

# Seattle Transportation Benefit District Proposal

Council Briefing

July 10, 2020

Seattle Department of Transportation



City of Seattle

# Presentation Overview

- Background
- Prior STBD Measure and Program Success
- STBD Proposal Overview
- Discussion and Questions



# Six-Year Seattle Transportation Benefit District Proposal to Aid Recovery

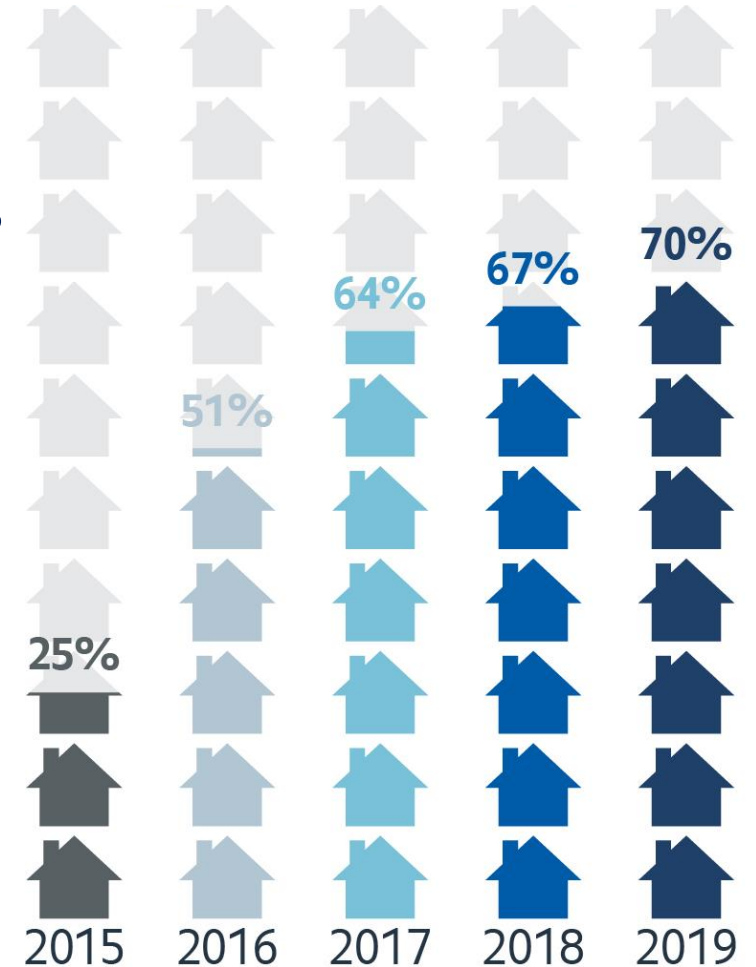
- The previous Seattle Transportation Benefit District (STBD) measure—overwhelmingly approved by voters (62%) in 2014 – is set to expire at the end of this year.
- Mayor Durkan transmitted legislation for a new STBD proposal to generate between \$20 and \$30 million a year for transit over the next six years.
- If approved by the City Council, the new STBD would go before Seattle voters this November.
- This proposal ensures the critical elements and bus routes of Seattle’s transit network are maintained, equitable access to transit continues to be prioritized, and the City maintains its ability to scale up service as Seattle’s transit ridership recovers from the COVID-19 pandemic.



# STBD Program Successes

- STBD added 8,000 weekly trips to King County Metro service across weekdays, nights and weekends
- Grew the percent of households within a 10-minute walk of transit service arriving every 10 minutes or better from 25% in 2015 to 70% in 2019
- 24-Hour Network: STBD increased frequency during evening, night, and weekends to ensure connections across the city and around the clock

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



# STBD Program Successes

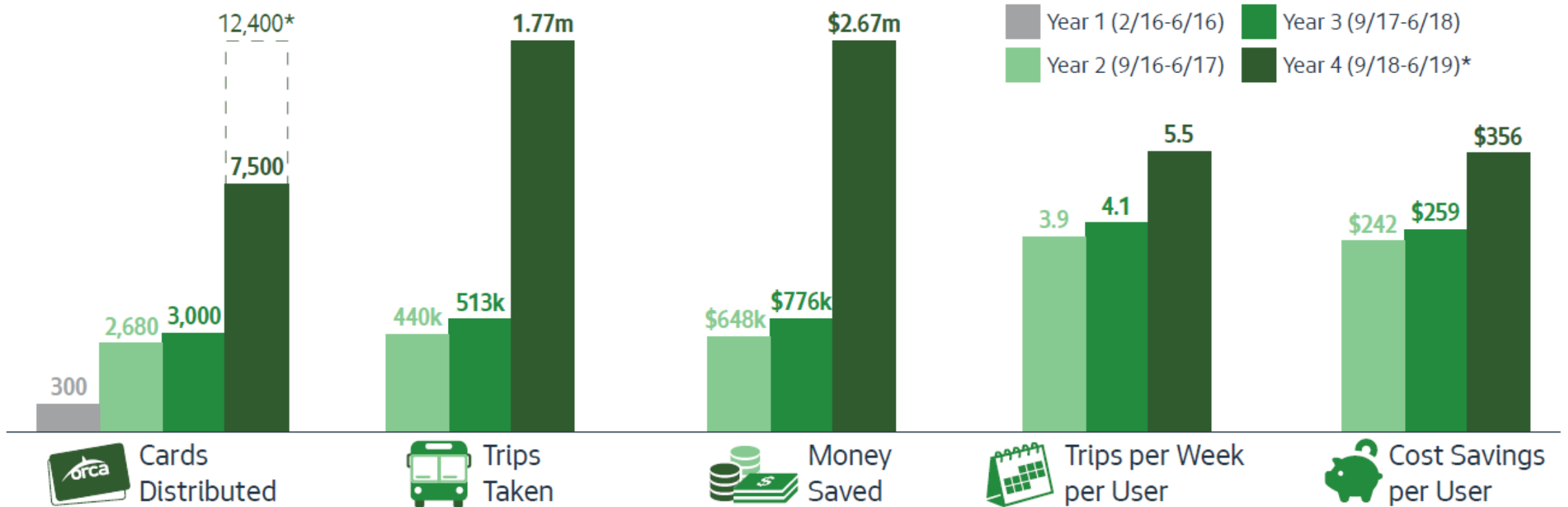
- Supported community-based programs and trainings to increase mobility and access to transit for seniors, people with disabilities, and low-income people
- As a result of equity analysis, SDOT suggested policy change in 2018 to invest in more routes
- Added investments to fund ORCA Opportunity and capital improvements



# ORCA Opportunity

## ORCA Opportunity/Youth ORCA Performance 2016 - 2019 City-funded Cards

ORCA Opportunity provides a free ORCA card to all 15,000 Seattle Public Schools high school students, 500 ORCA cards for income-qualified middle school students, and Seattle Promise Scholars.



# Context That Influenced Our Proposal

- I-976 awaiting Supreme Court ruling; impacts to STBD VLF \$60 and SDOT VLF \$20
- COVID-19 impacts to sales tax revenue and future forecasts
  - Unknown how and when ridership will rebound; continued importance of transit for essential trips
- Emerging mobility needs including West Seattle Bridge closure affecting 84,000 daily travelers; 21,000 transit riders

## West Seattle Mode Shift Goals



Car Trips  
**-4,600**



Surface Transit  
**+1,280**



Water Transit  
**+940**



Bicycle  
**+940**



Telework  
**+1,000**

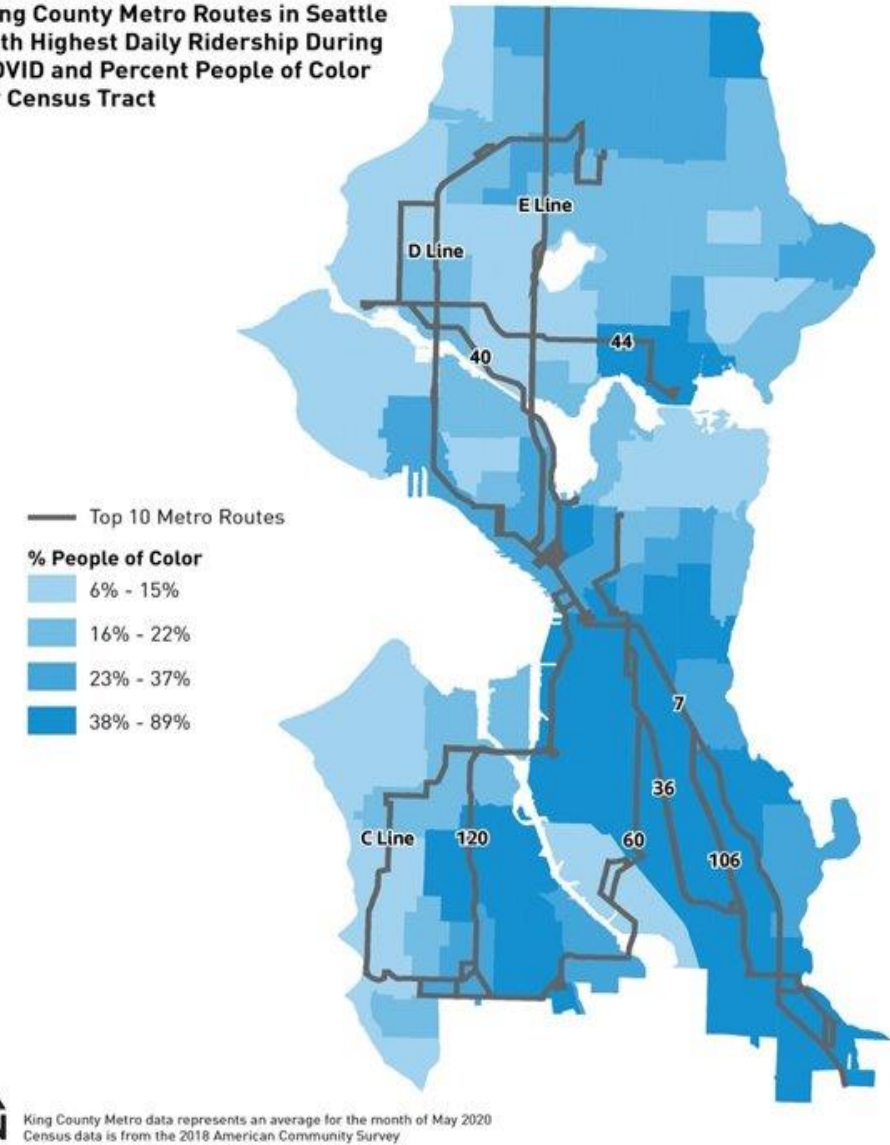


Walk  
**+500**

# Transit and Equity

- Through COVID-19, transit continues to serve over 130,000 essential trips every day
- The ten Metro routes that have had the highest daily ridership during the COVID-19 pandemic all serve Seattle areas with higher percentages of communities of color.
- This proposal will focus resources on investing in routes that serve working people and communities of color.

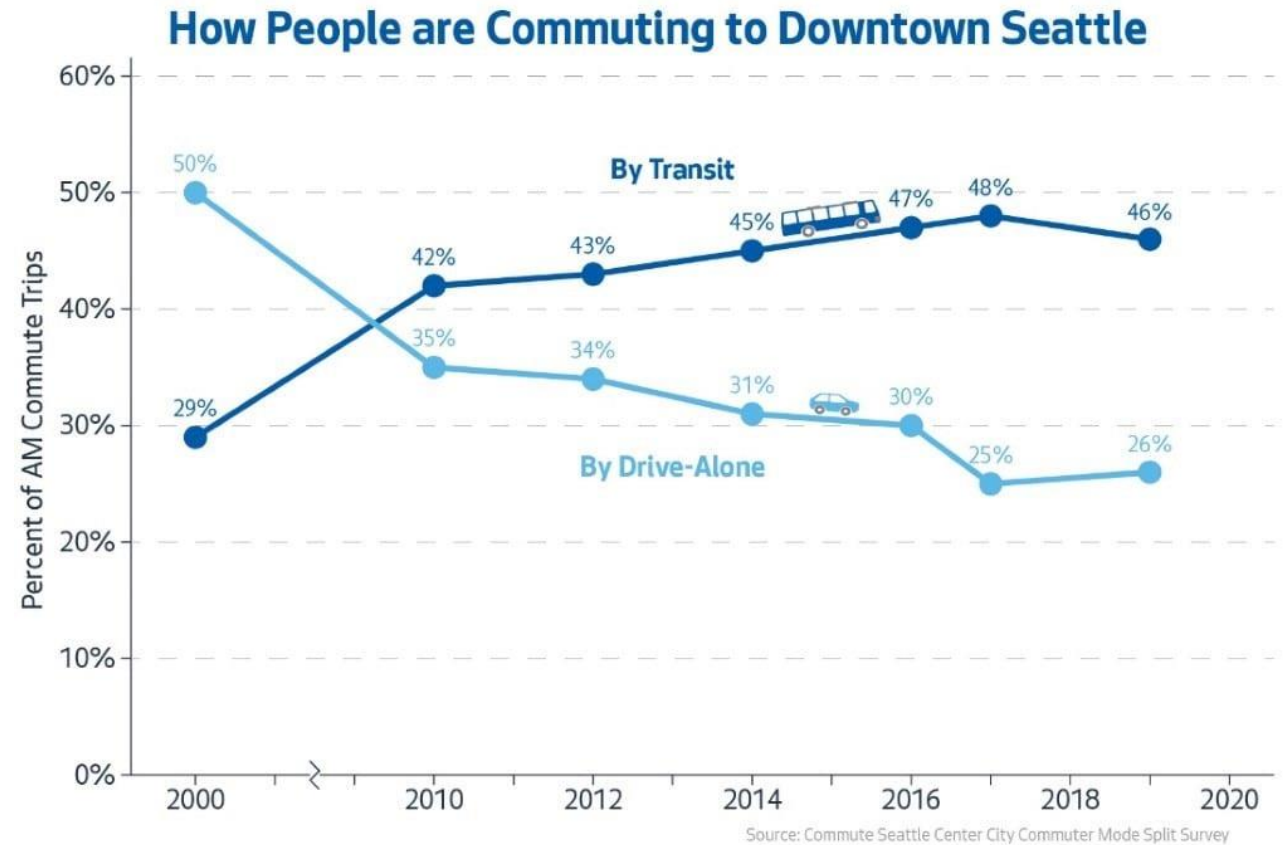
King County Metro Routes in Seattle with Highest Daily Ridership During COVID and Percent People of Color by Census Tract





# Transit is Key to Our Recovery

- We can't recover if people can't get around.
- Transit has supported a growing City and will be critical to successful re-opening.
- Seattle's climate goals require continued ability to attract more people to transit.



# STBD Proposal Priorities

- Provide safe, efficient, and frequent transit for all Seattleites
- Preserve a robust, connected transit system in Seattle that centers equity
- Ensure affordable access to mobility
- Address acute mobility needs in areas like West Seattle
- Maintain the voter-approved 0.1 percent sales tax to provide needed resources for transportation investments

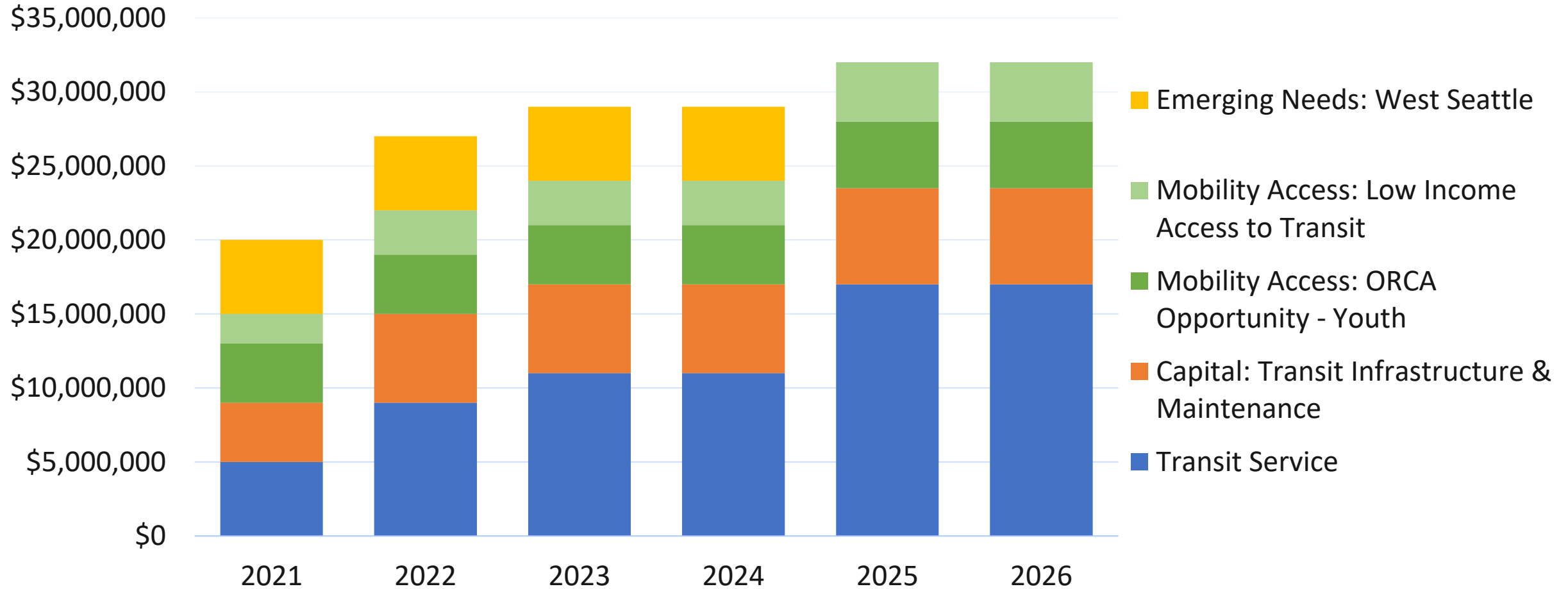


# STBD Proposal (Average ~\$27M per year)

Priority	Element	Average Annual Investment
Provide safe, efficient, and frequent transit for all Seattleites	<b>Service</b> Investment in all-day Frequent Transit Network, with emphasis on the 15-minute network (average of \$9M funds ~50,000 hours annually); in years 5 and 6, ~80,000 annual service hours	~\$11M
Preserve a robust, connected transit system	<b>Capital</b> Transit spot improvements, pothole repair on transit corridors, and signal optimization to support transit operations (portion of current VLF \$20)	~\$5.8M
Ensure affordable access to mobility	<b>Mobility Access: ORCA Opportunity for Youth</b> Fund 7,000 12-month ORCA cards and 4,900 summer ORCA cards to enable youth mobility	~\$4M
	<b>Mobility Access: Low Income Access to Transit Program</b> Community-based programs to increase mobility for seniors, people with disabilities, and low-income people	~\$3M
Address acute mobility needs	<b>Emerging Needs: West Seattle Service Investments</b> Additional bus service to increase capacity or new/expanded water taxi service for first four years	~\$3M



# STBD Package Years 1-6



# Investing in Transportation Equity

*Because transportation remains the second highest cost for many households, the new STBD package continues to focus on improving transit affordability and access for all Seattleites*

## Service

- Continued access to housing, employment and educational opportunities served by Seattle Frequent Transit Network.
- Re-evaluate previous and future STBD investments through an updated RSJI analysis

## Capital

- Investments to ensure a more reliable ride for those making essential trips by transit
- Transit spot improvements, pothole and street maintenance repair on transit corridors, and signal optimization to support transit operations

## Mobility Access

- Fully fund ORCA Opportunity, a program for students
- Maintain Low Income Access program providing community engagement, training, resources, and partnerships to increase transit access

## Emerging Needs

- Ensure mobility options for essential workers and those impacted by West Seattle Bridge closure
- Build the transit system needed for economic recovery
- Mitigate West Seattle Bridge closure impacts on Georgetown & South Park



# Future Equity Work

- Update the 2017 RSJI Analysis of the Frequent Service Network
  - Incorporate findings about where transit ridership has been highest through COVID-19
  - Align transit investments with community needs, land use, and demand
- Work with Transit Advisory Board and Transportation Equity Workgroup to inform investment decisions

## Legend

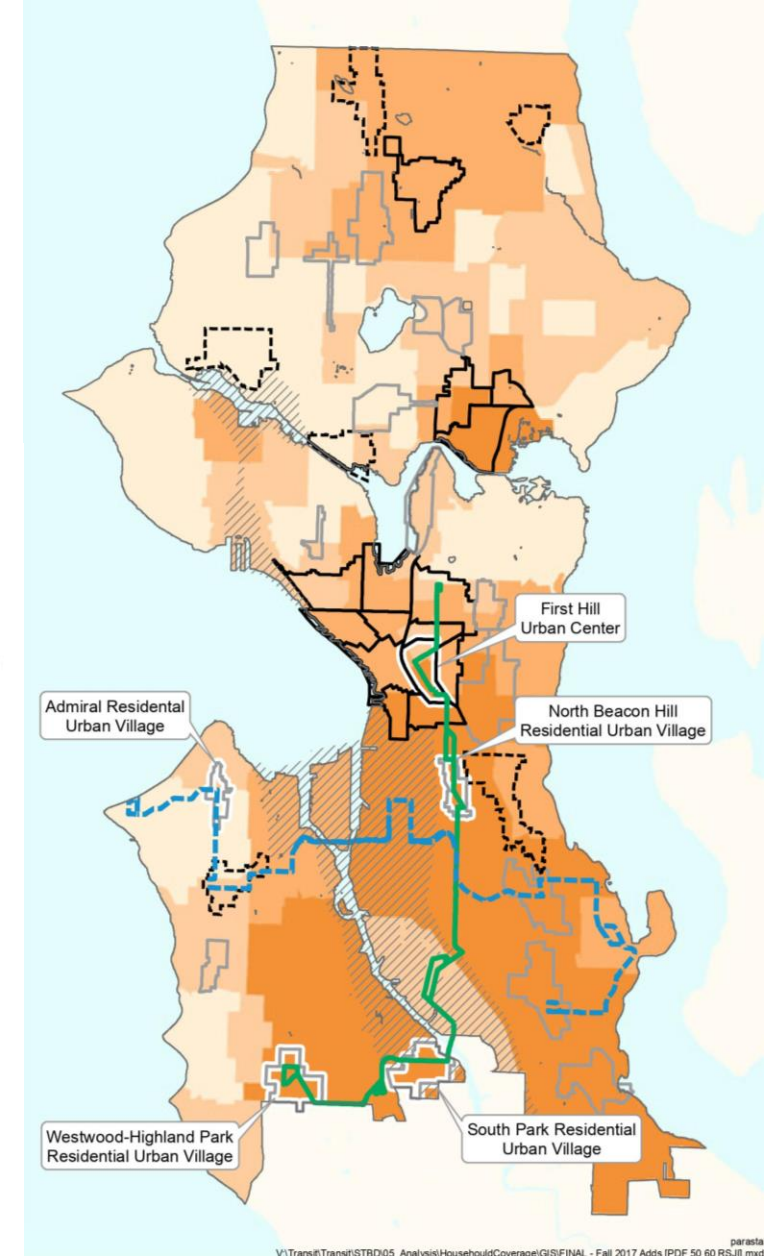
- Route 50
- Route 60

## Urban Centers & Villages

- Urban Center
- Hub Urban Village
- Residential Urban Village
- Manufacturing Industrial

## People of Color

- 8 - 18%
- 18 - 34%
- 34 - 45%
- 45 - 94%



# More information

- About STBD: <https://www.seattle.gov/transit/>
- More about the proposal: <http://www.seattle.gov/transit/about-stbd/2021-proposal-to-provide-reliable-transit>
- STBD Year 4 Program Report: <http://www.seattle.gov/transit/about-stbd/year-4-annual-report>



# Questions

