

2013 Service Implementation Plan

Approved by the Board of Directors

Dec. 20, 2012



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Executive Summary:

Each year, Sound Transit updates the development of its express bus, commuter rail and light rail services through its Service Implementation Plan (SIP). The 2013 SIP describes service changes planned for 2013, together with preliminary service proposals and financial projections for 2014 through 2018. A detailed report on the status of each bus and rail route and performance objectives for the coming year, including ridership and productivity targets, is also included.

Sound Transit ridership was up significantly during the first half of 2012, with total passenger boardings increasing by 11 percent compared with the first half of 2011. Service levels were essentially unchanged, so productivity measures such as boardings per vehicle hour and boardings per trip showed improvement. All modes experienced ridership growth except Link Paratransit, where a change in how Sound Transit passengers were counted resulted in a decline in boardings. In general, the systemwide increase during the first half of 2012 can be attributed to the start of tolling on the SR 520 corridor, higher gasoline prices, increased employment and a gradual improvement in local economic conditions.

Sound Transit's ability to accommodate increasing ridership varies by mode and by the time period when growth is occurring. Currently, the heaviest-used ST Express bus routes are approaching overload conditions during peak periods. As a result, the key recommendations in the 2013 SIP focus on near-term strategies for addressing ridership growth on ST Express, together with the implementation of a new round trip on the Sounder South Line included in the ST2 Plan. No changes to the Sounder North Line or Link Light Rail service are planned for 2013.

Following a 2008-2010 decline in boardings caused by the economic recession, Sounder South Line ridership made a comeback with selected peak period trains now nearing seated capacity. The Lakewood Extension, which opened in fall 2012, is expected to further increase ridership. To address this growth, a new South Line round trip will be implemented in fall 2013 as part of the ST2 Plan. A discussion of the factors affecting the scheduling and operations of this new round trip is included in Chapter 2.

ST Express bus ridership also increased significantly, particularly in the I-5 north and crosslake corridors. Average weekday boardings during the Second Quarter of 2012 were up 11 percent, marking five continuous quarters of double-digit growth. Most of the growth is occurring during peak commuter times. But lower-than-expected tax revenues, together with the need to complete the most critical elements of the ST2 capital program, limit the resources available to expand ST Express service. The 2013 SIP assumes no increase in annual vehicle hours compared with 2012. To address ridership growth, these key strategies were employed:

- Reduce service levels or restructure service where productivity is below the system average.
- Minimize duplication with partner agency service.
- Use the savings from these actions to add service where ridership growth is occurring or to make connections with partner agency service that improve overall system productivity.
- Defer the retirement of some older buses to provide capacity for ridership growth.

ST Express Bus

In keeping with the strategies for addressing bus ridership growth, these changes to ST Express service were approved by the Sound Transit Board as part of the 2013 SIP. During the Board review process, two amendments were incorporated into the original SIP proposals; these are described below in *italics*.

- **Seattle-Snohomish County Restructure: Route 510 (Everett-Seattle), Route 511 (Ash Way-Seattle), Route 512 (Everett-Seattle) and Route 513 (South Everett-Seattle)**
This change will consolidate off-peak service between downtown Seattle and Snohomish County to improve productivity and provide resources for expanded peak period commuter service. Routes 510 (Everett-Seattle) and 511 (Ash Way-Seattle) will combine into one route (512) that provides all Seattle-Snohomish County service during midday, evening and weekend times. Route 512 will also provide off-peak direction service during weekday rush hours (northbound morning service and southbound afternoon service). Route 512 will operate every 15 minutes on weekdays, every 15 to 20 minutes on Saturdays, and every 30 minutes at night and on Sundays. *The original proposal discontinued all Sound Transit service between Everett Station and downtown Everett; however, the final plan retains downtown trips before 6 a.m. and after 10:30 p.m. on weekdays. Also, a new bus stop will be added to Routes 510 and 512 near the intersection of Broadway and 33rd on the eastern edge of downtown Everett.* The savings from these changes will fund 10 new one-way trips on Route 510 and/or Route 513 during morning and afternoon peak periods. While off-peak travel time between Everett and Seattle will increase with this proposal due to added stops, the frequency of service will increase from every 30 minutes to every 15 minutes during the midday and most of the day on Saturday.
- **I-405 Corridor: Route 560 (Bellevue-West Seattle), Route 566 (Auburn-Overlake), NEW Route 567 (Kent-Overlake)**
New "super express" Route 567 will operate from Kent Station to Overlake Transit Center during peak periods, making just one intermediate stop at Bellevue Transit Center. Buses will be scheduled to connect with all peak period Sounder trains at Kent Station. Route 567 will use existing Route 566 hours and vehicles, but will provide a much faster trip than Route 566 between Kent and the Eastside by using the I-405 HOV lanes through Renton. Remaining Route 566 service and Route 560 will be coordinated to provide frequent service between downtown Renton and Bellevue. *The original proposal discontinued most midday service on Route 566; however, the final plan retains hourly midday service between Auburn and Renton, with a timed connection with Route 560 at Renton for continuing service to Bellevue.* The savings from these changes will fund additional peak period commuter trips on Eastside-Seattle crosslake routes and on Route 577 between Federal Way and Seattle.
- **West Seattle-Airport Connection: Route 560 (Bellevue-Westwood Village)**
The objectives of this restructure include avoiding duplication with King County Metro service, improving ST Express productivity and providing a convenient full-time connection between the West Seattle/Highline areas and Sea-Tac Airport. King County Metro has developed a major transit hub at Westwood Village Shopping Center, located on Southwest Barton Street near the south Seattle city limits. ST Route 560 currently duplicates Metro's RapidRide C Line between West Seattle Junction and Westwood. The change establishes Westwood Village as the new full-time terminus for Route 560, eliminating this duplication and providing all-day, seven-day-a-week connections between Westwood and the airport.

Further details on the service changes and an ST Express route-by-route performance analysis is included in Chapter 2.

Central Link Light Rail

Ridership on Central Link continues to increase steadily, with total boardings for the first half of 2012 up 10 percent. Link continues to exhibit different seasonal ridership patterns than other Sound Transit modes, with a large ridership surge in late summer when airline travel is heaviest and special events and festivals are reaching their peak. However, weekday commuter ridership has clearly increased during the first half of 2012, and some p.m. peak trains are regularly carrying standing passengers. With the elimination of the downtown Seattle free ride zone, Link ridership is expected to increase further within downtown since there is no financial advantage for passengers to use buses, and the intra-downtown fare on Link is less than the base bus fare on both ST and Metro buses. Sound Transit staff will continue monitoring both total ridership and trip-level boardings on Link to see if minor service adjustments may be appropriate to address these trends.

No specific changes are planned for Central Link service in 2013. Chapter 3 describes the planned extensions to the University of Washington and South 200th Street planned for late 2016.

Souder Commuter Rail

The extension of Souder service to Lakewood began on Oct. 8, 2012. Chapter 2 discusses the ridership forecast for the Lakewood extension and the factors staff will consider in planning a new round trip train on the South Line approved for implementation in fall 2013.

No specific changes are planned for Souder North Line service in 2013; however, staff will be evaluating North Line recommendations developed by the Citizens Oversight Panel's North Shore Area Task Force. Further details on North Line service are included in the Souder section of Chapter 2.

Tacoma Link

Tacoma Link ridership increased 9 percent during the first half of 2012 compared with the same period a year earlier. The added service has improved performance metrics such as passengers per hour and cost per passenger. The new station stop at 11th and Commerce, opened in September 2011, has clearly increased ridership. No changes are planned for Tacoma Link service in 2013.

Additional information on Tacoma Link service and ridership is provided in Chapter 2.

Preliminary Service Plans for 2014 - 2018

Chapter 3 of the SIP describes preliminary 2014-2018 service plans. These “out year” plans were updated based on the most recent vehicle hour estimates and capital project schedules. Service levels, ridership and fare revenue estimates shown for 2014-2018 are used to develop the agency’s Long-Range Financial Plan; however, the actual implementation of service changes is still subject to Board approval of the annual SIP.

2014

- Potential changes to Route 540 in conjunction with opening of SR 520 HOV direct access ramps at 108th Avenue NE.

2015

- Potential service adjustments on Routes 545, 550, 566 and 567 due to the temporary closure of South Bellevue Park-and-Ride and Overlake Transit Center for East Link construction.

2016

- Two additional round trips added on the Sounder South Line.
- Central Link extended to South 200th, Capitol Hill and the University of Washington.
- ST Express Route 586 (Tacoma-U District) restructured with U Link opening.

2017-2018

Proposals still under development.

Title VI Assessment

In compliance with Title VI of the Civil Rights Act of 1964, the 2013 Service Implementation Plan includes an impact assessment of the 2013 service changes on minority transit users and communities, low-income populations, and persons with a limited ability to speak, understand, read and write English.

The service changes are expected to have limited negative impacts on Title VI populations, since the changes are mitigated by the availability of alternative bus or rail service in the same corridors. For example, the deletion of most Sound Transit bus service between Everett Station and downtown Everett is mitigated by the availability of frequent Everett Transit and Community Transit service between these points.

The complete Title VI assessment of the service changes is in Appendix D.

Accessible Services

Sound Transit’s cost for complimentary paratransit services required by the Americans with Disabilities Act (ADA) are expected to continue to rise as more people are granted eligibility for the program. Ongoing Federal and State cuts for non-emergency medical transportation continue to drive new users to the paratransit service. The estimated annual growth for this service is 8 percent.

Sound Transit will continue to provide funding for the special needs transportation coordinating coalitions in King, Pierce and Snohomish counties. Due to ongoing budget shortfalls, the level of support will be reduced.

Quick Guide to the 2013 SIP:

Chapter 1 summarizes the 2013 service changes approved by the Sound Transit Board and the public outreach process for the 2013 SIP proposals.

Chapter 2 includes a description and performance summary of Sounder, Link and each ST Express route, with background information on each 2013 SIP service change.

Chapter 3 describes preliminary plans for 2014-2018.

Chapter 4 includes estimates of ridership and fare revenue for all three transit modes through 2018 and a description of the modeling and assumptions used to develop the estimates.

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Chapter 1: Summary of 2013 Service Changes Approved by the Board of Directors & Public Outreach Approach

The following service changes were approved by the Sound Transit Board on Dec. 20, 2012. A detailed description of the changes and additional background information is included in Chapter 2.

St Express Bus

Route 510 Everett-Seattle (Sept 2013)

- Add up to nine new peak-period, peak-direction one-way trips on weekdays, depending on ridership needs projected for September 2013
- Delete routing between Everett Station and downtown Everett, except before 6:00 a.m. on weekdays
- Delete all reverse peak, midday, night and Saturday service.

Route 511 Ash Way-Seattle (Sept 2013)

- Delete all reverse peak, midday, night and Saturday service.

Route 512 Everett-Seattle (Sept 2013)

- Introduce Route 512 service on weekdays and Saturdays as the off-peak replacement for Routes 510 and 511.
- Weekday Route 512 service will operate every 15 minutes or better during peak periods in the off-peak direction, every 15 minutes in both directions during the midday and early evening, and every 20-30 minutes in both directions at night.
- After 10:30 p.m. on weekdays, Route 512 will continue past Everett Station to downtown Everett using the existing Route 510 routing and stops.
- Saturday Route 512 service will operate every 15-20 minutes during the day and every 30 minutes early in the morning and at night.
- No change to existing Route 512 service on Sundays and holidays, which operates every 30 minutes.

Route 513 Everett-Seattle (Sept 2013)

- Add up to nine new peak-period, peak-direction one-way trips, depending on ridership needs projected for September 2013.

Route 560 West Seattle-Bellevue (June 2013)

- Delete weekday, peak-only segment of Route 560 between the Alaska Junction and White Center.
- Move West Seattle terminus of Route 560 to Westwood Village Shopping Center for all trips, seven days a week.

Route 566 Auburn-Overlake (June 2013)

- Convert 8 morning trips and 8 afternoon/evening trips that start or end in Kent to new Route 567.
- Reduce midday service from every 30 minutes to every 60 minutes between about 9:30 a.m. and 1:30 p.m. southbound, and between about 11:00 a.m. and 3:30 p.m. northbound. Operate service between Auburn Station and Renton Transit Center during these time periods.

Route 567 Kent-Overlake (June 2013)

- Create new Route 567 between Kent and Overlake with one trip to meet each peak-direction Sounder train at Kent Station. Stops will be limited to Kent Station, Bellevue Transit Center and Overlake Transit Center.

Sounder Commuter Rail

South Line

- Add new peak-period, peak-direction round trip between Lakewood and King Street Station in Seattle.

Public Outreach Approach

Introduction/Background

The Sound Transit Service Implementation Plan (SIP) is updated annually to reflect Sound Transit's progress as it rolls out its vision of the regional transit system. Sound Transit continues to optimize service by revising ST Express regional bus routes based on demand and by enhancing service on Sounder commuter rail and Link light rail trains. The changes to Sound Transit service in the 2013 SIP are significant to a number of individuals and groups. Because those individuals and groups have different information needs and interests, Sound Transit conducted an extensive but targeted public outreach effort.

Goals of Outreach

- Raise awareness of Sound Transit and its proposed service changes.
- Solicit feedback from affected groups.
- Incorporate and/or respond to feedback.
- Build constituencies and long-term support for Sound Transit and its three operating lines of service.

2013 SIP Outreach

A key element of the 2013 SIP outreach is the *Regional Transit News (RTN)*, a tabloid that was released on Oct. 12, 2012. Five thousand copies were printed for distribution. An electronic version was also posted on Sound Transit's website, and a link was e-mailed to the Service Planning subscription list, a general Agency mailing list and regional Commute Trip Reduction groups. The *RTN* contained explanations and maps (when necessary) of each proposal, and encouraged riders and the public to contact Sound Transit with comments and inquiries about the proposed changes.

The *RTN* also included information about four open houses, which were held in communities most affected by the proposed service changes. Open houses were held during October 2012 in Renton, Westwood Village, Everett and at Sound Transit's main offices in downtown Seattle. In addition, the *RTN* was distributed at transit centers and park-and-ride lots in areas impacted by the proposed changes. The *RTN* was also distributed through the Employee Transportation Network and other Sound Transit meetings and events, at public libraries and on-board specific bus routes and on Sounder trains. There was no survey questionnaire included as a part of the 2013 SIP process. The *RTN* and website encouraged riders and other interested members of the public to send in specific comments by e-mail or letter.

As part of the outreach process, Sound Transit staff participated in meetings with stakeholder groups. The stakeholders include elected official delegations from each subarea, transit vehicle operators at partnering agency bases, the Service & Facilities Planning Transit Integration Group, the Washington State Department of Transportation, affected cities, and numerous stakeholder groups with direct interest in the proposals and the financial impacts.

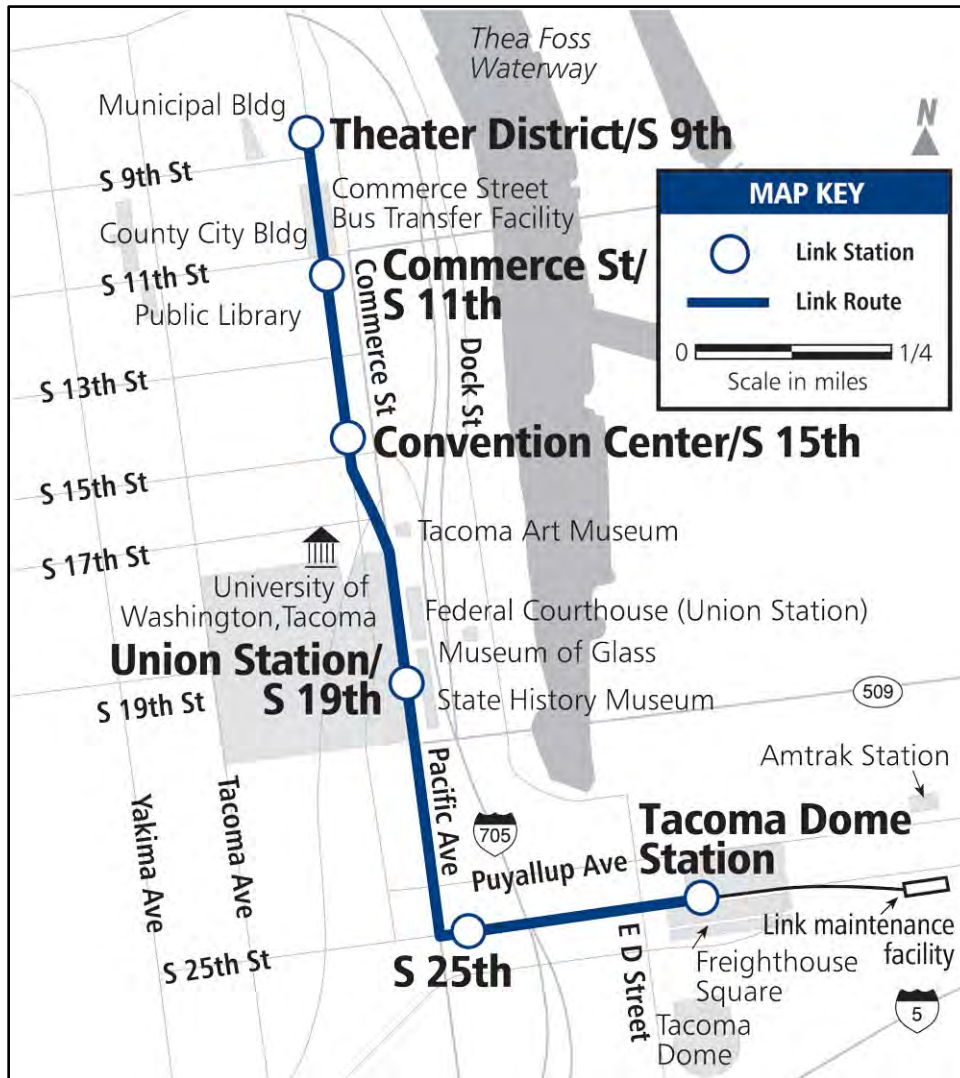
While public comments are always reviewed by staff, the official comment period for the 2013 SIP concluded on Nov. 1, 2012 with a formal public hearing where interested citizens had an additional opportunity to comment on the proposals.

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Chapter 2: 2012 Service Analysis

Link Light Rail

Tacoma Link



Description

Tacoma Link light rail service began in August 2003 connecting the Tacoma Dome Station with the Theater District Station in downtown Tacoma. There are four intermediate stations at S. 25th Street, Union Station, Convention Center and Commerce Street. The Commerce Street Station opened on Sept. 15, 2011. Service operates from 5:00 a.m. to 10:12 p.m. on weekdays, from 7:48 a.m. to 10:12 p.m. on Saturdays, and from 9:48 a.m. to 6:00 p.m. on Sundays. A maximum of two light rail cars are usually scheduled, with a third car available as a spare (for detailed information on the Tacoma Link fleet, see Table B-3 in the appendix). Service is currently provided free of charge.

The 1.6 mile Tacoma Link alignment is approximately half double-track and half single-track. Departure times from each terminal are carefully scheduled so that opposing trains meet at Union Station where double-track is available for trains to pass. The scheduled end-to-end running time is approximately 10 minutes each way and is synchronized with the City of Tacoma’s traffic signal timing system. With the limitations of single-track and traffic signaling, the addition of Commerce Street Station required service intervals to be lengthened from 10 minutes to 12 minutes when two trains are scheduled and from 20 to 24 minutes when one train is scheduled. The additional time in the schedule allows for deceleration/acceleration time from the new station and station dwell time for passenger loading and unloading. Traffic signals on Commerce Street were changed from a 100-second to a 90-second cycle to minimize train delays.

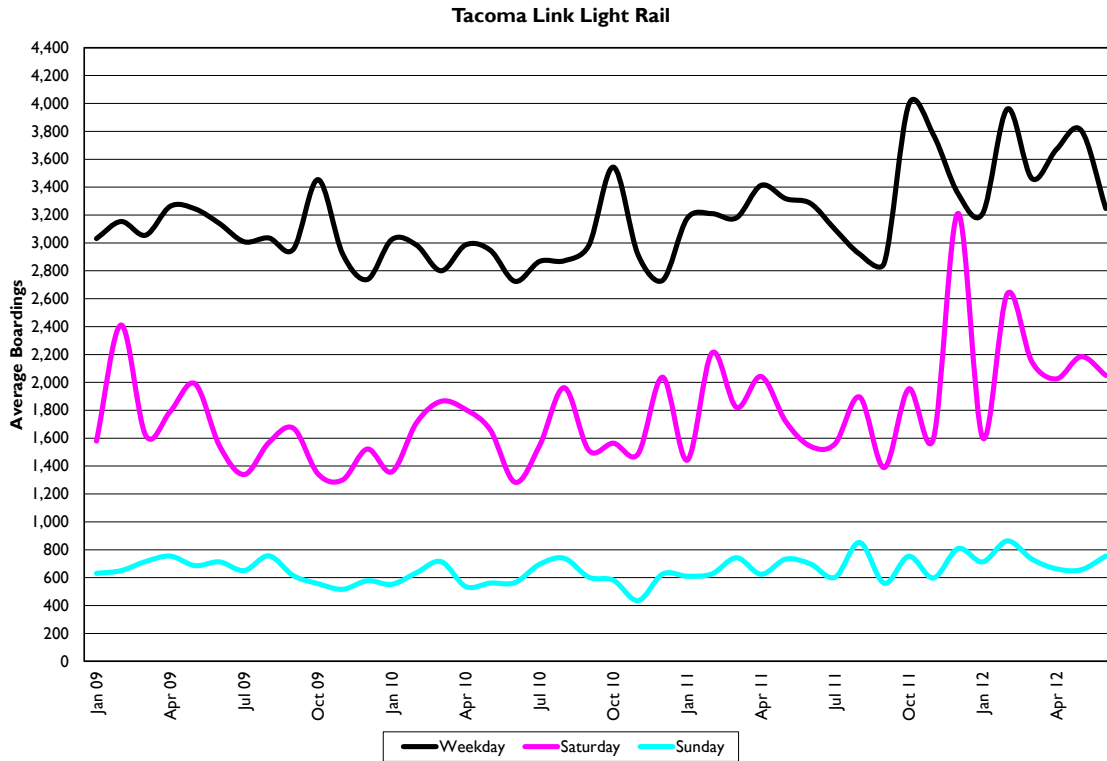
Total Tacoma Link boardings increased 8 percent during the second quarter of 2012 compared with the same period a year earlier. This growth resulted in improved productivity, increasing the number of passengers carried per trip and per service hour while reducing the operations and maintenance cost per passenger. The opening of the new S. 11th/Commerce Street Station clearly helped ridership growth and contributed to this improved performance.

Performance Assessment

2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		3,337	1,789	692
Passengers per Trip	17.41	18.92	10.63	14.17
Passengers per Service Hour	100.80	109.27	62.12	82.97
O&M Cost per Passenger	\$4.20	\$3.88	\$6.82	\$5.11

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		3,579	2,084	687
Passengers per Trip	21.58	23.28	14.38	16.36
Passengers per Service Hour	107.92	116.38	71.89	81.78
O&M Cost per Passenger	\$3.96	\$3.67	\$5.95	\$5.23

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+7%	+16%	-1%
Passengers per Trip	+24%	+23%	+35%	+15%
Passengers per Service Hour	+7%	+7%	+16%	-1%
O&M Cost per Passenger	-6%	-5%	-13%	+2%



Service Change Concepts

No changes in Tacoma Link service levels are planned for 2013. Ridership growth is expected to level off, with forecast 2013 boardings of just under one million.

Tacoma Link Schedule- Effective 9/29/12

Day	From	To	Frequency
Monday-Friday			
Tacoma Dome (Northbound)	5:00 a.m.	6:36 a.m.	24 minutes
	6:36 a.m.	8:00 p.m.	12 minutes
	8:00 p.m.	10:00 p.m.	24 minutes
Theater District (Southbound)	5:12 a.m.	6:48 a.m.	24 minutes
	6:48 a.m.	8:12 p.m.	12 minutes
	8:12 p.m.	10:12 p.m.	24 minutes
Saturday			
Tacoma Dome (Northbound)	7:48 a.m.	10:00 p.m.	12 minutes
Theater District (Southbound)	8:00 a.m.	10:12 p.m.	12 minutes
Sundays and Holidays			
Tacoma Dome (Northbound)	9:48 a.m.	5:48 p.m.	24 minutes
Theater District (Southbound)	10:00 a.m.	6:00 p.m.	24 minutes

Central Link Light Rail



Description

Central Link passenger operations began on July 18, 2009 between Westlake Station and Tukwila International Boulevard Station, and service was extended southward 1.7 miles to the SeaTac/Airport Station on December 18, 2009. Ridership during August 2009, the first full calendar month of operation, was 432,272 passenger boardings. Ridership for August 2012 had reached 871,848 boardings.

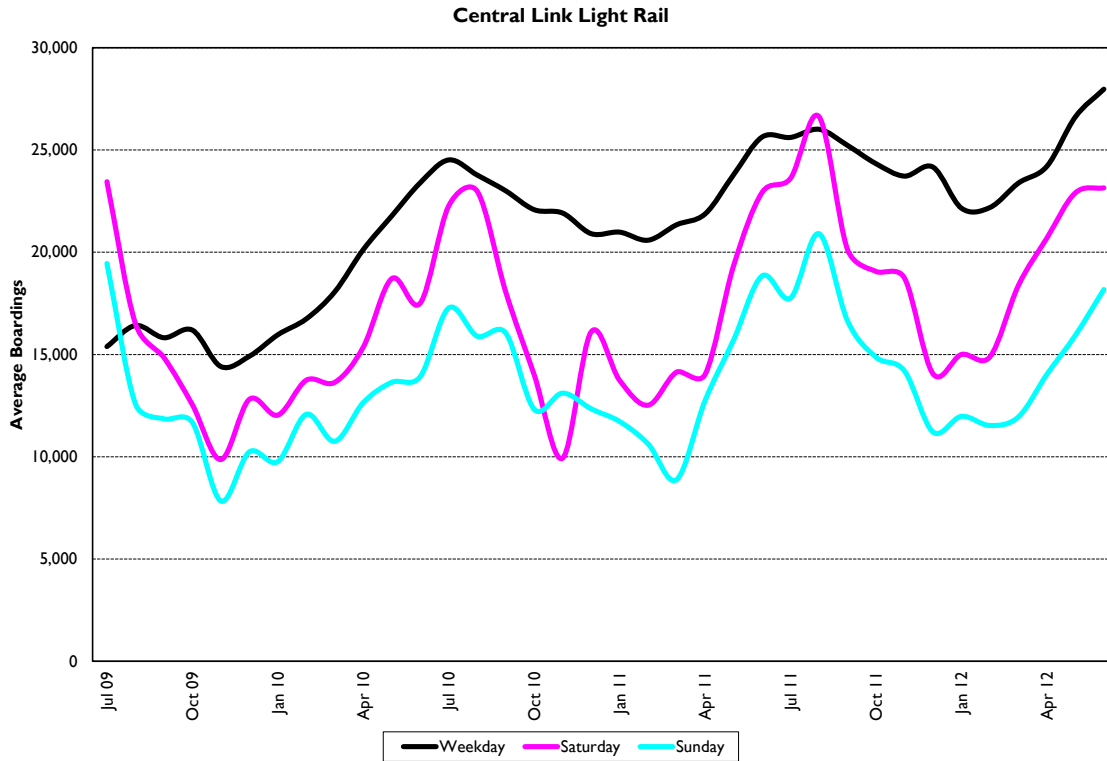
During the first half of 2012, total boardings increased by 10 percent compared with the same period in 2011. Forecast ridership for 2013 is expected to reach 9.2 million boardings, a 7 percent increase over estimated 2012 ridership.

Performance Assessment

2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		23,791	18,396	15,757
Passengers per Train Trip	87.69	90.94	81.23	75.55
Passengers per Car Trip	47.52	47.34	50.23	45.99
Passengers per Train Revenue Hour	110.61	114.85	101.95	95.14
Passengers per Car Revenue Hour	59.93	59.77	63.07	57.92
Purch.Transport. Cost per Brding	\$6.01	\$6.02	\$5.71	\$6.22

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		26,268	22,316	15,896
Passengers per Train Trip	96.89	99.97	98.21	76.55
Passengers per Car Trip	51.62	52.51	49.10	48.66
Passengers per Train Revenue Hour	121.62	125.74	123.05	96.29
Passengers per Car Revenue Hour	64.88	66.02	61.52	61.20
Purch.Transport. Cost per Brding	\$6.31	\$6.20	\$6.65	\$6.69

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+10%	+21%	+1%
Passengers per Train Trip	+11%	+10%	+21%	+1%
Passengers per Car Trip	+9%	+11%	-2%	+6%
Passengers per Train Revenue Hour	+10%	+9%	+21%	+1%
Passengers per Car Revenue Hour	+8%	+10%	-2%	+6%
Purch.Transport. Cost per Brding	+5%	+3%	+17%	+8%



Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Northbound						
Pass/Trip	25.55	126.83	104.49	91.19	61.80	40.47
Pass/ Train Service Hour	55.08	170.58	140.50	120.78	78.32	59.70
Southbound						
Pass/Trip	26.06	60.62	93.09	173.44	95.84	47.85
Pass/ Train Service Hour	37.40	69.89	104.14	199.64	107.12	56.50

Service Change Concepts

No service changes are planned at this time. Detailed ridership information by station is shown in Appendix E. For information on future light rail service extensions, please see Chapter 3.

Central Link Frequencies

Weekday Time Period	Headways (in minutes)
5:00 a.m. – 6:30 a.m.	15
6:30 a.m. – 9:00 a.m.	7 to 8
9:00 a.m. – 3:30 p.m.	10
3:30 p.m. – 6:30 p.m.	7 to 8
6:30 p.m. – 10:00 p.m.	10
10:00 p.m. – 1:00 a.m.	15
Saturday Time Period	Headways (in minutes)
5:00 a.m. – 8:30 a.m.	15
8:30 a.m. – 10:00 p.m.	10
10:00 p.m. – 1:00 a.m.	15
Sunday/Holiday Time Period	Headways (in minutes)
6:00 a.m. – 8:30 a.m.	15
8:30 a.m. – 10:00 p.m.	10
10:00 p.m. – 12:00 mid	15

Central Link Travel Times based on the June 2010 Schedule (in minutes)

From:	To:	Westlake	International District/Chinatown	Stadium	SODO	Beacon Hill	Mount Baker	Columbia City	Othello	Rainier Beach	Tukwila International Blvd	SeaTac/Airport
Westlake		-	6	8	10	13	15	18	22	25	34	38
International District/Chinatown		8	-	2	4	7	9	12	16	19	28	32
Stadium		10	2	-	2	5	7	10	14	17	26	30
SODO		12	4	2	-	3	5	8	12	15	24	28
Beacon Hill		15	7	5	3	-	2	5	9	12	21	25
Mount Baker		17	9	7	5	2	-	3	7	10	19	23
Columbia City		20	12	10	8	5	3	-	4	7	16	20
Othello		24	16	14	12	9	7	4	-	3	12	16
Rainier Beach		27	19	17	15	12	10	7	3	-	9	13
Tukwila International Blvd		36	28	26	24	21	19	16	12	9	-	4
SeaTac/Airport		38	30	28	26	23	21	18	14	11	2	-

Sounder Commuter Rail

Everett – Seattle (North Line)



Description

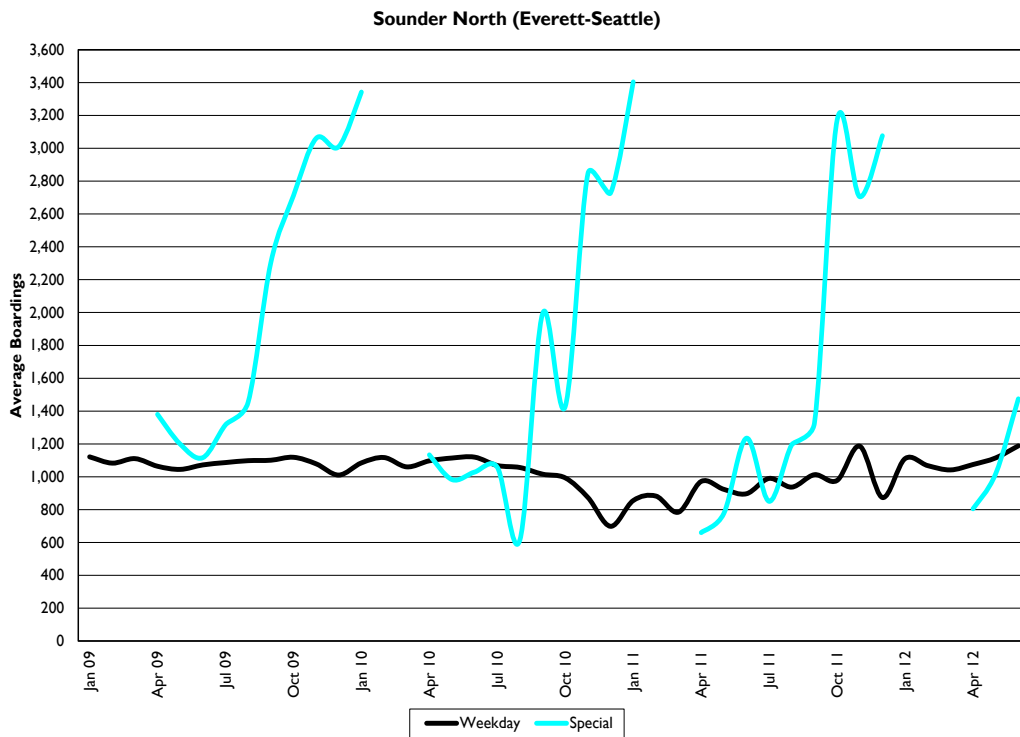
The Sounder North Line began operation in December 2003 with one peak period round trip operating southbound in the morning to Seattle and northbound in the afternoon to Everett. North Line trains operate along the Burlington Northern Santa Fe (BNSF) Railway tracks between Everett and Seattle, with intermediate station stops at Mukilteo and Edmonds. The Mukilteo Station opened in May 2008. Sound Transit added a second round trip in June 2005, a third round trip in September 2007 and a fourth round trip in September 2008, bringing North Line commuter service up to its maximum level under Sound Transit's operating agreement with BNSF Railway. In addition to commuter service, North Line trains also serve major sports and entertainment events in Seattle, including selected Mariners baseball games, Sounders FC soccer games and Seahawks football games. The "Rail Plus" program with WSDOT and Amtrak allows monthly pass holders to ride Amtrak Cascade trains between Seattle, Edmonds and Everett at no additional cost, providing North Line pass holders additional schedule choices outside of the time periods when Sounder trains operate.

Performance Assessment

2nd Quarter 2011	Overall	Weekday	Special Event
Daily Boardings		930	925
Passengers per Train Trip	129.31	116.29	462.60
Passengers per Car Trip	42.20	38.41	115.65
Passengers per Train Revenue Hour	131.55	118.31	470.44
Passengers per Car Revenue Hour	42.94	39.08	117.61
Purchased Transportation Cost per Boarding	\$19.56	\$21.49	\$7.14

2nd Quarter 2012	Overall	Weekday	Special Event
Daily Boardings		1,126	1,057
Passengers per Train Trip	152.42	141.88	528.71
Passengers per Car Trip	49.33	46.73	105.74
Passengers per Train Revenue Hour	154.85	144.14	537.68
Passengers per Car Revenue Hour	50.12	47.48	107.54
Purchased Transportation Cost per Boarding	\$16.71	\$17.64	\$7.79

2011-2012 Comparison	Overall	Weekday	Special Event
Daily Boardings		+21%	+14%
Passengers per Train Trip	+18%	+22%	+14%
Passengers per Car Trip	+17%	+22%	-9%
Passengers per Train Revenue Hour	+18%	+22%	+14%
Passengers per Car Revenue Hour	+17%	+21%	-9%
Purchased Transportation Cost per Boarding	-15%	-18%	+9%



Service Change Concepts

North Line ridership increased during the second quarter of 2012, improving performance metrics such as passengers per trip and cost per boarding. However, North Line productivity is still well below its South Line counterpart. Beginning in July 2012, a major North Line marketing and promotion campaign was initiated, and it appeared to have some success in gaining new riders during the mid-summer time period when transit ridership generally declines. Additional marketing initiatives are planned for 2013.

Tacoma-Seattle (South Line)



Description

The Sounder South Line began operation in September 2000 with two peak period round trips operating northbound in the morning to Seattle and southbound in the afternoon to Tacoma. Trains use BNSF Railway and Tacoma Rail tracks between Tacoma Dome Station and Seattle, with intermediate station stops at Puyallup, Sumner, Auburn, Kent and Tukwila.

Starting in 2000, Sound Transit worked closely with BNSF to gradually ramp up service levels as Sound Transit-funded track and signal improvements were constructed along the line. Each new round trip represents a major public investment in both capital and operations & maintenance (O&M) costs. With the start-up of the ninth South Line round trip in June 2009, Sound Transit completed implementation of the full service levels called for in the 1996 *Sound Move* Plan.

In 2003, Sound Transit purchased BNSF's Lakeview Subdivision, a lightly-used freight railroad extending from Tacoma to Nisqually Junction. At the time of the acquisition, years of deferred track maintenance limited train speeds to about 15 MPH. Work began in early 2009 to completely rebuild

seven miles of track and street crossings on the line between “M” Street in Tacoma and Bridgeport Way in Lakewood. This work was completed in mid-2010, and in September of that year Sound Transit contractors began construction of 1.4 miles of completely new railroad track to connect Tacoma Dome Station with the newly rebuilt rails at “M” Street. From Tacoma Dome Station, the new track follows a unique alignment that climbs a 2.85% grade while just clearing the I-705 freeway, crosses over Pacific Avenue on a new bridge, and then hugs a steep hillside before joining with the Lakeview Subdivision. This extension allowed Sounder trains to reach South Tacoma and Lakewood in October 2012, the last major project in Sound Transit’s *Sound Move* Plan. The project also included new layover tracks near Lakewood Station for storage and servicing of Sounder trains.

For the initial commuter service on the extension, five northbound morning trains operate from Lakewood to Seattle and five southbound afternoon return trains operate from Seattle to Lakewood. These are extensions of existing trips that previously started or ended at Tacoma Dome Station. In addition, two northbound morning trains operate from Tacoma Dome Station to Seattle and two southbound afternoon trains operate from Seattle to Tacoma Dome Station, as well as two “reverse direction” trips that operate southbound from Seattle to Tacoma in the morning and northbound from Tacoma to Seattle in the afternoon. These eight trains do not serve Lakewood and South Tacoma due to fleet limitations and the single track between Tacoma and Lakewood that constrains where trains can pass one another. The initial Lakewood service schedule is shown below.

Sounder South Line Schedule – Effective October 8, 2012

Northbound									
Train No.:	1500	1502	1504	1506	1508	1510	1512	1514	1516
Lakewood	4:42	5:22	5:47	6:12	6:37	--	--	--	--
So. Tacoma	4:46	5:27	5:52	6:17	6:42	--	--	--	--
Tacoma	4:55	5:35	6:00	6:25	6:50	7:20	8:00	16:25	17:00
Puyallup	5:07	5:47	6:12	6:37	7:02	7:32	8:12	16:37	17:12
Sumner	5:12	5:52	6:17	6:42	7:07	7:37	8:17	16:42	17:17
Auburn	5:20	6:01	6:26	6:51	7:16	7:45	8:25	16:50	17:25
Kent	5:27	6:08	6:33	6:58	7:23	7:52	8:32	16:57	17:32
Tukwila	5:34	6:15	6:40	7:05	7:30	7:59	8:39	17:04	17:39
Seattle	5:54	6:34	6:59	7:24	7:49	8:19	8:59	17:23	17:58

Southbound									
Train No.:	1501	1503	1505	1507	1509	1511	1513	1515	1517
Seattle	6:10	6:50	15:15	15:50	16:20	16:45	17:12	17:40	18:15
Tukwila	6:22	7:02	15:27	16:02	16:32	16:57	17:24	17:52	18:27
Kent	6:29	7:09	15:34	16:09	16:39	17:04	17:31	17:59	18:34
Auburn	6:36	7:16	15:41	16:16	16:46	17:11	17:38	18:06	18:41
Sumner	6:45	7:25	15:50	16:25	16:56	17:21	17:48	18:16	18:50
Puyallup	6:49	7:29	15:54	16:29	17:00	17:25	17:52	18:20	18:54
Tacoma	7:08	7:48	16:14	16:49	17:12	17:37	18:04	18:32	19:06
So. Tacoma	--	--	--	--	17:21	17:45	18:12	18:40	19:14
Lakewood	--	--	--	--	17:32	17:57	18:24	18:52	19:26

Prior to the Lakewood extension, weekday ridership on the South Line averaged about 9,800 boardings. Lakewood and South Tacoma Stations are expected to attract approximately 380-530 daily boardings within the first two years of operation. South Line trains also serve major sports and entertainment events,

including selected Mariners baseball games, Sounders FC soccer games, and Seahawks football games. Event trains serve all stations along the line from Lakewood to Seattle.

Several bus routes operated by Sound Transit’s partner transit agencies provide connections from Sounder stations to employment destinations and satellite parking facilities within a few miles of the stations. One of these services was Route 496 operated by Pierce Transit between Sumner Station and Bonney Lake Park-and-Ride. In 2011-2012, Pierce Transit went through a boundary revision process that eliminated Sumner and Bonney Lake from their service district, and as a result of this revision, PT discontinued Route 496 in June 2012. Because the route was designed for and used almost exclusively by Sounder customers, and because parking at Sumner Station is at capacity, the Sound Transit Board approved new ST Express Route 596 to replace Pierce Transit Route 496 with no gap in service provision. ST Express Route 596 is discussed further in the ST Express section of this chapter.

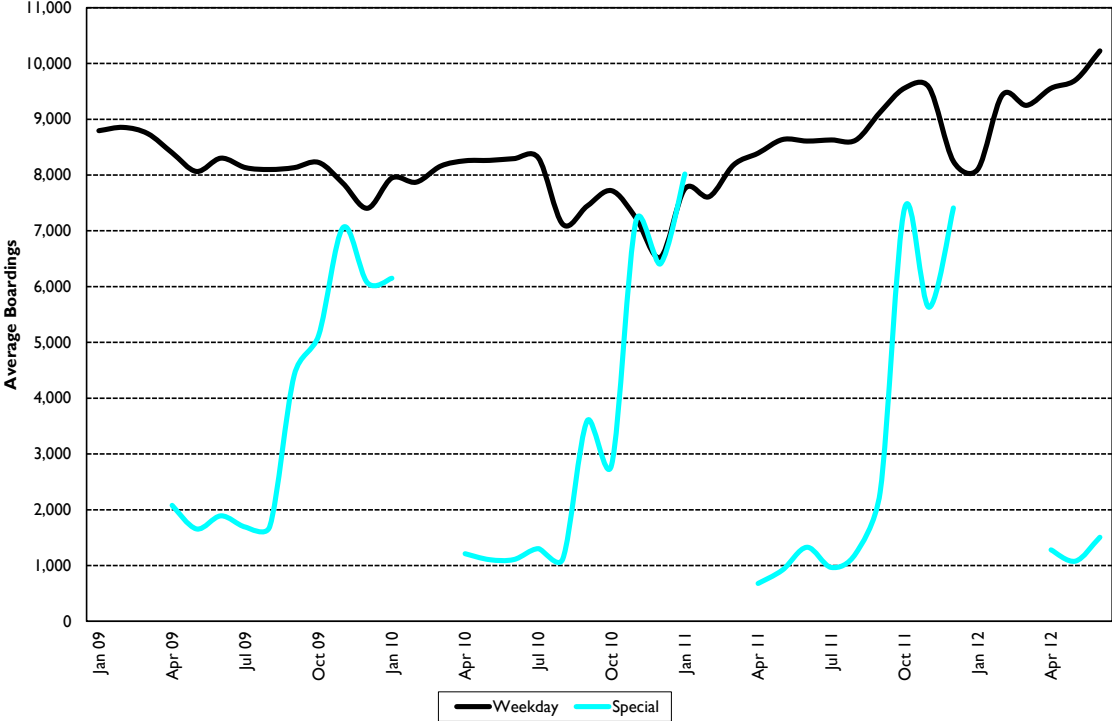
Performance Assessment

2nd Quarter 2011	Overall	Weekday	Special Event
Daily Boardings		8,547	1,011
Passengers per Train Trip	475.74	474.81	532.11
Passengers per Car Trip	67.96	67.83	76.02
Passengers per Train Revenue Hour	480.80	479.81	541.12
Passengers per Car Revenue Hour	68.69	68.54	77.30
Purchased Transportation Cost per Boarding	\$12.23	\$12.25	\$10.86

2nd Quarter 2012	Overall	Weekday	Special Event
Daily Boardings		9,826	1,262
Passengers per Train Trip	547.98	546.82	631.00
Passengers per Car Trip	78.28	78.12	90.14
Passengers per Train Revenue Hour	554.77	553.57	641.69
Passengers per Car Revenue Hour	79.25	79.08	91.67
Purchased Transportation Cost per Boarding	\$10.56	\$10.59	\$9.13

2011-2012 Comparison	Overall	Weekday	Special Event
Daily Boardings		+15%	+25%
Passengers per Train Trip	+15%	+15%	+19%
Passengers per Car Trip	+15%	+15%	+19%
Passengers per Train Revenue Hour	+15%	+15%	+19%
Passengers per Car Revenue Hour	+15%	+15%	+19%
Purchased Transportation Cost per Boarding	-14%	-14%	-16%

Sounder South (Tacoma-Seattle)



Service Change Concepts

Total boardings on the Sounder South Line increased by 15 percent during the second quarter of 2012, continuing the trend of growth that began in 2011 after two consecutive years of decline in 2009-2010. Since the South Line represents 90 percent of total Sounder ridership, this was particularly welcome news since commuter rail boardings are closely related to trends in employment and other economic conditions. In May of 2012, average daily boardings matched the previous peak of Sounder service observed in 2008.

The first of four new South Line round trips called for in ST2 is planned for implementation in September 2013. While the new trip and train set open up opportunities to improve the level of service on the South Line and help to address growing demand for this service, its addition presents several challenges that have not been significant in the scheduling of Sounder service in the past.

Physical space constraints have always been a consideration in scheduling Sounder service, but operating on the new section of track between Lakewood and Tacoma presents new challenges due to single track. This limits the ability of trains to pass each other, which is an important consideration for the “flip” trains that provide two peak direction trips and one reverse peak direction trip. A second important physical space limitation is at King Street Station, where there is limited platform space for staging and passenger boarding.

In addition to physical constraints, there are also operational considerations that become more important as service is added. Ridership patterns demonstrate a “peak of peak” demand for service, which indicates that more frequent service during that window would be appropriate. However, Sound Transit has not operated trains closer together than 25 minutes. Operating experience on the new section of line will help to inform whether or not shorter headways are possible, but it is assumed that 20 minute headways could be operated on the current alignment. A second operational constraint is the limitation on the window of time during which Sounder trains can operate according to Sound Transit’s agreement with BNSF, the owner of the railroad over which most of the South Line operates. As Sound Transit adds each new South Line trip called for in ST2, the constraints on span of service and operating headways will continue to pose challenges for scheduling the new trips.

With these considerations in mind, several goals were also developed to guide the scheduling of Sounder service with the new trip. First, the current schedule for passengers at Lakewood and South Tacoma stations is less than ideal, with a long gap between the last northbound train from Lakewood in the morning and the first southbound train serving Lakewood in the afternoon, so one of the goals of the new round trip will be to narrow this gap. A second goal is to accommodate ridership when demand is greatest. Thus, a schedule in which trains during the “peak of the peak” are spaced closer together is desirable. A third goal is to maintain or increase the number of connections possible between the North and South Lines. To these ends, the preliminary draft schedule for Sounder South Line in fall of 2013 includes 20-minute headways for the peak hour of service, maintains connections between the North and South Lines, and slightly narrows the gap between the last train departing Lakewood in the morning and the first train returning to Lakewood in the afternoon.

Ridership data collected closer to the date of implementation and additional operating experience on the new segment of the South Line between Lakewood and Tacoma Dome Station during the first part of 2013 will also help to inform the final fall 2013 South Line schedule. The preliminary draft schedule for fall 2013 is shown on the next page.

DRAFT Preliminary Sounder South Line Schedule – Fall 2013 (For Discussion Purposes Only)

Northbound (DRAFT)

Train No.:	1500	1502	1504	1506	1508	1510	1512	1514	1516	1518
Lakewood	4:40	5:10	5:40	6:10	6:30	6:50	--	--	--	--
So. Tacoma	4:44	5:14	5:44	6:14	6:34	6:54	--	--	--	--
Tacoma	4:53	5:23	5:53	6:23	6:43	7:03	7:23	8:03	16:23	17:03
Puyallup	5:05	5:35	6:05	6:35	6:55	7:15	7:35	8:15	16:35	17:15
Sumner	5:10	5:40	6:10	6:40	7:00	7:20	7:40	8:20	16:40	17:20
Auburn	5:18	5:48	6:19	6:49	7:09	7:29	7:49	8:28	16:48	17:28
Kent	5:25	5:55	6:27	6:57	7:17	7:37	7:57	8:35	16:55	17:35
Tukwila	5:32	6:02	6:34	7:04	7:24	7:44	8:04	8:42	17:02	17:42
Seattle	5:52	6:22	6:52	7:22	7:42	8:02	8:22	9:02	17:21	18:01

Southbound (DRAFT)

Train No.:	1501	1503	1505	1507	1509	1511	1513	1515	1517	1519
Seattle	6:12	6:50	15:12	15:42	16:12	16:32	16:52	17:12	17:42	18:12
Tukwila	6:24	7:02	15:24	15:54	16:24	16:44	17:04	17:24	17:54	18:24
Kent	6:31	7:09	15:31	16:01	16:31	16:51	17:11	17:31	18:01	18:31
Auburn	6:38	7:16	15:38	16:08	16:38	16:58	17:18	17:38	18:08	18:38
Sumner	6:47	7:25	15:47	16:17	16:48	17:08	17:28	17:48	18:18	18:47
Puyallup	6:51	7:29	15:51	16:21	16:52	17:12	17:32	17:52	18:22	18:51
Tacoma	7:10	7:48	16:11	16:41	17:06	17:26	17:46	18:06	18:36	19:05
So. Tacoma	--	--	--	--	17:15	17:35	17:55	18:15	18:45	19:14
Lakewood	--	--	--	--	17:24	17:44	18:04	18:24	18:54	19:24

ST Express Bus

ST Express bus ridership has increased significantly over the past year, particularly in the I-5 North and crosslake corridors. Average weekday boardings during the second quarter of 2012 were up 11 percent, marking five continuous quarters of double-digit growth. Most of the growth is occurring during peak commuter times. A number of factors contributed to the increase at the route level, including the start of tolling on the Evergreen Point Bridge (SR-520), an improving economy, and rising gas prices.

Lower-than-expected tax revenues, together with the need to complete the most critical elements of the ST2 capital program, limit the resources available to expand ST Express service. The 2013 SIP assumes no net increase in annual vehicle hours compared with 2012. To address ridership growth, these key strategies were employed:

- Reduce service levels or restructure service where productivity is below the system average
- Minimize duplication with partner agency service
- Use the savings from these actions to add service where ridership growth is occurring or to make connections with partner agency service that improve overall system productivity
- Defer the retirement of some older buses to provide capacity for ridership growth

Bus Fleet Changes

During 2012, ridership growth on routes connecting Snohomish County and East King County with Seattle resulted in serious overcrowding during peak periods, with load factors exceeding the passenger load guidelines in Sound Transit's Service Standards. The 2013 SIP proposals generate operating savings that can be redeployed to address overcrowding, but additional buses are needed since most of the new trips will be implemented during peak commute times. To provide additional vehicle capacity, staff recommends deferring the retirement of five older Sound Transit buses. See the revised ST Express fleet plan in Appendix B, Table B-1.

Downtown Seattle Ride-Free Area

The downtown Seattle ride-free area (RFA) was discontinued Sept. 29, 2012. With the changeover, all downtown buses adopted pay-on-entry fare collection. Sound Transit worked closely with King County Metro and the other transit agency partners to mitigate potential delays to downtown service associated with the changeover, including Link light rail service in the Downtown Seattle Transit Tunnel. As of this writing, it is too soon to determine how effective this mitigation has been in keeping downtown service moving. Sound Transit staff will be carefully monitoring the situation over the coming months.

Interpreting the Data: ST Express Service Standards & Performance Measures

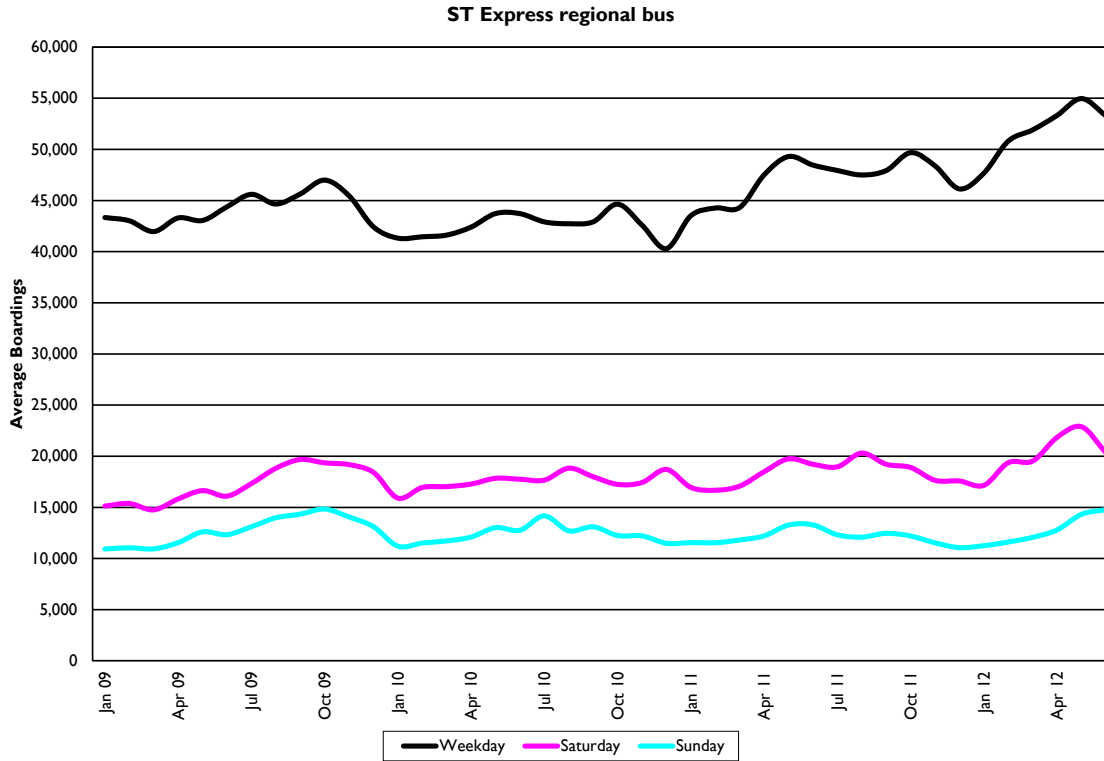
The standards described in the "Service Standards and Performance Measures" document, last updated in 2010, are used to rate the performance of individual ST Express routes and to help determine when remedial actions may be needed. The following tables indicate the level of system wide performance for each ST Express performance measure during the second quarter of 2012, and the performance for each route is included within the section for that route later in this chapter. For a discussion of the calculation of these performance measures, the route assessment rating, and a side-by-side comparison of all routes together, please consult Appendix F.

ST Express- System wide Performance 2011-2012

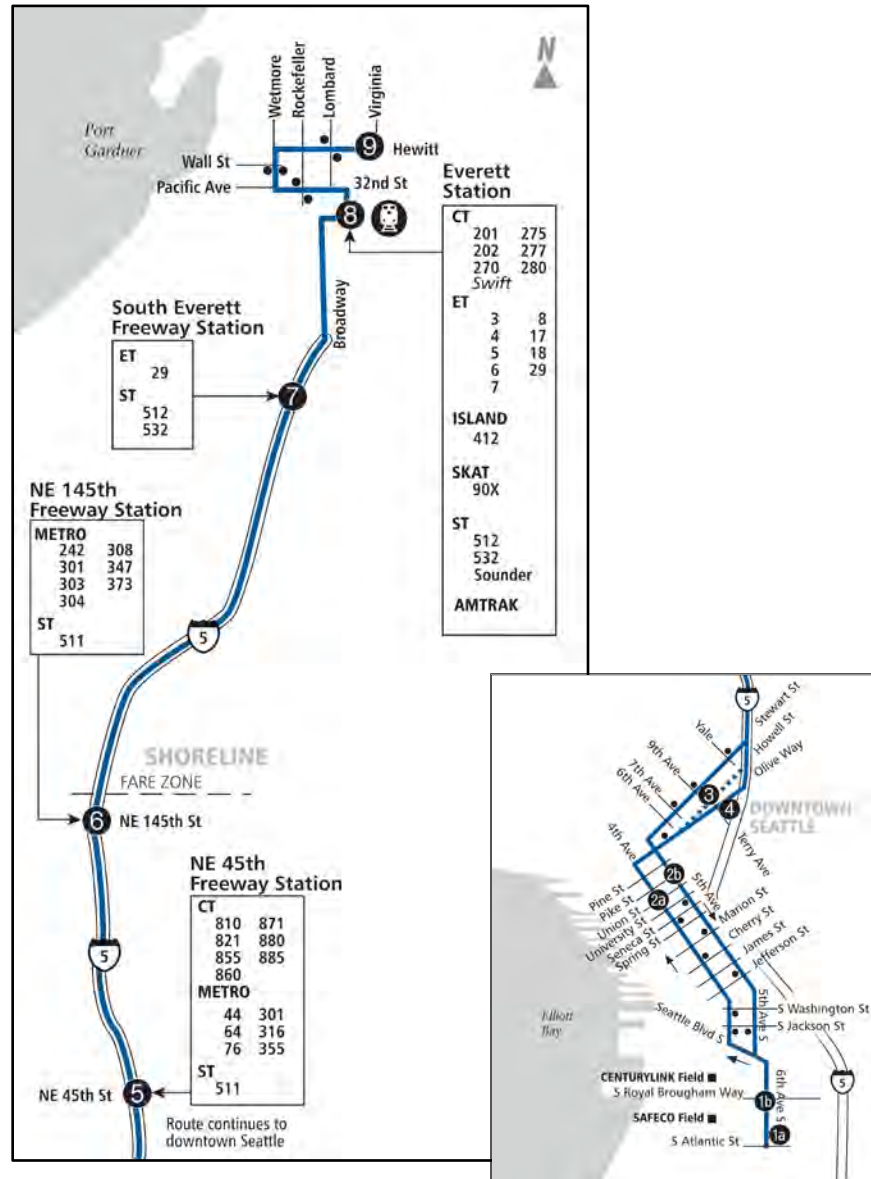
2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		48,420	19,095	12,970
Passengers per Trip	30.38	31.35	27.66	21.78
Passengers per Revenue Hour	24.87	25.63	22.69	18.1
Purch.Transport. Cost per Brding	\$5.76	\$5.66	\$5.84	\$7.40

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		53,799	21,581	13,904
Passengers per Trip	34.75	35.67	31.69	26.43
Passengers per Revenue Hour	28.52	29.15	26.97	21.90
Purch.Transport. Cost per Brding	\$5.57	\$5.53	\$5.45	\$6.51

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+11%	+13%	+7%
Passengers per Trip	+14%	+14%	+15%	+21%
Passengers per Revenue Hour	+15%	+14%	+19%	+21%
Purch.Transport. Cost per Brding	-3%	-2%	-7%	-12%



Route 510: Everett – Seattle



Route 510

Description

Routes 510 and 513 Everett-Seattle Express began operation as peak period-only services in September 1999. Route 510 operates along I-5, with stops in downtown Everett, Everett Station, South Everett Park-and-Ride, I-5 at NE 145th Street, and I-5 at NE 45th (the 145th and 45th stops are not served during the peak period in the peak direction). While Route 513 has remained a commuter route, Route 510 has expanded from weekday peak-only service to service all day, seven days a week in both directions. Beginning in September 2006, Route 510 midday and Saturday service improved from every 60 minutes to every 30 minutes, and additional weekday morning peak trips were also added to accommodate overloads. Sunday service was improved from every 60 minutes to every 30 minutes in September 2009.

In September 2008, a major service restructure was implemented with the opening of the new 400-stall South Everett Park-and-Ride Lot. This lot, located in the median of I-5 at 112th Street, is served by Route 510 while Route 513 continues to serve the Eastmont Park-and-Ride, effectively splitting the park-and-ride market between the two facilities. With the September 2008 changes, four additional round trips were added to Route 510 to address passenger overloads, and travel times were reduced by about five minutes each way by using new HOV ramps to access the South Everett Park-and-Ride Lot.

In early 2011, peak period ridership on Route 510 surged due to several converging events. Parking at Everett Station was expanded with the opening of the new East Lot; Community Transit reduced service on its Seattle commuter routes north of Everett; and Sounder North Line service was disrupted by mudslides during January and March. As a result, some Route 510 peak period trips were severely overloaded during the first quarter, occasionally passing up waiting passengers. Sound Transit deployed charter buses to serve Sounder passengers, and temporary extra-unscheduled trips were added to Route 510 where possible. “Pass ups” are now rare occurrences but some peak trips still exceed Sound Transit’s passenger load guidelines. To address this, an extra southbound trip was added during the morning peak in October 2011, and three new northbound p.m. trips were added in February 2012. With these additions and schedule adjustments to existing trips, Route 510 buses now operate every 10 minutes during most of the peak period. However, weekday ridership has continued to grow, increasing by 11 percent between second quarter 2011 and second quarter 2012.

In June 2011, Sunday Route 510 and Route 511 services were combined into Route 512 as an efficiency measure. By combining the two routes, the 30-minute frequency was maintained while still achieving operating savings and improved productivity. This also provided service every 30 minutes all day long between Everett and Seattle.

Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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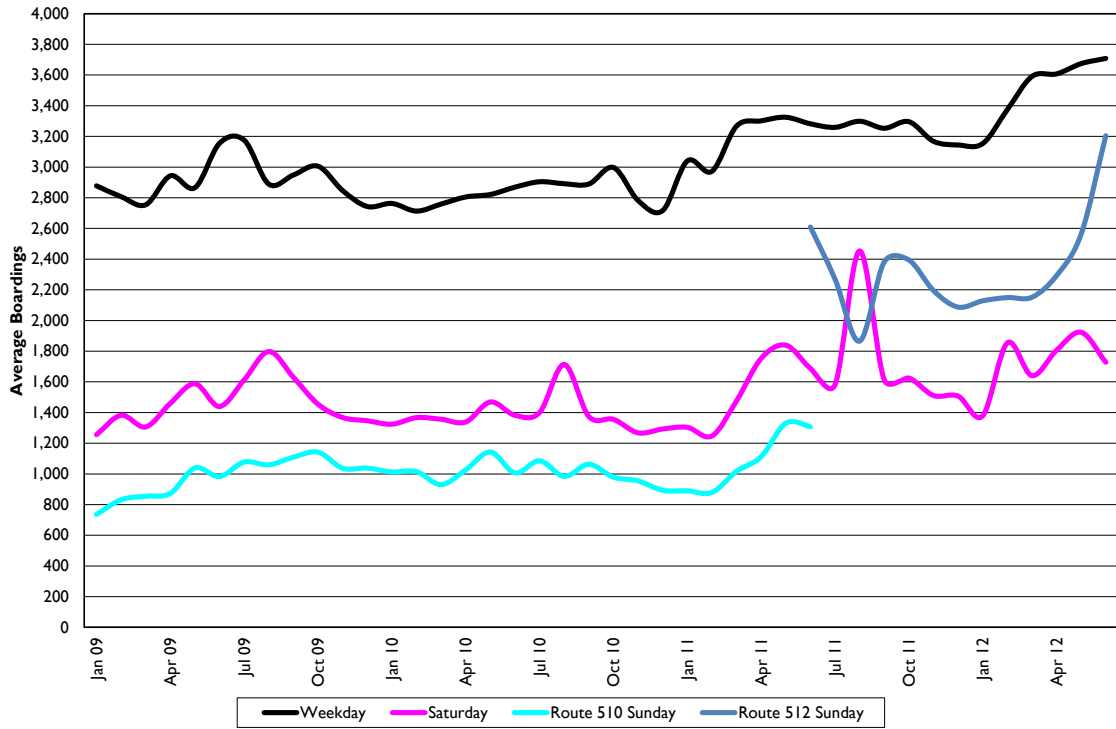
2nd Quarter 2011	Overall	Weekday	Saturday	Sunday*
Daily Boardings		3,299	1,759	1,249
Passengers per Trip	35.76	40.29	28.84	20.48
Passengers per Revenue Hour	31.95	35.2	27.82	19.76
Purch.Transport. Cost per Brding	\$5.22	\$4.67	\$6.32	\$8.94
Route Assessment	1.67	1.33	2.33	2.67

* Sunday service discontinued and replaced with Route 512 during June 2011.

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		3,664	1,812	
Passengers per Trip	40.06	41.58	29.37	
Passengers per Revenue Hour	35.17	36.05	28.28	
Purch. Transport. Cost per Brding	\$5.26	\$5.11	\$6.72	
Route Assessment	2.00	2.00	2.67	

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+11%	+3%	
Passengers per Trip	+12%	+3%	+2%	
Passengers per Revenue Hour	+10%	+2%	+2%	
Purch.Transport. Cost per Brding	+1%	+9%	+6%	

Routes 510 (Everett-Seattle)

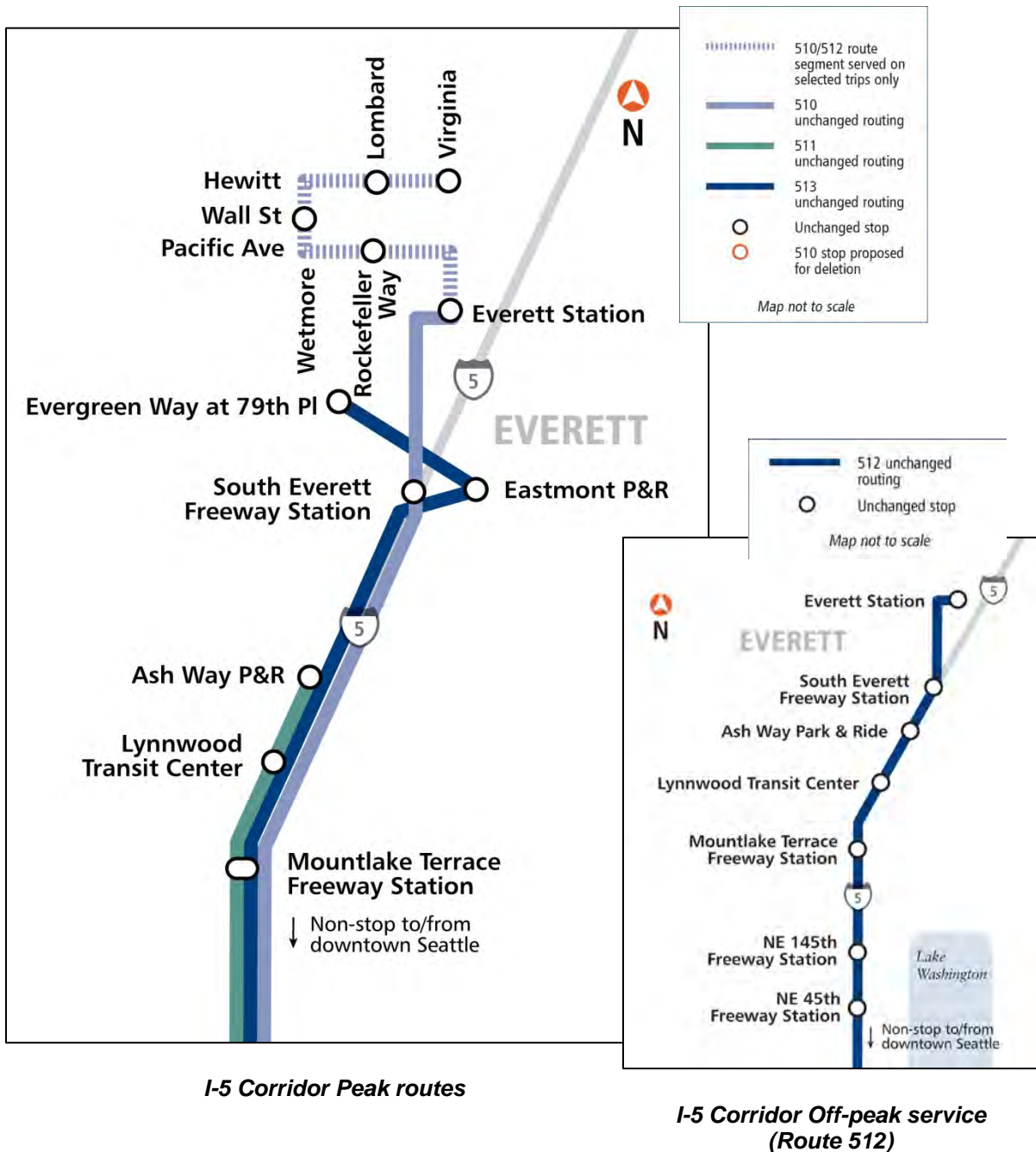


Passenger Activity by Time Period

Route 510 Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Northbound						
Pass/Trip	No service	26.20	35.34	48.83	43.90	29.38
Pass/ Rev Hr		28.66	32.16	37.48	40.65	30.40
Southbound						
Pass/Trip	57.32	53.44	35.24	38.27	22.87	See Evening
Pass/ Rev Hr	55.74	43.09	30.44	32.94	21.78	

Route 510 Weekday	Southbound via Express Lanes	Northbound via Express Lanes
Pass/Trip	55.28	49.05
Pass/ Rev Hr	47.10	38.83

Service Change Concepts



A major restructure of Seattle-Snohomish County service is planned for September 2013 to improve productivity and provide resources for expanded peak period service. Routes 510 and 511 will combine into one route (512) that will operate during midday, evening and weekend time periods. Route 512 will also provide off-peak direction service during weekday rush hours (northbound morning service and southbound afternoon service). Route 512 will operate every 15 minutes on weekdays with additional trips as necessary to meet demand, every 15 to 20 minutes on Saturdays, and every 30 minutes at night and on Sundays. While off-peak riders will have a longer trip between Everett and Seattle, the wait time for the buses will be much reduced to

mitigate the longer travel time. The change also provides new travel options within Snohomish County, such as direct service between Mountlake Terrace and Everett.

The original SIP proposal deleted all Sound Transit bus service between Everett Station and downtown Everett. An amendment approved by the Sound Transit Board retains the downtown Everett routing before 6:00 a.m. and after 10:30 p.m. on weekdays when no connecting service is available. At other times, passengers continuing to downtown Everett can transfer to frequent service on Everett Transit or on Community Transit's *Swift*. This change will affect approximately 150 commuters who use this route segment each weekday.

The savings from these changes will fund additional trips on routes 510 and 513 during morning and afternoon peak periods. The additional trips being added to Route 513 should provide additional opportunities for people to use Eastmont Park-and-Ride as an alternative to the overcrowded South Everett Park-and-Ride.

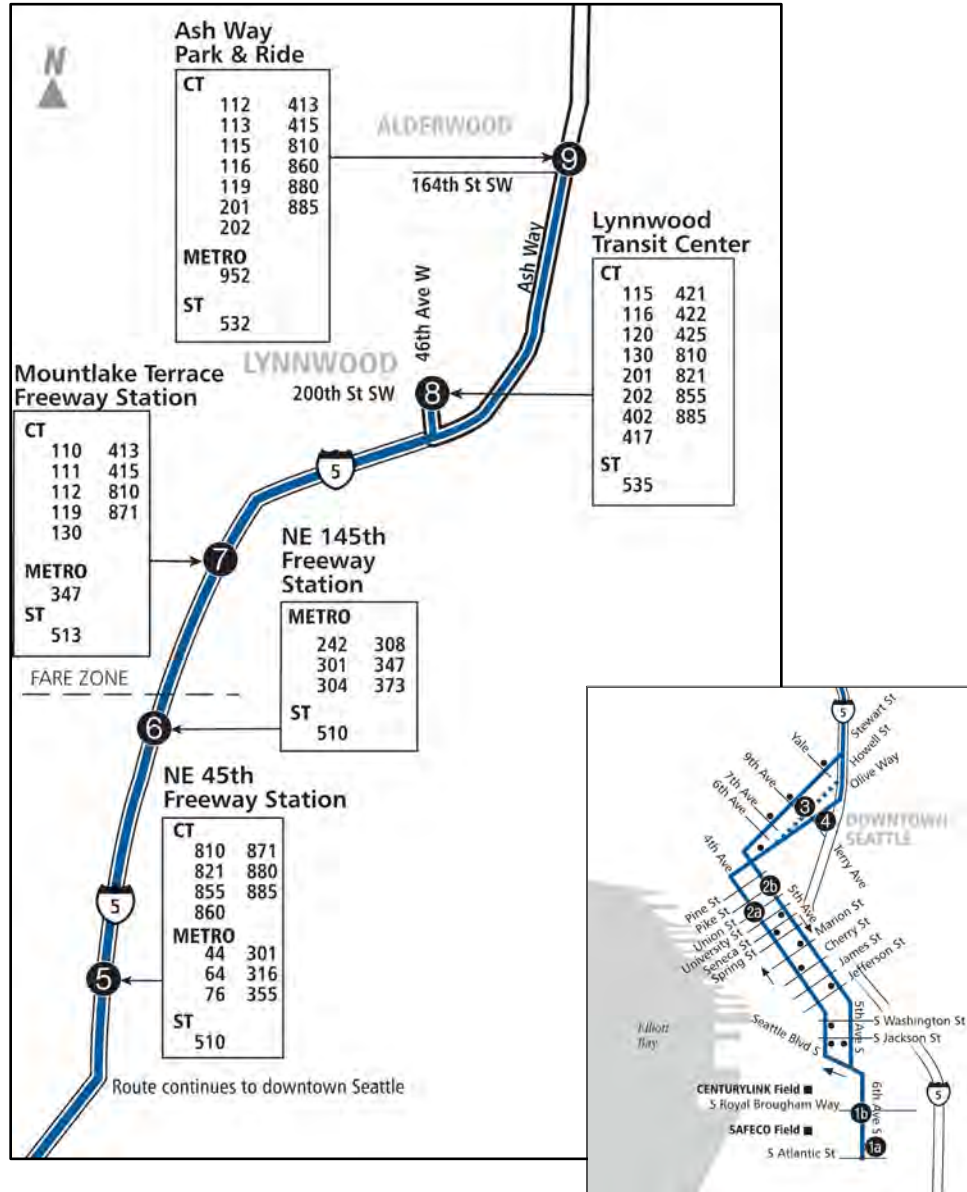
Service Change Highlights

- Add up to nine new peak-period, peak-directional one-way Route 510 trips on weekdays, based on projected ridership needs in September 2013.
- Replace all off-peak hour and off-peak direction service with Route 512 (see Route 512 section for more information). Route 510 service will continue to operate southbound on weekdays before 8:15 a.m. and northbound on weekdays between 2:30 p.m. and 6:30 p.m.
- Discontinue service between Everett Station and downtown Everett, except before 6:00 a.m. on weekdays.
- Establish two new Route 510 bus stops (one in each direction) near the intersection of Broadway and 33rd in Everett.

I-5 North Corridor Service Levels

Monday – Friday Buses leave terminals southbound every					
20 mins	10-15 mins	10 mins	15 mins	20 mins	30 mins
4:15 – 5:30 a.m.	5:30 – 8:30 a.m.	8:30 – 10:00 a.m.	10:00 – 7:00 p.m.	7:00 – 9:00 p.m.	9:00 – 10:30 p.m.
Route 510 and 511	Route 510 and 511	Route 512	Route 512	Route 512	Route 512
Monday – Friday Buses leave terminal northbound every					
15 mins	10 mins	10-15 mins	10-12 mins	20 mins	30 mins
5:15 – 1:30 p.m.	1:30 – 2:30 p.m.	2:30 – 6:30 p.m.	6:30 – 8:00 p.m.	8:00 – 10:00 p.m.	10:00 – Midnight
Route 512	Route 512	Route 510 and 511	Route 512	Route 512	Route 512
Saturday (Route 512) Buses leave terminal southbound every					
30 mins	20 mins	15 mins	20 mins	30 mins	
5:30 – 6:30 a.m.	6:30 – 10:30 a.m.	10:30 – 4:30 p.m.	4:30 – 5:30 p.m.	5:30 – 10:30 p.m.	
Saturday (Route 512) Buses leave terminal northbound every					
30 mins	20 mins	15 mins	20 mins	30 mins	
5:30 – 10:00 a.m.	10:00 – 1:00 p.m.	1:00 – 6:00 p.m.	6:00 – 8:00 p.m.	8:00 – Midnight	

Route 511: Ash Way – Seattle



Route 511

Description

Route 511 Ash Way/Lynnwood-Seattle Express began operation as a peak period-only service in September 1999. It operates generally along the I-5 corridor, with intermediate stops at Lynnwood Transit Center, I-5 at NE 145th Street, and I-5 at NE 45th St. (The 145th Street and 45th Street stops are not served during peak periods in the peak direction.) The first major service change occurred in September 2003, when service was expanded to operate all day, seven days a week in both directions. Midday and weekend daytime service was improved from hourly to every 30 minutes during 2004. In September 2006, trips were added during selected times at the shoulder of the peak period to accommodate overloads. In September 2008, one southbound trip was added to meet a 5:30 start time in downtown Seattle. Weekday midday service was improved from every 30 minutes to every 15 minutes starting in September 2009.

Route 511 began serving the new Mountlake Terrace Freeway Station in March 2011, and peak period service levels were doubled from every 30 minutes to every 15 minutes. As noted in the Route 510 section, Route 511 was combined with Route 510 on Sundays and holidays on holidays starting in June 2011. The combined route is designated Route 512.

Performance Assessment

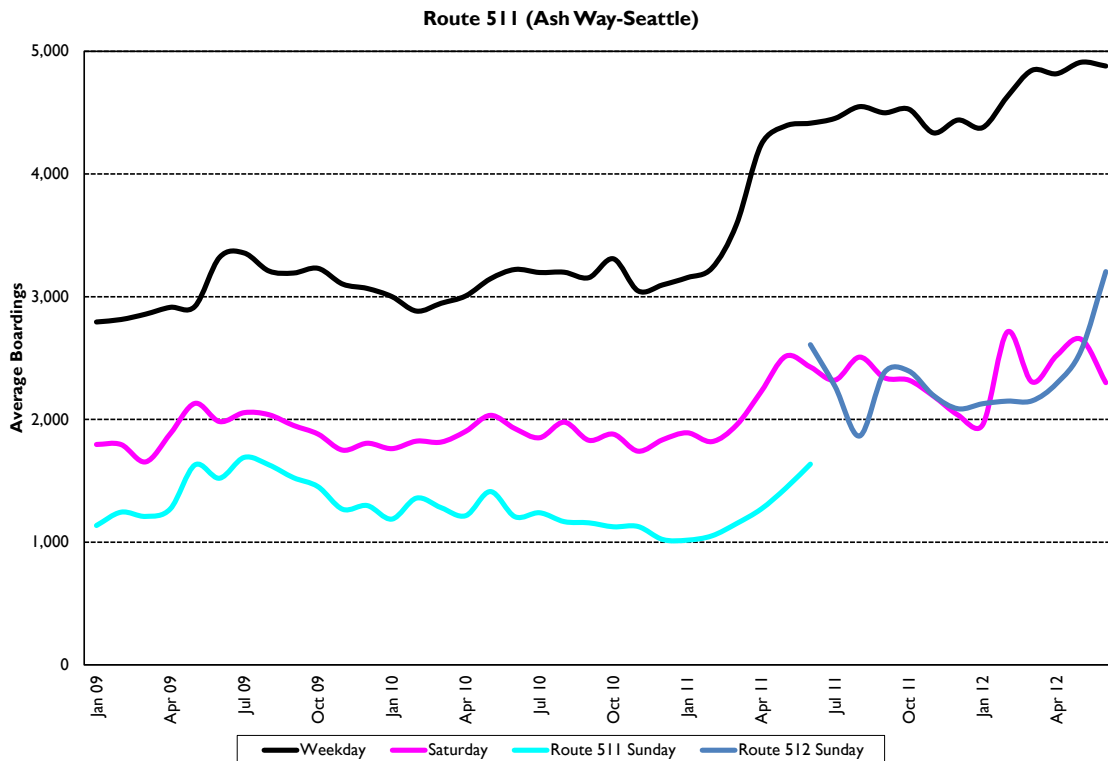
Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday*
Daily Boardings		4,349	2,377	1,396
Passengers per Trip	34.52	35.38	37.15	21.81
Passengers per Revenue Hour	41.33	41.81	47.62	27.96
Purch.Transport. Cost per Brding	\$4.17	\$4.05	\$3.94	\$6.75
Route Assessment	1.33	1.33	1.00	1.67

* Sunday service discontinued and replaced with Route 512 during June 2011.

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		4,869	2,476	
Passengers per Trip	38.88	38.94	38.37	
Passengers per Revenue Hour	46.40	46.14	49.07	
Purch.Transport. Cost per Brding	\$4.07	\$4.06	\$4.12	
Route Assessment	1.33	1.33	1.67	

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+12%	+4%	
Passengers per Trip	+13%	+10%	+3%	
Passengers per Revenue Hour	+12%	+10%	+3%	
Purch.Transport. Cost per Brding	-2%	<1%	+4%	



Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Northbound						
Pass/Trip	No service	20.21	32.52	60.89	58.52	39.12
Pass/ Rev Hr		22.34	37.18	63.10	71.82	53.35
Southbound						
Pass/Trip	47.66	64.08	34.39	27.38	17.93	See Evening
Pass/ Rev Hr	68.10	73.94	41.27	32.37	23.90	

Weekday	Southbound via Express Lanes	Northbound via Express Lanes
Pass/Trip	58.58	60.23
Pass/ Rev Hr	71.10	63.23

Service Change Concepts

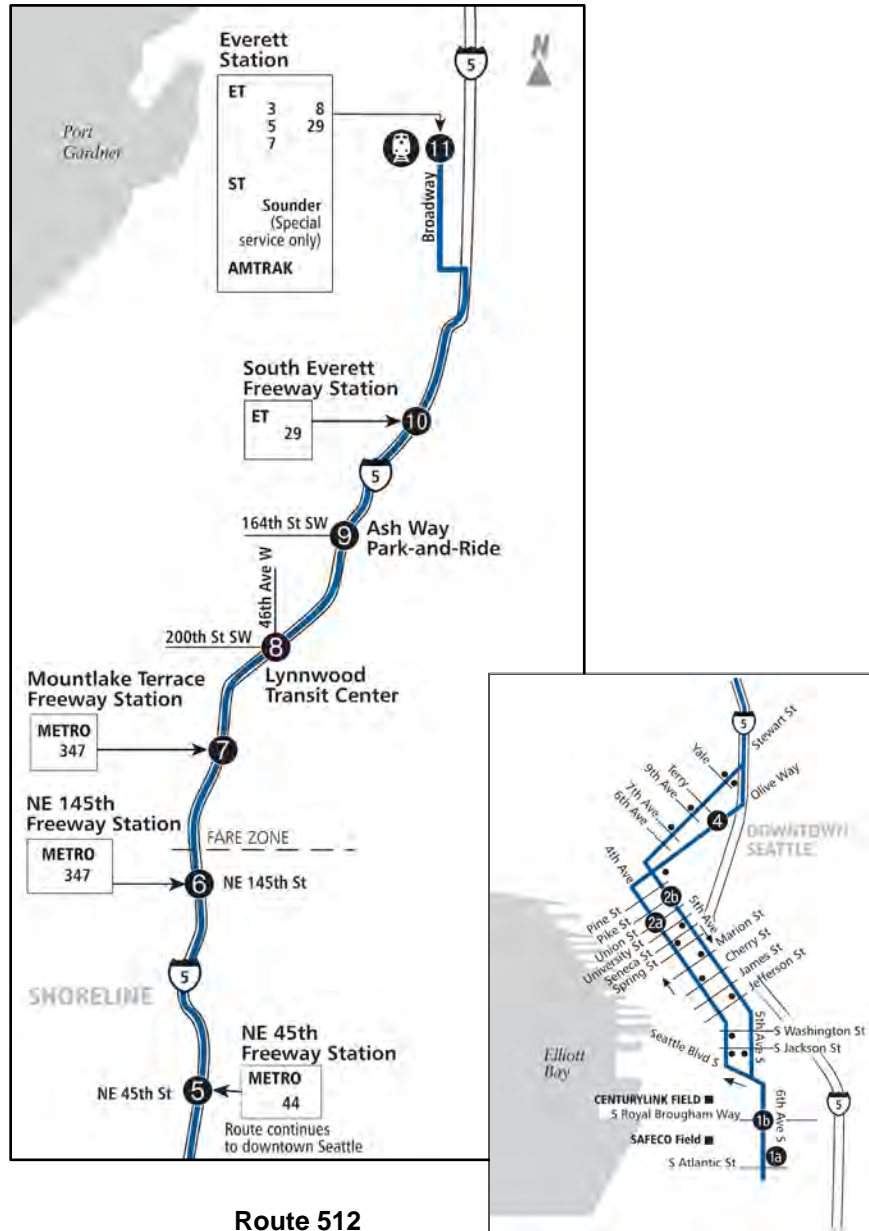
Refer to the Service Change Concepts section of Route 510 for maps and a description of the planned changes to Routes 510, 511, and 512.

In addition to the changes planned by Sound Transit, Community Transit will add more peak hour service on services it operates to provide relief to overcrowded routes in southwest Snohomish County beginning in February 2013.

Service Change Highlights

- | |
|---|
| <ul style="list-style-type: none"> Replace all off-peak period and off-peak direction service with Route 512 (see Route 512 section for more information). Route 511 service will continue to operate southbound on weekdays before 8:45 a.m. and northbound on weekdays between 2:30 p.m. and 6:30 p.m. |
|---|

Route 512: Everett/Lynnwood – Seattle



Route 512

Description

Route 512 began in June 2011 and combined Route 510 with Route 511 on Sundays (and on holidays when a Sunday schedule is operated). The combined route operates every 30 minutes throughout the day and into the evening, with the last trip leaving downtown Seattle about midnight. Route 512 starts and ends at Everett Station and does not serve downtown Everett; however, Everett Transit provides frequent connecting service between these points.

Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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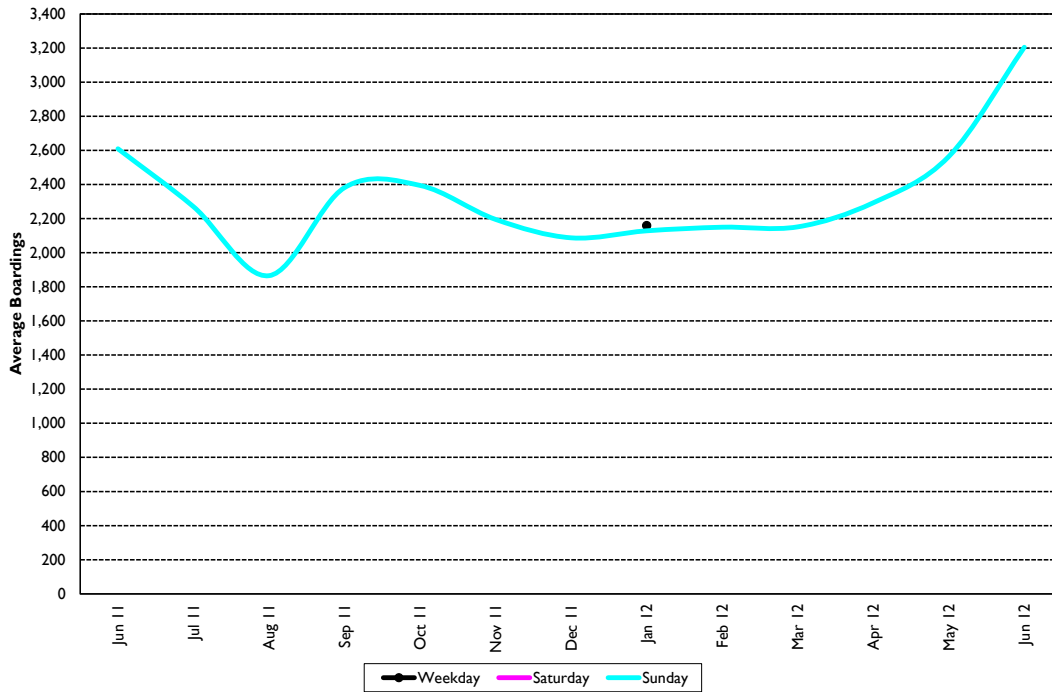
2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		No Weekday/Saturday service		2,609
Passengers per Trip	34.48			34.48
Passengers per Revenue Hour	32.37			32.37
Purch.Transport. Cost per Brding	\$5.19			\$5.19
Route Assessment	1.67			1.00

Data shows only three Sundays in June 2011

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		No Weekday/Saturday service		2,650
Passengers per Trip	36.09			36.09
Passengers per Revenue Hour	33.88			33.88
Purch.Transport. Cost per Brding	\$5.44			\$5.44
Route Assessment	2.00			1.33

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		No Weekday/Saturday service		+2%
Passengers per Trip	+5%			+5%
Passengers per Revenue Hour	+5%			+5%
Purch.Transport. Cost per Brding	+5%			+5%

Route 512 (Everett/Lynnwood-Seattle)



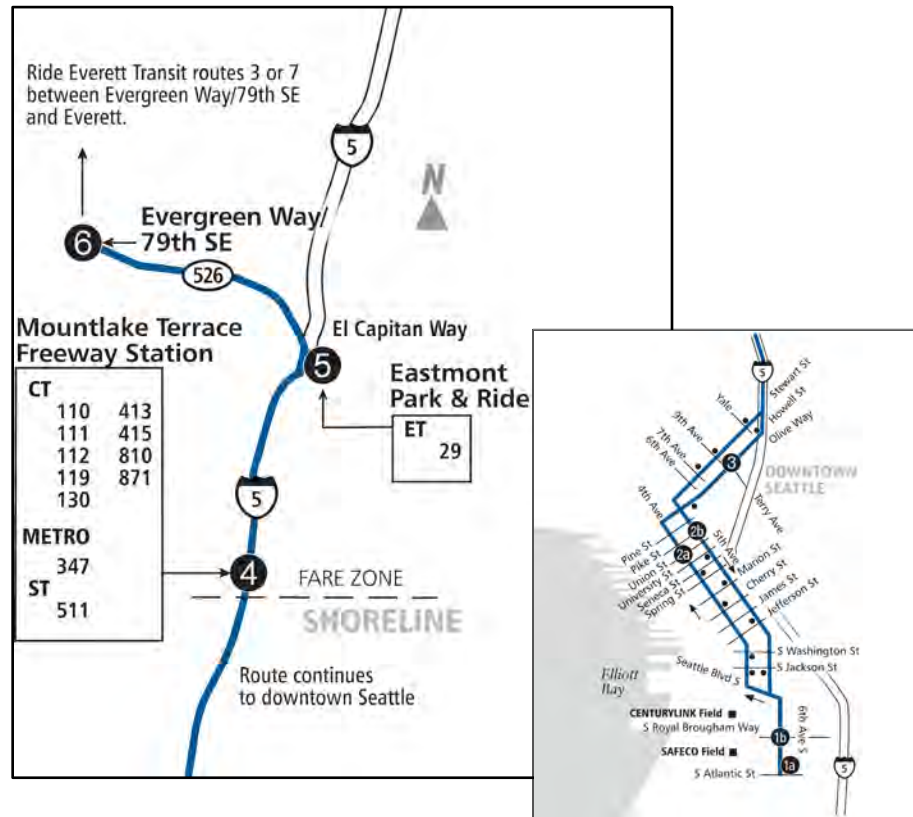
Service Change Concepts

Refer to the Service Change Concepts section of Route 510 for maps and a description of the planned changes to Routes 510, 511, and 512.

Service Change Highlights

- Implement Route 512 service to replace off-peak period, off-peak direction service on routes 510 and 511 Monday-Saturday.

Route 513: Everett – Seattle



Route 513

Description

Route 513 began operation as a peak period-only service in September 1999. It has six morning trips into Seattle and five afternoon trips to Everett, and originally provided local pick-up and distribution along Rucker Avenue and Evergreen Way in Everett. The route has served the Eastmont Park-and-Ride near the I-5/SR 526 interchange since its inception.

In September 2008, a major service restructure was implemented with the opening of the new 400-stall South Everett Park-and-Ride Lot. This lot, located in the median of I-5 at 112th Street, is served by Route 510 while Route 513 continues to serve the Eastmont Park-and-Ride. Since service levels were much higher on Route 510 and South Everett was also served by Sound Transit's Everett-Bellevue route, the South Everett Park-and-Ride quickly reached capacity while Eastmont became underutilized. As part of the ST2 service improvement package, three new trips were added to Route 513 in June 2009 as an incentive for more commuters to use the Eastmont lot.

In analyzing Route 513 for the 2011 SIP, only about 43 passengers boarded at the seven stops along Rucker Avenue and Evergreen Way during the morning peak period, and a comparable number of passengers alighted in the homebound direction during the afternoon peak. None of the individual stops met Sound Transit's minimum daily usage criteria of 25 daily boardings as called for in the Service Standards. As part of the 2011 SIP recommendations, the Rucker Avenue/Evergreen Way segment of Route 513 was deleted and a new stop was added at the Mountlake Terrace Freeway Station. Alternative service on Rucker Avenue and Evergreen Way

is provided by Everett Transit Route 7, which is scheduled to connect with Route 513 at Evergreen Way and 79th Place SE.

With the addition of the Mountlake Terrace Freeway Station stop in March 2011, Route 513 ridership and productivity improved significantly, as shown in the performance assessment table below.

Performance Assessment

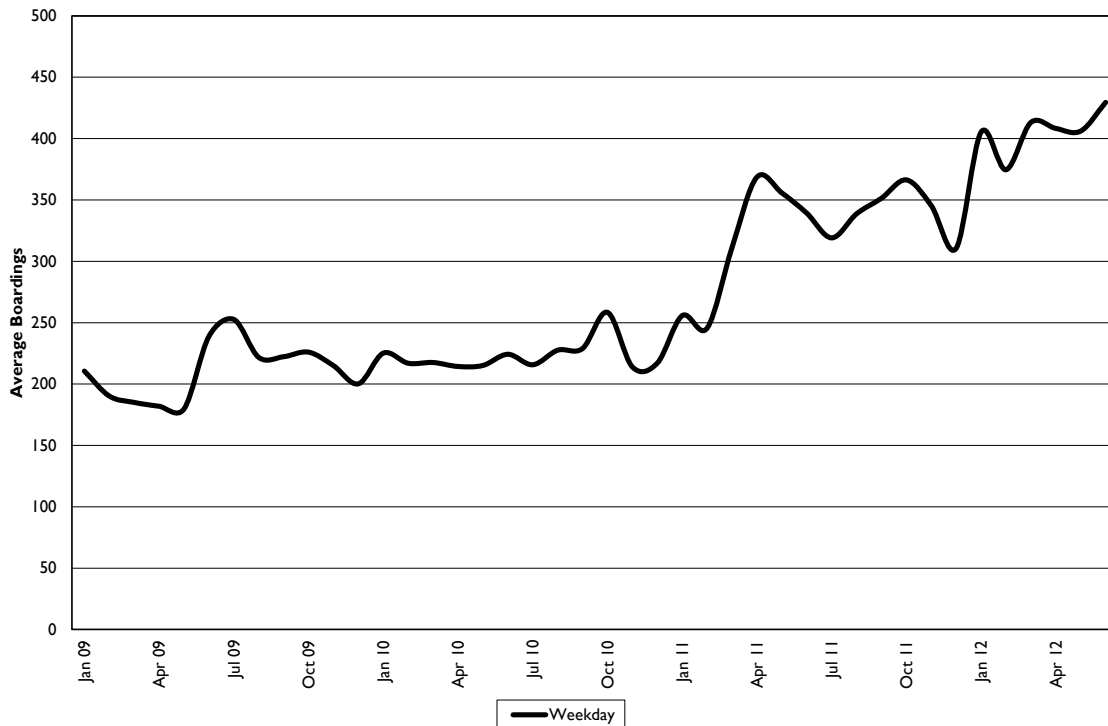
Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		354	No weekend service	
Passengers per Trip	32.26	32.26		
Passengers per Revenue Hour	23.78	23.78		
Purch.Transport. Cost per Brding	\$7.67	\$7.67		
Route Assessment	3.00	3.00		

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		415	No weekend service	
Passengers per Trip	37.68	37.68		
Passengers per Revenue Hour	32.90	32.90		
Purch. Transport. Cost per Brding	\$7.09	\$7.09		
Route Assessment	2.67	2.67		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+17%	No weekend service	
Passengers per Trip	+17%	+17%		
Passengers per Revenue Hour	+38%	+38%		
Purch.Transport. Cost per Brding	-8%	-8%		

Route 513 (Everett-Seattle)



The large increase in boardings starting in March 2011 is explained by the addition of the Mountlake Terrace Freeway Station stop.

Passenger Activity by Time Period

Route 513	AM Peak Southbound	PM Peak Northbound
Pass/Trip	37.70	36.04
Pass/ Rev Hr	34.43	29.88

Service Change Concepts

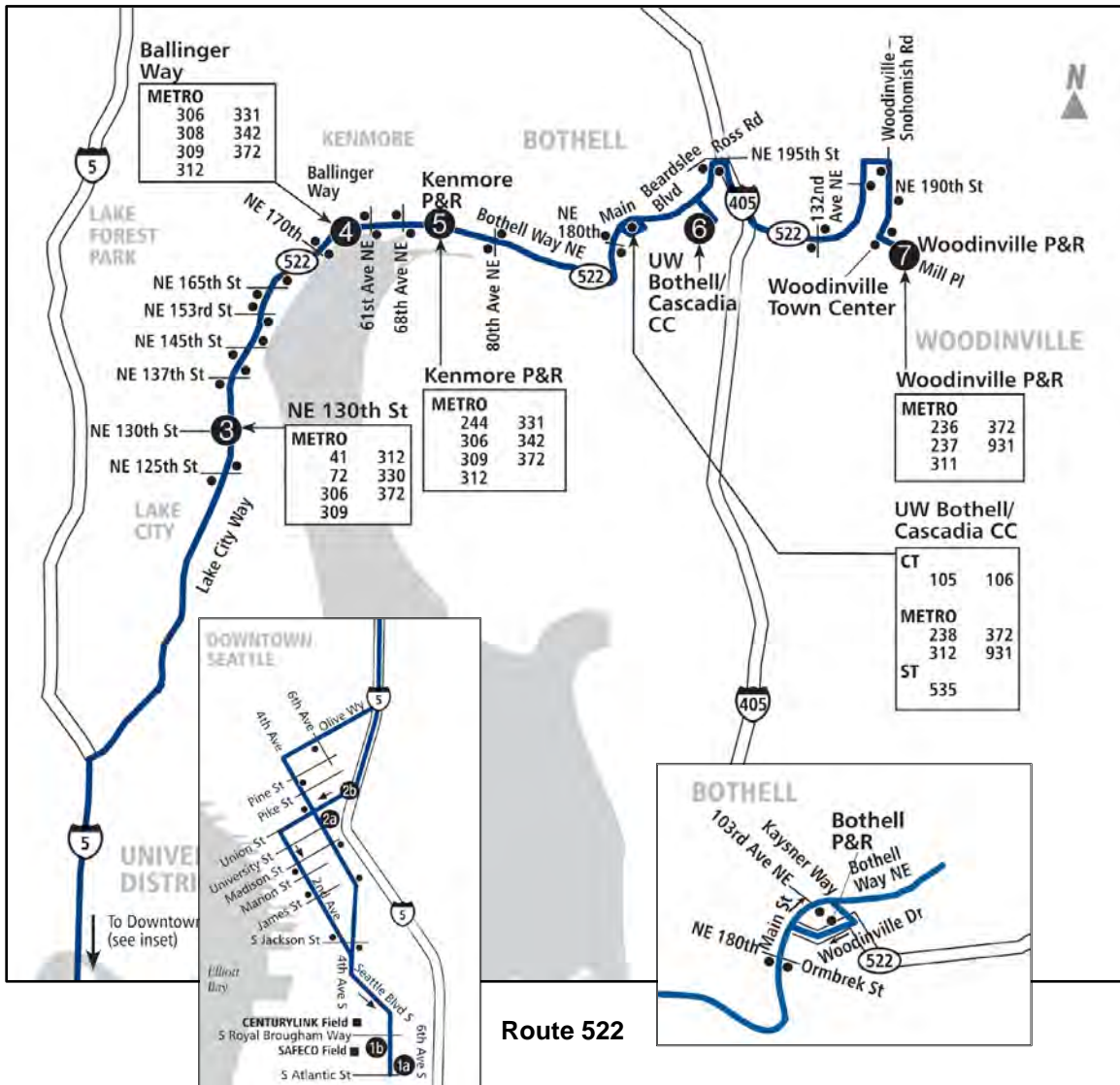
Sound Transit plans to improve Route 513 service levels to Eastmont Park-and-Ride and provide additional opportunities for riders to use this facility as an alternative to the overcrowded South Everett Park-and-Ride. In addition, the added trips will provide capacity for passengers boarding at Mountlake Terrace Freeway Station.

These changes are part of the restructure planned for Routes 510, 511, 512, and 513. Refer to the Service Change Concepts section of Route 510 for maps and additional background information on the changes planned for Route 513.

Service Change Highlights

- Add up to nine new peak-period, peak-direction one-way trips on Route 513, based on ridership needs projected for September 2013.

Route 522: Woodinville – Seattle



Description

The Woodinville to Seattle Express began service in September 2002. It operates along the SR-522 and I-5 corridors, with key intermediate stops at UW-Bothell/Cascadia Community College, Kenmore Park-and-Ride, Lake Forest Park, and the Lake City area of Seattle. Service operates all day, seven days a week in both directions. Routing has remained unchanged since start-up, but three additional peak period round trips were added in September 2008 to address overcrowded conditions. In October 2010, Route 522 was interlined with Route 545 at a common Seattle terminal in the SODO area improving schedule efficiency and reducing operating costs. Additional peak-direction trips were added in February 2011 upon the availability of new buses, and extra trips were scheduled October 2011, funded through discontinued trips in the evening hours.

In fall 2012, the northbound routing leaving downtown Seattle was shifted from 3rd Avenue to 4th Avenue. King County Metro's SR 522 corridor routes (306 and 312) were also changed to use this routing. This eliminated the difficult right turn from 3rd Avenue onto Pike Street and reduced the volume of buses on heavily congested 3rd Avenue.

Performance Assessment

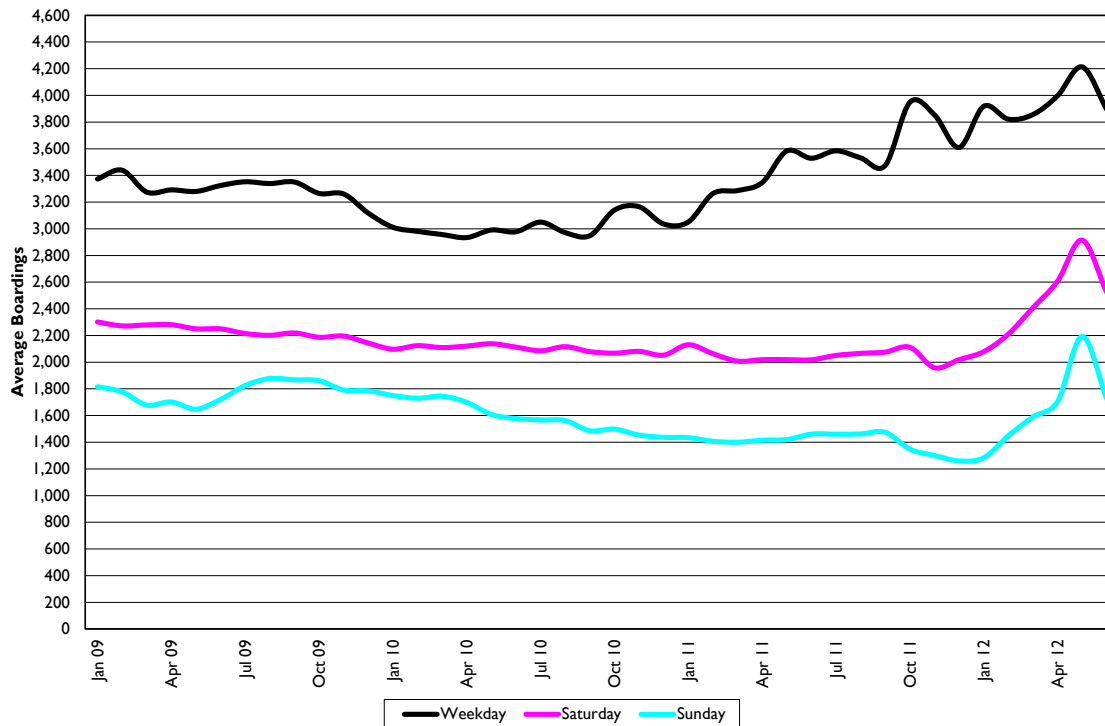
Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		3,487	2,019	1,430
Passengers per Trip	33.45	35.58	30.59	21.67
Passengers per Revenue Hour	23.25	24.65	21.5	15.26
Purch.Transport. Cost per Brding	\$5.61	\$5.37	\$5.73	\$8.08
Route Assessment	2.33	2.33	2.33	3

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		4,038	2,669	1,885
Passengers per Trip	39.67	41.20	40.44	28.55
Passengers per Revenue Hour	28.04	29.04	28.82	20.42
Purch.Transport. Cost per Brding	\$5.21	\$5.13	\$4.71	\$6.64
Route Assessment	2.33	2.33	1.67	2.67

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+16%	+32%	+32%
Passengers per Trip	+19%	+16%	+32%	+32%
Passengers per Revenue Hour	+21%	+18%	+34%	+34%
Purch.Transport. Cost per Brding	-7%	-4%	-18%	-18%

Route 522 (Woodinville-Seattle)



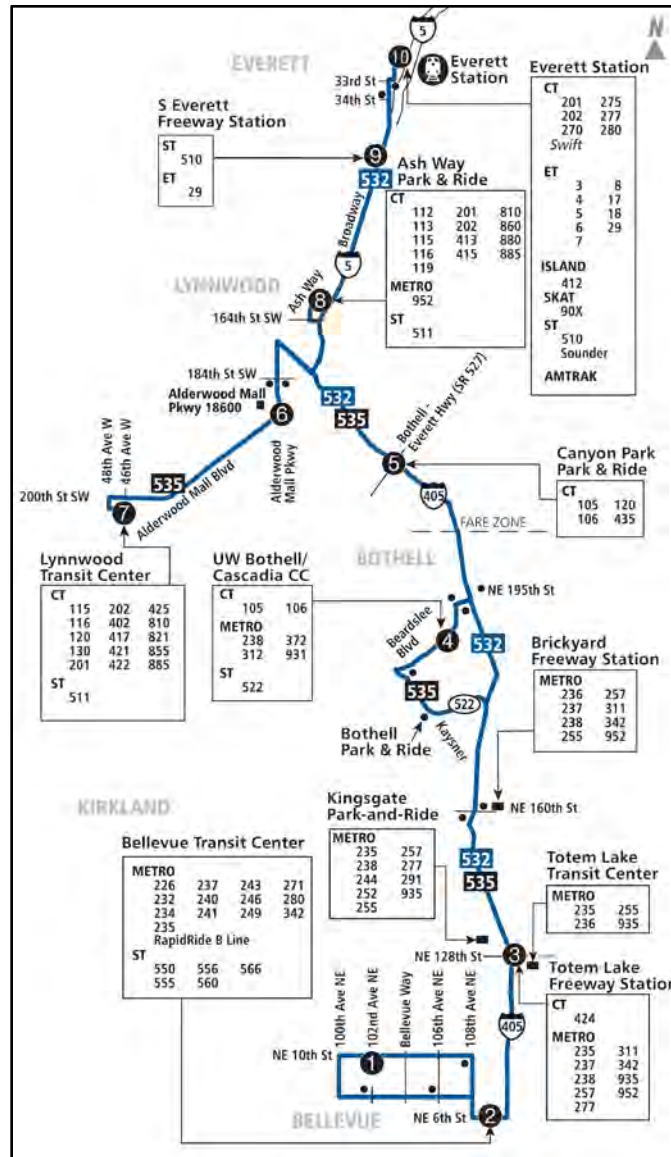
Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Northbound						
Pass/Trip	See AM Peak	41.5	42.9	58.5	50.7	39.7
Pass/ Rev Hr		36.95	35.9	44.95	48	39.6
Southbound						
Pass/Trip	40.5	53.1	40.2	36.80	25.8	18.7
Pass/ Rev Hr	47	51.8	31.98	33.15	24.96	18.66

Service Change Concepts

No changes are planned for Route 522 in2013.

Route 532: Everett – Bellevue



Routes 532 and 535

Description

The Everett to Bellevue Express operates along the I-5 and I-405 corridors. Service began in September 1999 as two routes, 530 and 532. Many changes to stops and service levels have taken place over the years as clear ridership patterns developed and new transit facilities were completed. The former Route 530 operated between Everett Mall and downtown Bellevue with nine intermediate stops along the I-5 and I-405 corridors. The 530 was unique in that it operated only during the midday and in the off-peak direction during rush hours, with no weekend service. Route 532 was similar to Route 530, except that it operated peak period/peak direction only and made three fewer stops between Everett Mall and Bellevue, bypassing the Bothell Park-and-Ride, UW-Bothell/Cascadia Community College and Houghton Park-and-Ride.

In September 2006, a major restructure was implemented that eliminated Route 530; Route 532 was continued, but the Everett Mall stop was replaced by an extension to downtown Everett and Route 532 service was expanded to operate in both directions during peak hours. Sound Transit's new Canyon Park Freeway Station opened in June 2007, followed by the new Totem Lake Freeway Station in November 2007 (replacing the old Kingsgate stop). These facilities increased average speed and improved on-time performance.

The most recent major routing change occurred in September 2008 when the route was modified to serve the new South Everett Freeway Station, located in the median of I-5 at 112th Street in South Everett. This change reduced travel time between Everett and Bellevue by about 5 minutes. At the same time, the segment of Route 532 between downtown Everett and Everett Station was discontinued and additional peak period/peak direction trips were added to address overcrowding. In March 2011, additional peak direction trips funded through the ST2 program were added following the delivery of new buses.

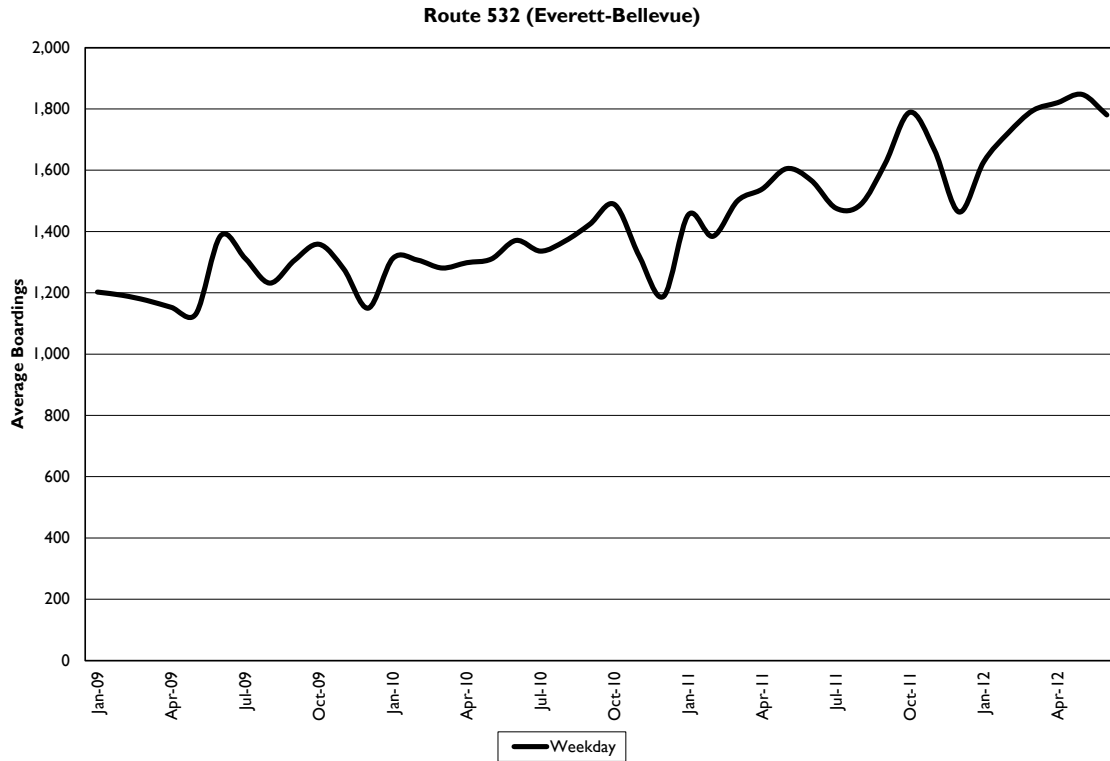
Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,570	No weekend service	
Passengers per Trip	37.41	37.41		
Passengers per Revenue Hour	36.98	36.98		
Purch.Transport. Cost per Brding	\$4.95	\$4.95		
Route Assessment	1.67	1.67		

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,817	No weekend service	
Passengers per Trip	44.34	44.34		
Passengers per Revenue Hour	43.86	43.86		
Purch.Transport. Cost per Brding	\$4.78	\$4.78		
Route Assessment	1.33	1.67		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+16%	No weekend service	
Passengers per Trip	+19%	+19%		
Passengers per Revenue Hour	+19%	+19%		
Purch.Transport. Cost per Brding	-3%	-3%		



Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	PM Peak
Northbound			
Pass/Trip	No Service	22.42	48.69
Pass/ Rev Hr		23.60	45.43
Southbound			
Pass/Trip	39.27	56.83	22.71
Pass/ Rev Hr	45.05	57.81	21.62

Service Change Concepts

Apart from minor schedule adjustments, no changes are planned for Route 532 in 2013.

Route 535: Lynnwood – Bellevue

See map in Route 532 section above.

Description

The Lynnwood to Bellevue Express began service in September 1999. It operates generally along the I-405 corridor, with intermediate stops at Alderwood Mall, Canyon Park Freeway Station, UW-Bothell/Cascadia Community College, Bothell Park-and-Ride, Brickyard Park-and-Ride, and Totem Lake Freeway Station. Service operates in both directions six days a week. In June 2005, the I-405 freeway stop at Kingsgate was closed for construction of the new Totem Lake Freeway Station and Direct Access Ramps, which opened for service in November 2007. During the construction period, Route 535 began serving the Brickyard Road Freeway Station on all trips, which it continues to do since the opening of Totem Lake. The new Canyon Park Freeway Station opened in June 2007, reducing southbound travel time by about five minutes.

In September 2006, midday service on weekdays improved from every 60 minutes to every 30 minutes to replace the discontinued service along I-405 that was provided by Route 530 (see Route 532 section). Service to the Houghton Park-and-Ride was discontinued at the same time. While weekday ridership has generally been satisfactory, there has been little growth in weekend demand and Sunday service was discontinued in June 2011 as part of the 2011 SIP efficiency initiative.

Performance Assessment

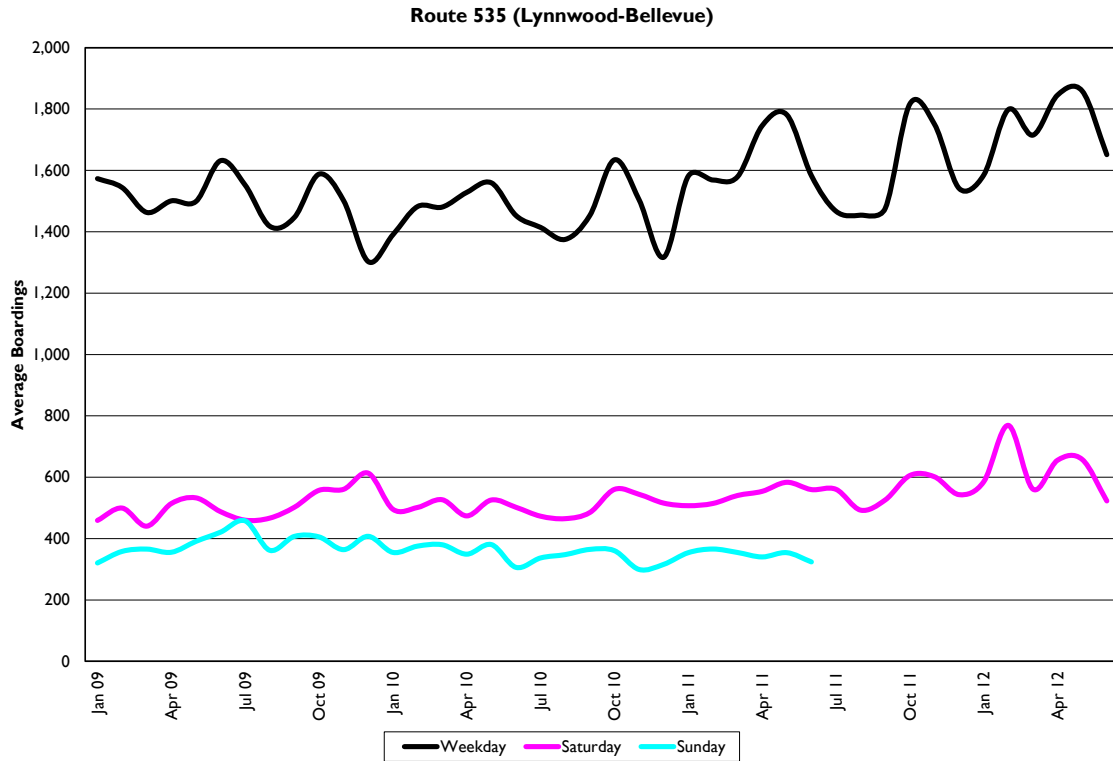
Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday*
Daily Boardings		1,701	565	346
Passengers per Trip	24.11	25.57	18.83	11.55
Passengers per Revenue Hour	28.51	30.06	23.04	14.13
Purch.Transport. Cost per Brding	\$6.15	\$5.84	\$7.54	\$12.28
Route Assessment	2.67	2.67	3.33	3.67

* Sunday service discontinued during June 2011.

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,786	605	
Passengers per Trip	26.87	27.50	20.17	
Passengers per Revenue Hour	31.16	31.74	24.69	
Purch.Transport. Cost per Brding	\$5.99	\$5.86	\$8.02	
Route Assessment	2.67	2.67	3.67	

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+5%	+7%	
Passengers per Trip	+11%	+8%	+7%	
Passengers per Revenue Hour	+9%	+6%	+7%	
Purch.Transport. Cost per Brding	-3%	<1%	6%	



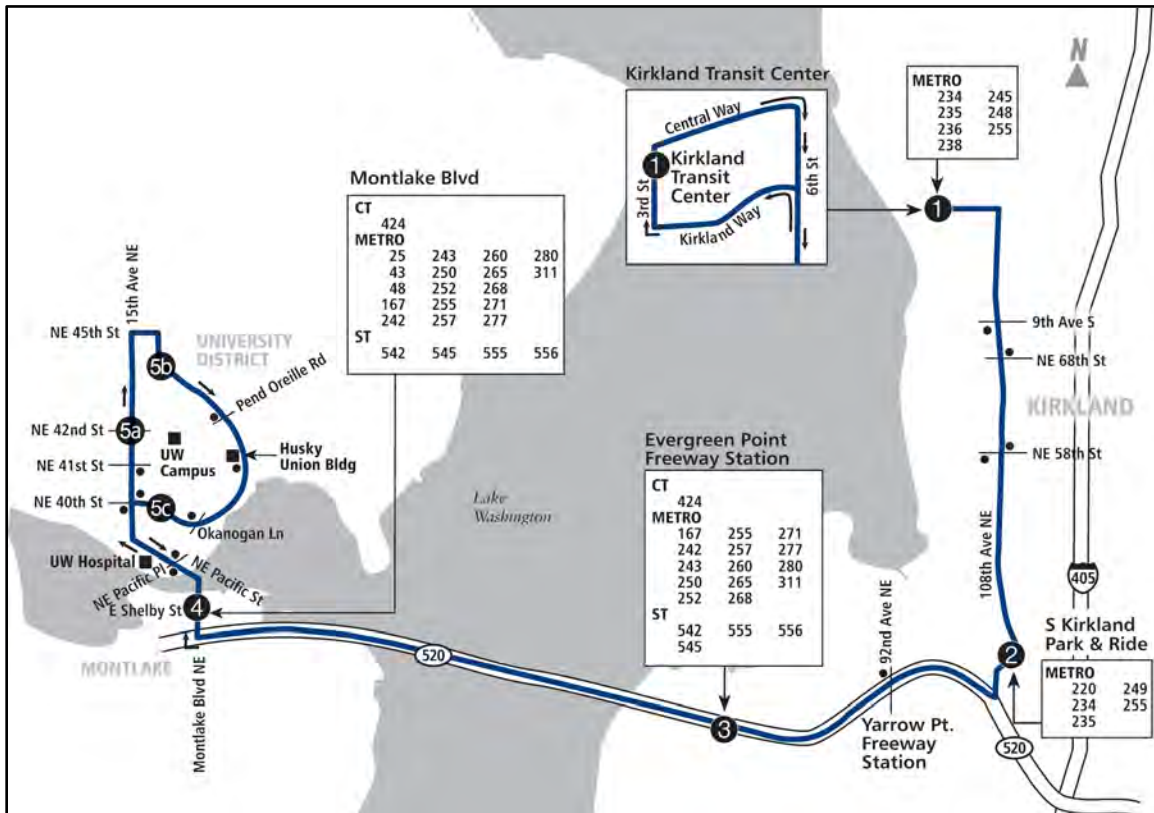
Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Northbound						
Pass/Trip	No service	20.42	22.85	46.50	25.40	See Evening
Pass/ Rev Hr		24.14	24.412	46.35	29.75	
Southbound						
Pass/Trip	21.41	56.36	24.98	20.46	14.69	See Evening
Pass/ Rev Hr	27.33	65.91	29.24	22.20	18.60	

Service Change Concepts

No service changes are planned for Route 535 in 2013.

Route 540: Kirkland – University District



Route 540

Description

The Kirkland to University District service started in September 2000, originally traveling as far east as Bear Creek Park-and-Ride in Redmond. It currently operates between the Kirkland Transit Center and the U-District, with key intermediate stops at the South Kirkland Park-and-Ride and freeway stations on SR-520 at Evergreen Point and Yarrow Point. Service operates weekdays only in both directions. In 2002, peak hour service was expanded between Kirkland Transit Center and the U-District to meet growing demand, primarily from the South Kirkland Park-and-Ride. In February 2008, the eastern segment of the route between Kirkland Transit Center and Bear Creek Park-and-Ride was deleted and replaced with King County Metro Route 248 operating along NE 85th Street. All weekend service was discontinued at that time due to low productivity.

In June 2011, service was revised to reflect existing ridership patterns, preserve peak-period capacity and achieve operating savings. The U-District routing was changed to serve the UW campus loop, bringing service closer to the route's primary market of UW staff and students. Midday and evening service was discontinued, but all peak period service was retained in anticipation of increased ridership from tolls on the SR-520 bridge. Metro Route 255 follows the same routing as Route 540 between Kirkland Transit Center and Montlake, and increased midday and evening service on Route 255 helped to mitigate the reduction of off-peak service on Route 540. The start-up of tolls on the Evergreen Point Bridge in December 2011 had less impact on Route 540 ridership than expected; as a result peak service levels will be adjusted in June 2013 to better match actual ridership, with headways changed from every 15 minutes to every 20-25 minutes. The span of service will remain unchanged.

Performance Assessment

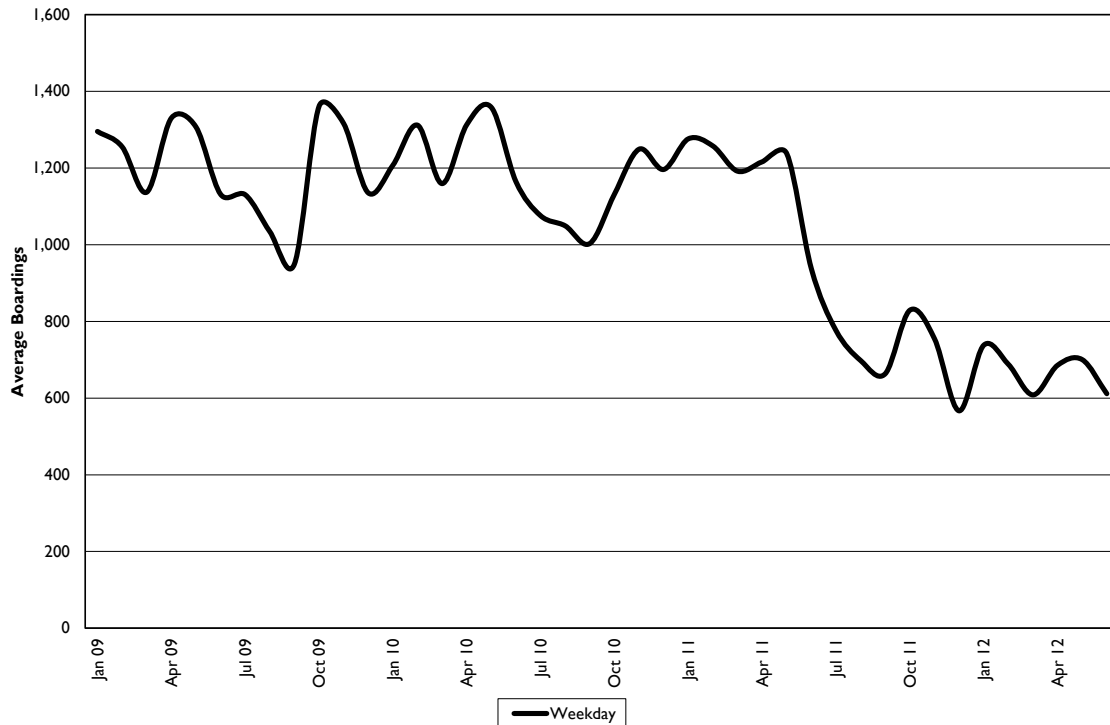
Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,127	No weekend service	
Passengers per Trip	17.22	17.22		
Passengers per Revenue Hour	21.49	21.49		
Purch.Transport. Cost per Brding	\$6.33	\$6.33		
Route Assessment	3.33	3.33		

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		666	No weekend service	
Passengers per Trip	15.86	15.86		
Passengers per Revenue Hour	20.28	20.28		
Purch.Transport. Cost per Brding	\$7.96	\$7.96		
Route Assessment	4.00	4.00		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		-41%	No weekend service	
Passengers per Trip	-8%	-8%		
Passengers per Revenue Hour	-6%	-6%		
Purch.Transport. Cost per Brding	+26%	+26%		

Route 540 (Kirkland-U. District)



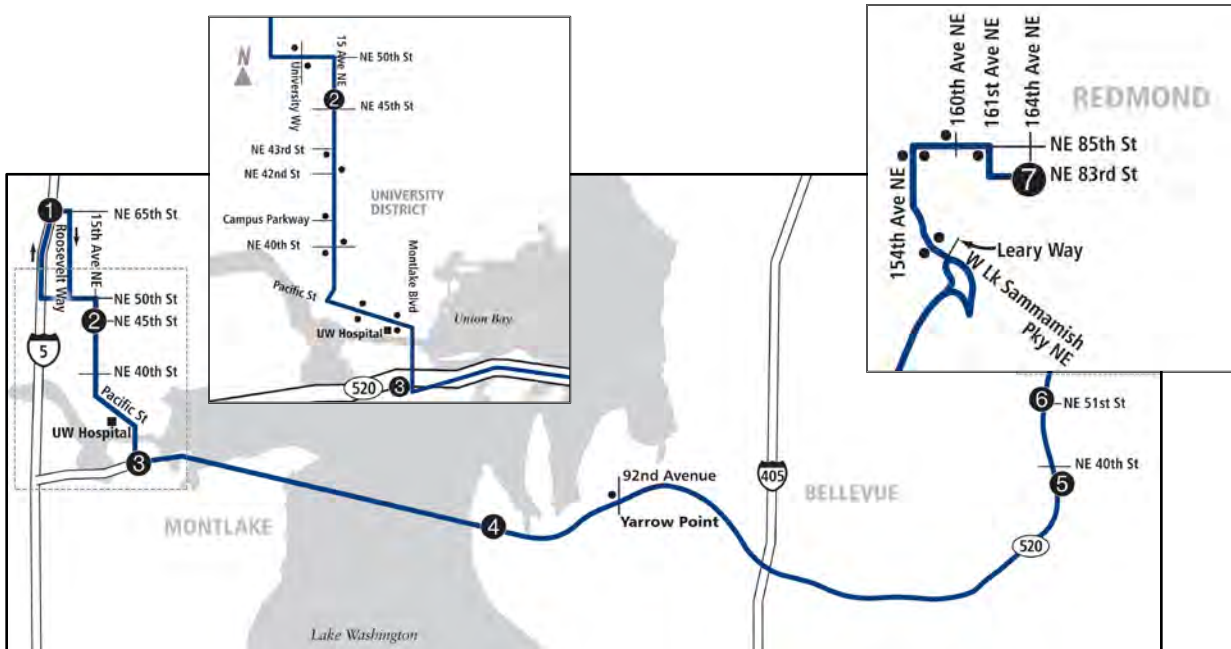
Passenger Activity by Time Period

Weekday	AM Peak	Midday	PM Peak
Eastbound			
Pass/Trip	5.0	17.0	20.58
Pass/ Rev Hr	8.11	26.84	29.12
Westbound			
Pass/Trip	21.45	14.3	5.71
Pass/ Rev Hr	46.58	30.0	10.57

Service Change Concepts

With the exception of the schedule adjustments in June 2013, no routing or significant service changes are planned for Route 540 in 2013.

Route 542: Redmond – Green Lake via University District



Route 542

Description

The Redmond to I-5/65th Park-and-Ride Express (Route 542) began service in October 2010. It starts at the Redmond Transit Center and operates along the SR-520 corridor, with major intermediate stops the SR-520/NE 51st Freeway Station, Overlake Transit Center at NE 40th Street, Yarrow Point Freeway Station, Evergreen Point Freeway Station and six on-street stops in the University District. The Seattle terminus is at the I-5/65th Street Park-and-Ride near Green Lake.

Service is provided every 15 minutes in both directions on weekdays from about 6 a.m. to 10 a.m., and from about 2 p.m. to 7 p.m. With major employment and education centers at both ends, the route is intended to address peak overcrowding on existing ST Express Route 545 (Redmond-Seattle) and help mitigate construction-related traffic impacts during construction of the replacement SR-520 bridge.

Under the SR-520 Urban Partnership Agreement between USDOT, King County Metro and the Washington State Department of Transportation, buses used for SR-520 service were purchased with USDOT grant funding.

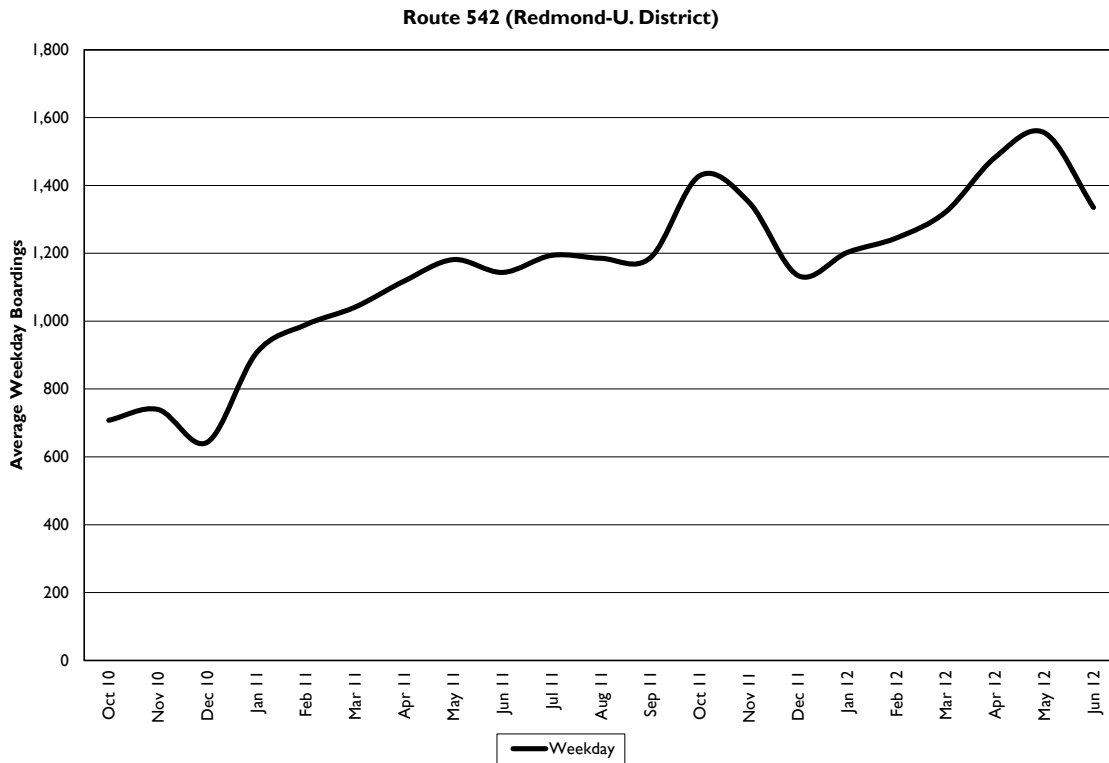
Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,148	No weekend service	
Passengers per Trip	19.13	19.13		
Passengers per Revenue Hour	19.22	19.22		
Purch.Transport. Cost per Brding	\$7.60	\$7.60		
Route Assessment	4.00	4.00		

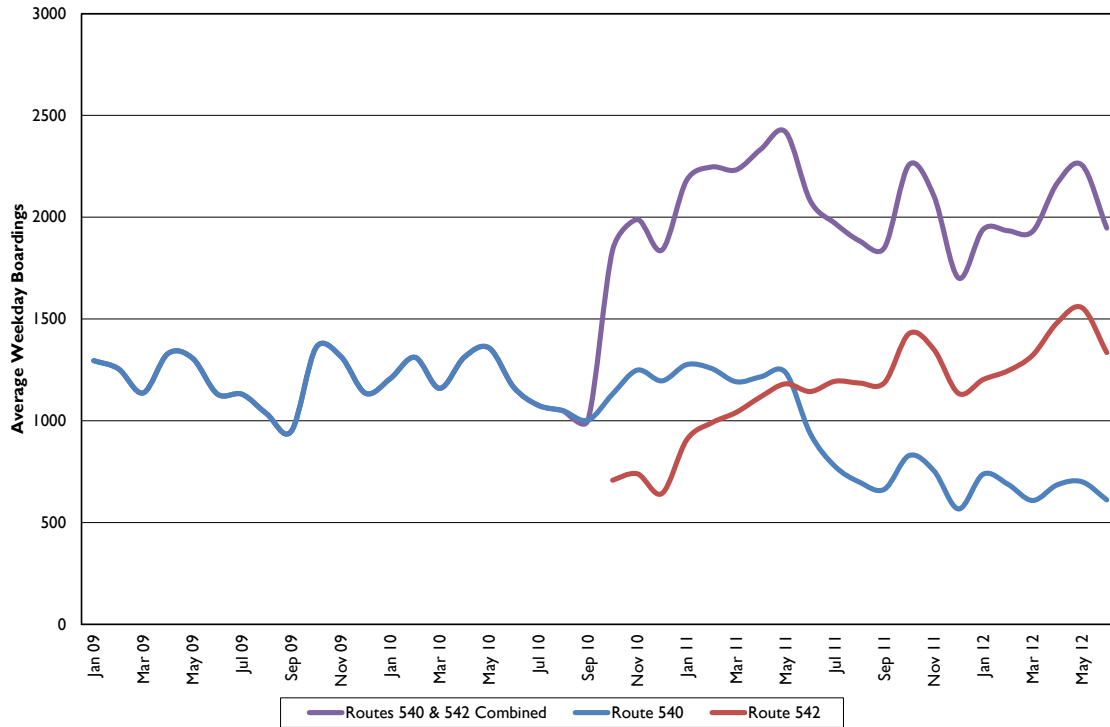
2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,459	No weekend service	
Passengers per Trip	24.32	24.32		
Passengers per Revenue Hour	25.22	25.22		
Purch.Transport. Cost per Brding	\$6.46	\$6.46		
Route Assessment	3.33	3.33		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+27%	No weekend service	
Passengers per Trip	+27%	+27%		
Passengers per Revenue Hour	+31%	+31%		
Purch.Transport. Cost per Brding	-15%	-15%		

Ridership and productivity has steadily increased since Route 542 began service in October of 2010. The implementation of tolls on SR-520 at the end of 2011 has further driven growth on the route, which continues to show improved performance as an upward trend.



Routes 540 & 542 (Kirkland-U. District/Redmond-U. District)



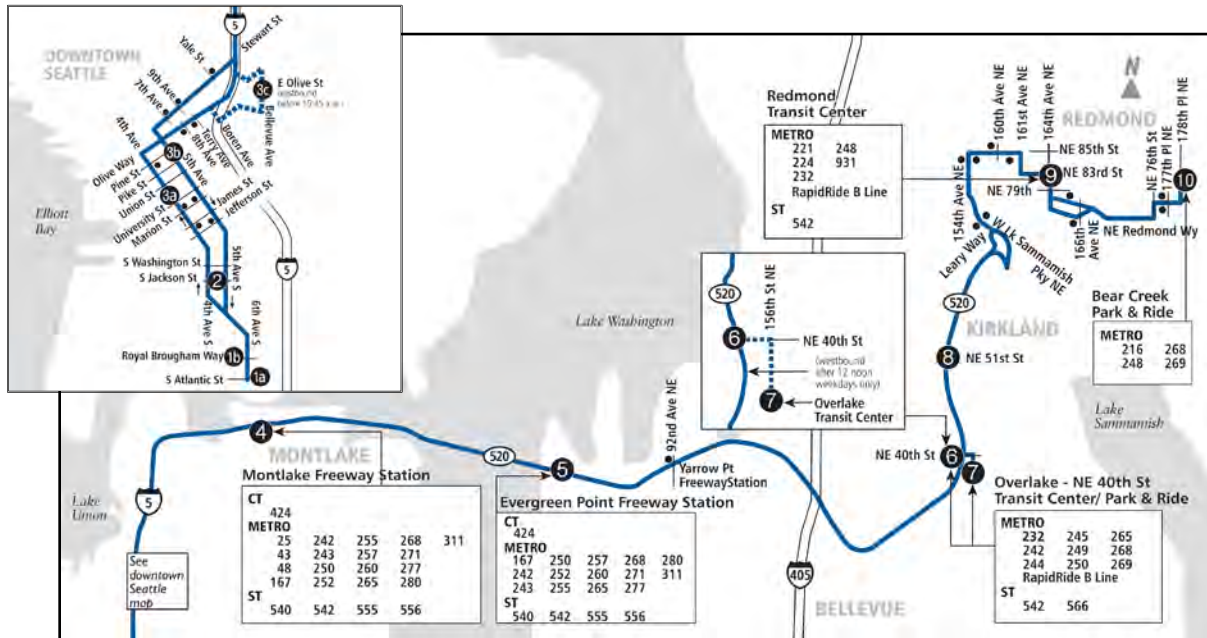
Passenger Activity by Time Period

Route 542	Early Morning	AM Peak	Midday	PM Peak	Evening
Eastbound					
Pass/Trip	No service	26.1	20.0	25.0	No service
Pass/ Rev Hr		36.42	27.2	30.39	
Westbound					
Pass/Trip	11.33	30.33	No service	28.91	15.0
Pass/ Rev Hr	21.94	49.19		39.92	23.53

Service Change Concepts

No service changes are planned for Route 542 in 2013.

Route 545: Redmond – Seattle



Route 545

Description

The Redmond to Downtown Seattle Express began service in September 2000. It operates generally along the SR-520 corridor, with major intermediate stops in downtown Redmond, the Redmond Transit Center, the Overlake Transit Center and Montlake Freeway Station. A service restructure was implemented in February 2002 when stops were added at the new Overlake Transit Center and local circulation through the Overlake area was replaced with routing that used the SR-520 freeway at all times. Saturday service began in September 2003 and Sunday service began one year later. In September 2005, peak service was improved from every 15 minutes to every 10 minutes and a westbound morning stop was added at Bellevue Avenue and E. Olive St. on Capitol Hill. In February 2008, more peak hour service and 15-minute midday service was added. With the October 2010 service change, the schedule was interlined with Route 522 at the Seattle terminal to improve schedule efficiency and save operating costs.

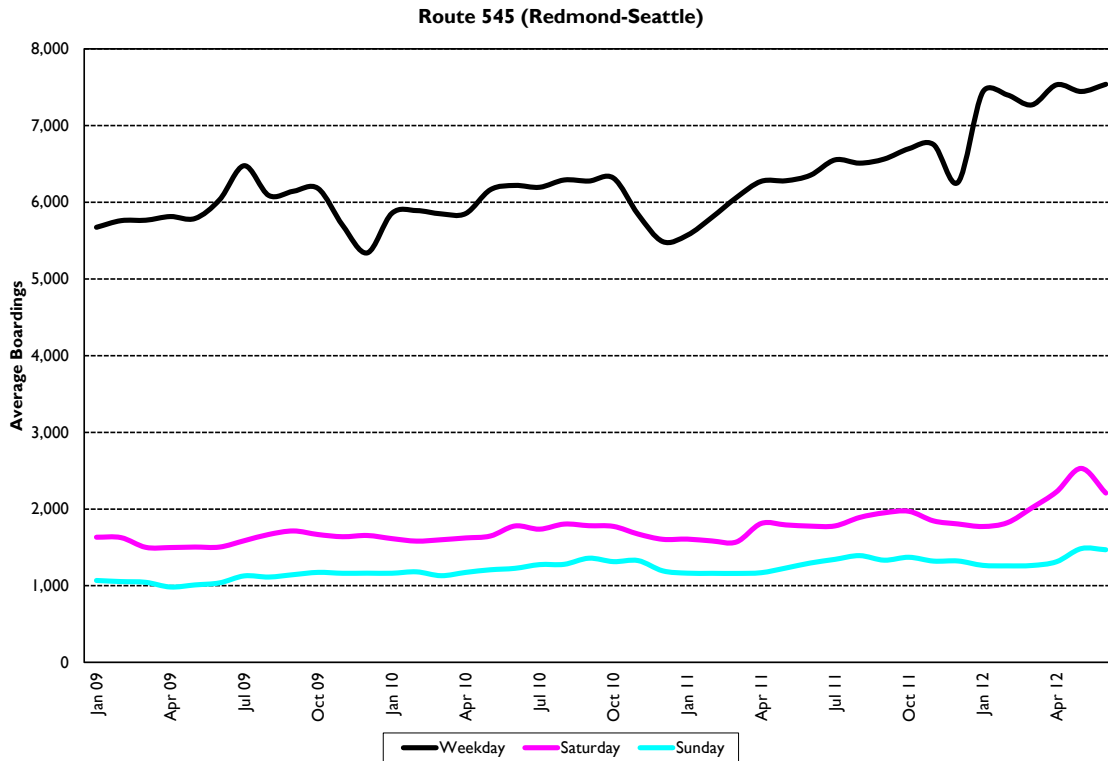
Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		6,302	1,795	1,232
Passengers per Trip	36.59	38.66	28.5	19.56
Passengers per Revenue Hour	28.55	29.75	24.03	16.9
Purch.Transport. Cost per Brding	\$4.58	\$4.43	\$5.06	\$7.25
Route Assessment	2.00	2.00	2.00	2.67

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		7,503	2,312	1,419
Passengers per Trip	42.91	45.07	36.70	22.52
Passengers per Revenue Hour	33.68	34.74	32.32	20.04
Purch.Transport. Cost per Brding	\$4.25	\$4.15	\$4.17	\$6.71
Route Assessment	2.00	1.67	2.00	3.00

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+19%	+29%	+15%
Passengers per Trip	+17%	+17%	+29%	+15%
Passengers per Revenue Hour	+18%	+17%	+35%	+19%
Purch.Transport. Cost per Brding	-7%	-6%	-18%	-7%



Both weekday and weekend ridership has shown stable, though seasonal, trends and has remained constant throughout the recessionary economy, mostly due to its service to Microsoft’s main Overlake campus where the software company has bucked the trend of job losses seen in other sectors of the economy.

Passenger Activity by Time Period

Weekday	Early Morning*	AM Peak*	Midday♦	PM Peak**	Evening**	Night**
Eastbound						
Pass/Trip	35.33	56.89	39.71	58.18	46.0	21.4
Pass/ Rev Hr	45.11	56.21	27.32	56.18	60.0	31.04
Westbound						
Pass/Trip	32.5	63.85	38.5	57.6	30.06	No service
Pass/ Rev Hr	42.39	72.15	40.28	48.55	32.77	

* Includes Bellevue & Olive stop eastbound

** Includes Overlake Transit Center westbound

♦ See below

Route 545 has two significant route deviations, depending on the direction and time of day. Eastbound on weekday mornings, it serves an additional stop at Bellevue Avenue and Olive Street on Capitol Hill just prior to entering Interstate 5 towards Montlake and the Eastside. This stop, which adds about 5 minutes of travel time due to the route deviation needed to reach it, was

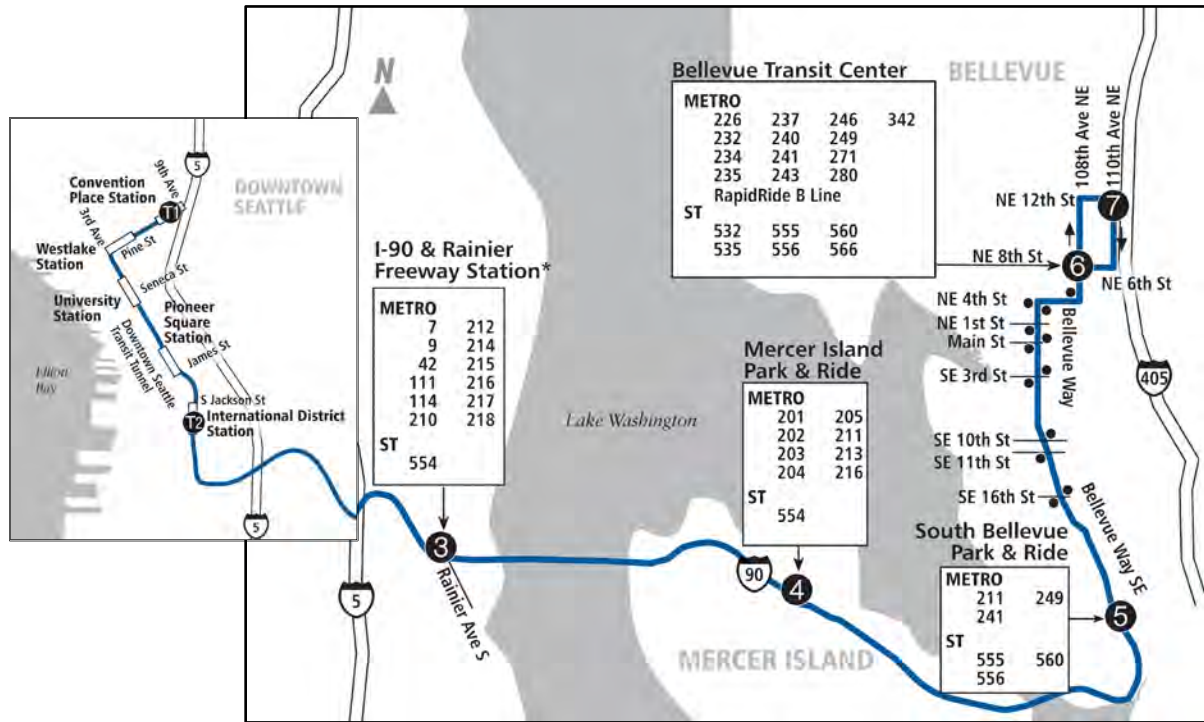
added in response to many requests from Capitol Hill residents. On weekday afternoons after 12 p.m., westbound trips detour off of SR-520 to serve the Overlake Transit Center directly, adjacent to stops for Microsoft’s internal shuttle system and also a closer walk from the main Microsoft campus. Below is passenger activity (by trip and by revenue hour) by time period when these deviations are in effect. Eastbound in the early morning and a.m. peak, Bellevue & Olive is served by all trips, and westbound Overlake Transit Center is served during the p.m. peak, evening and night.

Weekday	Midday with Bellevue & Olive	Midday without Bellevue & Olive	Midday without Overlake TC	Midday with Overlake TC
Eastbound				
Pass/Trip	46.67	36.42	NA	
Pass/ Rev Hr	48.37	43.66		
Westbound				
Pass/Trip	NA		40.92	36.08
Pass/ Rev Hr			35.53	35.62

Service Change Concepts

Since SR-520 bridge tolling began in December 2011, staff has monitored ridership and added five trips in January and February 2012 to meet increasing demand. A number of trips continue to carry standees on an ongoing basis. In June 2013, a new trip will be implemented in the morning peak period using savings from from a schedule adjustment on Route 540. With Board approval of service reductions on Route 566, resources will now be available to add one additional trip on Route 545, also in June 2013.

Route 550: Bellevue – Seattle



Route 550

Description

The Bellevue to Seattle Express began service in September 1999. It provides the core transit connection between these two important activity centers, operating along Bellevue Way and the I-90 corridor, and makes extensive use of transit-priority facilities along I-90 and in the Downtown Seattle Transit Tunnel. Major intermediate stops are at the South Bellevue Park-and-Ride, Mercer Island Park-and-Ride and the Rainier Avenue Freeway Station. Service operates all day, seven days a week. Route 550 is a well-performing, mature route and is part of a corridor slated for light rail transit in the future.

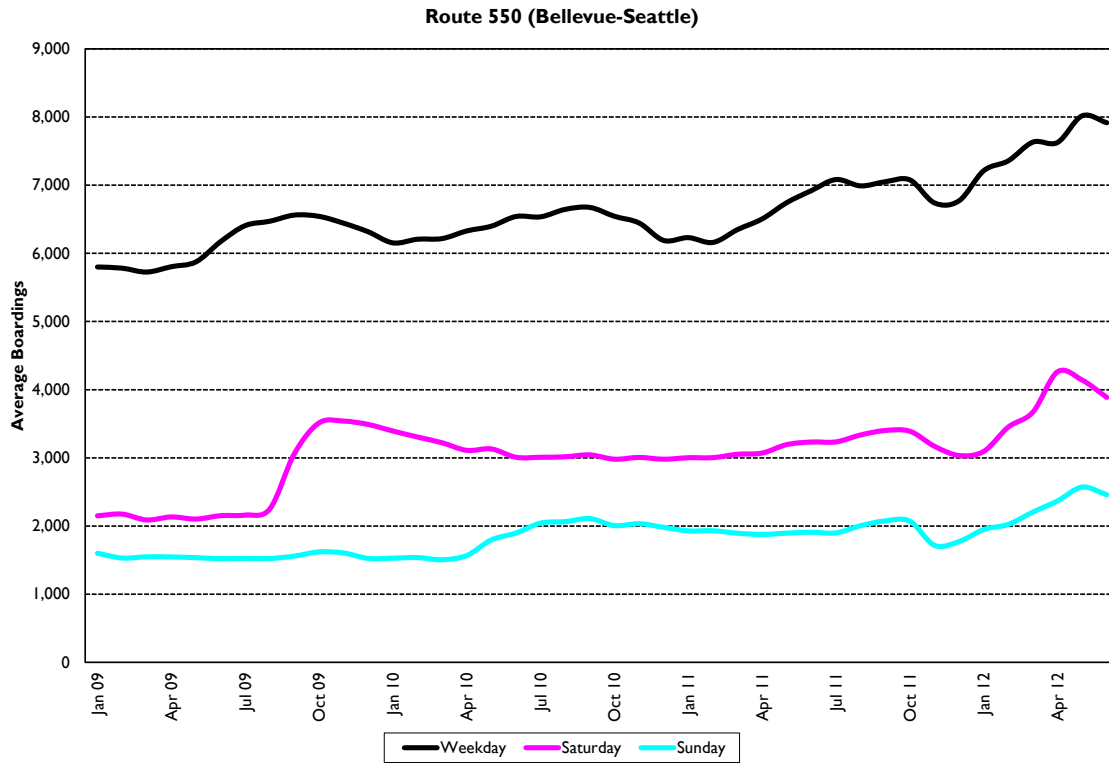
Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		6,726	3,159	1,895
Passengers per Trip	38.16	40.71	27.96	26.32
Passengers per Revenue Hour	42.59	44.87	32.65	31.47
Purch.Transport. Cost per Brding	\$3.05	\$2.93	\$3.78	\$3.88
Route Assessment	1.00	1.00	1.33	1.33

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		7,855	4,081	2,467
Passengers per Trip	44.64	46.80	36.02	34.27
Passengers per Revenue Hour	50.31	51.51	43.45	45.99
Purch.Transport. Cost per Brding	\$2.82	\$2.78	\$3.11	\$2.93
Route Assessment	1.00	1.00	1.33	1.00

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+17%	+29%	+30%
Passengers per Trip	+17%	+15%	+29%	+30%
Passengers per Revenue Hour	+18%	+15%	+33%	+46%
Purch.Transport. Cost per Brding	-8%	-5%	-18%	-24%



Passenger Activity by Time Period

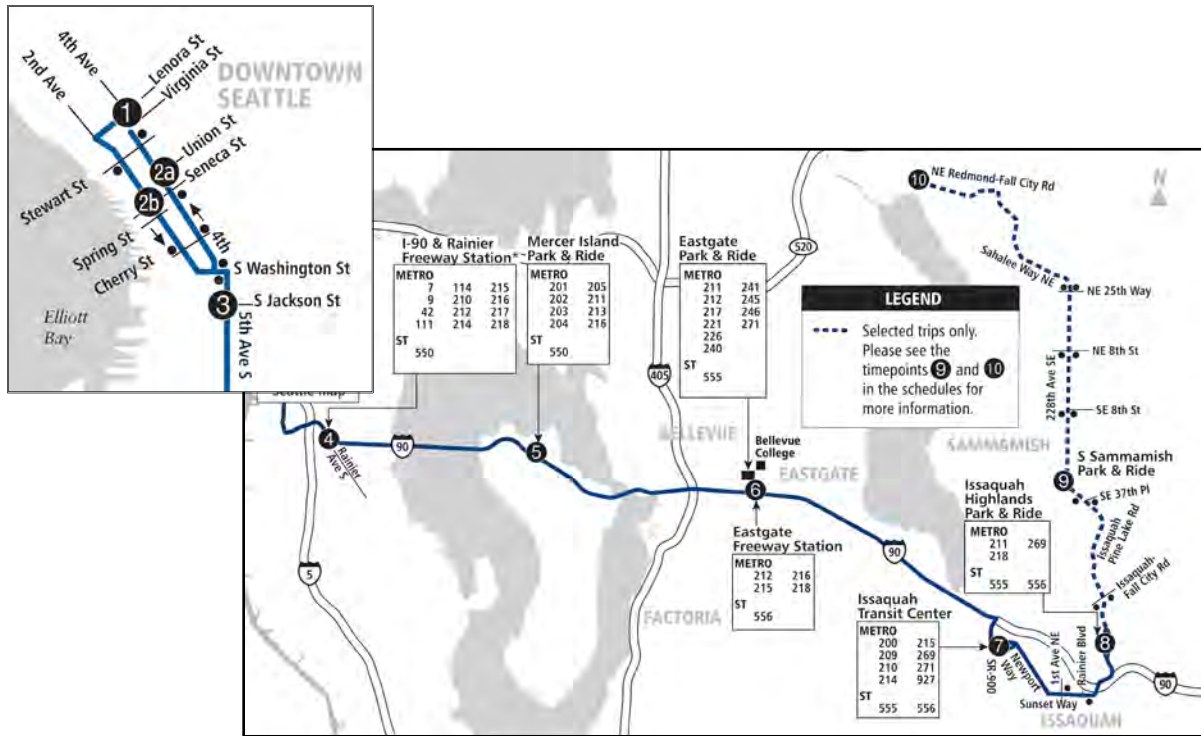
Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Eastbound						
Pass/Trip	37.8	60.36	49.19	70.88	47.67	33.60
Pass/ Rev Hr	58.08	87.87	63.5	101.75	75.26	57.67
Westbound						
Pass/Trip	48.33	60.67	39.37	64.33	43.63	23.4
Pass/ Rev Hr	64.44	79.84	50.42	76.18	54.67	28.06

Service Change Concepts

Route 550 is Sound Transit's busiest and most productive bus route, and has many of the characteristics of bus rapid transit. However, it also has the most serious overcrowding issues, as measured by the number of trips with standees. The Downtown Seattle Transit Tunnel (DSTT) agreement between Sound Transit, the City of Seattle and King County Metro limits Sound Transit bus service through the tunnel to ten trips per hour (every six minutes). Currently, Route 550 operates westbound at that level in the mornings from 6:57 through 8:38 and eastbound in the afternoons from 4:31 through 5:37. Sound Transit will not be able to address overcrowding of peak-direction buses during these times without a change to the DSTT agreement- a major challenge. However, staff can still add trips during the shoulder of the peak periods or in the reverse-commute direction if demand is heavy.

Since SR-520 bridge tolling began in December 2011, eight new trips were added in January/February 2012 to meet growing demand. These trips were funded from a budget item specifically set aside for cross-lake service; however, for 2013, new cross-lake trips need to be funded from operating savings achieved elsewhere in the East King subarea. In June 2013, a new trip will be added in the afternoon peak period using from the resources saved on the schedule adjustment on Route 540. With Board approval of service reductions on Route 566, resources will be available to add one additional Route 550 trip, also beginning in June 2013.

Route 554: Issaquah – Seattle



Route 554

Description

The Issaquah to Seattle Express began service in September 2001. It operates along the I-90 corridor with intermediate stops in downtown Issaquah, Issaquah Transit Center, Eastgate Park-and-Ride, Mercer Island Park-and-Ride and the Rainier Avenue Freeway Station. Service operates all day, seven days a week. Originally the route went only as far east as Issaquah Transit Center; in September 2003, weekday service was extended from the transit center to the Issaquah Highlands Park-and-Ride on the Sammamish Plateau, and weekend service to the Highlands followed in June 2006. Sunday service was also doubled in June 2006 from every 60 minutes to every 30 minutes. In September 2006, routing was revised to serve downtown Issaquah and two night trips were extended from Issaquah Highlands to the South Sammamish Park-and-Ride at the request of the City of Sammamish. Additional service was added to South Sammamish in June 2008, including three extra night trips and two early morning trips operating from South Sammamish to Issaquah Highlands and on to Seattle.

The rebuilt and expanded Issaquah Transit Center opened in June 2008, and an adjacent 800-stall park-and-ride garage followed in July 2008. Heavy ridership generated by Bellevue College prompted the implementation of midday Seattle-Eastgate turnback trips in September 2008; when combined with existing through trips, this provided 15-minute service between Seattle and Eastgate during the midday. In June 2009, Route 554 routing was streamlined in the Eastgate area to stop only at the Eastgate Freeway Station adjacent to I-90. Efficiencies gained from this change allowed the Eastgate turnback trips to be extended to and from Issaquah Transit Center at no additional cost, thus increasing the midday Issaquah-Seattle service to every 15 minutes.

In September 2009 trips serving South Sammamish were revised to start or end in Redmond, as shown by the dashed line on the route map. This extension was requested by the City of Sammamish. All trips operating beyond Issaquah Highlands are “deadhead” buses operating to and from Metro’s East Base, so the cost of the extended trips is relatively small.

Low ridership off-peak service was targeted as part of the initiative to reduce ST Express costs in the 2011 SIP. In June 2011, midday service was converted to 20-minute headways along the entire route to Issaquah Highlands, and weekend service was reduced from every 30 minutes to hourly before 10:00 A.M. and after 7:00 P.M. In August 2011, a stop was added in the Issaquah Highlands area to serve the new Issaquah campus of Swedish Hospital.

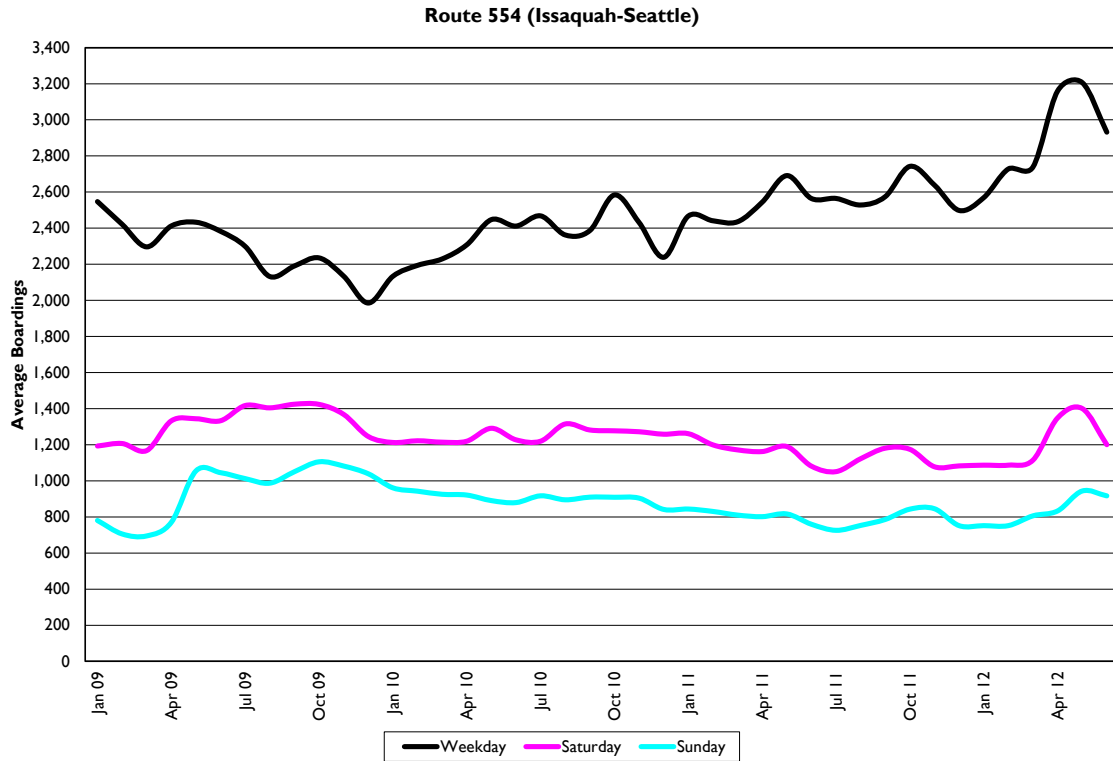
Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		2,599	1,146	796
Passengers per Trip	25.21	28.07	18.19	12.59
Passengers per Revenue Hour	22.12	24.42	16.49	11.35
Purch.Transport. Cost per Brding	\$5.65	\$5.13	\$7.53	\$10.97
Route Assessment	2.67	2.67	4.00	4.00

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		3,101	1,308	896
Passengers per Trip	33.50	36.92	24.67	16.91
Passengers per Revenue Hour	29.30	31.15	24.89	17.24
Purch.Transport. Cost per Brding	\$4.64	\$4.37	\$5.42	\$7.84
Route Assessment	2.33	2.00	2.67	3.33

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+19%	+14%	+13%
Passengers per Trip	+33%	+32%	+36%	+34%
Passengers per Revenue Hour	+32%	+28%	+51%	+52%
Purch.Transport. Cost per Brding	-18%	-15%	-28%	-29%



Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Eastbound						
Pass/Trip	See AM Peak	33.29	33.39	50.29	35.57	26.67
Pass/ Rev Hr		40.56	42.83	57.7	37.92	26.23
Westbound						
Pass/Trip	33.25	56.17	36.42	47.17	18.71	See Evening
Pass/ Rev Hr	33.39	65.02	42.54	52.09	23.19	

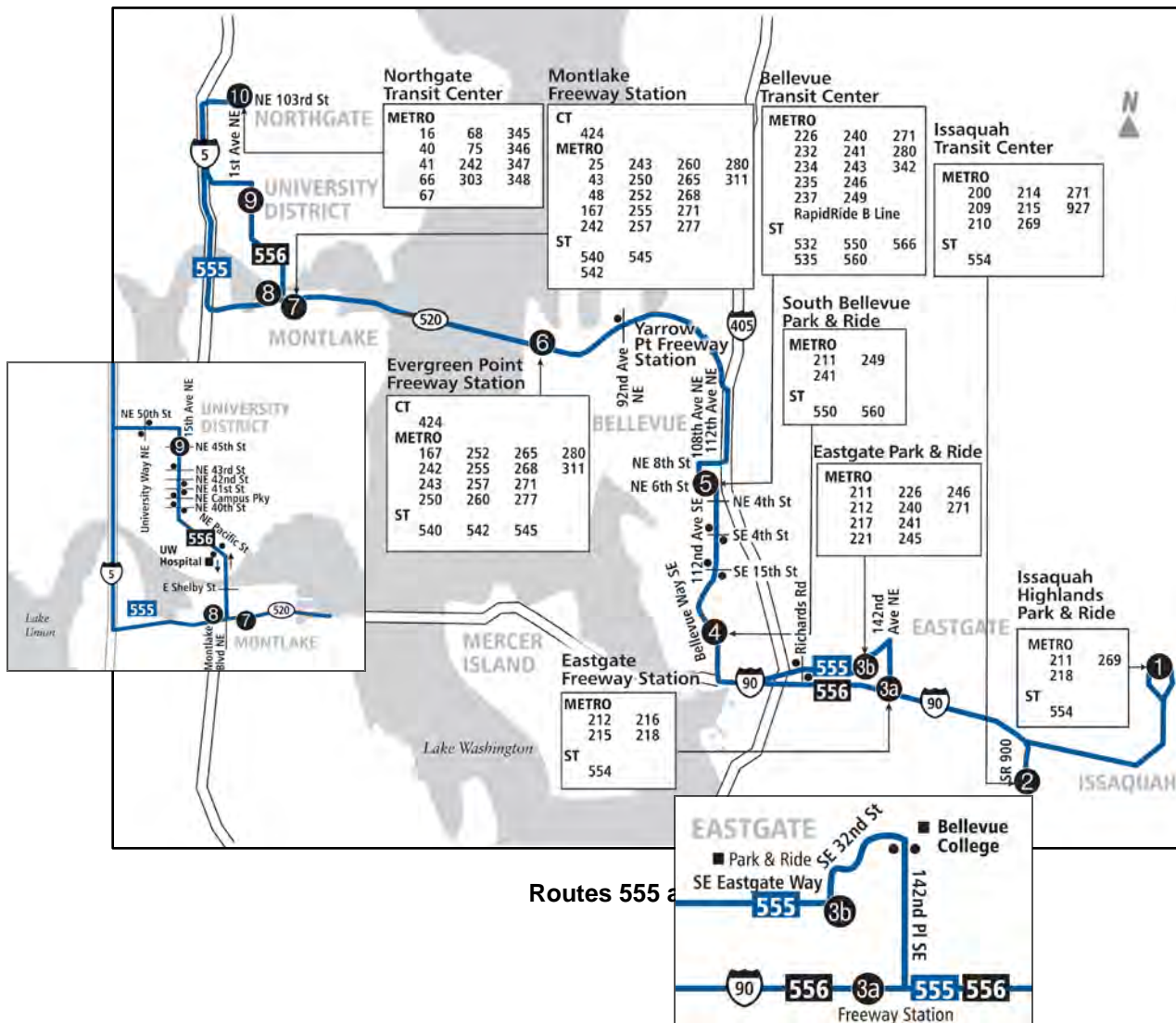
Below is passenger activity (by trip and by revenue hour) for the trips serving Sammamish.

Weekday	Early morning (Sammamish trips only)	Evening/Night (Sammamish trips only)
Eastbound		
Pass/Trip	No service	31.0
Pass/ Rev Hr		26.64
Westbound		
Pass/Trip	33.5	No service
Pass/ Rev Hr	28.11	

Service Change Concepts

No service changes are planned for Route 554 in 2013.

Routes 555/556: Northgate – Bellevue – Issaquah



Description

The Issaquah to Northgate Express began service in September 2001. It operates generally along the I-90 and SR-520 corridors, with major intermediate stops at Eastgate and Bellevue Transit Center. Service operates in both directions during weekday peak periods only. In September 2005, a route variation (Route 556) was implemented to operate through the University District on westbound trips in the morning and eastbound trips in the afternoon, providing access to that important activity center for work and school trips. In September 2006, at the urging of the City of Bellevue, Sound Transit changed Route 555 to provide additional service in the Factoria area. Bus stops were added along SE 36th Street at 136th Avenue SE and Factoria Boulevard SE. In September 2008, the University District routing of Route 556 was changed to operate along 15th Avenue NE so that common U-District stops are provided for passengers going to Evergreen Point Freeway Station, where connections can be made to all other SR-520 bus routes.

The most recent change occurred in June 2009 when both routes were modified to operate between Eastgate and downtown Bellevue via I-90 and Bellevue Way. Route 556 buses now operate a streamlined routing that uses the Eastgate Freeway Station, while Route 555 serves the

Eastgate Park-and-Ride and a single Factoria-area stop at I-90 and Richards Road. Both routes now serve the South Bellevue Park-and-Ride, a major transfer point and future light rail station.

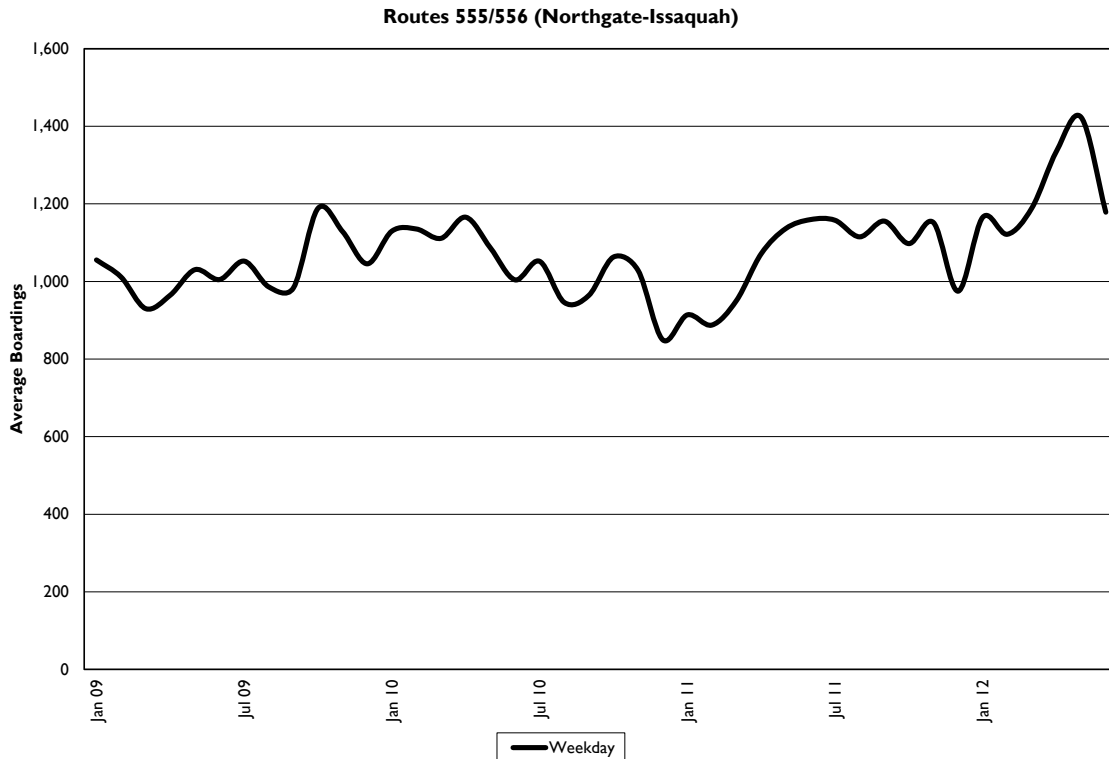
Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,123	No weekend service	
Passengers per Trip	38.72	38.72		
Passengers per Revenue Hour	26.87	26.87		
Purch.Transport. Cost per Brding	\$5.43	\$5.43		
Route Assessment	1.67	2		

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,314	No weekend service	
Passengers per Trip	45.32	45.32		
Passengers per Revenue Hour	31.70	31.70		
Purch.Transport. Cost per Brding	\$5.15	\$5.15		
Route Assessment	1.67	1.67		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+17%	No weekend service	
Passengers per Trip	+17%	+17%		
Passengers per Revenue Hour	+18%	+18%		
Purch.Transport. Cost per Brding	-5%	-5%		



Ridership and performance metrics have been stable on this service, and productivity rates as “Satisfactory” overall based on Sound Transit’s Service Standards & Performance Measures.

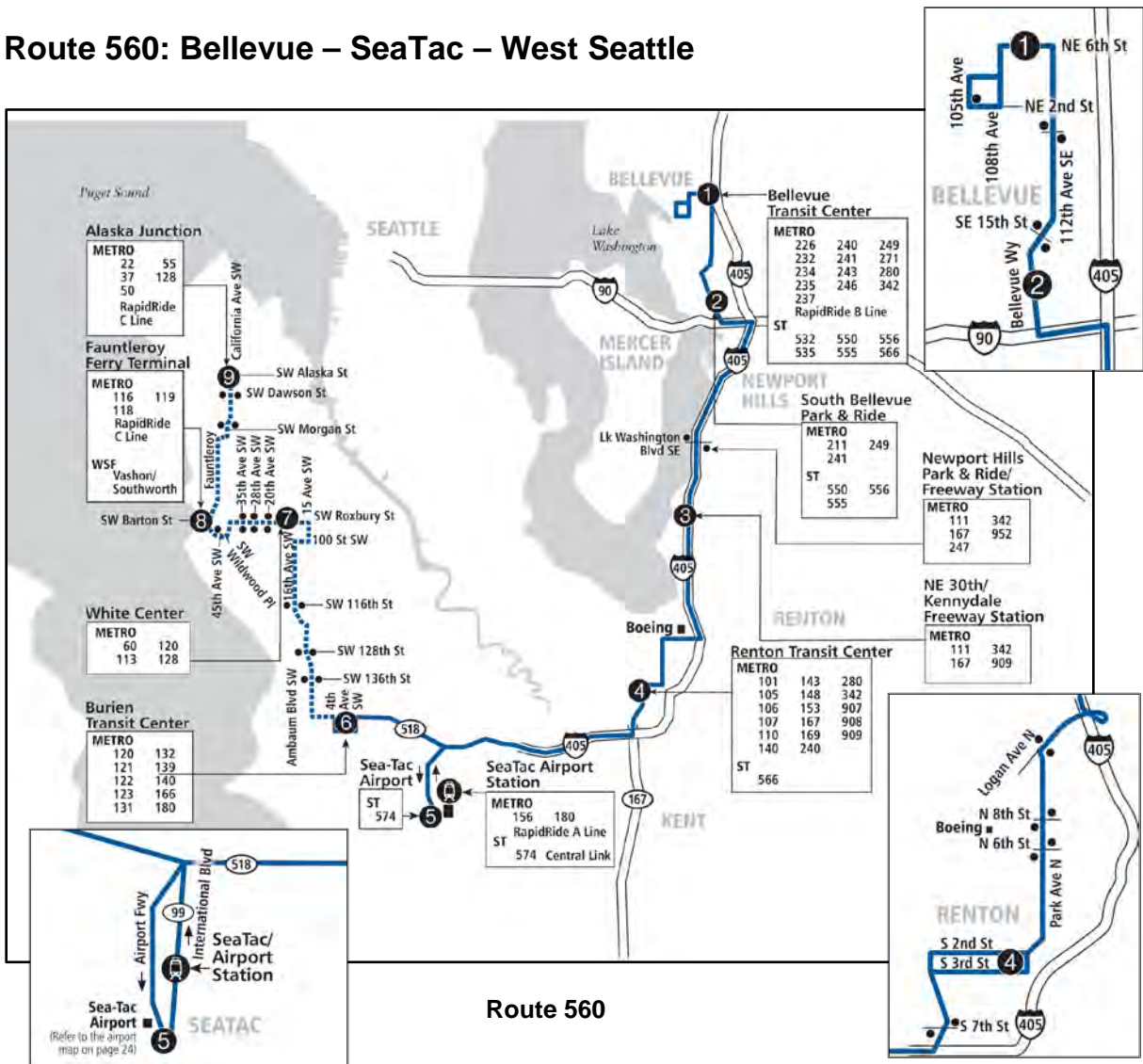
Passenger Activity by Time Period

	Route 555		Route 556	
Weekday	AM Peak Eastbound	PM Peak Westbound	AM Peak Westbound	PM Peak Eastbound
Pass/Trip	48.17	35.43	49.43	44.11
Pass/ Rev Hr	44.35	28.45	44.74	35.08

Service Change Concepts

Due to significant overloads, a new westbound a.m. peak trip will be added to Route 556 in February 2013. No changes are planned for Route 555 in 2013.

Route 560: Bellevue – SeaTac – West Seattle



Description

The current West Seattle to Bellevue Express dates from September 2003 when the Westside Express (Route 570) and the Bellevue-Sea-Tac Express (old Route 560) were merged into one route. The Westside Express originally began service in September 1999, and the Bellevue-Sea-Tac Express initially began operation in September 2000. The combined route now operates between West Seattle Junction and Bellevue Transit Center via Sea-Tac Airport and the Burien Transit Center. In contrast to most ST Express routes, the West Seattle-Burien segment operates entirely on arterial streets with eight intermediate stops. Between Burien and Bellevue Transit Center, the route travels primarily along the SR 518 and I-405 freeways with stops at Sea-Tac Airport, Renton Transit Center, Newport Hills Park-and-Ride, and South Bellevue Park-and-Ride. Service operates all day, seven days a week.

In February 2010, midday frequency was reduced from every 30 minutes to every 60 minutes between West Seattle and Burien. In June 2011, all remaining service between West Seattle and Burien was eliminated except during weekday rush hours.

Performance Assessment

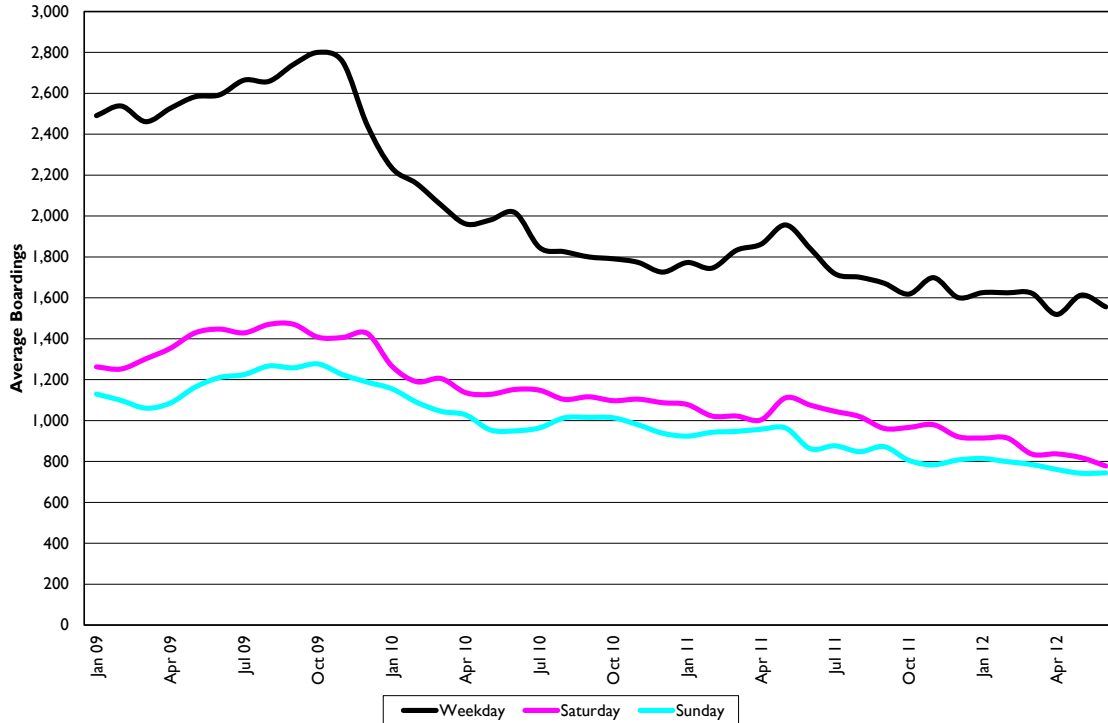
Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,886	1,059	933
Passengers per Trip	27.71	27.73	29.42	25.91
Passengers per Revenue Hour	15.7	15.84	16.11	14.15
Purch.Transport. Cost per Brding	\$7.92	\$7.92	\$7.42	\$8.48
Route Assessment	3.67	3.67	3.33	2.67

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,563	809	750
Passengers per Trip	23.02	23.33	22.47	20.82
Passengers per Revenue Hour	14.49	14.42	15.37	14.32
Purch.Transport. Cost per Brding	\$9.58	\$9.74	\$8.52	\$9.15
Route Assessment	4.00	4.00	4.00	3.33

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		-17%	-24%	-20%
Passengers per Trip	-17%	-16%	-24%	-20%
Passengers per Revenue Hour	-8%	-9%	-5%	+1%
Purch.Transport. Cost per Brding	+21%	+23%	+15%	+8%

Route 560 (West Seattle-Sea Tac-Bellevue)

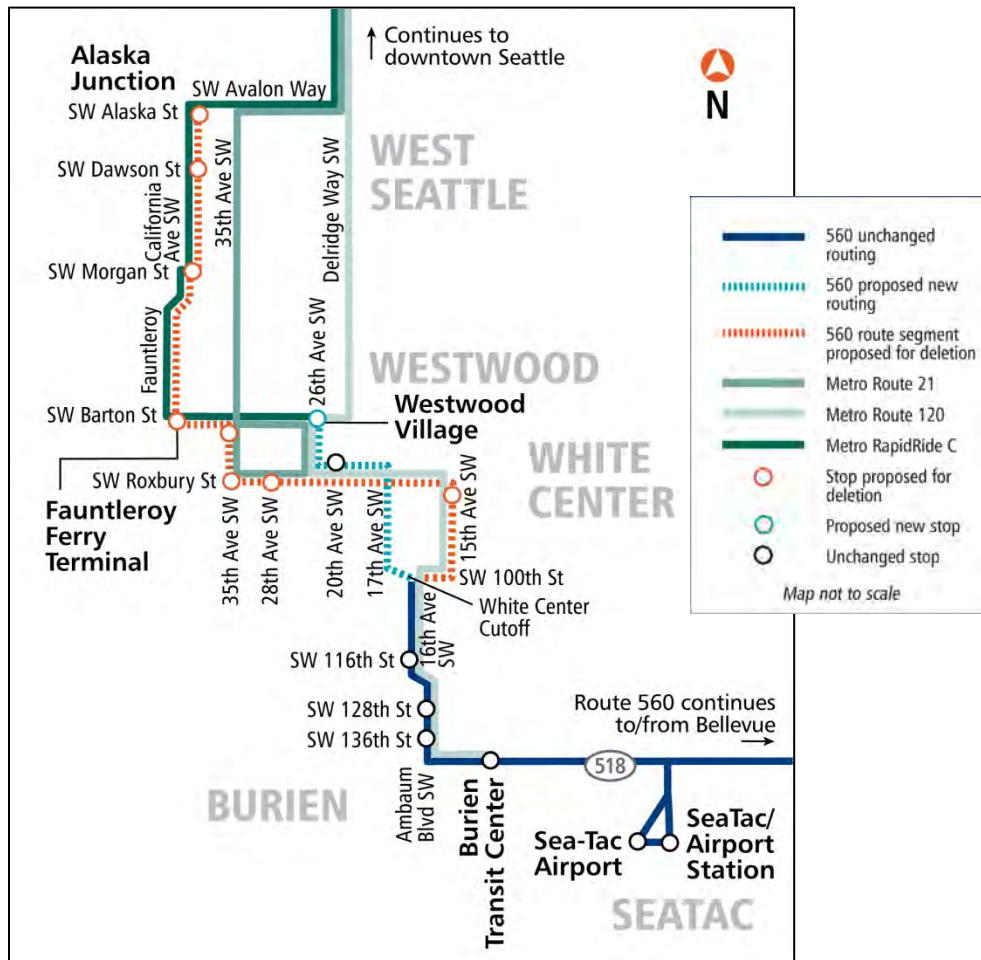


Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Eastbound						
Pass/Trip	29.75	41.67	18.08	22.17	14.8	See Evening service
Pass/ Rev Hr	24.62	31.78	22.67	16.06	17.34	
Westbound						
Pass/Trip	See AM service	19.00	20.38	34.5	22.33	See Evening service
Pass/ Rev Hr		15.10	17.79	21.98	23.37	

Weekday	AM Peak/Midday to West Seattle	PM Peak/Midday to West Seattle
Westbound		
Pass/Trip	20.60	34.5
Pass/ Rev Hr	14.37	21.98
Eastbound		
22.17	36.9	23.25
21.98	29.06	16.93

Service Change Concepts



Planned Route 560 Routing to Westwood Village

With the introduction of the RapidRide C Line and related changes to local service in September 2012, King County Metro established Westwood Village as a major transit hub in southwest Seattle. The peak-period segment of Route 560 between West Seattle and White Center is almost identical to the C Line, creating an opportunity for Sound Transit to avoid route duplication and reallocate resources to an expanded span of service between Burien and Westwood Village. At Westwood, buses can make connections with several West Seattle routes, including RapidRide C Line, Route 21 (downtown Seattle to Westwood Village via 35th Ave SW), and Route 120 (downtown Seattle to Burien via SW Delridge Way).

Three alternatives for route restructures in southwest Seattle were evaluated. The first was to eliminate the peak-only extension of Route 560 between the Alaska Junction and Burien and terminate all trips at Burien Transit Center. An extension of Route 574 (Lakewood-Sea-Tac Airport) from Sea-Tac Airport into Westwood Village would provide an all-day, seven day a week connection between West Seattle and the airport.

A second alternative was to eliminate the peak-only extension of Route 560 between the Alaska Junction and Burien and use the savings to fund an extension of Route 120 to Sea-Tac Airport. This alternative would not have funded an all-day, seven day per week extension, but would have

increased the span of service between West Seattle and Sea-Tac Airport and provide a one-seat ride from one of West Seattle's main north-south corridors to the airport.

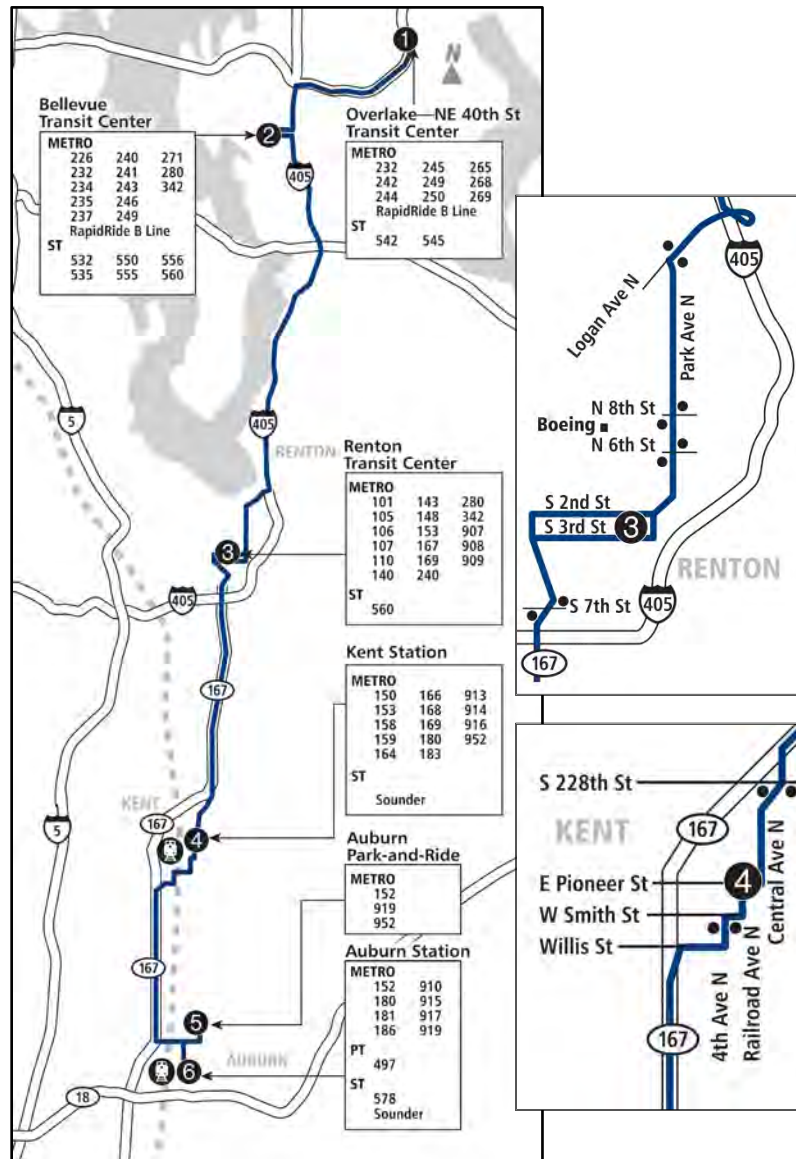
The third and selected alternative is to eliminate the peak-only extension of Route 560 between White Center and the Alaska Junction and re-route Route 560 to Westwood Village. Although this change will eliminate a one-seat ride between the Alaska Junction and Sea-Tac Airport, which is currently available only on weekdays during peak periods, the proposal would expand the span of service into southwest Seattle all day, seven days a week. The current options for traveling from West Seattle to Sea-Tac Airport on weekdays in the off-peak and on weekends involve multiple transfers.

With the reduction of midday service on Route 566 and conversion of peak trips to Route 567 in conjunction with this restructure, Route 560 is expected to accommodate additional riders between Renton and Bellevue. Overall Route 560 ridership and productivity is also expected to improve.

Service Change Highlights

- Revise routing on Route 560 to terminate at Westwood Village Shopping Center on all trips, seven days a week.
- Discontinue the weekday, peak-only segment of Route 560 between White Center and the Alaska Junction.

Route 566 (Auburn-Overlake) and new Route 567 (Kent-Overlake)



Route 566

Description

ST Express bus service on the SR-167 corridor began with Route 565 in 1999. Initially this route connected Federal Way with Bellevue with all-day service on weekdays. As ridership increased, it was joined by a companion route, Route 564, which started at South Hill Transit Center in Puyallup and shared a common path with Route 565 between Auburn and Bellevue. Route 564 began operation in 2003. Both routes were extended from Bellevue to Overlake in September 2005. With increasing ridership on the northern end of the corridor, Sound Transit added new peak period turnback trips between Kent and Overlake in 2006. This resulted in 7 to 15 minute service between these points during weekday peak periods.

Ridership on the Federal Way and South Hill “tails” was not very productive, and a major service restructure was approved by the Board for February 2010 implementation. The objectives were to improve on-time performance, reduce service duplication and better integrate bus service with Sounder. Starting in February 2010, Routes 564 and 565 were combined into a single route (566) operating between Auburn and Overlake only. Route 578 provides an alternate connection between Federal Way and Auburn, and Sounder trains connect Puyallup with Auburn. Route 566 operates all day on weekdays, with a basic 30-minute headway supplemented by frequent turnback trips between Kent and Overlake during peak periods. The turn backtrips combine with the through service to provide bus departures every 7 to 15 minutes northbound from Kent in the morning, and every 7 to 15 minutes southbound from Overlake in the afternoon.

Effective with the February 2011 service change, Pierce Transit assumed the role as contract operator of Route 566 from King County Metro. No service changes took place as a result of this switch. A minor reduction in evening service took place in June 2011.

Performance Assessment

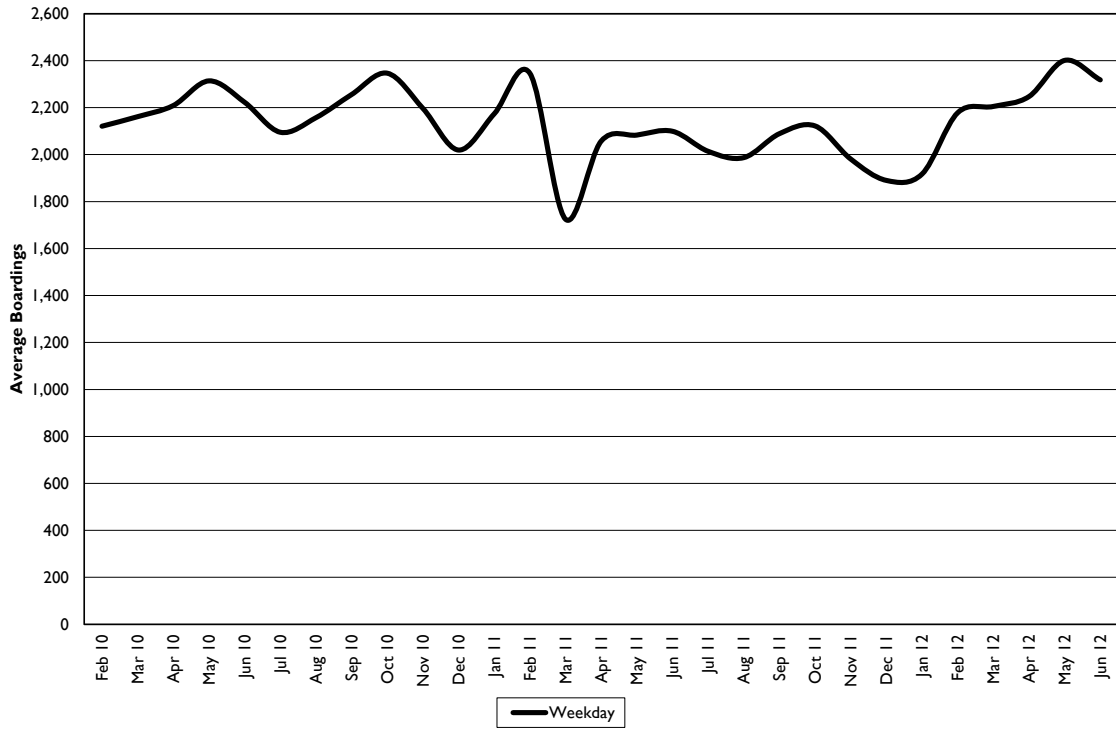
Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		2,080	No weekend service	
Passengers per Trip	24.66	24.66		
Passengers per Revenue Hour	18.54	18.54		
Purch.Transport. Cost per Brding	\$8.62	\$8.62		
Route Assessment	3.67	3.67		

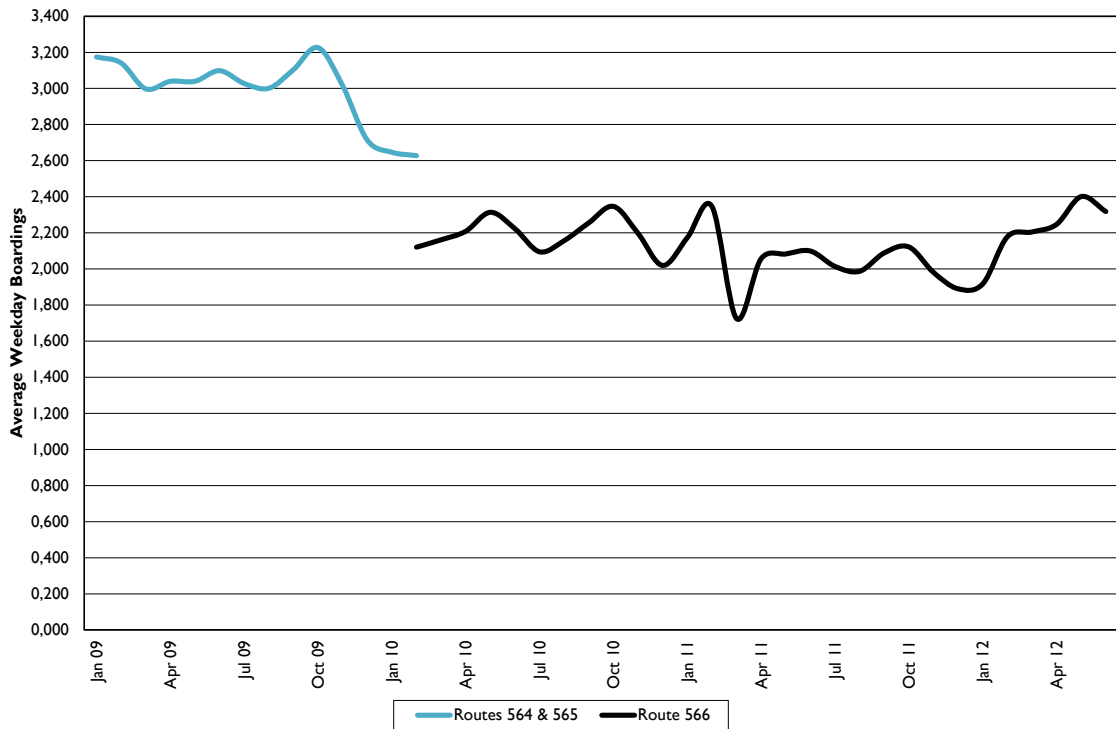
2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		2,323	No weekend service	
Passengers per Trip	29.04	29.04		
Passengers per Revenue Hour	21.82	21.82		
Purch.Transport. Cost per Brding	\$8.15	\$8.15		
Route Assessment	3.33	3.67		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+12%	No weekend service	
Passengers per Trip	+18%	+18%		
Passengers per Revenue Hour	+18%	+18%		
Purch.Transport. Cost per Brding	-5%	-5%		

Route 566 (Auburn-Overlake)



Routes 564, 565 & 566 (SR-167/I-405 Corridor)

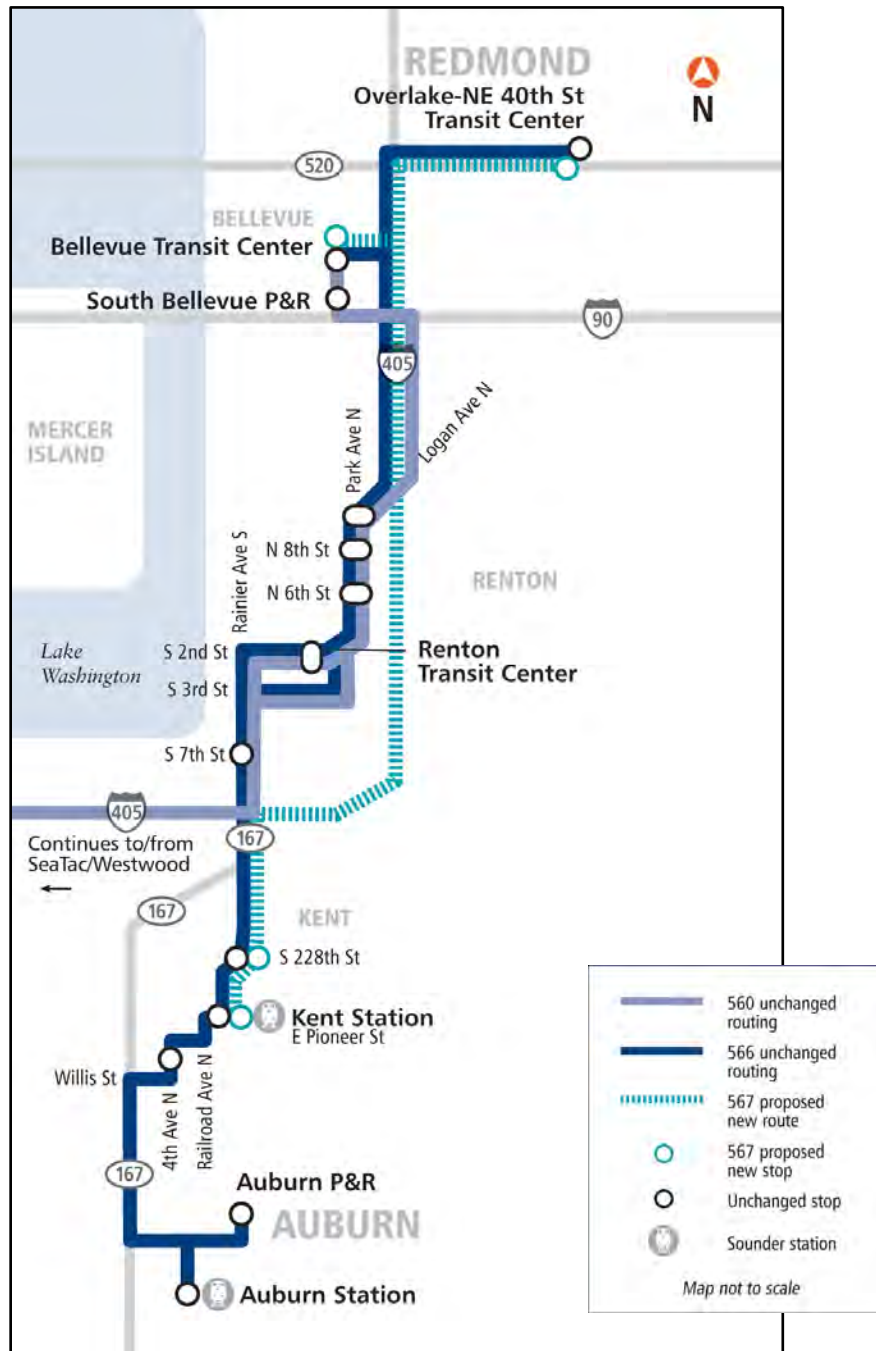


Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening/Night
Northbound					
Pass/Trip	37.67	39.59	19.20	19.19	10.66
Pass/Rev Hr	42.01	41.93	16.39	16.08	9.93
Southbound					
Pass/Trip	See AM	18.42	20.90	41.45	23.67
Pass/Rev Hr	Peak	16.38	16.45	34.51	17.98

Weekday	Early Morning/AM Peak from Kent Station only	Early Morning/AM Peak from Auburn Station	PM Peak to Kent Station only	PM Peak to Auburn Station
Northbound				
Pass/Trip	37.58	41.17	See above	
Pass/ Rev Hr	46.02	37.42		
Southbound				
Pass/Trip	See above		35.60	50.23
Pass/ Rev Hr			35.15	33.86

Service Change Concepts



New Route 567 (Kent-Overlake) and other I-405 Corridor services

Ridership on Route 566 increased 12 percent during the second quarter of 2012, leading to improved passengers per trip and per revenue hour, and lower purchased transportation cost per boarding. The overall route performance score, however, continues to be “Marginal,” which is unchanged from 2010-11. When compared with other ST Express weekday service, the route falls into the “Unsatisfactory” category. Much of the growth that has occurred on this route had been

in peak-period, peak-direction service into Bellevue and Overlake in the morning and south to Renton, Kent, and Auburn in the evening. Off-peak ridership continues to be weak.

Due to the strongly commuter-oriented market served by Route 566, and the relatively lengthy trip time from end to end, Sound Transit will convert eight of the peak-direction trips starting in Kent in the morning and eight trips ending in Kent in the afternoon to new Route 567, which will provide non-stop service between Kent and Bellevue/Overlake. This new route will be timed to meet peak-direction Sounder trains in the morning and afternoon at Kent Station, providing a fast, dependable trip for Pierce and South King County residents commuting to and from the Eastside during peak hours.

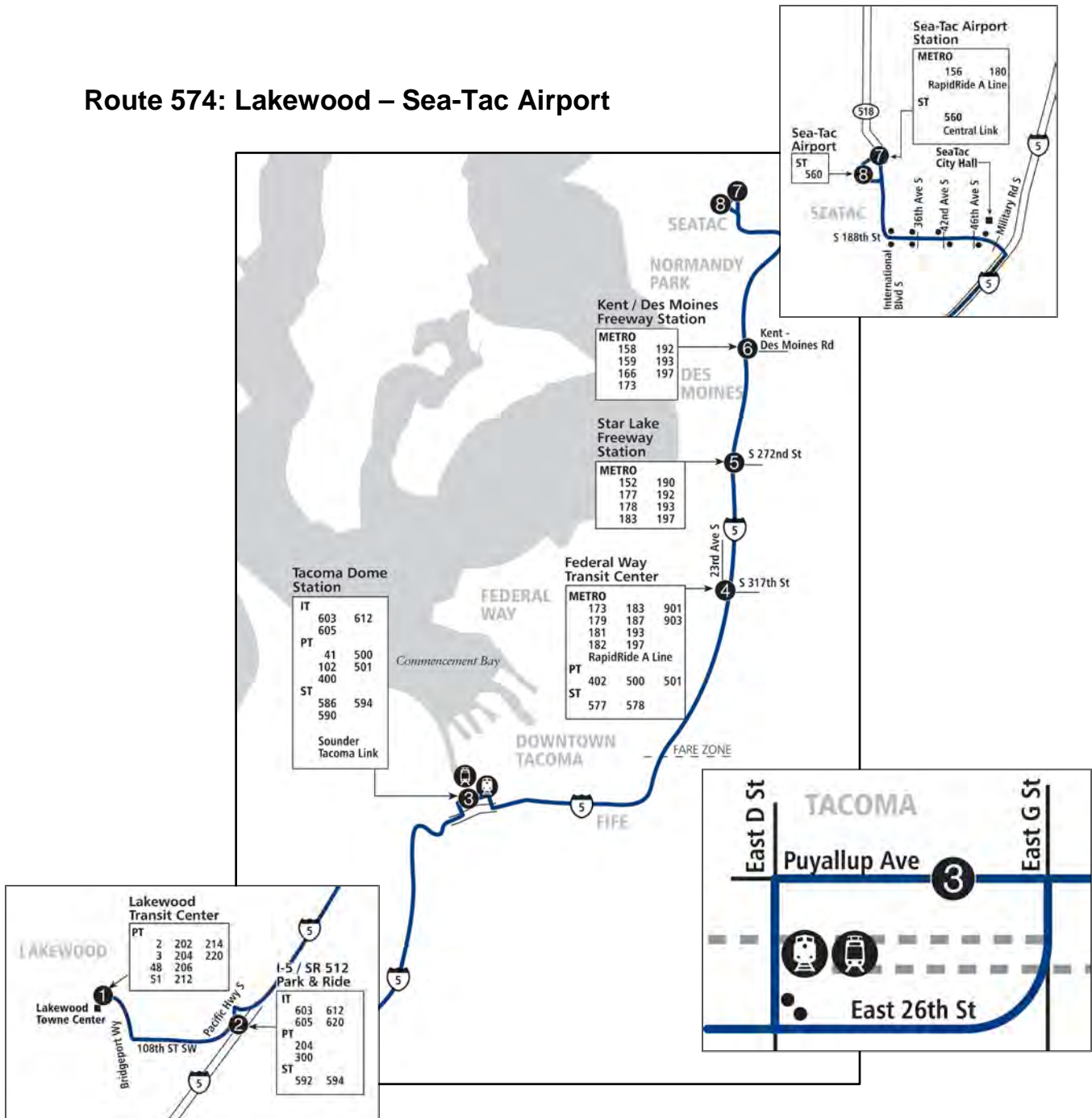
Peak period Route 566 service to and from Auburn will be maintained with 30-minute headways, and during most of the morning and evening peak, 15-minute service will be provided between Kent and Overlake.

To help improve ridership and productivity, and to free up resources for use on overcrowded peak service in the South and East King subareas, midday service on Route 566 will also be reduced. The original Draft SIP proposal deleted most midday service, but the proposal was amended by the Sound Transit Board to retain hourly midday trips between Auburn and Renton only, making timed connections at Renton Transit Center with Route 560 service to and from Bellevue. These changes are expected to improve productivity on both Route 560 and Route 566.

Service Change Highlights

- Convert 16 daily Route 566 trips to new Route 567.
- Reduce midday Route 566 service from every 30 minutes to every 60 minutes between about 9:30 a.m. and 1:30 p.m. southbound, and between about 11:00 a.m. and 3:30 p.m. northbound. Operate route between Auburn Station and Renton Transit Center during these time periods, making timed connections at Renton with Route 560 service to and from Bellevue.
- Operate new Route 567 between Kent and Overlake with one trip to meet each peak-direction Sounder train at Kent Station. Stops will be limited to Kent Station, Bellevue Transit Center and Overlake Transit Center.
- Use savings from Route 566 changes to fund new peak period trips on Routes 545, 550 and 577

Route 574: Lakewood – Sea-Tac Airport



Route 574

Description

The Lakewood to Sea-Tac Express began service in September 1999. It operates along the I-5 corridor, with intermediate stops at SR-512 Park-and-Ride, Tacoma Dome Station, Federal Way Transit Center, Star Lake Park-and-Ride, Kent/Des Moines Park-and-Ride and along South 188th Street in SeaTac. Route 574 operates all day, seven days a week, with early morning trips serving airport employees starting work at 3:30 a.m. In June 2005, late morning service was reduced from every 30 minutes to every 60 minutes due to lower ridership and productivity during that time period. Routing was revised in February 2006 to use the new South 317th/I-5 HOV Direct Access ramps and Sound Transit’s new Federal Way Transit Center.

Route 574 was an integral part of the rail-bus service restructuring that took place in February 2010. Routing was modified to serve the SeaTac/Airport Link Station as well as the bus stop on the airport's arrivals level. Route 574 replaced the former Metro Route 194 service between Sea-Tac Airport and Federal Way, and as a result the pre-June 2005 weekday morning service levels were restored, increasing from every 60 minutes to every 30 minutes between 8:00 a.m. and 12 noon. In addition, new southbound trips were added early weekday afternoons to accommodate a major airport employee shift time. The actual increase in afternoon ridership turned out to be less than expected, so some of the added trips were deleted with the October 2010 service change to improve productivity.

In June 2011, routing in the SeaTac area was revised to accommodate a new shuttle bus stop platform being constructed adjacent to the Route 574 stop at the airport. This change resulted in southbound trips serving the SeaTac/Airport Link Station first, followed by the airport stop, the reverse of the earlier routing.

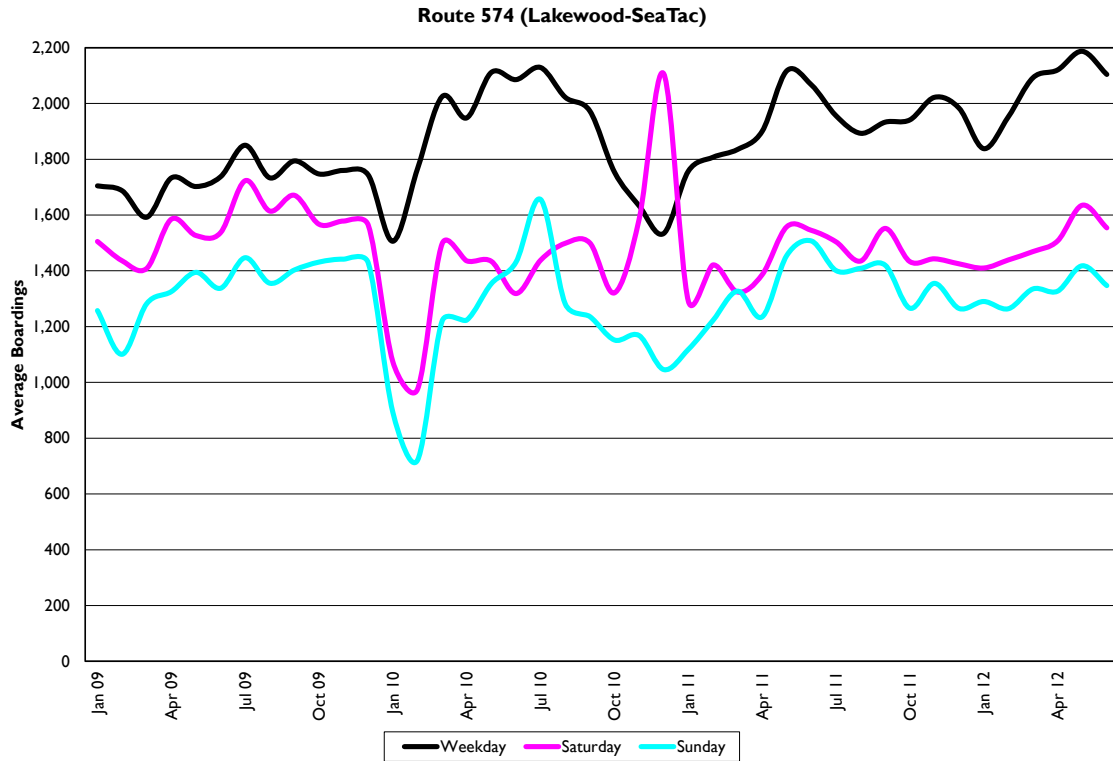
Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		2,028	1,488	1,407
Passengers per Trip	25.64	26.01	25.22	23.85
Passengers per Revenue Hour	17.63	17.74	16.97	17.62
Purch.Transport. Cost per Brding	\$7.60	\$7.64	\$7.29	\$7.64
Route Assessment	3.67	3.67	3.33	2.67

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		2,138	1,564	1,365
Passengers per Trip	26.77	27.41	26.52	23.14
Passengers per Revenue Hour	18.32	18.36	19.54	16.96
Purch.Transport. Cost per Brding	\$8.16	\$8.15	\$7.67	\$8.75
Route Assessment	3.67	3.67	3.67	3.33

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+5%	+5%	-3%
Passengers per Trip	+4%	+5%	+5%	-3%
Passengers per Revenue Hour	+4%	+3%	+15%	-4%
Purch.Transport. Cost per Brding	+7%	+7%	+5%	+15%



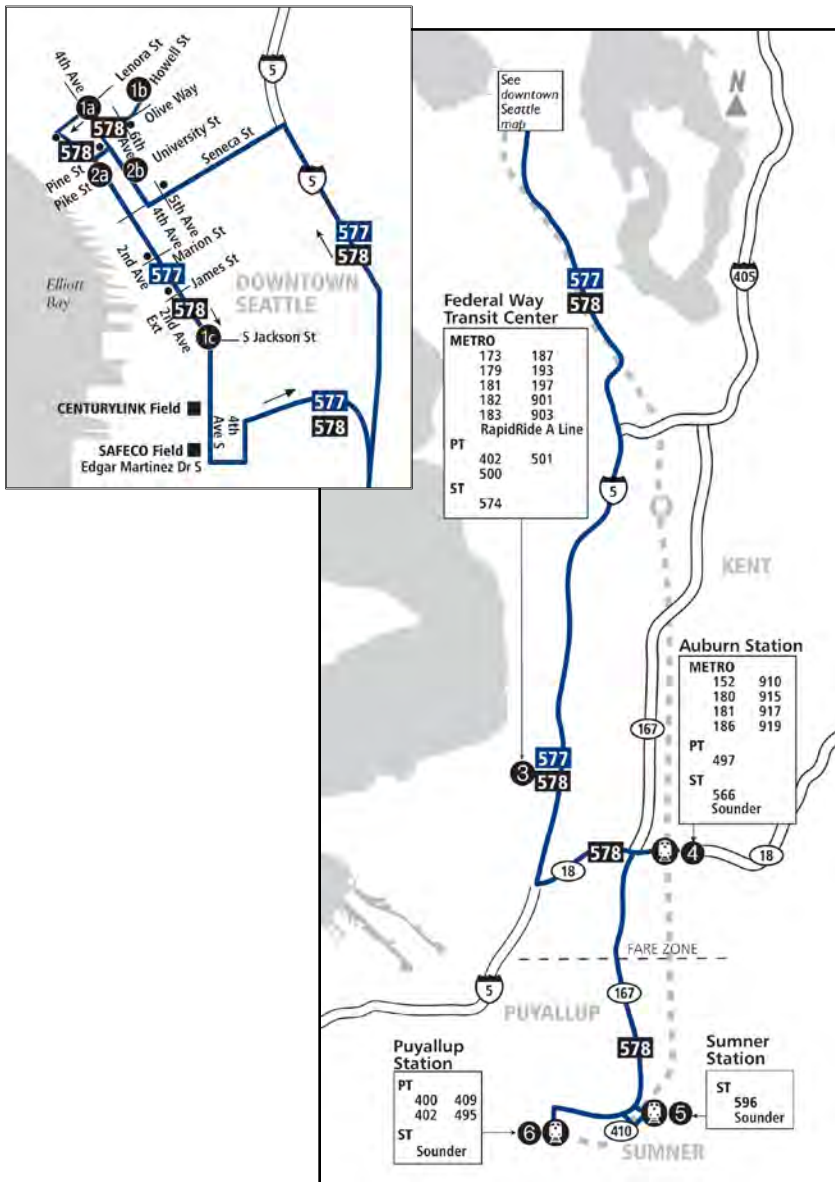
Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Northbound						
Pass/Trip	33.16	33.81	27.27	24.70	19.11	See Evening service
Pass/ Rev Hr	34.48	28.91	23.72	21.47	17.64	
Southbound						
Pass/Trip	13.25	17.13	27.05	37.84	22.47	30.30
Pass/ Rev Hr	12.04	17.13	22.93	27.03	19.17	27.13

Service Change Concepts

No changes are planned for Route 574 during 2013.

Route 577: Federal Way – Seattle



Routes 577 and 578

Description

Route 577 began operation as a peak-hour, peak-direction service between the new Federal Way Transit Center and downtown Seattle in February 2006. Adjacent to the transit center is a 1,200 stall park-and-ride garage. The route provides non-stop express service between the transit center and downtown Seattle, utilizing the I-5 HOV lanes over the entire distance to provide a very time-competitive trip.

With the September 2009 service change, King County Metro modified Route 179 to serve the Federal Way Transit Center, augmenting Route 577 express service between the transit center and downtown Seattle during peak periods. This change addressed “peak of the peak” overloads on Route 577 and allowed room for future ridership growth.

As part of the major bus-rail service restructuring in February 2010, Routes 577 and 578 replaced all the Seattle-Federal Way service formerly provided by Metro Route 194. This allowed King County Metro to redeploy the Route 194 hours for service improvements elsewhere in Seattle and South King County. To accomplish this transition, service levels on Route 577 were expanded to provide hourly headways on Saturdays, Sundays and holidays. Route 578 was expanded to provide Federal Way express service in the “reverse direction” during weekday peak periods and in both directions during the midday and at night. In June 2010, hourly Route 578 service was introduced on Saturdays, and together with Route 577 provides 30-minute service between Federal Way and Seattle. Service expansion on the two routes covered all the time periods formerly served by Metro Route 194.

Route 577 contract operation was transferred from King County Metro to Pierce Transit effective with the February 2011 service change. The articulated buses used on the route were replaced with high-capacity Motor Coach Industries (MCI) buses. Initially, the changeover to MCI buses caused some overcrowding as the articulated buses they replaced had more room for standees. Schedule adjustments helped to balance loads and together with the addition of a northbound morning trip resolved the immediate problem. In June 2012, another northbound morning trip was added to address overcrowding

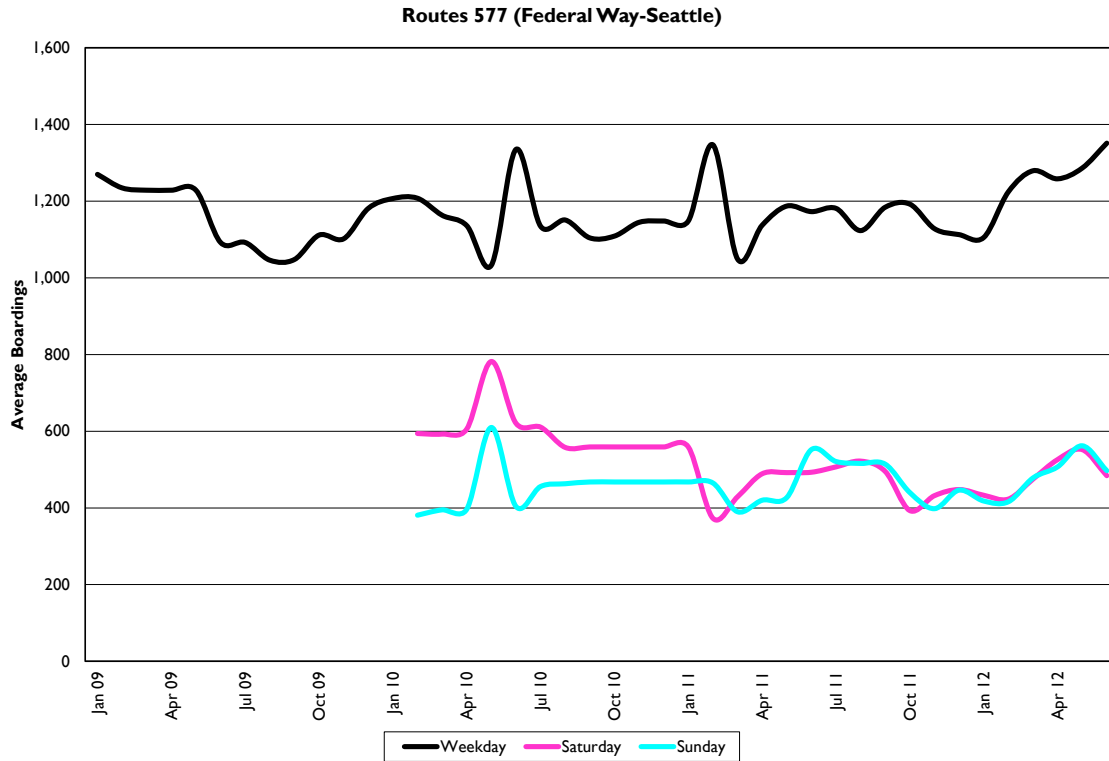
Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,166	491	461
Passengers per Trip	29.8	35.09	15.35	16.45
Passengers per Revenue Hour	36.41	42.62	18.99	20.49
Purch.Transport. Cost per Brding	\$5.17	\$4.81	\$7.56	\$7.06
Route Assessment	2.00	1.67	3.67	2.33

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,298	518	524
Passengers per Trip	31.72	36.84	16.18	18.71
Passengers per Revenue Hour	38.30	44.84	19.02	22.24
Purch.Transport. Cost per Brding	\$5.14	\$4.77	\$7.84	\$6.85
Route Assessment	2.00	1.67	4.00	3.00

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+11%	+5%	+14%
Passengers per Trip	+6%	+5%	+5%	+14%
Passengers per Revenue Hour	+5%	+5%	<1%	+9%
Purch.Transport. Cost per Brding	<1%	-1%	+4%	-3%



Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	PM Peak
Northbound			
Pass/Trip	See AM Peak	50.31	No service
Pass/ Rev Hr		76.23	
Southbound			
Pass/Trip	See AM Peak	4.66	47.85
Pass/ Rev Hr		7.05	69.18

Service Change Concepts

Overall productivity of Route 577 service is rated “Satisfactory,” which is unchanged from 2011. However, weekday boardings were up 11 percent in the second quarter of 2012 compared to the same period in 2011. Overcrowded conditions in the morning have been eased to some degree by the addition of new trips in 2011 and 2012, but overcrowding has become an issue for the afternoon commute as the service increases in popularity. With Board approval of midday service reductions on Route 566, resources will be available to implement a new southbound p.m. trip to address the most severe overcrowding. This added trip will be implemented in June 2013.

Route 578: Puyallup-Seattle

See map in Route 577 section above.

Description

This route began in June 2009 with one early evening weekday trip, intended as an alternative for train passengers who formerly rode the 6:45 p.m. Sounder train trip from Seattle. The Sounder departure time had been shifted 30 minutes earlier to 6:15 p.m., leaving evening commuters without a return service to Auburn, Sumner and Puyallup. This single one-way trip was the beginning of an important express route that now serves many different functions in the South Corridor. Operating non-stop between downtown Seattle and Federal Way Transit Center, Route 578 provides a fast, auto-competitive trip between these points using the I-5 HOV Lanes. The route continues from Federal Way to Auburn Station, Sumner Station and Puyallup Station. Because it serves several Sounder stations, the route functions as a “shadow” service when Sounder trains are not scheduled to operate, providing a comprehensive corridor service for South Line riders.

With the February 2010 service restructuring, Route 578 was expanded to provide off-peak direction trips and two-way midday and evening trips on weekdays. Schedules are designed to complement rather than duplicate Sounder train service, and Route 578 is carefully coordinated with Route 577 schedules to provide full-time service between Seattle and Federal Way. Beginning in June 2010, Saturday Route 578 service was inaugurated on a 60-minute headway, alternating with Route 577 trips to provide a combined 30-minute service between Federal Way Transit Center and Seattle.

To avoid continued duplication of service and to allow resources to be deployed more productively elsewhere, Sound Transit discontinued the peak period extension between Puyallup and Tacoma in June 2012. At the same time, Sound Transit initiated Sunday service on Route 578 on a schedule identical to Saturday service. Service is coordinated with Route 577 to provide a combined 30-minute headway between Federal Way Transit Center and downtown Seattle.

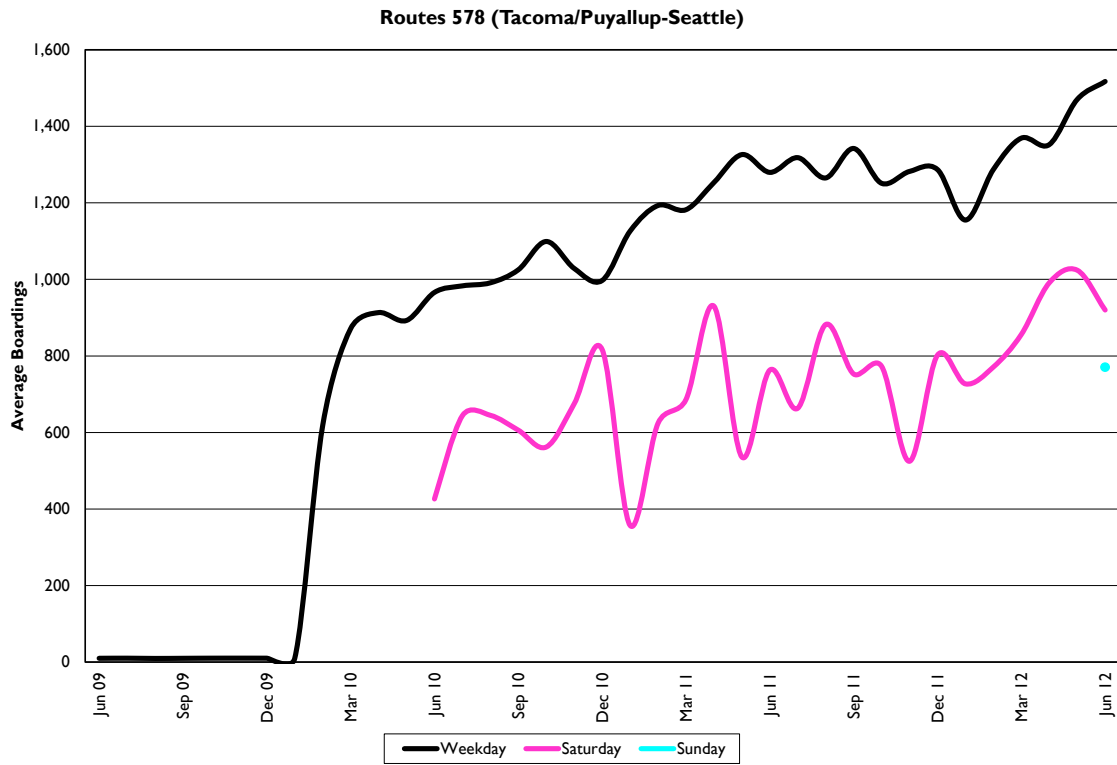
Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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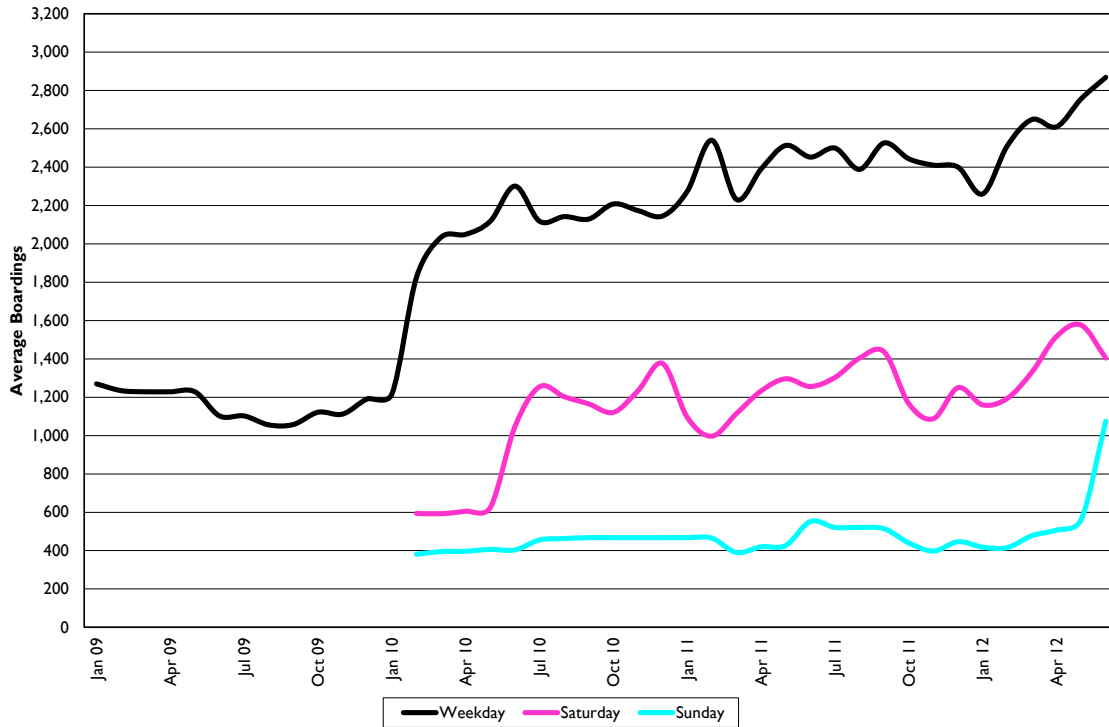
2nd Quarter 2011	Overall	Weekday	Saturday*	Sunday
Daily Boardings		1,286	768	No Sunday service
Passengers per Trip	25.26	25.22	25.61	
Passengers per Revenue Hour	13.97	13.98	13.93	
Purch.Transport. Cost per Brding	\$8.82	\$8.81	\$8.90	
Route Assessment	3.67	3.67	3.67	

2nd Quarter 2012	Overall	Weekday	Saturday*	Sunday
Daily Boardings		1,447	974	771
Passengers per Trip	28.84	28.50	32.46	25.69
Passengers per Revenue Hour	16.18	16.04	17.79	14.10
Purch.Transport. Cost per Brding	\$8.46	\$8.52	\$7.81	\$9.89
Route Assessment	3.67	3.67	3.33	3.33

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+12%	+27%	No Sunday service
Passengers per Trip	+14%	+13%	+27%	
Passengers per Revenue Hour	+16%	+15%	+28%	
Purch.Transport. Cost per Brding	-4%	-3%	-12%	



Routes 577/578 (Seattle-Federal Way/Puyallup)



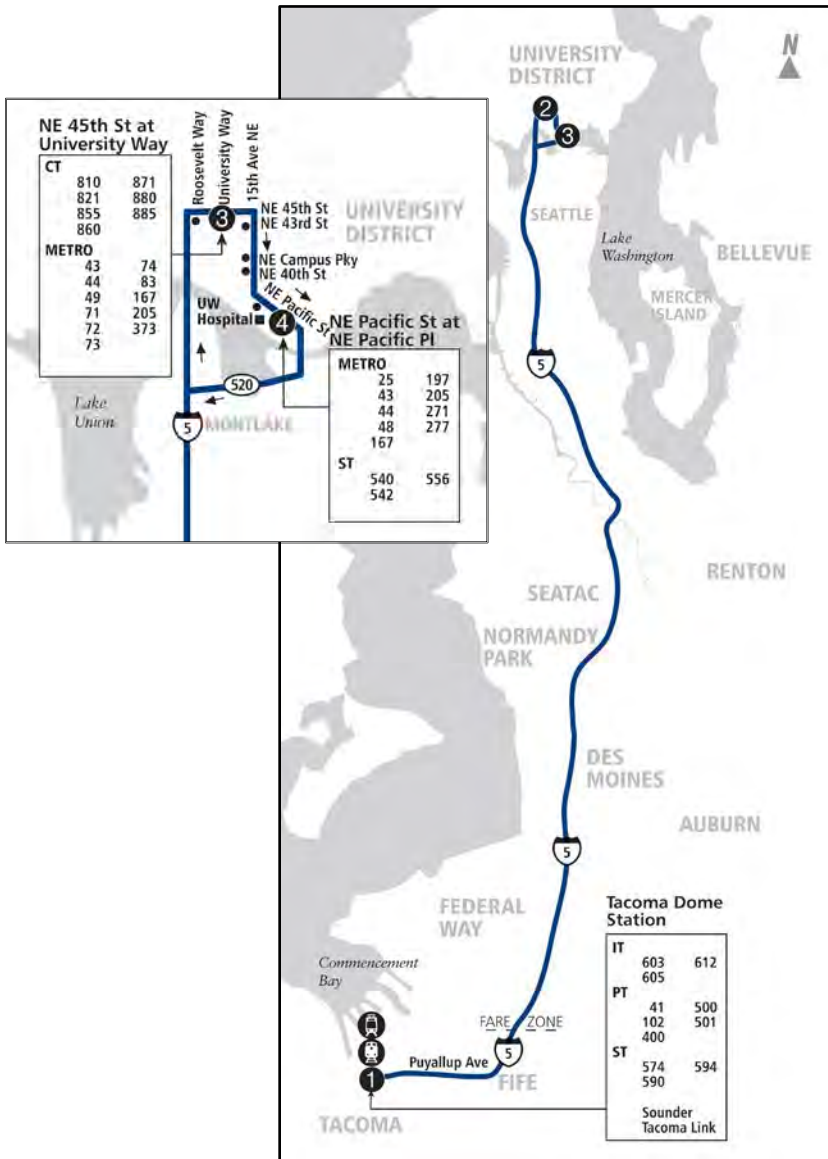
Passenger Activity by Time Period

Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Northbound						
Pass/Trip	No service	No service	33.29	28.88	14.80	No service
Pass/ Rev Hr			24.356	16.19	9.92	
Southbound						
Pass/Trip	15.72	15.02	31.05	No service	34.87	See Evening service
Pass/ Rev Hr	10.25	10.20	23.05		26.15	

Service Change Concepts

While Route 578 performance is still rated as “Unsatisfactory” compared with other ST Express routes, its ridership and productivity improved significantly compared with 2011. Staff believes these positive trends will continue as Route 578 taps into latent demand for off-peak express bus service in Federal Way and communities along the Sounder corridor in Pierce County. No changes are planned for Route 578 during 2013.

Route 586: Tacoma – University District



Route 586

Description

The Tacoma to the University District Express began service in September 2002. It operates generally along the I-5 corridor between Tacoma Dome Station and the U-District. Service operates weekdays only in the peak direction, northbound in the morning and southbound in the afternoon. With the June 2006 Service Change, three northbound trips leaving downtown Tacoma in the morning and four southbound trips leaving the U-District in the afternoon were added. In June 2010, several schedule efficiencies were implemented and one southbound trip was deleted. These efficiencies saved approximately \$192,000 per year in operating costs. Sound Transit had temporarily suspended four midday trips during the summer service period when the University of Washington was not in session in 2004 and 2005. This practice was discontinued in 2006 but reinstated in 2011. The current full service

schedule (October-June) offers 9 trips from Tacoma to the U-District and 10 return trips, with 7 and 8 trips, respectively, offered June through September. To avoid duplication with other services and improve productivity, Sound Transit deleted the segment of Route 586 between Tacoma Dome Station and downtown Tacoma in September 2012.

Performance Assessment

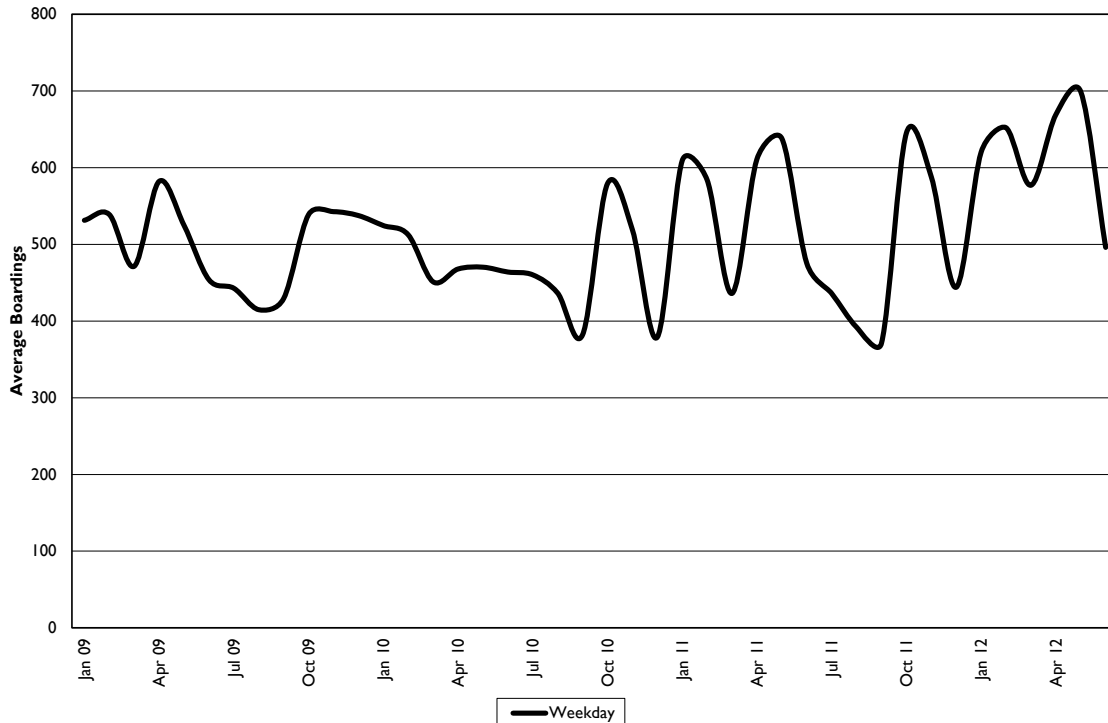
Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		573	No weekend service	
Passengers per Trip	31.63	31.63		
Passengers per Revenue Hour	26.39	26.39		
Purch.Transport. Cost per Brding	\$8.93	\$8.93		
Route Assessment	2.67	2.67		

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		623	No weekend service	
Passengers per Trip	34.47	34.47		
Passengers per Revenue Hour	28.88	28.88		
Purch.Transport. Cost per Brding	\$9.05	\$9.05		
Route Assessment	3.00	3.33		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+9%	No weekend service	
Passengers per Trip	+9%	+9%		
Passengers per Revenue Hour	+9%	+9%		
Purch.Transport. Cost per Brding	+1%	+1%		

Route 586 (Tacoma-U. District)



Like Route 540, Route 586 ridership is almost entirely UW-oriented and the ups and downs in the graph above reflect the relative levels of activity during the school year. There is a regular downturn in ridership during the summer quarter. However, recent trends have been upwards and performance has improved since 2010.

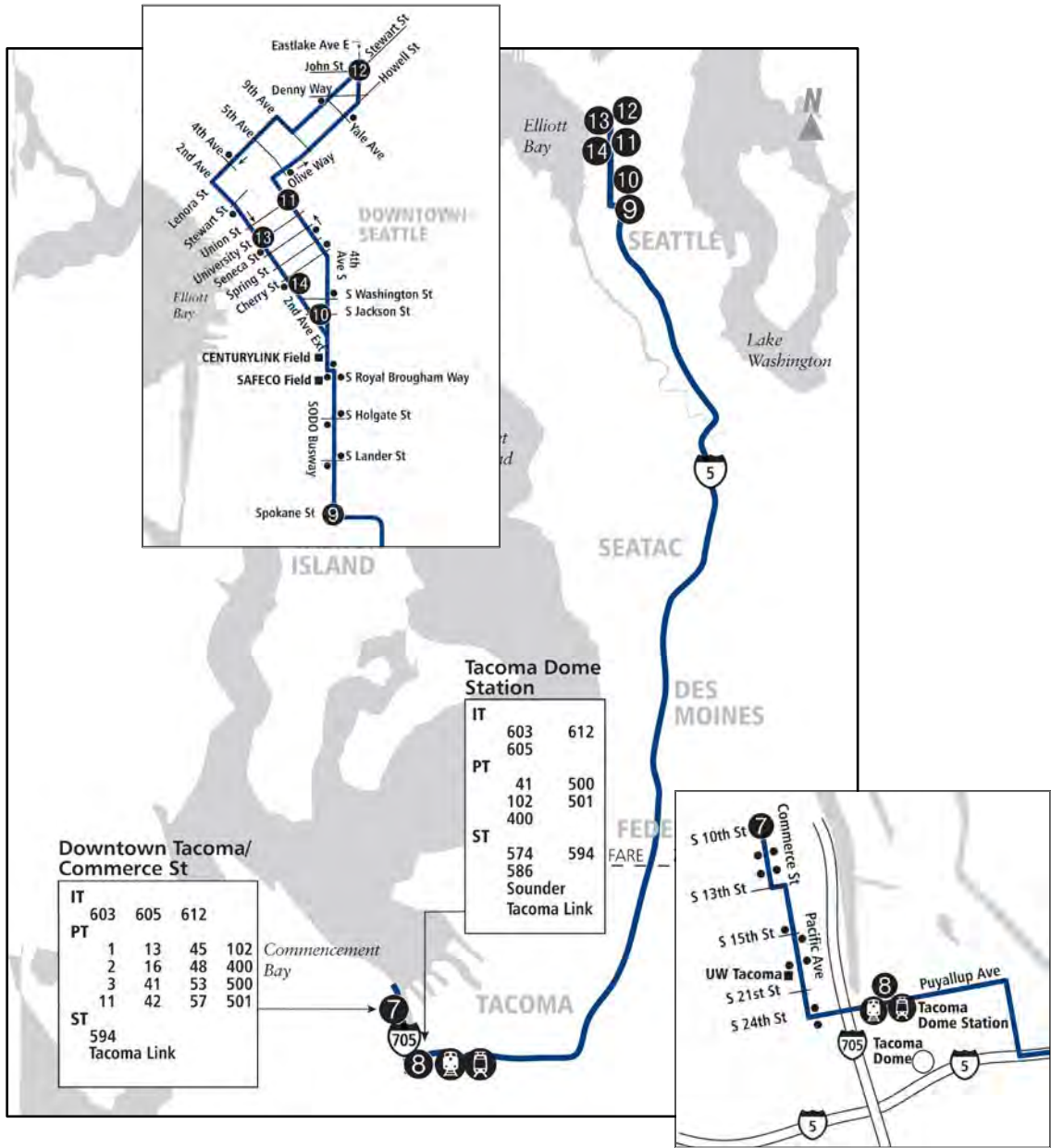
Passenger Activity by Time Period

Weekday	AM Peak	Midday	PM Peak
Northbound			
Pass/Trip	34.29	No service	
Pass/ Rev Hr	32.50		
Southbound			
Pass/Trip	No service	29.88	34.07
Pass/ Rev Hr		29.08	32.02

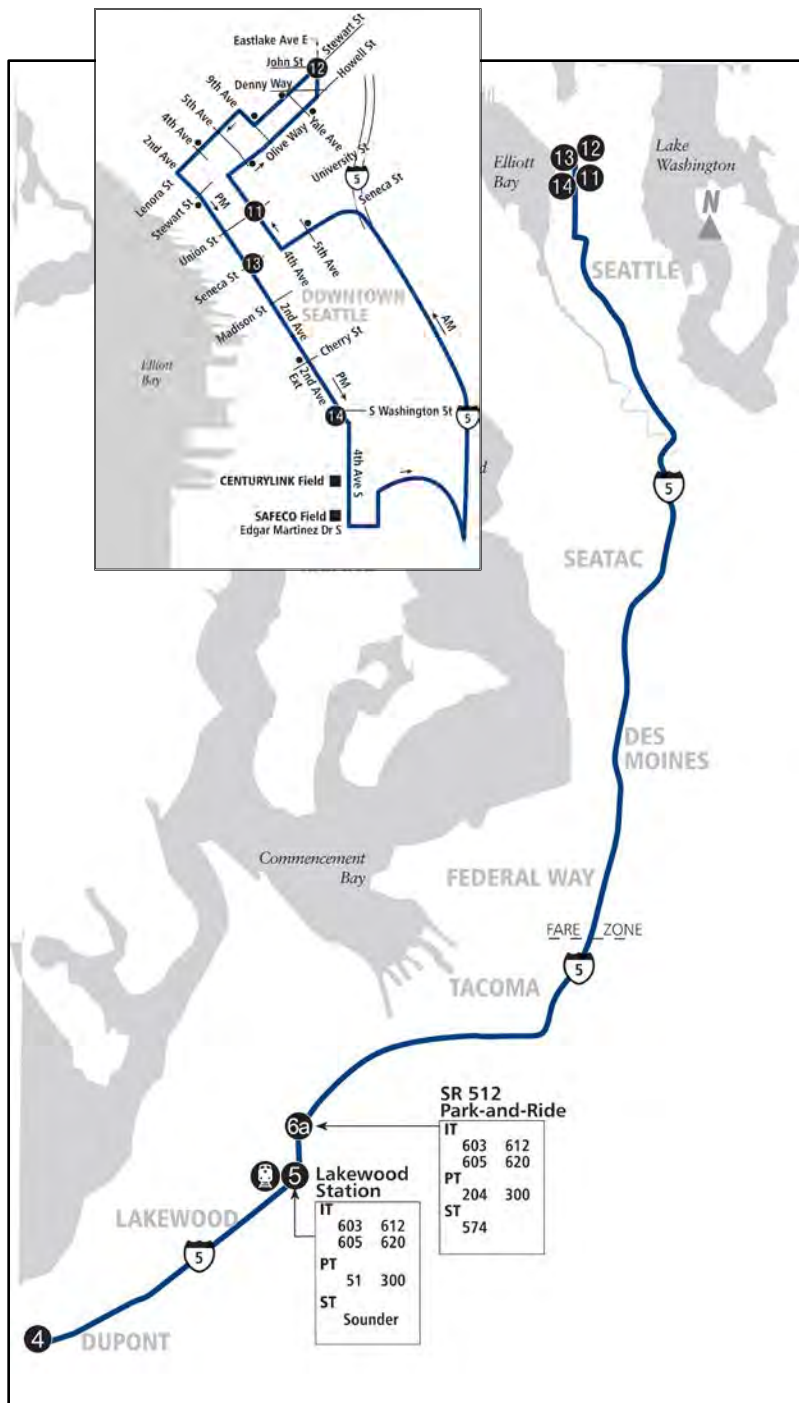
Service Change Concepts

No changes are planned for Route 586 during 2013.

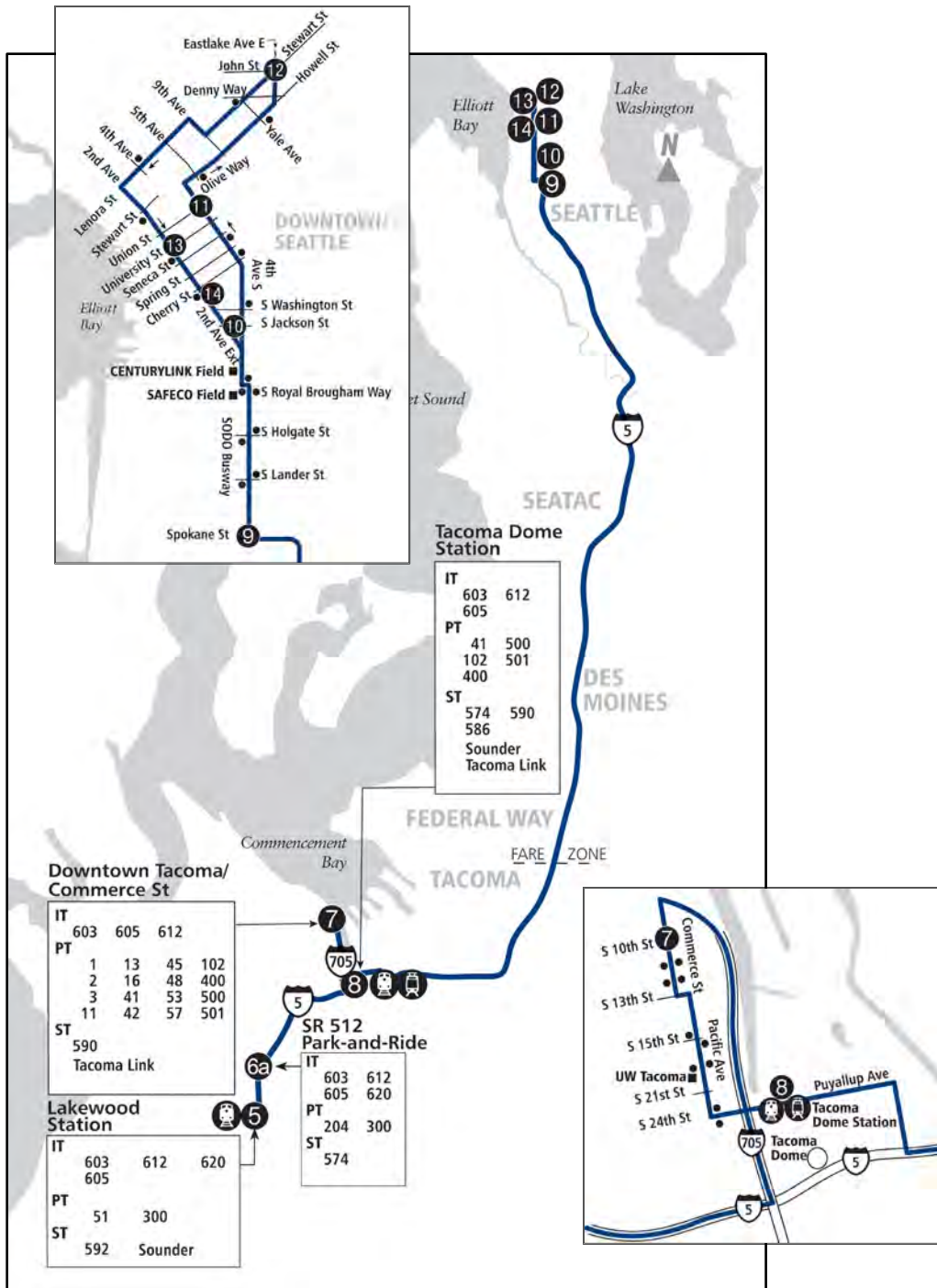
Route 590/592/593/594/595: DuPont – Lakewood – Tacoma – Seattle



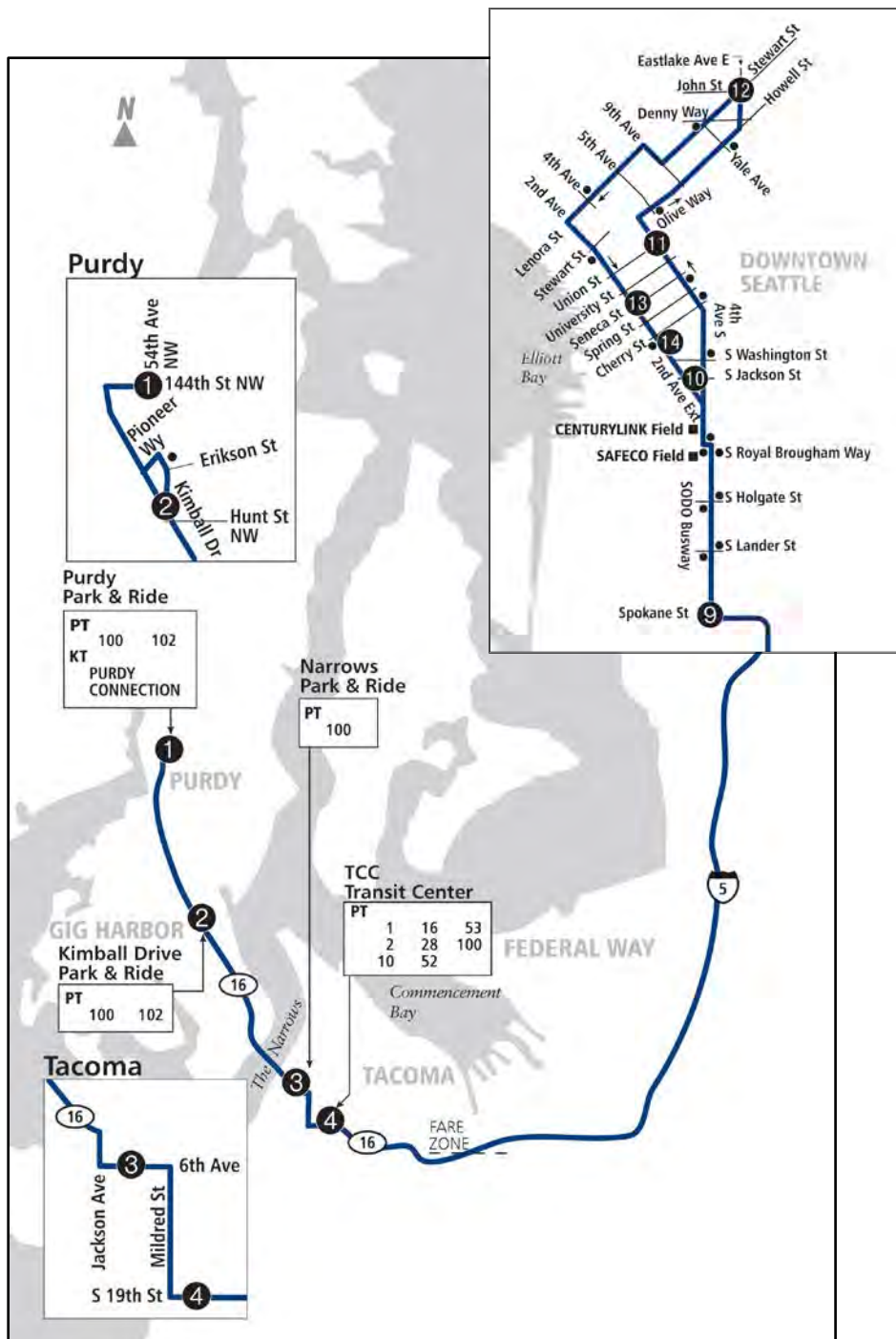
Route 590 (Tacoma-Seattle)



Route 592 (DuPont/Lakewood-Seattle)



Route 594 (Tacoma/Lakewood-Seattle)



Route 595 (Purdy/Gig Harbor-Seattle)

Description

The Tacoma/Lakewood-Seattle Express began as a Pierce Transit service in 1991 and was incorporated into Sound Transit’s regional express network in September 1999. The five routes serve downtown Seattle, operate along the I-5 corridor and make limited stops within Pierce County. Route 590 currently operates frequently during peak periods, making stops in downtown Tacoma and at the Tacoma Dome Station. Route 592, which also operates only during peak periods, provides very limited stops with service to DuPont Station, Lakewood Station and SR-512 Park-and-Ride. Route 594 operates during off-peak times and in the off-

peak direction during rush hours, making stops at Lakewood Station, SR-512 Park-and-Ride, downtown Tacoma, and the Tacoma Dome Station. Route 595 serves peak period commuters along the SR-16 corridor, including the Purdy Park-and-Ride, Gig Harbor Park-and-Ride, the Narrows Park-and-Ride and Tacoma Community College Transit Center. The segment of Route 595 west of the Tacoma Narrows is funded by Pierce Transit since the Gig Harbor/Purdy area is outside of the Sound Transit district.

Sound Transit has steadily increased service and improved operating efficiency along this corridor. Route 592 was extended to DuPont Station in February 2002, and Sunday Route 594 service was increased from every 60 minutes to every 30 minutes in June 2002. High-capacity MCI highway buses were first introduced on the corridor in 2005. These buses have been very economical to operate and are popular with customers because of their smooth ride and comfortable seating. With the June 2006 service change, the peak-period schedule was improved and additional “reverse peak” trips were implemented. To increase operating efficiency and reduce fuel consumption, Sound Transit worked with Pierce Transit to develop a demonstration program in 2006 that stores buses in Seattle during the midday. This eliminates the need to deadhead up to 25 buses to and from Pierce County, saving approximately 2,000 bus miles per day. Buses are now stored at Sound Transit’s Central Link Operations and Maintenance Facility (OMF) during the midday, and the program has been made permanent.

In September 2008, Route 594 was extended from the SR-512 Park-and-Ride to the newly opened Lakewood Station and Sound Transit added more trips on Route 592 to serve the new park-and-ride. At the same time, the Route 592 schedule was adjusted to expand the span of service to DuPont Station. Route 591, a peak-only route similar to Route 594, was discontinued and replaced by additional trips on Routes 590 and 592. This change added more capacity for ridership growth during peak “shoulder” periods.

In February 2009, Route 593 was created to serve the then new South Tacoma Station. Route 593 was designated as an interim route by the Sound Transit Board, so Route 593 trips were converted to Route 590 service when Sounder trains started serving South Tacoma in October 2012. In addition to the 14 converted 593 trips, in order to address ridership growth between Tacoma and Seattle, Sound Transit added 15 additional weekday trips to Route 590. Two trips were also added to Route 594 in order to provide a combined frequency of 15 minutes with Route 590 during non-peak but high demand times of day.

Also in October 2012, and related to the introduction of Sounder service to Lakewood, Sound Transit reduced peak service levels on Route 592 from every 10 minutes to every 15 minutes, while starting and ending all trips at DuPont. At the Seattle end, Route 592 was streamlined for faster operation to and from the downtown core, both speeding up service and reducing operating costs.

Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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Routes 590/593

2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		2,414	No weekend service	
Passengers per Trip	29.43	29.43		
Passengers per Revenue Hour	21.88	21.88		
Purch.Transport. Cost per Brding	\$7.46	\$7.46		
Route Assessment	3.33	3.33		

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		2,510	No weekend service	
Passengers per Trip	30.61	30.61		
Passengers per Revenue Hour	22.89	22.89		
Purch.Transport. Cost per Brding	\$8.07	\$8.07		
Route Assessment	3.33	3.33		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+4%	No weekend service	
Passengers per Trip	+4%	+4%		
Passengers per Revenue Hour	+5%	+5%		
Purch.Transport. Cost per Brding	+8%	+8%		

Route 592

2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		920	No weekend service	
Passengers per Trip	19.58	19.58		
Passengers per Revenue Hour	13.81	13.81		
Purch.Transport. Cost per Brding	\$11.50	\$11.50		
Route Assessment	4.00	4.00		

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,037	No weekend service	
Passengers per Trip	22.54	22.54		
Passengers per Revenue Hour	15.60	15.60		
Purch.Transport. Cost per Brding	\$11.34	\$11.34		
Route Assessment	4.00	4.00		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+13%	No weekend service	
Passengers per Trip	+15%	+15%		
Passengers per Revenue Hour	+13%	+13%		
Purch.Transport. Cost per Brding	-1%	-1%		

Route 594

2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,845	2,469	1,907
Passengers per Trip	30.21	30.14	33.64	27.13
Passengers per Revenue Hour	15.42	14.84	18.33	15.17
Purch.Transport. Cost per Brding	\$7.85	\$8.16	\$6.63	\$7.95
Route Assessment	3.67	3.67	2.67	2.67

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		1,911	2,453	1,783
Passengers per Trip	30.94	31.51	33.88	25.79
Passengers per Revenue Hour	15.93	15.68	18.04	14.87
Purch.Transport. Cost per Brding	\$8.34	\$8.50	\$7.31	\$8.88
Route Assessment	3.67	3.67	3.33	3.33

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		+4%	-1%	-7%
Passengers per Trip	+2%	+5%	+1%	-5%
Passengers per Revenue Hour	+3%	+6%	-2%	-2%
Purch.Transport. Cost per Brding	+6%	+4%	+10%	+12%

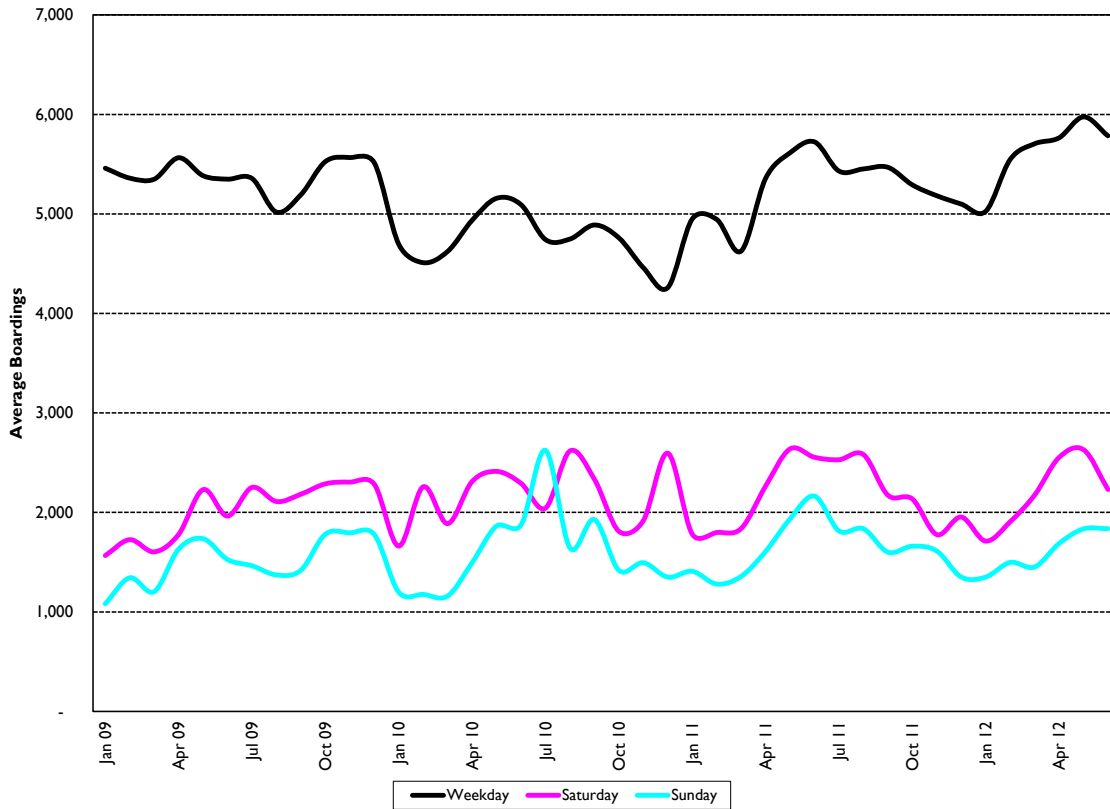
Route 595

2nd Quarter 2011	Overall	Weekday	Saturday	Sunday
Daily Boardings		389	No weekend service	
Passengers per Trip	38.88	38.88		
Passengers per Revenue Hour	22.07	22.07		
Purch.Transport. Cost per Brding	\$9.16	\$9.16		
Route Assessment	2.67	3.00		

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		384	No weekend service	
Passengers per Trip	38.42	38.42		
Passengers per Revenue Hour	21.80	21.80		
Purch.Transport. Cost per Brding	\$9.51	\$9.51		
Route Assessment	3.00	3.33		

2011-2012 Comparison	Overall	Weekday	Saturday	Sunday
Daily Boardings		-1%	No weekend service	
Passengers per Trip	-1%	-1%		
Passengers per Revenue Hour	-1%	-1%		
Purch.Transport. Cost per Brding	+4%	+4%		

Routes 590/592/593/594/595 (Lakewood/Tacoma-Seattle)



Passenger Activity by Time Period

Route 590 Weekday	Early Morning	AM Peak	PM Peak
Northbound			
Pass/Trip	29.74	33.43	16.43
Pass/ Rev Hr	32.38	31.01	13.69
Southbound			
Pass/Trip	See AM Peak service	21.46	33.04
Pass/ Rev Hr		19.22	25.88

Route 590 Weekday	Peak direction trips to/from Tacoma Dome Station only	Peak direction trips to/from Downtown Tacoma
Northbound		
Pass/Trip	30.94	33.59
Pass/ Rev Hr	32.31	29.38
Southbound		
Pass/Trip	31.33	31.55
Pass/ Rev Hr	25.70	24.50

Route 592 Weekday	Early Morning	AM Peak	PM Peak
Northbound			
Pass/Trip	30.62	28.79	1.63*
Pass/ Rev Hr	22.01	19.51	5.13*
Southbound			
Pass/Trip	3.52*		26.81
Pass/ Rev Hr	5.70*		17.84

* Northbound PM Peak and Southbound AM Peak service is only between DuPont Station and SR-512 Park-and-Ride except one southbound early morning Seattle-Lakewood-DuPont trip; all other service is DuPont/Lakewood-Seattle in the peak direction.

Route 592 Weekday	Peak direction trips to/from Lakewood Station only	Peak direction trips to/from DuPont Station
Northbound		
Pass/Trip	27.10	33.41
Pass/ Rev Hr	20.99	20.56
Southbound		
Pass/Trip	28.34	16.67
Pass/ Rev Hr	20.50	12.70

Route 593 Weekday	Early morning/AM Peak Northbound	PM Peak Southbound
Pass/Trip	35.26	33.59
Pass/ Rev Hr	29.74	23.17

Route 594 Weekday	AM Peak	Midday	PM Peak	Evening	Night
Northbound					
Pass/Trip	No service	37.84	38.69	17.91	See Evening
Pass/ Rev Hr		25.76	26.68	13.23	
Southbound					
Pass/Trip	30.92	33.57	No service	32.51	22.64
Pass/ Rev Hr	19.74	21.18		23.14	16.57

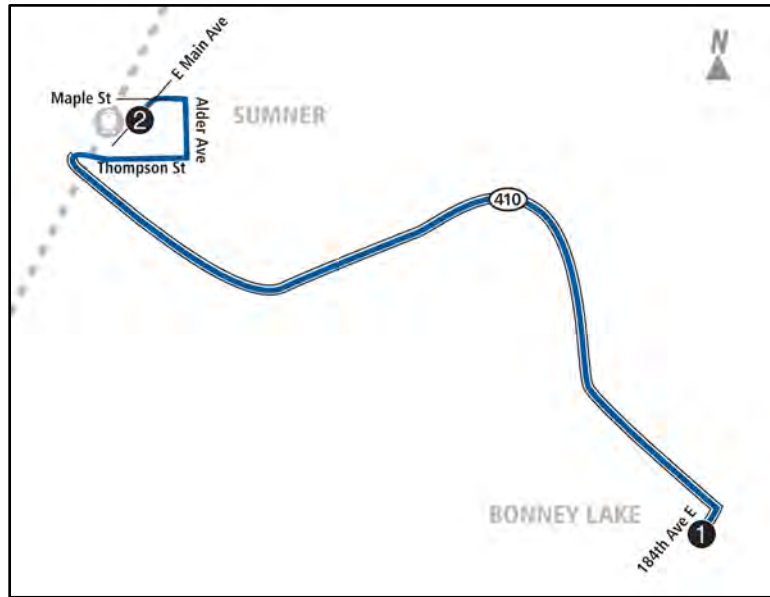
Route 595 Weekday	Early morning/AM Peak Northbound	PM Peak Southbound
Pass/Trip	41.07	37.67
Pass/ Rev Hr	27.63	21.73

All Routes: Weekday	Early Morning	AM Peak	Midday	PM Peak	Evening	Night
Northbound						
Pass/Trip	31.58	34.02	35.47	23.34	19.32	13.68
Pass/ Rev Hr	26.80	27.65	25.14	23.16	14.13	10.26
Southbound						
Pass/Trip	5.92	25.65	32.12	32.34	29.17	22.64
Pass/ Rev Hr	11.45	18.18	20.65	22.78	20.95	16.56

Service Change Concepts

With the exception of Route 595, which experienced a very slight decline, ridership and productivity improved in this route group during the second quarter of 2012. With the introduction of Sounder commuter rail service to South Tacoma and Lakewood in October 2012 and related changes to Routes 590, 592, 593 and 594, it is unclear at the time of writing what effect the service changes will have on Pierce County express bus service. Staff will monitor the routes closely for changes in ridership patterns and propose adjustments (if needed) for the 2014 Service Implementation Plan. No changes are planned for Routes 590, 592, 594, or 595 during 2013.

Route 596: Bonney Lake – Sumner



Route 596

Description

Pierce Transit (PT) initiated Route 496 in September 2007 to supplement ST Express service between Tacoma and Bonney Lake (ST Express 582). Route 496 was scheduled specifically to connect to Sounder trains at Sumner Station and had only one pick-up location at the Bonney Lake Park-and-Ride. Sound Transit eventually discontinued ST Express 582 in February 2010 in order to reduce duplication with PT Route 496.

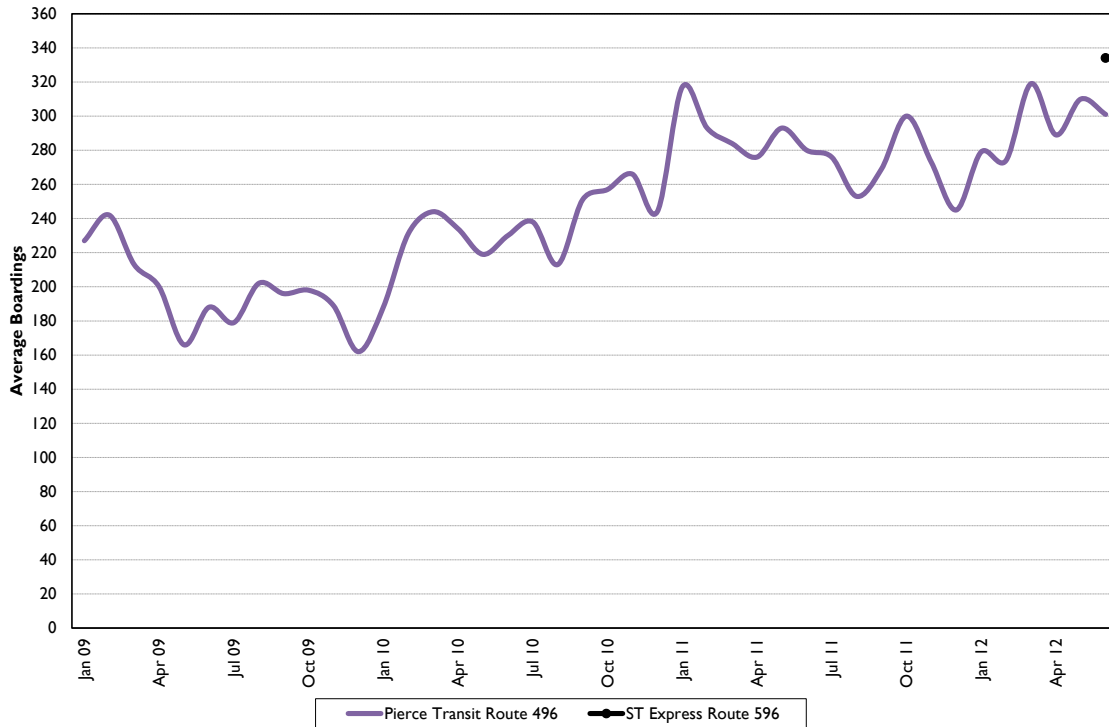
In mid-2012, PT moved forward with a boundary revision that excluded Sumner and Bonney Lake from its service district. As a result, PT discontinued Route 496 in June 2012. Since the ridership on this route consisted almost exclusively of Sounder customers and the parking lot at Sumner Station is currently at capacity and cannot accommodate additional users, the Sound Transit Board approved new ST Express Route 596, which replaced PT Route 496 with an identical schedule and no gap in service provision, beginning in June 2012.

Performance Assessment

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		334	No weekend service	
Passengers per Trip	23.86	23.86		
Passengers per Revenue Hour	56.93	56.93		
Purch.Transport. Cost per Brding	\$4.08	\$5.08		
Route Assessment	2.00	2.00		

PT Route 496/ST Express Route 596 (Bonney Lake-Summer)



Service Change Concepts

With the new round trip on the Sounder South line in September 2013, Sound Transit will add one additional connecting morning trip between Bonney Lake Park-and-Ride and Sumner Station and one additional connecting afternoon trip from Sumner Station to Bonney Lake Park-and-Ride. The schedule for Route 596 will be based on the final Sounder schedule.

Service Change Highlights

- Add new peak-period, peak direction round trip between Bonney Lake Park-and-Ride and Sumner Station. Adjust schedule as needed to meet peak direction Sounder trains.

Chapter 3: Preliminary Service Plan 2014-2018

Link Light Rail

Central Link service levels are expected to remain stable through 2015. Extra trains may be operated for large-scale public events, particularly since 27 additional light rail cars have been delivered and made available for service. Minor schedule and running time refinements are likely as ridership continues to increase and more experience is gained with operations.

Initial Link light rail service schedule for 2011 – 2015 *(For planning purposes only)*

Weekday	Time	Headway
Early/Late	5:00 a.m. to 6:00 a.m.	15
AM Peak	6:00 a.m. to 9:00 a.m.	7 to 8
Base	9:00 a.m. to 3:00 p.m.	10
PM Peak	3:00 p.m. to 6:30 p.m.	7 to 8
Base	6:30 p.m. to 10:00 p.m.	10
Early/Late	10:00 p.m. to 1:00 a.m.	15

Saturday	Time	Headway
Early/Late	5:00 a.m. to 8:00 a.m.	15
Base	8:00 a.m. to 10:00 p.m.	10
Early/Late	10:00 p.m. to 1:00 a.m.	15

Sunday	Time	Headway
Early/Late	6:00 a.m. to 8:00 a.m.	15
Base	8:00 a.m. to 10:00 p.m.	10
Early/Late	10:00 p.m. to 12:00 a.m.	15

Central Link Extensions

Construction work on the University Link extension is currently underway. When completed in 2016, the U-Link extension will add 3.15 route miles and two new stations to Central Link. The Capitol Hill Station will serve the state's most densely populated urban area, and the UW Station will serve the largest educational institution in the Northwest. Together the two stations will significantly increase ridership on Central Link and require increased passenger capacity.

On the south end of Central Link, the Sound Transit Board has approved the construction of a 1.6 mile extension from Sea-Tac/Airport Station to a new terminus at South 200th Street. The South 200th Street station, now officially named Angle Lake Station, will include a park-and-ride lot with approximately 600 stalls. For purposes of preliminary planning, the 2013 SIP assumes that both the UW and South 200th extensions will be opened for service at approximately the same time in 2016.

The preliminary operations plan for the South 200th-to-UW Link service is summarized in the following table (From: “Operations Plan- University of Washington to Sea-Tac Airport with Extension to S. 200th Street,” Sound Transit Link Operations Division, July 22, 2010.)

2018 Central Link Service: South 200th to UW

Alignment Length:	19.9 miles
Stations:	16
Projected End-to-End Travel Time:	49 minutes
Cycle (turnaround) Time:	114 minutes
Peak Headway:	6 minutes
Number of Train Sets	19 train sets during peak service 12 train sets during base service 8 train sets during reduced service
Train Length:	15 2-car trains 4 3-car trains
Peak Cars in Service:	54 (includes gap trains)
Fleet Size:	62
Peak 1 hour ridership demand	3,200
Peak 1 hour capacity	3,256
Design Load Factor	2.00
Actual Load Factor	1.97

Tacoma Link

Tacoma Link service levels are expected to remain stable through 2017 (see Tacoma Link schedule in Chapter 2). Large-scale special events, such as Tacoma Dome and Convention Center activities, may result in the need for additional service from time to time.

Sounder Commuter Rail

North Line

Service levels are expected to remain unchanged on the North Line through 2018.

South Line

The capital improvements needed to extend Sounder service to South Tacoma and Lakewood were completed in mid-2012. In 2011, agreement was reached with BNSF Railway for the addition of four new round trips called for in the ST2 program. However, to reduce the overall ST2 financial shortfall, implementation of the new trips has been delayed. The first will be added in 2013 and is described in further detail in Chapter 2. The revised schedule of implementation for the remaining trips is outlined in the following table:

Roundtrip Easement #	Original Start Date	Description	Proposed New Start Date
2	9/2014	Peak/peak direction round trip	9/2016
3	7/2015	Peak/reverse direction round trip	9/2016
4	7/2016	Off-peak round trip	9/2017

The Sounder ridership/revenue estimates reflect the assumptions about start dates for the new trips as described above. Since the Tacoma-Lakewood segment of the South Line is largely single track, changes to some existing schedules may be necessary to accommodate train meets at passing sidings, particularly if Amtrak trains begin using the Tacoma-Lakewood line.

ST Express Bus

Preliminary ST Express service change concepts for 2014 through 2018 are described below. These proposals are shown for preliminary planning purposes and are subject to change.

2014

- Potential restructure of Route 540 in conjunction with opening of new SR-520/108th Avenue NE HOV direct access ramps.

2015

- Potential service adjustments on Routes 545, 550, 566 and 567 due to the temporary closure of South Bellevue Park-and-Ride and Overlake Transit Center for East Link construction.

2016

- Potential restructure of Route 586 in conjunction with opening of U Link.
- Evaluate possible service restructure for routes serving the SR-520 corridor.

2017-2018

- Proposals still under development.

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Chapter 4: Financial Plan and Ridership / Revenue Forecast

Ridership, fare revenue and operations and maintenance costs are shown in this chapter for 2011(actual) and 2012 through 2018 (estimated).

Link Light Rail

Tacoma Link

Ridership Assumptions

Short-term ridership estimates through 2018 are based on historical system performance, including the adjustment of service from 10-minute to 12-minute headways in June 2011.

Fare Revenue Assumptions

On Tacoma Link, no fares are currently collected. The Sound Transit Board has directed staff to examine whether a fare should be implemented, and may take action on the proposal in 2013.

Operating & Maintenance Cost Assumptions

Financial projections are based on annual CPI increases as provided by the Finance Department. Projections are broken down by salaries, services, materials, supplies, insurance, and agency overhead. There is no additional service assumed during the SIP six-year planning horizon (2013 – 2018).

Central Link

Ridership Assumptions

Total annual boarding data for Central Link is provided by Planning, Environment and Project Development Department staff. For the 2013 SIP, the average weekday boardings were adjusted based on ridership data in 2011 and 2012.

Fare Revenue Assumptions

Fare revenue projections are based on ridership estimates from the Planning, Environment and Project Development Department.

Operating & Maintenance Cost Assumptions

Approximately half of the operation and maintenance expenses for Central Link light rail are related to the service provided by King County Metro staff under the terms of an inter-governmental agreement. Each year, Sound Transit and King County Metro staff meet and agree on staffing levels and other budget items to arrive at an estimated purchased transportation budget.

Other scope elements retained by Sound Transit are modeled based on current security and safety requirements, maintenance of facilities, traction power consumption and estimated utility rates, and spare parts.

Downtown Seattle Transit Tunnel: During the late 1980's, the Municipality of Metropolitan Seattle (now King County Metro) sold bonds to finance construction of the Downtown Seattle Transit Tunnel. These bonds are expected to be paid off by 2019. Starting in 2009 Sound Transit agreed to pay 40 percent of the debt service on the DSTT, split between ST Express and Link in proportion to the amount of each service operated in the tunnel. The ST Express share is approximately 17 percent leaving Link light rail with 23 percent. The elimination of the Ride Free Area by King County Metro in September 2012 has resulted in KCM removing some routes from the tunnel. This change will drive Sound Transit's share of the DSTT operations and maintenance and debt service costs from 40 percent to 46 percent, impacting both Central Link and ST Express operating costs. The split between the two modes (17% STEX/23% Link) remains the same. Link operating and maintenance costs are shown in Appendix Table A-4.

	Actual	Estimated Boardings						
Tacoma Line	2011	2012	2013	2014	2015	2016	2017	2018
Weekday	3,280	3,394	3,271	3,292	3,312	3,330	3,347	3,362
Annual	972,429	1.0 mil	1.0 mil	1.0 mil	1.0 mil	1.0 mil	1.0 mil	1.0 mil
Central Line	2011	2012	2013	2014	2015	2016	2017	2018
Weekday	23,617	25,500	27,900	29,600	31,100	34,700	55,800	82,300
Annual	7,812,433	8.6 mil	9.2 mil	9.7 mil	10.2 mil	11.5 mil	18.4 mil	25.7 mil

Sounder Commuter Rail

Ridership Assumptions

Ridership forecasts for Sounder commuter rail are based on a regression model developed by the Planning, Environment, and Project Development department. The model accounts for the following variables:

- Historical ridership data
- Seasonal variability in ridership
- Number of platform hours operated and planned
- Fuel price
- Employment
- Fares

In October 2012, Sounder service was extended to Lakewood. This new segment offers five daily round trips. Beginning in the fourth quarter 2013, Sound Transit will add a sixth round trip between Seattle and Lakewood, which will result in a tenth round trip of service between Tacoma and Seattle.

Fare Revenue Assumptions

Fare revenue projections are based on ridership estimates from the Planning, Environment and Project Development Department and estimates of average fare per boarding as provided by Finance staff.

Operating & Maintenance Cost Assumptions

Expenditures for operations and maintenance increase each year at the estimated rate of inflation, together with the cost of any added service. Expenditure projections also include Purchased Transportation costs (the costs billed to Sound Transit for the provision of commuter rail service by BNSF Railroad), maintenance of rail vehicles by Amtrak, services, materials and supplies, facilities maintenance, insurance, and administration. Sounder operating and maintenance costs are shown in Appendix Table A-4.

	Actual	Estimated Boardings						
	2011	2012	2013	2014	2015	2016	2017	2018
Weekday	9,495	10,274	10,369	11,232	12,214	12,911	13,470	14,015
Annual	2,543,955	2.7 mil	2.7 mil	3.0 mil	3.3 mil	3.4 mil	3.6 mil	3.7 mil

ST Express Bus

Ridership Assumptions

Ridership forecasts for ST Express are based on a regression model developed by the Planning, Environment, and Project Development department. The model accounts for the following variables:

- Historical ridership data
- Seasonal variability in ridership
- Number of platform hours operated and planned
- Fuel price
- Employment
- Fares

Fare Revenue Assumptions

Like Link and Sounder, ST Express fare revenue projections are based on ridership forecasts together with estimates of the average fare per boarding (AFB). However, ST Express projections are more complex because of the wider range of trip lengths, fare categories and transfer activity compared with the other two modes.

Operating & Maintenance Cost Assumptions

Purchased Transportation costs comprise the majority of operating and maintenance costs for ST Express. These are the costs billed to Sound Transit for the operation and maintenance of ST Express buses by Sound Transit’s partner agencies. Every fall, Sound Transit staff provides an estimate of platform hours to be operated the following calendar year and each transit partner develops a total cost estimate for their assigned routes based on these hours. The final cost will be negotiated with the transit partners to establish annual baseline costs. Bus Contingency hours will not be included in the estimates and the Bus Contingency budget will be managed by Sound Transit directly.

Other costs include Operations Department staff salaries and benefits, other staff costs (such as rent, office supplies, etc.), and costs allocated to Service Delivery by support departments (Executive, Board Administration, Facilities Maintenance, Legal, Communications, DECM and Finance & Information Technology). Costs also include a portion of downtown Seattle

transit tunnel debt service costs and operations and maintenance costs (see Central Link section above). Bus operating and maintenance costs are shown in Appendix Table A-4.

	Actual	Estimated Boardings						
	2011	2012	2013	2014	2015	2016	2017	2018
Weekday	47,078	51,530	53,043	53,957	54,979	55,760	56,535	57,348
Annual	13,664,664	14.9 mil	15.3 mil	15.6 mil	15.9 mil	16.2 mil	16.4 mil	16.7 mil

Paratransit

As part of the Intergovernmental Agreement with King County, the County provides complementary paratransit service as required by Section 223 of the Americans with Disabilities Act of 1990 and as promulgated in 49CFR part 37, Subpart F as amended.

Ridership Assumptions

Ridership is estimated on the basis of historical system performance in the Link system area, which represents a three-quarter mile linear corridor along the Link segment. As actual paratransit usage is gathered, updated ridership forecasts will be developed.

Fare Revenue Assumptions

There is no fare revenue associated with paratransit operations.

Operating and Maintenance Cost Assumptions

Sound Transit is responsible for 50 percent of the trip costs of the paratransit trips having both origin and destination within the Central Link paratransit service area corridor and 50 percent of the registration and certification costs for those registered paratransit riders within the Central Link paratransit service corridor. The average system trip cost for all King County paratransit trips is used for trips within the Central Link service area. Paratransit operating and maintenance costs are shown in Appendix Table A-4.

	Actual	Estimated Boardings						
	2011	2012	2013	2014	2015	2016	2017	2018
Weekday	236	171	197	227	261	300	345	397
Annual	86,311	0.1 mil	0.1 mil	0.1 mil	0.1 mil	0.1 mil	0.1 mil	0.1 mil

Projected Fares and Fare Revenue

Fare Structure

Sound Transit's current bus fare structure is zone-based, consisting of an intra-county zone and an inter-county zone. Each county in the Sound Transit district is one zone.

On ST Express, single-ride fares for adult riders are currently \$2.50 for rides within one county and \$3.50 for inter-county travel. Corresponding monthly pass prices are \$90.00 and \$126.00. Senior/disabled fares are \$0.75 for travel within one county and \$1.50 for inter-county travel. Monthly passes are priced at \$27.00 and \$54.00, respectively. Youth fares are also offered on ST Express for \$1.25 for travel within one county and \$2.50 for inter-county travel. Monthly passes are available for \$45.00 and \$90.00, respectively. Monthly passes are valid for a calendar month. For 2013, the average fare per boarding is estimated at approximately \$1.93.

On Sounder, the fare structure was revised in June 2007 from a zone system to station-to-station fares. The fare is a base \$2.55 and 5.5-cents per mile rounded to the nearest quarter. Regular adult fares range from \$2.75 to \$4.75. Monthly pass prices range from \$99.00 to \$171.00. Senior/disabled fares are approximately 50 percent of the adult fare and youth fares are discounted about 25 percent from the adult fare. With the extension of Sounder to Lakewood Station in October 2012, regular adult fares now range from \$2.75 to \$5.25. Monthly pass prices range from \$99.00 to \$189.00. The average fare per boarding in 2013 is estimated at approximately \$3.28.

Central Link light rail fares were established in 2009 using a station-to-station fare structure. A fare increase went into effect on June 1, 2011 that revised the base fare to \$2.00 and five cents per mile rounded to the nearest quarter. Regular adult fares range from \$2.00 to \$2.75. Monthly pass prices range from \$72.00 to \$99.00. Senior/disabled fares are \$0.75 and monthly passes are available for \$27.00. Youth fares are \$1.25 and monthly passes are \$45.00. For 2013, fares for Central Link are estimated to have an average fare per boarding of \$1.93.

On Tacoma Link, no fares are currently collected. The Sound Transit Board has directed staff to examine whether a fare should be implemented, and may take action on the proposal in 2013.

Annual Projections – Fare Revenue (millions)

Fare revenue projections are provided by the Finance Department.

Year	Central Link	Sounder	ST Express	Tacoma Link	Total
2011 actual	\$12.0	\$8.3	\$25.7	\$0.0	\$46.0
2012 est.	\$13.6	\$8.4	\$25.3	\$0.0	\$47.3
2013 est.	\$14.1	\$8.9	\$29.5	\$0.0	\$52.5
2014 est.	\$15.5	\$9.8	\$30.1	\$0.0	\$55.4
2015 est.	\$16.3	\$11.6	\$30.7	\$0.0	\$58.6
2016 est.	\$19.0	\$12.3	\$31.3	\$0.0	\$62.6
2017 est.	\$31.3	\$13.0	\$31.7	\$0.0	\$76.0
2018 est.	\$43.7	\$13.4	\$32.2	\$0.0	\$89.3

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APPENDIX A: Tables

Table A-1: Vehicle Hours and Miles Summary – Link Light Rail

Central Link								
	Train Statistics				Passenger Car Statistics			
	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles
2011 Actual	71,838	75,661	1,352,862	1,341,321	130,175	151,310	2,448,346	2,559,233
2012 Estimated	71,640	75,452	1,349,133	1,337,624	127,500	148,201	2,350,000	2,456,433
2013 Estimated	71,800	75,621	1,352,146	1,340,611	132,000	153,431	2,455,000	2,566,188
2014 Estimated	71,800	75,621	1,352,146	1,340,611	132,000	153,431	2,455,000	2,566,188
2015 Estimated	71,800	75,621	1,352,146	1,340,611	132,000	153,431	2,455,000	2,566,188
2016 Estimated	80,039	83,138	1,495,487	1,530,840	155,798	162,394	2,949,451	3,004,703
2017 Estimated	85,374	89,216	1,815,645	1,866,916	237,231	248,161	5,044,233	5,190,506
2018 Estimated	85,374	89,216	1,815,645	1,866,916	237,231	248,161	5,044,233	5,190,506
Tacoma Link								
	Train Statistics				Passenger Car Statistics			
	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles
2011 Actual	9,817	9,957	82,563	82,894	9,817	9,957	82,563	82,894
2012 Estimated	9,816	9,956	75,854	76,158	9,816	9,956	75,854	76,158
2013 Estimated	9,617	9,754	76,037	76,342	9,617	9,754	76,037	76,342
2014 Estimated	9,617	9,754	76,037	76,342	9,617	9,754	76,037	76,342
2015 Estimated	9,617	9,754	76,037	76,342	9,617	9,754	76,037	76,342
2016 Estimated	9,617	9,754	76,037	76,342	9,617	9,754	76,037	76,342
2017 Estimated	9,617	9,754	76,037	76,342	9,617	9,754	76,037	76,342
2018 Estimated	9,617	9,754	76,037	76,342	9,617	9,754	76,037	76,342
Link Light Rail Total								
	Train Statistics				Passenger Car Statistics			
	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles
2011 Actual	81,655	85,618	1,435,425	1,424,215	139,992	161,267	2,530,909	2,642,127
2012 Estimated	81,456	85,408	1,424,987	1,413,782	137,316	158,157	2,425,854	2,532,591
2013 Estimated	81,417	85,375	1,428,183	1,416,953	141,617	163,185	2,531,037	2,642,530
2014 Estimated	81,417	85,375	1,428,183	1,416,953	141,617	163,185	2,531,037	2,642,530
2015 Estimated	81,417	85,375	1,428,183	1,416,953	141,617	163,185	2,531,037	2,642,530
2016 Estimated	89,656	92,892	1,571,524	1,607,182	165,415	172,149	3,025,488	3,081,045
2017 Estimated	94,991	98,970	1,891,682	1,943,258	246,848	257,915	5,120,270	5,266,848
2018 Estimated	94,991	98,970	1,891,682	1,943,258	246,848	257,915	5,120,270	5,266,848

Table A-2: Train Hours and Miles Summary – Sounder Commuter Rail

North Line								
	Train Statistics				Passenger Car Statistics			
	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles
2011 Actual	2,011	2,529	69,717	70,835	6,229	7,834	215,922	219,513
2012 Estimated	2,053	2,569	71,409	72,453	6,259	7,816	217,718	220,483
2013 Estimated	2,053	2,569	71,409	72,453	6,259	7,816	217,718	220,483
2014 Estimated	2,053	2,569	71,409	72,453	6,259	7,816	217,718	220,483
2015 Estimated	2,053	2,569	71,409	72,453	6,259	7,816	217,718	220,483
2016 Estimated	2,053	2,569	71,409	72,453	6,259	7,816	217,718	220,483
2017 Estimated	2,045	2,559	71,129	72,169	6,234	7,785	216,864	219,618
2018 Estimated	2,053	2,569	71,409	72,453	6,259	7,816	217,718	220,483
South Line								
	Train Statistics				Passenger Car Statistics			
	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles
2011 Actual	4,615	5,630	182,900	185,399	32,359	39,648	1,282,501	1,299,745
2012 Estimated	5,185	5,770	188,761	190,084	37,741	42,877	1,411,282	1,294,781
2013 Estimated	5,770	6,383	210,692	212,079	40,241	45,757	1,473,058	1,352,810
2014 Estimated	6,249	6,945	229,530	231,144	43,780	48,658	1,608,359	1,619,401
2015 Estimated	6,249	6,945	229,530	231,144	43,780	48,658	1,608,359	1,619,401
2016 Estimated	6,400	7,124	235,528	237,205	44,838	49,910	1,650,342	1,661,825
2017 Estimated	7,204	8,010	264,820	266,682	50,468	56,110	1,855,386	1,868,164
2018 Estimated	8,358	9,167	302,358	304,227	58,547	64,211	2,118,155	2,130,982
Sounder Total								
	Train Statistics				Passenger Car Statistics			
	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles
2011 Actual	6,626	8,159	252,617	256,234	38,588	47,482	1,498,423	1,519,258
2012 Estimated	7,238	8,339	260,170	262,537	44,000	50,693	1,629,000	1,515,264
2013 Estimated	7,823	8,952	282,101	284,532	46,500	53,573	1,690,776	1,573,293
2014 Estimated	8,302	9,514	300,939	303,597	50,039	56,474	1,826,077	1,839,884
2015 Estimated	8,302	9,514	300,939	303,597	50,039	56,474	1,826,077	1,839,884
2016 Estimated	8,453	9,693	306,937	309,658	51,097	57,726	1,868,060	1,882,308
2017 Estimated	9,249	10,569	335,949	338,850	56,702	63,895	2,072,250	2,087,783
2018 Estimated	10,412	11,736	373,767	376,680	64,806	72,027	2,335,873	2,351,465

Table A-3: Subarea Platform Hour Summary – ST Express

Route	Route Description	2011	2012	2013	2014	2015	2016	2017	2018
		Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Snohomish									
510	Everett/Seattle	41,646	44,679	38,879	20,329	20,329	20,408	20,249	20,329
511	Lynnwood/Seattle	43,605	43,625	36,580	15,785	15,785	15,785	15,723	15,785
512	Everett/Lynnwood/Seattle	3,698	6,541	20,113	60,538	60,538	60,708	60,471	60,538
513	Eastmont/Seattle	5,780	5,385	6,339	9,504	9,504	9,504	9,467	9,467
532	Everett/Bellevue	10,059	11,193	11,085	11,085	11,085	11,085	11,042	11,042
535	Lynnwood/Bellevue	9,158	8,771	8,755	8,755	8,755	8,769	8,724	8,724
	Subarea Total	113,946	120,195	121,751	125,996	125,996	126,259	125,675	125,883
East King									
532	Everett/Bellevue	6,990	7,778	7,703	7,703	7,703	7,703	7,673	7,673
535	Lynnwood/Bellevue	15,594	14,935	14,908	14,908	14,908	14,932	14,854	14,854
522	Woodinville/Seattle	52,228	51,927	51,903	51,903	51,903	52,001	51,840	51,903
540	Kirkland/U. District	13,735	10,616	8,515	8,219	8,219	8,219	8,187	8,219
542	Redmond/U. District	19,067	18,574	18,611	18,611	18,611	18,611	18,538	18,611
545	Redmond/Seattle	70,387	69,589	70,183	70,475	70,475	70,549	70,305	70,475
550	Bellevue/Seattle	51,979	51,215	52,974	53,448	53,448	53,548	53,329	53,448
554	Issaquah/Seattle	35,531	33,068	33,049	33,049	33,049	33,104	32,998	33,049
555	Northgate/Issaquah	5,844	5,717	5,712	5,712	5,712	5,712	5,690	5,712
556	Issaquah/Northgate	7,774	7,590	7,927	7,977	7,977	7,977	7,946	7,977
560	West Seattle/Airport/Bellevue	20,483	20,244	19,205	18,555	18,555	18,584	18,524	18,555
566	Auburn/Overlake	25,208	25,656	20,464	16,473	16,473	15,804	15,511	14,878
567	Kent/Overlake	0	0	4,309	7,684	7,684	7,907	8,775	9,494
	Subarea Total	324,820	316,909	315,463	314,719	314,719	314,652	314,170	314,850
South King County									
560	West Seattle/Airport/Bellevue	18,554	15,906	16,164	16,454	16,454	16,480	16,427	16,454
566	Auburn/Overlake	9,947	12,637	11,694	10,532	10,532	10,104	10,021	9,919
567	Kent/Overlake	0	0	946	1,687	1,687	1,736	1,926	2,084
574	Lakewood/Sea-Tac	24,244	24,341	24,194	24,194	24,194	24,245	24,173	24,194
577	Federal Way/Seattle	14,246	15,750	16,566	16,982	16,982	17,014	16,956	16,982
	Subarea Total	66,991	68,634	69,564	69,849	69,849	69,578	69,502	69,633
Pierce County									
574	Lakewood/Sea-Tac	20,652	20,735	20,610	20,610	20,610	20,653	20,592	20,610
578	Seattle/Puyallup	28,337	29,142	29,361	29,361	29,361	29,421	29,332	29,361
586	Tacoma/U. District	11,158	11,085	10,967	10,967	10,967	10,925	10,921	10,967
590-595	Lakewood/Tacoma/Seattle	115,122	117,075	123,199	123,199	123,199	123,320	122,888	123,199
596	Sumner/Bonney Lake	0	1,519	2,837	3,154	3,154	3,247	3,518	3,532
599	Lakewood Sounder Connector	1,657	0	0	0	0	0	0	0
	Subarea Total	176,926	179,557	186,974	187,290	187,290	187,566	187,251	187,669
ST Express Total		682,683	685,295	693,752	697,854	697,854	698,055	696,598	698,035
Schedule Maintenance		0	12,705	4,248	146	146	-55	1,402	-35
TOTAL ST EXPRESS BUDGETED HOURS		682,683	698,000	698,000	698,000	698,000	698,000	698,000	698,000

Table A-4: Summary Operating & Maintenance Costs – All Modes

All dollars in thousands:

	2011 Actual	2012 Adopted	2013 Proposed	2014 Estimate	2015 Estimate	2016 Estimate	2017 Estimate	2018 Estimate
Central Link Light Rail	\$ 48,258	\$ 52,413	\$ 55,972	\$ 57,876	\$ 61,309	\$ 76,588	\$ 79,277	\$ 81,631
Tacoma Link Light Rail	\$ 3,532	\$ 4,112	\$ 4,287	\$ 4,436	\$ 4,587	\$ 4,740	\$ 4,904	\$ 5,073
Souder Commuter Rail	\$ 32,062	\$ 37,734	\$ 39,996	\$ 42,606	\$ 44,542	\$ 47,300	\$ 49,951	\$ 51,705
ST Express Bus	\$ 96,714	\$ 103,477	\$ 109,739	\$ 113,513	\$ 116,810	\$ 119,987	\$ 122,184	\$ 126,722
Paratransit	\$ 1,558	\$ 1,999	\$ 1,800	\$ 1,901	\$ 2,006	\$ 2,434	\$ 2,560	\$ 2,688
Contingency	\$ -	\$ 1,455	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 182,125	\$ 201,191	\$ 211,794	\$ 220,331	\$ 229,255	\$ 251,049	\$ 258,877	\$ 267,818

APPENDIX B: Fleet Management

Table B-1: ST Express Bus Fleet

	Coach Number	Make	Year in Service	Type	2012	2013	2014	2015	2016	2017	2018	
Existing Fleet	9039-9042, 9058, 9061	Gillig	1999	40-foot Diesel	6	4						
	9505-9519	New Flyer	1999	60-foot Diesel	7							
	9525-9536	New Flyer	2000	60-foot Diesel	12							
	9070-9089	Gillig	2001	40-foot Diesel	20	15						
	9400-9419	New Flyer	2001	40-foot LF CNG	20	20						
	9200	New Flyer	2003	40-foot LF Hybrid	1	1	1					
	9537-9552	New Flyer	2004	60-foot Diesel	16	16	16	16				
	9600-9621	New Flyer	2004	60-foot Hybrid	22	22	22	22				
	9090-9091	Gillig	2005	40-foot Diesel	2	2	2	2	2			
	9700-9712	MCI	2005	45-foot Diesel	13	13	13	13	13	13	13	
	9092-9121	Gillig	2008	40-foot Diesel	30	30	30	30	30	30	30	
	9622-9623	New Flyer	2008	60-foot Hybrid	2	2	2	2	2	2	2	
	9713-9719	MCI	2008	45-foot Diesel	7	7	7	7	7	7	7	
	9720-9722	MCI	2009	45-foot Diesel	3	3	3	3	3	3	3	
	9624-9647	New Flyer	2010	60-foot Hybrid	24	24	24	24	24	24	24	
	9553-9565	New Flyer	2010	60-foot Diesel	13	13	13	13	13	13	13	
	9723-9739	MCI	2010	45-foot Diesel	17	17	17	17	17	17	17	
	9566-9596	New Flyer	2011	60-foot Diesel	31	31	31	31	31	31	31	
	9648-9651	New Flyer	2011	60-foot Hybrid	4	4	4	4	4	4	4	
	9201-9222	Gillig	2012	40-foot LF Hybrid	22	22	22	22	22	22	22	
9122-9123	Gillig	2012	40-foot LF Diesel	2	2	2	2	2	2	2		
9800-9813	New Flyer	2012	60-foot Diesel	14	14	14	14	14	14	14		
51214-51218	New Flyer	2012	60-foot Diesel	5	5	5	5	5	5	5		
Planned Fleet			2013	60-foot Hybrid		5	5	5	5	5	5	
			2013	60-foot Diesel		9	9	9	9	9	9	
			2014	40-foot Diesel			6	6	6	6	6	
			2014	40-foot CNG			17	17	17	17	17	
			2014	40-foot LF Hybrid			5	5	5	5	5	
			2014	60-foot Diesel			10	10	10	10	10	
			2015	40-foot LF Hybrid				1	1	1	1	
			2016	60-foot Diesel					16	16	16	
Fleet Statistics			2016	60-foot Hybrid					22	22	22	
			2018	40-foot LF Diesel						2	2	
		Total Assigned Fleet:				293	281	280	280	280	280	280
		Peak Bus Requirements:				227	234	234	234	234	234	234
		Spares:				66	47	46	46	46	46	46
	Spare Ratio (in assigned fleet):				29.07%	20.09%	19.66%	19.66%	19.66%	19.66%	19.66%	

Table B-2: Sounder Commuter Rail Fleet

	Vehicle Number	Manufacturer	Year in Service	Type	2011	2012	2013	2014	2015	2016	2017	2018
Actual	901-911	GM	2000-2001	Locomotive	11	11	11	11	11	11	11	11
	101-111, 301-307	Bombardier	2000-2003	Cab Car	18	18	18	18	18	18	18	18
	201-240, 401-410	Bombardier	2000-2003	Coach	40	40	40	40	40	40	40	40
Planned	921-923	MotivePower	2012	Locomotive		3	3	3	3	3	3	3
	308-310		2014	Cab Car				3	3	3	3	3
	411-414		2014	Coach				4	4	4	4	4
	415-421		2015	Coach					3	3	3	3
Fleet Statistics	Total Locomotives on Property:				11	14	14	14	14	14	14	14
	Peak Vehicle Requirements (including ready reserve):				10	10	11	11	11	12	12	12
	Spares:				1	4	3	3	3	2	2	2
	Spare Ratio (in assigned fleet):				10%	40%	27%	27%	27%	17%	17%	17%
	Total Passenger Cars on Property:				58	58	58	65	68	68	68	68
	Peak Vehicle Requirements (including ready reserve):				49	49	56	56	56	63	63	63
	Spares:				9	9	2	9	12	5	5	5
	Spare Ratio (in assigned fleet):				18%	18%	4%	16%	21%	8%	8%	8%

Notes:

2013: South Line operates with six 7-car trainsets plus four 3-car trainsets on the North Line for a total of 54 cars plus two ready reserve cars bringing the total peak vehicle requirement to 56 cars. New service in 2013 includes a peak-hour, peak-direction roundtrip. For weekends when event trains are operating, up to two North Line trainsets would be made into 5-car consists using existing cars from the revenue fleet for a total of 56 cars in service on Friday night to Monday morning, leaving two spare cars over the weekend.

2014: For weekends when event trains are operating, up to two North Line trainsets would be made into 5-car consists for a total of 60 cars in service on Friday night to Monday morning, leaving five spare cars over the weekend.

2016: South Line operates with seven 7-car trainsets plus four 3-car trainsets on the North Line for a total of 61 cars plus two ready reserve cars bringing the total peak vehicle requirement to 63 cars. New service in 2016 includes a peak-hour, peak-direction roundtrip and a peak-hour, reverse-direction roundtrip. For weekends when event trains are operating, up to two North Line trains would be made into 5-car consists for a total of 67 cars in service on Friday night to Monday morning, leaving one spare car over the weekend.

Table B-3: Link Light Rail Fleet

	Coach No.	Manufacturer	Year in Service	Type	2011	2012	2013	2014	2015	2016	2017	2018
Actual	1001-1003	Skoda	2003	66-foot LR	3	3	3	3	3	3	3	3
	101-135	Kinkisharyo	2009	95-foot LR	35	35	35	35	35	35	35	35
	136-162	Kinkisharyo	2011	95-foot LR	27	27	27	27	27	27	27	27
Fleet Statistics	Total Assigned Fleet				38	65	65	65	65	65	65	65
	Peak Vehicle Requirements				32	32	32	32	32	44	44	50
	Spares				6	33	33	33	33	21	21	15
	Spare Ratio				19%	103%	103%	103%	103%	48%	48%	30%

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APPENDIX C: Public Outreach Summary Report

A summary of the public outreach approach for the 2013 SIP can be found in Chapter 1. In total, 203 comments were received, including 198 e-mails, four written comments collected at public meetings, and one phone call. A summary of comments specific to each proposal, as well as any changes made to the proposals in response to the comments received, are summarized below.

Sounder

Added Sounder South Line trip

Most comments supported the proposed new Sounder South Line round trip. However, many respondents also requested that all South Line trains serve Lakewood and South Tacoma (some trains currently operate between Seattle and Tacoma because of limited car fleet availability). The proposed 2013 change will provide a later morning train from Lakewood to Seattle and an earlier afternoon train from Seattle to Lakewood. Beyond this, additional trains between Lakewood and Seattle are planned for 2016, following delivery of more Sounder passenger cars.

ST Express Bus

Proposed changes to Routes 510, 511, 512 and 513

The large majority of comments supported the consolidation of off-peak Route 510 and Route 511 service into Route 512, and the addition of more peak period Seattle commuter service to address overcrowding. Some respondents expressed concern about deleting the downtown Everett segment of Route 510. In response to these concerns, the proposal was changed to continue the downtown Everett service before 6 a.m. and after 10:30 p.m. on weekdays, when connecting downtown service is limited or does not operate. In addition, a new bus stop for routes 510 and 512 will be added near the intersection of 33rd and Broadway at the eastern side of downtown. Complete information on connecting service to downtown Everett will be provided at Everett Station and in Sound Transit's "Ride the Wave" transit guide.

Proposed changes to Route 566 and new Route 567

While support for the proposed new Route 567 express between Kent Station and Bellevue/Overlake was strong, some respondents were concerned about the proposed reduction of peak and midday Route 566 service. In response to these concerns, hourly midday service will be retained between Renton Transit Center and Auburn Station, with trips timed to connect with Route 560 in Renton for those traveling to/from Bellevue. In response to the concerns about overcrowding, Sound Transit will monitor Route 566 service closely and will be prepared to substitute larger buses on the route if needed.

Proposed changes to Route 560

Respondents were almost equally divided on the proposal to establish a new full-time West Seattle terminus for this route at Westwood Village Shopping Center. Some were concerned that early morning connections to Sea-Tac Airport are difficult because King County Metro's RapidRide C Line currently does not operate from Alaska Junction to Westwood between 3:45 a.m. and 5:45 a.m. To address these concerns, King County Metro will work with Sound Transit to add a new early morning C Line trip with timed connections to Route 560 at Westwood, allowing C Line riders to reach the airport by 5:30 a.m. The Route 560 proposal itself is unchanged.

The table below summarizes the number of comments in support or opposition of each 2013 SIP proposal. Individual commenters may have commented on more than one proposal or aspect of a proposal, which is why the total number of responses tallied in the table exceeds the number of comments referenced above.

SIP Proposal	Comments in Support	Comments in Opposition
Souder South Line new round trip (opposition comments have to do with schedule proposed)	54	32
Snohomish County restructure	121	21
Route 566 & 567	101	13
Route 560	14	14

APPENDIX D: Title VI Impacts

Introduction

In compliance with Title VI of the Civil Rights Act of 1964, the Sound Transit 2013 Service Implementation Plan (SIP) includes an impact assessment of major 2013 service changes on minority, low income and limited-English speaking communities in the Sound Transit district. The Federal Transit Administration (FTA) is responsible for ensuring that federally supported transit services and related benefits are distributed by applicants and recipients of FTA assistance in a manner consistent with Title VI. Section 601 of Title VI of the Civil Rights Act of 1964 states:

No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Sound Transit provides regional transit service to many diverse communities throughout the Central Puget Sound area. Each year, the agency prepares a detailed update on the development of its services, the Service Implementation Plan, which may include recommendations for major service changes in response to changing conditions. Based on Sound Transit’s Service Standards, “major” changes are those which change the weekly vehicle hours of a route by 25% or more; move a stop or station location by more than a half mile; or that trigger budget revisions that require review and approval by the Sound Transit Board or a committee of the Board.

Any one or combination of these factors define a “major” service change that would be included in the SIP decision package for Board member review and action. This section of the SIP provides a detailed assessment of potential impacts to minority, low income and limited English speaking communities associated with the 2013 service changes. Because Sound Transit generally provides long-distance regional service with few stops, the impacts are quantified only for residents of those census tracts where Sound Transit stops and stations are actually located. Maps assessing impacts to the three Title VI communities for each route change are included in this appendix. The population of Title VI communities as a percentage of the total population of the Sound Transit district is shown in the table below:

Title VI Populations	% Sound Transit District Population
Minority	31.13%
Low Income	11.21%
Limited English Proficiency	4.57%

The scope of analysis for each area related to this service change has been determined by Section 2 of *Sound Transit Title VI Demographic and Service Profile Maps & Charts, Demographic Analysis Methodology* and outlines the following criteria.

<i>Type</i>	<i>Service Area (miles)</i>
Bus Stop without parking	0.5
Rail station without parking	1.0
Major bus facilities	2.5
Rail station with parking	5.0

Based on the results of this analysis, when alternative service and other mitigating factors are taken into account, it does not appear that any of the service changes have a disparate or disproportionate impact on Title VI populations in the Sound Transit district.

South

Sounder Commuter Rail

The Sounder South Line currently provides peak period service between Seattle and Lakewood with seven intermediate stations. Five of the current nine roundtrips start or end at Lakewood Station in the morning and afternoon peak periods with the remaining trips departing or arriving at Tacoma Dome Station. The 2013 service change will add an additional roundtrip in the peak period, peak direction between Lakewood and Seattle’s King Street Station. This change will provide additional service for all populations living and/or working on the entirety of the Sounder Commuter Rail South Line.

ST Express Bus

Changes to ST Express during 2013 include the elimination of service on select route segments, increased or reduced services levels on certain routes and route revisions. The service changes, their potential impact on Title VI populations, and mitigating factors are discussed below. The service change descriptions have been updated to reflect amendments to the SIP adopted by the Sound Transit Board at their Dec. 20, 2012 meeting.

West

Change to Route 560

Route 560 currently provides service all day, seven days a week between Burien and Bellevue via SeaTac, with weekday peak period trips extending to and from the Alaska Junction neighborhood (SW Alaska St & California Ave SW). The service change for the 560 eliminates the peak-only service segment between Alaska Junction and White Center and establishes a new terminus near White Center at Westwood Village Shopping Center (SW Barton St and 29th Ave SW) for all trips, seven days a week. The purpose of the change is to avoid duplication with King County Metro service between the Alaska Junction and White Center and to facilitate connections between ST Express service and Metro service at the new transit hub at Westwood Village.

Potential Impacts to Title VI Populations

Residents potentially affected by this change living within the impacted area.

<i>Facilities</i>	<i>Minority Population</i>	<i>Low Income</i>	<i>Limited English</i>
Impacted Area	26.2%	9.6%	4.3%
<i>District Average</i>	<i>31.13%</i>	<i>11.21%</i>	<i>4.57%</i>

These percentages are all below the district average for these populations. Based on the results of this analysis, there will not be disparate impacts or disproportional burdens to Title VI populations as a result of this service change.

East

Change to Route 566

Route 566 currently provides all day weekday service between Auburn Station and Overlake Transit Center. The original service change proposal deleted 19 low ridership midday trips and converted 16 peak-period peak-direction trips starting and ending at Kent into the new Route 567. Route 567 will provide non-stop express service between Kent and Overlake via Bellevue, bypassing Renton. The purpose of the change is to increase ridership and productivity along the I-405/SR 167 corridor by reducing travel time and improving connections with Sounder commuter rail at Kent Station. The most significant impact of the original proposal was the loss of all midday 566 service. Under an amendment to the SIP approved by the Sound Transit Board, midday service will continue to operate between Auburn and Renton only, connecting at Renton with Route 560 for continuing service to Bellevue. Peak period Route 566 service will also continue but will operate every 15 to 30 minutes instead of every 7 to 15 minutes.

Potential Impacts to Title VI Populations

Residents potentially affected by this change live within 2.5 miles of one of the following Major Bus Facilities: Auburn, Kent, Renton, Bellevue, or Overlake. Below is a break down by facility.

(Bold indicates the percentage is above the district average)

<i>Facilities</i>	<i>Minority Population</i>	<i>Low Income</i>	<i>Limited English</i>
Overlake	35.0%	6.3%	5.6%
Bellevue	30.0%	6.2%	4.7%
Renton	48.3%	13.9%	8.4%
Kent	44.3%	15.9%	9.0%
Auburn	29.0%	14.2%	5.8%
<i>District Average</i>	<i>31.13%</i>	<i>11.21%</i>	<i>4.57%</i>

Renton and Kent have a larger percentage of all three Title VI populations than the district average, and Auburn’s low income and limited English population are larger than the district

average. Thus, this proposed change indicates disparate impacts and disproportionate burdens on Title VI populations.

Alternatives and Mitigation

With approval of the Sound Transit Board amendment that retains partial Route 566 service during the midday, the potential impacts of the service change to Title VI populations have been reduced considerably. Both Sound Transit and King County Metro provide alternatives along the Renton-Overlake segment of the route that would no longer have midday service, including:

Between Auburn and Bellevue: ST Route 566 to Renton, transfer to ST Route 560 to Bellevue

Between Auburn and Overlake: ST Route 578 to Seattle, transfer to ST Route 545 to Overlake

Between Kent and Bellevue: ST Route 566 to Renton, transfer to ST Route 560 to Bellevue

Between Kent and Overlake: Metro Route 150 to Seattle, transfer to ST Route 545

Between Renton and Bellevue: ST Route 560

Between Renton and Overlake: ST Route 560 to Bellevue, transfer to Metro B Line

Between Bellevue and Overlake: Metro B Line

While the frequency of 566 service through Renton will be reduced, the creation of new ST Express Route 567 will free up seats on remaining 566 trips through Renton by providing riders in Kent with faster direct service to Overlake via Bellevue.

New Route 567

New ST Express Route 567 will provide fast, limited-stop service between Kent Station, downtown Bellevue and the Overlake Transit Center. Service will operate non-stop between Kent and Bellevue using I-405 HOV lanes. The 567 will operate in the peak period/peak direction and be scheduled to make connections to and from the Sounder trains at Kent Station. This will improve service for all populations in the service area.

North

Seattle to Everett Service

The purpose of this change is to avoid duplicating service provided by Sound Transit's partner agencies and to allocate resources to fit demand in the best way possible. Currently, Route 510 provides all-day weekday and Saturday service between downtown Seattle and downtown Everett, while Route 511 provides all-day weekday and Saturday service between downtown Seattle and Ash Way Park-and-Ride. The change will consolidate these two routes into one (512) which will operate during all off-peak times and in the off-peak direction. Route 512 will connect Everett Station and downtown Seattle with intermediate stops at South Everett Freeway Station, Ash Way Park-and-Ride, Lynnwood Transit Center, Mountlake Terrace Freeway Station, NE 145th Street and NE 45th Street. The more limited-stop Routes 510 and 511 will continue to operate, but only during weekday peak periods in the peak direction (southbound a.m., northbound p.m.). The original proposal discontinued all Sound Transit service between Everett Station and downtown Everett; however, an amendment to the SIP approved by the Sound Transit Board retains downtown trips before 6:00 a.m. and after 10:30 p.m. on weekdays when no partner agency connecting service is available. Savings from these changes will be used to add peak

period, peak direction trips on both Route 510 and Route 513. Potential negative impacts from this change include an increase in travel time of approximately 10 minutes for riders traveling between Seattle and Everett in the off-peak period and direction and the deletion of most ST Express service between downtown Everett and Everett Station. Potential positive impacts include more frequent off-peak service between Everett and Seattle, less overcrowding on peak period commuter Routes 510 and 513, and additional direct service between communities within Snohomish County along the I-5 corridor. No changes are planned for Sunday service between Everett and Seattle. Sunday service is already provided by Route 512.

Potential Impacts to Title VI Populations

Residents potentially affected by this service change within the analysis area of one of the following facilities.

(**Bold** indicates the percentage is above the district average)

<i>Facilities</i>	<i>Minority Population</i>	<i>Low Income</i>	<i>Limited English</i>
Downtown Everett*	18.00%	19.46%	2.20%
Everett Station	18.60%	16.00%	3.30%
Eastmont	24.90%	10.70%	5.70%
South Everett	28.00%	10.10%	6.20%
Ash Way	32.90%	7.90%	5.70%
Lynnwood	29.10%	8.70%	5.20%
Mountlake Terrace	26.20%	7.80%	4.00%
<i>District Average</i>	<i>31.13%</i>	<i>11.21%</i>	<i>4.57%</i>

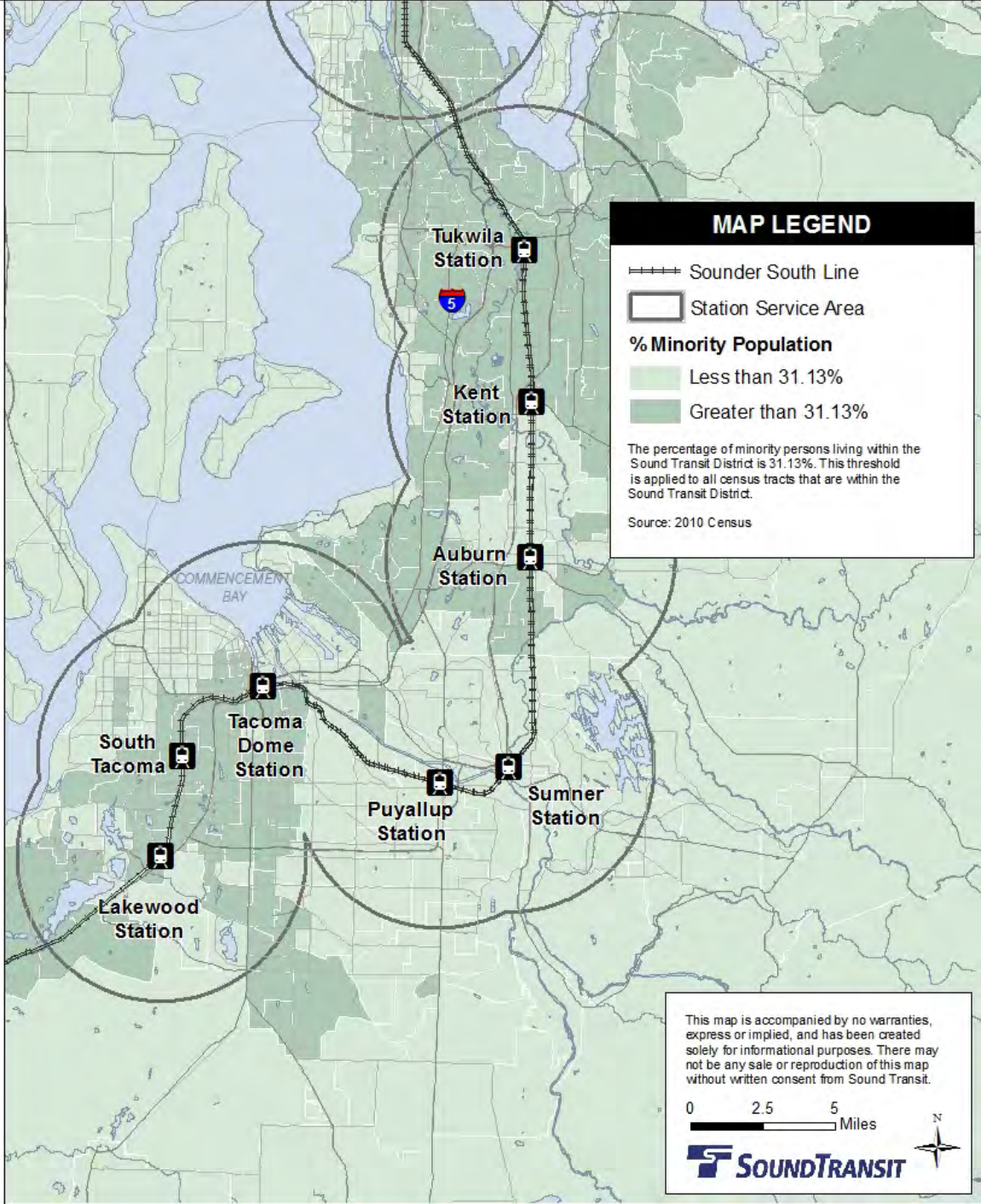
* *Downtown Everett’s analysis area falls under the “Bus stop without Parking” category while all others in this table are considered to be “Major Bus Facilities.”*

Under federal Title VI regulations, this change would indicate disparate impacts and disproportionate burdens.

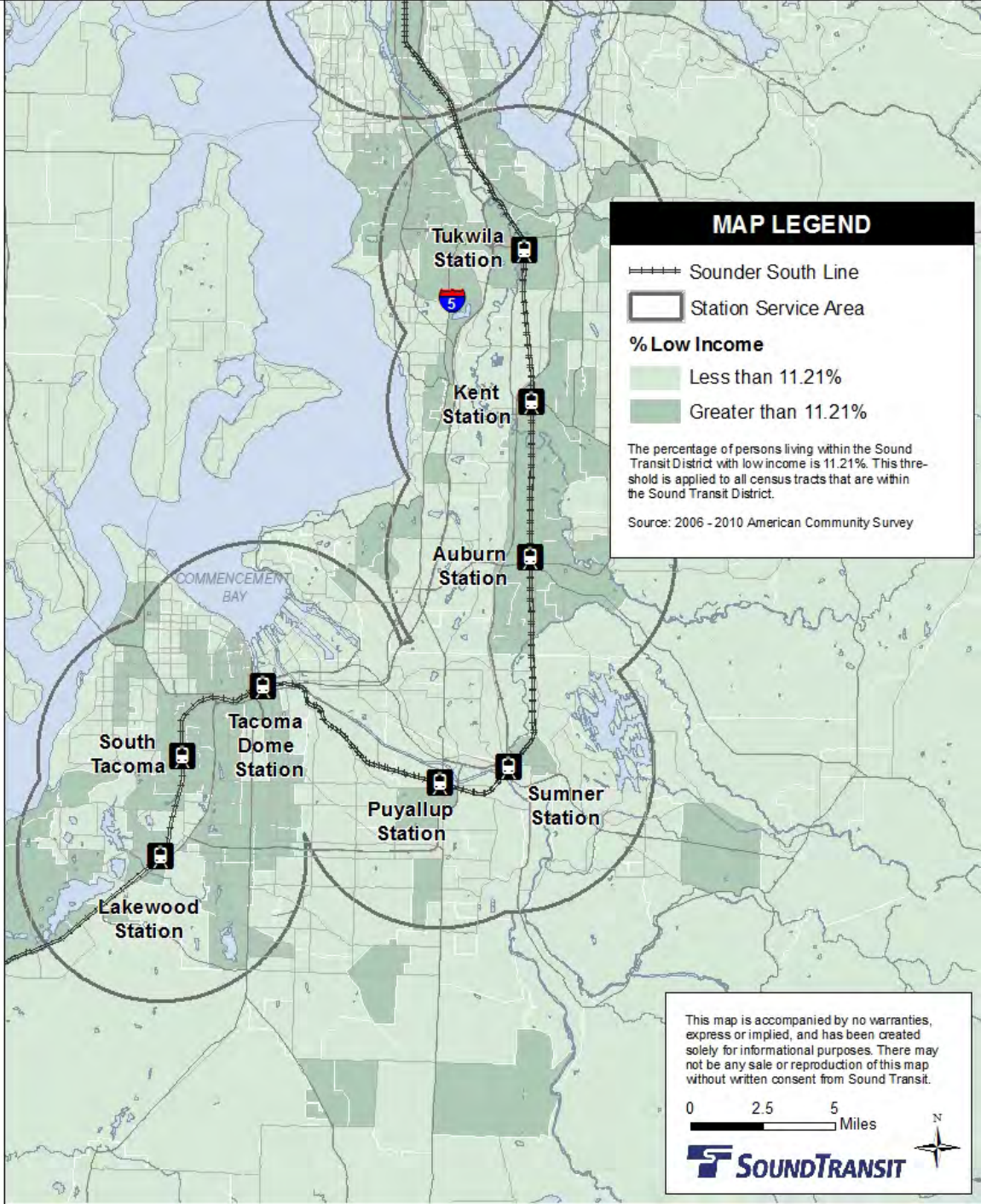
Alternatives and Mitigation

Both Everett Transit and Community Transit provide frequent service between downtown Everett and Everett Station including Everett Transit routes 4, 5, 6, 7, 18, 29 and Community Transit’s frequent *Swift* BRT. While riders traveling between Seattle and Everett in the off-peak period and direction would experience a travel time increase of approximately 10 minutes, Route 512 would provide more frequent 15-minute service between these two points during most hours of operation.

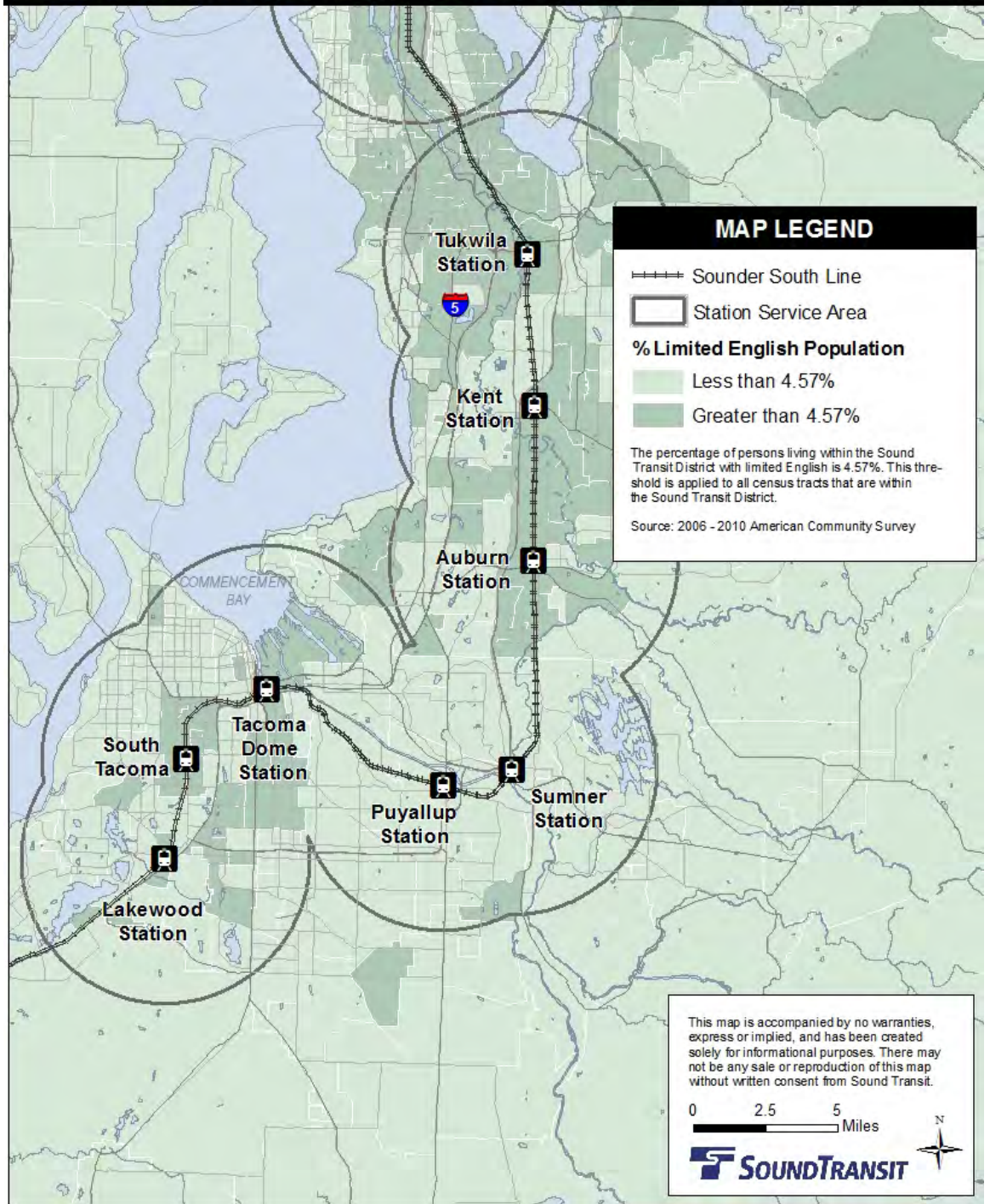
Sounder Commuter Rail South Line - Minority Population



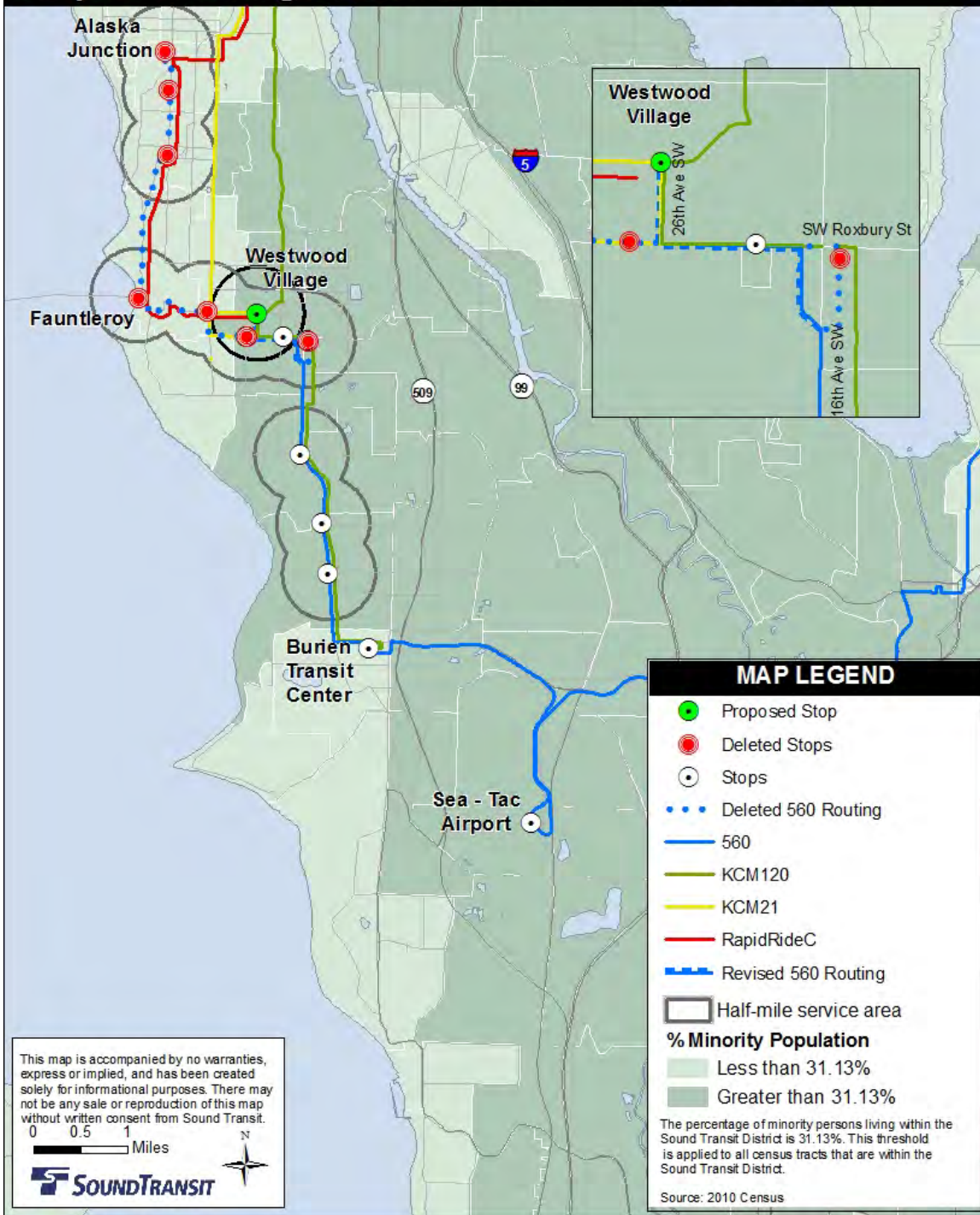
Sounder Commuter Rail South Line - Low Income Population



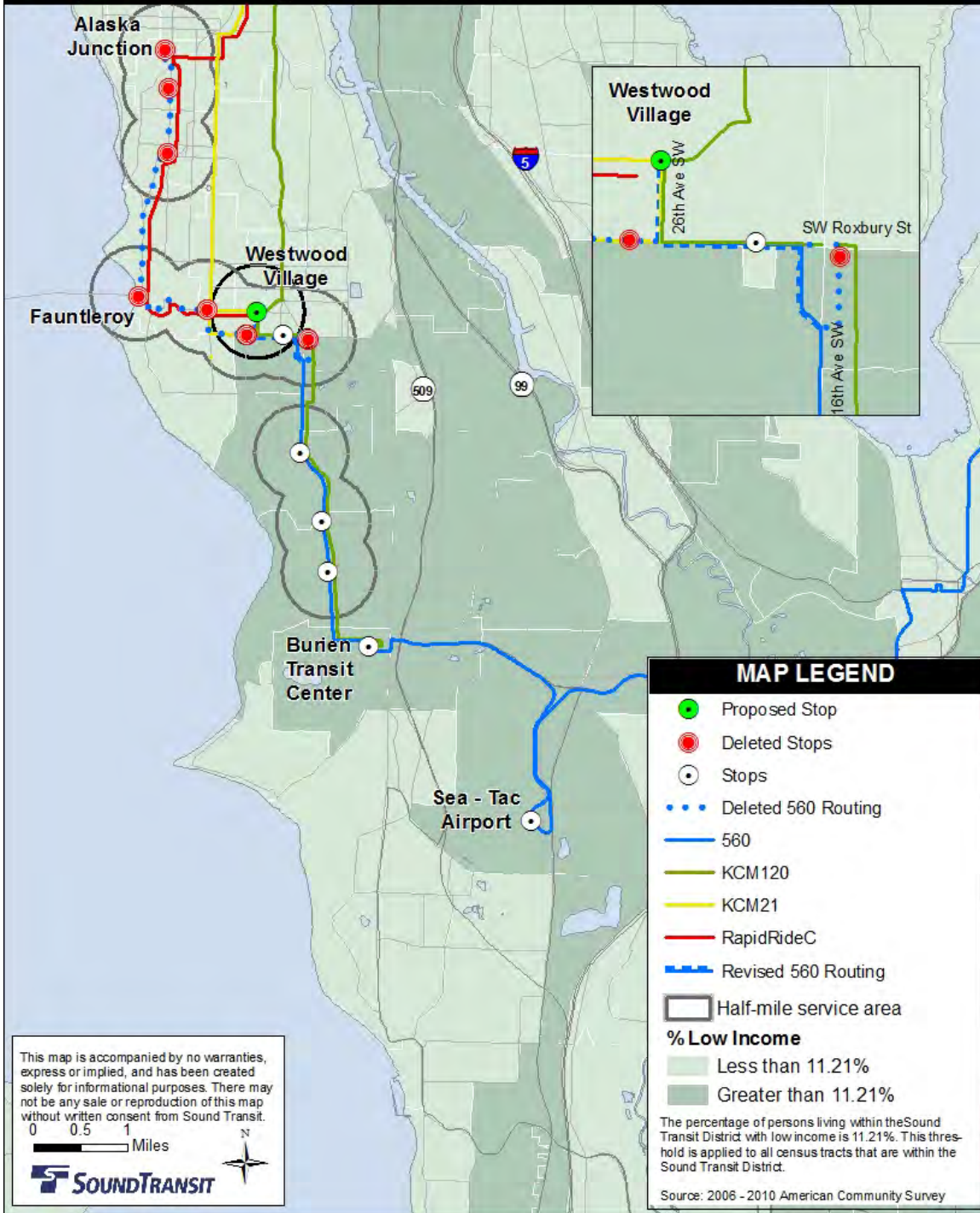
Sounder Commuter Rail South Line - Limited English Population



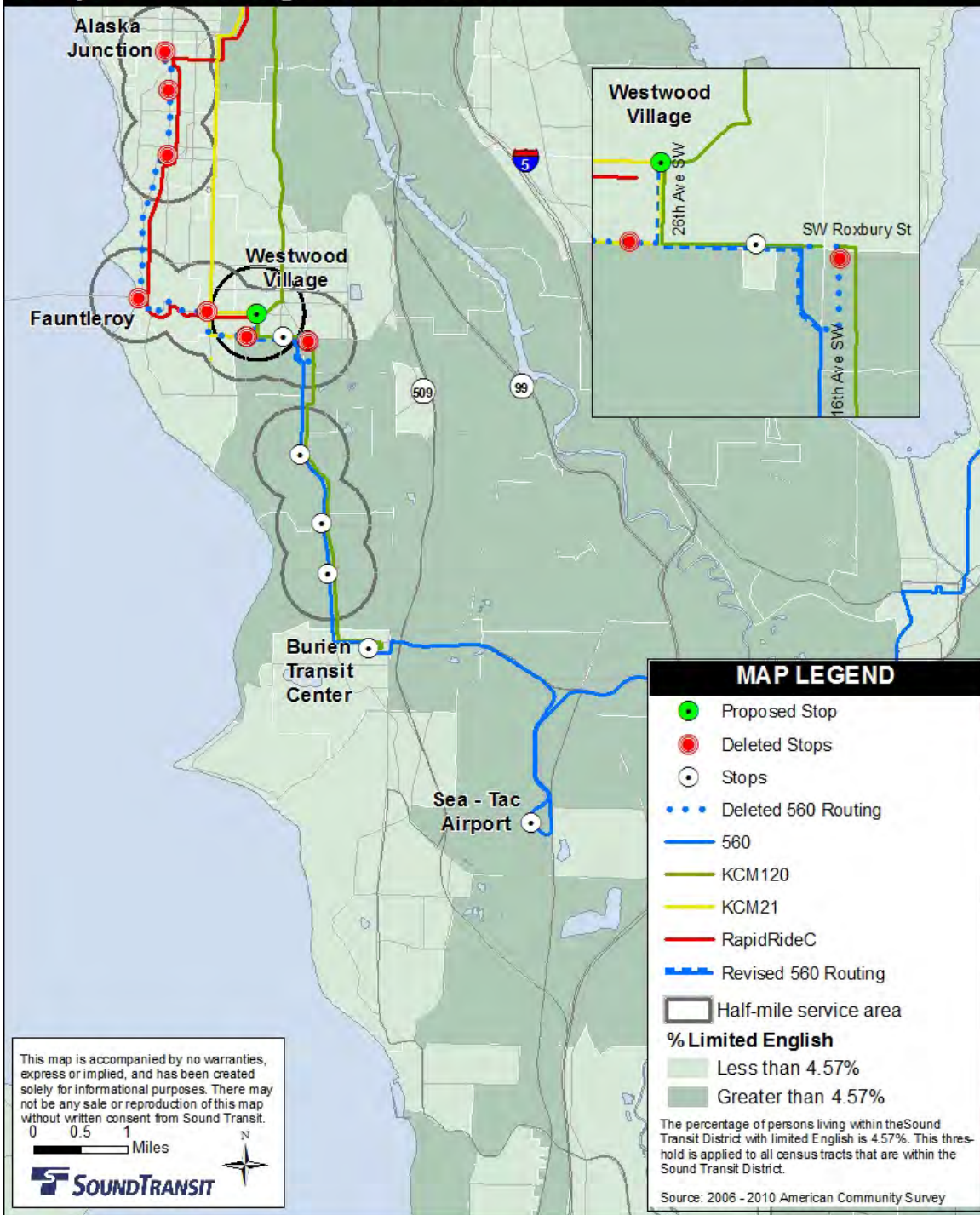
Proposed Change to Route 560 - Minority Population



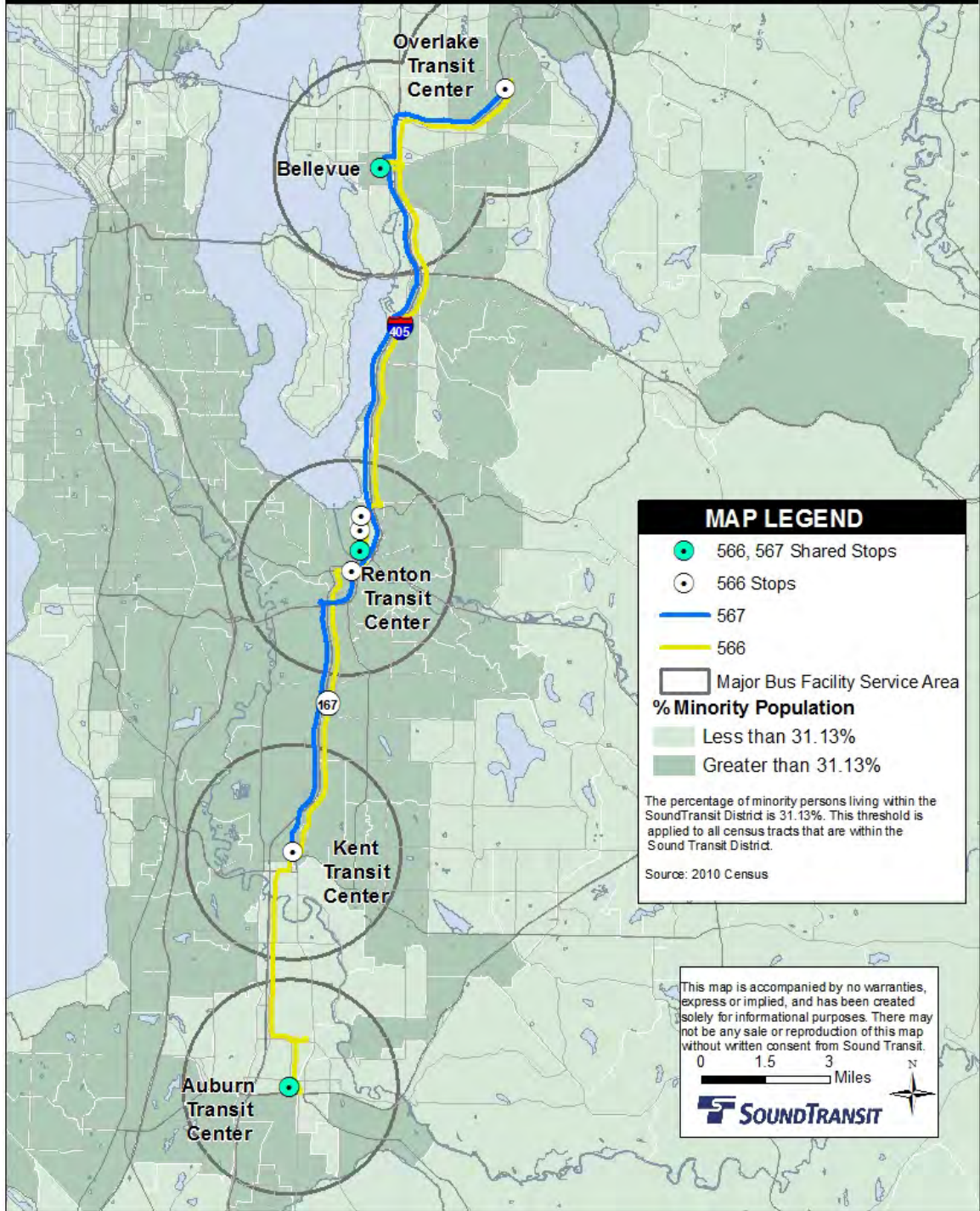
Proposed Change to Route 560 - Low Income Population



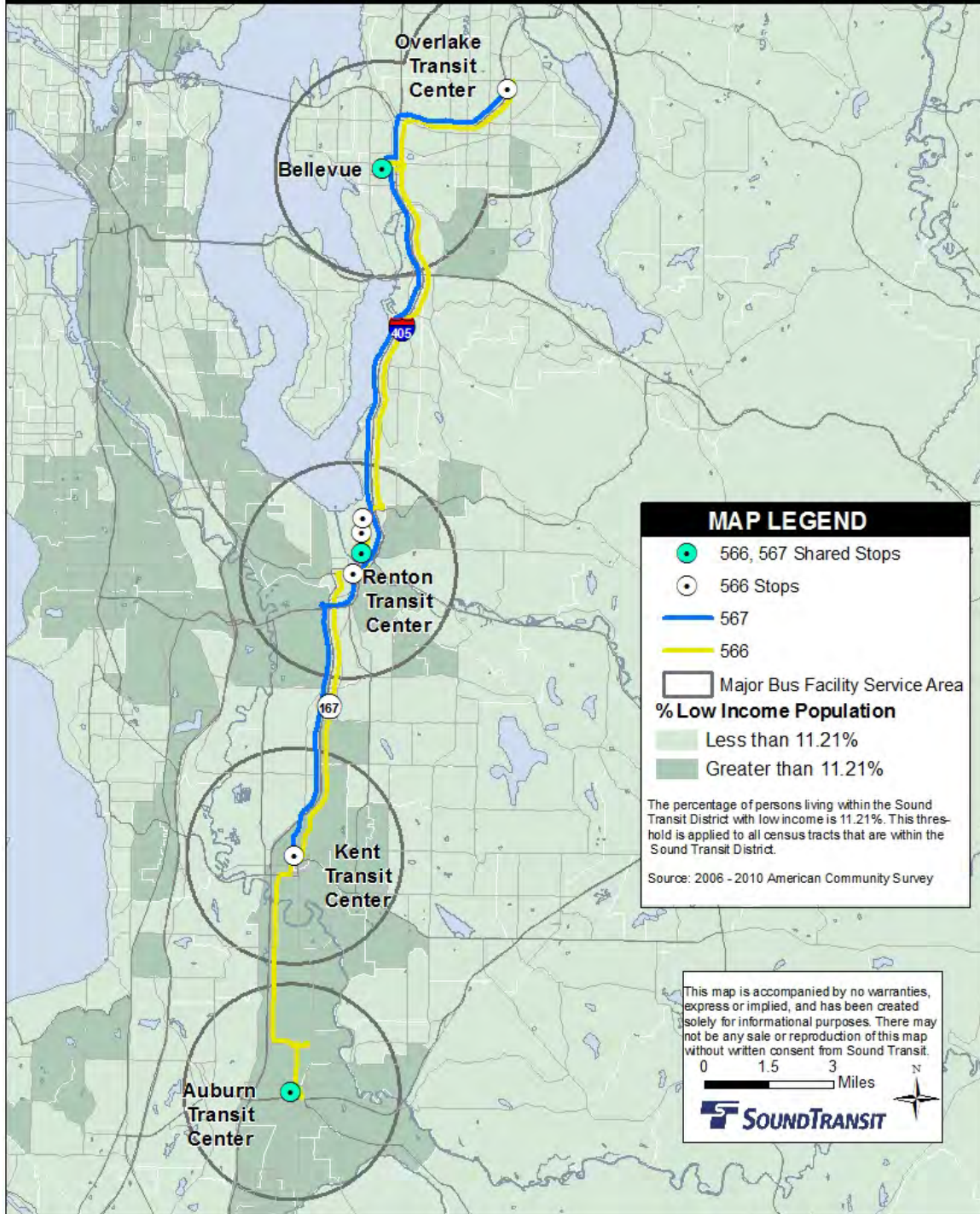
Proposed Change to Route 560 - Limited English Population



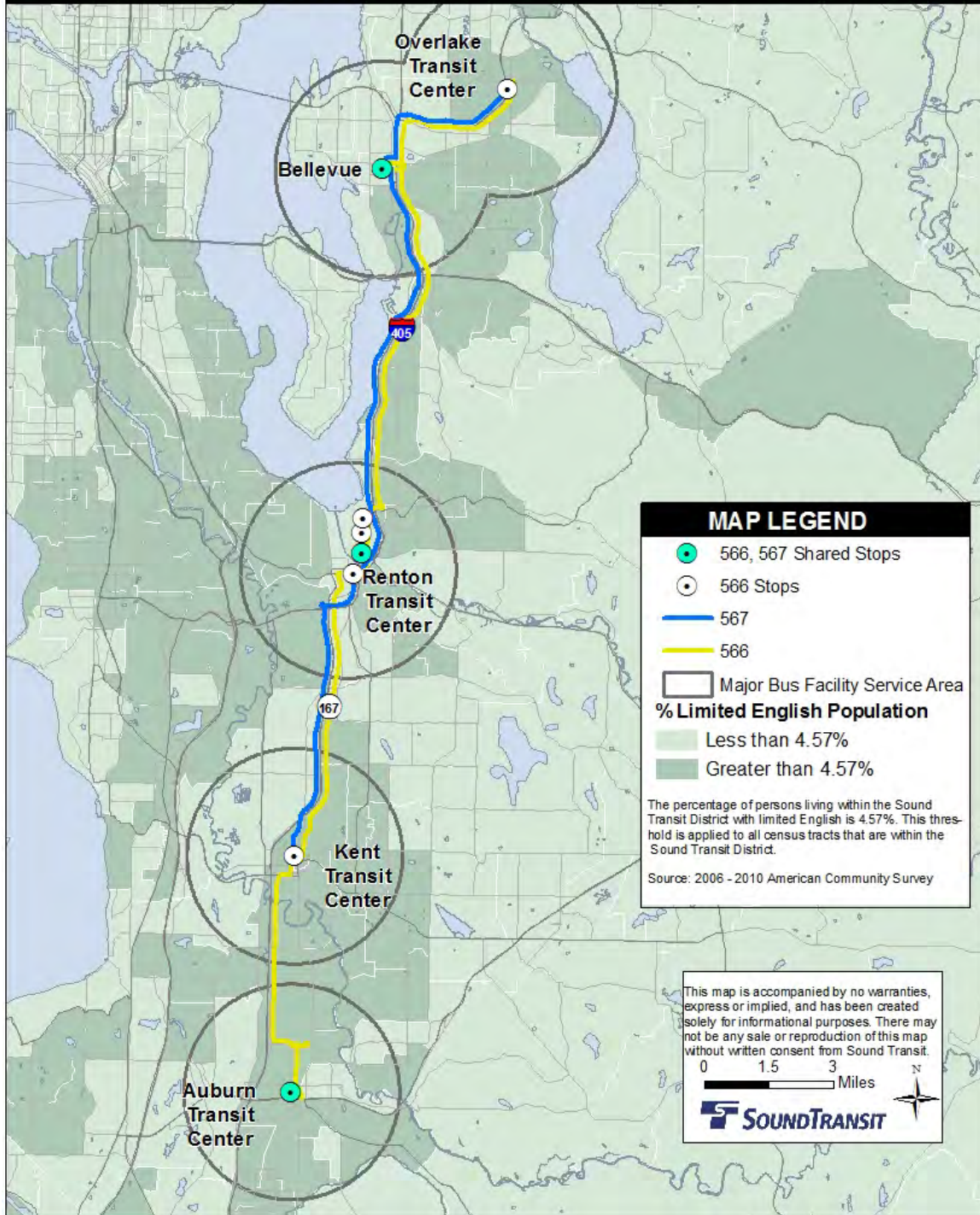
Proposed Changes to Route 566; New Route 567 - Minority Population



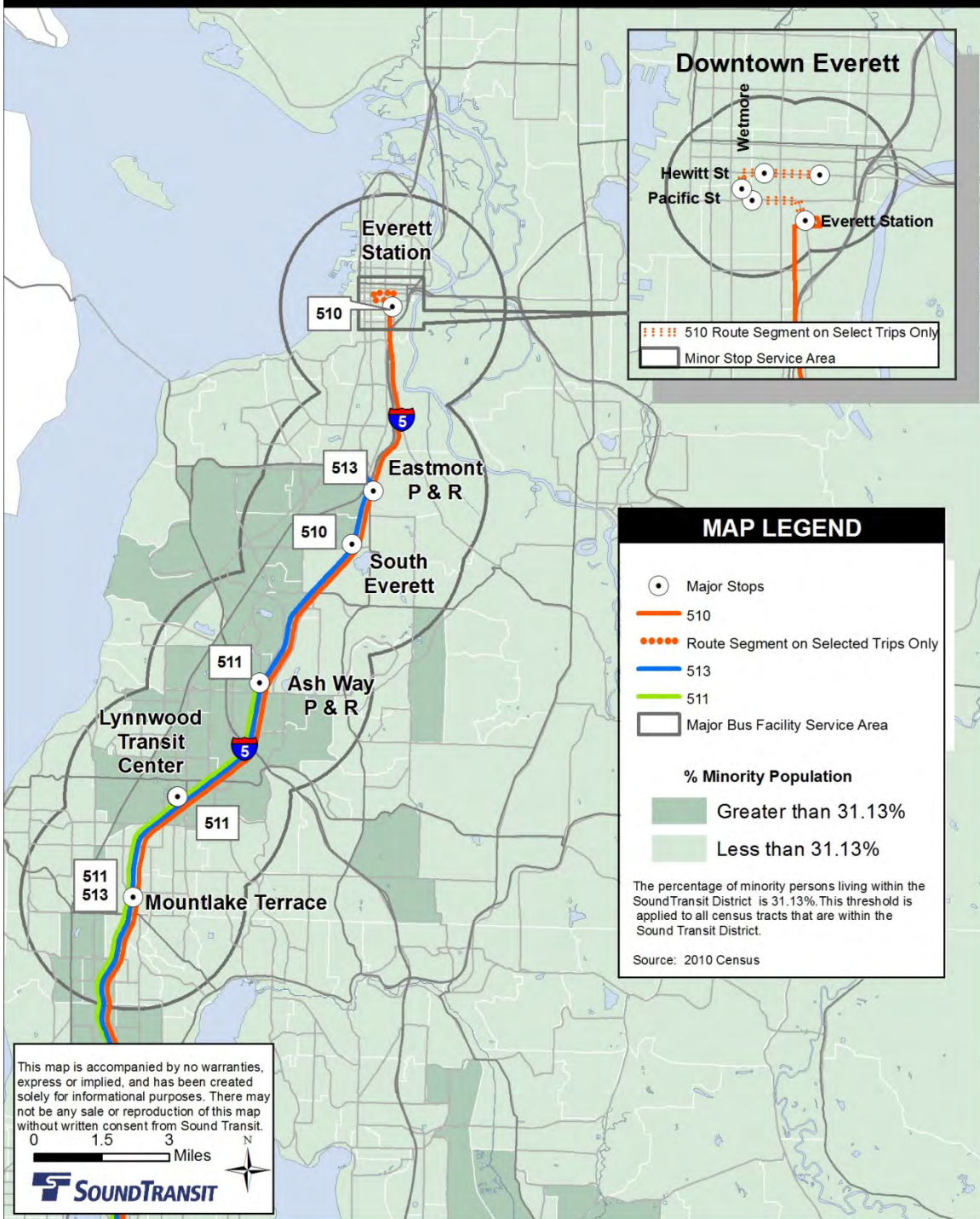
Proposed Changes to Route 566; New Route 567 - Low Income Population



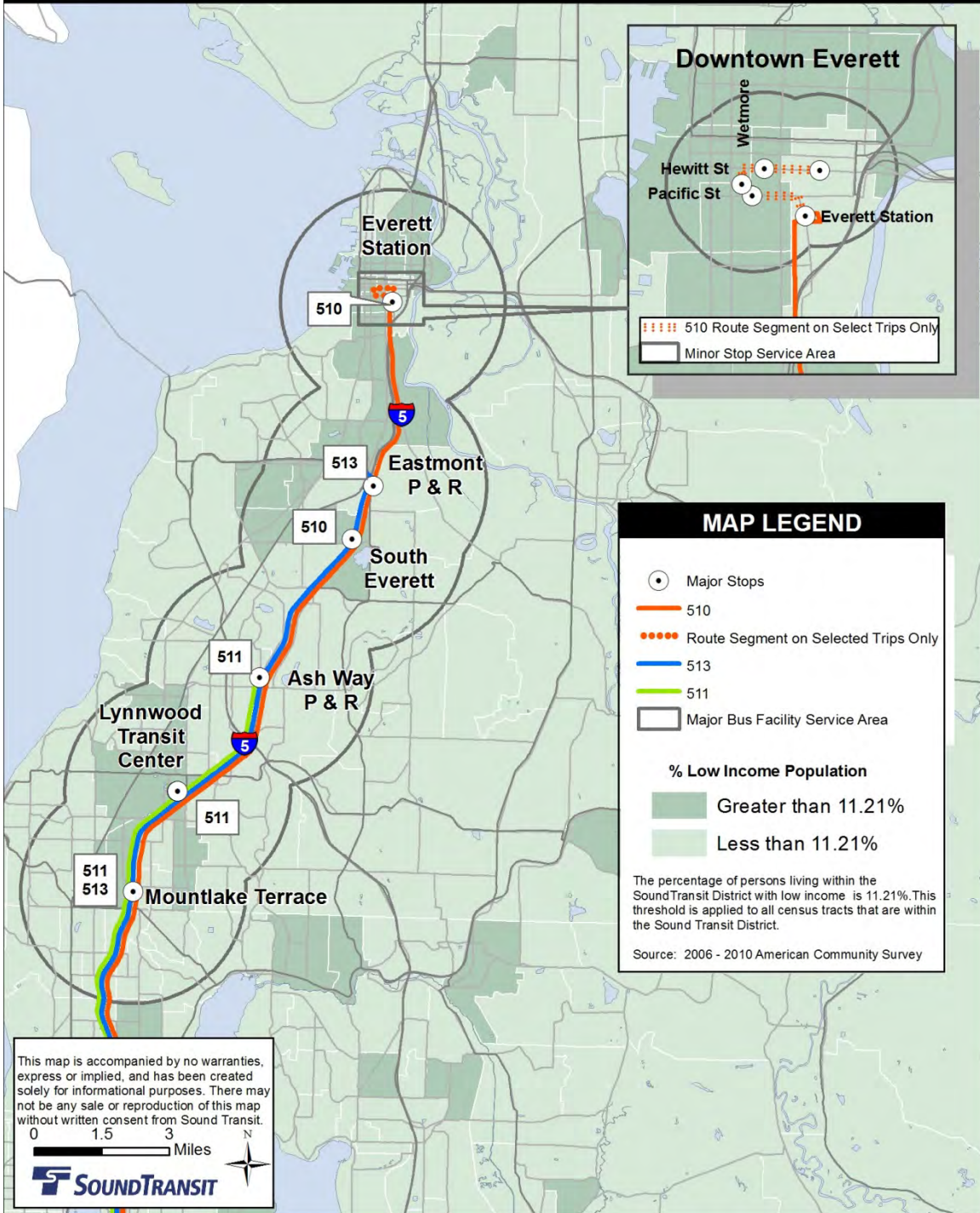
Proposed Changes to Route 566; New Route 567 - Limited English Population



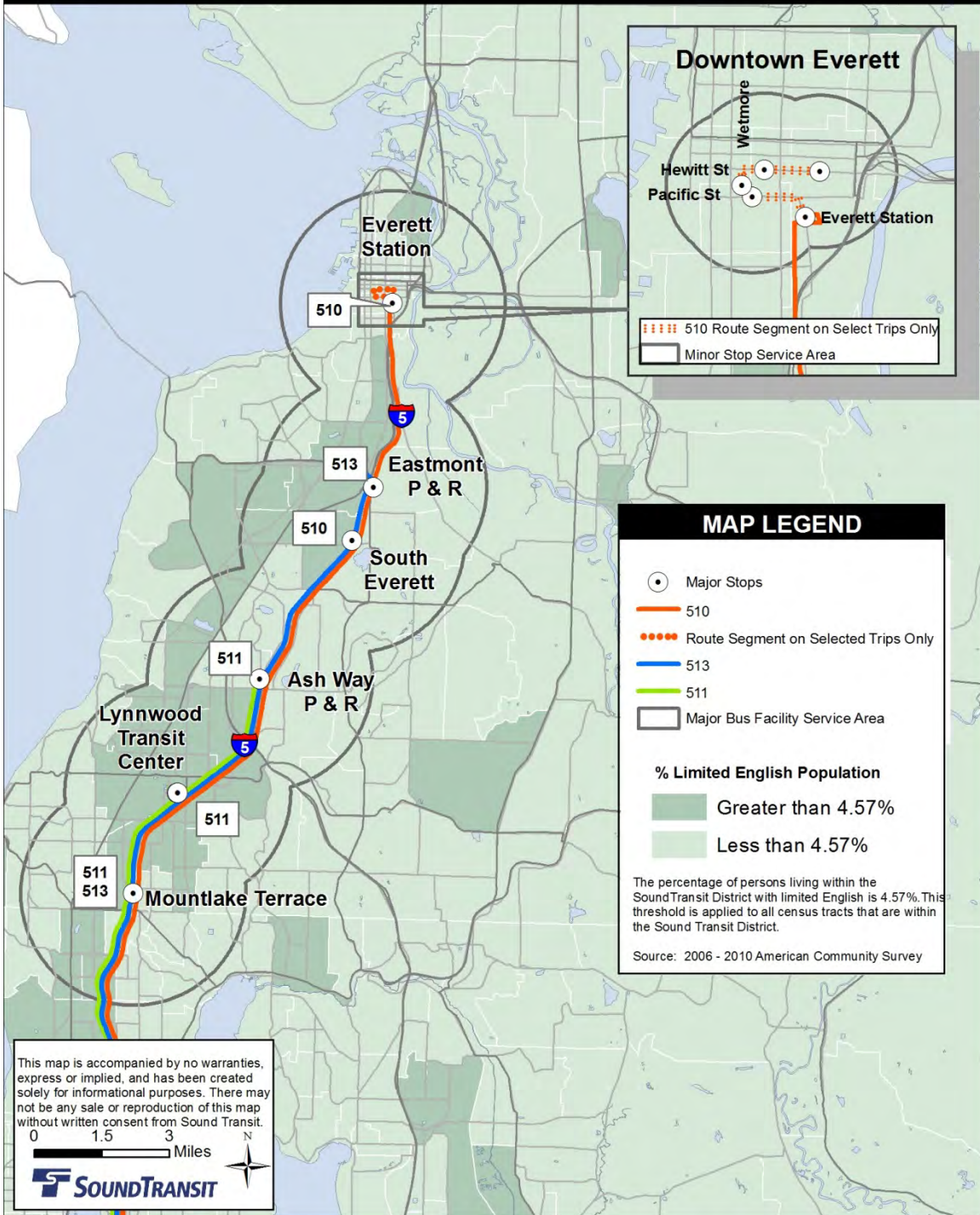
Proposed Seattle - Everett Peak Period/ Peak Direction Service - Minority Population



Proposed Seattle - Everett Peak Period/ Peak Direction Service - Low Income Population

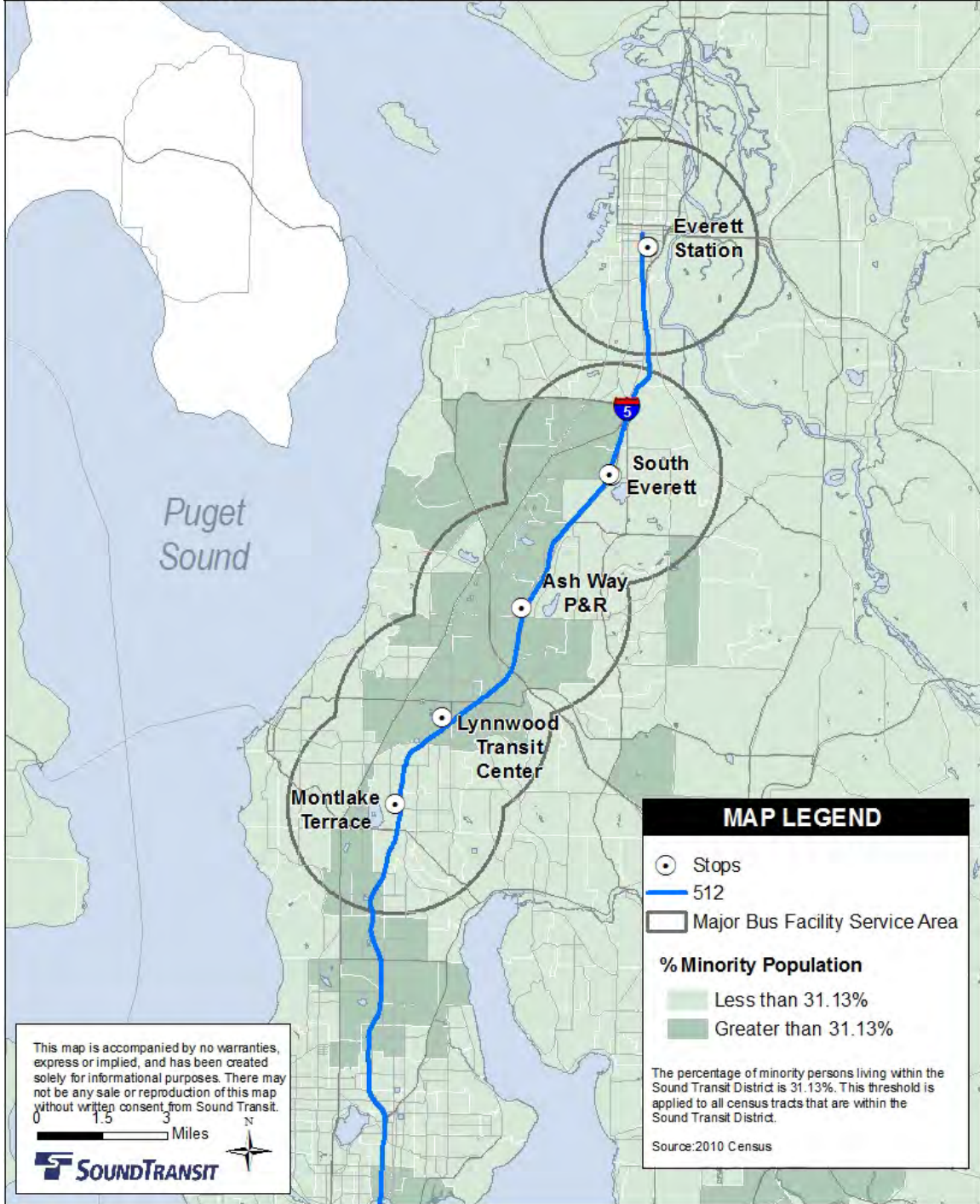


Proposed Seattle - Everett Peak Period/ Peak Direction Service - Limited English Population



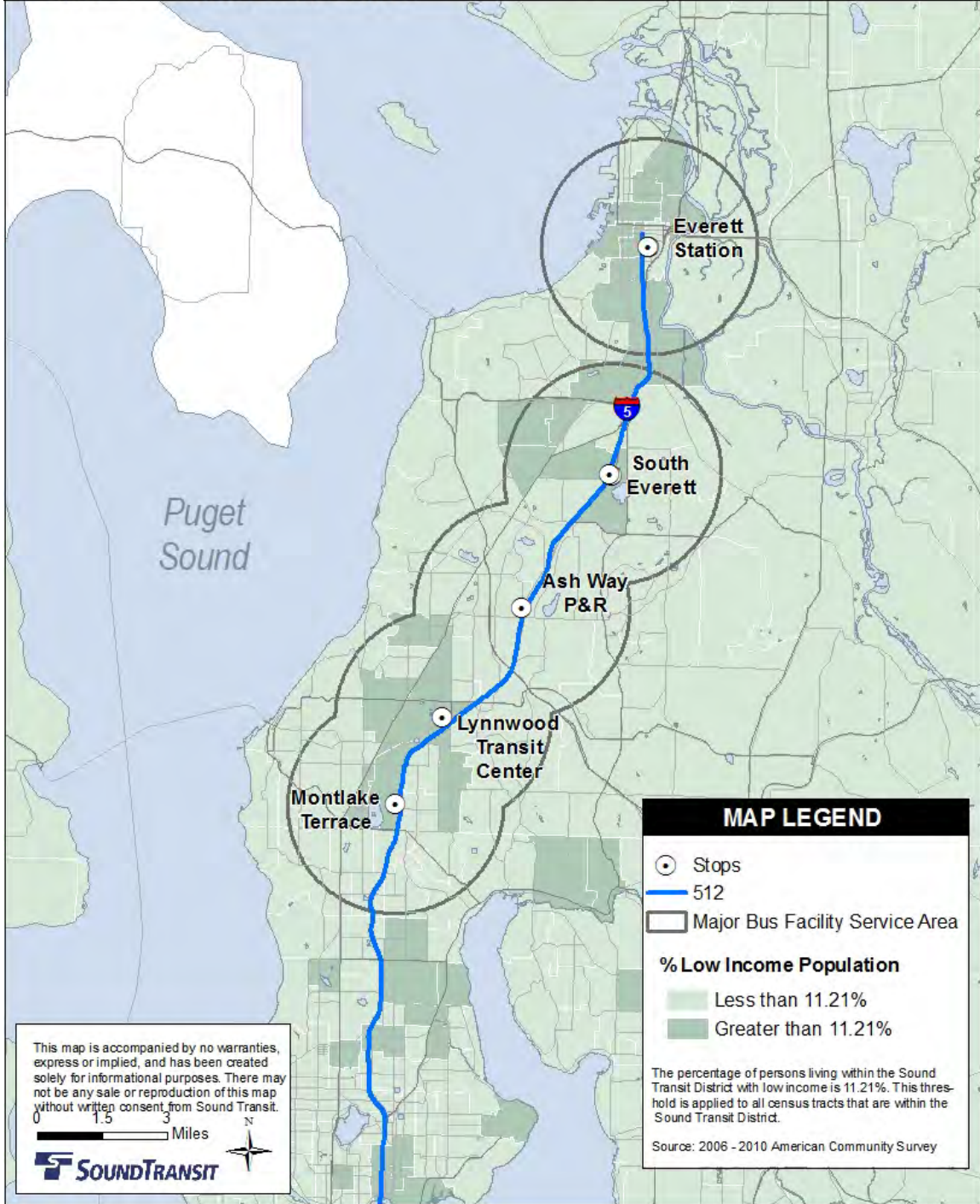
**Proposed Reverse Peak, Midday,
Night and Weekend Seattle Service**

- Minority Population



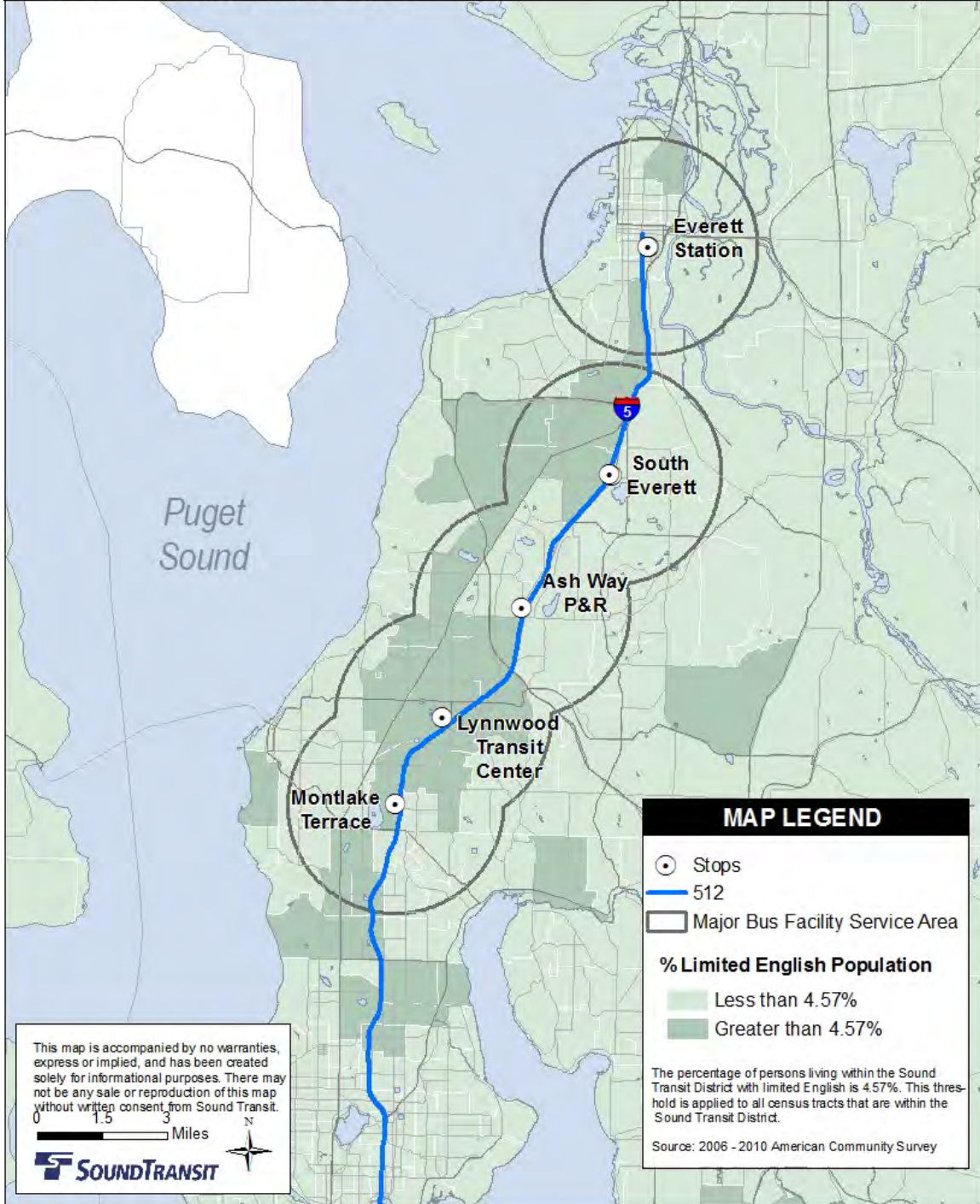
**Proposed Reverse Peak, Midday,
Night and Weekend Seattle Service**

- Low Income Population



**Proposed Reverse Peak, Midday,
Night and Weekend Seattle Service**

- Limited English Population



APPENDIX E: Transit Facility/Stop and Route Passenger Data

Following are total weekday passenger activity data (i.e. boardings and alightings) in both directions for many major transit facilities served by multiple Sound Transit services, with information from the Spring 2012 service change period. (Note that the data presented are only for Sound Transit modes and do not include any local transit services serving these locations.)

Note that service in downtown Seattle is served by 14 ST Express routes, two Sounder lines and Central Link light rail among dozens of stops and stations. Below is boarding information for downtown stops adjacent to Central Link stations, otherwise refer to the relevant route list starting on page 138 for other locations in downtown Seattle. Similar situations of multiple stop locations exist for service to the University District, downtown Tacoma, central Everett, and Renton. (However, data are included here for Montlake Freeway Station, Tacoma Dome Station, Everett Station, and Renton Transit Center.)

Following the facility summaries are passenger activity information for Central Link light rail, Tacoma Link light rail, Sounder commuter rail, and ST Express regional bus (in numerical route order).

Transit Facility WEEKDAY Passenger Data

Ash Way Park-and-Ride

Route	Boardings	Alightings
511	652	617
532	302	259
TOTAL	954	876

Auburn Station

Route	Boardings	Alightings
566	134	104
578	181	170
Sounder	1,094	1,094
TOTAL	1,409	1,368

Bellevue Transit Center

Route	Boardings	Alightings
532	680	682
535	574	580
550	1226	1319
555	206	189
556	159	213
560	292	394
566	709	772
TOTAL	3,846	4,137

Bothell Park-and-Ride

Route	Boardings	Alightings
522	200	204
535	92	99
TOTAL	292	303

Brickyard Park-and-Ride

Route	Boardings	Alightings
532	4	2
535	97	103
TOTAL	101	105

Route 532 serves Brickyard only in the reverse-peak direction, mornings northbound and evenings southbound.

Canyon Park Freeway Station

Route	Boardings	Alightings
532	250	329
535	156	147
TOTAL	406	476

Eastgate Freeway Station/Eastgate Park-and-Ride

Route	Boardings	Alightings
554	714	683
555	20	16
556	61	62
TOTAL	796	761

Routes 554 and 556 serve Eastgate Freeway Station, while Route 555 serves Eastgate Park-and-Ride

Everett Station

Route	Boardings	Alightings
510	900	1,000
532	149	125
Sounder	197	217
TOTAL	1,246	1,342

Evergreen Point Freeway Station

Route	Boardings	Alightings
540	67	32
542	57	35
545	112	142
555	8	4
556	19	18
TOTAL	263	231

Federal Way Transit Center

Route	Boardings	Alightings
574	438	433
577	765	521
578	429	472
TOTAL	1,632	1,426

I-90/Rainier Ave Freeway Station

Route	Boardings	Alightings
550	207	213
554	73	61
TOTAL	280	274

Issaquah Highlands Park-and-Ride

Route	Boardings	Alightings
554	178	216
555	51	15
556	78	82
TOTAL	307	313

Issaquah Transit Center

Route	Boardings	Alightings
554	434	424
555	18	21
556	121	124
TOTAL	573	569

Kent Station

Route	Boardings	Alightings
566	399	375
Sounder	1,481	1,481
TOTAL	1,880	1,856

King Street Hub (King Street Station, Int'l District/Chinatown Station)

Route	Boardings	Alightings
510	441	281
511	394	349
513	11	13
522	276	196
545	612	445
550	962	1,111
554	368	383
577	43	37
578	115	9
590	138	178
592	90	71
593	44	33
594	107	214
595	19	22
Central Link	2,059	2,480
Sounder South	4,208	4,208
Sounder North	617	560
TOTAL	10,504	10,590

For Route 550 and Central Link, uses International District/Chinatown Station. For all other routes, uses stops closest to S Jackson St.

Lakewood Station

Route	Boardings	Alightings
592	223	186
594	114	98
TOTAL	337	284

Lynnwood Transit Center

Route	Boardings	Alightings
511	920	1,036
535	213	223
TOTAL	1,133	1,259

Mercer Island Park-and-Ride

Route	Boardings	Alightings
550	834	930
554	249	155
TOTAL	1,083	1,085

Montlake Freeway Station

Route	Boardings	Alightings
540*	13	12
542*	57	47
545	428	427
555	26	32
556*	7	10
TOTAL	531	528

*Montlake Blvd near SR-520.

Mountlake Terrace Freeway Station

Route	Boardings	Alightings
511	382	350
513	88	38
TOTAL	470	388

Overlake Transit Center

Route	Boardings	Alightings
542	22	285
545	1467	1622
566	300	292
TOTAL	1,789	2,199

Includes SR-520 freeway stops at NE 40th St.

Pioneer Square Station

Route	Boardings	Alightings
Central Link	1,525	1,549
550	603	667
TOTAL	2,128	2,216

Downtown Seattle Transit Tunnel only, does not include ST Express on surface streets.

Puyallup Station

Route	Boardings	Alightings
578	85	99
Sounder	999	999
TOTAL	1,084	1,098

Renton Transit Center

Route	Boardings	Alightings
560	218	198
566	402	402
TOTAL	620	600

SeaTac/Airport Station

Route	Boardings	Alightings
Central Link	3,997	3,674
560	123	65
574	69	169
TOTAL	4,189	3,908

Sea-Tac Airport (Terminal)

Route	Boardings	Alightings
560	226	266
574	603	565
TOTAL	829	831

SODO Station

Route	Boardings	Alightings
590	38	44
592	23	22
593	9	9
594	29	32
595	8	8
Central Link	831	781
TOTAL	938	896

South Bellevue Park-and-Ride

Route	Boardings	Alightings
550	731	747
555	7	4
556	44	26
560	85	71
TOTAL	867	848

South Everett Freeway Station

Route	Boardings	Alightings
510	535	379
532	91	97
TOTAL	626	476

SR-512 Park-and-Ride

Route	Boardings	Alightings
574	215	198
592	225	245
594	173	140
TOTAL	613	583

Stadium Station

Route	Boardings	Alightings
510	37	38
511	80	43
513	0	1
522	76	57
545	79	63
590	27	23
592	20	16
593	7	7
594	56	55
595	3	2
Central Link	627	727
TOTAL	1,012	1,032

Sumner Station

Route	Boardings	Alightings
PT 496	143	143
578	72	83
Souder	905	905
TOTAL	1,120	1,131

Pierce Transit Route 496 replaced by ST Express 596 in June 2012 with identical service and routing.

Tacoma Dome Station

Route	Boardings	Alightings
574	350	334
578	14	9
586	225	253
590	992	734
593	194	197
594	317	406
Tacoma Link	1,074	1,028
Souder	735	735
TOTAL	3,901	3,696

Totem Lake Freeway Station

Route	Boardings	Alightings
532	220	225
535	214	178
TOTAL	434	403

University Street Station

Route	Boardings	Alightings
Central Link	1,819	1,888
550	910	933
TOTAL	2,729	2,821

Downtown Seattle Transit Tunnel only, does not include ST Express on surface streets.

UW Bothell/Cascadia Community College

Route	Boardings	Alightings
522	213	218
535	208	227
TOTAL	421	445

Westlake Hub

Route	Boardings	Alightings
510	318	525
511	448	738
513	41	40
522	485	655
545	858	1,018
550	1,336	1,164
554	198	101
577	254	216
578	247	484
590	182	283
592	74	89
593	45	53
594	194	243
595	37	44
Central Link	4,864	4,416
TOTAL	9,581	10,069

For Route 550 and Central Link, uses Westlake Station. For all other routes, generally uses one stop per direction closest to 4th Ave & Pine St.

Transit Route WEEKDAY Passenger Data

All data from Spring 2012 service change (i.e. February 18th or 19th, 2012 to June 8th or 9th, 2012).

Central Link light rail

Northbound	Boardings	Alightings
SeaTac/Airport Station	3,997	0
Tukwila/International Blvd Station	1,687	360
Rainier Beach Station	832	288
Othello Station	1,033	373
Columbia City Station	940	297
Mount Baker Station	806	629
Beacon Hill Station	919	470
SODO Station	411	378
Stadium Station	240	381
International District/Chinatown Station	789	1,563
Pioneer Square Station	282	1,256
University Street Station	175	1,702
Westlake Station	0	4,416

Southbound	Boardings	Alightings
Westlake Station	4,864	0
University Street Station	1,644	186
Pioneer Square Station	1,243	293
International District/Chinatown Station	1,270	917
Stadium Station	387	346
SODO Station	420	403
Beacon Hill Station	518	1,097
Mount Baker Station	714	775
Columbia City Station	319	941
Othello Station	431	1,081
Rainier Beach Station	291	812
Tukwila/International Blvd Station	377	1,955
SeaTac/Airport Station	0	3,674

Tacoma Link light rail

Northbound	Boardings	Alightings
Tacoma Dome Station	1,074	0
South 25th St	235	72
Union Station/South 19th St	396	449
Convention Center/South 15th St	86	304
Commerce St/South 11th St	120	539
Theater District/South 9th St	0	547

Southbound	Boardings	Alightings
Theater District/South 9th St	427	0
Commerce St/South 11th St	416	39
Convention Center/South 15th St	324	44
Union Station/South 19th St	431	308
South 25th St	159	339
Tacoma Dome Station	0	1,028

Sounder commuter rail

South Line

Peak Direction:

Morning/Northbound

Station	On	Off
Tacoma	644	0
Puyallup	961	8
Sumner	862	14
Auburn	963	71
Kent	1,152	285
Tukwila	240	380
Seattle	0	4,064

Afternoon/Southbound

Station	On	Off
Seattle	4,064	0
Tukwila	380	240
Kent	285	1,152
Auburn	71	963
Sumner	14	862
Puyallup	8	961
Tacoma	0	644

Reverse-Peak Direction:

Morning/Southbound

Station	On	Off
Seattle	144	0
Tukwila	17	29
Kent	18	26
Auburn	21	39
Sumner	13	16
Puyallup	9	21
Tacoma	0	91

Afternoon/Northbound

Station	On	Off
Tacoma	91	0
Puyallup	21	9
Sumner	16	13
Auburn	39	21
Kent	26	18
Tukwila	29	17
Seattle	0	144

Note: The South Line station-boarding survey is conducted during the afternoon commute, so in order to estimate the morning travel patterns, an assumption is made that people are making a mirrored trip in both commute periods.

North Line

Morning/ Southbound

Station	On	Off
Everett	197	0
Mukilteo	154	4
Edmonds	224	11
Seattle	0	560

Afternoon/ Northbound

Station	On	Off
Seattle	617	0
Edmonds	10	228
Mukilteo	6	187
Everett	0	217

ST Express regional bus

Page 11 of the Sound Transit Board’s adopted “*Service Standards and Performance Measures*” 2010 Edition states that “at a minimum, each [ST Express] stop should have at least 25 daily boardings.” In the tables that follow, stops shaded in pink do not meet the stop guidelines for either direction. Stops highlighted in yellow do not meet the standards in the current direction but do meet the standards in the reverse direction.

Route 510

Northbound	Boardings	Alightings
6th Ave S at S Atlantic St	37	0
4th Ave S at S Jackson St	434	15
4th Ave S at S Washington St	39	15
4th Ave at Cherry St	181	35
4th Ave at Seneca St	186	92
4th Ave at Union St	273	22
Olive Way at 6th Ave	266	32
Howell St at 9th Ave^	98	0
Olive Way at Terry Ave*	76	5
I-5 at NE 45th St*	117	12
I-5 at NE 145th St*	37	5
South Everett Freeway Station	37	356
Broadway at 38th St	5	80
Everett Station	10	979
Pacific Ave at Rockefeller Ave	0	52
Wetmore Ave at Wall St	0	70
Hewitt Ave at Lombard St	0	5
Hewitt Ave at Virginia Ave	0	17

* - Not served in peak-period, peak-direction

^ - Only served in peak-period, peak-direction

Southbound	Boardings	Alightings
Hewitt Ave at Virginia Ave	19	0
Hewitt Ave at Lombard Ave	6	0
Wetmore Ave at Wall St	39	1
Pacific Ave at Rockefeller Ave	39	0
Everett Station	890	21
Broadway at 38th St SE	98	9
South Everett Freeway Station	498	22
I-5 at NE 145th St*	10	14
I-5 at NE 45th St*	24	73
Stewart St at Yale Ave	18	157
Stewart St at 9th Ave	16	60
Stewart St at 7th Ave	11	111
5th Ave at Pine St	45	502
5th Ave at Seneca St	22	231
5th Ave at Marion St	39	204
5th Ave at Jefferson St	36	108
5th Ave S at Jackson St	6	266
Airport Way S at S Royal Brougham Way	0	38

* - Not served in peak-period, peak-direction

Route 511

Northbound	Boardings	Alightings
6th Ave S at S Atlantic St	80	0
4th Ave S at S Jackson St	389	12
4th Ave S at S Washington St	70	0
4th Ave at Cherry St	237	93
4th Ave at Seneca St	240	64
4th Ave at Union St	331	119
Olive Way at 6th Ave	451	53
Howell St at 9th Ave [^]	56	1
Olive Way at Terry Ave*	117	24
I-5 at NE 45th St*	353	80
I-5 at NE 145th St*	45	48
Mountlake Terrace	33	333
Lynnwood Transit Center	49	1,008
Ash Way Park & Ride	0	617

* - Not served in peak-period, peak-direction

[^] - Only served in peak-period, peak-direction

Southbound	Boardings	Alightings
Ash Way Park & Ride	652	0
Lynnwood Transit Center	871	29
Mountlake Terrace	348	17
I-5 at NE 145th St*	38	12
I-5 at NE 45th St*	107	198
Stewart St at Yale Ave	38	205
Stewart St at 9th Ave	31	144
Stewart St at 7th Ave	43	129
5th Ave at Pine St	117	619
5th Ave at Seneca St	56	282
5th Ave at Marion St	40	268
5th Ave at Jefferson St	40	104
5th Ave S at S Jackson St	5	337
Airport Way S at S Royal Brougham Way	0	43

* - Not served in peak-period, peak-direction

Route 513

Northbound	Boardings	Alightings
6th Ave S at S Atlantic St	0	0
4th Ave S at Jackson St	10	0
4th Ave S at Washington St	13	0
4th Ave at Cherry St	25	3
4th Ave at Seneca St	28	3
4th Ave at Union St	33	0
Olive Way at 6th Ave	23	0
Howell St at 9th Ave	13	0
Howell St at Yale Ave	30	0
Mountlake Terrace	5	35
Eastmont Park & Ride	3	112
Evergreen Way at 79th Pl SE	0	27

Southbound	Boardings	Alightings
Evergreen Way at 79th Pl SE	28	0
Eastmont Park & Ride	84	2

Mountlake Terrace	83	3
Stewart St at Yale Ave	7	29
Stewart St at 9th Ave	3	21
Stewart St at 7th Ave	1	32
5th Ave at Pine St	8	40
5th Ave at Seneca St	3	25
5th Ave at Marion St	5	38
5th Ave at Jefferson St	1	22
5th Ave S at Jackson St	1	13
Airport Way S at S Royal Brougham Way	0	1

Route 522

Northbound	Boardings	Alightings
6th Ave S at S Atlantic St	76	0
4th Ave S at S Jackson St (Island)	262	12
3rd Ave at James St	226	13
3rd Ave at Madison St	280	55
3rd Ave at Union St	476	105
Pike St at 6th Ave	534	55
Lake City Way NE at NE 125th St	114	256
Lake City Way NE at NE 130th St	80	103
Lake City Way NE at NE 137th St	13	116
Bothell Way NE at NE 145th St	25	130
Bothell Way NE at NE 153rd St	8	52
Bothell Way NE at NE 165th St	2	27
Bothell Way NE at NE 170th St	11	90
Bothell Way NE at Ballinger Way NE	7	12
NE Bothell Way at 61st Ave NE	8	71
NE Bothell Way at 68th Ave NE	52	128
NE Bothell Way at 73rd Ave NE (Kenmore Park & Ride)	25	263
NE Bothell Way at 80th Ave NE	14	56
Bothell Way NE at NE 180th St	8	69
Main St at 103rd Ave NE (Bothell Park & Ride)	9	195
UW Bothell/Cascadia CC	41	181
Beardslee Blvd at NE 195th St	3	62
SR-522 at 132nd Ave NE	1	28
Woodinville-Snohomish Rd at 139th Ave NE	1	32
NE 178th Pl at 138th Pl NE	4	49
Woodinville Park & Ride	0	119
6th Ave S at S Atlantic St	76	0

Southbound	Boardings	Alightings
Woodinville Park & Ride	147	0
NE 178th Pl at NE 180th Pl	23	1
Woodinville-Snohomish Rd at NE 190th St	25	1
SR-522 at 132nd Ave NE	14	1
Beardslee Blvd at Ross Rd	43	3
UW Bothell/Cascadia CC	172	36
Woodinville Dr at Kaysner Way (Bothell Park & Ride)	191	9
Bothell Way NE at Ormbrek St	90	11
NE Bothell Way at 80th Ave NE	48	15
Kenmore Park & Ride	324	32

NE Bothell Way at 68th Ave NE	110	28
NE Bothell Way at 61st Ave NE	75	7
Bothell Way NE at Ballinger Way NE	35	7
Bothell Way NE at NE 170th St	72	8
Bothell Way NE at NE 165th St	33	2
Bothell Way NE at NE 153rd St	52	6
Lake City Way NE at NE 145th St	147	23
Lake City Way NE at NE 137th St	131	13
Lake City Way NE at NE 130th St	107	58
Lake City Way NE at NE 125th St	245	107
Union St at 6th Ave	20	680
Union St at 4th Ave	8	552
2nd Ave at Marion St	13	213
2nd Ave at James St	2	88
2nd Ave Ext S at S Jackson St	15	185
6th Ave S at S Royal Brougham Way	0	57

Route 532

Northbound	Boardings	Alightings
NE 10th St at 102nd Ave NE	42	0
NE 10th St at Bellevue Way NE	35	1
Bellevue Transit Center	670	8
Totem Lake Freeway Station	98	124
I-405 at NE 160th St (Brickyard Park & Ride)*	2	0
I-405 at NE 195th St*	3	4
Canyon Park Freeway Station	50	282
Ash Way Park & Ride	15	243
South Everett Freeway Station	3	92
Broadway at 38th St	0	20
Broadway at 33rd St	0	18
Everett Station	0	125

* Mornings only (reverse-peak direction)

Southbound	Boardings	Alightings
Everett Station	149	0
Broadway at 34th St	2	0
Broadway at 38th St	21	0
South Everett Freeway Station	88	5
Ash Way Park & Ride	287	16
Canyon Park Freeway Station	200	47
I-405 at NE 195th St*	11	3
I-405 at NE 160th St (Brickyard Park & Ride)*	2	2
Totem Lake Freeway Station	122	81
Bellevue Transit Center	10	674
NE 8th St at 106th Ave NE	1	45
NE 8th St at 102nd Ave NE	2	13
NE 10th St at 102nd Ave NE	0	9

* Afternoons only (reverse-peak direction)

Route 535

Northbound	Boardings	Alightings
NE 10th St at 102nd Ave NE	34	0
NE 10th St at Bellevue Way NE	23	1
Bellevue Transit Center	568	16
Totem Lake Freeway Station	83	119
I-405 at NE 160th St (Brickyard Park & Ride)	17	84
Beardslee Blvd & Sunrise Dr (Bothell Park & Ride)	9	91
UW Bothell/Cascadia CC	101	110
I-405 at NE 195th St	16	26
Canyon Park Freeway Station	36	103
Alderwood Mall Blvd at 184th St SW	6	102
18600 Alderwood Mall Pkwy	5	25
Lynnwood Transit Center	0	223

Southbound	Boardings	Alightings
Lynnwood Transit Center	213	0
18600 Alderwood Mall Pkwy	34	6
Alderwood Mall Blvd at 184th St SW	97	6
Canyon Park Freeway Station	120	44
Beardslee Blvd at NE 195th St	26	21
UW Bothell/Cascadia CC	107	117
Kaysner Way at Woodinville Dr (Bothell Park & Ride)	83	8
I-405 at NE 160th St (Brickyard Park & Ride)	80	19
Totem Lake Freeway Station	131	59
Bellevue Transit Center	6	564
NE 8th St at 106th Ave NE	1	16
NE 8th St at 102nd Ave NE	0	12
NE 10th St at 102nd Ave NE	0	25

Route 540

Eastbound	Boardings	Alightings
Stevens Way at Memorial Way	25	0
Stevens Way at Pend Oreille Rd	32	0
Stevens Way at Benton Ln	24	0
Stevens Way at Garfield Ln	7	0
Grant Ln at Stevens Way	31	0
15th Ave NE at NE 40th St	35	3
15th Ave NE at NE Pacific St	17	0
NE Pacific St at 15th Ave NE	31	1
NE Pacific St at NE Pacific Pl	87	2
Montlake Blvd E at SR-520	12	5
Evergreen Point Freeway Station	22	23
Yarrow Point Freeway Station	0	2
South Kirkland Park & Ride	5	175
108th Ave NE at NE 58th St	0	10
6th St S at NE 68th St	2	26
Kirkland Transit Center	0	82

Westbound	Boardings	Alightings
Kirkland Transit Center	73	0
6th St S at 9th Ave S	40	1
108th Ave NE at NE 58th St	121	4
South Kirkland Park & Ride	134	5

Yarrow Point Freeway Station	4	1
Evergreen Point Freeway Station	45	13
Montlake Blvd E at E Shelby St	1	9
NE Pacific St at NE Pacific Pl	9	159
NE Pacific St at 15th Ave NE	2	29
15th Ave NE at NE Pacific St	1	12
15th Ave NE at NE Campus Pkwy	3	81
15th Ave NE at NE 42nd St	3	68
Stevens Way at Memorial Way	0	21
Stevens Way at Pend Oreille Rd	0	9
Stevens Way at Benton Ln	0	9
Stevens Way at Garfield Ln	0	7
Grant Ln at Stevens Way	0	10

Route 542

Eastbound	Boardings	Alightings
Green Lake Park & Ride	195	0
NE 50th St at University Way NE	57	2
15th Ave NE at NE 45th St	50	2
15th Ave NE at NE 43rd St	87	7
15th Ave NE at NE Campus Pkwy	68	12
15th Ave NE at NE 40th St	25	8
15th Ave NE at NE Pacific St	22	4
NE Pacific St at 15th Ave NE	44	16
NE Pacific St at NE Pacific Pl	106	33
Montlake Blvd E at SR-520	54	7
Evergreen Point Freeway Station	21	26
Yarrow Point Freeway Station	1	3
SR-520 at NE 40th St (Overlake Transit Center)	22	285
SR-520 at NE 51st St	4	71
West Lake Sammamish Pkwy NE at Leary Way	0	26
NE 85th St at 154th Ave NE	0	21
NE 85th St at 161st Ave NE	0	53
Redmond Transit Center	0	178

Westbound	Boardings	Alightings
Redmond Transit Center	205	0
NE 85th St at 160th Ave NE	56	1
154th Ave NE at NE 85th St	15	0
West Lake Sammamish Pkwy NE at Leary Way	25	1
SR-520 at NE 51st St	82	2
SR-520 at NE 40th St	227	12
Yarrow Point Freeway Station	5	2
Evergreen Point Freeway Station	36	9
Montlake Blvd E at E Shelby St	3	41
NE Pacific St at NE Pacific Pl	43	155
NE Pacific St at 15th Ave NE	13	37
15th Ave NE at NE Pacific St	8	22
15th Ave NE at NE Campus Pkwy	16	100
15th Ave NE at NE 42nd St	11	86
15th Ave NE at NE 45th St	5	50
NE 50th St at University Way NE	2	58
Green Lake Park & Ride	0	174
Redmond Transit Center	205	0

Route 545

Eastbound	Boardings	Alightings
6th Ave S at S Atlantic St	71	0
4th Ave S at S Jackson St	554	66
4th Ave at James St	217	48
4th Ave at Madison St	356	134
4th Ave at University St	438	92
4th Ave at Pike St	707	119
Olive Way at 8th Ave	357	57
Olive Way at Terry Ave	343	24
Bellevue Ave at E Olive St*	322	6
Montlake Freeway Station	367	60
Evergreen Point Freeway Station	56	72
Yarrow Point Freeway Station	5	25
SR-520 at NE 40th St (Overlake Transit Center)	107	1,478
SR-520 at NE 51st St	25	256
West Lake Sammamish Pkwy NE at Leary Way	5	127
NE 85th St at 154th Ave NE	2	79
NE 85th St at 161st Ave NE	9	203
Redmond Transit Center	56	502
Cleveland St at 166th Ave NE	6	89
NE 76th St at 177th Pl NE	3	138
Bear Creek Park & Ride	0	430

* Stop served until 10:45 a.m.

Westbound	Boardings	Alightings
Bear Creek Park & Ride	432	0
NE 76th St at 177th Pl NE	105	3
NE Redmond Way at NE 79th Pl	86	9
Redmond Transit Center	577	50
NE 85th St at 160th Ave NE	219	15
154th Ave NE at NE 85th St	61	2
West Lake Sammamish Pkwy NE at Leary Way	141	7
SR-520 at NE 51st St	316	29
Overlake Transit Center*	550	42
SR-520 at NE 40th St	811	78
Yarrow Point Freeway Station	21	6
Evergreen Point Freeway Station	56	69
Montlake Freeway Station	62	373
Stewart St at Yale Ave	63	606
Stewart St at 9th Ave	30	251
Stewart St at 7th Ave	29	161
5th Ave at Pine St	152	914
5th Ave at Seneca St	56	341
5th Ave at Marion St	33	344
5th Ave at Jefferson St	47	165
5th Ave S at S Jackson St	58	385
6th Ave S at S Royal Brougham Way	0	55

* Stop served after 12:00 p.m.

Route 550

Eastbound	Boardings	Alightings
Convention Place Station	637	0
Westlake Station	1,306	34
University Street Station	868	58

Pioneer Square Station	509	106
International District/Chinatown Station	685	329
I-90/Rainier Freeway Station	172	44
Mercer Island Park & Ride	164	798
South Bellevue Park & Ride	78	649
Bellevue Way SE at SE 16th St	13	54
Bellevue Way SE at SE 10th St	9	36
Bellevue Way SE at SE 3rd St	63	88
Bellevue Way NE at Main St	18	193
NE 4th St at 105th Ave NE	31	615
Bellevue Transit Center	32	1,308
NE 12th St at 110th Ave NE	0	272

Westbound	Boardings	Alightings
110th Ave NE at NE 12th St	395	0
Bellevue Transit Center	1,226	67
NE 4th St at 108th Ave NE	246	6
Bellevue Way NE at NE 4th St	370	24
Bellevue Way NE at NE 1st St	49	10
Bellevue Way SE at Main St	136	12
Bellevue Way SE at SE 3rd St	97	37
Bellevue Way SE at SE 11th St	28	12
Bellevue Way SE at SE 16th St	46	12
South Bellevue Park & Ride	653	94
Mercer Island Park & Ride	670	127
I-90/Rainier Freeway Station	35	170
International District/Chinatown Station	278	786
Pioneer Square Station	95	565
University Street Station	42	882
Westlake Station	30	1,140
Convention Place Station	0	453

Route 554

Eastbound	Boardings	Alightings
Lenora St at 4th Ave	164	0
2nd Ave at Stewart St	195	4
2nd Ave at Seneca St	304	6
2nd Ave at Cherry St	155	12
S Washington St at 4th Ave S	41	7
5th Ave S at S Jackson St	352	16
I-90/Rainier Freeway Station	64	2
Mercer Island Park & Ride	67	87
Eastgate Freeway Station	105	605
Issaquah Transit Center	19	422
E Sunset Way at Rainier Blvd S	13	134
Highlands Dr NE at NE Ellis Dr	1	21
Issaquah Highlands Park & Ride	58	205
Issaquah-Pine Lake Rd at Issaquah-Fall City Rd*	0	1
South Sammamish Park & Ride*	1	7
228th Ave SE & SE 8th St*	0	3
228th Ave NE & NE 8th St*	0	3
228th Ave NE & NE 25th Way*	2	3
NE Redmond Way at 185th Ave NE*	0	2

* Stops served by five night trips only.

Westbound	Boardings	Alightings
NE Redmond Way at 185th Ave NE*	3	0
228th Ave NE & NE 25th Way*	2	0
228th Ave NE & NE Inglewood Hill Rd*	1	0
228th Ave SE & SE 8th St*	0	0
South Sammamish Park & Ride*	2	0
Issaquah-Pine Lake Rd at SE 37th Pl*	0	0
Issaquah Highlands Park & Ride	120	17
9th Ave NE at NE Ellis Dr	32	7
W Sunset Way at 1st Ave NE	121	10
Issaquah Transit Center	415	15
Eastgate Freeway Station	608	95
Mercer Island Park & Ride	182	69
I-90/Rainier Freeway Station	9	57
5th Ave S at S Jackson St	16	353
4th Ave S at S Washington St	7	32
4th Ave at Cherry St	22	213
4th Ave at Seneca St	6	200
4th Ave at Union St	4	277
4th Ave at Stewart St	3	94
4th Ave at Lenora St	0	114

* Stops served by two morning trips only.

Routes 555/556

Eastbound	Route 555		Route 556		Total	
	Boardings	Alightings	Boardings	Alightings	Boardings	Alightings
Northgate Transit Center	173	0	26	0	199	0
NE 50th St at University Way NE			4	2	4	2
15th Ave NE at NE 45th St			17	3	17	3
15th Ave NE at NE 43rd St			33	1	33	1
15th Ave NE at NE Campus Pkwy			49	2	49	2
15th Ave NE at NE 40th St			22	1	22	1
15th Ave NE at NE Pacific St			9	0	9	0
NE Pacific St at 15th Ave NE			33	2	33	2
NE Pacific St at NE Pacific Pl			51	5	51	5
Montlake Blvd E at SR-520			6	7	6	7
Montlake Freeway Station	20	6			20	6
Evergreen Point Freeway Station	3	3	2	16	5	20
Yarrow Point Freeway Station	0	1	0	1	0	2
Bellevue Transit Center	41	159	121	66	162	225
112th Ave SE at SE 4th St	1	5	2	2	3	7
112th Ave SE at SE 15th St	0	5	2	3	2	8
South Bellevue Park & Ride	5	2	4	25	9	27
SE Eastgate Way & Richards Rd	2	15		0	2	15
Eastgate Park & Ride	5	14		0	5	14
142nd Pl SE at SE 32nd St (Bellevue College)	0	6		0	0	6
Eastgate Freeway Station			15	54	15	54
Issaquah Transit Center	1	19	3	125	4	144
Highlands Dr NE at NE Ellis Dr	0	1	0	3	0	4
Issaquah Highlands Park & Ride	0	17	0	80	0	97

	Route 555		Route 556		Total	
	Boardings	Alightings	Boardings	Alightings	Boardings	Alightings
Westbound						
Issaquah Highlands Park & Ride	12	0	118	0	130	0
9th Ave NE at NE Ellis Dr	4	1	2	0	5	2
Issaquah Transit Center	18	1	117	1	135	3
Eastgate Freeway Station			47	10	47	10
142nd Pl SE at SE 32nd St (Bellevue College)	3	1			3	1
Eastgate Park & Ride	15	2			15	2
I-90 at Richards Rd	13	1			13	1
South Bellevue Park & Ride	1	2	40	0	41	2
112th Ave SE at SE 15th St	5	1	2	2	7	3
112th Ave SE at SE 4th St	8	1	2	3	9	3
Bellevue Transit Center	165	28	38	154	203	182
Yarrow Point Freeway Station	0	1	1	0	1	1
Evergreen Point Freeway Station	5	1	17	2	22	3
Montlake Freeway Station	6	26			6	26
Montlake Blvd E at E Shelby St			0	3	0	3
NE Pacific St at NE Pacific Pl.			2	60	2	60
NE Pacific St at 15th Ave. NE			0	24	0	24
15th Ave NE at NE Pacific St.			0	11	0	11
15th Ave NE at NE Campus Pkwy			1	50	1	50
15th Ave NE at NE 42nd St.			1	28	1	28
15th Ave NE at NE 45th St.			3	13	3	13
NE 50th St at University Way NE			2	2	2	2
Northgate Transit Center	0	185	0	29	0	214

Route 560

Eastbound	Boardings	Alightings
Alaska Junction	45	0
California Ave SW at SW Dawson St	7	1
Fauntleroy Way SW at California Ave SW	15	12
Fauntleroy Ferry Terminal	23	2
35th Ave SW at SW Barton St	13	2
SW Roxbury St at 28th Ave SW	11	2
SW Roxbury St at 20th Ave SW	1	1
White Center Transfer Point	29	12
16th Ave SW at SW 116th St	8	1
Ambaum Blvd SW at SW 128th St	12	2
Ambaum Blvd SW at SW 136th St	14	2
Burien Transit Center	94	48
Sea-Tac Airport	154	75
International Blvd at S 176th St	89	16
Rainier Ave S at S 7th St	19	30
Renton Transit Center	124	77
Park Ave N at N 6th St	20	12
Park Ave N at N 8th St	12	25
Park Ave N at Garden Ave N	17	6
I-405 at N 30th St (Kennydale Freeway Station)	45	15
I-405 at 112th Ave SE (Newport Hills Park & Ride)	20	11
South Bellevue Park & Ride	19	58
112th Ave SE at SE 15th St	4	5

112th Ave SE at SE 4th St	4	22
Bellevue Transit Center	38	374
105th Ave NE at NE 2nd St	0	27

Westbound	Boardings	Alightings
105th Ave NE at NE 2nd St	26	0
Bellevue Transit Center	292	13
112th Ave SE at SE 4th St	17	3
112th Ave SE at SE 15th St	7	5
South Bellevue Park & Ride	66	12
I-405 at 112th Ave SE (Newport Hills Park & Ride)	19	20
I-405 at N 30th St (Kennydale Freeway Station)	15	37
Park Ave N at Lake Washington Blvd N	8	15
Park Ave N at N 8th St	22	14
Park Ave N at N 6th St	9	15
Renton Transit Center	95	122
Rainier Ave S at SW 7th St	26	15
Sea-Tac Airport	72	193
International Blvd at S 176th St (SeaTac/Airport Station)	34	50
Burien Transit Center	47	142
Ambaum Blvd SW at SW 136th St	3	10
Ambaum Blvd SW at SW 128th St	3	6
Ambaum Blvd SW at SW 116th St	1	4
White Center Transfer Point	10	23
SW Roxbury St at 20th Ave SW	0	1
SW Roxbury St at 27th Ave SW	2	5
SW Barton St at 35th Ave SW	2	8
SW Wildwood Pl at 45th Ave SW	1	4
Fauntleroy Ferry Terminal	2	14
California Ave SW at Fauntleroy Way SW	1	7
California Ave SW at SW Dawson St	1	10
Alaska Junction	0	32

Route 566

Northbound	Boardings	Alightings
Auburn Station	134	0
Auburn Park & Ride	52	2
W Smith St at 4th Ave N	10	6
Kent Station	368	25
Central Ave N at S 228th St	38	13
Rainier Ave S at S 7th St	47	35
Renton Transit Center	289	90
Park Ave N at N 6th St	48	13
Park Ave N at N 8th St	25	15
Park Ave N at Garden Ave N	38	7
Bellevue Transit Center	105	660
SR-520 at NE 40th St (Overlake Transit Center)	0	284

Southbound	Boardings	Alightings
Overlake Transit Center	186	0
SR-520 at NE 40th St	114	2

Bellevue Transit Center	603	113
Park Ave N at Lake Washington Blvd N	7	39
Park Ave N at N 8th St	18	37
Park Ave N at N 6th St	9	38
Renton Transit Center	113	311
Rainier Ave S at SW 7th St	26	33
Central Ave N at S 228th St	10	31
Kent Station	31	350
4th Ave N at W Smith St	4	13
Auburn Park & Ride	3	51
Auburn Station	0	104

Route 574

Northbound	Boardings	Alightings
Lakewood Transit Center	274	0
SR-512 Park & Ride	197	20
E 'D' St at E 26th St	1	19
Tacoma Dome Station	289	49
Federal Way Transit Center	268	178
Star Lake Freeway Station	26	13
Kent-Des Moines Freeway Station	24	36
S 188th St at Military Rd S	5	6
S 188th St at 42nd Ave S	5	4
S 188th St at 36th Ave S	2	4
International Blvd at S 188th St	2	30
International Blvd at S 180th St	1	11
International Blvd at S 176th St (SeaTac/Airport Station)	4	165
Sea-Tac Airport	0	565

Southbound	Boardings	Alightings
Sea-Tac Airport	603	0
International Blvd at S 176th St (SeaTac/Airport Station)	65	4
International Blvd at Airport Entrance	22	1
S 188th St at International Blvd	21	4
S 188th St at 36th Ave S	2	4
S 188th St at 42nd Ave S	2	4
S 188th St at 46th Ave S	9	7
Kent-Des Moines Freeway Station	33	20
Star Lake Freeway Station	12	19
Federal Way Transit Center	169	255
Tacoma Dome Station	61	285
E 'D' St at E 26th St	4	2
SR-512 Park & Ride	18	178
Lakewood Transit Center	0	235

Route 577

Northbound	Boardings	Alightings
Federal Way Transit Center	765	0
Seneca St at 5th Ave	0	328
4th Ave at University St	0	160
Pine St at 3 rd Ave	0	194
2nd Ave at Pike St	0	22
2nd Ave at Marion St	0	26

2nd Ave at James St	0	6
2nd Ave Ext S at S Jackson St	0	10
Southbound	Boardings	Alightings
Seneca St at 5th Ave*	2	0
4th Ave at University St*	1	0
Pine St at 3 rd Ave*	3	0
Lenora St at 4th Ave^	93	1
2nd Ave at Lenora St^	51	1
2nd Ave at Pike St	250	22
2nd Ave at Marion St	110	30
2nd Ave at James St	30	9
2nd Ave Ext S at S Jackson St	43	27
Federal Way Transit Center	0	522

* - Some morning trips only.

^ - Afternoons only.

Route 578

Northbound	Boardings	Alightings
Commerce St at S 10th St*	17	0
Commerce St at S 12th St*	2	1
Pacific Ave at S 14th St*	3	1
Pacific Ave at UW Campus*	7	1
S 24th St at Pacific Ave*	1	1
Tacoma Dome Station*	10	4
River Rd at 4th St NW*	1	3
Puyallup Station	72	19
Sumner Station	42	25
Auburn Station	140	39
Federal Way Transit Center	366	66
4th Ave at University St	5	480
Olive Way at 6th Ave	1	9
Howell St at 9th Ave	0	14

* - Only served on some morning trips.

Southbound	Boardings	Alightings
Lenora St at 4th Ave	61	1
2nd Ave at Lenora St	25	1
2nd Ave at Pike St	241	3
2nd Ave at Marion St	91	3
2nd Ave at James St	36	4
2nd Ave Ext S at S Jackson St	115	9
Federal Way Transit Center	63	406
Auburn Station	41	132
Sumner Station	30	58
Puyallup Station	14	80
River Rd at 4th St NW*	2	1
Tacoma Dome Station*	4	5
Pacific Ave at S 24th St*	1	2
Pacific Ave at UW Campus*	1	5
Pacific Ave at S 14th St*	1	4
Commerce St at S 12th St*	1	5
Commerce St at S 10th St*	0	11

* - Only served on some afternoon trips.

Route 586

Northbound	Boardings	Alightings
Commerce St at S 10th St	44	0
Commerce St at S 12th St	1	1
Pacific Ave at S 14th St	1	1
Pacific Ave at UW Campus	21	1
S 24th St at Pacific Ave	16	1
Tacoma Dome Station	220	3
NE 45th St at Roosevelt Way NE	3	31
NE 45th St at University Way NE	1	41
15th Ave NE at NE 43rd St	1	37
15th Ave NE at NE Campus Pkwy	2	77
15th Ave NE at NE 40th St	1	14
15th Ave NE at NE Pacific St	1	8
NE Pacific St at 15th Ave NE	1	39
NE Pacific St at NE Pacific Place	0	50

Southbound	Boardings	Alightings
NE 45th St at Roosevelt Way NE	27	1
NE 45th St at University Way NE	49	1
15th Ave at NE 43rd St	50	1
15th Ave at NE Campus Pkwy	81	1
15th Ave at NE 40th St	13	1
15th Ave at NE Pacific St	13	1
NE Pacific St at 15th Ave NE	33	1
NE Pacific St at NE Pacific Place	43	3
Tacoma Dome Station	5	249
Pacific Ave at S 24th St	1	13
Pacific Ave at UW Campus	1	18
Pacific Ave at S 15th St	1	1
Commerce St at S 12th St	1	7
Commerce St at S 10th St	0	30

Route 590

Northbound	Boardings	Alightings
Commerce St at S 10th St	122	0
Commerce St at S 12th St	6	1
Pacific Ave at S 14th St	6	1
Pacific Ave at UW Campus	24	1
S 24th St at Pacific Ave	27	1
Tacoma Dome Station	961	21
SODO Busway at S Spokane St	4	38
SODO Busway at S Lander St (SODO Station)	9	42
SODO Busway at S Holgate St	5	18
SODO Busway at S Royal Brougham Way (Stadium Station)	2	20
4th Ave S at S Royal Brougham Way	1	1
4th Ave S at Jackson St	77	165
4th Ave S at Washington St	3	45
4th Ave at Cherry St	6	266
4th Ave at Seneca St	3	195
4th Ave at Union St	2	278
Olive Way at 6th Ave	2	106
Howell St at 9th Ave	0	48

Southbound	Boardings	Alightings
Stewart St at 9th Ave	108	3
Lenora St at 4th Ave	59	3
2nd Ave at Stewart St	180	5
2nd Ave at Seneca St	227	5
2nd Ave at Cherry St	101	6
2nd Ave Extension S at S Washington St	61	13
SODO Busway at S Royal Brougham Way (Stadium Station)	24	2
SODO Busway at S Holgate St	12	2
SODO Busway at S Lander St (SODO Station)	29	2
SODO Busway at S Spokane St	27	3
Tacoma Dome Station	31	713
Pacific Ave at S 24th St	1	12
Pacific Ave at UW Campus	1	17
Pacific Ave at S 15th St	1	17
Commerce St at S 12th St	1	17
Commerce St at S 10th St	0	71

Route 592

Northbound	Boardings	Alightings
DuPont Station	74	0
Lakewood Station	215	8
SR-512 Park & Ride	212	11
SODO Busway at S Spokane St	2	27
SODO Busway at S Lander St (SODO Station)	4	21
SODO Busway at S Holgate St	3	9
SODO Busway at S Royal Brougham Way (Stadium Station)	1	14
4th Ave S at S Royal Brougham Way	0	1
4th Ave S at Jackson St	53	62
4th Ave S at Washington St	2	19
4th Ave at Cherry St	3	150
4th Ave at Seneca St	1	87
4th Ave at Union St	1	86
Olive Way at 6th Ave	1	50
Howell St at 9th Ave	0	25

Southbound	Boardings	Alightings
Stewart St at 9th Ave	38	0
Lenora St at 4th Ave	66	2
2nd Ave at Stewart St	73	3
2nd Ave at Seneca St	131	3
2nd Ave at Cherry St	62	3
2nd Ave Extension S at S Washington St	37	9
SODO Busway at S Royal Brougham Way (Stadium Station)	18	1
SODO Busway at S Holgate St	8	1
SODO Busway at S Lander St (SODO Station)	19	1
SODO Busway at S Spokane St	21	1
SR-512 Park & Ride	13	234
Lakewood Station	7	178
DuPont Station	0	66

Route 593

Northbound	Boardings	Alightings
South Tacoma Station (S Adams St at S 60th St)	24	0
E 'D' St at E 25th St	1	1
Tacoma Dome Station	188	2
SODO Busway at S Spokane St	1	5
SODO Busway at S Lander St (SODO Station)	1	8
SODO Busway at S Holgate St	1	4
SODO Busway at S Royal Brougham Way (Stadium Station)	1	5
4th Ave S at S Royal Brougham Way	0	1
4th Ave S at Jackson St	28	29
4th Ave S at Washington St	1	8
4th Ave at Cherry St	2	60
4th Ave at Seneca St	1	40
4th Ave at Union St	1	51
Olive Way at 6th Ave	1	24
Howell St at 9th Ave	0	8

Southbound	Boardings	Alightings
Stewart St at 9th Ave	30	1
Lenora St at 4th Ave	17	2
2nd Ave at Stewart St	44	2
2nd Ave at Seneca St	57	2
2nd Ave at Cherry St	25	2
2nd Ave Extension S at S Washington St	16	4
SODO Busway at S Royal Brougham Way (Stadium Station)	6	2
SODO Busway at S Holgate St	5	1
SODO Busway at S Lander St (SODO Station)	8	1
SODO Busway at S Spokane St	6	1
Tacoma Dome Station	6	195
South Tacoma Station (S Adams St at S 60th St)	0	18

Route 594

Northbound	Boardings	Alightings
Lakewood Station	114	0
SR-512 Park & Ride	166	7
Commerce St at S 10th St	177	12
Commerce St at S 12th St	13	1
Pacific Ave at S 14th St	25	1
Pacific Ave at UW Campus	83	4
S 24th St at Pacific Ave	33	2
Tacoma Dome Station	296	21
SODO Busway at S Spokane St	5	38
SODO Busway at S Lander St (SODO Station)	3	31
SODO Busway at S Holgate St	3	22
SODO Busway at S Royal Brougham Way (Stadium Station)	3	50
4th Ave S at S Royal Brougham Way	1	3
4th Ave S at Jackson St	14	206
4th Ave S at Washington St	2	22
4th Ave at Cherry St	9	91
4th Ave at Seneca St	3	93

4th Ave at Union St	4	238
Olive Way at 6th Ave	2	57
Howell St at 9th Ave	0	28

Southbound	Boardings	Alightings
Stewart St at 9th Ave	100	4
Lenora St at 4th Ave	48	3
2nd Ave at Stewart St	190	4
2nd Ave at Seneca St	191	4
2nd Ave at Cherry St	72	4
2nd Ave Extension S at S Washington St	93	8
SODO Busway at S Royal Brougham Way (Stadium Station)	52	2
SODO Busway at S Holgate St	17	1
SODO Busway at S Lander St (SODO Station)	26	1
SODO Busway at S Spokane St	39	2
Tacoma Dome Station	21	386
Pacific Ave at S 24th St	2	27
Pacific Ave at UW Campus	4	60
Pacific Ave at S 15th St	1	13
Commerce St at S 12th St	1	45
Commerce St at S 10th St	12	110
SR-512 Park & Ride	6	133
Lakewood Station	0	98

Route 595

Northbound	Boardings	Alightings
Purdy Park & Ride	54	0
Kimball Dr Park & Ride	67	1
Narrows Park & Ride	50	7
TCC Transit Center	27	1
SODO Busway at S Spokane St	1	12
SODO Busway at S Lander St (SODO Station)	1	8
SODO Busway at S Holgate St	1	6
SODO Busway at S Royal Brougham Way (Stadium Station)	1	2
4th Ave S at S Royal Brougham Way	1	1
4th Ave S at Jackson St	6	21
4th Ave S at Washington St	1	5
4th Ave at Cherry St	1	32
4th Ave at Seneca St	1	37
4th Ave at Union St	1	43
Olive Way at 6th Ave	1	18
Howell St at 9th Ave	0	10

Southbound	Boardings	Alightings
Stewart St at 9th Ave	27	0
Lenora St at 4th Ave	11	1
2nd Ave at Stewart St	37	1
2nd Ave at Seneca St	52	1
2nd Ave at Cherry St	12	1
2nd Ave Extension S at S Washington St	12	1
SODO Busway at S Royal Brougham Way (Stadium Station)	3	1

SODO Busway at S Holgate St	5	1
SODO Busway at S Lander St (SODO Station)	7	1
SODO Busway at S Spokane St	8	1
TCC Transit Center	4	49
Narrows Park & Ride	1	24
Kimball Dr Park & Ride	1	63
Purdy Park & Ride	0	47

Route 596 (Operated in Spring as PT Route 496)

Westbound	Boardings	Alightings
Bonney Lake Park-and-Ride	143	0
Sumner Station	0	143

Eastbound	Boardings	Alightings
Sumner Station	143	0
Bonney Lake Park-and-Ride	0	143

APPENDIX F: ST Express Performance Summary

The Sound Transit Board approved updated Service Standards and Performance Measures for ST Express in 2010. The standards are used to rate the performance of individual ST express routes and to help determine when remedial actions may be needed. The performance rating process follows two key steps: The first step is to identify how each route performs in terms of ridership and cost effectiveness compared with the system as a whole. The second step is a detailed evaluation of each route that is either not performing up to standard or is performing well above average. Continuous substandard performance for more than two years could result in a number of potential actions including frequency reduction, service span revision, rescheduling, route restructuring, extensive marketing efforts or elimination. Conversely, above average performance could result in increased service levels or a route restructuring to provide more capacity, particularly if ridership shows a continuing upward trend and improvements are affordable.

The key productivity measures used in the Service Standards are passengers per revenue hour, passengers per one-way trip, and purchased transportation cost per boarding. These measures are readily understandable, easy to calculate, and, for the most part, used by other transit systems. The period of time that performance measures are calculated will relate to internal and external reporting requirements. Therefore, the measures are compiled on a monthly and quarterly basis. Comparisons with the previous month, the same month for the previous year, and with a two or three year running average are tallied to identify trends. Below are system wide results for the second quarter of 2012:

2nd Quarter 2012	Overall	Weekday	Saturday	Sunday
Daily Boardings		53,799	21,581	13,904
Passengers per Trip	34.75	35.67	31.69	26.43
Passengers per Revenue Hour	28.52	29.15	26.97	21.90
Purch.Transport. Cost per Brding	\$5.57	\$5.53	\$5.45	\$6.51

The following tables define the ranges for each measure to determine the productivity for each ST Express route. Please note the color coding for each performance rating.

Performance Rating Categories

Performance Measure Rating	Good	Satisfactory	Marginal	Unsatisfactory
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Overall Service	Boardings per Trip	Boardings per Revenue Hour	Purchased Transport. Cost per Boarding
Good	> 43.44	> 35.64	< \$4.18
Satisfactory	34.75 - 43.44	28.52 - 35.64	\$4.18 - \$5.57
Marginal	26.06 - 34.75	21.39 - 28.52	\$5.57 - \$6.96
Unsatisfactory	< 26.06	< 21.39	> \$6.96

Weekday Service	Boardings per Trip	Boardings per Revenue Hour	Purchased Transport. Cost per Boarding
Good	> 44.58	> 36.44	< \$4.15
Satisfactory	35.67 - 44.58	29.15 - 36.44	\$4.15 - \$5.53
Marginal	26.75 - 35.67	21.86 - 29.15	\$5.53 - \$6.91
Unsatisfactory	< 26.75	< 21.86	> \$6.91

Saturday Service	Boardings per Trip	Boardings per Revenue Hour	Purchased Transport. Cost per Boarding
Good	> 39.62	> 33.71	< \$4.09
Satisfactory	31.69 - 39.62	26.97 - 33.71	\$4.09 - \$5.45
Marginal	23.77 - 31.69	20.23 - 26.97	\$5.45 - \$6.82
Unsatisfactory	< 23.77	< 20.23	> \$6.82

Sunday and Holiday Service	Boardings per Trip	Boardings per Revenue Hour	Purchased Transport. Cost per Boarding
Good	> 33.04	> 27.37	< \$4.89
Satisfactory	26.43 - 33.04	21.90 - 27.37	\$4.89 - \$6.51
Marginal	19.82 - 26.43	16.42 - 21.90	\$6.51 - \$8.14
Unsatisfactory	< 19.82	< 16.42	> \$8.14

The following tables below show the individual rankings of each ST Express route for the four service day types above (overall, weekday, Saturday, and Sunday/Holiday) and a master route assessment chart for all routes and the days that they run.

ST Express 2nd Quarter 2012 - Overall Systemwide			
Route	Boardings per Trip	Passengers per Revenue Hour	Purchased Transportation Cost/Boarding
Everett-Seattle (510)	40.06	35.17	\$5.26
Lynnwood-Seattle (511)	38.88	46.40	\$4.07
Everett/Lynnwood-Seattle (512)	36.09	33.88	\$5.44
Everett-Seattle (513)	37.68	32.90	\$7.09
Everett-Bellevue (532)	44.34	43.86	\$4.78
Lynnwood-Bellevue (535)	26.87	31.16	\$5.99
Woodinville-Seattle (522)	39.67	28.04	\$5.21
Redmond-U. District (540)	15.86	20.28	\$7.96
Overlake-U. District (542)	24.32	25.22	\$6.46
Redmond-Seattle (545)	42.91	33.68	\$4.25
Bellevue-Seattle (550)	44.64	50.31	\$2.82
Issaquah-Seattle (554)	33.50	29.30	\$4.64
Issaquah-Northgate (555/556)	45.32	31.70	\$5.15
West Seattle-Bellevue (560)	23.02	14.49	\$9.58
Auburn-Overlake (566)	29.04	21.82	\$8.15
Lakewood-SeaTac (574)	26.77	18.32	\$8.16
Federal Way-Seattle (577)	31.72	38.30	\$5.14
Puyallup-Seattle (578)	28.84	16.18	\$8.46
Tacoma-U. District (586)	34.47	28.88	\$9.05
South Tacoma/Tacoma-Seattle (590/593)	30.61	22.89	\$8.07
DuPont/Lakewood-Seattle (592)	22.54	15.60	\$11.34
Lakewood/Tacoma-Seattle (594)	30.94	15.93	\$8.34
Gig Harbor-Seattle (595)	38.42	21.80	\$9.51
Bonney Lake-Sumner (596)	23.86	56.93	\$4.08
All	34.75	28.52	\$5.57

ST Express 2nd Quarter 2012 - Weekdays				
Route	Average Weekday Boardings	Boardings per Trip	Passengers per Revenue Hour	Purchased Transportation Cost/Boarding
Everett-Seattle (510)	3,664	41.58	36.05	\$5.11
Lynnwood-Seattle (511)	4,869	38.94	46.14	\$4.06
Everett-Seattle (513)	415	37.68	32.90	\$7.09
Everett-Bellevue (532)	1,817	44.34	43.86	\$4.78
Lynnwood-Bellevue (535)	1,786	27.50	31.74	\$5.86
Woodinville-Seattle (522)	4,038	41.20	29.04	\$5.13
Redmond-U. District (540)	666	15.86	20.28	\$7.96
Overlake-U. District (542)	1,459	24.32	25.22	\$6.46
Redmond-Seattle (545)	7,503	45.07	34.74	\$4.15
Bellevue-Seattle (550)	7,855	46.80	51.51	\$2.78
Issaquah-Seattle (554)	3,101	36.92	31.15	\$4.37
Issaquah-Northgate (555/556)	1,314	45.32	31.70	\$5.15
West Seattle-Bellevue (560)	1,563	23.33	14.42	\$9.74
Auburn-Overlake (566)	2,323	29.04	21.82	\$8.15
Lakewood-SeaTac (574)	2,138	27.41	18.36	\$8.15
Federal Way-Seattle (577)	1,298	36.84	44.84	\$4.77
Puyallup-Seattle (578)	1,447	28.50	16.04	\$8.52
Tacoma-U. District (586)	623	34.47	28.88	\$9.05
South Tacoma/Tacoma-Seattle (590/593)	2,510	30.61	22.89	\$8.07
DuPont/Lakewood-Seattle (592)	1,037	22.54	15.60	\$11.34
Lakewood/Tacoma-Seattle (594)	1,911	31.51	15.68	\$8.50
Gig Harbor-Seattle (595)	384	38.42	21.80	\$9.51
Bonney Lake-Sumner (596)	334	23.86	56.93	\$4.08
All	53,799	35.67	29.15	\$5.53

ST Express 2nd Quarter 2012 - Saturdays				
Route	Average Saturday Boardings	Boardings per Trip	Passengers per Revenue Hour	Purchased Transportation Cost/Boarding
Everett-Seattle (510)	1,812	29.37	28.28	\$6.72
Lynnwood-Seattle (511)	2,476	38.37	49.07	\$4.12
Lynnwood-Bellevue (535)	605	20.17	24.69	\$8.02
Woodinville-Seattle (522)	2,669	40.44	28.82	\$4.71
Redmond-Seattle (545)	2,312	36.70	32.32	\$4.17
Bellevue-Seattle (550)	4,081	36.02	43.45	\$3.11
Issaquah-Seattle (554)	1,308	24.67	24.89	\$5.42
West Seattle-Bellevue (560)	809	22.47	15.37	\$8.52
Lakewood-SeaTac (574)	1,564	26.52	19.54	\$7.67
Federal Way-Seattle (577)	518	16.18	19.02	\$7.84
Puyallup-Seattle (578)	974	32.46	17.79	\$7.81
Lakewood/Tacoma-Seattle (594)	2,453	33.88	18.04	\$7.31
All	21,581	31.69	26.97	\$5.45

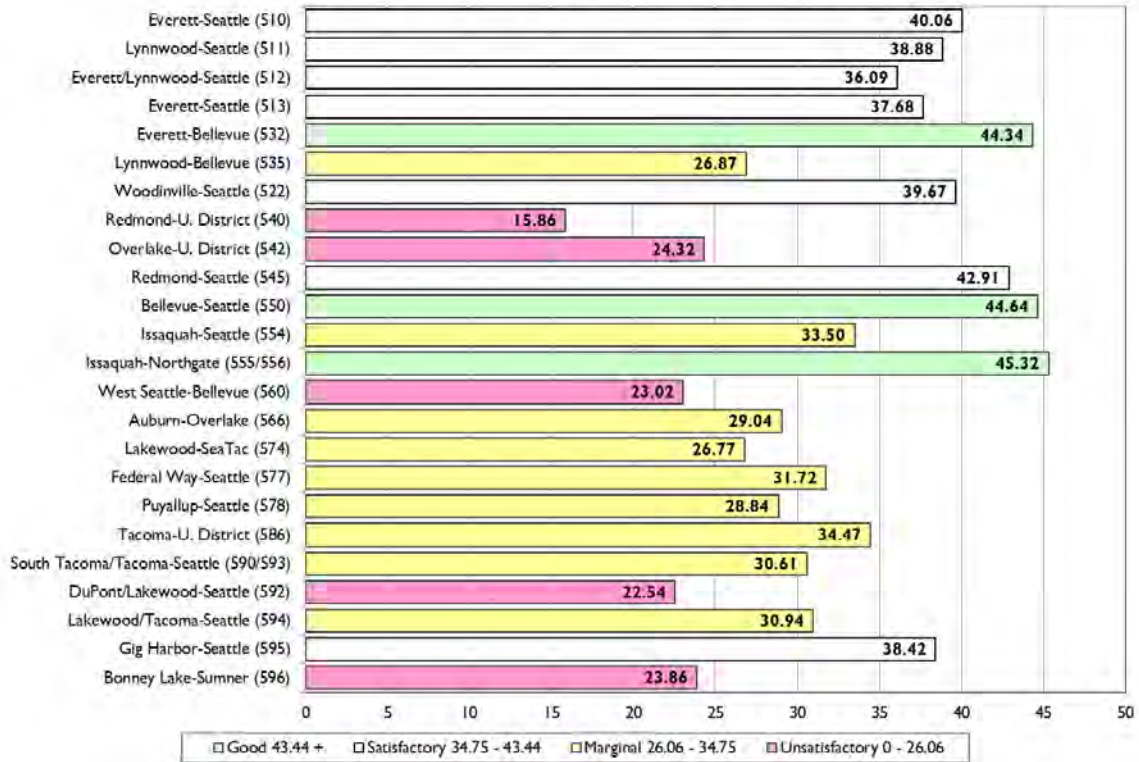
ST Express 2nd Quarter 2012 - Sundays & Holidays

Route	Average Sunday Boardings	Boardings per Trip	Passengers per Revenue Hour	Purchased Transportation Cost/Boarding
Everett/Lynnwood-Seattle (512)	2,650	36.09	33.88	\$5.44
Woodinville-Seattle (522)	1,885	28.55	20.42	\$6.64
Redmond-Seattle (545)	1,419	22.52	20.04	\$6.71
Bellevue-Seattle (550)	2,467	34.27	45.99	\$2.93
Issaquah-Seattle (554)	896	16.91	17.24	\$7.84
West Seattle-Bellevue (560)	750	20.82	14.32	\$9.15
Lakewood-SeaTac (574)	1,365	23.14	16.96	\$8.75
Federal Way-Seattle (577)	524	18.71	22.24	\$6.85
Puyallup-Seattle (578)	771	25.69	14.10	\$9.89
Lakewood/Tacoma-Seattle (594)	1,783	25.79	14.87	\$8.88
All	13,904	26.43	21.90	\$6.51

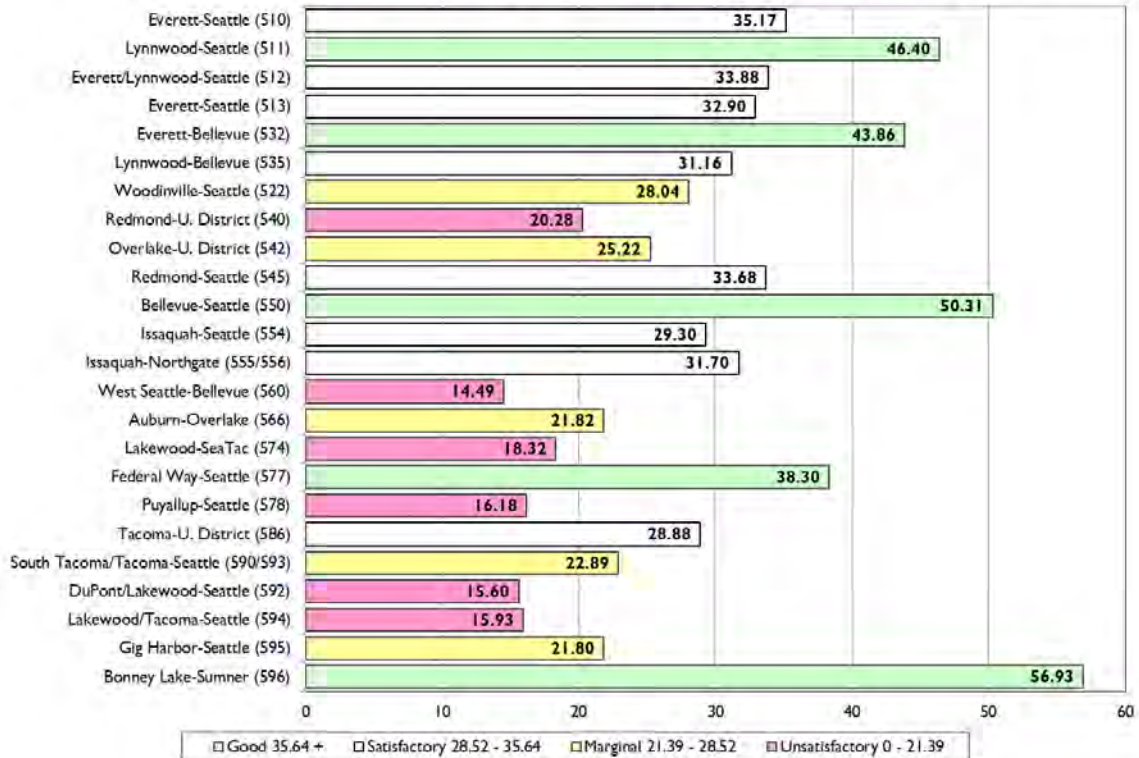
Route	Route Performance Assessment			
	Overall	Weekday	Saturday	Sunday
Everett-Seattle (510)	2.00	2.00	2.67	
Lynnwood-Seattle (511)	1.33	1.33	1.67	
Everett/Lynnwood-Seattle (512)	2.00			1.33
Everett-Seattle (513)	2.67	2.67		
Woodinville-Seattle (522)	2.33	2.33	1.67	2.67
Everett-Bellevue (532)	1.33	1.67		
Lynnwood-Bellevue (535)	2.67	2.67	3.67	
Redmond-U. District (540)	4.00	4.00		
Overlake-U. District (542)	3.33	3.33		
Redmond-Seattle (545)	2.00	1.67	2.00	3.00
Bellevue-Seattle (550)	1.00	1.00	1.33	1.00
Issaquah-Seattle (554)	2.33	2.00	2.67	3.33
Issaquah-Northgate (555/556)	1.67	1.67		
West Seattle-Bellevue (560)	4.00	4.00	4.00	3.33
Auburn-Overlake (566)	3.33	3.67		
Lakewood-SeaTac (574)	3.67	3.67	3.67	3.33
Federal Way-Seattle (577)	2.00	1.67	4.00	3.00
Puyallup-Seattle (578)	3.67	3.67	3.33	3.33
Tacoma-U. District (586)	3.00	3.33		
South Tacoma/Tacoma-Seattle (590/593)	3.33	3.33		
DuPont/Lakewood-Seattle (592)	4.00	4.00		
Lakewood/Tacoma-Seattle (594)	3.67	3.67	3.33	3.33
Gig Harbor-Seattle (595)	3.00	3.33		
Bonney Lake-Sumner (596)	2.00	2.00		
Good	< 1.5	< 1.5	< 1.5	< 1.5
Satisfactory	1.5 - 2.5	1.5 - 2.5	1.5 - 2.5	1.5 - 2.5
Marginal	2.5 - 3.5	2.5 - 3.5	2.5 - 3.5	2.5 - 3.5
Unsatisfactory	3.5 +	3.5 +	3.5 +	3.5 +
Service Not Operated				

Finally, the following graphs show the route performance ranking for each of the three measures, as seen on each of the four day types in which those routes operate:

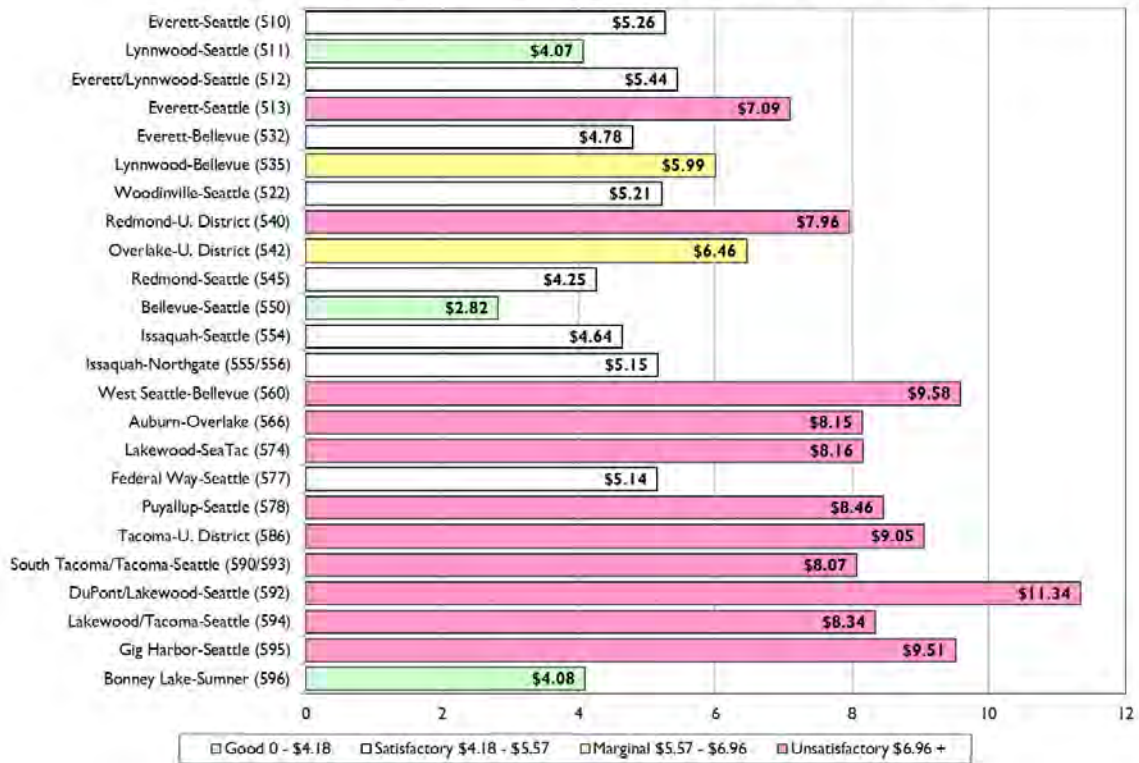
ST Express 2nd Quarter 2012 - Overall Boardings per Trip



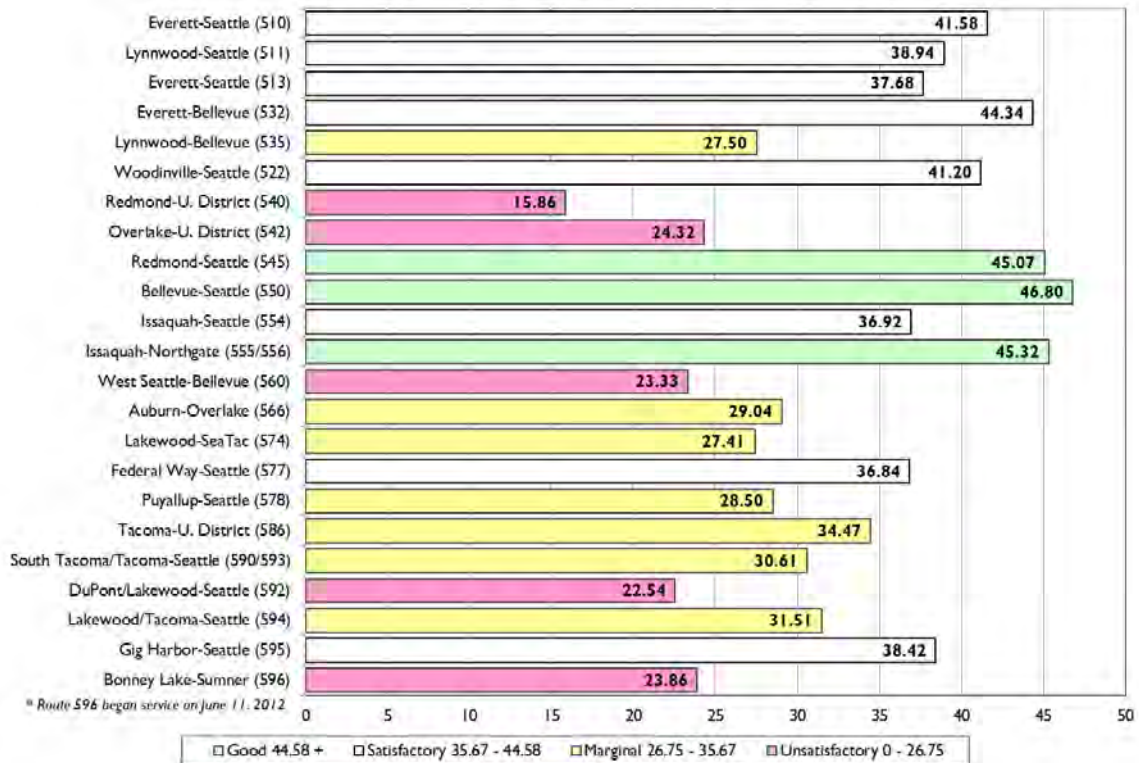
ST Express 2nd Quarter 2012 - Overall Boardings/ Revenue Hour



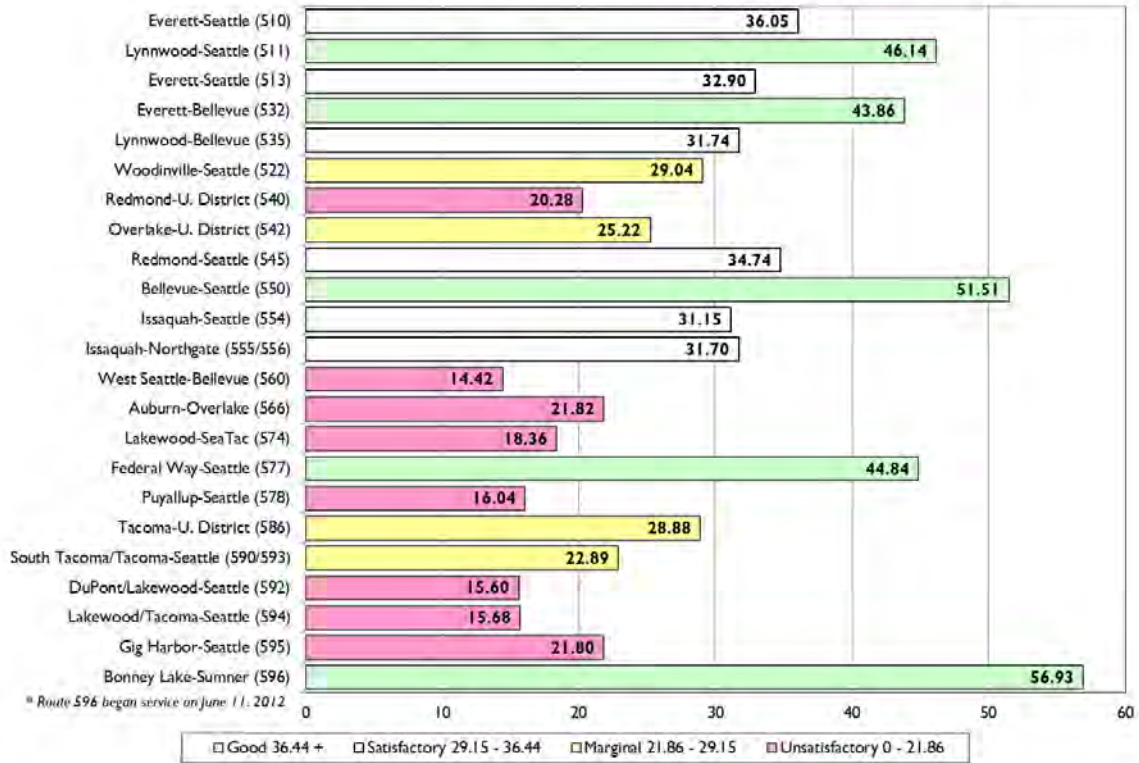
ST Express 2nd Quarter 2012 - Overall Cost per Boarding



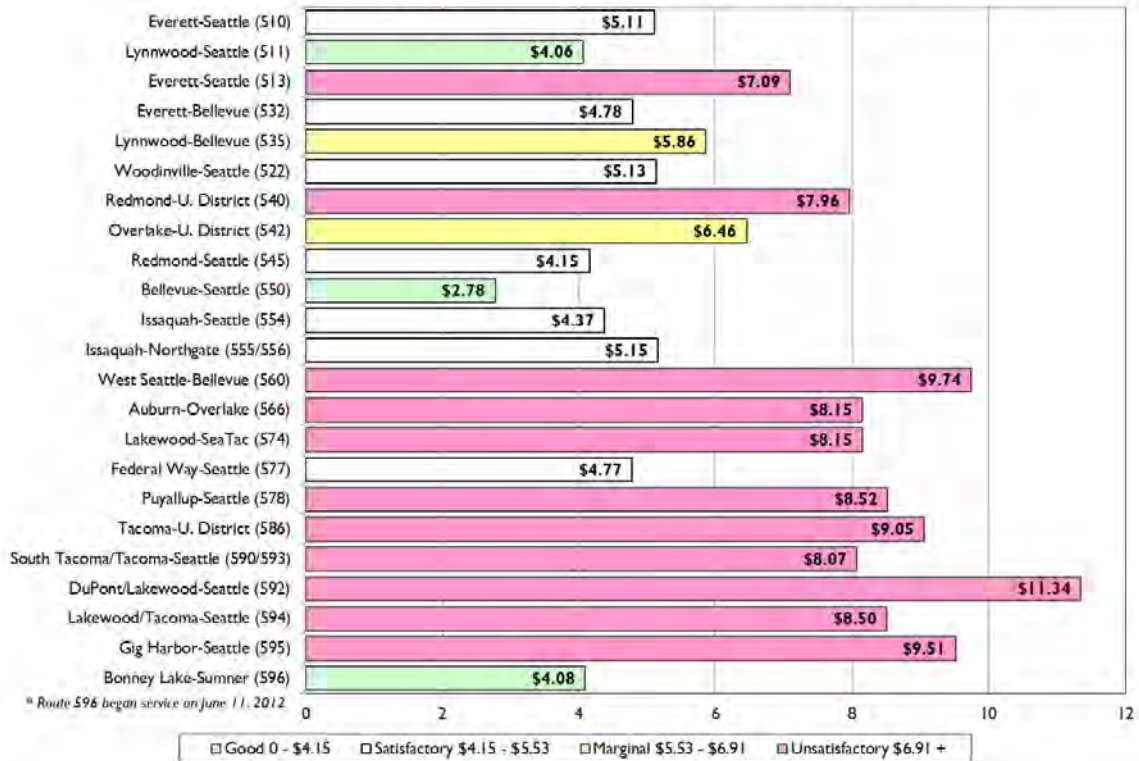
ST Express 2nd Quarter 2012 - Weekday Boardings per Trip



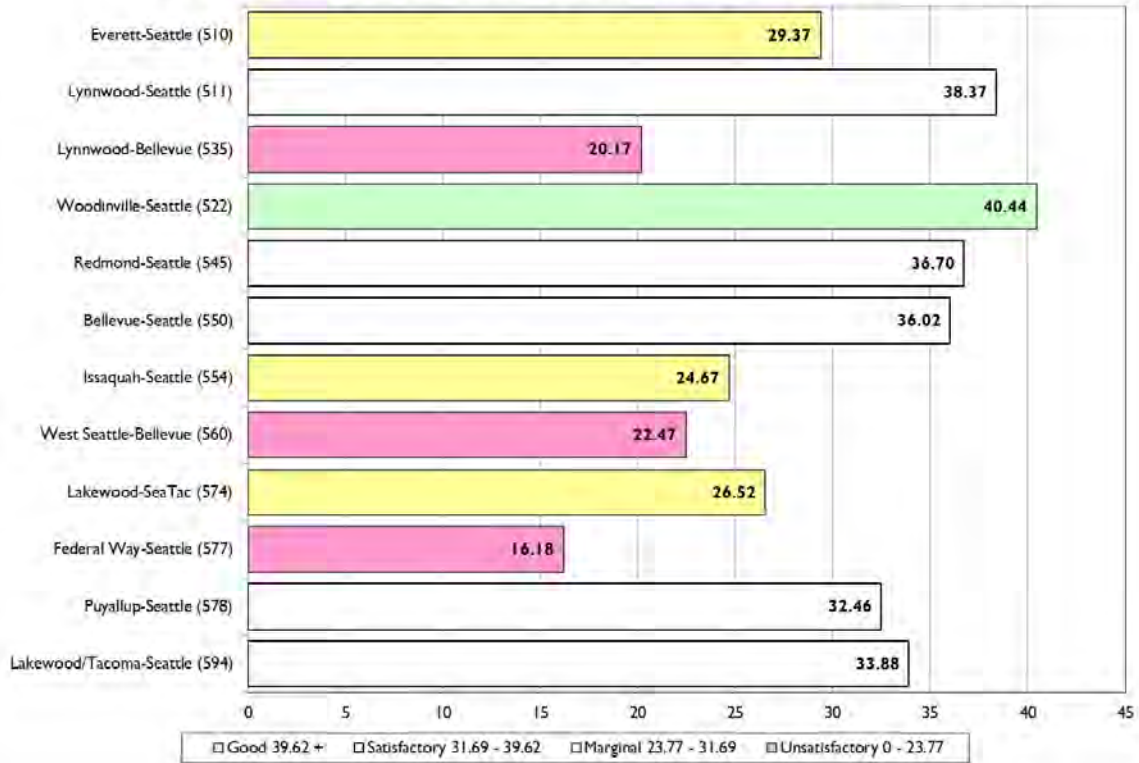
ST Express 2nd Quarter 2012 - Weekday Boardings/Revenue Hr.



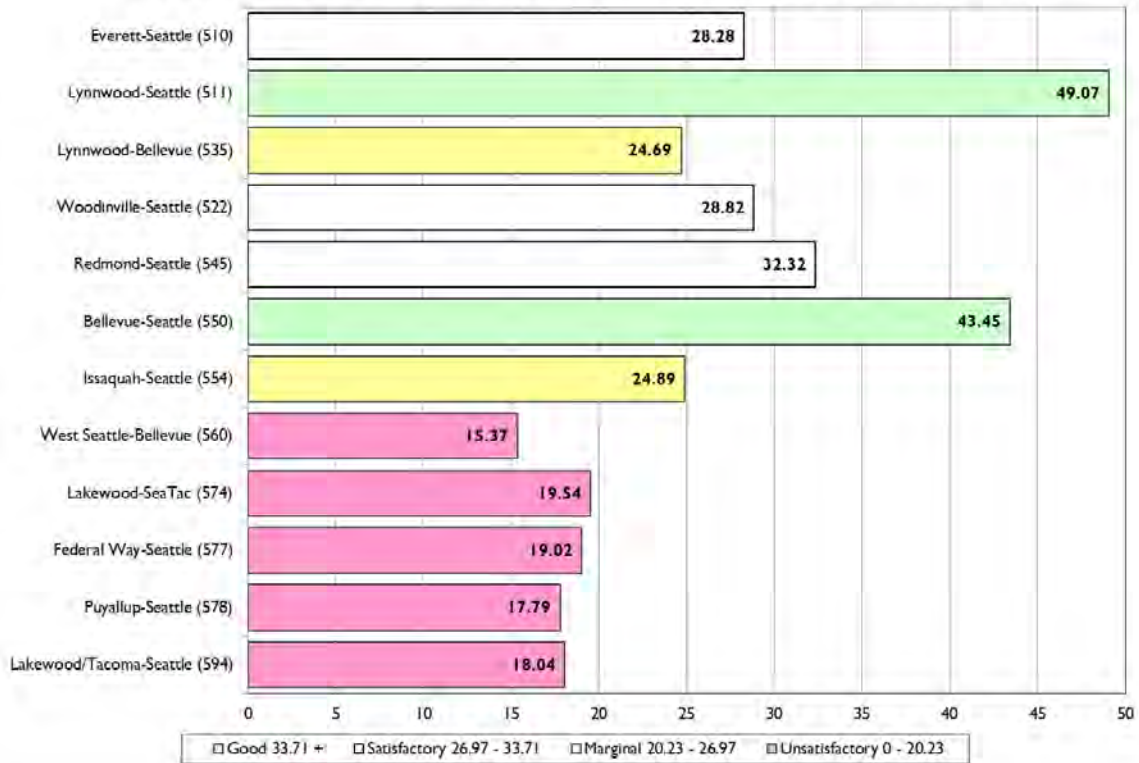
ST Express 2nd Quarter 2012 - Weekday Cost per Boarding



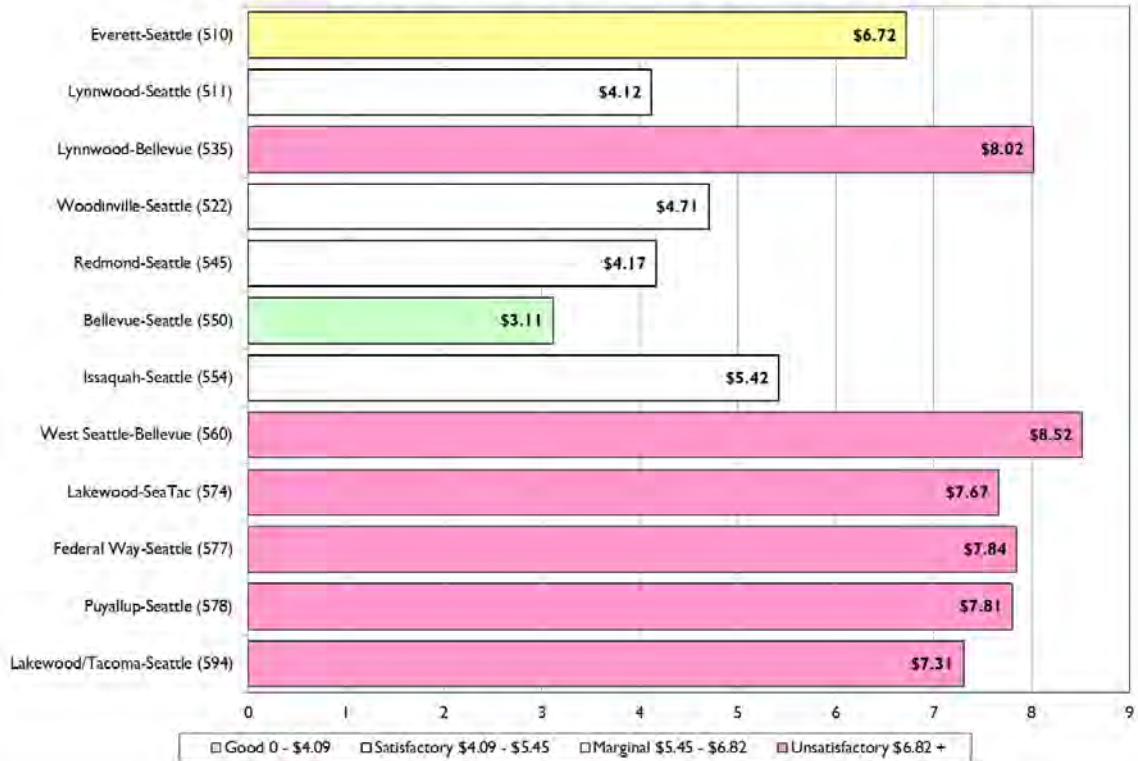
ST Express 2nd Quarter 2012 - Saturday Boardings per Trip



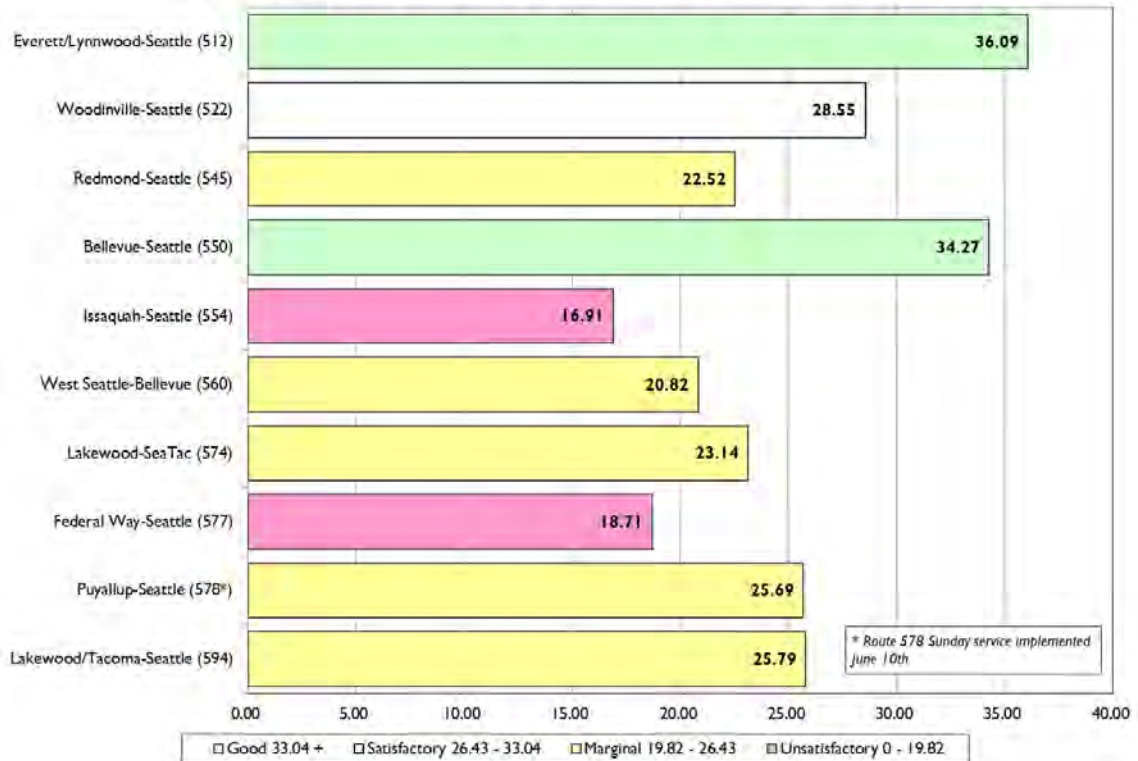
ST Express 2nd Quarter 2012 - Saturday Boardings/Revenue Hr.



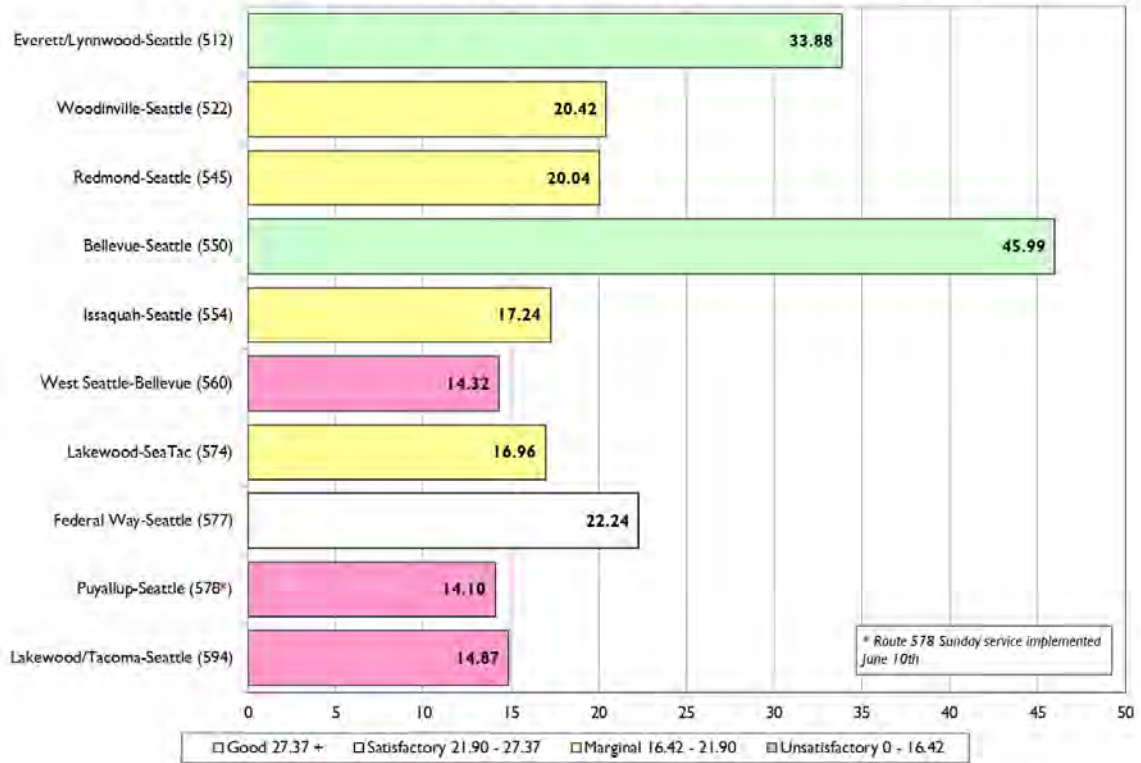
ST Express 2nd Quarter 2012 - Saturday Cost per Boarding



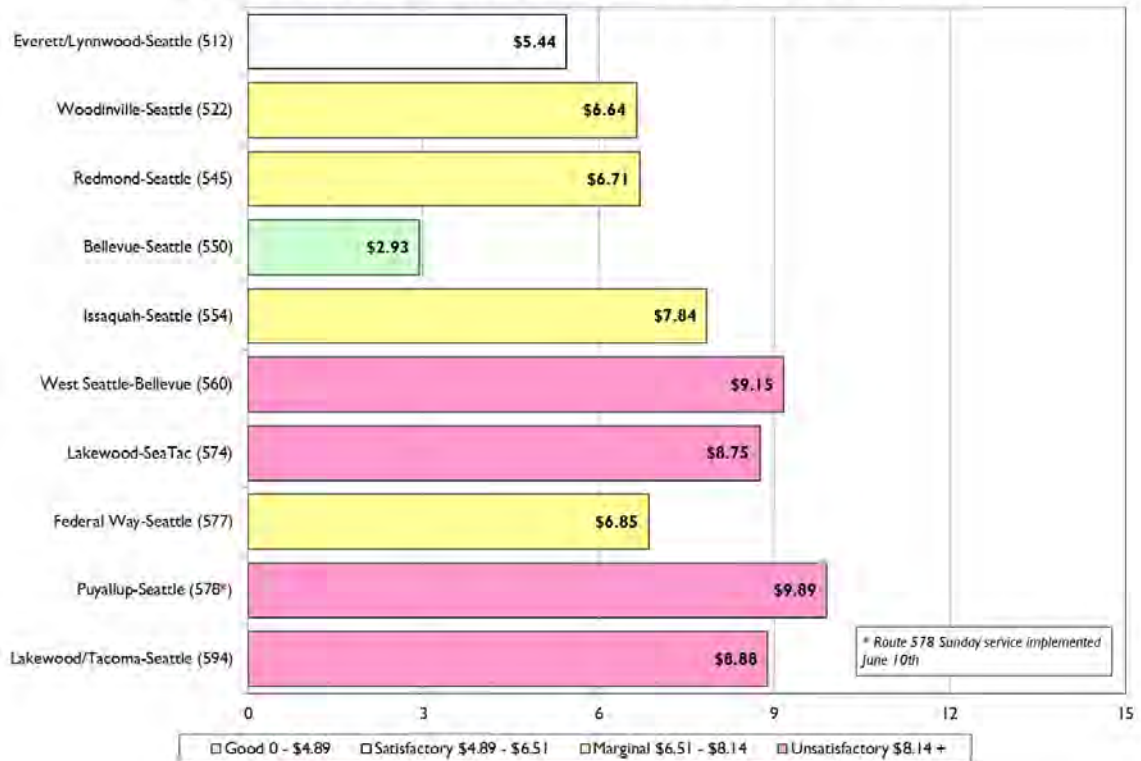
ST Express 2nd Quarter 2012 - Sunday Boardings per Trip



ST Express 2nd Quarter 2012 - Sunday Boardings/Revenue Hr.



ST Express 2nd Quarter 2012 - Sunday Cost per Boarding



APPENDIX G: Compendium of Sound Transit Service for 2011

Route	Route Miles Round	Approximate Headway In Minutes		Number of Coaches Scheduled		Minutes Per Round Trip		Total Boardings	Annual Passenger Car Platform Hours	Annual Passenger Car Platform Miles	Annual Coach/Train Platform Hours	Annual Coach/Train Platform Miles	Boardings			Miles Per Hour	Annual Miles Per Vehicle	
		Base	Rush	Base	Rush	Base	Rush						Annual Trips	Per Hour	Per Mile			Per Trip
CT Operated Service																		
510 Everett-Seattle	61.8	30	14	6	13	180	210	931,371	-	-	41,646	1,022,150	25,593	22.36	0.91	36.39	24.54	78,627
511 Lynnwood-Seattle	41.7	15	15	9	11	135	165	1,204,717	-	-	43,605	936,607	34,844	27.63	1.29	34.57	21.48	85,146
512 Everett-Seattle (SUN)	62.9	30	0	0	0	180	0	74,200	-	-	3,698	78,770	2,413	20.06	0.94	30.75	21.30	13,128
513 Evergreen/79th-Seattle	55.3	0	33	0	5	0	165	83,136	-	-	5,780	145,733	2,803	14.38	0.57	29.66	25.21	29,147
532 Everett-Bellevue	60.1	0	15	0	13	0	180	394,320	-	-	17,049	463,841	10,537	23.13	0.85	37.42	27.21	35,680
535 Lynnwood-Bellevue	45.2	30	30	5	5	150	150	448,293	-	-	24,752	564,012	19,107	18.11	0.79	23.46	22.79	112,802
Total CT Operated Service	326.9			20	47			3,136,037	-	-	136,530	3,211,113	95,297	22.97	0.98	32.91	23.52	68,322
KCM Operated Service																		
522 Woodinville-Seattle	43.6	30	11	6	13	180	210	1,220,027	-	-	52,228	869,122	32,070	23.36	1.40	38.04	16.64	66,856
540 Kirkland-U. District	20.0	0	16	0	7	0	112	228,402	-	-	13,735	201,506	14,119	16.63	1.13	16.18	14.67	28,787
542 Redmond-U. District	31.1	0	16	0	8	0	128	296,543	-	-	19,067	313,017	15,284	15.55	0.95	19.40	16.42	39,127
545 Redmond-Seattle	38.7	15	9	10	19	150	190	1,949,105	-	-	70,486	1,161,689	48,612	27.65	1.68	40.10	16.48	61,142
550 Bellevue-Seattle	24.8	15	8	7	16	105	120	2,402,898	-	-	51,979	754,084	52,254	46.23	3.19	45.98	14.51	47,130
554 Issaquah-Seattle	40.2	20	30	7	6	140	180	807,089	-	-	35,819	671,214	29,114	22.53	1.20	27.72	18.74	95,888
555 Northgate-Issaquah	57.6	0	30	0	3	0	210	112,016	-	-	5,844	119,733	3,315	19.17	0.94	33.79	20.49	39,911
556 Issaquah-Northgate	55.2	0	30	0	4	0	210	163,204	-	-	7,774	162,663	4,080	20.99	1.00	40.00	20.92	40,666
560 West Seattle-Bellevue	65.4	30	30	6	8	180	240	527,669	-	-	39,037	685,140	21,237	13.52	0.77	24.85	17.55	85,643
Total KCM Operated Service	376.5			36	84			7,706,952	-	-	295,969	4,938,168	220,085	26.04	1.56	35.02	16.68	58,788
PT Operated Service																		
566 Auburn-Overlake	64.5	30	12	7	14	210	210	519,739	-	-	38,798	1,049,611	21,125	13.40	0.50	24.60	27.05	74,972
574 Lakewood-SeaTac	65.8	30	30	6	7	180	210	644,973	-	-	44,896	1,021,829	26,380	14.37	0.63	24.45	22.76	145,976
577 Federal Way-Seattle	46.8	0	15	0	6	0	90	361,703	-	-	15,575	482,789	11,875	23.22	0.75	30.46	31.00	80,465
578 Puyallup-Seattle	103.8	30	33	7	6	210	198	369,623	-	-	28,337	702,364	14,565	13.04	0.53	25.38	24.79	100,338
586 Tacoma-U. District	76.0	60	30	2	5	150	150	133,700	-	-	11,158	392,559	4,533	11.98	0.34	29.49	35.18	78,512
590 Tacoma-Seattle	69.0	0	8	0	19	0	150	518,584	-	-	32,876	948,467	17,340	15.77	0.55	29.91	28.85	49,919
592 DuPont-Seattle	100.7	0	13	0	7	0	195	258,043	-	-	23,573	684,179	11,922	10.95	0.38	21.64	29.02	97,740
593 South Tacoma-Seattle	75.8	0	26	0	7	0	155	113,746	-	-	7,317	206,540	3,570	15.55	0.55	31.86	28.23	29,506
594 Lakewood-Seattle	88.8	30	30	8	8	240	240	666,581	-	-	43,635	1,056,679	22,525	15.28	0.63	29.59	24.22	132,085
595 Gig Harbor-Seattle	101.9	0	30	0	5	0	210	95,243	-	-	7,721	260,197	2,550	12.34	0.37	37.35	33.70	52,039
599 Lakewood-Tacoma	18.2	0	26	0	2	0	50	7,430	-	-	1,657	28,262	2,052	4.48	0.26	3.62	17.06	14,131
Total PT Operated Service	811.2			30	86			3,689,364	-	-	255,543	6,833,476	138,437	14.44	0.54	26.65	26.74	79,459
Other (Sounder Bus, etc.)								2,877	-	-								
Total ST Express	1,514.5			86	217			14,535,229	-	-	688,042	14,982,757	453,819	21.13	0.97	32.03	21.78	69,045
North Line	68.4		45		12		150	280,767	7,834	219,513	2,529	70,835	2,040	111.02	3.96	137.63	28.02	18,293
South Line	78.6		26		35		145	2,262,343	39,468	1,299,745	5,630	185,399	4,655	401.84	12.20	486.00	32.93	37,136
Total Sounder	147.0				47			2,543,110	47,302	1,519,258	8,159	256,234	6,695	311.69	9.92	379.85	32.12	32,325
Central Link	30.8	10	7.5	20	26	100	98	7,812,433	137,922	2,561,843	75,667	1,448,530	90,575	103.25	5.39	86.25	18.57	98,532
Tacoma Link	3.6	12	12	2	2	24	24	983,924	9,957	82,894	9,957	82,894	53,209	98.82	11.87	18.49	8.33	41,447
Paratransit								86,311	49,593	839,867	49,593	839,867	86,311	1.74	0.10	1.00	16.94	N/A
Sound Transit Total	1,695.9			108	292			25,996,410	244,774	5,003,862	831,418	17,610,282	690,609	31.27	1.48	37.64	20.44	60,309