

ALL ABOARD

SEATTLE TRANSPORTATION BENEFIT DISTRICT YEAR 1 PERFORMANCE REPORT JUNE 2015–JUNE 2016



More Buses,
More Options,
More **Seattle.**

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Office of the Mayor

Dear friends,

My vision for Seattle is one where people can safely and comfortably get around; where people

can choose from a variety of reliable, affordable, easy-to-use travel options; where people have access to fast and frequent transit service near their home and place of work, and where we harness innovation to expand choices and improve the environment.

In 2014, Seattle voters took a major step toward achieving this vision by approving Proposition 1, creating the Seattle Transportation Benefit District (STBD). This commitment to faster and more frequent transit service is already enhancing livability, affordability and access to opportunity throughout Seattle.

Voter approved STBD funding also provides direct cost-savings for residents of low-income households. Through the ORCA LIFT and Youth ORCA programs, Seattle has reduced the cost of transit for almost 20,000 residents. Moving forward, the City is committed to making transit even more frequent, reliable, accessible, and affordable across Seattle.

This Year 1 Performance Report highlights the benefits of these key STBD investments. It also provides essential performance data that will inform management of these important investments in transit, while fulfilling the City's ongoing commitment to transparency and accountability.

As Seattle faces unprecedented growth, we see more demand on our transportation network. Through voter-approved STBD programs, we are committed to accommodating these new trips on transit, improving connections, and advancing an affordable and equitable city for all.

Sincerely,

Mayor Edward Murray



Department of Transportation

Dear fellow Seattleites,

Seattle is one of the nation's fastest growing cities and it needs a robust transit system that supports our

growth in jobs and population while creating a more interconnected, affordable and vibrant city.

The bus service investments made through the Seattle Transportation Benefit District (STBD) do just that, making riding the bus a more convenient and accessible option for Seattle residents by increasing how often buses arrive and adding more trips to help meet demand on the busiest routes. Our investments also restored trips on late-night services and key neighborhood connections that would have otherwise been eliminated.

We are seeing our investments improve livability and access for many Seattle residents. With our first year of service investments, 51 percent of households now have access to frequent transit service (10 minutes or better) within a 10-minute walk, up from 25% in 2015. With our continued investment in bus service and the expansion of RapidRide, we will move further toward our 2025 goal of 72%.

STBD investments are also helping Seattle become more affordable, creating opportunities for all Seattle residents to access the transit system. Through the reduced fare program ORCA LIFT, and the Youth ORCA program, we are improving the availability and access to transportation for income-eligible adults and students.

SDOT is committed to improving the quality and availability of transportation products and services to all Seattleites. We are using transit more than ever before and we look forward to continuing our work to provide a high-quality transportation system by investing in better transit service for all Seattle.

Sincerely,

Scott Kubly

Director, Seattle Department of Transportation

City of Seattle Department of Transportation would like to thank its partners for their help in implementing the Seattle Transportation Benefit District and its programs.

Al Kariim Islamic Center

Catholic Community Center

City of Mercer Island

City of Seattle Department of Education and Early Learning

City of Seattle Department of Neighborhoods

City of Seattle Office of Immigrant and Refugee Affairs

City of Seattle Human Services Department

City of Seattle voters

Commute Seattle

Compass Housing

El Centro de la Raza

Eritrean Association in Greater Seattle

Filipino Community of Seattle

Global to Local

King County Metro Transit

MultiService Center

Rainier Beach High School

ReWA

Seattle Public Schools

Seattle Transit Advisory Board

Seattle-King County Public Health Department

South Park Information and Resource Center

Transportation Choices Coalition

Washington State Department of Licensing

WithinReach

World Relief Seattle

YMCA

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

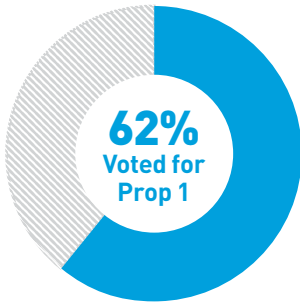
Our Mission

Deliver a high-quality transportation system for Seattle

Our Vision

Connected people, places, and products

Seattle Transportation Benefit District by the Numbers

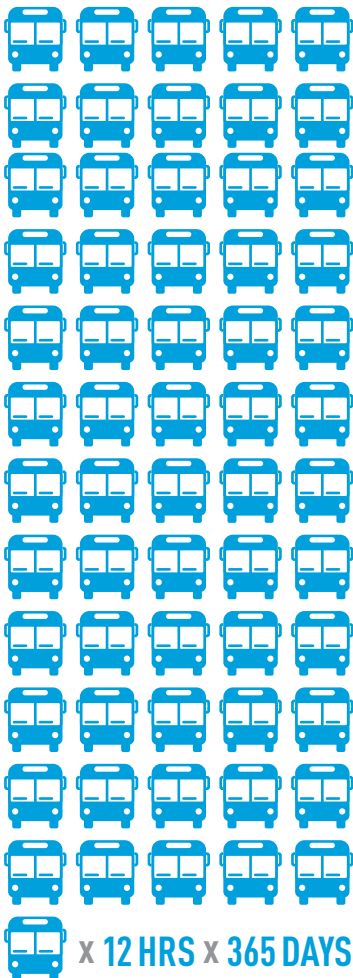


In 2014, Seattle voters approved Proposition 1 to fund the purchase of increased Metro service and additional transit programs for Seattle residents.

This voter-approved funding measure includes a \$60 vehicle license fee and 0.1% sales tax increase to generate about \$45 million annually to improve transit availability and access for 6 years (2014-2020).

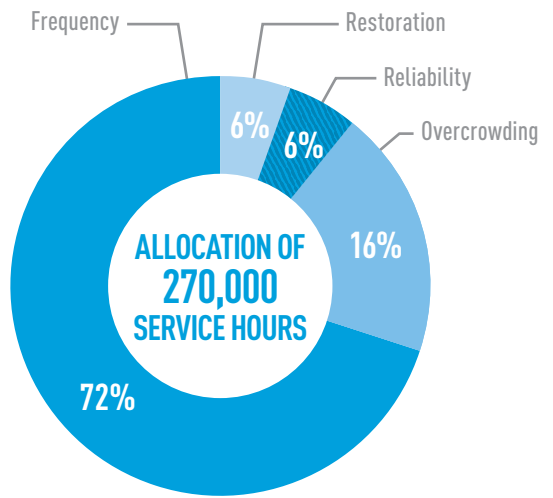
After just one year—these investments are paying off.





PROP 1 IS HAVING A BIG IMPACT!



270,000 annual service hours added—equivalent to 61 buses running 12 hrs. per day, 365 days a year.

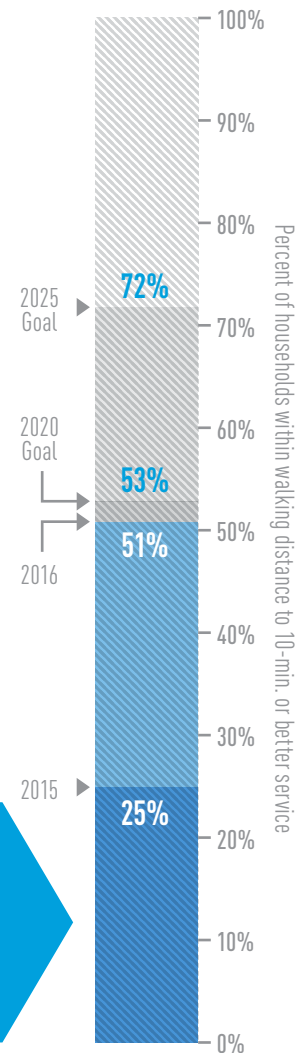
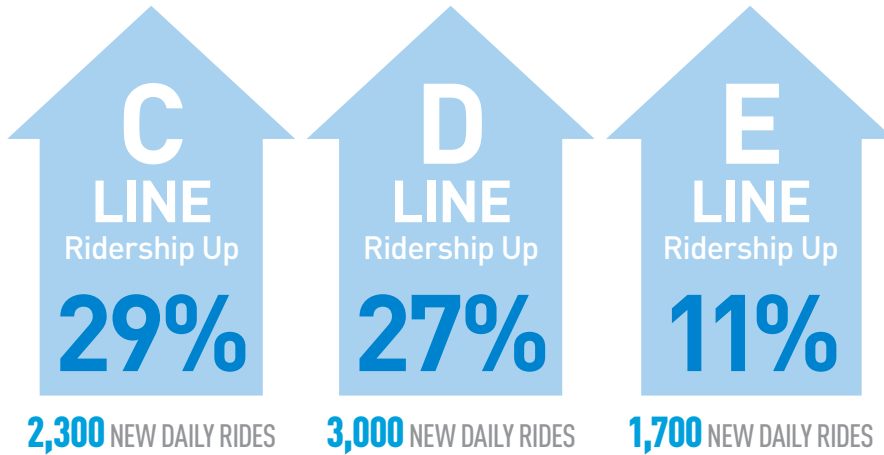
Service was added on **85%** of Seattle routes. That's 56 of 66 routes!



- 
Restored Routes: 5 of 9 routes saved from planned elimination
- 
Less Overcrowding: 37 routes have more bus trips
- 
More Reliable: 54 routes are now more reliable
- 
More Frequent: 38 routes run more frequently

RAPIDRIDE GETS MORE RAPID...AND MORE RIDERS!

37% more RapidRide hours serve 7,000 more daily riders



ACCESS TO TRANSIT IS GETTING MORE CONVENIENT



INVESTING IN MORE ACCESS AND AFFORDABILITY



4,909 VLF REBATES ISSUED

VLF rebates are available for income qualified applicants.



18,596 ORCA LIFT CARDS

64% of 31,180 countywide ORCA LIFT cards were issued to Seattle residents for more than 400,000 trips. Launched the Youth ORCA Program.



ALL NIGHT OWL ROUTES SAVED

Saved all three Night Owl routes from planned elimination.

Introduction

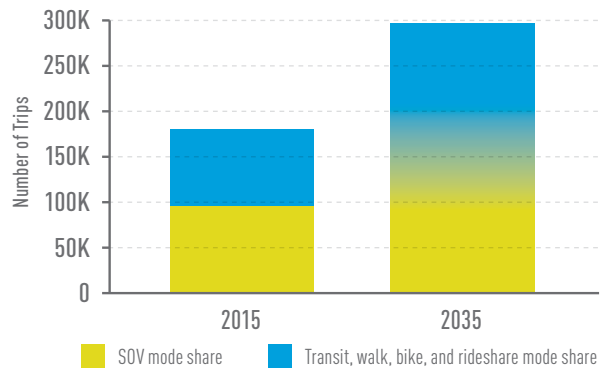
As one of the country’s fastest-growing cities, it is critical that Seattle’s transportation network is interconnected, accessible, and affordable for residents, workers, and visitors.

On its own, King County Metro funding was insufficient to maintain the level of bus service and 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 provide the City of Seattle with approximately \$45 million annually through 2020 to fund the purchase of increased Metro service and additional transit programs for Seattle residents.

This report outlines Seattle’s current transit landscape and summarizes the investments and Year 1 results to date of STBD.

As population and jobs continue to grow, we recognize that many of our streets, in areas such as downtown Seattle, are full at rush hour. Because we cannot expand our street network, we need to make meaningful investments in bus, train, ridesharing, bike, and pedestrian solutions to effectively plan and manage our transportation network.

Additional trips above 2015 levels must occur in modes other than single occupancy vehicles (SOV).



PUBLIC TRANSPORTATION IN SEATTLE

Seattle Is Growing

Over the last 20 years, Seattle gained 100,000 new residents and approximately 50,000 jobs. And, over the next 20 years, an additional 120,000 residents and 115,000 jobs are anticipated.

Population and Employment Growth

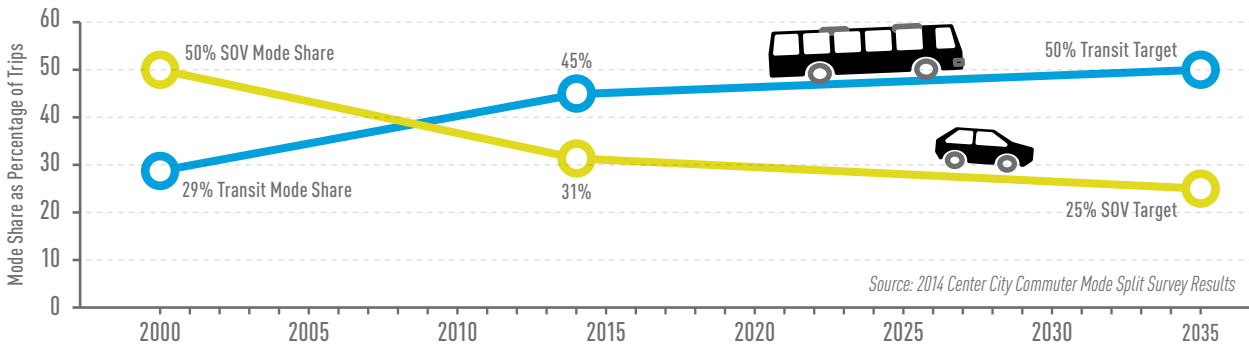


Along these lines, the City of Seattle is working closely with partners such as King County Metro, Sound Transit, and the Downtown Seattle Association to identify projects, like One Center City (<http://onecentercity.org/>), that will improve the quantity and quality of non-automobile transportation options and accommodate this projected growth in travel demand through non-SOV travel. The 2016 extension of RapidRide C and D Lines and the Westlake Cycle Track are prime examples of partners coming together to provide enhanced opportunities for people to get around the city.

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 goal is identified on page 22.
- Provide RapidRide service on seven new corridors (for a total of 10 overall).
- Increase transit service and improve our streets to make transit more reliable.

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



Seattle’s Transit Mode Share is Increasing

While there is still plenty of work to do, it’s clear that Seattle’s transit mode share is going in the right direction.

In 2000, 29% of commute trips to downtown Seattle were taken on transit, compared to 45% in 2014. Additionally, during the same time frame, SOV trips decreased from 50% to 25%.

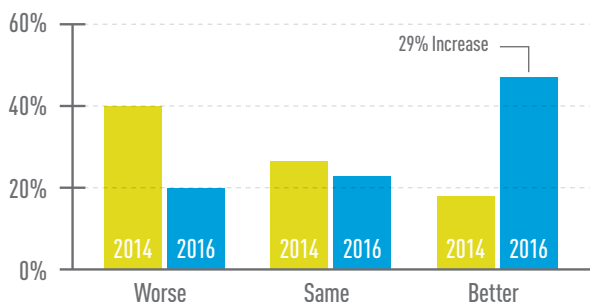
Simply put, more than ever before, Seattleites are using transit to get where they need to go. This trend is expected to continue through 2035.

Riders Give Transit Two Thumbs Up

Recent efforts are beginning to pay off; the Seattle Department of Transportation (SDOT) Customer Satisfaction Survey showed that Seattle residents now find it easier to get around the city using public transportation. The study, conducted in April 2016, gauged Seattle residents’ customer satisfaction with transit as compared to 2014.

Key findings include that 47% agreed that using transit to get around Seattle has improved; 26% felt that getting around their neighborhood via transit was better as well.

Customer Satisfaction Survey 2016 - How has it been getting around Seattle over the last few years?



Continuing Support from Seattle Voters—Levy to Move Seattle

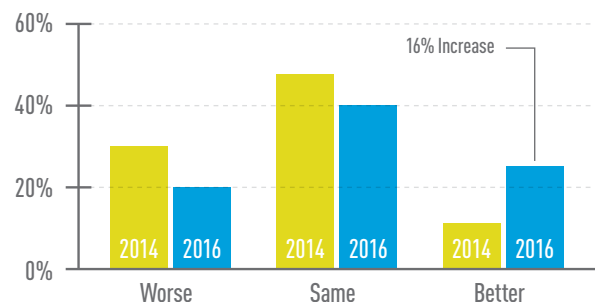
In November 2015, Seattle voters approved the nine-year, \$930 million Levy to Move Seattle, which provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city.

The levy aims to take care of the basics, while also investing in the future with improvements to move more people and goods in and around a growing Seattle.

Goals include providing 72% of Seattle households with a 10-minute walk to 10-minute bus service and introducing seven new RapidRide corridors.

While the Levy to Move Seattle does not fund transit service hours, it represents additional evidence of Seattle voters’ willingness to fund local transportation needs. Additionally, Move Seattle funded improvements to streets, transit stops, and traffic signals will help improve the speed and frequency of transit service in the city.

Customer Satisfaction Survey 2016 - How has it been getting around your neighborhood over the last few years?





Thanks to Seattle voters,
there is **more transit** on
Seattle's streets than ever
before.

Seattle's Commitment to Transit Service

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 through 2030.

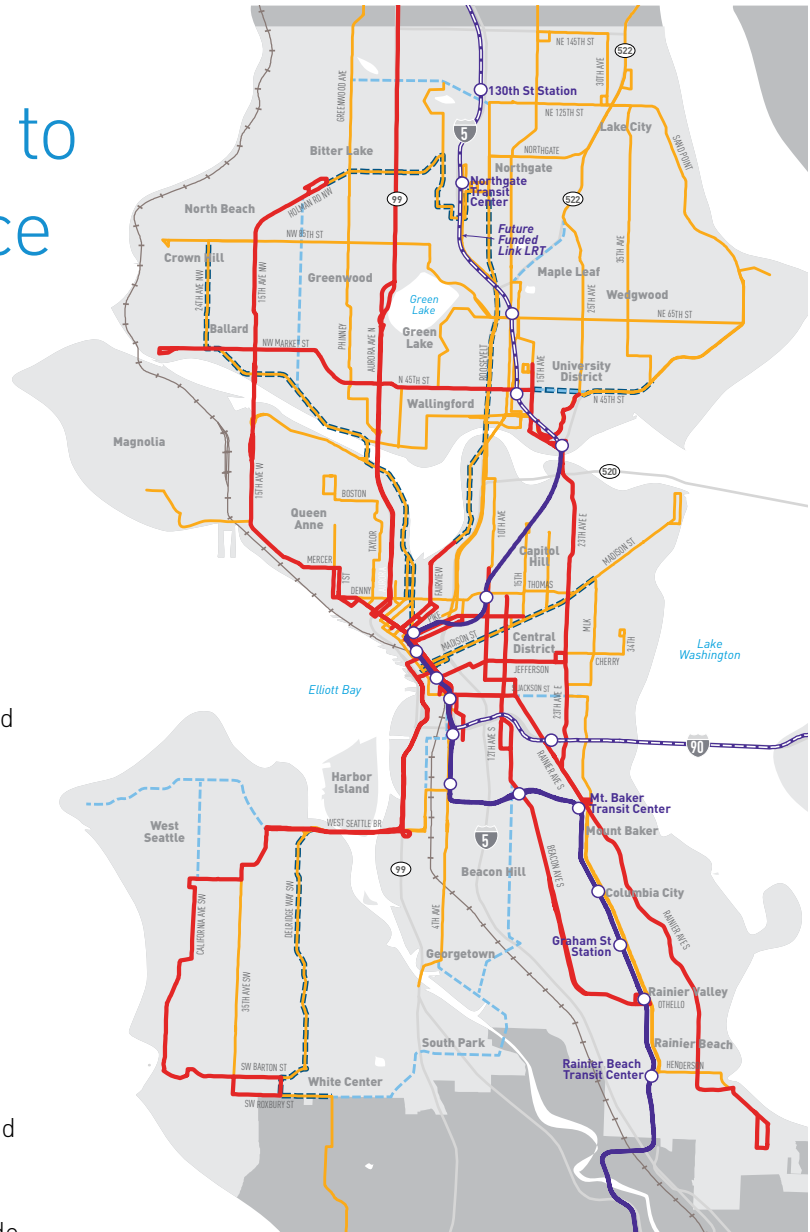
Our Blueprint

The TMP, adopted in 2005 and updated in 2012 and 2016, uses market analysis and future growth patterns to determine the transit service and capital investment needs for Seattle.

As a blueprint for transit, the TMP provides a vision for a seamless, fully integrated, and user-friendly transit network.





The TMP establishes a 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.



Frequent Transit Network

Not to scale

-  Link Light Rail (every 10 min)
-  Very Frequent (every 10 min or better peak/every 12 min or better midday)
-  Frequent (every 15 min or better all day)
-  Frequent and Priority Upgrade to Very Frequent
-  Priority Upgrade to Frequent

ADDRESSING METRO'S FUNDING SHORTFALL

King County Metro is the primary transit provider in Seattle. As a result of the 2008 economic downturn, 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.

Despite implementing almost \$800 million of cost saving measures from 2009 to 2013, Metro was forced to reduce services in 2013 to close the funding gap.

Prior to the reductions, Metro operated a countywide system with approximately 3.8 million annual service hours. In 2013, Metro proposed service reductions of 600,000 annual service hours, cutting 17% of the total system size. The proposed cuts would have eliminated 74 routes and revised or reduced 107 additional routes.

The impact to Seattle's routes was significant: 26 Seattle routes would be deleted and 33 Seattle routes would be reduced or revised.

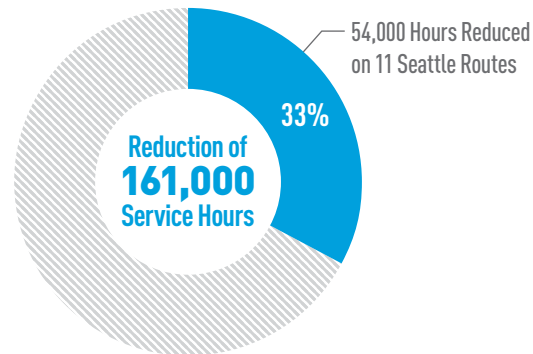
Approximately 60% of the Metro proposed cuts would be to Seattle routes.

King County Proposition 1—Not Approved

In an effort to prevent the proposed service reductions and provide funding for road maintenance and repair, King County Proposition 1 went to King County voters in April 2014. The ballot measure included a \$60 Vehicle License Fee and a sales tax increase of 0.1%.

When voters did not approve it, King County moved forward with its proposed service reductions.

In September 2014, Metro implemented its first phase of reductions of 161,000 service hours by eliminating 28 routes and reducing or revising 18 routes. As part of this, Seattle routes lost 54,000 hours on 11 Seattle routes.



Following these reductions, Metro operated a total of 3.7 million annual service hours, 1.6 million hours of which operated on Seattle routes. However, the 2014 King County Metro Service Guidelines Report identified an additional 202,000 hours of need throughout the city to address overcrowded buses, unreliable schedules, and improve service frequency and span to meet demand.

King County Metro Service Guidelines

The King County Metro Transit Strategic Plan and Service Guidelines outline policies to plan and manage the transit system and inform proposals to expand, reduce, or restructure service. Annually, Metro evaluates route performance and determines the amount of investment needed within the system. Metro prioritizes these investments in the following way:

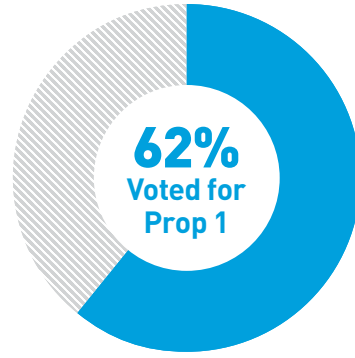
- Routes that are chronically overcrowded (Overcrowding)
- Routes that do not meet on-time performance targets (Schedule Reliability)
- Routes that need additional service due to productivity, social equity, and geographic value (Frequency and Span)

SDOT utilizes these reports to review route performance and calculate potential supplantation of service. (Additional discussion of supplantation appears on page 18.)

Seattle Transportation Benefit District Proposition 1—Approved

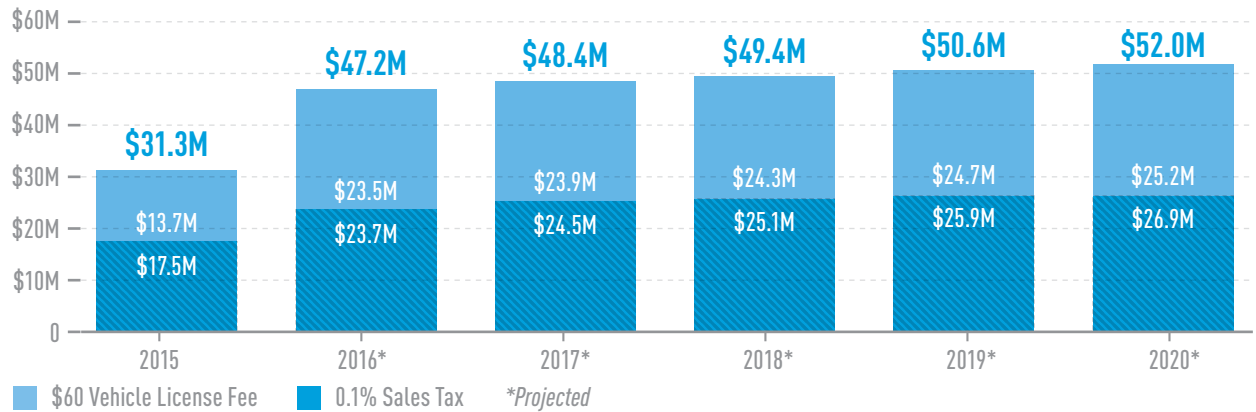
While the King County proposition failed overall, election results showed overwhelming support for the measure within Seattle. As such, consistent with City of Seattle priorities and understanding the growing demand for transit service in the city, Mayor Ed Murray proposed Seattle Transportation Benefit 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 approximately \$45 million annually for the expansion of transit service and low-income transportation equity. Detailed STBD financial information is available online at www.seattle.gov/transit.



While the measure was initially targeted to prevent Metro's service reductions in the city, thanks to improved sales tax revenues and the corresponding shift in reductions, King County Metro canceled reductions after September 2014 and Seattle funds generated by the ballot measure were able to expand transit service throughout Seattle.

STBD Funds More Than \$45M Annually for Seattle 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 more than \$45 million annually for the STBD through 2020. SDOT manages this program on behalf of the STBD.

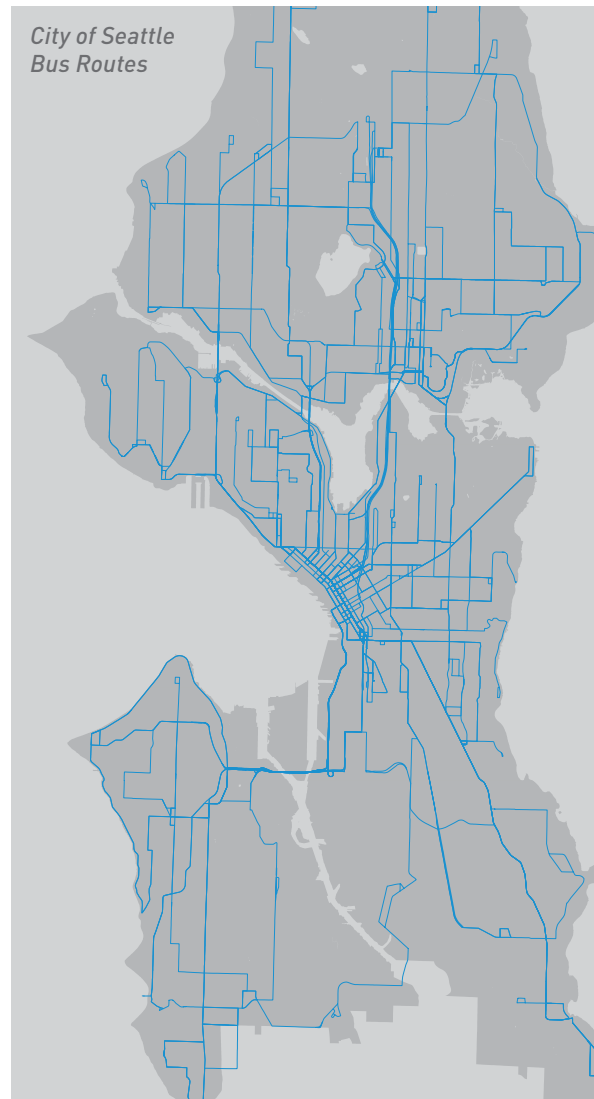
While King County Metro plans the countywide transit system based on policy guidance in the King County Strategic Plan and Service Guidelines, the STBD provides funds for Seattle to invest as guided by the Seattle Transit Master Plan.

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

The overall guidance for STBD is to provide funding for transit service “consistent with the Seattle Transit Master Plan and Metro’s Service Guidelines on routes with more than 80 percent of their stops within City of Seattle limits,” in accordance with Seattle Transportation Benefit District Resolution 12.

This threshold identifies “Seattle routes” that are eligible for direct transit service investment.

In support of STBD, in 2015 SDOT launched *All Aboard*, a public information campaign, to educate and inform the public about the new services.



As of spring 2016, the following routes are identified as Seattle routes:

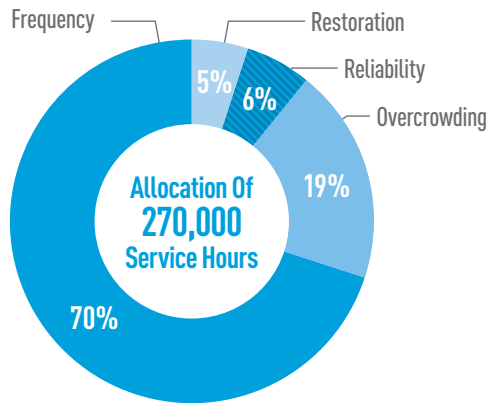
RapidRide C Line	11	19	28X	38	48	62	73	84	
RapidRide D Line	12	21	29	40	49	63	74	99	
1	5X	13	21X	31	41	50	64X	75	116X
2	7	14	22	32	43	55	65	76	125
3	8	15X	24	33	44	56	67	78	355X
4	9X	17X	26X	36	45	57	70	82	
5	10	18X	27	37	47	60	71	83	

SEATTLE TRANSPORTATION BENEFIT DISTRICT TRANSIT SERVICE INVESTMENTS

Through the STBD, Seattle added 270,000 annual service hours on 68 routes from June 2015–June 2016. A detailed list of service investments made through STBD is available online at www.seattle.gov/transit.

The investments were made in four categories:

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



Restored Routes
*5 of 9 routes saved from
planned elimination*

Night Owl Service: Routes 82, 83, and 84

Metro deleted these three late-night Seattle routes as part of its September 2014 reductions. Prior to elimination, Seattle funded the routes to seamlessly maintain these services.

Route 19—Magnolia to Downtown Seattle

Metro deleted Route 19 as part of its September 2014 cuts. STBD funding restored that route and addressed overcrowding on nearby Route 24.

Route 47—Capitol Hill to Downtown Seattle

Metro deleted Route 47 as part of its September 2014 cuts. STBD funding restored the route to provide transit service to riders in the Summit neighborhood of Capitol Hill.



Less Overcrowding
37 routes have more bus trips

Buses are most crowded during the peak period. And, when buses are crowded and the demand is greater than available service, passengers can be passed at stops due to overcrowding. Overcrowded buses can also impact on-time performance by requiring additional time to board and exit at stops.

Metro's 2014 Service Guidelines Report identified 22,200 hours of need to address overcrowding throughout the city. Through STBD investments, Seattle was able to address 95% of that need.

In Metro's 2016 report, only 3,500 hours were identified to address overcrowding on Seattle routes. During that time, SDOT invested in 37 Seattle routes that suffered from overcrowding.



More Reliable
38 routes are now more reliable

When routes do not show up on time, it makes transit a more stressful experience and can limit access to opportunities for riders. Investments in on-time performance improve service for existing riders, which gets riders to their destinations more reliably.

Metro's 2014 Service Guidelines Report identified 21,525 hours of need to improve schedule reliability throughout the city. Seattle was able to address 91% of that need with STBD investments in June and September 2015.

In Metro's 2016 report, only 6,300 hours of need were identified to improve schedule reliability on Seattle routes. During that time, SDOT invested in 38 routes that had poor schedule reliability.



More Frequent

54 routes run more frequently

The Transit Master Plan identifies a Frequent Transit Network with frequency and service span goals. Additionally, Move Seattle sets forth a 2025 goal for 72% of households to have 10-minute bus service within a 10-minute walk.

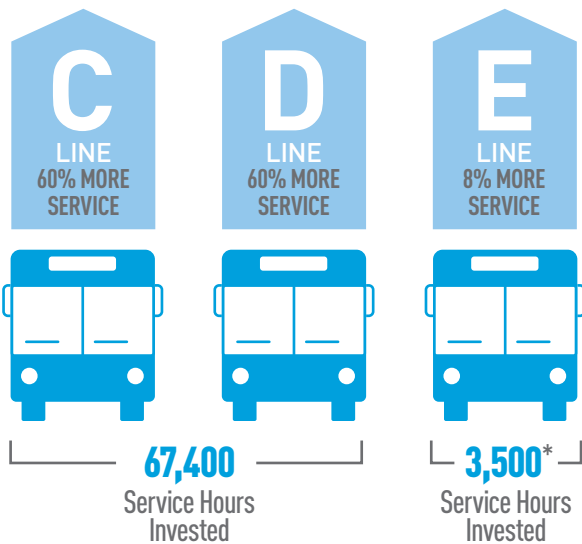
In June and September 2015, Seattle invested 150,000 annual hours to improve off-peak service frequency and span needs. In March 2016, Seattle added an additional 45,000 hours on 17 routes.

These service investments increased frequency and expanded service span on routes throughout the city, providing more service throughout the day to meet the various needs of Seattle riders.

RapidRide Expansion

In June 2015, Seattle invested approximately 13,400 annual service hours in RapidRide C and D Lines to improve service frequency and reliability.

In September 2015 and March 2016, Seattle added 3,500 annual service hours to RapidRide E Line through the Regional Partnership program (see page 18). These investments improved schedule reliability and added trips to increase frequency.



In March 2016, in an effort to address increased development throughout the city and facilitate a faster and more reliable transit trip on the RapidRide C and D Lines, the STBD funded the separation and extension of the RapidRide C and D Lines, adding 54,000 annual service hours.

There are currently 71,000 annual hours dedicated to RapidRide C, D, and E Lines.

**The E Line is not defined as a Seattle route and is only eligible for funds through the Regional Partnership Program (see page 18).*

South Lake Union Transit Improvements

To accompany the extension of the C Line into South Lake Union, SDOT built the Westlake Ave N transit lanes to allow buses and the South Lake Union Streetcar to bypass traffic, reducing delay and making for a smoother, more predictable ride.

The Westlake Ave N transit lanes also benefit Route 40, which was rerouted from 9th Ave N to Westlake Ave N to take advantage of the new transit lanes, saving each southbound trip approximately one minute.

Both the split of the C and D Lines and the Westlake Avenue N reconfiguration are prime examples of how quickly Seattle can make significant changes to improve transit systems through the STBD. Capital projects, such as the Westlake Ave N transit lanes, are not funded by STBD. While this project did not receive STBD funds, many STBD-funded routes benefit from capital projects such as this by decreasing operating costs and improving running times.

REGIONAL PARTNERSHIPS

The STBD can only directly invest in “Seattle routes” (those with more than 80% of stops within the city limits; list provided on page 15). A detailed list of Regional Partnership investments made through STBD is available online at www.seattle.gov/transit.

However, the STBD does include a Regional Partnership Program, which allows the City to provide \$3 million to fund up to 50% of service hours on cross-jurisdiction routes that do not meet the 80% threshold but still serve the city of Seattle.

In the first year of implementation, the City of Seattle created regional partnerships with two entities: the City of Mercer Island and King County Metro Transit.

City of Mercer Island

In September 2014, routes 202 and 205 were deleted as part of Metro’s September 2014 service reductions. Through the Regional Partnership program, STBD funds 50% of the City of Mercer Island’s share of Route 630. This investment restores the lost connection between the residential areas of Mercer Island and jobs in downtown Seattle and First Hill, and provides a new connection within First Hill and downtown Seattle for all riders.

King County Metro Transit

In September 2015, the City of Seattle and Metro began a regional partnership on 11 routes that serve the city, but do not meet the threshold to qualify for direct service investment. Service was implemented on all 11 partnership routes in September 2015 and March 2016. Investments in these routes were made to alleviate overcrowding, improve service reliability, and increase service frequency.

SUPPLANTATION

SDOT invests in transit service in accordance with the Seattle Transit Master Plan and King County Metro Service Guidelines. Metro’s service investments, reductions, reinvestments, and restructures of bus routes are based on the annual Service Guidelines Report and its identified priorities. As stated in the agreement signed by SDOT and Metro, “City-funded transit service shall not supplant other service on routes” that Metro “would otherwise provide in accordance with Metro Transit’s Service Guidelines.”

When Metro invests in transit service, Seattle is credited for service investments “consistent with Metro’s top three investment priorities (1. Crowding, 2. Reliability, 3. Corridor service levels).”

Year 1 Service Credits

After the first year of investments, the City of Seattle received a service hour credit for 13,500 annual service hours from Metro based on the supplantation language in the agreement.

In September 2015, Metro added trips and improved reliability on several routes throughout King County; Seattle was refunded 3,900 hours for crowding and reliability investments in routes 15X, 17X, and 73.

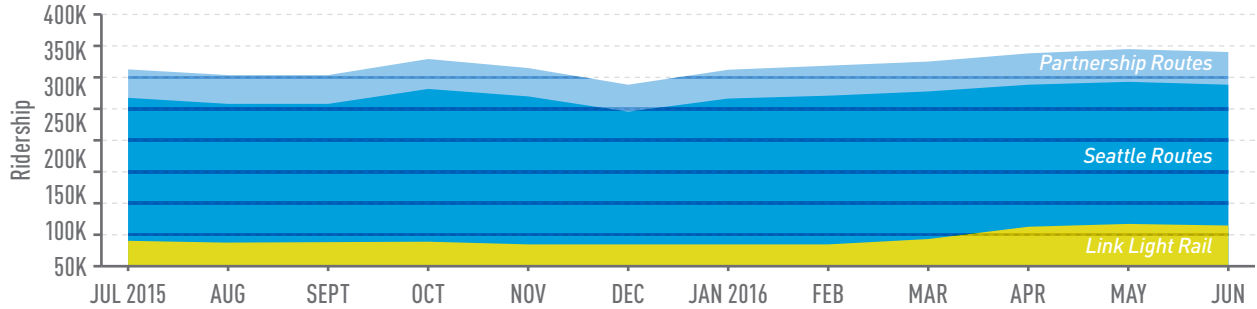
In March 2016, as a result of the University Link restructure, Seattle was refunded 9,600 hours for previous investments to alleviate crowding, improve schedule reliability, and increase service frequency. Refunded hours will be reinvested into Seattle routes to address ongoing service needs throughout the city.

The City of Seattle reviews and evaluates Metro’s service changes for supplantation, working with Metro to ensure coordination and collaboration between agencies. The City will continue to analyze all service changes for supplantation to ensure the appropriate allocation of service hours and effective utilization of STBD funds.



SYSTEM-WIDE PERFORMANCE

Transit Ridership Increase by Month



In fall 2014, when voters approved Proposition 1, Seattle routes carried approximately 230,000 weekday riders.

Ridership

The overall growth in citywide transit ridership clearly shows the increasing demand and use of in-city transit. Since the start of STBD funding, ridership on Seattle, Regional Partnership, and Link Light Rail routes has steadily increased. In June 2016, Seattle routes and Link light rail carried 288,000 weekday riders, up 9% over June 2015.

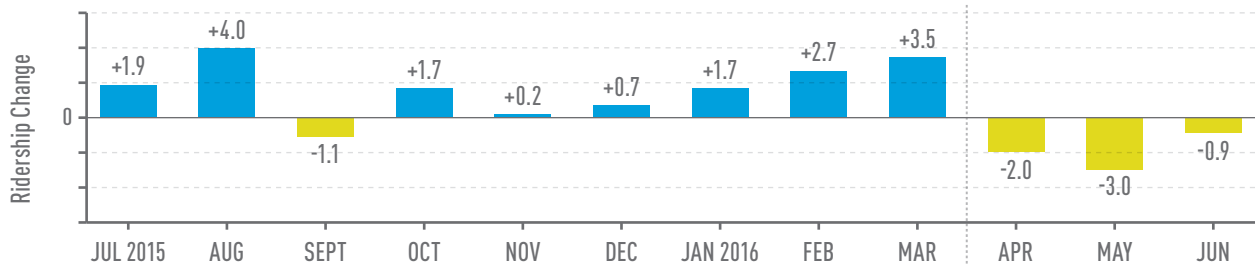
In late March 2016, the University Link extension opened with stations at Husky Stadium and Capitol Hill. In the first few months after the

extension opened, Link carried an additional 21,500 riders each weekday (50% higher than March 2016). At this same time, Seattle routes saw a slight decrease in ridership (down 1% when compared with 2015).

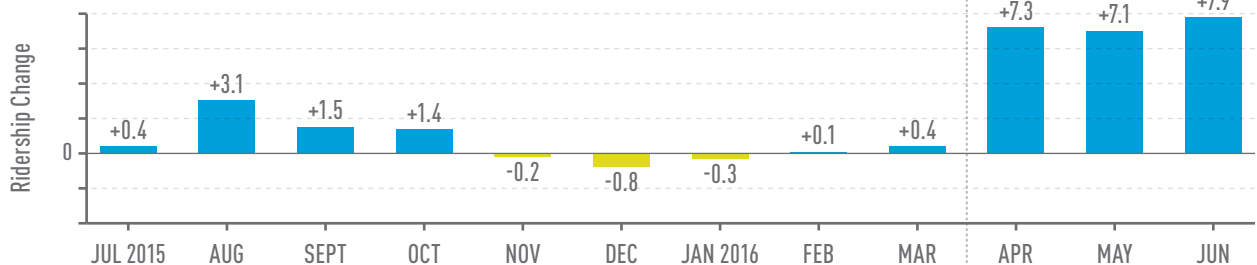
As travel patterns settle, it is predicted that ridership on Seattle routes will continue to grow as it had in the months prior to the opening of University Link.

Ridership on Regional Partnership routes has seen the largest increase after the March 2016 service change; this increase can be attributed to Seattle's increased investment in these routes. Approximately 71% of the City's investment in Regional Partnership routes was implemented in March 2016.

Seattle Routes Year-Over-Year Change

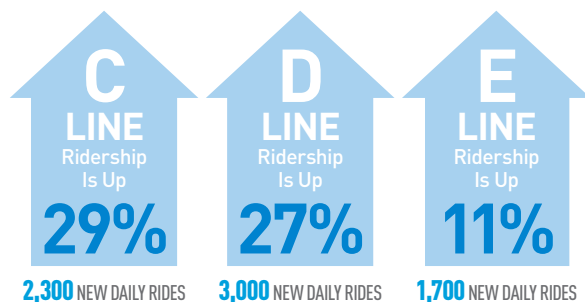


Partnership Routes Year-Over-Year Change



RapidRide Ridership

Ridership on all Seattle RapidRide lines improved during the first year of the program. The City of Seattle added approximately 60% more service hours on the RapidRide C and D Lines and has seen a 29% and 27% ridership increase, respectively. On the RapidRide E Line, The City added 8% more service, which yielded 11% more weekday rides.



On-Time Performance

From June 2015 to June 2016, on-time performance on Seattle routes improved from 71.2% to 76.2% (Metro has an on-time performance goal of 80%). 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 if they depart time points between one minute before and five minutes after the scheduled departure.

SDOT actively works to manage its roadway space to provide continued mobility in and around the city. Examples of projects that SDOT has worked on to effectively manage its roadway space and improve transit reliability include the Westlake Ave N transit lanes referenced earlier in this report (see page 17 for more information).

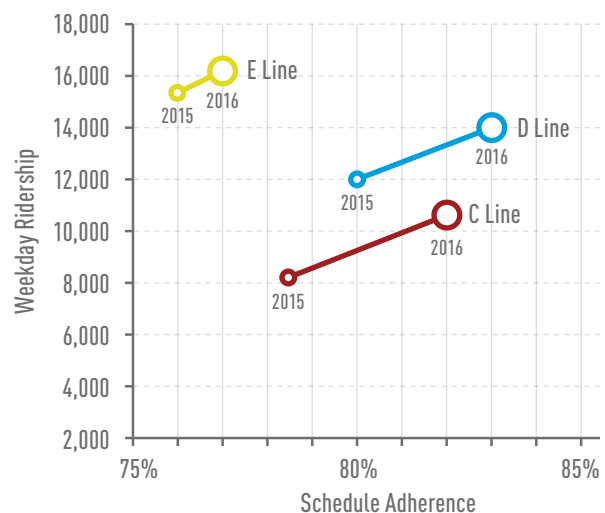
RapidRide Schedule Adherence

Overall, from June 2015 to June 2016, schedule adherence has improved on all RapidRide lines in Seattle.

In March 2016, SDOT built the Westlake Ave N transit lanes and separated and extended the C and D Lines to serve South Lake Union and Pioneer Square, respectively. As a result of the separation and extension of the C and D Lines, schedule adherence for both routes has improved.

- C Line schedule adherence increased from 78.5% to 81.9%
- D Line schedule adherence increased from 80.1% to 83.1%
- E Line schedule adherence increased from 75.9% to 76.9%

Seattle RapidRide Performance



FUTURE PROGRAM GOALS

Initial investments in transit service have provided many benefits. During the first year of implementation, the transit system has undergone two major changes including Seattle's service investments (starting in June 2015) and the opening of University Link Light Rail and its accompanying service restructure (March 2016).

As ridership adjusts to the changing travel patterns of riders, on-time performance is up from 71.2% to 76.2%. These improvements can be attributed to Seattle's investment in schedule reliability and capital improvements along roadways throughout Seattle.

Future Service Changes

Seattle has the opportunity to revise its STBD service investments twice a year during Metro's service change process.

September 2016 Service Change

In September 2016, Seattle invested an additional 3,500 annual service hours. These changes include targeted trip investments and schedule adjustments 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: Three new morning trips and two evening trips.
- Route 120: New morning trip.



Currently more than 2/3 of the way to our Move Seattle 2025 goal of 72%.

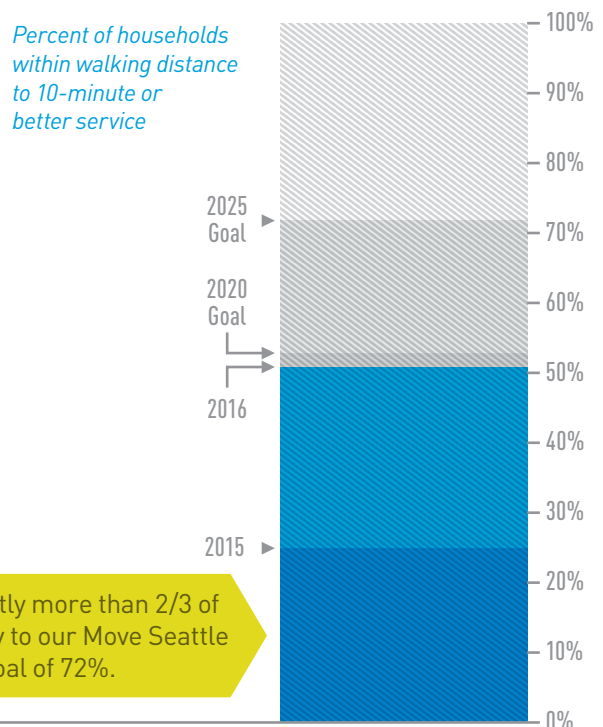
Progress Toward the Move Seattle Transit Promise

The Levy to Move Seattle identifies two transit promises for Seattle residents:

- Provide 72% of households with 10-minute all-day service within a 10-minute walk from their home.
- Provide RapidRide level of investment on seven new corridors (10 overall) by 2025.

SDOT tracks the percentage of households within close walking distance to frequent transit and reevaluates the figure after major service changes. After the first year of service investments, Seattle was able to improve the percentage of households with high-frequency transit service within close walking distance from 25% to 51%.

The expansion of Seattle's RapidRide is included in Move Seattle and the Transit Master Plan. As these RapidRide lines expand throughout the city, STBD will be actively involved in the service and financial aspects of the program.



Proposition 1 made
transit **more accessible**
for all Seattleites.

Transportation Equity

The City of Seattle has been at the forefront of the equity movement in cities throughout the United States and is committed to eliminating racial disparities and achieving racial equity.

RACE AND SOCIAL JUSTICE INITIATIVE

The Seattle Race and Social Justice Initiative (RSJI) is a citywide effort to end institutionalized racism and race-based disparities in City government. RSJI builds on the work of the civil rights movement and the ongoing efforts of individuals and groups in Seattle to confront racism; it 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.

Per the RSJI’s three-year plan for 2015–2017, the City aims 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 philanthropy.

For the STBD service investments, a racial equity analysis is underway to provide a comprehensive review of the program and service decisions to ensure racial equity. This review will provide a better understanding of how service decisions affect historically disadvantaged populations and will inform future investments.

Transportation Affordability

Within the city of Seattle, our economic growth includes thousands of well-paying jobs. At the same time, our city is becoming increasingly unaffordable for many.

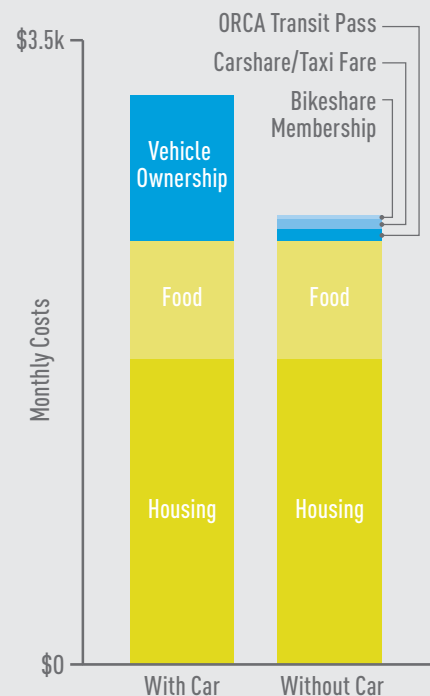
The average Seattle household spends 17% of its budget on transportation. For many households, most of this portion goes to car ownership.

Proposition 1 consists of several programs that improve transportation access for everyone while providing more affordable transportation options. Through these programs, SDOT aims to provide high-quality and low-cost transportation options that allow car ownership to be an option, not a necessity within Seattle.

Proposition 1–funded programs aimed at improving the affordability of transportation include:

- Vehicle license fee rebate offsets the cost burden to income-eligible drivers (see page 25 for more information).
- ORCA LIFT provides a reduced fare for income-eligible adult riders (see page 26 for more information).
- Youth ORCA provides a free ORCA card to income-eligible students within two miles of school (see page 28 for more information).

Income Spent on Housing and Transportation



VEHICLE LICENSE FEE REBATE

The STBD implemented a \$20 Vehicle License Fee (VLF) in 2011. With the approval of Proposition 1 in November 2014, Seattle residents increased the VLF by \$60 (total of \$80 per vehicle) effective June 1, 2015.

The VLF Rebate Program was developed to allow 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 process, the program has the same eligibility requirements as the City of Seattle Utility Discount Program (UDP); both programs are administered by the City of Seattle Human Services Department (HSD). At the beginning of the VLF rebate process, all UDP participants were informed of the rebate program through direct mailing and a pre-paid, self-addressed envelope to facilitate registration.

Partnerships

SDOT partners with the HSD to implement this program.

Seattle residents apply with HSD, which screens and qualifies applicants before distributing the \$20 rebate. Rebates can be distributed in person or via mail.

SDOT also partners with the Washington State Department of Licensing (DOL) to allow SDOT to have direct access to the Internet Vehicle/Vessel Information Processing System to verify whether or not a vehicle license fee has been paid, prior to issuing a rebate. Additionally, all vehicle license fee renewal notices sent by DOL to Seattle residents include information about the VLF Rebate Program.

Through June 30, 2016, DOL has included 160,000 VLF Rebate notifications in renewal notices, saving SDOT \$60,000 in postage.

Performance

The VLF Rebate Program launched in June 2015 with an initial target to issue 3,100 rebates in 2015. The 2016 goal is to issue 5,000 rebates. Rebates distributed by mail are managed by SDOT, while rebates received in person are handled by HSD.

Between June and December 2015, the program issued 1,802 rebate cards. From January 1 to June 30, 2016, the program issued 3,107 rebate cards, 62% of the target of 5,000 rebate cards.

Rebates	Jun-Dec 2015	Jan-Jun 2016	Total
Issued via mail	1,792	3,075	4,867
Issued in person	10	32	42
Total	1,802	3,107	4,909

Future Program Goals

2017 Goal: The program will issue 5,000 Vehicle License Fee rebate cards in 2017.

In the current application process, applicants must pay their vehicle license fee in order to be issued a \$20 rebate card. SDOT is researching alternatives to the current rebate process in an effort to reduce administrative costs and processing time.

Furthermore, SDOT will be revising the partnership with HSD to establish more comprehensive reporting requirements, providing additional information about current applicants and process steps. As SDOT expands the VLF Rebate Program, this information will be useful in guiding future outreach efforts and implementing process improvements.

Vehicle License Fee Rebate Process

To receive the \$20 Vehicle License Fee rebate card, an individual must meet the following criteria:

- Have a household income at or below 70% of the median state income (same as UDP).
 - Proof of enrollment in Supplemental Nutrition Assistance Program (SNAP), Seattle Utility Discount Program (UDP), or Washington Apple Health, or show other proof of income at or below the threshold.
- Have a car registered in Seattle.
- Have a car tab renewal date of June 1, 2015, or later.

ORCA LIFT

On March 1, 2015, Metro launched the ORCA LIFT reduced fare program, which provides discounted fares for income-eligible adult riders. An active ORCA LIFT card automatically 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.

Eligibility is based on household income, which must be at or below 200% of the federal poverty level.

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.

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 further enhance access to Metro's ORCA LIFT products for Seattle residents and provide Youth ORCA cards for eligible Seattle Public School students (see following Youth ORCA section on page 28).

Increase Capacity to Process ORCA LIFT Applications

In 2015 and 2016, SDOT partnered with HSD to strengthen and build new capacity for verifying in-person eligibility for ORCA LIFT products in Seattle, and expand opportunities to sign up. To ensure appropriate procedures and reporting, HSD staff were trained by Public Health—Seattle & King County. SDOT established a target to enroll 400 people in ORCA LIFT on a monthly basis through this HSD partnership.



Develop and Implement the Community Transportation Ambassador Program

The Community Transportation Ambassador Program launched in early 2016 with four Community Based Organizations (CBOs) selected by SDOT and HSD staff, including:

- Eritrean Association in Greater Seattle
- South Park Information and Resource Center
- Filipino Community of Seattle
- Al Kariim Islamic Center

By participating in this program, each organization received training on transportation options provided by the City, as well as funding to conduct workshops to better inform their community about available affordable transportation options.

Outreach and Awareness

To inform riders about the benefits of ORCA LIFT, promote the program, and integrate with larger transit system changes, SDOT took the following actions to increase program awareness:

- ORCA LIFT billboards and posters
- ORCA LIFT interior bus advertisements (in City of Seattle Tier 1 languages)
- Advertisements and advertorials on local/ethnic newspapers and radio stations
- Gas pump toppers
- Facebook ads
- Informational postcards (in City of Seattle Tier 1 languages and Arabic)

City of Seattle Primary Languages:

TIER 1:	Mandarin	TIER 2:	Tigrinya
Spanish	Somali	Cambodian	Laotian
Vietnamese	Tagalog	Amharic	Thai
Cantonese	Korean	Oromo	Russian

Performance

From March 1, 2015, through June 30, 2016, 18,596 Seattle residents (11% of eligible residents) enrolled in the ORCA LIFT program. Seattle residents account for 59.6% of countywide total ORCA LIFT enrollment (31,180).

Public Health—Seattle & King County and its agents account for most of the ORCA LIFT enrollments in Seattle. These agents include:

- Catholic Community Center
- Compass Housing
- El Centro de la Raza
- Global to Local
- MultiService Center
- ReWA
- WithinReach
- World Relief Seattle
- YMCA

From inception through June 30, 2016, HSD enrolled 453 Seattle residents into the ORCA LIFT program. The majority of cards (404) were issued during January 1–June 30, 2016; 49 were issued in 2015.

From March 2015 through June 2016, Seattle ORCA LIFT cardholders accounted for more than 400,000 boardings on Metro buses. Routes 7, 36, 40, 41, 120, and RapidRide have the highest number of ORCA LIFT boardings by Seattle residents.

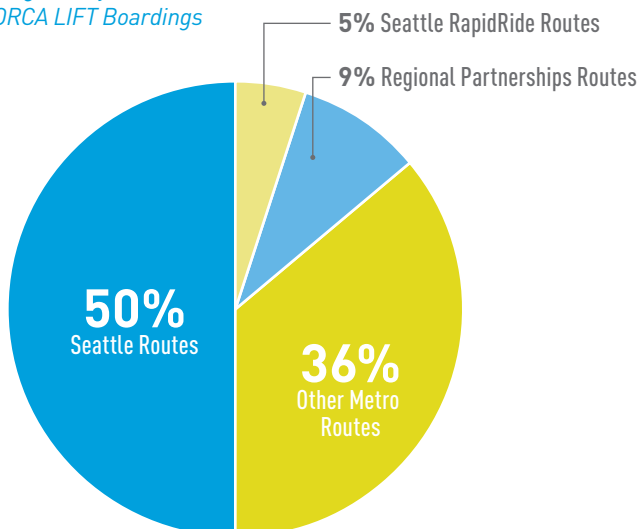
Future Program Goals

In September 2016, SDOT began a new partnership with the Seattle Department of Neighborhoods (DON), the department tasked with guiding outreach to the community and Seattle residents on behalf of the City of Seattle.

For the ORCA LIFT program, DON will utilize Public Outreach and Engagement Liaisons (POELs) who are expert navigators in historically underrepresented and linguistically distinct communities, and work with community-based organizations to host clinics and resource fairs to share information on programs, resources, and opportunities available. The combination of POELs and DON clinics allow for better outreach to the community and will improve awareness and access to ORCA LIFT for Seattle residents.

In addition to a new partnership with DON, SDOT is developing the Transportation Equity Program, which will improve availability and access of transportation products and services to persons with low incomes. This program will unify existing products such as VLF Rebate, Youth ORCA, ORCA LIFT, Low-Income Car Share, and others.

King County Metro
ORCA LIFT Boardings



YOUTH ORCA

The Youth ORCA program began through the efforts of Rainier Beach High School in 2015 when students marched and held a town hall to raise awareness about barriers to transit access. In 2016, the STBD launched the Youth ORCA Program in cooperation with the Seattle Public Schools (SPS) to distribute ORCA cards to income-eligible youth. This program allows eligible middle and high school students to receive a free ORCA card with a preloaded 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 walk or bike to school, by providing free transit passes.

The program began in February 2016 during the second semester of the 2015–16 SPS school year.

During the 2015–16 school year, students were eligible for the Youth ORCA Program if they:

- Did not receive yellow bus service or an ORCA card from SPS.
- Qualified for the Free and Reduced Lunch (FRL) Program.

Performance

The Youth ORCA Program allocated 2,500 ORCA cards for distribution during the course of the second semester of the 2015–16 school year (February - June 2016), distributing cards to 300 successful applicants.

Reasons for application denial included: student lived less than one mile from school; student wasn't eligible for FRL or student didn't have an FRL application on file; student already had district-provided transportation; inconsistency with home address; and student lived outside the school district.



Future Program Goals

For the 2015–16 school year, the program began in February 2016 through a partnership between the City of Seattle, Seattle Public Schools, and King County Metro. Lessons learned during the first four months of the program helped to create strategies for long-term success.

2016–2017 Goal: The Youth ORCA Program aims to provide 3,000 high school students with Youth ORCA cards throughout the school year.

To achieve this goal, the Youth ORCA Program will revise its strategies in the following ways:

- SDOT will take a more direct role in card applications and distribution.
- Eligibility requirements will be revised to provide Youth ORCA cards to high school students who live:
 - In households under 200% of the federal poverty guidelines consistent with requirements for products like ORCA LIFT.
 - Less than two miles from their high school.

An estimated 8,000 high school students and 4,000 middle school students do not receive an ORCA card at Seattle Public Schools. This program aims for all low-income middle and high school students to have ORCA cards for the entire school year, either through SPS or the STBD program.

The City continues to work with its partners to research feasibility and identify future funding for a more comprehensive Youth ORCA program.

Oversight

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. Currently, the City of Seattle has the following modal boards:

- Bicycle Advisory Board—the City’s first transportation modal 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 TRANSPORTATION BENEFIT DISTRICT BOARD

The governing board of the STBD is the Seattle City Council, acting in an ex officio and independent capacity, as stated in Seattle City Council Ordinance 123397. In the independent capacity, SDOT reports to the STBD Board at regular City Council briefings and meetings, and Sustainability & Transportation Committee meetings. As of June 2016, the STBD Board consisted of:

2016 Seattle Transportation Benefit District Board Members

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

SEATTLE TRANSIT ADVISORY BOARD

With the approval of City of Seattle Proposition 1 by voters in November 2014, the Seattle Transportation Benefit District (STBD) established a public oversight board to increase accountability. In early 2015, the STBD 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 the STBD’s annual report to the public regarding Metro’s provision of transit service in Seattle and countywide, as described in Resolution 12 of the STBD.

Transit Advisory Board Structure and Organization

Solicitations for applicants to the Board occurred in May 2015 and the Council confirmed board members in August 2015. The Board held its first meeting in September 2015 and continues to meet monthly.

In January 2016, the TAB adopted policies and procedures relating to leadership, communications, and agenda-setting and established three working groups. As of June 2016, the Seattle Transit Advisory Board consisted of:

2016 Transit Advisory Board Members

Ezra Basom , <i>Member</i>	Zach Shaner , <i>Liaison to Seattle Bicycle Advisory Board</i>
Marci Carpenter , <i>Chair</i>	Odessa Stevens , <i>Secretary</i>
Carla Chávez , <i>Vice-Chair, Prop 1</i>	Erin Tighe , <i>Vice-Chair, Vision</i>
Kevin Duffy-Greaves , <i>Member</i>	Harriet Wasserman , <i>Liaison to Seattle Pedestrian Advisory Board</i>
Celeste Gilman , <i>Member</i>	Katie Wilson , <i>Vice-Chair, Equity</i>
Jonathan Howard , <i>Member</i>	
Ron Posthuma , <i>Liaison to Move Seattle Levy Oversight Committee</i>	

