

King County Metro

Regional Transit Committee

March 18, 2026



Who We Are

King County Metro is the Puget Sound region's largest public transportation agency. Metro provides bus, on-demand, paratransit, vanpool, and water taxi services, and operates Seattle Streetcar, Sound Transit Link light rail, and Sound Transit Express bus service.

MISSION

Provide the best possible public transportation services and improve regional mobility and quality of life in King County.



Metro is the 8th largest public transit agency in the country



5,900+

Metro workforce

\$3.97B

2026–2027 Metro
operating budget



148

fixed bus routes



1,360+

Metro and Sound Transit buses



7 bases

277K

rides every weekday
(all modes except
light rail and express bus)



1M+

Access and non-dedicated
accessible annual service boardings
(for riders with disabilities who cannot
use regular fixed-route service)

PUBLIC TRANSIT KEEPS

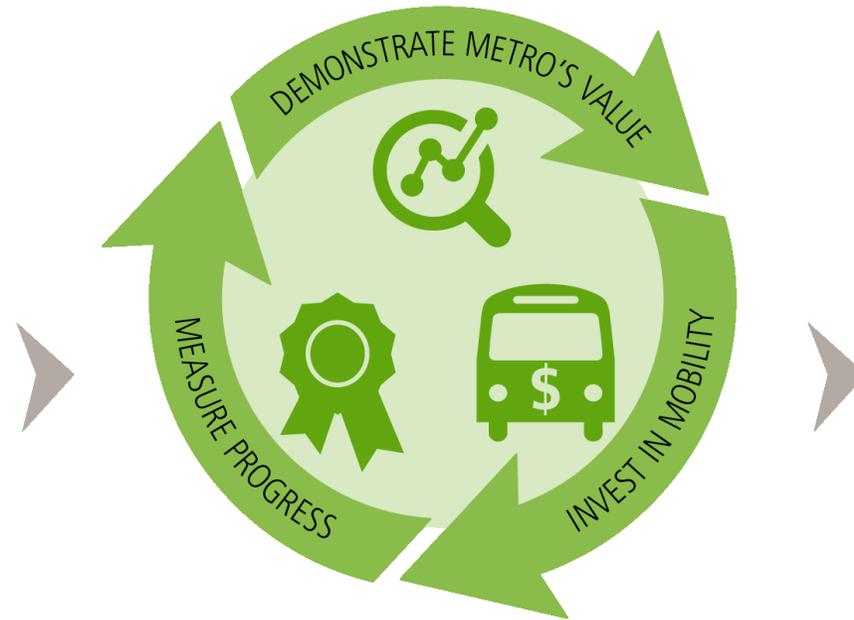
108K

cars off the road each weekday

The Long Game



A mobility agency that connects people and communities

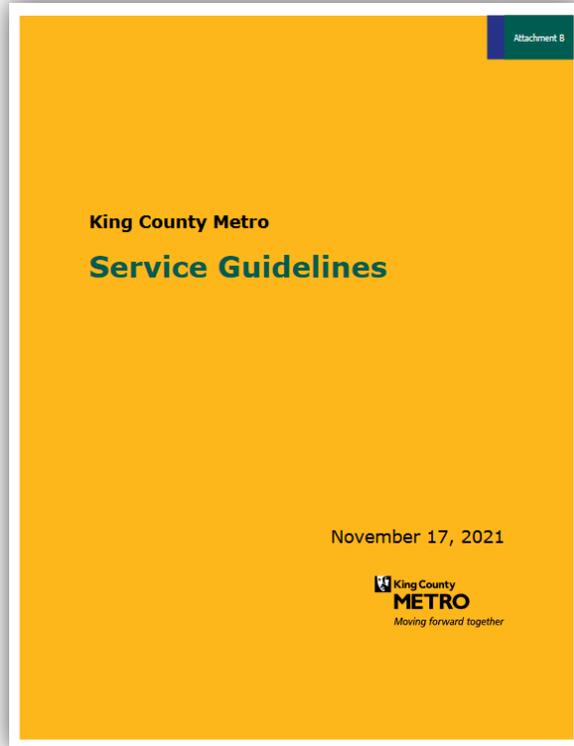


Roadmap to continuously improve, innovate, engage, and show the value of transit

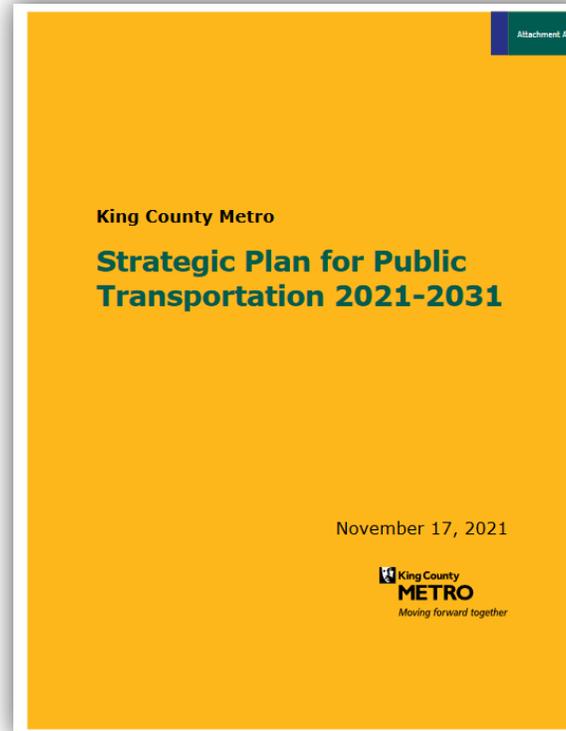


Vision of the future co-created with community

Metro's Primary Policies



Guides evaluation, modification, & growth of service by establishing criteria to analyze & plan service changes to meet shifting needs & deliver efficient, high-quality, equitable service.



Articulates Metro's mission, 10 goals, objectives, & strategies to achieve them, with performance measures.



Metro's long-range unconstrained service & capital vision to deliver 70% more service by 2050.

Metro 2025 Highlights

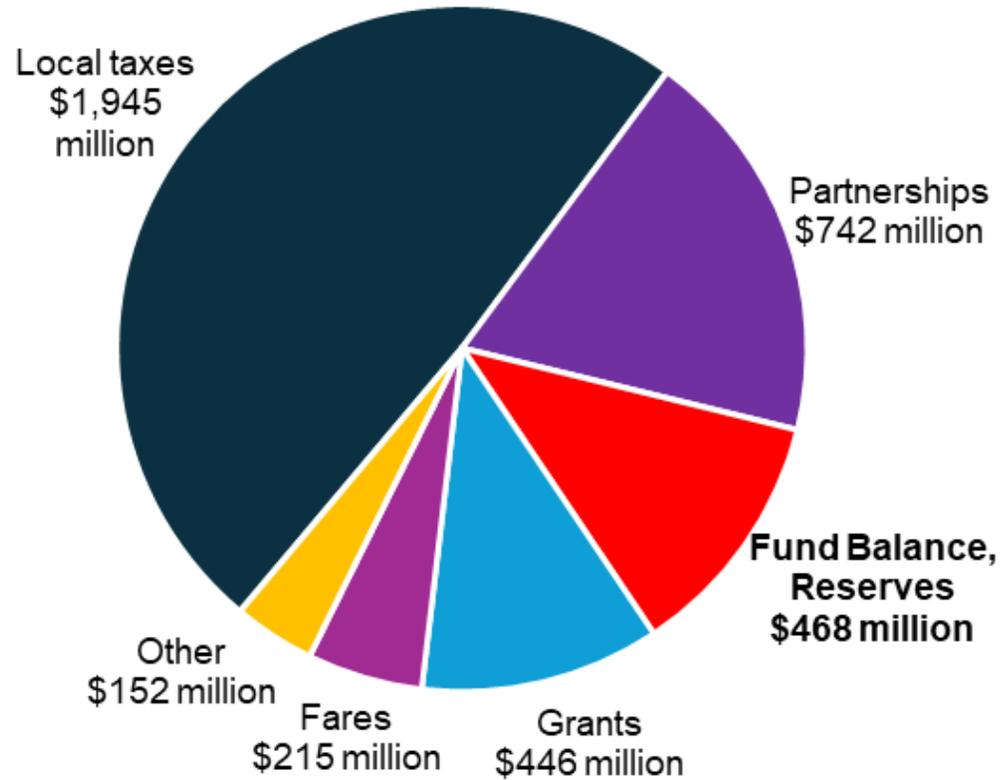
- Service and ridership grew
 - 2nd highest ridership growth in the nation
 - 7.8% increase in service hours and 5th service change Metro has added service
- RapidRide expansion
 - Received \$80 million from the FTA for the RapidRide I Line
 - Continued planning and engagement for the RapidRide K Line
 - Continued planning for the RapidRide R Line
- Resumed fare inspection and enforcement
- Made progress on transit safety
 - Installing operator partitions
 - Drug incidents and safety incidents are down
 - Partnered on the Regional Transit Safety Task Force
- Restructured service around the light rail stations
 - East Link Connections
 - South Link Connections
- Progress towards greenhouse gas reduction
- Began planning for FIFA Men's World Cup



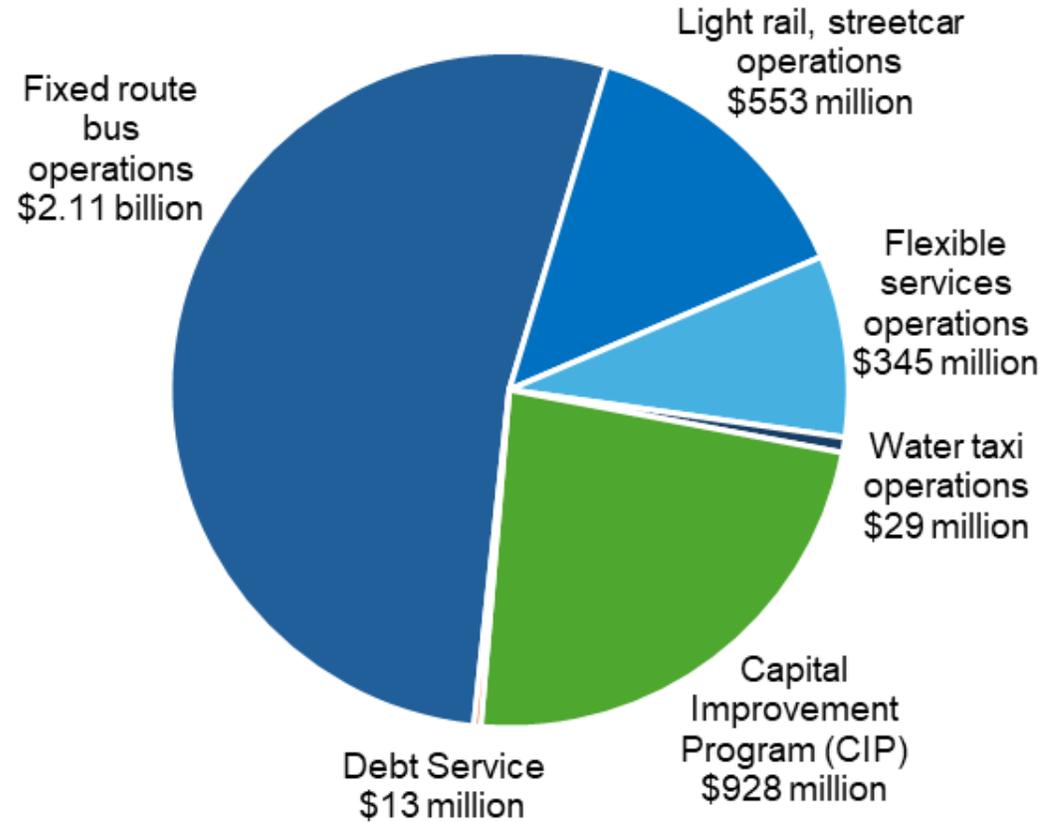
Financial picture: resource challenges ahead

Metro Transit Financials, 2026-2027

Funding Sources, Total = \$3.97 billion

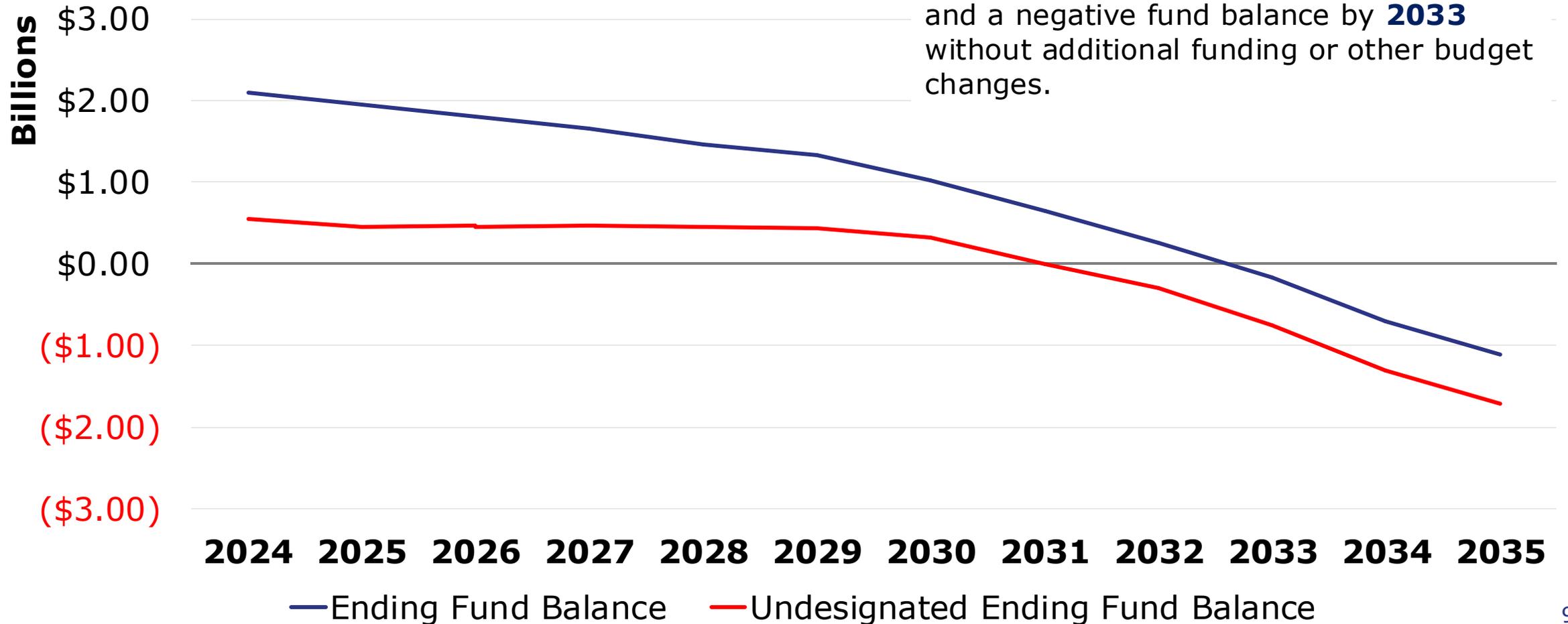


Use of Funds, Total = \$3.97 billion



Metro is in good shape now, but faces financial challenges

The 2026-2027 budget projects Metro not meeting its reserve requirements by **2031** and a negative fund balance by **2033** without additional funding or other budget changes.



Given the financial challenges, Metro is choosing to:

- Prioritize delivering safe, clean, and reliable service to our customers
- Identify cost saving measures while continuing to focus on service quality
- Focus on delivering a capital program that prioritizes taking care of what we have through our state of good repair program while adjusting investments in key areas:
 - Reduce future fleet size to better align with operating more all-day service
 - Cancel construction of a new bus base while still meeting the needs of projected service growth
 - Adjusting our approach to transition to zero-emissions service as technology matures and funding becomes available
 - Adjust RapidRide capital program to prioritize service frequency with a lower capital cost
- As a result, Metro's projected shortfall by 2035 was reduced from over \$3B to \$1.75B.

Without new funding, difficult choices lie ahead

Without additional funding, Metro will have to make additional cost reductions.

- Delaying planned service growth and potential future service reductions
- Propose further reduction or slow down to capital program:
 - Planned Rapid Ride
 - Delaying electrification of the next bus base
- However, these changes only postpone the eventual need for future funding
- Additional revenue is critical in delivering Metro Connects' 2050 network of 7+ million service hours
 - In order to reach this target, Metro will have to add ~3 million new service hours beyond our anticipated 4.1 million that will be on the road by the end of 2027.

Closing and questions