

Seattle Department of Transportation

# Seattle Transit Measure 2024 Performance Report



September 2025



**Seattle**  
Department of  
Transportation



# Contents

<b>3</b>	Introduction
<b>5</b>	Mayor's & Director's Letters
<b>6</b>	Acknowledgments
<b>7</b>	Executive Summary
<b>9</b>	Seattle Transit Measure (STM) 2024 At A Glance
<b>12</b>	STM 2024 Investment Details
<b>13</b>	Investment Area: Transit Service
<b>19</b>	Investment Area: Transportation Access Programs
<b>25</b>	Investment Area: Transit Capital Projects
<b>30</b>	Investment Area: Emerging Mobility Needs
<b>34</b>	Conclusion
<b>35</b>	Appendix A: STM 2021-2026 Spend Plan
<b>36</b>	Appendix B: Financial Information
<b>37</b>	Appendix C: Seattle Transportation Plan Key Moves Supported by the STM
<b>38</b>	Appendix D: STM-Funded Capital Projects
<b>39</b>	Appendix E: Oversight
<b>40</b>	Appendix F: Chart Captions



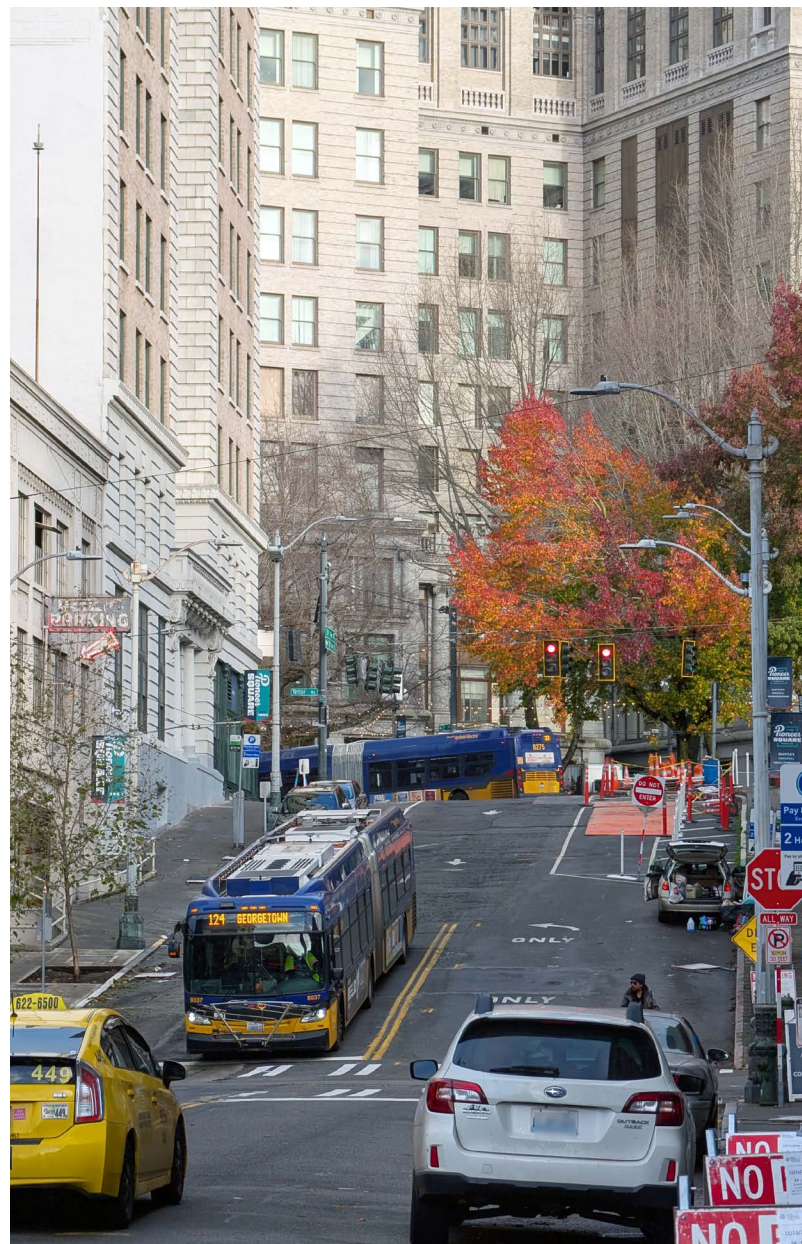
# Introduction

**The Seattle Transit Measure (STM) is a 6-year, voter-approved measure funded by a 0.15% sales tax.**

Thanks to Seattle voters and taxpayers, the STM invests in the local transit network to make public transportation better, more reliable, and more accessible for everyone in our city.

Through the STM, SDOT has been able to:

- **Bring more bus service to more people—** especially in neighborhoods that have historically been underserved, making it easier to get to work, school, healthcare, and other vital destinations.
- **Put ORCA cards into the hands of thousands of low-income riders,** helping families and residents save money while staying connected to the opportunities our city and region have to offer.
- **Help young people and aging adults feel confident navigating transit,** with education programs that build independence and support lifelong transit use.
- **Invest in safer, more efficient streets and sidewalks for riders,** from new bus lane upgrades to better access at stops and stations to clearing bottlenecks where buses get stuck in traffic.
- **Stay flexible in times of need,** responding to major events like the West Seattle Bridge closure and the pandemic with quick solutions that kept people moving.
- **Keep the Seattle Streetcars running,** providing a key connection in South Lake Union and Capitol Hill, First Hill, and the Chinatown-International District.



The STM generates over \$50 million annually through early 2027 to fund transit investments. Funding supports SDOT's vision and goals, set forth in the **Seattle Transportation Plan**:

## VISION

Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.

## GOALS



### Report Purpose:

This annual report provides transparency to the public by showing how revenue collected under the STM was spent in 2024. Key audiences for this report include:

- **Seattle residents** seeking to understand how their tax dollars are allocated to support transit
- **Seattle's Transit Advisory Board (TAB)**, which provides oversight of revenues collected under STM
- **City and regional transit users** invested in better transit in Seattle
- **Seattle residents and visitors** who pay sales tax in Seattle
- **Elected officials**
- **Municipalities and transit agencies**



## Letter from Mayor Bruce Harrell

Dear Seattle,

It is with great pride that I introduce the 2024 Annual Report for the Seattle Transit Measure (STM). This report highlights our continued advancements in public transportation services and underscores the critical role transit plays in fostering a more equitable, sustainable, and resilient Seattle. Since voters approved the STM in 2020, we have made strides in transforming how Seattleites connect with one another, with a focus on those who have historically faced limited transit access.

Over the past year, we have made investments with effects that can extend far beyond transportation. As we increase transit safety and reliability, we can make transit a preferred option over driving. In doing so, we contribute to reducing traffic congestion and lowering emissions—enhancing the overall health and well-being of our city. Investments in transit also support our local economy by allowing people to access Seattle’s vibrant businesses using transit. Programs offering subsidized ORCA cards to those who need them most continue to empower individuals with greater mobility and access to opportunity, boosting economic growth and equity across our neighborhoods.

Importantly, the City’s effort to achieve the Frequent Transit Network (FTN) - an all-day, everyday network of transit service - aligns with my two climate executive orders, which address the fact that 60% of the city’s core greenhouse gas (GHG) emissions stem from the transportation sector. The executive orders reaffirm our ambitious goal of reducing transportation emissions by 82% from 2008 levels by 2030. We emphasize the need to capitalize on existing transit investments, like those supported by the STM, and reinforce transit’s role as a climate-friendly way to travel. By focusing on expanding safe and affordable transit access to more residents, we strengthen our commitment to reducing emissions and building a more equitable and sustainable transportation system.

These achievements were made possible by your support. I am grateful for your partnership in building a city where everyone, regardless of their circumstances, has access to the places and opportunities they aspire to reach. Together, we will continue to shape a thriving, inclusive, and connected Seattle.

Sincerely,  
Bruce Harrell  
Mayor of Seattle



## Letter from SDOT Interim Director Adiam Emery

Dear Seattle,

I am pleased to share the 2024 Annual Report for the Seattle Transit Measure (STM), which highlights our ongoing efforts to create a more equitable, sustainable, and connected city through thoughtful investments in public transit. STM investments are crucial in advancing goals outlined in the Seattle Transportation Plan (STP), including equity, maintenance & modernization, mobility & economic vitality, sustainability, safety, and livability. The STM invests in improving transit accessibility and affordability, reducing emissions, fostering vibrant community hubs, and maintaining the infrastructure that connects people to reliable transit services.

One key accomplishment of 2024 was increased frequency of transit service on several high-priority routes. By the end of the year, STM investments enabled close to 3,000 additional weekly bus trips, delivering more consistent and reliable service for our riders. Beyond operational improvements, STM invested in nearly 30 capital projects designed to reduce transit travel times, improve safety along transit corridors, and ensure easier navigation for all who use our system.

Equity remains at the heart of STM investments. Through partnerships and subsidy programs, we're making public transit more affordable and accessible. In 2024, STM funded 1.7 million free transit trips for youth, low-income residents, and aging adults.

Safety and security were also front and center. In 2024, we partnered with King County Metro to invest STM dollars in strategies that enhance rider safety, including transit security personnel to help ensure peace of mind for all users.

These achievements reflect our dedication to ensuring that every Seattleite has access to reliable transit options. We invite you to explore the details of the programs and projects that have been made possible through STM and your continued support in the following pages.

Sincerely,  
Adiam Emery  
Interim Director,  
Seattle Department of Transportation

# Executive Summary

The Seattle Transit Measure (STM) represents a vital investment in our city’s public transportation network. The STM is a testament to Seattle’s commitment to improving transit access. Most STM revenue used to add bus trips in Seattle in addition to what King County Metro provides and prioritize bus service for people who rely on

transit the most. This annual report highlights the progress and impacts of the STM in supporting people in Seattle with reliable, safe, and accessible transit. It also shows how the STM supports the goals set forth in the Seattle Transportation Plan, a 20-year plan for the future of transportation in Seattle.

## THROUGH THE STM:

### WE



**Invest** in more transit service in Seattle, focused on equity-priority areas



**Provide** ORCA cards to low-income residents



**Lead** transit education programs for youth and aging adults



**Fund** transit capital projects focused on efficient transit operations and safe access to transit



**Respond** to emerging transit needs, such as from the COVID-19 pandemic and West Seattle Bridge closure



**Support** Seattle Streetcar service delivery

### WHICH MEANS THAT



More people choose to take transit because it is safe, frequent, and reliable, particularly for those who depend on it the most



Low-income residents, youth, and older adults can save money on transit, leaving more for other essential needs



People feel more confident, comfortable, and secure using transit, especially those who rely on it regularly



More people can access their work and daily needs using transit



People in Seattle can adapt to changes in travel patterns caused by unexpected issues



This work is organized into four core investment areas:

- Transit Service
- Transportation Access Programs
- Transit Capital Projects
- Emerging Mobility Needs

In 2024, the STM:

- Funded 1.7 million free transit trips for youth, low-income residents, and aging adults
- Improved 29 bus routes in Seattle
- Supported 19 transit capital projects in their construction phase that made taking the bus easier, safer, and more reliable
- And more

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## These investments help us achieve Seattle Transportation Plan goals:

*Below each goal, we indicate how STM funding supports the goal.*



### EQUITY

- Improved transit affordability and access to employment
- Improved health outcomes



### MOBILITY & ECONOMIC VITALITY

- A vibrant, transit-rich city
- Increased access to local businesses for workers, tourists, and residents



### SUSTAINABILITY

- Reduced vehicle emissions and cleaner air
- A more resilient and equitable future



### SAFETY

- Improved safety getting to transit, at transit stops, and riding transit



### LIVABILITY

- Improved comfort getting to transit and at transit stops via Community & Mobility Hubs



### MAINTENANCE & MODERNIZATION

- Making it easier to get to transit via reliable streets, sidewalks and bridges
-



# Seattle Transit Measure (STM) 2024 Investments At-a-Glance<sup>1</sup>

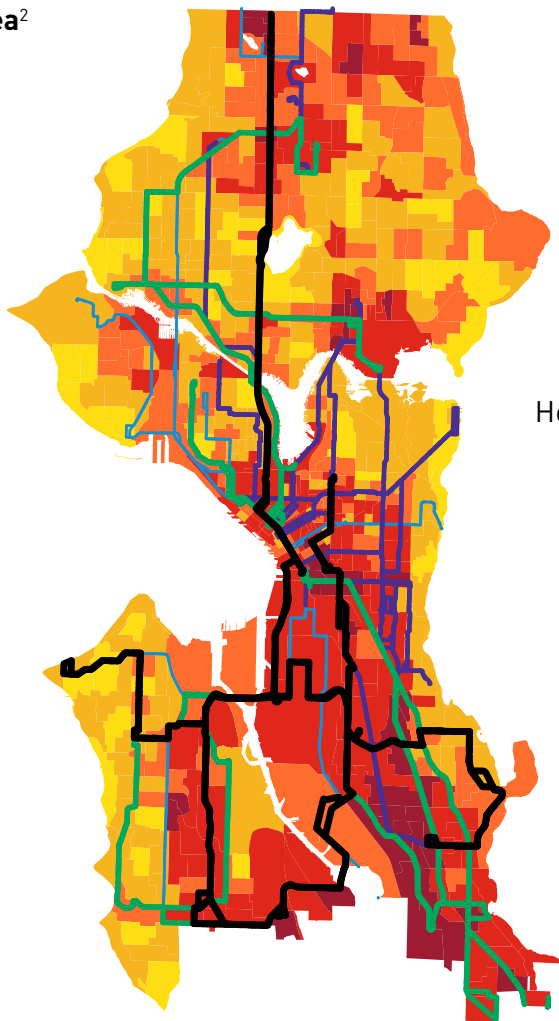
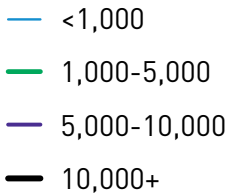
## TRANSIT SERVICE

Most STM revenue is used to add bus trips in Seattle in addition to what King County Metro provides, prioritizing bus service for people who rely on transit the most. Seattle's The Equity Priority Area Scores show a high correlation with households with no vehicles.

### Equity Priority Area<sup>2</sup>



### Annual STM-Funded Hours



**143,000+**

Hours of additional Metro bus service



**~3,000**

Weekly bus trips

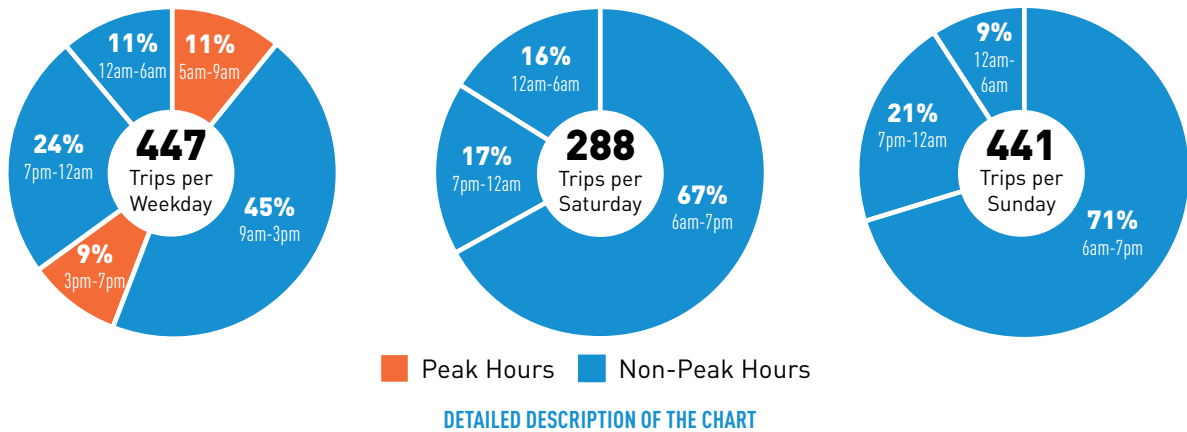
[DETAILED DESCRIPTION OF THE CHART](#)

<sup>1</sup>This summary represents a snapshot of the many projects funded by the STM in 2024. More information can be found in the detailed summaries that follow this section.

<sup>2</sup>This map represents Equity Priority Area Scores, which are based on the proportion of the population who are Black, Indigenous, People of Color, low-income, foreign-born, disabled, or who have limited English proficiency. Each area is scored from 1 (lowest equity priority) to 5 (highest equity priority).

# 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.



Most STM transit investments fund frequent bus service during off-peak times, when low-income and transit dependent populations tend to rely on the bus the most. Since the COVID-19 pandemic, ridership growth during these off-peak times have outpaced ridership growth during morning and afternoon peak on weekdays.

## TRANSPORTATION ACCESS PROGRAMS

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. SDOT operated 10 TAP programs or initiatives in several subcategories: subsidized ORCA card programs, education & engagement programs, research programs, and the Solid Ground Downtown Circulator.

### What people are saying:

*"I wanted to send over a small note of tremendous gratitude for the ORCA card through SDOT. [My child and I] have been able to participate in so many wonderful free programs because of free transportation... We were able to attend Crafternoon at Central Library, First Thursday at Seattle Art Museum... listen to the Seattle Symphony... Having the card makes it so we don't have to be limited by our finances... it is such a powerful freedom."*

—Seattle Preschool Program Parent

*"I got my ORCA card yesterday and I didn't realize that I could use it for so many services. It is a huge, huge blessing and I wanted to say thanks for sending it!"*

—Seattle Housing Authority (SHA) Program Participant

TAP ORCA Program	Cards distributed	Trips Taken	Money Saved by Recipients	Timing
SHA Transit Pass	6,282	1,256,000	\$3,488,000	All year
Recovery Card <sup>3</sup>	2,408	250,000	\$705,000	Jan - May
Promise Scholars	1,550	201,000	\$501,000	All year
Seattle Public Preschools <sup>4</sup>	1,500	32,000	\$90,000	Sept - Dec
Seattle Public Library Partnership <sup>5</sup>	4,000	302	\$844	December

<sup>3</sup>Program ended on May 31, 2024

<sup>4</sup>Program initiated in September 2024

<sup>5</sup>Cards loaded with 4 trips each; data from end of 2024, additional usage expected in 2025

# TRANSIT CAPITAL INVESTMENTS

STM investments supported 19 capital projects that were completed or were under construction in 2024 (see performance metrics below), and many more that were in the planning or design stages. Together, these projects improved transit travel time and reliability, safe routes to transit and safety at bus stops, and wayfinding for people walking, rolling, and biking to transit stops.



**40**

King County Metro bus routes benefiting from capital improvements



**13**

Projects to improve safety for pedestrians and riders



**5**

Transit spot improvement projects completed (and 8 more designed), upgrading bus stops and improving rider amenities



**4**

Transit corridors enhanced with multiple improvements for transit access and reliability

## EMERGING MOBILITY

SDOT, in collaboration with Metro, invested in Transit Go Rewards transit incentives to incentivize transit use and rebuild ridership after the COVID-19 pandemic.



**25,000**

Transit Go Rewards users added



**86%**

Of users redeem for King County Metro Bus tickets

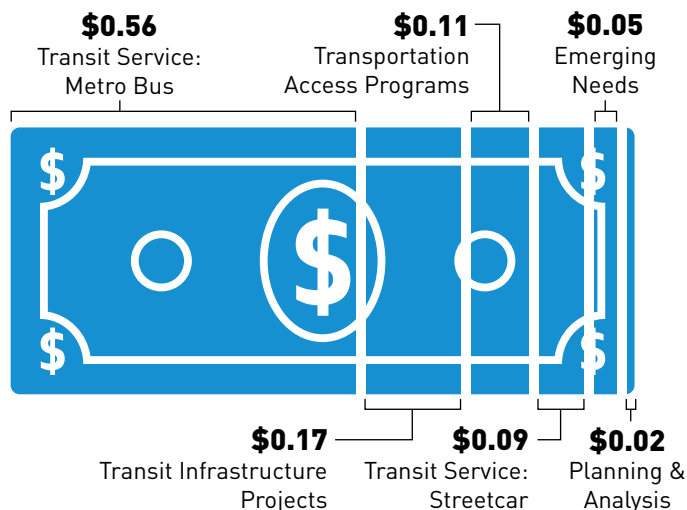


**410,000**

Transit trips taken

## Meeting Commitments to Voters

Here is how every dollar of sales tax revenue generated from the Seattle Transit Measure is invested in a typical year (2021-2024):



DETAILED DESCRIPTION OF THE CHART

# Seattle Transit Measure 2024 Investment Details<sup>6</sup>



<sup>6</sup>Each of four STM investment areas - Transit Service, Transportation Access Programs, Transit Capital Projects, and Emerging Needs – help us achieve these key Seattle Transportation Plan goals. Some investment areas focus on some goals more than others. Throughout the report we have indicated the **two key goals each investment area supports** on the first page of each investment area section, in the following manner:



# INVESTMENT AREA: TRANSIT SERVICE

Most STM revenue is used to add bus trips in Seattle in addition to what King County Metro provides, prioritizing bus service for people who rely on transit the most.

TRANSPORTATION GOALS SUPPORTED

Equity

Mobility & Economic Vitality

Sustainability

WE



Invest in more transit service in Seattle, focused on equity-priority areas



Support Seattle Streetcar service delivery

WHICH MEANS THAT



More people choose to take transit because it is safe, frequent, and reliable, particularly for those who depend on it the most.



More people can access their work and daily needs using transit.



People in Seattle can adapt to changes in travel patterns caused by unexpected issues.

IN 2024, STM FUNDED:



143,000+

Hours of additional Metro bus service



~3,000

Weekly bus trips



120,000

Hours invested during off-peak times



92,000

Hours invested in the top 10 equity priority routes



50%

Of Metro’s Trailhead direct service, including from Mount Baker Transit Center to the Issaquah Alps



Launch

Of Metro Flex pilot in Delridge and South Park neighborhoods, fully funded by SDOT

SEATTLE TRANSIT MEASURE 2024 PERFORMANCE REPORT | 13

Most STM revenue is used to add bus trips in Seattle in addition to what King County Metro provides. This offers an immediate and direct benefit to all Seattleites, especially those who rely on transit the most. By 2050, Seattle is expected to be a city of nearly 1 million people, and the City has a goal to more than double transit ridership from 2019 to 2030. Prioritizing investments in frequent transit service is critical to reaching this goal.

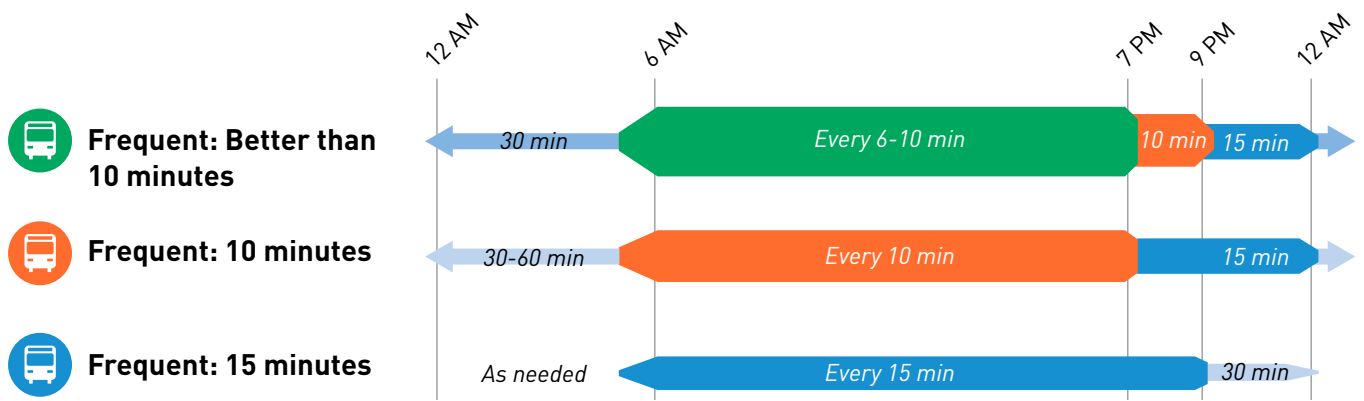
### The Frequent Transit Network

Frequent Transit Network (FTN) targets help us identify STM service investments by comparing current service levels on a specific bus route to the FTN targets. The FTN envisions an all-day, everyday network of transit service that enables people to move through the city by bus without consulting a schedule, confident the bus will arrive frequently. There are three FTN frequency targets shown in the graphic below. These targets help us identify STM service investments by comparing current service levels on a specific bus route to the FTN targets.

### More Frequent Service All Day:

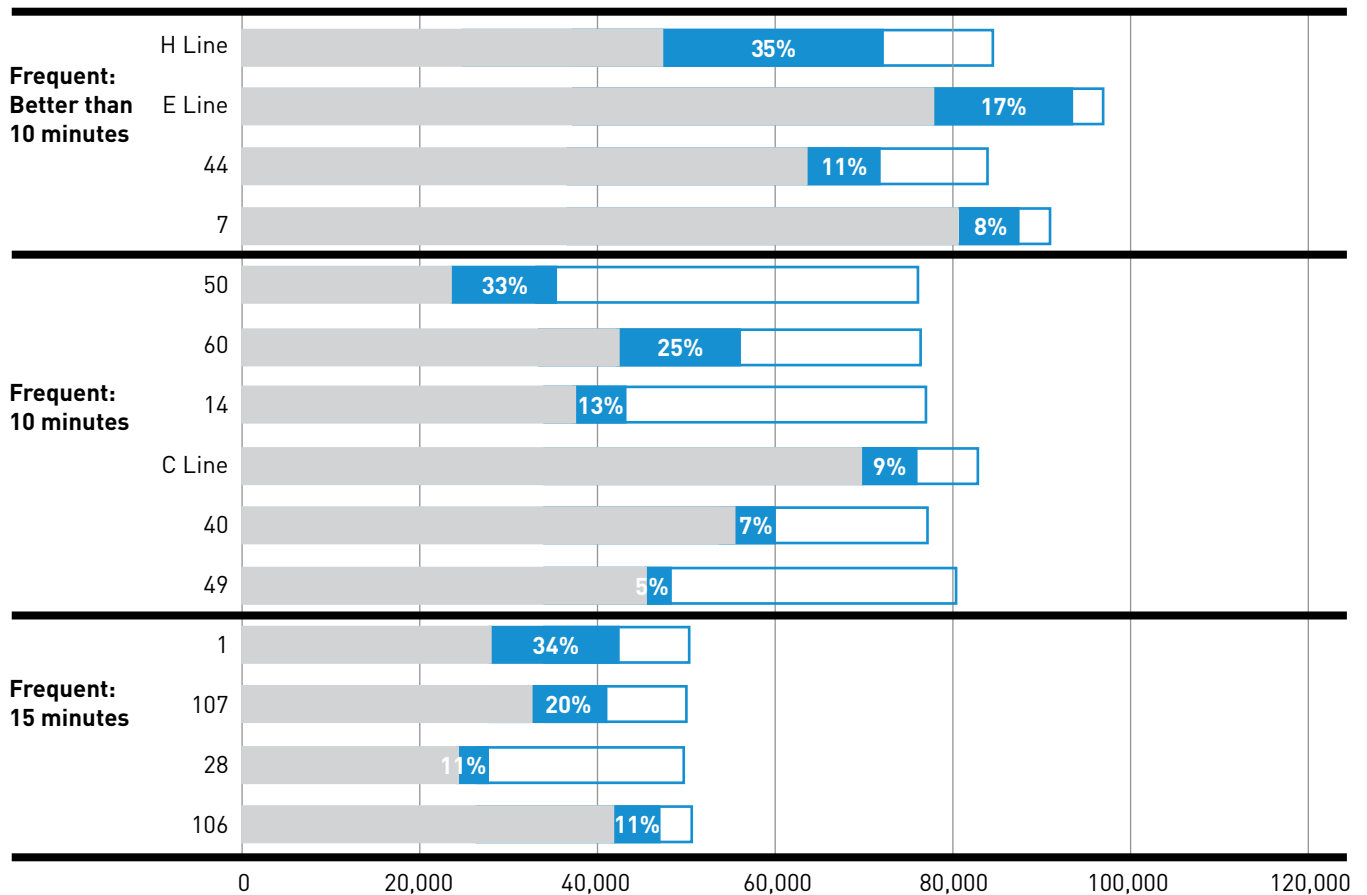
In 2024, the new RapidRide G Line and Sound Transit Link light rail extension to Lynnwood opened. SDOT worked with Metro to adapt and improve the surrounding bus network by investing in:

- The **Route 60**, every day of the week. On weekends, buses now come every 15-minutes instead of every 30-minutes. On weekdays, buses now come every 12-minutes during the day and every 20-minutes in the evening. These investments created more frequent service from South Park, Georgetown, and First Hill to Link light rail and the G Line.
- Improved weekday service on **Route 107** from 30-minutes to 15-minutes, offering more frequent connections between Rainier Beach and Georgetown to Link light rail.
- New 30-minute service on Sundays on **Route 125**, where it had not previously existed, serving Westwood Village, South Seattle Community College, and Downtown.
- More frequent service on **Routes 345 and 365** during the day on weekends, connecting people between Aurora Village, Haller Lake, and connecting North Seattle Community College to Link light rail.
- Increased weekday, mid-day service on **Route 28** from 60-minutes up to 30-minutes, for more frequent service between Crown Hill, Ballard, Fremont, and Downtown.
- Improved frequencies on **Routes 4, 11, 21, 49, and RapidRide H Line**.
- A total of **2,968 weekly bus trips**, collectively amounting to 143,047 annual service hours (6.5% of Seattle-based Metro bus routes, with over 80% of the funded trips providing greater bus frequencies outside traditional peak commute hours).



DETAILED DESCRIPTION OF THE CHART

### FREQUENT TRANSIT NETWORK TARGET



DETAILED DESCRIPTION OF THE CHART

STM-funded transit service ensures buses arrive more frequently on 29 Seattle bus routes. This chart displays routes with the highest level of STM investment. For each route, Metro-funded annual trips are shown in grey and STM-funded annual trips are shown in blue. The percent label on each route shows the total share of service funded by STM. Routes are grouped by their FTN service level target (Frequent: Better than 10, Frequent: 10 minutes, and Frequent: 15 minutes), and the number of annual trips still needed to bring the route in alignment with its FTN target is outlined in blue.



## Resilience and Safety on the Seattle Streetcar:

STM contributed \$10.2 million to the Seattle Streetcar in 2024, funding a portion of streetcar operations and maintenance on the South Lake Union and First Hill Streetcar lines. This investment improved:

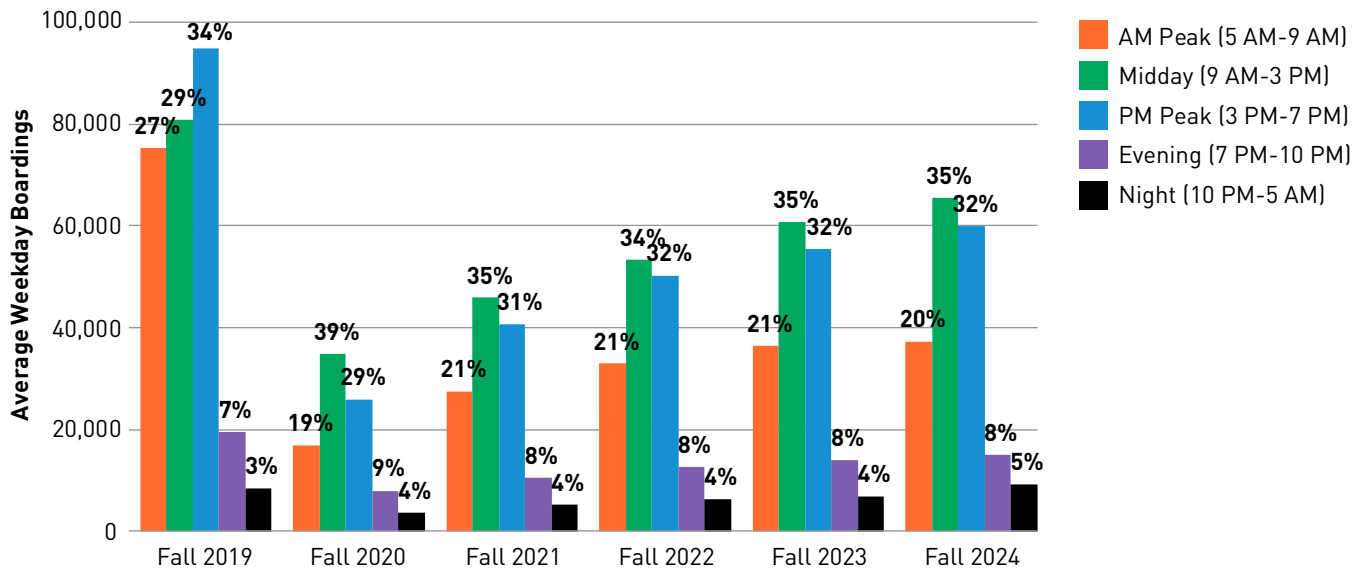
- Service resilience, with streetcar ridership increasing by approximately 6% in 2024 to a total of nearly 1.5 million riders.
- Streetcar safety and security, with increased streetcar security presence focused on operational security along S Jackson Street.

## Other Transit Investments Funded by STM:

- On-demand transit shuttle service through the Delridge/South Park Metro Flex Pilot, launched in July 2024, arose out of community conversations about mobility barriers in the area such as highways, hills, incomplete sidewalks, and availability of east-west transit service. With the service funded entirely by STM and Metro leading the community engagement and marketing efforts, the pilot seeks to address mobility challenges in these diverse and historically underserved neighborhoods. The Metro Flex pilot comprised 1.5% of total transit service funding in 2024.
- 50% of the cost of Trailhead Direct, a seasonal service operated by Metro that brings people from Seattle to hiking destinations in the I-90 corridor. The Trailhead Direct contribution comprised less than 1% of total transit service funding in 2024.



## Ridership Trends:



### DETAILED DESCRIPTION OF THE CHART

This chart displays the annual change in weekday ridership on Seattle bus routes, in each time of day. The percent labels highlight the share of ridership in each time of day, for the given year. The five percentages in each year add up to 100%.

Post-pandemic, ridership patterns show a shift toward all-day transit use, with off-peak travel (Mid-Day, Evening, Night) rising from 39% of total weekday ridership in 2019 to 48% in 2024. Flexible work schedules, remote work, and diverse trip purposes may contribute to this change, while morning peaks see the biggest decline and mid-day periods experience the largest increase.

The growing prominence of off-peak ridership is supported by STM's focus on providing more frequent bus service during the mid-day, evenings, nights, and weekends. These are times when lower income riders rely on the bus at higher rates than other riders. More than 80% of STM's transit service investments are during these off-peak times to create more frequent bus service for those who rely on transit the most.



*Metro Flex service at South Seattle College*

In 2025 and beyond, SDOT will continue to align STM spending with the evolving needs of transit users, as well as City and Metro planning efforts. This includes:

- **Add more transit service on Seattle-based bus routes** that make progress toward the Frequent Transit Network vision and are distributed equitably. Working closely with Metro, SDOT is investing over 16,000 service hours and 250 weekly trips in the spring 2025 service change. SDOT coordinated with Metro on the Lynnwood Link Connections project, which restructured bus routes in North Seattle and North King County around the Lynnwood Link light rail expansion. Given the phased implementation of Lynnwood Link Connections, STM investments in several associated routes will occur in 2026. By the end of the measure, STM will have about 180,000 annual hours of service investments.
- **Continue to support Metro Flex and Trailhead Direct service:** SDOT will continue to monitor STM investments in the Delridge / South Park Metro Flex service area to understand how the service compliments fixed route bus service. Metro Flex opens the door to easier travel for these neighborhoods to access the region's public transportation network, including the RapidRide H Line, frequent Route 60 service, and other local Metro bus routes. SDOT also plans to continue funding 50% of Trailhead Direct – a popular summer-only service that helps more people experience the natural beauty of our region while reducing traffic and emissions for travel to our most popular trails.

# INVESTMENT AREA: TRANSPORTATION ACCESS PROGRAMS

## TRANSPORTATION GOALS SUPPORTED



Equity



Mobility & Economic Vitality



Sustainability

### WE



**Provide** ORCA cards to low-income residents



**Lead** transit education programs for youth and aging adults

### WHICH MEANS THAT



Low-income residents, youth, and older adults can save money on transit, leaving more for other essential needs



People feel more confident, comfortable, and secure using transit, especially those who rely on it regularly



More people can access their work and daily needs using transit

## IN 2024, STM FUNDED:



**1,500**

ORCA cards distributed to income-qualifying Seattle Preschool Program households during the 2024-2025 academic year



**12**

Transit-oriented field trips for older adults to gain confidence navigating their community on transit



**200,000+**

Rides under the Promise Scholar Transit Pass program



**17,000+**

Pre-loaded ORCA cards distributed to food banks operating in partnership with the City of Seattle Connector Program and to Seattle parks through the Seattle Parks and Recreation Scholarship Program



**1.2+**

Million rides under the Seattle Housing Authority (SHA) Transit Pass Program



**250,000**

Rides taken by 2,400 participants in the ORCA Recovery Card program



**263**

Individuals enrolled into the Uplift Seattle Equitable Access to Transit (U-SEAT) study which seeks to understand how subsidized transit impacts employment outcomes and quality of life for low-income workers

## What people are saying:

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

— SHA Program Participant

*"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

*"We saw a huge spike in people coming to Uplift Northwest that coincided with the start of the Lab for Economic Opportunities/SDOT study. People have mentioned how helpful having the ORCA cards have been, which shows how much of a barrier transportation can be to accessing employment opportunities."*

— Chief Mission Officer, Uplift Northwest, USEAT Research partner

*"Being a part of the planning process for the Youth Transportation Summit and participating in the creation and presentation of the Youth Climate and Transportation Action Plan has been a valuable experience. I enjoyed having the space and the opportunity to brainstorm and create recommendations alongside peers that are equally as passionate about climate justice, transportation access, and equity. The most valuable part of this experience was being able to directly present these ideas to Mayor Harrell and other City leadership, where I felt like our recommendations were acknowledged and will hopefully come into fruition soon!"*

— Katelyn Saechao, Youth Transportation Summit Action Plan Presenter







*Transit Education Program Field Trip with Vietnamese Senior Association to Marination Mai Kai in West Seattle using bus and water taxi services.*

## ORCA Subsidy Programs

SDOT provided free or reduced-fare ORCA cards to qualifying community members through several programs.

- Seattle Housing Authority (SHA) Transit Pass Program:** SDOT funded fully subsidized ORCA cards for 6,400 low-income SHA residents. The program makes transit passes available to more than 10,000 residents of SHA properties.
- Promise Scholar Transit Pass Program:** SDOT funded 1,550 subsidized ORCA cards for all Seattle Promise Scholars 19 years of age and older that will last for the duration of their time as a Promise Scholar.
- Seattle Preschool Program (SPP) Transit Pass:** SDOT funded 1,500 fully subsidized ORCA cards for all households with a preschool-aged child enrolled in the Seattle Preschool Program making under 350% of the Federal Poverty Level.
- Seattle Public Library (SPL) Partnership:** SPL is a recipient of King County Metro's Human Service Bus Ticket Program (HSBTP) grant which provides SPL with paper bus tickets for low-income or housing insecure patrons to use on Metro services. Due to the high need of these tickets, the paper ticket allotment typically runs out 4 months before the annual distribution of tickets. To bridge this gap in transit access in 2024, SDOT provided 4,000 \$12 pre-loaded ORCA cards (a 4-trip equivalent) to Seattle libraries through this partnership.

## Community Engagement Programs

SDOT funded educational opportunities and services for historically excluded groups.

- **Transit Education Program:** SDOT partnered with Hopelink and three unique senior centers - Central Area Senior Center, Kin on Health Care Center, and the Vietnamese Senior Association - to host 12 transit-oriented field trips.
- **Youth Transit Ambassadors Program:** SDOT assessed the existing Youth Transit Ambassador (YTA) program through a survey to high school-age youth and will use this input to develop an updated Youth Transit Ambassador program in 2025.
- **Youth Transportation Summit:** In January 2024, nine young people who participated in Seattle's first-ever Youth Transportation Summit in December 2023 presented a youth-developed Action Plan. The Action Plan contained recommendations to address urgent issues impacting climate justice and transportation access in Seattle.

## Research Projects

SDOT explored new ways of improving transit access for our community.

- **Uplift Seattle's Equitable Access to Transit (USEAT) research project:** Launched in 2023, this study examines the impact of fully subsidized transit on low-income job seekers. Conducted with partners including the Lab for Economic Opportunities (LEO) at the University of Notre Dame and Uplift Northwest, it involves providing participants with either a fully subsidized ORCA card or a \$10 pre-loaded card. STM funds all the ORCA cards. By 2024, 500 participants had been enrolled. SDOT conducted focus groups to supplement the data analysis. Research findings are expected in 2026.

- **Safe Access to Transportation research project:** SDOT staff working on transportation access and travel safety programs, in partnership with organizations like Mary's Place and YouthCare, is studying how safety perceptions affect transit access for unhoused individuals. SDOT will collect and analyze data in 2025 and create recommendations for SDOT policies and programs that aim to improve transit access for all communities through using targeted approaches focused on our most vulnerable neighbors.

## Solid Ground Downtown Circulator (the Circulator)

- SDOT partnered with the consultant team Mighty Good to evaluate and find ways to better increase awareness and use of the Downtown Circulator — a free, fixed-route, daytime shuttle. The Circulator connects low- and no-income people and people with disabilities to human service agencies in downtown Seattle.





*Transit Education Program Field Trip Participants from the Vietnamese Senior Association*

- Supporting marginalized communities' access to transit:** Sales taxes can disproportionately impact low-income households and communities of color. SDOT reinvests STM revenues to help Seattle's most vulnerable residents access transit, including distributing subsidized transit passes as described above. SDOT 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.
- Ensuring programs work as intended:** SDOT evaluates TAP programs to ensure they're equitably improving transit access. This includes launching pilot programs, gathering feedback, tracking ORCA card usage, and analyzing data to learn how to better serve the community.
- Using research to improve Transportation Access Programs:** SDOT participates in research to understand how fare subsidies can benefit communities. Insights from research partnerships help SDOT further improve STM TAP programs and better understand the implications of fare subsidy work.



*SDOT will continue to review the STM TAP suite of programs in 2025 and beyond, looking to expand on promising pilots and re-evaluate programs with performance issues or operational and financial constraints.*

- Safety and security:** Safety is a top issue for TAP program participants and is ranked as a central concern for transit riders regionally. SDOT will continue to invest in transit safety and participate in the King County Regional Transit Safety Task Force created to address urgent safety challenges impacting both transit operators and riders across King County.
- Seattle Preschool Program (SPP)**  
**Partnership:** As the City continues to invest in more SPP locations, SDOT's SPP Transit Pass program will continue to grow.
- Revitalizing the Downtown Circulator:** SDOT has begun working on rebranding the Circulator and adding real-time arrival technology, both of which will launch in 2025.
- Recovery Card Program:** The program was sunset in May 2024 due to the official end of the "essential worker" COVID-19 designation. At its peak, this program supported over 2,500 essential workers at more than 80 unique businesses by using transit to get to work. It began in 2021 as a response to the COVID-19 pandemic and offered a fully subsidized ORCA card to food service and grocery workers in the Chinatown-International District (CID), Pioneer Square, Othello, and Rainier Beach.



# INVESTMENT AREA: TRANSIT CAPITAL PROJECTS

## TRANSPORTATION GOALS SUPPORTED



Safety



Maintenance and Modernization



Livability

### WE



**Fund** transit capital projects focused on efficient transit operations and safe access to transit



People feel more confident, comfortable, and secure using transit, especially those who rely on it regularly



More people can access their work and daily needs using transit

### WHICH MEANS THAT

## IN 2024, STM FUNDED:



19

Capital projects that were completed or under construction in 2024



13

Safe access to transit projects (funding for design, planning, and/or construction in 2024)



40

Routes benefiting from STM capital projects



13

Projects with funds for planning and design



11

Transit Corridor and Bus Lane Projects (funding for design, planning, and/or construction in 2024)



3

Transit operations and reliability projects (funding for design, planning, and/or construction in 2024)



13

Transit spot improvement locations (funding for design, planning, and/or construction in 2024)

STM capital investments contribute to a better transit experience for people across Seattle. SDOT makes investments in bus lanes, transit signal priority, pedestrian signals, crosswalks, sidewalks, lighting, and wayfinding near bus stops and transit hubs and other enhancements to improve transit safety, reliability, and efficiency. Among other projects, 2024 STM funding supported construction of key transit projects such as the RapidRide G Line and J Line and planning/design of transit projects to be delivered by the new Seattle Transportation Levy.

## STM Investments in Transit Corridors

- **Rainier Ave S Bus Lane Project:** This project added bus lanes and priority treatments along Rainier Ave S, improving transit reliability for Route 7, which serves 9,500 daily riders.
- **RapidRide G Line – Madison St Project:** This project was one of SDOT's largest and most complex. It transformed Madison St and increased access to First Hill and Capitol Hill's main street through red bus lanes, improved sidewalks, new walk and bike signals, rebuilt utilities, and a street design to keep traffic at safer speeds next to schools, small businesses, libraries, and hospitals.
- **RapidRide J Line:** This project enhances transit connections and upgrades the existing Route 70 to Metro RapidRide service. In addition to improving bus reliability with all day transit service, the project will install new bus stations, repave streets, add new protected bike lanes, and improve pedestrian accessibility, all of which increase accessibility to the neighborhoods of South Lake Union, Eastlink, and the University District. The J Line project is currently in construction, with service scheduled to begin in 2027.

- **Rt 48 Transit Plus Multimodal Corridor:** This project reduced transit travel times and improving service reliability on the 23rd Ave/24th Ave corridor, one of the main north-south transit routes in the heart of Seattle that connects communities in Mt Baker, Beacon Hill, Judkins Park, Central District, Montlake, and the University District.
- **Planning/Design for NE 130th & NE 125th Mobility and Safety Project:** This project will enhance multimodal access to the future *Pinehurst* light rail station, which opens in 2026.
- **Planning/Design for N 130th St – Bitter Lake to Haller Lake Mobility Improvements:** This project will establish a multimodal corridor on N 130th St, connecting riders to the future Pinehurst light rail station.

## STM Investments in Safe Access to Transit:

- **Safe Streets for All:** In 2023, Seattle announced the award of the USDOT Safe Streets for All (SS4A) grant. Given that there were projects from the SS4A list that were left unfunded because SDOT was awarded less grant funding than applied for, STM pitched in to support safe access to transit at 24 locations near transit stops. These projects will be delivered in 2025 and 2026.
- **15th Ave/Ballard Bridge Pedestrian Access Improvements:** This project expands safe transit access along 15th Ave NW with new sidewalks, bus markings, concrete pads for boarding the bus and street lighting near the intersection of Market St and 15th Ave NW as well as new pedestrian lighting at the south end of Ballard Bridge.

- **14th Ave S And Dallas Ave S Crossing:** This project added a new pedestrian/bicycle crossing signal supporting access to Route 60 stops. The Route 60 connects Westwood Village, White Center, Georgetown, Beacon Hill, and Broadway.
- **SW Roxbury & Olson Pl:** This project added safety improvements for people walking or rolling to the bus stop at the SW Roxbury St and Olson Pl SW intersection, including curb ramps and crosswalks.



14th Ave S And Dallas Ave S Crossing

## STM Investments in Transit Operations and Reliability:

- **30th Ave Transit Street:** This project consists of new sidewalk, bus stops, and repaving on 30th Ave NE from NE 125th St to Lake City Way NE to support Metro's new Route 77. This new route will connect riders from the University District with Lake City, the future Link Light Rail Pinehurst Station, and Bitter Lake.
- **4th Ave S – Business Access and Transit Lane Analysis:** In preparation for the SODO busway becoming a Link Light Rail corridor, SDOT is analyzing, with agency partners, potential transit travel time and reliability and transit stop improvements on 4th Ave S. STM funding supported the analysis, which will recommend improvements to keep the corridor reliable as transit shifts from the busway to 4th Avenue in 2027 or 2028.

## STM Investments in Transit Spot Improvements:

In 2024, STM funds were focused on bus stop enhancements on Route 125, which connects Downtown Seattle with Westwood Village via South Seattle College. Enhancements like front and rear door landing pads, sidewalk repair, bus benches, and shelter footings improve bus riders' ability to safely and conveniently access transit. SDOT also made a service investment on this route, improving the rider experience holistically. Four spot improvements were delivered in 2024, and 9 improvements were designed for delivery in 2025 – all in support of Route 125.<sup>7</sup>

<sup>7</sup>For a full list of projects funded in part or in full by the Seattle Transit Measure in 2024, please see Appendix D. Depending on the project, STM funds supported design and/or construction of transit elements as part of a larger project or fully funded project construction.



- **Focus on safety:** Safety priorities directed approximately one-third of the \$15.2 million in STM capital expenditures for 2024 toward projects emphasizing safe pathways to access transit.
- **Maintain programmatic and capital funding commitments:** Large capital projects can take several years to plan, design, and deliver. In 2024, STM funds supported 14 projects that began in 2023, providing crucial funding that larger projects often depend on. These commitments helped SDOT finish strong on the Levy to Move Seattle.
- **Spend STM resources aligned with voter intent and TAB spending priorities:** In 2023, SDOT worked with the Transit Advisory Board (TAB) to understand TAB's capital spending priorities. These

investment priorities continue to guide STM investments in 2024:

- › Improve transit travel time and reliability
- › Improve safe routes to transit and safety and security at bus stops
- › Wayfinding improvements for pedestrians and cyclists traveling to transit stops
- **Prioritize projects in Equity Priority Areas.** Where there is an opportunity to influence project locations, such as with transit spot improvement projects, the STM team elevates equity considerations in capital project selection. This means prioritizing improvements in areas of highest need, consulting the City's Race and Social Equity Composite Index, which provides a common foundation of data about neighborhood demographics to help inform and align allocation of resources.





- Continued investment:** SDOT will continue to invest STM funding in transit capital projects such as multimodal corridor projects, bus lanes, and transit spot improvements. By the end of the measure, STM will have funded planning, design, and/or construction for capital improvements at over 100 locations throughout Seattle.
- Interactive mapping and reporting:** In 2025, SDOT will add an interactive map and chart to the STM webpage. This will include a snapshot of all capital projects supported with STM funds in the first four years of the measure, emphasizing the cumulative impact of STM on transit-supportive capital projects.
- Data-driven prioritization:** SDOT will continue to emphasize data-driven, equity-focused decision-making as we evaluate transit capital improvement projects for STM funding.

# INVESTMENT AREA: EMERGING MOBILITY NEEDS

## TRANSPORTATION GOALS SUPPORTED



Equity



Mobility & Economic Vitality

### WE



**Respond** to emerging transit needs, such as from the COVID-19 pandemic and West Seattle Bridge closure



People in Seattle can adapt to changes in travel patterns caused by unexpected issues



People feel more confident, comfortable, and secure using transit, especially those who rely on it regularly

### WHICH MEANS THAT

## IN 2024, STM FUNDED:



**25,000**

New TransitGO Rewards users



**66,000**

Total TransitGO Rewards users



**410,000**

Transit trips taken using Transit Go Rewards points



**3,000**

Bike and Scoot to Transit users over three months



**140**

Transit Ambassador engagements with the public, where ambassadors supported riders with directions or other needs



**86%**

Of users redeem for King County Metro Bus tickets

## What people are saying:

*"The rewards incentivized me to use the bus more for personal trips. It got me out of the house more and traveling further distances."*

*"Believe it or not the \$5 saved from the rewards points for a week makes a pretty big difference."*

*"The rewards for riding transit made a greater incentive to use public transit..."*

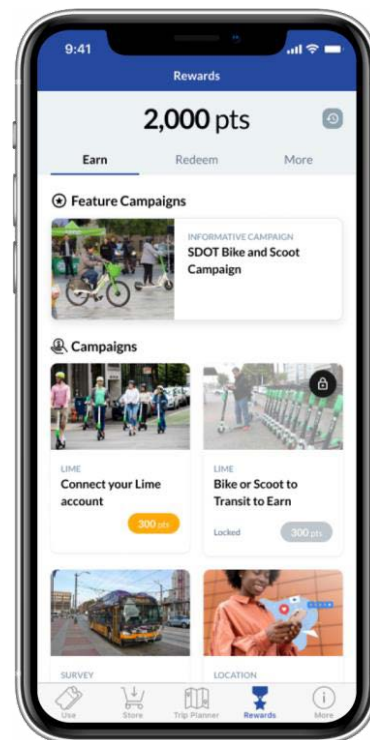
— Transit Go Rewards survey respondents



The “Emerging Needs” spending category was created to respond to the COVID-19 pandemic and the West Seattle Bridge closure, and is also intended to support or pilot innovative partnerships with King County Metro, such as the Transit GO Rewards (TGR) platform. Campaigns that leveraged the TGR platform focused on rebuilding ridership after COVID and integrating transit with other mobility options such as bike share and scooter share.

- Transit Ambassadors:** As part of a City of Seattle 2024 budget proviso, \$1 million of STM funds were identified to support more Transit Ambassadors on King County Metro bus routes and Seattle Streetcar. Transit Ambassadors provide information and assistance to transit riders across Seattle and South King County. In 2024, Metro Transit Ambassadors were stationed at three locations in Seattle: Central District, Lower Queen Anne/Seattle Center, and the Rainier Valley. With this STM investment, customer engagements at all sites in Seattle more than quadrupled between September and December 2024.
- The Transit GO App Rewards Program (TGR Program):** This program 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. This program is like a frequent flier program, but for taking transit. It has since been used to reward riders for using transit or taking surveys, helping to boost ridership in Seattle and lowering single occupancy vehicle use, which benefits everyone. In 2024, STM invested in TGR transit incentives to support both SDOT and Metro’s campaigns to promote transit ridership.

- Bike and Scoot to Transit:** SDOT supported the growth of transit ridership and promoted multimodal trips by funding the transit portion of trips earned through Metro’s Bike and Scoot to Transit campaign. This *campaign* featured an new integration between Transit GO and the Lime app, with integrations possible with other micromobility vendors. Users earned points for connecting their accounts and for each qualifying trip they took during the campaign. (A qualifying trip consisted of riding a Lime scooter or bike to one of the preferred bike parking spots at one of 14 Seattle Link light rail stations). Completing a trip awarded enough points for a transfer onto public transit valid for 24 hours. Supporting these first/last mile trips to transit reduces short car trips that are frequent in the city and improves air quality and traffic congestion for all.



*The Transit GO Rewards App*





*Transit Ambassadors*

- **Transit Ambassadors:** SDOT will continue investment in Metro’s Transit Ambassador Program in 2025, enhancing the rider experience in critical areas of the city and offering on-vehicle support to transit operators. SDOT will add two new Transit Ambassador locations in Seattle in 2025: in the University District and in Rainier Valley between Columbia City and Othello.
- **The TGR Program:** There are plans to incorporate rewards capability within the ORCA platform in the future, making the Transit GO App Rewards Program an early offering to understand how incentive programs can enhance the value of transit for more riders. SDOT will no longer invest in the Transit GO App Rewards Program as Metro evolves the tool to provide local business, event venues, hotels, and community organizations with an option to

subsidize and incentivize transit for their customers. Metro collected over 65,000 surveys through the TGR Program, and identified these insights:

- › The survey revealed a stronger appeal of app-based incentives among younger demographics, as respondents were younger than Seattle’s general population, 29% of TGR program users identified as visitors or those on short-term stays, highlighting the program’s potential to encourage tourists to use public transit instead of cars to get around the region.
- › Only 59% of respondents own cars, compared to Seattle’s overall average of 81%, suggesting the TGR program appeals to those without personal vehicles.



› Low- and middle-income survey respondents were overrepresented compared to Seattle’s population, indicating that cost is often a barrier to people taking transit.

› TGR appeared to meaningfully influence transit use patterns—while 35% of users reported riding transit more than four times a week before using TGR, during active incentive campaigns, 65% shifted to riding four or more times weekly, underscoring that strategic incentive initiatives can drive increased transit use.



# Conclusion

Thanks to Seattle voters and taxpayers, the Seattle Transit Measure strengthened neighborhood connectivity by increasing bus and streetcar service, making it easier for residents to access work, education, healthcare, and daily essentials, particularly in historically underserved areas. STM seeks to reduce cost barriers to transit by providing ORCA cards to thousands of low-income riders, ensuring that transit remains accessible to families and individuals across the city. Additionally, education programs funded through the STM empower both youth and aging adults with the skills and confidence to use public transportation independently. Beyond service improvements, the measure enhances safety and the reliability of transit operations with investments in bus lane upgrades and improved transit stop access.

STM began in 2020 as travel patterns were shifting profoundly due to the COVID-19 pandemic and the emergency closure of the West Seattle Bridge. In this environment of change, SDOT adjusted STM expenditures to fund more transit capital projects. The substantial capital investment in 2024 served to enhance the transit experience and was compatible with the TAP programs and STM service investments.

Looking ahead to the final two years of the measure, SDOT is guided by the goals and key moves in the Seattle Transportation plan. In 2025, STM will fund additional transit service – underlining the importance of transit frequency as a core element of the measure. TAP will continue its core subsidized ORCA card programs, continue its research and work on transit safety, and update branding and technology for the Downtown Circulator. Additionally, in November 2024, Seattle voters approved the Seattle Transportation Levy, which will drive significant transit capital investments starting in 2025. Over eight years, \$151 million in levy funds will be allocated to connect people safely to transit hubs, including Link light rail stations and bus stops, and reduce delays on bus routes.

In the following appendices, readers will find additional information on STM spending and budgeting, sales taxes and equity, how STM supports the Seattle Transportation Plan, a list of STM-funded capital projects, and more information on the oversight of STM.

# Appendix A: STM 2021-2026 Spend Plan

STM 2021-2026 SPEND PLAN (Numbers in thousands of dollars)						
Activity	2021 Actual	2022 Actual	2023 Actual	2024 Actual	2025 Adopted	2026 Endorsed
<b>Program Resources</b>						
Prior Year Fund Balance <sup>8</sup>	\$38,494	\$44,354	\$60,619	\$62,719	\$60,519	\$44,734
Sales Tax - 0.15% Revenues <sup>9</sup>	\$37,327	\$51,946	\$53,123	\$53,016	\$53,514	\$53,353
Misc Revenues and Interest	\$0	\$0	\$0	\$8,966	\$2,802	\$967
<b>Revenues Total</b>	<b>\$75,821</b>	<b>\$96,300</b>	<b>\$113,741</b>	<b>\$124,701</b>	<b>\$116,835</b>	<b>\$99,054</b>
<b>Operations and Maintenance (O&amp;M)/Programmatic Spending<sup>10</sup></b>						
Transit Service <sup>11</sup>	\$19,810	\$17,262	\$28,417	\$29,073	\$34,336	\$43,244
Streetcar Operations	\$0	\$0	\$5,526	\$10,200	\$10,200	\$10,200
Emerging Needs	\$1,451	\$5,201	\$1,144	\$900	\$101	\$100
Transportation Access Programs	\$2,932	\$4,091	\$5,753	\$5,425	\$5,715	\$5,690
Planning & Analysis	\$734	\$652	\$690	\$877	\$964	\$993
Finance General <sup>12</sup>	\$0	\$0	\$0	\$0	\$3,777	\$5,205
Ballot Measure Costs	\$0	\$0	\$0	\$0	\$500	\$1,500
<b>O&amp;M Subtotal</b>	<b>\$24,927</b>	<b>\$27,207</b>	<b>\$41,530</b>	<b>\$46,474</b>	<b>\$55,593</b>	<b>\$66,932</b>
<b>Capital Spending</b>						
Transit Infrastructure Projects	\$3,048	\$2,263	\$7,678	\$15,228	\$14,121	\$7,727
VLF \$60 Capital Projects	\$3,492	\$6,211	\$1,814	\$2,479	\$2,387	\$0
<b>Capital Investments Total</b>	<b>\$6,540</b>	<b>\$8,475</b>	<b>\$9,492</b>	<b>\$17,708</b>	<b>\$16,508</b>	<b>\$7,727</b>
<b>Expenditures Total</b>	<b>\$31,467</b>	<b>\$35,681</b>	<b>\$51,022</b>	<b>\$64,182</b>	<b>\$72,101</b>	<b>\$74,659</b>
<b>Budgetary Balance</b>	<b>\$44,354</b>	<b>\$60,619</b>	<b>\$62,719</b>	<b>\$60,519</b>	<b>\$44,734</b>	<b>\$24,395</b>
<b>Reserve Funds</b>						
Reserve Fund (VLF \$60)	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000
Reserve Fund (0.15% Sales Tax)	\$0	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000
<b>Reserve Subtotal</b>	<b>\$6,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$20,000</b>
<b>Year End Unreserved Fund Balance</b>	<b>\$38,354</b>	<b>\$40,619</b>	<b>\$42,719</b>	<b>\$40,519</b>	<b>\$24,734</b>	<b>\$4,395</b>

## Assumptions

Spend plan reflects 2021 to 2024 actuals, 2025 adopted budget, and the endorsed budget for 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 support for Metro's Transit Ambassador program

"Transportation Access Programs" expenditures include the Seattle Housing Authority ORCA pass program, and other low-income access to transit programming

As a part of the 2025 Seattle budget process, two provisos were attached to STM O&M funding for Metro's Transit Ambassador program and for a Waterfront Shuttle.

<sup>8</sup>In 2021, \$38,493,807 was carried forward from STBD Proposition 1 and other spending categories under the Seattle Transportation Benefit District Fund (19900); Carryforward includes STM funds and other STBD funds such as VLF from STBD Proposition 1.

<sup>9</sup>STM 2020 0.15% tax + STBD 2014 0.10% tax in 2021 only; 2024 through 2026 revenue updated to reflect April 2025 City projections.

<sup>10</sup>Minor updates to O&M actual spending were made in 2024.

<sup>11</sup>\$133,282 of VLF Rebates included in Transit Service for 2021 only.

<sup>12</sup>As a part of the 2025 Seattle budget process, a material scope change occurred that enabled STM funds to be transferred to the interdepartmental ST3 City Team working to facilitate West Seattle and Ballard Link light rail planning and permit review at the city. This funding appears as "Finance General"

# Appendix B: Financial Information

The Seattle Transit Measure (STM) has been a pivotal force in enhancing Seattle's transit system since it replaced the previous transit measure in early 2021. SDOT is committed to the responsible stewardship of STM funds, and this report describes the activities funded under STM in 2024. This appendix provides additional context for the data in Appendix A.

## **A Milestone Year for Transit Investment:**

Early in the measure, spending was affected by the COVID-19 pandemic's disruptions, but by 2024, the measure saw a major increase in expenditures. Total spending rose from \$49.2 million in 2023 to \$61.7 million in 2024, marking a remarkable 25% growth in transit-focused STM investments. Looking ahead, SDOT is on track to utilize the entirety of the measure's revenues by its conclusion in 2027, ensuring every available resource contributes to a stronger and more reliable transit system.

## **Maximizing COVID Federal Relief Funding:**

SDOT has successfully leveraged COVID-era federal relief, received by Metro and credited to SDOT, enabling Seattle to make the most of its transit investments. Between 2020 and 2025, Metro received \$42.1 million in federal COVID-era credits, reducing STM's financial burden and allowing growth in transit investments. These credits saved an average of \$4.9 million annually over the last three years, directly benefiting Seattle residents by funding additional Metro bus trips at a lower cost. While these credits will expire after 2025, SDOT remains committed to maintaining service investments and working with Metro to understand and address rising costs.

## **Overcoming Challenges and Expanding Service:**

Adapting to workforce and vehicle availability challenges, Metro worked to reduce trip cancellations and bolster transit reliability in

2024. SDOT is poised to make significant strides in 2025, with even greater service investments planned in 2026. Notably, the phased Lynnwood Link Connections project improves bus routes in North Seattle and beyond, seamlessly integrating expanded bus services with the Link light rail network to better serve the region's growing needs.

## **Sustaining the Seattle Streetcar and Multimodal Investments:**

STM has also played a key role in supporting Seattle's streetcar system, contributing \$10.2 million in 2024 to offset revenue shortfalls from declining funding sources such as a Sound Transit contribution that ended in 2024 and the Commercial Parking Tax. STM funding ensured reliable service on both streetcar lines and supported system maintenance and safety and security programming for the streetcar. STM will continue to provide at least \$10.2 million annually to streetcar through this measure.

## **Ensuring Continuity and Resilience Through**

**Strategic Reserves:** STM's \$20 million strategic reserve has been an essential safeguard, allowing SDOT to meet contractual obligations and respond to revenue uncertainties. This reserve has supported stability during unexpected challenges, such as the effects of *Initiative 976* and the COVID-19 pandemic.

**A Vision for the Future:** Over the past four years, STM has exemplified responsible public stewardship, strategic investments, and a commitment to meeting Seattle's evolving transit needs. Whether by expanding bus services, reducing cost barriers to transit access, or enhancing infrastructure, STM continues to make a lasting impact. With significant momentum and a clear vision, SDOT remains focused on ensuring that STM's legacy is one of positive and equitable impact for Seattle residents.



## Appendix C: Seattle Transportation Plan Key Moves Supported by the STM

STM funding plays an essential role in furthering the *Seattle Transportation Plan* (STP)'s goals. Key moves are strategies designed to advance each STP goal: Safety, Equity, Sustainability, Mobility and Economic Vitality, Livability, Maintenance and Modernization. Key moves that STM programing supports are listed below. The codes for each key move are listed in parenthesis, which allow readers to identify the key move within the STP document.

- Make all journeys safer, from departure to destination, especially for people traveling outside the protection of a vehicle (S3)
- Provide safer routes to schools, parks, transit, community gathering spaces, and other common destinations (S4)
- Address inequities in the transportation system by prioritizing investments for impacted communities (TJ2)
- Remove cost as a barrier so everyone can take the trips they need to make ( TJ3)
- Advance mobility management strategies to encourage walking, biking, and transit trips (A5)
- Create seamless travel connections (PG1)
- Create world-class access to transit and support making service more frequent and reliable (PG3)
- Support access to jobs, freight movement, and growth in deliveries (PG4)
- Create welcoming community and mobility hubs (PP2)
- Maintain our streets, sidewalks, and bridges and incorporate planned safety and network improvements with maintenance work (MM1)

# Appendix D: STM-Funded Capital Projects

The table below lists capital projects that were funded in whole or part by STM in 2024. STM funding has been used to support projects in all phases of project development, including planning, design, and/or construction. Projects that were complete in 2024 are noted in parenthesis.

## TRANSIT CORRIDORS - PLANNING AND DESIGN

- N 130th St – Bitter Lake to Haller Lake Mobility Improvements
- NE 130th & NE 125th Mobility and Safety Project
- SW Alaska St Safety & Station Improvements
- RapidRide R Planning
- Rt 36 Planning
- Aurora Ave N Planning Project
- Aurora Ave Bus Lane Project

## TRANSIT CORRIDORS - CONSTRUCTION

- RapidRide G Line (Complete)
- RapidRide J Line
- Rt 48 Transit Plus Multimodal Corridor (Complete)
- STM Rainier Ave Bus Lanes - Phase II

## SAFE ACCESS TO TRANSIT

- 14th Ave S and Dallas Ave S Crossing (Complete)
- Jackson Sidewalk Widening (Complete)
- 4 Ave S Transit Island Expansion (Complete)
- 2nd Ave Ext Streetscape Improvements - Ped Lighting (Complete)
- I-5 Ramp Olive Way - Pedestrian Crossing Improvement (Complete)
- Safe Streets for All - STM Package
- SW Roxbury & Olson Pl - Transit Access Improvements (Complete)
- Accessible Mount Baker - Mount Baker Blvd
- 3rd & Yesler Intersection Improvements (Complete)
- 3rd Ave Wayfinding between Union and Yesler Way (Complete)
- 15th Ave Ballard Bridge Pedestrian Access Improvements
- Leary Way Bridge Seismic Retrofit Project
- 15th and Emerson Crossing Improvements

## TRANSIT OPERATIONS AND RELIABILITY

- 3rd Ave Yesler to Washington Operational Reliability Investments (Complete)
- 30th Ave Transit Street
- 4th Ave S BAT Lane Analysis

## TRANSIT SPOT IMPROVEMENTS

- 5 bus stop improvements on route 125 (Complete)
- 8 bus stop improvements on route 125 (Design)

# Appendix E: 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 of the Seattle Transit 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 2024, the TAB engaged with City staff and elected officials during the development of the 2024 Transportation Levy. They wrote two letters on the topic, including a joint letter with the Seattle Bicycle Advisory Board to advocate for a more ambitious commitment to transit, cycling, and pedestrian improvements. The 2024 Seattle Transportation Levy was approved by voters in November 2024. The board also weighed in on the Sound Transit Board decision about the South Lake Union light rail station placement and on the STM budget. In November 2024, 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 2024, TAB consisted of:

- Priyadharshini Balan | Co-Vice Chair
- Deborah Barnard | Member
- Ashwin Bhumbla | Co-Chair, Levy Oversight Committee Representative
- Zachary Burton | Co-Chair
- Shirley Chu | Member
- Dana Coppernoll-Houston | Member
- Katie Freeman | Secretary
- Dexter Jenkins | Member
- Art Kuniyuki | Member
- Sandro Pani | Member
- Kyler Parris | Member, Get Engaged
- Carolyn Tillinger | Co-Vice Chair
-

# Appendix F: Chart Captions

## MAP OF STM INVESTMENTS AND SEATTLE'S EQUITY PRIORITY AREAS

This map shows the number of STM-funded service hours invested in each Metro bus route in Seattle in 2024. This is overlaid with the Equity Priority Area Index, which is based on the proportion of the population who are Black, Indigenous, People of Color, low-income, foreign-born, disabled, or who have limited English proficiency. The map shows that areas of greatest STM service investments are correlated with areas of highest equity priority.

## STM INVESTMENTS BY DAY OF WEEK AND TIME OF DAY

This series of pie charts shows that most STM transit investments fund frequent bus service during off-peak times, when low-income and transit dependent populations tend to rely on the bus the most. Off-peak times are considered weekdays during the middle of the day, evenings and nights, and weekends. Of the 423 STM-funded trips per weekday, only 22% are during peak hours. STM funds 277 trips per day on Saturdays and 426 per day on Sundays.

## STM EXPENDITURES BY PROGRAMMATIC AREA - DOLLAR BILL GRAPHIC

This graphic looks at the average STM expenditures over the period from 2021 through 2024, if the typical average annual expenditures equaled one dollar, 56 cents would be for bus transit service, 17 cents capital projects and spot improvements, 9 cents streetcar operations and maintenance, 11 cents Transportation Access Programs, 5 cents for Emerging Needs, and 2 cents for planning and analysis.

## FREQUENT TRANSIT NETWORK FREQUENCY CATEGORIES

This graphic shows the aspirational transit frequency targets of the Frequent Transit

Network that guide STM service investments. Frequency targets are the same 7 days a week. There are three classifications:

**Frequent: Better than 10 minutes.** 6-minute to 10-minute service from 6 AM–7 PM, 10-minute to 15-minute service from 7PM to midnight, and 30-minute service from midnight to 6AM, every day.

**Frequent 10 minutes.** 10-minute service from 6 AM–7 PM, 15-minute service from 7PM to midnight, and 30-minute to 60-minute service from midnight to 6AM, every day.

**Frequent 15 minutes.** 15-minute service from 6 AM–9 PM, 30-minute service from 9PM to midnight, and service as needed between midnight and 6AM, every day.

## SELECTED STM INVESTMENTS BY ROUTE WITH FTN GOALS

This chart displays routes with the highest level of STM investment. For each route, Metro-funded annual trips are compared with STM-funded annual trips for routes in the different FTN categories. Routes with the highest levels of STM investment are the RapidRide H Line with 35% of current trips funded by STM, the route 1 with 34% of current trips funded by STM, and route 50 with 33% of current trips funded by STM. Other routes with significant STM funding (10% of trips or more are funded by STM): route 60, route 107, the Rapid Ride E Line, route 14, route 44, route 28, and route 106.

This chart displays the annual change in weekday ridership on Seattle bus routes, by time of day. The chart shows that while 2024 bus ridership is still lower than in 2019, ridership patterns show a shift toward all-day transit use, with off-peak travel (midday, evening, night) rising from 39% of total weekday ridership in 2019 to 48% in 2024.



# Acknowledgments

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## Thank You to Our Partners

Alliance for Pioneer Square  
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Byrd Barr  
Central Area Senior Center  
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City of Seattle Department of Neighborhoods – Community Liaisons  
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City of Seattle Human Services Department – Age Friendly Seattle  
City of Seattle Human Services Department- Brenda Sevilla-Miranda, Grants and Contracts Specialist  
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9.2025