

Seattle Department of Transportation

Seattle Transit Measure 2023 Performance Report



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Seattle
Department of
Transportation

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Introduction



The voter-approved Seattle Transit Measure (STM) plays a pivotal role in shaping transit service in Seattle.

The STM was renewed in November 2020 with 80% voter approval, reflecting strong community support for high quality, frequent transit service. The STM is funded by a 0.15% sales tax through early 2027 and is dedicated to supporting transit access and reliability and embodies SDOT's commitment to safety, equity, sustainability, and mobility. The STM invests in adding more King County Metro bus service where it is needed most, increasing access to transit for people historically underserved in Seattle, responding to emerging needs, and making major transit infrastructure improvements that will shape the way people travel for years to come.

Who this report is for:

This annual report shows how revenue collected under the STM was spent on transit programming in 2023. This report aims to provide transparency to the public and demonstrate SDOT's stewardship of this funding source. We know from our public engagement that specific (see Appendix A) groups that may be interested in this report are:

- Seattle residents who want to understand where their tax dollars are being invested
- Seattle's Transit Advisory Board (TAB)
- City and regional transit users
- Seattle residents and visitors who pay sales tax in the City
- Elected officials
- Other municipalities and transit agencies



Letter from Mayor Bruce Harrell

Dear Seattle,

It is with great pride that I introduce the 2023 Annual Report for the Seattle Transit Measure (STM). This report not only highlights our advancements in public transportation services but underscores the broader impact our transit system has on fostering an equitable, sustainable, and resilient city. Since voters approved the STM in 2020, we have witnessed a transformation in how Seattleites can connect with one another through transit, bridging communities that historically faced limited transit access.

Beyond transportation, our transit initiatives have far-reaching effects on the health, economy, and environmental sustainability of our city. They reduce traffic congestion, cut down emissions, and improve air quality, enhancing the overall quality of life for our residents. Through STM's capital investments, we have made strides in improving transit reliability and ensuring safer commuter routes, while also bolstering our economy by creating jobs and supporting local businesses.

Our subsidy programs, offering free ORCA cards to eligible community members, and initiatives such as the ORCA Recovery Card and the Seattle Housing Authority Transit Pass, not only provide essential transportation services but also empower individuals, leading to greater economic opportunities and social mobility. Collaborative community partnerships, like the Seattle Public Preschools Partnership and the Pre-Loaded ORCA LIFT program, further illustrate that our transit system is an essential tool for education and empowerment.

These achievements would not be possible without your steadfast support and engagement. I express my heartfelt appreciation and gratitude for your consistent dedication and partnership. Together, we will continue to build a thriving Seattle where all people have access to the places and opportunities they want to reach.

Sincerely,
Bruce Harrell
Mayor of Seattle



Letter from SDOT Interim Director Adiam Emery

Dear Seattle,

I am pleased to share the 2023 Annual Report for the Seattle Transit Measure (STM), which underscores our efforts to build a more equitable, sustainable, and connected city through strategic investments in public transit. This past year, STM has played a vital role in improving transit services, enhancing access for those who need it most, funding capital projects to improve travel time and reliability, and addressing emerging mobility needs across our city.

A major milestone in 2023 was the increased frequency of transit service on several key routes. By year's end, STM supported over 3,000 weekly bus trips. Beyond service improvements, we also completed more than 30 capital projects aimed at improving transit travel times, ensuring safer access routes, and enhancing wayfinding for all commuters.

Our commitment to community partnerships remains central to STM's mission. Through our subsidy programs, we've made public transit more accessible by providing free ORCA cards to eligible community members. For example, in 2023, STM funded ORCA cards for over 6,000 low-income Seattle Housing Authority residents. We are also proud to partner with Seattle Public Preschools and to support transit access, education, and empowerment for our city's youth and elderly residents.

Transit safety and security continues to be a priority. In the coming year, we are emphasizing investments in strategies that increase transit rider safety and security, including transit and public safety personnel services in coordination with King County Metro.

These initiatives reflect our dedication to meeting the evolving needs of our community and ensuring every resident has access to reliable, efficient transit options. This report provides details about these programs and many other achievements made possible by STM. Together, we are transforming public transit into a more dependable, accessible, and sustainable resource for all.

Thank you for your continued support in making these investments a reality.

Sincerely,
Adiam Emery
Interim Director, Seattle Department of
Transportation

Core Values

MISSION

Our mission is to deliver a transportation system that provides safe and affordable access to places and opportunities.

VISION

Seattle is a thriving, equitable community powered by dependable transportation.

CORE VALUES

*Equity
Safety
Mobility
Sustainability
Livability
Excellence*



Seattle
Department of
Transportation

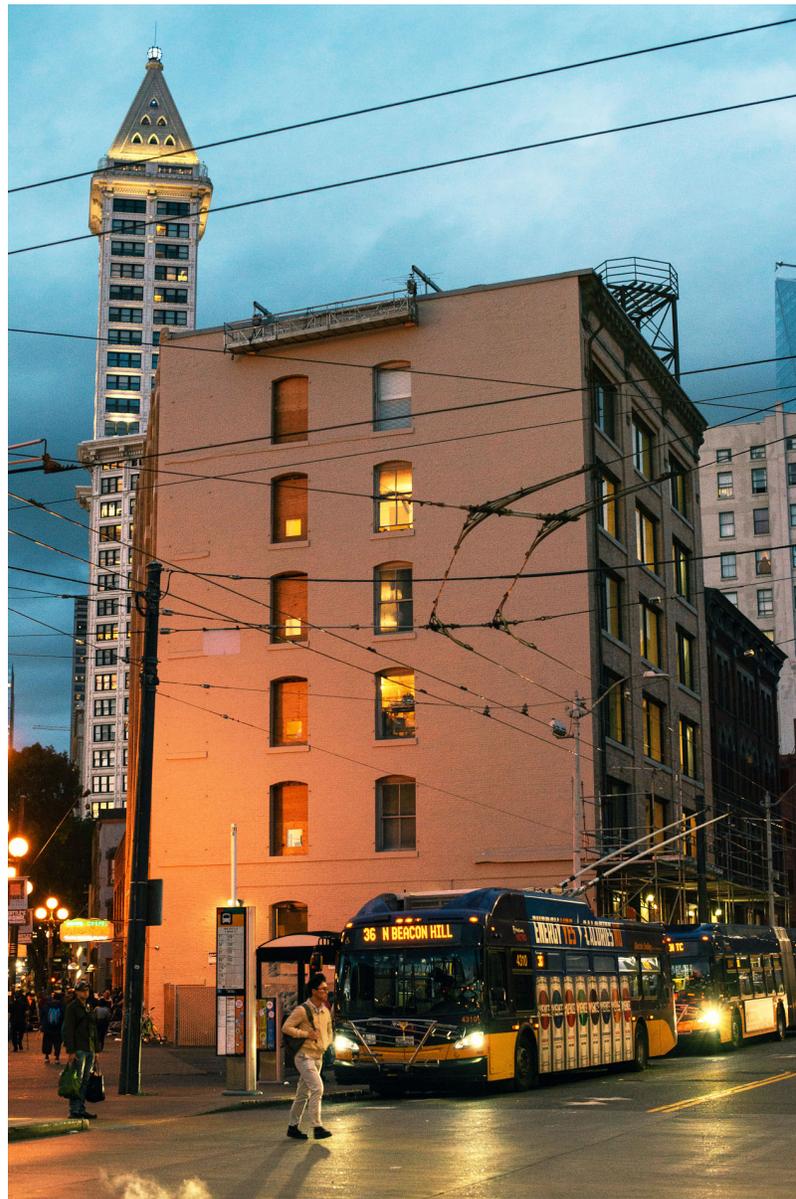
Executive Summary

The [STM ordinance](#) mandates that most STM expenditures are directed to enhance transit service citywide. STM's primary investment in creating an all-day transit network directly reflects our knowledge that fast, frequent, and reliable transit service is the most significant factor in peoples' ridership decisions.

By combining investments in transit service, low-income transit access, and transit capital improvements, STM supports goals of safety, equity, sustainability, and mobility.

The 2020 Seattle Transit Measure (STM) allocates funds across four primary service areas:

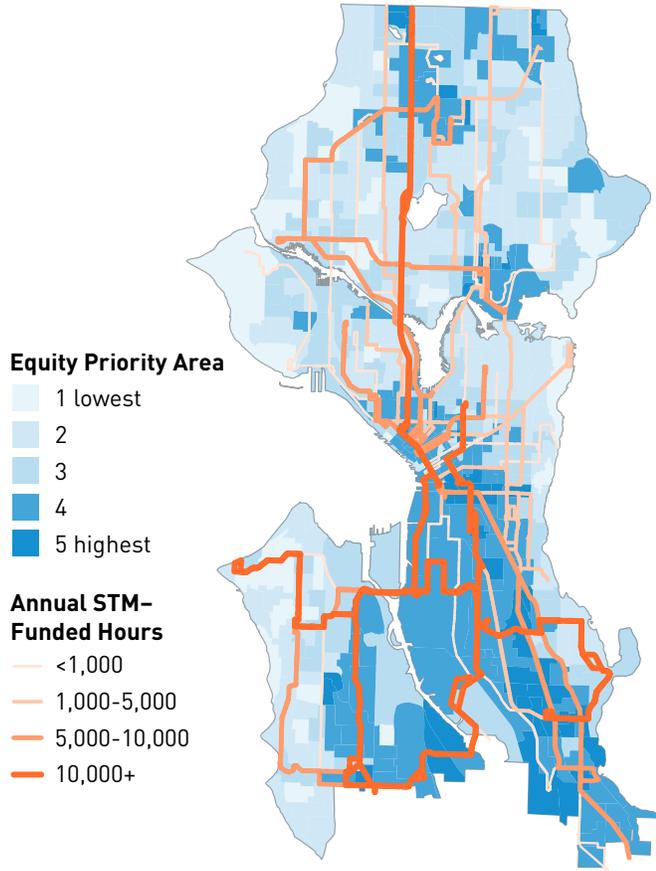
- **Transit Service:** Purchasing additional Metro bus trips to build out the all-day transit network, focusing on achieving the aspirational vision of Seattle's Frequent Transit Network (FTN), a long-term vision of interconnected bus routes that enables people to move throughout the city in a timely manner all day, every day.
- **Transportation Access Programs (TAP):** Subsidized ORCA cards and educational opportunities to historically underserved communities, lowering barriers to accessing public transportation.
- **Transit Capital Projects:** Infrastructure improvements that enhance transit efficiency and safety, focusing on improvements that align with voter intentions and help SDOT initiate, advance, or complete transit-focused projects.
- **Emerging Mobility Needs:** Customer programs that respond to urgent mobility challenges, addressing issues stemming from events such as COVID-19 and infrastructure disruptions like the West Seattle Bridge closure.



Seattle Transit Measure 2023 Investments At A Glance

TRANSIT SERVICE

STM investments are directed towards the City of Seattle's highest Equity Priority Areas.



Routes with STM investments and Equity Priority Areas

EMERGING MOBILITY

In partnership with Metro, SDOT supported Transit Go Rewards, a tool used to incentivize transit use and rebuild ridership that declined during the COVID-19 pandemic. More info on page 28.



44,000
Users added
in 2023



1,000,000+
Incentivized actions
taken



332,000
Transit trips
taken in 2023

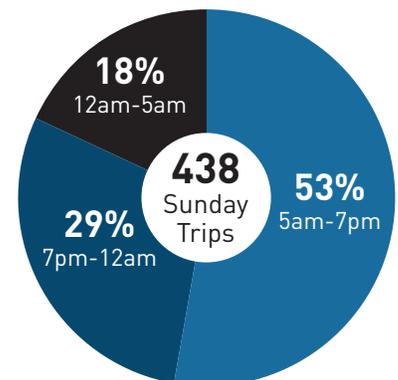
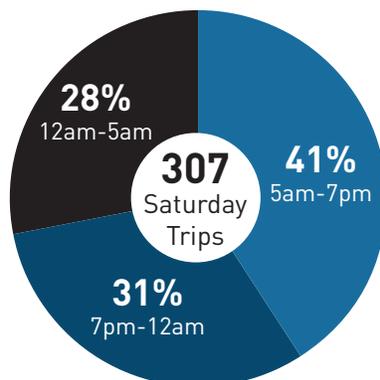
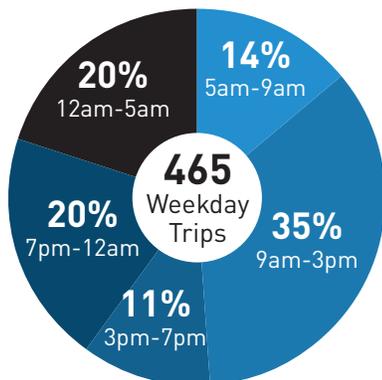
"I was really dependent on my free ORCA card in high school and then my free youth transit pass this past year. The Promise Scholar program helped me feel better knowing I would continue to be able to access transportation without having to worry about cost. I take the bus everywhere and don't have a car and rely completely on my card."

—Promise Scholar student

"Today was my first time on the light rail! I can't believe it's taken me 20 years living in Seattle to get on this thing, thank you for showing me how easy it is."

—Senior field trip participant

STM investments are directed toward building the all-day network, supporting non-commute peak times to respond changing transit demand patterns since COVID and to make progress toward the Frequent Transit Network.



TRANSPORTATION ACCESS

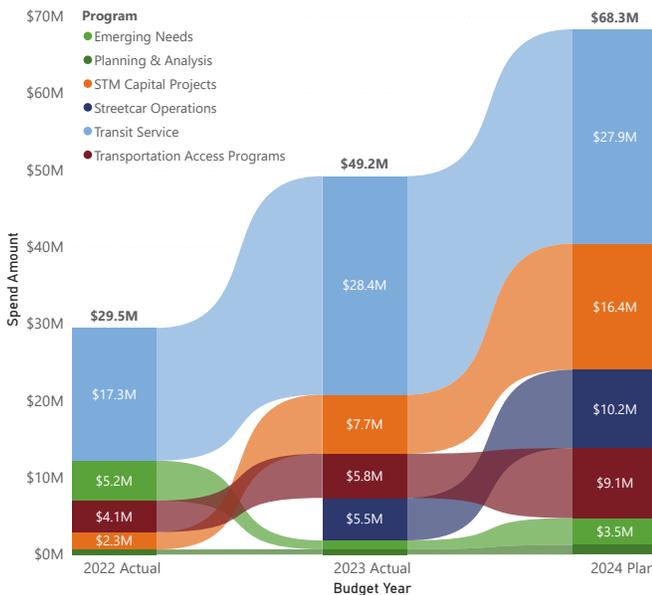
Transportation Access Programs (TAP) advance safe and equitable access to public transportation by reducing cost barriers and providing community-centered programming to diverse Seattle populations.

 CARDS DISTRIBUTED	 TRIPS TAKEN	 MONEY SAVED
Recovery Card Program		
2,400	620,000	\$1,744,000
Seattle Housing Authority (SHA) Transit Pass Program		
6,200	1,026,000	\$2,835,000*
ORCA Promise Scholars¹		
1,400	158,000	\$421,000
Seattle Public Preschools (SPP) Partnership**		
320	3,700	\$11,000*

*The full cash fare program participants would have paid for the rides they took under this program.

**Program initiated in September 2023, so these numbers reflect a partial year of data.

STM SPENDING BY YEAR 2022-2024



CAPITAL INVESTMENTS

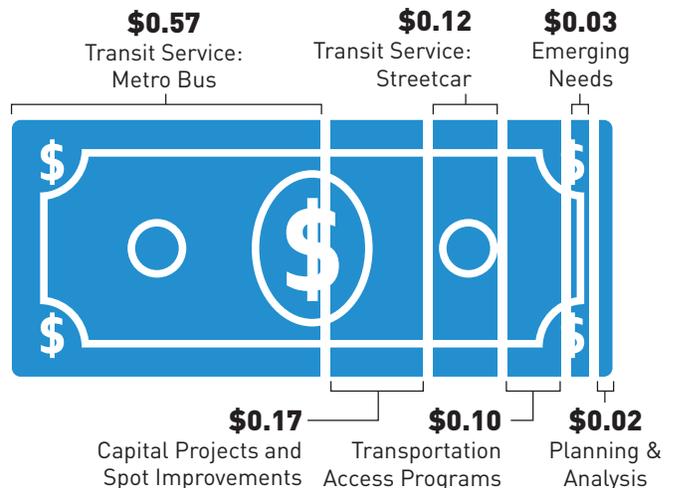
STM capital funds were used in 2023 to support over 30 capital projects in different phases of development and implementation, focused on: improvements in transit travel time and reliability, improvements in safe routes to transit and safety at bus stops, and wayfinding improvements for people walking, rolling, and biking to transit stops.

- 44** Routes benefiting from capital improvements
- 7** Spot improvements to upgrade bus stops and improve rider amenities
- 4** Projects to enhance street operations for transit
- 13** Projects to improve safety for pedestrians and riders
- 4** Transit Corridor planning projects: better access for multimodal users and improved transit performance
- 3** Spot improvements to improve streetcar operations and safety



MEETING COMMITMENTS TO VOTERS

SDOT works to ensure voter intent is carried forward into STM-funded programs. The budget snapshot below reflects voter intent that the majority of STM funds go to investments in Metro transit service.



Seattle Transit Measure 2023 Investment Details



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*STM-funded programs contribute to transit in several ways, including over **4.8** million trips taken by TAP participants, investments to help **19** Seattle routes meet their frequency targets, and support for **30+** transit capital projects.*

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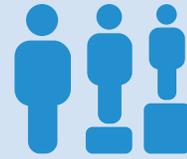
TRANSIT SERVICE

At least 50% of STM's budget is allocated for enhancing transit frequency through additional trips on existing routes covering more hours of the day, ensuring a more reliable transit experience, and improving the all-day transit network. Investment decisions are driven by an equity-centered methodology, prioritizing service improvements that benefit historically underserved communities. This inclusive approach aims to address inequities within the transportation system, focusing on routes and times that align with the needs of Black, Indigenous, and People of Color (BIPOC) communities and other priority populations.



141,083

Hours of additional Metro bus service funded by STM in 2023.



65%

Percent of 2023 service investments in the top 10 equity priority routes.



3,000+

Weekly bus trips across Seattle funded by STM in 2023. STM funds additional trips on 69% of Seattle-based Metro routes; this represents 6.5% of all service on these routes.



80%

STM service investments made during midday, evenings, nights and weekends. STM supports your busy schedule at any time, all week long!



OTHER STM FUNDED SERVICE

- Partnered with Metro to fund 50% of Trailhead Direct service
- Planning for 2024 launch of new Metro Flex pilot

\$28.4M spent in 2023 to support Transit Service and STM Investments.
Thank you, Seattle voters!

2023 TRANSIT SERVICE INVESTMENTS

STM investments in 2023 were guided by the goals outlined in the 2016 Transit Master Plan (TMP) regarding the Frequent Transit Network (FTN). STM categorized investments into three frequency targets—Very Frequent, Frequent, and Local—ensuring service aligns with community needs throughout the day. STM can adjust service investments during Metro service changes in March and September each year.

More Frequent Service All-Day

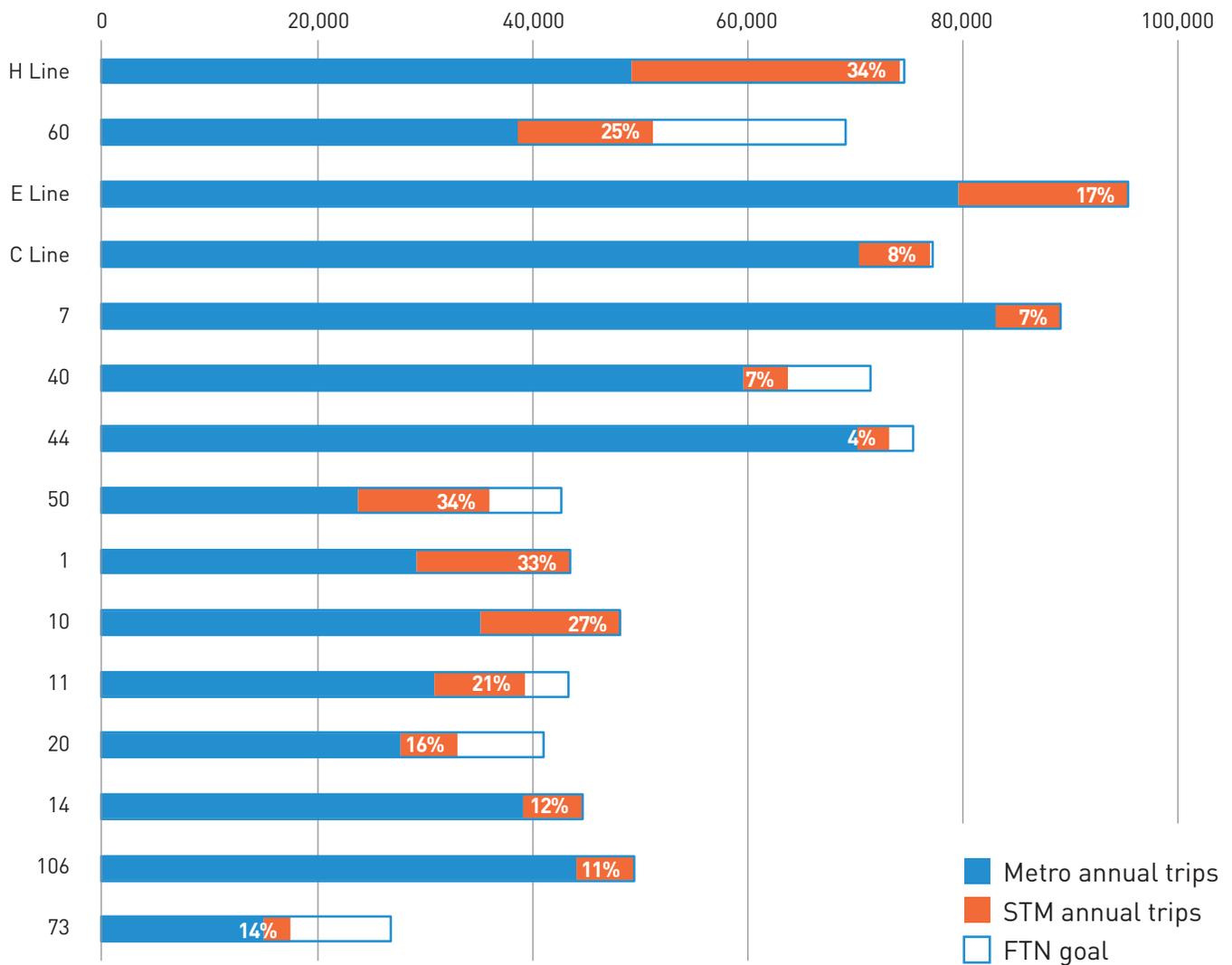
- In the spring of 2023, STM funded an increase of 261 weekly transit trips, which translated to 14,200 annual service hours. This expansion aimed to improve service frequencies across multiple routes, including Routes 3, 4, 28, 36, 40, 50, 70, 73, and various RapidRide lines. 98% of the additional service hours were added on weekends and during weekday evenings and nights, helping increase service spans and frequencies at times that show the fastest rebounds in transit demand since COVID-19.

- As of December 2023, STM’s funding supported 3,073 weekly bus trips, collectively amounting to 141,083 annual service hours. Notably, this represented 6.5% of Seattle-based Metro bus routes, with over 80% of the funded trips aimed at providing transportation outside traditional peak hours.
- By targeting service improvements on routes historically underserved or inadequately connected, STM aimed to bring current service levels closer to the FTN’s standards. Examples include maintaining high frequency on essential routes such as the RapidRide E Line, H Line, and Route 7.

Preserving Key Routes

- During fall 2023 service changes, despite the county-wide reduction of transit services to enhance trip reliability, STM utilized its prioritization methodology to protect critical services.
- Route 36, essential for connecting Othello Station, Beacon Hill, Chinatown/International District, and downtown Seattle, received focused investments to ensure the continuation of high frequencies on this high-demand, equity-priority route.





Top 15 STM Investments and FTN Goals, by Number of Annual Trips

Seattle Streetcar Investments

The Seattle Streetcar system plays a vital role in the city's transit network, connecting critical areas and enhancing accessibility to various services. STM contributed \$5.5 million to streetcar operations in 2023.

- **Service Resilience:** With streetcar ridership rebounding by 26% in 2023, the system has recovered to 76% of its pre-pandemic levels. STM funding allows for a continued operational subsidy to maintain service levels for both the South Lake Union and First Hill Streetcar lines, supporting the ridership recovery.

- **Equity Considerations:** The First Hill Streetcar ranks highly within Metro's routes based on its Equity Priority Area score, highlighting its importance in serving transit-dependent populations.



TRANSIT SERVICE INVESTMENT CONSIDERATIONS

- **Trends in Transit Supply and Demand:** Metro's COVID service recovery plan indicates that transit service suspensions may not return to pre-pandemic levels. Instead, service will be adjusted based on recent ridership trends and major projects like the Sound Transit Link light rail expansions.
- **Ridership Analysis:** Both Metro and SDOT have observed notable changes in ridership patterns. While traditional peak hour commutes have not fully recovered, off-peak ridership — particularly during midday, evenings and weekends — has seen substantial growth. This shift indicates that transit is increasingly serving diverse purposes beyond commuting, such as for people traveling to appointments, school, shopping, and recreational activities.
- **Equity Priority Areas:** Routes like the RapidRide E Line and Route 7 have sustained high ridership through the pandemic, playing a crucial role in connecting transit-dependent populations in Equity Priority Areas. STM's focus is on neighborhood connections as ridership rebounds across the network.
- **Operational Challenges:** Despite the recovery in ridership, Metro continues to navigate workforce challenges which have affected service delivery reliability — challenges that the American Public Transportation Association found many transit agencies are facing.

LOOKING AHEAD

In 2024 and beyond, we will continually refine our STM prioritization strategies to ensure spending aligns with the evolving needs of transit users, as well as citywide and Metro planning efforts.

- **Seattle Transportation Plan:** The Seattle Transportation Plan (STP) is a 20-year vision for Seattle’s streets, sidewalks, and public spaces, shaped by extensive community input. The Transit Element of the STP serves as a comprehensive guide for the use of STM funds, replacing earlier separate modal plans including the Seattle Transit Master Plan. It incorporates updated target frequency categories for the FTN, acknowledging shifts in travel patterns post-COVID, and increases nighttime frequency targets to accommodate round-the-clock movement within the city.
- **Coordination Efforts with King County Metro:** Significant transit infrastructure projects like the expansion of the Link light rail necessitate adjustments to the bus network. Metro intends to realign the bus services through Mobility Projects: bus network restructure

projects that enhance connectivity and frequency while specifically catering to historically underserved communities via a phased public engagement process. Collaboratively, SDOT and Metro plan transit corridor projects, implement transit spot improvements, and undertake community engagement activities. In 2023, STM staff worked with Metro planning teams on bus service restructures related to the Lynnwood Link and Madison St areas, ensuring STM investments are informed by public feedback and are equity-centered.

- **On-demand Transit Service:** Metro Flex provides an on-demand transportation option that enhances connectivity to existing transit services in select Seattle neighborhoods through their operational partnership with Via. This service increases mobility among transportation-vulnerable residents, particularly in lower density areas. Starting in 2023, SDOT teamed up with Metro to explore launching a new Metro Flex pilot area in Southwest Seattle by Q3 2024, focusing on community engagement and needs assessment to guide the service design. The pilot service launch on July 22, 2024.



TRANSPORTATION ACCESS PROGRAMS (TAP)

Transportation Access Programs (TAP) advance safe, affordable, and equitable access to public transportation by reducing cost barriers and providing community-centered programming to diverse populations. In 2023, TAP operated programs or initiatives in several subcategories: subsidized ORCA card programs, community engagement programs, research programs, and the Solid Ground Downtown Circulator service. STM funds up to \$10 million annually for this work.

TAP bridges gaps in transportation for our most vulnerable neighbors, including but not limited to low-income workers, low and no-income residents, seniors, and youth. The value of TAP lies in how these programs improve quality of life for individuals and communities; the quotes in this section speak to this impact.



1,000,000+

Rides under the Seattle Housing Authority (SHA) Transit Pass Program.



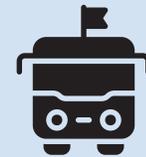
615,000+

Rides under the Recovery Card Program.



155,000+

Rides under the ORCA Promise Scholars Program.



11+

TAP Senior Programming field trips for aging adults to gain confidence navigating their community on transit.



60+

Young people ages 14-24 attended the City's first-ever Youth Transportation Summit. Almost half of participants identified as being a part of an immigrant or refugee family. Nine participants were selected to present the final Youth Climate Justice & Transportation Action Plan to Mayor Harrell.



270

Individuals enrolled into Uplift Seattle Equitable Access to Transit (U-SEAT) study launched in May 2023. The study seeks to understand how subsidized transit impacts employment outcomes and quality of life for low-income workers.

\$5.8M spent in 2023 to support Transit Access Programs (TAP).
Thank you, Seattle voters!

What People are Saying

"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!"

"The daily cost of transit can seem small and unremarkable until that cost is taken care of for a period of time and the financial benefits start becoming increasingly apparent. This has been an amazing program that I feel very fortunate to be able to take advantage of."

—Recovery Card Participants

"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."

"The free ORCA card will allow me to go doctor appointments, shopping, school, and training programs without worrying about how I will get there. Thank you."

—SHA Program Participants

"I was really dependent on my free ORCA card in high school and then my free youth transit pass this past year. The Promise Scholar program helped me feel better knowing I would continue to be able to access transportation without having to worry about cost. I take the bus everywhere and don't have a car and rely completely on my card".

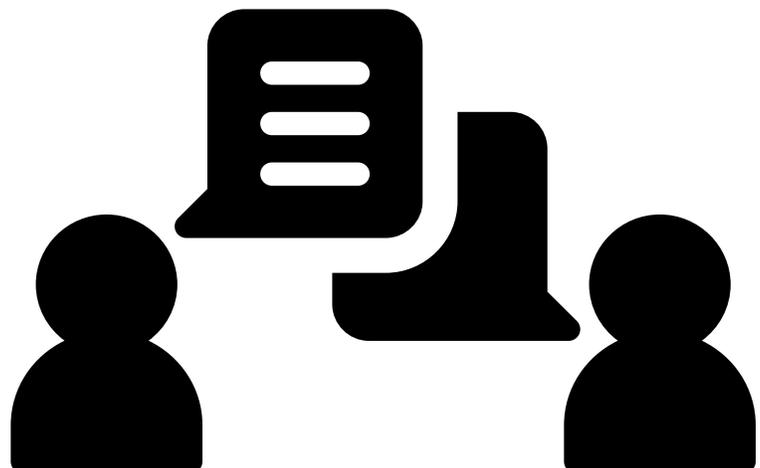
—Promise Scholar student

"My son has to drive me everywhere but now I know how to get to the library and the aquarium from my new apartment and I am excited to get out there on my own!"

—Senior Field Trip participant

"I came to this summit because I understand the urgency for collective action and more opportunities for economic equality. I have the energy for it. I didn't hear anybody in here say expand I-5. As I become more educated, I notice things differently. I see a road with four lanes and I think two of those can be bus lanes... Less cars! We need more human-centered infrastructure."

—Dinko de Forest, Youth Transportation Summit participant



2023 TRANSPORTATION ACCESS PROGRAMS INVESTMENTS

Subsidy Programs

Free ORCA cards for qualifying community members.

- **Recovery Card Program:** This program offers a fully subsidized ORCA card to food service and grocery workers in the Chinatown-International District (CID), Pioneer Square, Othello, and Rainier Beach. This is SDOT's most successful ORCA subsidy program with each of the 2,400 participants taking about 260 rides per year.
- **Seattle Housing Authority (SHA) Transit Pass Program:** This program offers the low-income residents of over 100 SHA properties fully subsidized ORCA cards. There are currently more than 6,000 participants enrolled in the program.
- **ORCA Promise Scholars Program:** Seattle Promise is a joint program between Seattle Colleges, Seattle Public Schools, and the City of Seattle that offers any graduate of a Seattle Public High School two years of tuition-free enrollment at any of the

three Seattle Colleges. Through the ORCA Promise Scholars Program, STM funds a subsidized ORCA card for all Promise Scholars 19 years of age and older that will last for the duration of their time as a Promise Scholar.

- **Seattle Public Preschools (SPP) Partnership:** SPP staff have observed that preschool attendance among low-income and BIPOC families with a lack of reliable transportation was often lower than other families. In response, SDOT initiated a pilot program that provides an auto-reloading ORCA card to families making under 350% of the Federal Poverty Level.
- **Pre-Loaded ORCA LIFT cards:** STM continued supporting existing reduced-fare options after a Sound Transit grant ended in 2023. This initiative pays for \$20 pre-loaded ORCA cards for new participants in the ORCA LIFT program (aimed at individuals living at or below 200% of the Federal Poverty Level). This is providing benefits to 50,000 new ORCA LIFT enrollees starting in 2023 and continuing in 2024.



Community Engagement Programs

Educational opportunities and services for historically excluded groups

- **Youth Ambassadors Program:** In 2023, this program was a partnership between SDOT and the Seattle Youth Employment Program (SYEP). Seattle high school students that participated in the program learned about transportation access and climate justice through monthly SDOT-led classes, SYEP soft skills classes, and independent final student projects.
- **TAP Senior Program:** This program partners with Hopelink to help seniors become more confident and comfortable navigating the numerous forms of transit in the region through fun and informative partnerships and events. In 2023, SDOT partnered with four unique senior centers: Gen Pride, United Indians of All Tribes, Pike Place Senior Center, and Greenwood Senior Center. SDOT hosted 12 transit-oriented field trips, led by Hopelink.
- **Youth Transportation Summit:** SDOT hosted Seattle's first-ever Youth Transportation Summit in December 2023 in response to Mayor Harrell's 2022 Climate Justice Executive Order. Sixty young people aged 14-24 came together to discuss the urgent issues impacting climate justice and transportation access in Seattle. Youth created and voted on a list of recommendations and several youth participants presented these recommendations to the Mayor in early 2024.
- **Solid Ground Downtown Circulator (the Circulator):** The Circulator is a free, fixed-route, daytime shuttle connecting low- and no-income and people with disabilities to services in downtown Seattle. The service was created in 2012 when Seattle's ride-free bus area ended. The Circulator was started to mitigate

the impact of the ride-free bus area ending for the city's most vulnerable residents as they accessed social and health service providers. This service has been funded in full by the Seattle Transit Measure since 2016, and now operates as a partnership with Solid Ground and King County Metro and runs Monday-Friday from 7 AM – 4 PM.

Research projects

Exploring new ways of improving transit access for our community

- **Uplift Seattle's Equitable Access to Transit (USEAT) research project:** This project seeks to understand how fully subsidized transit impacts low-income job seekers. This research project is conducted in partnership with the Lab for Economic Opportunities (LEO) at the University of Notre Dame and the local non-profit Uplift Northwest, which provides jobs training and placement to their low and no-income clients. The research involves a randomized control trial providing low-income job seekers with either a 12-month fully subsidized ORCA card or a \$10 pre-loaded ORCA card. STM fully funds all the ORCA cards, and the LEO team funds the research component.
- **Safety research:** Most transit safety research does not capture the perspectives of unhoused transit riders, who often face higher barriers to accessing transit and have an increased risk of being victims of violence and harassment. The TAP initiated a partnership with SDOT's Vision Zero team to focus on better understanding how perceptions of safety impact challenges to accessing transportation. The teams have been collaborating to design the research model and will launch the research in Q4 2024.

TRANSPORTATION ACCESS PROGRAMS INVESTMENT CONSIDERATIONS

Supporting Marginalized Communities' Access to Transit

Sales taxes can unfairly impact low-income households and communities of color. To address this, the TAP program provides resources to help Seattle's most vulnerable residents access transit and offers subsidized transit passes through programs like the Seattle Housing Authority (SHA) Transit Pass program. TAP works with community organizations to better understand community needs and creates programs that serve low-income workers, seniors, youth, and low and no-income residents. Learn more in Appendix B.

Ensuring Programs Work as Intended

SDOT carefully evaluates TAP programs to ensure they're equitably improving transit access. Many programs start as pilot projects to test ideas and build community relationships. Once projects have started, SDOT gathers feedback through surveys and focus groups while tracking how participants use their ORCA cards. With data from pilot programs, adjustments can be made. For instance, feedback from the SHA pilot showed subsidized ORCA cards helped people get to doctor appointments or spend time with family. Based on this, the program was expanded in January 2023 to include all 10,000 SHA residents across 102 properties.

Using Research to Improve TAP Programs

SDOT participates in research to understand how fare subsidies can benefit communities. Ongoing research, like the USEAT project, are studying how free transit impacts job stability and economic opportunity for low-income job seekers. USEAT builds on TAP's community partnerships by leveraging resources from the University of Notre Dame's Lab for Economic Opportunity to offer this research to local non-profit Uplift NW. Insights from research partnerships help SDOT further improve TAP programs and better understand the implications of fare subsidy work.



LOOKING AHEAD

SDOT will continue to review the TAP suite of programs in 2024 and beyond, looking to expand on promising pilots and wind down or re-direct programs that face operational, financial, or performance-based challenges and constraints.

- **Safety:** Given that safety is an issue for TAP program participants and is ranked as one of the top concerns in Metro's rider/non-rider survey, SDOT will continue to engage in the topic of transit safety through community-based research.
- **Seattle Public Preschools Partnership:** This program kicked off as a pilot in 2023 and was evaluated for impact and extended to all households with children who qualify for free preschool in Seattle Public Preschools.

- **Revitalize the Circulator:** At its inception, the Circulator transported over 3,000 riders monthly. Ridership has since declined, with ridership decreasing steeply during the COVID-19 pandemic. In response, TAP began efforts to revamp and promote the Circulator, starting by replacing Circulator stop signage in 2022. In late 2023, the program began work with a social impact branding agency called Mighty Good to evaluate if Circulator usage and impact can be increased. Outreach among current riders and social service providers along the route will be instrumental in understanding how to shape the Circulator in years to come.



TRANSIT CAPITAL PROJECTS

Through the 2023 and 2024 city budget process, the amount the STM program can spend on capital projects was raised substantially – from \$3M per year to over \$15M per year, enabling investment beyond traditional transit spot improvements. Working across various workgroups, the STM team allocated STM funds to help get transit-focused Levy to Move Seattle projects across the finish line and as a local match to help leverage federal grants for much larger transit-supportive projects.

Increased capital spending allows a more holistic approach to transit investment. With STM funds, SDOT is working to improve transit and access to transit through service investments, subsidy and education programs, and infrastructure that ensures reliable transit operations and safe access to transit. This comprehensive approach ensures that transit service investments are tailored to address specific community needs.

STM funds are being spent in line with the STM ordinance, subsequent budget actions, and with Transit Advisory Board (TAB) priorities on routes and in neighborhoods that will have a positive impact on people who need transit the most.



Bus lane on Rainier Ave S



35

Capital projects supported by STM funds in 2023



16

Individual projects completed; 4 under construction



15

Projects received STM funds for planning and design



45

Routes and streetcar lines supported by STM capital projects



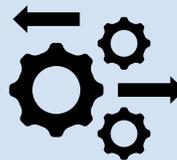
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Transit Corridor and Bus Lane Projects



13

Safe access to transit projects



4

Transit operations and reliability projects



10

Transit spot improvement projects

2023 TRANSIT CAPITAL PROJECTS INVESTMENTS

STM capital funds were used in 2023 to support over 30 capital projects in different phases of development and implementation that focus on: improvements in transit travel time and reliability, improvements in safe routes to transit and safety at bus stops, and wayfinding and improvements for people walking, rolling, and biking to transit stops. Each type of capital project is listed below with examples of notable projects under each category. In some cases, STM provided sole funding for constructing a project while in others STM funds contributed to the design and/or construction of transit elements as a part of a larger project. The list below contains several project highlights under each category. For a full list of projects funded in part or in full by the Seattle Transit Measure in 2023, please see Appendix C.

Transit Corridors - Planning and Design: STM served a key role in moving planning and design forward so SDOT can leverage state and federal funding sources for transit safety, operational, and performance improvements as part of longer and complex multimodal corridor projects.

- **NE 130th & NE 125th Mobility and Safety Project:** Will enhance multimodal access to the future N 130th St light rail station, which opens in 2026.
- **N 130th St – Bitter Lake to Haller Lake Mobility Improvements:** Will establish a multimodal corridor on N 130th St, connecting riders to the future N 130th St light rail station.
- **Route 48 Transit Plus Multimodal Corridor:** Aims to reduce transit travel times and improve service reliability on the 23rd Ave/24th Ave corridor, a major north-south route in Seattle.



New bus shelter pad on Aurora Ave and NE 125th St



New striping on streetcar tracks on Fairview Ave N and Harrison St



Pedestrian safety measures installed along Route 48

Transit Corridors - COVID Recovery Lanes:

Provided dedicated funding for planning, design, and construction of three essential transit corridors that maintained high ridership during the COVID-19 pandemic.

- **Rainier Ave S Bus Lane Project:** Will add bus lanes and priority treatments along Rainier Ave S, improving reliability for Route 7, serving 9,500 daily riders.
- **Aurora Ave Bus Lane Project:** Will install a northbound Business Access and Transit (BAT) lanes on Aurora Ave N between Prospect St and Lynn St, enhancing service for the RapidRide E Line, which carries over 11,000 daily riders.

Safe Access to Transit: Funded safer access to transit via walking, rolling, and biking.

Specific elements include improvements in pedestrian signals, crosswalks, sidewalks, lighting, wayfinding adjacent to bus stops and transit hubs. Note that \$1.36M of STM funds were transferred to the Vision Zero program in 2023 and the STM team worked closely with the Vision Zero team to find projects that met the objectives of both programs.

- **Judkins Park Station Access Project:** Improved access to the future light rail station at Judkins Park with the Mountains to Sound Trail Lighting and Hiawatha Place Staircase projects.

- **15th Ave/Ballard Bridge Pedestrian Access Improvements:** Will expand safe transit access with new sidewalks, bus markings, bus pads and curbs, a new pedestrian crossing and signal across 15th Ave NW at NW 51st St, and pedestrian lighting at the south end of Ballard Bridge.
- **14th Ave S And Dallas Ave S Crossing:** Will introduce a new pedestrian/bicycle crossing signal supporting access to Route 60 stops.
- **RapidRide J Line – NE 41st Safety Enhancement:** Installed signalized crossings for pedestrians and bicycles at NE 41st St near future J Line stops.
- **Pinehurst Way NE And NE 117th St Intersection and Sidewalk Project:** Implemented bicycle, pedestrian, and traffic signal improvements near Hazel Wolf K-8 School and bus stops for routes 73, 347, and 348.

- **RapidRide H Paving – Delridge Wy SW – Dakota to Genesee:** Improved ride quality for RapidRide H Line riders by repaving portions of Delridge Way SW.
- **3rd Ave Projects:** Repaved portions of the street and formalized pedestrian and bike facilities on 3rd Ave, enhancing transit access and safety.

Transit Spot Improvements: Built small-scale, crew-delivered transit projects that are focused on access to transit such as bus shelters or boarding pads or safe transit operations.

- **2023 Transit Spot Improvements:** SDOT’s Transit Spot Improvements program is funded by both the Seattle Transit Measure and the Levy to Move Seattle. In 2023, SDOT installed 73 transit spot improvements, 10 of which were funded by the STM: 7 bus shelter pads and 3 Seattle Streetcar safety improvements to enhance safety and access to five different bus routes and both Streetcar lines.

Transit Operations and Reliability:

Complemented STM service investments through bus lane paving and painting, transit signal priority, and other measures.



Rapid Ride H Line along Delridge Ave

TRANSIT CAPITAL PROJECTS INVESTMENT CONSIDERATIONS

- Transit Advisory Board Guidance: SDOT worked with the Transit Advisory Board (TAB) to understand TAB’s capital spending priorities. TAB’s capital spending priorities by order of significance to the TAB are:

1) Improve transit travel time and reliability; examples include:

- > New transit priority corridors
- > Improvements to existing transit corridors

2) Improve safe routes to transit and safety and security at bus stops; examples include:

- > Improvements to lighting, seating, digital displays, ADA accessibility
- > Improved sidewalk connectivity, filling gaps in bike network to transit stops
- > Street crossing improvements

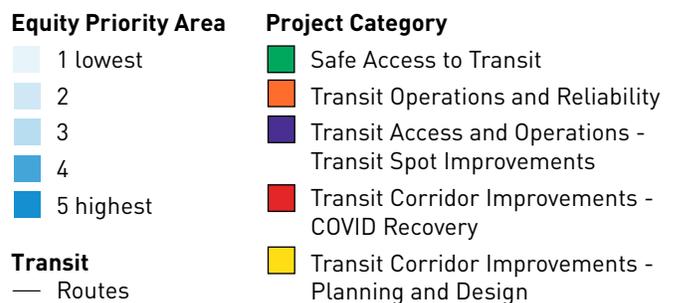
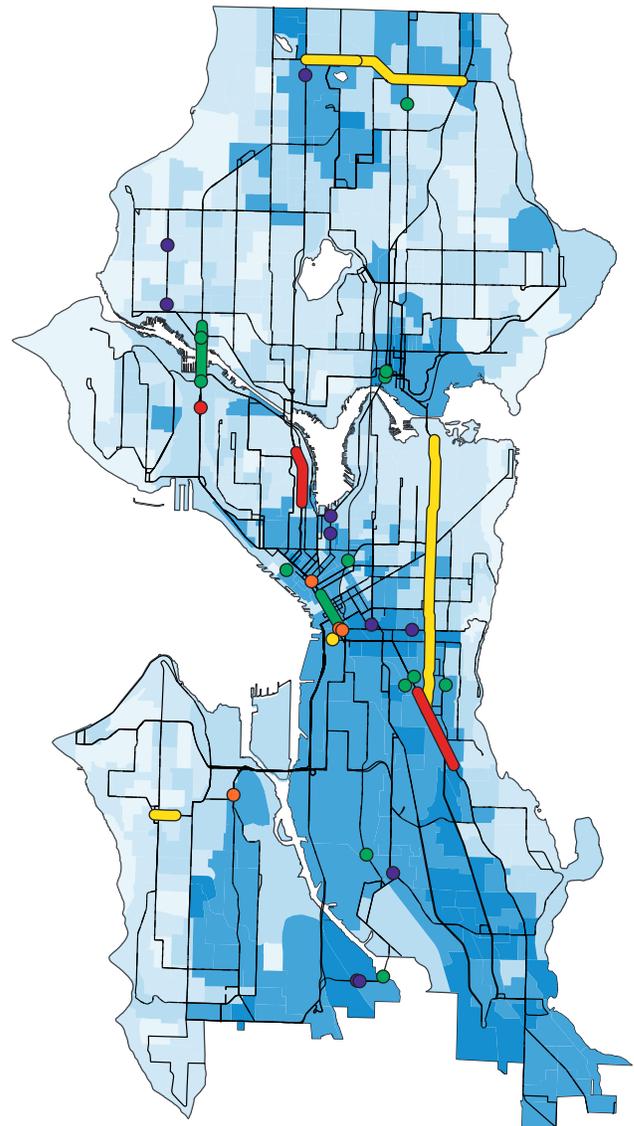
3) Wayfinding improvements for pedestrians and cyclists traveling to transit stops

- **Developing Project Selection Guidelines:** SDOT focused on the following guidelines in selecting capital projects for STM funding in 2023:

- > Spend STM resources aligned with voter intent and TAB’s spending priorities;
- > Consider projects with funding gaps and leverage STM funds to finish strong on the Levy to Move Seattle;
- > Evaluate equity impacts and, similar to transit service investments, prioritize projects in Equity Priority Areas;
- > Maintain 2023 programmatic and capital funding commitments.

- **Council Budget Provisos:** During the 2025 budget process, the bridge proviso on STM funds was lifted. However, in 2023, the proviso required that \$12M in STM capital funds be spent on bridge or structures related transit improvements. This ultimately influenced capital spending in 2023 as 18 projects were identified and funded in alignment with the proviso.

The map below shows the projects that received STM capital funding in 2023 overlaid on the Equity Priority Areas by Census Block Group. STM capital-funded projects are widely distributed throughout the city and many are in the top 40% of Equity Priority Areas.



Locations of 2023 STM-funded projects and Equity Priority Areas



LOOKING AHEAD

- In future years, STM will continue funding transit-supporting projects such as bus lanes and transit spot improvements.
- In the last year, STM capital funds have helped leverage federal or state grant funding by supporting initial design and cost estimates and providing a local funding match (NE 130th & NE 125th Mobility and Safety). SDOT will be looking to use STM funds in this way

- to jump-start large transit-focused capital projects on the list of priority projects in the Seattle Transportation Plan and the 2024 Transportation Levy (Aurora Ave N, SW Alaska St, 4th Ave S, Rapid Ride J Line, Harrison Street Transit Corridor).
- Finally, SDOT will continue to emphasize data-driven, equity-focused decision-making as it evaluates transit capital improvement projects for STM funding.

EMERGING MOBILITY NEEDS

The STM “Emerging Needs” spending category was created to respond to the two timely emergencies called out in the STM ordinance in 2020: the COVID-19 pandemic response and subsequent recovery and the West Seattle Bridge emergency closure.

Emerging Needs is also intended to support or pilot innovative partnerships with King County Metro. The Transit GO Rewards (TGR) platform is an example of such a partnership. TGR was launched in partnership with Metro in 2021 to encourage and support transit use to and from West Seattle during the West Seattle Bridge closure.

In 2023, SDOT used Emerging Needs funding in partnership with Metro to support the growth of transit ridership and reduce the share of trip made by driving alone.



44,000

New Transit GO Rewards users added in 2023.



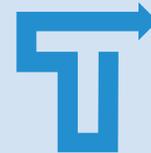
1,000,000+

Incentivized actions taken by Transit Go users such as increased transit usage or in-app surveys.



8,300

Transit trips taken during low bridge closure campaigns on the Transit Go Rewards platform.



332,000

Transit trips taken in 2023 using Transit Go Rewards points.

2023 EMERGING NEEDS INVESTMENTS Transit GO Rewards (TGR) platform

The Transit GO Rewards (TGR) program is like a frequent flier program, but for transit! Created with Metro in 2021, it was first launched to help people travel to and from West Seattle during the West Seattle Bridge closure. Today, it rewards riders for using transit or taking surveys, helping to boost ridership in Seattle and King County.

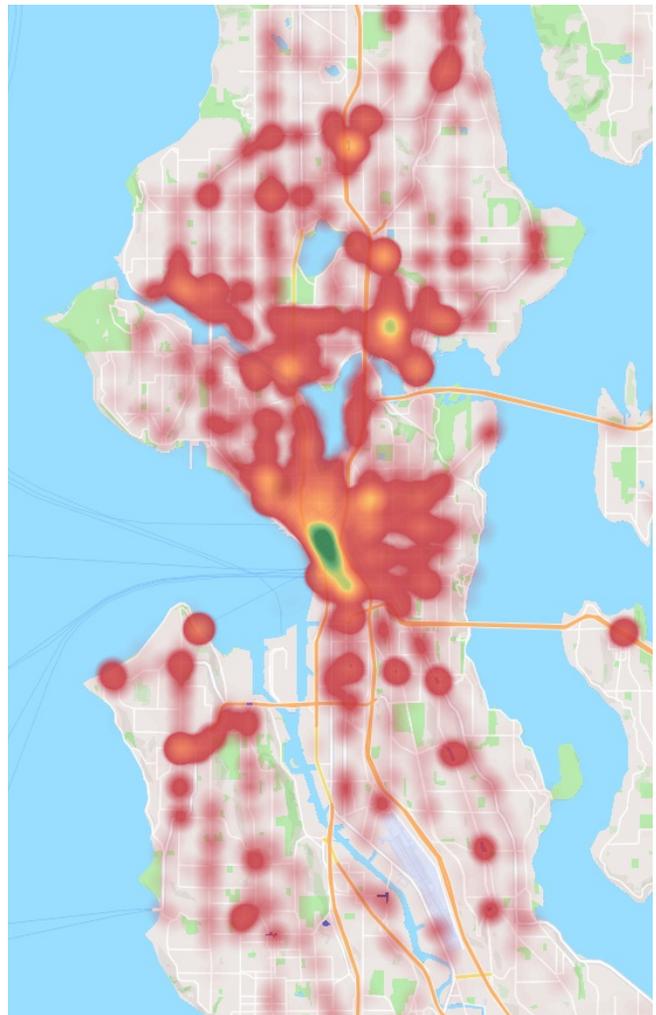
- **In 2023, STM contributed towards TGR transit incentives to support both SDOT and Metro-led campaigns to promote transit ridership.**
- SDOT used the TGR tool to offer alternatives to driving to people impacted by the closure of the Spokane St Swing Bridge (low bridge) over the Duwamish Waterway in January 2023 and in September 2023. **During these two events, roughly 8,300 transit trips were taken using this offer on the TGR platform.**
- STM funds also supported incentives associated with the Flip Your Trip Center City Campaign, which ran from April to June 2023 and focused on promoting alternatives to driving alone among people who travel frequently to the Center City and did not receive commuter benefits from their employers. **SDOT has recorded over 13,000 trips 'flipped' to transit and other sustainable options during the three-month campaign.**

Metro-led incentive campaigns on the TGR platform focused on rebuilding ridership that declined during the COVID-19 pandemic and ensuring that transit options like the bus, Link light rail, Seattle Streetcar, water taxi, and ferries were presented in an integrated way with other mobility options such as bike share and scooter share.

In 2023, for campaigns supported by STM, TGR gained 44,072 users, with roughly 60,000 total users on the platform by the end of the year.

These TGR users engaged in 1,056,000 total behaviors in 2023. “Behaviors” are actions that a user takes and is rewarded for, such as signing up to use the platform, taking a survey while using the app, engaging in a campaign, and riding transit. Points earned for these behaviors were used to take 332,000 transit trips in 2023.

Overall, 81% of users choose to spend the rewards they earn on bus transit trips on Metro’s fixed-route bus service. The remaining 19% of rewards points were spent on water taxi, Sound Transit regional bus and Link light rail service, the Seattle Streetcar, Kitsap fast ferry service, and micromobility (bike share and scooter share).



Transit Go Rewards Ticket Activation Locations in 2023

LOOKING AHEAD

The Transit Go Rewards platform arose out of a need to respond to critical emerging mobility needs such as the West Seattle Bridge emergency and to incentivize ridership recovery following the COVID-19 pandemic. There is a plan to include similar rewards features in future updates to the ORCA program. Transit Go Rewards has been

an opportunity to learn about how to structure incentive campaigns, how to ensure that targeted populations are being reached, and how to ensure that rewards points are distributed in an equitable manner. Going forward, SDOT will reduce its investments in TGR as it looks forward to seeing similar functionality built into ORCA.



In Closing

The Seattle Transit Measure began in 2020 as Seattle and King County Metro were actively responding to profound changes in travel patterns due to the COVID-19 pandemic and the West Seattle Bridge closure. By 2023, the most critical consequences of the pandemic had eased, but like public transit agencies around the country, Metro was still dealing with various constraints that affected its ability to increase service hours. The STM team has worked closely with Metro to safeguard service investments on equity priority bus routes and to add investments when possible. As we move into the last three years of the measure, STM investments are buoyed by Metro's ability to restore transit service as part of the Lynnwood Link Connections and Madison St area mobility projects in 2024 and the prospect for additional STM service investments in 2025. SDOT has also looked beyond fixed route service investments to a Metro Flex pilot service, as well as a renewed focus on supporting capital projects that improve transit access and reliability. Such a nimble approach has allowed the City to make meaningful contributions to the robustness, reliability, and accessibility of Seattle's transit network in alignment with STM voter intent. In the appendices, the reader will find additional information on STM spending and budgeting, sales taxes and equity, a list of STM-funded capital projects, and oversight of STM.



Appendix A – Financial Summary

SDOT is committed to the responsible stewardship of STM funds. The STM is expected to generate on average over \$50 million annually over the life of the measure (4/1/2021 - 4/1/2027). In the first two years of the measure (2021 and 2022), STM spent less than anticipated due to the COVID-19 pandemic. Spending of STM revenues increased significantly in 2023, from a total of \$29.5M in 2022 to \$49.2M in 2023, an increase of over 60%. As we can see from the spend plan below, there was a significant increase in spending for both capital and operations in 2023. This increase was crucial for supporting various projects and ensuring safe access to transit across the city. STM capital

supported 13 projects in 2022 and 35 in 2023, a notable increase that supports transit operations and safe access to transit across the city. Meanwhile, on the operations side, STM invested in over 14,000 additional service hours during the Spring 2023 service change (although this amount decreased in the Fall 2023 service change due to Metro’s overall service reductions). The Seattle Housing Authority Transit Pass Program expanded from a pilot to a permanent, full-scale program in early 2023 and STM began funding streetcar operations in 2023. Looking forward, the STM program plans on increasing spending in the later years of the measure so that the entirety of sale tax revenue collected is spent down over the life of the measure.

Below are some of the constraints and factors that have impacted the rate of STM spending and the spend plan going forward:

- **Receipt of COVID-era federal relief funds.**¹ These funds were received by Metro and credited to STM service investments. SDOT will receive \$42.1M in credits over a period of six years: 2020-2025. While receiving this credit is good news for Seattle residents since it allowed STM to maintain service levels on key routes throughout the pandemic and during the recovery, the funds also resulted in an unanticipated STM underspend during the first three years of the measure.



¹Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), and the American Rescue Plan Act of 2021 (ARPA)

- Workforce and bus vehicle availability:** Another factor impacting SDOT's ability to spend STM revenue is the significant constraints brought on by the COVID-19 pandemic for transit agencies nationwide, including King County Metro, which experienced workforce and vehicle availability issues in 2023. SDOT has been limited in the service investments it can purchase from Metro due to these challenges. As required by City Ordinance 126115, more than 50% of all STM annual expenditures are required to be spent on transit service purchases, which can limit spending in other categories included in the measure.
- Strategic Reserve:** STM also carries a strategic reserve of \$20M, which was originally established in the prior 2014 STBD Prop 1. These reserves were crucial during unfavorable revenue shifts, as well as during the COVID-19 pandemic. The reserve allows SDOT to meet contractual obligations with Metro which specify that SDOT cannot reduce its service investments by more than 100,000 service hours per service change. With about 140,000 service hours invested currently, SDOT will need to ramp down investments over two service changes if a replacement measure to STM is not approved. The strategic reserve also allows for other programming to be ramped down in a way that reduces impacts to communities benefiting from STM-funded programs, such as the TAP programs.

LOOKING AHEAD

In 2024, STM will increase its contribution on Seattle Streetcar operations to \$10.2M. STM funds will offset revenue shortfalls in sources that have historically funded the Seattle Streetcar, such as a Sound Transit contribution that ends in 2024 and the Commercial Parking Tax. Streetcar service is an eligible expense under STM; however, the Streetcar program has historically depended on other funding sources to cover operating costs.

In 2025, SDOT expects that Metro will be able to accept increased levels of STM investment in fixed-route bus service in Seattle, which drives the transit service budget increase in 2025 and 2026. However, it is important to note that in 2026, SDOT will no longer receive a credit of close to \$5 million from federal transit assistance programs related to COVID-19 recovery. This will result in a significant jump in service spending for that year. The transit service category also includes Metro Flex service and SDOT's contribution to the annual Trailhead Direct Service that takes Seattleites to trailheads in the Issaquah Alps and Mount Si area.

STM revenues will be collected through the first quarter of 2027. STM programming will continue into 2027 as well, but 2027 budgeting will depend on whether a replacement of the Seattle Transit Measure is passed in 2026. The strategic reserves held at the end of 2026 are planned to ramp down transit service and other STM programs over the course of 2027 in case a replacement measure is not successful.

Despite the financial uncertainties caused by the COVID-19 pandemic and constraints on STM spending, SDOT remains confident that there is a clear path forward to fully utilize program revenues and deliver transformative transit improvements for all Seattleites. 2023 marked a significant year for transit improvements, and with continued investment and strategic planning, Seattle's transit system will continue to evolve and positively impact the lives of its residents in the years to come.

SPEND PLAN

STM 2021-2026 SPEND PLAN ²						
Activity	2021 Actual	2022 Actual	2023 Actual	2024 Plan Updated	2025 Adopted	2026 Endorsed
Program Resources						
Prior Year Fund Balance ³	\$38,493,807	\$44,349,428	\$60,614,226	\$69,293,031	\$56,161,383.31	\$41,573,304
Sales Tax - 0.15% Revenues ⁴	\$37,326,917	\$51,946,433	\$53,122,559	\$53,082,000	\$54,401,000	\$56,006,000
Misc Revenues and Interest	\$0	\$0	\$0	\$2,012,633	\$1,724,645.84	\$1,229,134
Revenues Total	\$75,820,724	\$96,295,861	\$113,736,785	\$124,387,664	\$112,287,029	\$98,808,438
O&M/Programmatic Spending						
Transit Service ⁵	\$19,808,597	\$17,261,691	\$28,417,192	\$29,034,000	\$34,336,000	\$43,244,000
Streetcar Operations	\$0	\$0	\$5,526,192	\$10,200,000	\$10,200,000	\$10,200,000
Emerging Needs	\$1,451,188	\$5,201,349	\$1,144,223	\$1,540,219	\$100,883	\$100,279
Transportation Access Programs	\$2,947,868	\$4,091,906	\$5,752,547	\$5,710,000	\$5,715,000	\$5,690,000
Planning & Analysis	\$723,443	\$652,113	\$690,061	\$935,724	\$963,796	\$992,710
Finance General	\$0	\$0	\$0	\$0	\$3,777,085	\$5,204,752
O&M Subtotal	\$24,931,096	\$27,207,059	\$41,530,215	\$47,419,943	\$55,092,764	\$65,431,741
Capital Spending						
Transit Infrastructure Projects ⁶	\$3,047,902	\$2,263,078	\$7,677,923	\$15,647,532	\$14,120,961	\$7,726,987
VLF \$60 Capital Projects	\$3,492,298	\$6,211,498	\$1,813,724	\$5,158,806	\$0	\$0
Capital Investments Total	\$6,540,200	\$8,474,576	\$9,491,647	\$20,806,338	\$14,120,961	\$7,726,987
Expenditures Total	\$31,471,296	\$35,681,635	\$51,021,862	\$68,226,281	\$69,213,725	\$73,158,728
Budgetary Balance	\$44,349,428	\$60,614,226	\$62,714,923	\$56,161,383	\$43,073,304	\$25,649,710
Reserve Funds						
Reserve Fund (VLF \$60)	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
Reserve Fund (0.15% Sales Tax)	\$0	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000	\$14,000,000
Reserve for Future Ballot Measure	\$0	\$0	\$0	\$0	\$1,500,000	\$500,000
Reserve Subtotal	\$6,000,000	\$20,000,000	\$20,000,000	\$20,000,000	\$21,500,000	\$20,500,000
Year End Unreserved Fund Balance	\$38,349,428	\$40,614,226	\$42,714,923	\$36,161,383	\$23,073,304	\$5,649,710

²2027 plan subject to renewal of the measure - not shown here
³In 2021, \$38,493,807 was carried forward from STBD Proposition 1 and several other spending categories under the Seattle Transportation Benefit District Fund (19900); Carryforward in 2022 to 2026 includes STM funds and other STBD funds such as VLF; the 2024 Prior Year Fund Balance includes a \$6.5M credit from Metro that arose due to a 2023 clerical error and the annual reconciliation between planned and delivered service levels.
⁴STM 2020 0.15% tax + STBD 2014 0.10% tax in 2021 only; 2024 through 2026 revenue updated to reflect City projections as of August 2024.
⁵\$132,042 of VLF Rebates included in Transit Service for 2021 only.
⁶In 2021, a clerical error meant that a credit to the STM fund was applied to the wrong fund and was not counted on previous reports. We added it back in this version to accurately represent historical actuals for STM.

Assumptions

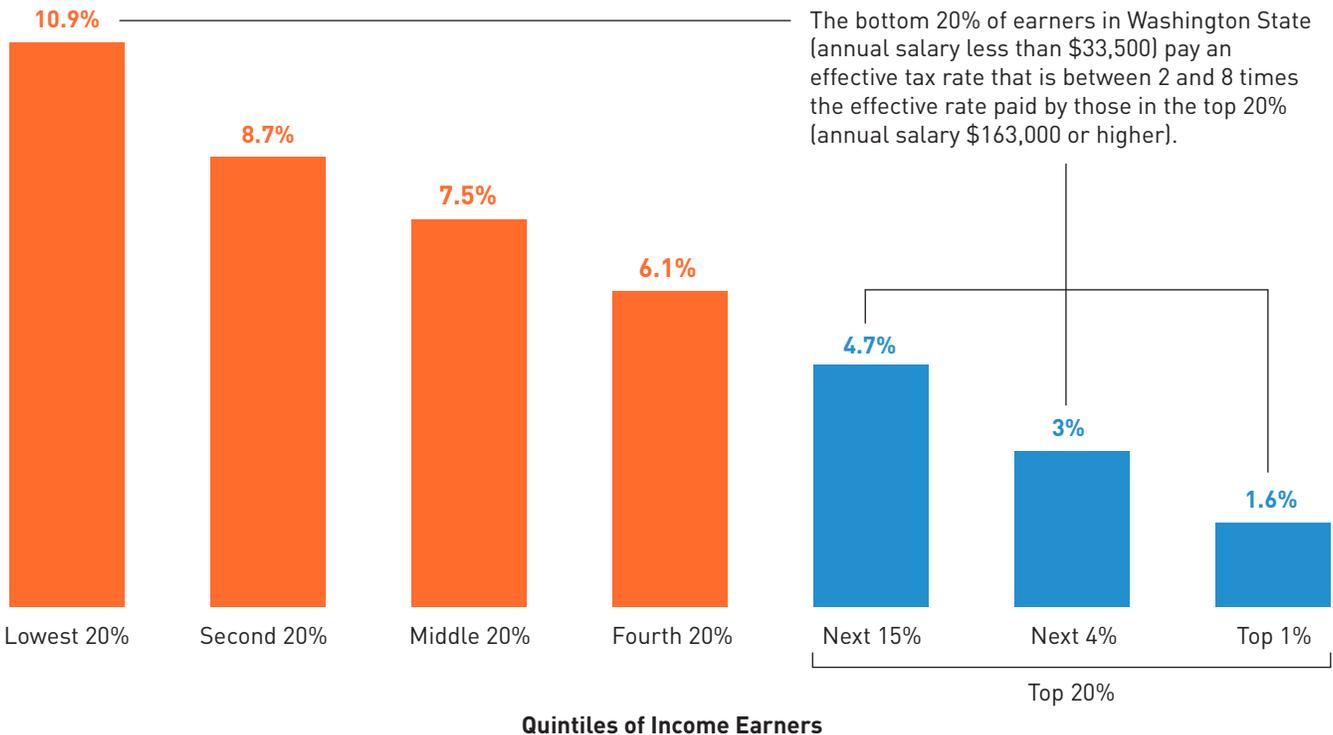
Spend plan reflects 2021 to 2023 actuals, 2024 updated budget, and high level planned spending for 2025 - 2026
 "Transit Service" expenditures reflect COVID relief funds received from federal relief acts, by way of King County Metro, in 2021-2025
 "Emerging Needs" includes incentives on the Transit Go Rewards platform and transportation demand management strategies to support ridership recovery
 "Transportation Access Programs" expenditures include the ORCA Opportunity program, the Recovery Card program, and other low-income access to transit programming

Appendix B: STM, sales tax, and equity

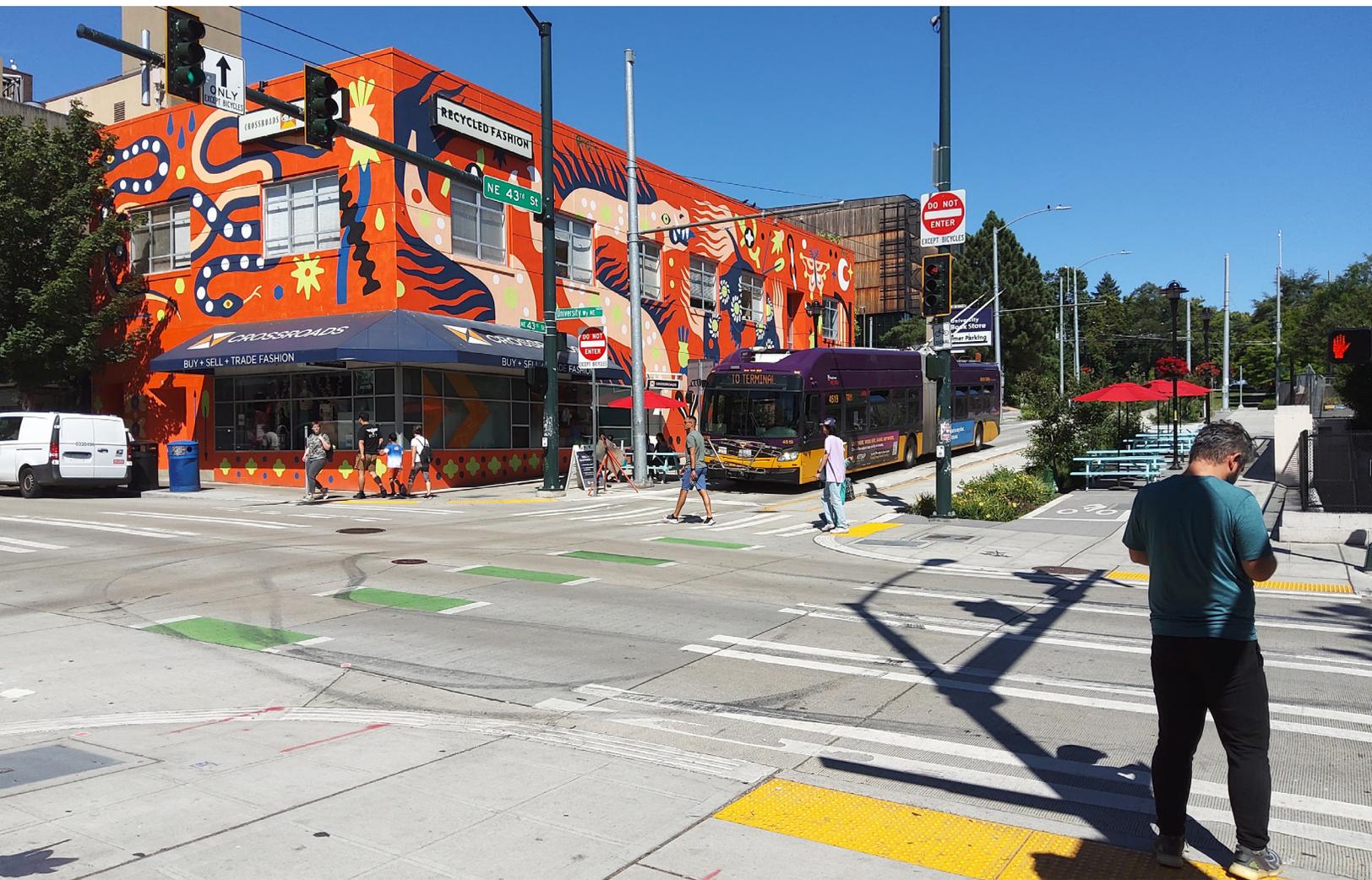
SDOT is committed to ensuring that our city’s transportation system meets the needs of all our residents; this is why equity is at the heart of everything we do. SDOT’s Transportation Equity Framework (TEF) contains 57 strategies or actions and 220 specific tactics were chosen to move SDOT toward its equity goals. TEF tactic 49.1, calls on SDOT to acknowledge the burden increases in sales tax places on lower-income communities and households in the STM Annual Report.

The Institute on Taxation and Economic Policy (ITEP) describes sales tax as “inherently regressive... requiring lower and middle-income taxpayers to spend a larger share of their household budgets in tax than their wealthier neighbors.” This holds true for Washington State, where the bottom 20% of earners pay an effective

tax rate between two and seven-times the effective rate paid by the top 20%. Understanding and acknowledging this does not undermine the importance of the transit service and access improvements funded through the program. There is an opportunity to think more carefully and critically about who is benefiting most from those improvements. STM aims to ensure specific programming activities and funding decisions are predominantly benefiting the people most impacted by the inequitable revenue collection used to support them. This is already reflected in the transformative work of SDOT’s Transportation Access Programs and in the development of an equity-centered transit service investment prioritization methodology. STM staff works closely with stakeholders – including the Transit Advisory Board and the SDOT Transportation



Effective Sales Tax Rate in Washington State Portion of Income Spent on Sales Tax by Income, 2023



Equity Workgroup – to continually evaluate and evolve programmatic activities in pursuit of a program structure that matches its additive benefits to individuals and communities most impacted by its revenue collection.

The chart below shows updated data from the Institute on Taxation and Economic Policy from 2023. Washington State has made some progress with a new Working Families Tax Credit and Capital Gains Excise Tax that lessened the tilt of Washington’s tax system. Overall tax rates for the bottom fifth fell by 1.4 percentage points while rates in the top 1 percent rose by 0.6 percentage points. While this update represents a small improvement, it does not change the fact that low-income earners pay a much higher effective tax rate than high-income earners.

In 2023, SDOT engaged the Student Consulting Lab at the University of Washington’s Evans School of Public Policy and Governance to carry out Tactic 49.2 from the Transportation Equity Framework (TEF) and Implementation Plan. Tactic 49.2 states that SDOT will “evaluate [the] impact of new taxes on low-income and other income groups for long-term funding proposals.” The findings from this research will inform decisions as SDOT explores long-term transportation funding proposals and implements the TEF across the department. The final report can be found [here](#).

Appendix C – STM-funded capital projects

The table below lists capital projects that were all or partially funded by STM in 2023. STM funding has been used to support projects in all phases of project development, including planning, design, and/or construction. Project that were complete in 2023 are noted in parenthesis.

TRANSIT CORRIDORS - PLANNING AND DESIGN	Judkins Park Station Access
N 130th St – Bitter Lake to Haller Lake Mobility Improvements	Hiawatha Stairway (Complete early 2024)
NE 130th & NE 125th Mobility and Safety Project	Mountains to Sound 28th to MLK Ped/Bike Connection (Complete)
Route 48 Transit Plus Multimodal Corridor	Mountains to Sound Lighting Project (Complete early 2024)
SW Alaska St Safety & Station Improvements	Ballard Bridge Projects
1st Ave & Pioneer Square Roadway Study (Complete)	Leary Way Bridge Seismic Retrofit Project
TRANSIT CORRIDORS - COVID RECOVERY LANES	15th and Emerson Crossing Improvements
Rainier Ave S Bus Lane Project	15th Ave Ballard Bridge Pedestrian Access Improvements
Aurora Ave Bus Lane Project	TRANSIT OPERATIONS AND RELIABILITY
15th/Elliott Bus Lanes Project (Complete)	H-Line Paving (Complete)
SAFE ACCESS TO TRANSIT	3rd Ave Projects
14th Ave S and Dallas Ave S Crossing	3rd & Yesler Intersection Improvements
J-Line NE 41st Safety Enhancement (Complete)	3rd Ave Virginia to Pine Reliability Investment
J-Line Roosevelt Bus Stop Move (Complete)	3rd Ave Yesler to Washington Operational Reliability Investments (Complete)
Pinehurst Way NE and NE 117th St Intersection and Sidewalk Project (Complete)	Transit Spot Improvements
1st and Battery Plaza - Ped access improvements (Complete)	7 bus shelter pads (Complete)
3rd Ave wayfinding between Union and Yesler Way (Complete)	3 streetcar safety improvements (Complete)
Georgetown to Downtown Safety Project (Design Complete)	

Appendix D: Oversight

SEATTLE CITY COUNCIL

The governing board of the Seattle Transportation Benefit District Proposition 1 (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 the City Council simplifies administration and improves transparency. As a result, decisions regarding the Seattle Transportation Benefit District (STBD) and the 2020 Seattle Transit Measure (STM) will be made through City Council legislation and reflected in the City of Seattle's budget.

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, and later affirmed the board's role in the 2020 renewal measure (STM). The board's charge includes:

- Advising the City Council, the Mayor, and all departments and offices of the City on matters related to transit
- Commenting and making recommendations on City policies, plans, and projects as they may relate to transit capital improvements, transit mobility, and transit operations throughout the city
- Acting as the public oversight committee of revenues collected under STBD Proposition 1, as described in Resolution 12 of the STBD
- Reviewing and providing input on STBD's annual report to the public regarding King County Metro's provision of transit service in Seattle and county-wide, as described in Resolution 12 of the STBD

In 2023, notable board activities included the development of a detailed input letter on the draft Seattle Transportation Plan and engagement with Seattle City Councilmembers regarding the board's priorities for the Seattle Transit Measure budget. Throughout the year, the board received presentations from the Seattle Transit Measure team, SDOT project teams, and King County Metro. In November 2023, the board hosted an in-person retreat for new members to get to know one another and discuss topics of interest for the year ahead.

The Transit Advisory Board is made up of five Council-appointed and six Mayor-appointed positions, and one youth Get Engaged member. As of December 2023, TAB consisted of:

- Priyadharshini Balan | Secretary
- Ashwin Bhumbra | Co-Chair
- Zachary Burton | Co-Vice Chair
- Dana Coppernoll-Houston | Member
- Josh Hirschland | Member
- Art Kuniyuki | Co-Chair
- Christiano Martinez | Co-Vice Chair
- Sandro Pani | Member
- Carolyn Tillinger | Member
- Braxton Williams | Member

Acknowledgments

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Thank You to Our Partners

Alliance for Pioneer Square
City of Seattle Department of Education and Early Learning
City of Seattle Department of Neighborhoods – Community Liaisons
City of Seattle Human Services Department – Seattle Youth Employment Program
City of Seattle Human Services Department – Age Friendly Seattle
City of Seattle Office of Environment and Sustainability
City of Seattle Voters, Residents, and Workers
Commute Seattle
Friends of Little Saigon
GenPride
Greenwood Senior Center
Hello Othello
Hopelink
King County Metro
Mighty Good Consulting
Pike Market Senior Center
Rainier Beach Merchants
Seattle Chinatown International District Preservation and Development Authority
Seattle Colleges
Seattle Housing Authority
Seattle Public Schools
Seattle-King County Public Health Department
Solid Ground
United Indians of All Tribes Foundation Elders Program
University of Notre Dame Lab for Economic Opportunity
Uplift Northwest

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