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## System Snapshot

- Operating Name: King County Metro Transit (Metro)
- Service Area: King County
- Congressional Districts: 1, 7, 8, and 9
- Legislative Districts: 1, 5, 11, 30-34, 36, 37, 41, and 45-48
- Type of Government: Metropolitan County
- Governing Body: County Council
- Tax Authorized: 0.9 percent total sales and use tax—0.3 percent approved in September 1972, an additional 0.3 percent approved in November 1980, an additional 0.2 percent approved in November 2000, and an additional 0.1 percent in November 2006.
- Types of Service: Metro provides several types of fixed route transit service and custom service under contract. Metro contracts for demand responsive and ACCESS paratransit service and operates fixed-route service for Sound Transit.

## Performance Measures for 2007 Operations

	Fixed-Route Services		Demand-Response Services	
	King County Metro Transit	Urbanized Averages	King County Metro Transit	Urbanized Averages
Fares/Operating Cost	19.64%	16.66%	1.57%	2.11%
Operating Cost/Passenger Trip	\$3.69	\$4.88	\$43.17	\$33.74
Operating Cost/Revenue Vehicle Mile	\$11.58	\$7.90	\$6.34	\$5.44
Operating Cost/Revenue Vehicle Hour	\$131.19	\$113.17	\$86.39	\$78.84
Operating Cost/Total Vehicle Hour	\$115.03	\$98.72	\$75.06	\$69.24
Revenue Vehicle Hours/Total Vehicle Hour	87.68%	88.34%	86.89%	87.85%
Revenue Vehicle Hours/FTE	1,011	884	1,023	1,383
Revenue Vehicle Miles/Revenue Vehicle Hour	11.33	14.52	14.00	14.69
Passenger Trips/Revenue Vehicle Hour	35.6	24.0	1.8	2.4
Passenger Trips/Revenue Vehicle Mile	3.14	1.74	0.13	0.16

- Days of Service: Weekdays, generally between 4:00 a.m. and 12:00 a.m., and weekends, generally between 7:00 a.m. and 10:00 p.m. Metro offers some service with a 24-hour span.
- Fares: During weekday peak hours, Metro has a two-zone fare system, where the city of Seattle is one zone and the rest of King County is the other zone. The fare is \$1.25 for all off peak trips, \$1.50 for one-zone peak trips, and \$2.00 for two-zone peak trips. Youth fare is \$0.50. The fare for senior citizens, disabled people, and Medicare cardholders with reduced fare permits is \$0.50 during peak hours and \$0.25 during off-peak hours. The fare for ACCESS service is \$0.75 per boarding. Day passes are offered on weekends and holidays for \$3.50. On Sundays and holidays with a Sunday schedule, up to four children age 17 and under may ride free with a paying adult.

### **Current Operations**

Metro provides a variety of fixed-route services:

- 64 core city local routes within the city of Seattle, weekdays; 60 on Saturdays; and 52 on Sundays.
- 62 suburban local routes, weekdays; 55 on Saturdays; and 43 on Sundays.
- 2 rural local routes, weekdays; and 1 route also with Saturday service.
- 2 suburban intercity routes, seven days a week.
- 5 rural intercity routes, weekdays; and 1 route also with Saturday service.
- 32 core city commuter routes within the city of Seattle.
- 67 suburban commuter routes.
- 6 rural intercity commuter routes.
- 21 weekday-only custom bus routes for schools or employers.

Metro also provides ACCESS transportation ADA paratransit services for eligible individuals. Metro contracts for ACCESS transportation services from private providers.

Metro provides vanpool, vanshare, and other transportation demand-management services.

Metro is the lead agency for commute trip reduction in most areas of King County.

### **Revenue Service Vehicles**

Fixed Route – 1,423 buses, including 115 Sound Transit coaches operated by King County Metro Transit. Metro operates several types of coaches, including 159 electric trolleybuses and 236 hybrid coaches (22 are Sound Transit). Metro’s fleet includes 60-, 40-, 35-, and 30-foot coaches and transit vans. All fixed-route buses are ADA accessible.

Paratransit – 336 vehicles, with 222 in service; all are ADA accessible.

Vanpool – 1,286 in fleet with 1,045 in service.

Streetcars – 8 streetcars: 3 Inekon Trio-12 streetcars, owned by the city of Seattle and operated by King County Metro; 5 antique streetcars ranging in year-of-manufacture from 1925 to 1930. The antique streetcars are currently in storage as the George Benson Waterfront Streetcar service was suspended due to the loss of its maintenance base to the Seattle Art Museum Sculpture Park.

## Facilities

Metro's administrative and rideshare operations offices are located in downtown Seattle. There are seven operations bases, nine vehicle maintenance bases, and four facilities maintenance bases throughout King County. The largest facilities are the Atlantic, Ryerson, Central, South, North, East, and Bellevue bus and maintenance bases.

Metro operates through ten transit centers—Auburn, Aurora Village, Bellevue, Burien, Federal Way, Kent, Kirkland, Northgate, Overlake, and Renton. A new Redmond Transit Center will open in 2008. Six of the transit centers include park and ride lots. Metro also operates through the 1.3 mile Downtown Seattle Transit Tunnel (DSTT), which reopened in September 2007 following a two-year closure to allow joint bus-rail operation.

Metro has 133 (67 permanent and 66 leased) park and ride lots with 23,644 vehicle spaces. In addition, there are 9,510 bus stops including 1,481 stops with shelters maintained by Metro.

## Intermodal Connections

Two Metro bus routes stop directly in front of the Colman Dock Ferry Terminal in downtown Seattle. All downtown bus routes are within a 10-minute walk of the terminal, including several routes serving 1st Avenue, Marion Street, and Madison Street near the Marion Street pedestrian causeway that connects to Colman Dock. Metro also provides transit service to the Vashon Island and Fauntleroy ferry terminals, and direct peak service that crosses the Sound on the Vashon/Fauntleroy ferry route.

Many King County Metro routes provide connections with Sound Transit Sounder commuter rail at the Auburn, Kent, and Tukwila Sounder Stations, as well as King Street Station in downtown Seattle. King County Metro also provides connections to Amtrak trains at King Street Station and Tukwila Sounder Station. Connections with intercity bus service are available in downtown Seattle.

Metro connects with Community Transit at several locations in Seattle, Shoreline, Mountlake Terrace, and locations in east King County. Metro connects with Pierce Transit in Seattle and Federal Way, and will connect in Auburn beginning in 2009. The Puget Pass aids riders making regular transfers between service providers.

Metro provides regular fixed-route service and one Sound Transit route between Seattle-Tacoma International Airport and downtown Seattle and several suburban cities. Transit buses serve stops at the south end of the baggage level of the airport.

Seattle, Kirkland, and Bellevue school districts purchase student passes, and an unknown number of additional students commute by various fixed-route services.

Metro's entire bus fleet is equipped with bicycle racks. A new three-bike rack is being substituted for the two-bike rack. Several Metro facilities have bicycle lockers or racks.

## 2007 Achievements

- Metro reopened the Downtown Seattle Transit Tunnel (DSTT) following a two-year closure to retrofit the tunnel for joint bus-rail operation. Metro moved 18 routes into the DSTT while also moving 21 routes to 3rd Avenue to take advantage of peak transit priority measures.
- Metro added service to 12 high-ridership routes using Transit Now funds.
- Metro began planning and conducted initial public outreach for three RapidRide BRT corridors: Bellevue-Redmond, Pacific Highway South, and West Seattle.



- Metro entered into the first Transit Now service partnership with Children’s Hospital to improve service on Routes 25 and 75. Metro began planning for additional service partnerships with multiple cities, agencies, and other organizations throughout King County.
- Metro opened service on the Seattle Streetcar South Lake Union line.
- Metro upgraded the Communications and Control Center to accommodate new technologies.
- Completed an interim update of the Comprehensive Plan for Public Transportation and updated the Strategic Plan for Public Transportation to include a phasing plan for the Transit Now.

## 2008 Objectives

- Implement the restructure of services in the central part of east King County including Bellevue, Kirkland, and Redmond in February 2008.
- Open the new Redmond Transit Center in February 2008.
- Begin implementation of Transit Now service in rapidly developing areas of King County.
- Continue implementation of Transit Now service partnerships.
- Conduct initial public outreach for the Uptown-Ballard RapidRide corridor.
- Plan and conduct public outreach for restructuring transit service in southeast Seattle, SeaTac, and Tukwila when the initial Sound Transit Link light rail segment opens.
- Update the Comprehensive Plan for Public Transportation and the Strategic Plan for Public Transportation.

**Long-Range Plans (2009–2013)**

- Continue development of short-range service improvements consistent with the Transit Now program and the Strategic Plan for Public Transportation. Plan and implement five RapidRide BRT routes, and restructure other routes around the BRT lines. Implement service improvements to core routes, add service to rapidly developing areas, and add service through the service partnership program.
- Restructure transit service in southeast Seattle, Tukwila, and SeaTac when Sound Transit Link light rail transit begins service. Integrate bus and light rail transit service for good connectivity. Redeploy hours saved through the restructure within the north King County and south King County subareas.
- Provide a multimodal perspective in developing and implementing regional transportation projects, for example, SR 520, Alaskan Way Viaduct, and Sound Transit projects. Develop and implement any service mitigation programs.

- Continue to work with WSDOT and the Puget Sound Regional Council to implement the Lake Washington Urban Partnership.
- Maintain, replace, and upgrade facilities, equipment, and systems, including projects such as the Onboard Systems Integration, SMART Card implementation, and FCC-required radio replacement. Implement new integrated on-board systems including vehicle locators, radios, and passenger counters. Implement fleet expansion with the arrival of new hybrid articulated coaches and new transit vans. Plan for replacement of standard and trolley coaches.
- Continue to work with the other public transit agencies in the region through the Transit Integration Group, for example, Community Transit, Pierce Transit, Everett Transit, Kitsap Transit, Everett Transit, Sound Transit, and Washington State Ferries to provide a more integrated public transportation system through fare integration, coordinated service connections, and capital improvements.



## King County Metro Transit

	2005	2006	2007	% Change	2008	2009	2010	2013
<b>Annual Operating Information</b>								
Service Area Population	1,808,300	1,835,300	<b>1,861,300</b>	1.42%	N.A.	N.A.	N.A.	N.A.
<b>Fixed-Route Services</b>								
Revenue Vehicle Hours	3,097,213	2,967,834	<b>3,097,698</b>	4.38%	3,115,234	3,178,277	3,255,667	3,473,684
Total Vehicle Hours	3,548,740	3,389,747	<b>3,533,103</b>	4.23%	3,546,415	3,618,219	3,706,351	3,954,166
Revenue Vehicle Miles	38,474,366	33,419,644	<b>35,097,649</b>	5.02%	35,503,905	36,251,527	37,134,133	39,616,006
Total Vehicle Miles	47,052,186	42,286,594	<b>44,193,899</b>	4.51%	44,615,806	45,555,680	46,665,111	49,784,759
Passenger Trips	99,775,874	102,413,938	<b>110,185,406</b>	7.59%	114,789,073	117,377,393	118,773,725	124,302,693
Diesel Fuel Consumed (gallons)	11,819,336	11,192,028	<b>10,362,782</b>	-9.01%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	0	0	<b>123,176</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Electricity Consumed (Kwh)	17,048,640	15,791,529	<b>15,662,605</b>	-0.82%	N.A.	N.A.	N.A.	N.A.
Fatalities	2	2	<b>1</b>	-50.00%	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	184	167	<b>77</b>	-53.89%	N.A.	N.A.	N.A.	N.A.
Collisions	158	171	<b>109</b>	-36.26%	N.A.	N.A.	N.A.	N.A.
Employees FTEs	4,097.8	4,147.3	<b>3,062.7</b>	-26.15%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$372,498,885	\$384,092,189	<b>\$406,401,873</b>	5.81%	\$431,540,834	\$460,103,573	\$490,417,863	\$579,904,147
Farebox Revenues	\$72,055,103	\$73,289,582	<b>\$79,836,134</b>	8.93%	\$87,301,196	\$92,484,318	\$94,879,116	\$109,290,297
<b>Street Car</b>								
Revenue Vehicle Hours	10,086	0	<b>0</b>	N.A.	0	0	0	0
Total Vehicle Hours	10,198	0	<b>0</b>	N.A.	0	0	0	0
Revenue Vehicle Miles	38,754	0	<b>0</b>	N.A.	0	0	0	0
Total Vehicle Miles	38,842	0	<b>0</b>	N.A.	0	0	0	0
Passenger Trips	374,327	0	<b>0</b>	N.A.	0	0	0	0
Electricity Consumed (Kwh)	183,920	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	27.8	9.0	<b>19</b>	111.11	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$2,071,123	\$981,401	<b>\$222,227</b>	-77.36	\$2,111,455	\$2,251,476	\$2,251,476	\$2,445,945
Farebox Revenues	\$211,571	\$0	<b>\$0</b>	N.A.	\$300,000	\$300,000	\$300,000	\$300,000

	2005	2006	2007	% Change	2008	2009	2010	2013
<b>Demand-Response Services</b>								
Revenue Vehicle Hours	691,108	708,970	<b>634,886</b>	-21.16%	565,233	578,883	573,846	607,859
Total Vehicle Hours	788,098	802,318	<b>720,071</b>	-19.82%	650,531	666,240	660,443	699,590
Revenue Vehicle Miles	9,750,742	10,022,252	<b>8,887,541</b>	-23.96%	8,006,475	8,246,647	8,223,529	8,857,209
Total Vehicle Miles	11,292,026	11,370,221	<b>10,267,621</b>	-9.52%	10,808,058	11,132,270	11,101,062	11,956,477
Passenger Trips	1,831,398	1,892,683	<b>1,139,834</b>	-40.91%	1,174,935	1,210,180	1,206,787	1,299,778
Diesel Fuel Consumed (gallons)	1,149,133	1,118,406	<b>1,081,351</b>	-3.31%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	126,038	167,064	<b>31,979</b>	-80.86%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	2	<b>7</b>	250.00%	N.A.	N.A.	N.A.	N.A.
Collisions	0	24	<b>16</b>	-33.33%	N.A.	N.A.	N.A.	N.A.
Employees FTEs	664.3	647.3	<b>620.4</b>	-4.16%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$47,545,869	\$47,614,367	<b>\$48,285,384</b>	1.41%	\$52,878,991	\$57,440,077	\$59,581,493	\$70,275,714
Farebox Revenues	\$675,488	\$506,525	<b>\$758,136</b>	49.67%	\$550,399	\$1,285,081	\$2,196,363	\$2,798,547
<b>Vanpooling Services</b>								
Revenue Vehicle Miles	9,083,017	9,950,890	<b>10,598,269</b>	4.91%	10,875,544	11,120,771	11,253,065	11,776,900
Total Vehicle Miles	9,253,608	10,136,703	<b>10,598,269</b>	4.55%	11,041,076	11,290,036	11,424,343	11,956,151
Passenger Trips	1,795,611	1,965,742	<b>2,322,012</b>	18.12%	2,419,028	2,473,573	2,502,999	2,619,515
Vanpool Fleet Size	1,165	1,273	<b>1,304</b>	-3.85%	N.A.	N.A.	N.A.	N.A.
Vans in Operation	944	1,045	<b>1,147</b>	-2.01%	N.A.	N.A.	N.A.	N.A.
Gasoline Fuel Consumed (gallons)	647,411	711,122	<b>722,183</b>	2.47%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	2	6	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	7	4	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	55.3	55.7	<b>28.1</b>	-49.55%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$6,701,931	\$6,638,696	<b>\$8,255,653</b>	24.36%	\$9,581,942	\$10,377,486	\$11,061,530	\$13,375,265
Vanpooling Revenue	\$5,552,340	\$6,147,248	<b>\$6,872,296</b>	11.79%	\$6,823,226	\$7,823,038	\$8,413,456	\$11,443,539

## King County Metro Transit

	2005	2006	2007	% Change	2008	2009	2010	2013
<b>Annual Revenues</b>								
Sales Tax	\$335,521,413	\$364,355,912	<b>\$429,262,198</b>	17.81%	\$464,849,400	\$493,026,712	\$522,016,683	\$612,914,603
Farebox Revenues	\$72,942,162	\$73,796,107	<b>\$80,594,270</b>	9.21%	\$87,851,595	\$93,769,399	\$97,075,480	\$112,088,843
Vanpooling Revenue	\$5,552,340	\$6,147,248	<b>\$6,872,296</b>	11.79%	\$6,823,226	\$7,823,038	\$8,413,456	\$11,443,539
Federal Section 5307 Operating	\$0	\$0	<b>\$3,068,166</b>	N.A.	\$0	\$0	\$0	\$0
Federal Section 5307 Preventive	\$7,334,651	\$48,845,147	<b>\$41,655,383</b>	-14.72%	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000
FTA JARC Program	\$0	\$0	<b>\$602,135</b>	N.A.	\$0	\$0	\$0	\$0
Other Federal Operating	\$4,728,150	\$4,781,265	<b>\$5,492,630</b>	14.88%	\$6,005,966	\$5,181,476	\$5,326,557	\$5,786,633
State Special Needs Grants	\$1,505,838	\$2,063,659	<b>\$1,710,648</b>	-17.11%	\$2,009,360	\$2,294,104	\$2,301,510	\$2,339,562
Other State Operating Grants	\$0	\$0	<b>\$1,734,872</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Sound Transit Operating	\$29,244,876	\$37,087,987	<b>\$39,900,873</b>	7.58%	\$44,404,985	\$62,485,245	\$68,082,717	\$75,419,422
Other	\$27,935,678	\$48,191,653	<b>\$61,659,080</b>	27.95%	\$100,504,385	\$121,320,552	\$105,942,332	\$64,815,284
<b>Total</b>	<b>\$484,765,109</b>	<b>\$585,268,977</b>	<b>\$672,552,551</b>	<b>14.91%</b>	<b>\$762,448,917</b>	<b>\$835,900,525</b>	<b>\$859,158,733</b>	<b>\$934,807,885</b>
<b>Annual Operating Expenses</b>								
Annual Operating Expenses	\$428,817,808	\$439,326,653	<b>\$462,942,910</b>	5.38%	\$494,001,767	\$527,921,136	\$561,060,886	\$663,555,126
Other	\$0	\$0	<b>\$42,461,478</b>	N.A.	\$50,331,665	\$68,530,372	\$72,242,801	\$79,938,829
<b>Total</b>	<b>\$428,817,808</b>	<b>\$439,326,653</b>	<b>\$505,404,388</b>	<b>15.04%</b>	<b>\$544,333,432</b>	<b>\$596,451,508</b>	<b>\$633,303,688</b>	<b>\$743,493,955</b>
<b>Debt Service</b>								
Interest	\$11,348,338	\$11,186,410	<b>\$11,015,027</b>	-1.53%	\$10,830,996	\$10,646,548	\$10,440,640	\$9,715,781
Principal	\$3,786,250	\$3,947,083	<b>\$4,116,667</b>	4.30%	\$4,287,917	\$4,479,583	\$4,695,417	\$5,407,500
<b>Total</b>	<b>\$15,134,588</b>	<b>\$15,133,494</b>	<b>\$15,131,694</b>	<b>-0.01%</b>	<b>\$15,118,913</b>	<b>\$15,126,131</b>	<b>\$15,136,056</b>	<b>\$15,123,281</b>
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$20,368,771	\$3,257,768	<b>\$4,198,941</b>	N.A.	\$20,084,833	\$35,745,023	\$13,478,745	N.A.
FTA JARC Program	\$0	\$21,655	<b>N.A.</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Federal STP Grants	\$1,381,309	\$143,919	<b>\$198,448</b>	N.A.	\$4,947,683	\$1,899,000	N.A.	N.A.
CM/AQ and Other Federal Grants	\$1,977,517	\$3,025,533	<b>\$1,878,421</b>	N.A.	\$7,157,546	\$7,742,987	\$6,000,000	\$1,901,000
State Rural Mobility Grants	\$0	\$0	<b>\$56,830</b>	N.A.	N.A.	N.A.	N.A.	N.A.
State Special Needs Grants	\$75,383	\$1,218,364	<b>\$558,124</b>	N.A.	\$3,975,477	\$535,000	N.A.	N.A.
Federal Section 5307 Capital Grants	\$48,911,109	\$2,789,568	<b>\$3,596,337</b>	N.A.	\$15,239,051	\$16,700,000	\$23,133,333	\$12,000,000
State Vanpool Grants	\$0	\$2,449,061	<b>\$487,569</b>	N.A.	\$2,473,431	\$1,680,000	\$1,680,000	\$1,680,000
Other State Capital Grants	\$516,372	\$53,347	<b>\$109,793</b>	N.A.	\$1,865,207	\$1,525,000	\$1,400,000	\$500,000
Capital Reserve Funds	-\$3,280,531	\$44,122,825	<b>\$57,434,068</b>	N.A.	\$129,023,040	\$128,999,525	\$104,477,237	\$179,443,822
Bonds Proceeds	\$0	\$0	<b>N.A.</b>	N.A.	N.A.	N.A.	\$21,000,000	N.A.
<b>Total</b>	<b>\$69,949,930</b>	<b>\$57,082,040</b>	<b>\$68,518,531</b>	<b>20.04%</b>	<b>\$184,766,268</b>	<b>\$194,826,535</b>	<b>\$171,169,315</b>	<b>\$195,524,822</b>
<b>Ending Balances, December 31</b>								
Operating Reserve	\$31,086,592	\$47,760,929	<b>\$41,500,000</b>	-13.11%	\$44,699,768	\$48,999,618	\$52,094,898	\$61,096,528
Capital Reserve Funds	\$158,427,285	\$172,074,443	<b>\$301,291,810</b>	75.09%	\$322,967,797	\$318,667,947	\$315,572,667	\$306,571,037
<b>Total</b>	<b>\$189,513,877</b>	<b>\$219,835,372</b>	<b>\$342,791,810</b>	<b>55.93%</b>	<b>\$367,667,565</b>	<b>\$367,667,565</b>	<b>\$367,667,565</b>	<b>\$367,667,565</b>