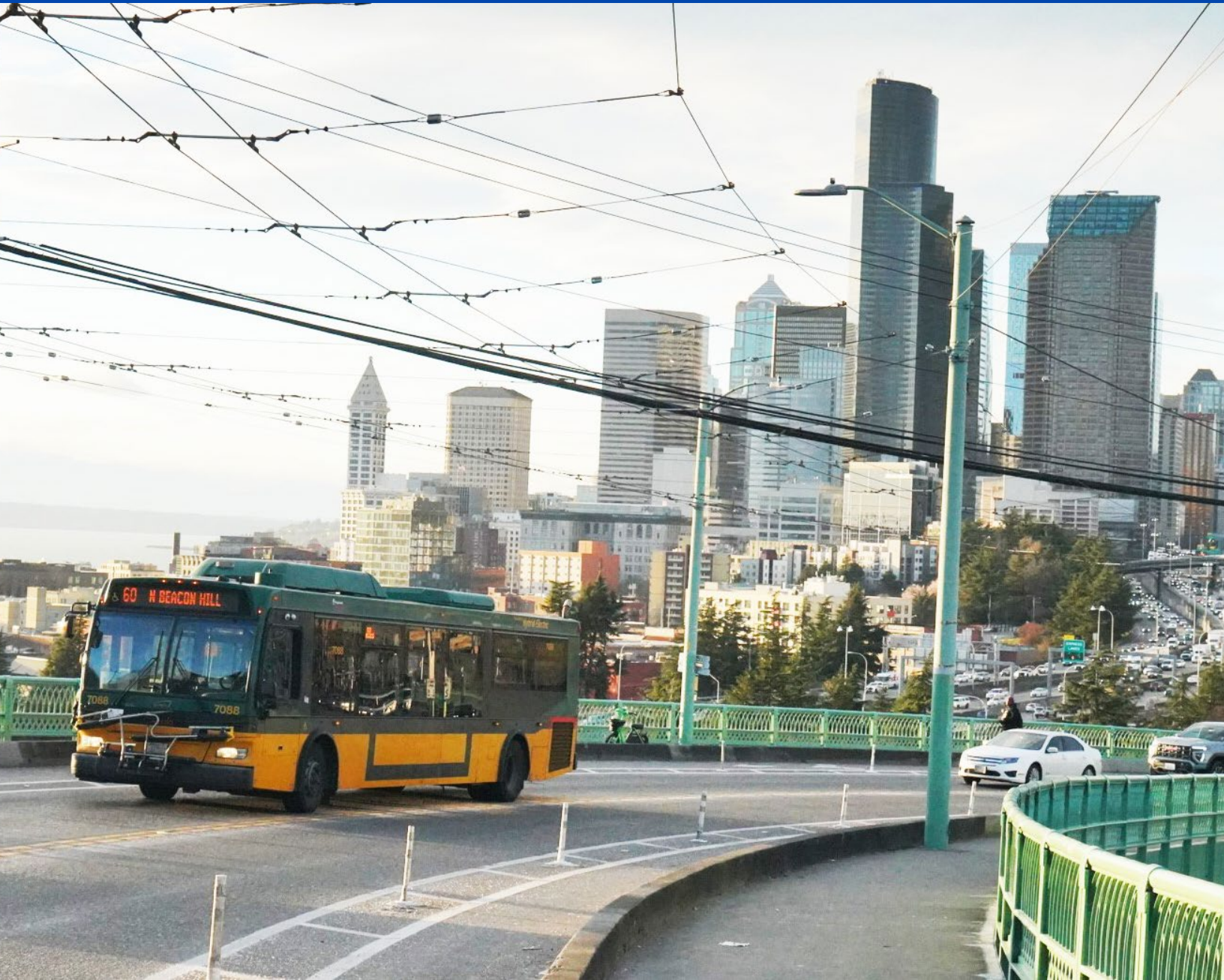


Seattle Department of Transportation

# Seattle Transit Measure 2025 Performance Report



June 2026



**Seattle**  
Department of  
Transportation



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# Letter from Mayor Katie Wilson

Dear Seattle,

As your Mayor and a passionate advocate for public transit, I'm excited to share the 2025 Seattle Transit Measure Annual Report. This report highlights the progress we've made toward delivering on Seattle's commitment to create a world-class transit network.

In 2025, we focused on expanding bus service to meet the needs of those who rely on transit the most. Thanks to your investment, Seattleites now benefit from thousands of additional weekly bus trips, making it easier to get to work, school, medical appointments, and community events. We've prioritized frequent service during evenings, nights, and weekends—times when transit is a lifeline for many.

Beyond service expansion, we've made significant strides in improving transit infrastructure. From the installation of a new bus lane on Rainier Ave S to upgraded crosswalks and bus bulbs making it easier to access transit, these investments are

helping people move around the city more efficiently and safely. Programs funded through the measure have also reduced cost barriers to accessing transit, empowering thousands of residents with free ORCA cards and other resources to navigate Seattle with ease.

These achievements reflect our shared commitment to a more connected, inclusive, and sustainable city. Every bus trip added, every transit corridor improved, and every ORCA card distributed brings us closer to a Seattle where everyone can thrive.

This is your city, and your investment in the Seattle Transit Measure is making a real difference. Together, we're building a future where public transit is an irresistibly good option.

Warm regards,  
Katie B. Wilson  
Mayor of Seattle



# Letter from SDOT Acting Director Angela Brady

Dear Seattle,

I am proud to present the 2025 Seattle Transit Measure Annual Report, a detailed summary of the progress we've made together to enhance transit across our city. This report highlights the transformative work made possible through your investment in the Seattle Transit Measure (STM).

The STM is a cornerstone of our efforts to create a well-connected, frequent, and reliable transit system that supports Seattle's goals of equity, sustainability, and mobility. In 2025, STM funding built on Metro's baseline level of service in Seattle by investing 163,000 additional hours of bus service in Seattle, adding 3,200 weekly bus trips to meet demand. These investments prioritized frequent service during evenings, nights, and weekends—times when transit is most critical for those who rely on it.

We also made significant progress toward completing Seattle's Frequent Transit Network, achieving 82% of our vision where taking a bus is convenient and easy from all neighborhoods. STM funds supported 20 transit capital projects, improving travel time, reliability, and enhancing safety for riders. These projects included upgrades to 40 Metro bus routes, safety improvements at 10 transit stops, and enhancements to five key corridors.

Equity remains at the heart of our work. Thanks to the STM, we distributed thousands of free ORCA cards to low-income residents, students, and families, enabling over 1.6 million trips and saving recipients millions of dollars in transportation costs. Programs like these empower Seattleites to move freely and access opportunities across the city.

Transit safety was another key focus in 2025. Through our service purchases, the STM contributed millions to Metro's Safety, Security, and Fare Enforcement Initiative, our partner's holistic approach to addressing transit safety in support of transit riders and operators. It also funded Metro's new Transit Ambassador program and upgraded bus stops and sidewalks near transit stops. These efforts encourage ridership and support people in accessing transit confidently.

The progress we've made this year reflects our shared commitment to building a transit system that works for everyone. Thank you for your continued support and partnership as we work toward a Seattle that is more connected, equitable, and sustainable for all.

Sincerely,  
Angela Brady, PE  
Acting Director,  
Seattle Department of Transportation

# Executive Summary

**The Seattle Transit Measure (STM) is a voter approved measure, originally passed in 2014 and renewed in 2020, funded by a 0.15% sales tax and authorized for six years.**

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. This work is organized into four core investment areas:

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

The STM represents a vital investment in our city's public transportation network and is a testament to Seattle's commitment to improving transit access. Most revenue adds bus trips in Seattle beyond what King County Metro provides. The STM prioritizes adding bus service at off-peak times, to ensure frequent, reliable access to transit at all times of day. These investments support people who rely on transit the most but are also responding to where ridership demand is strongest.



This annual report provides transparency to the public by showing how revenue collected under the STM was spent in 2025. 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**

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 removing bottlenecks where buses get stuck in traffic.
- **Stay flexible in times of need:** the STM helped the City respond to major events like the West Seattle Bridge closure and the pandemic with quick solutions that kept people moving. STM support for Metro's Transit Ambassadors is part of the regional response to transit safety concerns.
- **Support neighborhood connections on our Seattle Streetcar system**, providing a key connection in South Lake Union, Capitol Hill, First Hill, and the Chinatown-International District, as ridership continues to grow on both lines.

In 2025, the STM:

- Funded 1.6 million free transit trips for low-income residents, Seattle Promise Scholars, and aging adults
- Improved service on 30 bus routes in Seattle
- Supported the completion of 16 transit capital projects that made taking the bus easier, safer, and more reliable
- And more

# STM funding supports SDOT's vision and goals, set forth in the 20-year 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.

### Seattle Transportation Plan goals:



#### SAFETY

Prioritize safety for travelers in Seattle, with no serious injury or fatal crashes

***STM supports improved safety getting to transit, at transit stops, and riding transit***



#### EQUITY

Co-create with community and implement restorative practices to address transportation-related inequities

***STM supports improved transit affordability and access to employment & improved health outcomes***



#### SUSTAINABILITY

Respond to climate change through innovation and a lens of climate justice

***STM supports reduced vehicle emissions and cleaner air, and a more resilient and equitable future***



#### MOBILITY & ECONOMIC VITALITY

Provide reliable and affordable travel options that help people and goods get where they need to go

***STM supports a vibrant, transit-rich city, and increased access to local businesses for workers, tourists, and residents***



#### LIVABILITY

Reimagine city streets as inviting places to linger and play

***STM supports improved comfort getting to transit and at transit stops via Community & Mobility Hubs***



#### MAINTENANCE & MODERNIZATION

Improve city transportation infrastructure and ready it for the future

***STM supports making it easier to get to transit via reliable streets, sidewalks and bridges***

## IN SUMMARY, 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

### WHICH MEANS THAT



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



Low-income residents, youth, and older adults save money, 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 major construction, special events, and unexpected issues

# Seattle Transit Measure (STM) 2025 Investments At-a-Glance<sup>1</sup>

## TRANSIT SERVICE

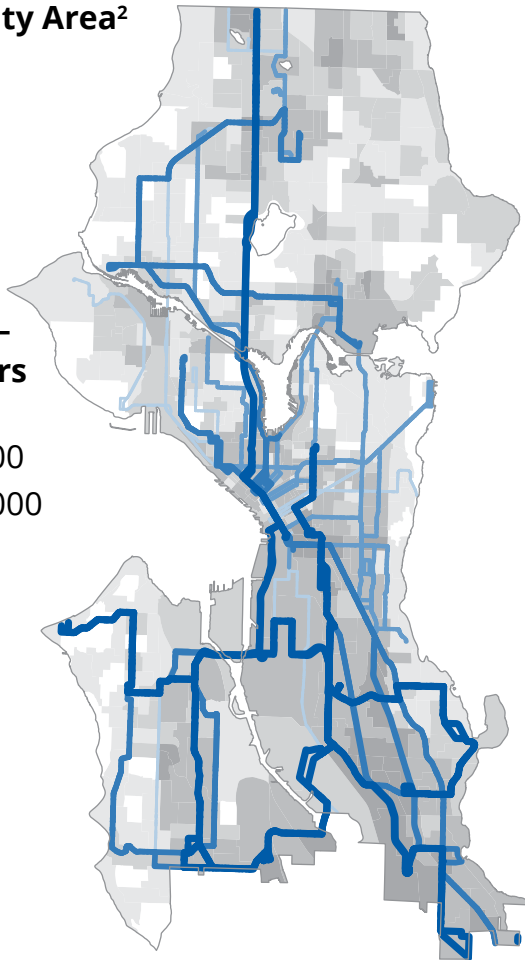
Most STM revenue is used to add bus trips in Seattle in addition to what King County Metro provides, prioritizing bus service for people who rely on transit the most.

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

- 1 lowest
- 2
- 3
- 4
- 5 highest

### Annual STM-Funded Hours

- <1,000
- 1,000-5,000
- 5,000-10,000
- 10,000+



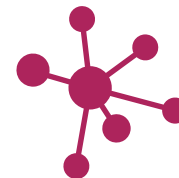
**163,000**

Hours of additional Metro bus service



**3,200**

Weekly bus trips



**82%**

FTN<sup>3</sup> Completion

### DETAILED DESCRIPTION OF THE MAP

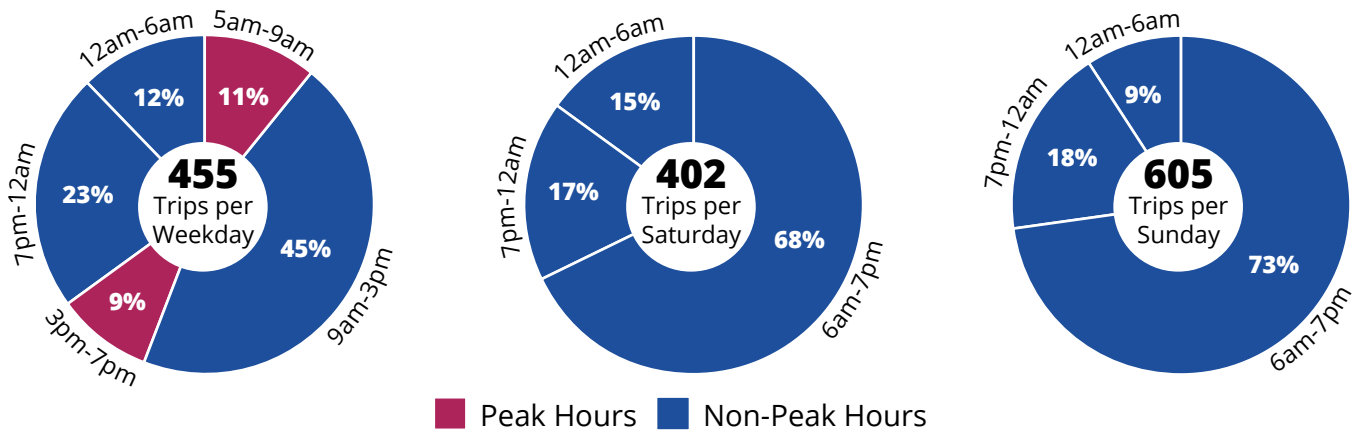
<sup>1</sup>This summary represents a snapshot of the many projects funded by the STM in 2025. More information can be found in the detailed summaries that follow this section.

<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).

<sup>3</sup>The Frequent Transit Network is SDOT vision for a well-connected, frequent, and reliable bus system where traveling by bus throughout Seattle is convenient and easy to choose, regardless of the time of day or day of week. This stat represents how close the current transit network is to fully achieving that vision.

## STM funds transit investments at all times of day:

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



### DETAILED DESCRIPTION OF THE CHART

Most STM transit investments fund frequent bus service during off-peak hours. This approach makes taking transit more convenient for anyone traveling to medical appointments, events, and those who do not work 9 – 5. Since the COVID-19 pandemic, ridership growth in the evenings, at night, and on weekends has outpaced ridership growth during the traditional weekday commute times.

## TRANSPORTATION ACCESS PROGRAMS

Transportation Access Programs (TAP) reduce cost barriers to access to transportation and provide community-centered programming to diverse Seattle populations. SDOT operated 10 TAP programs or initiatives: subsidized ORCA card programs, education and engagement programs, research programs, passenger safety programs, and the Easy Loop, formerly known as the Solid Ground Downtown Circulator.

## What people are saying:

*“As a low-income student, having access to a free ORCA card has done a lot to empower me and increase my mobility in the Seattle area. I have found myself being able to travel freely around the city and explore in ways I wouldn’t were I having to worry about paying for fares/ refilling an orca card. This program is, in my opinion, incredibly important and I think it should be available to even more young adults in Seattle.”*

—Seattle Promise Scholar Program Participant

*“Thank you very much to SDOT and the SHA for providing free ORCA cards. Transportation is very important to our daily lives, including getting around, socializing, and attending medical appointments. With the free ORCA card, we are able to transfer easily between buses, light rail, ferries, water taxis, and streetcars, which makes travel more convenient and helps reduce our living expenses.”*

—Seattle Housing Authority (SHA) Program Participant

TAP ORCA Program	Cards Distributed	Trips Taken	Money Saved by Recipients
Seattle Housing Authority Transit Pass	6,000	1,321,000	\$3,800,000
Promise Scholars	1,600	166,000	\$407,000
Seattle Preschool Program Transit Pass	1,700	131,000	\$374,000


STM funds ORCA cards for thousands of low-income residents, Seattle Promise college students, and Seattle families with young children. Free transit helps people get around the city, complete daily activities, and use more of their income for essential needs.

### TRANSIT CAPITAL INVESTMENTS

STM investments supported 20 capital projects that were completed or under construction in 2025 and many more 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.

### TRANSIT SAFETY

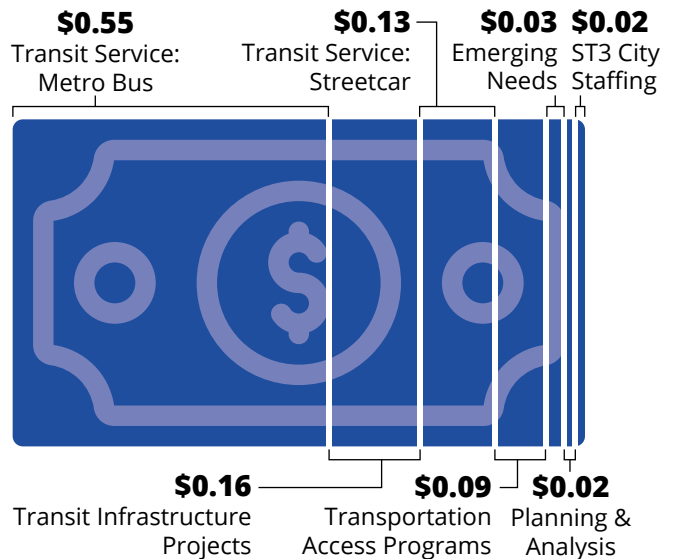
SDOT supports transit safety in many ways. In 2025, STM transit service purchases (both for buses and streetcar) directly contributed to Metro’s efforts to expand transit safety and security. This means increasing presence of Transit Police and Transit Security Officers on buses and the Seattle Streetcar. In a separate contribution, STM funds were used to expand Metro’s Transit Ambassador program in 2025. 6.3% of STM’s total 2025 spending went to support Metro’s safety and security programming, highlighting the significant role STM plays in addressing this key area of public concern.



**6.3%** of STM funds support Metro’s Safety and Security programming

### 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 (2021-2026):



### DETAILED DESCRIPTION OF THE GRAPHIC

# Seattle Transit Measure 2025 Investment Details



# INVESTMENT AREA: TRANSIT SERVICE

Most STM revenues are used to add bus trips in Seattle on top of what King County Metro provides, prioritizing bus service for people who rely on transit the most, and making car-free or car-lite living a realistic option for more Seattle residents.

## 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

### 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 2025, STM FUNDED:



**163,000**

Hours of Metro bus service



**7%**

Of all bus service in Seattle. That's 1 out of every 15 buses!



**96,000**

Hours invested in the top 10 equity priority routes



**2,829**

Weekly bus trips during off-peak times: mid-day, evenings, nights, and weekends



**50%**

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



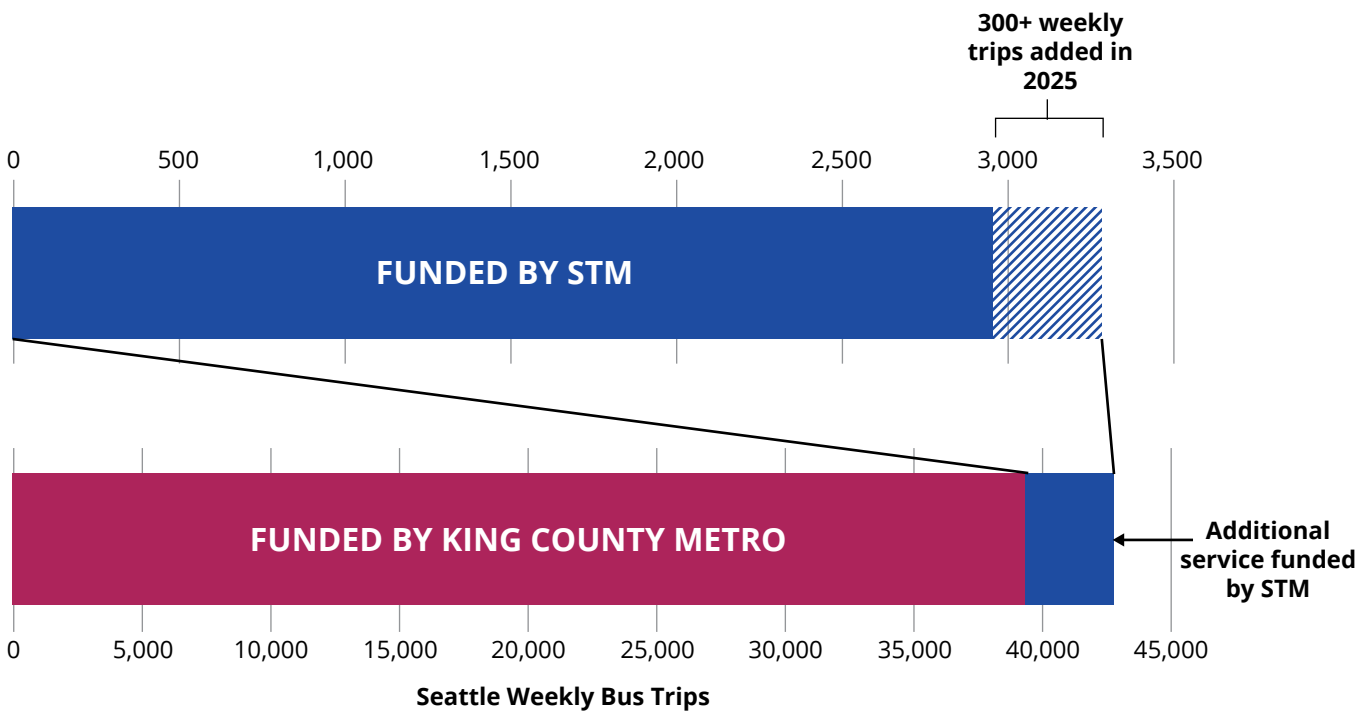
**35,055**

Annual Metro Flex trips in Delridge and South Park neighborhoods, fully funded by SDOT

## TRANSIT SERVICE: 2025 Investments

Over half of STM revenues are used to pay for more bus trips in Seattle, on top of what Metro provides. This creates more frequent bus service, reduces waiting times for riders, and makes it easier to get around the city without a car.

As of 2025, STM funds over **3,200 weekly bus trips**, totaling 163,000 annual service hours. That means STM funds the service on 1 out of every 15 buses in Seattle, or 7% of the fixed-route bus service provided in Seattle. This figure includes investments into the Trailhead Direct summer-only service – see description below.



### DETAILED DESCRIPTION OF THE CHART



## 2025 STM TRANSIT SERVICE INVESTMENTS

In 2025, STM added over 300 weekly bus trips into the Seattle transit network, making the bus arrive more often on six bus routes. These new investments are in addition to the almost 3,000 weekly trips that STM already funds. All routes that received new investments in 2025 rank as high equity priority routes.

These net new 2025 bus service increases included:

- **Route 107** (Beacon Hill, Georgetown, Rainier Beach, Lakeridge, Renton): +177 weekly trips – Improved service from 30-minute to 15-minute frequencies 7 days per week all day and added hourly night service on weekends where it did not previously exist.
- **Route 36** (Othello Station, Beacon Hill, Chinatown/International District, Downtown Seattle): +50 weekly trips – Improved weekend service to 10-minute frequencies all day, creating a consistent schedule seven days per week.
- **Route 8** (Seattle Center, Capitol Hill, Central District, Mount Baker): +42 weekly trips – Improved weekend frequencies from 20-minute to 15-minute service all day.
- **Route 106** (Renton, Skyway, Rainier Beach, Chinatown/International District): +30 weekly trips – Added bus trips early in the morning and during the mid-day on weekends to create consistent 15-minute frequencies all day.

- **H Line** (Burien, White Center, Westwood Village, Delridge, Downtown Seattle): +11 weekly trips – Extended 15-minute frequencies from 10 pm until midnight, seven days per week.
- **Route 124** (Tukwila International Blvd Station, Boeing Industrial, Georgetown, Downtown Seattle): +3 weekly trips – Extended 30-minute frequencies until midnight on weekends.

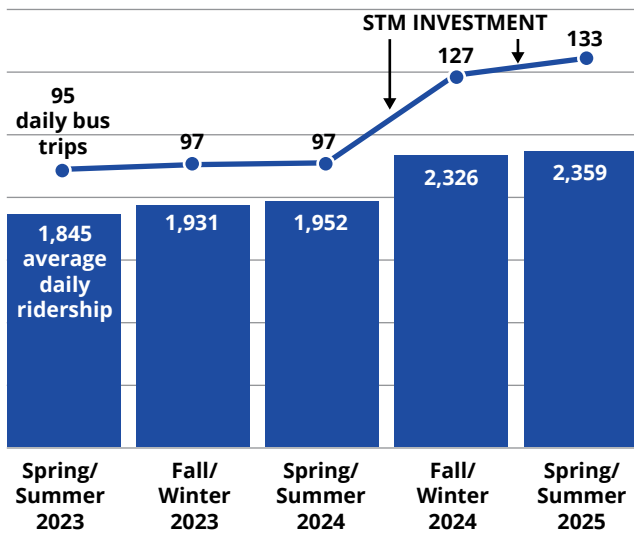
## RIDERSHIP IMPACT

STM-funded transit service makes buses run more frequently, making it faster and easier to get around Seattle without a car. STM’s recent investment in Route 107 shows that when transit service improves, more people ride the bus.

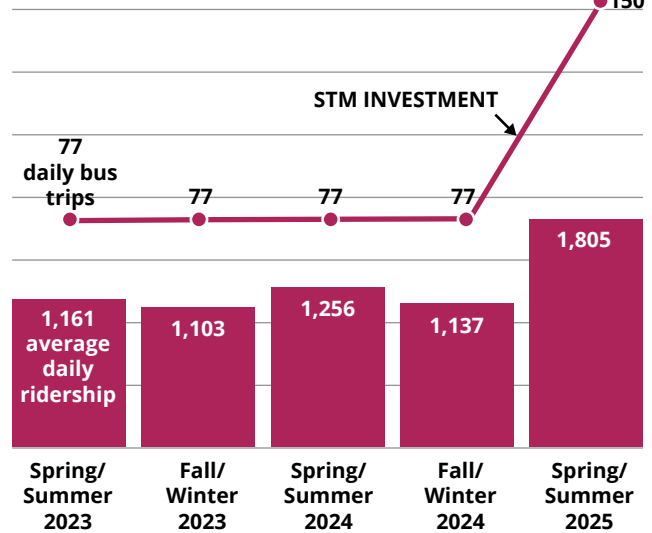
In the months following STM service improvements on Route 107, average daily ridership increased by 21% on weekdays and 44% on Saturdays. Ridership growth on Sundays is like Saturdays.

Across the city, STM is strengthening the transit network and stimulating higher bus ridership.

**Weekdays: Route 107 Ridership and Service**



**Saturdays: Route 107 Ridership and Service**

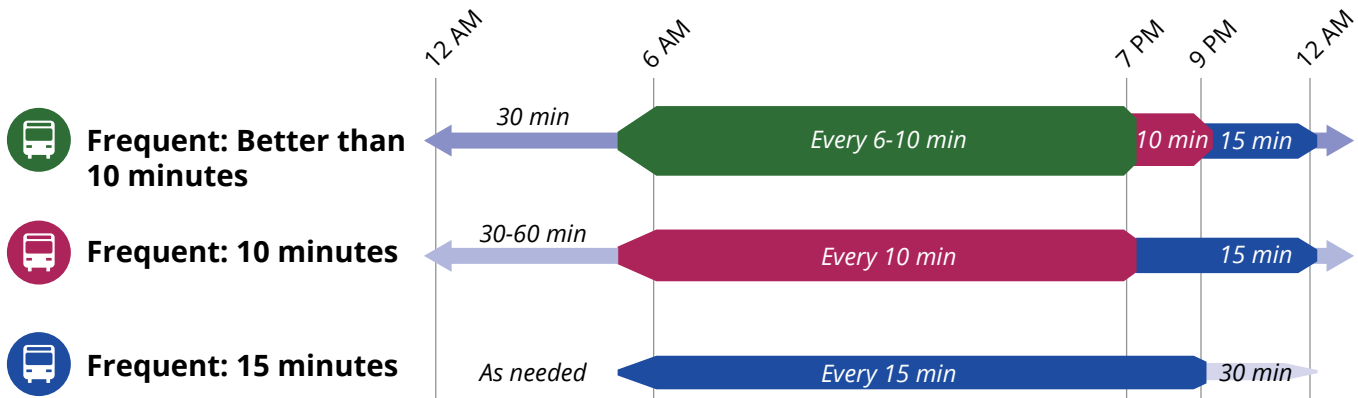


### DETAILED DESCRIPTION OF THE CHART

## FREQUENT TRANSIT NETWORK

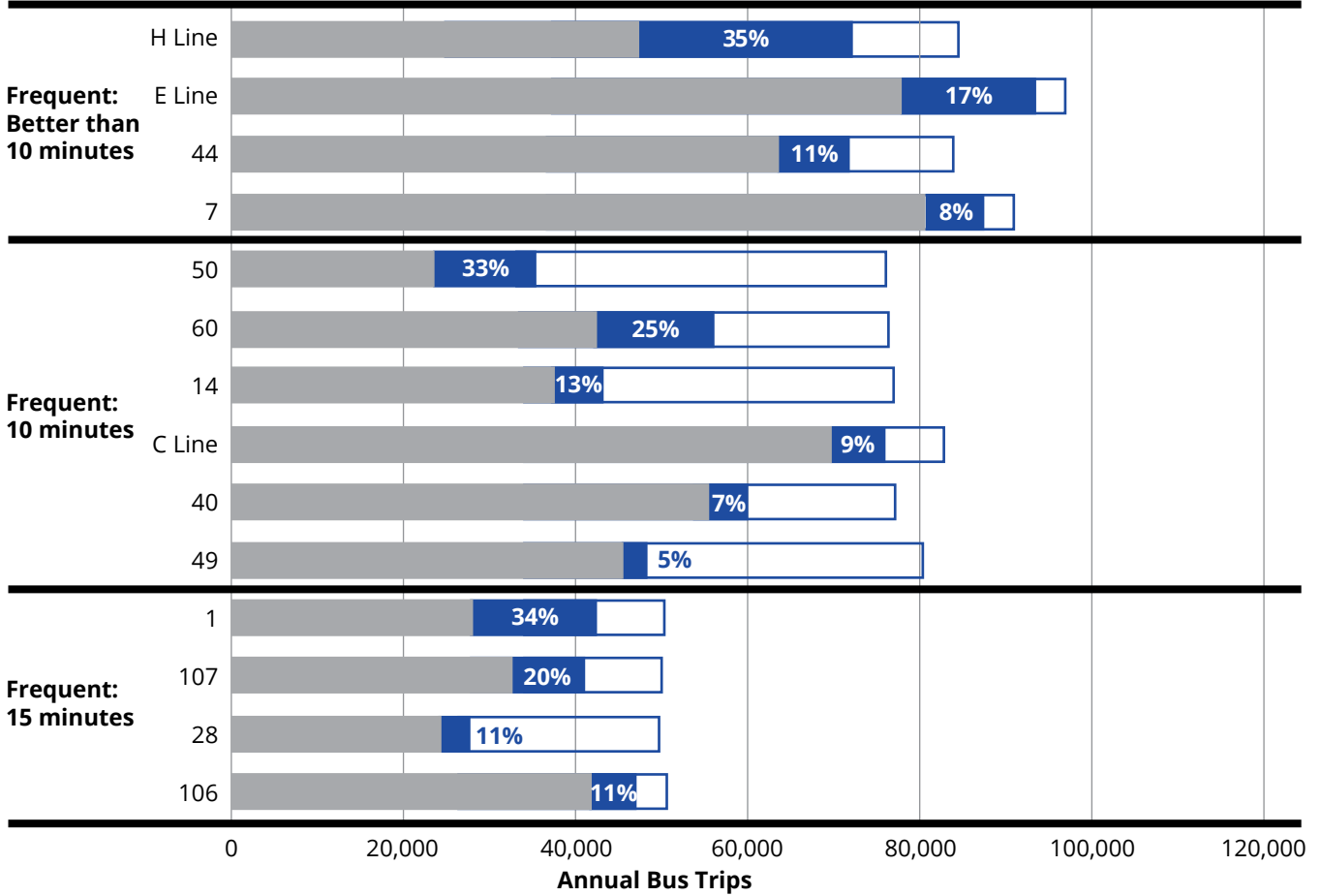
STM transit service investments bring Seattle bus service closer to the City's Frequent Transit Network (FTN) vision. The FTN is a Seattle Transportation Plan's vision for a well-connected, frequent, and reliable bus system, where traveling by bus throughout Seattle is convenient and easy to choose, seven days a week. The FTN consists of three transit service targets, each with different bus frequency goals that vary by time of day.

STM funds more frequent service on 30 Seattle bus routes. The full list of Seattle bus routes and their FTN progress are presented in Appendix E. Due to space limitations, the chart below displays the 10 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. Routes are grouped by their FTN frequency target with percentage labels showing progress toward the target. Progress is calculated by dividing the current number of bus trips by the total number of bus trips needed for the route to meet the target.



### DETAILED DESCRIPTION OF THE CHART

**ROUTES WITH THE HIGHEST LEVEL OF STM INVESTMENT, BY FREQUENT NETWORK TARGET**



**Citywide FTN Percent Progress: 82%**

**DETAILED DESCRIPTION OF THE CHART**

STM-funded transit service ensures buses arrive more frequently on 30 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.



### SEATTLE STREETCAR INVESTMENTS:

STM contributed \$10.2 million to support the operations and maintenance of the South Lake Union and First Hill Streetcar lines in 2025. This investment improved:

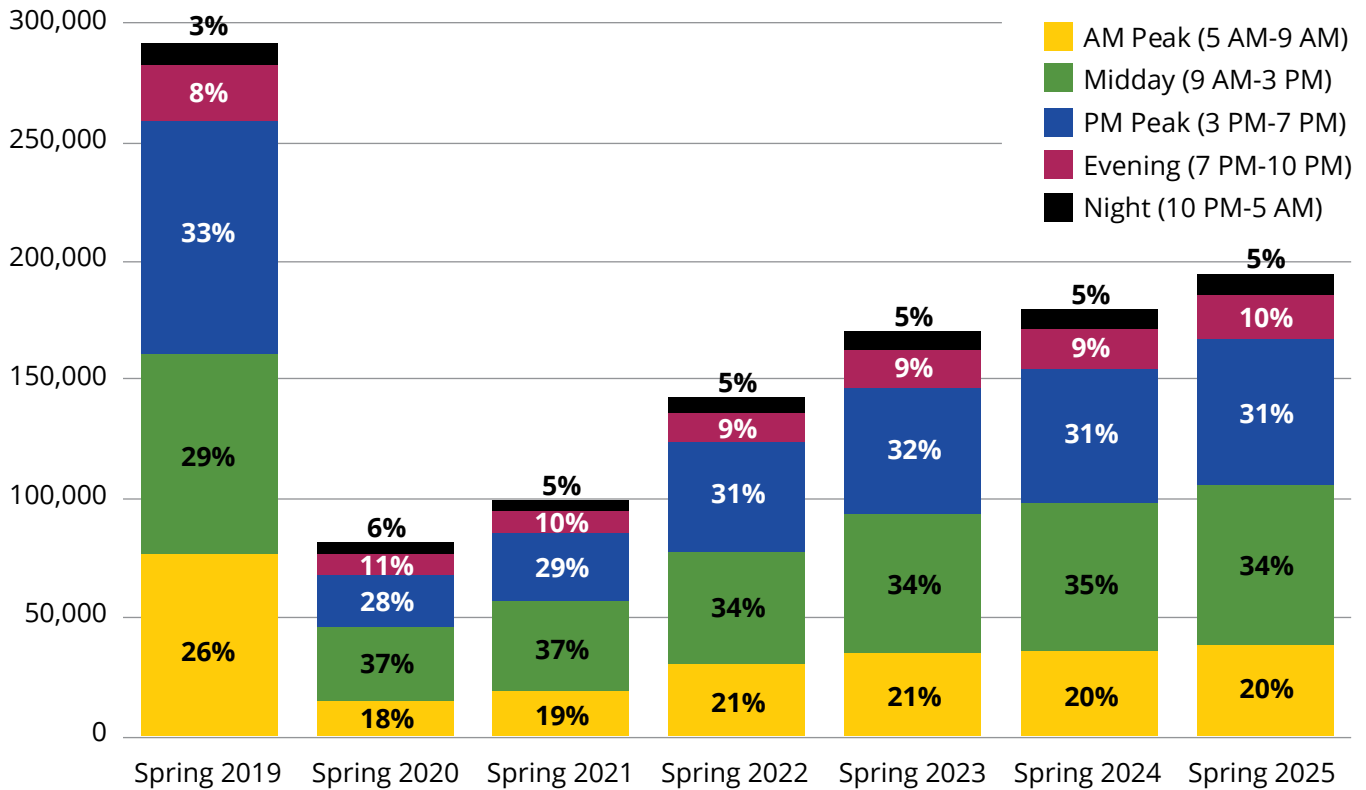
- **Service resilience**, with ridership increasing by approximately 9% in 2025 to a total of over 1.6 million riders.
- **Streetcar safety and security**, with Metro Transit Police as the primary law enforcement agency for Streetcar. Fare enforcement began in March 2025 in alignment with Metro.
- **Community investments** such as a design update to one of the First Hill Streetcar vehicles to include text representing Filipinotown, celebrating Seattle’s Filipino community. In addition, ORCA LIFT reduced fares were made permanent.

### OTHER TRANSIT INVESTMENTS FUNDED BY STM:

- On-demand transit shuttle service through the **Delridge/South Park Metro Flex Pilot**. This service was launched in July 2024, arising out of community conversations about mobility barriers in the area such as highways, hills, incomplete sidewalks, and availability of east-west transit service. This pilot seeks to address mobility challenges in these diverse and historically underserved neighborhoods. This pilot comprised 3.5% of total transit service funding in 2025.
- **Trailhead Direct** is a seasonal service operated by Metro that brings people from Seattle to hiking destinations in the I-90 corridor. STM funded 50% of operational costs in 2025. Over 12,000 people rode Trailhead Direct in 2025, up 30% from 2024!

# TRANSIT SERVICE: Investment Considerations

## Ridership Trends:



### DETAILED DESCRIPTION OF THE CHART

This chart displays the annual change in weekday ridership on Seattle bus routes, by time of day. The percentage labels highlight the share of ridership by time of day, for the given year. The five percentages in each year add up to 100%. From Spring 2020 to Spring 2025, weekday ridership has increased by 138%. Spring 2025 weekday ridership is 67% of Spring 2019 levels.

Ridership patterns continue to shift toward all-day transit use. While year-over-year average ridership increased across all time periods, evenings and nights saw the largest increases at 11% and 9%, respectively. Off-peak travel (mid-day, evening, night) now accounts for 49% of average weekday ridership, compared to 41% in 2019, and night ridership has nearly recovered to pre-pandemic levels. These changes in ridership are tied to ongoing changes in commute patterns and evolving trip patterns. In the 2024 Metro Rider Survey, for example, recreational and social activities narrowly surpassed work commutes as the most common type of trip. The [2024 Seattle Commute Survey](#) indicated that while transit commuting

to Downtown ticked up, it remained well below 2019 levels as hybrid work continued to be popular.

The increased share of off-peak ridership is supported by STM's focus on higher all day service frequency through investments in more frequent bus service during midday, 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 occur during off-peak hours, making car-free or car-lite living a more realistic option for more Seattle residents through a more legible, consistent, and frequent transit network.



## TRANSIT SERVICE: Looking Ahead



*Metro Flex service at South Seattle College*

In 2026, SDOT will continue to align STM spending with the evolving needs of transit users, as well as City and Metro planning efforts. This includes:

- **Adding more transit service on bus routes** to progress toward the FTN vision. Working closely with Metro, SDOT is investing over 17,000 service hours and 250 weekly trips in routes 72, 75, and 77 that are part of the Lynnwood Link Connections project - creating better transit connections to and from NE Seattle. This project restructured bus routes in North Seattle and North King County around the Lynnwood Link light rail expansion. When the new Pinehurst Link station opens in fall of 2026, the new route 77 will be in place to meet it - establishing direct connections to Bitter Lake, Lake City. By the end of the measure, STM

will have about 180,000 annual hours of service investments.

- **Continuing to support Metro Flex and seasonal transit service in 2026:** SDOT will continue to fund the Delridge/South Park Metro Flex pilot through at least 2026. SDOT will monitor and analyze the service to understand how it compliments fixed route bus service and the long-term value in the neighborhoods it serves. SDOT also plans to continue funding 50% of Trailhead Direct. This is a summer-only service growing in popularity that helps more people access the outdoors while reducing traffic and emissions to our most popular trails. In response to 2026 Council budget action, SDOT is planning a summer-only Golden Gardens transit service pilot in 2026.

# 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 2025, STM FUNDED:



**1,700**

ORCA cards distributed to income-qualifying Seattle Preschool Program households in 2025



**16**

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



**187,000+**

Transit rides under the Seattle Promise Scholar Transit Pass Program



**1,200+**

Surveys participants on the Safe Access to Transportation Research project



**1.3M**

Trips taken under the Seattle Housing Authority Transit Pass Program



**440**

Learning hours for high schoolers between the ages of 15-18 enrolled in the month-long Youth Transportation Ambassador program



## WHAT PEOPLE ARE SAYING:

*"I really appreciate that we were given an ORCA card. Being on a fixed income makes it difficult to pay for these services, I use my ORCA card very often. This program helps people like me. Thank you so very much."*

—SHA Program participant

*"I would not be able to attend anything without [the ORCA card] as it is untenable for me to be able to get to class or away from home without it due to both financial reasons and due to the program I am enrolled in."*

—Promise Scholar student

*"The SDOT sign shop was my favorite field trip [during the Youth Ambassador program] because it's a place where I feel like I can get a job I like."*

—Youth Ambassador participant

*"Everyone who participated had a wonderful time. The trip was not only enjoyable and engaging but also deeply meaningful. The experiences and insights we gained will stay with us for a long time—and that's all thanks to you. On behalf of everyone involved, thank you again for creating such a memorable and impactful experience!"*

—Senior Field Trip participant

*"I want to say that I'm grateful for this free card because I go and get out more and I know I can always get where I need to go - may take a while on multiple buses - but the freedom I feel knowing I have [the ORCA card] is a blessing and relief. Thank you, I don't know what I would do without it."*

—SHA Program participant



## TRANSPORTATION ACCESS PROGRAMS: 2025 Investments



*Youth Transportation Ambassadors on a field trip to learn about SDOT facilities, meet industry professionals, and learn from transit professionals.*

### ORCA SUBSIDY PROGRAMS

SDOT provided fully subsidized ORCA cards to qualifying community members through several programs.

- **Seattle Housing Authority (SHA)**

**Transit Pass Program:** SDOT provided fully subsidized ORCA cards to 6,000 low-income SHA residents. The program makes free transit passes available to more than 10,000 residents of SHA properties.

- **Seattle Preschool Program (SPP)**

**Transit Pass Program:** SDOT provided 1,700 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.

- **Promise Scholar Transit Pass**

**Program:** SDOT provided 1,600 fully subsidized ORCA cards for all Seattle Promise Scholars 19 years of age and older. These cards last for the duration of their time as a Promise Scholar. The Promise Scholar program offers tuition-free education for all graduating seniors from Seattle Public high schools, providing up to two years of free tuition at the three Seattle Colleges.

## COMMUNITY ENGAGEMENT PROGRAMS

SDOT funded educational opportunities and services for historically excluded groups.

- **Transit Education Program:** SDOT partnered with Hopelink and three unique senior service agencies – Horn of Africa Services, Neighborhood House, and Southeast Seattle Senior Center – to host 16 transit-oriented field trips for seniors.
- **Youth Transportation Ambassadors (YTA) Program:** SDOT launched a month-long paid learning opportunity for eleven Seattle high school students aged 15-18. YTAs learned about how SDOT creates programs, attended weekly field trips to SDOT facilities, met industry experts, and learned from transportation professionals working in planning, engineering, communications, and more.
- **Youth Transportation Summit:** In April 2025, 30 young people aged 12-19 participated in SDOT's second annual Youth Transportation Summit focused on how SDOT projects are created in collaboration with community. Youth participants had the opportunity to brainstorm and share ideas with SDOT staff on a variety of projects including sidewalk investments, greenspace expansion, and more.

## 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 in partnership with the Lab for Economic Opportunities (LEO) at the University of Notre Dame and local community-based organization (CBO) Uplift Northwest, this study involves providing participants with either a fully subsidized ORCA card or a \$10 pre-loaded card. STM provides funding for the ORCA cards. By 2025, 518 participants had been enrolled in the study. SDOT conducted focus groups to supplement the data analysis. USEAT research findings are expected in 2026.

- **Safe Access to Transportation research project:** SDOT partnered with 12 CBOs to study how safety perceptions affect transit access for unhoused individuals. Over 1,200 participants completed surveys and 30 qualitative events have been organized. In 2026, SDOT will analyze data to 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.

## THE EASY LOOP (FORMERLY THE SOLID GROUND DOWNTOWN CIRCULATOR)

- The Easy Loop connects low- and no-income people and those with disabilities to human service agencies in downtown Seattle. In 2025, SDOT partnered with a consultant to evaluate and find ways to increase awareness and use of the Easy Loop, formerly known as the Downtown Circulator — a free, fixed-route, daytime shuttle.



## **TRANSPORTATION ACCESS PROGRAMS:** Investment Considerations



*Transit Education Program Participants from the Horn of Africa Services on a field trip to the Seattle Aquarium*

- **Supporting access to transit for marginalized communities:** 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 through multiple programs. 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 make smart investments by better understanding the implications of fare subsidy work.

## TRANSPORTATION ACCESS PROGRAMS: Looking Ahead



*Youth Summit Participants listening to workshop presenters at the Vera Project*

SDOT will continue to review the STM TAP suite of programs in 2026, looking to expand promising pilots as funding allows and re-evaluate programs based on their performance.

- **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 focus on transit safety. For example, the STM Youth Transportation Ambassador program and Youth Transportation Summit explore safety from a young person's perspective. In 2026, TAP will also advance the Safe Access to Transportation research project.
- **Preschool Transit Pass Program:** SDOT's Preschool Transit Pass Program will continue to grow as SDOT looks to expand to additional preschool programs helping parents and their children get where they need to go.
- **Launch of the rebranded Easy Loop pilot:** The "Easy Loop" will launch a one-year pilot at the beginning of 2026, with the new service name, redesigned marketing, and the integration of real-time arrival information. SDOT staff will evaluate the Easy Loop using ridership counts, cost per passenger trip, and rider perception of the service over the yearlong pilot.

# INVESTMENT AREA: TRANSIT CAPITAL PROJECTS

## TRANSPORTATION GOALS SUPPORTED



Safety



Maintenance & 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

## IN 2025, STM FUNDED:



**18**

Capital projects that were completed or under construction in 2025



**40**

Routes benefiting from STM capital projects



**5**

Transit Corridor and Bus Lane Projects funded



**6**

Transit spot improvement locations completed in 2025



**11**

Safe access to transit projects funded

## TRANSIT CAPITAL PROJECTS: 2025 Investments

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.

In November 2024, Seattle voters approved the 8-year Seattle Transportation Levy, which will drive \$150+ million in transit capital investments under the heading Transit Corridors and Connections. STM enhances levy-funded programs, such as the Transit Spot Improvement program, by introducing additional transit improvements near STM-funded bus routes and stops, amplifying the impact of these service investments.

2025 STM funding supported construction of key transit projects such as the Rainier Ave Bus Lanes project and RapidRide J Line and the design of transit projects to be delivered by the Seattle Transportation Levy. Below we detail the main STM funded projects, with some additional information in Appendix D.

### STM INVESTMENTS IN TRANSIT CORRIDORS

- **Rainier Ave S Bus Lane Project:** This project added new red bus lanes on Rainier Ave S from S Walden St to S Grand St, improving transit reliability for Route 7, Route 48, and Route 106, which serve over 22,000 daily riders. Pedestrian safety improvements like crosswalks, new signals, improved curb ramps and new streetlights were added at the intersections with S College St and Grand St. This project was completed in Spring 2025.
- **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. Currently in construction, service is scheduled to begin in 2027. Seattle's most recent RapidRide line – the G Line – has seen impressive ridership growth since its launch in September 2024.

## RAINIER AVE TRANSIT PERFORMANCE

After the northbound bus lane was installed on Rainier Ave S, buses recorded between 11 and 17% travel time savings between S Walden St and S Grand St throughout most of the day. That means that collectively, riders save over 135 hours of time along this corridor daily.



*New Red Bus Lanes on Rainier Ave S - Spring 2025*



*J Line: new full-depth concrete panels that provide a long-lasting street surface to withstand heavy use from RapidRide buses*

- **Design/Construction of the NE 130th & NE 125th Mobility and Safety Project:** This project will enhance multimodal access to the future Pinehurst light rail station at NE 130th and support the new Metro Route 77, coming online in 2026. The route 77 will connect Bitter Lake with the U District Link Station via N 130th and Lake City Way. There are upgraded and new bus stops with lighting and raised bike crossings as well as transit priority signals. Construction began in November 2025 and is scheduled to be completed in the last quarter of 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 and Metro Route 77. Improvements include a rebuilt street, upgraded and relocated bus stops, and transit priority signals. Construction is expected to start as soon as 2028.

## STM INVESTMENTS IN SAFE ACCESS TO TRANSIT:

Through its Vision Zero initiative, SDOT is committed to delivering safe access to transit. The Vision Zero Action Plan lists several SDOT programs that focus on safety for people walking, rolling, and biking to transit. STM has been a key funder of many of these projects.

- **15th Ave/Ballard Bridge Pedestrian Access Improvements:** This project expands safe transit access along 15th Ave NW with refreshed bus markings, concrete pads for boarding the bus, new sidewalks, transit signal priority, 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. The project was completed in Fall 2025.
- **Accessible Mount Baker:** Over a decade ago, SDOT conducted public engagement around ways to improve access to the Mt Baker Link station. Several projects were identified and ultimately constructed in 2024 with Levy to Move Seattle funds. One project not built at the time was changing the north lane of Mt Baker Blvd between Franklin High School and the Link station to walk and bike only. A City Council budget action in 2024 earmarked \$1M in STM funds toward completing this project. In 2025, SDOT conducted outreach with Franklin high school students and the broader neighborhood and completed a conceptual design. This project is currently in the design phase.

## Community and Mobility Hubs

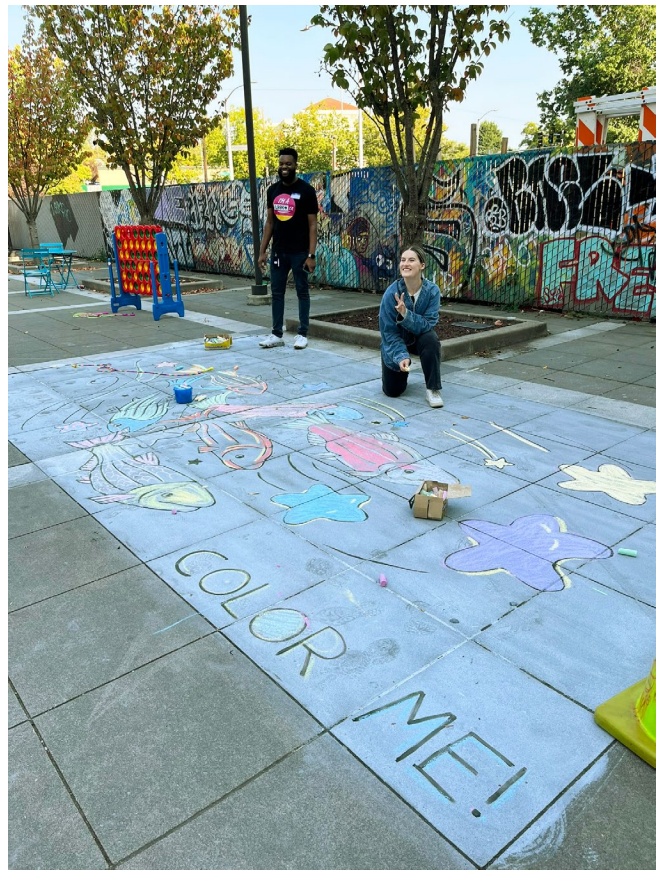
The Community and Mobility Hubs program, part of the Seattle Transportation Plan, focuses on improving connectivity and creating welcoming transit spaces along major transit routes, particularly in underserved areas. The goal is to make it easy, safe, welcoming, and joyful for people to get to, from, and wait for transit. In 2025, the program prioritized internal and external partnerships, meaningful youth engagement, and pop-up outreach events to demonstrate what a mobility hub might look like. Key examples include:

- **15th Ave S/S Columbian St:** working in close partnership with our Safe Routes to School team, SDOT asked Mercer International Middle School students for their ideas to transform a small plaza space next to three key bus stops across the street from their school. We held interactive workshops in spring and summer, engaging more than 80 students. In fall 2025, a schoolwide survey garnered nearly 700 responses with ideas ranging from seating, shelter, art, playful activities, and safety improvements. Looking ahead to 2026, SDOT will install social seating and planters in the space. Urban Artworks will also directly engage with students to design a number of murals and other art elements that will brighten up the space.



*Mercer Middle School students put together creative models highlighting their ideas of how to make the plaza a better space.*

- Mt. Baker Link light rail station and Transit Center:** SDOT partnered with ArtStation Mt. Baker, King County Metro, and Sound Transit to activate the transit hub with pop-up events featuring seating, games, and art. Community members, young and old, shared their ideas for enhancing the light rail station plaza area. In 2025, with support from ArtStation Mt. Baker, we issued an initial call for artists to develop artwork for nearby bus shelters and traffic signal boxes, to be installed in 2026.



*Sept 2025 activation and outreach pop up at Mt. Baker light rail station plaza*

### **Safe Streets for All**

In 2023, Seattle was awarded the USDOT Safe Streets for All (SS4A) grant, though SDOT received less funding than initially requested. To advance safety projects, 24 locations near transit stops will be funded by STM, enabling faster project delivery and reinforcing SDOT’s commitment to enhancing safe access to transit. Seven projects were completed in 2025. Examples include:

- Concrete islands on **E Pike St** at the intersection of 10th Ave, helping people safely access the First Hill Streetcar and bus routes 9, 43, and 60 that operate on Broadway.

- New accessible pedestrian ramps and walk signals at **6th Ave S** and S Royal Brougham Way, improving safe access to bus stops serving routes 124, 545, Link, and Greyhound.
- Safety improvements at **8th Ave NE** and NE 42nd St, including new crosswalks, street markings, and flexible posts at the corners of the intersection. This supports nearby bus stops for routes 31 and 32.
- At **Harvard Ave E** and E Olive Way, SDOT upgraded the intersection to make it easier and safer for people to cross. Improvements include expanding the sidewalks and adding a crosswalk with pedestrian crossing signs and flashing lights, and street markings including stop bars and right turn only markings.



*Construction of new island at 10th Ave and E Pike St*



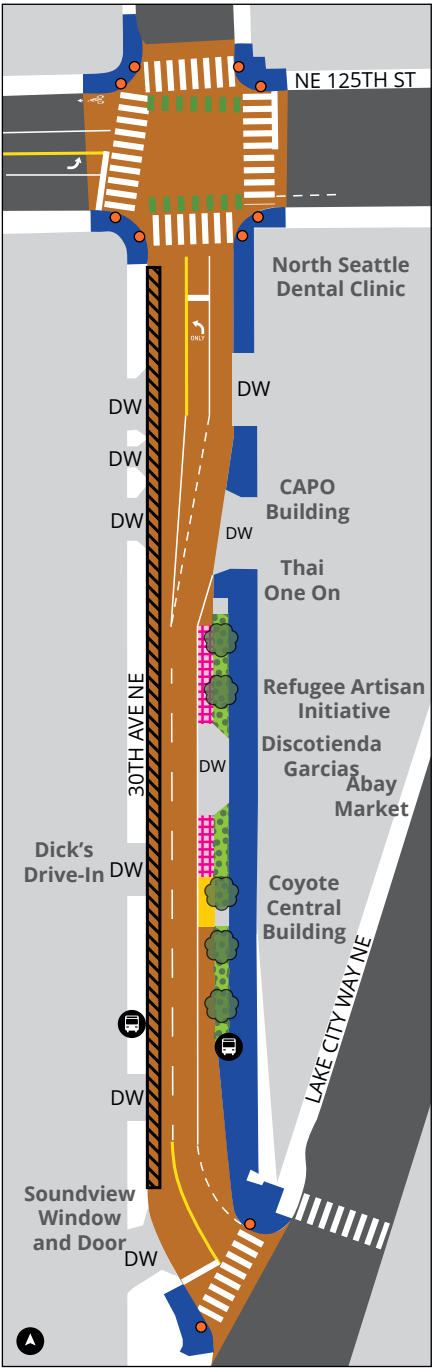
*New flashing lights at Harvard Ave E and E Olive Way*



*New Crosswalk at 6th Ave S and S Royal Brougham Way*

## STM INVESTMENTS IN TRANSIT OPERATIONS AND RELIABILITY:

- 30th Ave NE 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. Construction started in January 2026 and is scheduled to be completed this summer.
- 4th Ave S – Analysis:** In preparation for the SODO busway becoming a Link Light Rail corridor, SDOT along with agency partners, analyzed potential transit travel time, reliability and transit stop improvements on 4th Ave S. STM funding supported the analysis, which recommended working with Sound Transit on a phased approach, to keep the corridor reliable and enhance safety as transit shifts from the busway to 4th Avenue in 2028. One of the first improvements, in design, is a new full signal with bus bulb extensions at S Walker St and 4th Ave S.



- |                 |                        |
|-----------------|------------------------|
| ○ ADA curb ramp | ▣ Parking removal      |
| ■ Load zone     | ■ New planting strip   |
| ■ New sidewalk  | ▣ New parallel parking |
| 🚌 Bus stop      | — Bike lane crossing   |
| ■ New pavement  | 🌳 Tree                 |

*Project Map of 30th Ave NE Transit Street*

### DETAILED DESCRIPTION OF THE MAP

## STM INVESTMENTS IN TRANSIT SPOT IMPROVEMENTS:

In 2025, STM funds delivered bus stop enhancements along Route 125, which connects Downtown Seattle with Westwood Village via South Seattle College. A total of six bus stops received enhancement, including three new bus bulbs with in-lane stops, two new stop locations, new ADA curbs ramps, front and rear door landing pads, sidewalk repair, bus benches, and shelter footings to improve bus riders' ability to safely and conveniently access transit. All six of these bus stops were in the highest category of Seattle's [Race and Social Equity Index](#) – meaning that these stops service our more vulnerable neighbors. The Transit Spot Improvement team also partnered with Metro to deliver improvements on two additional stops along 16th Ave SW.



*New STM-funded bus stop on 16th Ave SW and SW Thistle.*

## **TRANSIT CAPITAL PROJECTS: Investment Considerations and Looking Ahead**



- **Focus on safety:** In 2025, approximately 40% of the \$8.5 million spent on capital improvements went to projects focused on enhancing safe access to transit. Projects in this category include support for completing all locations identified through the Safe Streets for All grant as well as the improvements made as part of the 15th Ave/Ballard Bridge project. In 2026, SDOT will focus on delivering the remaining projects that provide safer options for people to walk, bike, roll, or get to transit.
- **Spend STM resources aligned with voter intent and Transit Advisory Board spending priorities:** In 2023, SDOT worked with the Transit Advisory Board (TAB) to understand their capital spending priorities. SDOT continues to ground itself in these investment priorities.
  - > Improve transit travel time and reliability
  - > Improve safe routes to transit and safety and security at bus stops
  - > Improve wayfinding for pedestrians and people biking to transit stops
- **Maintain capital funding commitments:** Large capital projects can take several years to plan, design, and deliver. In 2025, STM funds supported 10 projects that began in previous years, providing crucial ongoing funding that larger projects often depend on.
- **Wide-ranging impact:** SDOT will continue to invest STM funds in transit capital projects into the last year of the measure making transit an attractive and safe option for all riders. By the time the 6-year measure is over, SDOT estimates that STM will have funded planning, design, and construction for transit capital improvements at approximately 100 locations throughout Seattle.

# INVESTMENT AREA: EMERGING 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

### WHICH MEANS THAT



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

## IN 2025, STM FUNDED:



**3,000**

STM-funded Metro Transit Ambassador engagements in 2025, where ambassadors supported riders with wayfinding or other needs



**6**

Full time positions funded in 2025 to support Sound Transit's West Seattle and Ballard Link Extension projects

## EMERGING NEEDS: 2025 Investments

### PAST ACTIVITIES

The Emerging Needs spending category was created to respond to the COVID-19 pandemic and the West Seattle Bridge closure. It was also intended to support innovative partnerships with King County Metro (Metro).

In response to the **West Seattle Bridge emergency**, STM funded nearly 25,000 annual transit hours on Metro Routes 50, 60, 120, and RapidRide C Line to enhance mobility within West Seattle and to Downtown, reducing reliance on driving. These services became part of STM's regular investments after the bridge reopened in September 2022. STM also supported DART Routes 773 and 775, connecting riders to the West Seattle Water Taxi.

Through the Emerging Needs, STM funded the **Transit GO Rewards** (TGR) platform, launched with Metro in 2021 to boost transit use during the bridge closure. Post-reopening, TGR continued to be used to grow transit ridership and reduce solo driving. For example, SDOT funded transit portions of trips earned through Metro's Bike and Scoot to Transit campaign, promoting multimodal travel. STM funding for TGR ended in 2024.

### TRANSIT SAFETY AS AN EMERGING NEED

Transit safety has been an area of focus for transit agencies since the pandemic, driven by increased concerns about rider and operator security, equitable access, and the need to boost public confidence in transit systems. Regional transit agencies have responded to these challenges by launching safety initiatives such as Metro's Safety, Security, and Fare Enforcement (SaFE) Reform Initiative, which emphasizes community-driven safety measures, including behavioral health support, transit ambassadors, and equitable fare enforcement.



*Transit Ambassadors*



The regional focus on transit safety intensified in 2025, following the murder of Metro operator, Shawn Yim. In response, the King County Regional Transit Safety Task Force (Task Force) was launched. This Task Force brought together stakeholders from across the county to identify, develop, and implement solutions to address transit safety issues. City leaders and SDOT staff participated in the Task Force. SDOT was named as an action partner in one Task Force outcome: to expand youth internship and employment readiness programs that provide transit career exposure. The recently revamped STM Youth Transit Ambassador Program is contributing to this outcome.

## **HOW SDOT AND STM SUPPORT TRANSIT SAFETY**

Transit safety initiatives are led by the transit agencies that operate transit service in Seattle and King County (i.e. Metro and Sound Transit). Thus, the majority of SDOT investments in transit safety are made through our investments in Metro transit service. These contributions to Metro's transit safety programs are different from the STM-funded capital improvements mentioned in the previous section.

**Funding Metro Safety and Security Through Transit Investments:** Metro has ramped up its safety and security presence on transit services, and the Seattle Transit Measure (STM) directly funds this expansion. Since 2023, STM spending on transit safety has increased over 180 percent. This funding growth directly supports all of Metro’s safety and security programs, from Transit Security Officers to the installation of partitions separating bus operators from passengers. In 2025, SDOT also provided a direct contribution to Metro’s Transit Ambassador Program. All together, we contributed \$3.8 million in STM funds to Metro’s enhance safety and security efforts. As we expand our transit investments, we will continue to contribute to Metro’s considerable investments to keep riders feeling safe.

**Additional Metro Transit Ambassadors:** As part of a City of Seattle 2025 budget proviso, STM funds supported more Transit Ambassadors in Seattle, above the levels Metro provides. Transit Ambassadors are Metro operators on light duty assignment who are deployed at key locations to aid riders, answer travel and customer service questions, and offer a reassuring presence to transit riders across Seattle and South King County. In 2025, STM-funded Metro Transit

Ambassadors were stationed at two locations in Seattle: the University District surrounding the light rail station and the Rainier Valley corridor between Columbia City and Othello Stations.

**Advancing Sound Transit 3 Expansion Through City Staffing:** Funding for Sound Transit 3 (ST3) staffing allows Seattle to proactively partner in delivering the West Seattle and Ballard Link Extension projects. This essential investment supports a dedicated team of transportation planners, engineers, permit reviewers and project managers. Together, they coordinate closely with Sound Transit to streamline the permitting process and get to construction more quickly. Staff also listen to and advocate for the best possible transit outcomes for our communities while navigating complex political, fiscal and engineering realities.

During the 2025 City Budget process, the allowable uses of Seattle Transit Measure (STM) were expanded to support this vital ST3 program staffing. The City invested approximately \$2.3 million in 2025 and allocated an additional \$5.2 million in STM funding in the 2026 budget. This staffing plan ensures Seattle gets the highly connected transit system it deserves.

**The Youth Transit Ambassadors program is aligned with the outcome from the Regional Transit Safety & Security Task Force assigned to SDOT: to expand youth internship and employment readiness programs that provide transit career exposure. This task force was launched to coordinate a response to regional concerns about transit safety.**

# Conclusion

## **CELEBRATING FIVE YEARS OF RESPONSIVE TRANSIT INVESTMENTS**

Thanks to Seattle voters and taxpayers, Seattle Transit Measure (STM) investments have made public transit more reliable, accessible, and responsive to changing needs across our city. As we enter the final year of this six-year measure, it is important to reflect on how STM has adapted to meet unprecedented challenges and deliver meaningful value to Seattle residents.

STM revenue collection began in April 2021 as Seattle was emerging from the COVID-19 pandemic. Despite reduced ridership and operational constraints at King County Metro, STM funding allowed the City to respond quickly to shifting mobility needs—supporting West Seattle Bridge recovery efforts and launching a robust slate of capital projects. These investments have upgraded 100 locations across Seattle with improvements such as red bus-only lanes, enhanced bus stops, transit signal priority, and safer sidewalks and crossings, improving the rider experience and making transit access safer and more reliable.

Guided by the Seattle Transit Advisory Board, STM centered equity in service decisions, directing resources to routes where ridership remained strong—often in the evenings and on weekends as travel patterns changed. By 2025, ridership during these periods rebounded to near pre-pandemic levels, underscoring the value of STM’s targeted approach.

Over the past three years, STM invested roughly \$30 million in bus service. This helped reduce waiting times, improve transfers, and strengthen neighborhood connectivity. Today, STM funds 163,000 additional hours of bus service annually and supports the unique mobility benefits of Seattle’s streetcar system.

STM’s Transportation Access Programs further expanded mobility by distributing more than 52,000 free ORCA cards to low-income riders, youth, older adults, and others with the greatest need. During the pandemic, STM supported essential workers through the Recovery Card program, ensuring they could continue keeping the city moving. STM has also invested in youth and aging adult education programs, including the Youth Transportation Summit, empowering the next generation to shape Seattle’s mobility future.



Looking ahead to 2026, STM will continue expanding bus and streetcar service, sustaining core subsidized ORCA programs, hosting a citywide Youth Transportation Summit focused on transportation safety, and completing all 24 Safe Streets for All capital projects. Key infrastructure investments, including the new Route 77 serving the Pinehurst Link light rail station—will help prepare Seattle’s transit system for future growth. With the recent approval of the 2024 Seattle Transportation Levy, residents can expect continued momentum in delivering transformative transit and capital improvements.

STM’s flexible, equity-focused approach has helped Seattle adapt and move forward during rapidly changing times. As revenue collection concludes in April 2027, the City is exploring future transit-focused funding options with regional partners to build on the progress highlighted in this report. Additional details on STM spending, equity outcomes, capital projects, and oversight can be found in the following appendices. Appendix A: STM 2021-2027 Spend Plan.

# Appendix A: STM 2021-2027 Spend Plan

STM 2021-2027 SPEND PLAN (Numbers in thousands of dollars)							
Activity	2021 Actual	2022 Actual	2023 Actual	2024 Actual	2025 Actual	2026 Revised	2027 Proposed
<b>Program Resources</b>							
Prior Year Fund Balance <sup>4</sup>	\$38,494	\$44,354	\$60,619	\$62,719	\$60,519	\$54,985	\$25,762
Sales Tax - 0.15% Revenues <sup>5</sup>	\$37,327	\$51,946	\$53,123	\$53,016	\$54,349	\$56,633	\$13,485
Misc Revenues and Interest	\$0	\$0	\$0	\$8,966	\$2,802	\$3,146	\$243
<b>Revenues Total</b>	<b>\$75,821</b>	<b>\$96,300</b>	<b>\$113,741</b>	<b>\$124,701</b>	<b>\$117,670</b>	<b>\$114,764</b>	<b>\$39,489</b>
<b>O&amp;M/Programmatic Spending<sup>6</sup></b>							
Transit Service <sup>7</sup>	\$19,810	\$17,262	\$28,417	\$29,073	\$34,270	\$44,161	\$23,555
Streetcar Operations	\$0	\$0	\$5,526	\$10,200	\$10,200	\$15,400	\$8,091
Emerging Needs	\$1,451	\$5,201	\$1,144	\$900	\$616	\$0	\$0
Transportation Access Programs	\$2,932	\$4,091	\$5,753	\$5,425	\$4,909	\$5,690	\$1,500
Planning & Analysis	\$734	\$652	\$690	\$877	\$839	\$993	\$1,164
ST3 City Team Staffing <sup>8</sup>	\$0	\$0	\$0	\$0	\$2,296	\$3,500	\$0
Ballot Measure Costs	\$0	\$0	\$0	\$0	\$11	\$1,500	\$0
<b>O&amp;M Subtotal</b>	<b>\$24,927</b>	<b>\$27,207</b>	<b>\$41,530</b>	<b>\$46,474</b>	<b>\$53,140</b>	<b>\$71,244</b>	<b>\$34,310</b>
<b>Capital Spending</b>							
ST3 City Team Staffing	\$0	\$0	\$0	\$0	\$0	\$1,705	\$0
Transit Infrastructure Projects	\$3,048	\$2,263	\$7,678	\$15,228	\$8,516	\$14,665	\$5,179
VLF \$60 Capital Projects	\$3,492	\$6,211	\$1,814	\$2,479	\$1,029	\$1,358	\$0
<b>Capital Investments Total</b>	<b>\$6,540</b>	<b>\$8,475</b>	<b>\$9,492</b>	<b>\$17,708</b>	<b>\$9,545</b>	<b>\$17,729</b>	<b>\$5,179</b>
<b>Expenditures Total</b>	<b>\$31,467</b>	<b>\$35,681</b>	<b>\$51,022</b>	<b>\$64,182</b>	<b>\$62,685</b>	<b>\$88,972</b>	<b>\$39,489</b>
<b>Budgetary Balance</b>	<b>\$44,354</b>	<b>\$60,619</b>	<b>\$62,719</b>	<b>\$60,519</b>	<b>\$54,985</b>	<b>\$25,792</b>	<b>\$0</b>
<b>Reserve Funds</b>							
Reserve Fund (VLF \$60)	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$6,000	\$0
Reserve Fund (0.15% Sales Tax)	\$0	\$14,000	\$14,000	\$14,000	\$14,000	\$14,000	\$0
<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>\$0</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>\$34,985</b>	<b>\$5,792</b>	<b>\$0</b>

## Assumptions

Spend plan reflects 2021 to 2025 actuals, 2026 adopted budget with supplemental adjustments, and the proposed budget for 2027.

"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>4</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>5</sup>STM 2020 0.15% tax + STBD 2014 0.10% tax in 2021 only; 2024 through 2027 revenue updated to reflect April 2026 City projections.

<sup>6</sup>Minor updates to O&M actual spending were made in 2024.

<sup>7</sup>\$133,282 of VLF Rebates included in Transit Service for 2021 only.

<sup>8</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 item is split between capital and O&M in 2026.

# Appendix B: Financial Information

The Seattle Transit Measure (STM) has been vital in enhancing Seattle’s transit system since it replaced the previous transit measure in 2021. SDOT is committed to the responsible stewardship of STM funds, and this report describes the activities funded under STM in 2025. This appendix provides additional context for the data in Appendix A.

**Maximizing Transit Investment:** COVID-19 disruptions initially increased STM’s fund balance, exceeding the \$20 million strategic reserve. By 2024-2025, spending increased and put SDOT back on track to fully spend STM funds by 2027. In 2025, expenditure was steady at \$61.7 million annually. Service and programmatic spending increased in 2025 while capital spending eased off the 2024 high as several capital projects deferred spending to 2026.

**Leveraging Federal Relief due to COVID**  
Between 2020-2025, \$42.1 million in federal COVID-era credits reduced STM’s financial burden, saving \$4.9 million annually and funding additional Metro bus trips. These credits expire in 2026, but SDOT is committed to sustaining service investments while monitoring the cost drivers of transit service.

**Expanding Service:** SDOT made over 16,000 hours of additional service investments in spring 2025, with similar investments planned in 2026 as a part of the phased Lynnwood Link Connections project. STM will invest in the new route 77, integrating bus services with the new Pinehurst Link light rail station.

**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 and 2025 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 ensures reliable service on both streetcar lines and also supports system maintenance and streetcar safety and security programs. STM’s streetcar contribution is budgeted at \$13.6M in 2026.

**A Vision for the Future:** Over the past five years, STM 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.

# Appendix C: 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 2025, the TAB participated in the first ever joint meeting among all four Seattle modal advisory boards: Pedestrian Advisory Board, Freight Advisory Board, Bicycle Advisory Board, and Transit Advisory Board. These groups came together in June 2025 to provide input on the development of the Seattle Transportation Plan (STP) Implementation Plan and discuss their shared priorities.

Through letters, the TAB elevated the need for bus only lanes on Denny Way and responded to 2026 budget proposals for the Seattle Transit Measure. In November 2024, the TAB hosted an in-person retreat for members to reflect on the past year and brainstorm priorities 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 2025, TAB consisted of:

- Priyadharshini Balan | Member
- Deborah Barnard | Vice Chair
- Ashwin Bhumbla | Co-Chair
- Zachary Burton | Co-Chair, Levy Oversight Committee Representative

- Shirley Chu | Member
- Dana Coppernoll-Houston | Member
- Katie Freeman | Member
- Art Kuniyuki | Member
- Sandro Pani | Member
- Sidney Orr | Secretary, Get Engaged
- Carolyn Tillinger | Member
- Daniel Wolpert | Member

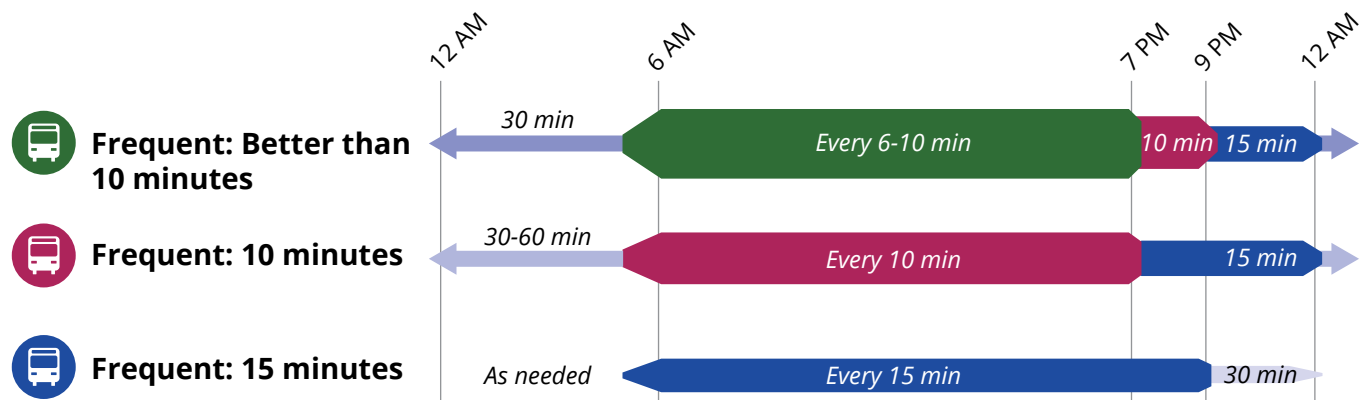
# Appendix D: STM-Funded Capital Projects

The table below lists capital projects that were funded in whole or part by STM in 2025. STM funding has been used to support projects in all phases of project development, including planning, design, and/or construction. Projects that were completed in 2025 are noted in parenthesis.

Project and Project Category	Description	Routes Benefiting	Riders Benefiting (daily ons/offers at nearby stops)
<b>Transit Corridors - Planning and Design</b>			
N 130th St – Bitter Lake to Haller Lake Mobility Improvements	Safety and mobility improvements on N 130th St between Palatine Ave N and I-5 to connect people to the Pinehurst Station	345, 77 (future)	500
Aurora Ave N Planning Project	This planning study will develop a plan to guide future investments in the corridor	E Line	Up to 12,000 daily
<b>Transit Corridors - Construction</b>			
NE 130th & NE 125th Mobility and Safety Project	Improve safe access to Pinehurst station and around the neighborhood with improved crossings, traffic calming, and upgraded/new bus stops	75, 77 (future)	1800
RapidRide J Line	Infrastructure improvements to support the upgrade of Route 70 to RapidRide J; includes new pavement, sidewalks, pedestrian ramps and signals	70 (Future J Line)	5100+
STM Rainier Ave Bus Lanes - Phase II (Complete)	New bus lane on Rainier Ave S between S Walden St and S Grand St, sidewalk repair to help access bus stops, new crosswalks, and curb ramps	7, 9E, 48, 106	2550
<b>Safe Access to Transit</b>			
Safe Streets for All - STM Package (7 locations complete)	Safety upgrades providing safer options for you to walk, bike, roll, or get to transit	3, 4, 7, 31, 32, 43, 60, 106, 124, and more	2500+
Accessible Mount Baker - Mount Baker Boulevard	Convert Mt Baker Blvd between Franklin High School and the Mt Baker Link station to walk and bike only	7	320
15th Ave Ballard Bridge Pedestrian Access Improvements (Complete)	Safe transit access along 15th Ave NW with refreshed bus markings, bus boarding pads, new sidewalks, transit signal priority, and street lighting	44, D Line	3900

Project and Project Category	Description	Routes Benefiting	Riders Benefiting (daily ons/offers at nearby stops)
Community and Mobility Hubs	Program focusing on improving connectivity and creating welcoming transit spaces along major transit routes, particularly in underserved areas.	7, 9E, 50, 60, 106, 107, 1 Line	1720
<b>Transit Operations and Reliability</b>			
Aurora Ave Bus Lane Project (Complete)	Install a northbound bus lane on Aurora Ave N between Prospect St and Lynn St, enhancing service for the RapidRide E Line	5, 28E, E Line	400+
30th Ave Transit Street	Repave and improve access to transit on 30th Ave between NE 125th Street and Lake City Way	77 (future)	N/A
4th Ave S BAT Lane Analysis	In preparation for the SODO busway becoming a Link corridor, SDOT is studying bus lanes on 4th Ave.	131, 132 and future routes	1200+
<b>Transit Spot Improvements</b>			
Bus stop improvements on route 125 (6 locations complete)	Bus stop enhancements for Route 125, 128 in West Seattle	125, 128	165

# Appendix E: Frequent Transit Network Progress



## DETAILED DESCRIPTION OF THE CHART

The Frequent Transit Network (FTN) is the City’s vision for a well-connected, frequent, reliable transit system, where traveling by bus is convenient and easy to choose. Each transit route across Seattle is assigned a frequency target (15 minutes, 10 minutes, or Better than 10 minutes) that defines how often the route should run throughout the day, every day.<sup>9</sup>

The FTN was most recently updated in 2024 through the Seattle Transportation Plan (STP), with more ambitious transit frequency targets compared to the previous version.

The below tables show how close each route is to meeting its target on Weekdays, Saturdays, and Sundays.<sup>10, 11</sup> Percent progress toward the frequency target accounts for transit service funded by King County Metro and the Seattle Transit Measure. The column on the far right shows the share of transit service on the route that is funded by STM.

<sup>9</sup>Some routes are designated as “Other Transit” in the FTN and do not have frequency targets. Of these, SDOT will invest up to 30-minute service from 6am-12am if the route serves an equity priority area or has a key role in the larger network.

<sup>10</sup>For frequency targets that designate a range, such as 30-60-minute frequency from 12am-6am, percent progress is measured relative to the bottom of the range (60-minute). STM may invest up to the top of the range on certain routes as needed.

<sup>11</sup>Some routes are paired (i.e. 2, 13) because they are co-scheduled to provide more frequent transit service where they overlap. Percent progress toward the FTN target is measured based on their shared frequency.

Key highlights:

- FTN frequency targets apply every day of the week. Historically, weekends have had less frequent transit service, which is why Saturdays and Sundays tend to be further from their frequency targets compared to Weekdays. STM is focused on creating a consistent and frequent schedule seven days per week.
- While many of the highest frequency bus routes are close to meeting their targets, routes in the Frequent: 10-minute category are further behind their goals. Many of these routes had 15-minute frequency targets in the previous version of the FTN and were upgraded to more frequent service goals in this recent update.
- The FTN frequency targets call for more frequent transit service into the evenings and nights. A transit route must meet its frequency target during the Day, Evening, and Night, to record 100% progress.

**Frequent: 15 minutes**

Definition: 15-minute frequency from 6am-9pm, 30-minute frequency from 9pm-12am

Route	Percent progress toward meeting the Frequent: 15 target				Percent of transit service funded by STM
	Weekday	Saturday	Sunday	Overall	
1	96%	56%	55%	85%	33%
5	98%	68%	56%	88%	0%
11	80%	75%	75%	78%	5%
21	97%	68%	56%	88%	1%
24, 33	97%	86%	69%	92%	0%
27	48%	38%	23%	43%	0%
28	62%	39%	39%	56%	7%
61	100%	100%	100%	100%	0%
62	100%	97%	95%	99%	0%
65	100%	92%	92%	98%	0%
75	100%	96%	97%	99%	0%
106	96%	96%	97%	96%	11%
107	96%	100%	99%	97%	33%
124	96%	57%	57%	85%	1%
345, 365	100%	95%	95%	99%	4%
First Hill Streetcar	99%	98%	48%	92%	100%
SLU Streetcar	95%	86%	59%	90%	100%

### Frequent: 10 minutes

Definition: 10-minute frequency from 6am-7pm, 15-minute frequency from 7pm-12am, at least 60-minute frequency from 12am-6am

Route	Percent progress toward meeting the Frequent: 10 target				Percent of transit service funded by STM
	Weekday	Saturday	Sunday	Overall	
2, 13	79%	73%	52%	74%	1%
8	69%	65%	63%	68%	6%
14	64%	37%	38%	56%	11%
31, 32	76%	64%	64%	73%	0%
40	84%	63%	63%	78%	6%
45	74%	65%	65%	72%	0%
48	71%	68%	69%	70%	3%
49	61%	59%	58%	60%	5%
50	50%	36%	36%	46%	35%
60	79%	62%	62%	74%	19%
67	74%	63%	62%	71%	0%
70	86%	73%	72%	83%	4%
372	72%	58%	58%	68%	0%
C Line	99%	75%	75%	92%	8%
D Line	99%	74%	74%	92%	0%

### Frequent: Better than 10 minutes

Definition: At least 10-minute frequency from 6am-7pm, 10-minute frequency from 7pm-9am, 15-minute frequency from 9pm-12am, 30-minute frequency from 12am-6am

Route	Percent progress toward meeting the Frequent: Better than 10 target				Percent of transit service funded by STM
	Weekday	Saturday	Sunday	Overall	
3, 4	97%	72%	73%	91%	2%
7	100%	91%	83%	96%	6%
10, 12	92%	89%	89%	91%	0%
36	96%	94%	93%	96%	7%
44	93%	68%	68%	86%	9%
E Line	98%	90%	89%	96%	10%
G Line	99%	99%	75%	96%	1%
H Line	94%	72%	70%	88%	28%

# 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 2025. 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 455 STM-funded trips per weekday, only 20% are during peak hours. STM funds 402 trips per day on Saturdays and 605 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 2026, if the typical average annual expenditures equaled one dollar, 55 cents would be for bus transit service, 16 cents capital projects and spot improvements, 13 cents streetcar operations and maintenance, 9 cents Transportation Access Programs, 3 cents for Emerging Needs, 2 cents for planning and analysis, and 2 cent to help staff the City's ST3 team. Safety and Security funding is represented in three categories in the dollar bill: Transit Service: Metro Bus, Transit Service: Streetcar, and Emerging Needs

## NUMBER OF TRIPS FUNDED BY STM AND METRO IN 2025

This chart shows two bars: the first shows the total number of weekly bus trips funded by STM in 2025, including the 300+ new trips added in 2025, the second column compares the number of trips funded by Metro as compared to trips funded by STM. STM funds 7% of the fixed-route bus service provided in Seattle

## RIDERSHIP IMPACT CHART FOR ROUTE 107

There are two charts showing the average daily ridership, the number of daily bus trips and where STM investments led to an increase in ridership. For weekdays, an STM-funding increase in the number of trips by 30% led to a 19% increase in ridership in the next service period.

## 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.

## RIDERSHIP CHART

This chart displays the annual change in weekday ridership on Seattle bus routes, by time of day. The chart shows that while 2025 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 41% of total weekday ridership in 2019 to 49% in 2025.

## PROJECT MAP OF THE 30TH AVE NORTHEAST TRANSIT STREET PROJECT

Map shows location of two new bus stops for route 77, new sidewalk, street trees, paving, and other features of the project. Local businesses and buildings are labeled on the map.

# Acknowledgments

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## Thank You to Our Partners

Ballard Food Bank	Doorway Project	SouthEast Seattle Senior Center
City of Seattle Department of Education and Early Learning	Hopelink	Solid Ground
City of Seattle Department of Neighborhoods – Community Liaisons	Horn of Africa Services	University District Food Bank
Compass Housing	Lake City Partners	University of Notre Dame Lab for Economic Opportunity
City of Seattle Human Services Department – Seattle Youth Employment Program	King County Metro	Uplift Northwest
City of Seattle Human Services Department – Age Friendly Seattle	Mary’s Place	Urban League
City of Seattle Voters, Residents, and Workers Commute Seattle	Mighty Good Consulting	West Seattle Clothing Line
Downtown Emergency Services Center (DESC)	Neighborhood House	West Seattle Food Bank
	North Helpline	YouthCare
	SHARE/WHEEL	
	Seattle Colleges	
	Seattle Housing Authority	
	Seattle Parks and Recreation	
	Seattle Public Schools	
	Seattle-King County Public Health Department	



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