

Seattle Transit Measure Annual Performance Report

Transit Advisory Board Presentation
Matt Yarrow, STM Program Manager
July 26, 2023

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

Overview

- STM Background (Refresher)
- Brief report out on each report section of 2022 report
 - Transit Service Investments
 - Transportation Access Program (TAP)
 - Emerging Needs
 - Transit Capital Programs
- Questions/Discussion

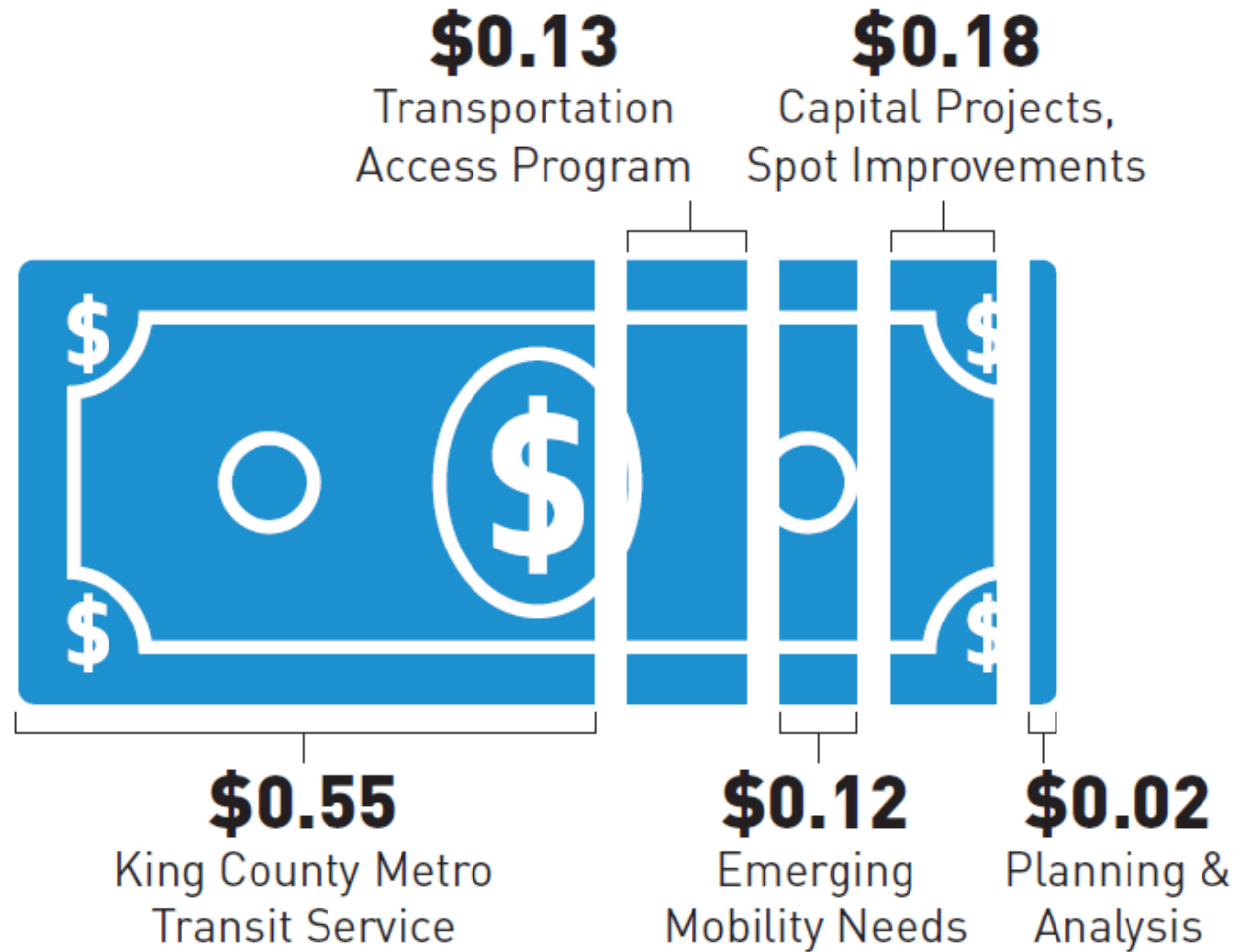
STM Background

- 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
- 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
- Oversight provided by the Transit Advisory Board



STM Background

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



Transit Service Investments



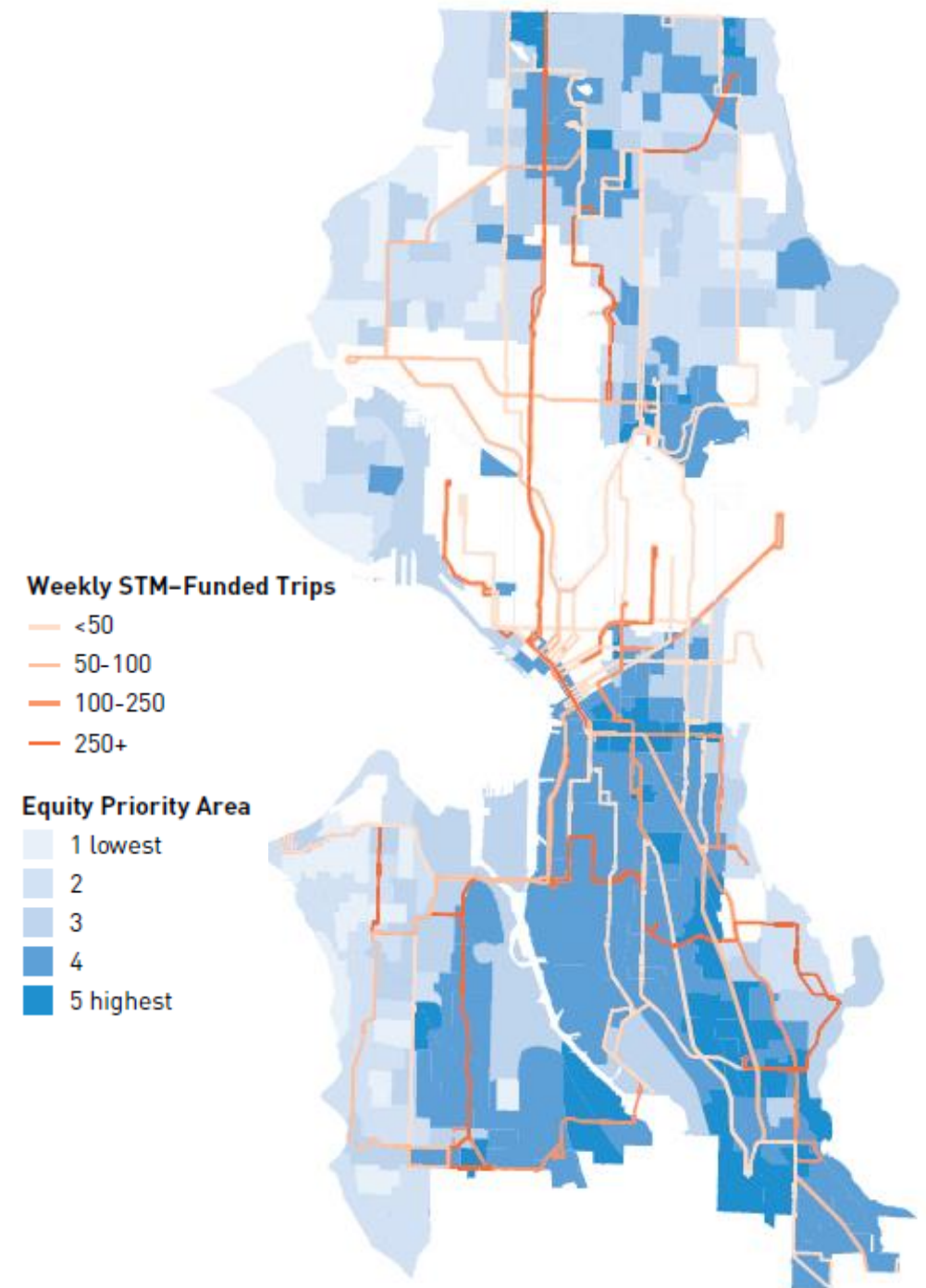
TRANSIT SERVICE TRENDS

- 350,000 hours of annual transit service hour investments delivered in 2019 under STBD Prop 1
- By 2022 - 135,000 STM annual service hour investment; change due to COVID-19 and different funding structure in renewed measure.
- 2021 STM annual report describes how SDOT worked to maintain service on routes with most demand under COVID conditions. Since 2021, ridership in other areas of the city has rebounded strongly.
- Transit ridership in Seattle followed national trends from 2020 through 2022
 - A slow steady increase from about 30% to 60% of pre-Covid levels.
 - Lasting changes in the "peakiness" of ridership.

	Fall 2019	Spring 2020	Summer 2021	Summer 2022
AM Peak - 6 am - 9 am	23%	17%	19%	18%
Midday 9 am - 3pm	29%	36%	34%	33%
PM Peak 3 pm - 6 pm	37%	30%	32%	33%
Evening 6 pm - 10 pm	8%	11%	10%	10%
Night 10 pm - 6 am	3%	6%	5%	5%

TRANSIT SERVICE INVESTMENTS

- STM team and TAB collaborated on equity-centered Investment Prioritization Methodology in 2022
- 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 are during AM or PM peak commute periods
- 80% of trips support off-peak travel in the midday, evenings, nights, and weekends.
- Over half of STM funded routes meeting FTN targets and 73% of routes at 95+% of FTN targets



Transportation Access Programs



Transportation Access Program (TAP) Overview

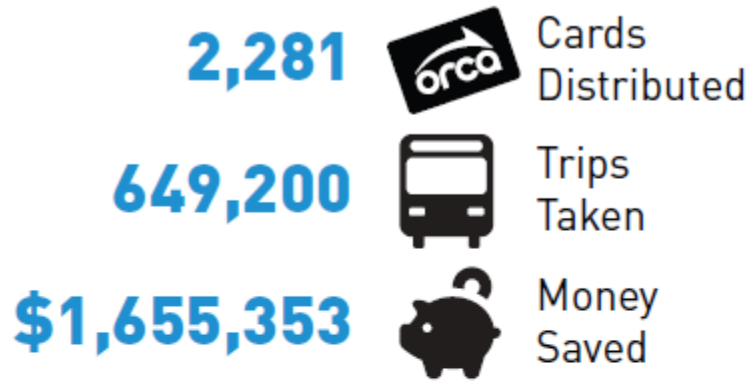
Mission: To provide affordable, safe, and equitable access to public transportation by providing transit resources and community-centered programming to diverse Seattle communities.

- 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

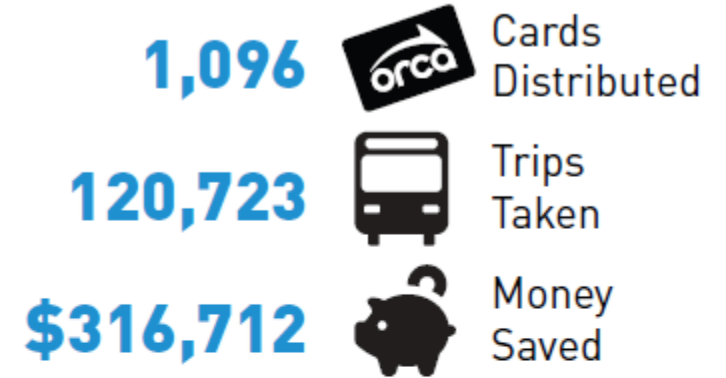


TAP Fare Subsidy Program Performance

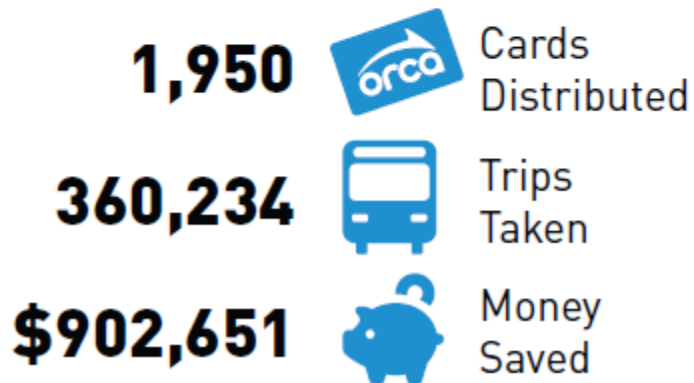
Recovery Card Program Performance



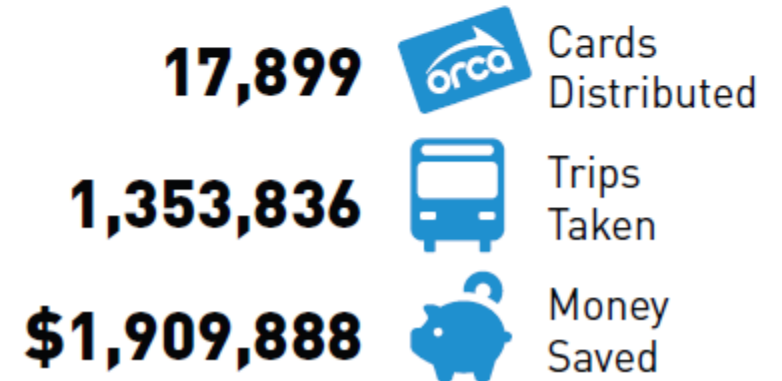
ORCA Opportunity Promise Scholars Performance¹



ORCA Opportunity Seattle Housing Authority Performance



ORCA Opportunity Youth Performance²



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 is no longer on enrolling participants in a one-time voucher, but more 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



Emerging Needs

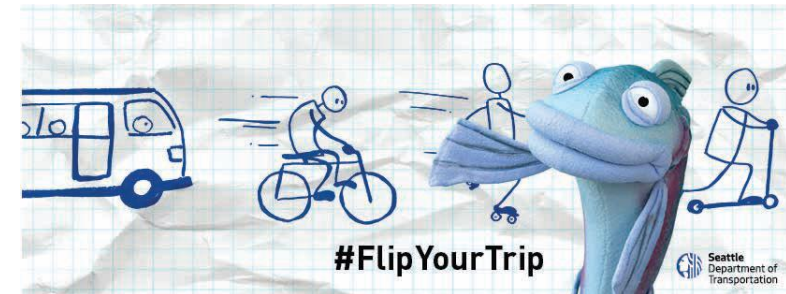
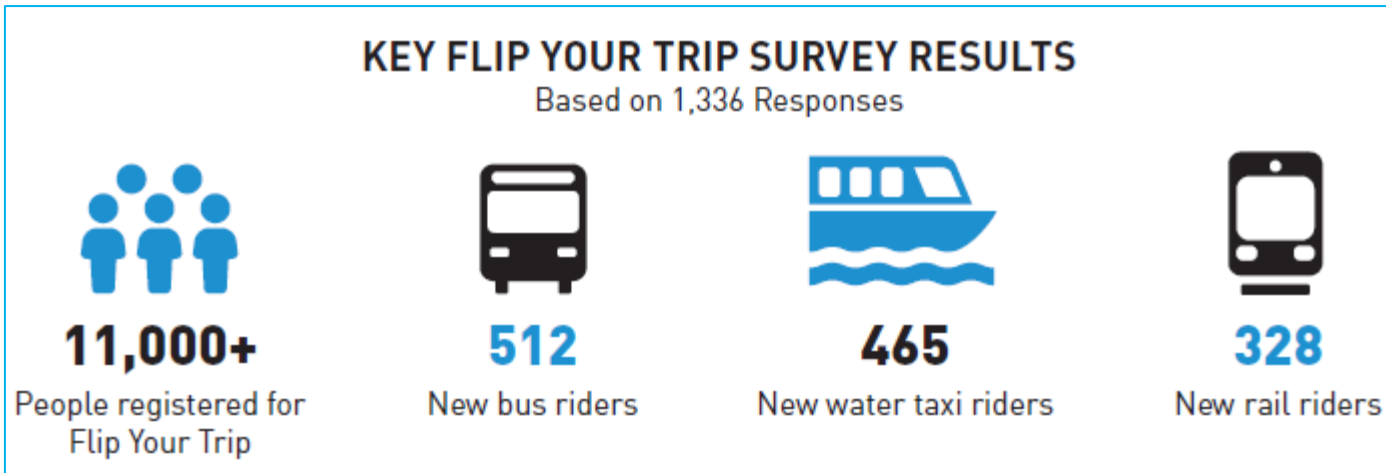
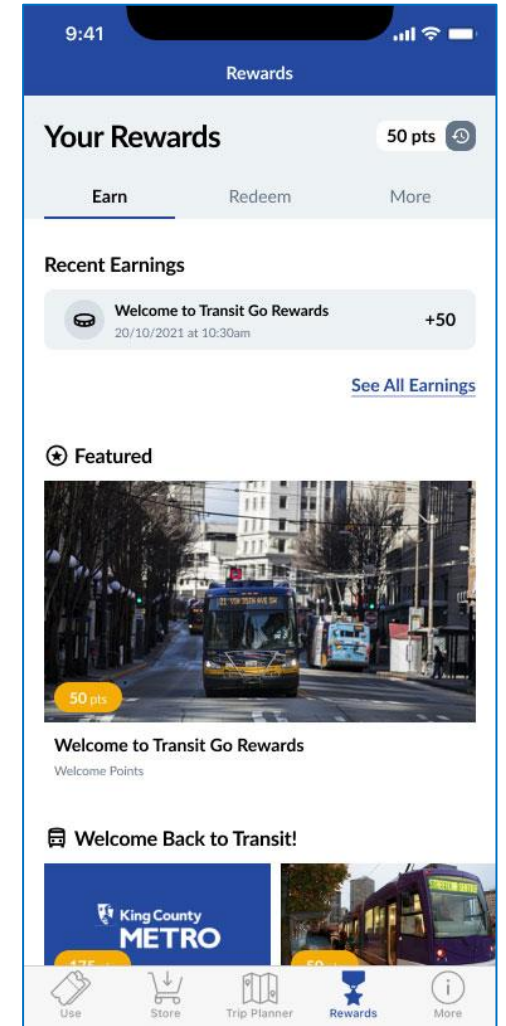
- **Language in the STM ordinance:**
- "Up to 9 million dollars ... may be used annually to support emerging mobility needs related to COVID-19 response and recovery, and closure of the West Seattle High Bridge. Such investments could include transit service, speed and reliability improvements, first-last mile transit connections, and Transportation Demand Management strategies described in the community-driven Reconnect West Seattle plan. These funds may also be used throughout the six-year term to support or pilot innovative partnerships with King County Metro."

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



Transit Capital Projects

 **SDOT**
Seattle Department of Transportation
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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 - estimated to save bus riders 5 minutes during AM peak

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

- Expands on the existing peak-period, peak-direction transit lanes, improving transit operations and reliability. Signage was installed 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

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 long and 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



Questions/Discussion

