

Investment in Metro Transit



Meeting increased demand, serving growth, expanding ridership

Seattle voted YES to stabilize and grow Metro bus service

Prop. 1 allows Seattle, the fastest-growing big city in the U.S., to expand bus service by more than 10 percent, while addressing many of the overcrowding and reliability issues that have prevented many Seattleites from choosing to take the bus. This will allow Seattle to not only **preserve King County Metro service in Seattle**, but to **improve and expand Metro service on busy city routes** – those with more than 80 percent of stops in Seattle.



Protecting Seattle's investment

The City of Seattle and Metro are poised to finalize an agreement to make the most of every new dollar to invest in more transit service for our growing city. The agreement, soon to be submitted for approval to the City and County Councils, will assure that taxpayer dollars are putting buses on the road.

The agreement will:

- » Require robust ridership and performance data reporting by Metro
- » Allow for regular financial reviews and independent third-party audits of Metro finances and performance data
- » Reduce City responsibility for county administrative overhead

- » Credit Seattle for higher farebox revenue produced on city trolleybus routes
- » Pay only the annual share of new buses required for increased service
- » Protect against supplanting

Additional accountability measures include:

- » Creation of a new transit division at SDOT to continually assess and improve the performance of Seattle transit investments
- » Regular reports to the Council and a citizen oversight body with micro-level performance data for Seattle investments and review of Metro's system-wide investments
- » New performance criteria to prioritize regional partnerships that most clearly serve Seattle's residents and economy or help reduce traffic

How will transit improve?

Funding will help meet the transportation needs of Seattle residents, businesses and visitors:

- ☑ Adding buses to fix 15 chronically *overcrowded* routes in June 2015
- ☑ Adding buses to fix 35 *unreliable* routes in June 2015
- ☑ Adding buses for more frequent service on at least 28 routes, phased in between June and September 2015
- ☑ Nearly 20% of the investment will target routes serving West Seattle, Ballard, and South Lake Union — including the RapidRide C and D Lines — to accommodate significant growth in these neighborhoods