



# City of Seattle

## Transit Advisory Board

Date: January 26, 2016

To: Members of the Seattle City Council

Subject: Transit Master Plan Amendment

TAB Members:

Ezra Basom  
Marci Carpenter  
Carla Chavez  
Kevin Duffy-Greaves  
Celeste Gilman  
Jonathan Howard  
Ron Posthuma  
Zach Shaner  
Odessa Stevens (Get Engaged)  
Erin Tighe  
Harriet Wasserman  
Katie Wilson

*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**

The Seattle Transit Advisory Board urges expeditious action on amendments to the Transit Master Plan proposed by the Department of Transportation. These amendments crystallize the city's commitment to fund fast, reliable public transportation that competes with the convenience of single-occupancy vehicles. Council should adopt the proposed amendments in a timely manner to meet upcoming federal grant deadlines.

Seattle voters spoke loud and clear when passing Move Seattle. They put \$930 million towards the cause of safe, affordable, sustainable transportation. Unfortunately, even almost a billion dollars is not enough for our most ambitious projects, including the new RapidRide lines. To be the best stewards of the city's money, the City Council should act quickly in passing the proposed TMP amendments. Doing so now makes these projects eligible for additional federal funding that could be on the order of hundreds of millions of dollars. If we miss this opportunity, waiting for the next set of funding qualifications could push these projects back by three years—far beyond the 2024 deadline identified for many of these projects in the levy materials. By adopting the amendments SDOT has proposed, Council can take a tremendous step forward in improving mobility throughout the city by upgrading seven of the most heavily-used bus corridors to RapidRide quality. The capital improvements proposed make these corridors more resilient to incidents and congestion, reduce delay for current transit users, and make taxpayers' Prop 1 revenue, which purchases additional Metro service at \$150 per operating hour, more effective by getting buses moving through congestion.

Upgrading these corridors to RapidRide means faster travel times, frequency of 10 minutes or better during peak periods, 20 to 24 hour service every day, better on-time performance, better passenger experience, and the ability to get to most places in Seattle with just one transfer. These transformative improvements will encourage even more

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riders to use a growing system, reducing the number of cars on our streets.

In closing, we encourage SDOT and the city to be aspirational in executing the amendments to the TMP, especially in assigning dedicated lanes and other measures to improve the speed, frequency and reliability of buses. Smart, targeted investments in public transportation infrastructure will draw more users to transit, reducing the number of cars on the road, and make for a most efficient use of taxpayer funds. We look forward to being engaged with SDOT as these projects evolve.

Sincerely,

Jonathan Howard  
Ronald Posthuma  
Erin Tighe

Members of the Seattle Transit Advisory Board,  
on behalf of the whole Board