

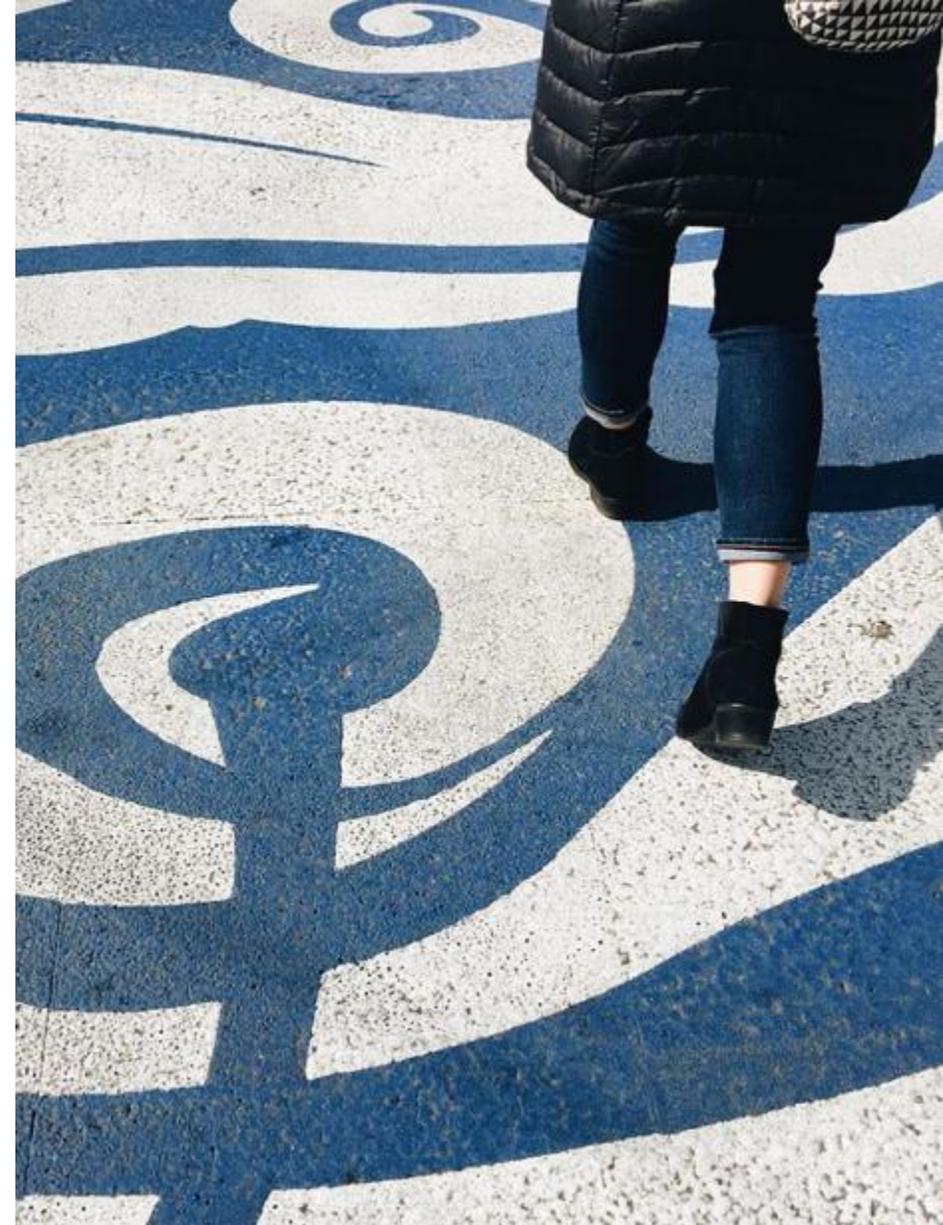


Seattle Transit Measure (STM) Service Prioritization

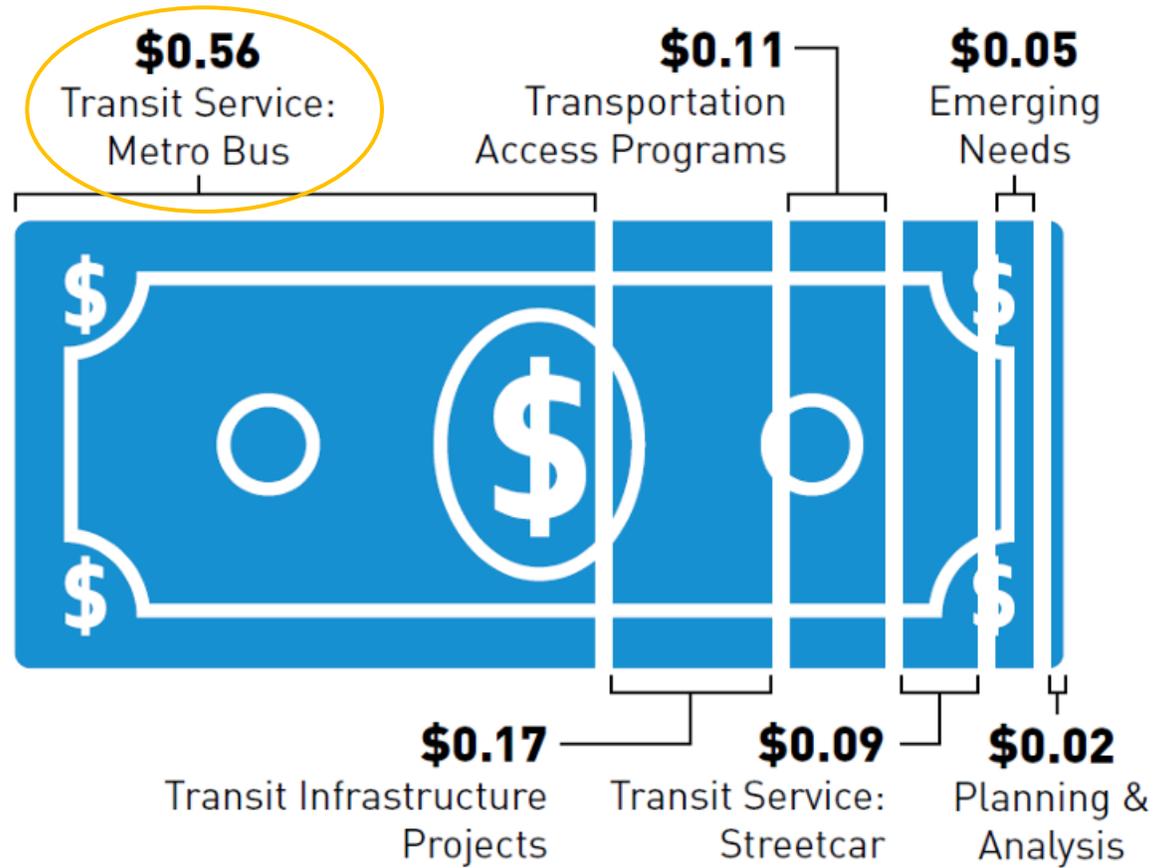
Transit Advisory Board
October 22, 2025

Overview

- STM Background and Context
- Transit Service Prioritization Methodology
 - Identify Potential Investments
 - Score Investments
 - Prioritized List of Service Adds
- Service Restructures

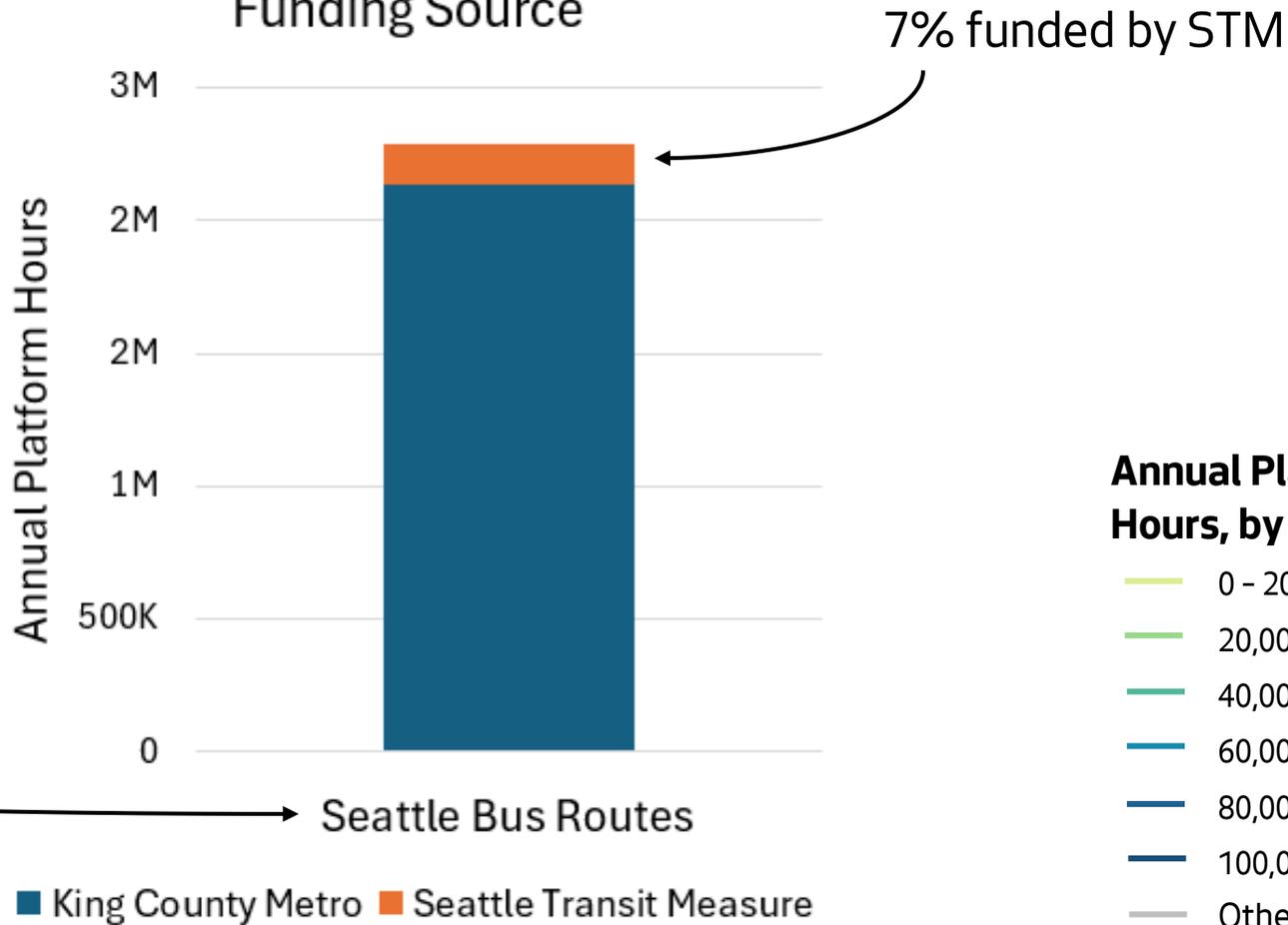


Seattle Transit Measure – Funding Allocation 2021-2024



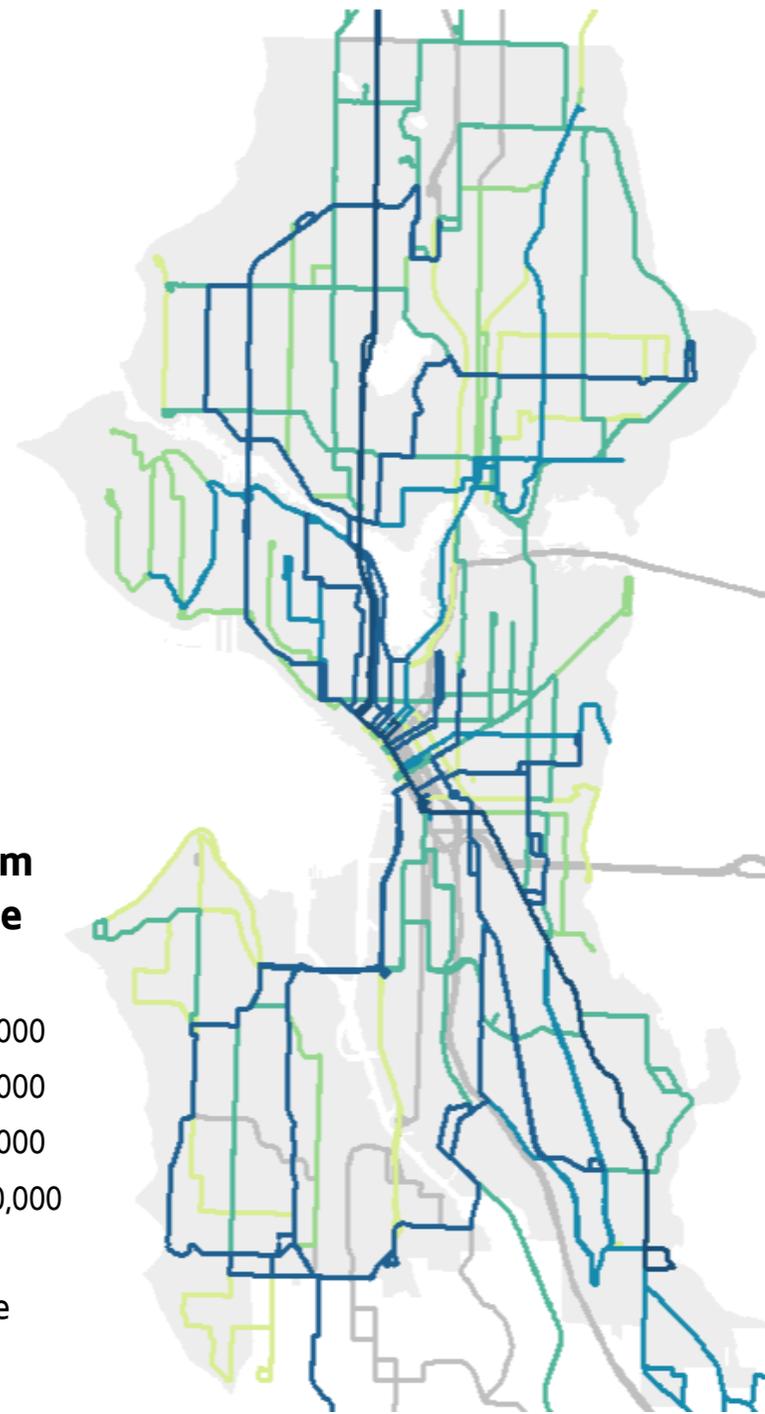
Seattle Transit Network

Seattle Bus Network, by Funding Source



Routes that have 65% or more bus stops in Seattle

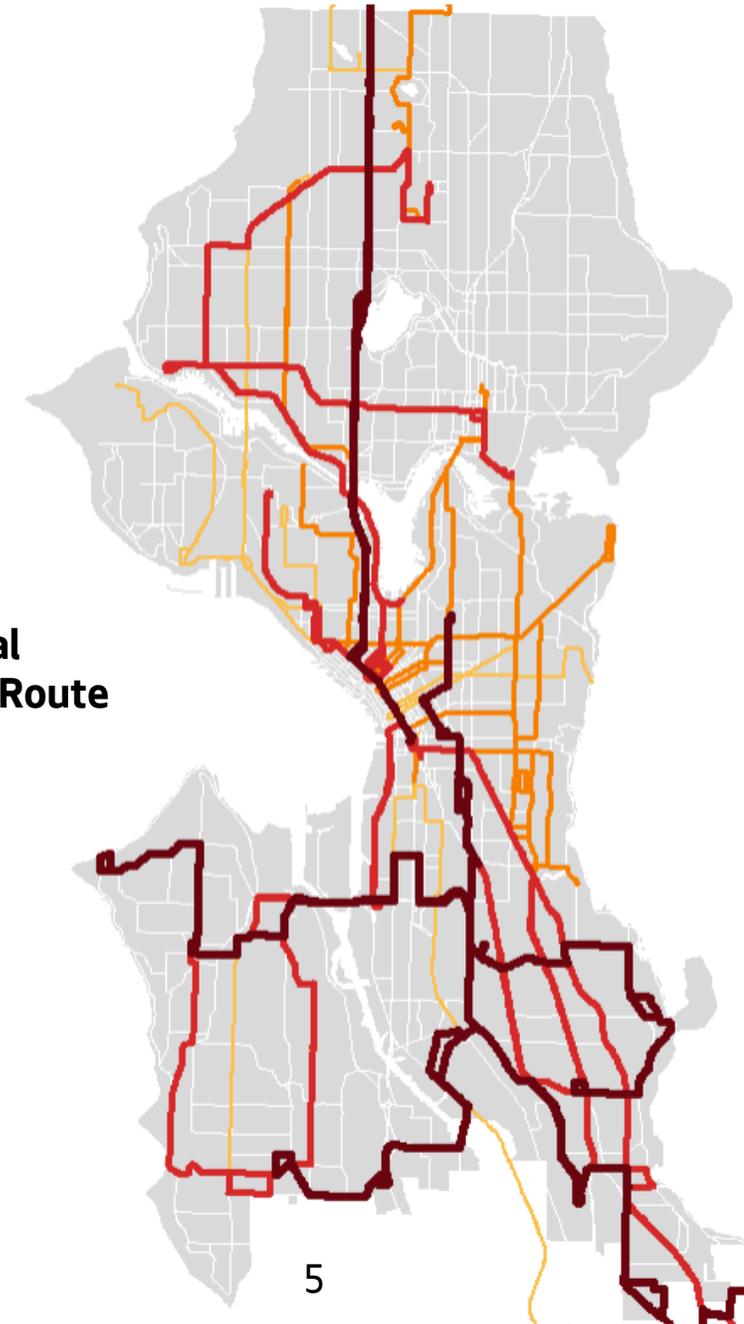
Annual Platform Hours, by Route



STM Transit Service Investments

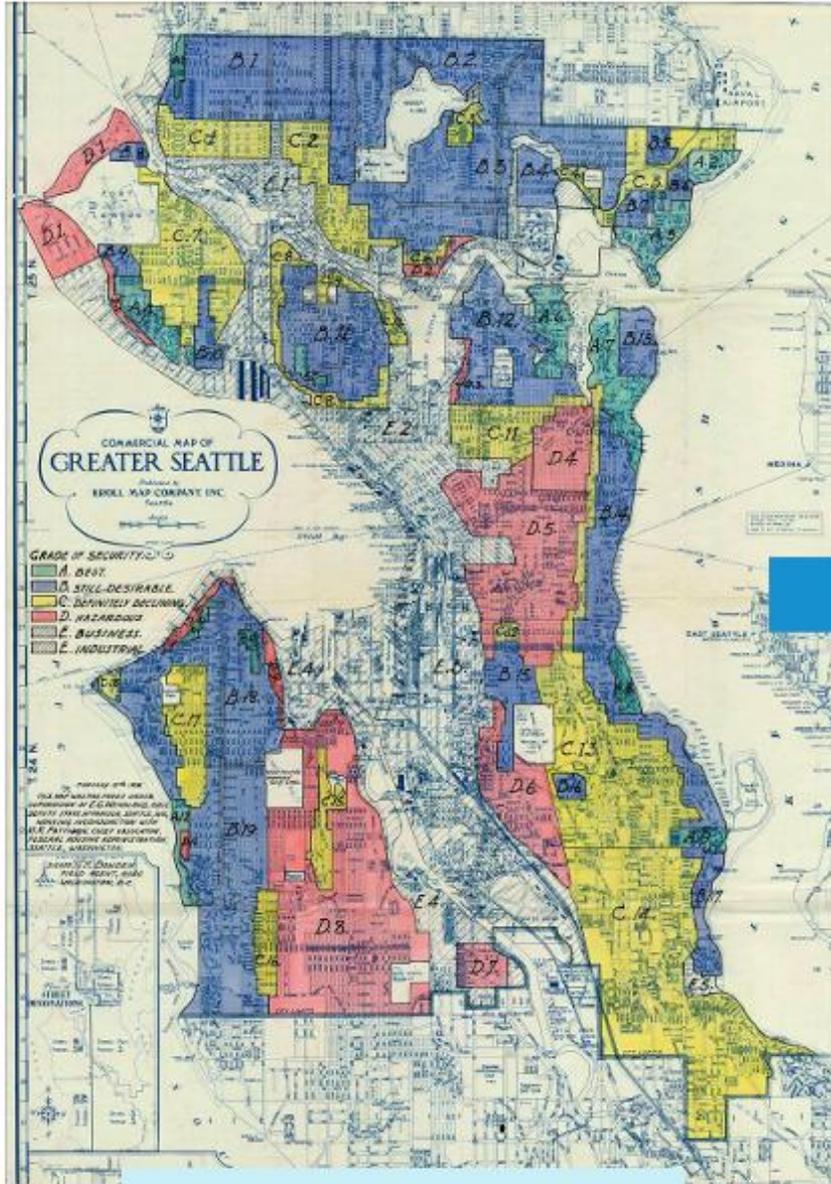
- Spending decisions focus on “*the needs of Black, Indigenous, and People of Color [BIPOC] and benefit these and other historically underserved communities, including low-income households, people with disabilities and other priority populations identified in SDOT’s Transportation Equity program.*” – **STM Ordinance**

STM-Funded Annual Platform Hours, by Route

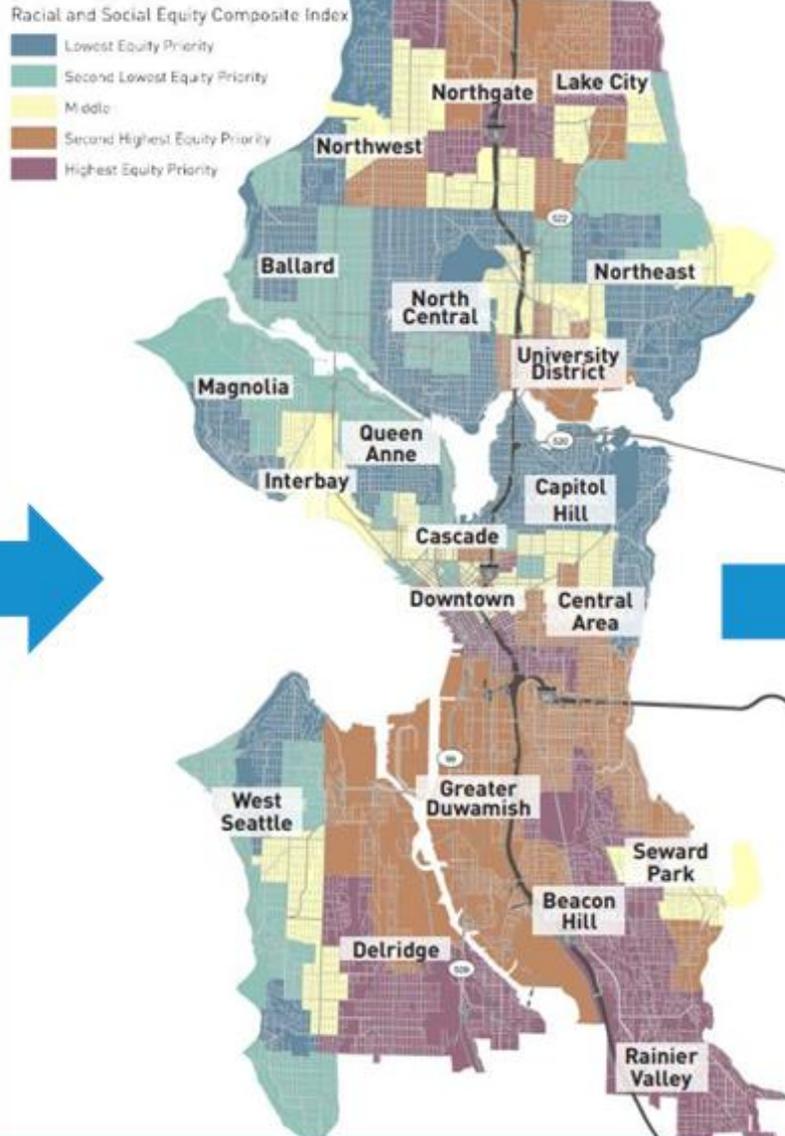


Why Invest Equitably

Redlining & historical disinvestment in certain neighborhoods contributes to continued disparities citywide



1940s Redlining Map



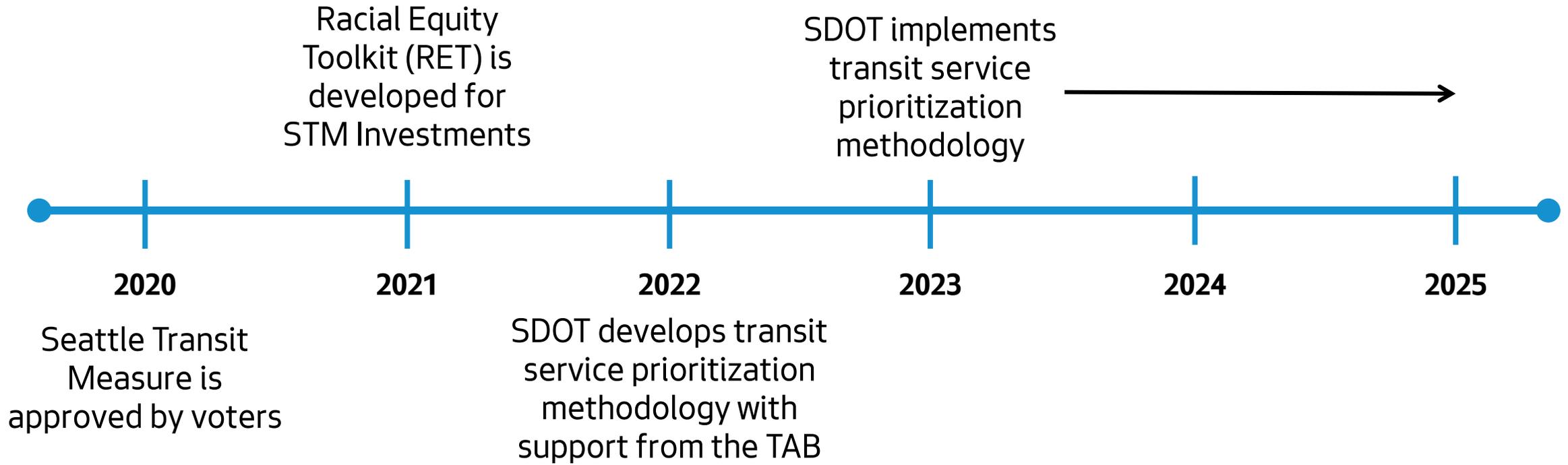
2020 Race and Social Equity Index



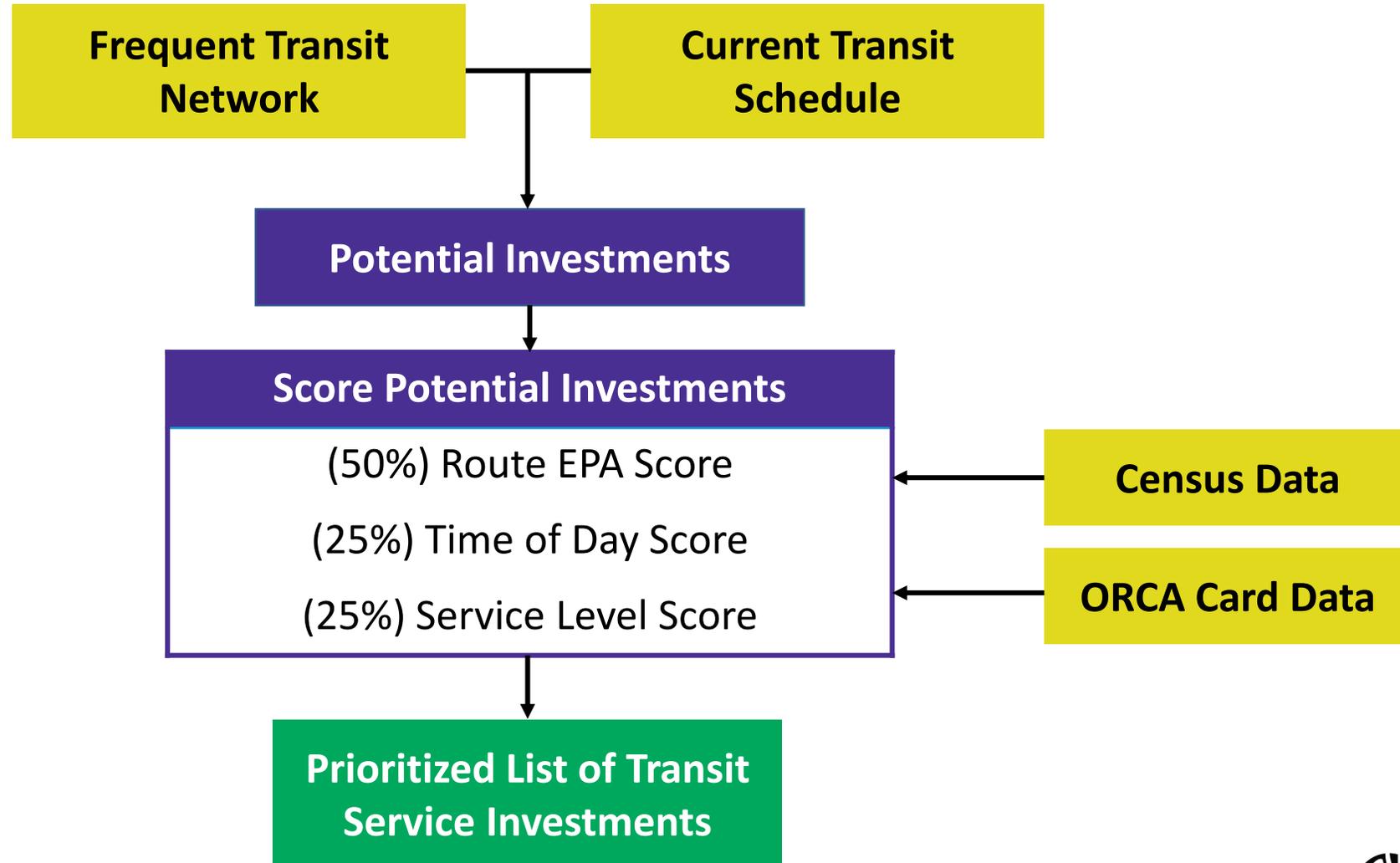
2022 High Injury Network

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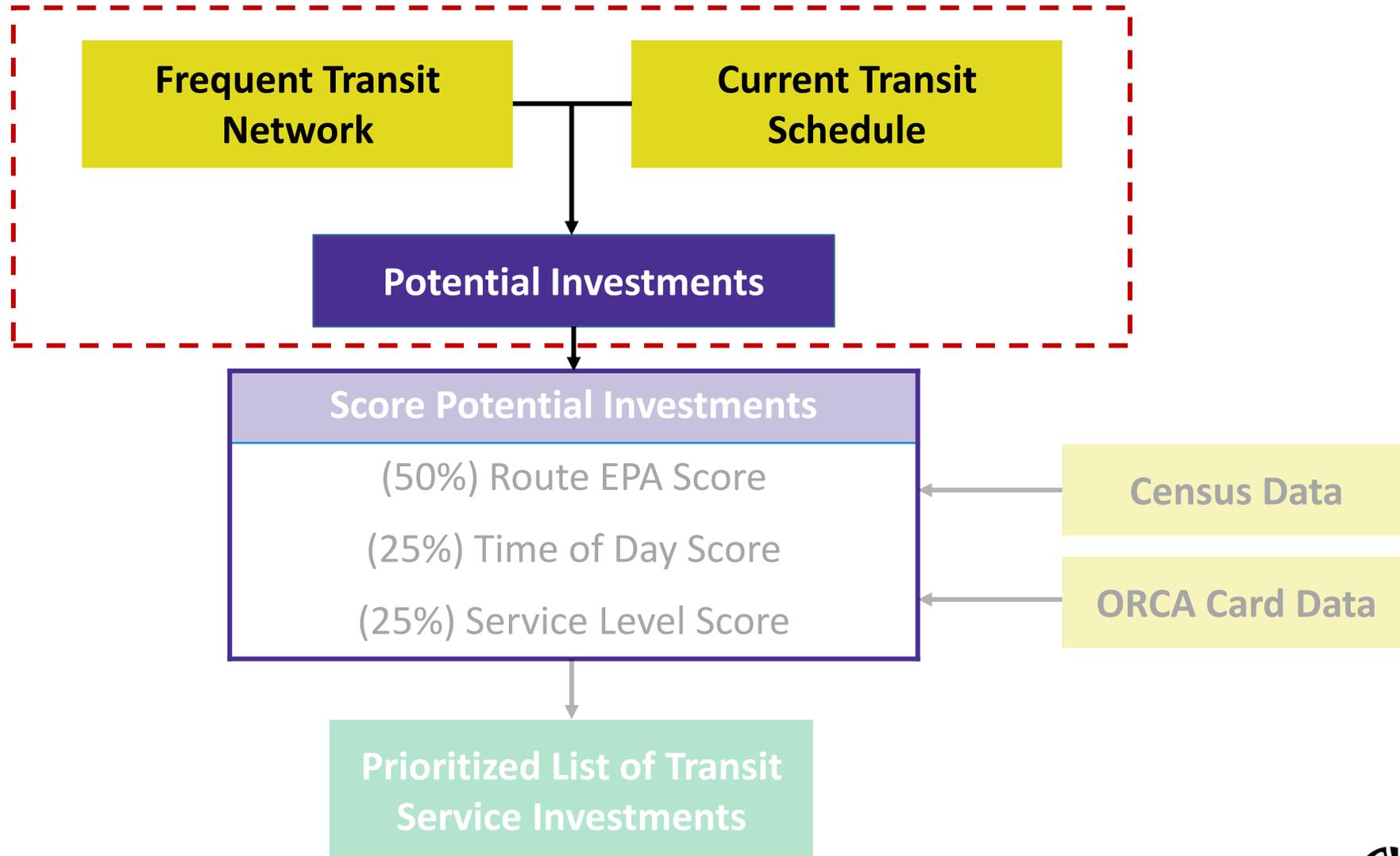
Timeline



Investment Prioritization Methodology

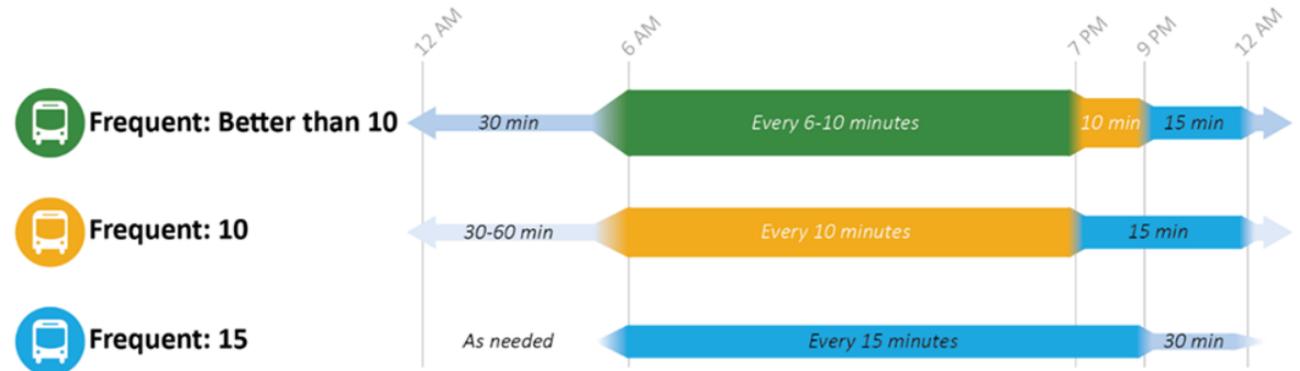
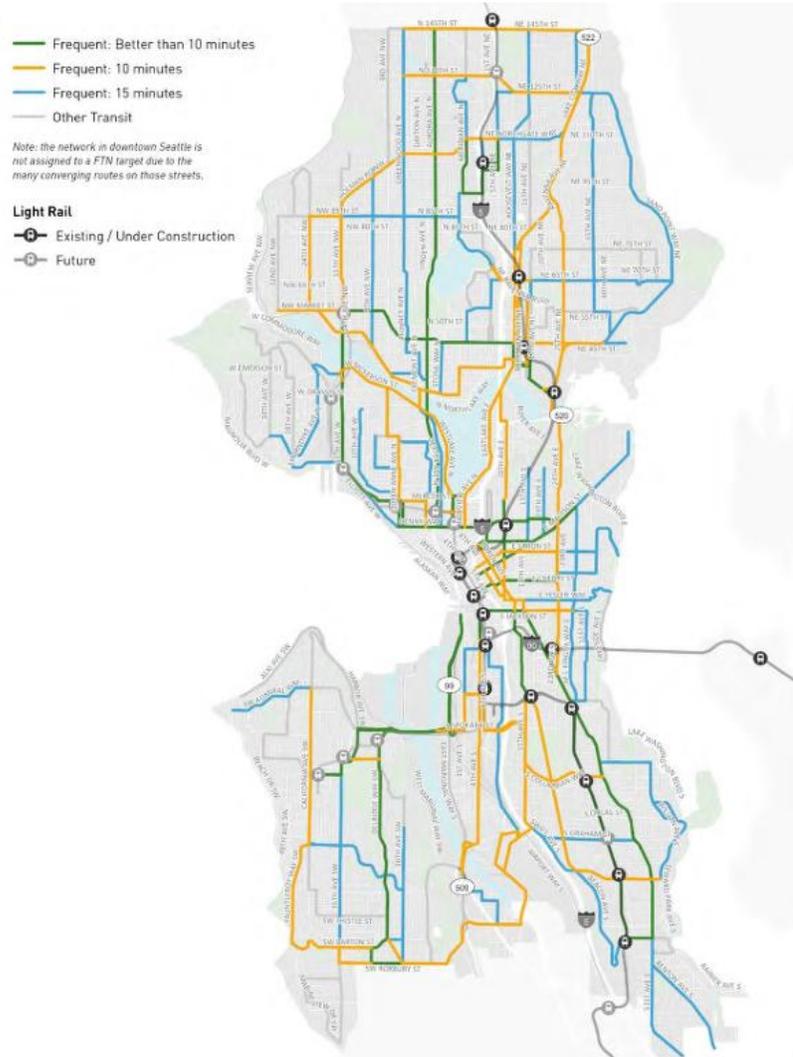


Investment Prioritization Methodology



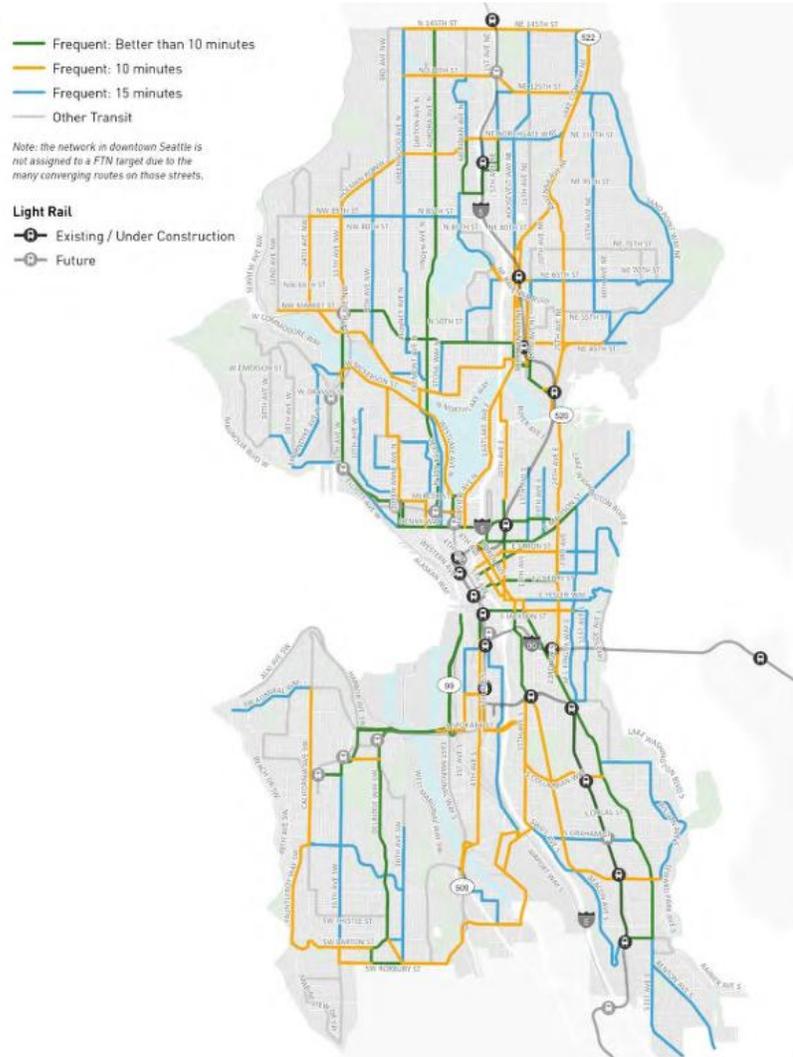
1) Identify Potential Investments

Frequent Transit Network (FTN)

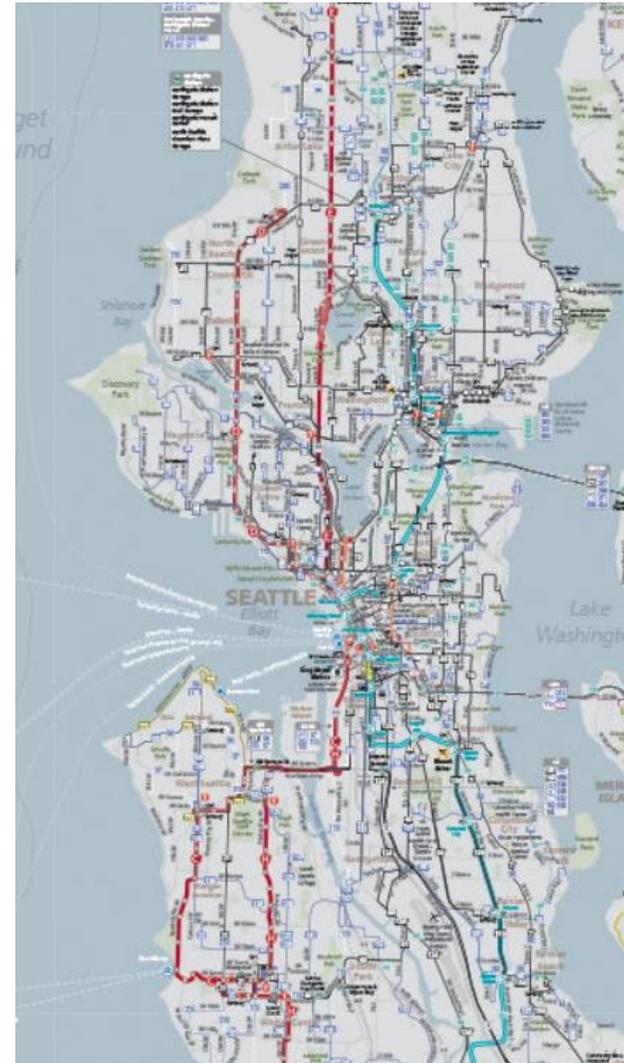


1) Identify Potential Investments

Frequent Transit Network (FTN)



Current Transit Schedule



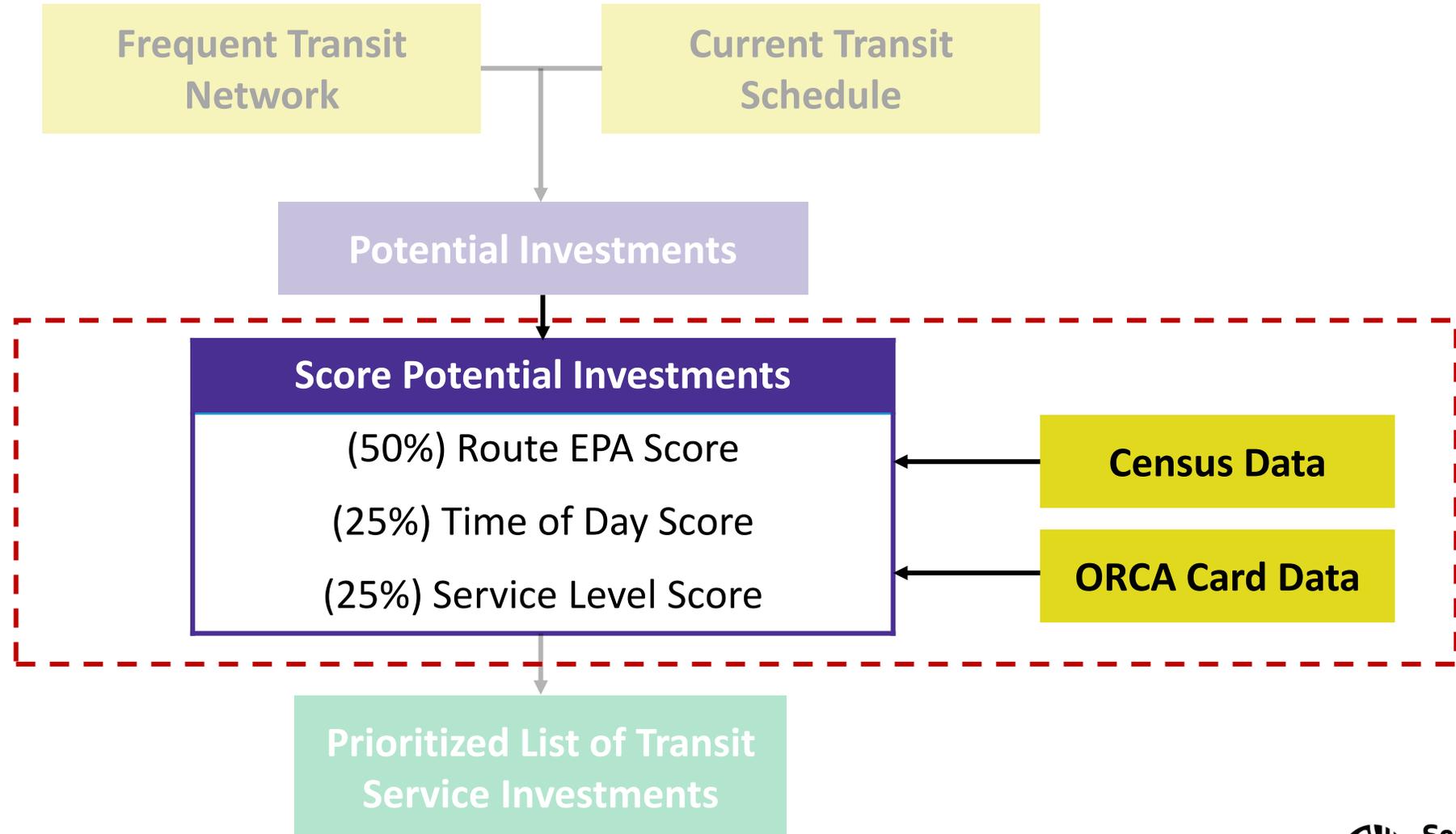
1) Identify Potential Investments

Example:

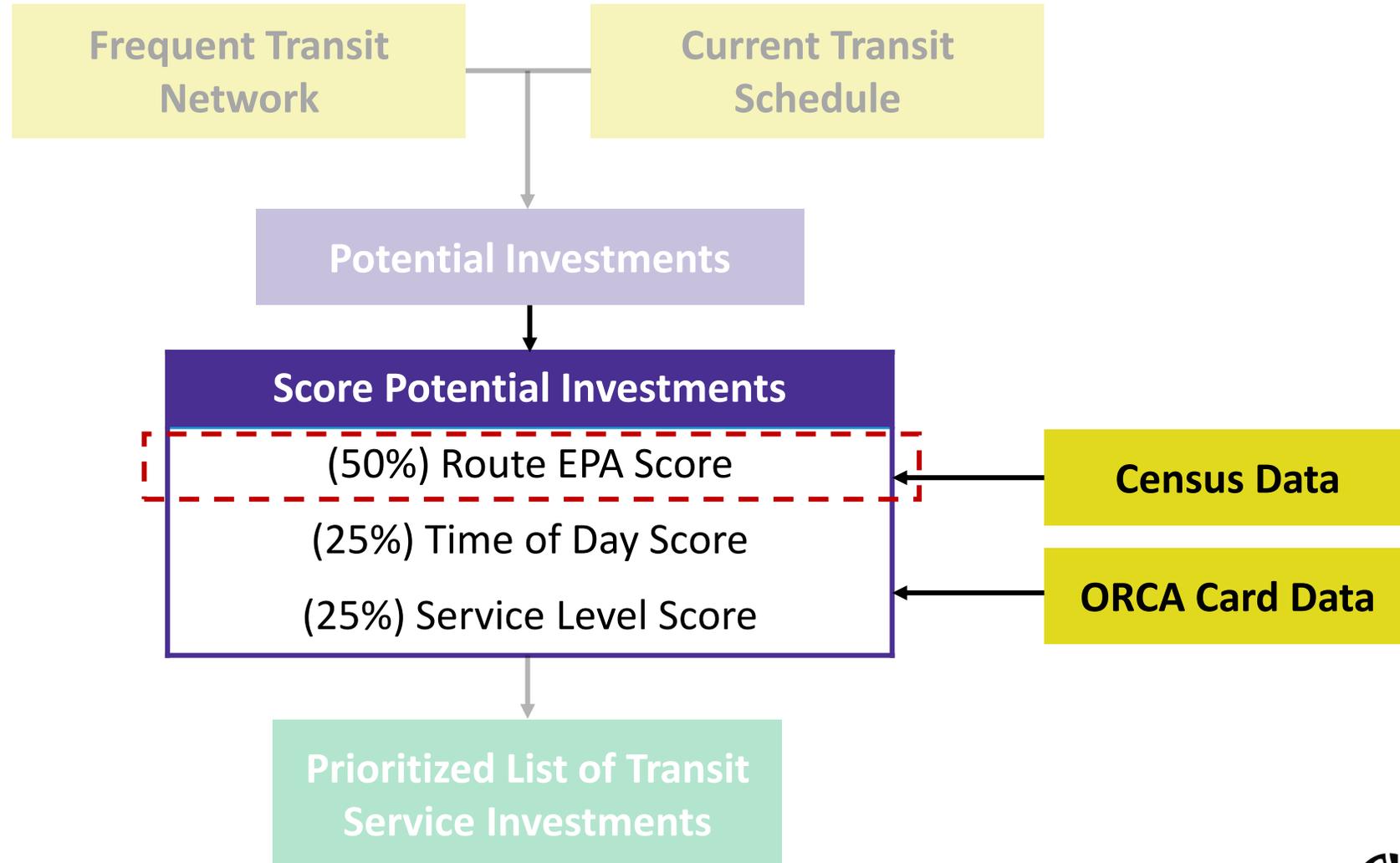
Route	Day	Service Level	Trip Adds
1	Saturday	15-min service, 6AM – 9PM	51 trips
D Line	Sunday	15-min service, 9PM – 12AM	3 trips
65	Saturday	15-min service, 6AM – 9PM	2 trips
44	Weekday	10-min service, 6AM – 9PM	13 trips
107	Weekday	60-min service, 12AM – 6AM	18 trips
40	Saturday	30-min service, 12AM – 6AM	17 trips
28	Weekday	15-min service, 6AM – 7PM	40 trips
8	Sunday	15-min service, 7PM – 12AM	16 trips
27	Weekday	15-min service, 6AM – 9PM	60 trips
50	Saturday	30-min service, 12AM – 6AM	21 trips
36	Saturday	10-min service, 6AM – 9PM	17 trips



Investment Prioritization Methodology



Investment Prioritization Methodology

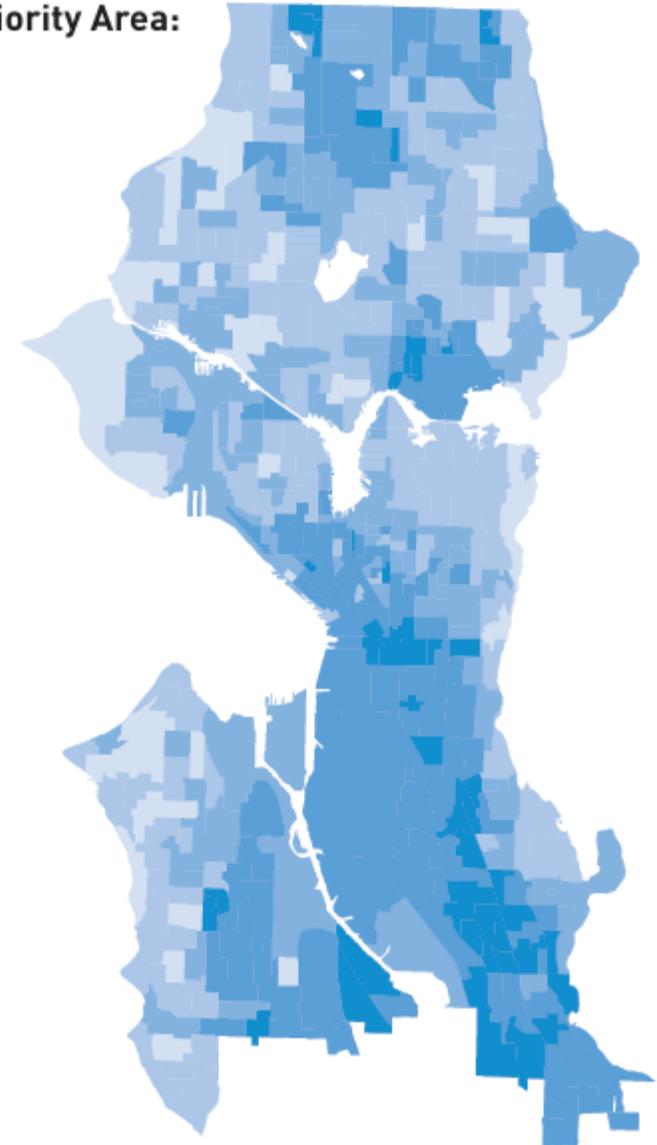


2A) Equity Priority Route Score

- Each Census Block Group is scored based on demographic variables from the American Community Survey
- Quintiles are calculated for each variable and then weighted for the composite Block Group score
- Same variables and weights as King County Metro

Population Characteristic	Weight
% Pop. that are Black, Indigenous, or People of Color	40%
% Pop. with income below 200% federal poverty level	30%
% Pop. that are foreign born	10%
% Pop. that have a disability (ages 20-64)	10%
% Households with limited English proficiency	10%

Equity Priority Area:
July 2022

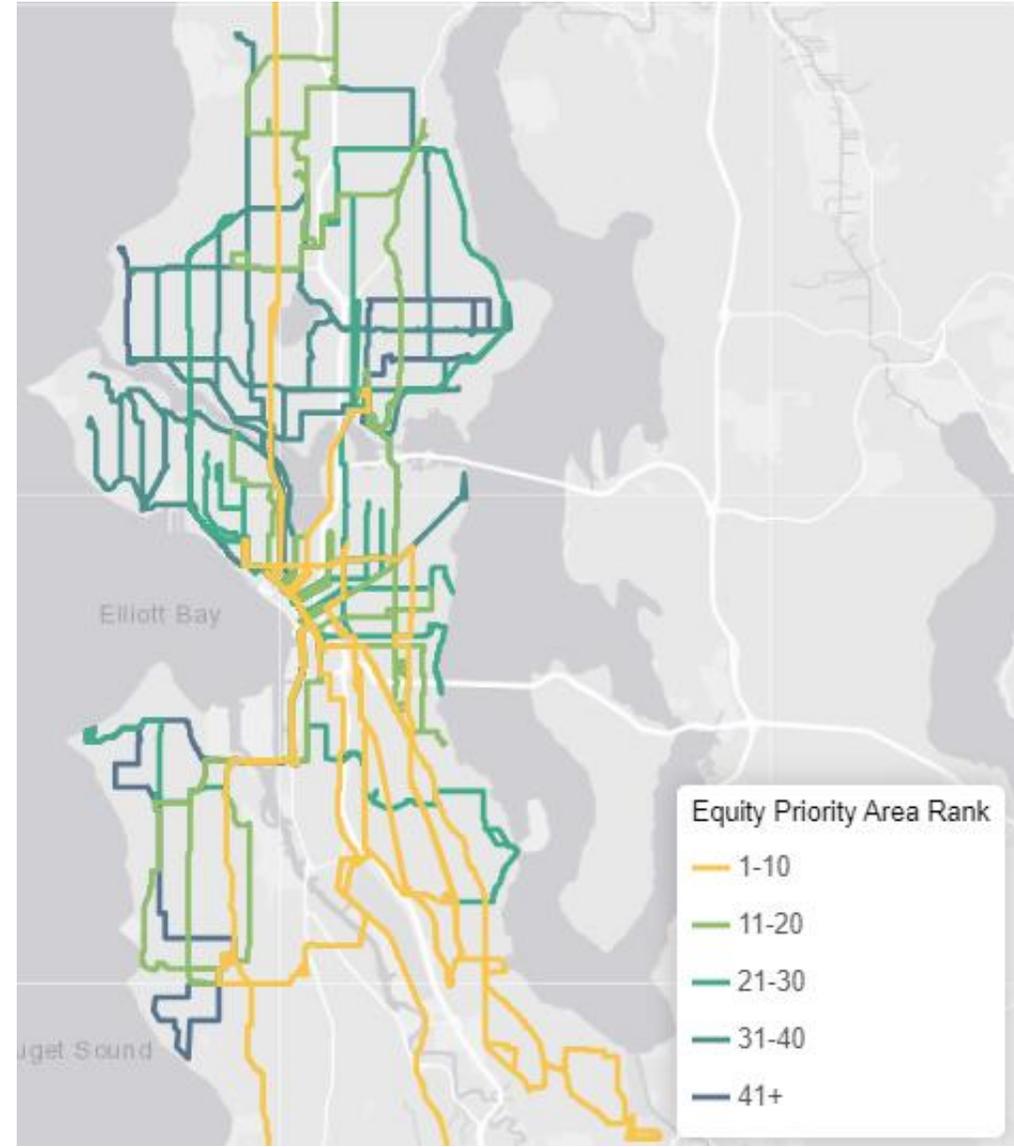


2A) Equity Priority Route Score

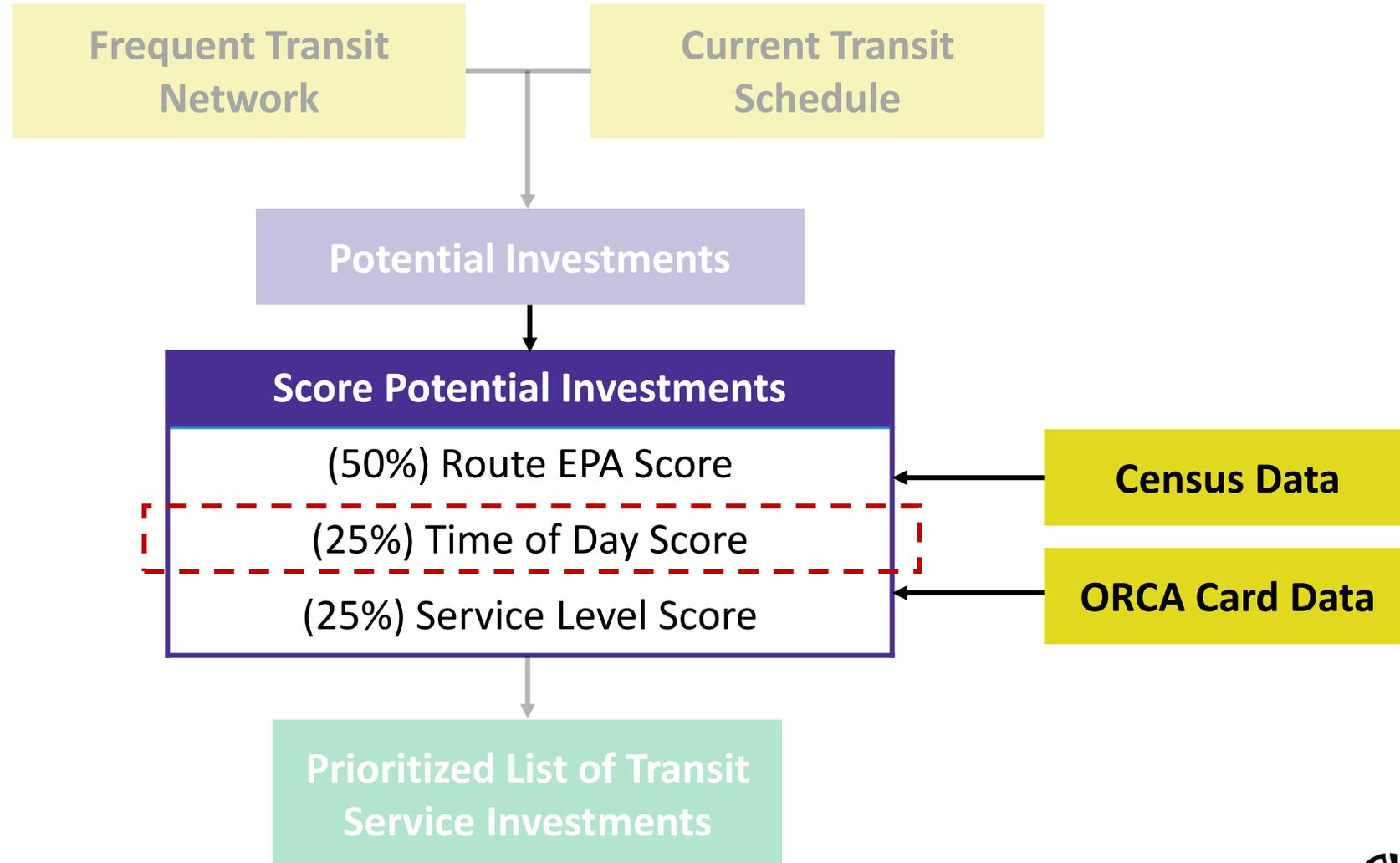
- Each bus stop is scored based on the Block Group its in
- Routes receive an EPA score based on the average score of all the stops along the route

Top 10 routes (shown in yellow):

Route	Score
36	4.4
106	4.4
107	4.3
60	3.9
H Line	3.9
7	3.8
8	3.8
70	3.7
124	3.7
E Line	3.5



Investment Prioritization Methodology

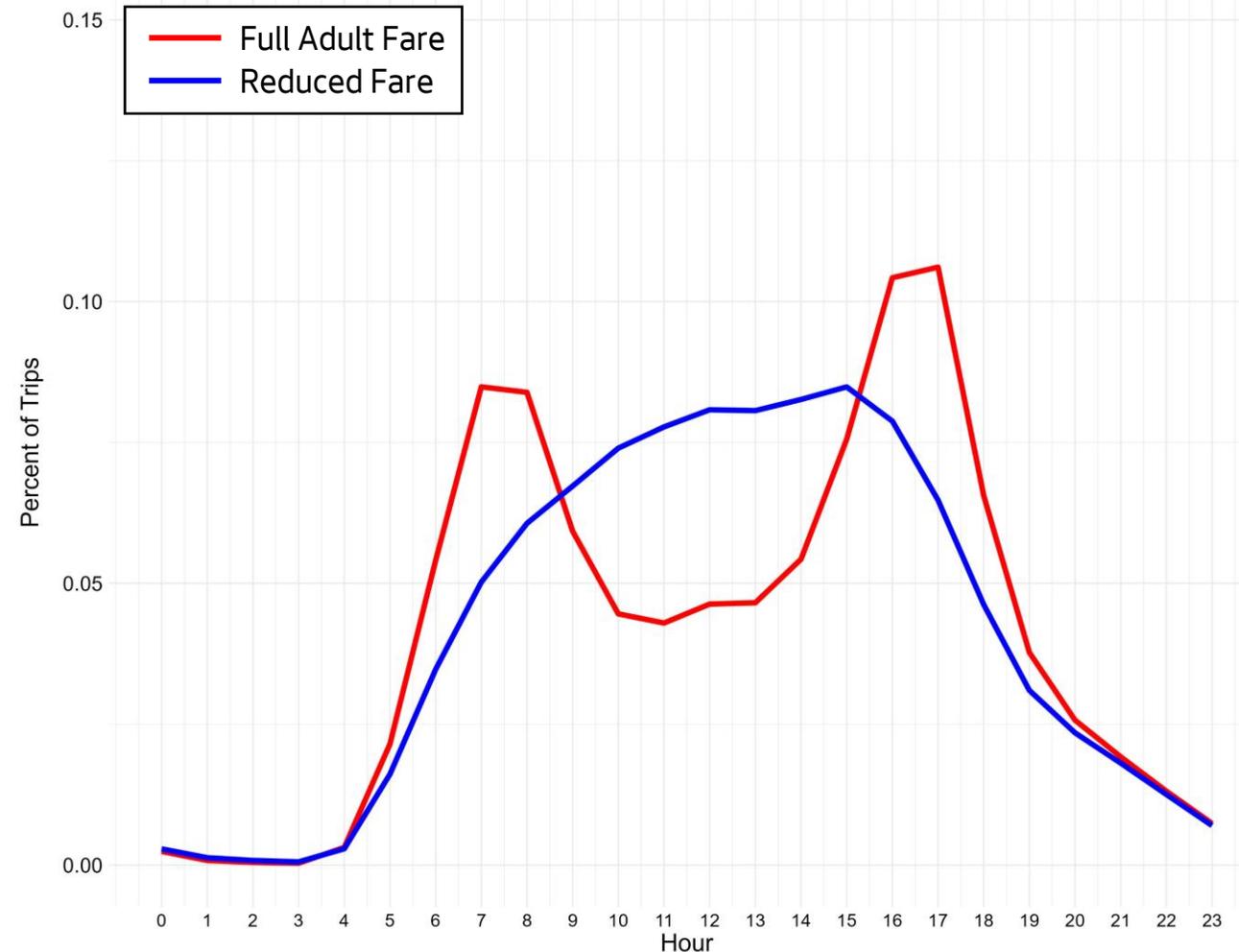


2B) Time of Day Score

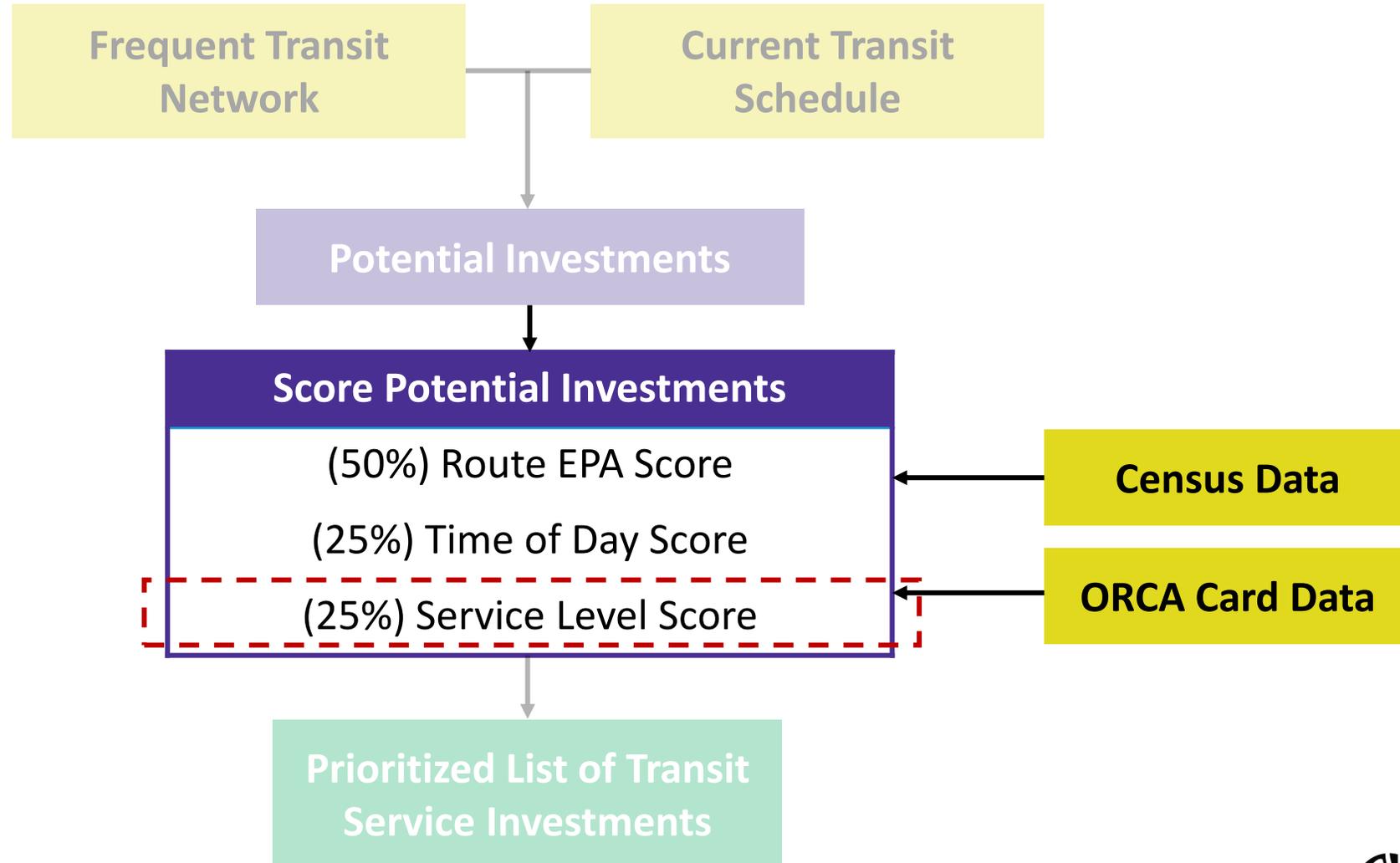
- Using ORCA card data to prioritize transit service investments during specific times of day
- Potential investments receive higher scores if they would add trips during times when reduced fare riders are using the bus at higher rates
- For each route, day of week, and hour, the percent of all ridership using reduced fare ORCA cards is used to assign a score from 1 to 5.



Time of Day and Percent of Trips by ORCA Card Type (2024)



Investment Prioritization Methodology

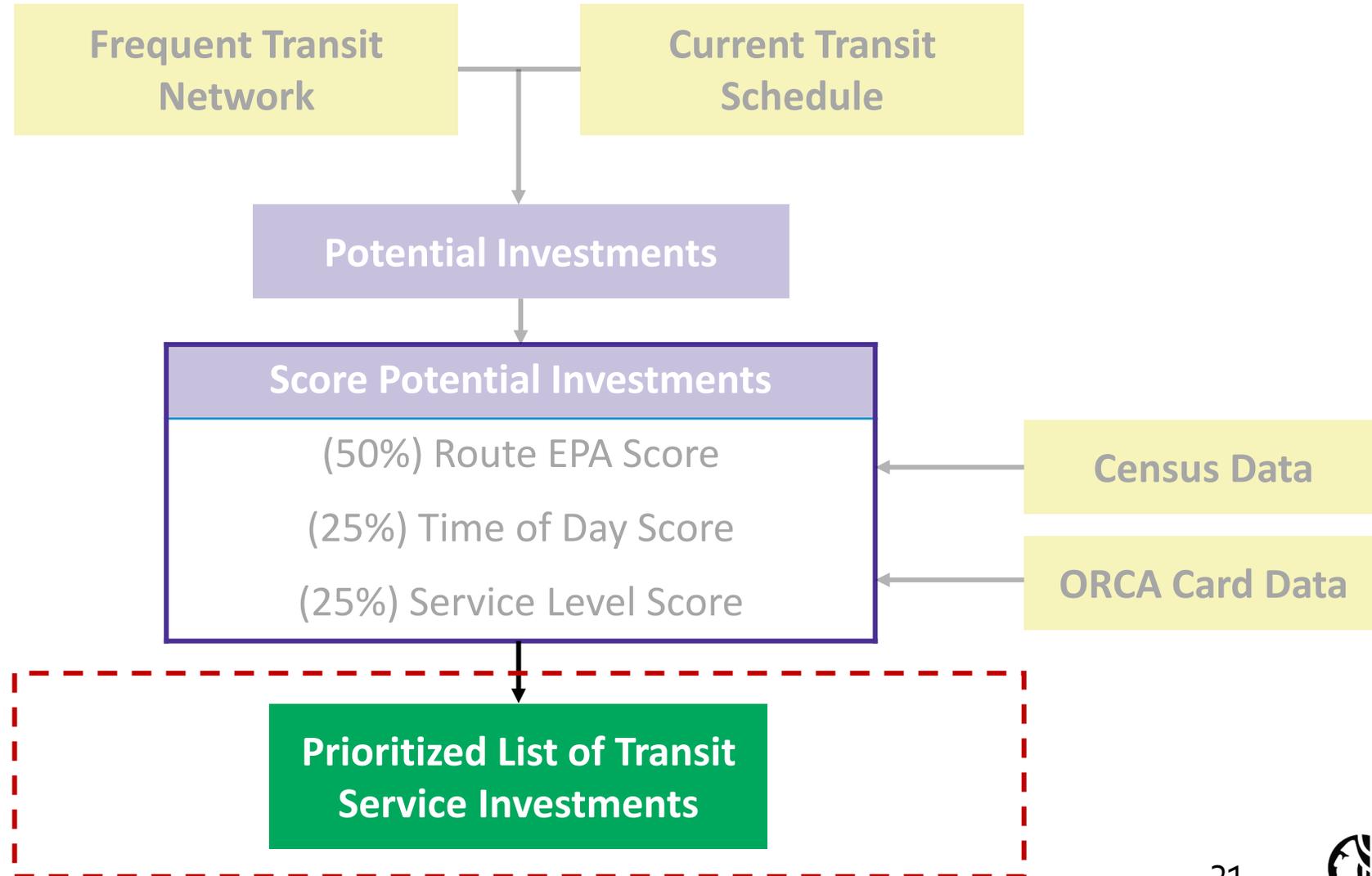


2C) Service Level Score

- Compare existing frequencies to target frequencies to identify size of service gap
- Prioritizes routes that are further below their targets while also ensuring a minimum acceptable level of service across the city.
- Potential investments are scored 1 to 5.

Service Level Investment	Target Service Level	Score (invest)	Score (gap to target)	Overall Service Level Score
15-minute	Better than 10-min	5	5	5
15-minute	10-minute	5	3	4
15-minute	15-minute	5	1	3
10-minute	Better than 10-min	3	3	3
10-minute	10-minute	3	1	2
Better than 10-min	Better than 10-min	1	1	1

Investment Prioritization Methodology



3) Prioritized List of Service Adds

Spring 2025 Service Adds (17,000 annual hours)

Route	Service Level Target	Daily Trips Added	Hours
107	Frequent: 15	5 on Weekdays; 74 on Saturdays; 75 on Sundays	~11,000
36	Frequent: 10+	14 on Saturdays; 36 on Sundays	~2,000
8	Frequent: 10	8 on Saturdays; 33 on Sundays	~2,000
H Line	Frequent: 10+	5 on Weekdays, 3 on Saturdays, 3 on Sundays	~2,000
124	Frequent: 15	1 on Saturdays; 2 on Sundays	~100

Route 107:

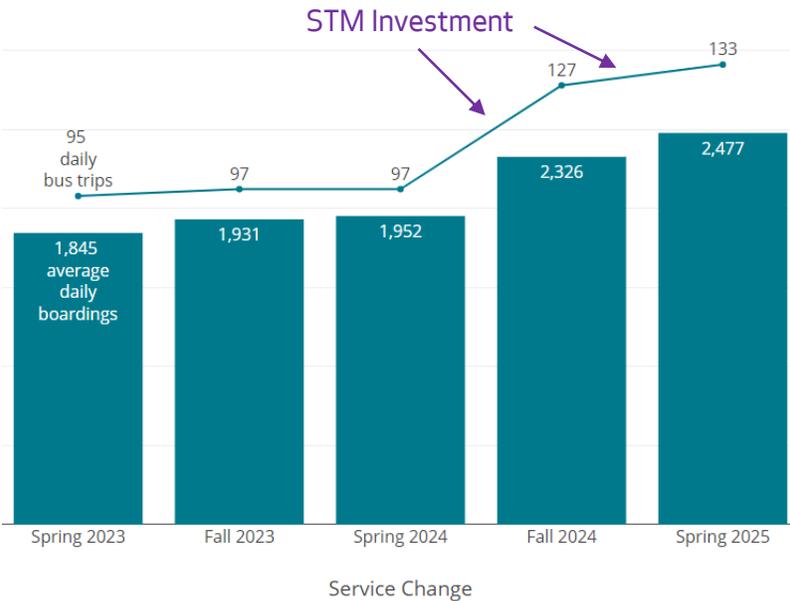
- For both Saturday and Sunday, increased service from 30-minutes to 15-minutes all day, 6am-10pm and added hourly night service from midnight to 6am where it did not previously exist.
- On Weekdays, filled in mid-day trips to achieve consistent 15-minute service all day.

Route 107 Ridership

Weekday

- Filled in gaps to achieve 15-min headways from 6am-7pm and 30-min headways, 10pm-12am
- Built on previous STM investments

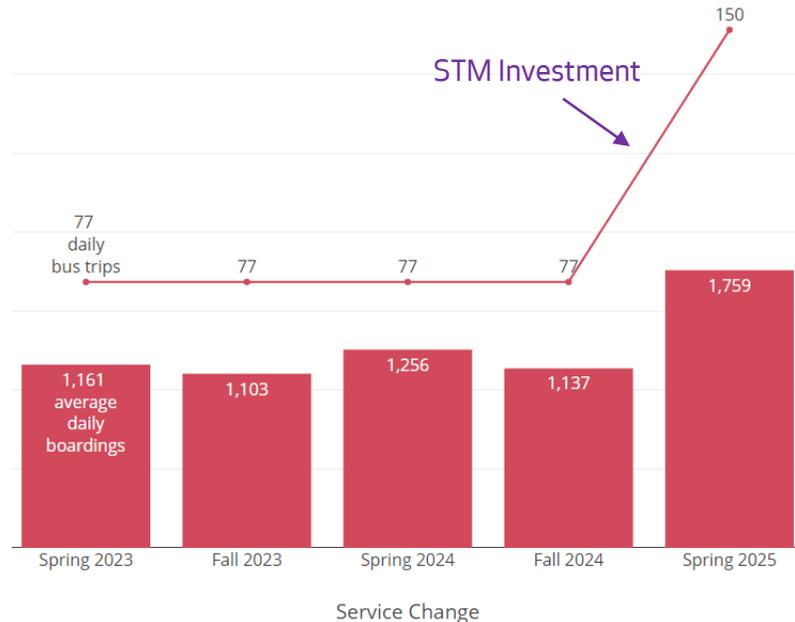
Route 107 Weekday Ridership and Service



Saturday

- Improved from 30-min to 15-min 6am-10pm and added 60-min service all night

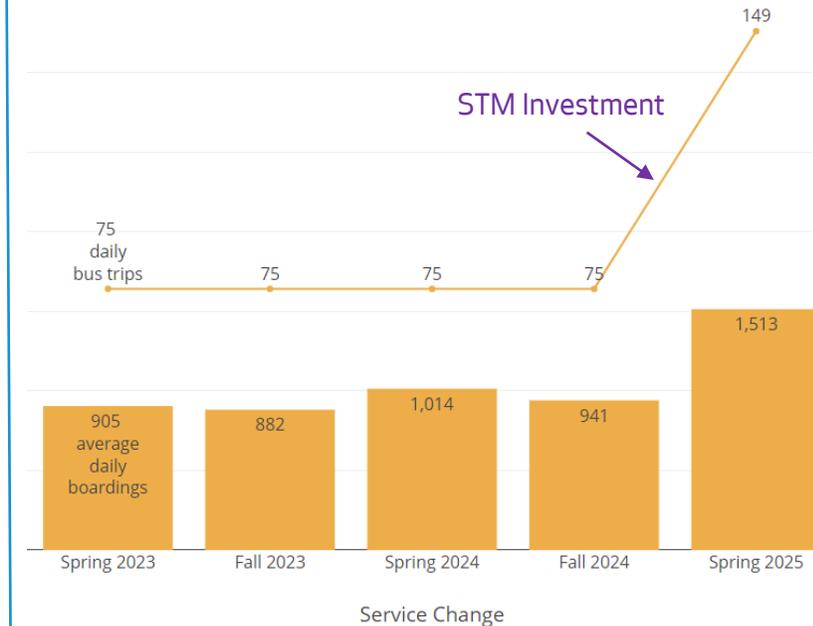
Route 107 Saturday Ridership and Service



Sunday

- Improved from 30-min to 15-min 6am-10pm and added 60-min service all night

Route 107 Sunday Ridership and Service

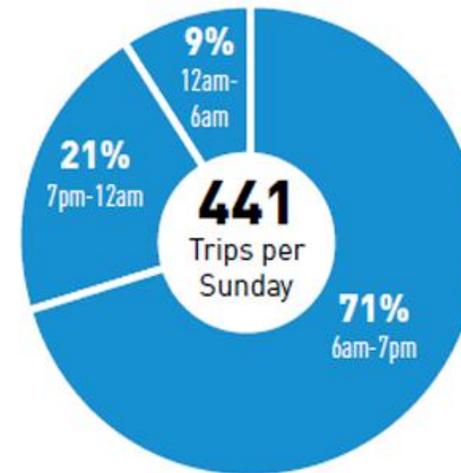
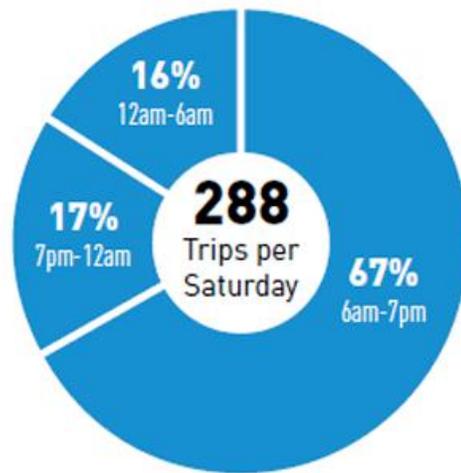
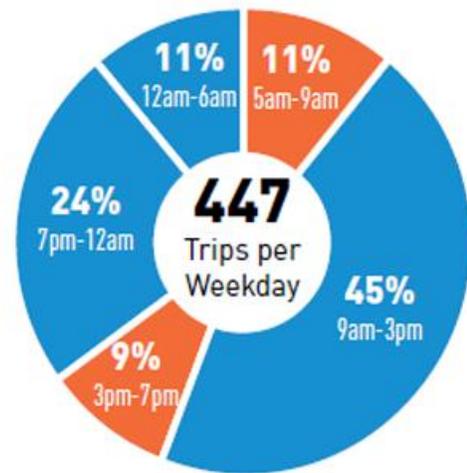


Transit service investments

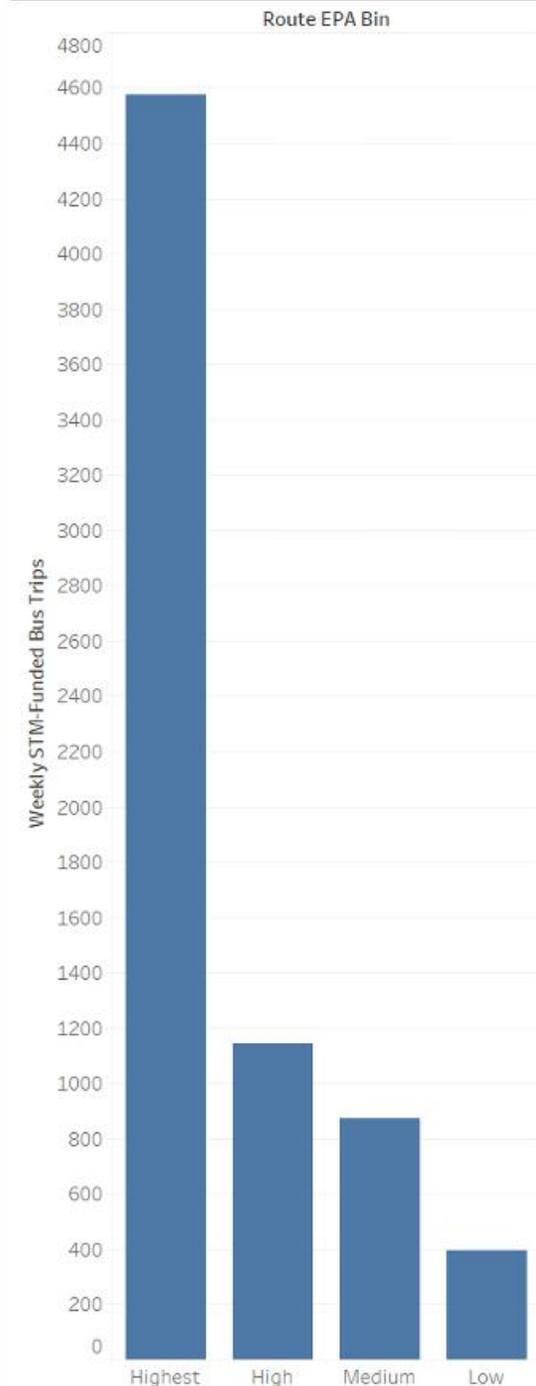
- STM’s investment process has been successful in prioritizing additional bus service for people who rely on transit the most.
- In 2024, STM funded close to 3,000 additional weekly bus trips on Metro routes operating within Seattle.
- Only 15% of these trips were during AM or PM peak times
- 85% of trips supported off-peak travel in the midday, evenings, nights, and weekends.

STM funds transit investments at all times of day:

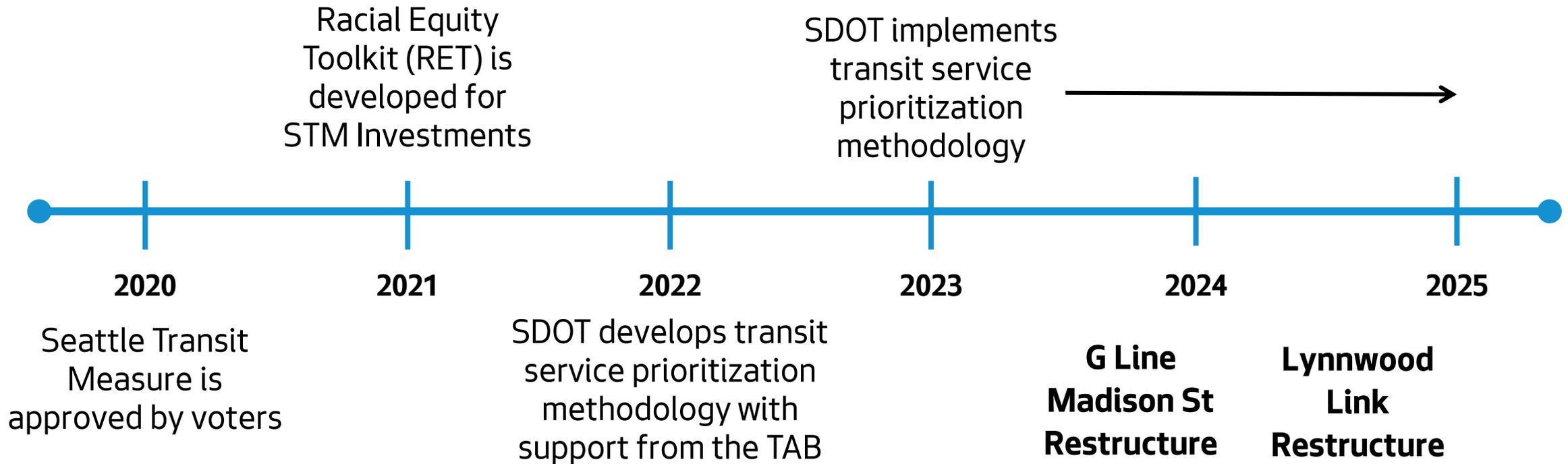
Pie charts show STM-funded bus trips, and when they take place by time of the day and day of the week.



■ Peak Hours
 ■ Non-Peak Hours



Service Restructures



Service Restructures

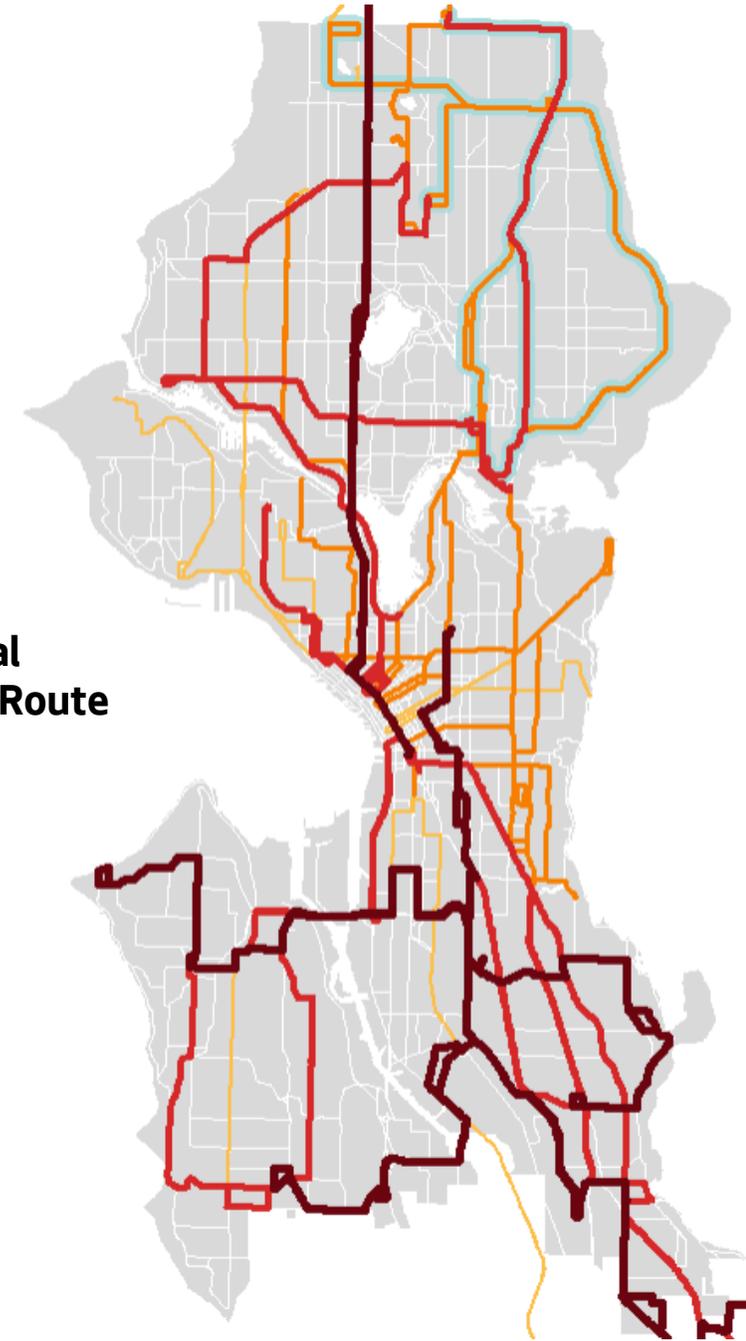
- When a new major service is launched, Metro “restructures” the surrounding bus routes to realign the transit network
 - G Line Madison St Restructure
 - Lynnwood Link Restructure
- With restructures, Metro re-baselines their service on in-scope routes allowing SDOT to reprioritize STM investment additions



Service Restructures

- Lynnwood Link Restructure – STM service investments:
 - Phase 1, 2024:
 - Route 345, 365 ~**2,000 hours**
 - Phase 2, 2026:
 - (New) Route 72 ~**6,000 hours**
 - Route 75 ~**5,000 hours**
 - (New) Route 77 ~**5,000 hours**

STM-Funded Annual Platform Hours, by Route



Thank you!

