

# Seattle Transportation Benefit District Update

Transit Advisory Board Retreat 2019

8/29/2019

Department of Transportation



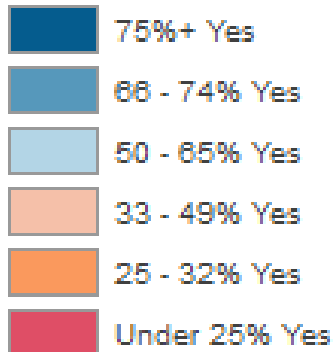
City of Seattle

# History of STBD



# April 2014 King County Prop. 1 fails

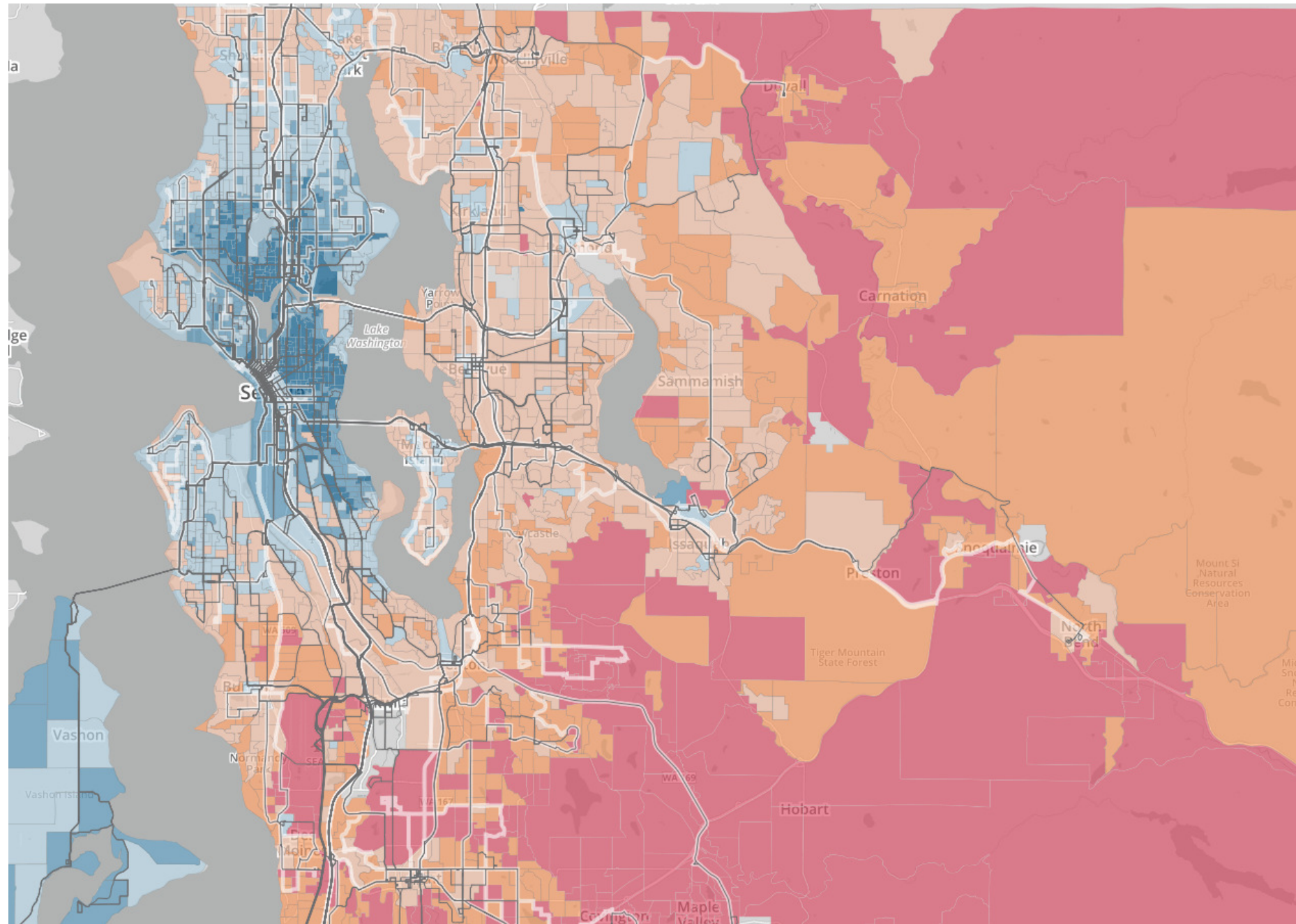
## Final Results (Yes vote)



Dark lines represent all-day transit routes.

Wide white lines represent peak-only service.

Source: King County Elections



# November 2014 - Seattle Prop. 1

- Seattle adds Prop. 1 to November 2014 ballot after failed King County measure
  - County sees improved sales tax revenue
  - Messaging shift from saving service to adding service
- Approved on November 4, 2014
  - 62% Yes, 38% No
- Generates \$50M annually for transit service
- Improves transit service on routes throughout Seattle
- Funds Transportation Equity Programs (Youth ORCA, ORCA LIFT, VLF Rebate)
- Creates Transit Advisory Board for oversight and accountability



# STBD Financials



# STBD Programs passed in Prop. 1

- Generates \$50M annually for transit service
  - Funded through 0.1% Sales Tax increase and \$60 Vehicle License Fee
- Direct purchase of transit service (~\$40M/year)
  - SDOT identifies investments
  - Service provided by Metro
- Regional Partnerships Program (up to \$3M/year)
  - Funds a portion of cross-jurisdictional routes
- Transportation Equity (up to \$2M/year)
  - Youth ORCA, ORCA LIFT, VLF rebate
  - Outreach and awareness



# Paying for Bus Service

- Transit service costed at hourly rate
  - General cost of service: \$150/hour
  - Includes fuel, maintenance, cleaning, driver wages and benefits, etc
- SDOT receives credit for fare revenue
  - ~30% of the cost of service covered by fares
- Peak period service in high-demand, charged for use during this time
  - When buying peak service, SDOT is charged a 'rental' fee for the coaches for the year



# Supplantation Process

- The process to ensure that Metro doesn't pass over investments in Seattle, just because Seattle is adding service through STBD
  1. Seattle makes investments in three categories: Crowding, Reliability, Frequency Improvements
  2. Metro identifies investments needed for overcrowding, schedule reliability, and frequency
  3. When SDOT adds service that match/ address Metro's investment needs, those investments are eligible for supplantation
  4. The next time Metro can address investment needs, they take over SDOT's supplantation eligible investments, allowing SDOT to invest in other services
- As of March 2018, Seattle has added over 76,000 annual service hours that are supplantation eligible, 65,000 of which have been credited back to SDOT.





# STBD Material Scope Change



# ORCA Opportunity

- Allows funding for transit passes for Seattle Public Schools students in grades K-12, as well as students participating in the Seattle Promise scholarship
- Authorizes SDOT to sign an MOA with Seattle Public Schools



# Seattle Routes

- Routes with 65% or more of their stops within the City of Seattle
- Future and current RapidRide line serving Seattle
- Addresses policy inequities from the STBD Racial Equity Analysis
- Allows STBD direct investment in routes such as 106, 120, 124, 309, 345, 372, 373, and E Line



# Capital Investments

- Keep buses moving for faster and more reliable service
  - Transit lanes, queue jumps, transit signal priority, etc
  - Support future RapidRide Lines
- Invest in capital improvements related to passenger amenities
  - Rider amenities such as zone improvements and all-door boarding
- Continue to invest in transit despite fleet and operator limitations
- Improvements complete by end of 2020



# Budget Review

- Additional flexibility for STBD expenditures
  - ORCA Opportunity – up to \$7M annually
  - Seattle Routes – no spending caps
  - Capital Investments – up to \$10M annually



# STBD Components



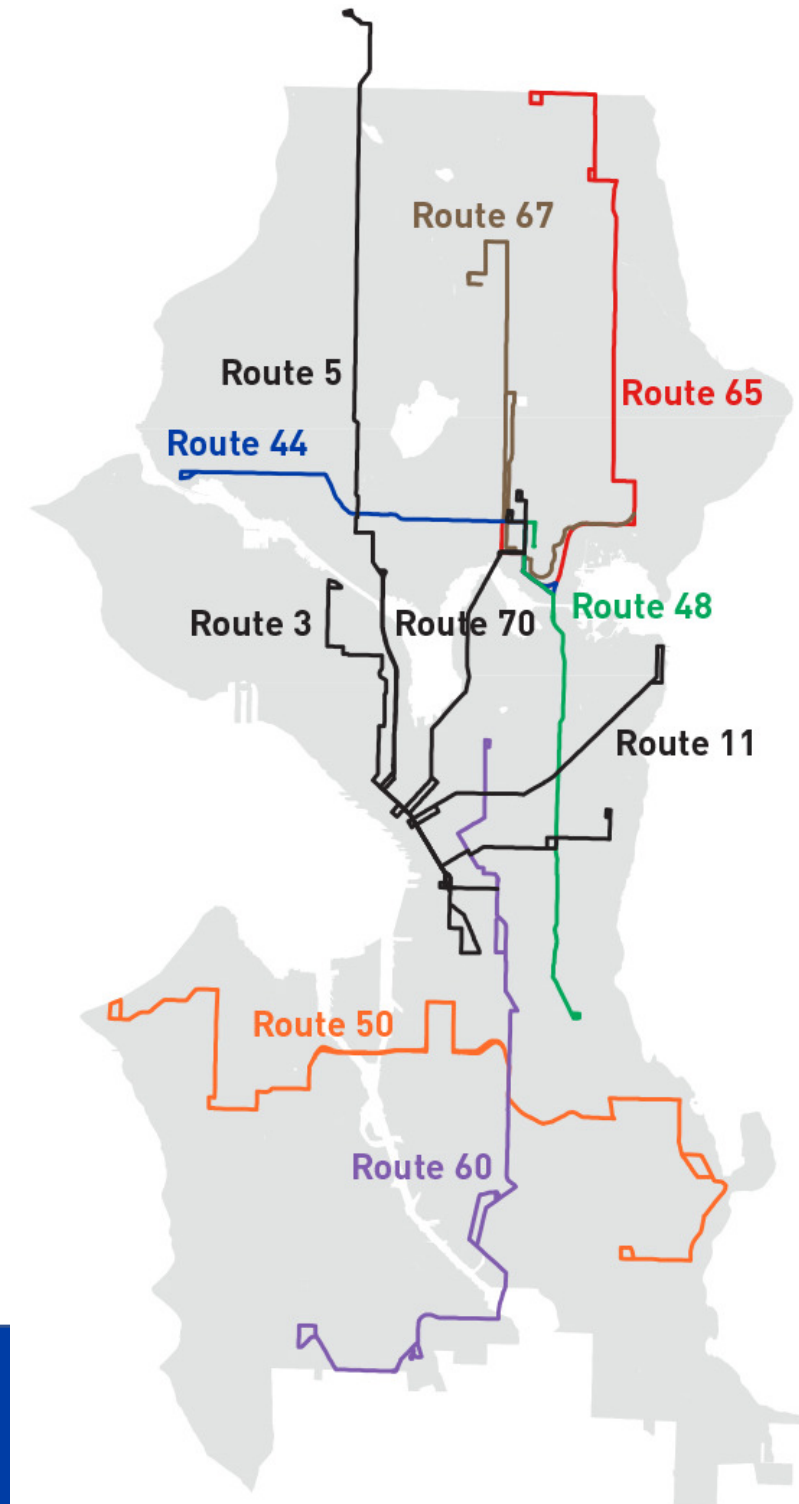
# Year 1 Investments (2015-2016)

- Focus on overcrowding and reliability needs as identified in the Metro Service Guidelines Restored service on Routes 19 and 47, slated for service cuts by King County Metro
  - Addressed overcrowding on 19 Routes, adding 95 daily trips
  - Improved schedule reliability on 38 Routes
  - Improved service frequency on 16 Routes, adding over 1,500 weekly trips
- Focus on improving service frequency on routes across the city, all days of the week and times of the day
  - Added over 300 Weekday trips, over 200 Saturday trips, and over 300 Sunday trips
- University Link extension to Capitol Hill and University of Washington stations and bus service restructure
  - STBD improved frequency improvements on routes serving the Capitol Hill Link Station
  - Improved midday, evening, and weekend service to the University of Washington Station, and other targeted trip investments
- Separated and extended RapidRide C and D Lines (formerly interlined) to serve new markets in Seattle and increase service reliability



# Year 2 Investments (2016-2017)

- Night Owl restructure
  - Added trips on Routes 3, 5, 11, 44, 48, 65, 67, and 70
- Access to Very Frequent Transit
  - Improved 10-minute network
- 15-minute service
  - Route 60 on weekdays from 6AM-7PM
  - Route 124
- Guaranteed 30-minute or better service
  - 18 hours a day, seven days a week on routes 3, 4, 8, 14, 41, and 67
- Addressed crowding needs on Routes 8, 15X, 18X, 21X, 40, and 120





# Year 3 Investments (2017-2018)

- Access to Very Frequent Transit
  - Improved 10-minute network for Routes 41 and 70
- Peak period trips on Routes 17X, 18X, 28, 40, 56, 120, C Line, D Line, and E Line
- Night Owl trips on Routes 7 and 106
- Trailhead Direct Service (two routes)



# Year 4 Investments (2018-2019)

- Access to Very Frequent Transit
  - Improved 10-minute network for Routes 40 and 120
  - Improved weekend and evening service on existing 10-minute routes to bring to Very Frequent definition
    - Routes 36, 40, 41, 44, 48, 65, 67, 120, C, and E
- Improved weekend service (Routes 106 and 120)
- Access to Frequent Transit
  - Added trips to provide Frequent Transit service on Routes 11, 14, 124, and 372
- Peak period trips on Routes 3, 5, 5X, 17, 28, 36, 41, 120, 373, and D
- Expanded non-fixed route transit options
  - Trailhead Direct Service (two routes)
  - Ride2 West Seattle
  - Southeast Seattle Via to Transit



# Transit Capital Investments (2019-2020)

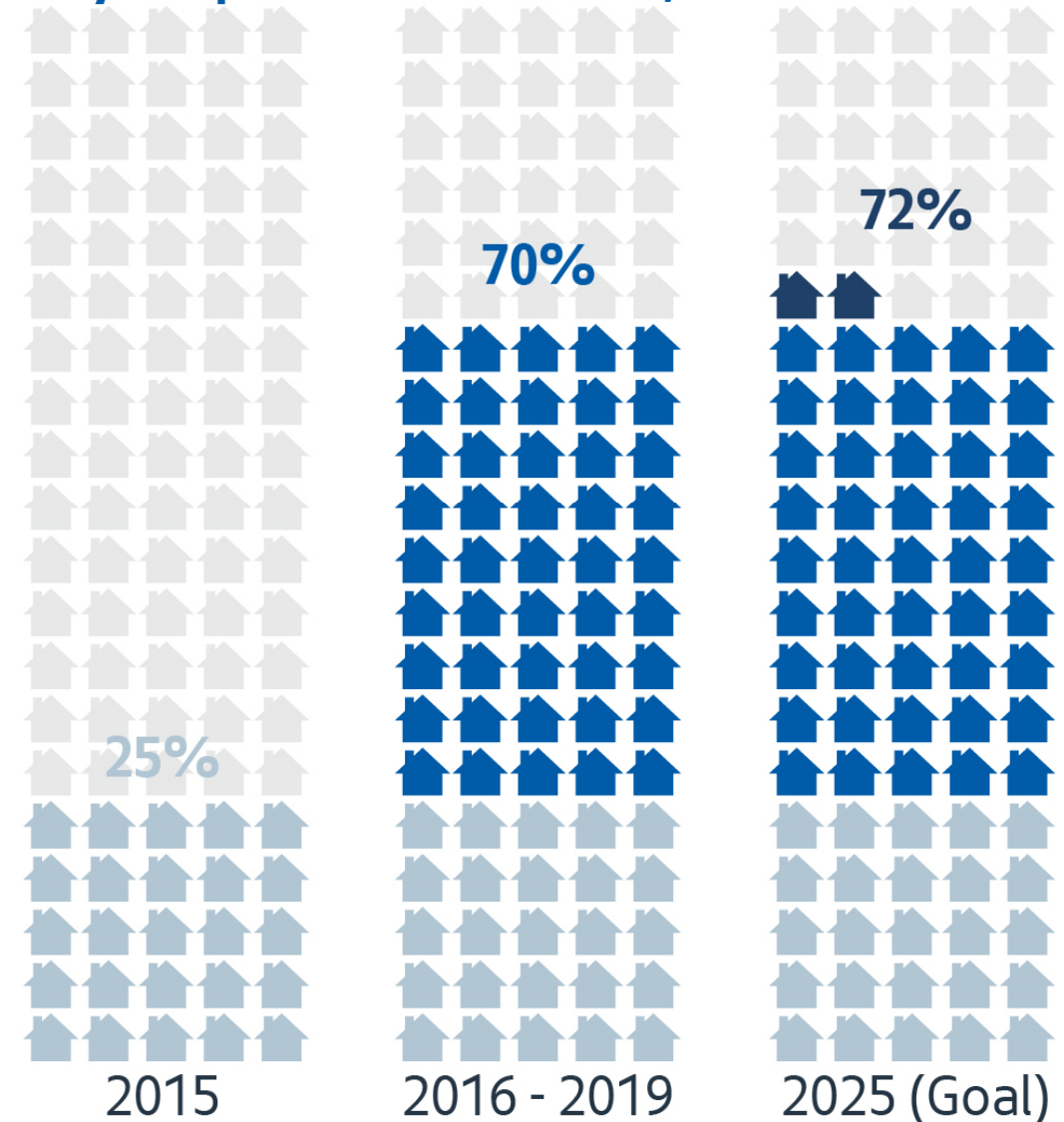
- Types of Improvements
  - Rider amenities such as zone improvements and all-door boarding
  - Transit lanes, queue jumps, transit signal priority, etc
- Priorities
  - Support future RapidRide Lines
  - Focus on corridor level improvements
  - Improve downtown mobility
  - Ensure completion by the end of 2020



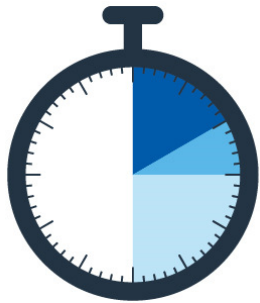
# Access to Very Frequent Transit Service

- Baseline
  - 25% (2015)
  - Rts 3/4, 7, 36, E Line, Link
- Goals
  - 53% - 2020 Goal
  - 72% - 2025 Goal
- Actuals
  - 51% - 2016: Rts 44, 48, C Line, D Line, Link
  - 64% - 2017: Rts 3/4/13, 65, 67
  - 67% - 2018: Rts 41 & 70
  - 70% - 2019: Rts 40 and 120
- Progress
  - Surpassed 2020 Goal by 17%
  - Within 2% of 2025 Goal

Percent of Households with Access to Very Frequent Transit Service, 2015 - 2019



# Investments Goals



## Implement Frequent Transit Network

- Improve service on priority corridors
- Provide 72% of households with a 10-min walk to 10-min service



## Align Transportation and Land Use Goals

- Match investments to increased density
- Address overcrowding



## Improve Access for Historically Disadvantaged Populations

- Address findings of Racial Equity Analysis
- Support Transportation Equity Program



## Improve Connections Across the City

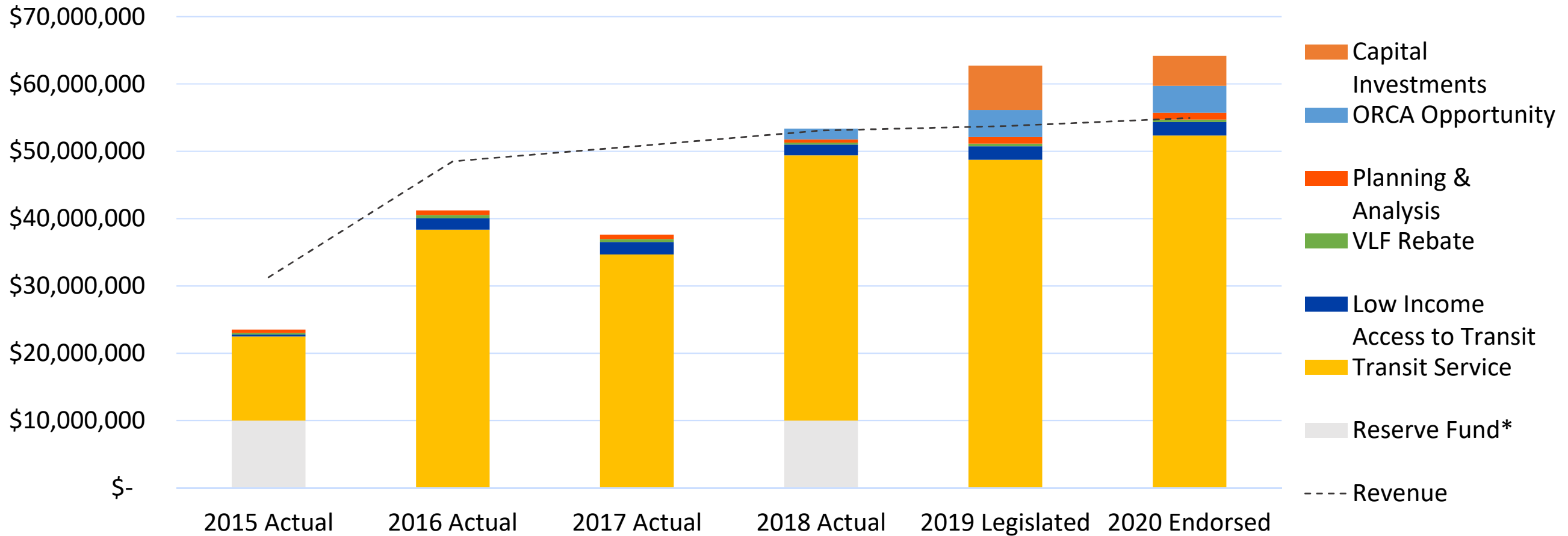
- Add service to east-west connections
- Improve 24-hour service network

# Low Income Access

- Legislative \$2M spending cap
  - Funds Youth ORCA Program → ORCA Opportunity Expansion
  - Expanded ORCA LIFT Outreach
  - Community Ambassador Program
  - Transportation Equity Program
- Vehicle License Fee Rebate for income-eligible residents



# How has STBD spending changed over time?



\*STBD maintains a \$20M reserve fund generated from \$10M used in the 2015 and 2018 budgets. This reserve fund is shown in the years in which money was added and maintains a resource for STBD in addition to revenue generation.



# How has STBD spending changed over time?

- 2015 Launched program mid-year; transit service purchase begins; created a reserve fund of \$10M
- 2016 Youth ORCA program starts in February\*
- 2018 ORCA Opportunity Expansion\*; expanded reserve fund to \$20M; added routes for investment
- 2019 Transit Capital Projects added

\*Detailed look at Low Income Access to Transit on following slide





# How has STBD spending changed over time?

## *Low Income Access to Transit*

### Added to Budget

### Removed from Budget

2015	Began ORCA LIFT sign-ups (through KC Public Health) and pre-loaded ORCA LIFT cards	
2016	Youth ORCA launched	
2017	Began funding Downtown Circulator Service and Transportation Equity Program (and staff) start at SDOT	Transition from pre-loaded ORCA LIFT cards to Transportation Equity programs
2018	Youth ORCA/ ORCA Opportunity Transition	
2019	SHA ORCA Opportunity Pilot launched	ORCA Opportunity (Students) moved out of Low-Income Access to Transit



# 2020 STBD Spending Plans

- Continue strong focus on transit service
  - Include First Mile/ Last Mile service (Ride2 and Via)
- Build transit capital improvements (speed and reliability and passenger improvements)
  - Many projects started this year will be in construction in 2020
- Pilot and expand ORCA Opportunity (Youth and SHA Pilot)



# Questions

