50/50 revenue split between VLF and sales tax
- Provides an estimated \$45 million/year through 2020
  - \$2M for \$20 VLF rebate
  - \$1M for Low-income Access (ORCA/LIFT program)
  - \$3M for Regional Partnerships
  - \$0.9M for Planning/analysis
  - \$39M for transit service on Seattle routes

# Background

## Commitments

- Accountability
  - No supplantation of funds
  - At least twice yearly Metro reporting, and interagency review of planned versus actual expenditures and performance
  - Regular City reporting to Council and public
  - City access to Metro records
- Consistency with priorities including added frequency, reduced overcrowding, and improved reliability
- Creating and supporting increased ridership
- Support for regional transit needs

# \$20 VLF rebate

## Summary

- Designed to reduce impact of \$60 VLF on low-income populations

## Eligibility

- STBD hearing on Sept. 28
- Align eligibility threshold with City Utility Discount Program (UDP)

## Enrollment options and process

- In person
- By mail
- On line
- 2-page applications are approved within 5 days by Seattle Human Services Department

## Participation

- About 120 applications to date
- Difficult to project participation levels – lack of applicable data
- Target enrollment goals under development
- Significant marketing effort
  - UDP customers
  - Community events
  - Media
  - DOL offices and inserts

# Low-income Access (ORCA/LIFT)

## Summary

- Metro, Kitsap Transit, Sound Transit, Seattle Streetcar, Water Taxi
- Monthly pass or trip-by-trip “E-purse”
- About 50% savings vs. regular fares and passes
- Available to households with less than double the federal poverty level
  - \$23,540 individual
  - \$48,500 family of four

## STBD Enhancements

- Expand and simplify availability
  - Provide enrollment at community events
  - Working to provide regular enrolment opportunities at one or more City neighborhood facilities
- Actively marketing to increase awareness
  - Bus advertisements
  - Pandora (very successful!)
  - Community publications
- More than 9,000 enrolled in August alone

# Regional Partnership Program

## Summary

- Provides STBD funds for up to 50% of the cost of bus service improvements to cross-jurisdictional routes

## Current participation

- King County Metro
  - Starting ramp-up Saturday
  - Additional increases in March and October 2016
  - About \$1.1M STBD contribution in 2016
- City of Mercer Island
  - New Route 630
  - About \$40K per year STBD contribution in 2016



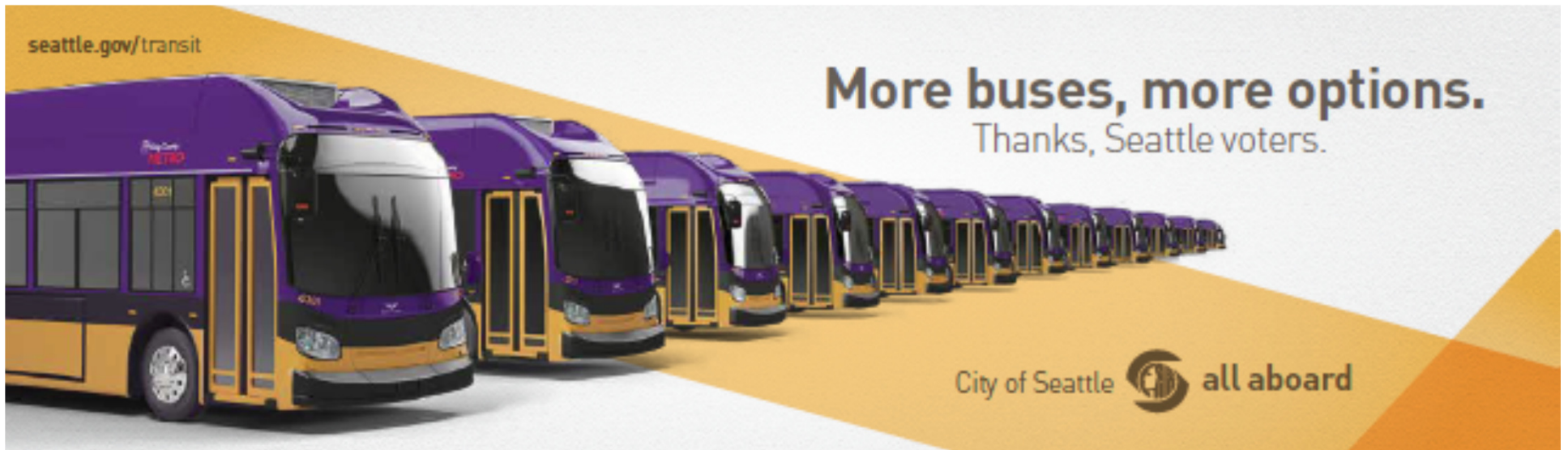
# Planning and Analysis

## Summary

- Transit Economist position currently posted
- Significant marketing effort underway

## Ongoing efforts

- Essential to ensuring effective use of STBD funds
- Meet reporting requirements to TAB, Council, and Public
- Prevent accidental supplantation of funds to non-Seattle routes



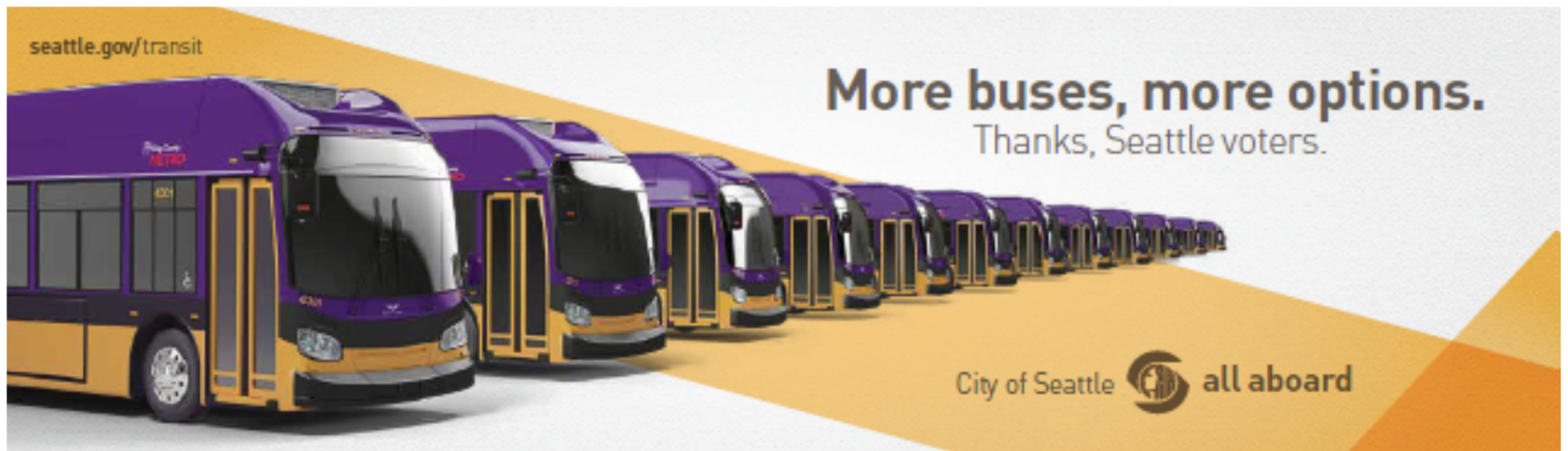
# Proposition 1 Transit Service

## Summary

- June 2015 service change: 110,000 hours
- September 26, 2015 service change: 115,000 hours
- March 2016 service change: 50,000 hours for C/D extensions

## Service Distribution

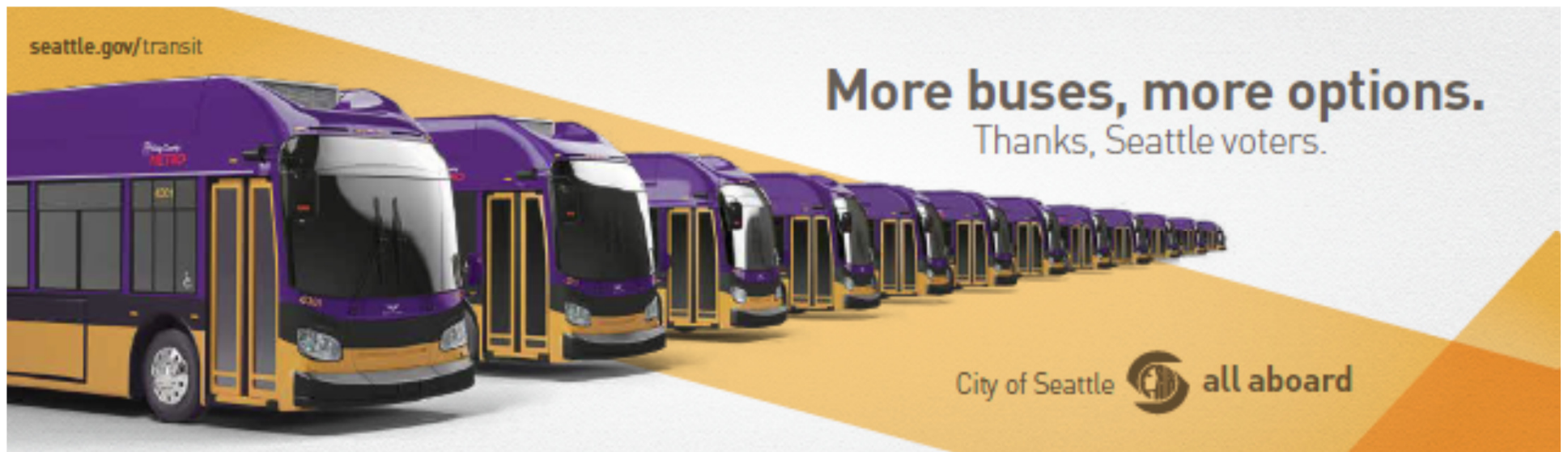
- Per Metro Service Guidelines recommendations
  - **Overcrowding:** 12,000 hours -- **Reliability:** 21,000 -- **Frequency:** 42,000
- Per Seattle Transit Master Plan -- **Frequency:** 148,000 hours
- Total Investment
  - **Peak:** 60,000 hours/27% -- **Daytime:** 88,000 hours/39% -- **Evening-night:** 75,000 hours/34%



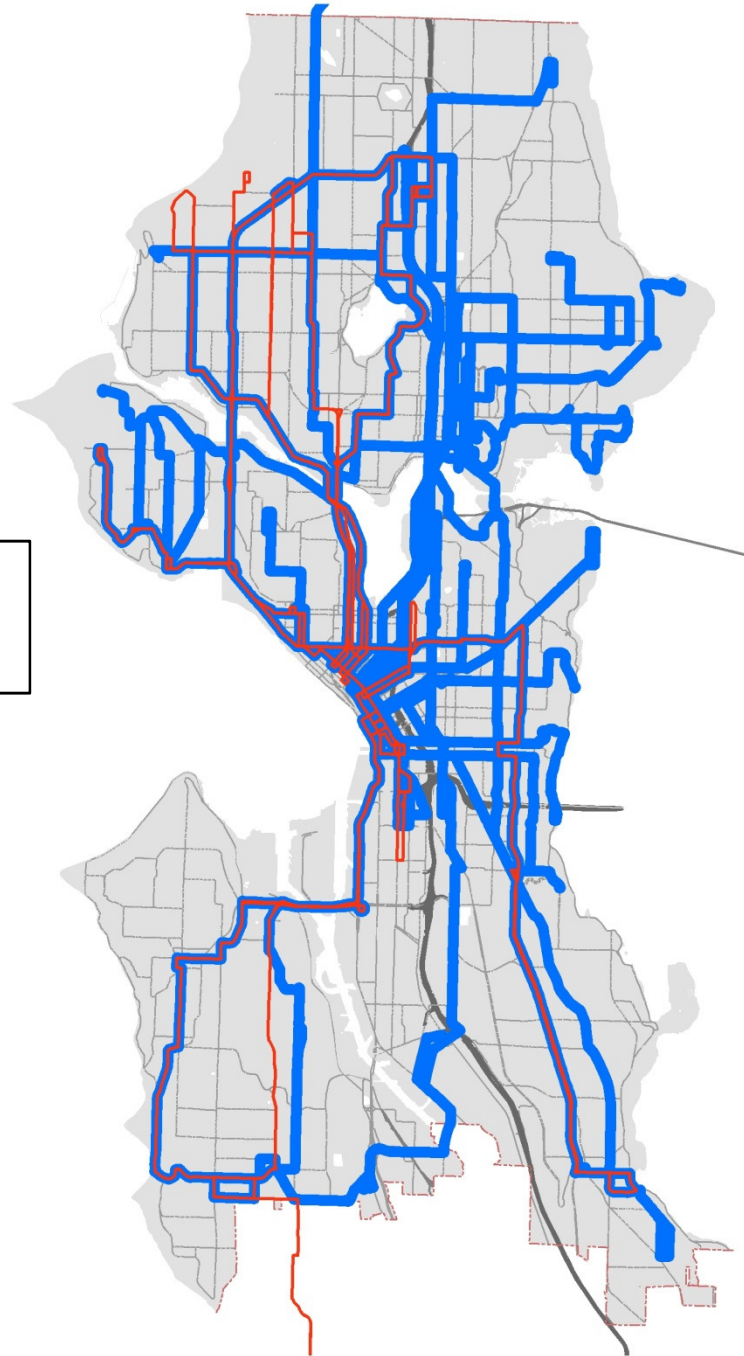
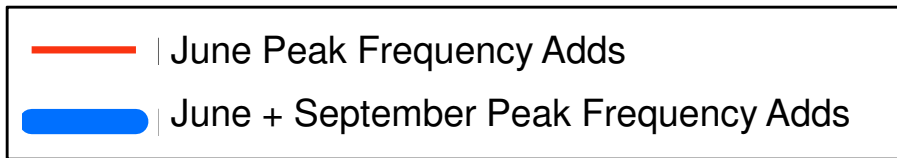
# STBD Prop. 1 Transit

Service distribution, continued

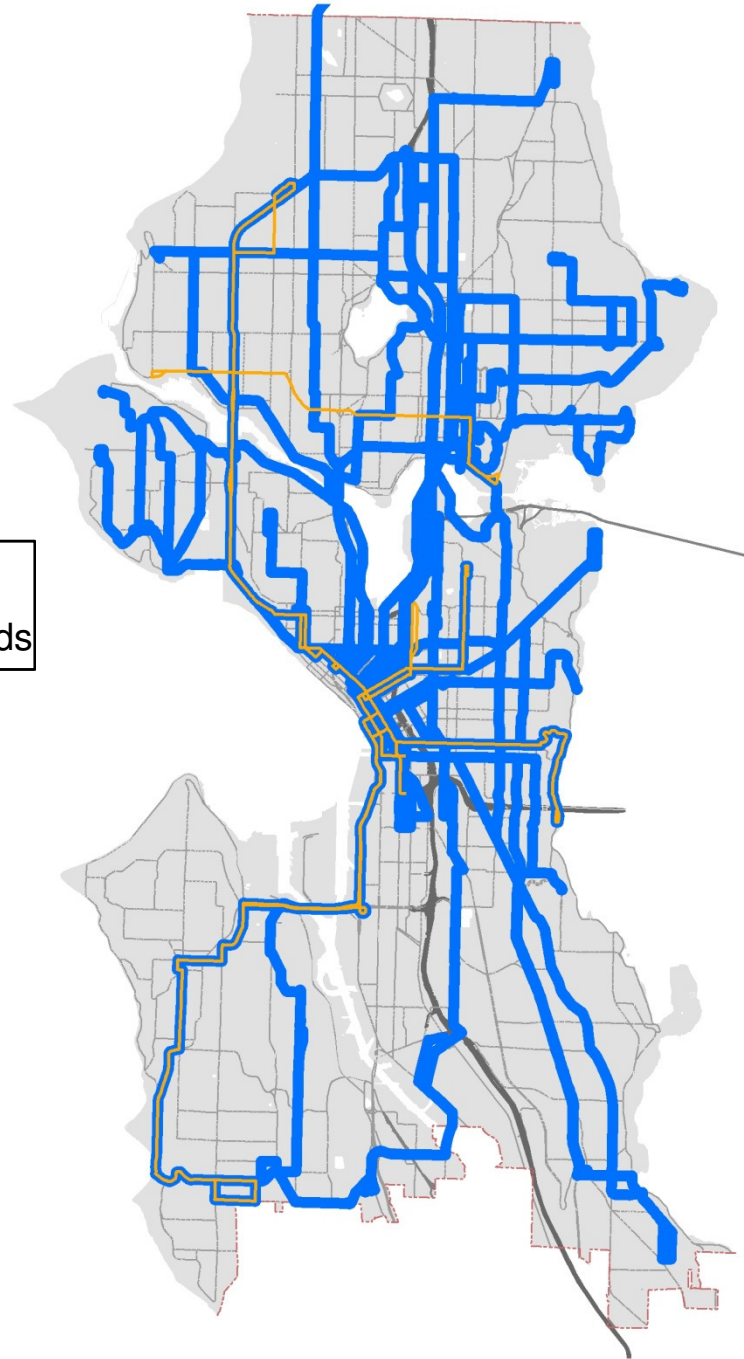
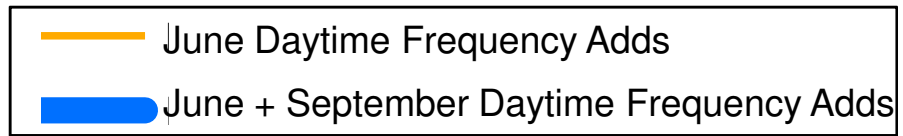
	Peak	Non-peak	Night (7 days)	Weekday	Weekend
June	39%	61%	31%	80%	20%
Sept	15%	85%	35%	52%	48%
June+Sept	27%	73%	33%	66%	34%



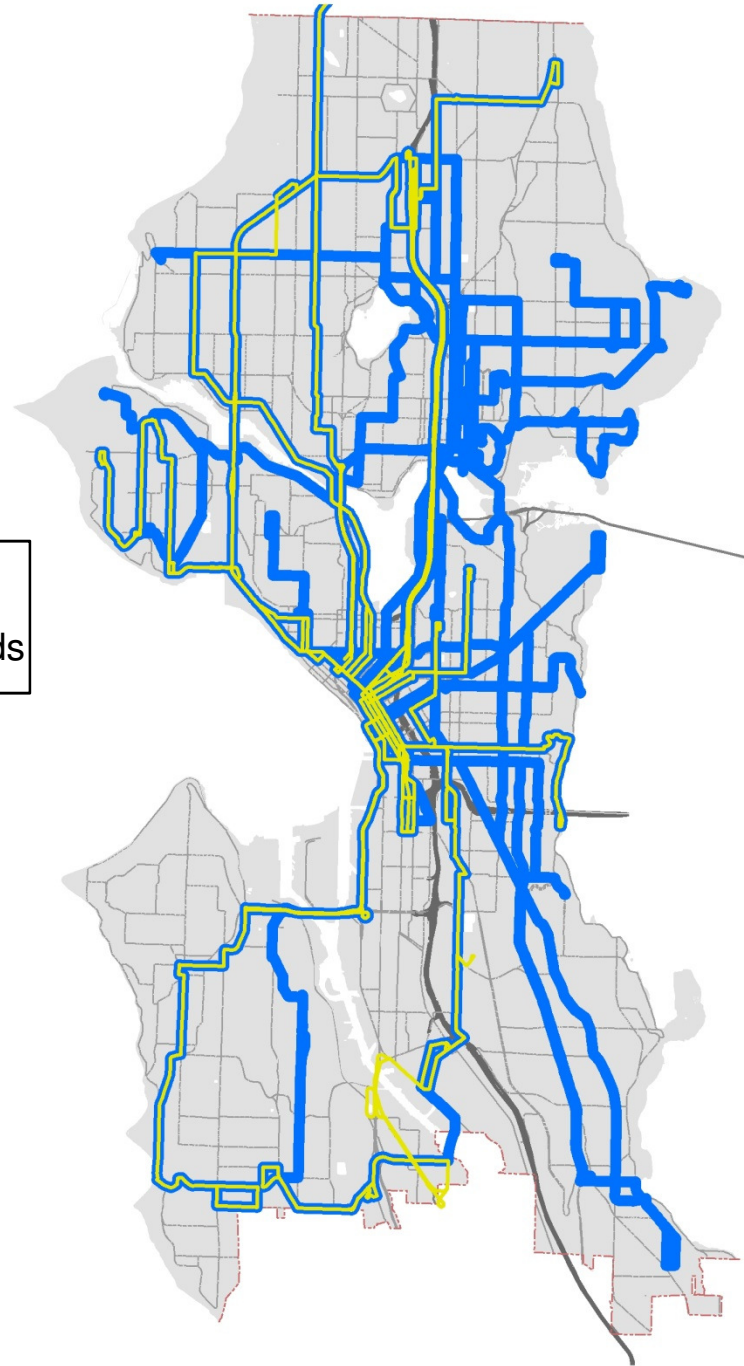
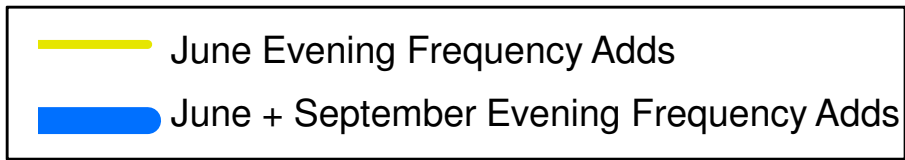
# Seattle Prop. 1 Transit: Peak



# Seattle Prop. 1 Transit: Daytime



# Seattle Prop. 1 Transit: Evening



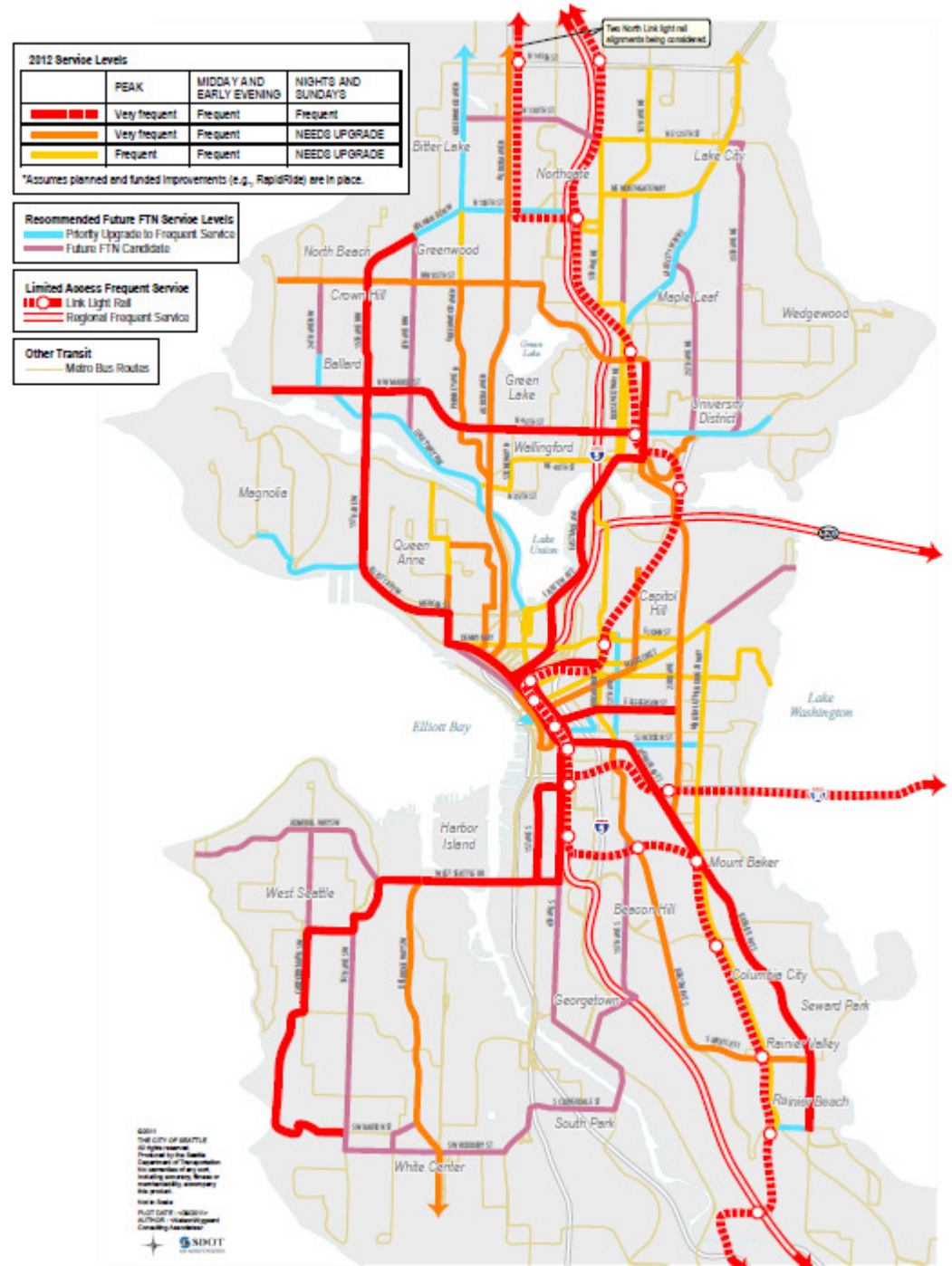


# TMP Center City Priority Bus Corridors





# TMP Frequent Transit Network



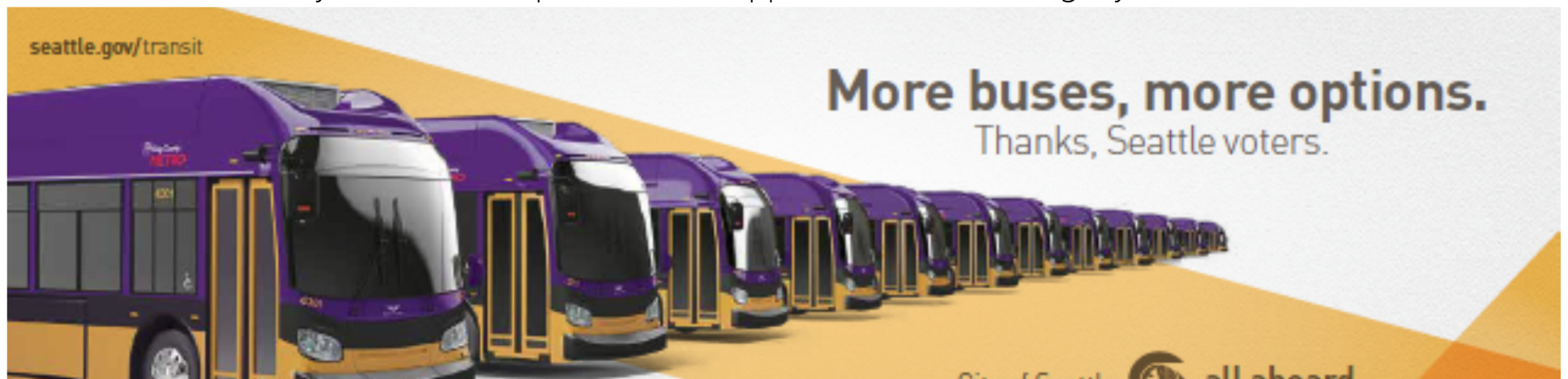
# Early results of Prop. 1 investments

## Preliminary ridership results

- June 6 – August 31 ridership appears to be up 3-4.8%
  - Very preliminary figures
  - 3% for all Prop. 1 routes
  - 4.85% excluding three routes that were severely cut back in September 2014; ridership still recovering on two of these three
  - Total system ridership flat or down slightly
- Some trip cancellations

## Preliminary reliability results

- August to August on-time performance appears to be up 1.7%, to 73.2%
  - Very preliminary figures
  - July to July was down 1.9% but appears to have turned around in August – trends will take a while to become clear
  - Total system on-time performance appears to be down slightly



# Questions?

Bill.Bryant@seattle.gov | (206) 684-5470

Bill.LaBorde@seattle.gov | (206) 684-0102

[www.seattle.gov/transit](http://www.seattle.gov/transit)

<http://www.seattle.gov/transportation>

