ALL ABOARD
SEATTLE TRANSPORTATION BENEFIT DISTRICT YEAR 2 PERFORMANCE REPORT

JUNE 2016 - JUNE 2017

City of Seattle · all aboard

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CORE VALUES

Seattle is focused on creating a safe, interconnected, vibrant, affordable, and innovative city for all.

A Safe City

We will not accept traffic deaths as an inevitable part of traveling together in a safe city. Our goal is to eliminate serious and fatal crashes in Seattle. Safety also means being prepared for a natural disaster by seismically reinforcing our bridges to withstand earthquakes.

An Interconnected City

More travel options doesn't always equate to an easy-to-use, interconnected system. Our goal is to provide an easy-to-use, reliable transportation system that gives you the options you want when you need them.

A Vibrant City

A vibrant city is one where the streets and sidewalks hum with economic and social activity. People meet and shop and enjoy the beautiful city we live in, side by side with goods delivery and freight shipping. Our goal is to use Seattle's streets and sidewalks to improve the city's health, prosperity, and happiness.

An Affordable City

Our goal is to give all people high-quality and low-cost transportation options that allow them to spend their money on things other than transportation. The transportation system in an affordable city improves the lives of all travelers—those with the latest model smart phones in their pockets and those without.

An Innovative City

Demographic changes and technological innovation are radically reshaping transportation. Our goal is to understand and plan for the changes of tomorrow, while delivering great service today. This includes newer, more nimble approaches to delivering projects and programs to our customers.

GUIDING PRINCIPLES

Our Mission: Deliver a high-quality transportation system for Seattle

Our Vision: Connected people, places, and products

ACKNOWLEDGMENTS

STBD BY THE NUMBERS YEAR 2

In 2014, Seattle voters approved Proposition 1 to fund the purchase of increased Metro service and additional transit programs for Seattle residents. This voter-approved funding measure includes a $60 vehicle license fee and 0.1% sales tax increase to generate over $50 million (in 2017) to improve transit availability and access for six years (2015-2020).

ACCESS TO FREQUENT TRANSIT

% of 🏠🌲

ACTUAL

100%

80%

72% by 2025

2017: **64%**

60%

53% by 2020

2016: **51%**

40%

2015: **25%**

20%

Move Seattle GOAL

0%

🚶 —<10 Minutes→ 🚌
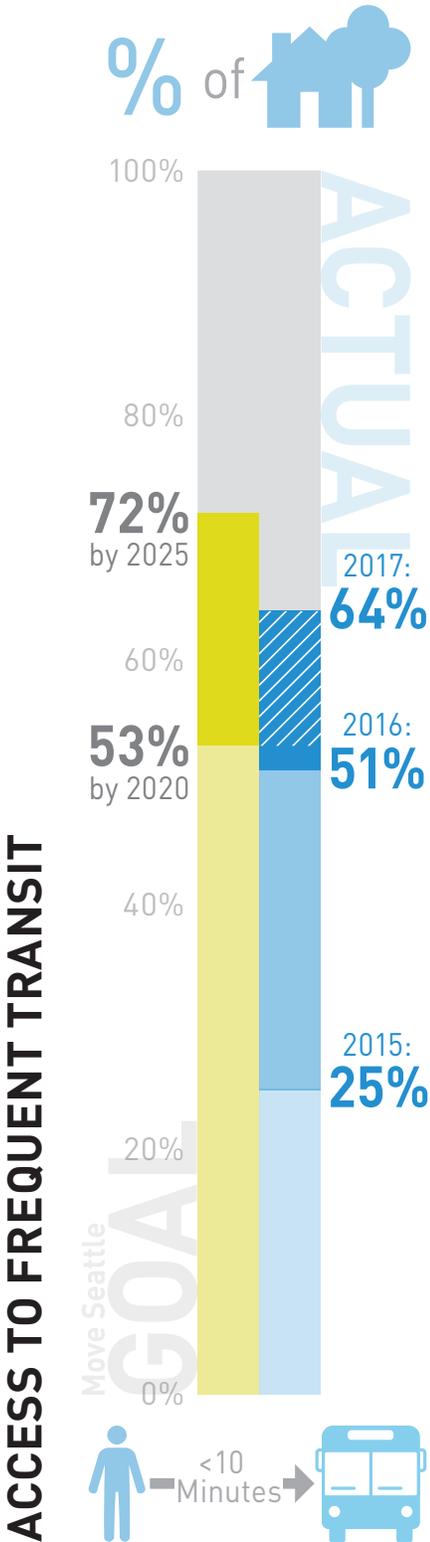
YOUTH ORCA PROGRAM

🔵 orca

2,680 Cards
Distributed to low-income high school and middle school students

🚌

440,000 Trips
Taken by students with City of Seattle Youth ORCA cards

$

$648,000 Saved
In bus fare by participants of the Youth ORCA program

RAPIDRIDE RIDERSHIP

C Line
8,300
11,600
+40%

D Line
11,200
14,300
+28%

E Line
15,400
17,400
+13%

0   5k   10k   15k   20k

🔵 June 2015, Avg. Weekday   🟡 June 2017, Avg. Weekday
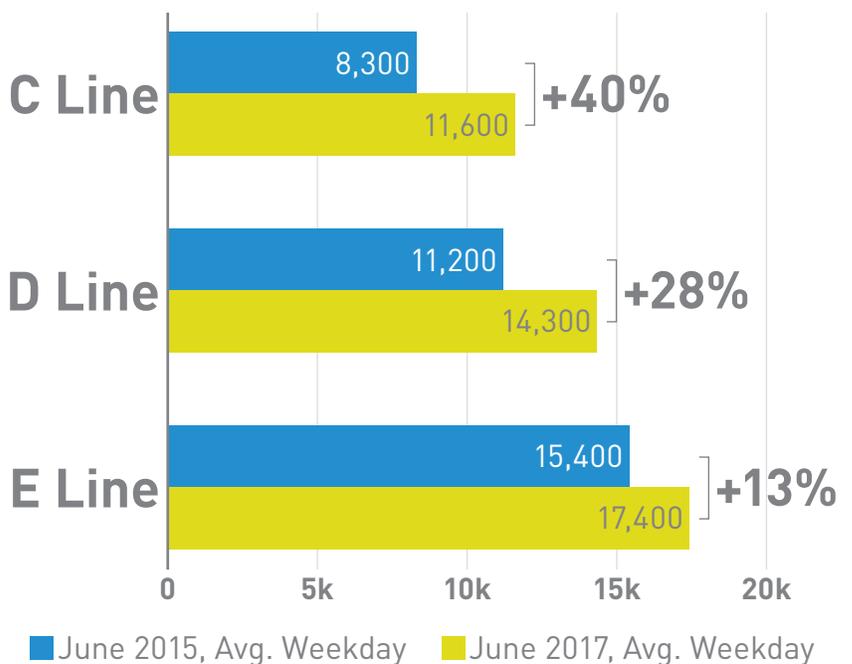
TOP 15 STBD INVESTMENTS (BY STBD SERVICE HOURS)

Metro Investment   **STBD Investment**

Route	%
C Line	**35.4%**
D Line	**36.8%**
40	**26.9%**
49	**24.2%** ← % of route funded by STBD
10	**40.1%**
5	**19.4%**
48	**19.0%**
11	**29.8%**
47	**100%** Restored by STBD
41	**11.4%**
2	**15.5%**
1	**31.8%**
8	**10.8%**
70	**9.7%**
44	**9.1%**

0   10k   20k   30k   40k   50k   60k   70k   80k   90k   100k
Total Annual Service Hours

Service on these routes increased by
more than 30%
thanks to STBD investments

ORCA LIFT ENROLLMENT

City of Seattle
2016   2017
11% to 19%
of eligible residents
18,000 (2016) to
29,000 (2017)

King County, non-Seattle
2016   2017
4% to 7%
of eligible residents
14,000 (2016) to 20,000 (2017)

INTRODUCTION

PUBLIC TRANSPORTATION IN SEATTLE

Seattle continues to be one of the country's fastest-growing cities and it is critical that our transportation network is interconnected, accessible, and affordable for residents, workers, and visitors.

On its own, King County Metro funding was insufficient to maintain the level of bus service and was unable to meet the needs of a fast-growing city. In response to this shortfall, Proposition 1 was proposed and passed in November 2014 to fund the Seattle Transportation Benefit District (STBD). STBD generates approximately $50 million annually through 2020 to fund the purchase of increased King County Metro service and additional transit programs for Seattle residents.

This report outlines Seattle's current transit investments and Year 2 (July 2016 – June 2017) performance.

Seattle is Growing

Since 1995, Seattle has gained 100,000 new residents and created 50,000 jobs. Over the next 20 years, an additional 120,000 residents and 115,000 jobs are anticipated.

As population and jobs continue to grow, many of Seattle's streets, in areas such as downtown, are already full at rush hour. Given the limited opportunities to expand the street network, the

City needs to make meaningful investments in bus, train, rideshare, cycling, and pedestrian solutions to effectively plan and manage the transportation network.

Along these lines, the City of Seattle is working closely with partners such as King County Metro, Sound Transit, and the Downtown Seattle Association to identify projects, like One Center City (www.onecentercity.org), that will improve the quantity and quality of non-automobile transportation options and accommodate this projected growth in travel demand through non-single occupancy vehicle (SOV) travel.

Population and Employment Growth
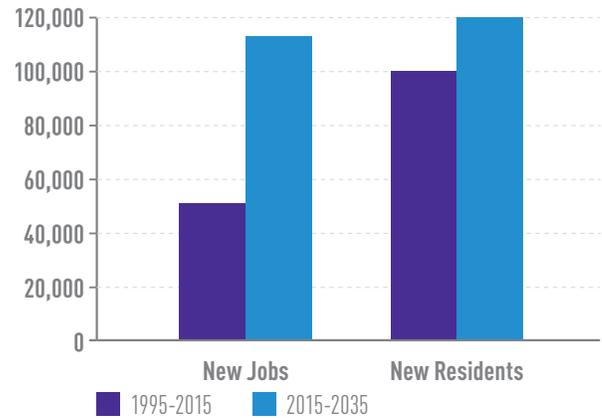
Additional trips above 2015 levels must occur in modes other than single occupancy vehicles (SOV)
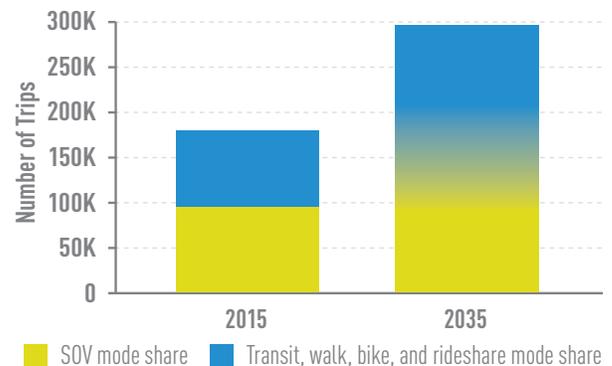
Continuing Support from Seattle Voters—ST3

Seattle voters understand the need for high-quality, frequent, and reliable transportation options. Over the last three years, Seattle voters have consistently approved transportation funding packages to meet their growing needs.

2014: Seattle voters approve about $50 million annually for transit service through STBD; funding through 2020

2015: Seattle voters approve the $930 million Levy to Move Seattle to improve safety for all travelers, maintain streets and bridges, and invest in reliable, affordable travel options for a growing city; funding through 2024

2016: Regional voters approve Sound Transit 3 to expand the regional light rail and high-capacity transit network; funding through 2041

In November 2016, voters in the Puget Sound region approved Sound Transit 3 (ST3). The ST3 Plan responds to the region's rising population and enables more people to access fast and reliable transit that can meet demand many decades into the future.

In Seattle, light rail will expand to Ballard and West Seattle with a new Downtown Seattle light rail tunnel to provide added capacity. New/expanded stations will be constructed in the Downtown/ South Lake Union areas to serve this new light rail line from Ballard to West Seattle. Additional light rail expansion throughout the region will provide connections north, south, and east of the city. ST3 will add stations at South Graham Street, NE 130th Street, and South Boeing Access Road. Additionally, ST3 will add new BRT lines connecting Burien, Bellevue, and Lynnwood via I-405 and between Woodinville and North Seattle via SR-522, and includes funding for early investments in Seattle's RapidRide lines such as the existing C and D Lines, and the upcoming Madison RapidRide.

Seattle's Transit Mode Share is Increasing

Since 2000, it's clear that Seattle's transit mode share is going in the right direction.

From 2000 to 2016, travel to Downtown Seattle using modes like transit, walking, biking, and rideshare grew from 50% to 70%. Most of this growth occurred on transit, which increased from 29% in 2000 to 47% in 2016. During this same time, SOV trips decreased from 50% to 30%.

Simply put, Seattle residents are using transit to get where they need to go. In fact, the greater Seattle area is one of the only metro areas in the country that has seen increases in both bus and rail ridership in the last five years. As the City and transit system grow, Seattle residents will have more non-SOV modes to get where they need to go.

Seattle's 10-year mobility goals include (but are not limited to):

- Provide 72% of Seattle households with a bus that comes every 10 minutes or better within a 10-minute walk of their homes, compared to 25% in 2015 (progress toward this goal is discussed on page 24)
- Provide RapidRide service on seven new corridors (for a total of 10 overall in Seattle)
- Increase transit service and improve our streets to make transit more reliable

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Transit and Single Occupancy Vehicle (SOV) Mode Share Trends to Downtown Seattle (2000, 2014, 2016, and 2035 Target)

Source: 2014 & 2016 Center City Commuter Mode Split Survey Results
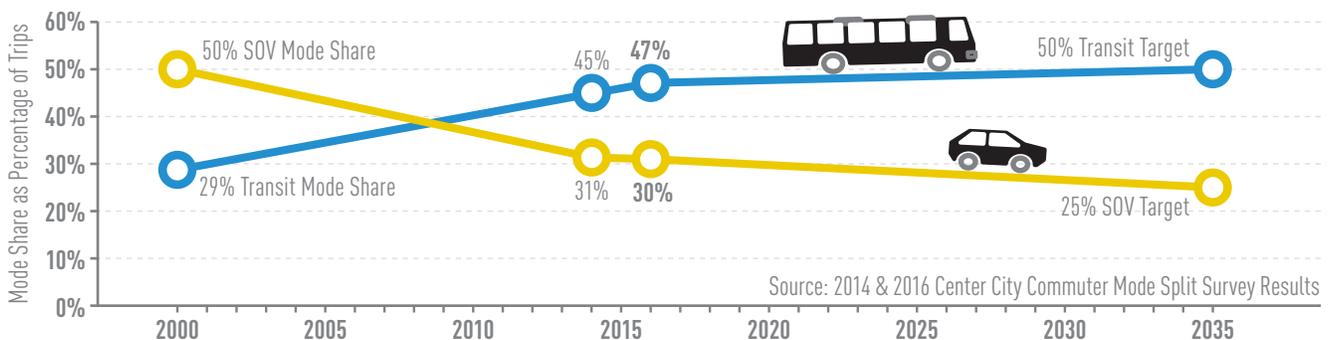
BACKGROUND & HISTORY

Seattle Transit Master Plan

The City of Seattle Transit Master Plan (TMP) is a 20-year plan that identifies the types of transit service, facilities, programs, and system features required to meet Seattle's transit needs. The TMP establishes the Frequent Transit Network (FTN), which guides transit service priorities in Seattle and provides direction for where capital investments should be made to best improve transit operations and provide the greatest community benefit. The FTN prioritizes frequent, reliable service on designated corridors that connect urban villages and urban centers—every day of the week.

Addressing King County Metro's Funding Shortfall

King County Metro is the primary transit provider in Seattle. During the 2008 economic downturn, King County Metro, which receives more than half of its funding from sales tax revenue, faced a funding shortfall of $1.2 billion from 2009 to 2015. In 2014, King County Metro was forced to reduce service levels to close the funding gap.

King County Proposition 1—Not Approved

To prevent the proposed transit service reductions and provide funding for road maintenance and repair, King County Proposition 1 went to King County voters in April 2014. King County voters did not approve the proposition and King County Metro implemented its first phase of reductions in Fall 2014. As a part of this, Seattle routes lost 54,000 annual service hours.

Seattle Transportation Benefit District Proposition 1—Approved

While the King County proposition failed overall, election results showed overwhelming support for the measure within Seattle. Understanding the growing demand for transit service in the city, Mayor Ed Murray proposed the Seattle Transportation Benefit District (STBD) Proposition 1 on the November 2014 ballot to address transit funding shortfalls within the city.

On November 4, 2014, Seattle voters approved STBD Proposition 1 (62% Yes, 38% No), providing for the expansion of transit service and low-income transportation equity. Additional STBD information is available online at www.seattle.gov/transit.

Seattle Transportation Benefit District Proposition 1 Overview

The approval of Proposition 1 by Seattle voters implemented a 0.1% sales tax increase and an additional $60 annual vehicle license fee, generating approximately $50 million annually for STBD through 2020. SDOT manages this program on behalf of STBD and the Seattle City Council.

While King County Metro plans the countywide transit system based on policy guidance in the King County Strategic Plan and Service Guidelines, STBD provides funds for Seattle to invest as guided by the Seattle Transit Master Plan.

Through STBD, Seattle is able to be more responsive and flexible to transit service needs within the city (such as time, span, and frequency).

STBD Funds Approximately $50M Annually for Seattle Transit

Year	$60 Vehicle License Fee	0.1% Sales Tax	Total
2015	$13.7M	$17.5M	$31.3M
2016	$23.5M	$24.7M	$48.3M
2017*	$23.9M	$25.9M	$49.8M
2018*	$24.3M	$27.1M	$51.4M
2019*	$24.7M	$27.8M	$52.6M
2020*	$25.2M	$28.8M	$53.9M

■ $60 Vehicle License Fee   ■ 0.1% Sales Tax   *Projected
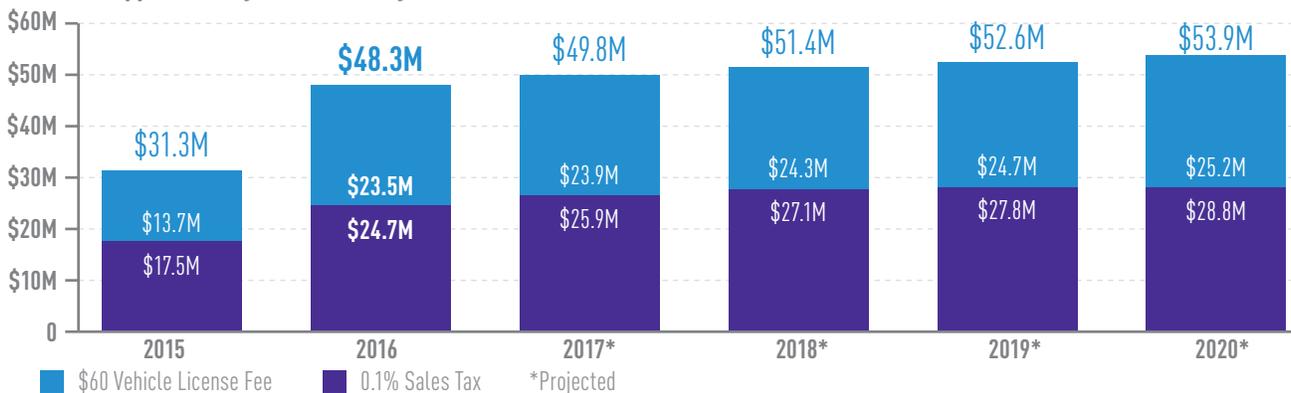
Timeline of STBD and Outside Events 2008 - 2018

2008: The Great Recession

Winter 2013: King County Metro conducts public outreach for service reductions

Spring 2014: King County Prop 1 fails countywide, but with overwhelming support in Seattle

Summer 2014: Seattle Prop 1 is put on the ballot for November 2014

Fall 2014: Metro implements Phase 1 of planned service reductions

Fall 2014: Seattle voters approve Seattle Prop 1, 62% to 38%

Fall 2014: Metro cancels Phases 2-4 of planned service reductions due to improved revenues

Spring 2015: 25% of Seattle households are within a 10-minute walk of 10-minute or better transit service

Summer 2015: STBD service begins implementation

Fall 2015: Additional STBD service added

Fall 2015: "Move Seattle," A 9-year transportation funding levy, passes

Spring 2016: STBD funds the separation and extension of RapidRide C & D Lines

Spring 2016: University Link Light Rail begins operations to Capitol Hill and University of Washington stations

Summer 2016: 51% of Seattle households are within a 10-minute walk of 10-minute or better transit service

Fall 2016: Sound Transit 3 passes

Fall 2016: Metro proposes adding 300k annual service hours in 2017-2018

Spring 2017: Metro adds service

Fall 2017: STBD invests in Night Owl service and improves frequency on key routes

Fall 2017: Metro adds service

Winter 2017: 64% of Seattle households will be within a 10-minute walk of 10-minute or better transit service

Spring 2018: Metro will add service

Fall 2018: STBD will add service

Fall 2018: Metro will add service

Legend
- Move Seattle
- King County Metro
- STBD
- Other

STBD Events

Outside Events

Route Investment Requirements

Through STBD, Seattle can only directly invest in "Seattle routes" (those with more than 80% of stops within the city limits). The Regional Partnership Program provides $3 million annually for the City to partner with other jurisdictions to fund routes that serve the City of Seattle, but do not meet the 80% threshold. Through this program, the City is able to fund up to 50% of the added service. A detailed list of Regional Partnership investments made through STBD is available online at www.seattle.gov/transit.

Relationship to King County Metro Service Guidelines

King County Metro's Transit Strategic Plan and Service Guidelines outline policies to plan and manage the transit system and expand, reduce, or restructure service. Every year, Metro produces a System Evaluation Report that informs how the agency invests in service. King County Metro prioritizes investments in the following way:

- Routes that are chronically overcrowded (Overcrowding)
- Routes that do not meet on-time performance targets (Schedule Reliability)
- Routes in need of service due to productivity, social equity, and geographic value (Corridor Frequency and Span)

Seattle gained over 100,000 residents in the last 20 years, and is expected to gain another 120,000 residents in the next 20 years, making it one of the fastest growing cities in the country. As our population grows, how we move people around the city becomes more and more complex, constantly requiring new strategies and ideas.
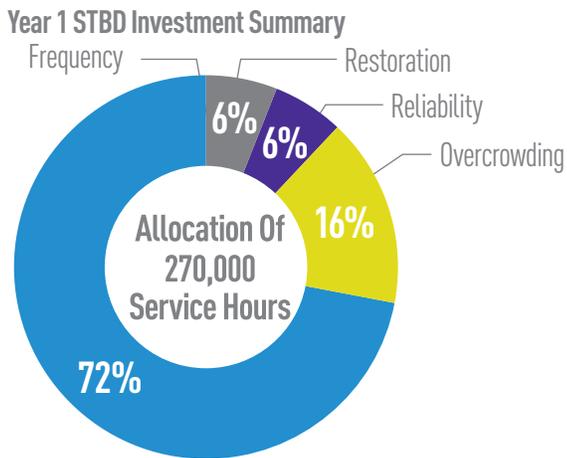
Seattle circa December 2014

TRANSIT SERVICE INVESTMENTS

YEAR 1 SERVICE INVESTMENTS

Year 1 STBD Investment Summary

Frequency — — Restoration

— Reliability

— Overcrowding

6% 6%

16%

Allocation Of 270,000 Service Hours

72%

In the first year of STBD (June 2015 – June 2016), Seattle added 270,000 annual service hours on 68 routes. Investments were made in four categories:

- Restoring routes deleted in September 2014
- Addressing crowded buses
- Improving schedule reliability
- Adding trips to improve service frequency and span

Restored Routes

Five routes were saved from planned elimination:

- Routes 82, 83, and 84 — Night Owl Service
- Route 19 — Magnolia to Downtown Seattle
- Route 47 — Capitol Hill to Downtown Seattle

Less Overcrowding

Through STBD investments, Seattle addressed 95% of the King County Metro-identified crowding need in the first year, by investing in 37 Seattle routes that suffered from overcrowding.

More Reliable

Through STBD investments, Seattle addressed 91% of the King County Metro-identified schedule reliability need by investing in 38 routes throughout the city.

More Frequent

The Transit Master Plan identifies a Frequent Transit Network with frequency and service span goals. Additionally, Move Seattle calls for 72% of households to be within a 10-minute walk of 10-minute or better all-day transit service by 2025. Through STBD investments, Seattle improved the frequency on 54 routes throughout the city, providing more service throughout the day to meet the various needs of Seattle riders.

RapidRide Expansion

In the first year of STBD investments, Seattle added 71,000 annual hours dedicated to RapidRide C, D, and E Lines (26% of total STBD service adds). Investments included:

- **June 2015**: Improved service frequency and reliability on RapidRide C and D Lines
- **September 2015 and March 2016**: Improved schedule reliability and added trips to increase frequency on RapidRide E Line through the Regional Partnership program
- **March 2016**: STBD funded the separation and extension of the RapidRide C and D Lines to address increased development throughout the city and facilitate a faster and more reliable transit trip

Regional Partnerships

To date, the City of Seattle has created regional partnerships with two entities: the City of Mercer Island and King County Metro Transit.

- **City of Mercer Island**: Through the Regional Partnership program, STBD funds 50% of the City of Mercer Island's share of Route 630, which connects the residential areas of Mercer Island and jobs in downtown Seattle and First Hill.
- **King County Metro Transit**: The City of Seattle funds service on 11 routes that serve the city, but do not meet the threshold to qualify for direct STBD service investment. Investments in these routes are made to alleviate overcrowding, improve service reliability, and increase frequency.

SERVICE INVESTMENT CONSIDERATIONS

When considering which routes to invest in, or the type of investment, SDOT identifies priorities by looking at a wide range of factors. These factors reflect adopted plans, policies, and performance goals such as the Transit Master Plan, Frequent Transit Network, and Move Seattle. Additionally, the City considers what investments best complement existing planned transit service provided by King County Metro and Sound Transit.

When making service investment decisions, SDOT considers how to:

- **Implement the Frequent Transit Network (FTN)**: The Transit Master Plan Vision calls for "a network of high-quality, frequent transit routes that connect urban villages, urban centers, and manufacturing and industrial districts." The FTN, which is where much of the city's STBD investments go, is the method to deliver on that vision.
- **Increase Access to Frequent Service**: The Levy to Move Seattle calls for 72% of Seattle households to be within a 10-minute walk of 10-minute or better all-day transit service by 2025.
- **Advance Racial Equity**: The City's Race and Social Justice Initiative has the goal of eliminating institutionalized racism and race-based disparities in Seattle. The STBD Racial Equity Analysis, documented in more detail on page 29 and in Appendix B, helps advance this initiative through the identification of additional transit service to benefit communities of color and other groups.

- **Increase Service on Future RapidRide Corridors**: The City, in partnership with King County Metro, plans to deliver seven new RapidRide corridors throughout the City by 2024, including both capital and service improvements on the city's busiest routes.
- **Address Unmet Transit Needs**: Each year, King County Metro publishes a report documenting needed transit service improvements based on crowding, reliability and underlying demand.
- **Expand Service to all Urban Villages**: Supporting growth in urban centers and villages with frequent and reliable transit service is a crucial element of Seattle 2035, the 20-year vision and roadmap for Seattle's growth.
- **Align with Night Owl Investments**: The City led efforts to save and expand Night Owl transit service throughout the city in 2014. In September 2017, the City replaced routes 82, 83, and 84 with late night trips on all-day routes, expanding the network throughout the City.

King County Metro's Service Investments, 2017-2018

Over the next two years (2017-2018), Metro will invest about $30 million in additional transit service. These service investments will address crowding and reliability needs identified in King County Metro's 2016 System Evaluation Report and add more service to help some routes meet demand. These service investments begin to move King County Metro toward the Metro Connects vision of a more safe, frequent, reliable, and accessible bus system. Additional information about Metro Connects can be found at www.kcmetrovision.org.

SEPTEMBER 2016 SERVICE CHANGE

In September 2016, Seattle added 50 new weekly trips (3,500 annual service hours) to alleviate crowding during the peak period on routes throughout the city.

- **Route 8**: New evening trip
- **Route 15X**: New morning trip
- **Route 18X**: New morning trip
- **Route 21X**: New morning trip
- **Route 40**: 3 morning trips and 2 evening trips
- **Route 120**: New morning trip

50 New Weekly Trips
+3,500 Annual Hours of Additional Transit Service

SEPTEMBER 2017 SERVICE CHANGE

In September 2017, Seattle added over 700 new weekly trips (35,000 annual service hours) to improve all-day frequencies and the Night Owl network.

- Add Night Owl service on Routes 3, 5, 11, 44, 48, 65, 67, and 70, providing late night connections to new areas throughout Seattle, such as Northgate, Lake City, and the Central District.
- **Route 65**: Improve service to 10 minutes or better weekdays from 6AM – 7PM
- **Route 67**: Improve service to 10 minutes or better weekdays from 6AM – 7PM
- **Route 60**: Improve service to 15 minutes or better weekdays from 6AM – 7PM
- **Route 50**: Improve service to 30 minutes or better for 18 hours a day, seven days a week
- **Routes 44 and 48**: Add targeted trips to ensure alignment with Frequent Transit definition
- Minor trip adds to Routes 3, 4, 8, 14, 41, and 67 to ensure 30-minute service for 18 hours a day, seven days a week

700 New Weekly Trips
+35,000 Annual Hours of Additional Transit Service

Impacts of September 2017 Investments

- Provide 64% of Seattle households with a 10-minute walk to 10-minute or better transit service, increasing it from 51% in 2016, and surpassing our 2020 goal three years early (see page 24)
- Better serve historically underserved communities and address gaps identified in the Racial Equity Analysis (see page 29)

- Improve service on future RapidRide corridors
- Ensure that all current and future Frequent Transit Network routes have at least 30 minute headways from 6AM – 12AM, 7 days per week
- Align investments with September 2017 Night Owl improvements
- Improve east-west connections in South Seattle

NIGHT OWL SERVICE RESTRUCTURE

Background

In September 2014, Seattle fully funded the Night Owl Network (Routes 82, 83, and 84) when King County Metro originally intended to delete these routes. In September 2017, the City more than doubled its service investment between 2AM and 5AM, establishing new late-night connections throughout Seattle, and providing late night cross-town transit options for the first time ever.

Seattle Investment Proposal

SDOT's objective is to provide a simple, easy-to-use late-night network, by balancing needs for service on high-ridership routes while providing coverage across the city.

Complementing the existing Night Owl Routes 7, 36, 49, and RapidRide C, D, and E Lines, SDOT invested in Routes 3, 5, 11, 44, 48, 65, 67, and 70, providing late night connections to new areas such as Northgate, Lake City, First Hill, and the Central District. Additionally, these investments helped create a comprehensive network that expands late-night bus travel options and connections without having to go through downtown, detailed below:

- Replaced Night Owl Routes 82, 83, and 84 (funded by Seattle) with two late-night round trips on Routes 3, 5, 11, and 70 – serving neighborhoods such as Capitol Hill, Central District, Eastlake, Fremont, Green Lake, Phinney Ridge, Queen Anne, and University District
- Added Seattle-funded cross-town (non-downtown) connections on Routes 44 and 48, facilitating late-night transfer options to, from, and through the University District
- Added Seattle-funded late-night service on Routes 65 and 67, creating late-night transfer opportunities to Routes 44, 48, and 70

Also in September 2017, King County Metro funded the following:

- One late-night round trip on Route 120 serving Delridge
- Hourly all-night service on RapidRide C, D, and E Lines
- Late-night trips on Route 124, extending to Sea-Tac Airport after 1AM when Link light rail is not operating, increasing options for travelers and airport employees

Night Owl Network
September 2017

──── Current Late-night Service (C, D, E, 7, 36, 49)

┄┄┄┄ Portions of Night Owl Routes No Longer Served (82, 83, 84)

──── SDOT-funded Night Owl Service (3, 5, 11, 44, 48, 65, 67, 70)

──── Metro-added Routes (120, 124)
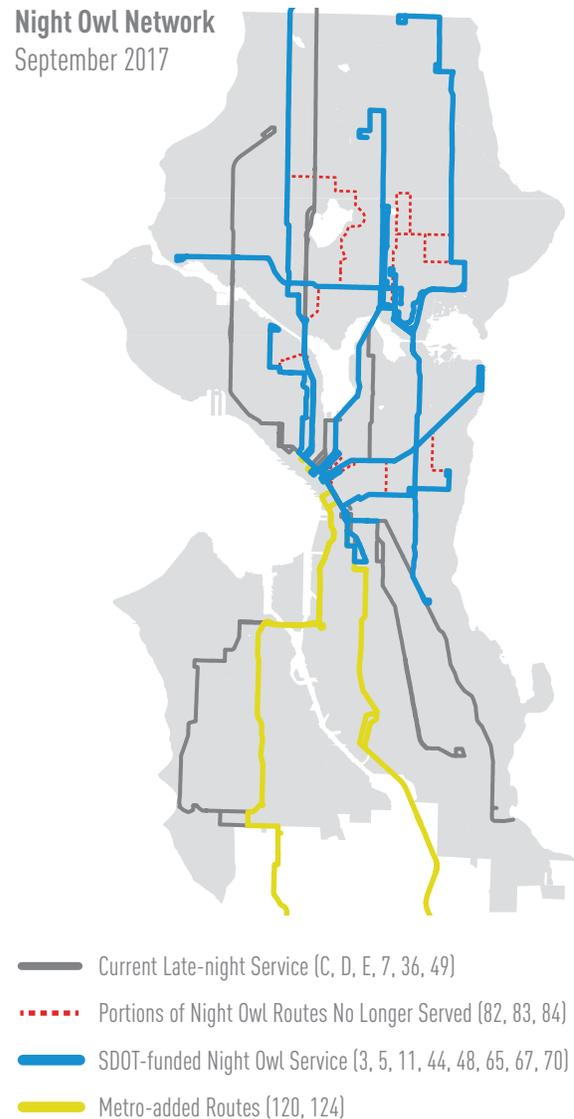
TRANSIT SPOT IMPROVEMENT PROGRAM

Since 2008, SDOT's Transit Spot Improvement Program has worked with King County Metro to improve the safety and efficiency of transit throughout the city through improvements to Seattle's streets and sidewalks. The spot improvement program is funded by the voter-approved Move Seattle Levy and King County Metro.

With city-funded transit service under STBD, these efforts also focus on making improvements along routes with significant STBD investments, to help improve the travel speed and rider experience on priority corridors throughout the city. While not a transit agency, SDOT embraces the transit network and seeks to improve the service and capital aspects as if it was.

Operational Improvements

Some spot improvements help reduce the travel time of bus trips to improve the rider experience:

- **Queue Jumps**: Dedicated traffic signals for buses to receive a green light before other traffic, which improves reliability and travel time for riders at busy intersections

- **Bus Only Lanes**: Dedicated lanes that allow buses to bypass congestion, resulting in a faster and more reliable trip for riders

Access and Safety Improvements

Many improvements enhance the quality of the rider experience while ensuring safe conditions for riders of all abilities.

- **Stop Amenities**: Shelters, seating, lighting, and real-time information signs to improve the experience of riders waiting for the bus
- **Rear-door Bus Pads**: Adding concrete (where there would otherwise only be grass or dirt) to smaller bus stops to improve the experience and safety for exiting bus riders

SDOT continues to take a holistic approach to improving transit in Seattle by matching service and capital improvements to the city's public right-of-way, to ensure operational efficiency and rider safety and comfort. Between June 2016 and June 2017, SDOT's Spot Improvement program completed 37 of these projects.

Spring Street Bus Only Lane

SUPPLANTATION

Supplantation ensures that Seattle's transit system is treated fairly in the broader King County Metro transit system. Under supplantation, King County Metro credits Seattle for service hours purchased by the City through STBD that Metro would have otherwise funded. Approximately 85,000 annual service hours of Seattle's investment are eligible for supplantation credit.

Seattle has and will continue to reinvest supplanted hours back into transit service throughout the city. In September 2017, Seattle will add 35,000 annual hours of service on 10 routes, which is paid for with a service credit. Additional information about the September 2017 service investments can be found on page 14.

When King County Metro invests in transit service, Seattle is credited for service investments consistent with King County Metro's Service Guidelines Investment Priorities (1. Crowding, 2. Reliability, 3. Frequency).

In the coming year, Seattle is expected to receive additional service credits as King County Metro invests in the network through 2017-18 in accordance with their Service Guidelines. As a result, Seattle will focus on reinvestments that align with the Seattle Transit Master Plan and providing high quality, frequent, and equitable transit service.

SDOT crew installs a red "Bus Only" lane on Battery Street in Downtown Seattle. These lanes provide dedicated space for buses and right-turning vehicles, helping to improve the reliability of transit and lessen the impacts of traffic on transit riders. Source: SDOT Flickr
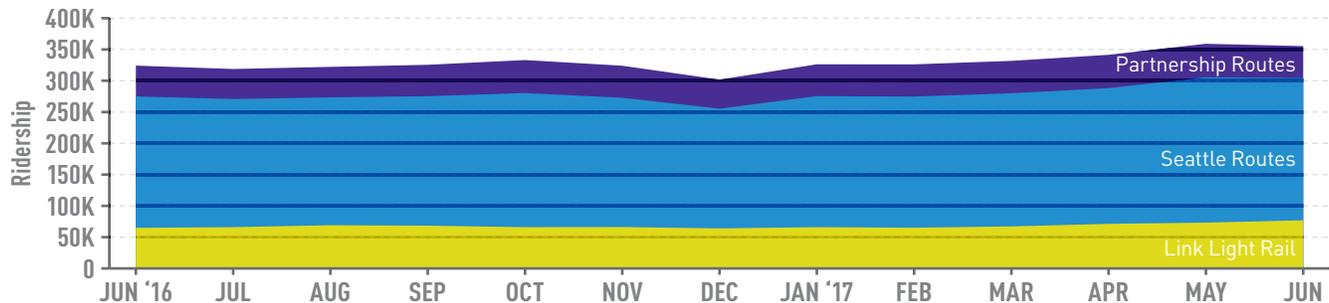
PERFORMANCE

RIDERSHIP

Transit Ridership Increase by Month

Ridership is an indication of overall transit system use throughout the city. The overall growth in citywide transit ridership shows the increasing demand for and use of transit in Seattle. Since the start of STBD funding, ridership on Seattle routes, Regional Partnership routes, and Link light rail has steadily increased. In June 2017, Seattle routes and Link light rail carried 304,000 weekday riders, up 6% over June 2016 (and 15% over June 2015).

When the University Link light rail extension opened in March 2016, transit ridership increased as ridership patterns throughout Seattle changed. Since the opening of Capitol Hill and University of Washington Husky Stadium stations, Link ridership has more than doubled from June 2015 to June 2017 and now carries about 77,000 weekday riders. As riders shift between King County Metro buses and Link light rail, ridership has continued to increase on Regional Partnership routes, RapidRide routes, and the Frequent, All-day Service network.

Regional Partnership Routes

Seattle invests in 11 Regional Partnership routes through the Seattle Transportation Benefit District, which carried over 51,000 weekday riders in June 2017. From June 2015 to June 2017, ridership on Regional Partnership routes increased 12%, adding more than 5,000 weekday riders on these routes.
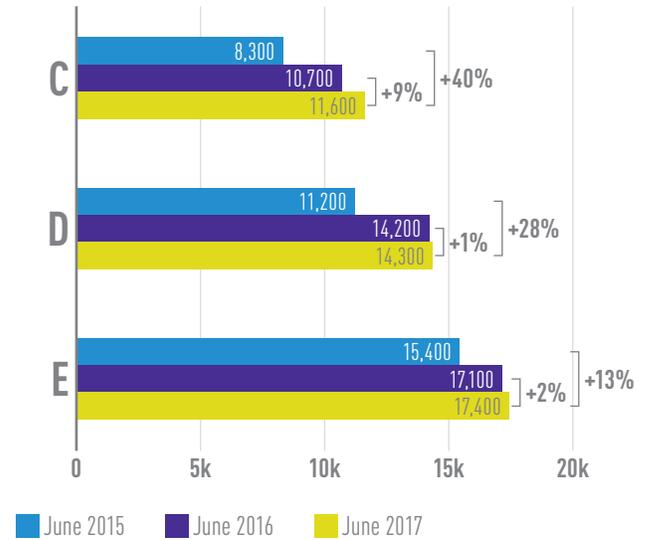
Average Daily Ridership in Seattle June 2014 - June 2017
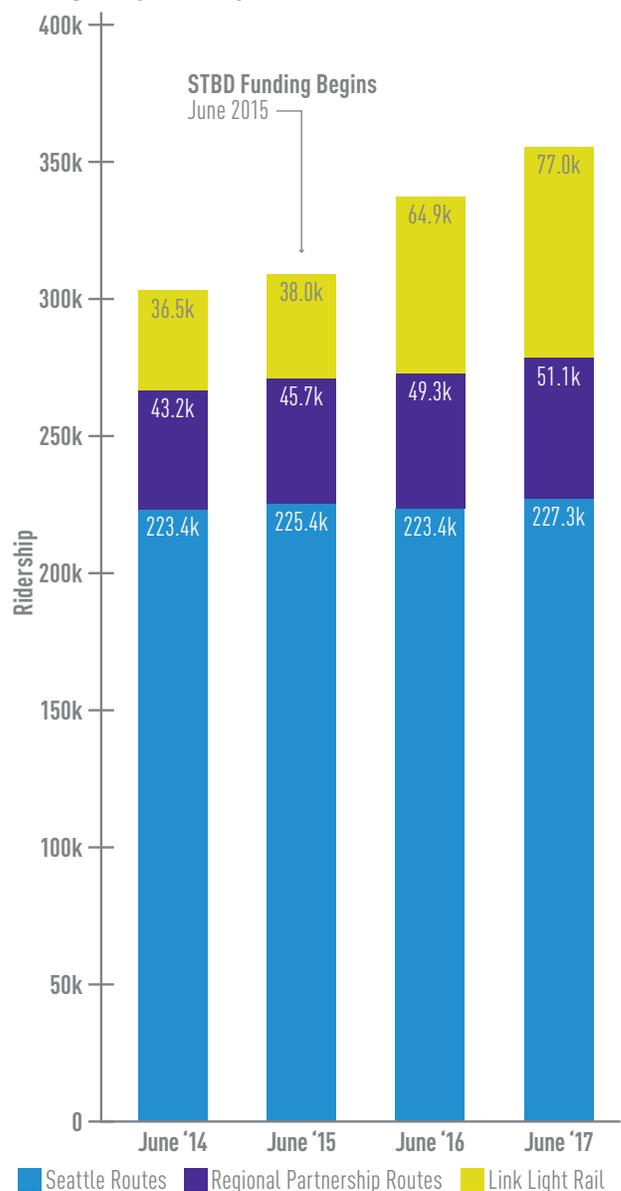
RapidRide

Ridership on all Seattle RapidRide lines continues to improve. From June 2015 – June 2017, the City of Seattle added approximately 56% more service hours on the RapidRide C and D Lines and has seen a 40% and 28% ridership increase, respectively (detailed to the right). The RapidRide E Line gained 13% more weekday rides while the City added 11% more service.
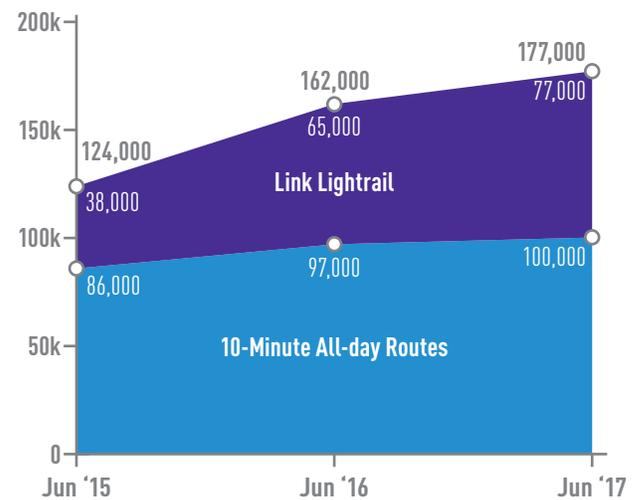
Daily Average RapidRide Ridership 2015 - 2017

C
- 8,300
- 10,700
- 11,600
+9% +40%

D
- 11,200
- 14,200
- 14,300
+1% +28%

E
- 15,400
- 17,100
- 17,400
+2% +13%

0   5k   10k   15k   20k

■ June 2015   ■ June 2016   ■ June 2017

Frequent, All-Day Service

To date, Seattle has added almost 100,000 annual hours to the Frequent, All-Day service network based on the Transit Master Plan, improving weekday all-day service frequencies to 10-minutes or better from 6AM – 7PM. Routes 3, 4, 7, 13, 36, 44, 48, 65, 67, and the C, D, and E Lines provide a backbone for transit service in Seattle (see map on page 25). At the end of 2017, 64% of Seattle households will be within a 10-minute walk to 10-minute all-day service, up from 25% in 2015 (see page 24 for more information on this metric). From June 2015 to June 2017, ridership on the Frequent, All-Day service network improved 17%, carrying over 14,000 more weekday riders.
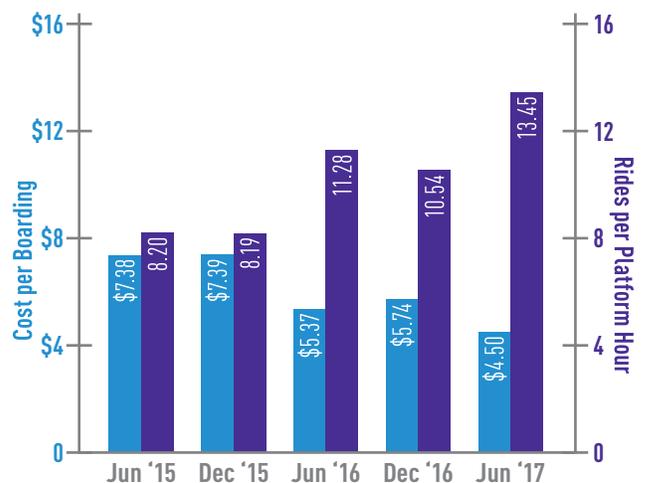
Daily Average Ridership on Routes with 10-minute All-Day Service & Link Light Rail 2015 - 2017

- 124,000
- 162,000
- 177,000

Link Lightrail
- 38,000
- 65,000
- 77,000

10-Minute All-day Routes
- 86,000
- 97,000
- 100,000

Jun '15   Jun '16   Jun '17

Mercer Island Regional Partnership - Community Shuttle

In partnership with Mercer Island, STBD helps fund the Mercer Island Community Shuttle (Route 630), operated through Metro's Community Connections program. The Mercer Island Community Shuttle connects the residential areas of Mercer Island to jobs in downtown Seattle and First Hill. From July 2016 - June 2017, Route 630 carried over 35,000 riders, an average of 137 weekday riders. Since the implementation of the shuttle in June 2015, ridership increased 34% and the cost per boarding decreased by $2.88, bringing it below the shuttle's target of $4.79 for the first half of 2017. As ridership on the shuttle grows, the service becomes more productive, carrying more riders for every service hour and decreasing the cost per boarding.

Mercer Island Community Shuttle Performance 2015 - 2017

Cost per Boarding / Rides per Platform Hour

	Jun '15	Dec '15	Jun '16	Dec '16	Jun '17
Cost per Boarding	$7.38	$7.39	$5.37	$5.74	$4.50
Rides per Platform Hour	8.20	8.19	11.28	10.54	13.45

ON-TIME PERFORMANCE

STBD tracks and funds improvements to schedule reliability on Seattle routes. From July 2016-June 2017, Seattle routes were on-time 77% throughout the day.

In general, on-time performance within Seattle tends to be lower than the rest of King County due to more traffic and higher demand for limited roadway space. Trips are considered on-time by Metro if they depart time points between one minute before and five minutes after the scheduled departure.

For Seattle routes, on-time performance fluctuates by time of day and day of the week. When there is less traffic and congestion, routes are on-time more often. Weekday on-time performance is 76.6%, while Saturday and Sunday on-time performance is 77.9% and 79.2%, respectively.

While STBD funds improvements to schedule reliability, long-term reliability improvements are often the result of capital investments. SDOT actively works to manage its roadway space to provide continued mobility in and around the city. Types of projects that SDOT has worked on to effectively manage its roadway space and improve transit reliability are discussed earlier in this report (see page 16 for more information).

Weekday On-time Performance - Seattle Routes
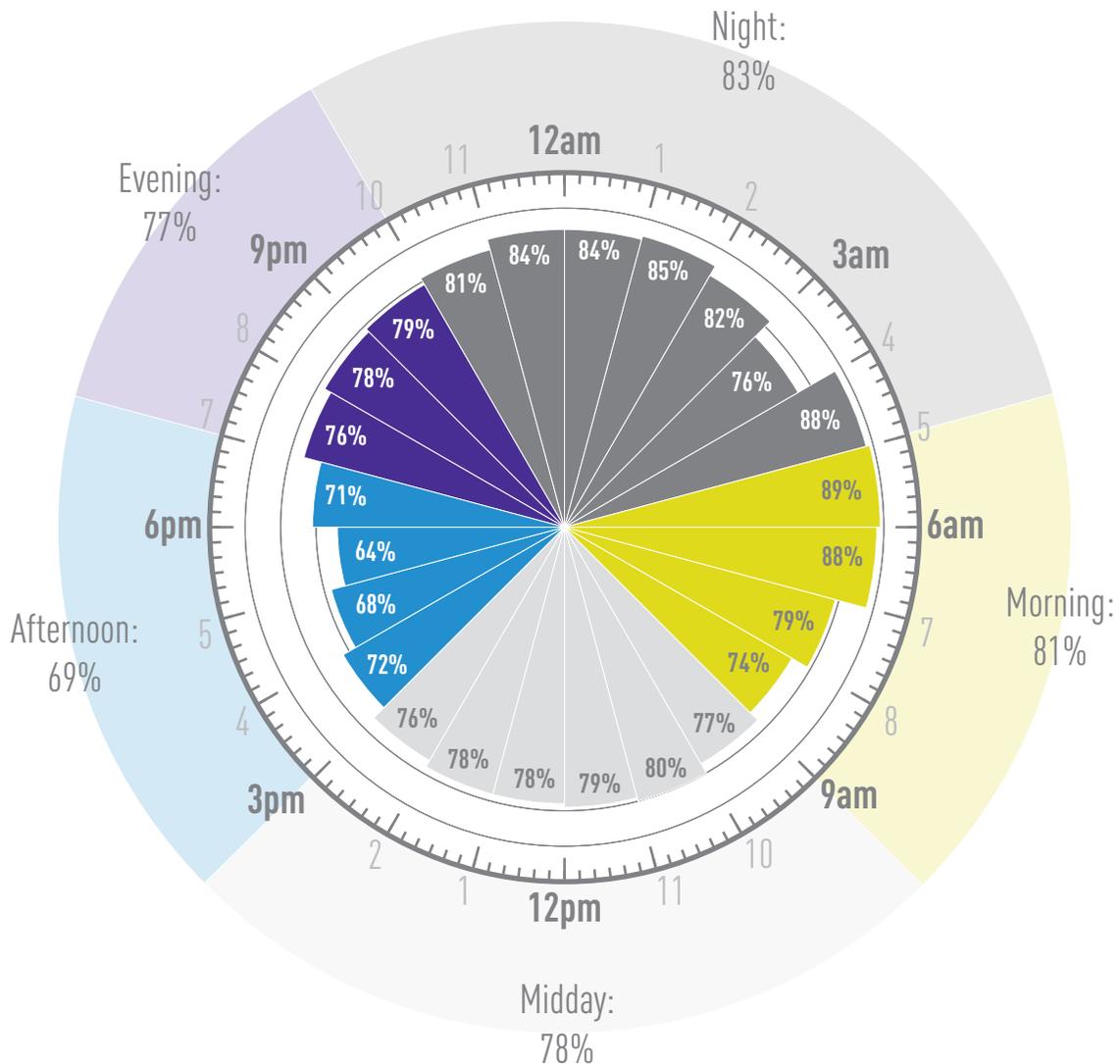
RapidRide Headway Adherence

To track the performance of RapidRide services, King County Metro measures how often a route maintains its scheduled headways throughout the entire day, rather than whether it arrives on time. For example, Metro calculates how often the RapidRide C Line maintains its scheduled headway of 12 minutes in the off-peak period. RapidRide services are designed to be high-frequency services that maintain a regular headway so riders don't need to consult a timetable.

By taking a route-level approach to schedule adherence, Metro tracks how often RapidRide buses meet their frequency goals. Overall, from June 2015 to June 2017, headway adherence improved on all RapidRide lines in Seattle.

C Line

From June 2015 – June 2017, C Line schedule adherence increased from 78.5% to 81.3%. In the past year, C Line schedule adherence was about 4% higher than the previous year (from July 2016 – March 2017). Similar to previous years, the C Line saw a slight reduction in schedule adherence during the summer months of 2017, but still remained above the 80% goal.
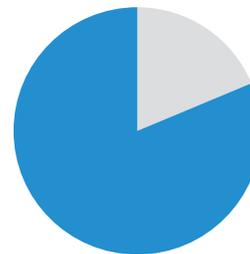
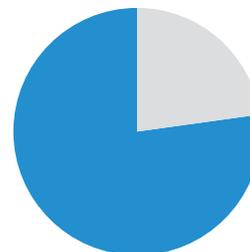**RapidRide C Line**
81.3% Schedule Adherence

D Line

From June 2015 – June 2017, D Line schedule adherence increased from 80.1% to 81.8%. In the past year, D Line schedule adherence improved about 3% (from July 2016 – March 2017). The D Line also saw a reduction during the summer months of 2017, but still remained above the 80% goal.
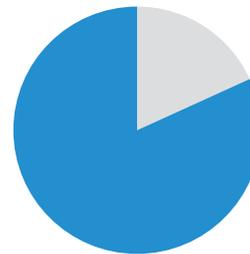
RapidRide D Line
81.8% Schedule Adherence

E Line

From June 2015 – June 2017, E Line schedule adherence increased from 75.9% to 77.2%. Over the last year, E Line schedule adherence was consistently between 77-79%. While this is below the target of 80%, the E Line experiences minimal variation from month to month and year to year, and in most cases, a slight increase from the same month last year.

RapidRide E Line
77.2% Schedule Adherence

Trip Cancellations

Bus trip cancellations impact the rider experience by creating uncertainty about whether and when a bus will show up. SDOT regularly monitors trip cancellations that occur on Seattle routes relative to the rest of the system. Trip cancellations occur for a variety of reasons including a lack of bus drivers available to operate the trip, buses unavailable due to maintenance, and delays on earlier trips. Since September 2016, approximately 0.1% of morning and afternoon peak trips on Seattle routes are canceled on an average day. While this varies by day of week and time of year, 60% of trip cancellations on Seattle routes occur on Mondays and Fridays (40% on Fridays and 19% on Monday mornings). Routes 41 and 70 experience a particularly high number of peak period trip cancellations, with more than 0.2% of peak period trips canceled.

ACCESS TO FREQUENT TRANSIT

More Frequency, More Places

Thanks to STBD investments, as of September 2017, 64% of households citywide are within a 10-minute walk of 10-minute or better all-day transit service, up from 25% just two years earlier. This represents about 136,000 new households who now have access to frequent, all-day transit service, making transit an even more attractive option for tens of thousands of Seattle residents.

By reaching 64% of households, the City has surpassed Move Seattle's 2020 goal (of 53%) and is on pace to reach the 2025 goal of 72% within the lifetime of STBD (by 2020), more than five years earlier than expected.

STBD has funded 10-minute all-day service throughout the city, including more frequent service on the busy RapidRide C, D and E Lines as well as

Routes 3, 4, 7, 44, and 48. Starting September 2017, Routes 65 and 67 will also have 10-minute all-day service, giving Northeast Seattle the most frequent service it's ever had.
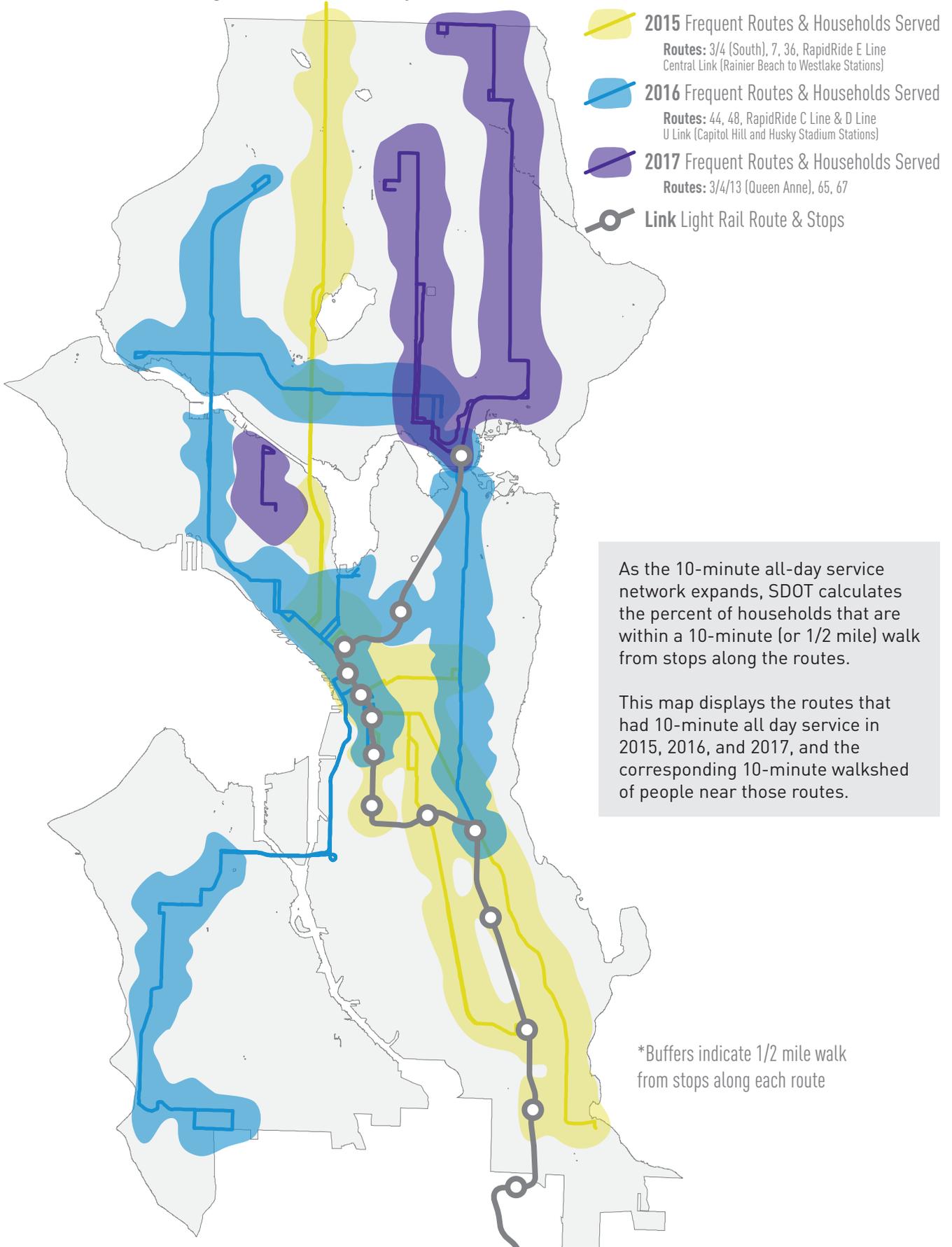
Not only is frequent service covering more of the city, it's also serving areas where most of the growth is occurring. Since 2010, 86% of new housing units are served by the 10-minute all-day service network.

As funds become available, the City plans to expand coverage of 10-minute all-day service in the coming years, including future RapidRide corridors and other routes identified for priority upgrades to very frequent transit service in the Transit Master Plan.

Percent of Households within a 10-minute walk of 10-minute or better Transit Service

2025 Goal: 72%

64%

2020 Goal: 53%

51%

25%

2015   2016   2017

2015 Frequent Routes & Households Served

Routes: 3/4 (South), 7, 36, RapidRide E Line
Central Link (Rainier Beach to Westlake Stations)

2016 Frequent Routes & Households Served

Routes: 44, 48, RapidRide C Line & D Line
U Link (Capitol Hill and Husky Stadium Stations)

2017 Frequent Routes & Households Served

Routes: 3/4/13 (Queen Anne), 65, 67

Link Light Rail Route & Stops

As the 10-minute all-day service network expands, SDOT calculates the percent of households that are within a 10-minute (or 1/2 mile) walk from stops along the routes.

This map displays the routes that had 10-minute all day service in 2015, 2016, and 2017, and the corresponding 10-minute walkshed of people near those routes.

*Buffers indicate 1/2 mile walk from stops along each route

A shared bus/streetcar stop in South Lake Union. The Seattle Transportation Benefit District helped fund the extension of the RapidRide C Line through downtown to Lake Union, bringing an unprecedented level of transit service to a rapidly growing neighborhood.

TRANSPORTATION EQUITY

RACE AND SOCIAL JUSTICE INITIATIVE

Seattle's Race and Social Justice Initiative (RSJI) is a citywide effort to end institutionalized racism and race-based disparities in City government. RSJI has formally existed in the City of Seattle since 2004. The Initiative's long-term goal is to change the underlying system that creates race-based disparities in our community and to achieve racial equity.

RSJI developed a three-year (2015-2017) plan to:

- Ensure racial equity in City programs and services to make tangible differences in people's lives
- Work with community-based organizations to support the movement to end structural racism
- Help lead regional and national networks for racial equity through partnerships with other governments and institutions, the private sector, and philanthropic organizations

In 2017, SDOT conducted a Racial Equity Analysis (summarized on the following page and in Appendix B) to provide a comprehensive review of STBD service decisions and to ensure racial equity. This review provides a better understanding of how service decisions affect communities of color and other historically underserved populations and will inform investment decisions.

Transportation Equity Program

In alignment with the City of Seattle's Race and Social Justice Initiative goals and core values, funds assessed from the 0.1% sales tax increase and $60 Vehicle License Fee were used to partially fund SDOT's first ever Transportation Equity Program in 2017. Additional funding for the program is provided by the Annual Floating Carshare permit fees.

The Transportation Equity Program affirms the City's race and social justice goals and provides safe, environmentally sustainable, accessible, and affordable transportation options that supports communities of color, low-income communities, immigrant and refugee communities, people with disabilities, people experiencing homelessness or housing insecurity, LGTBQ people, women and girls, youth, and seniors to thrive in place in vibrant and healthy communities, and mitigate racial disparities and the effects of displacement.

The Program's guiding principles are to:

- Build community trust through engagement and accountability
- Provide affordable transportation options
- Create opportunities for communities to thrive in place

The Transportation Equity Program goals will be co-defined and developed with community members, stakeholders, and other city departments over the next year.

Aligned with the goals of the Transportation Equity Program, STBD allows up to $2 million annually to be used to improve and support access to transit service for low-income riders. In 2015 and 2016, SDOT used these funds to provide Youth ORCA cards for eligible Seattle high school students (more information available on page 30) and further enhance access to Metro's ORCA LIFT program for Seattle residents (more information available on page 32).

RACIAL EQUITY ANALYSIS

In 2017, SDOT completed a Racial Equity Analysis of STBD. The analysis was conducted in partnership with the SDOT RSJI Change Team, SDOT Transportation Equity Program staff, and the Transit Advisory Board. A full version of the analysis can be found in Appendix B of this report.

The analysis reviewed the distribution of STBD bus service investments compared to race and other key demographic data including where low-income households, people with disabilities and zero car households live. This demographic data was compared with key goals from the Transit Master Plan, Levy to Move Seattle, Seattle 2035, and Metro Service Guidelines.

Key findings of this analysis include:

- South Park is one of only two urban villages without 15-minute or better all-day service. In South Park, the proportion of people of color and low-income households is twice the citywide average.
- North-south service in South Seattle is frequent with Link, Route 7, Route 36, and the C Line; east-west service is less frequent and more indirect due to geographic barriers such as I-5 and the Duwamish River.
- On the northern and southern edges of the city, there are higher proportions of people of color

and low-income populations than on average citywide.
- Northeast Seattle is the largest area of the City without 10-minute, all-day service and includes dense urban villages with higher proportions of people of color or low-income persons than the citywide average.

The analysis informed STBD service investments in September 2017, including:

- Improving service on Routes 65 & 67 to 10-minute all-day (serving Northeast Seattle, including Lake City, University District, and Northgate)
- Improving service on Route 60 to 15-minute all-day (serving South Seattle, including South Park, Georgetown, Beacon Hill, and First Hill)
- Improving night and weekend service frequency on Route 50 (serving South Seattle, including Alki, Admiral, SODO, Beacon Hill, Columbia City, and Othello)

Additional engagement with communities of color, low-income communities, people with disabilities, and people without access to personal vehicles and identification of solutions for service on the northern and southern edges of the City is ongoing.

CITY OF SEATTLE YOUTH ORCA PROGRAM

Background

The City of Seattle Youth ORCA Program began through the efforts of Rainier Beach High School students. In 2015, the students marched and held a town hall to raise awareness about barriers to transit access. In 2016, STBD launched the Youth ORCA Program in cooperation with the Seattle Public Schools (SPS) to provide eligible middle and high school students with a free ORCA card preloaded with a transit pass. The City's Youth ORCA Program seeks to reduce both the cost burden associated with finding transportation to and from school, and the distance income eligible students have to walk or bike to school, by providing free transit passes.

During the 2016 –17 school year, students were eligible for the Youth ORCA Program if they were in grades 6-12 and:

- Lived in a household with an income below 200% of Federal Poverty Guidelines
- Did not receive a Seattle Public Schools ORCA card (provided to students who live more than two miles from their school)

Performance

From August 2016 - June 2017, the Youth ORCA Program distributed cards to 2,538 high school students and 142 middle school students, for a total of 2,680 cards. During the 2016-17 school year, program participants took about 440,000 trips
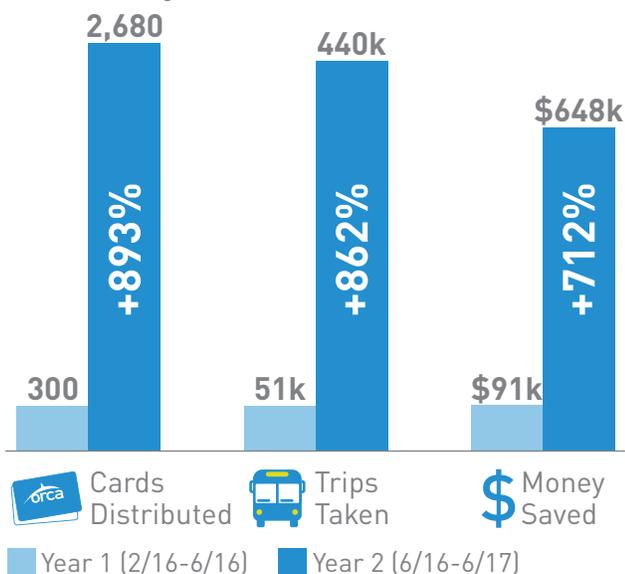
and saved approximately $648,000 in transit fares. The average program participant saved about $240 throughout the school year.

In June 2017, the Youth ORCA Program launched a summer expansion. Of the 1,989 students that maintained eligibility from the 2016-2017 school year, SDOT distributed 1,248 (63%) Youth ORCA cards for the upcoming 2017-2018 school year at 19 events in June, which are valid from June 2017 to August 2018.

Marketing the Program

In Fall 2016, SDOT staff held 23 events at high schools across Seattle to distribute cards for the 2016-17 school year. The Youth ORCA application was mailed to each household with a high school student within two miles of a high school. To increase awareness, information about the program was included in school newsletters, announcements, and websites.

In Winter 2017, SDOT hired three Seattle Youth Employment Program (SYEP) interns to help administer and market the program, representing Garfield, Rainier Beach, and Chief Sealth high schools. The students identified new ways to promote the program, including using social media groups specific to their high school, community groups and organizations, and after school activities to increase awareness of the program and encourage more program participation at their schools.

Future Program Goals

All ORCA cards distributed for the 2017 - 2018 school year will expire in August 2018. The program will host events at high schools and mail program information to school parents. The Youth ORCA Program aims to grow the program enrollment each year, provide educational outreach about transit, and conduct surveys to understand youth transit needs in Seattle. For the 2017-18 school year, the Youth ORCA Program aims to distribute 3,000 cards.

Youth ORCA Program Performance Year 1 to Year 2

	Cards Distributed	Trips Taken	Money Saved
Year 2 (6/16-6/17)	2,680 (+893%)	440k (+862%)	$648k (+712%)
Year 1 (2/16-6/16)	300	51k	$91k

Year 1 (2/16-6/16) Year 2 (6/16-6/17)

Youth ORCA Program Participant Survey

In June 2017, SDOT attended 19 events at 7 schools throughout Seattle. Each event focused on giving students their new 2017-2018 ORCA card, or providing information on the summer fare discounts that King County Metro provided students. Over the course of 19 events, 312 surveys were completed. Survey responses accounted for 12% of the students participating in the program.

This survey had three main goals:

- Gain understanding of how Youth ORCA cards are used by students
- Provide SDOT with insight on how to continue growing the program in a sustainable way
- Better understand the quality of life benefits that come from having an ORCA card

Students have a need for affordable mobility, and this program provides them with a means of utilizing public transit. The recent expansion of Youth ORCA into the summer is consistent with student desires to join summer activities, acquire a summer job, and the ease it creates for the student's family.

Students want to use transit and see it as a mechanism to improve their access to school and after school activities. In fact, 39% of students indicated that they would stop riding transit without a free ORCA card. This highlights the importance of providing free transit to low-income students.

Nearly half of the participants indicated this was not their first ORCA card and 55% of students said they would still use transit even without an ORCA card. These results indicate an understanding of the transit system and a willingness to use transit, and they highlight some of the barriers to transit for low-income youth.

For a complete review of the Youth ORCA survey results, see Appendix C.

Survey Results - What is the most significant benefit of having an ORCA card?

Participating in more social activities **26%**

Can get a job **12%**

Getting to school on time **39%**

Makes it easier for my family **23%**
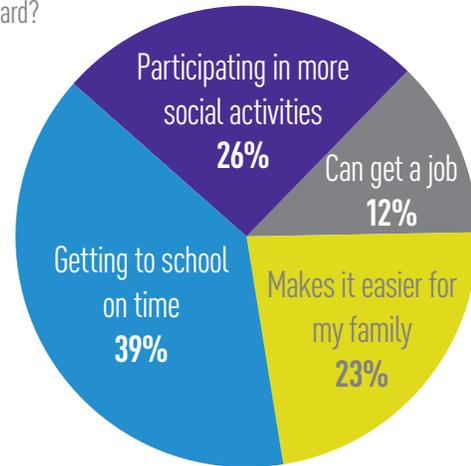
*Most students provided multiple answers

Survey Results - When you used your ORCA card this school year, where did you go? Check all that apply.

School	After School Activities	Social Activities	Shopping	Family Activities	Job
100%	100%	100%	100%	100%	100%
75%	69%	58%	39%	39%	34%
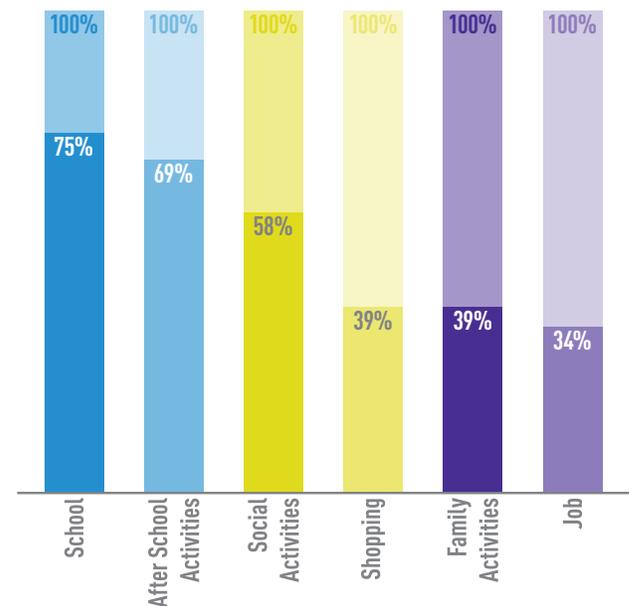
Survey Results - What do you think will be the most significant benefit of having an ORCA card over the summer?
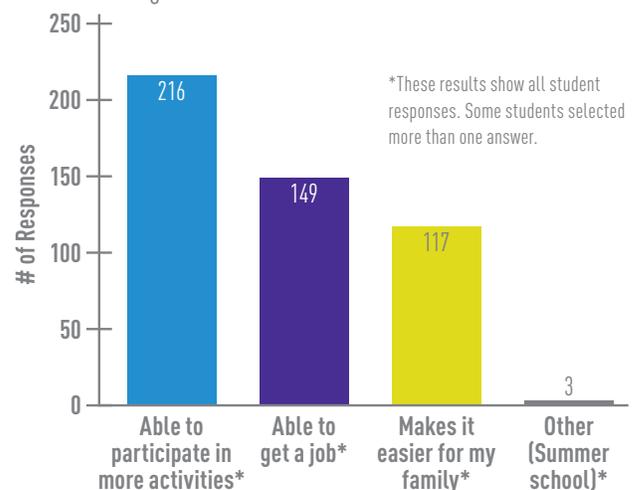
*These results show all student responses. Some students selected more than one answer.

# of Responses

Able to participate in more activities*	Able to get a job*	Makes it easier for my family*	Other (Summer school)*
216	149	117	3

ORCA LIFT

On March 1, 2015, King County Metro launched the ORCA LIFT reduced fare program, which provides discounted fares for income-eligible adult riders. An active ORCA LIFT card provides reduced fares on King County Metro, Seattle Streetcar, King County Water Taxi, Sound Transit Link light rail, Sound Transit Express regional buses, Sounder trains, and Kitsap Transit services.

Successful applicants are provided with a free ORCA LIFT card, which can be loaded and used immediately. ORCA LIFT cards are valid for two years, at which time income eligibility must be reconfirmed for renewal. Eligibility is based on household income, which must be at or below 200% of the federal poverty level. In March 2017, the ORCA LIFT program began its first set of renewals as the first cards expired after two years.

Through STBD, SDOT provides funding to help register Seattle residents in the ORCA LIFT program. SDOT's efforts are coordinated by the Transportation Equity Program in close partnership with the Seattle Department of Neighborhoods (DON).

Capacity to Process ORCA LIFT Applications

In the second year of the program, SDOT began developing outreach strategies through DON, the City's designated outreach arm. SDOT continued to work alongside Seattle & King County Public Health to increase staffing capacity for enrollment in the program.

Develop and Implement the Community Transportation Ambassador Program

The Community Transportation Ambassador Program launched in early 2016 to provide Community Based Organizations (CBOs) with training on transportation options provided by the City, such as ORCA LIFT and other components of the Transportation Equity Program, and funding to conduct workshops to better inform their community about available affordable transportation options.

In 2017, management of this program transitioned to SDOT's Transportation Equity Program. In Fall 2017, the next group of CBOs will be selected and will be provided with training and resources to inform their communities about transportation options.

Outreach and Awareness

SDOT shares in the marketing and communications effort with King County Metro, to increase program awareness and inform riders about the benefits of ORCA LIFT. From July 2016 to June 2017, SDOT took the following actions to increase program awareness:

- ORCA LIFT billboards and posters
- Advertisements and advertorials on local/ethnic newspapers and radio stations
- Facebook ads
- Informational postcards (City of Seattle Tier 1 languages, Amharic, Tigrinya, Oromo, and Arabic)

Through SDOT's new partnership with DON, ORCA LIFT is incorporated into the DON clinics and has substantially increased SDOT's outreach capacity. DON utilizes community liaisons in historically underrepresented and linguistically distinct communities, and works with CBOs to host clinics and resource fairs to share information on programs, resources, and available opportunities. From July 2016 to June 2017, SDOT and DON participated in 34 events, attended by 2,673 people, representing 15 languages throughout Seattle.

Pre-loaded ORCA LIFT Cards

To improve access to ORCA LIFT, STBD funds $15 pre-loaded ORCA LIFT cards to be distributed at events and locations throughout the city. These events are organized by SDOT, DON, Seattle Housing Authority, King County Metro, and King County Public Health and its partners (Catholic Community Services, Compass Housing, Global to Local, Within Reach, and YMCA).

Enrollments

From March 1, 2015, through June 30, 2017, 28,816 Seattle residents (19% of eligible residents) enrolled in the ORCA LIFT program. This is up from 11% of eligible residents as of June 2016 and represents an increased enrollment of 11,216 Seattle residents since June 2016.

Seattle residents account for 59% of King County's 49,058 ORCA LIFT registrations, and Seattle's share continues to increase at a faster rate than the rest of King County.

Renewals

When the ORCA LIFT program started in March 2015, all ORCA LIFT cards were valid for two years. As a result, March 2017 represented the first round of renewals across King County. As of June 2017, there were 2,069 renewals across King County (representing 70% of the renewals to date).

Utilization

To measure the effectiveness of distributing pre-loaded ORCA LIFT Cards, SDOT tracks the distribution, reloading, and usage of these cards. Through June 30, 2017, SDOT distributed 5,793 cards, 2,637 (46%) of which have been reloaded.

Through June 2017, Seattle's pre-loaded ORCA LIFT cards accounted for over 272,000 boardings on King County Metro services (about 350,000 boardings across all transit agencies).

Routes 7, 36, 40, 41, 106, 120, 150, and RapidRide have the highest number of ORCA LIFT boardings by Seattle residents.

Future Program Goals

SDOT's Transportation Equity Program will continue to incorporate ORCA LIFT outreach into its programming. With the SDOT – DON partnership in place, the Transportation Equity Program informs the public about transportation options available in Seattle and helps to find the ones best suited to their needs.

King County and City of Seattle ORCA LIFT Enrollment - 2016 to 2017 Increases

City of Seattle

11% to 19%
of eligible residents
18,000 (2016) to 29,000 (2017)

King County, non-Seattle

4% to 7%
of eligible residents
14,000 (2016) to 20,000 (2017)
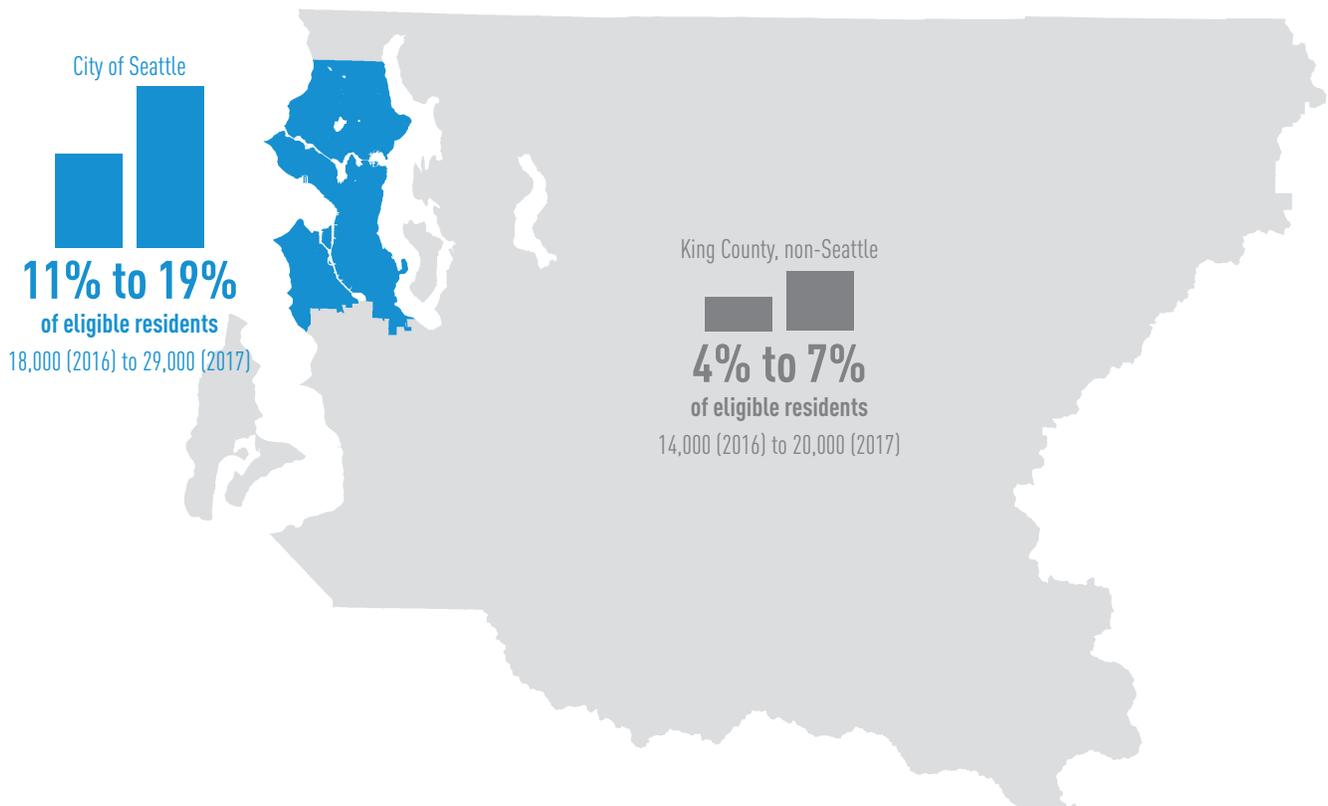
VEHICLE LICENSE FEE REBATE PROGRAM

In 2011, STBD implemented a $20 Vehicle License Fee (VLF). With voter approval of Proposition 1 in November 2014, Seattle residents increased the annual VLF by $60 (to a total of $80 per vehicle) effective June 1, 2015 and created a $20 VLF Rebate Program for income-qualified residents.

The VLF Rebate Program allows income-eligible vehicle owners to receive an annual $20 rebate on the cost of their vehicle license fee (also known as car tabs).

In an effort to streamline the process, the program has the same eligibility requirements as the City of Seattle Utility Discount Program (UDP), and both programs are administered by the City of Seattle Human Services Department (HSD).

Partnerships

SDOT partners with HSD and the Washington State Department of Licensing (DOL) to implement this program. HSD processes the applications and confirms income eligibility, while SDOT issues the rebates.

Initially, SDOT issued the rebate through $20 bank cards. In May 2017, SDOT changed the process and now issues $20 checks to rebate recipients, improving customer service and reducing administrative costs. Additionally, all vehicle license fee renewal notices sent by DOL to Seattle residents include information about the $20 VLF Rebate Program. From July 1, 2016 to June 30, 2017, DOL included about 340,000 VLF Rebate notifications in renewal notices, saving SDOT $130,000 in postage.

Performance

The VLF Rebate Program's goal is to issue 5,000 rebates per year. From July 1, 2016 to June 30, 2017, the program issued 4,088 rebate cards, 82% of the target of 5,000 rebate cards.

In 2016, SDOT completed an evaluation of the VLF Rebate process to streamline and reduce administrative costs. SDOT continues to look for ways to streamline the process and implement the findings of the evaluation.

Future Program Goals

The program aims to issue 5,000 VLF rebate checks in 2017-2018.

SDOT continues to seek ways to improve the rebate process through improved coordination with the UDP. This includes streamlining re-issuance of rebates to UDP members who paid their VLF.

Downtown Circulator Shuttle

In 2012, the Downtown Circulator began operations through Downtown Seattle to mitigate the impact on vulnerable populations with the discontinuation of the Ride Free Area.

The Circulator provides transit service to key social services in the downtown core and operates from 7am-4pm on weekdays. The Circulator is operated by Solid Ground through an operating agreement with King County Metro. The Seattle Transportation Benefit District funds the Downtown Circulator service.

OVERSIGHT

The governing board of STBD is the Seattle City Council. Seattle City Council Ordinance 125070 (approved in June 2016) authorized the City of Seattle to assume the rights, powers, immunities, functions, and obligations of the Seattle Transportation Benefit District. This consolidation of the STBD board into City Council simplifies administration and improves transparency. As a result, STBD decisions will be made through City Council legislation and reflected in the City of Seattle's budget.

As of June 2017, the STBD board consisted of:

- Sally Bagshaw
- Tim Burgess
- Lorena González
- Bruce Harrell
- Lisa Herbold
- Rob Johnson
- Debora Juarez
- Mike O'Brien
- Kshama Sawant

History of Modal Boards

Of the dozens of boards and commissions affiliated with the City of Seattle, transportation has been a key topic for decades. In addition to the Transit Advisory Board, the City of Seattle has the following modal boards:

- **Bicycle Advisory Board**: Founded in 1977, advises the City and SDOT on the concerns and needs of the local bicycling community
- **Pedestrian Advisory Board**: Founded in 1993, focuses on matters related to pedestrians and also tracks implementation of the Seattle Pedestrian Master Plan
- **Freight Advisory Board**: Founded in 2010, represents freight interests across the city, especially from within Seattle's two manufacturing-industrial zones, with representation from the Port of Seattle

Seattle Transit Advisory Board

With the approval of City of Seattle Proposition 1 by voters in November 2014, the Seattle City Council established a public oversight board to increase accountability. In early 2015, the Council created the Transit Advisory Board (TAB), through Resolution 31572, that:

- Advises the City Council, the Mayor, and all departments and offices of the City on matters related to transit
- Comments and makes recommendations on City policies, plans, and projects as they may relate to transit capital improvements, transit mobility, and transit operations throughout the city
- Acts as the public oversight committee of revenues collected under STBD Proposition 1, as described in Resolution 12 of the STBD
- Reviews and provides input on STBD's annual report to the public regarding King County Metro's provision of transit service in Seattle and countywide, as described in Resolution 12 of the STBD

Seattle Transit Advisory Board Structure and Organization

As of June 2017, the Transit Advisory Board consisted of:

- Ifrah Abshir, Member
- Marci Carpenter, Chair
- Carla Chávez, Vice-Chair, Prop 1
- Kevin Duffy-Greaves, Member
- Jennifer Malley, Secretary
- Andrew Martin, Liaison to King County Metro Transit Advisory Committee
- Ron Posthuma, Liaison to Levy to Move Seattle Oversight Committee
- Carla Saulter, Member
- Zach Shaner, Member
- Erin Tighe, Vice-Chair, Vision
- Annie Tran, Get Engaged Member
- Katie Wilson, Vice-Chair, Equity

APPENDIX A: STBD INVESTMENTS

This list represents service investments made by STBD as of June 2017 and those planned for implementation in September 2017 by STBD (denoted with an *). Hours do not reflect supplanted service.

Route	STBD Investment	Hours
1	Improve reliability seven days per week Improve Weekday midday frequency to 20 minutes Improve Weekday evening frequency to 30 minutes Improve Saturday daytime frequency to 20 minutes Improve Weekend evening frequency to 30 minutes Improve Sunday morning frequency to 30 minutes	7,200
2	Improve reliability Monday-Saturday Improve Sunday early morning and late evening frequency from 60 to 30 minutes Improve Monday-Saturday evening frequency from 30 to 15 minutes Eliminate Reduced Weekday Schedules Convert the last Route 2 trip to a Route 13 trip	6,900
3	Improve service every day to 30 minutes or better from 6AM - 12AM* Improve reliability Monday-Saturday Add Night Owl service*	1,900
4	Improve service every day to 30 minutes or better from 6AM - 12AM* Improve Saturday evening frequency from 30 to 15 Improve reliability Monday-Saturday	2,200
5	Improve Weekday evening frequency to 15 minutes Improve Saturday evening frequency to 15 minutes Improve Sunday daytime and evening frequency to 15 minutes Improve reliability on Saturday Add one evening trip Add Night Owl service*	10,500
5X	Add four morning and four afternoon trips Add three morning and six afternoon trips	3,800
7	Improve reliability on Weekends Add two morning and two afternoon trips Improve Saturday daytime frequency to 10 minutes Improve Sunday daytime frequency to 12 minutes	4,900
8	Add two afternoon trips Extend 15-minute evening frequency on Saturdays, adding trips Add early morning and late night trips on Sunday Improve Weekday midday frequency from 15 minutes to 12 minutes Improve service every day to 30 minutes or better from 6AM - 12AM*	7,000
9X	Add peak service	3,000
10	Improve reliability Monday-Friday Improve Weekday frequency to 10-15 minutes Improve Weekend frequency from 30 to 15 minutes	13,100

Route	STBD Investment	Hours
11	Improve reliability 7 days per week Improve weekday midday frequency to 15 minutes Extend Monday-Friday 15-minute frequency to 8PM Improve Monday-Saturday evenings from 60 to 30 minutes Improve Saturday daytime frequency to 15 minutes Improve Sunday early morning and late night frequency to 30 minutes Add Night Owl service*	9,400
12	Improve Monday-Saturday evening frequency to 15 minutes Extend service to midnight every day Expand Sunday service to 18 hours Improve Sunday frequency to 30 minutes	3,600
13	Improve reliability Monday-Saturday Improve Sunday early morning and late evening frequency from 60 to 30 minutes	400
14	Improve reliability 7 days per week Improve Monday-Friday midday frequency to 20 minutes Improve Monday-Friday evening frequency to 30 minutes Improve Saturday daytime frequency to 20 minutes Improve Weekend evening frequency to 30 minutes Improve Sunday morning frequency to 30 minutes Improve service every day to 30 minutes or better from 6AM - 12AM*	4,000
15X	Add three morning trips Add two afternoon trips	2,300
17X	Improve reliability Monday-Friday Add one morning trip	400
18X	Improve reliability Monday-Friday Add one morning trip Add one afternoon trip	1,200
19	Restore Route	2,700
21	Improve reliability on Saturday Add one evening trip Improve Sunday frequency to 15 minutes	2,200
21X	Add one morning trip Improve reliability Monday-Friday	1,700
24	Add one afternoon trip Improve reliability Monday-Friday Expand evening service to midnight Adjust trips for even headways with Route 33	2,700
26X	Improve reliability Monday-Friday Expand span of service from 9PM to 1AM, seven days per week	1,300
27	Improve reliability Monday-Saturday Restore off-peak, night, and weekend service Improve evening frequency to 30 minutes Improve Weekend daytime frequency to 30 minutes Add one afternoon trip	5,000

Route	STBD Investment	Hours
28X	Improve reliability Monday-Friday Add one morning trip	900
29	Improve reliability Monday-Friday	-
31	Improve reliability Monday-Saturday	100
32	Improve reliability seven days per week Add one late night trip every day	400
33	Improve reliability Monday-Saturday Add two morning and two afternoon trips Improve evening frequency to 30 minutes Improve Saturday and Sunday daytime frequency to 30 minutes Adjust trips for even headways with Route 24	4,300
37	Improve reliability Monday-Friday	100
40	Improve reliability seven days per week Improve early morning and late evening frequency to 15 minutes Improve peak frequency to 10 minutes Improve weekday midday and evening frequency to 15 minutes Improve Sunday daytime frequency to 15 minutes Improve weekday afternoon peak frequency to 9 minutes Add morning and afternoon trips to address crowding	27,500
41	Improve reliability Monday-Friday Add one morning and one afternoon trip Improve Weekday and Saturday evening frequency to 15 minutes Improve service every day to 30 minutes or better from 6AM - 12AM* Improve Sunday frequency to 15 minutes	8,000
43	Split peak period service from Route 44 to improve reliability	1,500
44	Add one morning trip Improve Weekday frequency to 10 minutes from 6AM - 7PM* Improve Saturday daytime frequency to 12 minutes Improve reliability Add one afternoon trip Add Night Owl service*	9,500
45	Improve Weekday evening frequency from 30 to 15 minutes Improve Saturday evening frequency to 15 minutes Improve Sunday daytime frequency to 15 minutes	4,200
47	Restore Route	7,200
48	Improve reliability seven days per week Improve Peak frequency to 10 minutes Improve Weekday midday frequency from 15 to 10 minutes Improve Weekday evening frequency from 30 to 15 minutes Improve Saturday daytime frequency from 15 to 10 minutes Improve Saturday evening frequency to 15 minutes Improve Sunday daytime frequency to 15 minutes	11,600

Route	STBD Investment	Hours
49	Improve reliability on Sunday Improve Weekday frequency to 10 minutes from 6AM - 7PM* Improve Weekday evening frequency from 30 to 15 minutes Improve Monday-Saturday evening frequency from 30 to 15 minutes Improve Saturday morning frequency from 30 to 15 minutes Improve Saturday daytime frequency from 15 to 12 minutes Improve Saturday evening frequency to 15 minutes Improve Sunday evening frequency to 15 minutes Add Night Owl service*	18,600
50	Improve service every day to 30 minutes or better from 6AM - 12AM*	7,300
55	Improve reliability Monday-Friday Add three morning and three afternoon trips	2,100
56	Improve reliability Monday-Friday	400
57	Improve reliability Monday-Friday	200
60	Improve reliability on Saturday Extend service and 30-minute frequency on evenings Add one early morning trip on weekends Improve Weekday frequency to 15 minutes from 6AM - 7PM*	12,800
64X	Improve reliability Monday-Friday	200
65	Improve reliability Monday-Saturday Add one late night trip every day Improve Saturday frequency from 30 to 15 minutes for one hour Improve Weekday frequency to 10 minutes from 6AM - 7PM* Add Night Owl service*	7,400
67	Improve reliability M-F Operate on Saturday Improve Saturday frequency from 30 to 15 minutes for one hour Improve Weekday frequency to 10 minutes from 6AM - 7PM* Improve service every day to 30 minutes or better from 6AM - 12AM* Add Night Owl service*	7,500
70	Add one afternoon trip Improve weekday evening service from 20 to 15 minutes Improve Saturday evening frequency to 15 minutes Improve Sunday frequency to 15 minutes Add Night Owl service*	6,700
71	Improve reliability Monday-Saturday	400
73	Improve reliability Monday-Saturday Extend span from 8P to 10P on weekdays	2,300
75	Improve reliability seven days per week Add one late night trip every day	600
76	Improve reliability Monday-Friday Add two morning and two afternoon trips	2,200
99	Improve reliability on Weekends	-
101 RP	Improve reliability Monday-Friday Add two afternoon trips	1,200

Route	STBD Investment	Hours
102 RP	Improve reliability Monday-Friday Add one afternoon trip	500
120 RP	Add four morning trips Add two afternoon trips Add three evening trips	3,100
124 RP	Improve reliability seven days per week	600
125	Improve Saturday frequency to 30 minutes Improve Sunday frequency to 30 minutes	2,900
131 RP	Improve reliability seven days per week Improve reliability seven days per week	1,600
132 RP	Improve reliability seven days per week Improve reliability seven days per week	700
143 RP	Add one morning and one afternoon trip	800
309X RP	Improve reliability Reroute through South Lake Union	500
316 RP	Improve reliability	300
372 RP	Add one afternoon trip Add one night trip	1,500
630 RP	Begin Route	-
C Line	Improve peak frequency to 8 minutes in both directions Improve midday frequency to 12 minutes in both directions Extend 15-min evening frequency to 11:30PM seven days per week Improve Saturday frequency to 12 minutes Improve reliability on Saturday Adjust Owl trips Adjust prior trip adds Separate routes; remove through-routing	35,200
D Line	Improve peak frequency to 8 minutes in both directions Improve midday frequency to 12 minutes in both directions Extend 15-min evening frequency to 11:30PM seven days per week Improve Saturday frequency to 12 minutes Improve reliability on Saturday Adjust Owl trips Separate routes; remove through-routing	32,700
E Line RP	Improve Monday-Friday midday frequency from 12 to 10 minutes Improve reliability Add four morning and four afternoon trips	3,500

RP: Regional Partnership Route
* Denotes Investments Planned for September 2017

APPENDIX B: STBD RACIAL EQUITY ANALYSIS

1 INTRODUCTION

The City of Seattle Race and Social Justice Initiative aims to end institutionalized racism and race-based disparities in Seattle. Launched in 2004, this initiative became an integral lens through which all city programs and projects are viewed and assessed. As part of this program, the Seattle Office for Civil Rights developed a common language to address institutional racism, and created structures, tools and trainings to bring a racial equity lens to the City's work.

The Initiative's long-term goal is to change the underlying system that creates race-based disparities in our community and to achieve racial equity. In 2015, the initiative began a new chapter of work with a goal that the City of Seattle will:

- Ensure racial equity in City programs and services to make tangible differences in people's lives.
- Work with community-based organizations to support the movement to end structural racism.
- Help lead regional and national networks for racial equity through partnerships with other governments and institutions, the private sector and philanthropy.

1.1 Seattle Transportation Benefit District (STBD)

In November of 2014, Seattle voters approved Proposition 1, to fund the purchase of additional King County Metro (Metro) bus service through the Seattle Transportation Benefit District (STBD). After years of cost cutting measures due to the Great Recession, Metro planned to cut 600,000 annual hours of bus service. The funding measure, Proposition 1, was intended to protect Seattle bus service from reductions, but due to the improving economy, Metro canceled the planned cuts and the City has been able to purchase additional bus service, beyond what Metro would provide otherwise.

STBD is funded through a $60 Vehicle License Fee (VLF) and 0.1% increase in the city's sales tax. Combined, STBD funds allowed the City to increase bus service by approximately 17% within Seattle

over Metro provided service levels, increasing the frequency, capacity, and reliability of Seattle's bus system. The City's service investments are guided by policies from the Seattle Transit Master Plan (TMP) as well as service needs identified by Metro's Service Guidelines.

STBD funding primarily goes toward the purchase of bus service on Seattle bus routes, defined as routes with 80% of their bus stops within the city. Routes with fewer than 80% of their stops in the city, but which serve important Seattle markets, can be funded through STBD's Regional Partnership program but require a funding partner, such as Metro or another jurisdiction.

In addition to bus service investments, STBD funds transit-related components of the Transportation Equity program including a $20 Vehicle License Fee rebate for income qualified households, marketing and distribution of pre-loaded ORCA LIFT cards (Metro's low income fare program), and expansion of Youth ORCA to provided free transit passes to income-eligible high school students not eligible to receive a card from Seattle Public Schools. Because the STBD-funded Transportation Equity programs are legislatively directed elements with an explicit focus, they are not included in this analysis.

This report documents the City's racial equity analysis of STBD bus service purchase. The report includes an overview of the analysis elements, discussion of findings, and actions the City will take to address equity concerns.

This analysis reflects guidance provided by the Racial Equity Toolkit (described in more detail below), input from the Transit Advisory Board (TAB) and direction from the Seattle Department of Transportation (SDOT) RSJI Change Team. Racial equity analysis of STBD investments is a priority for TAB, which has oversight responsibility for STBD investments. TAB received a presentation on the analysis in May 2017. Further coordination with TAB will continue as the City takes actions to further address equity concerns identified in this report.

2 ANALYSIS

The City of Seattle's Office for Civil Rights developed the Racial Equity Toolkit (RET) to facilitate early and integrated racial equity assessments of City policies, programs, or projects before implementation. Within SDOT, this document is completed by project managers and reviewed by the Change Team, which is a group of internal equity advisors. RETs are structured around six core steps:

1. Set outcomes
2. Involve stakeholders & analyze data
3. Determine benefit and/or burden
4. Advance opportunity or minimize harm
5. Evaluate, raise racial awareness, be accountable
6. Report back

In 2016, SDOT's Transit and Mobility Division completed an analysis based on the RET for STBD service investments. RETs are usually completed before the City makes major policy or financial decisions. However, due to the short time frame from passage of STBD (November 2014) to notification required by Metro to implement service investments (February 2015), the RET analysis was completed afterward. The first series of STBD investments were based on Metro's Service Guidelines, which incorporates social equity, and priorities set forth in the City's TMP.

The STBD RET laid the foundation for this racial equity analysis. For example, the RET identified benefits and burdens for each type of service investment including restoration of service, overcrowding reduction, reliability improvements, and frequency increases. The analysis also identified two key outcomes, both related to racially equitable distribution of STBD investments:

- Communities of color, low-income people, people with disabilities and zero-vehicle households have access to Metro transit service with capacity for more riders, that is reliable, frequent, and within a ten-minute walk of their home.
- Communities of color, low-income people, people with disabilities and zero-vehicle households are considered for additional service to reduce overcrowding and increase reliability and frequency when opportunities to invest in more service are available.

This racial equity analysis builds upon elements from the RET by adding data and robustness to the analysis of the distribution of services, which is an identified need from the RET and a central goal of the City's RSJ Initiative.

2.1 Analysis Approach

Based on review of the RET and consultation with the Change Team, SDOT staff prioritized a robust analysis of the geographic distribution of STBD investments. The analysis includes demographic data, transit system information, STBD investments, household data, land use data, and other supporting datasets.

The data was stored in a Geographic Information System (GIS), allowing for visualization, manipulation, and spatial comparison of the data. The ability to overlay multiple maps and datasets provided for a clearer identification and analysis of gaps, patterns, and other relationships between datasets that are otherwise hard to identify in isolation.

The following sections describe the components of the GIS analysis, including key maps. The GIS maps and datasets were combined in different ways to understand where gaps exist from a racial and social equity perspective and how service investments can help.

Details about the data are available in the Data Reference section at the end of this report.

2.2 RSJ Demographic Measures

Based on consultation with TAB, four RSJI demographic measures are included in this analysis. These four demographic measures form the basis for the equity analysis. These include:

- People of color
- Low-income households
- People with disabilities
- Zero-vehicle households

While all four measures are assessed throughout the analysis, the City's RSJ Initiative deliberately leads with race, and this analysis does the same. As shown in Figure 1, all maps use four colors which indicate the percentages of people or households within each census tract. Census tracts are equally distributed between these four colors, with each color representing 25% of the census tracts citywide. The two lightest colors indicated areas where the percentage of that measure is below the citywide median and the two darker colors indicate areas where the percentage is above the citywide median. Data used in this analysis is from the 2016, 5-Year American Community Survey estimates with more details available in Section 2.2 of the Data Reference section.

STBD Racial Equity Analysis

Demographic Measures

Legend

People of Color
- 8 - 18%
- 18 - 34%
- 34 - 45%
- 45 - 94%

Low-Income People
- 5 - 14%
- 14 - 22%
- 22 - 37%
- 37 - 81%

People with Disabilities
- 3 - 7%
- 7 - 9%
- 9 - 12%
- 12 - 30%

Zero-Vehicle Households
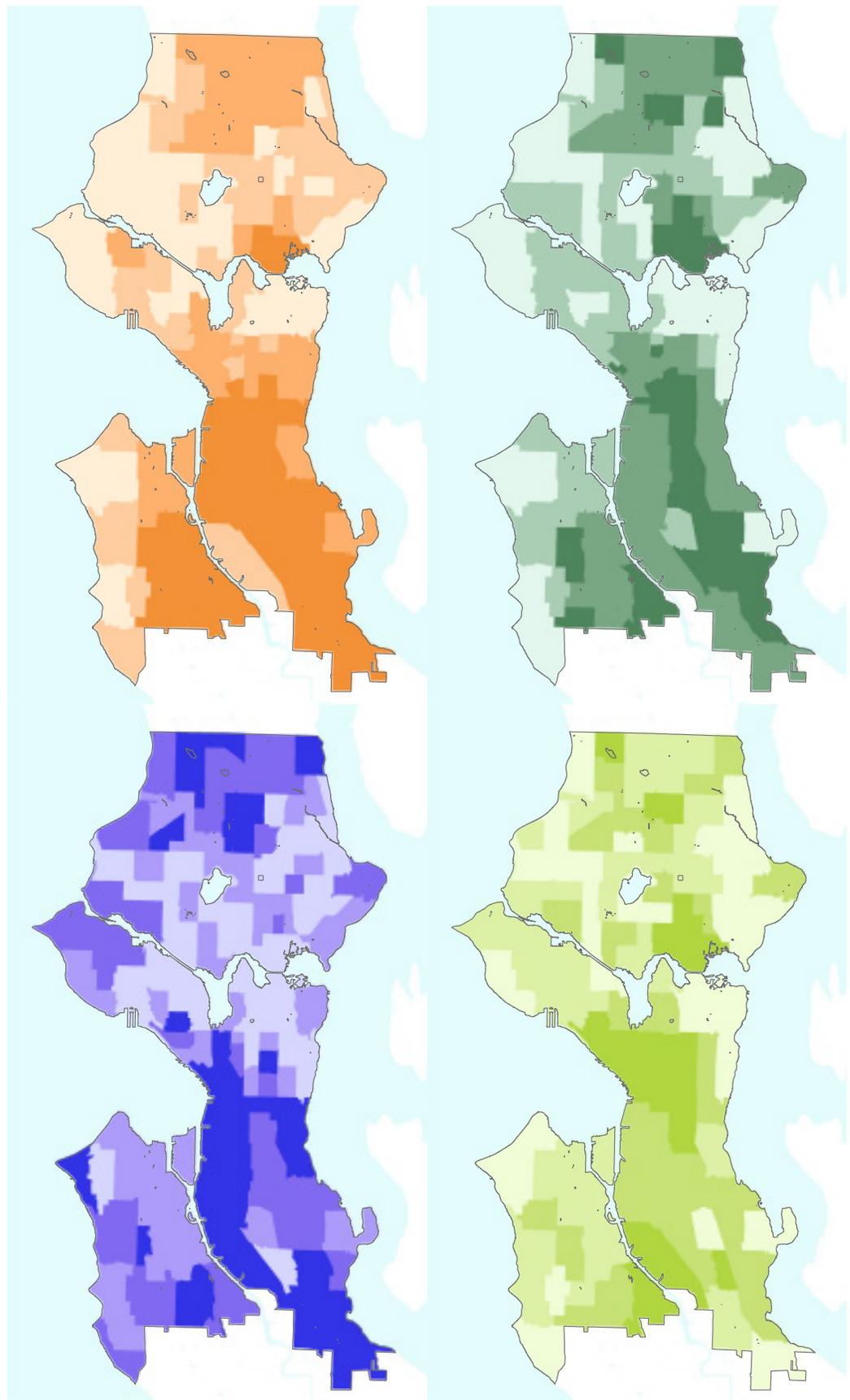- 2 - 10%
- 10 - 19%
- 19 - 40%
- 40 - 99%

Figure 1: Demographic Measures for Seattle

2.3 STBD Service Purchases

STBD investments include:

- Restoration of previously canceled routes
- Improving on-time reliability
- Additional buses to relieve overcrowding
- Improving frequency throughout the day and night

These service investments range from small investments (100 annual hours) to improve the reliability of the Route 37, for example, to large investments (33,700 annual service hours) for improved all-day and evening frequency, increased peak-period capacity, better weekend service, improved reliability, and night service on the RapidRide C Line.

Mapping STBD service investments by route and location is key to understanding the geographic distribution of STBD funds. Figure 3 shows STBD investments by route and investment type. Investments are color-coded based on the type of service investment, with thicker lines indicating routes with a larger STBD service investment. The four types of service investments are:

- Restoration (orange)
  - o STBD restored 5 of the 9 routes discontinued or planned for elimination in September 2014
  - o Major investments included Night Owl service (Routes 82, 83, 84), Route 19 to Magnolia and Route 47 to Capitol Hill

- Reliability (yellow)
  - o Increased the on-time performance of existing routes, getting riders to their destination more reliably, by adding running time to current bus schedules
  - o STBD improved reliability on 38 routes, addressing 91% of the reliability needs identified by Metro in 2014

- Overcrowding (purple)
  - o Overcrowded buses, often during peak periods, can result in passengers being passed-up and reduced service reliability due to boarding delays at bus stops
  - o STBD addressed 95% of Metro's 2014 identified overcrowding needs on 37 different routes

- Frequency (blue)
  - o Improved frequency, including midday, evening, and weekend service, added to 54 routes
  - o STBD investments targeted high-growth areas and future RapidRide corridors such as the RapidRide C Line extension to South Lake Union and more frequent service on the Route 40, a future RapidRide corridor

Figure 2 below shows the distribution of STBD's 270,000 annual bus service purchase by investment type for the first year of STBD. Frequency investments make up a majority of the City's investments, at 72% of all bus service purchases.

Year 1 STBD Investment Summary

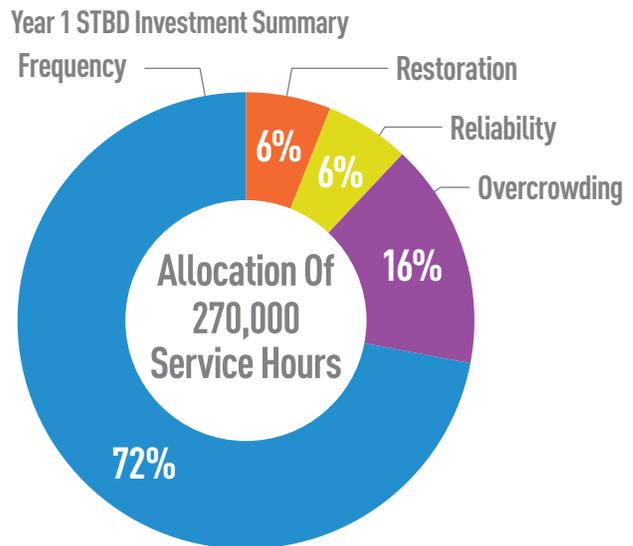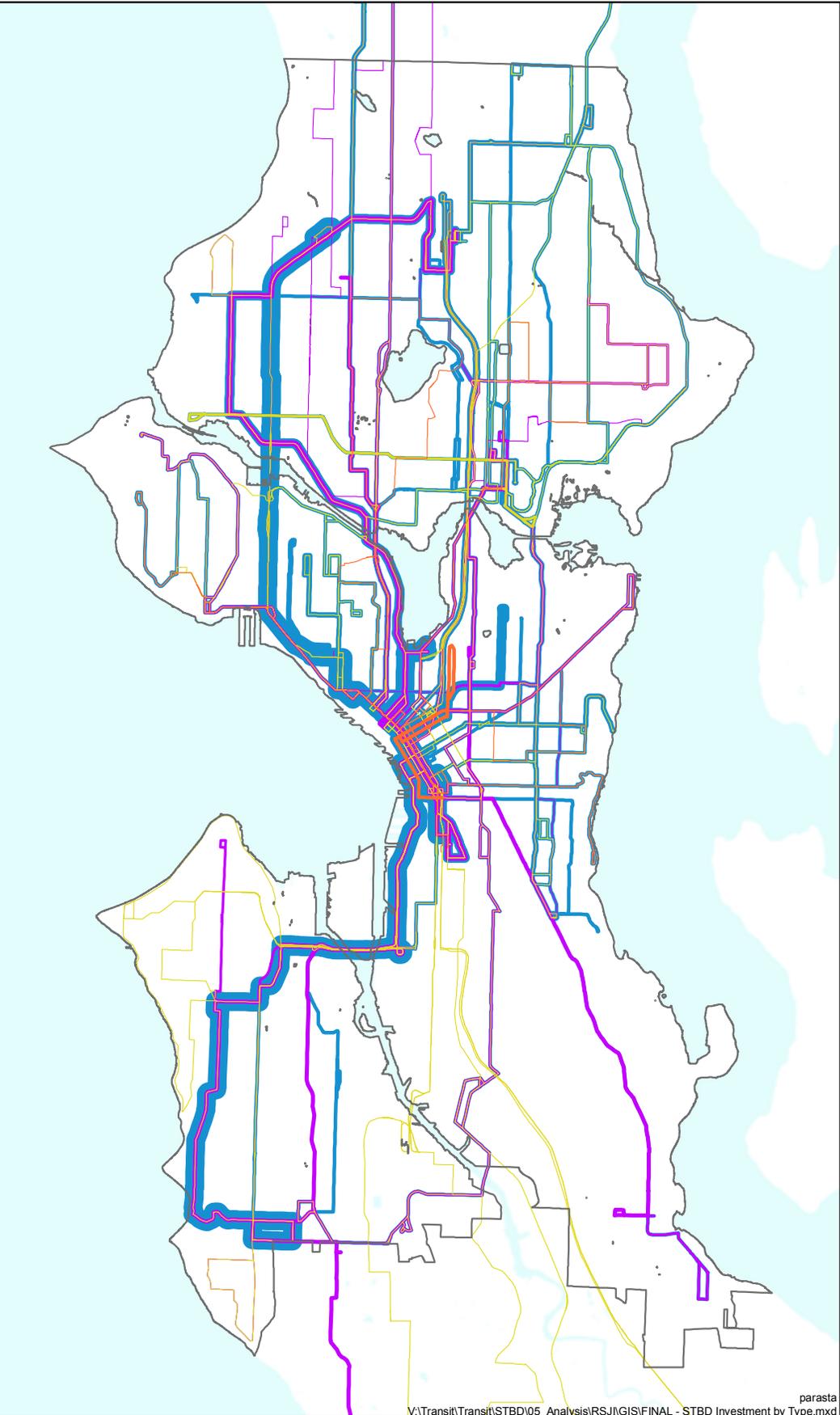*Figure 2: Summary of STBD Year 1 Investments*

STBD Racial Equity Analysis

STBD Service Investments by Type as of Spring 2017

Legend
- Restoration
- Reliability
- Crowding
- Frequency

N

9,161

Feet

parasta
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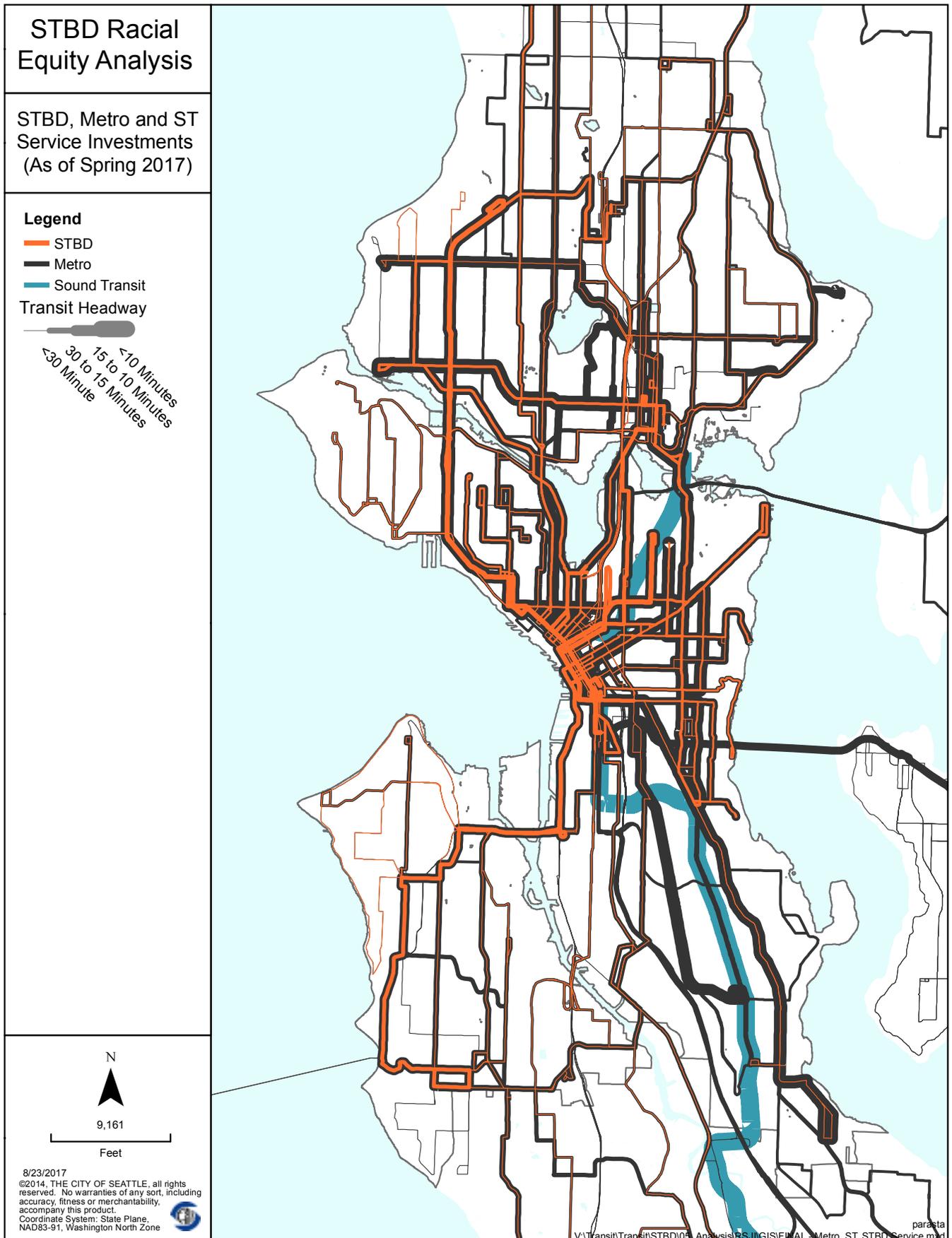
Figure 3: STBD Service Investment by Type

Figure 4: STBD, Metro, and Sound Transit Service

2.4 Sound Transit, Metro And STBD Investments

Starting in June 2015, STBD began purchasing additional transit service on Metro operated bus routes, providing a more frequent, reliable, and less crowded bus system. These service investments improve the quality of service on Seattle routes beyond what Metro would otherwise provide. STBD investments include important Seattle routes identified by the TMP, such as current and future RapidRide lines.

Since STBD service purchases build upon Metro provided bus service, the location of STBD investments are heavily influenced by existing transit service. Therefore, this racial equity analysis assesses STBD investments as part of the whole transit network, including Metro and Sound Transit provided transit service.

Additionally, the RSJ Initiative is based on the goal of achieving racially equitable outcomes, and therefore assessment of the transit service, regardless of the funding agency, aligns better with the RSJ Initiative goal.

Figure 4 shows transit service provided by Sound Transit Link light rail (teal), King County Metro and Metro-operated Sound Transit routes (black) and STBD investments (orange). Thicker lines indicate routes with larger service investments (i.e. buses arriving more often), while thinner lines indicate routes with smaller service investments. Road segments where multiple routes overlap will only show the most frequent service on that segment.

This figure illustrates how existing Sound Transit and Metro investments influenced which routes STBD invested in. For example, Route 47 was fully funded by STBD after Metro canceled service on the route in 2014. In contrast, Route 36 is Metro's most-frequent route with buses coming every 10-minutes or better, all-day. Metro's Service Guidelines calls for very-frequent, all-day service on this route, and therefore the City does not need to invest in this route.

2.5 10-Minute Or Better, All-Day Service Coverage

Providing frequent, all-day transit service throughout Seattle has been, and continues to be, one of the City's most important transit goals. Move Seattle set a goal of providing 72% of Seattle households

with a 10-minute walk to 10-minute all-day transit service by 2025. Table 1 shows which routes meet the 10-minute all-day service threshold as of spring 2017.

C Line	D Line	E Line	7
3/4	36	44	48

Table 1: Current 10-Minute All-Day Service

The areas in blue shown in Figure 5 are the households within a 10-minute walk of 10-minute or better all-day transit service as of Spring 2016. These areas, also known as a transit walkshed, are measured using actual walking routes to and from bus stops and Link light rail stations with 10-minute or better all-day service. Areas shown in varying shades of gray are beyond a 10-minute walk of 10-minute or better all-day service, with darker gray indicating areas of higher household density.

As part of the racial equity analysis, all four demographic measures were cross-referenced with this household walkshed data. This data identifies which routes would be the most effective for expanding coverage of 10-minute all-day service to RSJ communities.

Seventeen routes, with service below the 10-minute all-day threshold but better than 15-minutes all-day were identified and compared against this household walkshed data. These routes, which are shown in Table 2, were selected because they are the closest to meeting the 10-minute all-day threshold, and thus the most efficient routes to upgrade to 10-minute all-day service.

*Regional Partnership route

5	8	10	12	2/13	21
31/32	40	41	45	62	65
67	70	75	106*	120*	372*

Table 2: Routes Analyzed for 10-Minute All-Day Service

This analysis identified a subset of routes that, if improved to 10-minutes or better all-day, would increase service to areas with dense household and RSJ communities at the same time, meeting the second racially-equitable outcome identified in the STBD RET.

STBD Racial Equity Analysis

Household Density and 10-Minute Walkshed of 10-Minute All-Day Service*
(As of Spring 2017)

Legend

Service Coverage
- 10 Minute Service

Households (Per Sq Mi)
- 0
- 1 - 3,100
- 3,100 - 3,400
- 3,400 - 6,400
- 6,400 - 38,000
- 38,000 >

* Average Headway During Weekdays from 6am - 7pm

N

9,011

Feet

8/24/2017
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Coordinate System: State Plane, NAD83-91, Washington North Zone

parasta

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Figure 5: 10-Minute Walk to 10-Minute, All-Day Service

Service Frequency and Urban Villages

Coverage of 10-Minute and 15-Minute All-Day Service*
(As of Spring 2017)

Legend

Service Coverage

- 10 Minute Service
- 15 Minute Service

Urban Centers & Villages

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

*10-Minute Walkshed Shown, Headways During Weekdays from 6am - 7pm

N

9,011

Feet
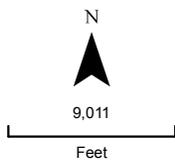
8/29/2017
©2014, THE CITY OF SEATTLE, all rights reserved. No warranties of any sort, including accuracy, fitness or merchantability, accompany this product.
Coordinate System: State Plane, NAD83-91, Washington North Zone
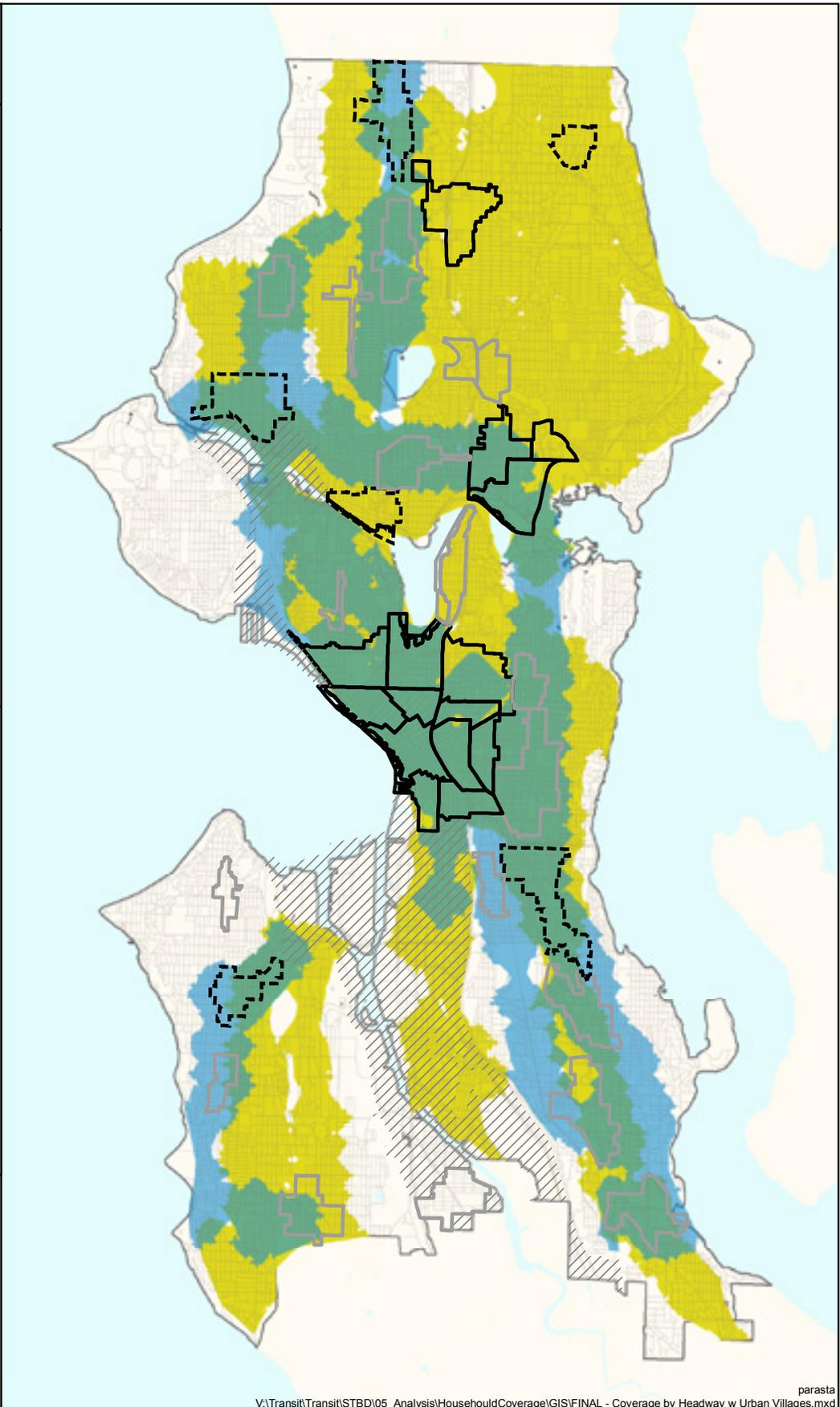
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Figure 6: Frequent All-Day Service and Urban Villages

2.6 Frequent Transit Network And Urban Villages

Since the 1990's, the City's Comprehensive Plan has included policies that focus growth into urban centers and villages, increasing the density of these areas and making them a natural focal point for frequent transit service. The City's urban centers will support the largest amount of employment and housing growth while urban villages will support lower levels of growth generally with a more residential focus.

Figure 6 shows the relationship between frequent all-day transit service and the City's urban centers and villages. Areas shown in green are within the 10-minute walkshed of multiple routes with 10- and 15-minute all-day service, areas in blue are within a 10-minute walk of 10-minute all-day service, and areas in yellow are within the 10-minute walkshed of 15-minute all-day service. Areas without shading are outside the 10-minute walkshed of 15-minute or better all-day service.

Urban centers and villages without 10-minute all-day transit service were identified and assessed through a racial equity lens as part of this analysis. The South Park and Admiral Urban Villages are the only two urban villages not covered by either 10 or 15-minute all-day service. Urban centers and villages with 15-minute all-day service but not 10-minute all-day service include Northgate, Lake City, Green Lake, Roosevelt, and Ravenna in Northeast Seattle, as well as Greenwood-Phinney Ridge, Fremont, Eastlake, and Georgetown. Link, RapidRide and very frequent bus service provide 10-minute or better all-day service to all other urban centers and villages.

The urban centers and village identified above were then cross-referenced with data on people of color to identify urban villages where racial equity needs should be assessed in more detail. As shown in Table 3, South Park, Northgate, Lake City, and Ravenna are the four urban centers or villages with more people of color and low-income people than the citywide average. In general, they also exceed the citywide average for zero-vehicle households.

2.7 Additional Context And Assessment

In addition to the GIS analysis, other sources of information and context were used to inform findings. Review of Metro's 2016 System Evaluation Report identified areas where the racial equity analysis aligned with Metro identified needs. Public engagement for the City's seven future RapidRide corridors, Night Owl restructures, and engagement with TAB also provided valuable information on the type of service investments bus riders want to see.

BOLD indicates measure above citywide average

	Citywide	South Park	Northgate	Lake City	Ravenna
People of Color	34%	**64%**	**40%**	**42%**	**38%**
Low-Income People	26%	**54%**	**45%**	**30%**	**73%**
People with Disabilities	10%	**12%**	**14%**	**11%**	9%
Zero-Vehicle Households	31%	**45%**	**55%**	27%	**96%**

Table 3: Urban Villages with High Percentages of RSJ Communities

3 FINDINGS, ACTIONS AND NEXT STEPS

The RSJ analysis, completed in July 2017, informed the City's Fall 2017 STBD investments. In addition to service investments identified by the analysis, several findings will require further engagement, coordination, and analysis prior to any action.

3.1 Findings

Based on the analysis, SDOT staff identified five key findings which are explored in more detail below:

- South Park is one of only two urban villages without 15-minute or better all-day service. In South Park, the ratio of people of color and low-income persons is twice the citywide average.
- North-south transit service from South Seattle into Downtown is generally frequent, but east-west service is infrequent. This makes it inconvenient and slow to travel between destinations in South Seattle. Of the approximately 15 all-day routes in South Seattle, only a few provide east-west service for more than a short segment of their routing.
- Northeast Seattle is the largest area of the City without 10-minute, all-day service and has dense urban villages with a higher proportion of people of color or low-income persons than the citywide average.
- Direct engagement with RSJ communities is needed to understand what kind of service investments are most beneficial for improving their mobility.
- There are challenges for STBD to purchase bus service on the northern and southern edge of the city, which is where people of color and low-income people live in higher percentages than on average citywide. Routes in these areas have more than 20% of their stops outside of the city, and thus require partnerships between the City, neighboring cities, and/or transit agencies. However, funds are not always available from partner agencies for these service investments.

3.2 Actions

At the time of the analysis, SDOT staff were working to identify STBD investments for the Fall 2017 service change. These planning efforts aligned well and allowed staff to take immediate action on several of the findings of this racial equity analysis.

3.2.1 Northeast Seattle Improvements

Throughout this analysis, Northgate, Lake City, and Ravenna were repeatedly identified as areas for additional investment. These areas represent three of the four urban villages with above average percentages of people of color currently without 10-minute or better all-day transit service.

Analysis prompted by this finding showed that improving service frequency on Routes 65 and 67 to 10-minutes all-day would increase the percentage of households within a 10-minute walk of 10-minute all-day service by 9% citywide, larger than any other investment.

This investment is also the most efficient way to expand coverage of 10-minute all-day transit service to both people of color and low-income populations citywide because it expands service to areas of the city such as Northgate and Lake City with a higher ratio and density of these populations (see Figure 7). Additionally, these two routes are currently "interlined" (i.e. a Route 65 bus traveling to the University District leaves the University District as a Route 67 bus, and vice-versa), which also contributes to the efficiency of these investments.

These investments also improve service on the Roosevelt and 11th/12th Avenue corridor ahead of the planned Roosevelt RapidRide Line. Based on these findings, the City is purchasing additional bus service on both Routes 65 and 67 to provide 10-minute all-day service starting in Fall 2017.

3.2.2 Frequency and Connectivity Gaps in South Seattle

The need to improve service to South Park is a major finding of this equity analysis for several reasons:

- South Park is one of only two urban villages without 15-minute or better all-day service.
- South Park is an urban village with higher than average percentages of people of color and low-income people, both nearly twice citywide averages.

Additionally, while north-south service in Southeast Seattle is frequent with Link, Route 7, and Route 36, east-west service is much less frequent. Providing east-west service in South Seattle is difficult due to several physical barriers such as I-5 and the Duwamish River.

Figure 7: Routes 65 & 67

Fall 2017 Service Adds

Relationship Between Routes 50 and 60, Urban Villages, and People of Color

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%

N

9,011

Feet

10/25/2017
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Coordinate System: State Plane, NAD83-91, Washington North Zone

First Hill Urban Center

Admiral Residental Urban Village

North Beacon Hill Residential Urban Village

Westwood-Highland Park Residential Urban Village

South Park Residential Urban Village

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parasta
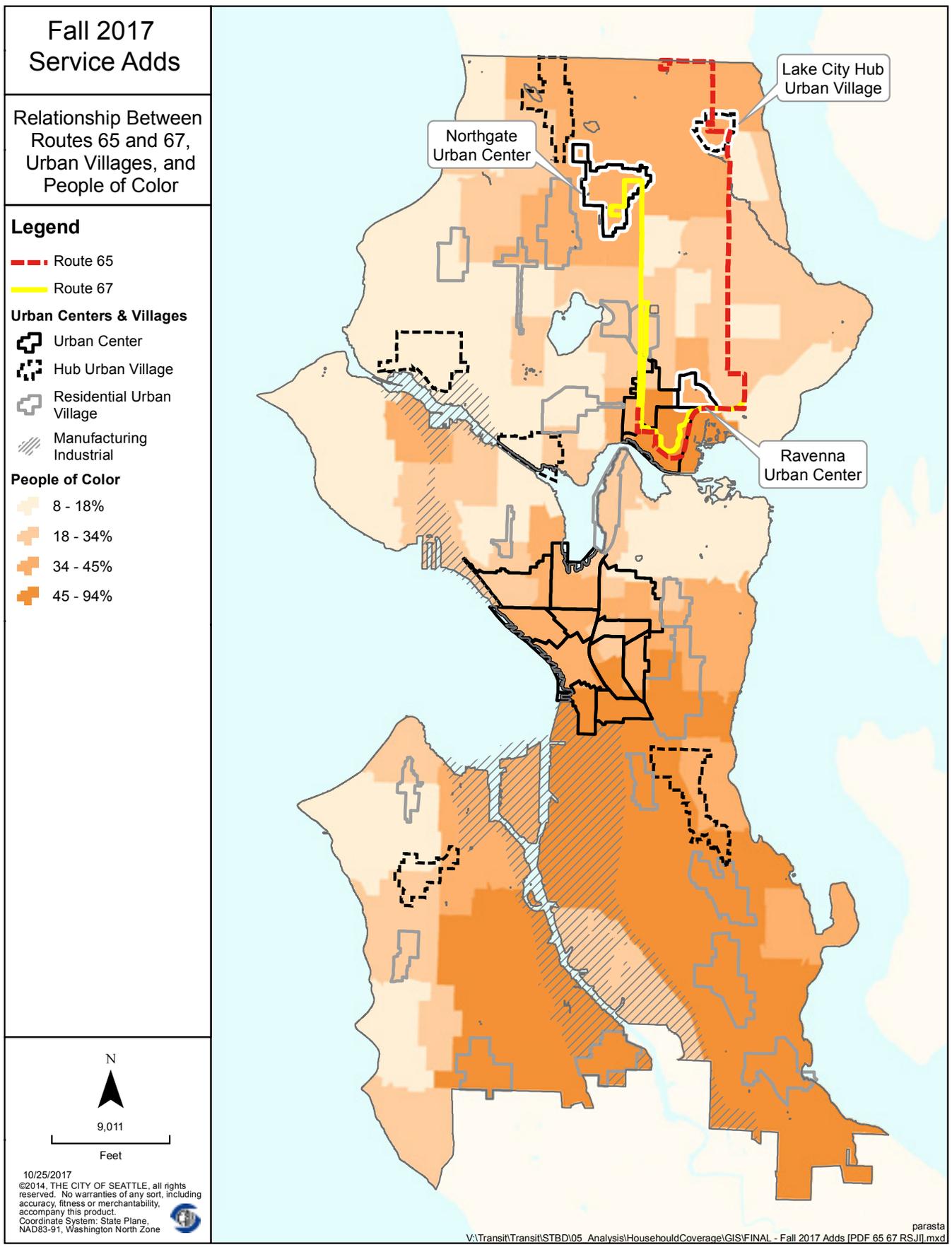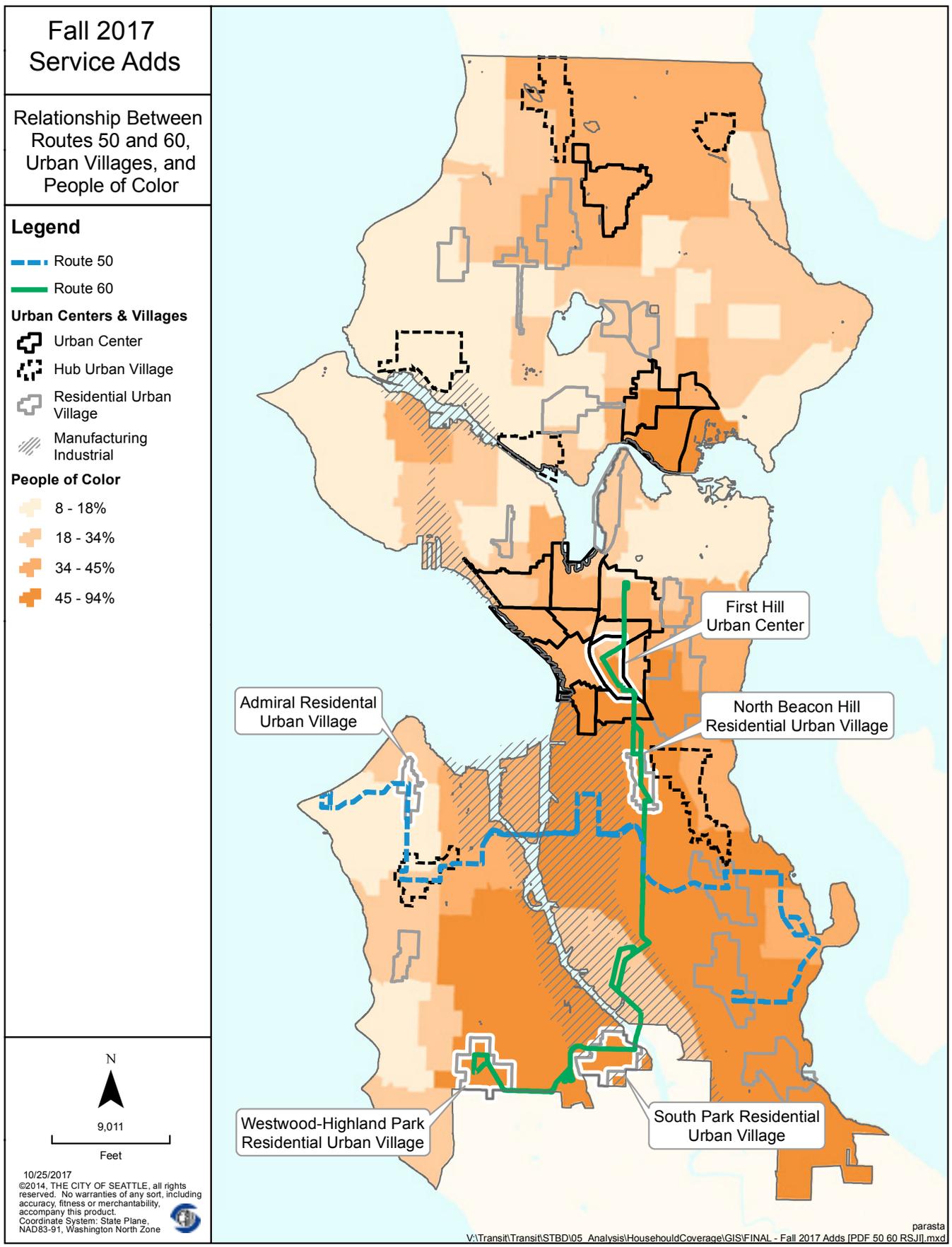
Figure 8: Routes 50 & 60

Based on these findings, the City is investing in 15-minute all-day service on Route 60, which serves South Park, provides east-west service between the Duwamish Valley and Highland Park area, and improves frequency of service between White Center, Georgetown, Beacon Hill and First Hill (see green line in Figure 8).

The City is also investing in 30-minute or better service, 18-hours a day, 7-days a week on Route 50. This improves both the frequency of evening and night service as well as the span of service at night.

Investments in the Route 50 also improve east-west service between Lake Washington, from the Rainier Valley and Beacon Hill, to the Puget Sound, via Admiral Urban Village (see blue line in Figure 8). Investments in Routes 50 and 60 are both priorities in the Seattle Transit Master Plan Frequent Transit Network and in Metro's 2016 System Evaluation.

3.3 Next Steps

The findings discussed below require additional work to understand and develop the solutions that reflect the needs of RSJ communities. Engagement with these communities, as well as Metro, will be necessary before solutions are developed and proposed. City staff will work to make progress on the findings discussed below and engage TAB as potential solutions are identified. The analysis will be updated to include newly-identified issues as the City invests in more service. Further, outreach to these communities will be an element of the City's Transportation Equity Program.

3.3.1 Frequency or Span of Service Investments to Improve Racial Equity

As Metro increases transit service levels and takes over the City's investments in overcrowding and reliability, City funds will be free up, allowing the City to increase service levels on routes throughout the city subject to Metro's operational constraints. The geographic focus of this analysis identified areas of the city and specific routes where investments in better transit service serve people of color, low-income people, people with disabilities, and zero car households.

Additional analysis, including sharing these findings through engagement with RSJ communities, should be conducted to improve the City's understanding of what frequency and span investments best serve the needs of these communities. The City will continue to engage TAB, which acts as a liaison to the public, and engage in existing and planned Metro and SDOT outreach efforts. This engagement could explore questions like: How important is early morning service compared to night service, more frequent weekend service, or more frequent midday service?

3.3.2 Addressing RSJ Communities at Northern and Southern City Limits

The racial equity analysis maps show higher percentages of people of color and low-income populations in areas along the northern and southern edge of the city, in areas like Bitter Lake, Pinehurst, and Olympic Hills to the north, and Delridge, Highland Park, Rainier Beach, and South Park to the south. These areas generally have more affordable housing but have less frequent transit service, relative to more central parts of the city.

While the City can purchase bus service in most parts of the Seattle, the STBD legislation limits the City's ability to purchase bus service along the northern and southern edges of the city as many of these routes have fewer than 80% of the stops within city boundaries.

For example, Bitter Lake is served by the E Line and Routes 5, 345, and 346. Without a partnership agreement with Metro or another funding partner, the City can only improve service on Route 5. Table 4 below show which routes meet the 80% of stops threshold. The City will continue looking for creative strategies to engage partners to fund Regional Partnership routes (see routes in Figure 9).

C Line	5X	13	21X	31	43	55	65	76	125
D Line	7	14	22	32	44	56	67	78	355X
1	8	15X	24	33	45	57	70	82	
2	9X	17X	26X	36	47	60	71	83	
3	10	18X	27	37	48	62	73	84	
4	11	19	28X	40	49	63	74	99	
5	12	21	29	41	50	64X	75	116X	

Table 4: Seattle routes as defined by STBD legislation (Spring 2017)

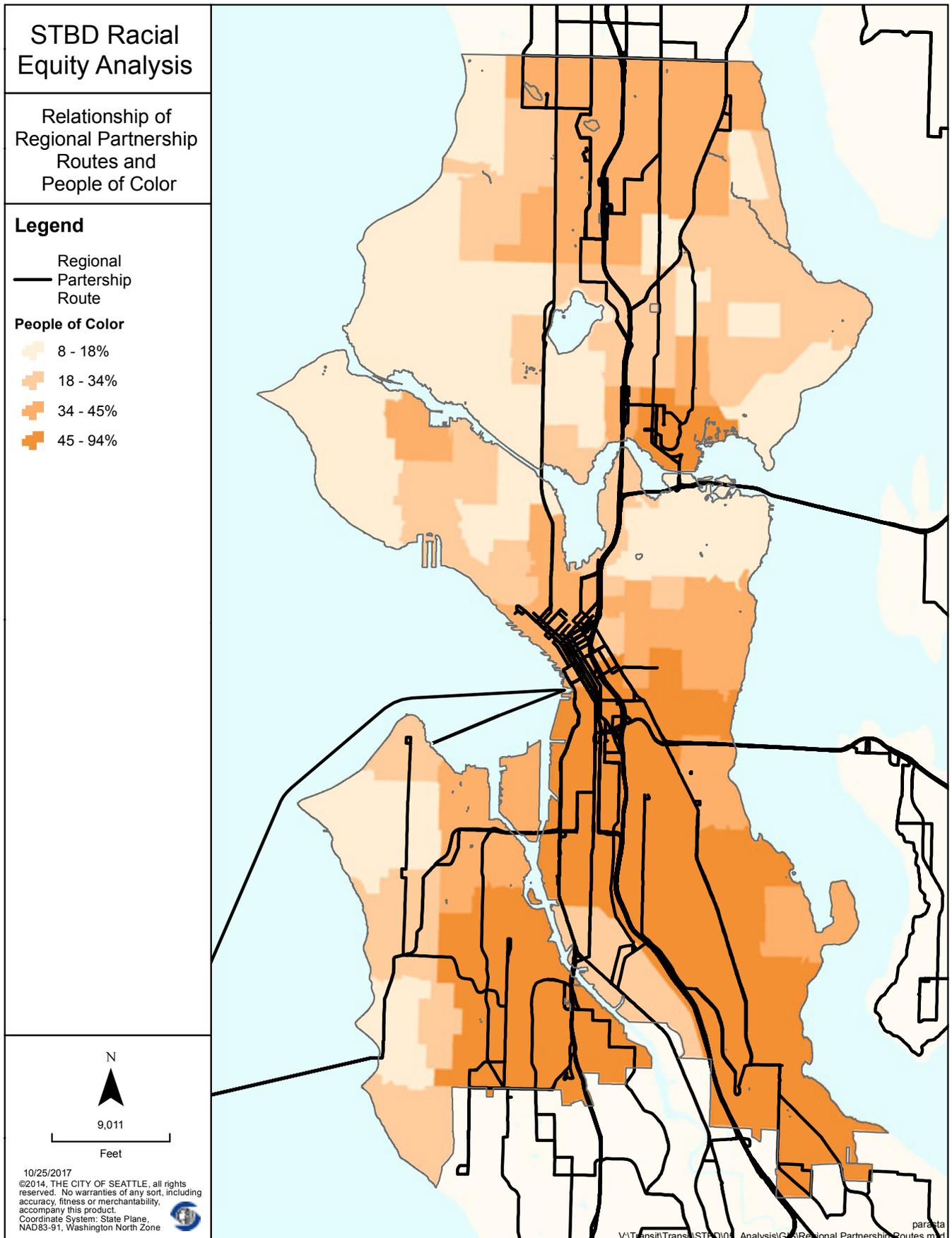Figure 9: Regional Partnership Routes

3.4 Transit Advisory Board Feedback

TAB received a presentation of the racial equity analysis in May 2017 and provided valuable feedback, including:

- Acknowledging the challenges the City faces to provide service to the northern and southern edges of Seattle and encouraged the City explore potential solutions. TAB noted that communities on the edge of the city pay for STBD service but may not receive service investments due to this issue.
- Suggesting an additional measure to capture communities with limited English proficiency, since this can represent a barrier to equitable access to transit services.
- Agreeing that additional engagement with RSJ communities would be valuable, especially as a way to understand the mobility needs and key destinations that are difficult for RSJ communities to access.
- Recognizing the racial equity analysis as a priority for the board and appreciation of the in-depth and data driven work behind it.

DATA REFERENCE

Section 2.2 - Demographic Measures

- People of Color (light orange to dark orange)
  - o People of color include people self-identifying with the following census categories: Black or African American alone, American Indian and Alaska Native alone, Asian alone, Native Hawaiian and other Pacific Islander alone, not Hispanic or Latino - some other race alone, not Hispanic or Latino - two or more races, and Hispanic or Latino
- Low-Income Persons (mint to dark green)
  - o Low income people were defined based on those individuals with income below 200 percent of poverty level
    - ◊ 200 percent of poverty is the eligibility threshold for ORCA LIFT
  - o Improving access to transit is a key goal of the STBD legislation and low-income people are more likely to be transit dependent
- People with Disabilities (light blue to dark blue)
  - o Census data on disability was self-reported and includes all types of disabilities
    - ◊ Data only applies to civilian non-institutionalized population
    - ◊ Disability rates and age are often correlated
  - o People with disabilities may be transit-dependent or otherwise unable to drive themselves
- Zero-Vehicle Households (neon green to lime green)
  - o Zero-vehicle households is measure as the percent of all households with no vehicle available, regardless of household size
    - ◊ The zero-vehicle household measure is inherently weighted toward small households, which could include affluent singles living in urban centers who choose to live without a car
    - ◊ A "low-vehicle" measure, such as a ratio of vehicles to household size, may be a better indicator of transit dependent households, especially larger or multigenerational households with multiple driving age adults
  - o Zero car-households may be more likely to be transit dependent

Section 2.3 - STBD Service Purchase

- Bus Routes – Based on Metro route and service patterns as of fall 2016
- Service Hours – Based upon STBD service purchases (platform hours) as of fall 2016

Section 2.4 – Sound Transit, Metro And Stbd Investments

- Bus Routes – Based on Metro route and service patterns as of fall 2016
- Link Route – Based on Sound Transit Link route and fall 2016 service levels
- Service Hours – Based upon Sound Transit, Metro service levels (platform hours) and STBD service purchases (platform hours) as of fall 2016

Section 2.5 - 10-Minute Or Better, All-Day Service Coverage

- Bus Routes and Stops – Metro GIS data from Fall 2016
- Pedestrian network – City GIS pedestrian network
- Household data
  - o Source: 2010 decennial census plus new, constructed housing based on SDCI permit record as of Q2 2017, Seattle Office of Planning and Community Development
  - o Granularity: Census block

Section 2.6 - Frequent Transit Network And Urban Villages

- Service Frequency – Based on average weekday frequency by route between 6am to 7pm
- Bus Routes and Stops – Metro GIS data from fall 2016
- Pedestrian network – City GIS shapefile of pedestrian network
- Urban villages – City GIS shapefile, from spring 2017

APPENDIX C: YOUTH ORCA SURVEY REPORT

EXECUTIVE SUMMARY

The Seattle Department of Transportation (SDOT) began the Youth ORCA Program in 2016 to improve the transportation options of low-income high school and middle school students. The program provides eligible students a free ORCA card with a preloaded transit pass. For the 2016-2017 school year, SDOT coordinated the distribution of 2,680 ORCA cards to eligible students attending Seattle Public schools.

At summer card distribution events for the 2017-2018 Youth ORCA Program, an 11-question, optional survey was provided to solicit feedback on three key areas of the program:

• ORCA card usage
• Benefits of an ORCA card
• ORCA card access in the summer

These areas provide a student perspective on the program and help identify areas for improvement.

Key Findings

In total, 312 surveys were gathered from students at seven Seattle Public High Schools. The surveys found that most students were using their ORCA cards with high frequency, with 91% of students using their card three or more times a week, primarily for school and after-school activities. This increased mobility made it easier for students to arrive at school on time, and according to the surveys, assisted in improving both attendance and grades.

In Spring 2017, the Youth ORCA Program expanded to summer, allowing students to access opportunities that may be otherwise unavailable to them, such as getting a job or attending summer school. The survey data revealed that 90% of students believe having an ORCA card in the summer would benefit them. Comments from the survey acknowledged improved access to extracurricular activities and a desire to continue participating in the program. 1,248 students received their ORCA card for the upcoming 2017-2018 school year and are currently enrolled in the summer program.

INTRODUCTION

The City of Seattle Youth ORCA Program seeks to reduce both the cost burden associated with finding transportation to and from school, and the distance that income-eligible students may have to walk or bike to school, by providing free transit passes. The program issues ORCA cards to high school and middle school students that attend Seattle Public Schools (SPS), but are not eligible to receive ORCA cards from SPS.

Eligibility requirements for the program are dependent upon household size and income level (detailed in the table below). Income must be under 200% of the federal poverty guidelines. To complete the application process, both the signature of the student applying and a parent/guardian is required to confirm the student's eligibility.

Household Size	Max Household Income
1	$23,760
2	$32,040
3	$40,320
4	$48,600
5	$56,880
6	$65,160
7	$73,460
8	$81,780

Table 1: Income eligibility by household size

Funding for the Youth ORCA Program comes from the Seattle Transportation Benefit District (STBD), approved by voters in 2014. STBD provides funding for the City of Seattle to purchase transit service and $2 million in funding to increase low-income access to transportation. Beginning in 2016, the City of Seattle partnered with King Country Metro and SPS to develop the Youth ORCA Program and provide transit assistance to low-income students. The program's initial roll-out (second semester of the 2015-2016 school year) saw the distribution of 300 ORCA cards.

During the 2016-2017 school year, SDOT played a more direct role in marketing the program and distributing cards. In total, 2,680 ORCA cards were distributed to high school and middle school students.

At events for renewing ORCA cards for the 2017-2018 school year, an optional survey was distributed to solicit feedback on the Youth ORCA program. Each event focused on giving students their new 2017-2018 ORCA card and providing information on Metro's pilot program that provides summer fare discounts to students. After card distribution, students were given the option to fill out an 11-question survey about the program. The purpose of the survey was to:

- Gain an understanding of how students use ORCA cards
- Inform SDOT strategies for growing the program sustainably
- Better understand the quality of life benefits that come from having an ORCA card

Conducting these surveys at the summer events allowed SDOT to connect with the students in person and encourage them to complete the survey in full. Over the course of 19 events, 312 surveys were completed — accounting for 12% of students that participated in the program during the 2016 – 2017 school year.

SURVEY PARTICIPANTS

Grade

Of the high school survey participants, 47% were freshmen and 31% were sophomores — 78% of all respondents, with 18% as juniors. This survey data aligns with the most-common grades of those enrolled in the Youth ORCA Program.
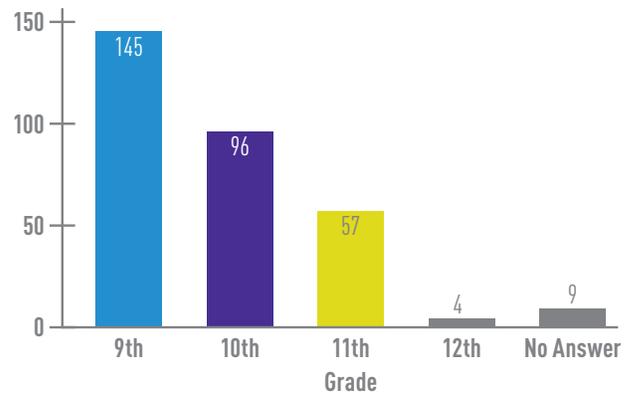
High School

In total, students at seven of the eleven Seattle Public high schools were given the opportunity to fill out the survey: Ballard, Chief Sealth, Cleveland, Franklin, Garfield, Nathan Hale, and Rainier Beach. The highest number of surveys were conducted at Cleveland High School with 111 surveys, or 36% of all surveys.

SDOT hoped to secure survey results from all eleven high schools that participated in the Youth ORCA program. With time and staffing limitations, SDOT

was only able to secure survey results from seven schools. These schools represent neighborhoods across Seattle, and SDOT has concluded that the seven schools provide an adequate sampling of student opinion.

Number of Survey Responses by Grade

Number of Survey Responses by High School
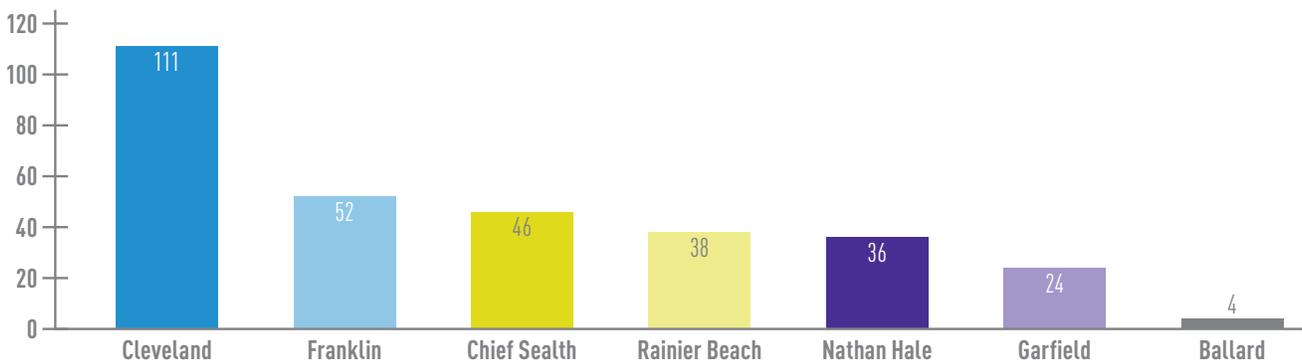
SURVEY OVERVIEW

The survey targeted three areas to gather information and learn from.

- **ORCA card usage (Q1, Q2, Q3)**: How often did students utilize their ORCA card, where did they travel with the ORCA card, and how did the card affect their mobility

- **Benefits (Q4, Q5, Q6, Q7, Q8)**: Collect information on students' experience with transit, how the student has benefited from having an ORCA card, and the impact on their education.
- **Summer (Q9, Q10)**: Gain an understanding of the benefits of having a summer ORCA card.

ORCA CARD USAGE (QUESTIONS 1 - 3)

Question 1: "On average, how often did you use your ORCA card this school year?"

Most respondents indicated frequent use of their ORCA card, with 69% of respondents selecting "five days or more" and 22% of respondents selecting "3-4 days a week." Overall, 91% of participants said they used their ORCA card over three times a week. No survey reported "never" using the ORCA card. This survey data denotes that students are using the ORCA card with high frequency.

Survey Results - On average, how often (per week) did you use your ORCA card this school year?

5+ Days **69%**

No Response **1%**

Less Often **3%**

1-2 Days **5%**

3-4 Days **22%**
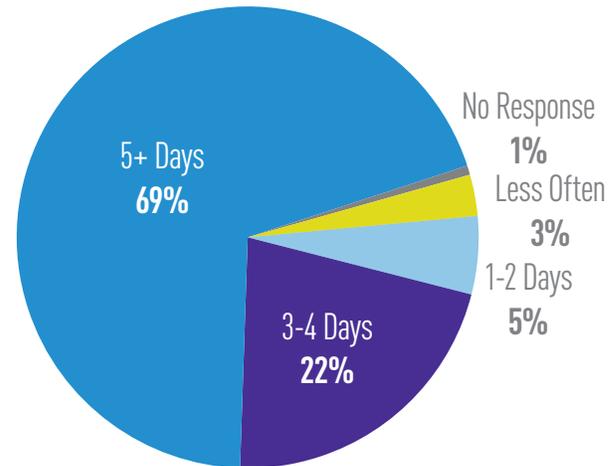
Question 2: "When you used your ORCA card this school year, where did you go? Check all that apply."

The two highest responses to this question were "School" (75%) and "After school activities" (69%), with "Social activities" at a close third (58%). The answers "Family activities" and "Shopping" were tied in their number of responses (39%).
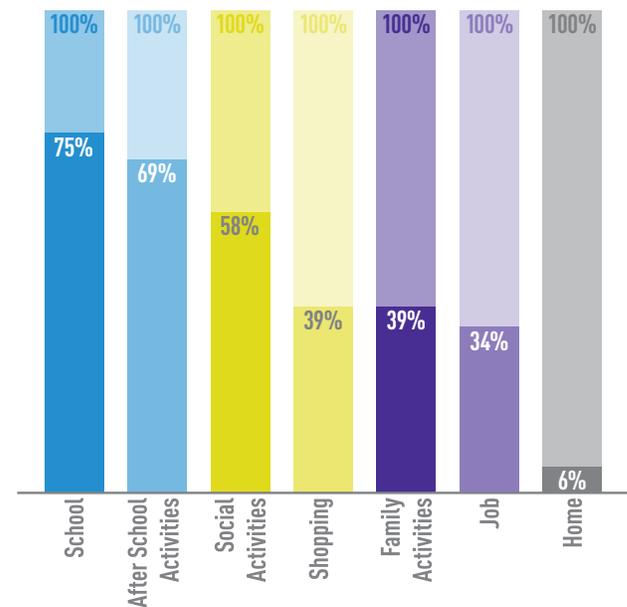
Interestingly, only 34% of students said that they used ORCA card for "Job." This may be a result of most students being in the 9th and 10th grades, for whom school-year jobs may be less common. Survey data shows that only 23% of freshmen listed "Job" as a destination for their ORCA card trips.

These results are consistent with card usage reports provided by the ORCA card website. Data reports reveal 57% of trips occurred during traditional commute hours for students. The overwhelming majority of trips, 87%, took place during the weekdays. The card usage data supports the conclusion that students used the ORCA cards to commute to school.

Survey Results - When you used your ORCA card this school year, where did you go? Check all that apply.

School 100% / 75%
After School Activities 100% / 69%
Social Activities 100% / 58%
Shopping 100% / 39%
Family Activities 100% / 39%
Job 100% / 34%
Home 100% / 6%

Question 3: "Indicate on the scale how having an ORCA card impacted your trips to the following places. Skip places you did not go using your ORCA card."

The most common response to this question, for any destination, was that having an ORCA card made travelling "Much easier." For most other destinations, "Easier" and "Not possible without" held the second or third largest responses. In general, this denotes that ORCA cards improved the mobility of students regardless of their destination. The destination "To a job" was left blank by 20% of survey participants, meaning that it was not a place travelled by that student. This is consistent with the previous section's note on underclassmen's representation in these results. A job was not a frequent destination for these underclassmen.

Survey Results - Indicate on the scale how having an ORCA card impacted your trips to the following places.

Destination	Blank	No Change	Easier	Much Easier	Not possible without
To School	6	15	71	154	66
To After School Activities	17	13	61	154	66
To A Job	62	53	50	91	55
To Social Activities	26	13	69	150	53
To Go Shopping	41	32	69	126	43
To Family Activities	39	46	68	124	34

Blank   No Change   Easier   Much Easier   Not possible without
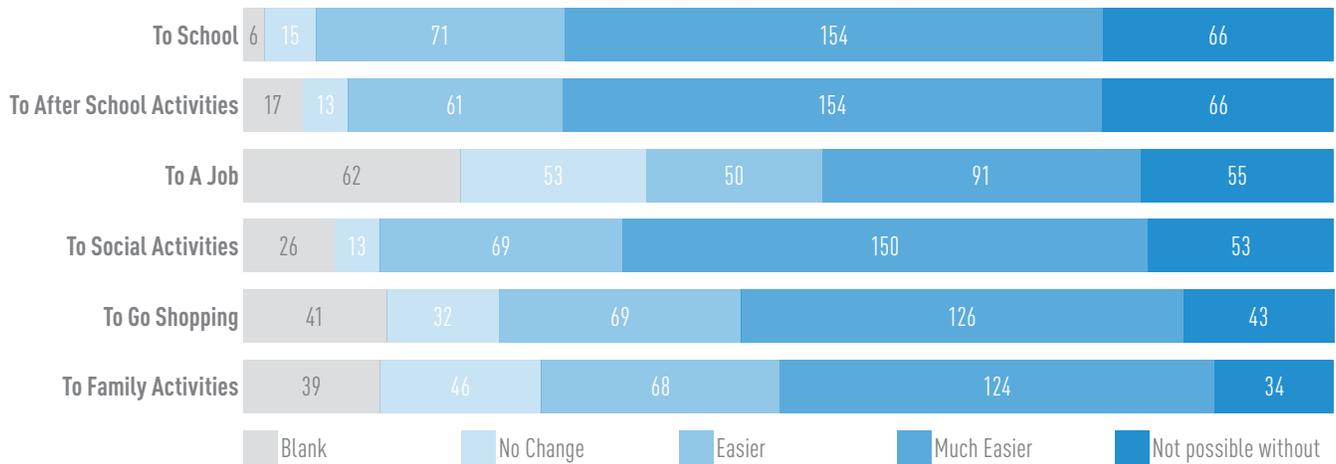
ORCA CARD BENEFITS (QUESTIONS 4 - 8)

Question 4: "Was this your first school year with an ORCA card?"

58% of students said that the 2016-2017 school year was their first school year with an ORCA card, while 37% of students said this was not their first year with an ORCA card (5% did not answer this question). There was little variation in responses to this question between grades.

### Question 5: "What is the most significant benefit of having an ORCA card?"

The intent of this question was to narrow down one "most significant benefit," however most students chose multiple answers. In total, the most popular benefit of having an ORCA card was "Able to get to school on time," with "Able to participate in more social activities" coming in second. Following the trend, "Able to get a job" received the fewest responses.

Question 6: "If you did not have an ORCA card, would you still be using transit?"

55% of survey respondents said they would still use transit without an ORCA card, while 39% said they would not continue using transit. These results prompt the question of how students would continue to use transit without the ORCA card. Students express a need for using transit, largely for getting to and from school.

The wording of this question may have influenced responses: "would you still be using transit" versus "could you still be using transit." Students may have responded with their perception that this question was asking about interest in using transit, instead of financial ability to pay for transit without a free ORCA card.

Survey Results - What is the most significant benefit of having an ORCA card?
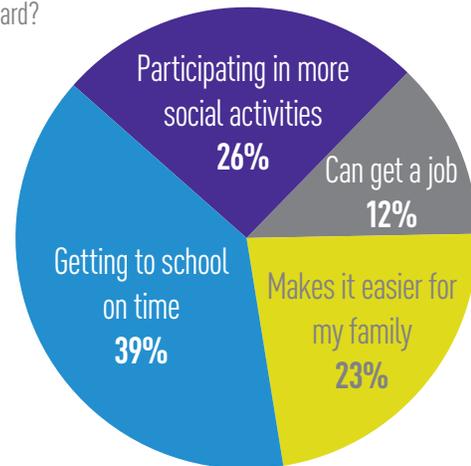
*Most students provided multiple answers

Question 7: "Did having an ORCA card improve your attendance at school?"

The topic of getting to and from school is central to the Youth ORCA program. The survey found that 79% of students think having an ORCA card improved their attendance at school, while 14% said that having an ORCA card did not improve their attendance. This response affirms the ability of an ORCA card to improve access to school.

Question 8: "Did having an ORCA card improve your grades?"

Of students who utilized an ORCA card throughout the school year, 68% said that having an ORCA card improved their grades, while 26% said it did not. This grade improvement may be related to the improvement in school attendance. Additionally, the ORCA card may have enabled students to access academic assistance after school, before school, or off-campus.

The results from Questions 7 and 8 are self-reported by students. At this time, there is no mechanism for SDOT to independently verify these results. Even without independent verification, these results are promising. They show a link between improved access to school and academic success.

SUMMER (QUESTIONS 9 - 10)

SPS distributes ORCA cards for a 10-month period. SDOT began the Youth ORCA program committed to a similar 10-month schedule. In the spring of 2017, SDOT decided to expand the program to 12 months. The survey included two questions about summer ORCA card usage to gauge the potential benefits.

## Question 9: "Will you benefit from having an ORCA card during the summer?"

90% of students stated that they would benefit from having an ORCA card during the summer. This is the highest percentage of an answer found from the survey. This high percentage from all ages and schools demonstrates a desire to maintain ORCA card access over the summer.

It is important to note that most students picked up their summer ORCA card and then filled out the survey. These results may have been lower if the survey was done independent of summer ORCA card distribution.

Question 10: "What do you think will be the most significant benefit of having an ORCA card over the summer?"

The most significant benefit of having an ORCA card over the summer, according to 69% of surveyed students, was "Able to participate in more activities." This anticipated benefit connects with the Youth ORCA program's goal of helping students reach opportunities that would otherwise be unavailable to them.

Survey Results - What do you think will be the most significant benefit of having an ORCA card over the summer?
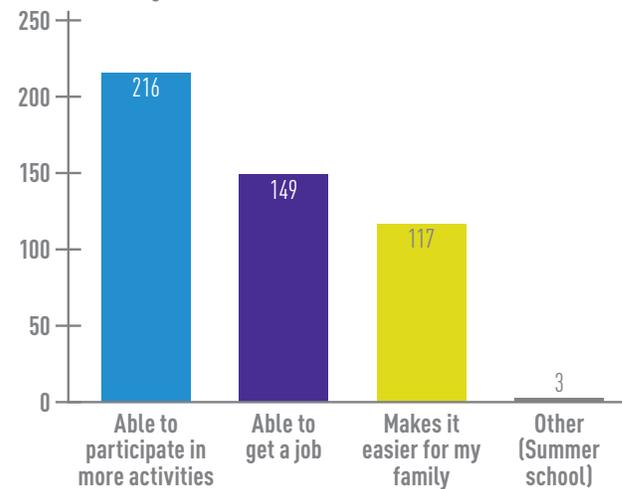
CONCLUSION

The final survey question was a space for comments about the program, most of which gave thanks to the program. Unique submissions included:

- "I'm going to be attending Running Start next year and ORCA is crucial for transportation"
- "I will be commuting from Tukwila (home) to my summer programs/school (Rainier Beach)"
- "Wouldn't use transit as much without ORCA card"
- "It helps with life in general"

These comments support improved mobility for students with ORCA cards and their desire to continue using ORCA cards next school year.

As of August 2017, there are 1,989 students eligible for the Youth ORCA program for the 2017-2018 school year. 1,248 (63%) of these students received their ORCA card for the upcoming 2017-2018 school year at events in June. These students were enrolled in the program during the 2016-2017 school year and are expected to still be in school during the 2017-2018 school year. The new ORCA cards are valid from June 2017 – August 2018. Additional students are expected to be eligible for the program when the new school year starts in September 2017.

The Youth ORCA cards improved student mobility and eased travel to school, activities, jobs, shopping, and more. The recent expansion of Youth ORCA into the summer is consistent with student desires to join summer activities, acquire a summer job, and the ease it creates for the student's family.