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*The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City...*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.*

*The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD...*

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

**City Council Resolution
31572**

Date: January 11, 2019

To: Seattle City Council

Subject: STBD Year Three Performance Report

Dear Councilmembers,

The Transit Advisory Board is pleased with the progress of the Seattle Transportation Benefit District (STBD), implemented by the Seattle Department of Transportation (SDOT). In its third year, the STBD has continued to improve transit availability, reliability, and access in the City of Seattle. In particular, we would like to call out the following successes:

Improved frequency and reliability. The STBD has delivered on its goals of improving the frequency and reliability of bus service in Seattle. After the STBD’s most recent investments, 67% of Seattleites now live within a 10-minute walk of 10-minute transit service (up from 64% in 2017). Seattle routes also saw a 3% increase in on-time performance and are now on time 75% of the time.

Increased focus on transportation equity. The board has consistently encouraged SDOT to maintain a strong focus on equity and social justice. We are pleased that the year three STBD investments reflect City Council Resolution 31773, which recognizes and affirms SDOT’s Transportation Equity Program.

Expanded access. After STBD’s year three investments, King County Metro now offers Night Owl service (12 AM - 5 AM) on 17 routes, 15 of which are funded by STBD. STBD also invested in King County Metro’s new Trailhead Direct service, bringing some of our region’s most beautiful places within reach of transit riders.

In addition to our support of the STBD’s year three investments, **we are extremely pleased by the Council’s June 2018 decision to change the material scope of the Proposition 1 legislation.** STBD revenue can now be used to fund: capital investments that improve the safety and reliability of transit; routes with 65% (rather than 80%) of stops within the Seattle city limits; and the ORCA Opportunity program, which provides free, year-round ORCA passes to all high school students attending Seattle Public Schools. Given the constraints on the city’s ability to buy more bus service, and given the very real equity, safety, and reliability

concerns that plague transit service in our city, the board believes that these changes enable the most strategic and effective use of STBD funds.

Next Steps. Moving forward, we encourage SDOT to:

- When making investment decisions, engage the Transit Advisory Board as early as possible in the process. This will give the board an opportunity to make a meaningful contribution to the planning and implementation of those investments.
- Continue using a race and social justice lens to prioritize all future STBD service and capital investments.
- Continue coordinating with King County Metro to leverage capital investments, including those funded by STBD.
- Expand the locations considered important to connect by transit to include: K-12 schools, healthcare facilities — especially those serving low-income communities — and other areas of cultural value such as parks and museums.
- Work with King County to develop a plan for funding STBD service investments beyond 2020. The funding plan should:
 - o Continue the buildout of the 10-minute frequent transit network.
 - o Expand the Regional Partnership program to include partnerships on capital investments.
 - o Allow the purchase of service hours from other transit providers, including Sound Transit, as that agency assumes more of Seattle's intracity transit trips.

Thank you for the opportunity to comment.

Sincerely,

Seattle Transit Advisory Board