



METRO'S >>> NEXT STOP



DOWNTOWN

6410

King County
METRO

E3174C



Departures
1 Madison Valley via E Madison St Now
2 Madison Valley via E Madison St 3
Fare changes begin September 1st
For suggested purchases, see the Metro website

RAPIDRIDE
RAPIDRIDE
RAPIDRIDE

Letter from the General Manager

At King County Metro, we believe transit should be safe, easy, reliable and built around the people who use it every day. That belief is at the heart of Metro's Next Stop.

This roadmap is about more than buses and infrastructure. It is about the kind of region we want King County to be in the years ahead—a place where people can move through their day with less stress, more freedom and more connection to the opportunities around them.

We know what riders want from transit because you've told us clearly and consistently. You want trips that are dependable and easy to plan. You want buses that arrive when expected, safer and more welcoming places to wait, better connections between services and a system that feels intuitive to use. Most of all, you want a transit system you can trust.

Metro's Next Stop is our framework for building this future. It outlines investments that would expand service, improve speed and reliability, strengthen safety efforts, modernize customer information tools and make transit more accessible and environmentally responsible.

Metro's Next Stop is bigger than transit itself. As our region grows, the choices we make will shape affordability, mobility, economic opportunity and quality of life for decades to come. A strong transit system helps people stay connected to jobs, education, healthcare, recreation and each other—while helping communities grow in a more sustainable and equitable way.

Delivering these outcomes will require partnership, innovation, investment and long-term collaboration. It will require Metro, local governments, community organizations, employers and riders all working together toward shared goals.

I believe King County deserves a transit system that is not only functional, but exceptional—one that people choose because it's safe, dependable, welcoming and easy to use. Metro's Next Stop reflects our commitment to building that future together.

Thank you for riding with us and helping shape what comes next.



Michelle Allison
General Manager



Letter from the Equity Cabinet

Dear Community Members, Partners and Neighbors,

As our region continues to grow and change, so do the ways people move through their daily lives. Transit plays a critical role in helping people access essential places and stay connected to their communities. Metro's Next Stop represents an important step in planning for that future, shaped not only by quantitative data but also by the voices and experiences of people in King County who rely on transit every day.

We are honored to represent the King County Mobility Equity Cabinet, a group of representatives from communities and community-led organizations across the county. Our perspectives and experiences over the past few years have helped to shape key Metro initiatives, including King County Metro's Mobility Framework, the Metro Connects Long Range Transit Plan, Metro's Strategic Plan and updates to the agency's Service Guidelines.

As a cabinet, we were proud to contribute to this process by centering community voice throughout the development of this plan. We brought stories, shared insights grounded in lived experiences and advocated for investments that reflect the needs and priorities of our communities. Our role was to help ensure that this work is rooted in equity and responsive to those most impacted by transit decisions.

Along with Metro, we envision a future where moving around our communities and the region is much easier, safer and more dependable—where buses, Link light rail and other vital regional services work hand in hand, and where every community can access the spaces, resources and opportunities to live a fulfilling life. We see improvements to a system that will reduce barriers, strengthen connections and support the lives of those who rely on it.

Through Metro's Next Stop, we're excited for Metro to continue enhancing an integrated, regional network that reflects community priorities—from housing and climate resilience to health, sustainability, and economic opportunity. As community members living and working throughout the county, we want healthier communities, fewer environmental burdens and expanded access to well-loved community hubs and essential services. Metro's work to electrify its bus fleet, improve and build new infrastructure and design safer environments are all a necessary part of fulfilling these needs.

As you read this report, we invite you to consider not only the plans and investments outlined, but also the people behind them. Continuing to center community voice, equity and lived experience will be essential in building a transit system that works for everyone, a system where mobility opens doors and strengthens the communities we call home.

Sarneshea Evans

Heena Vahora

Equity Cabinet Co-Chairs

Metro's Next Stop

Metro moves people.

King County is on the move: to work and school and play; to doctors' offices and grocery stores; to museums and sporting events. Metro is planning for the future by improving safety, speed and reliability, expanding service and investing in the workforce needed to keep the system running.

To guide this growth, Metro worked with riders, community partners, cities and employers to **shape a shared roadmap for the future of transit: Metro's Next Stop.**

Metro's Next Stop builds a bridge between near-term investments and our long-range plan, Metro Connects, and shows what transit improvements we can deliver by 2038.

It advances Metro's Strategic Plan, applies our Service Guidelines and identifies the resources and partnerships required to deliver and sustain service. It also outlines the service improvements, infrastructure investments and customer-focused projects needed to support a growing region and address the climate crisis.

Metro defines equity as ensuring full and equal access to opportunities, resources and decision-making for communities that have historically faced barriers. This roadmap was shaped through engagement with those communities and reflects what they shared with us.





Metro's Next Stop prioritizes making public transit safer, faster and more reliable.

Metro's Next Stop makes sure decision makers, community partners and the public know the value that Metro provides to riders as the region grows and changes.

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Metro Today

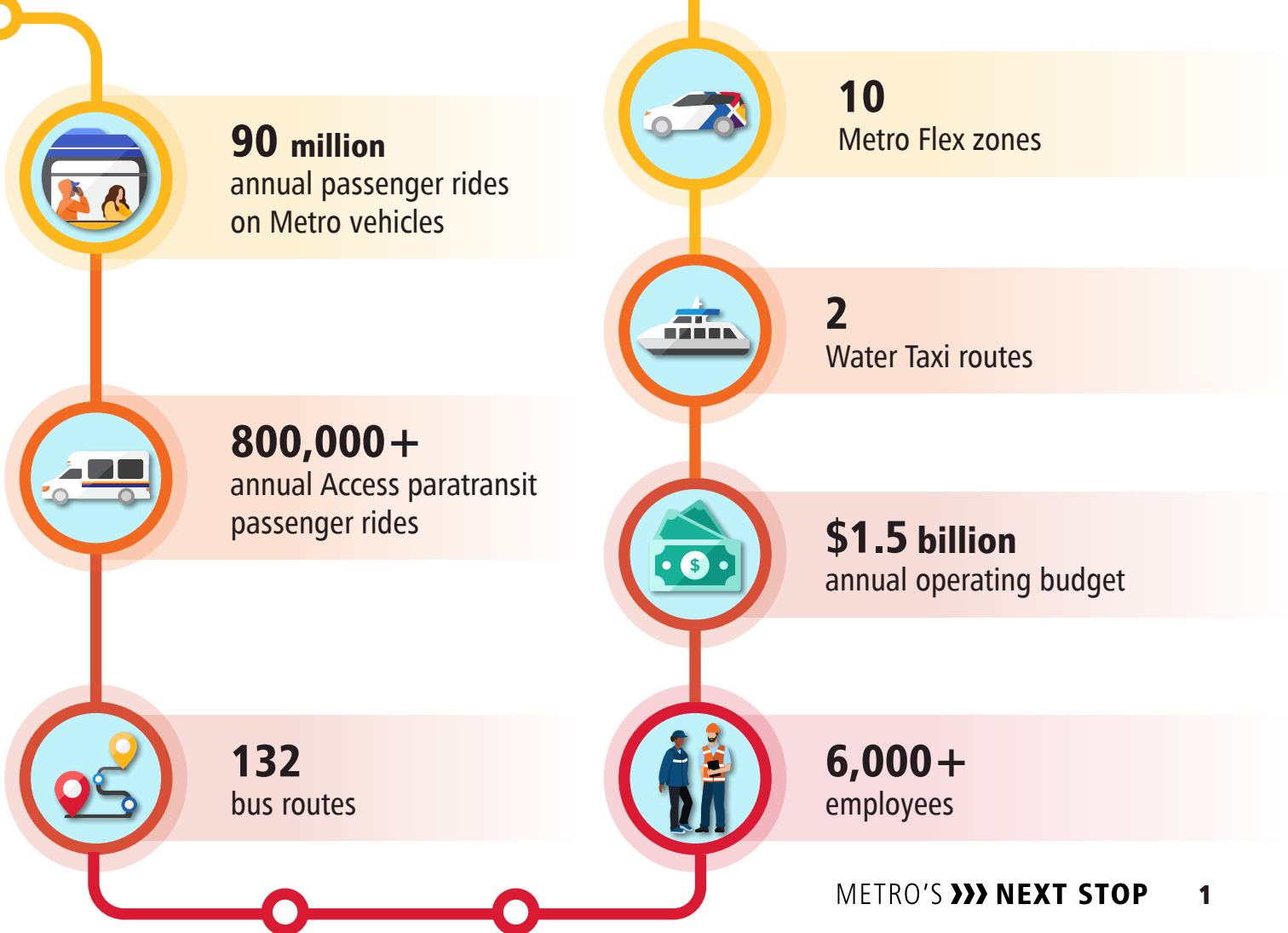
For over 50 years, Metro has provided public transit across King County.

Across the region, each Metro vehicle carries both passengers and this promise: to connect communities with safe, frequent and welcoming service.

While buses, operators and stops are the most visible parts of the system, behind the scenes Metro's diverse services are supported by thousands of employees and critical partnerships, and built through years of planning, responsible budgeting and rider input.

Metro will continue to work with riders, communities and regional partners to understand current and future transportation needs.

METRO BY THE NUMBERS



Metro is your mobility agency.

Metro is creating a world-class, integrated public transportation network that connects our geographically diverse and growing communities across King County. Metro is committed to providing equal access to all of its services. Our buses and water taxis are equipped with bike racks and our services are accessible in accordance with the standards set by the Americans with Disabilities Act. Metro also offers free and reduced-fare options for youth, seniors, riders with disabilities and people with low or no incomes.



RapidRide service provides enhanced service arriving every 5 to 15 minutes. Nearly 25% of rides on Metro services take place on RapidRide lines, which feature more frequent arrivals, dedicated bus lanes, upgraded stops and shelters and technology to improve speed and reliability.



Frequent bus service provides passengers on busy corridors with buses arriving every 15 minutes or better. More frequent arrivals mean passengers spend less time waiting at the bus stop.



Local bus service connects cities and towns across the region with reliable service. Metro's local bus service is tailored to the specific neighborhoods, communities and destinations we serve.



In addition to the services shown below, Metro operates Sound Transit Link light rail, Sound Transit Regional Express buses and the Seattle Streetcar. Together, these services connect our region. For a full list of services, partnerships and transit options, please visit [Metro's website](#).



Water Taxi service

connects travelers across local waterways. Each day, water taxis carry over 1,000 passengers between Downtown Seattle, West Seattle and Vashon Island, making the region's complex geography more accessible to everyone.



Flexible services like Community Van, Metro Flex and others each provide convenient options with smaller vehicles just right for neighborhood streets and specialized trips. Volunteer-driven Vanpool services offer transportation for work, training and work placement programs.



Access Paratransit service is specifically designed to provide reliable transportation for people whose disability prevents them from riding traditional buses and trains. For any place in the region with bus or train services, accessible services are available to qualified customers.



Metro is with you every step of the way.

Every day, people in King County take over 300,000 trips on Metro services.

In many parts of the region, transit plays a key role in daily travel. On average, about 1 in 29 trips in King County are made on a Metro service. In the densest parts of downtown Seattle, as many as 1 in 4 trips are taken on transit.



Planning a trip on Metro is easy. Accessible schedules are posted online and at many transit stops and terminals. Travelers can use transit planning apps on their smartphones to check arrival times, how far away their bus is and pay for a trip.

About 70% of King County residents are within a quarter-mile walk or roll of transit service, **making it convenient to catch a bus.** Metro's nearly 7,000 bus stops connect communities across the region, and each year Metro continues to add amenities such as shelters, seating, lighting and electronic signage with real-time arrival information.



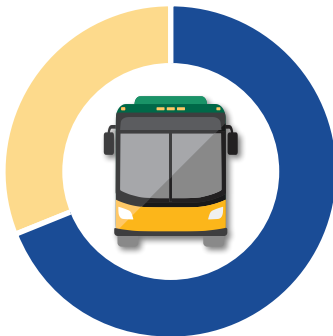
Metro works to **keep your bus moving more reliably.** Transit signal priority and dedicated bus lanes help reduce delays and improve on-time performance, while onboard announcements and signage help riders know when they've reached their stop.

While Metro is a great way to get to work or school, just as many riders report **using transit to reach recreation and social events.**



Metro is for everyone.

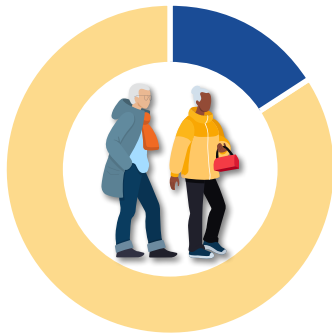
Metro serves riders with a wide range of transportation needs, travel patterns and life experiences. From daily commuters to occasional riders, transit helps people across King County get where they need to go.



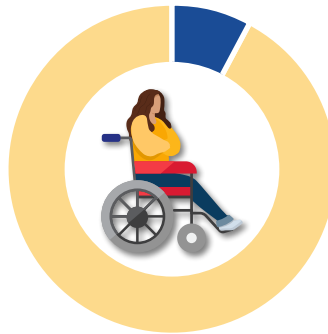
69% of riders reported making at least 3 trips per month on public transit



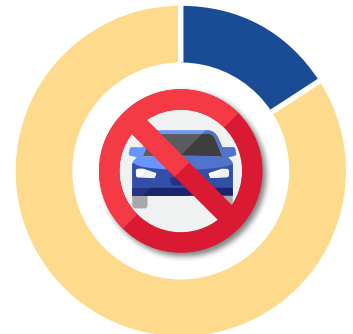
42% of King County commuters reported taking transit to work or school



12% of riders are over the age of 65



9% of riders have a disability



16% of riders do not own a car



What's Next

Metro is continuing to grow and adapt as the needs of King County residents change.

By 2038, King County is expected to have almost 244,000 more residents than today.

That's equivalent to 56 people arriving every day and represents an increase in the county's population of about 11% over the next 12 years. The region is also expected to add 231,000 new jobs, a 16% increase, while continuing to attract visitors from around the world.¹ As the region grows, so does the need to provide safe, reliable and welcoming transit options.

Growth will occur all across King County. While nearly one-third of new residents and jobs are anticipated in Seattle, most growth will happen in

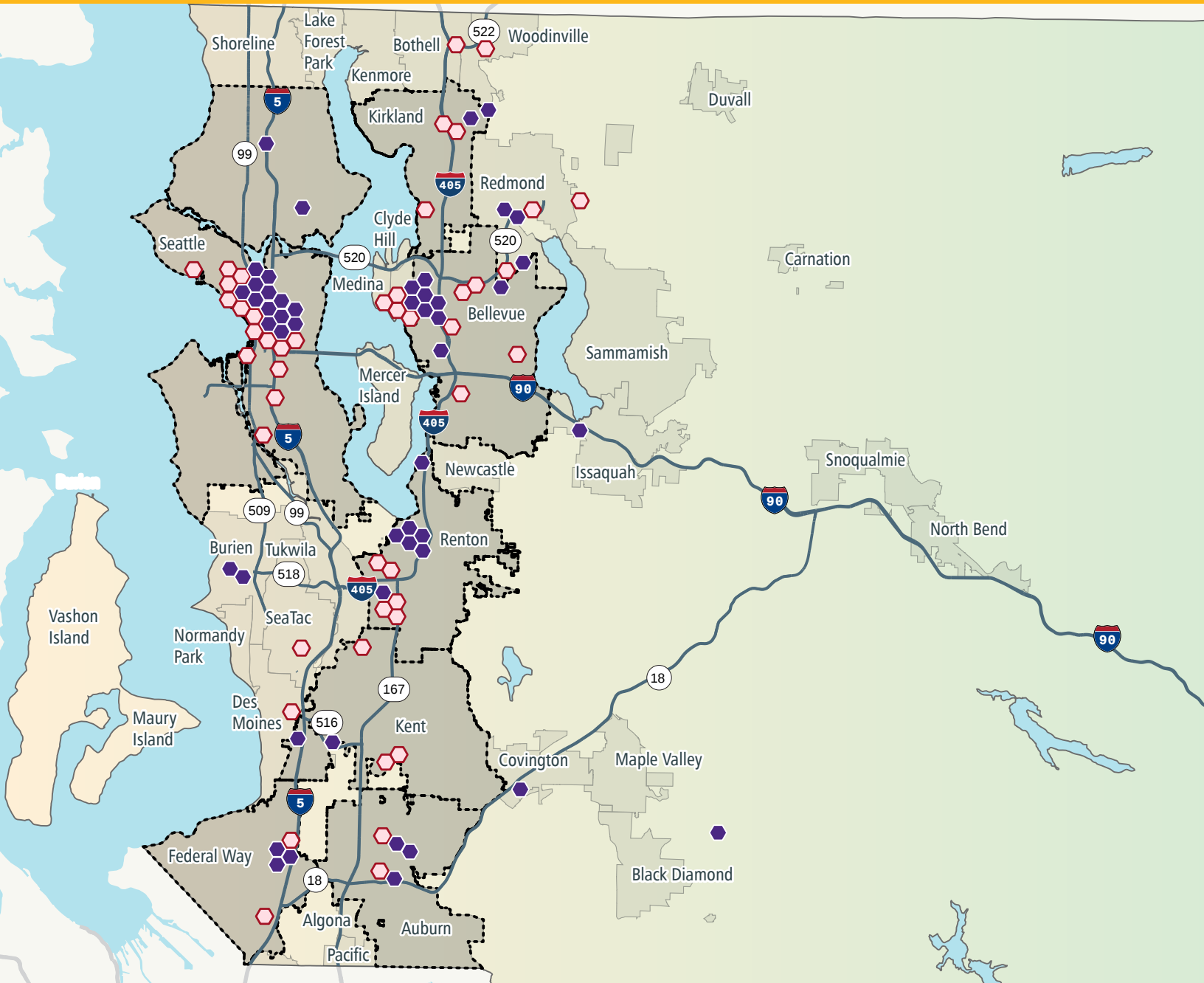
other cities and towns across the region. Cities such as Auburn, Bellevue, Federal Way, Kent, Kirkland and Renton are each projected to add more than 10,000 jobs in the coming years.

At the same time, rising housing costs have pushed many lower-income households and communities of color farther from job centers and frequent transit service. These changes reinforce the need for a transit system that helps people stay connected to opportunity, no matter where they live in King County.

¹ According to 2023–2038 projections from the Puget Sound Regional Council.



EXPECTED GROWTH, 2026–2038



Each  represents **5,000 new residents.**

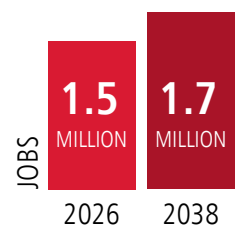
Each  represents **5,000 new jobs.**

 Cities expected to add **10,000 jobs.**

244,000
more residents



231,000
more jobs



Transit supports growth.

New neighbors bring new jobs and opportunities, a stronger economy and a richer culture. At the same time, steady growth can create transportation challenges across the region.

As King County grows and changes, the region's transportation system must grow with it. By 2038, the average car trip in King County is expected to take 9% longer than today because of congestion. Traffic slows travel, whether someone is riding a bus or driving a car. Metro is working with cities and regional partners to improve mobility in ways that reflect the needs of each community.

In dense, urban areas with high concentrations of jobs and housing, Metro sees the strongest ridership and significant potential for continued growth. Dedicated bus lanes in these areas can

help people avoid traffic and arrive on time, even as congestion increases. Investments such as RapidRide lines, speed and reliability improvements, connections to light rail service and upgraded bus stops can improve mobility, decrease parking demand, support local businesses and reduce air pollution and greenhouse gas emissions. When homes and jobs are located near transit, people can more easily use existing service without relying on driving. Vision 2050, the region's long-range plan, calls for most future population growth to occur near urban centers and high-capacity transit.²

In suburban areas, small towns and rural areas, people often need connections to both nearby destinations and regional transit hubs to reach jobs, community assets and essential services.

² Puget Sound Regional Council, [Vision 2050](#).



In these areas, buses may come less often but are complemented by more flexible services that can be tailored to local needs, such as Community Vans and Vanpools. Metro also offers seasonal and specialized services to help residents and visitors reach parks, outdoor recreation and events.

No single transportation solution works for every community in King County. Metro's Next Stop is designed to make everyday trips faster, safer and more reliable, no matter where people live or where they are going.



Community feedback is the foundation of Metro's Next Stop.

Just as growth looks different across King County, so do transit needs. Metro works closely with community members, community-based organizations, city representatives and local leaders to understand the issues that matter most across the region. Metro regularly engages with communities to determine service improvements, future investments and plans, and programs and policies. During the development of Metro's Next Stop, Metro convened three engagement groups and held more than a dozen meetings to gather feedback, including:

- **7 meetings** with Metro's Equity Cabinet, representing groups of people historically left out of decision-making
- **6 meetings** with the project's Partner Review Board, made up of community organizations, institutions, employers, business groups and agency partners
- **3 meetings** with staff from local jurisdictions

Across all three engagement groups, participants consistently identified more service, improved safety and faster, more reliable travel times as top

priorities for improving the rider experience. They also supported a more balanced approach to expanding service, calling for greater frequency on key routes and adding new routes where they are most needed.

Throughout the county, we heard the same message, loud and clear: **people care deeply about high-quality bus service they can trust to bring them to their destinations safely, quickly and reliably.** That feedback directly shaped the investments and priorities included in Metro's Next Stop.



ENGAGEMENT GROUP PRIORITIES



Top priority



Bus service. Participants wanted transit that comes more often and connects them to more places. Engagement participants expressed a slight preference for increased frequency over geographic expansion, while continuing to emphasize the importance of both. Service arriving at least every 15 minutes was viewed as a core part of Metro's transit system.



Speed and reliability. Participants emphasized the importance of shorter waits, faster trips and service people can count on. Metro's strategies for improving travel times and reliability range from intersection upgrades that help buses move more efficiently through traffic to larger corridor improvements and RapidRide projects along major routes.



Safety. Participants wanted to feel safe and comfortable while using transit. Community partners placed a high priority on expanding community-focused safety personnel, specifically behavioral health specialists.



Flexible services. Participants preferred improving existing flexible services—such as reducing wait times and ensuring service matches advertised expectations—before expanding into new service areas.



Rider amenities. Participants identified better lighting and safer pathways as important amenities. Community members also supported redeveloping underused park-and-rides into housing and other community-focused uses, while emphasizing investments where needs are greatest and at bus stops serving key community destinations.



Cleanliness. Participants highlighted a desire for improved waste collection and better landscaping near bus stops. Equity Cabinet members prioritized garbage removal and clean vehicles as the most important cleanliness investments. Participants also supported visible cleaning staff and well-maintained landscaping to help transit spaces feel safer and more accessible.



Rider information. Participants wanted transit information to be available in more languages, to be easier to understand and use, including clearer signs and maps and simpler tools for planning, booking and paying for trips.

Focusing on where needs are greatest.

Metro believes mobility is a human right. For Metro, mobility means the ability to get where you need to go, when you need to go. Unfortunately, in King County, like many places, there are deeply entrenched social, economic and environmental inequities based on race, place, and income. One of Metro's key strategic goals is to invest where needs are greatest. Specifically, Metro prioritizes investing in equity priority areas where there are historically underserved populations.

Metro defines equity as providing full and fair access to opportunities, power and resources. Beyond targeted investments, that means listening closely to people and communities who have historically faced barriers to transportation and opportunity—including Black, Indigenous and people of color; those with low or no income; immigrants or refugees; people with disabilities; or people who speak languages other than English.

Rising rents and home prices have pushed many households farther from jobs, schools and frequent transit service. As a result, many families are spending a large share of their income on housing and transportation costs. Building a transit network that is affordable, reliable and easy to use can help people stay connected to opportunity. Metro always uses community input, service guidelines and data to help guide investments where transit access can have the greatest impact with limited resources.

For Metro's Next Stop, Equity Cabinet members identified priorities and helped shape the investments. Metro then used King County's equity prioritization policies to help guide where service and infrastructure should be focused.



Getting to Metro's Next Stop

Metro's Next Stop is focused on delivering meaningful improvements for communities across King County in the next decade. These investments support regional growth and improve mobility for riders and non-riders alike.

Metro focuses investments where they can make the most impact. This includes adding more frequent service on crowded routes and improving speed and reliability on routes that run late. As resources become available, Metro also increases frequency or launches new services in areas experiencing growth and greater transportation needs.

Metro adds service according to our Service Guidelines. These guidelines help ensure existing routes meet standards for crowding and reliability before new services are added and that investments are prioritized with respect to both effectiveness and equity.

Metro's Next Stop includes a wide range of transit investments. Some improvements—such as new bus stops and rider amenities—grow alongside the system as service expands. Others help maintain and improve the reliability of the system people already depend on every day. Together, these investments support faster trips, more reliable service and a more comfortable transit experience.

By 2038, fully funding Metro's Next Stop could support a total increase in transit ridership of **52% on weekdays, 56% on Saturdays** and **78% on Sundays**.

Behind the scenes, it takes a lot to deliver Metro service. Metro's Next Stop includes continued investment in vehicles, transit bases, maintenance facilities and infrastructure. **As service grows, Metro will continue hiring and training employees, improving technology and maintaining safe, clean, reliable service for riders.** Metro's goal is to be an "employer of choice" that attracts and supports the workforce needed to deliver excellent transit service.

Track how Metro grows with the region by checking out our [data, reports and dashboards](#).





Bus service

Metro's Next Stop would bring more routes, new stops and stations and increase frequency to ensure transit is available when and where people need it most.

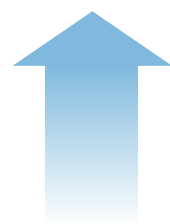
The roadmap includes approximately **9 new bus routes plus 4 new RapidRide routes**. Overall, Metro service would **increase about 12% by 2038**—more trips, more times of day and more frequent service.

More routes create better connections between neighborhoods, jobs, school and regional transit. More frequent service reduces wait times, eases crowding and gives riders more flexibility.

When planning new services, **Metro evaluates how well transit connects people to key community destinations such as grocery stores, schools, assisted living facilities, places of worship, hospitals, libraries and community spaces.**

Beginning in 2026 and 2027, Metro will introduce new routes and adjust existing service to better connect riders with new light rail stations in south King County, on the Eastside, in north Seattle and Shoreline.

Frequent routes—those arriving every 15 minutes or better—form the core of Metro's bus network. Metro's Next Stop would add up to 5 frequent bus routes, bringing the network to 21 frequent routes. This roadmap also includes more frequent midday and weekend service.



31%
increase in
frequent
bus routes



2026

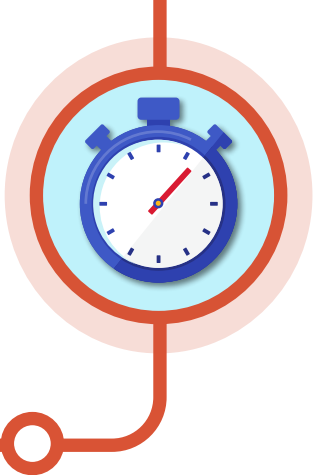


2038

As Metro adds more frequency and service to new areas, access to transit will improve across King County. By 2038, 71% of county residents—including 80% of residents in equity priority areas—will live within a quarter mile of transit services. In addition, 51% of King County residents will live within a quarter mile of transit arriving every 15 minutes or better.

By 2038, nearly **90% of jobs** in King County will be located **within a quarter mile of transit**.

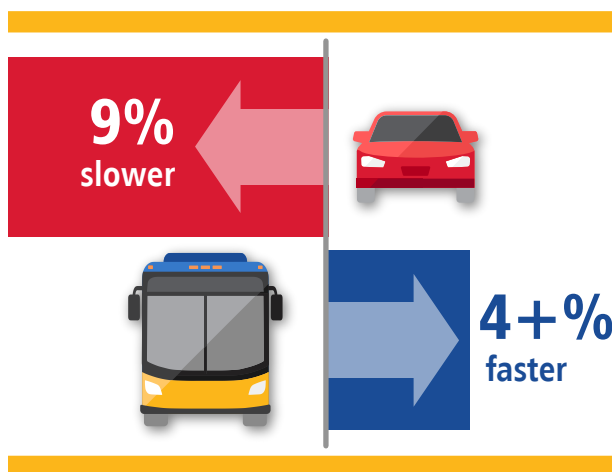




Speed and reliability

Dedicated bus lanes and transit signal priority help RapidRide and other high-ridership routes move faster and more reliably through traffic. Although congestion is expected to increase in the coming years, transit travel time is expected to improve through investments in bus and light rail infrastructure. Transit travel times are expected to improve by 4% to 8%—saving riders an estimated 3 to 5 minutes per trip.

New RapidRide routes will connect Auburn, Kent and Renton (I Line), the University District and Belltown (J Line), South Seattle and Rainier Avenue (R Line) and Bellevue and Kirkland (K Line). Metro is also improving busy corridors through projects that give buses more dedicated space on roadways and help transit move more efficiently. These investments mean less time waiting at stop lights, more consistent arrival times and overall shorter travel times for riders.



8 RapidRide routes in 2026



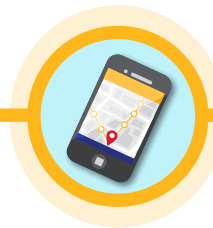
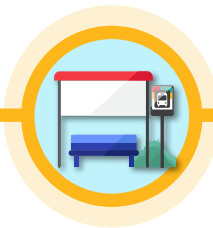
4 new routes by 2038





Safety

Metro is committed to creating a safer, more welcoming transit experience for all riders. To improve response times and incident follow-up procedures, Metro is expanding the presence of law enforcement and security officers across the system. In partnership with the King County Department of Community and Human Services, behavioral health specialists will continue to provide de-escalation support, crisis intervention, peer support and connections to social services for riders experiencing mental health or substance use challenges. Metro Ambassadors also offer in-person assistance, including wayfinding, fare guidance, system information, reporting facility concerns and helping riders feel more confident using the system. In addition, Metro is developing easier ways for riders to report safety concerns and other issues.



Other investments

Metro's investments go beyond service, safety, speed and reliability. The agency is also improving flexible services, rider amenities, cleanliness, rider information and integrating new, low-emissions vehicles to expand its environmentally-sustainable fleet.

Investments in transit benefit the broader economy. Studies show that **every \$1 billion invested in transit can generate up to \$5 billion** in economic output, support over 40,000 jobs and generate over \$250 million in additional tax revenue.³



Flexible services—including Vanpool, Access paratransit and Metro Flex on-demand service—continue to improve. Metro is planning for a new integrated app that will make it easier to plan and book across flexible services and alongside fixed-route services. Metro Flex will add two new service zones in the fall of 2026.

Rider amenities at stops and on vehicles help create a smoother transit experience. Metro is improving lighting at stops and facilities to create a safer, more comfortable experience for riders, especially at night. Other investments include upgraded bus stops and transit hubs serving new RapidRide lines, Link light rail and Stride bus rapid transit stations.

³ [Economic Impact of Public Transportation Investment.](#)

Metro's partnerships with local cities and private property owners add about **25 new shelters every year at stops across the county.**

Continued investment in **maintenance and cleanliness** will help create more welcoming transit spaces. Riders should see faster response times to reported cleanliness concerns, increased visibility of frontline staff and cleaner facilities overall.

Metro is also working to make transit information easier to find and use. New digital tools will simplify trip planning and fare payment. Many station areas will receive upgrades including real-time arrival signage, innovative wayfinding and better accessibility for riders with disabilities.

Metro's Next Stop also includes investment in **newer and low-emissions vehicles.** Electric trolley buses, battery-electric buses and hybrid vehicles powered by renewable fuels help reduce emissions and improve air quality. As technology and funding allow, Metro will continue transitioning more of its fleets—from buses to vans and Water Taxi vessels—to lower- and zero-emission vehicles while maintaining reliable service for riders.

Metro plans to replace 80% of its fleet by 2038; one-third of the bus fleet will be electric, delivering a quieter, more sustainable and comfortable ride.

1/3 of
Metro's fleet
will be electric
by 2038.



Moving Forward Together

Metro's Next Stop reflects the needs and values of communities across King County. Metro is advancing projects that support increased bus service, a faster and more reliable network and a safer experience. These investments have been shaped through engagement with youth, Black, Indigenous and people of color, individuals with disabilities and other community members who identify as or work with Metro's priority populations. At the same time, Metro must carefully manage limited resources, strengthen partnerships and build the workforce and funding needed to maintain and expand service over time.

The King County Council adopts Metro's budget as part of the County's biennial budget process. Metro's budget supports both transit service and the systems needed to keep it running. Thousands of employees help operate, maintain, clean and support the transit system every day. Service represents about 82% of Metro's projected spending, including bus, rail and flexible services. System investments include constructing the bus stops, buildings and equipment needed to operate transit service, as well as the technology that powers trip planning tools, real-time arrival information and customer communications. To deliver this roadmap, Metro requires more staff and critical partnerships with cities, employers and others.



Metro's finances.

How Metro is funded.

Most of Metro's funding comes from local taxes. Metro receives a 0.9% sales tax in addition to a portion of the property taxes collected by King County. This revenue funds operations, pays down debt and allows the agency to match additional funding from state and federal grants.

State and federal grants are critical for funding existing and future services. However, the amount received from these sources can fluctuate significantly from year to year.

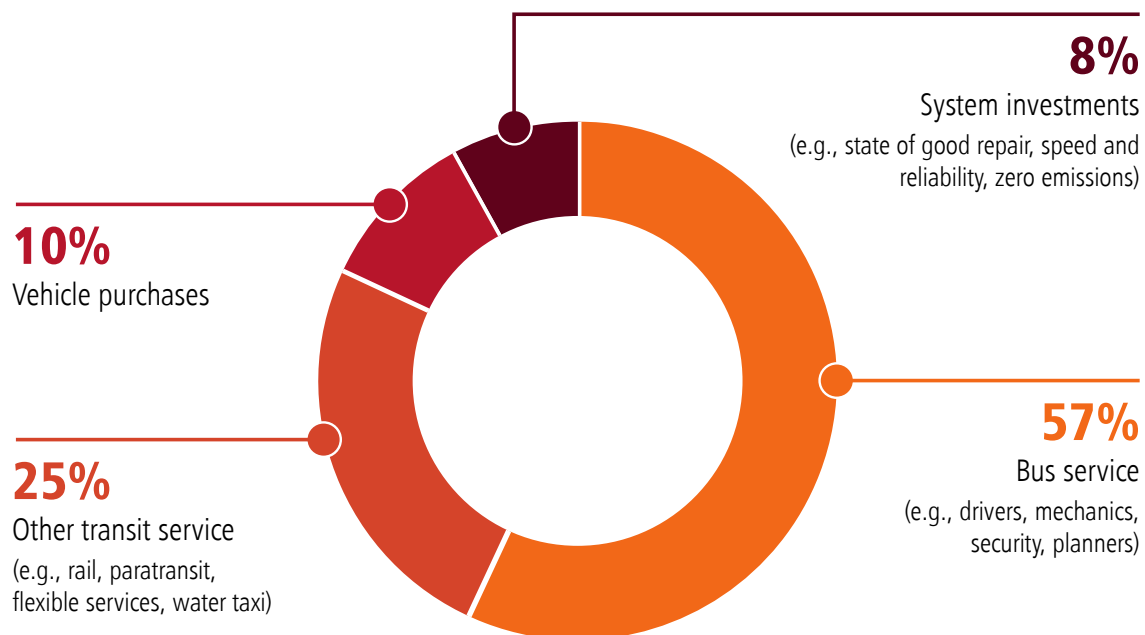
Metro also receives funding to operate and deliver bus, light rail and streetcar services in partnership with Sound Transit and the City of Seattle.

Fares are an important revenue source and will remain essential for Metro's financial sustainability. Our future focuses on keeping transit affordable for those who need it, and ensuring that those who can pay, do. We expect fares to cover a larger share of our operating costs to maintain a strong, reliable system.





PROJECTED SPENDING, 2026–2038



Metro's Next Stop requires more funding.

Delivering Metro's Next Stop will require more than our existing resources can provide. Metro maintains cash reserves and carefully plans spending to balance needs with resources. However, inflation means that over the long term, Metro's revenues will not keep pace with rising costs for staff, operations and construction projects.

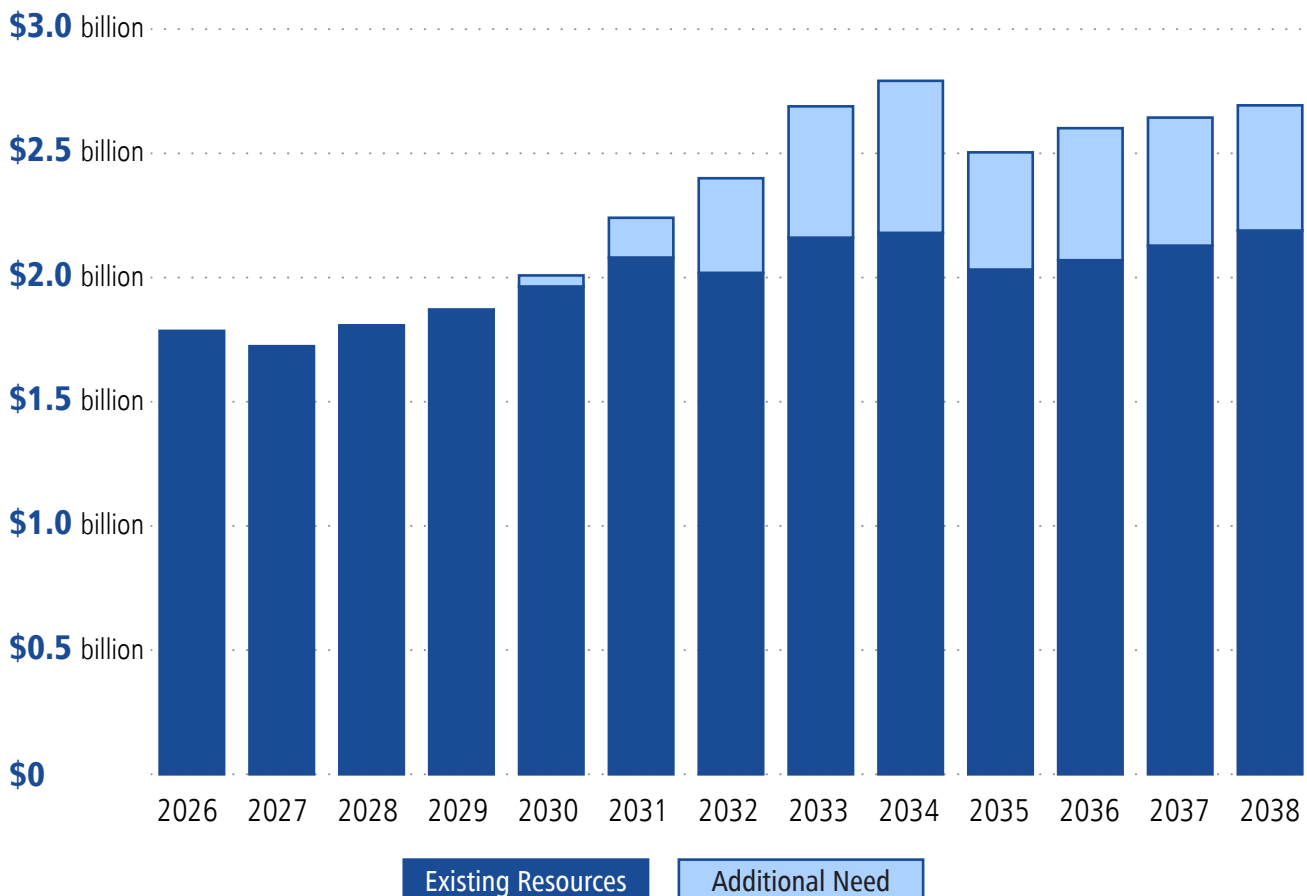
The transit investments contemplated in Metro's Next Stop represent the needs of a growing region. Metro's Next Stop is designed to continue the agency's commitment to financial responsibility by carefully prioritizing these investments, while seeking resources that have the least impact on our highest burdened communities.

Metro is exploring strategies to keep existing services and implement new ones. This includes new partnership funds or in-kind investments, new countywide revenues, and working with the

state legislature to get more flexibility with existing funding tools. These approaches would help Metro continue investing in service, facilities and rider priorities as the region grows, subject to King County Council budget appropriation.

In addition to new revenue, Metro continues to find ways to control its cost growth wherever possible to invest more in the community. This means exploring innovative ways to change how services are delivered and implementing cost-saving measures to keep improving how Metro serves its customers and remains worthy of the public's trust. Growing ridership is also critical to support more productive service and boost Metro's fare revenue.

Metro's Next Stop prioritizes investing in service that meets the needs of the region to improve customer experience, expand mobility options and continue to keep our promise to the region.





FUNDING TOOLS

King County Transportation District.

Washington State law allows cities and counties to establish local Transportation Benefit Districts to raise revenue. Funding options include sales tax, property tax and vehicle license fees (car tabs).

Potential revenue: \$\$\$

Implementation: Requires legislative action and voter approval.

Making current resources more flexible.

State law governs most of Metro's funding tools. Making those tools more flexible can help Metro better respond to community needs.

Potential revenue: \$\$

Implementation: Requires legislative action.

Partnership funds or in-kind investments.

Partnerships with private companies, cities, towns and public agencies can extend Metro's capacity and meet specific targeted needs.

Potential revenue: \$

Implementation: Requires willing partners, may not need legislative action.

Additional state and federal support.

Metro relies on state and federal funding to provide and improve transit services for our region.

Potential revenue: \$\$

Implementation: Requires legislative action.

Metro fares, fees and fines. Metro can enact fares, fees and fines within certain parameters.

Potential revenue: \$

Implementation: Does not require legislative action.

Regional transit requires partnership.

Metro works closely with King County's 39 cities and towns to provide transit service tailored to each city's unique needs. Additionally, Metro supports service in both rural and urban areas, such as providing Community Access Transportation vehicles to rural agencies and operating streetcar service for the City of Seattle. These partnerships help keep the region connected while supporting local growth, mobility and climate goals. Partnership works both ways. Metro relies on cities to maintain the roads and other infrastructure needed for transit operations, issue permits for projects, coordinate safety and human services resources, support service planning and help deliver transit projects and improvements. For that reason, Metro has many formal partnerships with cities and towns.

These partnerships help maximize public investments and support safe, reliable and welcoming transit service. Examples include streamlining permits for transit projects, funding expanded service, adding bus lanes and transit technology improvements, coordinating rider communications and supporting housing and development near transit. Delivering Metro's Next Stop will require even stronger collaboration with local partners.

Metro asked staff from jurisdictions across King County about opportunities to work together. **Three key themes emerged:**



1

Talk earlier, talk often and plan together.

Local governments are open to partnership, but they need consistent communication from Metro to understand when, how and why transit service is changing and how transit can be incorporated in local projects. Cities also want more opportunities to share the needs and priorities of their residents.

2

Make the case for transit.

Metro should provide better information about the outcomes of speed and reliability projects before, during and after implementation so cities can help their communities understand the benefits.

3

Set clear expectations.

As growth continues across the county, local governments want confidence that transit service will continue to meet the needs of current and future residents, even in a challenging financial environment.

Transit-supportive local policies—such as building more housing around transit routes, creating more bus lanes, improving sidewalks and lighting, and streamlining transit permitting—help Metro and jurisdictions work together effectively.

Strong partnerships between Metro and local jurisdictions help maximize public investments while supporting safe, reliable and welcoming transit service. Through Metro's Next Stop, Metro is also identifying ways to strengthen communication and coordination with local partners to follow through on what we've heard from cities.

“We recognize that this work can only be made possible through strong and innovative partnerships. Metro’s collaboration with local jurisdictions, community organizations and regional stakeholders will help shape a system that is responsive to growth and changes in our communities, reflective of community needs and values and grounded in equitable investments. We are especially interested in seeing priority equity areas and communities with the greatest needs centered in the investments and decision-making process.

Together, we are thrilled to see changes in our transit system that will welcome new riders, foster the next generation of transit users and advocates and create a more connected, equitable and sustainable region.”

Sarneshea Evans & Heena Vahora,
Equity Cabinet Co-Chairs







Come along for the ride.

Metro wants to deliver more: more routes, more frequent service, more comfortable trips, cleaner and safer buses and stops, and faster trips to the places people need to go.

To get there, we need you—our community, our cities and towns, our partners and riders to join us.

Thanks for being part of our journey!

METRO'S >>> NEXT STOP

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