

Capitol Hill Housing

Low Income Access to Transportation Options

TDM Pilot Project



Council Transportation Committee

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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 overview

- Background
- Pilot proposal
- Pilot success metrics
- Why is Ordinance required?
- What does the Ordinance do?

Background

- Transportation is the second highest household cost for the working poor
- Reducing low income household transportation costs increases the budget available for housing and other expenditures
- Pilot projects allow SDOT to test different strategies to reduce the transportation cost burden for these households



Background

- Seattle Department of Transportation (SDOT) and King County Metro (KCM) are partnering with Capitol Hill Housing Improvement Program (CHHIP) to implement a 1-year TDM Pilot Project in 3 low-income housing properties:
 - Boylston-Howell – 30 units
 - Holiday – 30 units
 - Villa Apartments – 62 units
- The pilot combines:
 - Distribution of subsidized ORCA Multifamily Passport passes to 122 units
 - Implementation of shared parking management technology changes in the building's garages

Background

- The Pilot will:
 - Implement the first ORCA Multifamily Passport Program in low income properties
 - Reduce the monthly cost of an ORCA Multifamily Passport pass to \$10 - \$16 per card
 - Develop and test shared parking management technology





Pilot funding

- SDOT – up to \$38K to pay for the subsidy and distribution of ORCA Multifamily Passport passes to 122 units, from April 2016 to March, 2017
- KCM – \$20K “pass through funds” to develop a shared parking management technology solution

Pilot success metrics

- Monitored by surveys during the pilot project
- Success to be measured as:
 - Increased transit mode split
 - Reduced off-street parking demand
 - Decreased car ownership



Why is an ordinance required?

- CHHIP is a Washington public corporation organized for the purpose, among others, of developing affordable housing
- RCW 35.21.730(1) requires City Council approval via ordinance for fund transfers from the City to the public corporation

What does the ordinance do?

- Authorizes SDOT to:
 - Sign an MOA with CHHIP to provide the funds (up to \$38K) to subsidize the purchase and distribution of ORCA Passport Multi-Family passes to the 122 residential units included in the pilot
 - Passes through KCM's funds (\$20K) to CHHIP to develop shared parking management technology

Questions?

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