



Seattle Transit Measure (STM) 2022 Annual Performance Report (Year 2)

Transportation & Seattle Public Utilities Committee
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Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

Seattle Department of Transportation

SEATTLE TRANSIT MEASURE 2022 PERFORMANCE REPORT



 **Seattle**
Department of
Transportation

Today's Presentation

- STM Background and History
- Overview of 2022 STM Performance Report
 - Transit Service Investments
 - Transportation Access Program (TAP)
 - Emerging Needs
 - Transit Capital Programs
- What's Next and Future Spending
- Transit Advisory Board Report Out

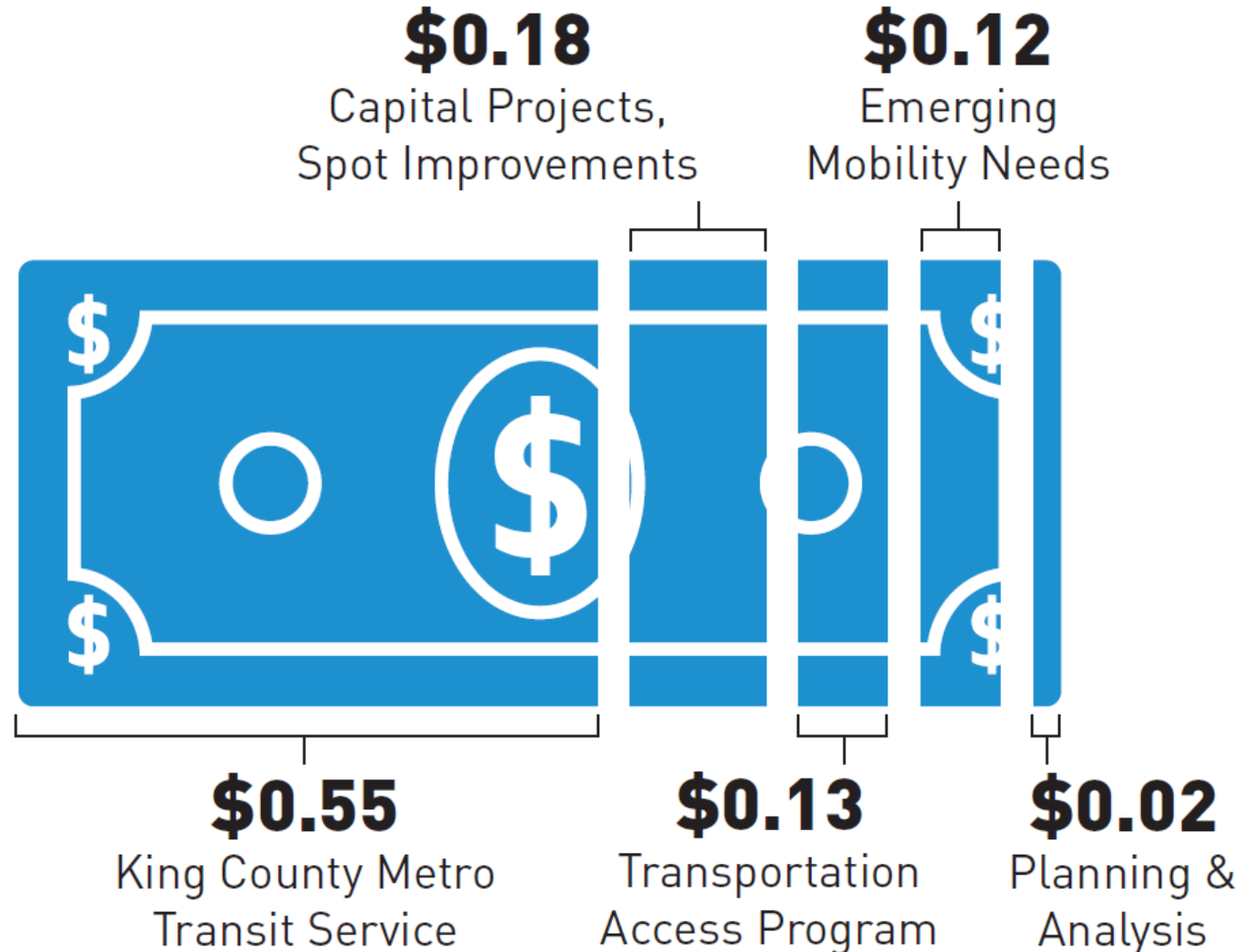
STM Background

- Seattle Transit Measure (STM) approved in November 2020 with 80% voter approval
- Replaced the 2014 STBD Prop 1 (expired 2020) and continues much of the same programming
 - 2014 STBD Prop 1 was funded by a 0.1% sales tax and \$60 vehicle license fee
- Levies a 0.15% sales and use tax (equivalent of \$0.15 on a \$100 purchase) from April 2021 – March 2027
- Raises ~\$50M/year on average for transit service and access improvements, capital and emerging needs
- Oversight provided by the Transit Advisory Board
- STM expires April 1, 2027



STM Background

STM Spending Breakdown in a Typical Year, per Dollar
2021 - 2026



Transit Service Investments



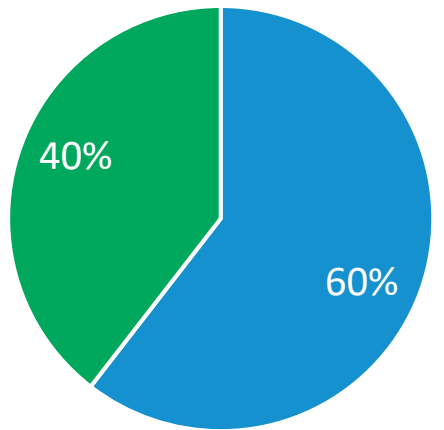
The Seattle Transit Landscape

- Most bus service in Seattle operated by **King County Metro Transit**
 - Additional bus service through **Sound Transit & Community Transit**
 - Light rail and commuter rail operated by **Sound Transit**
 - Passenger and car ferry service operated by **Washington State Ferries**
 - Other modes/operators: Water taxi, Monorail, Streetcar, and more
- The Seattle Transit Measure (STM) primarily purchases additional bus trips on existing King County Metro routes
- Compliments SDOT's other transit-related activities
 - Fare programs for youth, seniors, low-income, transit capital projects
 - Transit-Plus Multimodal Corridor projects, Transit Spot Improvement projects

TRANSIT SERVICE TRENDS

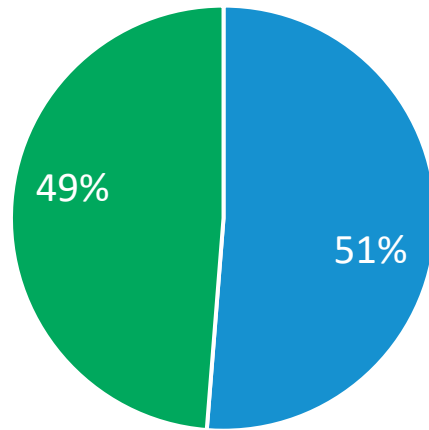
- In 2022, STM invested in 135,000 annual service hours on Metro's system
 - STM is invested in about 7% of total amount of Metro service operated in Seattle
- Transit ridership in Seattle followed national trends from 2020 through 2022.
 - A slow, steady increase from about 30% to 60% of pre-COVID levels.
- Ridership in off-peak times (midday, night, weekends) is higher than pre-COVID

Fall 2019



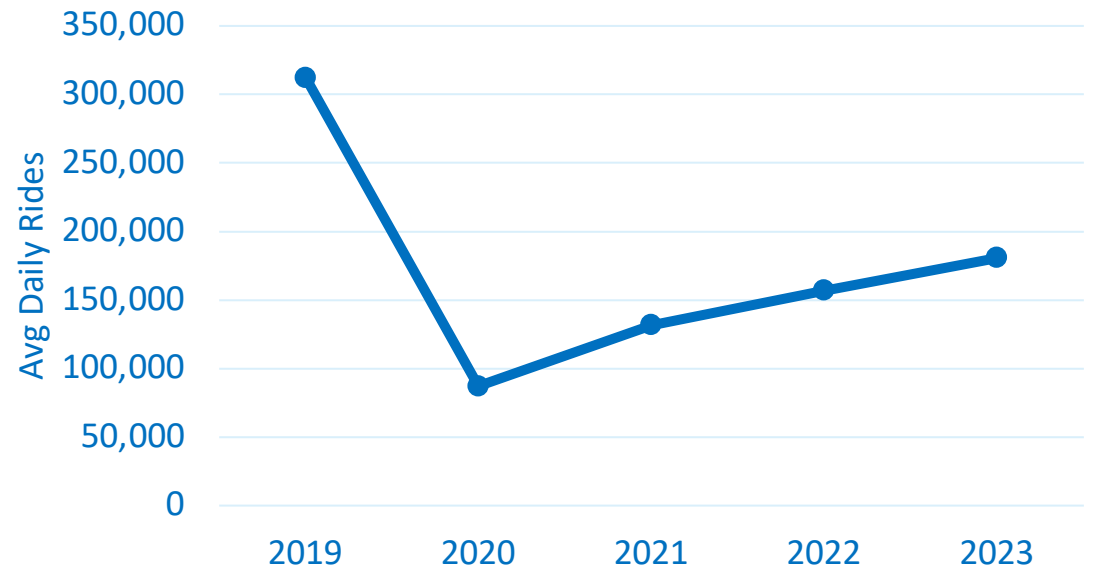
■ % Peak ■ % Off-peak

Summer 2022



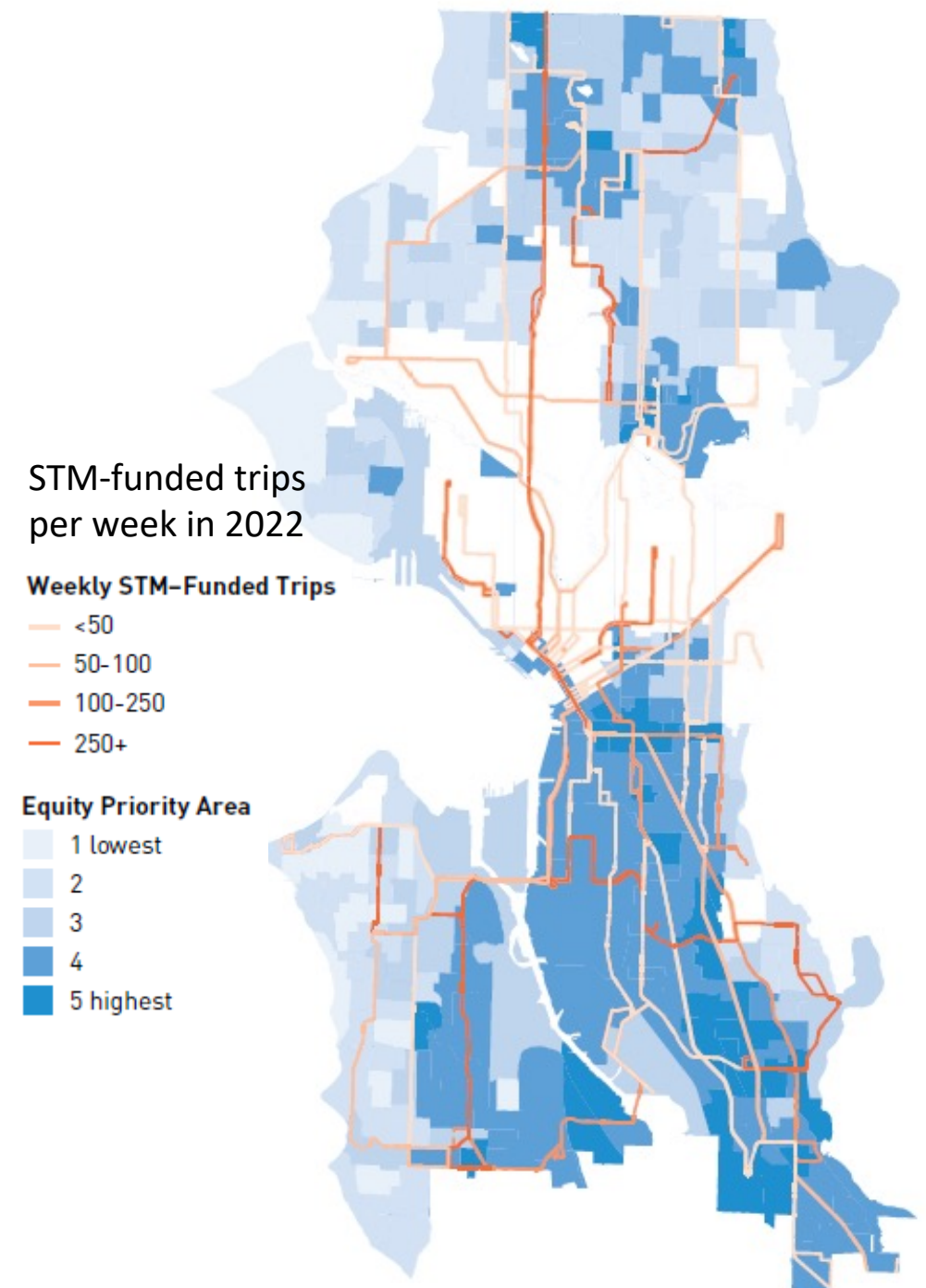
■ % Peak ■ % Off-peak

Avg weekday ridership on Metro (Seattle only)



FREQUENT TRANSIT NETWORK (FTN) INVESTMENTS

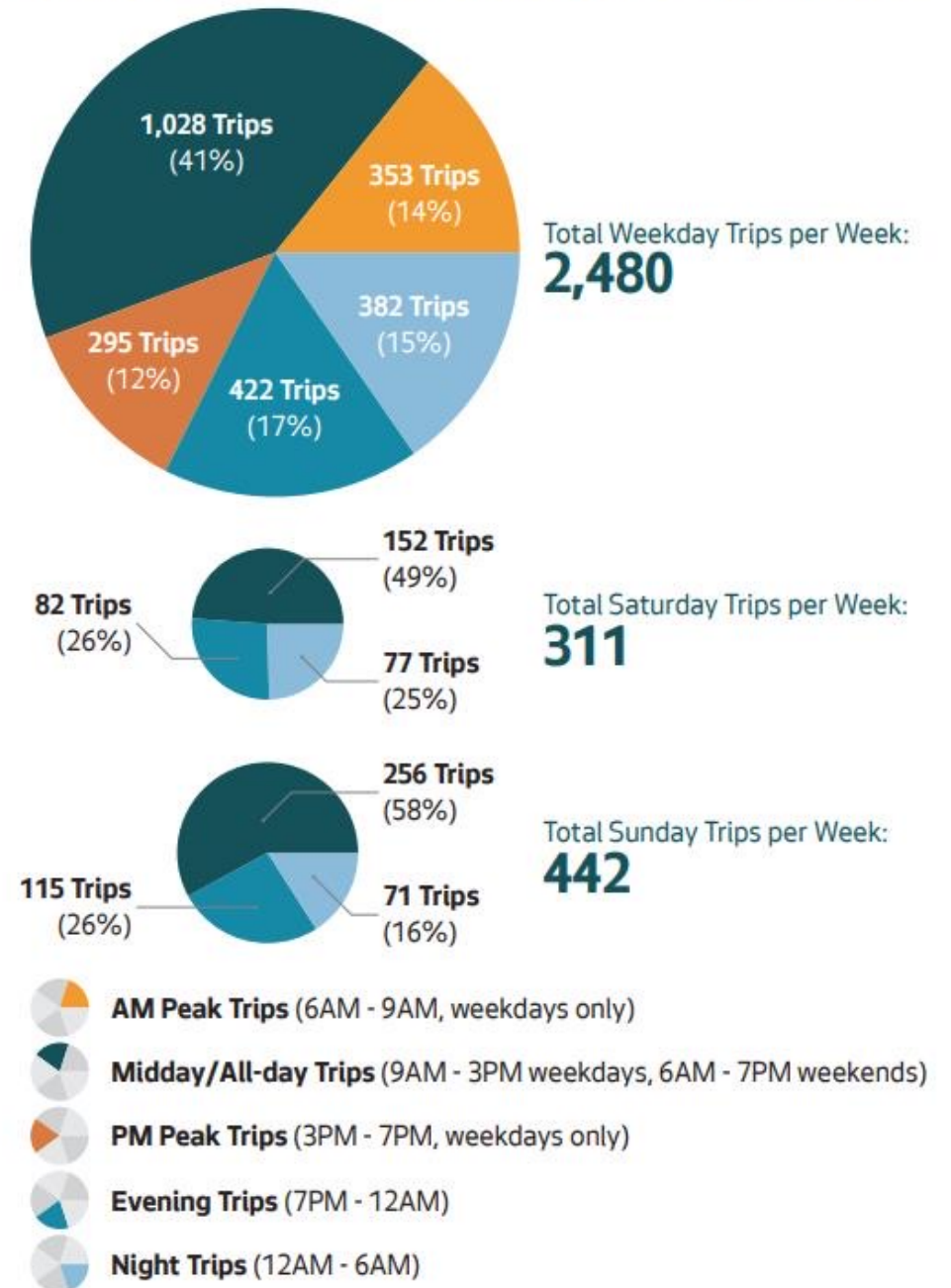
- The FTN envisions a network of frequent and reliable routes that provide robust mobility options and transfer opportunities, at all times of day and all days of the week
- STM team and Transit Advisory Board (TAB) collaborated on equity-centered Investment Prioritization Methodology in 2022
- Over half of STM funded routes meeting FTN targets and 73% of routes at 95+% of FTN targets



TRANSIT SERVICE INVESTMENTS

- In 2022, STM funded 3,233 additional weekly bus trips on Metro routes operating within Seattle.
 - 2,480 trips on weekdays (496 per day)
 - 311 on Saturdays
 - 442 on Sundays
- Only 20% of these trips were during AM or PM peak commute periods
- 80% of trips supported off-peak travel in the midday, evenings, nights, and weekends.

Weekly STM-Funded Transit Service Spring 2022



Transportation Access Programs



Transportation Access Program (TAP) Overview

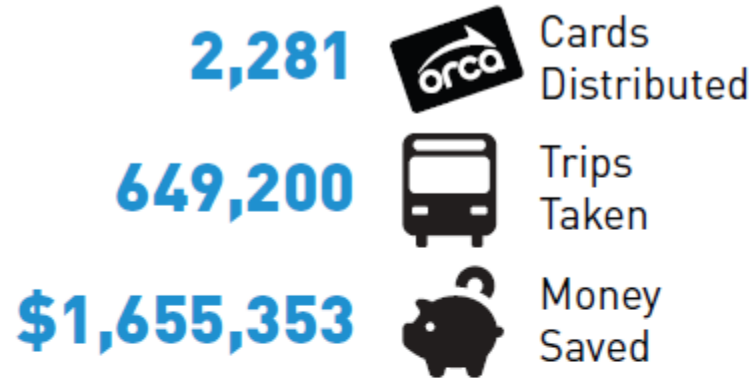
Mission: To provide affordable, safe, and equitable access to public transportation by providing transit resources and community-centered programming to diverse Seattle communities.

- TAP operated nine programs in 2022
- Focus Populations: Low- and No-Income Residents, Low-Income Workers, Students and Youth, Seniors
- ORCA subsidy programs to remove financial burden from accessing transit
- Educational programs to improve rider confidence

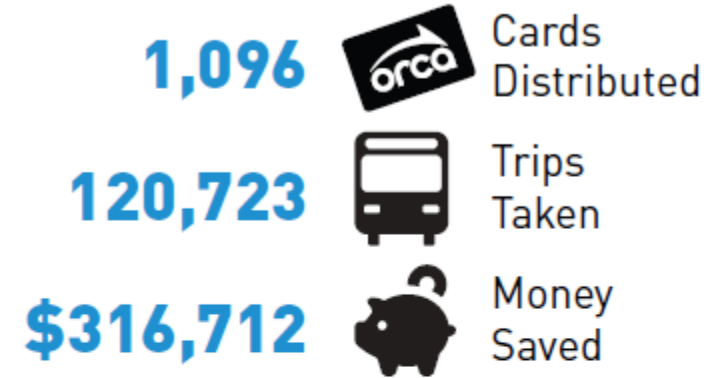


TAP Fare Subsidy Program Performance in 2022

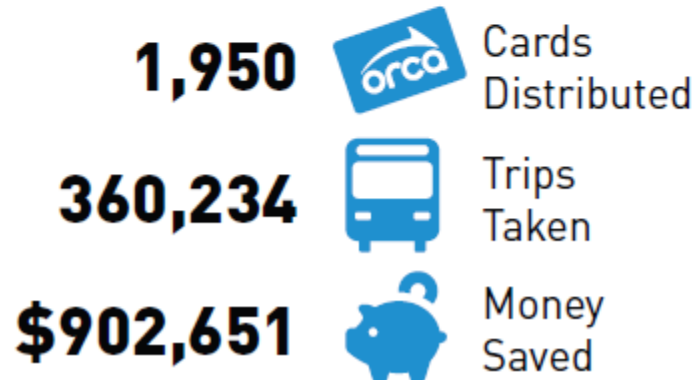
Recovery Card Program Performance



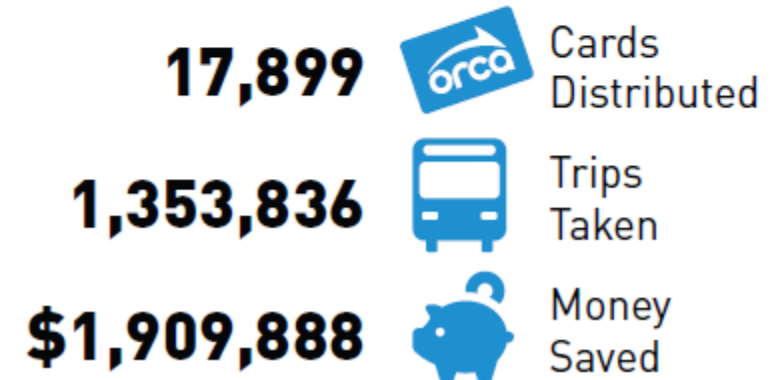
ORCA Opportunity Promise Scholars Performance¹



ORCA Opportunity Seattle Housing Authority Performance



ORCA Opportunity Youth Performance²



¹330 participants were added in or after August 2022 - the rest were added August 2021.

²These numbers are for Jan 2022 - Aug 2022, before Free Youth Fares took effect.

TAP – Educational and Other Programming

Youth Ambassador Program

- In 2022 new partnership with Seattle Youth Employment Program (SYEP)
- October 2022, the TAP team launched a Youth Ambassadors cohort with 9 participants.

Senior Programming

- Partnerships with Hopelink and individual senior centers throughout Seattle
- In 2022, re-evaluation of programming – focus on field trips with a diverse group of senior centers throughout Seattle.

Uplift Seattle’s Equitable Access to Transit (U-SEAT)

- New partnership with Uplift Northwest and the University of Notre Dame’s Lab for Economic Opportunities (LEO)
- Evaluate the effect of free transit on low-income worker’s employment outcomes.

Downtown Circulator

- Partnership with the local nonprofit Solid Ground and King County Metro
- Free, fixed-route, day-time shuttle meant to connect low/no income and disabled people to services downtown (32 health and human service providers)



TAP Makes A Difference – Participant Perspectives

“You don’t know how much this program has helped me out. When I first got the Recovery card, I was close to having to shut off my phone (which I needed for work). Covering my transit costs has allowed me to keep my job and pay my bills. Having a card that is cross agency has also allowed me to see more of my friends and family that live in neighboring counties. Thank you so much!”

“Having this card has drastically cut down on how much I’m driving and spending on the bus fare out of pocket. It’s transformed the way I navigate the city!”

“My family has never been on a train (any rails), ferry, let alone a streetcar and have never seen so many different forms of transportation! Not only do we want to discover where and what different places can be discovered, but my goal is to ride every King County Metro Transit bus, etc. so that we can see and explore the locations of where the transportation begins, ends, and where they go.”

When asked to summarize their time in the Youth Ambassadors Program, they responded that it was “educational, enjoyable, fun, and really cool to learn about green spaces.”

“I’m extremely grateful about this program and it has saved me a ton of money in transportation to get to and from work which really helped offset the costs of living in Seattle.”

Emerging Needs

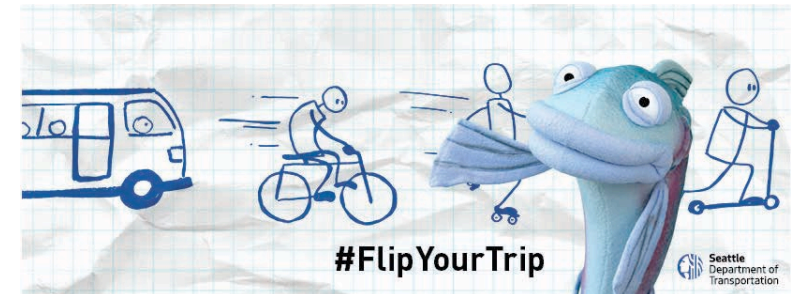
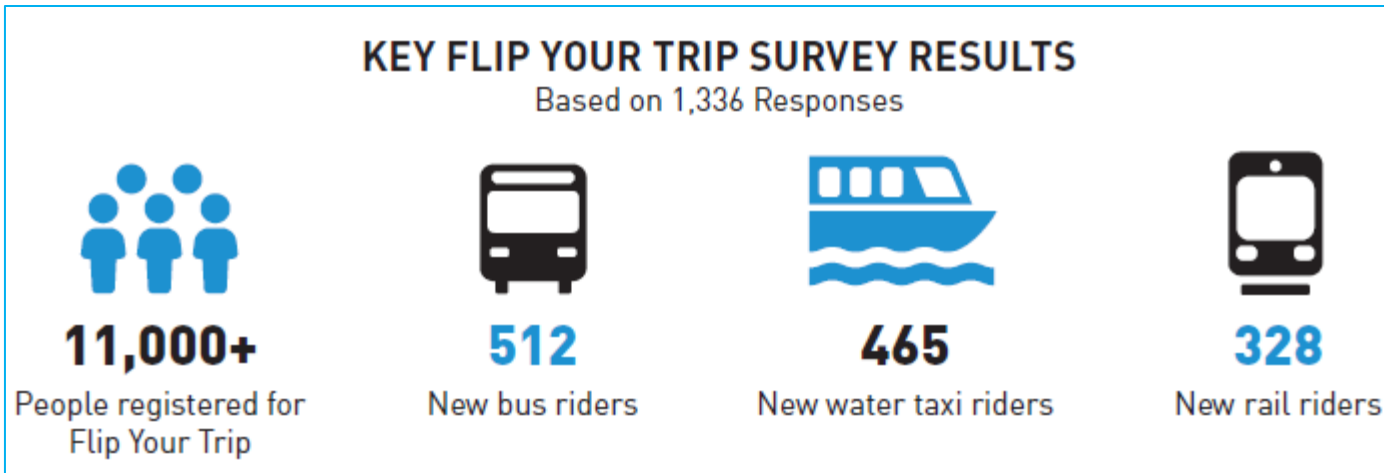
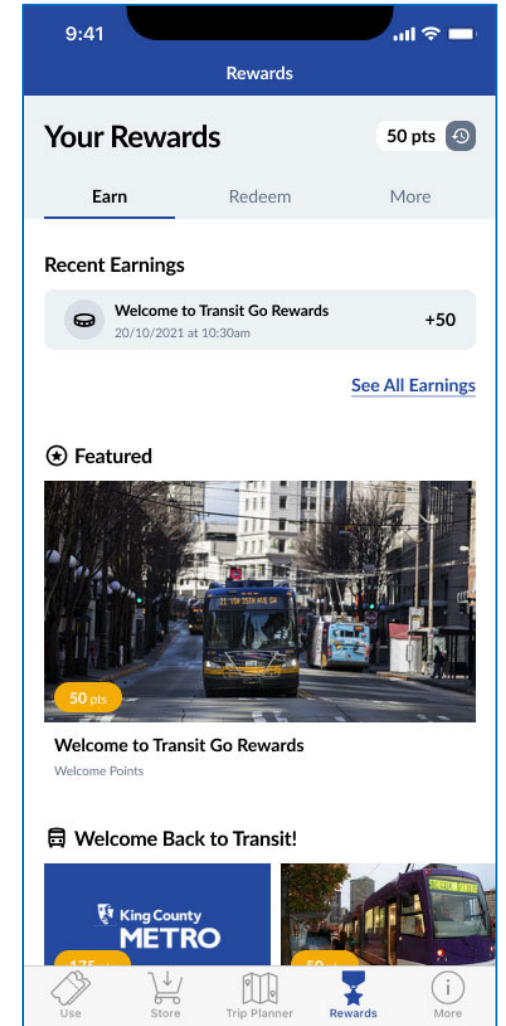


West Seattle Bridge

Additional Transit Service: Starting in 2021 through bridge opening in Sept. 2022, STM funded ~25,000 annual hours of transit service on routes 50, 60, 120, and RapidRide C Line. STM also funded additional hours on water taxi and the water taxi shuttle.

Flip Your Trip: Mode shift incentives during the bridge closure, including transit, vanpooling, biking, scooting, staying local, or driving at non-peak hours. ~11,250 participants – exceeded expectations.

TransitGOTicket Rewards: Users earn points they can redeem on transit and micromobility. Used to support West Seattle Bridge Closure.



Transit Capital Projects

 **SDOT**
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COVID RECOVERY BUS LANE PROJECTS

- **Rainier Ave S Bus Lane Project**

- **Phase 1 (completed July 2022):** northbound bus lane between S Alaska St and S Walden St, and a southbound bus lane between S Oregon St and S Edmunds St.
- **Phase 2 (outreach in 2022):** expand bus-only lanes further north on Rainier Ave S., S Walden St to S Grand St
- **Time savings for transit riders:** estimated to save bus riders 6 minutes during peak congestion and 2 minutes at other times.

- **15th Ave W and Elliott Ave W**

- Expands on the existing peak-period, peak-direction transit lanes, improving transit operations and reliability. Signage installation was completed in the first quarter of 2023.

- **Aurora Ave N**

- Continuing to work with WSDOT for approval to install northbound bus lanes between Roy St and Halladay St

- **Note:** Spending on transit capital projects limited to a \$3M spending cap in 2022

Transit Spot Improvements

- Transit Spot Improvements delivered with Move Seattle Levy funds and STM funds
- In 2022 – four spot improvements delivered with STM funds
- Positive impact on 15 routes in Seattle and ~2,750 people daily
- **Locations:**
 - Bus island on Roosevelt Way
 - Bus shelter pads on Lake City Way/ NE 113th St and 39th St/Greenwood Ave N
 - Bus lane painting on Pine St between 3rd Ave and 9th Ave



Transit Corridor Planning and Design

- Large transit corridor projects such as Transit Plus Multimodal Corridor improvements are complex
- Role for STM during the planning and design stage: provide local funds to initiate new projects and leverage grants
- 2022 Projects with STM funding:
 - NE 130th St/NE 125th St Transit Plus Multimodal Corridor Improvements
 - Harrison St Transit Corridor
 - Rt 48 Transit Plus Multimodal Corridor (TPMC) Design



What's Next & Future Spending



What's Next for STM

- **Transit Service:**

- Working with Metro on two route restructures for Fall 2024 associated with RapidRide G Line (Madison) and Lynnwood Link
- Evaluate past investments with equity-based investment prioritization methodology
- Explore all potential service investment opportunities with Metro

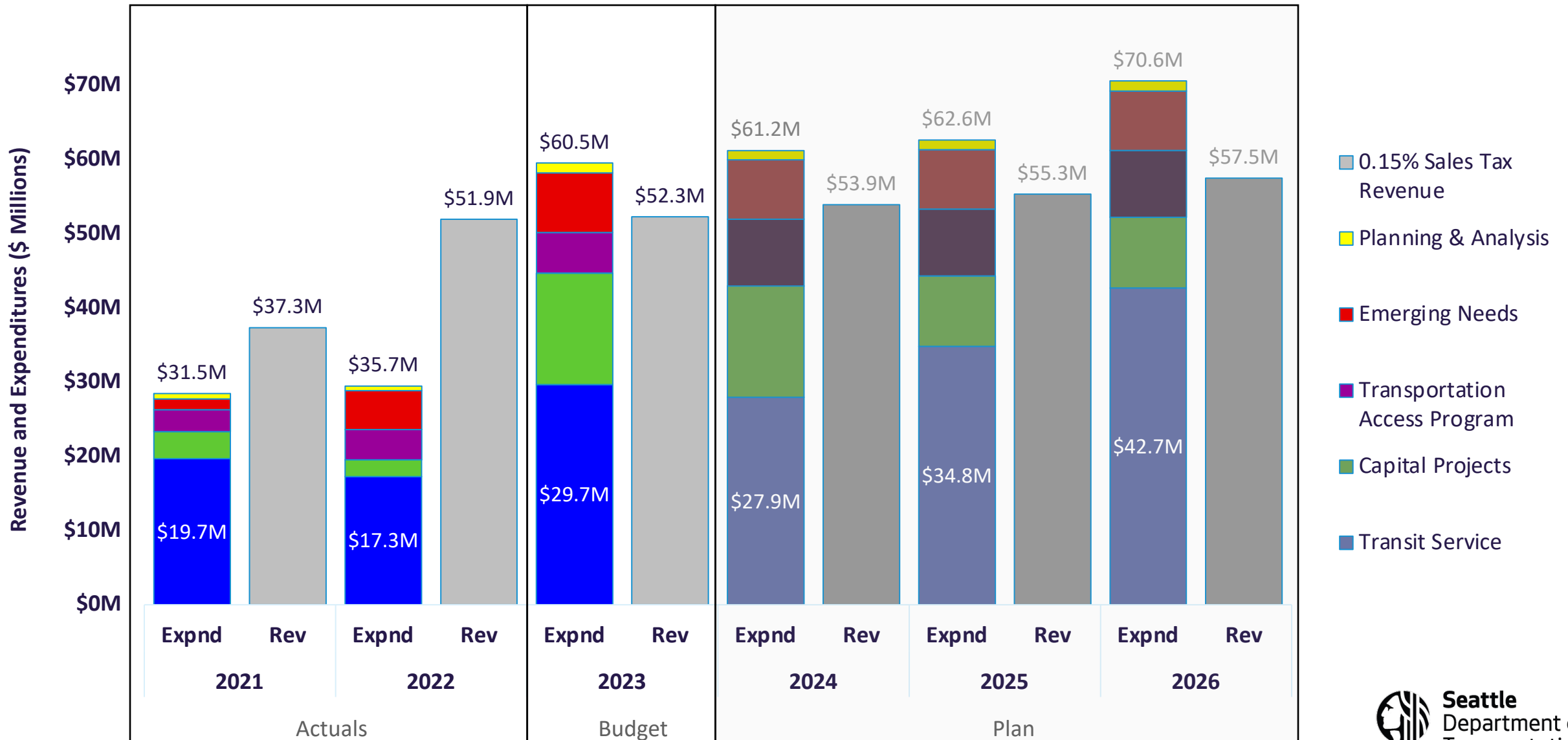
- **Transportation Access Program:**

- Evaluate possible future iterations of ORCA Recovery Program
- Focus on successful implementation of Seattle Housing Authority Transit Pass expansion

- **Capital:**

- Developing long-term plan for transit-supportive improvements

2022 STM Annual Report Spend Plan





Transit Advisory Board Response to STM Annual Report

- Art Kuniyuki, TAB Co-chair
- Ashwin Bhumbala, TAB Secretary



Questions/Discussion

