



Seattle Transportation Benefit District Initial Implementation

Council Briefing
March 7, 2016

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

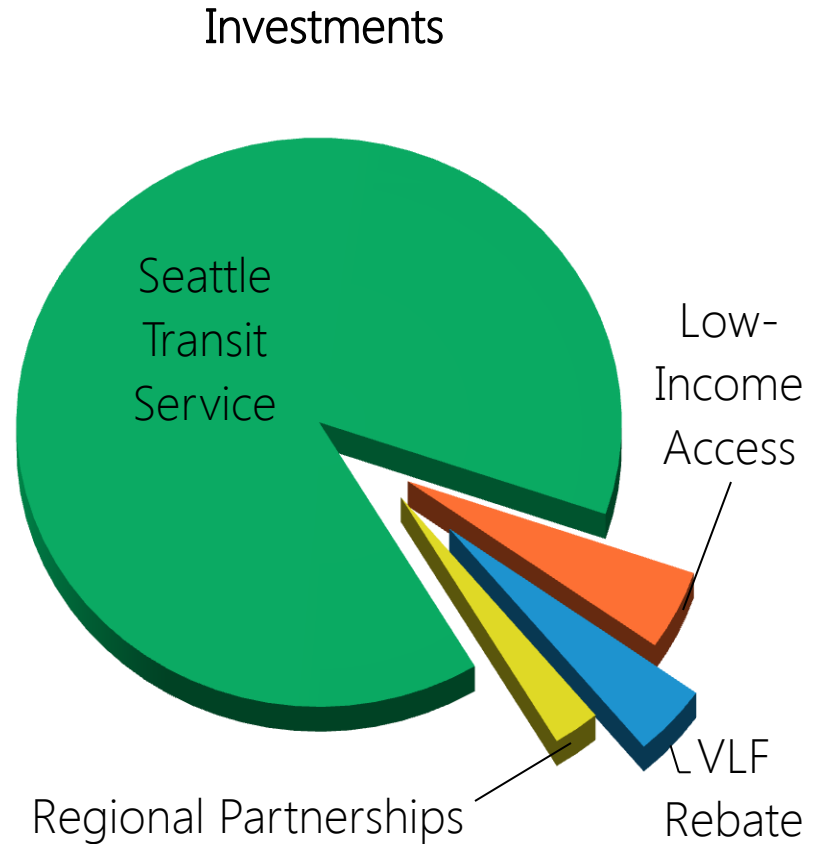
- Background
 - Brief history
 - Revenue sources
 - Investment categories
 - Accountability commitment
- Initial Investment Approach
 - Seattle Transit Master Plan
 - KCM Service Guidelines
 - Regional Partnerships
- KCM Strategic Plan and Service Guidelines details
- Review of Service Changes
 - June 2015
 - September 2015
 - March 2016
- Performance to Date
- Upcoming Activities

Background

- Brief history
 - Prop 1 was approved on Nov. 4, 2014
 - 62%-38% margin of passage after King County rejected a similar measure 45%-55%
- Revenue sources
 - \$60 Vehicle Licensing Fee (VLF)
 - 0.1% sales tax
 - Roughly 50/50 revenue split between VLF and sales tax

Background

- Investment categories
 - Estimated \$45 million/year through 2020. 2016:
 - \$40M for transit service on Seattle routes
 - \$1.1M for transit service on Regional Partnership routes
 - \$2M for Low-income Access (ORCA LIFT program)
 - \$1.8M for VLF Rebate



Background

- Accountability commitment
 - Regular reporting
 - City access to Metro records
 - Regular SDOT reporting to Council, TAB, public
 - No supplantation of funds
 - Transit Advisory Board
 - Consistent with priorities for frequency, overcrowding, and reliability
 - Support increased ridership

Initial Investment Approach

- 225,000 annual hours added in June and September 2015
- Aligns with Metro Service Guidelines
 - Overcrowding: 12,000 hours
 - Reliability: 21,000 hours
 - Frequency: 42,000 hours
- Aligns with Seattle Transit Master Plan
 - Frequency: 148,000 hours

Peak	Daytime	Evening/Night
60,000 hours	88,000 hours	75,000 hours
27%	39%	34%

Regional Partnerships

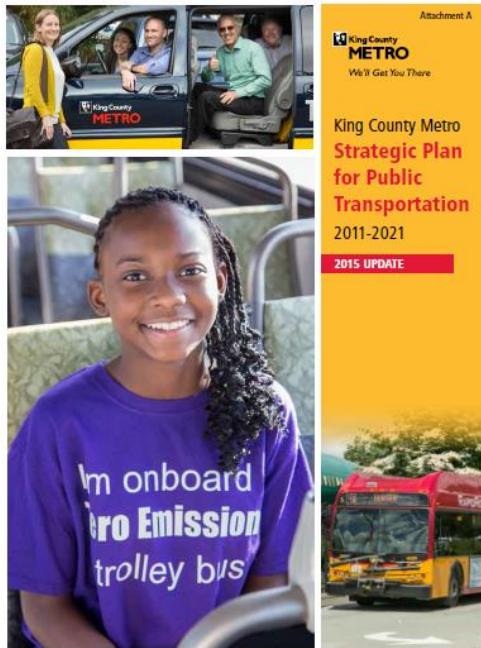
- Jointly funded by Seattle and Metro
- Service added on 12 routes (22,000 annual hours) in September 2015 and March 2016
 - Overcrowding: 9,000 hours
 - Reliability: 7,000 hours
 - Frequency: 6,000 hours

Metro's Strategic Plan and Service Guidelines

Seattle City Council

March 7, 2016

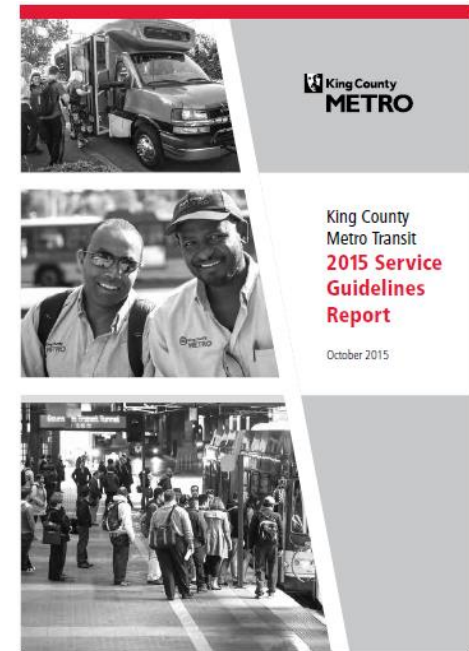
Current Strategic Plan & Service Guidelines



**Strategic Plan –
Public Transportation**



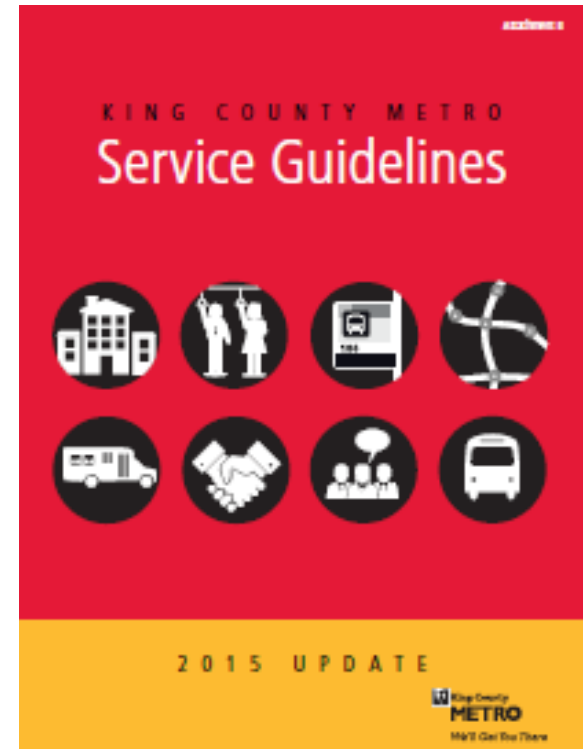
**Service
Guidelines**



**Annual Service
Guidelines Report**

Service Guidelines

- Two primary aspects
 - Guidance and methods
 - Annual data analysis
- Informs system planning:
**investments, reductions,
and restructures**



Metro's Service Guidelines: Analysis

■ System analysis balance values

System Evaluation

Route Productivity

Crowding

Reliability

Peak Analysis

Setting Target Service Levels (Corridor Analysis)

Productivity (50%)

Social Equity (25%)

Geographic Value (25%)

Investment Priorities

- Priority 1: Reduce crowding
- Priority 2: Improve reliability
- Priority 3: Increase service to meet target service levels
- Priority 4: Increase service on highly productive routes

Seattle's investments that align with Metro's identified needs determine CMC supplantation requirements.

Updates to Strategic Plan and Service Guidelines

- Informed by Service Guidelines Task Force and Access to Transit studies
- Under consideration by King County Council
- Expected adoption by June

Updates to:

- Service evaluation
- Partnerships
- Alternative services
- Strategic Plan performance measures

Review of Service Changes

- Summary
 - June 2015 service change: 110,000 hours
 - September 2015 service change: 122,000 hours
 - Includes 7,000 hours for Regional Partnerships
 - March 2016 service change: 70,000 hours for C/D extensions
 - Includes 15,000 hours for Regional Partnerships
- Ongoing refinements

June 2015 Package

- General
 - Equivalent to 37-38 buses for 8 hours per day, 365 days per year
 - Emphasis on peak commute periods, addressing overcrowding, and improving reliability
- Service details
 - Major improvements include:
 - C Line, D Line: 7-8 minute peak and 12 minute midday service
 - Peak frequency/overcrowding new trips on 23 routes
 - Reliability improvements on 32 routes
 - Weekday/Saturday midday frequency on five routes
 - Evening frequency on nine routes

September 2015 Package

- General
 - Equivalent to 39 buses for 8 hours per day, 365 days per year
 - Emphasis on a broader array of service, particularly Saturdays, Sundays, holidays
 - Range of weekday peak, daytime, and evening frequency improvements
- Service details
 - Major improvements include:
 - Peak frequency on six routes
 - Weekday/Saturday midday frequency on three routes
 - Evening frequency on 12 routes
 - Saturday frequency on six routes
 - Sunday/holiday frequency on 10 routes

March 2015 Package

- General
 - Equivalent to 24 buses for 8 hours per day, 365 days per year
 - Emphasis on maximizing U Link-related bus service levels, RapidRide, Regional Partnerships
- Service details
 - Major improvements include:
 - Extend RapidRide C Line to South Lake Union and D Line to Pioneer Square
 - Improve quality of service
 - Maximize June 2015 Seattle investments
 - Overcrowding on 4 Regional Partnership routes
 - Reliability improvements on 8 Regional Partnership routes

Performance to Date

- Ridership on Seattle routes is improving over the Metro system average since investments were implemented
 - Fall 2015 ridership (through January 31) increased by about 2% over Fall 2014
 - Routes receiving higher investment levels see ridership increases of about 5.5% with some routes at 10-20%
 - Remainder of Metro system ridership decreased by 1%
 - Summer 2015 ridership increased 3% over Summer 2014
 - Remainder of Metro system ridership declined 0.4% during this time

Performance to Date

- On-time performance on Seattle routes is outperforming the Metro system as a whole since investments were implemented.
 - Fall 2014 to Fall 2015 on-time performance has increased about 2%
 - Rest of Metro system has remained flat during this time
 - Summer 2014 to Summer 2015 on-time performance decreased 0.8%
 - Rest of Metro system decreased 1.9% during this time
- Seattle and Metro staff continue to work together to refine and streamline data reporting processes to ensure timely reporting.

Upcoming Activities

- Accept and analyze Metro's annual reconciliation of 2015 costs
- Identify and prioritize upcoming investment opportunities
- Continue planning for RapidRide expansion

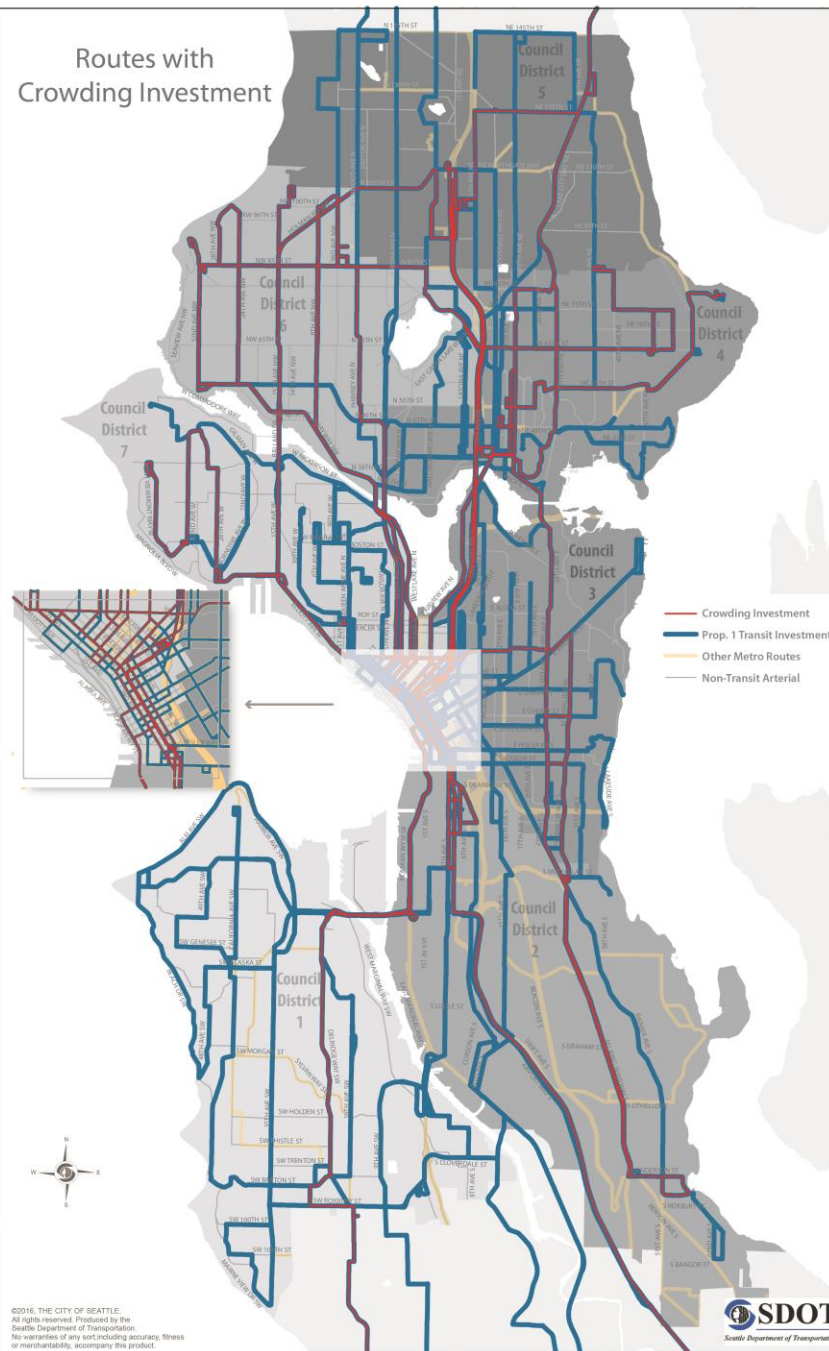
Questions?

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

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

www.seattle.gov/transportation





Routes with Reliability Investment

