

Metro Service Recovery & Growth

Regional Transit Committee
June 17th, 2026



Purpose

Provide overview of Metro's service recovery, ridership, and future growth

Agenda

1. Metro Service Recovery Plan
2. Ridership Updates
3. Mobility Project Updates



Metro Service Recovery Plan

Why Metro has a Service Recovery Plan

- Approval from King County Council to maintain service suspensions that exceeded Metro's administrative authority.
- Formalizes Metro's approach to growing service and reinvestment of resources suspended during the pandemic emergency period.
- Uses updated Metro policies for service recovery, including the Metro Connects and Service Guidelines related to investments, reductions, restructures, partnerships and community engagement – guided and shaped by the Equity Cabinet.



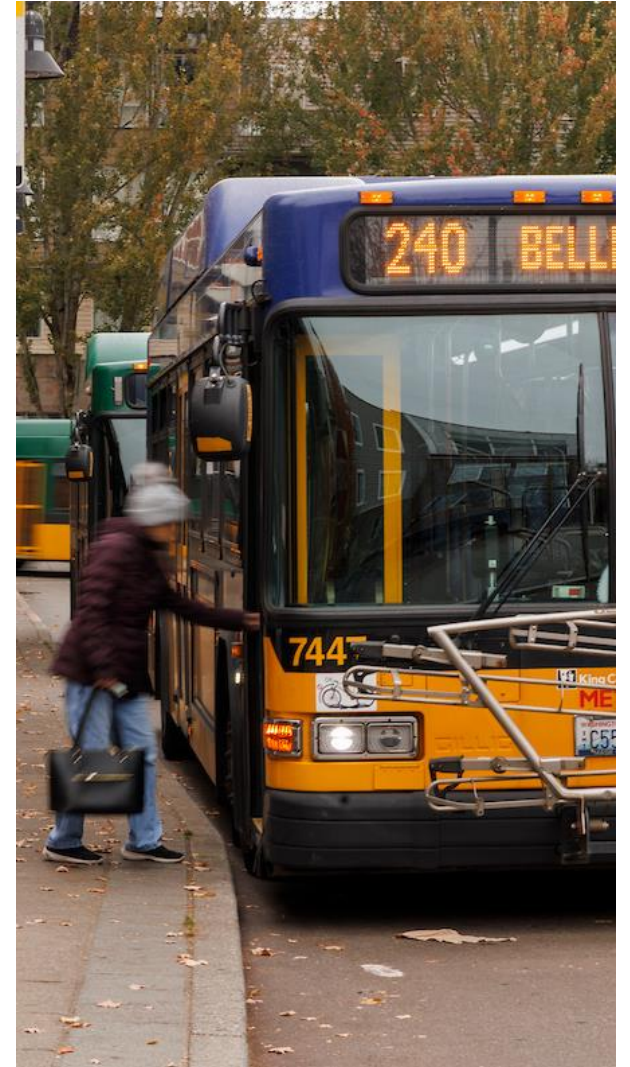
How the Service Recovery Plan guides planning

Service hours are being restored over time via phased projects

- Metro is using a of mobility projects (service restructures), that look at a range of mobility services
- Each project includes planning and engagement, and proposals for King County Council action
- Service proposals are based on current need, not just restoring what was suspended
- Selected changes could be implemented in advance of project implementation

Service hours stay in project areas from which they were suspended

- Project budgets include current, suspended and partner-funded service



Status of mobility projects

East Link



Lynnwood Link



South Link



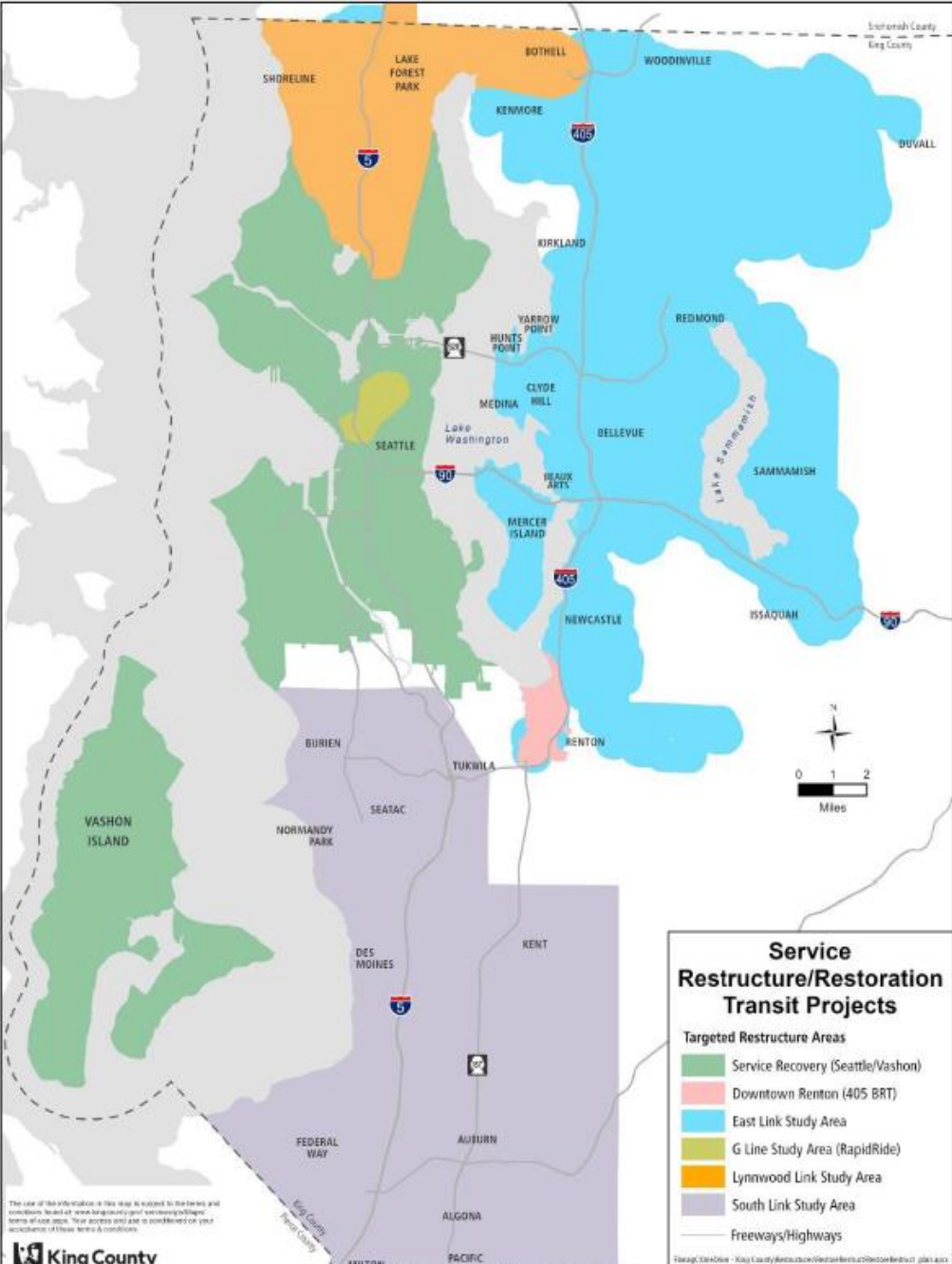
Seattle-area



Madison Street Area (G Line)



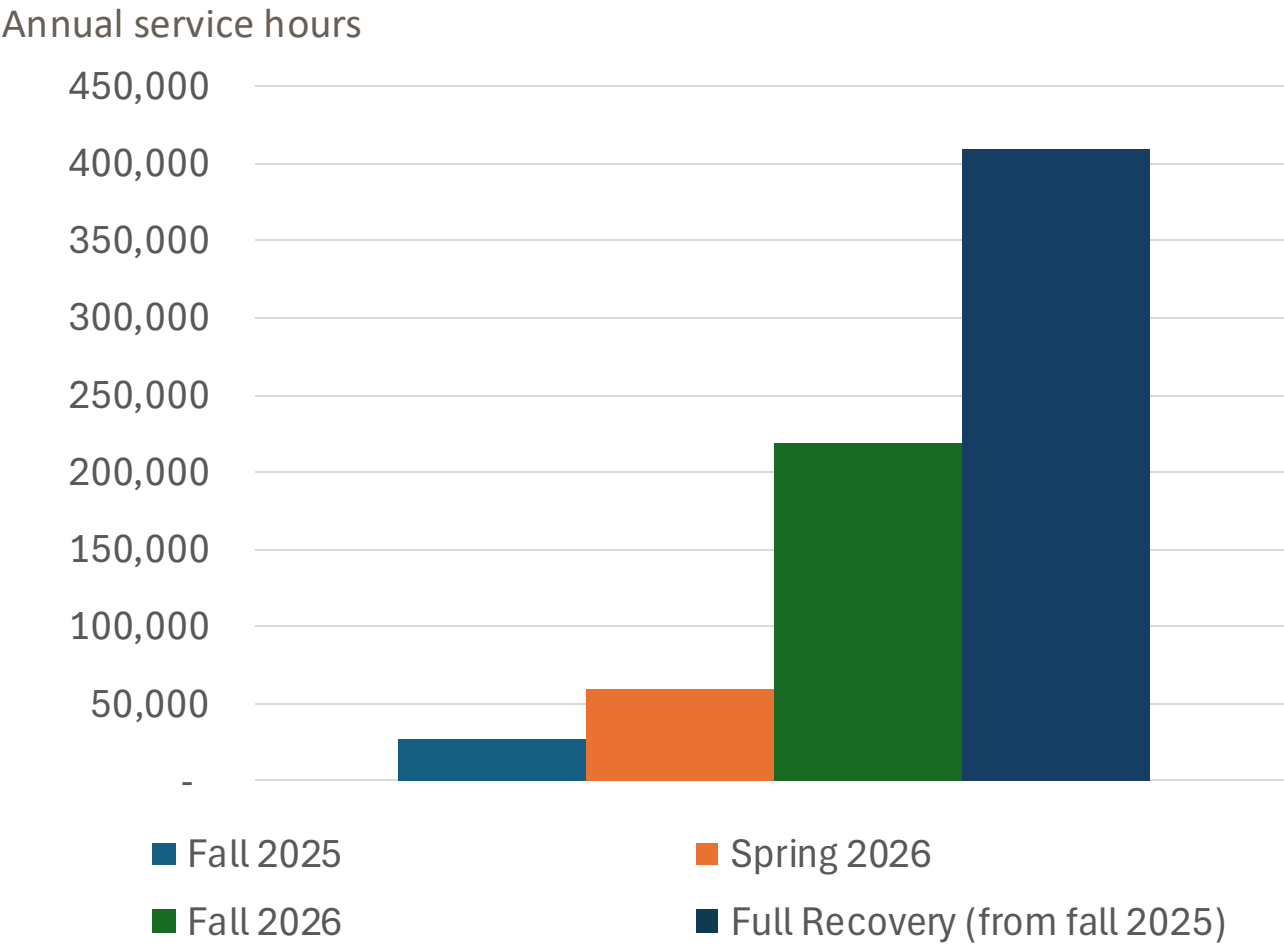
Renton-area



Current status by service hour recovery

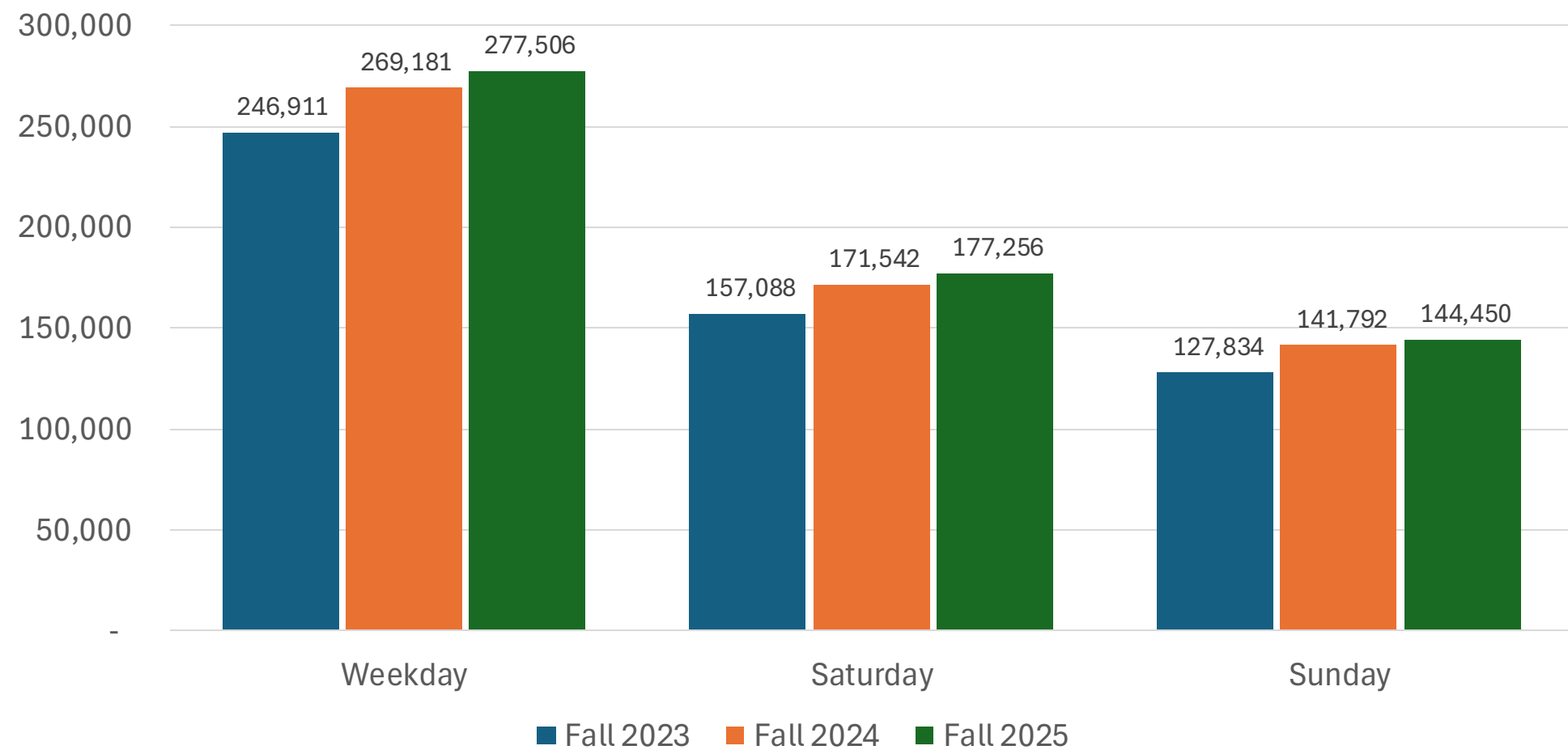
Service hours are being restored over time via phased projects

- Ramping up significant service hour restorations later this year in North, South, and East county
- Planned to be over halfway (53%) to the full budgeted recovery by fall 2026



Ridership Updates

Average daily ridership trends 2023 - 2025

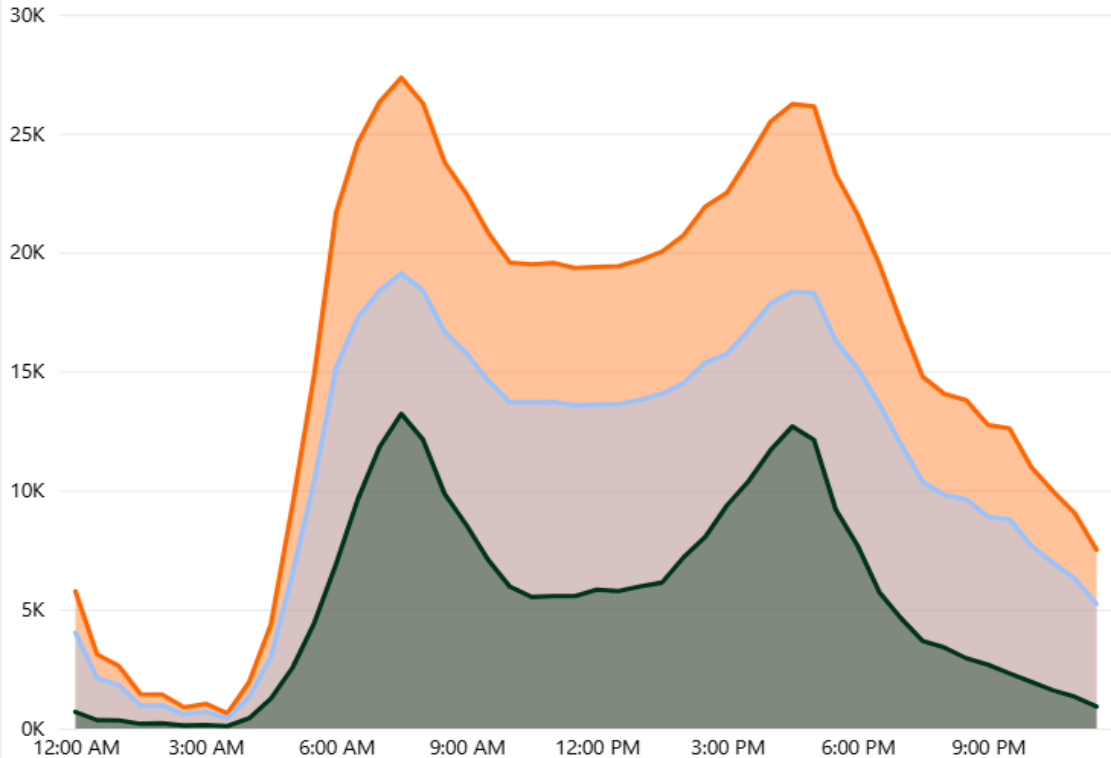


Ridership and service more spread throughout the day

Fall 2019

Sum of Average Max Load and Total Capacity by Hour

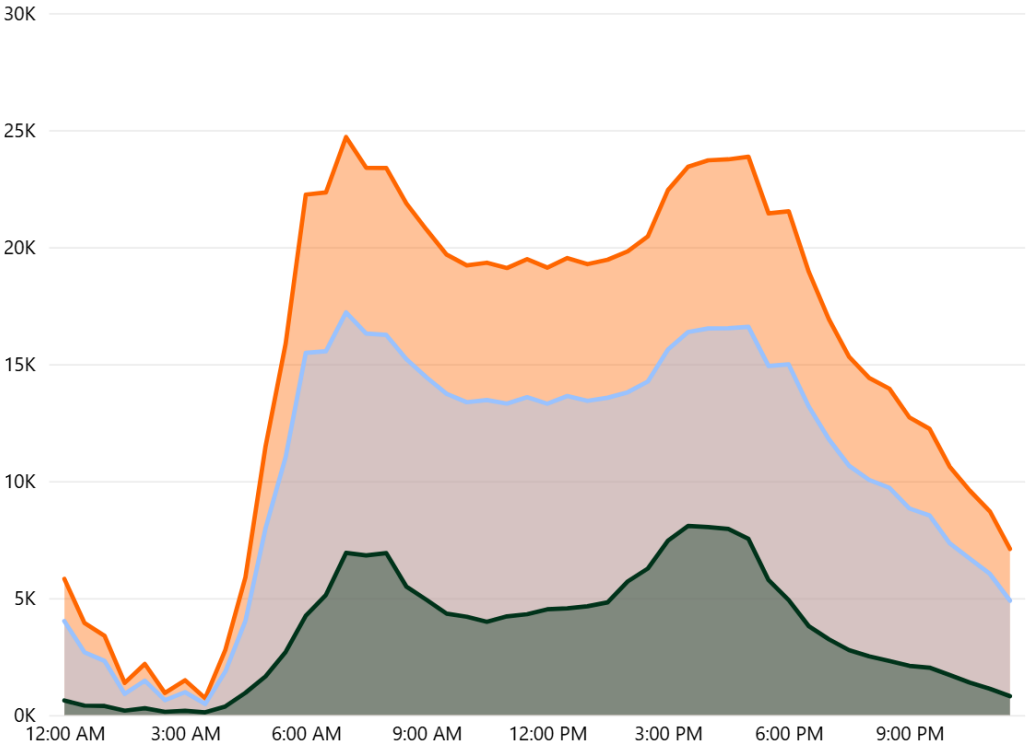
● Total Capacity ● Seated Capacity ● Sum of Avg Max Passenger Load



Fall 2025

Sum of Average Max Load and Total Capacity by Hour

● Total Capacity ● Seated Capacity ● Sum of Avg Max Passenger Load



Mobility Project Updates

Why does Metro restructure service?

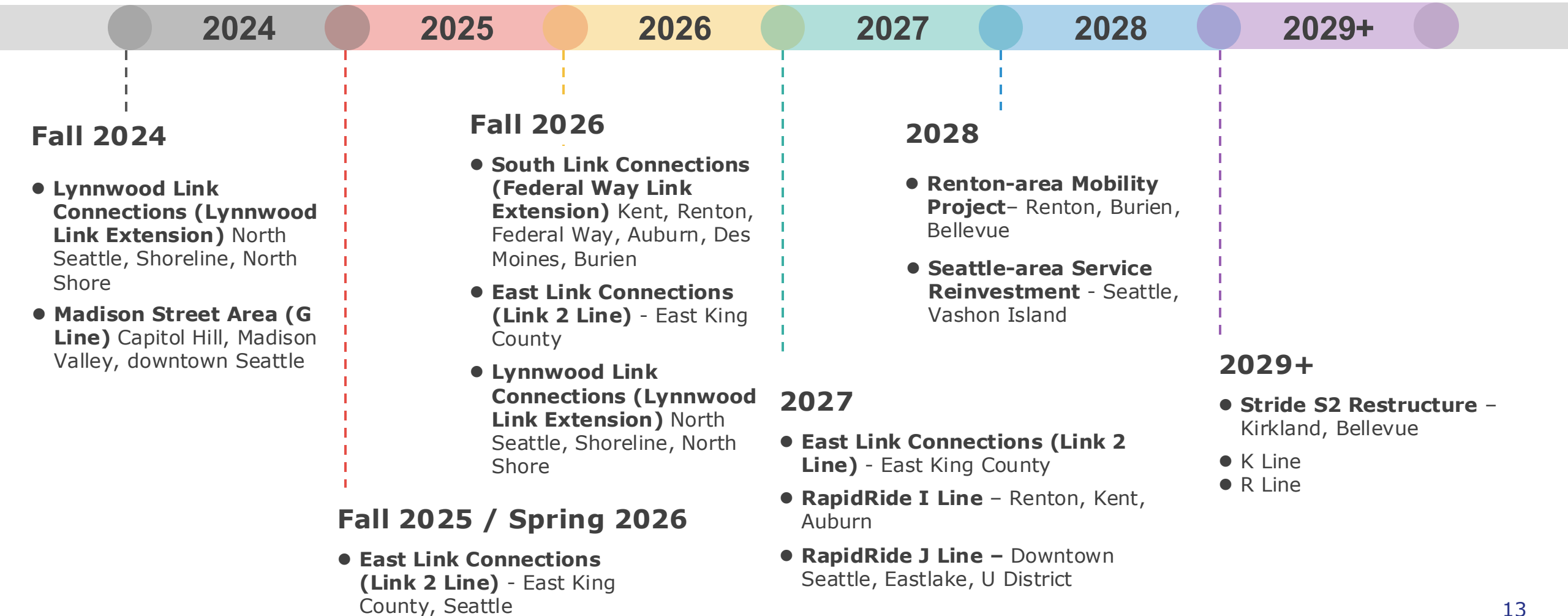
In general, restructures are done to improve the efficiency and effectiveness of the transit system and to better integrate with the regional transit network, including Link light rail.

Since 2020, restructures have typically incorporated:

- Responding to changes in travel patterns since the pandemic
- Shift to more all-day and weekend service to meet rider needs
- Restoring (adding back) service hours held in suspension since the pandemic



Major system changes



Coordination with Sound Transit

Infrastructure – multi-year process ahead of Sound Transit station openings

- Formal coordination on station-area design and bus-rail facility integration
- Supports high quality bus and light rail connections and rider amenities
- Metro leads development of upgraded rider amenities at bus stop transfer points

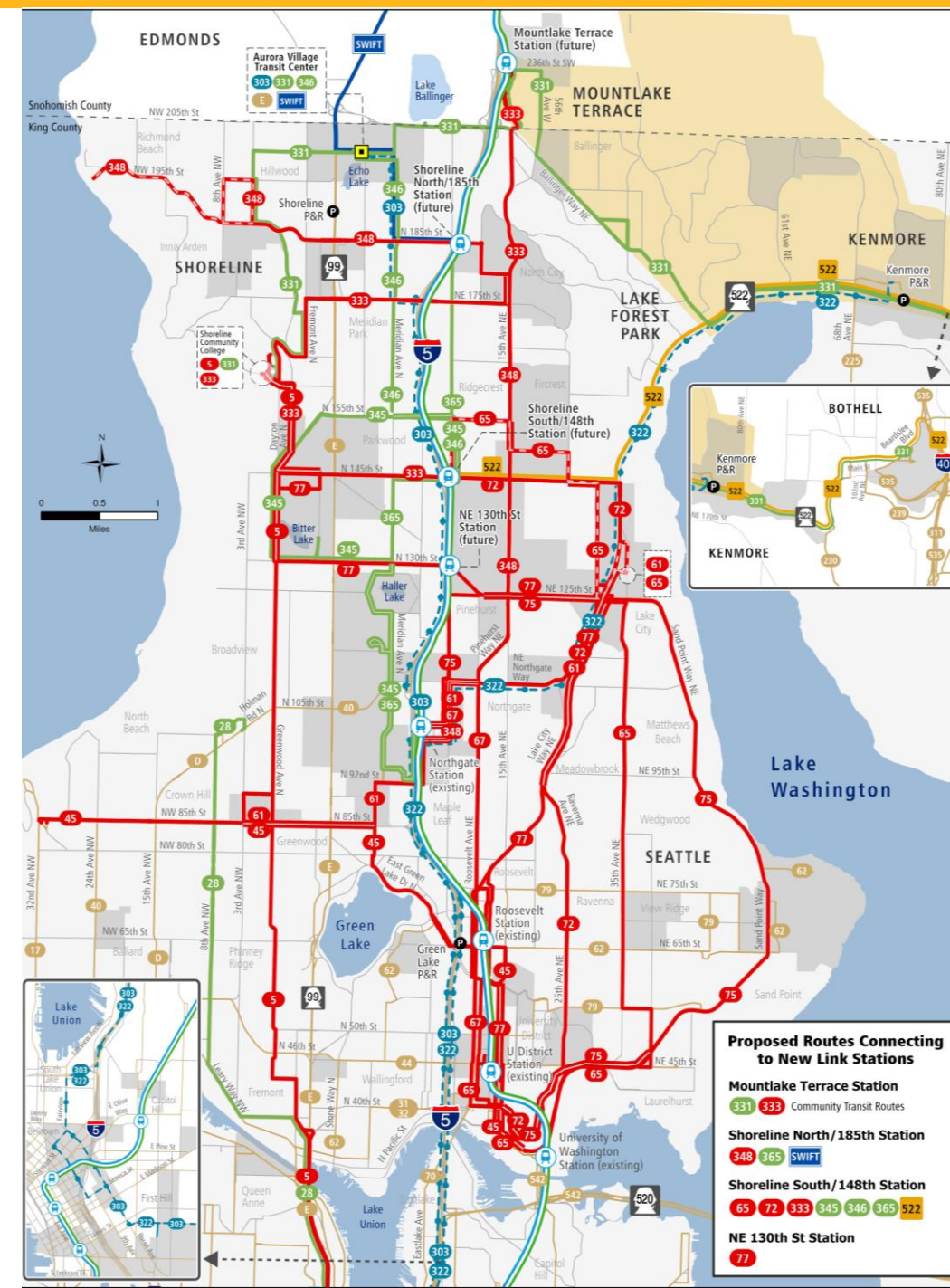
Service – ongoing coordination with Sound Transit Express bus & rail planning

- Sound Transit staff participate in mobility project planning process and establish coordinated service assumptions
- Sound Transit service changes subject to board approvals

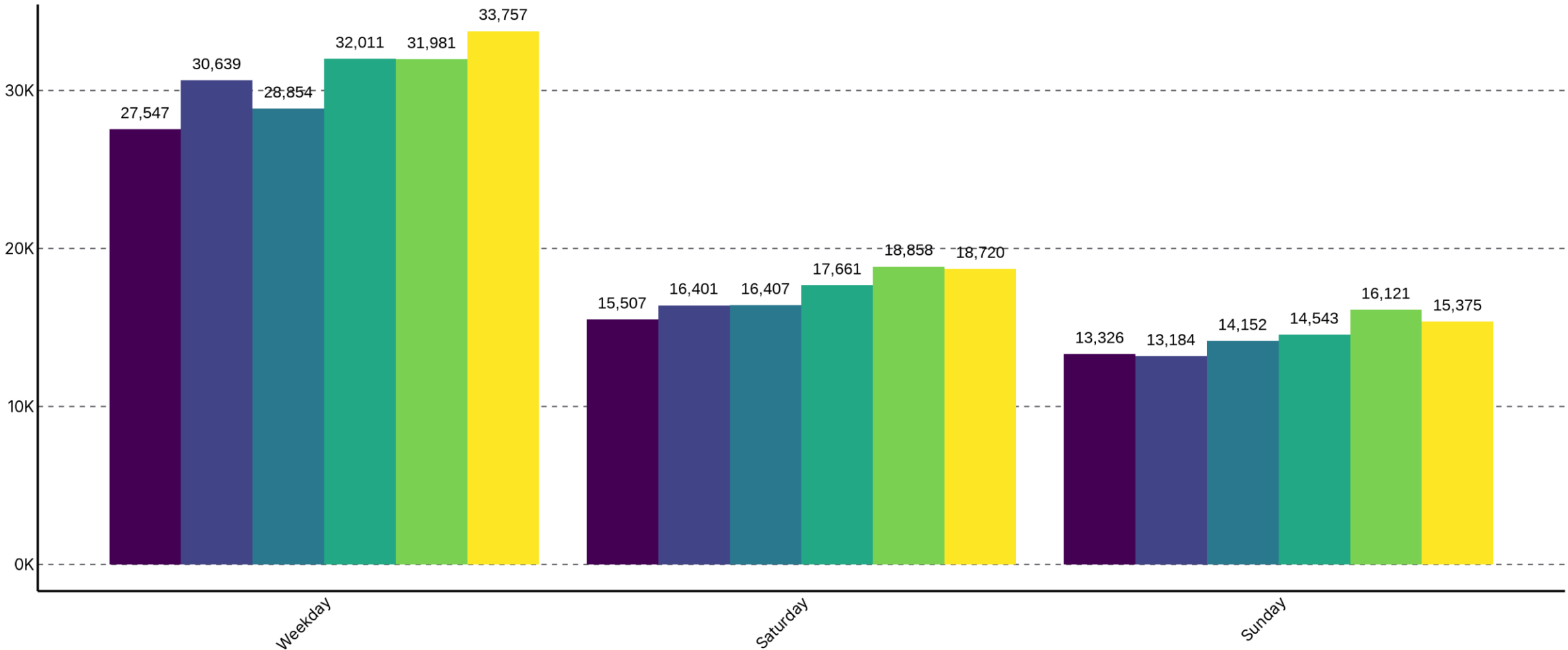
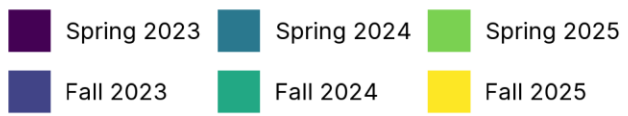


Lynnwood Link Connections

- 27 Routes
- Multi-phase implementation starting 2024
- Final phase of changes planned for fall 2026
- Coming fall 2026:
 - ~61,000 additional hours planned, including 16,000 Seattle-funded hours
 - New route 77 connecting to the new Pinehurst Station once open
 - Changes to Route 372 and Sound Transit 522 Express service on SR522 and 145th St

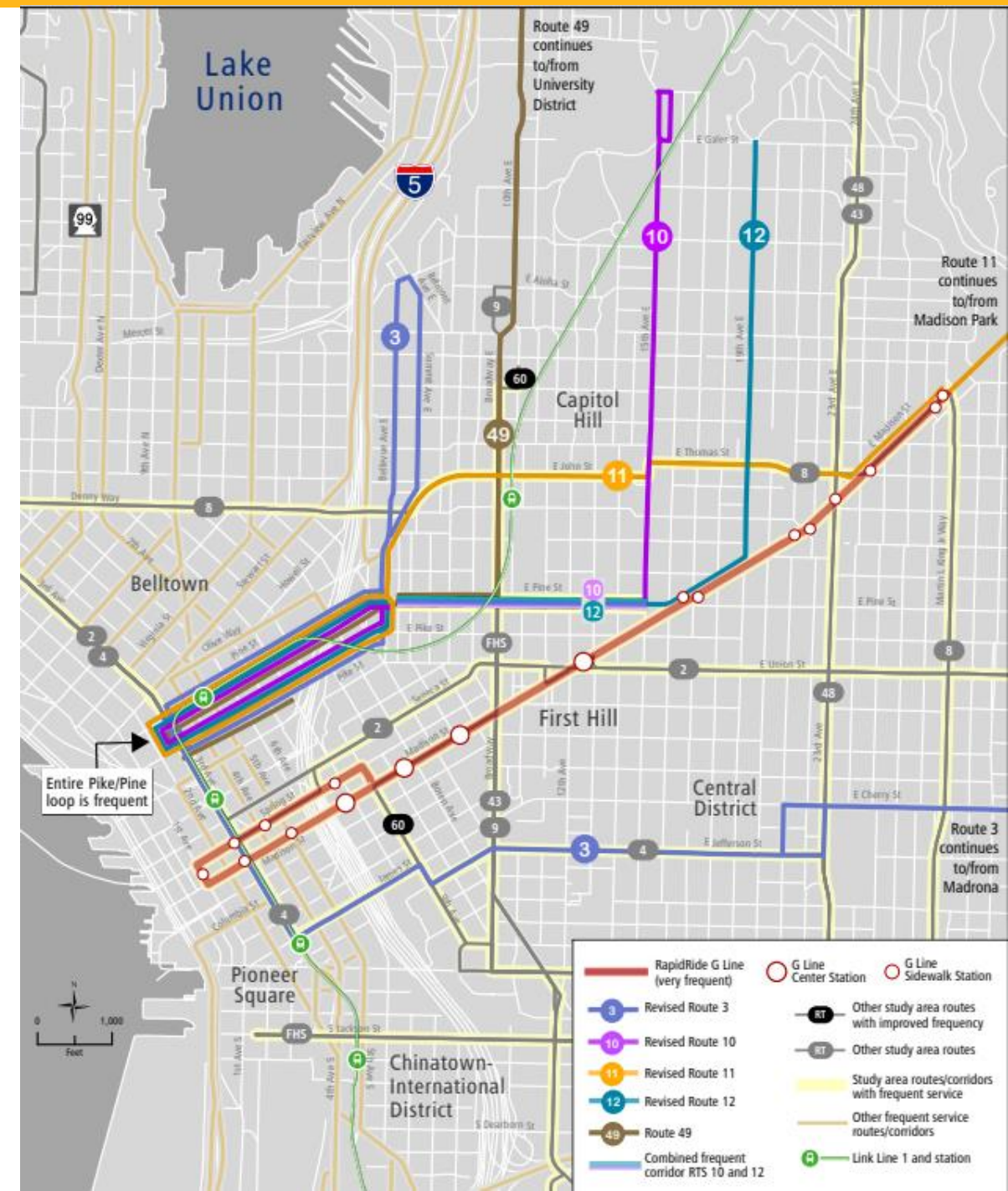


Lynnwood Link Connections: Preliminary Ridership Results

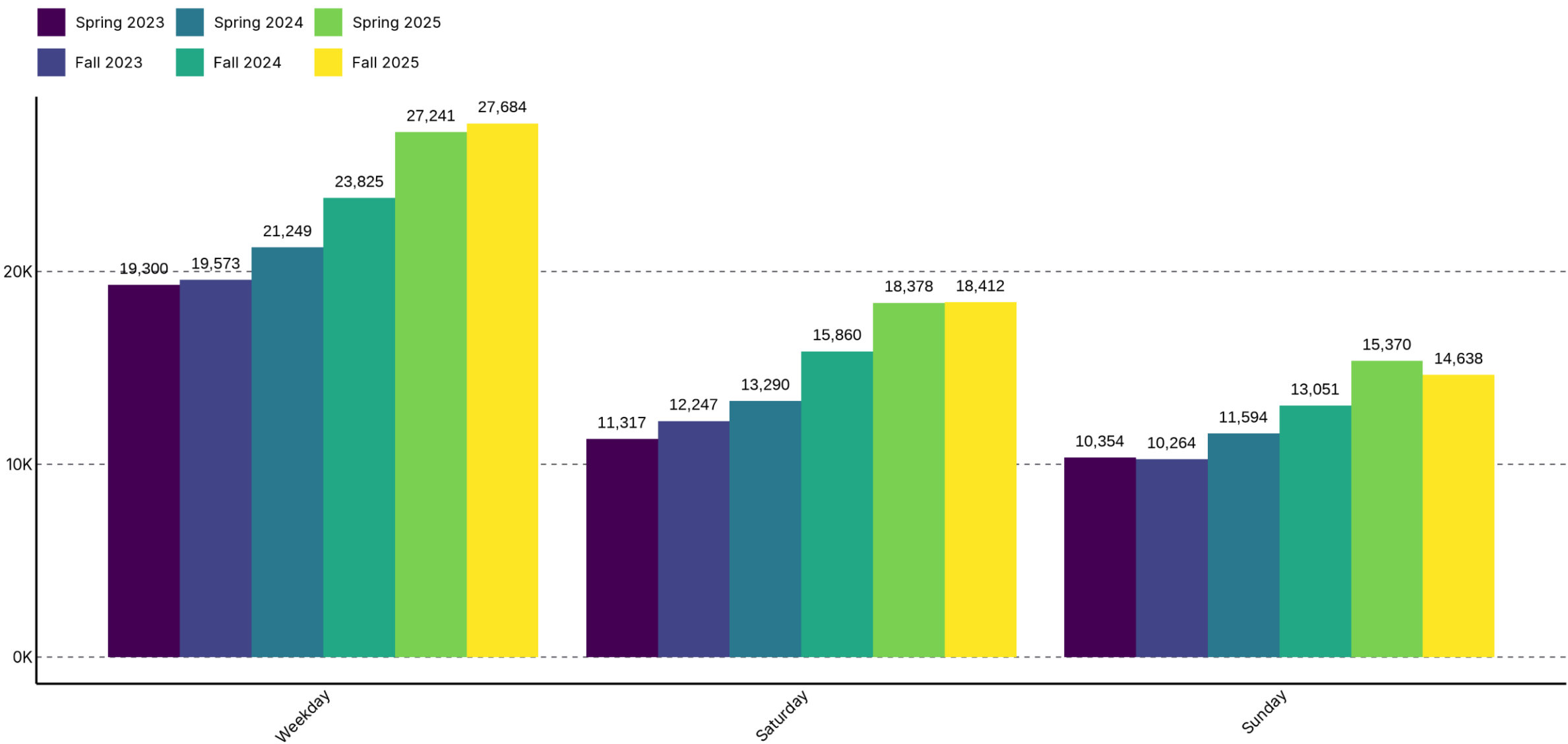


Madison Street/RapidRide G

- G Line and 9 routes
- Full implementation in Fall 2024
- Project highlights:
 - Opened RapidRide G line with new service hours
 - Restored ~4K suspended service hours
 - Returned trolley bus service to Summit area
 - Based on community feedback, rebalanced service where demand and need is greatest

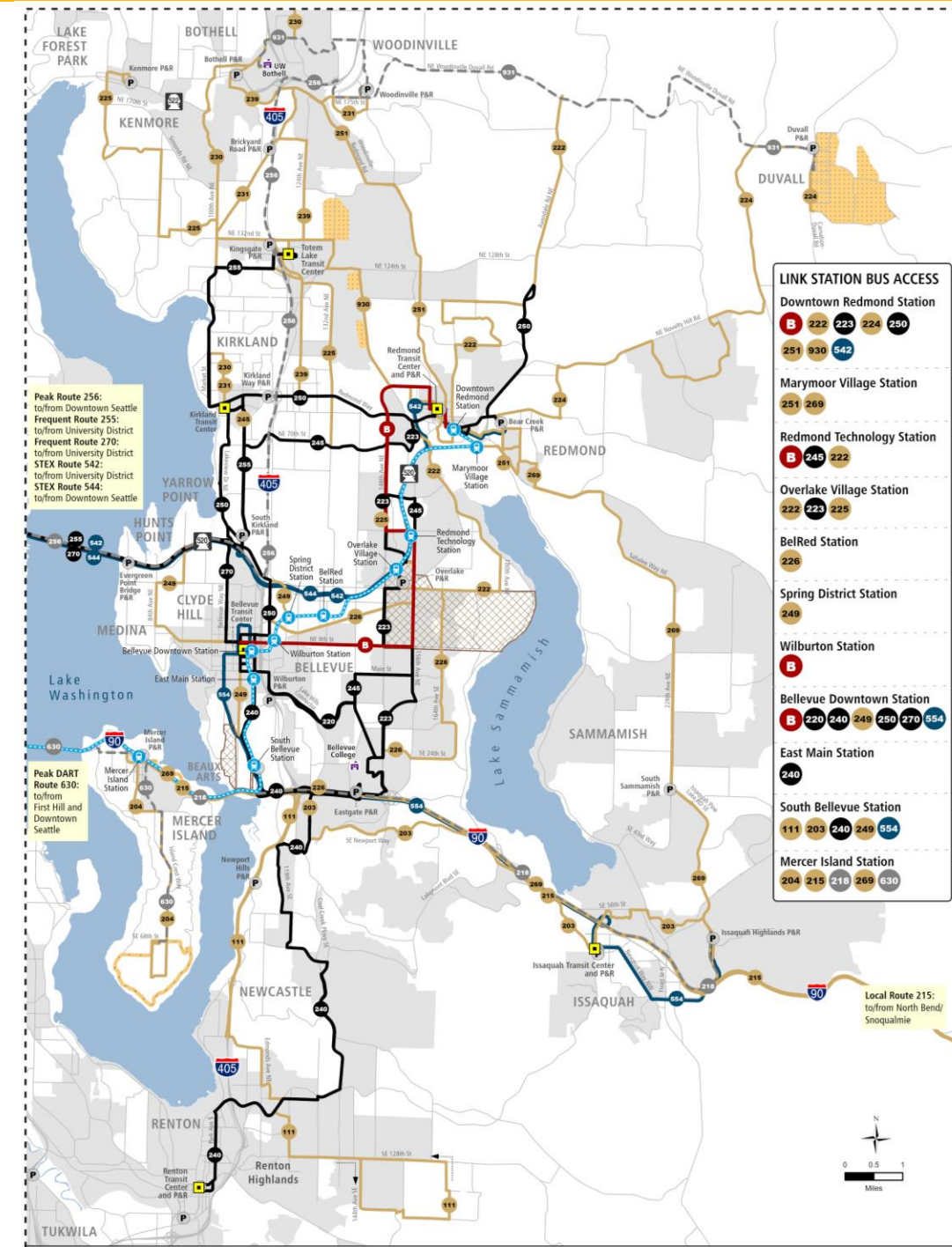


Madison Street/RapidRide G: Preliminary Ridership Results

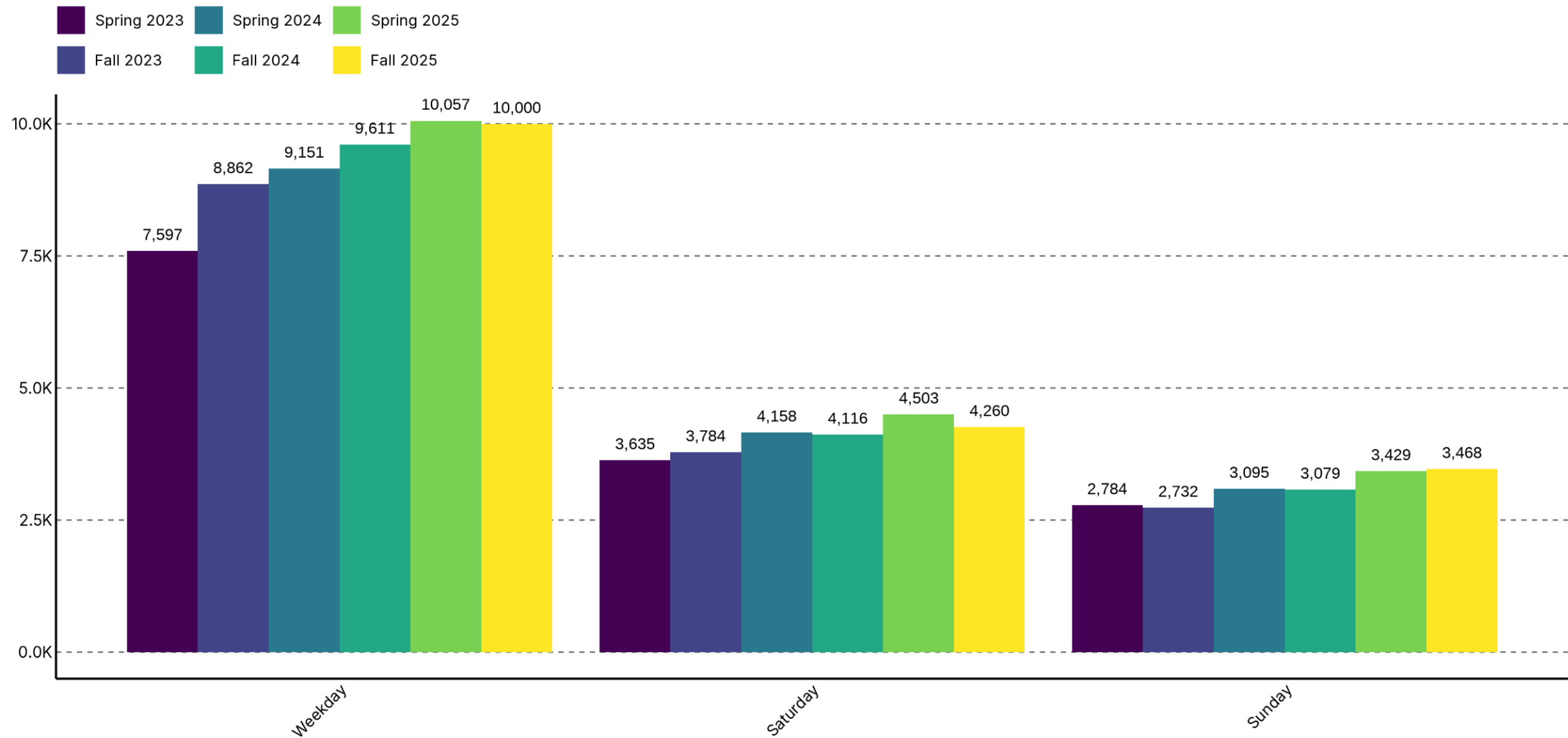


East Link Connections

- 36 routes
- Phased implementation (2024-2027)
- Implementation steps:
 - Spring 2026 - Restored over 23,000 hours, bringing three routes to full service levels (223, 225, and 240)
 - Fall 2026 plans to restore over 46,000 hours, including 3 new routes, 8 revised, and 3 deleted
 - Spring 2027 will be the final phase of East Link Connections changes, including a new Route 251 (Woodinville – Redmond)



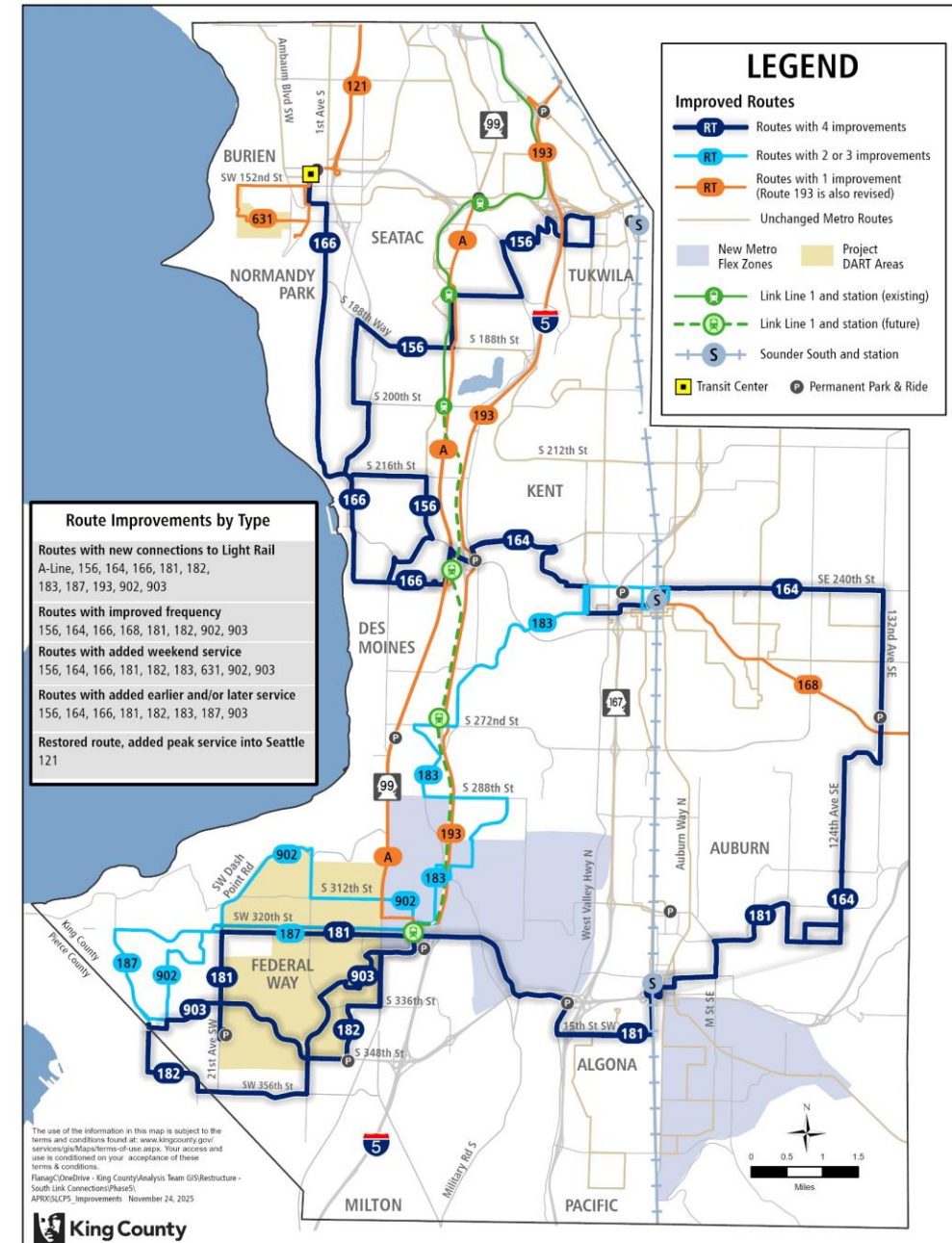
East Link Connections: Preliminary Ridership Results



South Link Connections

- 23 routes
- Spring 2026 – Minor investments to connect to new Link stations and improve evening and weekend service
- Fall 2026 – Full implementation of service changes
- Highlights of full proposal:
 - Restores 80K suspended service hours.
 - Added 51% more trips on weekdays and 72% more trips on weekends
 - Improved weekday frequency in Covington & Maple Valley
 - 70% increase in access to frequent transit
 - Creates 2 new Metro Flex pilots in Auburn and Federal Way

South Link Connections Final Network: Transit Improvements



Upcoming mobility projects

Seattle-area Service Reinvestment

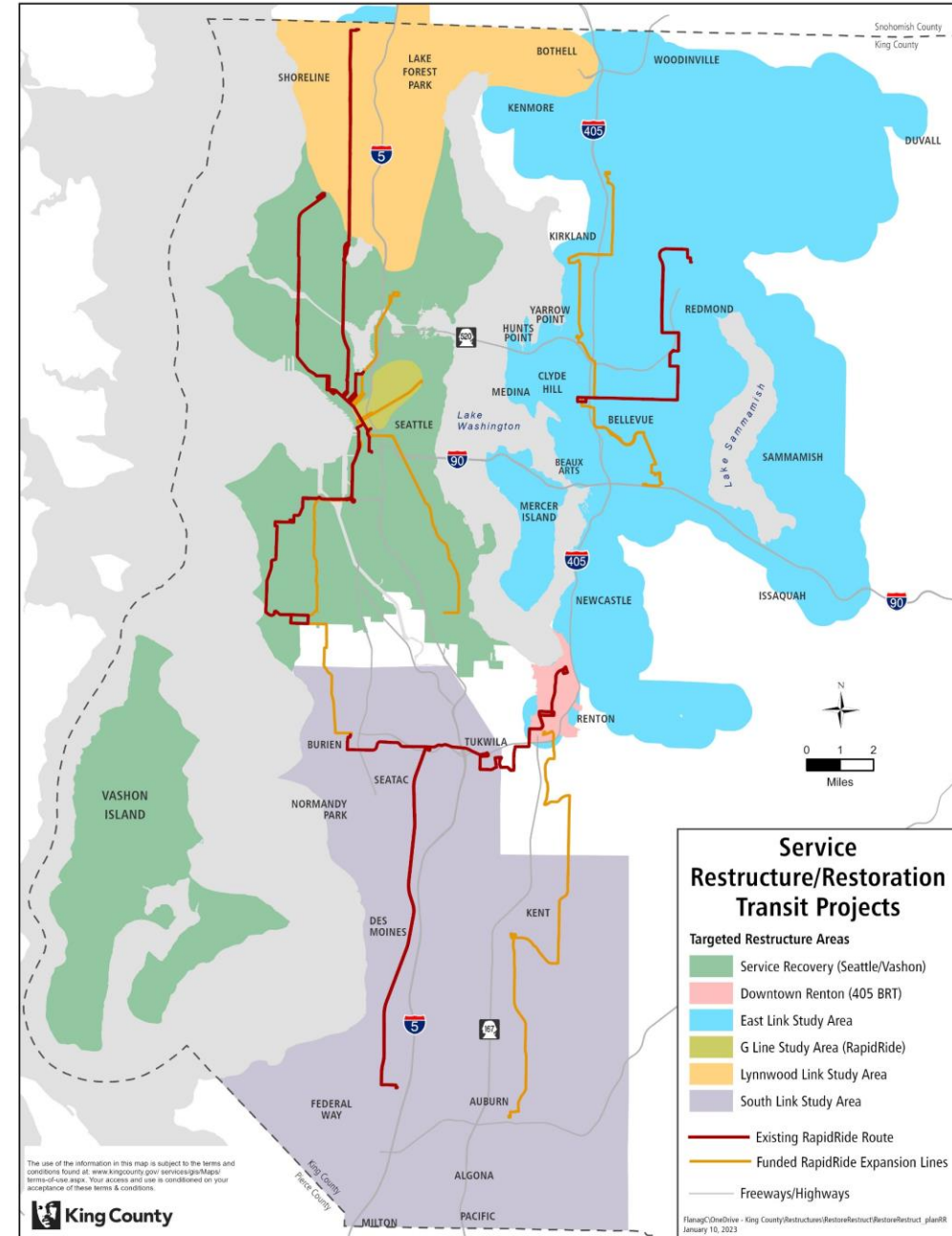
- Reinvesting suspended resources to respond to new and emerging mobility needs
- Partnership with SDOT for changes within Seattle, including for both service and capital needs
- Planned 2028 implementation

Renton-area Mobility Project

- Restructuring of routes responding to relocation of Renton transit facility & Sound Transit Stride S1 bus rapid transit
- Planned 2028 implementation

Kirkland-area Mobility Project (*scope in development*)

- Restructuring of routes to develop the future RapidRide K Line alignment and consider other potential eastside bus service changes.
- Is not a service recovery project and does not include restoration of suspended service hours.
- Potential 2029 implementation



Closing and Questions