

# ***Title VI Program Update***

***Submitted in Fulfillment of Title VI of the Civil  
Rights Act of 1964 and FTA Circular 4702.1B***



**2019**

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## **AGENCY INFORMATION**

The Central Puget Regional Transit Authority was incorporated on Sept. 21, 1993 and operates under the Revised Code of Washington Chapters 81.104 and 81.112. Known locally as Sound Transit, it is a regional public agency with a mission to develop and deliver a regional public transportation system. The Sound Transit District is 1,087 square miles and includes Pierce, King and Snohomish Counties. Sound Transit builds and operates regional transit service including Link light rail, Sounder trains, ST Express Bus and Tacoma Link light rail. This service is in addition to local transit services provided in each of these three counties by other public transit operators.

Sound Transit is governed by an 18-member Board mostly made up of local elected officials proportional to the population included in the Sound Transit District. Three members are from Snohomish County; 10 from King County; and four from Pierce County. The last seat is held by the Washington State Secretary of Transportation.

The Board establishes policies and gives direction and oversight. It is empowered under state law to identify ballot measures for voter approval of regional transit projects and maintains the Long-Range Plan that identifies potential projects to submit to voters.

Sound Transit has several service provider partners. King County Metro, Pierce Transit and Community Transit provide bus services. King County Metro also provides Link light rail services and ADA complementary paratransit services for Sound Transit under an inter-agency agreement. Sound Transit also has agreements in place with the BNSF and Amtrak for the operations (BNSF) and maintenance (Amtrak) of its Sounder commuter rail service.

## **INTRODUCTION**

Sound Transit has prepared this updated Title VI Program in compliance with Title 49 CFR Section 21.9(b) and with the Federal Transit Administration (FTA) Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Recipients. "

This plan was prepared to ensure that the level and quality of Sound Transit's services are provided in a nondiscriminatory, safe, reliable and equitable manner.

## **TITLE VI OF THE CIVIL RIGHTS ACT**

The Civil Rights Act of 1964, includes the Title VI provision:

*No person in the United States shall, on the ground 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.*

The intent of Title VI is to remove barriers and conditions that prevent minority, low-income and persons with limited English proficiency (LEP) from equal access to public services and programs.

In operating a federally assisted program<sup>1</sup>, a recipient cannot, on the basis of race, color or national origin, either directly or through contractual means:

- Deny program services, aids or benefits.
- Provide a different service, aid or benefit, or provide them in a manner different than they are provided to others.
- Segregate or separately treat individuals in any matter related to the receipt of any service, aid or benefit.

## **GENERAL REQUIREMENTS**

This section addresses the General Requirements of FTA Circular 4702.1B. The following information addresses the reporting requirements as described under Chapter III of the Circular.

### **1. Title VI Notice to the Public**

A Title VI Notice is included on the Sound Transit website.

- The Title VI Notice is included onboard all ST Express, Link light rail and Sounder vehicles. The notice is posted on site at Sound Transit's publicly accessible offices.
- Sound Transit includes a Title VI notice in the "Ride the Wave Transit Guide," for all members of the public who wish to use the systems and access schedules. The Transit Guide is published two times a year (March and September), and is available at Sound Transit's Union Station headquarters, on ST Express buses, and Sounder trains and is distributed throughout the region and online.
- Sound Transit has a Title VI brochure, which is at the reception desk at Sound Transit's Union Station headquarters and is also distributed at outreach events.
- Title VI and nondiscrimination provisions are included in Sound Transit's contract provisions as appropriate.

The Title VI Notice is included in this program submittal as Appendix A.

### **2. Title VI Complaint Process and Complaint Form**

- The Title VI Complaint Process (Appendix B) and Title VI Complaint Form (Appendix C) are translated into Spanish, Chinese, Vietnamese, Tagalog, Korean and Russian. These documents are available on the Sound Transit website.
- The Title VI Complaint Process and Title VI Complaint Form are available at Sound Transit's headquarters reception area and can also be mailed to people without access to receiving electronic copies.

### **3. Title VI Investigations, Complaints & Lawsuits**

Information regarding investigations, complaints and lawsuits for the reporting period is provided below.

- **Investigations** – There were no Title VI investigations.
- **Lawsuits** – No Title VI lawsuits were filed.

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<sup>1</sup> The Civil Rights Restoration Act of 1987 amended each of the affected statutes by adding a section defining the word "program" to make clear that discrimination is prohibited throughout an entire agency if any part of the agency receives Federal financial assistance.

- **Complaints** – A list of transit-related Title VI Complaints (and the disposition of those complaints) is available in a table included in this program submittal as Appendix D.

#### 4. Public Participation Plan

In December 2011, Sound Transit adopted Resolution R2011-15 Inclusive Public Participation Policy (Appendix E), to assure meaningful access to public involvement and community outreach programs for minority, low-income and LEP populations. The policy formally incorporated practices and strategies that have been in use and continued development since Sound Transit's initial program to build the regional transit system. The agency's Public Participation Plan (Appendix F) provides an overview of those practices and strategies for inclusive public participation.

Key features of the Inclusive Public Participation Policy are to ensure that Sound Transit's public involvement and community outreach programs are designed to meet the following goals, pursuant to Title VI of the Civil Rights Act of 1964:

- Providing services without regard to race, color or national origin.
- Promoting the full and fair participation of affected populations in transit decision-making.
- Preventing denial, reduction or delay in benefits related to programs and activities that benefit minority or low-income populations.
- Facilitating meaningful access to programs and activities by LEP persons.

The policy applies to planning and service aspects of Sound Transit projects. It re-affirms Sound Transit's commitment that it will continue to include low-income, minority and limited English groups in its public involvement and community outreach programs, including service changes, fare changes and future service planning.

As set forth in the policy, Sound Transit will continue to design public involvement and community outreach programs to engage diverse populations by:

- Meeting environmental justice requirements and LEP needs.
- Making materials available in multiple formats, holding meetings in accessible facilities and providing meeting and project information to underserved populations.
- Providing the public with innovative opportunities and methods for accessing agency and project information.
- Engaging diverse populations early in the planning and development process.
- Making information available to minority, low-income and LEP populations.

The Public Participation Plan provides a summary of the steps to ensure minority, low-income and LEP populations receive access to outreach activities. The plan outlines current outreach tactics, sample outreach examples, an overview of best practices and action items for future measurement and evaluation. This three-year plan focuses on accountability and further transparency in regard to public participation.

Sound Transit's established comprehensive public involvement process includes engaging minority, low-income and LEP populations through public outreach and involvement activities. Sound Transit's Business and Labor Compliance Office serves as

a resource to help ensure these populations are included into Sound Transit's public involvement activities.

Sound Transit uses geographic information systems (GIS) mapping software to create maps that identify affected low-income, minority, and LEP communities. The analysis is shared with staff working with affected communities to identify strategies to engage minority, low-income and LEP populations.

During this reporting period Sound Transit developed, coordinated and documented outreach and public involvement activities for multiple construction projects, rail expansions, transit-oriented development projects, service and fare changes and station access improvements. A sample of project outreach materials is included in Appendix G.

A summary table of Sound Transit's inclusive public participation since the 2016 Title VI Program submission is included in Appendix H. During this period Sound Transit conducted extensive outreach for multiple projects.

## **5. Language Assistance Plan / Four-Factor Analysis and Implementation Plan**

Sound Transit has a Language Assistance Plan (Appendix I) in place to ensure that LEP persons have access to programs, services and to public participation opportunities. The following is a summary of the plan.

Sound Transit is committed to compliance with Title VI and Executive Order 13166 to provide meaningful access to programs, services and benefits for LEP populations. The following are key elements in Sound Transit's plan and actions for providing language assistance to LEP persons based on the DOT LEP Guidance:

In accordance with FTA's policy guidance, the initial step for providing meaningful access to services for LEP persons and maintaining an effective LEP program, is to identify LEP populations in the service area and their language characteristics through analysis of available data. Sound Transit updated its Four Factor Analysis that relied on the most recent data including:

- Sound Transit GIS, US Census American Community Survey Tables.
- Public school data on ESL students - Transitional Bilingual Education Program.
- Rider surveys including origin and destination surveys.
- Internal data reflecting call center requests for language interpretation.

### **Four-Factor Analysis**

FTA requires that transit systems provide "meaningful access" for LEP populations. Meaningful access is based on four factors:

1. The number and proportion of LEP persons served or encountered in the eligible service population.
2. The frequency with which LEP individuals come into contact with Sound Transit's programs, activities and services.



3. The importance to LEP persons of Sound Transit's programs, activities and services.
4. The resources available to the recipient and costs.

In order to determine how to provide meaningful access, Sound Transit has recently performed its Four-Factor Analysis. The analysis provides insight into the language groups in the Sound Transit District. Based on review of the four factors, the Language Assistance Plan was developed to help guide the work with the LEP populations.

The six largest LEP language groups in the Sound Transit District are (in order): Spanish, Chinese (including Cantonese & Mandarin), Vietnamese, Korean, Tagalog and Russian.

The percentage of the Sound Transit District LEP populations for the top six languages are as follows:

Spanish	27.3%
Chinese	14.7%
Vietnamese	9.8%
Korean	7.3%
Tagalog	4.9%
Russian	4.2%

Sound Transit determined the following:

- While a wide array of LEP language groups are found throughout its service district, the largest group prevalent throughout the Sound Transit region is LEP Spanish speakers.
- Spanish speakers consistently are the most commonly requested LEP group seeking language assistance services.
- Sound Transit's language access program work has focused on the Spanish-speaking LEP population as it continues to be the largest LEP community in the region followed by the other top five languages. This approach is envisioned to continue while exploring new ways to engage and more effectively serve other LEP communities.
- For this reason, Sound Transit has a telephone interpreter service that can accommodate more than 100 languages. In addition, Sound Transit's website was redesigned in 2018 to include Google Translate, an integrated translation function that can automatically translate [soundtransit.org](https://www.soundtransit.org) content into 103 languages.
- Sound Transit's Community Outreach activities throughout each project's life cycle provide connections to community leaders and information regarding the LEP groups within each project area to reach all potential riders.

Sound Transit continues to expand its non-English communications program in response to the demographic changes experienced in the region.

### Implementation Plan

Sound Transit efforts to retain successful programs and activities designed to meet the language needs of LEP populations, and identify new areas of focus to further the agency's goal of providing LEP customers with meaningful access to Sound Transit programs and services.

Sound Transit balances its overall commitment to the various LEP groups in the region with improvements targeted to the most commonly spoken languages in the region.

Sound Transit will do the following:

- Include Chinese and Spanish where effective.
- Provide services to groups in a geographic area that may not reflect the larger population in the Sound Transit region.
- Be adept to respond to any LEP person.

Sound Transit uses many language-assistance measures including:

- Telephone-based interpreters are available for staff and consultants to access interpreters for interaction with LEP populations.
- In-person interpreters and customized translation services are available.
- Translating key community or project specific materials or including a language block.
- The Sound Transit website has integrated translation services that can automatically translate [soundtransit.org](http://soundtransit.org) content into 103 languages.
- Spanish and Chinese (Mandarin) text and audio on all ticket vending machines (TVMs).

The Language Assistance Plan includes language assistance measures that Sound Transit has implemented as a result of the 2016 Four-Factor Analysis, and includes measures that will be pursued as a result of the 2019 Four-Factor Analysis.

These measures include:

- Utilization of the "I Speak" Language Assistance Card to help LEP populations access information about service and programs. Operators of all modes, public-facing staff including station agents, outreach staff, ambassadors and other staff that interact with the public will have access to the cards.
- Designing an onboard message with the "I Speak" information for all vehicles likely in the form of a channel card and/or an adhesive sign.
- Update the Sound Transit Editorial Style Guide, an instructional tool that outlines the look and content of materials produced by staff and contractors, to include the following:
  - Information on how to access interpreters and translations.
  - Guidance on using language blocks and the interpreter pictogram.
  - Assistance on how to determine LEP persons in the project area. By providing this information early in the planning/outreach phase helps ensure equal access for all.
- Include the Title VI Notice of Rights in the Ride the Wave transit guide.
- Include additional language assistance in the Ride the Wave transit guide.

- Update survey instruments to gather additional data to provide a better understanding of the LEP populations served.

Sound Transit will evaluate, assess and refine several forward-thinking measures including conducting outreach with LEP populations to best gain insight and to understand needs.

## **6. Minority Representation of Planning and Advisory Bodies**

Sound Transit relies on the oversight and guidance from volunteers and works to ensure diverse representation on Sound Transit's Citizens' Accessibility Advisory Committee, Citizens' Oversight Panel, and Diversity Oversight Committee (Appendix J). A key consideration for all of these committees is representation spread across the three counties (King, Pierce and Snohomish) that comprise the Sound Transit District and the five subareas (Pierce & Snohomish Counties, and East, North & South King Counties).

The recruitment processes for each of these committees are as follows:

Citizens' Accessibility Advisory Committee (CAAC): The CAAC charter directs that the committee will have a maximum of 15 appointed members who must be riders with disabilities, seniors and professionals, volunteers or family members of people with disabilities or seniors. There are currently 13 voting members on the committee since two members resigned due to health and family commitments. We are actively recruiting new committee members. The committee is comprised of two appointed members from each of the five subareas and up to five at-large members. All members are appointed for two-year terms and can be invited to extend their term an additional term for up to two more years for a total of four years.

Citizen Oversight Panel (COP): The COP is represented by at least two members from each of the five subareas. The recruitment process seeks to follow Board direction to: (1) establish a process to incorporate input from Board members within the subarea where recruitment is taking place, and (2) provide a process that is inclusive and allows for a diverse COP.

Vacancies on the panel are advertised to a wide audience by posting on the Sound Transit website; sending a news release to media outlets, including community newspapers serving diverse populations, and blogs and forums; and sending a flyer to jurisdictions, agencies, colleges and libraries within the subarea. The web posting, news release and flyer include a statement that persons of color and women are encouraged to apply. Sound Transit staff will also inform all Sound Transit Board members and the Sound Transit Diversity Oversight Committee members of the vacancy.

Diversity Oversight Committee (DOC): The DOC is composed of members from throughout the Sound Transit District, and includes representatives from small business, trade and craft organizations, communities and community organizations in impacted neighborhoods, and other such interested parties as deemed appropriate by the CEO. Committee members are independent of Sound Transit, meaning they have no contracts with Sound Transit and no plan to compete for bid on Sound Transit contracts or subcontracts. The committee reflects the cultural and ethnic diversity of the communities

in the Sound Transit District. Recruitment is especially made to the small and minority business, labor and community organizations that engage with Sound Transit's Office of Small Business Development & Labor Compliance on issues regarding employment and contracting on the Sound Transit project.

## **7. Subrecipient Assistance and Monitoring**

To provide a subrecipient of federal funds assistance and information to ensure continued compliance with all grant requirements, Sound Transit conducts subrecipient monitoring, project oversight, assessments and ongoing assistance.

Sound Transit has one subrecipient, which is the City of Tacoma.

Sound Transit conducts project oversight in several ways. Sound Transit's Subrecipient Monitoring Procedures Appendix K outlines the internal and external roles and responsibilities to ensure subrecipients are complying with federal requirements and are using federal funds appropriately.

Project oversight for the subrecipient has meant monthly updates on project status – including notification of any Title VI complaints received. To date, none have been received.

A variety of Sound Transit staff have provided ongoing procurement, grant administration, Title VI and other applicable training to the City of Tacoma throughout the course of the grant.

Sound Transit's Finance Department's Grants Division arranges audit assessments in the form of compliance reviews. The reviews include participation and input from a multidisciplinary team at Sound Transit. Sound Transit staff conduct ongoing compliance assessment, staff reviews, monthly/quarterly performance reports and review of updated materials such as the Title VI Program.

To monitor Title VI compliance, Sound Transit:

- Documents subrecipient compliance with the general requirements.
- Collects and maintains subrecipient Title VI Program documents on a designated schedule.
- Maintains a tracking matrix to ensure meeting of deadlines and requirements.

The subrecipient was required to submit the Title VI Program to Sound Transit. Sound Transit reviews subrecipient Title VI Program on a triennial basis, or sooner if there are modifications.

Sound Transit provides ongoing assistance to the City of Tacoma through communications, training and access to subject matter experts within Sound Transit.



## **8. Review of Facilities Constructed**

No facility equity analyses were conducted in the past three years. Sound Transit did not identify any locally preferred alternatives for new bus maintenance, storage or operations facilities in the past three years.

## **REQUIREMENTS FOR TRANSIT PROVIDERS**

### **9. Service Monitoring - System Wide Service Standards and Service Policies for Each Mode**

Sound Transit is required by FTA to measure the quality of service delivered to communities and to demonstrate that resources are distributed in a way that does not discriminate on the basis of race, color or national origin. The 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 the Civil Rights Act of 1964.

Part of Sound Transit's compliance with FTA Circular 4702.1B is ongoing performance monitoring across all modes of service (ST Express, Link light rail and Sounder). This monitoring is meant to ensure that Sound Transit provides service in an equitable manner. Specifically, Sound Transit monitors the following standards:

- Passenger Load (Crowding)
- On-Time Performance
- Customer Complaints
- Trips Operated as Scheduled
- Span of Service
- Frequency

The Service Monitoring Report (Appendix L) distinguishes routes where minority and low-income service area populations exceed the Sound Transit district average. These route classifications are then evaluated by metrics included in the Board adopted Sound Transit Service Standards and Performance Measures. Where service metrics on routes serving minority or low-income populations perform lower than non-minority or non-low-income routes, strategies are identified for improving performance.

This document fulfills FTA's Title VI Program requirements for service quality monitoring of Sound Transit's published service standards.

The Board reviewed the results of the monitoring program and approved the results Resolution 2019-94 (Appendix M).

## **REQUIREMENTS FOR TRANSIT PROVIDERS (50+ Fixed Route / Peak Service in UZA of 200,000 +)**

### **10. Demographic and Service Profile Maps and Charts**

Demographic and Service Profile Maps and Charts are included in this program submittal in Appendix N.

## 11. Demographic Ridership and Travel Patterns

Sound Transit has appointed a research project manager to oversee the agency's New Starts Origin and Destination “before” and “after” survey efforts. Additionally, the manager maintains a calendar with upcoming surveys, staff contacts and survey details outlined. The calendar was developed as a tool to help staff coordinate the agency's survey and outreach efforts as much as possible so efforts aren't at cross purposes and riders don't experience survey fatigue. There is also work being performed to house agency data in a more standardized and centralized manner.

Sound Transit collects demographic ridership and travel pattern data using an on-board Origin-Destination survey for each mode. These are done no fewer than every five years or when required by a federally funded project such as a New Start. The agency has conducted surveys in 2011-2012, 2015-2016 and 2018-2019 on modes of service.

In 2015, Sound Transit began conducting a survey of transit riders, the purpose of which was twofold:

- To provide data in support of the “before and after” study, which will investigate the impacts of University Link (a major light rail transit extension that opened for service in early 2016).
- To collect information about rider characteristics for use in ridership modeling, equity analyses, and other research and reporting purposes.

The survey instruments collect data on origin and destination of the riders and their demographics. The data used for Title VI and Environmental Justice include demographic information on ethnic identification, language(s) spoken in at home and annual household income.

The agency translated surveys and offered them in printed form in the languages identified in the Four Factor Analysis, including Russian, Vietnamese, Tagalog, Spanish, Korean and Chinese. When interviewers encountered passengers with a language barrier, they presented a “language handout” that noted the interviewer could provide a paper copy of the survey in one of the additional languages. The translated survey also included instructions for returning it by mail.

In fall 2015 Sound Transit conducted a University Link “before” survey, and in fall 2018, an “after” survey. This analysis looks at the impacts on transit ridership by comparing the “before” and “after” conditions of ridership in the corridor served by University Link. This study will be completed in Q3 of 2019.

Sound Transit also conducts Origin and Destination Surveys for each mode. The purpose of this type of study is to help Sound Transit understand current travel patterns on the existing transit system serving the Central Puget Sound region. The latest survey instrument is included as Appendix O (ST Express Survey). These surveys also provide an insight into rider demographics and trip details for use in analysis—including origin and destination and access and egress to stations/service, transfers, pay methods etc.

In summary, the agency is using data to understand ridership patterns and to help with future planning of the system build out.

Sound Transit prepares frequent reports to provide demographic ridership and travel patterns by mode. Some highlights include:

- In 2018 Sound Transit continued to see significant growth in rail ridership; Link light rail ridership increased 6.1 percent over 2017 and Sounder ridership increased 4.5 percent.
- Overall, Sound Transit ridership for 2018 grew 2.9 percent to more than 48 million riders. ST Express service decreased slightly, while Tacoma Link ridership was negatively affected by the closure of the Tacoma Dome for renovations last summer.
- Regional ridership gains contrast sharply with national reductions. According to the most recent data available from the American Public Transportation Association, transit ridership nationally declined 1.75 percent in the third quarter of 2018 compared to the same quarter 2017, with light rail ridership dropping more than 3.5 percent.

The Service Delivery Performance Report (Appendix P Q 2 2019 Service Delivery Report) includes data on boardings, service delivery performance and on-time performance targets by service mode. The Year-to-Date System Performance Report (Appendix Q 7/19 Year to Date System Performance) provides a comprehensive snapshot of information ridership, efficiency and operations for each mode.

## **12. Public Engagement Process for Setting the Major Service Change Policy**

There have been no changes to Title VI policies since the 2016 Title VI submittal on Sept. 26, 2016. The Sound Transit Board approved:

- Resolution No. R2013-18: Establishing policies for conducting equity analyses of major service changes impacting minority and low-income populations
- Resolution No. R2013-19: Establishing policies for conducting equity analyses of fare changes impacting minority and low-income populations.

On Aug. 5, 2013 more than 60 organizations and individuals in the Sound Transit region representing minority and low-income advocacy, interest and community based organizations, received a letter notifying recipients of the proposed policies and soliciting comments. The letter included a summary of the proposed actions along with copies of the draft resolutions, and offered to provide further information or respond to questions regarding the draft policies. The information also contained a discussion of Title VI and the process for public comment to staff, along with dates and times for Executive Committee and the Sound Transit Board meetings to take action on the resolutions, should they decide to provide comments directly to Board members. A second communication went out Aug. 19, 2013. This information also went to Sound Transit's Diversity Oversight Committee for discussion and comments at their meeting on Aug. 23, 2013.

As a result of the request for comments, Sound Transit was contacted jointly by four organizations with suggestions on how to implement the policies and a proposal to revise the fare change resolution to specifically include "changes in payment type, payment media and availability or duration of paper or electronic transfers." Sound Transit incorporated that revision into the approved resolution.

A copy of Resolutions R2013-18 and R2013-19 are included in Appendix R.

### **13. Service and Fare Equity Analyses**

Sound Transit Board of Directors Resolution R2013-18 establishes policies for conducting equity analyses of Major Service Changes impacting minority and low-income populations. A service change is defined as major if:

- Vehicle hours or a route change by 25% or more, or
- A stop or station location is eliminated or moves by more than half a mile.

Sound Transit Board of Directors Resolution R2013-19 established policies for conducting equity analyses of fare changes affecting minority and low-income populations. This policy establishes that Sound Transit will:

- Conduct a fare equity analysis during the planning phase of a potential fare change.

Sound Transit's policy defines impacts as follows:

- A disparate impact occurs when the minority percentage of the population adversely affected by a fare change is greater than the average minority percentage of the population of Sound Transit's service area.
- A disproportionate burden occurs when the low-income percentage of the population adversely affected by a fare change is greater than the average low-income percentage of the population of Sound Transit's service area.

#### **Service Equity Analyses**

As part of the annual Service Implementation Plan, Sound Transit conducts a service equity analysis to ensure changes in transit service are consistent with Title VI policies defined by the Federal Transit Administration and policies defined by the Sound Transit Board of Directors.

A Title VI analysis took or will take place on service changes between FFY2017-FFY2019. Documentation for each analysis showing that it was reviewed and approved by the Sound Transit Board is attached to each equity analysis document.

FFY 2017— No major service changes (Appendix S)

FFY 2018— Of the two service changes analyzed, only one is a major service change that affects service areas with a higher than average minority or low-income population. Another, a minor service change was analyzed as a major service change for consistency in analysis and outreach. For discussion purposes, both the Route 550 and 554 are discussed together.

#### **Elimination of the Rainier Freeway Station for Route 550 (Bellevue to Seattle)**

The closure of the Rainier Freeway Station was a major service change, because Route 550 will no longer serve the stop.

#### **Elimination of the Rainier Freeway Station for Route 554 (Issaquah to Seattle)**

Changes on Route 554 are considered a minor service change because the stop is moving less than half a mile. Due to the unique nature of this stop as a freeway station and the fact that Route 554 will change course, it was treated as a major service change for purposes of the analysis and outreach strategy.

- Near the Rainier Freeway Station there is a disproportionate share of all three Title VI populations. Of the four alternatives, Sound Transit chose the service change alternative



that caused the least impact to these communities. The alternatives were evaluated primarily according to delay incurred by the Title VI community.

- The service equity analysis demonstrated that the 1-90 ST Express service changes will have a disparate impact on minority populations and a disproportionate burden on low income populations. These changes were mitigated to the greatest extent feasible.

While Sound Transit cannot prevent this impact and still bring East Link to these populations, it will mitigate the impact and ensure that burdens are spread throughout the service area by continuing to serve Rainier Avenue with one of the impacted routes. Though all riders will notice changes, when East Link's Blue Line service opens it will benefit both new customers and those currently riding Routes 550 and 554 from the Rainier Freeway Station as well as from the Eastside. This will open up faster and more reliable access to education, employment, healthcare, services and recreation that were either not available or more onerous to reach prior to the segment's opening. (Appendix T)

FFY 2019 - Three of the five proposed major service changes affect service areas with a higher than average minority or low-income population. This section briefly describes impacts and mitigation for each proposed change.

#### Route 550 (Bellevue – Seattle) Moves to Surface Streets

- Route 550 service area has both a low-income population and minority population that are slightly above their respective averages for the Sound Transit District, resulting in a disparate impact and disproportionate burden.
- Customers will experience longer travel times and decreased reliability through downtown Seattle because surface streets are subject to more congestion than the transit tunnel, which now serves light rail only. Boarding and alighting locations will change.
- This routing adjustment will impact all 9,000 Route 550 customers riding to or from downtown Seattle (87% of total route ridership), and may decrease travel time reliability.
- As mitigation, additional buses and operating hours will be added to the route. These resources are expected to absorb additional run time and maintain reliability without eliminating Route 550 trips. In addition, targeted outreach will be conducted along the route with three street team shifts at all tunnel stations, including at midday when more diverse populations are likely traveling. Handouts will also be available onboard buses with translation information and a nondiscrimination policy.
- This routing change is inevitable due to the rail-only conversion of the tunnel.

#### Route 513 (Everett – Seattle) begins at Seaway Transit Center in Everett

- Originally, the proposed change would have been a major service change that eliminated the stop on Evergreen Way with no nearby replacement. This change would have a disparate impact on minority populations served by Route 513. After public comment opposed to the stop removal, Sound Transit modified the proposal and a stop was added back to Casino Road and Evergreen Way, making this a minor service change. Sound Transit decided to mitigate the change by continuing to serve the Evergreen Way area.
- Customers currently boarding at Evergreen & 79th in Everett will need to board at Casino Road and Evergreen Way (0.3 miles away).

- This change will impact about 66 out of 636 daily riders (10%) who currently board at Evergreen & 79th.
- As mitigation, outreach teams will engage riders online, in person with street teams at the stop, and via signage and handouts at stations and onboard buses.
- This change is necessary to better integrate service with partner agencies and provide better transfer opportunities to customers at the new Seaway Transit Center.
- The original proposal would not have served any stop on Evergreen Way. The stop at Casino Rd & Evergreen Way was added in response to public feedback during the outreach process.

#### Route 580 (Lakewood – Puyallup) Eliminates Lower-performing Segments

- The Route 580 service area has both a low-income population and minority population that are above their respective averages for the Sound Transit District Route
- Customers currently riding between Puyallup and Lakewood will need to ride Sounder or use Pierce Transit Route 4.
- This change will impact about 35 of 560 daily Route 580 customers (6%).
- As mitigation, outreach teams will engage riders online, in person with street teams in Lakewood, and via signage and handouts at stations and onboard buses to inform customers of alternative options.
- Resources saved will be invested into a new trip on Route 592 (Du Pont-Lakewood-Seattle) which serves Lakewood and the SR 512 park-and-ride and overlaps with some of the same service area where service was reduced.
- This change will allow inefficient service to be reallocated to higher-performing service to serve more riders where demand is greatest.

The following proposed changes affect service areas that do not have a higher than average minority or low-income population:

#### Route 555 (Northgate – Issaquah) Truncates at Bellevue Transit Center

- The Route 555 impacted service area does not have a LEP, minority, or low-income population that is greater than that of the Sound Transit district overall. Therefore, this change does not result in a disparate impact or disproportionate burden. Given that some individual census tracts in the impacted service area do have disproportionate LEP populations, outreach about this change will be sensitive to those language needs.
- Customers currently riding east of Bellevue TC will need to use Metro Route 271 or 241 to reach their destination.
- This change will impact about 175 of 740 daily customers (24%).
- Resources saved will enhance service and reliability on Route 554.
- Outreach will engage customers online, in person with street teams at affected stops, and via signage and handouts onboard buses.
- This change will allow inefficient service to be reallocated to higher-performing service to serve more riders where demand is greatest.

### Montlake Freeway Station (Seattle) Closure

- Initially, only the service area of the Montlake Freeway Station was analyzed and there was found to be no disparate impact or disproportionate burden. However, in order to more accurately capture the riders who transfer or alight at this stop and would therefore still be impacted, this Title VI analysis expanded. Two customer populations were analyzed for this service change. The Route 545 and 555 service area population was considered the impacted population. The Route 542 service area population was considered the benefited population, even though the geographic areas overlap significantly.
- The percentage of minority, low-income and LEP residents in each population was compared to the Sound Transit District overall to determine if a disproportionate benefit or impact existed.
- Both the impacted and benefited service areas have Title VI populations at or below the Sound Transit District average so there is no disparate impact or disproportionate burden.
- Customers currently riding between Montlake Freeway Station and Redmond will have reduced frequency but can use extended evening and weekend service on Route 542 through September 2019. Route 555 customers can use Metro Route 271.
- This change will impact about 350 of 10,300 daily customers (3%) on Routes 545 and 555.
- Outreach will engage customers online, in person with street teams at the stop, and via signage and handouts onboard buses.
- This change is inevitable due to the WSDOT construction closure of the freeway station (Appendix U).

### **Fare Equity Analyses**

A Title VI analysis was conducted on the following fare changes that took place or are planned between FFY2017-FFY2019. Documentation for each analysis showing that it was reviewed and approved by the Sound Transit Board is attached to each equity analysis document.”

FFY 2017 – No fare changes.

FFY 2018 One fare change was analyzed and a fare equity analysis was conducted.

### ST Express Fare Simplification

- ORCA agencies agreed to simplify fares by, in part, eliminating zone-based fare structures for bus service.
- Sound Transit’s Regional Express service was a two-zone fare structure. Riders making trips within one-county pay a one-zone or one-county fare. Riders making trips between two-counties pay a two-zone or two-county fare.
- Sound Transit considered two options, a flat fare and a route based fare, for simplifying the ST Express fare structure. Sound Transit performed a Title VI analysis of fare change impacts on low-income and minority populations.
- Based on the results of this analysis, Sound Transit determined the route based fare would have a disparate impact on minority riders. The board adopted the flat rate structure that did not have a disproportionate impact on low-income riders or a disparate impact on minority riders (Appendix V).

Additional Equity Analysis  
2018

Parking Permit Program Expansion

- The proposal to make available fee-based paid parking permits to single-occupancy users of Sound Transit parking facilities, including pricing discounts for low-income customers, creates no disparate impacts on minority populations nor disproportionate burdens on low-income populations.
- The Sound Transit permit parking program was expanded and permits the agency to sell transit parking permits for single-occupancy vehicles (SOVs) in addition to the existing program offering permits for carpools, or HOV's (high occupancy vehicles) at Sound Transit park-and-ride facilities.
- To avoid this disproportionate burden (in percentage terms) on low-income riders, Sound Transit established a pricing structure with a two-thirds (66.7%) discount on the standard parking permit rate for qualified low-income riders (R2018-27 provided direction for Sound Transit to offer at least a 50% discount on the standard rate for parking permits for income-qualified riders).
- For the purposes of permit program administration and for this analysis, low-income riders are identified as those with household income at or below 200% of the federal poverty level. To avoid any disproportionate burden with the initial implementation of single-occupant permit parking at the Northgate Link Station, the standard permit price is \$120 per month, but commuters who meet this low-income qualification and obtain an ORCA Lift reduced transit fare card may purchase a permit for a discounted rate of \$40 per month.

For all of the equity analyses where negative impacts were assessed disproportionately regarding minority or low-income populations, mitigation measures were taken. For the major service changes, the results of the Title VI Analysis was also added as a feature in the Board Staff Report beginning with adoption of the 2013 Service Implementation Plan and subsequent Service Implementation Plan (Appendix W).

**14. Board Action demonstrating the Board has Reviewed and Approved the Title VI Update Submittal**

Sound Transit's Board approved this 2019 Title VI Program submittal to the Federal Transit Administration at their meeting held on September 26, 2019. The Sound Transit Motion No. 95, is included as Appendix X.



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## Appendix A Sound Transit Notice of Rights

### Title VI: Notice to the Public Non-discrimination Policy

Sound Transit operates its programs and services without regard to race, color or national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been unlawfully discriminated against for these reasons may file a complaint with Sound Transit.

More information on Sound Transit's Title VI Policy and the procedures to file a complaint may be obtained by:

- calling 888-889-6368; TTY Relay 711;
- emailing [stdiscriminationcomplaint@soundtransit.org](mailto:stdiscriminationcomplaint@soundtransit.org);
- mailing to Sound Transit, Attn: Customer Service, 401 S. Jackson St. Seattle, Washington 98104-2826; or
- visiting our offices located at 401 S. Jackson St. Seattle, Washington 98104.

A complaint may be filed directly with the Federal Transit Administration Office of Civil Rights, Attention: Complaint Team, East Building, 5th Floor – TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590 or call 888-446-4511.

*Para obtener información sobre la política de no discriminación del Título VI en relación con la discriminación por motivos de raza, color u origen nacional, comuníquese al 800-823-9230.*

*안중 피부색 또는 출신 국가를 기반으로 한 차별에 관한 제6조 차별방지 정책 정보에 대해서는 800-823-9230 로 연락하십시오*

*За информацией о политике недопущения дискриминации, относящейся к дискриминации по признакам расы, цвета кожи или национального происхождения в соответствии с Разделом VI, обращайтесь по телефону 800-823-9230.*

*Para sa Title VI Walang-diskriminasyon na impormasyon sa patakaran tungkol sa diskriminasyon batay sa lahi, kulay, o pinagmulan, tawagan ang 800-823-9230.*

*關於第 VI 款有關基於種族、膚色或國籍進行歧視的非歧視政策資訊，請致電 800-823-9230。*

*Để biết thông tin trong chính sách chống phân biệt đối xử Tựa Đề VI về phân biệt đối xử dựa trên chủng tộc, sắc tộc hay xuất xứ quốc gia, vui lòng liên lạc 800-823-9230.*



## **Appendix B Complaint Process**

### **Sound Transit Title VI Complaint Process**

Any person who believes he/she has been discriminated against on the basis of race, color, or national origin by Sound Transit may file a Title VI complaint by contacting the agency. The complainant should complete and submit the Title VI Complaint form linked below to facilitate a speedier investigation. Sound Transit will investigate all complaints received within 180 days of the alleged incident.

Once the complaint is received by Sound Transit, it will be reviewed to determine whether the complaint constitutes a Title VI complaint and/or whether there is sufficient information for an investigation. The complainant will receive an acknowledgement letter informing him/her whether the complaint is covered under Title VI.

Sound Transit will generally complete an investigation within 90 days from receipt of a completed complaint form. If more information is needed to resolve the case, Sound Transit may contact the complainant. Unless a longer period is specified by Sound Transit, the complainant will have ten (10) days from the date of the letter to send requested information to the Sound Transit investigator assigned to the case.

If Sound Transit's investigator is not contacted by the complainant or does not receive the additional information within the required timeline, Sound Transit may administratively close the case. A case may be administratively closed also if the complainant no longer wishes to pursue his/her case.

Sound Transit will investigate Title VI complaints for which it has sufficient information. After the investigation is completed, the complainant will be issued one of two letters: a closure letter or a letter of finding. A closure letter summarizes the allegations, states that a Title VI violation could not be established, and informs the complainant that the case will be closed. A letter of finding summarizes the allegations and explains whether any type of corrective action was recommended and/or taken.

A complainant may appeal the decision by submitting a written request to Sound Transit's Deputy Chief Executive Officer within fifteen (**15**) business days from the date of the closure letter or letter of finding. The appeal request must specify the basis for the appeal. The Deputy Chief Executive Officer will notify the complainant of the decision either to accept or reject the request for appeal within 10 days. In cases where appeal is granted, the Deputy Chief Executive Officer will issue a determination letter to the complainant upon completion of the appeal review.

A person may also file a complaint directly with the U.S. Department of Transportation by contacting the Department at: U.S. Department of Transportation, Federal Transit Administration's Office of Civil Rights: Complaint Team, East Building, 5th Floor – TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590 or call 888-446-4511.

Sound Transit Contact Information:

For more information on Sound Transit's Title VI Policy and the procedures to file a complaint contact 888-889-6368; TTY Relay 711; or email [stdiscriminationcomplaint@soundtransit.org](mailto:stdiscriminationcomplaint@soundtransit.org); or mail (Attn: Customer Service) 401 S. Jackson St. Seattle, WA 98104-2826.

<https://www.soundtransit.org/get-to-know-us/documents-reports/title-vi-complaint-form>



**Appendix C**  
**Title VI Complaint Form**

**Sound Transit**

**Title VI Discrimination Complaint Form**

Sound Transit is responsible for civil rights compliance and monitoring, which includes ensuring that contractors regardless of tier and sub- recipients regardless of tier properly abide by Title VI of the Civil Rights Act of 1964 which is the federal law that protects individuals from discrimination on the basis of race, color or national origin in any program receiving federal assistance, Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations," and the Department of Transportation's Guidance to Recipients on Special Language Services to Limited English Proficient (LEP) Beneficiaries.

In Sound Transit's complaint investigation process, we analyze the complainant's allegations for possible Title VI violations. If violations are identified, they are investigated as provided in Sound Transit's Title VI Discrimination Complaint Process.

<b>Section I:</b>		
Name:		
Address:		
Telephone (Home):	Telephone (Work):	
Electronic Mail Address:		
Accessible Format Requirements?	Large Print	Audio Tape
	TDD	Other
<b>Section II:</b>		
Are you filing this complaint on your own behalf?	Yes*	No
*If you answered yes to this question, go to Section III.		
If not, please supply the name and relationship of the person for whom you are complaining:		
Please explain why you have filed for a third party:		
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.	Yes	No

### Section III:

I believe the discrimination I experienced was based on (check all that apply):

☐ Race   ☐ Color   ☐ National Origin

Date of Alleged Discrimination (Month, Day, Year): \_\_\_\_\_

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. Include any documentation that is relevant to this complaint.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is no handwriting or other markings on the paper.



<b>Section IV:</b>
Have you filed this complaint with any of the following agencies? If yes, check all that apply: <input type="checkbox"/> Department of Transportation <input type="checkbox"/> Department of Justice <input type="checkbox"/> Equal Opportunity Commission
Please provide information about a contact person at the agency/court where the complaint was filed.
Name:
Title:
Agency:
Address:
Telephone:
<b>Section V:</b>
Name (signature) _____ Date: _____

Please mail your completed form to: Sound Transit, Office of Small Business Development & Labor Compliance, Union Station, 401 South Jackson St., Seattle, Washington 98104-2826 or you can email it to [diversity@soundtransit.org](mailto:diversity@soundtransit.org).

*Please send completed form to: [stdiscriminationcomplaint@soundtransit.org](mailto:stdiscriminationcomplaint@soundtransit.org)*



**Appendix D**  
**Title VI Complaints**

DATE	SUMMARY	STATUS	ACTION TAKEN
6/4/2019	Contract employee made racially insensitive remarks while on transit.	Closed	Complainant didn't want further contact from the agency. The Office of Equal Employment Opportunity, Equity and Inclusion and Title VI staff interviewed the contract employee. The Human Resources department terminated employment.
8/27/2018	The customer was mistaken for another person and removed from UW station.	Closed	Securitas employees were disciplined and Securitas settled with complainant.
6/14/2018	Complainant reported Fare Enforcement Officer (FEO) allowed a passenger without fare remain on Link light rail. The complainant alleged racial bias by FEO.	Closed	The FEO was removed from the Sound Transit account.



**Appendix E**  
**Public Participation Resolution**



**RESOLUTION NO. R2011-15**  
**Inclusive Public Participation Policy**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>	<b>PHONE:</b>
Executive Committee	12/1/11	Recommendation to Board	Leslie Jones, Director of Diversity <b>Alec Stephens, Diversity Technical Advisor</b>	206-398-5047 206-398-5019
Board	12/15/11	Final Action		

**PROPOSED ACTION**

Adopts an inclusive public participation policy to assure meaningful access to public involvement and community outreach programs for minority, low-income and limited English proficient populations.

**KEY FEATURES**

- This policy ensures that Sound Transit's public involvement and community outreach programs are designed to meet the following goals, pursuant to Title VI of the Civil Rights Act of 1964:
  - Providing services without regard to race, color, or national origin;
  - Promoting the full and fair participation of affected populations in transit decision making;
  - Preventing denial, reduction, or delay in benefits related to programs and activities that benefit minority or low-income populations; and
  - Facilitating meaningful access to programs and activities by persons with limited English proficiency.
- This policy applies to planning and service aspects of Sound Transit projects that receive federal funding. Sound Transit is in compliance with Title VI of the Civil Rights Act of 1964 and this policy affirms Sound Transit's commitment.
- Sound Transit will continue to include low-income, minority and limited English groups in its public involvement and community outreach programs, including service changes, fare changes and future service planning.

**PROJECT DESCRIPTION**

Title VI was enacted as part of the Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

**FISCAL INFORMATION**

Not applicable to this action.

**SMALL BUSINESS PARTICIPATION**

Not applicable to this action.

**BACKGROUND**

Title VI of the Civil Rights Act of 1964 states that "no person in the United States shall, on the ground 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 is committed to upholding these principles.

Sound Transit’s public involvement and community outreach programs will be designed to engage diverse populations by:

- Meeting environmental justice requirements and limited English proficiency needs
- Making materials available in multiple formats, holding meetings in accessible facilities and providing meeting and project information to underserved populations
- Providing the public with innovative opportunities and methods for accessing agency and project information
- Engaging diverse populations early in the planning and development process
- Making information available to minority, low-income, and limited English proficient populations

## **ENVIRONMENTAL COMPLIANCE**

JI 11/23/2011

## **PRIOR BOARD/COMMITTEE ACTIONS**

None.

## **TIME CONSTRAINTS**

None.

## **PUBLIC INVOLVEMENT**

Not applicable to this action.

## **LEGAL REVIEW**

RM 11/23/11

## **RESOLUTION NO. R2011-15**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting a policy for inclusive public participation and to assure meaningful access to minority, low-income and limited English proficient populations in public involvement and community outreach programs.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, Sound Transit has made a commitment to the people within its three-county region to seek community involvement as it plans, designs, builds, and operate a regional transit system; and

WHEREAS, Sound Transit has developed and utilized strategies to reach and include the diverse people of its region to promote, encourage, and utilize public involvement processes to carry out its mission; and

WHEREAS, Sound Transit is a recipient of federal funding; and

WHEREAS, consistent with Title VI of the Civil Rights Act of 1964, Sound Transit is committed to:

- Providing services without regard to race, color, or national origin;
- Promoting the full and fair participation of affected populations in transit decision making;

- Preventing denial, reduction, or delay in benefits related to programs and activities that benefit minority or low-income populations; and
- Facilitating meaningful access to programs and activities by persons with limited English proficiency.

WHEREAS, inclusive public participation is fundamental to all of Sound Transit's public involvement and community outreach programs, the Board of Directors has decided to develop a policy reflecting Sound Transit's commitment for inclusive public participation and to assure meaningful access to minority, low-income and limited English proficient populations in its public involvement and community outreach programs.

NOW THEREFORE BE IT RESOLVED by the Board of Directors of the Central Puget Sound Regional Transit Authority that Sound Transit's public involvement and community outreach programs will be designed to meet the following goals, pursuant to Title VI of the Civil Rights Act of 1964:

- Accommodate the diverse communities within the project area and meet environmental justice requirements and limited English proficiency needs
- Provide the public with multiple opportunities and methods for accessing agency and project information.
- Engage diverse populations early in the planning and development process by making materials available in multiple formats, holding meetings in accessible facilities and providing meeting and project information to underserved populations.
- Make information available to minority, low-income, and limited English proficient populations.

BE IT FURTHER RESOLVED that in achieving these goals, and pursuant to Title VI of the Civil Rights Act of 1964, Sound Transit will utilize strategies, tools, and techniques targeted to reach minority, low-income, and limited English proficient populations.

Resolution No. R2011-15




BE IT FURTHER RESOLVED that Sound Transit will strive to conduct public involvement and outreach activities with processes that are full, robust, and inclusive of all community members.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 15, 2011.

  
Aaron Reardon  
Board Chair

ATTEST:

  
Marcia Walker  
Board Administrator



# *Public Participation Plan*



## **INCLUSIVE PUBLIC PARTICIPATION AT SOUND TRANSIT**

Sound Transit is committed to continuous improvement of our public engagement strategies. We recognize that our services are far-reaching and unique in that we provide commuter rail, light rail and bus service to the urban regions of King, Pierce and Snohomish counties, and we are devoted in our efforts to hear the widest possible spectrum of viewpoints. By prioritizing outreach to historically underserved populations, our organization can ensure that we are good stewards and advocates for all communities. Sound Transit strives to guarantee the representation of all views, not just those of the outspoken.

To do this Sound Transit has numerous policies, resolutions, principles and tactics to guide and deliver how the agency engages with low-income, minority and limited English-proficient (LEP) populations.

## **POLICIES AND RESOLUTIONS**

### **Resolution 2011-15 Inclusive Public Participation Policy**

Sound Transit will design public involvement and community outreach programs to engage diverse populations by:

- Adopting an inclusive public participation policy to assure meaningful access to public involvement and community outreach programs for minority, low-income and limited English-proficient populations.
- Meeting environmental justice requirements and limited English proficiency needs
- Making materials available in multiple formats, holding meetings in accessible facilities and providing meeting and project information to underserved populations.
- Providing the public with innovative opportunities and methods for accessing agency and project information.
- Engaging diverse populations early in the planning and development process.
- Making information available to minority, low-income and limited English-proficient populations.

### **Resolution Nos. R2013-18 and R2013-19: Establishing policies for conducting equity analyses of major service changes and fare changes affecting minority and low-income populations**

- Determine if the adverse effects result in “Disparate Impacts to Minority Populations” setting as a threshold effects that for the minority populations subject to the major service change are greater than the minority population in the Sound Transit District (currently 31.13%); and/or result in “Disproportionate Burdens to Low-Income Populations,” setting as a threshold effects that for the low-income populations subject to the major service change are greater than the low-income population in the Sound Transit District (currently 11.24%). (Sound Transit’s Disproportionate Burden and Disparate Impact Policy established a threshold that identifies when adverse effects are borne disproportionately by low-income passengers, or disproportionate burden, and when adverse effects are borne disproportionately by minority populations, or disparate impact. The standards are stringent. For example, the maximum allowable differences between minority and low-income service area populations and the Sound Transit District average, is 0.0%.)
- If the proposed changes result in disparate impacts to minority populations and/or disproportionate burdens to low-income populations, Sound Transit will examine and develop ways to mitigate or lessen the effect and alert the affected Title VI stakeholders of the proposed changes to allow them to comment on the change and the impacts.

- The Title VI evaluation of the proposed major service changes or fare changes, the impacts, mitigation efforts, outreach to impacted stakeholders and public comments will be a part of the record before the Sound Transit Board when it makes its decision to approve the major service change or fare change in question.

## **AGENCY LEVEL STRATEGIES**

### **Citizen's Accessibility Advisory Committee**

Founded in 1999, the Citizens Accessibility Advisory Committee (CAAC) provides feedback regarding challenges and solutions for people with disabilities and older adults using Sound Transit buses and trains. The work of this committee enhances other public involvement groups and activities through its crucial focus on ADA compliance and accessibility best practices. It is an important part of the process that helps Sound Transit provide regional transportation that is accessible to everyone.

### **Citizen Oversight Panel (COP)**

Created in 1997, the Citizen Oversight Panel independently monitors Sound Transit and its commitment to build and operate the region's high-capacity transit system. The COP also monitors Sound Transit's engagement of the public in decision-making.

The Sound Transit Board of Directors appoints and tasks COP members with asking hard questions, reviewing details and reporting findings back to the board. Its citizen-volunteers represent a variety of interests, professional expertise and experience.

### **Diversity Oversight Committee (DOC)**

In 2006 Sound Transit's Board of Directors established the Diversity Oversight Committee. The mission of this advisory committee is to report to the CEO and on occasion to the Board regarding the agency's compliance with guiding principles for employment and contracting. The DOC is composed of members from throughout the Sound Transit District, and includes representatives from small business, trade and craft organizations, communities and community organizations in affected neighborhoods, and other such interested parties as deemed appropriate by the CEO. Committee members are independent of Sound Transit, meaning they have no contracts with Sound Transit and no plan to compete for bid on Sound Transit contracts or subcontracts. The committee reflects the cultural and ethnic diversity of the communities in the Sound Transit District. Recruitment targets the small and minority business, and labor and community organizations that engage with Sound Transit's Business and Labor Compliance Office on issues regarding employment and contracting on Sound Transit projects.

### **Integrated website translation**

The agency redesigned its website in 2018, Soundtransit.org, to include Google Translate, an integrated translation function that can automatically translate soundtransit.org content into 103 languages. Sound Transit contracts with vendors that provide translation and interpretation services upon request.

### **Foreign language staff volunteer roster**

The agency maintains a roster of employees who speak multiple languages and are available to support in-person outreach efforts and double check translated materials.

### **Sound Transit outreach team**

Thirty outreach staff are dedicated to community and customer engagement. The team's mission is to: *Provide high-quality communications that build trust and connect Sound Transit to*

*its customers, stakeholders and the public.* A core value of this team is to be inclusive, with stated objectives of broad participation, two-way communication/engagement and diverse audience engagement. To further staff understanding of inclusivity and equity issues, as of 2019 outreach staff are required to participate in the Undoing Institutional Racism course offered through People's Institute Northwest.

Sound Transit outreach staff utilize the following tactics, determining the appropriate mix based on each particular project.

### **CURRENT TACTICS**

- Provide, on request, interpreter services and/or translated written materials, such as fact sheets.
- Proactively translate printed materials when appropriate.
- Include contact information for in-language interpretation (language block) on all printed materials, such as construction impact notices.
- Provide simultaneous interpretation via headset at community meetings.
- Run display ads for public engagement opportunities in non-English, community-based publications and/or run on social media in multiple languages.
- Feedback opportunities offered in multiple languages:
  - Surveys proactively translated.
  - In-person, translated briefings.
  - Workshops held with communities of color.
- Provide multiple and varied opportunities to encourage individuals with diverse needs to engage on a topic, such as community meetings, drop-in stations, door-to-door outreach, printed updates and electronic media.
- Engage with service providers and community organizations to inform them about a project and to help reduce barriers to access for community members of vulnerable populations.
- Mitigate impacts of construction to local businesses including minority, low income and limited English-proficient business owners through marketing, support and resources.
- Convene or seek input from: stakeholder advisory groups, interagency groups and neighborhood forums to supplement public engagement and other outreach techniques used by Sound Transit.
- Provide Language Link training to all outreach staff and outreach volunteers to enable exchanges with limited English-proficient stakeholders.
- Provide buttons/nametags that identify multilingual staff and volunteers at outreach events.
- Provide "I speak" language assistance cards to offer support for limited English-proficient persons.

### **2017- 2019 OUTREACH PUBLIC PARTICIPATION EXAMPLES**

Sound Transit has a wide array of projects that benefit from meaningful public participation. Three recent examples demonstrating tactics the agency employed that are specific to minority, low income and limited English-proficient communities are outlined below.

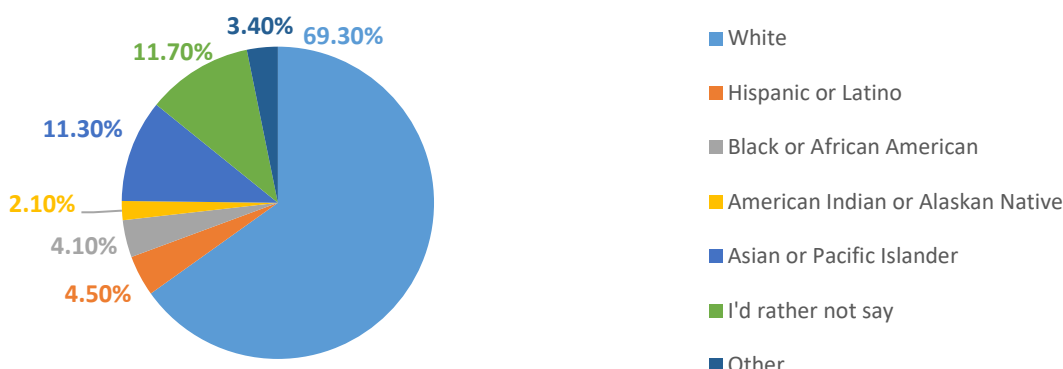
#### **ST Express 2018 Fare Change**

In early 2018, Sound Transit sought public comment on a proposed fare change to ST Express bus service. One goal of the outreach strategy was to enable feedback on the fare change

options from a diverse set of stakeholders, including traditionally underrepresented and hard-to-reach communities. A number of approaches helped achieve this goal:

- In-person distribution of fact sheets that were translated into six languages: Spanish, Chinese, Korean, Vietnamese, Russian and Tagalog.
- The online survey tool was professionally translated and available in Spanish, Chinese, Korean, Vietnamese, Russian and Tagalog.
- A variety of advertising channels were targeted and included small, community-based publications. These included ads in five non-English publications and ads translated into seven languages on Facebook.
- In-person, translated briefings for non-English speaking communities

#### ETHNICITY OF FARE CHANGE SURVEY RESPONDENTS



- Notifications to partner agencies that service immigrant communities

#### I-90 Bus Service Restructure

In September 2018, Rainier Freeway Station closed to make way for the start of construction on the new Judkins Park Station. As a result, Sound Transit buses that once served the Rainier Freeway Station needed to be re-directed. This station provides important connections to the Eastside and downtown Seattle for Southeast Seattle communities. Sound Transit partnered with King County Metro to provide a collaborative public involvement experience for riders that included drop-in sessions, notifications at transit stops and centers in the corridor, and a comprehensive online information center/online open house.

This area is demographically diverse, including a higher minority make-up (60%) than the state (29%) and national (37%) averages. It is also more linguistically isolated (18%) than the state (4%) and national (5%) averages. Finally, this area is less educated; 19% of the population is without a high school diploma, more than state (10%) and national (14%) averages.

Outreach tactics included:

- In-person drop-in sessions and street team outreach at 11 different transit centers.
- Online open house, which provided information 24/7, accepted written comments and provided in-language translation.
- Project website, which was accessible in English, Spanish, Somali, Chinese, Vietnamese, Korean, Arabic, Russian and Amharic.
- Social media notifications and posts in eight translated languages.
- Translated advertisements in five languages.



- Fact sheets available in English, Spanish, Somali, Chinese, Vietnamese, Korean, Arabic, Russian and Amharic.
- Contacts with 60 stakeholder organizations and agencies, followed up with a tool kit with translated resources to distribute to the community members they serve.

### West Seattle Ballard Link Extension Project Scoping

The West Seattle Ballard Link Extension (WSBLE) is a voter-approved capital project that will connect Seattle neighborhoods with light rail service by 2035. The project corridor includes 14 new stations along 11.8 miles of track, connecting the West Seattle and Ballard neighborhoods through downtown. As part of WSBLE's phase 1 of planning, Sound Transit and the City of Seattle partnered on a Racial Equity Toolkit (RET) in the fall of 2019. A part of the City of Seattle's Race and Social Justice Initiative, the RET process involves examining the development, implementation and evaluation of projects, policies and programs from a racial equity lens. The WSBLE RET analyzes and seeks to mitigate track alignment and station planning impacts on two neighborhoods that are densely populated by communities of color in the project corridor: the Chinatown-International District and Delridge.

The WSBLE RET process resulted in the formation of an engagement strategy workgroup that focused on the planning and implementation of a targeted community engagement strategy with direct community input. Outreach strategies and tactics for the Chinatown-International District and Delridge through scoping (in preparation of entering the Environmental Impact Statement phase of planning) is summarized in the graphic:



Strategies employed during Phase 1 engagement appear below:



- Simultaneous interpretation headset technology at Chinatown-International District workshop available in Cantonese, Mandarin and Vietnamese.
- Listening sessions held at affordable housing buildings, presentations provided in primary language spoken.
- Community Liaisons, with connection to Chinatown-International District and knowledge of project, interpreting for all relevant business outreach, residential outreach and community events.
- Social service interviews conducted with providers who work directly with impacted communities of color, limited English proficient, and low-income populations. Interviews took place with agencies inside and outside affected neighborhoods.
- Culturally appropriate local refreshments for community meetings.

## **SOUND TRANSIT PUBLIC PARTICIPATION BEST PRACTICES**

Sound Transit has provided many high-quality public engagement experiences across multiple projects. As the agency continues to grow, one opportunity for improvement is consistency across projects in how they provide opportunities for the public to make decisions and better understand projects. The following are best practices the agency recognizes in public participation.

### **Research the Community**

At the onset of a project, outreach staff can consult with the agency's Geographic Information System's team to gather data on the project area's demographics (low-income, minority and limited-English proficiency). This information will help to inform targeted audiences that may be affected by the change considered. Other sources of information include local school districts, targeted research with organizations serving transit-dependent populations.

### **Build and maintain relationships with the community**

1. Set expectations early. The community should know what the scope is that they can influence, and afterward how the agency used their input in shaping the final decision.
2. Build trust. Honesty and forthrightness go a long way. Be willing to take responsibility for past missteps in the community, while focusing on the present.
3. Build a personal relationship with communities (not just community leaders).
4. Partner with diverse organizations and agencies; leverage partners in the community (including hiring trusted messengers, hosts or liaisons). These individuals are the experts of the neighborhood we are serving.
5. Maintain a presence within the community. Provide clear ways to access and engage staff representing the agency.
6. Participate in community events that don't directly benefit the project (i.e. neighborhood spring cleans, national night outs, etc.).
7. Create sponsorship opportunities for community events.
8. Emphasize face-to-face engagement (in order to build relationships).

### **Involve the community in designing the outreach**

1. Engage community stakeholders on outreach preference early in the design of outreach strategy.
2. Stakeholder interviews can identify previously unknown stakeholders, methods of communication, community centers and gathering spaces, and local context for messaging.
3. Recognize community history with public agencies.

4. Create meaningful partnerships with community-based organizations that know and service our customers.

### **Build internal capacity**

1. Require that our consultants provide language and culturally relevant skills not currently found in-house.
2. Bring outreach/engagement toolkit to internal kick-off meetings with entire project team; set the tone for outreach/engagement being foundational to all projects and across disciplines.
3. Guide project teams to look at outreach elements when in planning, design, construction and operation phases.

### **Use multiple formats or tools/develop alternative methods for engagement**

1. Avoid public meetings as a primary strategy:
  - Strategies can include community meetings; drop-in stations; door-to-door outreach; surveys proactively translated; workshops; tables at community events; information posted at libraries; and fact sheets mailed, posted and distributed at schools, included at community locations.
2. Use online engagement to reach a broad audience.
3. Social media notifications and posts, ambassador team, email updates, advertisements, fact sheets, news release, community organization, online open house and accepted written comments, etc.
4. Conduct a mid-point analysis and adjust outreach-based results; target additional activities at missing audiences.

### **Create a welcoming atmosphere**

1. Create space for those who traditionally have not had a seat at the table or in other ways have had their voices and perspectives marginalized.
2. Be responsive and transparent;
  - Listen closely and be responsive to community needs.
  - Be transparent in decision-making, including learning from missteps.
3. When holding public meetings, create a physically and mentally welcoming setting:
  - a. Partner with local community hubs (where people gather naturally) to provide comfortable space and address power dynamic between public and institution.
  - b. Provide meeting amenities such as healthy food, child care, transportation, multiple options for participation, and, in some circumstances, compensation in recognition of the time participants are giving.
  - c. Ensure all meetings are ADA accessible and ADA friendly; prepare for low-literacy participants; hold meetings in locations served by public transit.

### **Remove barriers & increase accessibility**

1. Work with community groups to understand best time of day and day of the week for outreach activity; create multiple options for participation.
2. Go where people already are (including online).
3. Translate key documents according to need.
4. Conduct outreach in language by partnering with community liaisons or CBOs that can provide in-language services.

5. Provide interpreters when working in communities with a 5% non-English population or limited English proficiency.
6. Staff trained in interpretation services.
7. “I speak” nametags/buttons.
8. “I speak” language assistance card.
9. Accessibility site visit/checklist.
10. Tell your story with visuals/pictures and plain talk.

## **MEASUREMENT AND EVALUATION**

Sound Transit recognizes the need to continue to evaluate, assess and refine the agency’s approach to and methods for equitable engagement, including with Title VI communities. In addition, the agency is developing ways to ensure accountability and further transparency in regards to public participation. A three-year plan to build toward these goals is outlined below. In order for this plan to succeed, we will focus internally to develop Sound Transit staff’s skillset when working Title VI communities.

**Year 1: Research and Coalition-building.** In 2019 the focus is on research and supplementing a strong foundation for the agency.

1. Form a working group focused on equitable public participation. This group will be cross-departmental and draw from staff who are currently engaging with the public. They will meet on a regular basis to identify Title VI opportunities and constraints, find creative ways to implement new ideas or adjust existing ones, and create tools to evaluate and measure our processes.
2. This group will create a framework and toolkit to engage more projects to proactively adopt best-practice tactics and approaches with a focus on Title VI communities and hard-to-reach populations.

**Year 2: Implementation and Adoption.** In 2020 Sound Transit will build on the work of the previous year, introducing tools to project teams.

1. Engage with Sound Transit executives to review and provide support for implementation of framework on an agency scale. The goal is to update and adopt policies to reflect engagement best practices and standards of measurement for the agency.
2. Coordinate and collaborate with other Sound Transit departments to ensure an agencywide approach to equitable public participation.
3. Develop internal training for why this work is critical and how to implement the framework and toolkit.
4. Socialize the equitable engagement framework from year one on a broad scale across projects throughout the agency.

**Year 3: Evaluation and Adjustment.** In 2021 the agency will evaluate the work of the previous two years and make refinements.

1. Evaluate how the implementation of the agency equitable framework has been functioning. This could include how well it has been adopted in projects across the agency, as well as whether it leads to better participation and outcomes for the public and specifically the Title VI community.
2. Adjust the approach for utilizing the engagement framework to better reflect the needs of the community and the agency.



## Appendix G Outreach Material Example

Sample outreach materials translated into the following languages:  
Chinese, English, Korean, Russian, Spanish, Tagalog, Vietnamese.

Online: Facebook

Print: NW Vietnamese

Print: Seattle Medium

Online: International Examiner

Print: Seattle Medium

Print: Seattle Medium



# 提議的 ST Express 票價調整



## 概述

Sound Transit 正在考慮兩個方案，通過取消目前的兩個區票價結構來簡化 ST Express 票價。方案 1 是成人乘客統一票價 3.25 元。方案 2 是基於路線收費，即在一個縣內乘坐跨兩個縣的路線時，取消一個區票價。方案 2 不改變目前在一個縣內乘坐一個區路線的 2.75 美元成人票價，而所有跨兩個縣路線的成人票價為 3.75 美元。在這兩個方案中，符合 ORCA Lift（低收入成人）、青少年、長者或殘障人士票價的乘客乘坐所有路線時，票價均降低到目前的一個區票價水平。

待董事會批准後，Sound Transit 計劃在 2018 年 7 月實施所有票價變動，屆時 King County Metro（金縣都會交通局）將實施新的 2.75 美元票價。

## 比較目前 ST Express 票價和所擬方案的票價

	目前票價		方案 1 – 統一票價	方案 1 – 基於路線	
	一個區*	兩個區*	所有路線	一個縣**	兩個縣***
成人（19 – 64 歲）	\$2.75	\$3.75	\$3.25	\$2.75	\$3.75
低收入成人 (ORCA LIFT Adult)	\$1.50	\$2.75	\$1.50	\$1.50	
青少年（6 – 18 歲）	\$1.50	\$2.75	\$1.50	\$1.50	
長者或殘障人士	\$1.00	\$1.75	\$1.00	\$1.00	

\*一個區的路線是在一個縣內，兩個區的路線是跨兩個縣的路線。

\*\*一個縣的路線：522, 540, 541, 542, 545, 550, 554, 555, 556, 560, 566, 567, 577, 580 和 596。

\*\*\*兩個縣的路線：510, 511, 512, 513, 532, 535, 574, 578, 586, 590, 592, 594 和 595。

## 這些方案將會如何影響到我？

	方案 1 - 統一票價	方案 2 - 基於路線的票價
我是乘坐一個縣路線在一個縣內旅游的成年人	您的票價將增加 \$0.50	您的票價沒有改變
我是乘坐兩個縣路線在一個縣內旅游的成年人	您的票價將增加 \$0.50	您的票價將增加 \$1.00
我是乘坐兩個縣路線在兩個縣旅游的成年人	您的票價將減少 \$0.50	您的票價沒有改變
我是使用減價車票（低收入成人、青少年、長者或殘障人士）在一個縣內旅游的乘客	您的票價沒有改變	您的票價沒有改變
我是使用減價車票（低收入成人、青少年、長者或殘障人士）在兩個縣旅游的乘客	您的票價將減少： • 低收入成人/青少年 \$1.25 • 長者或殘障人士 \$0.75	您的票價將減少： • 低收入成人/青少年 \$1.25 • 長者或殘障人士 \$0.75
我經常從其他公交工具轉乘 ST Express	對於以下乘客，票價將與 King County Metro（金縣都會交通局）保持一致： • 減價車票的乘客	對於以下乘客，票價將與 King County Metro（金縣都會交通局）保持一致： • 乘坐一個縣路線的成人 • 減價車票的乘客

## 瞭解詳情和提出評論意見

評論意見提交截止日期：  
2018 年 2 月 11 日

### 參加在線調查：

[soundtransit.org/fare-change](http://soundtransit.org/fare-change)

### 公聽會：

2018 年 2 月 1 日，星期四，中午  
Union Station, 401 S. Jackson St., Seattle

電子郵件：[fares@soundtransit.org](mailto:fares@soundtransit.org)

訪問：[soundtransit.org/fare-change](http://soundtransit.org/fare-change)

致電：1-866-940-4387

### 普通郵件：

Sound Transit（普吉特海灣公共運輸署）  
收件人 Kassandra Andrews  
401 S. Jackson St., Seattle, WA 98104



## Overview

Sound Transit is considering two options for simplifying ST Express fares by eliminating its current two-zone fare structure. Option 1 is a \$3.25 flat fare for adult riders. Option 2 is route-based and eliminates the lower one-zone fare for riders travelling within one county on two-county routes. Option 2 would not change the current \$2.75 adult fare for one-zone trips on one-county routes, and the adult fare for all two-county trips would be \$3.75. Under both options, riders qualifying for ORCA LIFT, Youth, Senior or Disabled fares would see fares for all travel set at the current one-zone level.

Pending Board approval, Sound Transit expects to implement any fare changes in July 2018, when King County Metro applies its new \$2.75 flat fare.

## Comparing current ST Express fares with the fare options

	Current fares		Option 1 - Flat fare All routes	Option 2 - Route-based	
	1-zone*	2-zone*		1-county**	2-county***
Adult (age 19-64)	\$2.75	\$3.75	\$3.25	\$2.75	\$3.75
ORCA LIFT Adult	\$1.50	\$2.75	\$1.50	\$1.50	
Youth (age 6-18)	\$1.50	\$2.75	\$1.50	\$1.50	
Senior or Disabled	\$1.00	\$1.75	\$1.00	\$1.00	

\* 1-zone trips are within one county, 2-zone trips cross county lines.

\*\* 1-county routes: 522, 540, 541, 542, 545, 550, 554, 555, 556, 560, 566, 567, 577, 580 and 596.

\*\*\* 2-county routes: 510, 511, 512, 513, 532, 535, 574, 578, 586, 590, 592, 594 and 595.

## Learn more and comment

Comments due by: Feb. 11, 2018

### Take the online survey:

[soundtransit.org/fare-change](https://soundtransit.org/fare-change)

### Public hearing:

Noon, Thursday, Feb. 1, 2018  
Union Station, 401 S. Jackson St., Seattle

Email: [fares@soundtransit.org](mailto:fares@soundtransit.org)

Visit: [soundtransit.org/fare-change](https://soundtransit.org/fare-change)

Call: 1-866-940-4387

### By mail:

#### Sound Transit

Attn. Kassandra Andrews  
401 S. Jackson St., Seattle, WA 98104

## How will these options affect me?

	Option 1 - Flat fare	Option 2 - Route-based fare
I'm an adult making a 1-county trip on a 1-county route	Your fare will increase by \$0.50	Your fare will not change
I'm an adult making a 1-county trip on a 2-county route	Your fare will increase by \$0.50	Your fare will increase by \$1.00
I'm an adult making a 2-county trip on a 2-county route	Your fare will be reduced by \$0.50	Your fare will not change
I'm a reduced fare (ORCA LIFT, Youth, Senior or Disabled) rider making a 1-county trip	Your fare will not change	Your fare will not change
I'm a reduced fare (ORCA LIFT, Youth, Senior or Disabled) rider making a 2-county trip	Your fare will be reduced: • ORCA LIFT/Youth by \$1.25 • Senior or Disabled by \$0.75	Your fare will be reduced: • ORCA LIFT/Youth by \$1.25 • Senior or Disabled by \$0.75
I often transfer to ST Express from other transit agencies' service	Would align fare levels with King County Metro for: • reduced fare riders	Would align fare levels with King County Metro for: • adults on 1-county routes • reduced fare riders

To request accommodations for persons with disabilities or for information in alternative formats, call 1-800-201-4900 / TTY Relay 711 or email [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org). Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound. Sound Transit | 401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / TTY Relay: 711 | [main@soundtransit.org](mailto:main@soundtransit.org) | [soundtransit.org](https://soundtransit.org)



# 요금 변동 제안

## 개요

Sound Transit은 현행 2구간 요금 구조를 폐지하여 ST Express 요금을 간소화하는 두 가지 옵션을 고려하고 있습니다. 옵션 1은 성인 승객용 \$3.25 고정 요금입니다. 옵션 2는 노선 기준으로, 2개 카운티 노선에 대해 1개 카운티 내에서 이동하는 승객에게 더 낮은 1구간 요금을 폐지하게 됩니다. 옵션 2는 1개 카운티 노선에 대해 1구간 승차 시 현행 \$2.75의 성인 요금에 변동 사항은 없으며, 모든 2개 카운티 승차에 대한 성인 요금은 \$3.75가 됩니다. 두 가지 옵션 모두 ORCA Lift, 청소년, 어르신 또는 장애인 요금 수혜 대상 승객은 현행 1구간 수준의 할인 금액으로 모든 승차가 가능합니다.

이사회 승인이 있을 때까지, Sound Transit은 King County Metro가 신규 \$2.75 고정 요금을 적용하는 2018년 7월에 요금 변동을 시행할 것으로 예상합니다.

## 현행 ST Express 요금과 요금 옵션 비교

	현행 요금		요금 1 - 고정 요금	요금 2 - 노선-기준	
	1-구간*	2-구간*	전 노선	1개 카운티**	2개 카운티***
성인(19~64세)	\$2.75	\$3.75	\$3.25	\$2.75	\$3.75
ORCA LIFT 성인	\$1.50	\$2.75	\$1.50	\$1.50	
청소년(6~18세)	\$1.50	\$2.75	\$1.50	\$1.50	
어르신 또는 장애인	\$1.00	\$1.75	\$1.00	\$1.00	

\* 1-구간 승차는 1개 카운티 내에서만 이용 가능하며, 2-구간 승차는 카운티 경계 교차 승차가 가능합니다.

\*\* 1개 카운티 노선: 522, 540, 541, 542, 545, 550, 554, 555, 556, 560, 566, 567, 577, 580, 596.

\*\*\* 2개 카운티 노선: 510, 511, 512, 513, 532, 535, 574, 578, 586, 590, 592, 594, 595.

## 자세한 정보 확인 및 의견 공유

의견 제출 기한일: 2018년 2월 11일

온라인 설문조사 참여:

[soundtransit.org/fare-change](http://soundtransit.org/fare-change)

공청회:

2018년 2월 1일 목요일 정오

Union Station, 401 S. Jackson St., Seattle

이메일: [fares@soundtransit.org](mailto:fares@soundtransit.org)

방문: [soundtransit.org/fare-change](http://soundtransit.org/fare-change)

전화: 1-866-940-4387

우편물:

**Sound Transit (사운드 트랜짓)**

Attn. Cassandra Andrews

401 S. Jackson St., Seattle, WA 98104

## 해당 옵션은 어떤 영향을 미치게 됩니까?

	옵션 1 - 고정 요금	옵션 2 - 노선-기준 요금
1개 카운티 노선에 대해 1개 카운티 승차를 하는 성인입니다.	\$0.50 인상	요금 변동 없음
2개 카운티 노선에 대해 1개 카운티 승차를 하는 성인입니다.	\$0.50 인상	\$1.00 인상
2개 카운티 노선에 대해 2개 카운티 승차를 하는 성인입니다.	\$0.50 인하	요금 변동 없음
1개 카운티 노선을 이용하는 할인 요금(ORCA LIFT, 청소년, 어르신 또는 장애인) 대상 승객입니다.	요금 변동 없음	요금 변동 없음
2개 카운티 노선을 이용하는 할인 요금(ORCA LIFT, 청소년, 어르신 또는 장애인) 대상 승객입니다.	요금 인하: • ORCA LIFT/청소년 \$1.25 • 어르신 또는 장애인 \$0.75	요금 인하: • ORCA LIFT/청소년 \$1.25 • 어르신 또는 장애인 \$0.75
종종 다른 대중교통 기관의 서비스에서 ST Express로 환승합니다.	다음 대상을 위해 요금 수준을 King County Metro와 맞춰 조정하게 됩니다: • 할인 요금 승객	다음 대상을 위해 요금 수준을 King County Metro와 맞춰 조정하게 됩니다: • 1개 카운티 노선 성인 이용객 • 할인 요금 승객

장애인 편의시설 요청 또는 다른 형태의 정보가 필요하신 경우, 1-800-201-4900 / TTY Relay: 711로 전화하시거나 [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)로 이메일을 보내 주십시오.

Sound Transit은 지역 교통 시스템의 설계부터 건설, 운영까지 책임지며, Central Puget Sound 지역 교통이 원활해지도록 헌신하고 있습니다.

Sound Transit | 401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / TTY Relay: 711 | [main@soundtransit.org](mailto:main@soundtransit.org) | [soundtransit.org](http://soundtransit.org)





# ПРЕДЛАГАЕМОЕ ИЗМЕНЕНИЕ ПЛАТЫ ЗА ПРОЕЗД



## экспресс маршрутами ST

### Краткий обзор

Компания Sound Transit рассматривает два варианта упрощения оплаты проезда экспресс-маршрутами ST за счёт устранения текущей схемы оплаты за проезд по двум зонам. Вариант 1 состоит в едином тарифе для взрослых пассажиров в размере 3,25 доллара. Вариант 2 зависит от маршрута и предусматривает устранение меньшего тарифа за проезд по одной зоне для поездок в пределах одного округа по маршрутам, проходящим по двум округам. При Варианте 2 текущий взрослый тариф (2,75 доллара) за проезд в одной зоне по маршрутам, проходящим в пределах одного округа, останется без изменений, а проезд для взрослых по всем маршрутам, проходящим по двум округам, будет стоить 3,75 доллара. При обоих вариантах тарифы для обладателей ORCA Lift, молодёжи, лиц старшего возраста и инвалидов будут уменьшены до текущего уровня платы за проезд по одной зоне.

Дождавшись положительного решения правления, компания Sound Transit планирует внести изменения в оплату проезда в июле 2018 года, когда King County Metro введёт свой новый единый тариф в размере 2,75 долларов.

### Сравнение текущих тарифов экспресс-маршрутов ST с вариантами тарифов

	Текущие тарифы		Вариант 1 - Единый тариф	Вариант 2 - тариф в зависимости от маршрута	
	1 зона*	2 зоны*		В 1 округе**	В 2 округах***
Взрослые (возраст от 19 до 64 лет)	\$2.75	\$3.75	\$3.25	\$2.75	\$3.75
ORCA LIFT Взрослые	\$1.50	\$2.75	\$1.50	\$1.50	
Молодёжь (возраст от 6 до 18 лет)	\$1.50	\$2.75	\$1.50	\$1.50	
Лица старшего возраста и инвалиды	\$1.00	\$1.75	\$1.00	\$1.00	

\* Поездки в пределах 1 зоны совершаются по территории одного округа, в пределах 2 зон - с пересечением границ округов.

\*\*Маршруты по территории 1 округа: 522, 540, 541, 542, 545, 550, 554, 555, 556, 560, 566, 567, 577, 580 и 596.

\*\*\*Маршруты по территориям 2 округов: 510, 511, 512, 513, 532, 535, 574, 578, 586, 590, 592, 594 и 595.

### Дополнительная информация и комментарии

**Срок представления комментариев:**  
11 февраля 2018 года

**Пройдите онлайн-опрос:**

[soundtransit.org/fare-change](http://soundtransit.org/fare-change)

**Публичное обсуждение:**

Полдень, четверг, 1 февраля 2018 года  
Union Station, 401 S. Jackson St., Seattle

**Электронная почта:** [fares@soundtransit.org](mailto:fares@soundtransit.org)

**Веб-сайт:** [soundtransit.org/fare-change](http://soundtransit.org/fare-change)

**Телефон:** 1-866-940-4387

**Почтовый адрес:**

**Sound Transit**  
Attn. Kassandra Andrews  
401 S. Jackson St., Seattle, WA 98104

### Как эти варианты затронут меня?

	Вариант 1 - Единый тариф	Вариант 2 - тариф в зависимости от маршрута
Я - взрослый пассажир, совершающий поездку в 1 зоне по маршруту, проходящему по 1 округу	Ваша оплата проезда увеличится на 0,50 доллара	Ваша оплата проезда не изменится
Я - взрослый пассажир, совершающий поездку в 1 зоне по маршруту, проходящему по 2 округам	Ваша оплата проезда увеличится на 0,50 доллара	Ваша оплата проезда увеличится на 1,00 доллар
Я - взрослый пассажир, совершающий поездку в 2 зонах по маршруту, проходящему по 2 округам	Ваша оплата проезда уменьшится на 0,50 доллара	Ваша оплата проезда не изменится
Я - льготный пассажир (ORCA Lift, молодёжь, лица старшего возраста и инвалиды), совершающий поездку в пределах 1 округа	Ваша оплата проезда не изменится	Ваша оплата проезда не изменится
Я - льготный пассажир (ORCA Lift, молодёжь, лица старшего возраста и инвалиды), совершающий поездку в пределах 2 округов	Ваша оплата проезда уменьшится: • ORCA LIFT/Молодёжь - на 1,25 доллара • Лица старшего возраста и инвалиды - на 0,75 доллара	Ваша оплата проезда уменьшится: • ORCA LIFT/Молодёжь - на 1,25 доллара • Лица старшего возраста и инвалиды - на 0,75 доллара
Я часто пересекаю на экспресс-маршруты ST с транспорта других организаций	Уровни оплаты проезда будут приведены в соответствие с King County Metro в отношении: • льготных пассажиров	Уровни оплаты проезда будут приведены в соответствие с King County Metro в отношении: • взрослых пассажиров по маршрутам в пределах 1 округа • льготных пассажиров



# CAMBIO EN LAS



Enero de 2018

# CAMBIO EN LAS TARIFAS PROPUESTO PARA ST Express

## Descripción general

Sound Transit está analizando dos opciones para simplificar las tarifas de ST Express mediante la eliminación de su actual estructura de tarifas de dos zonas. La Opción 1 es una tarifa fija de \$3.25 para los pasajeros adultos. La Opción 2 se basa en el recorrido y elimina la tarifa más baja para una zona para los pasajeros que viajan dentro de un condado en recorridos de dos condados. La Opción 2 no cambiaría la tarifa actual para adultos de \$2.75 para viajes de una zona en recorridos de un condado, y la tarifa para adultos para todos los viajes de dos condados sería de \$3.75. En ambas opciones, las tarifas de los pasajeros que califiquen para las tarifas de ORCA Lift, para Jóvenes, Adultos Mayores o Discapacitados se reducirían para todos los viajes al nivel actual de una zona.

A la espera de la aprobación de la Junta, Sound Transit prevé implementar los cambios en las tarifas en julio de 2018, cuando King County Metro aplique su tarifa fija de \$2.75.

## Comparación de las tarifas actuales de ST Express con las opciones de tarifas

	Tarifas actuales		Opción 1 - Tarifa fija	Opción 1 - Route-based	
	1 zona*	2 zonas*	Todos los recorridos	1 condado**	2 condados***
Adulto (19 a 64 años)	\$2.75	\$3.75	\$3.25	\$2.75	\$3.75
ORCA LIFT Adulto	\$1.50	\$2.75	\$1.50	\$1.50	
Joven (6 a 18 años)	\$1.50	\$2.75	\$1.50	\$1.50	
Adulto mayor o discapacitado	\$1.00	\$1.75	\$1.00	\$1.00	

\*Los viajes de 1 zona son dentro de un condado, los viajes de 2 zonas cruzan los límites del condado.

\*\*Recorridos en 1 condado: 522, 540, 541, 542, 545, 550, 554, 555, 556, 560, 566, 567, 577, 580 and 596.

\*\*\*Recorridos en 2 condados: 510, 511, 512, 513, 532, 535, 574, 578, 586, 590, 592, 594 and 595.

## ¿Cómo me afectarán estas opciones?

	Opción 1 - Tarifa fija	Opción 2 - Tarifa basada en el recorrido
Soy un adulto que realiza un viaje en 1 condado en un recorrido de 1 condado	Su tarifa aumentará \$0.50	Su tarifa no cambiará
Soy un adulto que realiza un viaje en 1 condado en un recorrido de 2 condados	Su tarifa aumentará \$0.50	Su tarifa aumentará \$1.00
Soy un adulto que realiza un viaje en 2 condados en un recorrido de 2 condados	Su tarifa se reducirá \$0.50	Su tarifa no cambiará
Soy un pasajero con tarifa reducida (ORCA Lift, Joven, Adulto Mayor o Discapacitado) que realiza un viaje en 1 condado	Su tarifa no cambiará	Su tarifa no cambiará
Soy un pasajero con tarifa reducida (ORCA Lift, Joven, Adulto Mayor o Discapacitado) que realiza un viaje en 2 condados	Su tarifa se reducirá: <ul style="list-style-type: none"><li>• ORCA LIFT/Joven en \$1.25</li><li>• Adulto mayor o Discapacitado en \$0.75</li></ul>	Su tarifa se reducirá: <ul style="list-style-type: none"><li>• ORCA LIFT/Joven en \$1.25</li><li>• Adulto mayor o Discapacitado en \$0.75</li></ul>
Suelo hacer conexiones a ST Express desde otro servicio de agencias de transporte público	Los niveles de tarifas se alinearían con King County Metro para: <ul style="list-style-type: none"><li>• pasajeros con tarifas reducidas</li></ul>	Los niveles de tarifas se alinearían con King County Metro para: <ul style="list-style-type: none"><li>• adultos en recorridos de 1 condado</li><li>• pasajeros con tarifas reducidas</li></ul>

## Obtenga más información y haga comentarios

Se reciben comentarios hasta el:  
11 de febrero de 2018

Realice nuestra encuesta en línea:

[soundtransit.org/fare-change](https://soundtransit.org/fare-change)

Audiencia pública:

Noon, Thursday, Feb. 1, 2018  
Union Station, 401 S. Jackson St., Seattle

Correo electrónico: [fares@soundtransit.org](mailto:fares@soundtransit.org)

Visite: [soundtransit.org/fare-change](https://soundtransit.org/fare-change)

Llame al: 1-866-940-4387

Por correo:

Sound Transit

Attn. Cassandra Andrews  
401 S. Jackson St., Seattle, WA 98104

Para solicitar adaptaciones para personas con discapacidades o para información en formatos alternativos, llame al 1-800-201-4900/Retransmisión TTY: 711 o envíe un correo electrónico a [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)

Sound Transit planifica, construye y opera el sistema y los servicios de transporte regional para mejorar la movilidad en Central Puget Sound.  
Sound Transit | 401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / Retransmisión TTY: 711 | [main@soundtransit.org](mailto:main@soundtransit.org) | [soundtransit.org](https://soundtransit.org)



# PAGBABAGO NG PASAHE



## Kabuuan

Ang Sound Transit ay nagsasaalang-alang ng dalawang opsyon para sa pagpapasimple ng ST Express na mga pasahe sa pamamagitan ng pag-alis ng kanilang kasalukuyang dalawang-sona na istruktura ng pasahe. Opsyon 1 ay isang \$3.25 tiyak na pasahe para sa mga adultong sumasakay. Opsyon 2 ay base sa ruta at magtatanggal ng mas mababang isang-sona na pasahe para sa mga sasakay na magbabaye sa loob ng isang county na nasa dalawang county na mga ruta. Opsyon 2 ay hindi magbabago ng kanilang kasalukuyang \$2.75 na pasahe ng adulto para sa isang-sona na mga byahe sa isang-county na mga ruta, at ang adulto na pasahe para sa lahat ng dalawang-county na mga byahe ay magiging \$3.75. Sa ilalim ng parehong mga opsyon, ang mga sasakay na angkop sa ORCA Lift, Kabataan, Matatanda o May kapansanan ay makakita ng mga pasahe para sa lahat ng byahe na ibaba tungo sa kasalukuyang isang-sona na antas.

Nakabinbin sa pag-apruba ng Board, ang Sound Transit ay umaasang mapapatupad ang kahit na anong pagbabago sa pasahe sa Hulyo 2018, kapag ipinatupad na ng King County Metro ang kanilang panibagong \$2.75 na tiyak na pasahe.

## Pagkukumpara ng kasalukuyang ST Express na mga pasahe sa ibang opsyon ng pasahe

	Kasalukuyang Pasahe		Opsyon 1 - Tiyak na Pasahe Lahat ng ruta	Opsyon 2 - Nakabase sa ruta	
	1-sona*	2-sona*		1-county**	2-county***
Adulto (edad 19-64)	\$2.75	\$3.75	\$3.25	\$2.75	\$3.75
ORCA LIFT Adulto	\$1.50	\$2.75	\$1.50	\$1.50	
Kabataan (edad 6-18)	\$1.50	\$2.75	\$1.50	\$1.50	
Nakakatanda o may kapansanan	\$1.00	\$1.75	\$1.00	\$1.00	

\* 1-sona na mga byahe sa loob ng isang county, 2-sona na mga byahe sa iba-ibang linya ng county.

\*\* 1-county na mga ruta: 522, 540, 541, 542, 545, 550, 554, 555, 556, 560, 566, 567, 577, 580 at 596.

\*\*\* 2-county na mga ruta: 510, 511, 512, 513, 532, 535, 574, 578, 586, 590, 592, 594 at 595.

## Alamin ng higit pa at magkomento

**Mga komento isinumite bago ang:**

Feb. 11, 2018

**Gawin ang sarbey online:**

[soundtransit.org/fare-change](http://soundtransit.org/fare-change)

**Pampublikong Pagdinig**

Tanghali, Huwebes, Pebrero 1, 2018

Union Station, 401 S. Jackson St., Seattle

**Email:** [fares@soundtransit.org](mailto:fares@soundtransit.org)

**Bumisita:** [soundtransit.org/fare-change](http://soundtransit.org/fare-change)

**Tawag:** 1-866-940-4387

**Sa koreo:**

**Sound Transit**

Attn. Kassandra Andrews

401 S. Jackson St., Seattle, WA 98104

## Paano makakaapekto ang mga opsyon na ito sa akin?

	Opsyon 1 - Tiyak na Pasahe	Opsyon 2 - Nakabase sa ruta na pasahe
Ako ay isang adulto na sasagawa ng isang 1-county na byahe sa isang 1-county na ruta	Ang iyong pasahe ay tataas ng \$0.50	Ang iyong pasahe ay hindi magbabago
Ako ay isang adulto na sasagawa ng isang 1-county na byahe sa isang 2-county na ruta	Ang iyong pasahe ay tataas ng \$0.50	Ang iyong pasahe ay tataas ng \$1.00
Ako ay isang adulto na sasagawa ng isang 2-county na byahe sa isang 2-county na ruta	Ang iyong pasahe ay bababa ng \$0.50	Ang iyong pasahe ay hindi magbabago
Ako ay isang pinababang pasahe (ORCA LIFT, Kabataab, Matanda o May kapansanan) na sasakay na sasagawa ng isang 1-county na byahe	Ang iyong pasahe ay hindi magbabago	Ang iyong pasahe ay hindi magbabago
Ako ay isang pinababang pasahe (ORCA LIFT, Kabataab, Matanda o May kapansanan) na sasakay na sasagawa ng isang 2-county na byahe	Ang iyong pasahe ay bababa ng: <ul style="list-style-type: none"> <li>ORCA LIFT/Kabataan ng \$1.25</li> <li>Nakakatanda o may kapansanan ng \$0.75</li> </ul>	Ang iyong pasahe ay bababa ng: <ul style="list-style-type: none"> <li>ORCA LIFT/Kabataan ng \$1.25</li> <li>Nakakatanda o may kapansanan ng \$0.75</li> </ul>
Madalas ako lumipat sa ST Express mula sa ibang serbisyo ng transit na ahensiya	Ihahanay ang antas ng pasahe sa King County Metro para sa: <ul style="list-style-type: none"> <li>pinababang pasahe na mga sasakay</li> </ul>	Ihahanay ang antas ng pasahe sa King County Metro para sa: <ul style="list-style-type: none"> <li>mga adulto sa 1-county ng mga ruta</li> <li>pinababang pasahe na mga sasakay</li> </ul>

Para humiling ng mga akomodasyon para sa mga taong may kapansanan o para makakuha ng impormasyon sa mga alternatibong format, tumawag sa 1-800-201-4900 / TTY Relay 711 O mag email sa [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)

Ang Sound Transit ay nagpapalano, nagtatayo at nagpapatakbo ng rehiyonal na sistema ng transit at mga serbisyo upang mapaganda ang kadaliang pagtakbo sa Central Puget Sound.

Sound Transit I 401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / TTY Relay: 711 | [main@soundtransit.org](mailto:main@soundtransit.org) | [soundtransit.org](http://soundtransit.org)

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## Khái Quát

Sound Transit đang xem xét hai lựa chọn để đơn giản hóa giá vé ST Tốc Hành bằng cách loại bỏ cơ cấu vé hai vùng hiện tại. Lựa chọn 1 là giá vé cố định \$3.25 cho người lớn. Lựa chọn 2 là dựa theo tuyến đường và loại bỏ giá vé một vùng rẻ hơn cho những người đi trong phạm vi một hạt trên các tuyến đường hai hạt. Lựa chọn 2 sẽ không thay đổi giá vé người lớn hiện tại là \$2.75 cho các chuyến một vùng trên các tuyến đường một hạt, và giá vé người lớn cho tất cả các chuyến hai hạt sẽ là \$3.75. Dưới cả hai lựa chọn, những người đi xe hội đủ điều kiện hưởng giá vé ORCA Lift, Trẻ Em, Người Cao Niên hoặc Người Khuyết Tật sẽ thấy giá vé giảm xuống mức một vùng như hiện tại cho tất cả các chuyến đi.

Trong lúc chờ Hội Đồng chấp thuận, Sound Transit hy vọng sẽ thực hiện mọi thay đổi giá vé vào tháng Bảy 2018, khi King County Metro áp dụng giá vé cố định mới là \$2.75.

## So sánh giá vé ST Tốc Hành với các lựa chọn giá vé

	Giá vé hiện tại		Lựa chọn 1 - Giá vé cố định	Lựa chọn 2 - Dựa theo tuyến đường	
	1 vùng*	2 vùng*	Tất cả các tuyến đường	1 hạt**	2 hạt***
Người lớn (tuổi từ 19-64)	\$2.75	\$3.75	\$3.25	\$2.75	\$3.75
ORCA LIFT Người lớn	\$1.50	\$2.75	\$1.50	\$1.50	
Trẻ Em (tuổi từ 6-18)	\$1.50	\$2.75	\$1.50	\$1.50	
Người Cao Niên hoặc Người Khuyết Tật	\$1.00	\$1.75	\$1.00	\$1.00	

\* các chuyến 1 vùng nằm trong phạm vi một hạt, các chuyến 2 vùng đi qua ranh giới hạt.

\*\* các tuyến 1 hạt: 522, 540, 541, 542, 545, 550, 554, 555, 556, 560, 566, 567, 577, 580 và 596.

\*\*\* các tuyến 2 hạt: 510, 511, 512, 513, 532, 535, 574, 578, 586, 590, 592, 594 và 595.

## Tìm hiểu thêm và nhận xét

**Kỳ hạn nhận xét:**  
Ngày 11 tháng Hai, 2018

**Diễn bản thảo dò trên mạng:**

[soundtransit.org/fare-change](http://soundtransit.org/fare-change)

**Họp công cộng:**

12 giờ trưa, thứ Năm, ngày 1 tháng Hai, 2018

Union Station, 401 S. Jackson St., Seattle

**Điện thư:** [fares@soundtransit.org](mailto:fares@soundtransit.org)

**Vào trang mạng:** [soundtransit.org/fare-change](http://soundtransit.org/fare-change)

**Gọi số:** 1-866-940-4387

**Bằng thư:**

**Sound Transit**  
Nhờ chuyển Cassandra Andrews  
401 S. Jackson St., Seattle, WA 98104

## Các lựa chọn này ảnh hưởng đến tôi như thế nào?

	Lựa chọn 1 - Giá vé cố định	Lựa chọn 2 - Giá vé theo tuyến đường
Tôi là người lớn đi chuyến 1 hạt trên tuyến đường 1 hạt	Giá vé của quý vị sẽ tăng \$0.50	Giá vé của quý vị sẽ không thay đổi
Tôi là người lớn đi chuyến 1 hạt trên tuyến đường 2 hạt	Giá vé của quý vị sẽ tăng \$0.50	Giá vé của quý vị sẽ tăng \$1.00
Tôi là người lớn đi chuyến 2 hạt trên tuyến đường 2 hạt	Giá vé của quý vị sẽ giảm \$0.50	Giá vé của quý vị sẽ không thay đổi
Tôi là người được giảm giá vé (ORCA LIFT, Trẻ Em, Người Cao Niên hoặc Người Khuyết Tật) đi chuyến 1 hạt	Giá vé của quý vị sẽ không thay đổi	Giá vé của quý vị sẽ không thay đổi
Tôi là người được giảm giá vé (ORCA LIFT, Trẻ Em, Người Cao Niên hoặc Người Khuyết Tật) đi chuyến 2 hạt	Giá vé của quý vị sẽ giảm: • ORCA LIFT/Trẻ Em giảm \$1.25 • Người Cao Niên hoặc Người Khuyết Tật giảm \$0.75	Giá vé của quý vị sẽ giảm: • ORCA LIFT/Trẻ Em giảm \$1.25 • Người Cao Niên hoặc Người Khuyết Tật giảm \$0.75
Tôi thường chuyển sang ST Tốc Hành từ dịch vụ chuyển chở của các cơ quan khác	Các mức giá vé sẽ ngang với King County Metro đối với: • người được giảm giá vé	Các mức giá vé sẽ ngang với King County Metro đối với: • người lớn trên các tuyến 1 hạt • người được giảm giá vé

## Appendix H Outreach Activity Summary

Start Date	Event Title	Project
10/13/16	Briefing with Blue Sky Church - Business Relations Program	East Link - 340 Construction (Bel-Red)
10/13/16	Building salvage, Curran property	East Link - 340 Construction (Bel-Red)
10/17/16	Briefing: Kelly's Autobody EL295	East Link - 340 Construction (Bel-Red)
10/17/16	Briefing: Public Storage (EL312)	East Link - 340 Construction (Bel-Red)
10/17/16	Briefing: The Bespoke Clothier	East Link - 340 Construction (Bel-Red)
10/19/16	Briefing: Donn Bennett Drum Studio	East Link - 340 Construction (Bel-Red)
10/20/16	E340 MOT Outreach October	East Link - 340 Construction (Bel-Red)
10/21/16	Briefing: Earth Solutions NW EL323	East Link - 340 Construction (Bel-Red)
10/21/16	Briefing: North Coast Electric	East Link - 340 Construction (Bel-Red)
10/21/16	Briefing: The O Institute EL323	East Link - 340 Construction (Bel-Red)
11/14/16	Bellevue Business Resource Forum	~ Business Relations - East Corridor
11/15/16	MGI Property Management tenant appreciation	East Link - 340 Construction (Bel-Red)
11/28/16	MOT Outreach 132nd Ave NE flyering	East Link - 340 Construction (Bel-Red)
11/29/16	Flyering MOT outreach on 130th Ave NE	East Link - 340 Construction (Bel-Red)
12/6/16	Customer Loyalty Services - In-person visits for sign-ups	East Link - 340 Construction (Bel-Red)
12/6/16	Noise and vibration monitoring field work notification	East Link - 340 Construction (Bel-Red)
12/7/16	Phone calls to Rain City Fencing, Connect Cheer, PNB, Bellevue Tennis - Photos Loyal to Local	East Link - 340 Construction (Bel-Red)
6/13/17	BelRed Construction Kickoff Open House	East Link - 340 Construction (Bel-Red)
8/16/16	Summer Sounds	Federal Way Link Extension Outreach
7/15/17	50 mph testing	Point Defiance Bypass Outreach Program
9/13/16	Check-in with Bridges at 11th management	Northgate Link - N105 Construction
9/15/16	Meeting with homeowner to discuss TCE	Northgate Link - N113 Construction
9/23/16	Meeting with Northgate business park management	Northgate Link - N105 Construction
9/24/16	Angle Lake Opening	S 200th Link - Construction
9/29/16	Up your Ave	Northgate Link - N125 Construction
10/10/16	Northgate P&R outreach	Northgate Link - N160 Construction
10/17/16	Door to door outreach ahead of Northgate Way nighttime closure	Northgate Link - N160 Construction
10/11/16	Presentation to John L. Scott office	East Link - E330 Construction
10/19/16	Drop-in session invitations	East Link - E330 Construction
10/19/16	Bellevue Mingle	East Link - E330 Construction
10/20/16	Project update for Marriott representatives	East Link - E330 Construction
10/26/16	Tunnel Excavation Drop-in Session #1	East Link - E330 Construction
10/27/16	Tunnel Excavation - Drop in Session #2	East Link - E330 Construction
11/16/16	Property Owner Mtg - Damage to Garden and Signage	East Link - E330 Construction
12/21/16	Briefing - Red Lion	East Link - E330 Construction
6/6/17	Central Bellevue kickoff to construction open house	East Link - 335 Construction
1/26/17	EJ Postcard mailing	Auburn Station Access Improvements
1/26/17	EJ Postcard Mailing	Kent Station Access Improvements
2/8/17	Kent Station Open House	Kent Station Access Improvements
2/9/17	Auburn Open House	Auburn Station Access Improvements Project
5/23/17	DaVita - Spring Preparedness Fair	Tacoma Link Extension - Final Design
6/12/17	South Midway Flyers	Federal Way Link Extension Outreach
6/27/17	S. 285th St. Flyers	Federal Way Link Extension Outreach
6/27/17	S. 275th Place - Flyers	Federal Way Link Extension Outreach
7/11/17	Military Road S. - Flyers	Federal Way Link Extension Outreach
7/25/17	South 224th Neighborhood Flyering	Federal Way Link Extension Outreach
8/1/17	South 216th to South 220th Flyering	Federal Way Link Extension Outreach
8/9/17	Beacon Hill Station Art Banner Poles Reinstall	Job Order Contracts - Misc. DECM Projects
8/9/17	Mansion Hill Neighborhood Flyering	Federal Way Link Extension Outreach
9/7/17	Auburn Open House -Notification Plan	Auburn Station Access Improvements Project
9/20/17	WSDOT SR 509 - Open House	Federal Way Link Extension Outreach
2/18/16	Greenfield HOA Neighborhood Meeting	FWLE - Environmental
2/24/16	S 224th St Neighborhood Meeting	FWLE - Environmental
3/3/16	Green Acres Mobile Homes Neighborhood Meeting	FWLE - Environmental
3/17/16	Jackson Trailer Park Neighborhood Briefing	FWLE - Environmental
6/18/16	Des Moines Waterfront Market Tabling Event	FWLE - Environmental
6/24/16	Angle Lake Music in the Park Tabling Event	FWLE - Environmental
7/7/16	Federal Way Summer Sounds Tabling Event	FWLE - Environmental
7/13/16	Des Moines Farmers Market Tabling Event	FWLE - Environmental
7/29/16	Angle Lake Music in the Park Tabling Event	FWLE - Environmental
8/10/16	Federal Way Summer Sounds Tabling Event	FWLE - Environmental
3/31/16	Outreach - PDB	
9/2/16	PDB: Clover Creek Dr pile driving & road closure_ Letter Notice	Point Defiance Bypass Outreach Program

Start Date	Event Title	Project
9/6/16	TT: E 'G' Street & E 26th Street Closure	Tacoma Trestle Outreach Program
9/6/16	PDB: Clover Creek Pile Driving & Road Closure	Point Defiance Bypass Outreach Program
9/8/16	PDB: SAME Presentation	Point Defiance Bypass Outreach Program
9/15/16	PDB: S.N.P.A. Presentation	Point Defiance Bypass Outreach Program
9/16/16	PDB: N. Thorne Lane Closure Mailer	Point Defiance Bypass Outreach Program
9/24/16	Angle Lake Station Opening	CEA Special Events
9/29/16	TT: Impacted Businesses Check-in	Tacoma Trestle Outreach Program
10/14/16	TT: Power Line Relocation Outreach	Tacoma Trestle Outreach Program
10/17/16	PDB: 3 I5 Exits - Road Closure	Point Defiance Bypass Outreach Program
10/20/16	SYE: Damaged Property Meeting	Souder Yard Expansion Outreach Program
10/25/16	TT: Photograph concrete girder installation	Tacoma Trestle Outreach Program
10/25/16	SMB: Property Aquisition Meeting	Souder Maintenance Base Outreach Program
10/28/16	SYE: Outreach to adjacent businesses	Souder Yard Expansion Outreach Program
11/18/16	TT: Fliering FHS with WSDOT	Tacoma Trestle Outreach Program
1/18/17	PDB: Track stabilization testing	PDB: Signal Testing outreach program
1/19/17	SNPA Community Briefing	PDB: Signal Testing outreach program
1/24/17	DuPont City Council Briefing	PDB: Signal Testing outreach program
2/3/17	TT: Bridge slide work outreach	Tacoma Trestle Outreach Program
3/9/17	520 Phase 1 Street Team - Bridge Crossing	Link Connections - SR 520
3/15/17	520 Phase 1 Street Team - Redmond Transit Center	Link Connections - SR 520
3/15/17	520 Phase 1 Street Team - OTC	Link Connections - SR 520
3/16/17	520 Phase 1 Street Team - Bear Creek P&R	Link Connections - SR 520
6/7/17	520 Phase 2 Street Team - Bridge Ride	Link Connections - SR 520
6/8/17	520 Phase 2 Street Team - S. Kirkland P&R	Link Connections - SR 520
6/8/17	520 Phase 2 Street Team - SLU	Link Connections - SR 520
6/13/17	520 Phase 2 Street Team - Bear Creek P&R	Link Connections - SR 520
6/13/17	520 Phase 2 Street Team - OTC	Link Connections - SR 520
6/14/17	520 Phase 2 Street Team - Capitol Hill 545 Stop	Link Connections - SR 520
6/14/17	520 Phase 2 Street Team - UW Station	Link Connections - SR 520
6/14/17	520 Phase 2 Open House - Kirkland	Link Connections - SR 520
6/15/17	520 Phase 2 Street Team - Redmond Transit Center	Link Connections - SR 520
6/19/17	520 Phase 2 Open House - UW Husky Stadium	Link Connections - SR 520
6/21/17	520 Phase 2 Open House - Redmond	Link Connections - SR 520
6/22/17	520 Phase 2 Open House - SLU	Link Connections - SR 520
6/26/17	520 Phase 2 Open House - North Kirkland	Link Connections - SR 520
6/27/17	520 Phase 2 Open House - Seattle	Link Connections - SR 520
9/11/16	Surrey Downs BBQ	East Link - 320 Construction
9/21/16	Bellevue College Back to School event	East Link - 320 Construction
9/27/16	Enatai Neighborhood meeting	East Link - 320 Construction
4/25/17	Bellevue Business Forum #2	~ Business Relations - East Corridor
6/22/17	Design and Construction Open House	Operations & Maintenance Facility: East
7/29/17	Tacoma Ethnic Fest	Tacoma Link Extension - Final Design
8/26/17	Hilltop Street Fair	Tacoma Link Extension - Final Design
9/16/17	Stadium, Art, Wine & Beer Walk	Tacoma Link Extension - Final Design
1/27/16	Shoreline "Kickoff" Light Rail Stations, Garages & Facilities Design Open House	Lynnwood Link
5/11/16	Lynnwood Open House	Lynnwood Link
5/31/16	Northgate West Condos Briefing	Lynnwood Link
6/21/16	Pinehurst Community Council Briefing	Lynnwood Link
7/19/16	Meridian Park Neighborhood Association Briefing	Lynnwood Link
6/28/17	Mountlake Terrace 60% Open House	Lynnwood Link
7/27/16	Maple Leaf Summer Social	Northgate Link - N125 Construction
7/27/16	Maple Leaf Summer Social	Northgate Link - N125 Construction
8/11/16	Low Water Pressure	Northgate Link - N125 Construction
8/12/16	Everett Spring	Northgate Link - N125 Construction
9/7/16	Meeting with owner of Samir's	Northgate Link - N125 Construction
9/14/16	UW floor cooridor meeting	Northgate Link - N125 Construction
9/21/16	Meetign with owner of Itadakimasu	Northgate Link - N125 Construction
9/26/16	Street Teaming/Angle Lake Opening	S 200th Link - Construction
9/29/16	Up Your Ave	Northgate Link - N125 Construction
10/4/16	Discuss the parking on NE 67th Street	Northgate Link - N125 Construction
10/5/16	Meet to discuss crack in his driveway	Northgate Link - N125 Construction
10/5/16	Roosevelt Neighborhood Association (RNA) meeeting	Northgate Link - N125 Construction
10/12/16	Meeting with UW floor coordinators	Northgate Link - N125 Construction



Start Date	Event Title	Project
10/12/16	Distribute construction alerts	Northgate Link - N125 Construction
10/13/16	Distribute Roosevelt Neighborhood Update	Northgate Link - N125 Construction
10/17/16	Distribute Construction Alerts for break out of Cross Passage 34	Northgate Link - N125 Construction
10/27/16	Go speak with businesses around CP 28	Northgate Link - N125 Construction
11/12/16	U District Farmers Market Drop-in session	Northgate Link - N125 Construction
11/17/16	Possible settling	Northgate Link - N125 Construction
11/17/16	Look at property	Northgate Link - N125 Construction
11/24/16	meeting with proiperty owner	Northgate Link - N125 Construction
12/12/16	Notify Roosevelt residents concern concrete pours at RVS	Northgate Link - N125 Construction
12/30/16	Posting of Roosevelt Station TOD materials	Northgate Link - N140 Construction
2/10/17	Removal of freeze equipment CP 31	Northgate Link - N125 Construction
2/15/17	Meeting with property owner	Northgate Link - N125 Construction
4/18/17	Possible damage in basement of home	Northgate Link - N125 Construction
5/1/17	Look at Property Damage	Northgate Link - N125 Construction
5/3/17	Discuss issues with CP 32 residents	Northgate Link - N125 Construction
5/31/17	Meeting with Property Owner	Northgate Link - N125 Construction
6/27/17	Varsity Arms Unit #403 cracked window	Northgate Link - N125 Construction
6/27/17	Restoration along NE 63rd St	Northgate Link - N125 Construction
7/11/17	Meeting with building owner - U Manor	Northgate Link - N125 Construction
7/25/17	Drop-In Session	Northgate Link - N125 Construction
9/29/17	Up Your Ave	Northgate Link - N140 Construction
11/16/17	N180 - Track Slab Public Meeting	Northgate Link - N180 Construction
12/15/17	Going to listen to sounds and vibrations at Ron Rundus	Northgate Link - N125 Construction
12/15/17	Try Noise curtain for fit in window	Northgate Link - N140 Construction
8/31/16	NL - U District business relations outreach	Northgate Link - N125 Construction
12/11/16	Rail and Ice	East Link Outreach
12/13/16	Five Stars Customer Loyalty Program Participation Recruitment	East Link Outreach
12/19/16	Business Owner check-in on promotion progress	Up Your Ave Spend \$5 T-Shirt Promotion
7/26/17	Bespoke Clothier photoshoot	Loyal to the Local - Bel Red
7/12/16	Lynnwood - 44th Avenue W business outreach	Lynnwood Link
7/20/16	Mountlake Terrace Transit Center station design advisory group - 7/20/2016	Lynnwood Link
7/27/16	Lynnwood Station businesses outreach 7/29/2016	Lynnwood Link
7/30/16	Tour de Terrace 7/30/2016	Lynnwood Link
8/26/16	Mountlake Terrace alignment outreach - Aug. 2016	Lynnwood Link
9/13/16	Vancouver Door Co potential property acqn for pedestrian bridge	Puyallup Station Access Improvements
9/21/16	Mountlake Terrace Business Association - Lynnwood Link final design presentation	Lynnwood Link
9/21/16	Marymoor Subarea Infrastructure Planning	Downtown Redmond Link Extension
9/21/16	DRLE preliminary design photos	Downtown Redmond Link Extension
10/20/16	Puyallup High School buses/pedestrian safety	Puyallup Station Access Improvements
11/17/16	11/17/2016 - Overlake Village and Redmond Technology Center Stations Open House	East Link - 360 Construction
1/13/17	Olson's Tack Shop - preliminary construction briefing 1/13/2017	East Link - 360 Construction
1/26/17	1/26/2017 - OneRedmond Board Meeting update	Downtown Redmond Link Extension
1/26/17	1/26/2017 - Bellevue Children's Academy precon briefing	East Link - 360 Construction
1/26/17	1/26/2017 - City of Redmond TRAIN open house	Downtown Redmond Link Extension
2/1/17	2/1/2017 - E360 door-to-door at NE 21st Street	East Link - 360 Construction
2/8/17	2/8/2017 - E360 Kiewit Hoffman video survey near NE 140th St	East Link - 360 Construction
2/23/17	City of Redmond homeless encampment notification	East Link - 360 Construction
5/17/17	05/17/2017 Downtown Redmond Link Extension - design refinements open house	Downtown Redmond Link Extension
7/8/17	7/08/2017 - Redmond Derby Days	Downtown Redmond Link Extension
7/11/17	07/11/2017 Veldrome Association board briefing	Downtown Redmond Link Extension
7/21/17	7/22/2017 - Marymoor Velodrome Grand Prix	Downtown Redmond Link Extension
7/25/17	07/25/2017 - OTC Street Teaming	East Link - 360 Construction
7/25/17	Overlake Transit Center Reconfiguration	East Link - 360 Construction
7/26/17	HOLD - DRLE meet with prop owner RL124	
7/27/17	Briefing with Tamera Wilen	
7/27/17	Meet with Peter Jasinski	
9/23/17	Redmond Rain Fest	Downtown Redmond Link Extension
11/16/17	11/16/2017 - Redmond stations look and feel open house	Downtown Redmond Link Extension
11/29/17	11/29/2017 - Sumner garage look and feel drop-in session	Sumner Station Access Improvements

Start Date	Event Title	Project
2/13/18	2/13/2018 - Downtown Redmond station area businesses walk thru	Downtown Redmond Link Extension
2/28/18	2/28/2018 - DRLE - Sign Pros and Michael's Autos business brief	Downtown Redmond Link Extension
9/6/17	Angle Lake Station Flyering	Federal Way Link Extension Outreach
9/8/17	Flyers to businesses, churches and non-business entities	Federal Way Link Extension Outreach
3/24/16	S. 285th Neighborhood Meeting	FWLE - Environmental
5/23/16	Post-SEPA Checklist letter	Souder Maintenance Base - Environmental
7/6/16	FWLE Property Owner meeting	FWLE - Environmental
7/7/16	FWLE Property Owner Meeting	FWLE - Environmental
7/8/16	FWLE Property Owner meeting	FWLE - Environmental
7/14/16	FWLE Business outreach	FWLE - Environmental
7/14/16	FWLE Business outreach	FWLE - Environmental
7/14/16	FWLE Business outreach	FWLE - Environmental
7/14/16	FWLE Business outreach	FWLE - Environmental
7/22/16	FWLE Property Owner meeting	FWLE - Environmental
7/27/16	FWLE Business Outreach - Sound Credit Union	FWLE - Environmental
7/27/16	Heritage Court Condos Neighborhood Meeting	FWLE - Environmental
8/4/16	FWLE Business Outreach - King Arms Motel	FWLE - Environmental
8/4/16	FWLE Business Outreach - Wendy's	FWLE - Environmental
8/5/16	FWLE Business Outreach - New World Market	FWLE - Environmental
8/9/16	FWLE Property Owner meeting - Ki Noh	FWLE - Environmental
8/9/16	FWLE Business Outreach - The Commons	FWLE - Environmental
8/10/16	FWLE Business Outreach - Wendy's	FWLE - Environmental
8/19/16	FWLE Business Outreach - Park of the Pines	FWLE - Environmental
8/31/16	Update S 200th Businesses regarding the S 200th reopening	S 200th Link - Construction
9/16/16	Weekly Check in with S 200th Businesses - project updates and invite to opening	S 200th Link - Construction
9/24/16	Angle Lake Station Opening Event	S 200th Link - Construction
9/29/16	Regular Check in with Cedars on 43rd	Northgate Link - N125 Construction
9/29/16	Up Your Ave	Northgate Link - N125 Construction
10/6/16	Northgate Park and Ride Outreach - Interim Lot B Parking Shift	Northgate Link - N160 Construction
10/12/16	Check in with UW Tower on Approval Process	Northgate Link - N125 Construction
10/18/16	UDS Business Relations Outreach - Post promotion - Up Your Ave	Northgate Link - N125 Construction
10/27/16	U-Link Property Owner Visit - 2045 Boyer Ave NL 315	University Link
11/5/16	City of Seattle: Roosevelt Paving Completion Event	Northgate Link - N125 Construction
5/20/17	U District StreetFair 2017	Northgate Link - N125 Construction
9/12/16	PDB: Pile Driving Flyering	Point Defiance Bypass Outreach Program
9/12/16	Neighborhood Briefing Newport Village	Federal Way Link Extension Outreach
9/20/16	Neighborhood Briefing Mansion Hill	Federal Way Link Extension Outreach
9/29/16	28th Avenue South Neighborhood Briefing	Federal Way Link Extension Outreach
10/10/16	224th Ave S Neighborhood Briefing	Federal Way Link Extension Outreach
10/18/16	S 216 - 220th Neighborhood Briefing	Federal Way Link Extension Outreach
10/25/16	Pembroke Apartments Neighborhood Briefing	Federal Way Link Extension Outreach
10/26/16	Flyering S 285 ST Neighborhood	Federal Way Link Extension Outreach
11/1/16	S. 285th St Neighborhood Briefing	Federal Way Link Extension Outreach
11/7/16	Crestwood at Star Lake Neighborhood Briefing	Federal Way Link Extension Outreach
11/14/16	South Midway Neighborhood Briefing	Federal Way Link Extension Outreach
11/30/16	Neighborhood Briefing Green Acres Mobile Home Park	Federal Way Link Extension Outreach
12/1/16	FWLE Flyer Distribution for an Upcoming Neighborhood Meeting	Federal Way Link Extension Outreach
12/6/16	Silverwood Apartments Neighborhood Briefing	Federal Way Link Extension Outreach
12/14/16	S. 216 - 220th Tenants Neighborhood Briefing	Federal Way Link Extension Outreach
12/20/16	Property Owner Meeting Red Robin Federal Way	Federal Way Link Extension Outreach
1/10/17	Social Service Provider Briefing Lutheran Community Services NW	Federal Way Link Extension Outreach
1/13/17	Property Owner Meeting Winson Properties	Federal Way Link Extension Outreach
2/1/17	Meeting with Lim Hua Property Owner KDM Station Area	Federal Way Link Extension Outreach
2/24/17	Gateway Plaza Business Owner and Tenant Meeting	Federal Way Link Extension Outreach
3/1/17	Kent Chamber of Commerce Luncheon	Kent Station Access Improvements Project
3/2/17	Silverwood Apartment Tenants Neighborhood Briefing	Federal Way Link Extension Outreach
3/3/17	Property Owner Meeting - Louis Gadihni	Federal Way Link Extension Outreach
3/10/17	Property Owner Meeting with AgriShop ACE Hardware	Auburn Station Access Improvements Project
3/15/17	KDM Station Area Apartments Neighborhood Briefing	Federal Way Link Extension Outreach
3/16/17	Social Service Provider Outreach - ECOSS	Federal Way Link Extension Outreach
3/23/17	Jackson Mobile Home Park Neighborhood Briefing	Federal Way Link Extension Outreach
3/27/17	Property Owner Meeting with WA Cold Storage	Kent Station Access Improvements Project
3/28/17	Military Road S Neighborhood Briefing	Federal Way Link Extension Outreach



Start Date	Event Title	Project
3/29/17	Property Owner Meeting - Boeing Machinist Union	Auburn Station Access Improvements Project
3/30/17	Social Service Provider Meeting - Tenants Union	Federal Way Link Extension Outreach
4/3/17	Property Owner Meeting - Ki Noh	Federal Way Link Extension Outreach
4/7/17	Property Owner Meeting - Coldwell Banker Bain	Kent Station Access Improvements Project
4/12/17	Property Owner Meeting - John Pen	Federal Way Link Extension Outreach
4/12/17	Table at WSDOT 509 Open House	Federal Way Link Extension Outreach
4/20/17	Property Owner Meeting - Teresa Smith	Auburn Station Access Improvements Project
4/27/17	Property Owner Meeting - Pam Hamminger	Federal Way Link Extension Outreach
5/3/17	Property Owner Meeting with Camelot Square	Federal Way Link Extension Outreach
5/4/17	Social Svc Provider Briefing WA CAN & Mainstreet Alliance	Auburn Station Access Improvements Project
5/9/17	Business Owner Meeting w East India Grill	Federal Way Link Extension Outreach
5/11/17	Property Owner Meeting with Argus	Federal Way Link Extension Outreach
5/11/17	Property Owner Meeting with Guardian Capital and Lowes	Federal Way Link Extension Outreach
5/12/17	Property Owner Meeting Jackson Mobile Home Park	Federal Way Link Extension Outreach
5/16/17	Federal Way Transit Center Station Stakeholder Workshop	Federal Way Link Extension Outreach
5/22/17	Kent/Des Moines Station Area Stakeholder Workshop	Federal Way Link Extension Outreach
5/23/17	Property Owner Meeting with Muscatel Property	Federal Way Link Extension Outreach
6/1/17	Property Owner Meeting with owners located at Site 3B	Kent Station Access Improvements Project
6/6/17	Transit and Housing Workshop	Federal Way Link Extension Outreach
6/7/17	Property Owner Meeting Pacific Service Co and DevCo	Federal Way Link Extension Outreach
6/15/17	Property Owner Meeting - Sahota Development	Federal Way Link Extension Outreach
6/15/17	Neighborhood Briefing - Pembroke Apartments	Federal Way Link Extension Outreach
6/15/17	West Hill Kent Neighborhood Presentation	Federal Way Link Extension Outreach
6/17/17	Des Moines Waterfront Market Tabling	Federal Way Link Extension Outreach
6/19/17	Neighborhood Briefing South Midway	Federal Way Link Extension Outreach
6/24/17	Federal Way Farmer's Market Tabling	Federal Way Link Extension Outreach
6/28/17	Angle Lake Music in the Park Tabling	Federal Way Link Extension Outreach
6/29/17	Neighborhood Briefing Greenfield HOA	Federal Way Link Extension Outreach
7/5/17	Des Moines Waterfront Market (Evening) Tabling	Federal Way Link Extension Outreach
7/6/17	Neighborhood Briefing S 275 Pl	Federal Way Link Extension Outreach
7/10/17	Neighborhood Briefing S 285th St	Federal Way Link Extension Outreach
7/13/17	S 272nd Street Station Area Stakeholder Workshop	Federal Way Link Extension Outreach
7/15/17	Federal Way Farmer's Market (July) Tabling	Federal Way Link Extension Outreach
7/18/17	Social Svc Provider Briefing Lutheran Community Services NW	Federal Way Link Extension Outreach
7/18/17	Social Service Provider Briefing Arts Corps	Federal Way Link Extension Outreach
7/19/17	Neighborhood Briefing Camelot Square Mobile Home Park	Federal Way Link Extension Outreach
7/24/17	Property Owner Meeting - Teresa Still	Federal Way Link Extension Outreach
7/24/17	Property Owner Meeting John and Mindy Pen	Federal Way Link Extension Outreach
7/25/17	Neighborhood Briefing Military Rd S Federal Way	Federal Way Link Extension Outreach
7/26/17	Federal Way Summer Sounds Tabling	Federal Way Link Extension Outreach
7/31/17	Transit and Housing Workshop Part 2	Federal Way Link Extension Outreach
8/1/17	Property Owner Meeting Balli Road LLC	Federal Way Link Extension Outreach
8/5/17	Kent Farmers Market Tabling	Federal Way Link Extension Outreach
8/7/17	Neighborhood Briefing S 224th Street	Federal Way Link Extension Outreach
8/9/17	Kent Town Square Plaza Concert Tabling	Federal Way Link Extension Outreach
8/10/17	Property Owner Meeting - Green Acres Mobile Home Park	Federal Way Link Extension Outreach
8/11/17	Property Owner Meeting Gateway Plaza	Federal Way Link Extension Outreach
8/14/17	Neighborhood Briefing S 216 - S 220th St	Federal Way Link Extension Outreach
8/17/17	SeaTac Back to School Fair Tabling	Federal Way Link Extension Outreach
8/23/17	Neighborhood Briefing Mansion Hill	Federal Way Link Extension Outreach
8/26/17	Des Moines Waterfront Market Tabling	Federal Way Link Extension Outreach
8/30/17	Property Owner Meeting Merlone Geier (Commons Mall)	Federal Way Link Extension Outreach
9/6/17	Kent Station Open House Notification Plan	Kent Station Access Improvements Project
9/6/17	Kent Station Stakeholder Group Meeting	Kent Station Access Improvements Project
9/6/17	Neighborhood Briefing - Newport Village Condos	Federal Way Link Extension Outreach
9/13/17	Open House - Station Area Look and Feel (Federal Way)	Federal Way Link Extension Outreach
9/16/17	Open House - Station Area Look and Feel (Kent/Des Moines)	Federal Way Link Extension Outreach
9/18/17	Federal Way Chamber Station Area Look/Feel Workshop	Federal Way Link Extension Outreach
9/19/17	Open House #2 - Auburn Station Access Improvements	Auburn Station Access Improvements Project
9/21/17	Property Owner Meeting - Sound Credit Union	Federal Way Link Extension Outreach
9/21/17	Property Owner Meeting - Sahota Development	Federal Way Link Extension Outreach
9/21/17	Open House #2 - Kent Station Access Improvement	Kent Station Access Improvements Project
9/22/17	Property Owner Meeting - Deseret Industries	Federal Way Link Extension Outreach
9/25/17	Property Owner Meeting - Royal Hospitality	Federal Way Link Extension Outreach

Start Date	Event Title	Project
9/27/17	Auburn Station Transportation Advisory Board Meeting	Auburn Station Access Improvements Project
9/28/17	Property Owner Meeting - WA Cold Storage	Kent Station Access Improvements Project
9/28/17	Kent Station Access Stakeholder Meeting	Kent Station Access Improvements Project
10/17/17	Property Owner Meeting - Camelot Square Mobile Home Park	Federal Way Link Ext Outreach
10/24/17	Property Owner Meeting - Balli Road LLC	Federal Way Link Ext Outreach
10/27/17	Property Owner Meeting - Smith Court Properties	Federal Way Link Ext Outreach
11/6/17	Federal Way Chamber of Commerce Relocation Meeting	Federal Way Link Ext Outreach
11/7/17	Property Owner Meeting - Muscatel Properties	Federal Way Link Ext Outreach
11/9/17	Meeting with King County Housing Authority	Federal Way Link Ext Outreach
11/9/17	Neighborhood Meeting - Chelsea Court Condos	Federal Way Link Ext Outreach
11/16/17	Property Owner Meeting - Hassen Properties	Federal Way Link Ext Outreach
12/1/17	Property Owner Meeting - Argus and Tip Top	Federal Way Link Ext Outreach
12/12/17	Property Owner Meeting - John and Mindy Pen	Federal Way Link Ext Outreach
12/12/17	Neighborhood Briefing - Heritage Court Condos	Federal Way Link Ext Outreach
12/14/17	Neighborhood Briefing - Chelsea Court Condos	Federal Way Link Ext Outreach
1/5/18	Property Owner Meeting - Sahota Development	Federal Way Link Ext Outreach
1/19/18	Property Owner Meeting - Alaska Airlines	Federal Way Link Ext Outreach
1/25/18	Property Owner Meeting - Hong's Kitchen	Federal Way Link Ext Outreach
1/29/18	Property Owner Meeting - Highline Place Development	Federal Way Link Ext Outreach
2/8/18	Relocation Workshop - Des Moines	Federal Way Link Ext Outreach
2/27/18	Neighborhood Briefing - Heritage Court Condos	Federal Way Link Ext Outreach
5/3/18	Relocation Workshop - Kent Midway	Federal Way Link Ext Outreach
9/27/16	I-90 Survey Work Flying	East Link - 130 Construction
10/14/16	Mercer Island Bicycle / Pedestrian Meeting	East Link - 130 Construction
10/24/16	Mercer Island Advisory Group Meeting	East Link - 130 Construction
10/25/16	Judkins Park 90% Open House	East Link - 130 Construction
11/28/16	Call with Scott McMurray	East Link - 130 Construction
12/6/16	Mercer Island Final Design Online Presentation	East Link - 130 Construction
1/11/17	Fabien Point Meeting	East Link - 130 Construction
1/12/17	Salvation Army Meeting	East Link - 130 Construction
2/28/2017	522 BRT team attends the 2/28/2017 WSDOT NW Conference	SR 522/NE 145th BRT
4/20/2017	Zac Eskenazi phone call with Teresa	Kent and Auburn Station Access Improvements
5/25/2017	West Seattle Transportation Coalition Briefing - 5/25	West Seattle and Ballard
6/29/2017	Ballard Alliance Briefing - 6/29	West Seattle and Ballard
7/10/2017	Seattle Subway Board Briefing - 7/10	West Seattle and Ballard
7/11/2017	522 BRT Bothell City Council Presentation	SR 522/NE 145th BRT
7/17/2017	522 BRT Stakeholder Meeting - Cities Corridor Meeting	SR 522/NE 145th BRT
7/17/2017	John Norris, City of Shoreline, meets with Kathy Leotta about ST3 - Initial Corridor Design	SR 522/NE 145th BRT
7/25/2017	522 BRT Shoreline Meeting	SR 522/NE 145th BRT
7/26/2017	Space Needle Corporation Briefing - 7/26	West Seattle and Ballard
7/26/2017	522 BRT City of Bothell Meeting	SR 522/NE 145th BRT
8/10/2017	522 BRT Lake Forest Park City Council Presentation	SR 522/NE 145th BRT
8/10/2017	522 BRT City of Seattle Meeting	SR 522/NE 145th BRT
8/15/2017	522 BRT WSDOT Meeting	SR 522/NE 145th BRT
8/31/2017	522 BRT Concurrence Document Conference Call	SR 522/NE 145th BRT
9/11/2017	Introduction Presentation to The Coalition: Magnolia, Queen Anne, and Interbay Neighborhoods	West Seattle and Ballard
9/12/2017	522 BRT Shoreline Meeting	SR 522/NE 145th BRT
9/12/2017	522 BRT Woodinville City Council presentation	SR 522/NE 145th BRT
9/14/2017	City of Seattle Capital Committee Briefing - 9/14	West Seattle and Ballard
9/26/2017	Downtown Transportation Alliance Briefing - 9/26	West Seattle and Ballard
9/26/2017	Harvard Graduate School of Design Briefing 9/26	West Seattle and Ballard
10/2/2017	Transit Choices Coalition Briefing - 10/2	West Seattle and Ballard
10/10/2017	Downtown Transportation Alliance Briefing - 10/10	West Seattle and Ballard
10/11/2017	Expedia Briefing - 10/11	West Seattle and Ballard
10/11/2017	522 BRT Lake Forest Park Workshop and Subarea Plan	SR 522/NE 145th BRT
10/16/2017	522 BRT Kenmore City Council presentation	SR 522/NE 145th BRT
10/16/2017	522 BRT UW Bothell and Cascadia College Meeting	SR 522/NE 145th BRT
10/18/2017	SODO Business Improvement Area (BIA) Briefing - 10/18	West Seattle and Ballard
10/20/2017	Alliance for Pioneer Square and SCIDpda Briefing - 10/20	West Seattle and Ballard
10/20/2017	Seattle Public Schools Briefing - 10/20	West Seattle and Ballard
11/14/2017	522 BRT Lake Forest Park Safe Highways Project Open House	SR 522/NE 145th BRT
11/15/2017	West Seattle JuNO Introduction Briefing - 11/15	West Seattle and Ballard

Start Date	Event Title	Project
11/16/2017	Delridge Neighborhoods Development Association (DNDA)	
11/16/2017	Introduction Briefing - 11/16	West Seattle and Ballard
11/17/2017	Uwajimaya Briefing - 11/7	West Seattle and Ballard
11/27/2017	522 BRT Shoreline City Council Presentation	SR 522/NE 145th BRT
11/27/2017	522 BRT King County Metro and Sound Transit Meeting to Discuss Planned Consultant Work for ST BRT Program	SR 522/NE 145th BRT
11/28/2017	North Seattle Industrial Association (NSIA) Briefing - 11/28	West Seattle and Ballard
11/29/2017	Leda and Lynn meet for coffee to discuss project	West Seattle and Ballard
11/29/2017	West Seattle Junction Association Briefing 11/29	West Seattle and Ballard
11/30/2017	West Seattle Transportation Coalition Briefing - 11/30	West Seattle and Ballard
12/4/2017	522 BRT Lake Forest Park Safe Highways Project Open House	SR 522/NE 145th BRT
12/13/2017	Mercer Corridor Stakeholder Committee Briefing - 12/13	West Seattle and Ballard
12/14/2017	City of Seattle Capital Committee Briefing - 12/14	West Seattle and Ballard
1/17/2018	1/17/18 Meeting with Continental Garage for upcoming excavation and one-way activities	East Link
1/18/2018	1/18/18 Commercial Connections: Bellevue Tennis Academy	East Link
1/24/2018	West Seattle Junction Association Briefing 1/24	West Seattle and Ballard
1/24/2018	Mercer Island High School Physics Presentation	East Link
1/25/2018	SCIDpda 2018 CID Kickoff - 1/25	West Seattle and Ballard
1/26/2018	UW Medicine South Lake Union Briefing - 1/26	West Seattle and Ballard
1/29/2018	WSBLE Early Scoping: Online and Print Ads	West Seattle and Ballard
1/31/2018	SLU Community Council Transportation Committee Briefing - 1/31	West Seattle and Ballard
2/12/2018	WSB Early Scoping Online Open House	West Seattle and Ballard
2/13/2018	West Seattle Open House #1	West Seattle and Ballard
2/13/2018	WSBLE Early Scoping: Transit Rider Notice	West Seattle and Ballard
2/14/2018	Field work flyering: Potholing @ L200-PH-49 & 69	Lynnwood Link
2/14/2018	02/14/18 BMW NE 136th PL one-way street briefing	East Link
2/14/2018	SAG Meeting #1- Follow up email	West Seattle and Ballard
2/15/2018	Ballard Open House #1	West Seattle and Ballard
2/15/2018	OCC Executive Steering Committee Briefing - 2/15	West Seattle and Ballard
2/16/2018	TDLE Elected Leadership Group Meeting 1	Tacoma Dome Link
2/20/2018	Downtown Open House #1	West Seattle and Ballard
2/21/2018	36th District Democrats Briefing - 2/21	West Seattle and Ballard
2/22/2018	Pierce Transit Citizens Transportation Advisory Group TDLE Project update and Stakeholder Group overview	Tacoma Dome Link
2/23/2018	Park Place LTD NE 136th PL one-way street briefing	East Link
2/23/2018	Meeting with developer: Warren	East Link
2/27/2018	In-person update regarding Latvian Center	Lynnwood Link
2/27/2018	Fife City Council - TDLE project overview & partnering agreement	Tacoma Dome Link
2/28/2018	Eugene Wasserman Briefing - 2/28	West Seattle and Ballard
2/28/2018	City of Seattle's Framework Open House - 2/28	West Seattle and Ballard
2/28/2018	Tacoma City Council IPS Committee - TDLE project update & partnering agreement	Tacoma Dome Link
3/12/2018	East Link Briefing - King County Utilities Coordinating Council	East Link
3/12/2018	03/12/18 Call with James Thomas	East Link
3/14/2018	Ballard District Council Briefing - 3/14	West Seattle and Ballard
3/14/2018	3/14/18 Call with Ron for girder deliveries	East Link
3/14/2018	WSB Stakeholder Advisory Group Meeting #2	West Seattle and Ballard
3/14/2018	City of Tacoma Advanced Utility Relcation Work	Tacoma Link
3/14/2018	International Examiner Briefing - 3/14	West Seattle and Ballard
3/14/2018	522 BRT Sound Transit & Bothell Coordination Meeting	SR 522/NE 145th BRT
3/15/2018	Hilltop Business Association Meeting	Tacoma Link
3/19/2018	Entry agreement request for RL 161 - Daryl Deutsch	Downtown Redmond Link Ext
3/19/2018	Stadium Business District/ST/City of Tacoma Meeting	Tacoma Link
3/19/2018	TDLE Elected Leadership Group Meeting 2	Tacoma Dome Link
3/19/2018	522 BRT City Managers Group Meeting	SR 522/NE 145th BRT
3/20/2018	SDOT Ped/Bike Bridge Drop In Session 3/20	Northgate Link
3/20/2018	Tacoma City Council Study Session -- TDLE Project and Partnering Agreement Overview	Tacoma Dome Link
3/21/2018	Vulcan Briefing - 3/21	West Seattle and Ballard
3/21/2018	Northgate Link Presentation	Northgate Link
3/21/2018	SDOT Ped/Bike Bridge Drop In Session 3/21	Northgate Link
3/21/2018	Bellefield Residential Park construction drop-in session	East Link

Start Date	Event Title	Project
3/21/2018	522 BRT WSDOT / Sound Transit Meeting on Real Property along SR 522 and NE 145th	SR 522/NE 145th BRT
3/22/2018	Notifications about Century Link work and NE Spring Blvd.	East Link
3/22/2018	Fife Milton Edgewood Chamber of Commerce Board of Directors - TDLE Update & early scoping interview	Tacoma Dome Link
3/23/2018	BNSF Introductory Briefing - 3/23	West Seattle and Ballard
3/23/2018	522 BRT Conversations with CMG members	SR 522/NE 145th BRT
3/27/2018	North Seattle Industrial Association (NSIA) Briefing - 3/27	West Seattle and Ballard
3/27/2018	Call with John to discuss incident on 136th PL NE	East Link
3/28/2018	ST/COT/TPU Advanced Utility Work Communication	Tacoma Link
3/28/2018	Metro Parks Capital Improvements Committee	Tacoma Link
3/28/2018	City of Tacoma/TPU Advanced Utility Relocation Work	Tacoma Link
3/28/2018	TDLE Stakeholder Group Meeting 1	Tacoma Dome Link
3/29/2018	ST/MultiCare Communications check in	Tacoma Link
3/29/2018	Field work flyering: GEO-EX @ LL101, G102	Lynnwood Link
3/29/2018	03/29/18 Call from House of Praise for upcoming changes	East Link
3/30/2018	Tom's Automotive Repair Briefing - 3/30	West Seattle and Ballard
3/30/2018	TDLE Early Scoping Online Open House	Tacoma Dome Link
4/10/2018	Visit to Malt & Vine for notice regarding nearby core sampling	Downtown Redmond Link Ext
4/10/2018	04/10/18 Call with Bel Red Auto Rebuild for KC Sewer Work	East Link
4/10/2018	04/02/18 Call with Sindiri for construction updates and one-way on 136th PL NE recap	East Link
4/10/2018	522 BRT Stakeholder Interview with Brittany Caldwell	SR 522/NE 145th BRT
4/10/2018	4/10/18 Call with Kyle about street sweeper making loops through Len's Automotive	East Link
4/11/2018	New Tacoma Neighborhood Council	Tacoma Link
4/11/2018	LLE: Ronald Bog Permit Meeting	Lynnwood Link
4/11/2018	Community Liaisons WSB outreach to small businesses for CID Neighborhood Forum	West Seattle and Ballard
4/11/2018	New Tacoma Neighborhood Council - TDLE project update & early scoping overview	Tacoma Dome Link
4/12/2018	Chinatown-ID BIA Briefing - 4/12	West Seattle and Ballard
4/12/2018	4/12/18 Call w/ Hannah at Griffin Underwriting	East Link
4/12/2018	Downtown on the Go Board of Directors - TDLE project overview & early scoping update	Tacoma Dome Link
4/13/2018	04/13/18 Chat with ARONSON-CAMPBELL about driveway and damage on building staircase	East Link
4/13/2018	522 BRT Stakeholder Interview with Doug Nugent	SR 522/NE 145th BRT
4/14/2018	Mercer Island Sustainability Fair	East Link
4/17/2018	TDLE Interagency Meeting	Tacoma Dome Link
4/17/2018	TDLE Public Meeting - Tacoma	Tacoma Dome Link
4/17/2018	522 BRT Stakeholder Interview with Annie Johnson	SR 522/NE 145th BRT
4/17/2018	WSB Stakeholder Advisory Group Meeting #3	West Seattle and Ballard
4/18/2018	TDLE Public Meeting - Federal Way	Tacoma Dome Link
4/18/2018	DRLE - The Meadows HOA board briefing	Downtown Redmond Link Ext
4/18/2018	23rd Ave. Phase 2 Project Pre-Construction Open House	East Link
4/18/2018	522 BRT Stakeholder Interview with Karen Orsinger	SR 522/NE 145th BRT
4/18/2018	522 BRT Stakeholder Interview with Beratta Gomillion	SR 522/NE 145th BRT
4/18/2018	I-405 BRT Interagency Group Meeting #1	I-405 BRT
4/18/2018	522 BRT: Transit Integration Meeting #2	SR 522/NE 145th BRT
4/18/2018	Fife Milton Edgewood Chamber Membership Luncheon- TDLE Update & early scoping interview	Tacoma Dome Link
4/19/2018	Transit Talk	Northgate Link
4/19/2018	Field work flyering: Patching PP08, PP11, PP17	Lynnwood Link
4/19/2018	Project Update w/ Transportation Choices	Northgate Link
4/19/2018	Seattle Design Commission Briefing - 4/19	West Seattle and Ballard
4/19/2018	Port of Tacoma Commission - TDLE project update and early scoping overview	Tacoma Dome Link
4/20/2018	WSB ELG/SAG project tour #2	West Seattle and Ballard
4/20/2018	4/20/18 Call with Taylor for signage at Park Place Auto Salon	East Link
4/20/2018	SCIDpda Briefing - 4/20	West Seattle and Ballard
4/21/2018	WSB Chinatown-International District Neighborhood Forum	West Seattle and Ballard
4/23/2018	WSB SLU-Seattle Center Neighborhood Forum	West Seattle and Ballard



Start Date	Event Title	Project
4/23/2018	4/23/18 on site meeting with Tori for water hose that will be running to catch basin	East Link
4/23/2018	4/23/18 Quick check in with Jym for TCE and fence placing	East Link
4/23/2018	4/23/18 Call with Christopher regarding PCMS signs on Northup WY	East Link
4/23/2018	4/23/18 Call with Alex to talk thru water quality at Bellevue Brewing	East Link
4/23/2018	Flyered residents of Terra Villa Apartments 3012 S. 240th St. Kent, WA 98032 about Resident Relocation Meeting w ST	Federal Way Link
4/23/2018	Leda Chahim calls Blake Trask re: multimodal Salmon Bay Bridge	West Seattle and Ballard
4/24/2018	TDLE Public Meeting - Fife	Tacoma Dome Link
4/24/2018	WSB Stakeholder Advisory Group Meeting #4	West Seattle and Ballard
4/24/2018	(4) Water Issue	East Link
4/25/2018	Ballard Alliance April Lunch - 4/25	West Seattle and Ballard
4/25/2018	TDLE SAW 1 - South Federal Way	Tacoma Dome Link
4/25/2018	SLU Community Council Transportation Committee Briefing - 4/25	West Seattle and Ballard
4/25/2018	4/25/18 Call with Greg about driveway at RCFC	East Link
4/25/2018	Floating Slab Delivery	Northgate Link
4/25/2018	Weekend work at UDS	Northgate Link
4/25/2018	I-405 BRT Elected Leadership Group Meeting #1	I-405 BRT
4/26/2018	West Seattle JuNO Briefing - 4/26	West Seattle and Ballard
4/26/2018	405BRT Kirkland Public Meeting	I-405 BRT
4/26/2018	DRLE Neighborhood Conversations at Redmond Community Ctr	Downtown Redmond Link Ext
4/26/2018	522 BRT Interagency Group Meeting #2	SR 522/NE 145th BRT
4/26/2018	4/26/18 Site visit to Novel Tree	East Link
4/26/2018	Angle Lake TOD tabling	
4/26/2018	Seattle Planning Commission Briefing - 4/26	West Seattle and Ballard
4/26/2018	West Seattle Transportation Coalition Briefing - 4/26	West Seattle and Ballard
4/26/2018	04/26/18 Call with Daniel to talk through construction impacts during 130th Ave NE closure	East Link
4/26/2018	BNSF Briefing - 4/26	West Seattle and Ballard
4/27/2018	OMFE Stakeholder Group Meeting	OMF East
4/28/2018	Hilltop Cherry Blossom Festival	Tacoma Dome Link, Tacoma Link
4/30/2018	4/30/18 Call with David to discuss T-Mobile construction activities	East Link
5/10/2018	Mercer Corridor Stakeholders Committee Briefing - 5/10	West Seattle and Ballard
5/10/2018	05/10/18 Call w/ Maggie about Bellevue Tennis Academ property	East Link
5/10/2018	522 BRT Meeting with Robert and Victoria Luu 5/10/18	SR 522/NE 145th BRT
5/11/2018	WSB ELG/SAG project tour #4	West Seattle and Ballard
5/11/2018	Hilton Sign Relocation Meeting	East Link
5/11/2018	East Link construction Bellefield Manor	East Link
5/11/2018	Sound Transit/Skyline (Meet the new management!)	East Link
5/12/2018	WSB Ballard Neighborhood Forum	West Seattle and Ballard
5/14/2018	Downtown Transportation Alliance Briefing - 5/14	West Seattle and Ballard
5/14/2018	Juanita Neighborhood Association Briefing	I-405 BRT
5/14/2018	Moss Bay Neighborhood Association Briefing	I-405 BRT
5/15/2018	ELE - Ardmore Community Club Neighborhood Meeting	East Link, Downtown Redmond Link Extension
5/15/2018	Magnolia Community Council Briefing - 5/15	West Seattle and Ballard
5/15/2018	05/15/18 Call to Ivica about on-site briefing	East Link
5/15/2018	05/15/18 Call to Ken about north driveway permanent take	East Link
5/15/2018	05/15/18 Call with Kyle to talk upcoming construction activities on Monday, May 21	East Link
5/15/2018	05/15/18 Call with Kathy to talk about one-way on 136th PL NE	East Link
5/15/2018	King County Councilmember Jeanne Kohl-Welles Briefing 5/15	West Seattle and Ballard
5/15/2018	Federal Way City Council - TDLE project update & partnering agreement overview	Tacoma Dome Link
5/16/2018	5/16/18 Call with Maggie - briefing at Bellevue Tennis Academy	East Link
5/16/2018	05/16/18 On-site meeting with BMW Bellevue	East Link
5/16/2018	522 BRT Stakeholder Interview with Brooke Knight	I-405 BRT, SR 522/NE 145th BRT
5/17/2018	OMF East Design and Construction Open House	OMF East
5/17/2018	WSB Elected Leadership Group Meeting #2	West Seattle and Ballard
5/17/2018	05/17/18 On-site meeting with Bellevue Tennis Academy	East Link
5/17/2018	(15) Hilton Sign Relocation - on site meeting	East Link
5/17/2018	(7) Meeting with 112 111th Ave SE	East Link

Start Date	Event Title	Project
5/18/2018	Bike to Work Day tabling	East Link
5/18/2018	Door-to-door notification Surrey Downs sound wall construction	East Link
5/19/2018	University District Street Fair	Northgate Link
5/20/2018	University District Street Fair	Northgate Link
5/21/2018	Access Magnolia Community Forum Briefing - 5/21	West Seattle and Ballard
5/21/2018	North Rose Hill Neighborhood Association Briefing	I-405 BRT
5/21/2018	522 BRT UW Bothell Public Meeting	SR 522/NE 145th BRT
5/22/2018	BelRed Transportation Improvements Open House	OMF East
5/22/2018	522 BRT Lake Forest Park Citizens Commission Briefing	SR 522/NE 145th BRT
5/22/2018	522 BRT Sheridan Beach Community Club Briefing	SR 522/NE 145th BRT
5/22/2018	Mercer Island Utility Work Flyering	East Link
5/22/2018	Lincoln Center Electrical Permit Inspection	East Link
5/23/2018	Interlm CDA Briefing - 5/23	West Seattle and Ballard
5/23/2018	05/23/18 CenturyLink outage outreach	East Link
5/24/2018	Fauntleroy Business Association Briefing - 5/24	West Seattle and Ballard
5/24/2018	Field work flyering: Potholing @ L200-PH-87 and 88	Lynnwood Link
5/24/2018	522 BRT Interagency Group Meeting #3	SR 522/NE 145th BRT
5/24/2018	Pierce County Regional Council Growth Management Coordination Committee - Pierce County service & TDLE update	Tacoma Dome Link
5/25/2018	CID Capital Projects Coordination Work Group Briefing - 5/25	West Seattle and Ballard
5/25/2018	Union Station Tour - 5/25	West Seattle and Ballard
5/29/2018	Phone briefing on station update	Kent and Auburn Station Access Improvements
5/29/2018	05/29/18 Visit to Bentley and Len's Auto about one-way traffic	East Link
5/30/2018	522 BRT Public Meeting - Bothell	SR 522/NE 145th BRT
5/30/2018	05/30/18 Meeting Bellevue Brewing Company	East Link
5/30/2018	WSB Stakeholder Advisory Group Meeting #5	West Seattle and Ballard
5/30/2018	522 BRT May/June 2018 Online Open House	SR 522/NE 145th BRT
5/31/2018	Meeting	Kent and Auburn Station Access Improvements
5/31/2018	522 BRT Public Meeting - Lake Forest Park	SR 522/NE 145th BRT
5/31/2018	Meeting with Bergen Delisi	East Link
5/31/2018	Phone Briefing	Kent and Auburn Station Access Improvements
5/31/2018	522 BRT Stakeholder Interview with Christy Cherrier	I-405 BRT, SR 522/NE 145th BRT
5/31/2018	Edgewood Fife Milton Kiwanis Club - TDLE project update	Tacoma Dome Link
6/11/2018	Pigeon Point Neighborhood Council Briefing - 6/11	West Seattle and Ballard
6/11/2018	Roosevelt Station construction alert for shift change	Northgate Link
6/12/2018	South Downtown Stakeholders Briefing - 6/12	West Seattle and Ballard
6/12/2018	Loyal to the Local: Bellevue Brewing Company	East Link
6/12/2018	WSB Online Community Survey	West Seattle and Ballard
6/12/2018	(33) Meeting with 112 111th Ave SE	East Link
6/12/2018	Discuss 116th Ave NE closure with hotel 116	East Link
6/12/2018	(13) Cadillac Sign	East Link
6/13/2018	Transit Access Stakeholder Group Briefing - 6/13 - CANCELED	West Seattle and Ballard
6/13/2018	LLE Mountlake Terrace Open House - 6/13/2018	Lynnwood Link
6/13/2018	I-405 BRT Interagency Group Meeting #3	I-405 BRT
6/13/2018	522 BRT: Transit Integration Meeting #4	SR 522/NE 145th BRT
6/14/2018	Seattle Planning Commission Briefing - 6/14	West Seattle and Ballard
6/14/2018	06/14/16 Tesla briefing: Spring Blvd. closure	East Link
6/14/2018	Mirosoft campus refresh 1 of 7	East Link
6/15/2018	Lights at Whole foods	East Link
6/15/2018	E330 Skyline Tunnel Tour	East Link
6/16/2018	Morgan Junction Festival	West Seattle and Ballard
6/16/2018	Festival Sundiata	West Seattle and Ballard
6/16/2018	Federal Way Farmers Market	Federal Way Link
6/16/2018	I-405 BRT Fair/Festival: Burien Strawberry Days	I-405 BRT
6/18/2018	Neighborcare Health social service provider interview - 6/18	West Seattle and Ballard
6/18/2018	522 BRT Lake Forest Park Code Update Meeting	SR 522/NE 145th BRT
6/19/2018	SODO BIA Transportation Committee Briefing - 6/19	West Seattle and Ballard
6/19/2018	Microsoft campus refresh 2 of 7	East Link
6/19/2018	Presentation to Mercer Slough Environmn'tl Center Summer staff	East Link
6/19/2018	Chat with BMW about upcoming fire watch and vault design	East Link
6/19/2018	Summer 2018 Social Service Organization Interview: Tacoma Kiwanis Club Briefing	Tacoma Dome Link
6/19/2018	Tacoma Kiwanis Club -- TDLE Project Update	Tacoma Dome Link

Start Date	Event Title	Project
6/20/2018	Ballard Food Bank social service provider interview - 6/20	West Seattle and Ballard
6/20/2018	FWLE Geotech Water Testing - Informing Property Owners	Federal Way Link
6/20/2018	WSB Stakeholder Advisory Group Meeting #6	West Seattle and Ballard
6/21/2018	Downtown Seattle Association (DSA) 2018 Annual Meeting	West Seattle and Ballard
6/21/2018	Field work flyering: Patching PP04 & PP06	Lynnwood Link
6/21/2018	Sound Transit Citizen Oversight Panel - 6/21	West Seattle and Ballard
6/22/2018	CID Framework Capital Projects Coordination Workgroup Briefing	West Seattle and Ballard
6/23/2018	Bellevue Strawberry Festival 6/23/18 - 6/24/18	East Link
6/23/2018	Des Moines Waterfront Market	Federal Way Link
6/25/2018	UW Medicine South Lake Union Briefing - 6/25	West Seattle and Ballard
6/25/2018	06/19/18 Quick visit for area needed to bring in girders	East Link
6/26/2018	North Seattle Industrial Association (NSIA) Briefing - 6/26	West Seattle and Ballard
6/26/2018	Microsoft campus refresh 3 of 7	East Link
6/26/2018	Ethiopian Community in Seattle social service provider interview	West Seattle and Ballard
6/26/2018	Seattle Center and Sound Transit Work Session - 6/26	West Seattle and Ballard
6/27/2018	LLE Seattle and Shoreline Open House - 6/28/2018	Lynnwood Link
6/27/2018	Summer 2018 Social Service Organization Interview: Summit Olympus School	Tacoma Dome Link
6/27/2018	Flyering at Fife Apartment Complexes 6/26	Tacoma Dome Link
6/27/2018	Blake Jones hosted a SR 522/NE 145th BRT table at the Lynnwood Link Extension open house	SR 522/NE 145th BRT
6/27/2018	522 BRT City of Bothell Meeting	SR 522/NE 145th BRT
6/27/2018	522 BRT City Managers Group Meeting	SR 522/NE 145th BRT
6/27/2018	522 BRT Transit Integration Coordination Meeting	SR 522/NE 145th BRT
6/28/2018	522 BRT Interagency Group Meeting #4	SR 522/NE 145th BRT
6/28/2018	Summer 2018 Social Service Organization Interview: Tacoma Community House	Tacoma Dome Link
6/28/2018	Summer 2018 Social Service Organization Interview: Tacoma Public Schools	Tacoma Dome Link
6/28/2018	West Seattle Food Bank Social Service Provider Interview - 6/28	West Seattle and Ballard
6/28/2018	WSB Ballard Interbay Stations Planning Charrette - 6/28	West Seattle and Ballard
6/29/2018	Fife Music in the Park 6/29	Tacoma Dome Link
6/29/2018	Eastside Tacoma Follow-Up Meeting 6/29	Tacoma Dome Link
6/29/2018	06/29/18 Meeting with Ken: Len's Auto landscaping	East Link
6/29/2018	06/29/18 Upcoming exploratory work at EL 307	East Link
6/29/2018	06/29/18 Quick visit to T&A supply for upcoming exploratory work	East Link
6/29/2018	Southwest Youth and Family Services social service provider interview - 6/29	West Seattle and Ballard
6/29/2018	06/29/2018 On-site meeting with Rosen Properties Management for upcoming flush tests	East Link
7/10/2018	Microsoft campus refresh 4 of 7	East Link
7/10/2018	Mary's Place Social Service Provider Interview - 7/10	West Seattle and Ballard
7/11/2018	SODO BIA Transportation Committee Briefing - 7/13	West Seattle and Ballard
7/11/2018	Kent Station Concerts	Access Improvements
7/11/2018	Summer 2018 Social Service Organization Interview: Pierce County Aging and Disability Resource Center and Pierce County Coordinated Transportation Coalition	Tacoma Dome Link
7/11/2018	Summer 2018 Social Service Organization Interview: L'Arche Tahoma Hope	Tacoma Dome Link
7/11/2018	Tour of Port Interbay/Ballard operations - 7/11	West Seattle and Ballard
7/11/2018	522 BRT Transit Integration Coordination Meeting #2, 7/11/18	SR 522/NE 145th BRT
7/12/2018	Mirosoft campus refresh 5 of 7	East Link
7/12/2018	Central Ballard Residents Association Briefing - 7/12	West Seattle and Ballard
7/12/2018	South Downtown Stakeholders Briefing - 7/12	West Seattle and Ballard
7/12/2018	07/12/18 Call with Jason at Privateer Press about driveway activities and access	East Link
7/12/2018	Summer 2018 Social Service Organization Interview: Area Agency on Aging	Tacoma Dome Link
7/12/2018	Dome District Meeting - 7/12/18	Tacoma Dome Link, Tacoma Link
7/12/2018	Flyer notification for temp parking arrangements	East Link
7/12/2018	WSB Seattle Center Uptown Station Area Planning Charrette	West Seattle and Ballard
7/13/2018	522 BRT Elected Leadership Group Meeting #2	SR 522/NE 145th BRT
7/13/2018	TDLE Elected Leadership Group Meeting 4	Tacoma Dome Link

Start Date	Event Title	Project
7/13/2018	West Seattle Summer Fest 2018	West Seattle and Ballard
7/14/2018	Tacoma Pride 7/14	Tacoma Dome Link, Tacoma Link
7/14/2018	Mercer Island Summer Celebration 7/14/18 - 7/15/18	East Link
7/14/2018	Dragon Fest 2018	West Seattle and Ballard
7/14/2018	Lake Forest Park Pet Parade	SR 522/NE 145th BRT
7/14/2018	Ballard Seafood Fest 2018	West Seattle and Ballard
7/16/2018	Puyallup Garage Visual Design Workshop	Improvements
7/16/2018	WSB Stakeholder Advisory Group Meeting #7	West Seattle and Ballard
7/16/2018	Ballard Mill Marina Waterway User Meeting - 7/16	West Seattle and Ballard
7/16/2018	WSB: Flying for geo-tech on SW Genesee St	West Seattle and Ballard
7/17/2018	Mirosoft campus refresh 6 of 7	East Link
7/17/2018	Rainbow Center Briefing	Tacoma Dome Link
7/17/2018	Blake hosted a table at the WSDOT EA Public Hearing at Renton High School for the I-405 BRT Project	I-405 BRT
7/17/2018	Flying at South Federal Way Businesses 7/17	Tacoma Dome Link
7/17/2018	522 BRT - Discuss Transit Service/Options to UWB/CC	SR 522/NE 145th BRT
7/18/2018	Western Towboat & American Waterway Operators Waterway User Meeting - 7/18	West Seattle and Ballard
7/18/2018	Ferguson Terminal Waterway User Meeting - 7/18	West Seattle and Ballard
7/18/2018	Multi Service Center Partnership Meeting	Federal Way Link
7/18/2018	Summer 2018 Social Service Organization Interview: Tacoma Area Coalition of Individuals with Disabilities	Tacoma Dome Link
7/18/2018	WSB: flying for boring work on 20th Ave SW	West Seattle and Ballard
7/18/2018	S 224th St Neighborhood Briefing	Federal Way Link
7/18/2018	07/18/19 Check-in with Bellevue Tennis Academy for upcoming Spring Blvd closure	East Link
7/18/2018	Summer 2018 Social Service Organization Interview: Habitat for Humanity	Tacoma Dome Link
7/18/2018	LLE: Flying for early demo work in Lynnwood	Lynnwood Link
7/18/2018	I-405 BRT Public Meeting - Renton	I-405 BRT
7/18/2018	Federal Way Summer Sounds #1	Federal Way Link
7/19/2018	Mirosoft campus refresh 7 of 7	East Link
7/19/2018	Fremont Tugboat Waterway User Meeting - 7/19	West Seattle and Ballard
7/19/2018	ELG Meeting #3	West Seattle and Ballard
7/19/2018	I-405 BRT Public Meeting - Kirkland	I-405 BRT
7/19/2018	Hilltop Business District Meeting - 7-19-18	Tacoma Link
7/19/2018	WSB Elected Leadership Meeting #3	West Seattle and Ballard
7/19/2018	WSB Delridge Station Area Planning Charrette - 7/19	West Seattle and Ballard
7/20/2018	522 BRT FHWA FTA meeting	SR 522/NE 145th BRT
7/21/2018	Summer 2018 Social Service Organization Interview: Salishan Association	Tacoma Dome Link
7/23/2018	07/23/18 Visit to Berkey Supply to talk about access road	East Link
7/23/2018	Downtown on the Go Transit Committee Mtg - 7/23/18	Tacoma Link
7/23/2018	SR 522 / NE 145th BRT team met with agency partners to discuss refinements for the NE 145th St corridor	SR 522/NE 145th BRT
7/23/2018	522 BRT – 145th Refinements	SR 522/NE 145th BRT
7/23/2018	7/23 City of Kent OMF: South Briefing and Update	Tacoma Dome Link
7/24/2018	WSB: flying for boring work on 22nd Ave SW	West Seattle and Ballard
7/24/2018	07/24/18 Call from Braxton about signage at Crossfit 425	East Link
7/24/2018	07/24/18 Call with Eden about Spring Blvd. closure	East Link
7/24/2018	ABS COMM- Eden from Evolution Studios	East Link
7/24/2018	522 BRT Bothell UW transit service options to UWB/CC	SR 522/NE 145th BRT
7/24/2018	WSB Avalon/Alaska Junction Station Area Planning Charrette - 7/24	West Seattle and Ballard
7/25/2018	LLE Lynnwood Open House - 7/25/2018	Lynnwood Link
7/25/2018	Interlm CDA Briefing, C/ID Forum - 7/25	West Seattle and Ballard
7/25/2018	Plymouth Housing Group Social Service Provider Interview - 7/25	West Seattle and Ballard
7/25/2018	Coastal Transportation Waterway User Meeting - 7/25	West Seattle and Ballard
7/25/2018	LLE: Flying for early demo work in Shoreline Area 1	Lynnwood Link
7/25/2018	Blake Jones and Cynthia Padilla hosted a table at the Lynnwood Link Extension Open House for the I-405 BRT Project	I-405 BRT
7/25/2018	Des Moines Area Food Bank Outreach	Federal Way Link
7/26/2018	522 BRT Interagency Group Meeting #5	SR 522/NE 145th BRT
7/26/2018	West Seattle JuNO Briefing - 7/26	West Seattle and Ballard



Start Date	Event Title	Project
7/26/2018	Seattle Maritime Academy Waterway User Meeting - 7/26	West Seattle and Ballard
7/26/2018	Meeting about sponsoring Stadium District Business Association	Tacoma Link
7/26/2018	Neighborhood House at High Point Social Service Provider Interview	West Seattle and Ballard
7/26/2018	Microsoft Campus 360 Xperience - OneWeek	East Link
7/27/2018	Downtown Residents Council/DSA Social Svc. Provider Interview	West Seattle and Ballard
7/27/2018	6th Street Arts Festival	East Link
7/27/2018	I-405 BRT Fair/Festival: Renton River Days	I-405 BRT
7/28/2018	Kent Farmers Market	Access Improvements
7/28/2018	LLE Tour de Terrace Festival - 7/28/2018	Lynnwood Link
7/28/2018	Ethnic Fest 7/28-7/29	Tacoma Dome Link, Tacoma Link
7/28/2018	I-405 BRT Fair/Festival: Le Tour de Totem	I-405 BRT
7/30/2018	CISC social service provider interview - 7/30	West Seattle and Ballard
7/30/2018	I-405 BRT Interagency Group Meeting: tour of Community Transit's Swift service	I-405 BRT
7/31/2018	TDLE Stakeholder Group Meeting 3	Tacoma Dome Link
7/31/2018	Update on Kent garage	Kent and Auburn Station Access Improvements
7/31/2018	Mercer Corridor Stakeholders Committee Briefing - 7/31	West Seattle and Ballard
7/31/2018	108th Bikeway Ribbon Cutting	East Link
7/31/2018	WSB Chinatown-International District Station Area Planning Charrette - 7/31	West Seattle and Ballard
8/10/2018	South Lake Union Block Party	West Seattle and Ballard
8/10/2018	Small Business Development Center meeting - 8/10/18	Tacoma Link
8/10/2018	Major Changes Coming to Roosevelt Station Site	Northgate Link
8/10/2018	Major Changes Coming to Roosevelt Station Site	Northgate Link
8/10/2018	Partnership Meeting with ReWA	Federal Way Link
8/10/2018	I-405 BRT Fair/Festival: Kirkland SummerFest	I-405 BRT
8/11/2018	Delridge Day	West Seattle and Ballard
8/12/2018	Eastside Family Support Center Block Party 8/12	Tacoma Dome Link
8/13/2018	Tacoma Arts Commission - 8/13/18	Tacoma Link
8/13/2018	08/13/18 Jackson Place Community Council Briefing	East Link
8/13/2018	ORCA Lift Monthly Meeting	Federal Way Link
8/13/2018	522 BRT Bothell City Council Presentation	SR 522/NE 145th BRT
8/15/2018	Stadium District Business Association Meeting - 8/15/18	Tacoma Link
8/15/2018	Adventist Community Services Food Bank Outreach 8/15	Tacoma Dome Link
8/16/2018	Tacoma Rainiers Game - tabling - 8-16	Tacoma Dome Link, Tacoma Link
8/16/2018	SeaTac Back to School Fair	Federal Way Link
8/16/2018	City of Kent Code Enforcement Neighborhood Briefing	Federal Way Link
8/16/2018	Hilltop District Business Association Mtg -8-16-18	Tacoma Link
8/16/2018	522 BRT SR 522 Roadway Refinement Concepts Meeting with LFP	SR 522/NE 145th BRT
8/18/2018	Celebrate Woodinville	SR 522/NE 145th BRT
8/18/2018	Sustainamania	SR 522/NE 145th BRT
8/18/2018	Flavor of Federal Way	Tacoma Dome Link, Federal Way Link
8/18/2018	LLE Celebrate Shoreline Festival - 8/18/2018	Lynnwood Link
8/19/2018	Milton Days	Tacoma Dome Link
8/20/2018	Salvation Army, SODO Rehab Center Social Service Provider Interview - 8/20	West Seattle and Ballard
8/21/2018	Wing Luke Social Service Provider Interview - 8/21	West Seattle and Ballard
8/21/2018	Greater Federal Way Chamber of Commerce Board of Directors - TDLE project update	Tacoma Dome Link
8/22/2018	Hilltop Economic Empowerment Town Hall	Tacoma Link
8/22/2018	Seahawks and Public Stadium Authority Briefing - 8/22	West Seattle and Ballard
8/23/2018	Housing Development Consortium Social Service Provider Interview	West Seattle and Ballard
8/24/2018	Stadium High School Briefing - 8/24	Tacoma Link
8/25/2018	Hilltop Street Fair 2018	Tacoma Link
8/25/2018	#WhyILoveKenmore	SR 522/NE 145th BRT
8/25/2018	Kent Farmers Market	Access Improvements
8/26/2018	Celebrate Little Saigon	West Seattle and Ballard
8/28/2018	Downtown Emergency Service Center (DESC) Cottage Grove Commons Social Service Provider Interview - 8/28	West Seattle and Ballard
8/28/2018	City of Kent Neighborhood Program Coordinator	Federal Way Link
8/28/2018	Info sharing with King County Housing Authority	Downtown Redmond Link Ext

Start Date	Event Title	Project
8/28/2018	WSB SODO/Stadium Stations Area Planning Charrette - 8/28	West Seattle and Ballard
8/29/2018	Sounders FC2 Game - tabling - 8/29	Tacoma Dome Link, Tacoma Link
8/29/2018	SLU Community Council Transportation Committee Briefing - 8/29	West Seattle and Ballard
8/29/2018	St Luke's Episcopal Church Social Svc Provider Interview - 8/29	West Seattle and Ballard
8/29/2018	522 BRT: Transit Integration Meeting #1	SR 522/NE 145th BRT
8/29/2018	522 BRT Transit Agency Coordination Meeting	SR 522/NE 145th BRT
8/29/2018	LLE Flying for early demo work in Shoreline (Area 2)	Lynnwood Link
8/29/2018	522 BRT - CMG - Federal Funding Meeting	SR 522/NE 145th BRT
8/29/2018	United Indians of All Tribes Foundation Social Service Provider Interview - 8/29	West Seattle and Ballard
8/29/2018	08/29/18 Call with Tammy to talk through access while lower parking lot is closed	East Link
8/29/2018	522 BRT Interagency Group Meeting #6	SR 522/NE 145th BRT
8/29/2018	International Examiner Briefing - 8/29	West Seattle and Ballard
8/30/2018	8/30/18 Washington Middle School Open House	East Link
8/30/2018	522 BRT - Access and Land Use Workshop/IAG Meeting	SR 522/NE 145th BRT
8/31/2018	Federal Way Transit Center Outreach 8/31	Tacoma Dome Link, Federal Way Link
8/31/2018	TDLE September outreach	Tacoma Dome Link
8/31/2018	TDLE September online open house	Tacoma Dome Link
9/10/2018	South Downtown Stakeholders Briefing - 9/10	West Seattle and Ballard
9/11/2018	MultiCare Briefing - 9/11/18	Tacoma Link
9/11/2018	Tacoma Council Study Session on TDLE & HTLE -9-11-18	Tacoma Dome Link, Tacoma Link
9/11/2018	WSB Downtown Level 2 Open House and Neighborhood Forum	West Seattle and Ballard
9/11/2018	Puyallup Visual Design Open House	Improvements
9/11/2018	TDLE September public meeting - Federal Way	Tacoma Dome Link
9/11/2018	Federal Way Chamber of Commerce - Government Affairs	Tacoma Dome Link, Federal Way Link
9/11/2018	Greater Federal Way Chamber of Commerce Government Affairs Committee - TDLE project update	Tacoma Dome Link
9/11/2018	Tacoma City Council Study Session - TDLE Level 1 Update	Tacoma Dome Link
9/12/2018	522 BRT - Bothell Kenmore Chamber presentation	SR 522/NE 145th BRT
9/12/2018	Eugene Wasserman Briefing - 9/12	West Seattle and Ballard
9/12/2018	9/12/18 Call with Nick about MGI property	East Link
9/12/2018	TDLE September public meeting - Fife	Tacoma Dome Link
9/12/2018	WSB Smith Cove Station Area Planning Charrette - 9/12 - 9/13	West Seattle and Ballard
9/12/2018	Meeting with Lake Bellevue Village	East Link
9/12/2018	I-405 BRT Interagency Group Meeting #5	I-405 BRT
9/13/2018	09/13/2018 Quick onsite meeting with Matt (North Coast Electric)	East Link
9/13/2018	Affordable Housing Consortium Briefing 9/13	Tacoma Dome Link
9/13/2018	Seattle Planning Commission Briefing - 9/13	West Seattle and Ballard
9/13/2018	09/13/18 Call with MGI property management about parking	East Link
9/13/2018	Transit Access Coalition Briefing - 9/13	West Seattle and Ballard
9/14/2018	Real Change Social Service Provider Interview - 9/14	West Seattle and Ballard
9/15/2018	Fishermen's Fall Festival	West Seattle and Ballard
9/17/2018	WSB Ballard Interbay Level 2 Open House & Neighborhood Forum	West Seattle and Ballard
9/17/2018	Miye Moriguchi, Uwajimaya Briefing - 9/17	West Seattle and Ballard
9/17/2018	Coastal Transportation Briefing - 9/17	West Seattle and Ballard
9/17/2018	Freighthouse Square Outreach 9/17	Tacoma Dome Link
9/18/2018	West Seattle JuNO Briefing - 9/18	West Seattle and Ballard
9/18/2018	09/18/2018 Call with Sindiri about upcoming nighttime closures on NE 20th St. and 136th PL NE	East Link
9/18/2018	International Examiner Briefing - 9/18	West Seattle and Ballard
9/19/2018	Outreach coordination with King County Wastewater	Downtown Redmond Link Ext
9/19/2018	Chinatown-International District Forum - 9/19	West Seattle and Ballard
9/19/2018	Meeting with King County waste water outreach re adjacent projects	Downtown Redmond Link Ext
9/19/2018	FWLE South Midway Neighborhood Briefing	Federal Way Link
9/19/2018	TDLE September public meeting - Tacoma	Tacoma Dome Link
9/20/2018	Uptown Alliance Briefing - 9/20	West Seattle and Ballard
9/20/2018	522 BRT Community Workshop #1 - Kenmore, 1-3pm	SR 522/NE 145th BRT
9/20/2018	522 BRT Community Workshop #1 - Kenmore, 5:30-7:30pm	SR 522/NE 145th BRT
9/20/2018	Seattle Design Commission Briefing - 9/20	West Seattle and Ballard

Start Date	Event Title	Project
9/20/2018	West Seattle and Ballard Boys & Girls Club Social Service Provider Interview- 9/20	West Seattle and Ballard
9/20/2018	Hilltop Business Association Meeting - 9-20-18	Tacoma Link
9/20/2018	Night Time Noise Monitoring Mountlake Terrace Locations	Lynnwood Link
9/20/2018	HTLE - Briefing with Centro Latino-9-20-18	Tacoma Link
9/20/2018	Korean Community Quarterly Meeting Briefing 9/20	Tacoma Dome Link, Federal Way Link
9/20/2018	522 BRT City Managers Group Meeting	SR 522/NE 145th BRT
9/20/2018	522 BRT Community Workshops Online Surveys	SR 522/NE 145th BRT
9/20/2018	522 BRT Workshop Comments	SR 522/NE 145th BRT
9/21/2018	Bellwether Housing Social Service Provider Interview - 9/21	West Seattle and Ballard
9/22/2018	Sustainable Ballard Festival	West Seattle and Ballard
9/23/2018	Esplanade (Tacoma) Speaker Series - Pierce County service & TDLE project update	Tacoma Dome Link
9/23/2018	Noise Study PAP	Lynnwood Link
9/25/2018	North Seattle Industrial Association (NSIA) Briefing - 9/25	West Seattle and Ballard
9/25/2018	522 BRT Community Workshop #2 - Lake Forest Park, 1-3pm	SR 522/NE 145th BRT
9/25/2018	522 BRT Community Workshop #2 - Lake Forest Park, 6-8pm	SR 522/NE 145th BRT
9/25/2018	09/25/18 On-site meeting w/ WTM property management & legal	East Link
9/25/2018	FWLE Neighborhood Briefing: S 285th St Area	Federal Way Link
9/26/2018	WSB Stakeholder Advisory Group Meeting #9	West Seattle and Ballard
9/26/2018	SSPI: Low Income Housing Institute (LIHI) Social Service Provider Interview - 9/26	West Seattle and Ballard
9/26/2018	09/26/18 Phone call with Aaron to talk about timeline for parking lot re-opening	East Link
9/26/2018	BLV Whole Foods Market Bellevue Contact ST	East Link
9/27/2018	West Seattle Transportation Coalition Briefing - 9/27	West Seattle and Ballard
9/27/2018	Fife Edgewood/Milton Kiwanis Club Briefing 9/27	Tacoma Dome Link
9/27/2018	Broadway Farmers Market-9-27-18	Tacoma Dome Link, Tacoma Link
9/27/2018	Eastside Collaborative Briefing 9/27	Tacoma Dome Link
9/27/2018	Flying at Fife Businesses - 9/27	Tacoma Dome Link
9/27/2018	TDLE Stakeholder Group Meeting 4	Tacoma Dome Link
9/27/2018	09/27/18 Judkins Park Flyer Distribution	East Link
9/27/2018	522 BRT ICE and 145th Street modeling meeting with Sound Transit and WSDOT	SR 522/NE 145th BRT
9/28/2018	522 BRT Elected Leadership Group Meeting #3	SR 522/NE 145th BRT
9/28/2018	UP Your Ave	Northgate Link
9/29/2018	Des Moines Waterfront Market	Federal Way Link
9/30/2018	CID Framework Capital Projects Coordination Workgroup Briefing - 9/30	West Seattle and Ballard
10/1/2018	King County Councilmember Joe McDermott Briefing - 10/1	West Seattle and Ballard
10/1/2018	Councilmember Mike O'Brien Briefing - 10/1	West Seattle and Ballard
10/2/2018	South Lake Union Community Council Briefing - 10/2	West Seattle and Ballard
10/2/2018	Councilmember Lisa Herbold Briefing - 10/2	West Seattle and Ballard
10/2/2018	Councilmember Rob Johnson Briefing - 10/2	West Seattle and Ballard
10/2/2018	Councilmember Sally Bagshaw Briefing - 10/2	West Seattle and Ballard
10/2/2018	FWLE Neighborhood Briefing: S 216-220th	Federal Way Link
10/3/2018	Expedia Group Annual Fall Transportation Fair - 10/3	West Seattle and Ballard
10/3/2018	Roosevelt Elementary Back to School Fair 10/3	Tacoma Dome Link
10/3/2018	Station Area Workshop 2018	I-405 BRT
10/3/2018	FWLE Presentation to ReWA	Federal Way Link
10/3/2018	FWLE Neighborhood Briefing: Greenfield HOA	Federal Way Link
10/4/2018	Downtown Tacoma BIA -10-4-18	Tacoma Link
10/4/2018	HTLE Briefing: MultiCare Communications-10-4-18	Tacoma Link
10/4/2018	Flying at Fife Businesses 10/3	Tacoma Dome Link
10/4/2018	Transit Talk	Northgate Link
10/5/2018	WSB Elected Leadership Meeting #4	West Seattle and Ballard
10/5/2018	Bellevue Breakfast Rotary Presentation	East Link
10/6/2018	Magnolia Farmer's Market	West Seattle and Ballard
10/6/2018	Fife Harvest Festival 10/6	Tacoma Dome Link
10/8/2018	522 BRT Community Workshop #3 - Bothell/Woodinville, 1-3pm	SR 522/NE 145th BRT
10/8/2018	522 BRT Community Workshop #3 - Bothell/Woodinville, 6-8pm	SR 522/NE 145th BRT
10/9/2018	HTLE Briefing: Tacoma Housing Authority	Tacoma Link
10/9/2018	Delridge Neighborhoods Development Association (DNDA) Briefing - 10/9	West Seattle and Ballard

Start Date	Event Title	Project
10/9/2018	Lincoln High School Back to School Fair - 10/9	Tacoma Dome Link
10/9/2018	Kent Cultural Diversity Initiative Group	Federal Way Link, Kent and Auburn Station Access Improvements
10/9/2018	Stadium High School Back to School Night	Tacoma Link
10/10/2018	I-405 BRT Interagency Group Meeting #6 (Joint 405/522 BRT Interagency Group Meeting)	I-405 BRT, SR 522/NE 145th BRT
10/10/2018	Expedia Group Annual Fall Transportation Fair - 10/10	West Seattle and Ballard
10/10/2018	FWLE Neighborhood Briefing: Mansion Hills	Federal Way Link
10/10/2018	Hilltop Action Coalition's Annual Lunch	Tacoma Link
10/10/2018	SDOT and Metro RapidRide H Open House - 10/10	West Seattle and Ballard
10/11/2018	North Downtown Mobility Action Plan Open House - 10/11	West Seattle and Ballard
10/12/2018	10/12/18 On-site meeting with North Coast Electric for vault installation	East Link
10/12/2018	Centro Rendu Kent	Federal Way Link
10/14/2018	Blake Jones and Kathy Leotta tabled for 522 BRT at the Lake Forest Park Town Center Vision Open House on 10/14	SR 522/NE 145th BRT
10/15/2018	Eastside Neighborhood Council Briefing 10/15	Tacoma Dome Link
10/15/2018	522 BRT at Shoreline City Council	SR 522/NE 145th BRT
10/15/2018	Delridge PACE Pop-Up - 10/15	West Seattle and Ballard
10/15/2018	Tabling at Auburn Library	Kent and Auburn Station Access Improvements
10/15/2018	Eastside Neighborhood Advisory Council of Tacoma - TDLE project update	Tacoma Dome Link
10/16/2018	Feet First West Seattle Light Rail Walk & Talk	West Seattle and Ballard
10/16/2018	FWLE Neighborhood Briefing: Camelot Square MHP	Federal Way Link
10/17/2018	522 BRT Community Workshop #4 - Shoreline/Seattle, 1-3pm	SR 522/NE 145th BRT
10/17/2018	522 BRT Community Workshop #4 - Shoreline/Seattle, 6-8pm	SR 522/NE 145th BRT
10/17/2018	Uplake Neighborhood Association posted a public flyer about the removal of the SR 522/61st bus station	SR 522/NE 145th BRT
10/17/2018	WSB: flyering for boring work on Spring St and 5th Ave	West Seattle and Ballard
10/17/2018	BRT Bus Rapid Transit Public Meeting	Lynnwood Link
10/18/2018	HTLE: Link and Drink	Tacoma Link
10/18/2018	Bellevue Mingle	East Link
10/18/2018	Kent Station Parking and Access Improvements Open House	Kent and Auburn Station Access Improvements
10/18/2018	Hilltop Business Association meeting-10-18-18	Tacoma Link
10/23/2018	Pacific Luthern University Writing 101 Class on Public Transportation - Pierce County Service & TDLE Project Update/Briefing	Tacoma Dome Link
10/23/2018	522 BRT NE 145th Street traffic analysis follow-up discussion	SR 522/NE 145th BRT
10/24/2018	EI Centro de la Raza Briefing - 10/24	West Seattle and Ballard
10/24/2018	St. Paul Chong Hasang Church Briefing 10/24	Tacoma Dome Link
10/24/2018	Delridge Neighborhoods Development Association (DNDA) Briefing - 10/24	West Seattle and Ballard
10/24/2018	West Seattle Junction Association (WSJA) Briefing - 10/24	West Seattle and Ballard
10/24/2018	Construction Career Connections	Tacoma Link
10/24/2018	WSB: flyering for boring work on Olive Way	West Seattle and Ballard
10/25/2018	TDLE SAW 2 - South Federal Way and Fife	Tacoma Dome Link
10/25/2018	Blake Jones gave a presentation on 522 and I-405 BRT to Hopelink's North King County Mobility Coalition on 10/25 in Shoreline	I-405 BRT, SR 522/NE 145th BRT
10/26/2018	522 BRT volume discussion with Sound Transit and city of Shoreline	SR 522/NE 145th BRT
10/30/2018	10/30/18 Onsite meeting at Bellevue Tennis Academy (EL 300)	East Link
10/30/2018	Auburn Open House	Kent and Auburn Station Access Improvements
11/1/2018	Auburn Library tabling	Kent and Auburn Station Access Improvements
11/2/2018	Meeting	Puyallup and Sumner Station Access Improvements
11/2/2018	WSB: flyering for boring work on Olive Way	West Seattle and Ballard
11/5/2018	WSB Stakeholder Advisory Group Meeting #10	West Seattle and Ballard
11/5/2018	Puget Ridge Neighborhood Council Briefing - 11/5	West Seattle and Ballard
11/5/2018	Kent Library Tabling	Federal Way Link, Kent and Auburn Station Access Improvements
11/5/2018	Distributed flyers at Buena Vista	Kent and Auburn Station Access Improvements
11/5/2018	WFM/ST Phase 2 of Pedestrian Path	East Link



Start Date	Event Title	Project
11/7/2018	Stadium HS meeting --11-7-18	Tacoma Link
11/7/2018	Southwest District Council Briefing - 11/7	West Seattle and Ballard
11/8/2018	South King County Mobility Coalition Briefing 11/8	Tacoma Dome Link, Federal Way Link
11/8/2018	SODO BIA State of SODO - 11/8	West Seattle and Ballard
11/8/2018	Tabling at the Dome District Business Association Mtg-11-8-18	Tacoma Dome Link, Tacoma Link
11/8/2018	Presentation at Council Meeting	Federal Way Link, Kent and Auburn Station Access Improvements
11/8/2018	Stopped by with info on Stewart St work & property impacts	Puyallup and Sumner Station Access Improvements
11/8/18	Southeast Redmond businesses meeting with City of Redmond	Downtown Redmond Link Ext
11/9/2018	Hilltop Street Fair Recognition Event	Tacoma Link
11/9/2018	Tabling at Downtown on the Go Luncheon 11/9	Tacoma Dome Link, Tacoma Link
11/9/2018	WSB Elected Leadership Staff Briefing - 11/9	West Seattle and Ballard
11/13/2018	11/13/18 Meeting with Urban Visions	East Link
11/13/2018	Distributed HTLE construction alerts door-to-door-11-13-18	Tacoma Link
11/14/2018	522 BRT briefing at Sheridan Beach Annual General Meeting	SR 522/NE 145th BRT
11/14/2018	HTLE Coffee with the Contractor	Tacoma Link
11/15/2018	Mercer Corridor Stakeholder Committee Briefing - 11/15	West Seattle and Ballard
11/15/2018	Tiburon Condo Board Briefing - 11/15	West Seattle and Ballard
11/15/2018	Somali Health Board Presentation	Federal Way Link
11/15/2018	Kent Providers Network Meeting	Federal Way Link, Kent and Auburn Station Access Improvements
11/15/2018	522 BRT City Managers Group call on 11/15/2018	SR 522/NE 145th BRT
11/16/2018	Evergreen Treatment Center Social Svc Provider Interview - 11/16	West Seattle and Ballard
11/16/2018	Public Stadium Authority and Mariners Briefing - 11/16	West Seattle and Ballard
11/19/2018	West Seattle JuNO Briefing - 11/19	West Seattle and Ballard
11/19/2018	HTLE Groundbreaking	Tacoma Link
11/19/2018	CID Community Vision and Action Plan Community Meeting - 11/19	West Seattle and Ballard
11/20/2018	Magnolia Community Council Trustees Briefing - 11/20	West Seattle and Ballard
11/20/2018	11/20/18 - Mercer Island Kiwanians Briefing	East Link
11/20/2018	Noise Monitoring - Outdoor Only	Lynnwood Link
11/21/2018	Pierce County Chief Appointed Officials Meeting - Pierce County service update	Tacoma Dome Link
11/21/2018	11/21/18 Heritage claim discussion	East Link
11/26/2018	Recovery Cafe Social Service Provider Interview - 11/26	West Seattle and Ballard
11/26/2018	Contacted HTLE businesses to request email for business relations program	Tacoma Link
11/26/2018	Electrical Service field observation	Lynnwood Link
11/26/2018	Civil Design Survey	Lynnwood Link
11/27/2018	North Seattle Industrial Association (NSIA) Briefing - 11/27	West Seattle and Ballard
11/27/2018	HTLE briefing: House of Scott	Tacoma Link
11/28/2018	South Lake Union Community Council, Transportation Committee Briefing - 11/28	West Seattle and Ballard
11/28/2018	Transit Advisory Board Briefing - 11/28	West Seattle and Ballard
11/28/2018	Microsoft shareholders meeting and campus 360 xperience	East Link, Downtown Redmond Link Ext
11/28/2018	International Examiner Briefing - 11/28	West Seattle and Ballard
11/28/2018	Briefing with Tacoma Councilman Thoms-11-28-18	Tacoma Dome Link, Tacoma Link
11/28/2018	I-405 BRT Interagency Group Meeting #7	I-405 BRT, SR 522/NE 145th BRT
11/29/2018	525 Broadway building - HTLE update-11-29-18	Tacoma Link
11/29/2018	Marine Exchange of Puget Sound Waterway User Meeting - 11/29	West Seattle and Ballard
11/29/2018	HTLE coordination mtg with MultiCare-11-29-18	Tacoma Link
11/29/2018	Magnolia & Queen Anne News Briefing - 11/29	West Seattle and Ballard
11/29/2018	FWLE Neighborhood Briefing: Heritage Court Condos	Federal Way Link
11/30/2018	Distribute Tower Crane Removal at UDS Alerts	Northgate Link
11/30/2018	TDLE Elected Leadership Group Meeting 6	Tacoma Dome Link
11/30/2018	I-405 BRT Elected Leadership Group Meeting #3 (Joint with SR 522/NE 145th BRT ELG)	I-405 BRT, SR 522/NE 145th BRT
12/4/2018	Seattle City Council, Sustainability and Transportation Committee Briefing - 12/4	West Seattle and Ballard
12/4/2018	West Seattle YMCA Social Service Provider Interview - 12/4 - CANCELED	West Seattle and Ballard
12/5/2018	Helping Link Social Service Provider Interview - 12/5	West Seattle and Ballard

Start Date	Event Title	Project
12/5/2018	12/05/18 On-site visit with Bentley Bellevue	East Link
12/6/2018	WestSide Baby Social Service Provider Interview - 12/6	West Seattle and Ballard
12/7/2018	East Side Easy Rider briefing	East Link
12/7/2018	Coffee Chat about Redmond Link Extension (Hopelink)	Downtown Redmond Link Ext
12/7/2018	SODO BIA Transportation Committee Briefing - 12/7	West Seattle and Ballard
12/7/2018	Centro Rendu: Las Posadas de Kent	Federal Way Link, Kent and Auburn Station Access Improvements
12/8/2018	Dickens Festival at Stadium 2018	Tacoma Link
12/10/2018	ORCA Lift Providers Meeting	Federal Way Link
12/11/2018	I-405 BRT emailed neighborhood associations with project briefing requests	I-405 BRT
12/12/2018	Greater Seattle Business Association (GSBA) Annual Meeting & Holiday Luncheon - 12/12	West Seattle and Ballard
12/12/2018	Real Change Tabling - 12/12	West Seattle and Ballard
12/12/2018	CenterPoint Properties Trust Briefing - 12/12	West Seattle and Ballard
12/12/2018	New Tacoma Neighborhood Council Meeting 12/12	Tacoma Dome Link
12/12/2018	City of Seattle, ST staff, and CM O'Brien discuss community feedback in C-ID	West Seattle and Ballard
12/12/2018	(12) Meydenbauer meeting shaking	East Link
12/13/2018	MultiCare Coordination Meeting-12-13-18	Tacoma Link
12/13/2018	Pacific Terminals, SeaPac & Island Tug and Barge Briefing - 12/13	West Seattle and Ballard
12/13/2018	Seattle Planning Commission briefing - 12/13	West Seattle and Ballard
12/14/2018	Port of Seattle Harbor Island Business Group Briefing - 12/14	West Seattle and Ballard
12/17/2018	Meeting with Federal Way Staff 12/17	Tacoma Dome Link, Federal Way Link
12/18/2018	SCIDpda Property Manager Meeting - 12/18	West Seattle and Ballard
12/18/2018	522 BRT City Managers Group Meeting on 12/11/18	SR 522/NE 145th BRT
12/19/2018	WSB Level 3 CID Outreach Meeting with Community Liaisons	West Seattle and Ballard
12/19/2018	Rainier View Senior Apartments Briefing 12/19	Tacoma Dome Link
12/19/2018	FWLE Neighborhood Briefing: S 275th PI to 27th Ave S	Federal Way Link
12/19/2018	TDLE and HTLE update for Tacoma Transportation Commission	Tacoma Dome Link, Tacoma Link
12/20/2018	Hilltop Business Association Meeting -12-20-18	Tacoma Link
12/21/2018	Eastside Collaborative Meeting - 12/21	Tacoma Dome Link
1/10/2019	Delta Marine Industries Inc Waterway User Interview - 1/10	West Seattle and Ballard
1/10/2019	Harbor Island Machine Works and Titan Electric Waterway User Interview - 1/10	West Seattle and Ballard
1/10/2019	FWLE Neighborhood Briefing: Military Rd S	Federal Way Link
1/10/2019	1/10/19 Briefing on TDLE to the Transit Access Stakeholders	Tacoma Dome Link
1/10/2019	Uwajimaya Publix Tour - 1/10	West Seattle and Ballard
1/11/2019	1/11/19 Briefing on TDLE with Tacoma JMAC	Tacoma Dome Link
1/11/2019	SSA Terminals, Port of Seattle and NWSA Briefing - 1/11	West Seattle and Ballard
1/14/2019	Presentation to Kent Downtown Partnership	Federal Way Link, Kent and Auburn Station Access Improvements
1/14/2019	01/14/2019 Call with Chris to discuss upcoming driveway work	East Link
1/14/2019	Briefed Juanita Neighborhood Association in Kirkland on 1/14/19	I-405 BRT
1/14/2019	Briefed the Moss Bay Neighborhood Association in Kirkland	I-405 BRT
1/15/2019	Fife Library Office Hours - 1/15	Tacoma Dome Link
1/15/2019	Seattle Maritime Academy Waterway User Interview - 1/15	West Seattle and Ballard
1/15/2019	Multi Service Center All-Staff Meeting - 1/15	Tacoma Dome Link, Federal Way Link
1/16/2019	Port of Seattle, Neighborhood Advisory Committee Briefing - 1/16	West Seattle and Ballard
1/16/2019	Delridge Youngstown Neighborhood Briefing - 1/16	West Seattle and Ballard
1/16/2019	White Center CDA Social Service Provider Interview - 1/16	West Seattle and Ballard
1/16/2019	Briefed the Highlands Neighborhood Assn in Kirkland on 1/16	I-405 BRT
1/17/2019	Downtown Seattle Association (DSA) Briefing - 1/17	West Seattle and Ballard
1/18/2019	01/18/19 Onsite meeting with MGI property management for fire system	East Link
1/22/2019	01/22/19 Call with Ken to talk about PSE Gas work in parcel	East Link
1/23/2019	Federal Way Library Office Hours - 1/23	Tacoma Dome Link, Federal Way Link, OMF South
1/23/2019	O'Brien/Tacoma RV Briefing - 1/23	Tacoma Dome Link
1/23/2019	Presentation to Auburn Valley Kiwanis	Federal Way Link, Kent and Auburn Station Access Improvements, Sounder South Capacity Expansion
1/23/2019	WSB: flyering for boring work on SW Genesee St	West Seattle and Ballard

Start Date	Event Title	Project
1/23/2019	Called organizations to invite them to Tier 2 of Phase 1 briefings on the I-405 BRT project	I-405 BRT
1/24/2019	Alliance for Pioneer Square Board - 1/24	West Seattle and Ballard
1/24/2019	FWLE Neighborhood Briefing: Saybrook Condos	Federal Way Link
1/24/2019	Nora Chan Briefing - 1/24	West Seattle and Ballard
1/24/2019	Pierce Transit BRT Open House 1/24	Tacoma Dome Link
1/26/2019	Tet Festival 2019	West Seattle and Ballard
1/28/2019	522 BRT January 2019 Online Open House	SR 522/NE 145th BRT
1/29/2019	Briefed the Kenndale Neighborhood Association in Renton	I-405 BRT
1/29/2019	Briefed the Everest Neighborhood Association in Kirkland on 1/29/19	I-405 BRT
1/29/2019	Eastern Hotel Apartments Listening Session - 1/29	West Seattle and Ballard
1/29/2019	01/29/19 Call with Rudy to check-in about sign placement and one-way	East Link
1/29/2019	Briefed Eastside Easy Rider Collaborative on 1/29/19	I-405 BRT
1/29/2019	Pierce Transit BRT Open House 1/29	Tacoma Dome Link
1/30/2019	Federal Way Library Office Hours - 1/30	Tacoma Dome Link, Federal Way Link, OMF South
1/30/2019	WSB Stakeholder Advisory Group Meeting #12	West Seattle and Ballard
1/30/2019	522 BRT January 2019 Drop-in Session #1	SR 522/NE 145th BRT
1/31/2019	522 BRT January 2019 Drop-in Session #2	SR 522/NE 145th BRT
1/31/2019	Washington Boating Alliance, Leadership Summit Briefing - 1/31	West Seattle and Ballard
2/11/2019	West Seattle Chamber of Commerce Briefing - 2/11 - BEING RESCHEDULED	West Seattle and Ballard
2/13/2019	SeaTac Hotel/Motel Advisory Committee Presentation	Federal Way Link
2/13/2019	New Tacoma Neighborhood Council - 2/13	Tacoma Dome Link
2/13/2019	I-405 BRT Interagency Group Meeting #8	I-405 BRT
2/14/2019	Seattle Planning Commission Briefing - 2/14	West Seattle and Ballard
2/14/2019	Meeting to discuss FWLE Business Outreach	Federal Way Link
2/14/2019	Dome District Meeting 2/14	Tacoma Dome Link
2/15/2019	WSBLE Scoping Comments	West Seattle and Ballard
2/15/2019	Domingo Viernes Apartments Listening Session - 2/15	West Seattle and Ballard
2/15/2019	Transit Access Coalition Briefing - 2/15	West Seattle and Ballard
2/15/2019	WSBLE Scoping: open house posters	West Seattle and Ballard
2/15/2019	I-405 BRT Elected Leadership Group Meeting #4	I-405 BRT
2/15/2019	WSBLE Scoping: Online and Print Display Ads	West Seattle and Ballard
2/16/2019	CID door-to-door business outreach w/ community liaisons - 2/16	West Seattle and Ballard
2/19/2019	Seattle Freight Advisory Board Briefing - 2/19	West Seattle and Ballard
2/19/2019	Chelan Cafe Briefing - 2/19	West Seattle and Ballard
2/19/2019	Historic South Downtown briefing - 2/19	West Seattle and Ballard
2/20/2019	Nihonmachi Terrace Listening Session - 2/20	West Seattle and Ballard
2/20/2019	Pinehurst Community Meeting	Lynnwood Link
2/20/2019	HTLE Coffee with the Contractor-2-20-19	Tacoma Link
2/21/2019	Port of Seattle Harbor Island Truck Stakeholder Group Briefing	West Seattle and Ballard
2/21/2019	02/21/19 Onsite meeting with Simone Plaza property management for irrigation	East Link
2/21/2019	Milton Community Office Hours - 2/21	Tacoma Dome Link
2/22/2019	TDLE Elected Leadership Group Meeting 7	Tacoma Dome Link
2/22/2019	CID Community Station Workshop flyering and postering - 2/22	West Seattle and Ballard
2/22/2019	522 BRT Elected Leadership Group Meeting #5	SR 522/NE 145th BRT
2/23/2019	Fix-It Fair - 2/23	Tacoma Dome Link
2/25/2019	University of Washington Briefing - 2/25	West Seattle and Ballard
2/25/2019	CID Community Station Workshop flyering and postering - 2/25	West Seattle and Ballard
2/26/2019	East Tacoma Community Office Hours 2/26	Tacoma Dome Link
2/26/2019	Kent Cultural Communities Board	Federal Way Link, Kent and Auburn Station Access Improvements, OMF South
2/27/2019	WSB West Seattle Scoping Open House & Neighborhood Forum	West Seattle and Ballard
2/27/2019	Parkwood Ice Cream Social	Lynnwood Link
2/27/2019	Offices of Arts and Culture and Planning and Design Briefing - 2/27	West Seattle and Ballard
2/27/2019	Frye Commerce Center Property Owner Meeting - 2/27	West Seattle and Ballard
2/28/2019	WSB Ballard-Interbay Scoping Open House and Neighborhood Forum - 2/28	West Seattle and Ballard
2/28/2019	Ballard NW Senior Center Briefing - 2/28	West Seattle and Ballard

Start Date	Event Title	Project
2/28/2019	2/28/19 Mercer Island Aubrey Davis Park Master Plan Open House	East Link
2/28/2019	West Seattle Democratic Women Briefing - 2/28	West Seattle and Ballard
2/28/2019	OMFS Kent Field Visits 2/28	OMF South
2/28/2019	Federal Way State of the City - 2/28	Tacoma Dome Link, Federal Way Link, OMF South
2/28/2019	Presented to DSHS staff	I-405 BRT, Lynnwood Link, Edmonds and Mukilteo Parking and Access
2/28/2019	Expedia Briefing - 2/28	West Seattle and Ballard
2/28/2019	Field visits to Kent Businesses 2/28	OMF South
3/11/2019	Pigeon Point Neighborhood Council Briefing - 3/11	West Seattle and Ballard
3/11/2019	NP Hotel Listening Session - 3/11	West Seattle and Ballard
3/11/2019	AIA Seattle, Transportation Task Force Briefing - 3/11	West Seattle and Ballard
3/12/2019	Delridge Community Station Workshop - 3/12	West Seattle and Ballard
3/12/2019	Coastal Transportation Briefing - 3/12	West Seattle and Ballard
3/12/2019	OMF South Federal Way open house	OMF South
3/12/2019	CID door-to-door business outreach in Japantown - 3/12	West Seattle and Ballard
3/12/2019	Jackson Park & Ride Closure Shift 2	Lynnwood Link
3/13/2019	CID Community Station Workshop - 3/13	West Seattle and Ballard
3/13/2019	King County Metro Management Briefing - 3/13	West Seattle and Ballard
3/13/2019	Ballard Alliance Briefing - 3/13	West Seattle and Ballard
3/13/2019	WSDOT Briefing - 3/13	West Seattle and Ballard
3/14/2019	Briefed the South King County Mobility Coalition in Renton	I-405 BRT, OMF South
3/14/2019	Dome District Meeting 3/14	Tacoma Dome Link
3/14/2019	Jackson Park & Ride Closure Shift 3	Lynnwood Link
3/14/2019	Transit Talks 10 years of link light rail - 3/14	West Seattle and Ballard
3/15/2019	Flying at Kent Organizations - 3/15	OMF South
3/15/2019	East Link Briefing to SAP/Concur Veterans Association	East Link
3/18/2019	Presentation to Mukilteo Seniors Association	Edmonds and Mukilteo Parking and Access
3/18/2019	Briefed the North Rose Hill Neighborhood Association in Kirkland	I-405 BRT
3/18/2019	Briefed the Juanita Neighborhood Assn in Kirkland on 3/18/19	I-405 BRT
3/18/2019	Blake Jones and Ivonne Rivera-Martinez tabled at the SR 522 to SR 527 ETLs Improvement Project Open House for 522/I-405 BRT	I-405 BRT, SR 522/NE 145th BRT
3/19/2019	Pioneer Square Residents' Council Briefing - 3/19	West Seattle and Ballard
3/19/2019	SCIDpda Board Briefing - 3/19	West Seattle and Ballard
3/19/2019	Futurewise Luncheon - 3/19	West Seattle and Ballard
3/19/2019	HTLE Drop-in meeting-3-19-19	Tacoma Link
3/19/2019	Tacoma City Council Study Session-3-19-19	Tacoma Dome Link, Tacoma Link
3/19/2019	Leda and Nora Chan one-on-one briefing - 3/19	West Seattle and Ballard
3/20/2019	Edmonds/Mukilteo Online Open House	Edmonds and Mukilteo Parking and Access
3/20/2019	HTLE Coffee with the Contractor-3-20-19	Tacoma Link
3/20/2019	International House Senior Living Briefing - 3/20	West Seattle and Ballard
3/20/2019	Field visits to Federal Way Businesses 3/20	OMF South
3/21/2019	WSB Stakeholder Advisory Group Meeting #13	West Seattle and Ballard
3/21/2019	Hilltop Business Association meeting-3-21-19	Tacoma Link
3/21/2019	Korean Community Quarterly Meeting Briefing - 3/21	Tacoma Dome Link, OMF South
3/21/2019	East Link Presentation to TELOS Program of Bellevue College	East Link
3/21/2019	Federal Way Chamber OMFS Roundtable Briefing - 3/1	Tacoma Dome Link, OMF South
3/21/2019	West Seattle Neighbor distributes flyer warning neighborhood of likely eminent domain	West Seattle and Ballard
3/22/2019	Washington Federal Briefing - 3/22	West Seattle and Ballard
3/25/2019	West Seattle JuNO and East Alaska Junction briefing - 3/25	West Seattle and Ballard
3/25/2019	Faye Hu and Nora Chan meeting - 3/25	West Seattle and Ballard
3/25/2019	Jackson Park & Ride Closure Shift 5	Lynnwood Link
3/25/2019	5th Avenue Closure Phase 2	Lynnwood Link
3/26/2019	TDLE Stakeholder Group Meeting 5	Tacoma Dome Link
3/26/2019	North Seattle Industrial Association (NSIA) Briefing - 3/26	West Seattle and Ballard
3/26/2019	Presentation to Snohomish Workforce Local Planning Area	I-405 BRT, Lynnwood Link, Edmonds and Mukilteo Parking and Access
3/27/2019	5th and Madison Condos Midtown Station tour - 3/27	West Seattle and Ballard
3/27/2019	Jackson Park & Ride Closure Shift 6	Lynnwood Link
3/28/2019	5th and Madison Condos briefing - 3/28	West Seattle and Ballard



Start Date	Event Title	Project
3/28/2019	Distributed notification door-to-door about Division & I St. closure	Tacoma Link
3/29/2019	WSBLE Elected Leadership Group Meeting #6 - 3/29	West Seattle and Ballard
3/29/2019	DRLE Redmond Senior Advisory Committee briefing	Downtown Redmond Link Extension
3/29/2019	BRT Bothell Connection Workshop #1	I-405 BRT, SR 522/NE 145th BRT
3/30/2019	Mukilteo Library information table	Edmonds and Mukilteo Parking and Access
3/31/2019	Mukilteo platform outreach for Mariners train	Edmonds and Mukilteo Parking and Access
3/31/2019	CID scoping comment work party with Faye Hu - 3/31	West Seattle and Ballard
4/10/2019	04/10/19 Call with Joni about water shutoff notification	East Link
4/10/2019	(2) Leda reminds SAG of Meeting #14 and provides materials	West Seattle and Ballard
4/10/2019	Stadium Historic Business District Association mtg-4-10-19	Tacoma Link
4/10/2019	Field visits to Tacoma Dome Businesses - 4/10	Tacoma Dome Link
4/11/2019	Presentation to Kent Mill Creek Neighborhood Association	Federal Way Link, Kent and Auburn Station Access Improvements, OMF South
4/11/2019	True Jesus Church Meeting	Lynnwood Link
4/11/2019	Downtown on the Go Board meeting-4-11-19	South Capacity Expansion
4/12/2019	Flying in Surrey Downs	East Link
4/12/2019	Tacoma Area Commission on People with Disabilities meeting	Tacoma Dome Link, Tacoma Link
4/12/2019	Flying at Fife Businesses 4/12	Tacoma Dome Link
4/15/2019	Dome District Briefing - 4/15	Tacoma Dome Link
4/15/2019	Kathleen Barry Johnson, Historic South Downtown Briefing - 4/15	West Seattle and Ballard
4/15/2019	Hilltop Action Coalition meeting -4-15-19	Tacoma Link
4/15/2019	(3) Leda reminds SAG of Meeting #14 and provides materials	West Seattle and Ballard
4/16/2019	TDLE scoping public meeting - Fife	Tacoma Dome Link
4/16/2019	HTLE Drop-in Meeting-4-16-19	Tacoma Link
4/17/2019	WSB Stakeholder Advisory Group Meeting #14	West Seattle and Ballard
4/17/2019	TDLE scoping public meeting - Tacoma Dome	Tacoma Dome Link
4/18/2019	Hilltop Business Association meeting-4-18-19	Tacoma Link
4/18/2019	South Federal Way Business Field Visits - 4/18	Tacoma Dome Link
4/19/2019	South Federal Way Field Visits - 4/19	Tacoma Dome Link
4/20/2019	SCIDpda 2019 Spring Egg Hunt - 4/20	West Seattle and Ballard
4/20/2019	Jackson Park & Ride Closure Shift 4	Lynnwood Link
4/23/2019	TDLE scoping public meeting - Federal Way	Tacoma Dome Link
4/23/2019	04/23/19 Onsite meeting with North Coast Electric	East Link
4/25/2019	Uwajimaya Village Vendor Fair - 4/25	West Seattle and Ballard
4/25/2019	04/25/19 Quick chat with Cesar about cars in TCE area	East Link
4/25/2019	Leda thanks SAG for Meeting #14	West Seattle and Ballard
4/26/2019	WSBLE Elected Leadership Group Meeting #7 - 4/26	West Seattle and Ballard
4/27/2019	CID BIA 2019 CID Spring Clean - 4/27	West Seattle and Ballard
4/27/2019	Table at Auburn Valley YMCA Healthy Kids Day	Kent and Auburn Station Access Improvements
4/28/2019	EL1 Vision Night	Tacoma Dome Link
4/30/2019	I-405 BRT briefing/tabling: Northshore YMCA	I-405 BRT, SR 522/NE 145th BRT
4/30/2019	Hilltop Drop-in Meeting-4-30-19	Tacoma Link
5/10/2019	United Motor Freight Briefing - 5/10	West Seattle and Ballard
5/10/2019	Phone briefing w/ Teresa on Auburn garage	Kent and Auburn Station Access Improvements
5/14/2019	LLE - Meet with realtors to provide project info	Lynnwood Link
5/14/2019	522 BRT NE 145th Street and 5th Ave ICE Analysis Discussion	SR 522/NE 145th BRT
5/15/2019	WSBLE Early Scoping: open house poster	West Seattle and Ballard
5/15/2019	BRT Bothell Connection Workshop #2	I-405 BRT, SR 522/NE 145th BRT
5/17/2019	Pierce County Coordinated Transportation Coalition Briefing 5/17	Tacoma Dome Link
5/17/2019	Bike to Work Day Bellevue Transit Center	East Link
5/22/2019	Sammamish Transportation Fair	North Sammamish Park and Ride
5/22/2019	Vulcan Briefing - 5/22	West Seattle and Ballard
5/22/2019	5th and 6th Ave borings: preliminary door-to-door outreach	West Seattle and Ballard
5/23/2019	WSBLE Sound Transit Board meeting - 5/23	West Seattle and Ballard
5/23/2019	Table at WA State Ferries Mtg	Edmonds and Mukilteo Parking and Access
5/24/2019	BNSF Briefing - 5/24	West Seattle and Ballard
5/24/2019	05/24/19 Onsite meeting to discuss closure of 132nd AVE NE	East Link
5/29/2019	TDLE Stakeholder Group Meeting 6	Tacoma Dome Link
5/29/2019	Preconstruction briefing with the Meadows	Downtown Redmond Link Extension
5/30/2019	SDOT and Metro RapidRide H Open House - 5/30	West Seattle and Ballard

Start Date	Event Title	Project
5/30/2019	WSBLE Fieldwork Test Sites at Seattle Center Campus	West Seattle and Ballard
5/30/2019	05/30/19 Interim CDA Briefing	East Link
5/31/2019	TDLE Elected Leadership Group Meeting 8	Tacoma Dome Link
6/11/2019	BRT Bothell Connection Workshop #3	I-405 BRT, SR 522/NE 145th BRT
6/12/2019	New Tacoma Neighborhood Council meeting - 6/12	Tacoma Dome Link
6/12/2019	Meeting with VT Radio and East Tacoma Collaborative - 6/12	Tacoma Dome Link
6/13/2019	522 BRT Right of Entry process meeting with Sound Transit and Seattle Parks Department	SR 522/NE 145th BRT
6/13/2019	Presentation to North Park Neighborhood Assoc	Federal Way Link, Kent and Auburn Station Access Improvements, Sounder South Capacity Expansion, OMF South
6/13/2019	Christian Faith Center School Board Briefing - 6/13	OMF South
6/14/2019	TDLE Elected Leadership Group Meeting 9	Tacoma Dome Link
6/14/2019	522 BRT 145th Bus Expansion Meeting with ST and Seattle Housing Authority	SR 522/NE 145th BRT
6/15/2019	I-405 BRT Fair/Festival: Burien Strawberry Days	I-405 BRT
6/19/2019	Mercer Corridor Stakeholder Committee Briefing - 6/19	West Seattle and Ballard
6/19/2019	Lisa Nitze, Nitze-Stagen Briefing - 6/19	West Seattle and Ballard
6/19/2019	6/19 Meeting with City of Redmond, Value Village property manager, and property owner's architect	Downtown Redmond Link Extension
6/19/2019	522 BRT Meeting with the City of Woodinville	SR 522/NE 145th BRT
6/20/2019	522 BRT Sound Transit Meeting with Lake Forest Park	SR 522/NE 145th BRT
6/21/2019	Mark Weed, SODO property owner briefing - 6/21	West Seattle and Ballard
6/24/2019	Coastal Transportation Briefing - 6/24	West Seattle and Ballard
6/25/2019	Table at City of Sumner Open House	Puyallup and Sumner Station Access Improvements
6/26/2019	Erin Goodman, SODO BIA briefing - 6/26	West Seattle and Ballard
6/27/2019	Drop-in visit to store	Downtown Redmond Link Extension
6/28/2019	522 BRT Meeting with the City of Bothell	SR 522/NE 145th BRT
6/28/2019	Phone briefing on appraisal & acquisition timeline	Kent and Auburn Station Access Improvements
6/28/2019	522 BRT Meeting with Ryan Basile and 145th neighbors	SR 522/NE 145th BRT
6/29/2019	Dragon Fest 2019	West Seattle and Ballard
6/29/2019	DNDA Arts in Nature Festival 2019 - 6/29 - 6/30	West Seattle and Ballard
7/11/2019	North Sammamish Park and Ride Open House	North Sammamish Park and Ride
7/12/2019	West Seattle Summer Fest 2019	West Seattle and Ballard
7/12/2019	Ballard Seafood Fest 2019	West Seattle and Ballard
7/12/2019	Redmond Derby Days	East Link, Downtown Redmond Link Extension
7/12/2019	Interlm CDA 44th Annual Pig Roast - 7/12 - 7/13	West Seattle and Ballard
7/12/2019	Eugene Wasserman Briefing - 7/12	West Seattle and Ballard
7/18/2019	522 BRT Briefing with Yakima Fruit Market	SR 522/NE 145th BRT
7/22/2019	Microsoft east campus 360 Xperience open house	East Link, Downtown Redmond Link Ext
7/23/2019	Microsft east campus 360 Xperience Open House	East Link, Downtown Redmond Link Ext
7/26/2019	Bellevue 6th Street Arts Fair	East Link
8/16/2019	Party on the Plateau	North Sammamish Park and Ride
8/20/2019	Presentation to Puyallup DSHS Staff Mtg	Puyallup and Sumner Station Access Improvements, Sounder S Capacity Expansion
9/10/2019	Sounder South Capacity Exansion: OOH and 8 Drop-In Sessions	Sounder South Capacity Expansion
9/18/2019	Sounder Capacity presentation to STNC	Sounder South Capacity Expansion
1/3/2019	522 BRT City Managers Group Meeting on 1/3/19	SR 522/NE 145th BRT
1/4/2018	WSB Elected Leadership Group Meeting #1	West Seattle and Ballard
1/4/2019	Coastal Transportation Waterway User Meeting - 1/4	West Seattle and Ballard
1/4/2019	Centro Rendu Renton: La Epifania	I-405 BRT, Federal Way Link
1/4/2019	Tabled at the Centro Rendu community event in Renton on 1/4/19	I-405 BRT
1/4/2019	Meeting with Tacoma Public Utilities Outreach - 1/7	Tacoma Dome Link
1/7/2019	Fife Library Office Hours 1/7	Tacoma Dome Link
1/8/2019	522 BRT Elected Leadership Group Meeting #4	SR 522/NE 145th BRT
1/8/2019	South Downtown Stakeholders Briefing - 1/8	West Seattle and Ballard
1/8/2019	Stakeholder Interview	Edmonds and Mukilteo Parking and Access
1/8/2019	Briefed the LaCrosse Homeowners Association in Newcastle on	I-405 BRT
1/8/2019	Briefed the South Rose Hill/Bridle Trails Neighborhood Association in Kirkland on 1/8/19	I-405 BRT
1/8/2019	I-405 BRT Winter 2019 Online Open House from 1/8 to 2/14/19	I-405 BRT
1/9/2019	1/9/19 Mercer Island Chamber of Commerce Briefing	East Link

Start Date	Event Title	Project
1/9/2019	Healthpoint Federal Way/King County Public Health Briefing 1/9	Tacoma Dome Link, Federal Way Link
1/9/2019	WSB Stakeholder Advisory Group Meeting #11	West Seattle and Ballard
1/9/2019	HTLE Quarterly Steering Committee Meeting -1-9-19	Tacoma Link
1/9/2019	Delridge Community Center Social Service Provider Interview - 1/9	West Seattle and Ballard
1/9/2019	Meltec / Young Corporation Waterway User Interview - 1/9	West Seattle and Ballard
1/9/2019	Federal Way Diveristy Commission	Tacoma Dome Link, Federal Way Link
1/9/2019	OVS nighttime road closure for girder setting door to door	East Link
1/9/2019	New Tacoma Neighborhood Council Meeting - 1/9	Tacoma Dome Link
2/1/2019	WSBLE Elected Leadership Group Meeting #5	West Seattle and Ballard
2/2/2018	WSBLE: Early Scoping Comment Forms	West Seattle and Ballard
2/2/2019	CID door-to-door business outreach with community liaison - 2/2	West Seattle and Ballard
2/2/2019	Step Forward 02/02/2019: West Seattle & Ballard Link Ext.	West Seattle and Ballard
2/5/2018	Early scoping open house: posters	West Seattle and Ballard
2/5/2019	02/05/19 Park Place onsite meeting for NE 20th ST solutions	East Link
2/6/2018	522 BRT SR 522 BRT/Bothell Coordination Meeting	SR 522/NE 145th BRT
2/6/2019	Delridge Neighborhoods Development Association (DNDA) WSBLE corridor tour - 2/6	West Seattle and Ballard
2/6/2019	Public Stadium Authority and Mariners Briefing - 2/6	West Seattle and Ballard
2/7/2018	Field work flyering: GEO-EX @ G104, PP17	Lynnwood Link
2/7/2018	522 BRT UW Bothell and Cascadia College Meeting	SR 522/NE 145th BRT
2/7/2019	SCIDpda 2019 CID Kickoff - 2/7	West Seattle and Ballard
2/7/2019	Seattle Center Board of Commissioners Briefing - 2/7	West Seattle and Ballard
2/7/2019	522 BRT City Managers Group Meeting on 2/7/19	SR 522/NE 145th BRT
2/8/2018	WSB Stakeholder Advisory Group Meeting #1	West Seattle and Ballard
2/8/2018	Seattle Planning Commission Briefing - 2/8	West Seattle and Ballard
2/8/2019	Meeting with Suzanne of SDPA	Puyallup & Sumner Station Access Imp
2/8/2019	Duwamish Crossing Maritime Industrial Stakeholders Briefing 2/8	West Seattle and Ballard
3/1/2018	Field work flyering: L272, 272.2, 287	Lynnwood Link
3/1/2018	Seattle Design Commission Briefing - 3/1	West Seattle and Ballard
3/1/2018	3/01/18 Curran Property Site Meeting with Legacy Partners	East Link
3/1/2018	522 BRT Meeting re LFP Parking Facility	SR 522/NE 145th BRT
3/1/2019	Pete Spalding, Pigeon Point Neighborhood Council, Briefing - 3/1	West Seattle and Ballard
3/1/2019	i2i poster for 3/13 CID Community Workshop - 3/1	West Seattle and Ballard
3/1/2019	Destination Delridge 2019 - 3/1	West Seattle and Ballard
3/2/2019	CID BIA 2019 Lunar New Year Festival - 3/2	West Seattle and Ballard
3/4/2019	Uptown Alliance, Transportation Committee Briefing - 3/4	West Seattle and Ballard
3/4/2019	South Downtown Stakeholders Briefing - 3/4	West Seattle and Ballard
3/4/2019	Field visits to Kent Businesses and Flyering at Kent/Federal Way organizations - 3/4	OMF South
3/4/2019	North Lake Improvement Club of Federal Way Briefing - 3/4	Tacoma Dome Link, OMF South
3/5/2018	The Coalition Magnolia, Queen Anne, and Interbay Neighborhoods Briefing - 3/5	West Seattle and Ballard
3/5/2018	Milton City Council - TDLE project overview & partnering agreement	Tacoma Dome Link
3/5/2019	South Lake Union Community Council Briefing - 3/5	West Seattle and Ballard
3/5/2019	WSB Agency Scoping Meeting - 3/5	West Seattle and Ballard
3/5/2019	Jackson Park & Ride Closure	Lynnwood Link
3/5/2019	Jackson Park & Ride Closure Shift 1	Lynnwood Link
3/5/2019	Kathleen Barry Johnson one-on-one briefing - 3/5	West Seattle and Ballard
3/6/2018	Seattle Women's Commission Briefing - 3/6	West Seattle and Ballard
3/6/2019	Harbor Safety Committee Briefing - 3/6	West Seattle and Ballard
3/6/2019	GSBA Board Meeting Briefing - 3/6	West Seattle and Ballard
3/6/2019	McMenamins Elks Temple Coordination Meeting-3-6-19	Tacoma Link
3/6/2019	SODO Station Conversation - 3/6	West Seattle and Ballard
3/6/2019	Federal Way Chamber Luncheon Briefing - 3/6	Tacoma Dome Link, OMF South
3/6/2019	Jackson HUB briefing - 3/6	West Seattle and Ballard
3/6/2019	Michael Taylor Judd one-on-one briefing - 3/6	West Seattle and Ballard
3/6/2019	Ron Chew one-on-one briefing - 3/6	West Seattle and Ballard
3/7/2018	Nucor Steel Briefing - 3/7	West Seattle and Ballard
3/7/18	Regional Access Mobility Partnership - TDLE project update and early scoping overview	Tacoma Dome Link
3/7/2018	Good Eggs Breakfast (Federal Way) - TDLE update & early scoping overview	Tacoma Dome Link
3/7/2019	Bates Technical College Briefing - 3/7	Tacoma Dome Link

Start Date	Event Title	Project
3/7/2019	WSB Downtown Scoping Open House and Neighborhood Forum	West Seattle and Ballard
3/7/2019	Call with Snethens	East Link
3/7/2019	LLE - Fieldwork flyering in Lynnwood along 200th	Lynnwood Link
3/7/2019	5th Avenue Closure Phase 1	Lynnwood Link
3/8/2018	Seattle Planning Commission Meeting - 3/8	West Seattle and Ballard
3/8/2018	Call with Daryl (Jeffrey) for cars parked in the right of way	East Link
3/8/2018	Call with Bill Sternoff to accomodate concrete trucks on 3/9/18	East Link
3/8/2018	Call back to Scott re the upcoming closure on NE 130th St.	East Link
3/8/2018	League of Women Voters Pierce County Transportation Forum -	
3/8/2018	Pierce County service & TDLE update	Tacoma Dome Link
3/8/2019	SeaMar Fife Briefing 3/8	Tacoma Dome Link
3/8/2019	Meeting with Woos	East Link
3/8/2019	Tabling at the Publix - 3/8	West Seattle and Ballard
3/8/2019	Tabling at Auburn Food Bank	Federal Way Link, Kent and Auburn Station Access Improvements, Sounder South Capacity Expansion, OMF South
3/8/2019	Meeting with Woos	East Link
3/8/2019	WSB: General Information Kiosk Rotation	West Seattle and Ballard
3/9/2018	3/09/18 Call with Ivan for irrigation system at Curran	East Link
3/9/2019	Delridge Community Center Tabling - 3/9	West Seattle and Ballard
4/1/2019	Hing Hay tabling - 4/1	West Seattle and Ballard
4/1/2019	CID Framework Capital Projects Coordination Workgroup 2nd Quarter Meeting - 4/1	West Seattle and Ballard
4/1/2019	TDLE Scoping period	Tacoma Dome Link
4/1/2019	TDLE scoping online open house	Tacoma Dome Link
4/2/2018	West Seattle JuNO Briefing - 4/2	West Seattle and Ballard
4/2/2018	Call with Anna to discuss Spring Blvd. Closure	East Link
4/2/2018	4/02/18 Call with Ivan for irrigation valve at Curran Business Park	East Link
4/2/2019	Call with MultiCare-Auburn on noise/vibration	Kent and Auburn Station Access Improvements
4/3/2018	522 BRT Interagency Group Meeting #1	SR 522/NE 145th BRT
4/3/2018	Northwest Seaport Alliance and Port of Seattle Joint Meeting - 4/3	West Seattle and Ballard
4/3/2019	Southwest District Council Briefing - 4/3	West Seattle and Ballard
4/4/2018	Southwest District Council Briefing - 4/4	West Seattle and Ballard
4/4/2018	522 BRT Elected Leadership Group Meeting #1	SR 522/NE 145th BRT
4/4/2018	OMFE Groundbreaking	OMF East
4/4/2018	Stadium High School/ST Project Update Meeting	Tacoma Link
4/4/2018	April 4 HEC Meeting	Tacoma Link
4/4/2018	04/04/18 call with Nick concerning access at the MGI driveway	East Link
4/4/2018	522 BRT Stakeholder Interview with Janet Quinn	SR 522/NE 145th BRT
4/4/2018	522 BRT King County Led meeting	SR 522/NE 145th BRT
4/4/2019	Leda reminds SAG of Meeting #14 and provides materials	West Seattle and Ballard
4/4/2019	04/04/19 Call to Darrel about parking at Simone Plaza	East Link
4/4/2019	Fife Property Owner and Businesses Field Visit - 4/4	Tacoma Dome Link
4/4/2019	Haller Lake Community Club Meeting	Northgate Link, Lynnwood Link
4/5/2018	Ballard Alliance Ratepayer Advisory Board Briefing - 4/5	West Seattle and Ballard
4/5/2018	522 BRT Briefing with Sheridan Shores community	SR 522/NE 145th BRT
4/5/2019	4/5/19 Noise Flyer Distribution Sturgus Ave	East Link
4/5/2019	4/5/19 IDS Early Work Outreach	East Link
4/5/2019	McMenamins construction update meeting-4-5-19	Tacoma Link
4/6/2018	door to door notification for paving work on SE 4th	East Link
4/6/2018	WSB ELG/SAG project tour #1	West Seattle and Ballard
4/6/2018	04/06/18 Call with BMW Bellevue about cameras	East Link
4/6/2018	522 BRT Stakeholder Interview with Mark Abersold	SR 522/NE 145th BRT
4/6/2018	Chinatown-International District Community Liaisons training and discussion	West Seattle and Ballard
4/8/2019	I-405 BRT South Renton Transit Center Workshop #1	I-405 BRT
4/9/2018	522 BRT Stakeholder Interview with Doug Levy	SR 522/NE 145th BRT
4/9/2018	Door-to-door for upcoming 130th Ave NE mid-roadway closure	East Link
5/1/2018	DRLE - NE 59th Street meeting	Downtown Redmond Link Extension
5/1/2018	Eastside Bike Bash Event	East Link
5/1/2018	King County Councilmember Joe McDermott Briefing - 5/1	West Seattle and Ballard
5/2/2018	Judkins Park Meet The Contractor Open House	East Link
5/2/2018	WSB Downtown Neighborhood Forum	West Seattle and Ballard



Start Date	Event Title	Project
5/2/2018	Angle Lake TOD tabling #2	
5/2/2018	InterIm CDA Briefing - 5/2	West Seattle and Ballard
5/2/2019	TDLE Scoping Listening Session in East Tacoma	Tacoma Dome Link
5/3/2018	05/03/18 On-site meeting with Jason to talk about vibrations	East Link
5/3/2018	05/03/18 On-site visit with Chris to review new driveway const	East Link
5/4/2018	WSB ELG/SAG project tour #3	West Seattle and Ballard
5/5/2018	WSB West Seattle Neighborhood Forum	West Seattle and Ballard
5/5/2018	Creating Our King County	West Seattle and Ballard, Tacoma Dome Link, Northgate Link, Lynnwood Link, East Link, Federal Way Link
5/7/2018	522 BRT: Transit Integration Meeting #3	SR 522/NE 145th BRT
5/7/2019	Latino Community Fund SSPI - 5/7	West Seattle and Ballard
5/8/2018	Uptown Alliance Briefing - 5/8	West Seattle and Ballard
5/8/2018	First Hill Improvement Association (FHIA) Briefing - 5/8	West Seattle and Ballard
5/8/2018	International Community Health Services – Sunshine Monastrial Briefing - 5/8	West Seattle and Ballard
5/8/2018	05/08/18 Turner Construction coordination with Sound Transit	East Link
5/8/2019	DOTG Transit Committee Meeting-5-8-19	Tacoma Link
5/8/2019	New Tacoma Neighborhood Council Meeting - 5/8	Tacoma Dome Link
5/9/2018	Seattle Center Resident Directors Briefing - 5/9	West Seattle and Ballard
5/9/2018	WSB SODO-Stadium Seattle Neighborhood Forum	West Seattle and Ballard
5/9/2018	522 BRT City Managers Group	SR 522/NE 145th BRT
5/9/2018	Friends of Little Saigon Briefing - 5/9	West Seattle and Ballard
5/9/2018	Insignia Sign & Sound Transit coordination meeting	East Link
5/9/2018	I-405 BRT Interagency Group Meeting #2	I-405 BRT
5/9/2019	WSBLE Sound Transit System Exp Committee meeting - 5/9	West Seattle and Ballard
5/9/2019	Briefed SKCMC on Sounder projects	Kent and Auburn Station Access Improvements, Sounder South Capacity Expansion
6/1/2018	Field work calls: CSD for temp. MLT parking lot	Lynnwood Link
6/1/2018	9 Lake Bellevue Lighting	East Link
6/1/2018	522 BRT Stakeholder Interview with Linda Watts	I-405 BRT, SR 522/NE 145th BRT
6/2/2018	Blake attended an open house hosted by the City of Kirkland	I-405 BRT
6/4/2018	LLE Online Open House: 6/4/2018 - 7/30/2018	Lynnwood Link
6/5/2018	06/05/18 Quick walk-through of BMW TCE for continued work on AL 24	East Link
6/5/2018	06/05/18 Flyering for upcoming nighttime closures on 134th Ave NE	East Link
6/5/2019	St. Paul Chong Hasang Church Briefing - 6/5	Tacoma Dome Link
6/5/2019	SODO BIA, businesses and property owner briefing - 6/5	West Seattle and Ballard
6/5/2019	Meeting with City of Fife and Pick-Quick - 6/5	Tacoma Dome Link
6/6/2018	Blake presented at the Norkirk Neighborhood Association Meeting	I-405 BRT
6/7/2018	Chinatown-International District BIA Board of Dir Briefing - 6/7	West Seattle and Ballard
6/7/2018	Seattle Design Commission Briefing - 6/7	West Seattle and Ballard
6/7/2018	Field work flyering: Potholing @ L200-PH-87 and 88	Lynnwood Link
6/7/2018	Field work flyering: Potholing @ L200-PH-148-149 SPU Water Facility	Lynnwood Link
6/7/2018	Field work flyering: Patching PP12	Lynnwood Link
6/7/2018	06/07/18 Call with Evans Company Property Management	East Link
6/7/2018	Meydenbauer Center coordination meeting	East Link
6/7/2018	522 BRT Shoreline BRT and LLE Coordination Meeting	SR 522/NE 145th BRT
6/8/2018	Bravern Monthly Check-in	East Link
6/8/2019	Puyallup Farmers' Market	Puyallup and Sumner Station Access Improvements
6/9/2018	Sound to Narrows	Tacoma Dome Link
6/9/2018	Federal Way Farmers Market	Tacoma Dome Link
7/2/2018	I-405 and 522 BRT Overlapping Issues Meeting	SR 522/NE 145th BRT
7/2/2019	Seattle Maritime Academy Briefing - 7/2	West Seattle and Ballard
7/3/2018	WSB: Flyering for geo-tech work on	West Seattle and Ballard
7/3/2018	(3) BellCentre Check in - quick conversation	East Link
7/4/2018	Red White and Blues Festival	Tacoma Dome Link, Federal Way Link
7/4/2018	I-405 BRT Fair/Festival: Tukwila Family Fourth at the Fort	I-405 BRT
7/4/2019	Bellevue Family 4th	East Link
7/4/2019	522 BRT Kenmore 4th of July Celebration	SR 522/NE 145th BRT

Start Date	Event Title	Project
7/5/2018	07/05/18 BMW Bellevue: Open Road Auto Group briefing	East Link
7/6/2018	WSB Station Access Conversation - 7/6	West Seattle and Ballard
7/6/2018	07/14/18 Redmond Derby Days	East Link, Downtown Redmond Link Extension
7/6/2018	07/06/18 Berkey Supply chat about upcoming Spring Blvd. closure and access	East Link
7/6/2018	Flying at South Federal Way Businesses and Housing Complexes	Tacoma Dome Link
7/9/2018	Eastside Collaborative Meeting 7/9	Tacoma Dome Link
7/9/2018	On-Site meeting to discuss NE 6th Street Utility work	East Link
7/9/2018	Discuss upcoming girder placements	East Link
7/9/2019	South Downtown Stakeholders Briefing - 7/9	West Seattle and Ballard
7/9/2019	522 BRT IAG Phase 2, Meeting 1	SR 522/NE 145th BRT
8/1/2018	Seniors in Action social service provider interview - 8/1	West Seattle and Ballard
8/1/2018	Flying at Tacoma Dome Businesses - 8/1	Tacoma Dome Link
8/1/2018	WSB: flying for boring work on 5th Ave W (2)	West Seattle and Ballard
8/1/2018	WSB: flying for boring work	West Seattle and Ballard
8/1/2018	Shoreline Concerts in the Park	SR 522/NE 145th BRT
8/2/2018	Summer 2018 Social Service Org Interview: Salishan Association	Tacoma Dome Link
8/2/2018	Tacoma Green Drinks - 8-2-18	Tacoma Dome Link, Tacoma Link
8/2/2018	Downtown Tacoma BIA Communications Committee - 8-2-18	Tacoma Link
8/2/2018	WSB Denny/SLU Station Area Planning Charrette - 8/2	West Seattle and Ballard
8/3/2018	Seattle Yacht Club Waterway User Meeting - 8/3	West Seattle and Ballard
8/3/2018	NW Marine Trade Association, Government Affairs Committee Waterway User Meeting - 8/3	West Seattle and Ballard
8/3/2018	ORCA Lift Partnership Meeting	Federal Way Link
8/7/2018	Salishan's Night Out Festival 8/7	Tacoma Dome Link
8/7/2018	National Night Out -- Hilltop	Tacoma Link
8/7/2018	HTLE Communications with City of Tacoma - 8-7-18	Tacoma Link
8/7/2018	Scott Yale one-on-one briefing - 8/7	West Seattle and Ballard
8/7/2018	Briefed Pradeep	Kent and Auburn Station Access Improvements
8/7/2018	In-person briefing	Kent and Auburn Station Access Improvements
8/8/2017	522 BRT City of Lake Forest Park Meeting	SR 522/NE 145th BRT
8/8/2018	WSB Drink and Link Briefing - 8/8	West Seattle and Ballard
8/8/2018	Congresswoman Jayapal Staff Briefing - 8/8	West Seattle and Ballard
8/8/2018	LLE Field work flying: Potholing @ L200-PH-94-93-92	Lynnwood Link
8/8/2018	LLE Field work flying: Potholing @ L200-PH-97	Lynnwood Link
8/8/2018	LLE Field work flying: Potholing @ L200-PH-102	Lynnwood Link
8/8/2018	LLE Field work flying: Potholing @ L200-PH-107-018	Lynnwood Link
8/8/2018	LLE Field work flying: Potholing @ L200-PH-109	Lynnwood Link
8/8/2018	LLE Field work flying: Potholing @ L200-PH-111	Lynnwood Link
8/8/2018	LLE Field work flying: Potholing @ L200-PH-115-114-110	Lynnwood Link
8/8/2018	Federal Way Summer Sounds #2	Federal Way Link
8/8/2018	Labor Organizations Briefing - 8/8	West Seattle and Ballard
8/8/2018	Summ '18 Social Service On Interview: Consejo Counselling	Tacoma Dome Link
8/8/2018	Construction alert: East Link Extension	East Link
8/8/2018	I-405 BRT Interagency Group Meeting #4	I-405 BRT
8/9/2018	Dome District Meeting - 8/9/18	Tacoma Dome Link, Tacoma Link
9/1/2017	522 BRT City of Bothell Meeting	SR 522/NE 145th BRT
9/4/2018	Federal Way Community Connections Meeting	Tacoma Dome Link, Federal Way Link
9/5/2018	WSB Stakeholder Advisory Group Meeting #8	West Seattle and Ballard
9/5/2018	Federal Way Chamber of Commerce Luncheon	Federal Way Link
9/5/2018	30th District Democrats FWLE Briefing	Federal Way Link
9/5/2018	Dome District - 4 agencies meeting	Tacoma Dome Link, Tacoma Link
9/6/2018	Ballard Alliance Ratepayer Advisory Board Briefing - 9/6	West Seattle and Ballard
9/6/2018	Downtown Tacoma BIA Meeting	Tacoma Dome Link, Tacoma Link
9/7/2018	I-405 BRT Elected Leadership Group Meeting #2	I-405 BRT
9/8/2018	Chinatown-International District Night Market - 9/8	West Seattle and Ballard
9/8/2018	Stadium Art, Wine and Beer Walk 2018	Tacoma Link
9/8/2018	WSB West Seattle Level 2 Open House and Neighborhood Forum	West Seattle and Ballard
9/8/2018	LLE Fair on 44th - 9/8/2018	Lynnwood Link
9/9/2018	Downtown to Defiance 9/9	Tacoma Dome Link

# *Language Assistance Plan*

**Providing Access to Sound Transit Services  
for Limited English Proficiency Persons**



***Four-Factor Analysis and Implementation Plan***

**2019**

## BACKGROUND

Sound Transit prepared this analysis and implementation plan, which forms the agency's Language Assistance Plan (LAP). The plan is in place to meet requirements stemming from Title VI of the Civil Rights Act of 1964 concerning access to services for people with limited English proficiency (LEP). It also responds to Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*, which directs recipients of federal funding to take reasonable steps to ensure that people with limited English proficiency have meaningful access to their programs and activities.

Title VI of the Civil Rights Act of 1964 provides that no person in the United States shall, on the grounds of race, color or national origin, be excluded from participating in, be denied the benefits of, or be subject to discrimination under any program or activity receiving federal financial assistance. As a recipient of federal financial assistance, Sound Transit must ensure the distribution of federally supported transit services and related benefits in an equitable manner.

Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000) and Federal Transit Administration (FTA) Circular 4702.1B require recipients to take reasonable steps to ensure *meaningful access* to benefits, services, information and other important portions of their programs and activities for LEP persons.

In accordance with FTA's policy guidance, the initial step for providing meaningful access to services for LEP persons and maintaining an effective LEP program is to identify LEP populations in the service area and their language characteristics through an analysis of available data. Sound Transit has updated its Four-Factor Analysis as part of the 2019 Title VI Program Update.

Beginning more than 20 years ago, with its activities to implement the regional transit system, especially light rail, Sound Transit has conducted outreach to a wide variety of communities whose members include persons that are LEP. Those activities have evolved over time into practices that have been replicated and expanded as the agency has learned more about the communities served and the need for language-assistance services to a variety of non-English-speaking groups in the areas where transit services are provided.

### **FOUR-FACTOR ANALYSIS**

In order to determine how to provide meaningful access (or improve access), transit systems are to conduct a "Four-Factor Analysis" and provide this analysis to FTA. Sound Transit updated its Four-Factor Analysis as part of this Language Assistance Plan update. This updated analysis helps inform the agency's Public Participation Plan.

The agency studies meaningful access by considering four factors as outlined below.

#### **Meaningful access is based on four factors:**

1. The number and proportion of LEP persons served or encountered in the eligible service population.
2. The frequency with which LEP individuals come into contact with Sound Transit's programs, activities and services.
3. The importance to LEP persons of Sound Transit's programs, activities and services.
4. The resources available to the recipient and costs.



## **FACTOR 1 – The number and proportion of LEP persons served or encountered in the eligible service population**

Sound Transit has provided an assessment of the total LEP populations within its service area. This information is based on 2019 Census data release from the American Communities Survey.

Analysis of census data showed that of the total population within the Sound Transit District is 3,013,356 and LEP populations represent 293,031 or 9.7 percent. Since the previous LEP population analysis based on 2014 Census data from the American Communities Survey, the total population increased more than 341,249 or 13 percent from 2,672,107 to 3,013,356, while the LEP population has increased 15,416 or 5.5 percent from 277,615 to 293,031. The total percent of the LEP population compared to the total population decreased slightly from 10.4 percent to 9.7 percent. Nevertheless, the LEP population in the Sound Transit service area, remains basically unchanged at roughly 10 percent.

Sound Transit reviewed the largest groups speaking a language other than English at home. A table of the languages, the percent of foreign language speakers and the percent of the total population in the Sound Transit District appears in LAP Appendix A. There are also language groups that while combined do not reflect a numerical breakdown of the subset of languages within that group. As such, it is not feasible to prepare documents ahead of a specific request or an identified need associated with public participation efforts in compliance with Title VI. The combined language groupings appear in LAP Appendix A.

### **A. Languages Spoken at Home**

The Sound Transit District is very large (1,087 square miles across three counties). Because it is not feasible to provide translated materials in all languages identified, Sound Transit examined the six largest groups listed for languages spoken at home. For each of these groups, more than 25,000 people and approximately 1 percent or more of people within the district speak that language at home.

#	Home-spoken Language	Pop. Within Sound Transit Dist.	% of Sound Transit Dist. Pop.
1	Spanish	200,410	6.7%
2	Chinese	83,377	2.8%
3	Vietnamese	48,989	1.6%
4	Tagalog	40,528	1.3%
5	Korean	39,451	1.3%
6	Russian	28,583*	0.9%
	<b>Sound Transit District Total Population</b>	<b>3,013,356</b>	

The number of people speaking Spanish at home continues to be the single largest group and makes

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\* Russian is carried over from 2014 data. In 2019 Russian data is combined as “Russian, Polish and Other Slavic Languages”. (For further information, see LAP Appendix A).

up nearly seven percent of Sound Transit District population.

## B. Persons speaking English “Less than very well”

The assessment of home-spoken languages begins to tell us part of the information regarding LEP populations. Using the DOT definition of LEP (less than very well) and further analyzing the Census data, Sound Transit was able to determine the six largest groups and their portions of the LEP population and of the Sound Transit District as follows:

Top Six LEP Languages	LEP Pop. in Sound Transit	% of Sound Transit LEP Pop.	% of Sound Transit Dist.
Spanish	79,980	27.3%	2.7%
Chinese	42,945	14.7%	1.4%
Vietnamese	28,678	9.8%	1.0%
Korean	21,511	7.3%	0.7%
Tagalog	14,498	4.9%	0.5 %
Russian	12,287	4.2%	0.4%
<b>Total of Top Six LEP Languages</b>	<b>199,899</b>	<b>68.2%</b>	<b>6.6%</b>

These six language groups comprise 199,899 persons or 68.2% of the total LEP population of 293,031.

Of the top six LEP language groups, Spanish is by far the largest single LEP group in the Sound Transit District with a population of 79,980. The Spanish language group makes up 27.3 percent of the LEP population and 2.7 percent of the people in the Sound Transit District. Chinese is the second largest LEP language group with 42,945 people, 14.7 percent of the LEP population and 1.4 percent of the people in the Sound Transit District. Vietnamese is the third largest LEP language group with 28,678 people, 9.8 percent of the LEP population and 1% of people in the Sound Transit District. Each of the remaining three language groups (Korean, Tagalog and Russian) are spoken by fewer than 10 percent of the LEP population and fewer than 1% of people in the Sound Transit District, but they do exceed the safe harbor threshold that must be considered.

## C. Comparison with LEP Requirements in Education

Part A of Title III of the Federal No Child Left Behind Act of 2001, is officially known as the English Language Acquisition, Language Enhancement and Academic Achievement Act. It is specifically targeted to benefit LEP children and immigrant youth. The act states that LEP students must not only attain English proficiency but simultaneously meet the same academic standards as their English-speaking peers in all content areas. In the state of Washington, Title III LEP requirements are met under the Transitional Bilingual Education Program (TBIP). Sound Transit reviewed the TBIP participation of Students in Public School Districts where at least 80 percent of the schools were in the Sound Transit District, and where at least 1,000 students were TBIP participants per school district. Of

the 31 public school districts located with the Sound Transit District, 12 public school districts met these criteria (Bellevue, Clover Park, Edmonds, Everett, Federal Way, Highline, Mukilteo, Puyallup, Renton, Seattle, Tacoma and Tukwila). Sound Transit compared the top six language groups in the school districts with its top six language groups to see how many had one or more of the same groups. The results were as follows:

<b>Sound Transit Top LEP Languages</b>	<b>School Districts with Same Top Six Languages</b>
Spanish: 27.3%	12 of 12
Chinese: 14.7%	3 of 12
Vietnamese: 9.8%	8 of 12
Korean: 7.3%	3 of 12
Tagalog: 4.9%	1 of 12
Russian: 4.2%	7 of 12

It is noteworthy that while the six languages did show up in these school districts, as is the case with Sound Transit, Spanish was by far the No. 1 language group, ranging between nearly 30 percent of the TBIP participants to more than 75 percent.

## **FACTOR 2 – The frequency with which LEP individuals come into contact with Sound Transit’s programs, activities and services**

### **A. Over-the-Phone Interpreter Services**

Sound Transit has used over-the-phone interpreter services as its primary method of providing assistance to LEP persons for accessing transit service dating back to at least the year 2000. On its website, and in Sound Transit's transit guide (Ride the Wave), a language block is provided directing persons from six key languages to contact Sound Transit's language line for information in their languages. The languages listed in the transit guide are Spanish, Chinese, Korean, Russian, Tagalog and Vietnamese. The transit guide has a language assistance section that reads: “Information and assistance in your language is available upon request.” The language line number appears and the section is translated into the six languages. In addition to the language block, an interpreter pictogram will be used to promote the language line for any language needed.

Sound Transit's records providing telephone interpreter services are its most reliable and direct information available to document contacts by LEP persons regarding Sound Transit and other regional transit services.

The over-the-phone service was initially developed as an outgrowth of various community outreach activities in the Rainier Valley of southeast Seattle during the Environmental Impact Statement process for the design and construction of Link light rail. It is now the principal and daily means of assisting LEP individuals seeking transit information services. Sound Transit also provides on-site interpreter services upon request at public outreach meetings.

Of the LEP services Sound Transit provides, records indicate telephone interpreter services are its most reliable and direct information available to document contacts by LEP persons regarding Sound Transit and other regional transit services. The interpreter services are not limited to the top six languages identified, but are provided for over 100 languages.

As an example, in reviewing the invoices for telephone interpreter services provided for 17 months from November 2016 through December 2017 and December 2018 through March 2019, the vast number of calls were for customer service information. Spanish was by far the most-requested language, accounting for 172 of 369 total calls, or 47 percent. With the exception of Tagalog (three calls for 0.8 percent), the phone interpreter services were consistent with the top six LEP languages as follows:

- Chinese including Cantonese & Mandarin 24 percent/88 calls
- Korean nine percent/34 calls
- Russian seven percent/24 calls
- Vietnamese five percent/20 calls

Sound Transit provides phone interpreter services to a multitude of languages without limitation, and its website provides for information provided to be converted to over 103 languages by the simple click on a languages tab at the top and bottom of the web page.

## B. Link Light Rail Origin and Destination Survey

In 2018 the agency conducted an Origin and Destination Survey to assess ridership on all of its modes of service. Data on Link light rail for its central segment included information from survey participants based on the language spoken at home. The following table shows the results:

Table 1: Ridership Frequency and Percent of Languages Regularly Spoken at Home (2018)

Language	Frequency	Percent	Cumulative Percent
English	60,545	88.5	88.5
Spanish	3,841	5.6	94.1
Tagalog	1,341	2	96.1
Mandarin [Chinese]	1,328	2	98.1
Somali	697	1	99.1
Korean	475	.7	99.8
Russian	381	.6	100.4*
Total	68,608		

\*Total exceeds 100 due to rounding.

Again, five of the six top LEP languages identified in the Sound Transit District were populations identified in the survey.

## FACTOR 3 – The importance to LEP persons of Sound Transit’s programs, activities and services

This section provides an assessment of the important communications that are provided to people in the Sound Transit service area that are of equal importance to LEP persons.

Sound Transit's assistance to limited English populations started long before the start of light rail service. The assistance and approaches that Sound Transit has been using is reflected in the "Link Light Rail Community Outreach Strategy" (LAP Appendix B). The strategy has developed over time into on-going practices that provide Sound Transit a baseline of community outreach activities to provide language assistance for non-English speaking persons for to ensure meaningful access and participation in:

- The environmental process to ensure environmental justice requirements are met and LEP populations are included in the process.
- Community meetings regarding design and construction planning.
- Outreach and discussions with business and homeowners during property acquisition processes.
- Information and updates during construction, including providing important safety information.
- Providing real-time assistance for area residents with concerns and complaints regarding construction impacts.
- Preparing the community for the launch of service including how to use the system and safety information.

As an outgrowth of these practices, below is the following summary of ongoing community outreach in use for other activities:

- Making an-person interpreter services available upon request for public meetings and important events.
- Translating, posting online and distributing to community groups and service providers in the project area key printed documents, such as project information, environmental documents, etc.
- Inserting language blocks into nontranslated print publications, to let LEP persons know what the material is about and how they can contact Sound Transit to learn more.
- Utilizing telephone interpretation assistance with LEP persons in the field and for telephone inquiries.
- Placing non-English language ads into publications that serve LEP persons to inform them of project-related issues (e.g. release of environmental documents, safety information).

Community outreach staff and front-line staff including reception, customer service, station agents and fare enforcement personnel are trained to respond to LEP individuals in person and use the telephone language line. For significant service changes, street team volunteers also are trained to use the telephone interpreter service.

Sound Transit has added two key activities to ensure that its information is translated and accurate.

### **Foreign language staff volunteer roster**

The agency maintains a roster of employees who speak multiple languages and are available to support in-person outreach efforts and double check translated materials.

## **Integrated website translation**

The agency's 2018 redesign of Soundtransit.org includes Google Translate, an integrated translation function that can automatically translate Sound Transit website content into 103 languages. The agency contracts with vendors that provide translation and interpretation services upon request.

Sound Transit plays a key role in connecting all of the people in the region to its various transportation services throughout the region. Sound Transit continues to monitor its language services. Many callers seek information about not only Sound Transit, but also other transit and transportation services in the region, including the ORCA regional fare smart card. Sound Transit's telephone interpreter line is the regional call center for non-English speaking calls regarding the ORCA card.

## **FACTOR 4 - The resources available to the recipient and costs**

Throughout its history, Sound Transit has used a variety of language assistance methods during environmental study and construction phases to build transit and transportation related facilities, including:

- Translating materials in major languages groups in populations affected in the planning and construction process for transit facilities.
- Making interpreter services available by phone during construction.
- Providing in-person interpreter services at key meetings.
- Using nonverbal messages such as pictures, illustrations and videos for people who are not literate in their major language.
- Using pictures and illustrations on all signage at customer facilities to assist those who are not literate.

As Sound Transit began to develop services to provide responsive assistance to non-English speaking persons, staff found the most effective way to do so was to provide over the phone interpretive services in which a person can get specific information tailored to their needs, including follow-up questions and answers. This mirrors in the field interpretive services during construction when individual residents may be impacted by the various activities taking place. It also mirrors on-site interpretive services provided to LEP community members to facilitate their ability to participate at community outreach and construction update meetings.

Sound Transit staff have also learned that providing oral interpretive services also responds to various subsets of the LEP populations who are not able to read and write the languages they speak.

Sound Transit has made a commitment to provide over-the-phone interpreter services to LEP persons on an individualized basis. The cost of providing such services is approximately \$1 per minute, and Sound Transit has determined this to be a cost-effective way to respond to LEP individuals, since it directly involves persons interested in using the transit system, including services throughout the region.

Sound Transit also uses a combination of written and oral alternative language services in Spanish and Chinese on its point-of-sale ticket vending machines. Ticket vending machines are located at all Sound Transit stations and provide fare information for Link light rail, Sounder and the regional ORCA regional fare smart card.

These services are both reasonable and cost-effective, with telephone interpreter services available in more than 100 languages. Ticket vending machines are keyed to the top two LEP

groups in the region, Spanish and Chinese (Mandarin).

In 2016 Sound Transit began producing translated versions of vital documents in the most commonly spoken languages as outlined by the Four-Factor Analysis. The agency continues to explore the costs and merits of other customized publications and the most effective distribution methods for reaching the region's major LEP language group populations. Using the previous "how-to-ride" instructions, offered in Spanish for several years as a model, Sound Transit will work with the LEP populations (refer to the implementation section) to determine what measures would best improve access to programs and services.

## **CONCLUSION**

Sound Transit's leadership believes it is important to provide accessible rider information to the diverse LEP populations in its service area. Personalized telephone interpreter services provide direct assistance to a variety of language groups so that no one seeking information on how to use services is turned away.

The agency will continue to provide non-English language services including telephone interpreter services for more than 100 languages, community outreach activities relevant to LEP groups in project areas, the use of language blocks on key publications and additional translated information in Spanish and Chinese. The agency translates key parts of the transit guide and provides that rider information on the website.

### **From the Four-Factor Analysis, Sound Transit has determined:**

- The six largest LEP language groups in the Sound Transit District are (in order): Spanish, Chinese (including Cantonese & Mandarin), Vietnamese, Korean, Tagalog and Russian.
- While there are a wide array of LEP language groups throughout Sound Transit's service district, the largest, most prevalent group in the region consists of LEP Spanish speakers.
- Spanish speakers consistently are the most commonly requested LEP group seeking language assistance services.
- While Spanish speakers and Chinese (Mandarin) are the two largest groups, Sound Transit is committed to address the needs of the variety of LEP groups throughout its region. For this reason, Sound Transit has a telephone interpreter service that can accommodate more than 100 languages. In addition, Sound Transit's website was redesigned in 2018 to include Google Translate, an integrated translation function that can automatically translate soundtransit.org content into 103 languages. Sound Transit's Community Outreach activities throughout each project's life cycle provide connections to community leaders and information regarding the LEP groups within each project area to reach all potential riders.
- Sound Transit continues to expand its non-English communications program in response to the demographic changes experienced in the region

From the Four-Factor Analysis, Sound Transit has outlined the steps needed to implement the methodology to enact the Language Assistance Plan.

## **IMPLEMENTATION PLAN**

The FTA requires transit systems provide “meaningful access” for LEP populations. Meaningful access is based on the four factors outlined in the Four-Factor Analysis section above. The Four-Factor Analysis helps the agency develop an implementation plan. Together the Four-Factor Analysis and the Implementation Plan form the Language Assistance Plan.

Sound Transit balances its overall commitment to the various LEP groups in the region with improvements targeted to the most commonly spoken languages in the region.

Sound Transit will do the following:

- Continue to expand on Spanish offerings where effective and work with the overall community to understand needs.
- Provide services to groups in a geographic area that may not reflect the larger population in the Sound Transit region.
- Be adept to respond to any LEP person.

### **CURRENT LANGUAGE ASSISTANCE MEASURES THAT WILL CONTINUE (AND BE IMPROVED UPON) FOR MULTIPLE LEP GROUPS**

- **Telephone-based interpreters** – All Sound Transit staff and consultants have access to interpreters who speak up to 100 languages. Sound Transit information is provided by establishing a conference call between the non-English speaker, the interpreter and appropriate staff.
- **Staff training** – Community outreach staff and front-line staff including reception, customer service, station agents and fare enforcement personnel receive training in how to respond to LEP individuals in person and in using the telephone language line.
- **Community or project specific materials (e.g., construction outreach materials for light rail construction in Tacoma)** – All Sound Transit staff and consultants have access to translation services. Key materials for residents should be translated or a language block for languages relevant to that geographic area.
- **Sound Transit integrated website translation** – To improve access and utility of the website for LEP persons, the 2018 Sound Transit website ([www.soundtransit.org](http://www.soundtransit.org)) includes Google Translate, an integrated translation function that can automatically translate soundtransit.org content into 103 languages.
- **In-person interpreters and customized translation services** – Sound Transit contracts with vendors that provide translation and interpretation services upon request. Sound Transit provides interpreters at public meetings on request. At meetings where the agency anticipates a large number of LEP community members, it will proactively provide interpreters. As a part of its community outreach activities, Sound Transit is in contact with community representatives for whom a portion of their members are LEP persons to plan on providing interpreters based on their input.

### **CURRENT LANGUAGE ASSISTANCE MEASURES THAT WILL CONTINUE FOR SPANISH AND CHINESE (MANDARIN) SPEAKERS**

- Spanish and Chinese (Mandarin) text and audio on all Ticket Vending Machines (TVMs).



## **LANGUAGE ASSISTANCE MEASURES THAT SOUND TRANSIT HAS IMPLEMENTED AS A RESULT OF THE 2016 FOUR-FACTOR ANALYSIS**

As a result of the 2016 Title VI Program submittal, Sound Transit has taken these steps to expand its assistance to the LEP populations in its region:

- **Producing translated versions of vital documents** – Sound Transit has translated vital documents into the six most commonly spoken LEP languages: Spanish, Chinese, Vietnamese, Korean, Tagalog and Russian.
- **Including a Spanish-language section in the Ride the Wave Guide** – Sound Transit added a Spanish section to the Ride the Wave guide that includes how-to-ride information. This information is available in both the printed guide and on the website.
- **Including the Title VI Notice of Rights in every car of every mode** – The signage is in English but instructs the six predominant languages to call the Language Line for assistance regarding nondiscrimination.

## **LANGUAGE ASSISTANCE MEASURES THAT SOUND TRANSIT WILL PURSUE AS A RESULT OF THE 2019 FOUR-FACTOR ANALYSIS**

- **Work to identify LEP language needs as new transit projects are being planned.**
- **Develop guidance for the development of curriculum and the incorporation of LEP information into the Sound Transit employee environment** – To prepare all front line and other relevant staff to effectively engage and respond to LEP customers.
- **Update the Sound Transit Editorial Style Guide, an instructional tool that outlines the look and content of materials produced by staff and contractors, to include the following:**
  - Information on how to access interpreters and translations.
  - Guidance on using language blocks and the interpreter pictogram.
  - Assistance on how to determine LEP persons in the project area. By providing this information early in the planning/outreach phase helps ensure equal access for all.
- **Utilization of the “I Speak’ Language Assistance Card (LAP Appendix C)** – Sound Transit will distribute this to operators of all modes. The cards are also available to other public-facing staff including station agents, outreach staff, ambassadors and other staff that interact with the public.
  - Staff will work with the signage committee to design a similar onboard message for all vehicles likely in the form of a channel card and/or an adhesive sign.
- **Include the Title VI Notice of Rights in the Ride the Wave guide** – The notice includes several instructional sentences in the six predominant languages and the interpreter pictogram will be included adjacent to the language line.
- **Include additional language assistance in the Ride the Wave guide** – Sound Transit will include the language line number and a general language assistance section translated into the six predominant languages to inform that information assistance is available upon

request. The interpreter pictogram will be included in close proximity to the language line number.

- **Update survey instruments to gather additional data** – Gathering language data will provide a better understand the LEP populations served.

## **ADDITIONAL MEASURES THAT SOUND TRANSIT WILL EVALUATE, ASSESS AND REFINE**

- **Conduct outreach with the LEP populations to best gain insight and understand needs**  
Survey and meet with stakeholders to work with LEP populations to assess, and where appropriate, implement expanded methods to serve LEP transit riders.

Ask the LEP populations what measures would best improve access to programs and service and if there are ways to make travel easier. As a part of this outreach effort, staff may consider working with the Spanish speaking community first, given the language prevalence in the Sound Transit District.

Spanish has consistently been the largest LEP language group from the past to the current Four-Factor Analyses. In the 2019 Analysis, data from school districts in all parts of the ST District demonstrated the numerical and geographic prevalence of Spanish as the number one language group.

Sound Transit should work with outreach staff to identify community-based organizations and other resources to help reach out to the Spanish speaking community.

The agency can share the following ideas with the community. Most importantly, ideas generated as part of the process can be explored.

- Is there a need to increase language translations or alternative audio on the Sound Transit website?
- What tools might help better navigate the Sound Transit system?
  - Signage translations, pictograms, etc.
    - Onboard
    - Website
    - Printed materials
    - Signage
- Would vehicle announcements be of assistance?
- For service changes and service disruptions what are the most useful tools for the LEP communities?
- Is additional guidance needed for how-to-ride?
- Are there any videos, printed materials or other tools that would be of assistance?

## **INCORPORATE PROACTIVE PLANNING STRATEGIES FOR LANGUAGE ASSISTANCE MEASURES AS A PART OF TITLE VI COMPLIANCE**

- **Have the internal Title VI Roundtable meet regularly (three to four times a year)** – This

group looks ahead to incorporate Title VI compliance proactively into programs and activities. At a minimum, the roundtable members should include:

- Business & Labor Compliance Office
- Service Planning Representatives for Link, Sounder and ST Express
- Outreach staff
- Customer Service
- Communications
- Web Administration
- Legal
- Board Administration
- GIS
- Planning, Environment and Project Development (PEPD)
- Design, Engineering and Construction Management (DECM)
- Government and Community Relations
- Procurement
- Operations
- ADA Accessibility Team
- Project Transition Team

- **Develop a Sound Transit Title VI LEP Community Roundtable that meets two to three times a year** – This group regularly checks in and proactively plans and coordinates activities between Sound Transit and Title VI Community Stakeholders. At a minimum, the regular roundtable members should include:

- Title VI & LEP Community representatives (consider racial, language & geographic representation)
- Business & Labor Compliance Office
- Outreach Staff
- Communications
- Government and Community Relations
- Customer Service

Other members of the Sound Transit internal Title VI Roundtable may be asked to attend for presentations and to share information and consult as needed.

**LAP Appendix A  
Sound Transit District<sup>1</sup>**

**Language Groups Speaking a Language Other Than English at Home**

	<b>Estimate; Total*</b>	<b>3,013,356</b>		
		<b>Estimated</b>	<b>% of Non-English total</b>	<b>% of ST District pop.</b>
<b>Rank</b>	<b>Home Spoken Language</b>			
<b>1</b>	<b>Spanish:</b>	<b>200,410</b>	<b>27.1%</b>	<b>6.7%</b>
<b>2</b>	<b>Chinese (Includes Mandarin &amp; Cantonese):</b>	<b>83,377</b>	<b>11.3%</b>	<b>2.8%</b>
<b>3</b>	<b>Vietnamese:</b>	<b>48,989</b>	<b>6.6%</b>	<b>1.6%</b>
<b>4</b>	<b>Tagalog (Includes Filipino):</b>	<b>40,528</b>	<b>5.5%</b>	<b>1.3%</b>
<b>5</b>	<b>Korean:</b>	<b>39,451</b>	<b>5.3%</b>	<b>1.3%</b>
<b>6</b>	<b>Russian:</b>	<b>28,583*</b>	<b>3.9%</b>	<b>0.9%</b>
<b>7</b>	<b>German or Other West Germanic Languages:</b>	<b>17,943</b>	<b>2.4%</b>	<b>0.6%</b>
<b>8</b>	<b>French, Haitian, or Cajun:</b>	<b>15,196</b>	<b>2.1%</b>	<b>0.5%</b>
<b>9</b>	<b>Arabic:</b>	<b>12,188</b>	<b>1.6%</b>	<b>0.4%</b>
<b>10</b>	<b>Polish:</b>	<b>2,969*</b>	<b>0.4%</b>	<b>0.1%</b>
			<b>% of ST District (est.)</b>	
	<b>English Only</b>	<b>2,272,979</b>	<b>75.4%</b>	
	<b>Non-English, total</b>	<b>740,377</b>	<b>24.6%</b>	
<i>Source: American Community Survey 2019, five-year estimates. Table 16001.</i>				
<i>*Based on Census data source. May differ from Sound Transit district total population estimates which use a different data source (Washington State Office of Financial Management annual tract estimates.)</i>				
<b>Note: 2019 ACS Data included four combined categories that gave no additional breakdown of separate languages as follows:</b>				
<ul style="list-style-type: none"> <li>• <b>Other Asian and Pacific Island Languages: 93,515</b></li> <li>• <b>Other Indo-European Languages: 85,042</b></li> <li>• <b>Russian, Polish or other Slavic Languages: 56,322</b></li> <li>• <b>Other and unspecified Languages: 47,416</b></li> </ul>				

<sup>1</sup> NOTE: There are 104 languages able to be formatted on the Sound Transit website.

\* Russian is carried over from 2014 data. In 2019 Russian data is combined as "Russian, Polish and Other Slavic Languages". Same treatment for Polish.

## **LAP Appendix B**

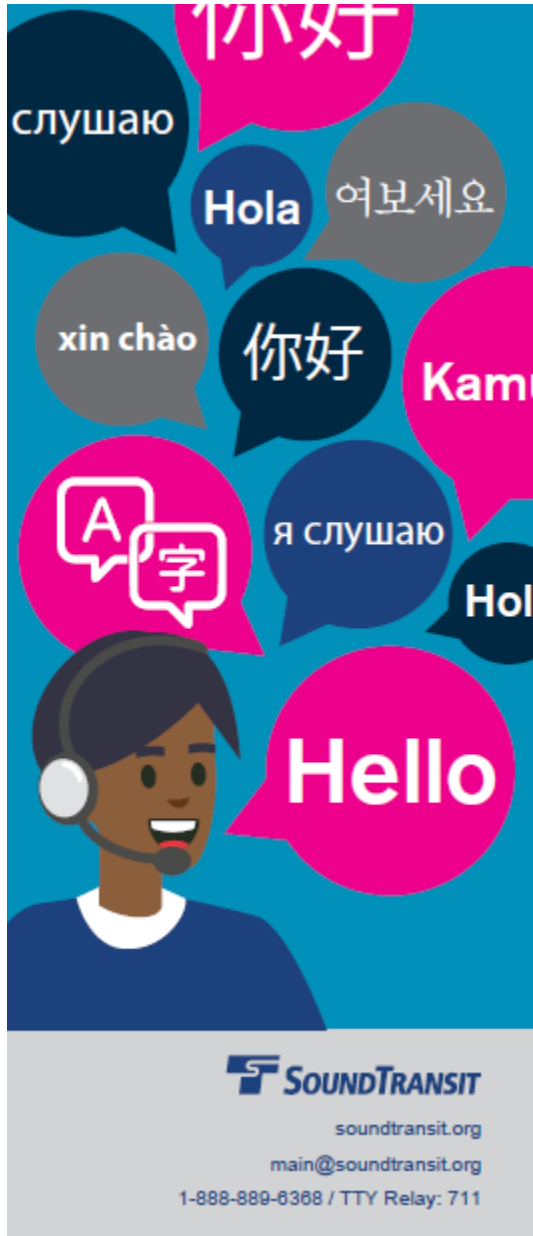
### **Community Outreach Strategy**


Sound Transit recognizes it is important to reach people who may not speak or read English, who may not read the language spoken in their homes, who may not have a home, and who may have cultural barriers that limit or prevent their ability to participate. These audiences can be transit-dependent and potential new service could greatly affect their mobility. Following are specific tactics Sound Transit will use to engage limited English populations:

- Provide, on request, interpreter services and/or translated written materials, such as fact sheets.
- Proactively translate printed materials when appropriate.
- Include contact information for in-language interpretation (language block) on all printed materials, such as construction impact notices.
- Provide simultaneous interpretation via headset at community meetings.
- Run display ads for public engagement opportunities in non-English, community-based publications and/or run on social media in multiple languages.
- Feedback opportunities offered in multiple languages;
  - Surveys proactively translated.
  - In-person, translated briefings.
  - Workshops held with communities of color.
- Provide multiple and varied opportunities to encourage individuals with diverse needs to engage on a topic, such as community meetings, drop-in stations, door-to-door outreach, printed updates and electronic media
- Engage with service providers and community organizations to inform them about a project and to help reduce barriers to access for community members of vulnerable populations.
- Mitigate impacts of construction to local businesses including minority, low income and LEP business owners through marketing, support and resources.
- Convene or seek input from: stakeholder advisory groups; interagency groups; neighborhood forums; to supplement public engagement and other outreach techniques used by ST.
- Provide Language Link training to all outreach staff and outreach volunteers to enable exchanges with LEP stakeholders.
- Provide buttons/nametags that identify multi-lingual staff and volunteers at outreach events.
- I-Speak Language assistance cards for outreach staff and Ambassadors .

## LAP Appendix C

### I Speak Language Assistance Card



**Language Assistance** 

Information and assistance in your language is available upon request. Please contact us at 1-800-823-9230.

**Spanish**  
 Asistencia lingüística para los pasajeros de Sound Transit  
 La información y asistencia en su idioma se encuentra a su disposición, previa solicitud. Comuníquese con nosotros a través del 1-800-823-9230.  
 Gracias



**Chinese**  
 向 Sound Transit 乘客提供語言協助  
 可應要求提供您所用語言的資訊與協助。請聯絡我們：1-800-823-9230。  
 謝謝

**Vietnamese**  
 Hỗ Trợ Ngôn Ngữ Dành Cho Hành Khách Sound Transit  
 Thông tin và hỗ trợ bằng ngôn ngữ của quý vị được cung cấp theo yêu cầu. Xin vui lòng liên lạc chúng tôi qua số 1-800-823-9230.  
 Cảm Ơn Quý Vị

**Tagalog**  
 Tulong na Wika para sa Mga Mananakay ng Sound Transit  
 Impormasyon at tulong sa inyong wika ay available kapag hiniling. Mangyaring tawagan kami sa 1-800-823-9230.  
 Salamat

**Korean**  
 Sound Transit 이용자를 위한 언어 지원  
 요청 시 여러분의 언어로 정보 및 지원을 제공합니다. 1-800-823-9230 번으로 저희에게 연락하십시오. 감사합니다

**Russian**  
 Языковая помощь пассажирам Sound Transit  
 По запросу предоставляется информация и помощь на вашем языке. Обращайтесь к нам по телефону 1-800-823-9230.  
 Благодарим вас!

## Appendix J

### Minority Representation of Sound Transit Planning and Advisory Bodies

Sound Transit Body	Caucasian	Latino	African American	Asian	Native American or Alaska Native	Pacific Islander or Native Hawaiian	Other Race	Two or More Races	Total
Citizens Accessibility Advisory Committee*	8							3	11
Citizen Oversight Panel	9							3	12
Diversity Oversight Committee	1	2	4	2	1				10

\*There are four openings on this committee





Appendix K  
Subrecipient Monitoring Procedures



## *Subrecipient Monitoring Procedures*



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## INTRODUCTION

As a prime recipient and pass-through entity of federal awards, Sound Transit is required to ensure subrecipient compliance with certain federal and grantor requirements. A subrecipient is any entity that receives federal assistance through Sound Transit, rather than from the granting agency directly. The term “subrecipient” also includes the term “subgrantee” but does not include “third-party contractor” or “third party subcontractor”.

Simply stated the direct recipient or grantee can designate a subrecipient whereas contractors must be selected through a competitive procurement process. The procurement process is more rigorous for contractors while the administrative monitoring requirements are higher when working with subrecipients.

A contractor is an individual or firm (either non-profit or for-profit) which is paid with federal funds by the grantee in return for the delivery or performance of specific services. The contractor normally provides similar goods or services to many different purchasers as part of its regular business and operates in a competitive environment. When the contractor finishes its job, it walks away from the project (having been paid a fair price for quality work) and has no further vested interest in the project. The grantee retains its interest or ownership in the project. In most instances, a contractor is simply a vehicle to carry out project activities which the grantee is not capable of undertaking.

A subrecipient, on the other hand, is an organization that is provided federal funds by a grantee (or direct recipient), for its use in carrying out agreed-upon eligible activities. The organization which receives the funding is undertaking activities which are supported by the grantee. Such an organization is authorized, by its articles of incorporation charter, and/or experience, to conduct the activities for which it will receive federal funding. It does not have to be procured in the same manner as a contractor; in fact, such an organization may be, and usually is, “designated” by the grantee.

There are typically three kinds of subrecipients:

1. Governmental non-profits, which are public agencies, commissions, or authorities that are created by the grantee government;
2. Private Non-profits, which are incorporated under the non-profit statutes of state law, and frequently having 501(c) (3) status under IRS); or,
3. Less frequently, a private for-profit which can carry out special activities.

## **PURPOSE**

The purpose of the Subrecipient Monitoring Procedures is to accomplish the following:

1. Meet federal requirements for oversight of subrecipients.
2. Provide guidelines for Sound Transit and subrecipients.
3. Ensure that all technical specifications and contract requirements are met by subrecipients.
4. Monitor compliance of federally-funded assets that are maintained by subrecipients, leased to service providers, or maintained under contract by other than Sound Transit employees.
5. Monitor milestone progress reporting, identify any performance issues and address them in a timely manner
6. Track information regarding performance and quality for the purposes of evaluating subrecipients for future procurements and grants.

This document explains methods of monitoring, persons responsible, frequency and expected deliverables associated with subrecipient oversight.

Sound Transit will update the document as federal rules and requirements change.

## **GRANTS ADMINISTRATIONS ROLES AND RESPONSIBILITIES**

The following general procedures outline the roles and responsibilities of grant management in determining federal subrecipients and reporting on those subrecipient awards.

After a subrecipient project has been selected for award through project selection processes, the project is submitted for inclusion (if a project doesn't currently already exist) in Sound Transit's Transportation Improvement Program (TIP), the Regional and State Transportation Program (STIP) and grant application executed with the Federal Transit Administration (FTA), and an Interlocal Agreement (ILA) / Subrecipient Agreement is executed. Sound Transit's Grant Division is responsible for administering these tasks and will coordinate with Sound Transit's, Finance and Budget and Legal teams and the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organization for this region, for STIP approval. The Grants Division is responsible for drafting a subrecipient agreement for review and approval by Legal. The Agreement is specific for the FTA funding program and is the mechanism for grant management including Sound Transit access to the subrecipient's records and financial statements. Once the interlocal/subrecipient agreement is executed, the Grant Division will retain one agreement and the other sent to the subrecipient.

Grant Division staff will notify Grant Accounting and Project Management that the grant has been executed and provide a copy of the grant agreement. Grant Accounting staff will setup the grant in the agency's financial system identifying the FTA Activity Line (ALI) items, establish a unique grant code that designates a federally funded grant project, activity and Catalog of Federal Domestic Assistance (CFDA) number. Spending cannot begin on a grant-funded project until the FTA grant agreement and Interlocal Agreement/Subrecipient Agreement have been executed.

All awards over \$25,000 are also filed in the Federal Sub-Award Reporting System (FSRS). The Grants Division is responsible for completing this reporting requirement.

## SUBRECIPIENT AGREEMENT

Sound Transit will work with all applicable departments and agency subject matter experts that play a key role in financial and project management and oversight in advance of finalizing a subrecipient agreement. The subrecipient is also expected to include all parties involved in the project and execution of the agreement early in the process so that they stay informed of the requirements and understand the oversight process.

Federal requirements will be stated in the agreement, including the information required by 2 CFR part 200 (refer to Appendix A for a list of these requirements) and incorporating the FTA Master Agreement by reference to meet the requirement to include all federally required clauses. In addition, the agreement should include any applicable references for data collection needs for a variety of compliance monitoring needs.

Prior to execution of the subrecipient agreement Sound Transit will:

1. Obtain lobbying certifications (if agreement exceeds \$100,000) and
2. Confirm that the subrecipient is not suspended/debarred (if agreement exceeds \$25,000)

When the agreement is executed, the subrecipient agrees to comply with all applicable Federal requirements and understands it will be subject to ongoing monitoring and oversight by Sound Transit. The subrecipient agrees to follow the FTA Master Agreement and federal circulars and requirements in place at the time of execution of the grant.

Sound Transit's Grant Division will maintain all pertinent information its subrecipients including contact information, source and amount of funds, and summary project information for inclusion into required FTA reports. All relevant information related to the oversight of each subrecipient should be easily and quickly identified, complete and readily available. Information will be kept within the Grants Division files.

Sound Transit cannot release funds without an executed grant and subrecipient agreement and if the subrecipient award is over \$25,000, Sound Transit's Grant Division will report to FSRS at [www.FSRS.gov](http://www.FSRS.gov) by the end of the month following the month that the subrecipient agreement was signed.

## MONITORING

Sound Transit monitors subrecipient activities necessary to ensure that federal awards are used for authorized purposes; are in compliance with laws, regulations, and agreements and performance goals are achieved. Specifically, Sound Transit's Grant Division is responsible for ensuring that executed grant awards are administered properly to ensure that grant funds are used for intended purposes, in accordance with laws and regulations, and lead to agreed-upon results. Grants Division staff are the agency's main points of contact for subrecipient management and monitoring. Effective management and oversight increases the likelihood that grants will remain eligible and contribute to achieving agency and subrecipient goals and outcomes. When managing subrecipients, staff will:

1. Develop and execute subrecipient agreement(s).
2. Monitor the financial status of grants and project activity.
3. Ensure results through milestone and performance reporting.
4. Evaluate subrecipient risk to determine level of monitoring and oversight.
5. Work with the subject area experts to complete required subrecipient monitoring.

All reimbursement requests are fully documented and reviewed prior to the disbursement of funds.

Depending on the nature/size of the subrecipient, award/scope of work and assessed risk level, Sound Transit will determine the type and frequency of oversight and reporting required under the grant agreement. Reports (submitted and evaluated monthly, bi-monthly, quarterly, or other) will be used to monitor federal compliance, project status and grant spending. Areas to provide oversight may include (where applicable), but are not limited to: procurement (Sound Transit requires review and approval of procurement and contract documents); Title VI; Disadvantaged Business Enterprise; Drug and Alcohol, ADA, satisfactory continuing control, maintenance, NEPA; and grant administration. Sound Transit will document its oversight and monitoring progress.

The Subrecipient Risk Assessment Questionnaire (Appendix B) template helps determine risk level of the subrecipient administering a federal grant. High scores correspond to high risk subrecipients and more in-depth and frequent monitoring.

The Subrecipient Monitoring Frequency and Monitoring Steps (Appendix C) outlines the methodology for determining frequency and monitoring steps.



## FISCAL MONITORING

The timely receipt of financial records and reports from subrecipients is necessary for Sound Transit to effectively monitor the financial status of grants. Ineffective grant monitoring increases the risk of improper payments and untimely grant expenditures and may result in the misuse or waste of funds. Sound Transit has various tools to monitor the financial status of grants, including grant accounting and cash management procedures (these are available upon request). Fiscal monitoring includes, but is not limited to:

- Reviewing bills, invoices or other fiscal documentation
- Comparing budgets and/or budget limits to actual costs
- Obtaining reasonable documentation that services charged to the subaward were actually delivered according to the contract
- Comparing bills with supporting documentation to determine that costs were allowable, necessary and/or allocable according to the policies of the federal program and the terms of the subrecipient agreement.

When reviewing invoices Sound Transit's Finance team verifies that the charges:

- Occurred within the grant period of performance
- Are eligible under the grant (award) and allowable under Federal regulations per 2 CFR 200 Subpart E
- Supported with adequate documentation
- Are not duplicate charges

For adequate documentation the invoice submitted to Sound Transit must have enough information so that someone unrelated to the grant could determine that the charges were appropriate. Such information would include documentation such as progress report or work statements, invoices for support services and materials, certification by the subrecipient that the work has been satisfactorily rendered, copies of the original bills, invoices, expense accounts, and miscellaneous supporting data retained by the subrecipient including, but not limited to work records, rates, material and equipment costs, and list of names, hours worked, and wage information.

Sound Transit will review all subrecipient requests for reimbursement using the Subrecipient Invoice Review Checklist and Form (Appendix D). This will ensure all required supporting documents are submitted and all requests are eligible for reimbursement under the grant.

Sound Transit will review invoices to ensure only eligible expenses are charged to the grant. If a subrecipient invoices for indirect costs, they must have had prior approval and an approved Cost Allocation Plan.

The subrecipient will use the Sound Transit Subrecipient Invoice Review Checklist and Form as the coversheet for all invoices (Appendix D).

## PERFORMANCE REPORTING

Sound Transit's Finance Department is responsible for managing FTA milestone progress and financial status reporting respectively. Subrecipient site visits are planned based on level of risk identified through the subrecipient risk assessment process (per 2 CFR 200). The Grants Division maintains documentation on subrecipient site visits and monitoring activities performed.

- Monthly Reporting – when applicable subrecipients must complete the Monthly Subrecipient Report Form (Appendix E) or the Monthly DBE TITLE VI Report Form (Appendix F) (depending on the level of risk) and submit to Sound Transit monthly. If the project demonstrates arising issues, Sound Transit will work with the subrecipient in developing corrective actions. The deadlines are outlined on the Subrecipient Reporting Schedule (Appendix L).
- Quarterly Reporting – subrecipients must complete the Quarterly Subrecipient Report Form (Appendix G) and submit to Sound Transit quarterly. The deadlines are outlined on the Subrecipient Reporting Schedule (Appendix L).

Sound Transit will review the completed report and clarify any information with the subrecipient if necessary. Sound Transit will also ensure this information is incorporated into the quarterly milestone progress reports submitted to FTA where applicable.

## ONGOING DUTIES

Sound Transit monitors subrecipient activities as necessary to ensure that federal awards are used for authorized purposes; are in compliance with laws, regulations and agreements; and performance goals are achieved. Sound Transit subject matter experts throughout the agency help support monitoring and oversight activities related to particular topics such as staff from Procurement and Contracts Department assist with review and approval of contracts and third party agreements and staff from Small Business and Labor Compliance Department review and approve Title VI and DBE programs (when applicable).

Sound Transit must understand the subrecipient's environment, systems, and controls sufficiently to identify the level and methods of monitoring required. The level of monitoring should appropriately reflect the level of risk or exposure identified during the risk assessment process.

To help ensure compliance with applicable grant requirements, the Grants Division will regularly:

- Review grant scope and activity
- Conduct, evaluate and review Risk Assessment(s)
- Provide ongoing communication and training with the subrecipient

## REVIEW SUBAWARD REIMBURSEMENT REQUESTS

Sound Transit reviews all documentation associated with each reimbursement request submitted by subrecipient. Reimbursements are monthly or quarterly. The Grants Division receives the request from the subrecipient and routes to Accounts Payable (AP) so that it can be logged into the agency's financial system. Once that is complete, AP returns the reimbursement request packet back to the Grants Division so that it can be distributed for review by agency staff associated with the project and approval process. Such staff would include Grant Division, Grant Accounting, project manager(s), Civil Rights and others as needed.

## RISK ASSESSMENT

Sound Transit will determine the level of risk (low, medium or high) based on the results of the Subrecipient Risk Assessment Questionnaire (Appendix B).

The risks help determine the level of oversight and type and frequency of reviews as outlined in the Subrecipient Monitoring Frequency and Monitoring Steps (Appendix C).

When evaluating subrecipient risk, Sound Transit considers:

- Grant sources and amounts awarded to the subrecipient
- Subrecipient experience with federal award management
- Financial audits and findings
- Past site reviews and findings
- Quarterly performance reports

The cumulative risk assessment determines the level of oversight and review:

- High Risk – more in-depth oversight and frequent monitoring, detailed compliance reviews and site visits
- Medium Risk – detailed compliance reviews, site visit discretionary based on prior compliance reviews
- Low Risk – compliance review optional with written justification

Even if a subrecipient is determined to be low risk, if there are changes in regulations or guidance, Sound Transit may need to perform additional monitoring/site visit to subrecipient, to ensure compliance with the new regulation/guidance.

## COMMUNICATION, EDUCATION, TRAINING

Effective communication is important for project success. To assist with establishing roles and contacts, the Communication and Outreach Protocol (Appendix J) and the Subrecipient Staff Roles and Contact Information (Appendix K) documents should be kept up to date.

As the main point of contact for subrecipients, the Grants Division provides regular communication, support, and guidance to subrecipients and other Sound Transit staff to assist with understanding federal requirements and practical ways to comply with grant requirements. As part of this communication, Grants identifies areas that the subrecipient may need clarification and training, prepares and distributes written guidelines (e.g., FTA circulars, BPPM, etc.) related to grant compliance. Grants Administration also addresses compliance related inquiries from subrecipients and project related staff.

When applicable, Grants will provide or inform of training opportunities for the subrecipients in the form of meetings, workshops, webinars, distribution of grant-related materials such as applicable FTA circulars, Regional Bulletins, and other grant guidance.

## SITE VISITS

Subrecipients will receive on-site compliance reviews. The frequency and effort depends on the level of risk and length of the funding agreement.

Elements of an On-site review entails the following:

- Review team requests subrecipient documents and sets up on-site meeting
- Subrecipient sends information to recipient
- Review team examines information using FTA Triennial Review guide and circulars
- Review team sends list of potential issues to subrecipient as preparation for on-site visit
- Conduct on-site review with subrecipient

Activities covered during On-site review:

- Entrance conference
- Interviews and review of outstanding documentation
- Visits and inspect federally funded facilities, vehicles and other major assets (where applicable)
- Preliminary findings of deficiency
- Exit conference

At the exit conference, the preliminary findings of the deficiency will be distributed by the review team and discussed with the subrecipient along with proposed corrective actions (a corrective action plan) and dates for completion. The subrecipient should advise if any comments have been misstated or if there are any obstacles to the implementation of corrective actions.

## CLOSEOUT

Grant closeout is the term used to signify the process by which all activities in a grant are complete and/or federal funds have been expended.

Sound Transit will conduct a formal grant closeout review before closing out any subrecipient agreements. A review ensures all requirements have been met and properly documented, and that all requests for reimbursement have been processed. Final reimbursements will be held until subrecipient agreement closeout has been initiated.

The subrecipient must submit all closeout documentation within 45 days of the completion of all activities in the grant.

The results of the closeout review will be documented in a final status report for the project/subrecipient. A summary of the closeout activity will be included in the final progress report.

## ANNUAL FINANCIAL AUDIT REVIEW

Subrecipients that receive \$750,000 or more in federal funds in any year (from all federal sources) must have an annual single audit or program specific audit conducted by an independent audit in accordance with 2 CFR 200. The FTA specifically requires audits when the total of Federal funds received are equal to or greater than \$750,000.

Single Audits of subrecipients will be retrieved by Sound Transit's Finance team from the Federal Audit Clearinghouse Internet Data Entry System. Finance will also use audit results to determine the level of risk and if additional review is required in the site visit(s).

## ***APPENDICES***

## Appendix A - Subrecipient Agreement Information required by 2 CFR part 200

Recipients must enter into an agreement with each subrecipient. Agreements must state the terms and conditions of assistance and includes information required by FTA and 2 CFR part 200.

Required Agreement Information	
Information	Comment
<b>Federal award Identification:</b>	
Subrecipient name (which must match the name associated with its unique entity identifier)	
Subrecipient's unique entity identifier (DUNS)	
Federal award identification number (FAIN)	
Federal award date of award to the recipient by the Federal agency	
Subaward period of performance start and end date	
Amount of Federal funds obligated by this action by the pass-through entity to the subrecipient	
Total amount of Federal funds obligated to the subrecipient by the pass-through entity including the current obligation	
Total amount of the Federal award committed to the subrecipient by the pass-through entity	
Federal award description as required to be responsive to the Federal Funding Accountability and Transparency Act	
Name of Federal awarding agency, pass-through entity, and contact information for awarding official of the pass-through entity	

Required Agreement Information	
Information	Comment
Catalog of Federal Domestic Assistance (CFDA) number and name; the pass-through entity must identify the dollar amount made available under each Federal award	
Identification of whether the award is research and development (R&D)	
Indirect cost rate for the Federal award (including if the application of the de minimis rate per §200.414 Indirect (F&A) costs)	
<b>Pass-through Requirements:</b>	
All requirements imposed by the pass-through entity on the subrecipient so that the Federal award is used in accordance with Federal statutes, regulations and the terms and conditions of the Federal award, i.e. federally required clauses	
Any additional requirements that the pass-through entity imposes on the subrecipient in order for the pass-through entity to meet its own responsibility to the Federal awarding agency including identification of any required financial and performance reports	
Indirect Costs: If a federally approved indirect cost rate is negotiated between the subrecipient and the Federal government, this rate must be used. If no such rate exists, the subrecipient may either negotiate a rate with the pass-through entity and the subrecipient (in compliance with this part), or elect the de minimis indirect cost rate as defined in §200.414 Indirect (F&A) costs, paragraph (f), if eligible.	
A requirement that the subrecipient permit the pass-through entity and auditors to have access to the subrecipient's records and financial statements as necessary for the pass-through entity to meet the requirements of this part	
Appropriate terms and conditions concerning closeout of the subaward	



## Appendix B - Subrecipient Risk Assessment Questionnaire

### What is Risk Assessment?

2CFR 200.331 requires an evaluation of the risk that a subrecipient has in complying with the Federal statutes, regulations and the terms and conditions of the subaward from a grantee.

This evaluation will help determine the level of monitoring required by Sound Transit.

This questionnaire will be used to assist in the evaluation of risk associated with sub-granting state and/or federal funds.

<b>Subrecipient Name:</b>
<b>Address:</b>
<b>Subrecipient's Federal Employer Identification Number (EIN):</b>
<b>Subrecipient DUNS Number:</b>
<b>Agency/Organization is registered in SAM:</b>
<b>Grant Identification/Grant Number:</b>

### I. GENERAL ASSESMENT

#### Question

Select One ("x")

#### 1. Subrecipient Experience with Similar Project(s):

5 + years	
3-5 years	
0-3 years	

Comments: If applicable, were the projects completed on time and within budget?

#### 2. Subrecipient experience with State or Federal Funds:

5 + years	
3-5 years	
0-3 years	

Comments:

#### 3. Subrecipient experience with FTA Grant program(s):

5 + years	
3-5 years	
0-3 years	

Comments:

**4. Management or staff turnover or reorganization that affects this program:**

No turnover or reorganization	
Little turnover or reorganization	
Significant turnover or reorganization	

Comments:

**5. Average experience of project staff and management in the current position:**

5+ years	
2-5 years	
Less than 2 years	

Comments:

**6. Experience of staff and management with the FTA program(s):**

5+ years	
2-5 years	
Less than 2 years	

Comments: Please list specific experience.

**7. Familiarity with the program:**

Have managed/conducted many similar programs in the past (5+ years' experience)	
Have managed/conducted a few similar programs	
Have minimal or no experience with this type of program	

Comments:

***[IF YOU ARE A FIRST-TIME SOUND TRANSIT SUBRECIPIENT, THIS QUESTION IS NOT APPLICABLE FOR THE FIRST RISK ASSESSMENT ANALYSIS]***

**8. Subrecipient timeliness in document submission:** (Applications, Amendments, Fiscal/Financial Reporting, Budgets/revisions, Close-out A-133 audits and corrective action plan (if applicable)).

On time submission of all documents	
Rarely late or sometimes late on some documents	
Consistently late on some or all documents	

Comments: If applicable, explain reason for late submissions.

***[IF YOU ARE A FIRST-TIME SOUND TRANSIT SUBRECIPIENT, THIS QUESTION IS NOT APPLICABLE FOR THE FIRST RISK ASSESSMENT ANALYSIS]***

**9. Subrecipient timely response to program/fiscal questions:**

Always timely in response	
Sometimes late in response	
Consistently late in response	

Comments: If applicable, explain reason for late submissions.

**10. Effective written procedures and controls for this program:**

Formal/written and distributed to employees	
Informal policies and controls	
No policies or controls	

Comments: If applicable please attach written procedures.

**11. Complexity of the program:**

Simple program requirements and operations environment	
Moderately complex program requirements and operations environment	
Complex operations environment and program requirements	

Comments:

**12. Past projects completed on time:**

Yes	
No	

Comments: If no, please provide overview.

**13. What policy or procedures have changed since the last compliance review? Please identify the effective date of the changes.**

Comments:

**II. OVERALL FISCAL ASSESSMENT**

**For any similar projects in past 5 years**

**Question**

**Select One ("x")**

**1. Variations between expenditures and budget:**

No variations	
Small variations	
Large and frequent variations	

Comments:

**2. Difficulty meeting matching requirements:**

Have funds in a reserved account	
Have budgeted funds for project	
Will provide funds from general fund or general capital funds	

Comments:

**III. LEGAL ASSESSMENT****Question****Select One ("x")**

- 1. Does the subrecipient have or previously had a lawsuit(s) filed against them? (such as EEO, DBE, contractor suing for payment)**

No previous or current lawsuits	
Has previously had a lawsuit	
Has a lawsuit	

Comments: Please provide necessary documentation for existing or prior lawsuits:

- 2. Subrecipient staff that have been arrested, convicted of a felony or are currently under criminal investigation:**

No staff arrested, convicted or currently under criminal investigation	
Has staff that has been arrested, convicted or is currently under criminal investigation	

Comments:

- 3. Does the subrecipient have a conflict of interest policy in place (pursuant to 200 CFR 200.112?)**

Yes	
No	

Comments:

- 4. Does the subrecipient have any violations of Federal criminal law involving fraud, bribery or gratuity violations potentially affecting the Federal award?**

No	
Yes	

Comments: If yes, provide supporting documentation.

**IV. MONITORING/AUDIT ASSESSMENT****Question****Select One ("x")**

- 1. Past Audit findings from the A-133 Audit or any Internal Audits:**

No material findings	
Some findings, not material	
Has material findings	

Comments: If applicable, please discuss how corrective actions were handled for finding(s). Include timeline taken to get findings closed.

- 2. Have there been any previous audit findings (i.e. other comprehensive audit, Internal Audit)?**

No material findings	
Some findings, not material	
Has material findings	

Comments:

**[IF YOU ARE A FIRST-TIME SOUND TRANSIT SUBRECIPIENT, THIS QUESTION IS NOT APPLICABLE FOR THE FIRST RISK ASSESSMENT ANALYSIS]**

- 3. Corrective Action Plans (CAP) and Resolution** (CAP's are required when a project is not meeting deliverables/milestones. The subrecipient submits a CAP that outlines the course of action proposed to get back on schedule/budget).

No CAPs past or current	
Has had CAPs but been resolved on time	
Has Caps and not resolved on time	

Comments:

- 4. When was the last on-site monitoring visit?**

Less than one funding cycle has passed since on-site visit	
Less than three funding cycles have passed since on-site visit	
More than three funding cycles have passed since on-site visit	

Comments: Provide the year of visit and provide details about the funding agency and project. List specific findings for each visit and provide details on how the findings were resolved.

## V. FINANCIAL SYSTEMS ASSESSMENT

### Question

Select One ("x")

- 1. Does the subrecipient have a financial management system in place to track and record program expenditures** (Examples: QuickBooks, Visual Bookkeeper, Peachtree, or a Customer Proprietary System)?

Yes, has financial management system in place	
No financial management system in place	

Comments: Please list the system used and length of time in use.

- 2. Does the accounting system identify the receipts and expenditures of program funds separately for each award?**

Accounting system identifies receipts and expenditures of program funds separately for each award	
Accounting system identifies receipts and expenditures of program funds but does not separate for each award	
Accounting system does not identify receipts and expenditures of program funds	

Comments:

- 3. Does the subrecipient have a time and accounting system to track time and expenditures by cost objective?**

Yes, subrecipient has a time and accounting system to track time and expenditures by cost objective	
Subrecipient has a time and accounting system but does not track time and expenditures by cost objective	
Subrecipient does not have a time and accounting system to track time and expenditures	

Comments:

- 4. Does the subrecipient maintain appropriate internal controls?** (Reconciliation checks and balances are in place, duties are segregated, the final approval for payment is made by a different individual than the check/warrant signer)

Yes	
No	

Comments:

## VI. CAPITAL ASSET TRACKING

### Question

Select One ("x")

**1. The subrecipient maintains appropriate capital asset tracking:**

Maintains a detailed capital asset record system, inventory counts verified by individuals independent of those in charge of inventory records, physical inventory is taken once every two years and reconciled to detailed capital asset records) and inventory records contain the following:

- Description
- I.D. number
- Acquisition Date
- Cost
- Federal Percentage
- Grant Number
- Location
- Use and Condition
- Disposition Action
- Vested Title
- Useful Life

Yes	
No	

Comments: List the items not contained in agency inventory records.

**The information, certifications and representations above have been read, signed and made by an authorized official of the Subrecipient named herein. The appropriate programmatic and administrative personnel involved in this application/project are aware of sponsor policy in regard to subawards and are prepared to establish the necessary inter-institutional agreements consistent with those policies.**

\_\_\_\_\_  
Signature of Subrecipient's Authorized Official

\_\_\_\_\_  
Date

*Name, Title*

*Agency*

*Email*

*Phone Number*

## Appendix C - Subrecipient Monitoring Frequency and Monitoring Steps

Monitoring Step Process		Low	Medium	High
1	Subrecipient identification and initial monitoring needs assessment	All subrecipients	All subrecipients	All subrecipients
2	Elaboration of FTA Requirements and Subrecipient Guidelines	All subrecipients	All subrecipients	All subrecipients
3	FTA Subrecipient Funding Agreement execution	All subrecipients	All subrecipients	All subrecipients
4	Ongoing FTA subrecipient monitoring, including: 4.1 Invoice reviews	Monthly	Monthly	Monthly
	4.2 Reporting requirements	Quarterly	Quarterly	Monthly
5	Formal compliance reviews 5.1 Desk review of submitted documents <i>(for the first visit review all policies and procedures)</i>	Annual Review only policies and procedures that have changed	Annual Review only policies and procedures that have changed	Bi-Annual Review only policies and procedures that have changed
	5.2 On-site review	Every 24 months	Every 18 months	Every 6-12 months
	5.3 Compliance review report	Modified version for desk top, full for on-site	Modified version for desk top, full for on-site	Modified version for desk top, full for on-site
	5.4 Corrective action monitoring	Where necessary	Where necessary	Where necessary
6	Closeout	All subrecipients at project end	All subrecipients at project end	All subrecipients at project end

\*\* monitoring frequency may vary based on risk assessment and progress of the subrecipient through the life of the grant

## Appendix D - Subrecipient Invoice Review Checklist and Form<sup>1</sup>

### Invoice Review Checklist

FTA Subrecipient Invoice Review Checklist			
Contract/Recipient Number	Invoice Number		
Project Title	Invoice Date(s)		
Subrecipient	Invoice Value		
Purchase Order #	Actual Local Match %		
Contract Value	Payments to Date		
Project Manager	Division		
<b>Type of Contract</b> <input type="checkbox"/> Fixed Price <input type="checkbox"/> Milestone <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Devis Becon <input type="checkbox"/> Fixed Unit Price <input type="checkbox"/> Progress <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> T&M <input type="checkbox"/> Construction Management Services <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> <input type="checkbox"/>			
<b>Applicable Wage Act(s)</b> <input type="checkbox"/> <input type="checkbox"/>			
1. Supporting Documentation		Comments	
a. Project Description (Invoice #1)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		
b. Project Location (Invoice #1)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		
c. Project Site Photos (where applicable)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		
d. Vendor / Contract Invoices	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		
e. Purchase Orders	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A		
f. Cancelled Checks or proof of	<input type="checkbox"/> Yes <input type="checkbox"/> No		



payment with payment date	<input type="checkbox"/> N/A	
h. Operating costs (from Ledger in Financial system)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
i. Cost estimate update (Invoice #1)	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
2. Invoice - Format as per Contract	<input type="checkbox"/> Yes <input type="checkbox"/> No	
<b>3. Review of Rates</b>		
a. Complies with Contract Pricing Including Local Match Level	<input type="checkbox"/> Yes <input type="checkbox"/> No	
b. Reflects Current Wage Rates	<input type="checkbox"/> Yes <input type="checkbox"/> No	
4. Performance within Terms of Contract	<input type="checkbox"/> Yes <input type="checkbox"/> No	
5. Complies with Established Contract Cost/ Price	<input type="checkbox"/> Yes <input type="checkbox"/> No	

6. If Subrecipient had invoiced indirect costs, have they...	
a) Had prior approval?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
b) An approved Cost Allocation Plan (CAP)? And, do the invoiced indirect costs follow the agreed CAP?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A

7. Costs Questioned:

Type	Value	Allowable Cost?	Comments
		<input type="checkbox"/> Yes <input type="checkbox"/> No	
		<input type="checkbox"/> Yes <input type="checkbox"/> No	
		<input type="checkbox"/> Yes <input type="checkbox"/> No	
		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

8. Retainage (optional)	\$	%	9. Costs approved
10. DBE Affidavit Attached (only applies to Streetscape)		<input type="checkbox"/> Yes	
Approval	Signature	Date	
Project Manager			

Notes:



## Appendix E - Monthly Subrecipient Report Form

### Example from current subrecipient agreement with City of Tacoma

<b>Subrecipient:</b>	City of Tacoma
<b>Project:</b>	Links to Opportunity (WA-2016-007)
<b>Funding Agency:</b>	
<b>Date of Submission of Monthly Report:</b>	
<b>Report Submitted By:</b>	
<b>Submittal Date:</b>	

Please provide an update on the status of the project. Updates should include the following:

- Work plan deliverables (scope of work) <sup>2</sup>
- Milestone status
- Invoice status (including a total of amount invoiced to date)
- Briefing of project meetings conducted
- Briefing of public meetings conducted
- NEPA Status (this item concludes when FTA issues NEPA determination)
- Overview of any issues that have arisen or are anticipated
- Projection of work plan and meetings for the next month

Per Federal Register Vol 79/ No 171 FTA Transit Oriented Development Planning Pilot Program requirement for work plan submission to FTA at quarterly report time.

## Appendix F - Monthly DBE TITLE VI Report Form

### Example from current subrecipient agreement with City of Tacoma

Subrecipient:	City of Tacoma
Project:	Links to Opportunity (WA-2016-007)
Funding Agency:	
Date of Submission of Monthly Report:	
Report Submitted By:	
Submittal Date:	

Please provide an update on the status of the project. Updates should include the following:

#### Disadvantaged Business Enterprise

What percentage of the DBE contract(s) is complete?

What are the date(s) of invoices received compared to payment date(s) (is prompt payment being met?)

#### TITLE VI

Have there been any Title VI complaints associated with this project filed during this time period?

#### Deliverable Tracking

AREA OF THE PROJECT	DELIVERABLE	DESCRIPTION	STATUS
1.			
2.			
3.			

## Appendix G - Quarterly Subrecipient Report Form (FTA Quarterly Report Elements per C5010.IE, Chapter III)

### Example from current subrecipient agreement with City of Tacoma

Subrecipient:	City of Tacoma
Project:	Links to Opportunity (WA-2016-007)
<b>Funding Agency:</b>	
<b>Date of Submission of Quarterly Report:</b>	1 <sup>st</sup> Qtr due Jan 15 <sup>th</sup> 2 <sup>nd</sup> Qtr due April 15 3 <sup>rd</sup> Qtr due July 15 4 <sup>th</sup> Qtr due Oct 15 <i>(if the due date falls on a weekend, submit the next business day)</i>
<b>Report Submitted By:</b>	
<b>Submittal Date:</b>	
<b>QUESTION</b>	<b>RESPONSE</b>
1. Current status of each open ALI within the active/executed grant.	
2. A narrative description of projects, status, any problems encountered in implementation, specification preparation, bid solicitation, resolution of protests, and contract awards.	
3. Detailed discussion of all budget or schedule changes.	
4. The dates of expected or actual requests for bid, delivery, etc.	
5. Actual completion dates for completed milestones.	
6. Revised estimated completion dates when original estimated completion dates are not met.	
7. Explanation of why scheduled milestones or completion dates were not met.	
8. Analysis of significant project cost variances. Completion and acceptance of equipment and construction or other work should be discussed, together with a breakout of the costs incurred and those costs required to complete the project. Use quantitative measures, such as hours worked, sections completed, or units delivered.	

9. A list of all outstanding claims exceeding \$100,000, and all claims settled during the reporting period. This list should be accompanied by a brief description, estimated costs, and the reasons for the claims.	
10. A list of all potential and executed change orders and amounts exceeding \$100,000, pending or settled, during the reporting period. This list should be accompanied by a brief description.	
11. A list of claims or litigation involving third party contracts and potential third party contracts that:  a) Have a value exceeding \$100,000,  b) Involve a controversial matter, irrespective of amount, or  c) Involve a highly publicized matter, irrespective of amount.	
12. A list of all real property acquisition actions, including just compensation, property(s) under litigation, administrative settlements, and condemnation for each parcel during the reporting period.	

**In addition, please include the following:**

Project Schedule including original and current completion dates	
Funding table for each ALI including fiscal year, original planned allocation, current estimates, actual expenditures, and remaining allocation	
CAP including updates for any delayed projects	
<i>Updated Risk Assessment Questionnaire (Appendix B) should accompany the report</i>	

## Appendix H - Federal Reference Documents

1. Federal Register Notices (any applicable such as NOFA, listing of award etc.)
2. [OMB Super Circular](#)
3. [49 CFR Section 18.37](#)
4. [FTA Fiscal Year 2018 \(or current year\) Certifications and Assurances](#)
5. [USDOT FTA Master Agreement / FY 2017 \(or current year\)](#)
6. [4220.1F Third Party Contracting Guidance](#)
7. [5010.1E Grant Management Requirements](#)
8. [2018 Triennial Review Guide](#)
9. [FTA Best Practices Procurement Manual](#)
10. [FTA Third Party Procurement FAQs](#)



## Appendix I - FTA Triennial Review Workbook Areas of Compliance

Compliance Area	Basic Requirement (per the 2017 FTA Triennial Review Workbook)
Financial Management and Capacity	The grantee must demonstrate the ability to match and manage Federal Transit Administration (FTA) grant funds, cover cost increases and operating deficits, cover maintenance and operational costs for FTA funded facilities and equipment, and conduct and respond to applicable audits.
Technical Capacity	The grantee must be able to implement Federal Transit Administration (FTA)-funded projects in accordance with the grant application, FTA Master Agreement, and all applicable laws and regulations, using sound management practices.
Maintenance	Grantees and subrecipients must keep federally funded vehicles, equipment, and facilities in good operating condition. Grantees and subrecipients must keep Americans with Disabilities Act (ADA) accessibility features on all vehicles, equipment, and facilities in good operating order.
Americans with Disabilities Act (ADA)	Titles II and III of the Americans with Disabilities Act of 1990 (ADA) provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.
Title VI	The grantee must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program or activity receiving Federal financial assistance without regard to whether specific projects or services are federally funded. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner.
Procurement	Grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable Federal law, including 49 CFR Part 18, (repealed effective December 26, 2014), 2 CFR Part 1201, incorporating 2 CFR Part 200 (specifically Sections 200.317-200.326), and Federal Transit Administration (FTA) Circular 4220.1F, "Third Party Contracting Guidance."
Disadvantaged Business Enterprise (DBE)	The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of U. S. Department of Transportation (US DOT)-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for US DOT-assisted contracts.
Legal	The grantee must be eligible and authorized under state and local law to request, receive, and dispense Federal Transit Administration (FTA) funds and to execute and administer FTA-funded projects.
Satisfactory Continuing Control	The grantee must ensure that Federal Transit Administration (FTA)-funded property will remain available to be used for its originally authorized purpose throughout its useful life until disposition.
Planning/Program of Projects	The grantee must participate in the transportation planning process in accordance with Federal Transit Administration (FTA) requirements, Moving Ahead for Progress in the 21st Century (MAP-21), and the metropolitan and statewide planning regulations. Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a program of projects (POP).
Public Comment on Fare Increases and Major Service Reductions	Section 5307 grantees are expected to have a written, locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.
Half Fare	For fixed-route service supported with Section 5307 assistance, fares charged seniors, persons with disabilities or an individual presenting a Medicare card

	during off peak hours will not be more than one half the peak hour fares.
Charter Bus	Grantees are prohibited from using federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.
School Bus	Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the Federal Transit Administration (FTA) Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.
Security	As recipients of Section 5307 funds, grantees must annually certify that they are spending at least one percent of such funds for transit security projects or that such expenditures for security systems are not necessary.
Drug Free Workplace and Drug and Alcohol Program	Grantees are required to maintain a drug free workplace for all grant-related employees and to have an ongoing drug-free awareness program. Grantees receiving Section 5307, 5309, 5311, or 5339 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.
Equal Employment Opportunity	The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving Federal financial assistance under the Federal transit laws. (Note: Equal Employment Opportunity Commission's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

## Appendix J - Communication and Outreach Protocol

### Example from current subrecipient agreement with City of Tacoma

The table lists contacts by scope/activity and outlines required subrecipient actions.

Subrecipient:	City of Tacoma
Project:	Links to Opportunity (WA-2016-007)
Primary contact for all inbound Sound Transit communications: Grants	
<b>Please route all phone and Email communications through Grants</b>	
<b>Scope Activity</b>	<b>Secondary Contact</b>
1. Streetscape Design	Brian Patton
2. Power Enhancements	Brian Patton
3. Outreach	Chelsea Levy
4. Equity Empowerment	Mark Wheeler
5. Project Management	Sue Comis
<b>Additional Activity</b>	
6. FTA Grant Related	Heather Rochelle
7. Invoicing	Heather Rochelle
8. Grant Support (management)	Monica Overby
<b>Required Actions</b>	
1. Make best efforts to coordinate this Project with Sound Transit's Tacoma Link Expansion project including: <ul style="list-style-type: none"> <li>i. Incorporate the design work already completed by Sound Transit and work to present its streetscape proposals as enhancements to the Tacoma Link Expansion project;</li> <li>ii. be available, and make its consultants available, to meet with Sound Transit staff at least every two weeks during the timeframe of the Project;</li> <li>iii. make its staff and consultants available to Sound Transit staff and consultants in order to coordinate design and Equity and Empowerment work for this Project and Tacoma Link Expansion project.</li> </ul>	
2. Provide Sound Transit written notice (Email) 10 business days' in advance before scheduling any public meetings relating to the project and before finalizing the agendas and supporting materials for such meetings.	
3. Include a Sound Transit representative at each of the citizen advisory meetings.	

## Appendix K - Subrecipient Staff Roles and Contact Information

### Example from current subrecipient agreement with City of Tacoma

Please provide a list of the key staff that will be participating on the Project.

Subrecipient: City of Tacoma		
Project: Links to Opportunity (WA-2016-007)		
Primary contact for all inbound City of Tacoma communications: [Name]		
<b>Please route all phone and Email communications through [Point of Contact]</b>		
<b>Monica's Schedule: T, W, Fri. 9am - 4pm</b>		
Staff Name	Title	Role / Key Area of Focus
Ian Munce	Special Assistant to the Planning and Development Services Director, Planning and Development Services Department	Project Manager
Andy Micklow	Project Coordinator, Planning and Development Services Department	Project Coordinator
Diane Sheesley, P.E.	Project Manager, Public Works Department	Managing engineering and streetscape design work
Carol Wolfe	Neighborhood Revitalization Manager, Community and Economic Development Department	Managing and advising on community outreach and engagement and economic development issues
Diana Kerin-Tate	Senior Accountant, Finance Department	Managing billing, payments and reimbursements

#### Contact Information:

Andy Micklow, Project Coordinator, City of Tacoma [amicklow@ci.tacoma.wa](mailto:amicklow@ci.tacoma.wa) – 253-591-5640

Ian Munce, Special Assistant to the Planning and Development Services Director, City of Tacoma, [ian.munce@cityoftacoma.org](mailto:ian.munce@cityoftacoma.org) - 253-573-2478

Diane Sheesley, Project Manager, Public Works Department, City of Tacoma [dsheesley@cityoftacoma.org](mailto:dsheesley@cityoftacoma.org) - 253-591-5358

Carol Wolfe, Assistant Director, Community and Economic Development Department, City of Tacoma, [cwolfe@cityoftacoma.org](mailto:cwolfe@cityoftacoma.org) - 253.591.5384

Diana Kerin-Tate, Senior Accountant, Finance Department, City of Tacoma [dtate@ci.tacoma.wa.us](mailto:dtate@ci.tacoma.wa.us) - 253-502-8109

## Appendix L - Subrecipient Reporting Schedule

### Example from current subrecipient agreement with City of Tacoma

The table lists a schedule of reports and actions for the subrecipient.

Subrecipient:	City of Tacoma		
Project:	Links to Opportunity (WA-2016-007)		
Report/Action	Frequency	Notes	Recipient
1. Project Update and Projection for Month Ahead	Monthly	Email 1 <sup>st</sup> Monday of the month	Sound Transit Grants POC
2. Submit Invoice	Monthly		Sound Transit Invoice POC
3. Quarterly Reports for FTA	Quarterly <i>(if the due date falls on a weekend, submit the next business day)</i>	1 <sup>st</sup> Qtr due Jan 15 <sup>th</sup> 2 <sup>nd</sup> Qtr due April 15 3 <sup>rd</sup> Qtr due July 15 4 <sup>th</sup> Qtr due Oct 15	Sound Transit Grants POC
4. Risk Assessment	Quarterly <i>(if the due date falls on a weekend, submit the next business day)</i>	Update Subrecipient Risk Assessment Questionnaire <i>(submit with quarterly reports)</i>	Sound Transit Grants POC
5. Compliance Review	Annual	Sound Transit will schedule 12 month timeframe	NA
6. Closeout	Once	Sound Transit will coordinate closeout	NA

## Appendix M - Areas for Subrecipient Review

<b>Compliance Area</b>	<b>Capital Projects</b>	<b>Transit</b>	<b>Planning</b>	<b>JARC &amp; New Freedom</b>
Financial Management and Capacity	All subrecipients	All subrecipients	All subrecipients	All subrecipients
Technical Capacity	All subrecipients	All subrecipients	All subrecipients	All subrecipients
Maintenance	All subrecipients with FTA funded facilities	All Subrecipients with FTA funded rolling stock or FTA funded facilities	All subrecipients with FTA funded facilities	All Subrecipients with FTA funded rolling stock or FTA funded facilities
ADA	All subrecipients	All subrecipients	All subrecipients	All subrecipients
Title VI	All subrecipients	All subrecipients	All subrecipients	All subrecipients
Procurement	All subrecipients	All subrecipients	All subrecipients	All subrecipients
DBE	All subrecipients with procurements	All subrecipients All subrecipients with procurements	All subrecipients with procurements	All subrecipients with procurements
Legal	All subrecipients	All subrecipients	All subrecipients	All subrecipients
Satisfactory Continuing Control	All subrecipients	All subrecipients	All subrecipients	All subrecipients
Planning/Program of Projects	All subrecipients receiving 5307	All subrecipients receiving 5307	All subrecipients receiving 5307	
Public Comments on Fare Increases and Major Service Reductions		All subrecipients receiving 5307		
Half Fare		All subrecipients operating fixed route services		All subrecipients operating fixed route services
Charter Bus		All subrecipients		All subrecipients
School Bus		All subrecipients		All subrecipients
Security	All subrecipients receiving 5307	All subrecipients receiving 5307		
Drug and Alcohol Program	All subrecipients with safety sensitive employees	All subrecipients with safety sensitive employees		All subrecipients with safety sensitive employees
Equal Employment Opportunity	All subrecipients (that meet threshold)	All subrecipients (that meet threshold)	All subrecipients (that meet threshold)	All subrecipients (that meet threshold)

**Appendix N - Letter to Subrecipient (Desk Review)**  
*For low to medium risk subrecipients*

Mr. /Ms.  
Title  
[Subrecipient]  
Street Address  
City, State, Zip

**Re: FTA Subrecipient Compliance Review and Information Request**

Dear Mr. /Ms. (Title of Executive Director/Project Manager):

Sound Transit is conducting a Subrecipient Compliance Review of your agency. This annual desk based review determines whether a subrecipient is administering its FTA-funded programs in accordance with 49 U.S.C. Chapter 53, Federal transit law provisions. It assesses subrecipient management practices and program implementation to ensure that the programs are administered in accordance with FTA requirements and are meeting program objectives.

Please find attached a Subrecipient Information Request which provides instructions and document requests. If you believe any document requested is not applicable to your organization, please explain why. Your responses to this request will support our assessment of your agency's compliance with federal requirements.

Please send the requested information to [Transit Agency] by [insert date].

The findings and any corrective actions will be discussed with you following the review.

If you have any questions about the review, the discussion items or the documentation required, please contact [insert project manager name and contact information].

Sincerely,

[Name]  
[Title, Department]

## Appendix O - Letter to Subrecipient (On-Site Review)

Mr. /Ms.  
Title  
[Subrecipient]  
Street Address  
City, State, Zip

Re: FTA Subrecipient Compliance Review and Information Request

Dear Mr. /Ms. (Title of Executive Director/Project Manager):

Sound Transit plans on conducting a Subrecipient Compliance Review of your agency on [insert date]. The review will determine whether you are administering your FTA-funded programs in accordance with 49 U.S.C. Chapter 53, Federal transit law provisions and our subrecipient agreement.

The purpose of the review is to assess your management practices and program implementation to ensure that programs are administered in accordance with FTA requirements and are meeting program objectives.

Our process begins with the attached Subrecipient Information Request which provides instructions and document requests. Your responses to this request will support our assessment of your agency's compliance with federal requirements.

Please send the requested information to [Transit Agency] by [date]. If you believe any document requested is not applicable to your organization, please explain why. This document request includes a list of procurement files, as the Review Team will wish to review a sample of files on-site. The sample of files will be determined before the site visit.

Please have members of your staff who are familiar with the topics and related issues available during the site visit so that our time together will be as productive as possible.

If you have any questions about the review, the discussion items or the documentation required, please contact [insert project manager name and contact information]. We look forward to a meaningful and successful visit.

Thank you.

Sincerely,  
[Name]  
[Title, Department]



**Appendix P - Letter to Subrecipient (Pre –Visit Information Report)**

Mr. /Ms.

Title

[Subrecipient]

Street Address

City, State, Zip

**Re: FTA Subrecipient Compliance Review and Information Request**

Dear Mr. /Ms. (Title of Executive Director/Project Manager):

Sound Transit will be conducting a Subrecipient Compliance Review of your agency. The review will determine whether you are administering your FTA-funded programs in accordance with 49 U.S.C. Chapter 53, Federal transit law provisions and our subrecipient agreement. The purpose of the review is to assess your management practices and program implementation to ensure that programs are administered in accordance with FTA requirements and are meeting program objectives.

On [date] we sent you a Subrecipient Information Request providing instructions and document requests. Thank you for the documents you have sent us.

In order for your agency to prepare for the on-site review, we have provided you with our initial review of the documents received so far. This outlines the documents received, missing documents and any issues with submitted documents outlined under the 'comments' sections. Please review the attached report in advance of the site-visit. Please have all outstanding documents available for the Review Team at the site visit and ensure all relevant staff members are available for interview.

As agreed, the site visit will occur [dates]. This will start with an Entrance Conference [time date] introducing the Review Team, and will conclude with an Exit Conference at [time/date] to discuss the preliminary findings. During the review the team will undertake interviews, review documentation and visit and inspect federally funded facilities, vehicles and other major assets.

If you have any questions about the Pre-Visit Information report or the review activities, please contact [insert project manager name and contact information]. We look forward to a meaningful and successful visit. Thank you.

Sincerely,

[Name]

[Title, Department]

## Appendix Q - Site Review Checklist

*This is not a comprehensive list, but a summary of review items; some areas may not be applicable. Sound Transit will also refer to FTA Triennial Review guide and circulars for site reviews.*

Review Area	Result	Corrective Action
Eligibility: <ul style="list-style-type: none"> <li>- Verify subrecipient eligibility</li> <li>- Lobbying (certify compliance w restrictions on lobbying, &gt;\$100k)</li> <li>- Suspension/Debarment - certify that they are not excluded from federally assisted transactions,</li> </ul>		
Financial Management and Capacity <ul style="list-style-type: none"> <li>- Legal, managerial, financial and technical capability to carry out FTA programs and to receive and disburse federal funds. Financial systems must be sufficient to prepare reports and track grant funds. All subrecipients are required to submit annual Single Audit and Financial audit reports.</li> <li>- System/internal controls in place, ECHO</li> <li>- Confirm matching funds: reasonable assurance that matching requirements are met using only allowable funds or costs</li> </ul>		
Technical Capacity <ul style="list-style-type: none"> <li>- Award management</li> <li>- Program and project management</li> <li>- Progress/milestone reporting</li> </ul>		

<p>Maintenance</p> <ul style="list-style-type: none"> <li>- Recipients must keep federally funded equipment and facilities in safe, operating order. Recipients must have policies and procedures to maintain vehicles. Recipients must maintain in operative condition those features of facilities and vehicles that are required to make the vehicles and facilities readily accessible. ADA accessibility features must be repaired promptly if they are damaged or out of order. Recipients must establish a system of regular and frequent maintenance checks of lifts sufficient to determine if they are operative.</li> <li>- Confirm pre-award and post-delivery reviews conducted to confirm Buy America, purchaser's requirements, and Federal Motor Vehicle Safety Standards (FMVSS) and certify compliance for all revenue service rolling stock procurements</li> </ul>		
<p>ADA</p> <ul style="list-style-type: none"> <li>- Requires that public transportation facilities and services must be made accessible to individuals with disabilities.</li> </ul>		
<p>Title VI</p> <ul style="list-style-type: none"> <li>- ensure that no person in the United States, on the grounds of race, color, or national origin be excluded from participating in, denied the benefits of, or be subject to discrimination under any project, program or activity funded in whole or in part through these section grants. Subrecipients that receive federal funds are required to comply with Title VI laws and regulations, including FTA Circular 4702.1B which requires subrecipients to submit the following information</li> <li>- Title VI Plan in place w required elements</li> </ul>		

<p>Procurement</p> <ul style="list-style-type: none"> <li>- Procurement procedures in place that comply with federal requirements as stipulated in FTA Circular 4220 or revisions thereof, along with provisions of FTA's Master Grant Agreement, as applicable when awarding and administering FTA-assisted contracts. Any pass thru agreement shall include the FTA language, which maybe be modified to include changes to and incorporate any new rules and regulations, as applicable. To the extent that the subgrantee contracts with third parties, the subgrantee is required to include in their contracts the clauses required by federal statutes and executive orders and their</li> </ul>		
<p>DBE</p> <ul style="list-style-type: none"> <li>- All subrecipients that receive planning, capital, and/or operating assistance <b>and will award prime contracts exceeding \$250,000 in FTA funds in a fiscal year must also have a DBE program.</b></li> </ul>		
<p>Satisfactory Continuing Control</p> <ul style="list-style-type: none"> <li>- Maintaining control of FTA funded assets. proper records are maintained for equipment acquired with federal awards, equipment is adequately safeguarded and maintained, disposition or encumbrance of any equipment or real property is in accordance with Federal requirements, and the Federal awarding agency is appropriately compensated for its share of any property sold or converted to non-Federal use.</li> </ul>		
<p>Charter Bus</p> <ul style="list-style-type: none"> <li>- ensure subrecipients/contractors not providing charter bus service</li> </ul>		
<p>School Bus</p> <ul style="list-style-type: none"> <li>- ensure subrecipients/contractors not</li> </ul>		

<p>Drug Free Workplace/Drug and Alcohol Program</p> <ul style="list-style-type: none"> <li>- Contractors must have a drug and alcohol testing program in place for all safety sensitive employees.</li> <li>- Recipients must have a drug and alcohol testing program in place for all safety sensitive employees. If a grantee uses a contract service provider or maintenance provider to perform safety sensitive functions, these contractors also are subject to the provisions of these regulations.</li> </ul>		
EEO – EEO Plan in place if applicable		
<p>Section 5307 Requirements:</p> <ul style="list-style-type: none"> <li>- MPO Agreement, Public Participation Plan,, TIP notice, Public comment Fare/Svc changes, Half Fare,</li> </ul>		

**Appendix R - Sample Site Review List of Findings (Corrective Action Plan)**

Subrecipient:				
Project:				
Review Date:				
Report Submitted By:				
<b>Area</b>	<b>Deficiency</b>	<b>Corrective Action</b>	<b>Due Date</b>	<b>Actual Completion Date</b>

## Appendix S - Letter to Subrecipient (Draft Compliance Report)

Mr. /Ms.  
Title  
[Subrecipient]  
Street Address  
City, State, Zip

### Re: FTA Subrecipient Compliance Report

Dear Mr. /Ms. (Title of Executive Director/Project Manager):

As you know, Sound Transit recently undertook a Subrecipient Compliance Review of your agency.

This review determines whether a subrecipient is administering its FTA-funded programs in accordance with 49 U.S.C. Chapter 53, Federal transit law provisions. It assesses subrecipient management practices and program implementation to ensure that the programs are administered in accordance with FTA requirements and are meeting program objectives.

The review focused on [subrecipients] compliance in [#] areas. No deficiencies were found with FTA requirements in [#] areas. Deficiencies were found in [#] areas [LIST]. [Subrecipient] had [#] repeat deficiencies from the previous [date] Suprecipient Compliance Review, in the areas of [LIST].

Please find attached a draft Compliance Review Report, outlining these findings and the corrective actions.

Please review this draft report for accuracy and provide your comments to the Review Team Leader within ten business days from the date of this letter. A final report, that incorporates your comments to the draft report, will be provided to you within [#] business days of your response.

Thank you for your cooperation and assistance during this Subrecipient Compliance Review. If you have any questions, please do not hesitate to contact [review team leader name and contact info].

Sincerely,  
[Name]  
[Title, Department]

# *Title VI Service Monitoring Report*



2019



# TITLE VI SERVICE MONITORING REPORT

## Executive Summary

Sound Transit is required by the Federal Transit Administration (FTA) to measure the quality of service delivered to communities and to demonstrate resources are distributed in a way that does not discriminate on the basis of race, color or national origin. The FTA is responsible for ensuring the distribution of federally supported transit services and related benefits by applicants and recipients of FTA assistance in a manner consistent with Title VI, Section 601 of the Civil Rights Act of 1964.

Part of Sound Transit's compliance with FTA Circular 4702.1B is ongoing performance monitoring across all modes of service (ST Express, Link light rail and Sounder). This monitoring is meant to ensure Sound Transit provides service in an equitable manner. Specifically, Sound Transit monitors the following standards:

- Passenger Load (Crowding)
- On-Time Performance
- Customer Complaints
- Trips Operated as Scheduled
- Span of Service
- Frequency

The following analysis distinguishes routes where minority and low-income service area populations exceed the Sound Transit district average. These route classifications receive evaluation by metrics included in the Board adopted Sound Transit Service Standards and Performance Measures. Where service metrics on routes serving minority or low-income populations perform lower than non-minority or non-low-income routes, the agency identifies strategies for improving performance.

This document fulfills FTA's Title VI Program requirements for service quality monitoring of Sound Transit's published service standards.

## FINDINGS

The following Title VI Service Monitoring analysis, as directed by the FTA Circular 4702.1B, has highlighted areas within Sound Transit service that have opportunities for improvement. Based on analysis of a variety of data sources, it was determined that routes serving minority populations greater than the district average did not perform as well in the in the following categories:

### Express Bus

- On-Time Performance
- Overcrowding
- Average Headways during Peak, Base, and Reduced schedule time periods

### Commuter Rail

- On-Time Performance

Additionally, routes serving low-income populations greater than the district average did not perform as well in the following categories:

- Express bus
- On-time performance
- Weekday and Sunday span of service
- Average headways during peak and base schedule time periods

## **MITIGATION**

Mitigation strategies will focus on changes and improvements that can take place in the near future including the following: schedule adjustments, changes in vehicle allocation and trip additions. In the medium term time frame, capital projects such as bus-on-shoulder operations will provide some relief around the region's congested highway system.

The Title VI service monitoring will assess data on an annual basis to keep the agency informed and nimble as changes are needed. As new high-capacity transit lines are implemented, Service and Fare Equity Analyses<sup>1</sup> will be performed to understand how the network will evolve to the benefit of enhanced reliability.

<sup>1</sup> Pursuant to FTA circular C 4702.1B, transit providers that have implemented or will implement a New Start, Small Start, or other new fixed guideway capital project shall conduct a service and fare equity analysis. Service and fare equity analyses are conducted prior to implementing service and/or fare changes to determine whether the planned changes will have a disparate impact on the basis of race, color, or national origin. Low-income populations are not a protected class under Title VI. However, recognizing the inherent overlap of environmental justice principles in this area, and because it is important to evaluate the impacts of service and fare changes on passengers who are transit-dependent, FTA requires transit providers to evaluate proposed service and fare changes to determine whether low-income populations will bear a disproportionate burden of the changes.

# ***Introduction to Title VI Service Monitoring***

The Federal Transit Administration (FTA) requires Sound Transit to measure the quality of service delivered to communities and to demonstrate the distribution of resources in an equitable manner. This document fulfills FTA's Title VI Program reporting requirements for service quality monitoring. The FTA is responsible for ensuring applicants and recipients of FTA assistance distribute federally supported transit services and related benefits in a manner consistent with Title VI, Section 601 of the Civil Rights Act of 1964, which 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 gathers data from operating partners on a monthly basis in order to understand the degree to which service aligns with targets set forth in the Board-adopted Sound Transit Service Standards and Performance Measures. Pursuant to rules established by the FTA, this data must be analyzed, presented to, and approved by Sound Transit's Board of Directors at least every three years to demonstrate the degree to which there is equitable distribution of services. Due to changing demographics, economic developments, transit expansions and numerous other factors, this analysis provides the agency the insight needed to make adjustments.

## **FTA CIRCULAR 4702.1B REQUIREMENTS**

- Transit providers shall assess the performance of each minority and non-minority route in the sample for each of the transit provider's service standards and service policies.
- Transit providers shall compare the transit service observed in the assessment to the transit provider's established service policies and standards.
- For cases in which the observed service for any route exceeds or fails to meet the standard or policy, depending on the metric measured, the transit provider shall analyze why the discrepancies exist, and take steps to reduce the potential effects.
- Transit providers shall evaluate their transit amenities policy to ensure the equitable distribution of amenities throughout the transit system.
- Transit providers shall develop a policy or procedure to determine whether disparate impacts exist on the basis of race, color, or national origin, and apply that policy or procedure to the results of the monitoring activities
- Transit providers shall brief and obtain approval from the transit providers' policymaking officials, generally the board of directors or appropriate governing entity responsible for policy decisions regarding the results of the monitoring program.
- Submit the results of the monitoring program as well as documentation (e.g., a resolution, copy of meeting minutes, or similar documentation) to verify the board's or governing entity or official(s)'s consideration, awareness, and approval of the monitoring results to FTA every three years as part of the Title VI Program.

## SERVICE STANDARDS

The following analysis first distinguishes routes where minority and low-income service area populations exceed the Sound Transit District average. These route classifications then receive evaluation by standards included in the Board-adopted *Service Standards and Performance Measures*:

### Standards:

- Passenger load
- On-time performance
- Customer complaints
- Trips operated as scheduled
- Span of service
- Frequency

Where service metrics on routes serving minority or low-income populations perform lower than non-minority or non-low-income routes or do not meet standards, the agency identifies strategies for improving performance.

## REGIONAL CONTEXT

The landscape of the Central Puget Sound region's demographics has been changing at a rapid pace. According to the Puget Sound Regional Council, the four-county region (consisting of King, Snohomish, Pierce, and Kitsap counties) is one of the fastest growing in the country, gaining 68,740 people over the last year. The region's total population is now 4.2 million. Since 2010, the region has gained more than 500,000 new residents.

Since 2010, the region added 362,800 new jobs, with the strongest job growth in King and Snohomish counties. Between 2010 and 2015, job growth in the region grew at an average annual rate of 2.7% per year. This rate of regional growth outperformed the national rate of 1.8% over the same period.

Amongst the 25 most populated metropolitan areas in the nation, the Puget Sound region has seen the highest transit ridership growth since 2010. Nationally, transit ridership has been flat since 2012. In the same time frame, Sound Transit's overall ridership grew to 150% - the highest in the nation. Transit boardings have increased faster than population. From 2010-2018, population grew 12%, while transit boardings grew 19%.

To help address this unprecedented growth, the region's voters approved the Sound Transit 3 ballot measure that provides the next phase of high-capacity transit improvements for Central Puget Sound. With this plan, the light rail system will more than double to 116 miles with more than 80 stations by 2041. Light rail will expand north to Everett, south to Federal Way and Tacoma, east to downtown Redmond, south Kirkland, and Issaquah and west to Ballard and West Seattle. Sound Transit 3 will also invest in Bus Rapid Transit (BRT) in the I-405 and SR 522 corridors. The plan also includes a program to improve bus speed and reliability in specific corridors. Finally, the plan will expand Sounder trains to serve Joint Base Lewis-McChord and DuPont.

# Methodology

## DEMOGRAPHIC ANALYSIS METHODOLOGY AND DATA DEFINITIONS

Sound Transit uses census demographic data to identify minority, low-income, and limited English proficiency communities for service monitoring and calculates the system-wide or mode specific average representation of these communities within the general population. The agency only uses minority or low-income status classifications to determine if it is necessary to mitigate and analyze a disparate impact or disproportionate burden. However, identifying limited English proficiency (LEP) residents helps Sound Transit to ensure that outreach efforts reach diverse customers. Sound Transit uses the 2010 designated Census Tracts as the geographic basis for assessing the populations.

Sound Transit uses the most recent five-year demographic estimates available from the American Community Survey (ACS). The ACS dataset identifies minority, low income and LEP populations as follows:

- **Minority:** Persons who self-identify as being one or more of the following ethnic groups: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander.
- **Low-income:** Persons whose household income is at or below 150% of the federal poverty line.
- **Limited English Proficiency (LEP):** Persons who identify a language other than English as their primary language and are not fluent in English.

- **Minority and low-income routes:** FTA Circular 4702.1B generally defines a minority transit route as one in which at least one-third of the revenue miles are located in a census block, census block group, or traffic analysis zone where the percentage minority population exceeds the percentage minority population in the service area. FTA allows for flexibility in this designation, for example in the case of commuter-type service. There is no explicit guidance concerning the designation of low-income routes. Given the unique service characteristics of Sound Transit service – limited stops connecting regional urban and employment centers – Sound Transit defines minority and low-income routes as having a service area that exceeds the district average. Calculation of the service area is by a radial distance from each stop; the distance varies depending on the nature of the facility served. Figure 1 provides details on Sound Transit's service area by stop type.

STOP TYPE	SERVICE AREA (MILES)
Bus stop without parking	0.5
Rail station without parking	1.0
Major bus facilities with parking	2.5
Rail station with parking	5.5

Figure 1: Sound Transit Service Area Definitions

- **Disparate impact, disproportionate burden:** FTA defines “disparate impacts” as facially neutral policies or practices that disproportionately affect members of a group identified by race, color or national origin, and the recipient’s policy or practice lacks a substantial legitimate justification. If the results of the analysis indicate a potential for disparate impacts, further investigation is required. Currently Sound Transit has no explicit definition for disparate impact/disproportionate burden in the context of service monitoring. Rather the agency applies the existing Sound Transit policy for major service changes and fare changes (Appendix H), which states:

-A **disparate impact** occurs when the minority percentage of the population adversely affected by a major service change is greater than the average minority percentage of the population of Sound Transit's service area.

-A **disproportionate burden** occurs when the low- income percentage of the population adversely affected by a major service change is greater than the average low-income percentage of the population of Sound Transit's service area.

In other words, any adverse effect above 0.0% on populations that exceed the Sound Transit service area average will result in a determination of disparate impact or disproportionate burden. The following sections describe the methodology for identifying each of the populations for the purposes of this analysis.

Unless otherwise noted all of the following measures apply to calendar year 2018.

**Sound Transit Population Estimates**

Using the demographic analysis and Title VI definitions previously outlined in this section, percentages for minority, low-income and LEP populations analyzed for the Sound Transit service area are identified by census tract and the district overall.

Calculate the population representation for any census tract by using the percentage of area that falls within the district or route’s service area to estimate the specific number of people that fall within each of the populations analyzed. For example, if a census tract total is 10 acres and three acres are in the service area, then 30 percent of the tract’s total population/respective populations analyzed to be within the service area. This methodology assumes an even distribution of population throughout the census tract.

Figure 2 shows the minority, income, and LEP averages for the Sound Transit district using the 2013 – 2017 American Community Survey dataset. While the FTA does not require consideration of LEP populations, understanding their distribution is helpful in advising outreach strategies. The maps on the following pages (Figures 4, 6, and 8) identify census tracts with minority, low-income, and LEP populations above the district average.

POPULATIONS ANALYZED	PERCENTAGE OF DISTRICT POPULATION
Minority	38.8%
Low-Income	17.7%
Limited English Proficiency	10.1%

Figure 2: Sound Transit District Populations

## **CORRIDOR DESCRIPTIONS**

### **ST Express bus**

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- Interstate 5 North Corridor: Includes routes 510, 511, 512, and 513 which provide service between Snohomish County and downtown Seattle.
- Interstate 405 North Corridor: Includes routes 532 and 535 which provide service between Snohomish County and downtown Bellevue.
- State Route 522 Corridor: Includes route 522, which provides service along SR-522 between Woodinville and downtown Seattle.
- State Route 520 Corridor: Includes routes 540, 541, 542, 545, 555, and 556 which provide service between East King County communities and downtown Seattle along SR-520.
- Interstate 90 Corridor: Includes routes 550 and 554, which provide service between East King County communities and downtown Seattle along I-90.
- Interstate 405 South Corridor: Includes routes 560, 566, and 567, which provide service between South King County and East King County, including Bellevue.
- Interstate 5 South Corridor: Includes routes 574, 577, 578, 586, 590, 592, 594, and 595, which provide service between South King County, Pierce County, and downtown Seattle.
- Sounder connectors: Includes routes 580 and 596, which provide service between Sounder train stations and Pierce County communities.

### **Sounder commuter rail**

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- Sounder North: Provides service between Snohomish County and downtown Seattle.
- Sounder South: Provides service between Pierce County and downtown Seattle.

### **Light rail**

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- Tacoma Link: Operates in a 1.6-mile at-grade corridor connecting Tacoma Dome Station within downtown Tacoma.
- Link: Operates in a 22-mile, mostly grade-separated, corridor between Angle Lake in SeaTac and the University of Washington in Seattle.



Figure 3: Sound Transit System Map



## Minority routes

There are 11 ST Express routes identified as serving a larger minority population than the district average.

All Sound Transit rail modes have service areas that exceed the Sound Transit district minority population. Classify the following routes s minority upon comparison of service area characteristics of each route to the Sound Transit district:

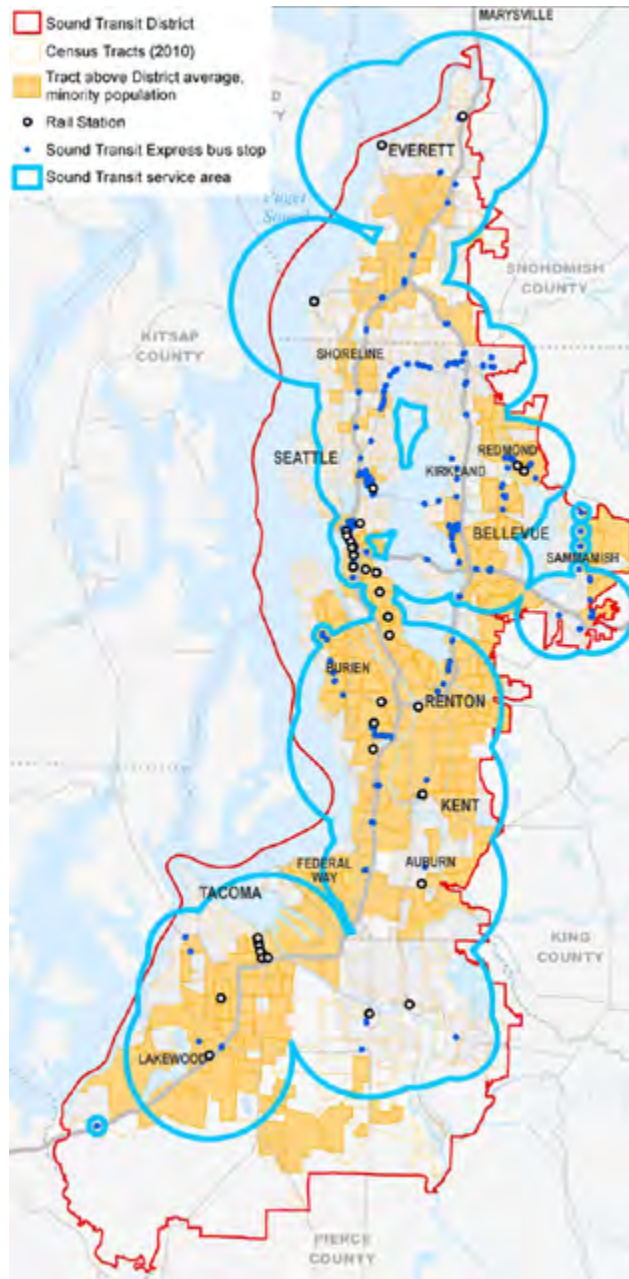


Figure 4: Minority Populations Facilities Served by ST

MODE	% MINORITY	MINORITY ROUTE
<b>ST District Average</b>	<b>38.8%</b>	<b>14</b>
<b>Express Bus</b>		
510	35.8%	
511	36.1%	
512	32.6%	
513	34.9%	
522	30.3%	
532	37.2%	
535	35.4%	
540	29.3%	
541	32.9%	
542	29.4%	
545	40.2%	Yes
550	39.8%	Yes
554	38.1%	
555	34.9%	
556	30.8%	
560	53.0%	Yes
566	51.3%	Yes
567	50.3%	Yes
574	51.1%	Yes
577	42.0%	Yes
578	37.2%	
580	43.3%	Yes
586	41.3%	Yes
590	38.4%	
592	44.8%	Yes
594	44.5%	Yes
595	32.0%	
596	19.1%	
<b>Commuter Rail</b>		
Souder-North	32.8%	
Souder-South	44.6%	Yes
<b>Light Rail</b>		
Link	52.2%	Yes
Tacoma Link	40.7%	Yes

Figure 5: Minority Population Percentage by Route Service Area

## Low-income routes

Two ST Express bus routes serving Snohomish County (510 and 513) and nearly all routes serving south King and Pierce counties (560 through 596) fall under the definition of low-income. No routes serving eastern King county (522 through 556) are classified as low-income, owing to the greater general prosperity of that area.

All Sound Transit rail modes have service areas that exceed the Sound Transit district low-income population average.

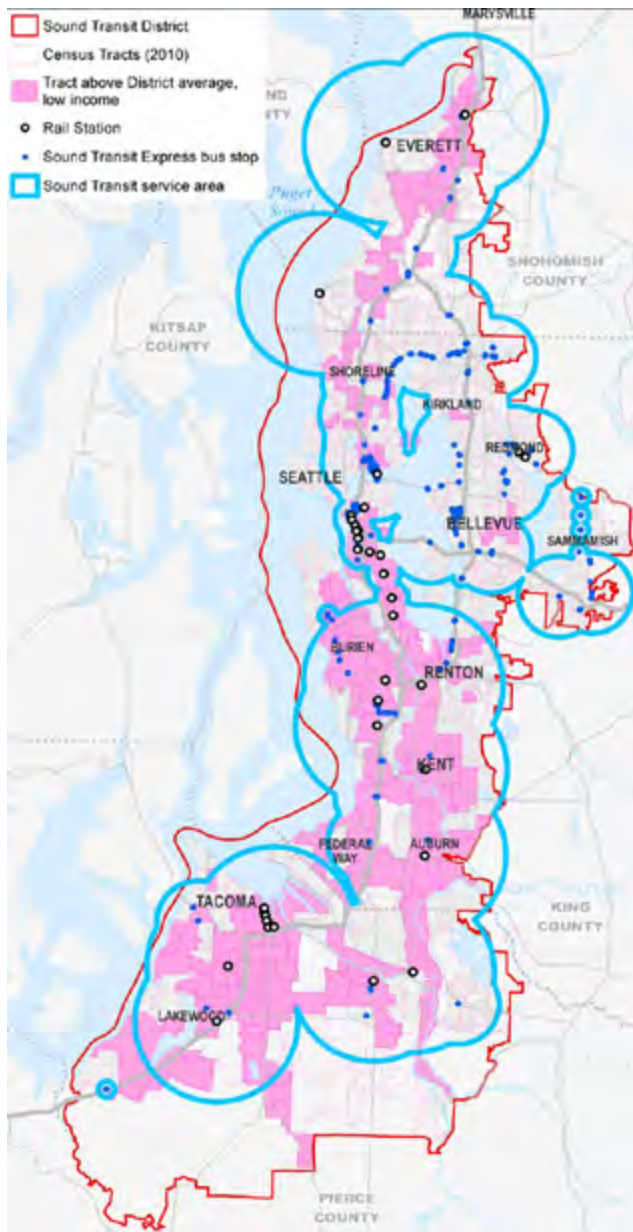


Figure 6: Low-Income Populations for Facilities Served by ST

MODE	% LOW-INCOME	LOW-INCOME ROUTE
<b>ST District Average</b>	<b>17.7%</b>	<b>17</b>
<b>Express Bus</b>		
510	20.4%	Yes
511	15.7%	
512	17.1%	
513	17.7%	Yes
522	13.4%	
532	14.7%	
535	11.6%	
540	13.6%	
541	13.9%	
542	13.6%	
545	12.5%	
550	14.0%	
554	13.2%	
555	13.5%	
556	14.5%	
560	19.0%	Yes
566	19.4%	Yes
567	17.0%	
574	27.0%	Yes
577	19.6%	Yes
578	20.2%	Yes
580	26.1%	Yes
586	30.1%	Yes
590	24.7%	Yes
592	25.5%	Yes
594	27.1%	Yes
595	19.3%	Yes
596	13.7%	
<b>Commuter Rail</b>		
Sounder-North	17.7%	X
Sounder-South	22.1%	X
<b>Light Rail</b>		
Link	23.3%	X
Tacoma Link	34.6%	X

Figure 7: Low-Income Populations Percentage by Route

## Limited English Proficiency

Limited English proficiency is shown in Figures 8 and 9 for the purpose of understanding outreach approaches but LEP populations are not included in the upcoming analysis.



Figure 8: LEP Populations for Facilities Served by ST

MODE	% LEP
<b>ST District Average</b>	<b>10.1%</b>
<b>Express Bus</b>	
510	9.2%
511	9.7%
512	8.2%
513	9.2%
522	7.7%
532	10.1%
535	9.6%
540	5.9%
541	7.2%
542	5.8%
545	10.3%
550	10.4%
554	9.0%
555	9.0%
556	6.6%
560	16.4%
566	15.3%
567	15.4%
574	11.8%
577	10.1%
578	8.6%
580	7.9%
586	8.0%
590	7.2%
592	8.3%
594	8.4%
595	5.4%
596	2.0%
<b>Commuter Rail</b>	
Sounder-North	9.4%
Sounder-South	11.0%
<b>Light Rail</b>	
Link	14.7%
Tacoma Link	6.6%

Figure 9: LEP Percentage by Route

# Service Quality Review

The section below describes Sound Transit's Board-approved *Service Standards and Performance Measures* document for measuring the performance and quality of service delivered to customers, as well as for assessing impacts on populations. For the combined summary of the disparate impact results refer to Appendix A: Disparate Impact Analysis and Appendix B: Disproportionate Burden Analysis.

## RECENT CHANGES TO SERVICE

Between 2015 and 2018, all modes saw substantial increases in resource allocations in order to meet the needs of an expanding economy, growing ridership, increased congestion, and commencement of operations for new rail investments. Figures 10 and 11 summarize the changes in platform hours by mode, and Appendix C: Changes in Service Delivery further details the changes implemented over recent years. A platform hour is any hour a transit vehicle is operating, which includes in-service hours, deadhead hours and layover hours.

In order to evaluate the degree to which these investments were distributed equitably, 2018 service quality indicators were compared for minority and low-income routes. Where adverse effects (which are quantified as anything above the averages for the district) lead to a determination of disparate impact or disproportionate burden, mitigation strategies were identified.

## STANDARDS

Sound Transit's *Service Standards and Performance Measures* document outlines a set of measures that are used to design, evaluate and modify transit service. Planning and day-to-day management of transit service is based on the established service standards and performance measures in order to obtain efficient and effective service without sacrificing quality. The guidelines provide a multi-step process to identify the level and type of service that should be provided, as well as a process to implement any changes needed to meet established priorities.









ROUTE	ACTUAL ANNUAL PLATFORM HOURS		DIFFERENCE	MINORITY	NON-MINORITY
	2018	2015			
ST Express	780,901	722,817	58,084	22,929	35,155
Commuter Rail	79,140	63,192	15,948	16,510	-561
Light Rail	261,659	161,044	130,615	130,615	N/A

Figure 10: Change in Minority Route Platform Hours, 2015-2018

ROUTE	ACTUAL ANNUAL PLATFORM HOURS		DIFFERENCE	LOW-INCOME	NON-LOW-INCOME
	2018	2015			
ST Express	780,901	722,817	58,084	17,495	40,589
Commuter Rail	79,140	63,192	15,948	15,948	N/A
Light Rail	261,659	161,044	130,615	130,615	N/A

Figure 11: Change in Low-Income Route Platform Hours, 2015-2018



	Productivity				Service Quality			
	 Boardings per Trip	 Boardings per Revenue Hour	 Subsidy per Boarding	 Passenger Miles per Platform Mile	 Passenger Load	 On-Time Performance	 Customer Complaints	 Operated as Scheduled
<b>ST Express</b> FAST, FREQUENT REGIONAL BUS SERVICE (SEE PAGE 15)	<ul style="list-style-type: none"> <li>Monitored regularly and reported annually with a comparative analysis of each route's performance and a peer comparison analysis</li> <li>Annual targets are adjusted accordingly</li> </ul>				Standing passengers not to exceed 1.23 - 1.5 times total seats and limit standing time to 30 minutes	85% of trips arrive within five minutes of schedule, never early	Less than 15 complaints per 100,000 boardings	99.8% of scheduled trips operated
<b>Sounder</b> HIGH CAPACITY COMMUTER RAIL (SEE PAGE 19)	<ul style="list-style-type: none"> <li>Monitored regularly and reported annually with a peer comparison analysis</li> <li>Annual targets are adjusted accordingly</li> </ul>				Most riders have a seat, otherwise limit standing time to 30 minutes	95% of trips arrive at route terminals within seven minutes of schedule	Less than 15 complaints per 100,000 boardings	99.5% of scheduled trips operated
<b>Tacoma Link</b> LIGHT RAIL WITH MULTI-MODAL CONNECTIONS (SEE PAGE 21)	<ul style="list-style-type: none"> <li>Monitored regularly and reported annually with a comparative analysis by time of day and a peer comparison analysis</li> <li>Annual targets are adjusted accordingly</li> </ul>				Standing passengers permitted up to 1.86 times number of seats	98.5% of trips depart/arrive route terminals within three minutes of schedule	Less than 15 complaints per 100,000 boardings	98.5% of scheduled trips operated
<b>Link</b> FREQUENT, RELIABLE HIGH-CAPACITY LIGHT RAIL (SEE PAGE 24)	<ul style="list-style-type: none"> <li>Monitored regularly and reported annually with a comparative analysis by time of day and a peer comparison analysis</li> <li>Annual targets are adjusted accordingly</li> </ul>				Standing passengers not to exceed two times number of seats and limit standing time to 30 minutes	90% of headways within two minutes of schedule	Less than 15 complaints per 100,000 boardings	98.5% of scheduled trips operated

The *Service Standards and Performance Measures* document defines the criteria for making major or administrative service changes, as well as guidelines and driving factors for the type of changes needed to ensure Sound Transit services are meeting the demand for regional transit in the Puget Sound area.

Because standards vary by mode, a determination of disparate impact/disproportionate burden is made for routes within the mode rather than between modes.

## Passenger load

Maximum load factor is defined as the ratio as the maximum number of passengers observed on a transit vehicle trip relative to the number of seats. A maximum load factor greater than 1.0 means some passengers will be standing. The threshold for overcrowding varies by mode. Because ST Express, Sounder, and Link are regional services with long trip durations, a limit of 30 minutes of standing load is imposed on trips in addition to peak load factor limits of 1.23-1.5, 2.0, and 2.0, respectively. ST Express peak load factor limits vary according to the vehicle type, with 45-foot high floor and double decker buses having less space for standing room. Tacoma Link's load factor limit is 1.86, and typically only experiences overcrowding during special events.

One aspect of rider behavior that load factor metrics do not fully account for is self-balancing: during periods of high demand and frequent service, it is common to observe riders to decline boarding the first available bus in the expectation that later buses will be less crowded. In this situation, the passenger chooses a longer wait in order to have a seat for the trip.

Systematic passenger overcrowding conditions can occur when the frequency of service supplied is insufficient to meet demand, when poor schedule reliability leads to vehicle bunching, and/or vehicle passenger capacities are insufficient for a scheduled trip. Acute overcrowding can occur during periods of atypical demand (parades, weather events) or during disruptions to regular service. For a more detailed representation of findings please refer to Appendix D: 2018 Passenger Overcrowding Rate by Route.

## Findings

- Overcrowding was higher for minority routes of ST Express by 0.4%, resulting in a determination of a disparate impact for this category.
- Low-income routes experienced less overcrowding than their non-low-income peers by 0.6%.
- While the Sound Transit overcrowding standard is relatively strict at 0.0% across all modes, values greater than 1.0% on Link, Tacoma Link, 545, 550, and 580 do indicate that at least some overcrowding occurred on a regular basis.

## Mitigation

- ST Express: In March 2019, Route 550 experienced a drop in ridership relating to the closure of the Downtown Seattle Transit Tunnel to buses. Also in June 2018, trips were added to the Route 580 schedule to alleviate overcrowding and better match demand patterns. Sound Transit is closely monitoring these changes in order to establish whether additional corrective actions need to be taken. Trips will be added or scheduled adjustments made to Route 545 in March 2020 in an effort to alleviate overcrowding. For other routes, Sound Transit will work closely and continuously with operating partners to assign higher capacity vehicles to trips where they are most needed. Operating partners use automatic passenger counter data, field reports and customer comments to identify trips where higher capacity vehicles are most needed.
- Sounder: Overloading is most likely to occur during service disruptions, such as when trip cancellations divert passengers onto remaining trips. Because Sounder is peak-oriented and limited in train car and track capacity, there is limited ability to expand peak service and enhance system redundancy. Looking ahead, the ballot measure passed in 2016 called "ST3" includes funding for extending station platforms to facilitate 10-car trains.

PASSENGER OVERCROWDING RATE			
MODE	MINORITY	NON-MINORITY	DIFFERENCE
ST Express	1.3%	0.9%	0.4%
Commuter Rail	0.2%	0.6%	-0.4%
Light Rail	3.2%	N/A	N/A

Figure 13: Passenger Overcrowding Rate for Minority

PASSENGER OVERCROWDING RATE			
MODE	LOW-INCOME	NON-LOW-INCOME	DIFFERENCE
ST Express	0.7%	1.3%	-0.6%
Commuter Rail	0.4%	N/A	N/A
Light Rail	3.2%	N/A	N/A

Figure 14: Passenger Overcrowding Rate for Low-Income Routes

- Link: While overcrowding occurs most frequently on Link, there is limited ability to address the situation due to constraints of the existing light rail fleet size. However, the commencement of operations for the Northgate Link extension in 2021 will allow for the operation of four-car trainsets compared to the two- and three-car trainsets that operated in 2018. This will significantly increase the seating capacity available to passengers. Tacoma Link overcrowding is primarily tied to special events at the Tacoma Dome and University of Washington class schedules. When the Tacoma Link Extension opens in 2022, peak headways will improve to 10 minutes compared to 12 minutes in 2018. This will result in one additional train car per hour per direction.

## On-time performance

The calculation for on-time performance varies by mode:

- Among ST Express bus routes, “on-time” is defined as arriving no later than five minutes of each fixed timepoint’s scheduled time. Early departures are not permitted for fixed timepoint. In addition, many ST Express timetables include “estimated” timepoints primarily for situations in which a stop is drop-off only. Estimated timepoints are not included in on-time performance (OTP) reporting. The standard is 85% on-time.
- For Sounder “on-time” is defined as arriving at the final station of the route within seven minutes of the scheduled time. The standard is 95% on-time.
- For Tacoma Link “on-time” is defined as arriving at the final station within three minutes of the scheduled time and departing no later than three minutes of the scheduled time for the first station. The standard is 95% on-time.
- For Link “on-time” is defined as remaining within two minutes of the scheduled headway for each station. The standard is 90% on-time.

ON-TIME PERFORMANCE			
MODE	MINORITY	NON-MINORITY	DIFFERENCE
ST Express	80.7%	84.4%	-3.7%
Commuter Rail	92.1%	96.1%	-4.0%
Light Rail	94.8%	N/A	N/A

Figure 15: On-Time Performance for Minority Routes

ON-TIME PERFORMANCE			
MODE	LOW-INCOME	NON-LOW-INCOME	DIFFERENCE
ST Express	79.2%	86.2%	-7.0%
Commuter Rail	94.1%	N/A	N/A
Light Rail	94.8%	N/A	N/A

Figure 16: On-Time Performance for Low-Income Routes

For a more detailed graph of on-time performance findings for all routes refer to Appendix E: 2018 On-Time Performance by Route.

## Findings

- On-time performance was lower for minority routes of ST Express (3.7%) and Sounder (4.0%), resulting in a determination of a disparate impact for this category.
- Similar to the findings of minority routes, on-time performance was worse for low-income routes compared to non-low-income ST Express routes by 7.0% resulting in a disproportionate burden. Poor on-time performance can be partly caused by routes that depend on timed connections, such as Sounder connectors 567, 580 and 596. However the primary cause of poor on-time performance is due to Sound Transit Express routes operating on public roadways. As a result, travel speed and reliability are primarily influenced by variables beyond Sound Transit’s control, such as construction projects, job growth, population growth and social/technological changes (transportation network companies, intelligent transportation systems).
- Of 28 ST Express routes, 16 fell below the on-time performance standard of 85%. Of those that fell below the standard, one is considered minority but not low-income (567), three are considered low-income-only (578, 590, and 595), eight are considered both minority and low-income (560, 566, 574, 577, 580, 586, 592, 594) and four are considered neither minority nor low-income (540, 555, 556, 596). The Sounder South line, a minority and low-income route, was 92.1% on-time compared to the commuter rail standard of 95%.

- Much of the Puget Sound region's recent job growth has occurred in the Seattle/Bellevue/Renton urban areas while much of the affordable housing growth occurred in south King and Pierce counties. This vigorous economic growth and jobs-housing imbalance has fueled an

Commute routes	2013	2014	2015	2016	2017	Commute routes	2013	2014	2015	2016	2017
<b>Morning commutes</b>						<b>Evening commutes</b>					
I-5, Everett to Seattle SB	42%	28%	26%	19%	<b>18%</b>	I-5, Seattle to Everett NB	66%	46%	36%	21%	<b>12%</b>
I-5, Federal Way to Seattle NB	43%	30%	18%	18%	<b>15%</b>	I-5, Seattle to Federal Way SB	53%	40%	32%	21%	<b>19%</b>
I-405, Tukwila to Bellevue NB	65%	35%	26%	24%	<b>22%</b>	I-405, Bellevue to Tukwila SB	41%	26%	21%	18%	<b>14%</b>
I-90, Issaquah to Seattle WB*	100%	98%	98%	97%	<b>89%</b>	I-90, Seattle to Issaquah EB*	99%	100%	90%	97%	<b>94%</b>
SR 520, Redmond to Bellevue WB	50%	44%	63%	61%	<b>50%</b>	SR 520, Bellevue to Redmond EB	52%	52%	73%	71%	<b>65%</b>

Data source: WSDOT Multimodal Planning Division.

Notes: The above HOV reliability performance standards are based on the peak hour, when average travel time is slowest. To meet the standard, a speed of 45 mph must be maintained for 90% of the peak hour. Numbers represent the percentage of the peak hour when speeds are faster than 45 mph. The WSDOT Multimodal Planning Division analyzes performance data for all complete segments of HOV lanes that have a loop detector. In some cases, data cannot be analyzed for the very beginning and ends of the lanes because there are no detectors at these locations. \* The I-90 reversible HOV lane between I-5 and Mercer Island was replaced by 24-hour HOV lanes in both directions on June 4, 2017.

Figure 17: HOV Lane Reliability by Corridor, WSDOT 2018

overall increase in travel delay on roadways. In order to quantify evolving road conditions, the Washington State Department of Transportation (WSDOT) Corridor Capacity report publishes travel time changes for both general purpose and High Occupancy Vehicle (HOV) lanes on limited access highways in the state every year. One significant finding is that transit travel time in HOV lanes on I-5 and I-405 South is not appreciably faster than general purpose lanes. Figure 17 illustrates HOV reliability trends from 2013 to 2017.

- The I-5 corridor within Pierce and South King counties has experienced a rapid and acute increase in traffic congestion due to sharp rises in traffic volumes (during both peak and non-peak time periods) and construction projects. This corridor is traveled by with multiple ST Express routes that fall under the minority classification. Figure 18 illustrates that this is a significant contributor to delay for Routes 574, 586, 590, 592, 594 and 595, all of which performed below the 85% on-time standard in 2018.

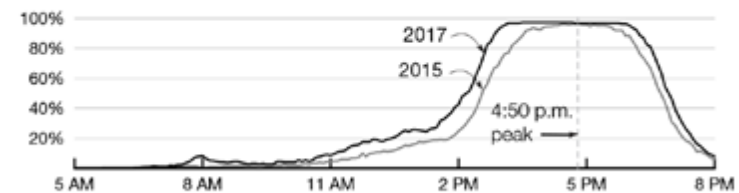
## Mitigation

- ST Express: Confronted with degradation in travel speeds for HOV and general purpose lanes, Sound Transit made substantial increases in run times, which were included in the September 2017 service change, adding about 15,000 hours to address reliability improvements.

Based on 2018 observations, it is apparent that additional resources need to be directed at ensuring scheduled travel times more accurately reflect current traffic conditions. Minority and low-income routes with the lowest performance will receive the greatest consideration for adjustments and additional and/or reallocated resources. These improvements to timetables will likely result in minor service changes. These minor service changes will be included in the 2020 Service Implementation Plan.

### Severe congestion on the Federal Way to Tacoma commute

2015 and 2017; Southbound; Percent of days the average speed was slower than 36 mph



Data sources and analysis: WSDOT Multimodal Planning Division and WSDOT Office of Strategic Assessment and Performance Analysis.

Fig. 18: On-Time Performance for All Routes

The findings from the 2018 Corridor Capacity report also highlight the importance of continually monitoring performance of HOV lanes and making policy adjustments where appropriate in order to maintain reliable travel times during peak periods. Sound Transit, WSDOT and its partners are working together to identify bottlenecks where capital improvements can be made in order to allow Bus-on-shoulder (BOS) operations.

- Sounder: Sound Transit leases track space from BNSF railroad, giving it greater control over on-time performance relative to public roadways. Yet freight traffic, grade-level crossings, maintenance issues and police activity near or around the rail line all contribute toward reduced travel time reliability on the Sounder South line. Improving travel time reliability will continue to be a focus with Sound Transit and its operating partners by developing opportunities to streamline service, reduce trespassing, and make schedule adjustments.



## Customer complaints

The customer complaints standard is the same across all modes: No more than 15 complaints submitted to Sound Transit customer service representatives and operating partners per 100,000 boardings. Complaints can relate to on-time performance, overcrowding and amenities, among other things.

COMPLAINTS PER 100K BOARDINGS			
MODE	MINORITY	NON-MINORITY	DIFFERENCE
ST Express	9.8	12.8	-3.0
Commuter Rail	9.5	13.7	-4.2
Light Rail	0.9	N/A	N/A

### Findings

- Average customer complaint rates were lower for minority (by 2.8%) and low-income routes (by 3.1%).

### Mitigation

- No mitigation is necessary for this measure.

Figure 19: Complaints per 100,000 Boardings, Minority Routes

CUSTOMER COMPLAINTS PER 100K BOARDINGS			
MODE	LOW-INCOME	NON-LOW-INCOME	DIFFERENCE
ST Express	10.1	12.9	-2.8
Commuter Rail	11.6	N/A	N/A
Light Rail	0.9	N/A	N/A

Figure 20: Complaints per 100,000 Boardings, Low-Income Routes

## Trips operated as scheduled

This metric tracks the percent of scheduled trips that actually operated. The standard for ST Express is 99.8% and 99.5% for rail modes. Traffic conditions, labor shortages, medical emergencies, and mechanical breakdowns can all contribute to the cancellation of a trip.

TRIPS OPERATED AS SCHEDULED			
MODE	MINORITY	NON-MINORITY	DIFFERENCE
ST Express	99.8%	99.8%	0.0%
Commuter Rail	99.5%	97.0%	2.5%
Light Rail	99.1%	N/A	N/A

### Findings

- For all modes, minority routes were just as likely or more likely to operate as scheduled in 2018.
- For all modes, low-income routes were just as likely or more likely to operate as scheduled in 2018.

### Mitigation

- No mitigation is necessary for this measure.

Figure 21: Trips that Operated as Scheduled, Minority Routes

TRIPS OPERATED AS SCHEDULED			
MODE	LOW-INCOME	NON-LOW-INCOME	DIFFERENCE
ST Express	99.8%	99.8%	0.0%
Commuter Rail	98.3%	N/A	N/A
Light Rail	99.1%	N/A	N/A

Figure 22: Trips that Operated as Scheduled, Low-Income Routes

## Span of service

The service span for ST Express should be coordinated with passenger activity and demand while coordinating and complementing local transit networks and other Sound Transit services. ST Express service span may vary between routes based on passenger demand and route performance.

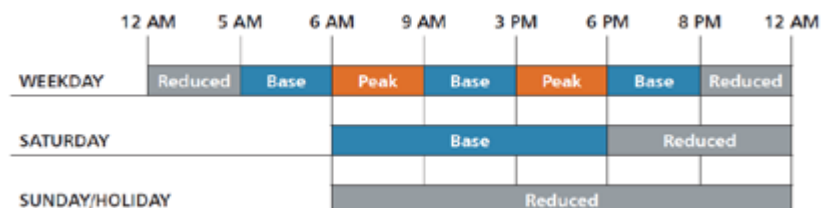


Figure 23: Sound Transit Service Span Guidelines

Once service is in place, headways may be improved to provide more frequent service if route productivity consistently exceeds the system average or if passenger loads exceed Sound Transit's service standards.

The service span, or the hours of operation of an individual route, should be based on demand and relate to the operating times of the activity centers being served and the service span of the connecting local transit system. Some routes may operate only during weekday peak periods while others may operate all day, seven days a week. Other routes may operate all day on weekdays but provide no weekend service. As a general guide three levels of service are defined for different operating time periods.

- Peak service is generally between the hours of 6:00 a.m. and 9:00 a.m., and between 3:00 p.m. and 6:00 p.m.
- Base service is provided in the early morning from 5:00 a.m. and 6:00 a.m., in the mid-day period between 9:00 a.m. and 3:00 p.m., and in the early evening period between 6:00 p.m. and 8:00 p.m. on weekdays, and between 6:00 a.m. and 6:00 p.m. on Saturdays.
- Reduced service is between 8:00 p.m. and midnight on weekdays, from 6:00 p.m. to midnight on Saturdays and from 6:00 a.m. to midnight on Sundays. Reduced service is also operated on some holidays.

Some routes only operate during the peak period, while others only operate during off-peak times. For the purposes of this analysis span was defined as the first trip start time of the day to the last trip start time of the day. Routes in which no trips started between 11 a.m. and 1 p.m. were considered peak-only; daily total span was calculated as the sum of spans within each peak period. Refer to Appendix F: 2018 Span of Service by Day Type by Route for a more detailed look at hours of service provided by route.

## Findings

- The average span of service was higher for minority routes across all day types.
- Average span length for low-income routes was shorter on Weekdays by 1.7 hours and Sundays by six minutes compared to non-low-income routes. This resulted in a disproportionate burden.
- Eight low-income routes (510, 513, 577, 580, 586, 590, 592, and 595) operate mainly during peak periods, driving down the average span length overall. Most of these routes operate in corridors with a complimentary all-day route to cover a larger span of service.
- Four of the seven all-day low-income routes have weekday service spans exceeding 18 hours. ST Express routes which serve Sea-Tac International Airport (560, 574) have the longest spans due to the 24-hour operational nature of this important regional employment center.

## Mitigation

- Sound Transit is planning a major restructure in 2021 with the opening of Northgate Link Extension. The restructure will be focused on ST Express service and will include I-5 north, SR-522 and I-5 south corridors. Sound Transit will closely monitor passenger demand and work to match service span accordingly. Particular attention will be placed on earlier and later trips in order to expand the utility of the system for passengers.

AVERAGE HOURS OF SERVICE PER DAY				
	DAY TYPE	MINORITY	NON-MINORITY	DIFFERENCE
ST Express	Weekday	13.7	11.4	2.3
	Saturday	18.1	16.9	1.2
	Sunday	17.8	17.2	0.6
Commuter Rail	Weekday	9.6	3.0	6.6
Light Rail	Weekday	18.8	N/A	N/A
	Saturday	20.5	N/A	N/A
	Sunday	13.3	N/A	N/A

Figure 24: Avg. Hours of Service by Day Type, Minority Routes

AVERAGE HOURS OF SERVICE PER DAY				
MODE	DAY TYPE	LOW-INCOME	NON-LOW-INCOME	DIFFERENCE
ST Express	Weekday	11.3	13.1	-1.7
	Saturday	17.9	17.2	0.7
	Sunday	17.5	17.6	-0.1
Commuter Rail	Weekday	6.3	N/A	N/A
Light Rail	Weekday	18.8	N/A	N/A
	Saturday	20.5	N/A	N/A
	Sunday	13.3	N/A	N/A

Figure 25: Avg. Hours of Service by Day Type, Low-Income Routes

## Frequency

Headways are the time intervals in minutes between scheduled trips for a given direction of travel. Sound Transit schedules ST Express headways based on demand, clock-face scheduling and the maximum headway guideline, which is 30 minutes during peak periods and 60 minutes during off-peak periods for ST Express. The guideline is designed to keep wait times reasonable for passengers who require a transfer. Once service is in place, headways may be improved to provide more frequent service if route productivity consistently exceeds the system average or if passenger loads exceed Sound Transit's service standards.

AVERAGE HEADWAY				
MODE	TIME PERIOD	MINORITY	NON-MINORITY	DIFFERENCE
ST Express	Peak	22.4	22.3	0.1
	Base	30.2	25.4	4.9
	Reduced	36.5	33.9	2.6
Commuter Rail	Peak	25.8	30.0	-4.2
	Base	52.2	N/A	N/A
Light Rail	Peak	11.1	N/A	N/A
	Base	10.8	N/A	N/A
	Reduced	14.1	N/A	N/A

Figure 26: Average Headway by Time Period, Minority Routes

## Findings

- Average headways for Peak, Base, and Reduced time periods on minority routes were longer than their non-minority counterparts on ST Express by about 0.1 minutes (~six seconds), five minutes and three minutes, respectively. This means that average wait time for a passenger randomly arriving at a stop for a minority route would be longer, resulting in a disparate impact.
- Average headway of service was longer for low-income routes than non-low-income routes during Peak and Base time periods by about 4 minutes and 5 minutes, respectively. This results in a disproportionate burden.

AVERAGE HEADWAY				
MODE	TIME PERIOD	LOW-INCOME	NON-LOW-INCOME	DIFFERENCE
ST Express	Peak	24.3	20.7	3.6
	Base	29.8	25.1	4.7
	Reduced	35.1	35.2	-0.1
Commuter Rail	Peak	27.9	N/A	N/A
	Base	52.2	N/A	N/A
Light Rail	Peak	11.1	N/A	N/A
	Base	10.8	N/A	N/A
	Reduced	14.1	N/A	N/A

Figure 27: Average Headway by Time Period, Low-Income Routes

Figures 26 and 27 and Appendix G: 2018 Average Headway by Route compare the average headway of minority and/or low-income routes for the three time periods.

## Mitigation

- Sound Transit is planning a major restructure in 2021 with the opening of Northgate Link Extension. The restructure will be focused on ST Express service and will include I-5 north, SR-522 and I-5 south corridors. Sound Transit will closely monitor passenger demand and work to match schedule frequency accordingly, especially during off-peak periods when headways (and therefore average wait times) tend to be longer.

## ***Next Steps***

Sound Transit annually updates a Service Implementation Plan, which sets the targets for major improvements. There are two opportunities per year to adjust public timetables. A six-month lead-time is required to finalize schedules ahead of the change in order to provide partners sufficient time to plan staffing assignments and publish printed materials. The next opportunity to make changes to public timetables will occur with the March 2020 service change. The 2020 Service Implementation Plan will commit to analyzing ways to make improvements.

Looking further ahead, Sound Transit is working with WSDOT to improve travel times for all bus operators in the region through a series of projects to allow buses to drive on roadside shoulders in places and periods of acute congestion. A feasibility study is currently identifying a list of bus on shoulder projects for implementation by 2024.

Beyond the short-term, Sound Transit is in the midst of a \$54B BRT and rail expansion program which will greatly enhance the capacity, speed and reliability of regional transit options. A fully grade-separated Link light rail is planned to reach Federal Way in South King County by 2024 and Tacoma in Pierce County by 2030. BRT in South King County will also be implemented by 2024. Reliable service in a dedicated right-of-way will help address the relatively poor performance of service in south King and Pierce counties.

## ***Agency Monitoring***

With the forthcoming increases in service for the agency, Sound Transit is developing and implementing protocols to ensure ongoing monitoring and mitigations as part of our normal course of business, which will include the tracking of service monitoring. The Business and Labor Compliance Office is responsible for Title VI oversight and the Service Planning team is responsible for the agency's service planning. These two groups work together on a frequent basis to ensure the agency is assessing service monitoring frequently.

# Conclusion

This analysis has highlighted areas of Sound Transit service that exhibited a disparate impact or disproportionate burden in 2018. Through the disparate impact analysis process, it was determined that routes serving minority populations greater than the district average did not perform as well in the following categories:

- Express Bus
- On-Time Performance
- Overcrowding
- Average Headways during Peak, Base and Reduced schedule time periods
- Commuter Rail
- On-Time Performance

Additionally, the disproportionate burden analysis determined routes serving low-income populations greater than the district average did not perform as well in the following categories:

- Express Bus
- On-Time Performance
- Weekday and Sunday Span of Service
- Average Headways during Peak and Base schedule time periods

Mitigation strategies will focus on near-future improvements (schedule adjustments, changes in vehicle allocation, trip additions, bus assignments) as well as medium term capital projects (bus-on-shoulder operations) that can provide some relief around the region's congested highway system. As new high-capacity transit lines are implemented, the ST Express network will evolve around it to the benefit of enhanced reliability.

Sound Transit's vision is to maintain a world-class public transit operation and meet the challenges related to serving the evolving, diverse needs of passengers, communities and other transit providers.

To help meet the changing needs of a growing population in the region, Sound Transit will continue to expand transit service. Given the significant growth in the region, Sound Transit's vision can be achieved through continued coordination between the various transit service providers in order to ensure an integrated transit network.

Sound Transit will make a good faith effort to mitigate or reduce the adverse effects of any disparate impact on minorities or a disproportionate burden on low-income individuals.

# Appendix A: Disparate Impact Analysis

DISPARATE IMPACT ANALYSIS	TARGET	MINORITY ROUTES	NON-MINORITY ROUTES	DIFFERENCE	DISP. IMPACT
Express Bus					
On-Time Performance	85.0%	80.7%	84.4%	-3.7%	Yes
Trips Operated	99.8%	99.8%	99.8%	0.0%	No
Customer Complaints per 100k ons	15	9.8	12.8	-3.1	No
Passenger Overcrowding Rate	0.0%	1.3%	0.9%	0.4%	Yes
Weekday Span (hours)	Variable	13.7	11.4	2.3	No
Saturday Span (hours)	Variable	18.1	16.9	1.2	No
Sunday Span (hours)	Variable	17.8	17.2	0.6	No
Peak Headway (minutes)	30	22.4	22.3	0.1	Yes
Base Headway (minutes)	60	30.2	25.4	4.9	Yes
Reduced Headway (minutes)	60	36.5	33.9	2.6	Yes
Commuter Rail					
On-Time Performance	95.0%	92.1%	96.1%	-4.0%	Yes
Trips Operated	99.5%	99.5%	97.0%	2.5%	No
Customer Complaints per 100k ons	15	9.5	13.7	-4.2	No
Passenger Overcrowding Rate	0	0.002	0.006	-0.3%	No
Weekday Span (hours)	N/A	9.6	3.0	6.3	No
Saturday Span (hours)	N/A	N/A	N/A	N/A	No
Sunday Span (hours)	N/A	N/A	N/A	N/A	No
Peak Headway (minutes)	N/A	25.8	30.0	27.9	No
Base Headway (minutes)	N/A	28.8	N/A	N/A	No
Reduced Headway (minutes)	N/A	N/A	N/A	N/A	No
Light Rail					
On-Time Performance	90% /98.5%	94.8%	N/A	N/A	N/A
Trips Operated	98.5%	99.1%	N/A	N/A	N/A
Customer Complaints per 100k ons	15.0	0.9	N/A	N/A	N/A
Passenger Overcrowding Rate	0	0.032	N/A	N/A	N/A
Weekday Span (hours)	N/A	18.8	N/A	N/A	N/A
Saturday Span (hours)	N/A	20.5	N/A	N/A	N/A
Sunday Span (hours)	N/A	13.3	N/A	N/A	N/A
Peak Headway (minutes)	N/A	11.1	N/A	N/A	N/A
Base Headway (minutes)	N/A	10.8	N/A	N/A	N/A
Reduced Headway (minutes)	N/A	14.1	N/A	N/A	N/A

Figure 30: Disparate Impact Analysis Summary

## Appendix B: Disproportionate Burden Analysis

DISPROPORTIONATE BURDEN ANALYSIS	TARGET	LOW INCOME ROUTES	NON-LOW INCOME ROUTES	DIFFERENCE	DISP. BURDEN
<b>Express Bus</b>					
On-Time Performance	85.0%	79.2%	86.2%	-7.0%	Yes
Trips Operated	99.8%	99.8%	99.8%	0.0%	No
Customer Complaints per 100k ons	15	10.1	12.9	-2.8	No
Passenger Overcrowding Rate	0.0%	0.7%	1.3%	-0.6%	No
Weekday Span (hours)	Variable	11.3	13.1	-1.7	Yes
Saturday Span (hours)	Variable	17.9	17.2	0.7	No
Sunday Span (hours)	Variable	17.5	17.6	-0.1	Yes
Peak Headway (minutes)	30	18.8	17.1	1.6	Yes
Base Headway (minutes)	60	29.8	21.0	8.8	Yes
Reduced Headway (minutes)	60	22.1	32.9	-10.9	No
<b>Commuter Rail</b>					
On-Time Performance	95.0%	94.1%	N/A	N/A	No
Trips Operated	99.5%	98.3%	N/A	N/A	No
Customer Complaints per 100k ons	15	11.6	N/A	N/A	No
Passenger Overcrowding Rate	0.0%	0.4%	N/A	N/A	No
Weekday Span (hours)	N/A	6.3	N/A	N/A	No
Saturday Span (hours)	N/A	N/A	N/A	N/A	No
Sunday Span (hours)	N/A	N/A	N/A	N/A	No
Peak Headway (minutes)	N/A	27.9	N/A	N/A	No
Base Headway (minutes)	N/A	52.2	N/A	N/A	No
Reduced Headway (minutes)	N/A	N/A	N/A	N/A	No
<b>Light Rail</b>					
On-Time Performance	90% /98.5%	94.8%	N/A	N/A	No
Trips Operated	98.5%	99.1%	N/A	N/A	No
Customer Complaints per 100k ons	15.0	0.9	N/A	N/A	No
Passenger Overcrowding Rate	0.0%	3.2%	N/A	N/A	No
Weekday Span (hours)	N/A	18.8	N/A	N/A	No
Saturday Span (hours)	N/A	20.5	N/A	N/A	No
Sunday Span (hours)	N/A	13.3	N/A	N/A	No
Peak Headway (minutes)	N/A	11.1	N/A	N/A	No
Base Headway (minutes)	N/A	10.8	N/A	N/A	No
Reduced Headway (minutes)	N/A	9.6	N/A	N/A	No

Figure 31: Disproportionate Burden Analysis Summary

# Appendix C: Changes in Service Delivery

Between 2015 and 2018:

- A total of 58,000 platform hours were added to ST Express service. These additional hours were allocated toward schedule adherence, new trips, and two new routes, with Route 580 implemented in 2015 and Route 541 implemented in 2016. Together:
  - 800 platform hours were added to Snohomish County routes (510, 511, 512, 513, 532, 535)
  - 40,000 platform hours were added to east King County routes (522, 540, 541, 542, 545, 550, 554, 555, 556)
  - 3,900 platform hours were added to south King County routes (560, 566, 567, 577)
  - 13,300 platform hours added to Pierce County routes (574, 578, 580, 586, 590, 592, 594, 595, and 596).
- Sounder-North saw a decrease 500 annual vehicle platform hours due to shorter train lengths on certain trips
- Sounder South saw an increase of in 16,500 annual vehicle platform hours with the addition of new trips and vehicles added in 2017.
- The University of Washington and Angle Lake extensions opened in 2016, resulting in an increase in 130,600 annual vehicle platform hours for Link. Surging ridership on Link also led to train lengths increasing during this time period.
- Tacoma Link growth was flat.

ROUTE	ACTUAL ANNUAL PLATFORM HOURS		DIFFERENCE	MINOR-ITY	LOW INCOME
	2015	2018			
<b>ST Express</b>	<b>722,817</b>	<b>780,901</b>	<b>58,084</b>		
510	19,504	19,600	96		Yes
511	17,506	18,660	1,154		
512	59,775	58,444	-1,331		
513	10,184	10,851	667		Yes
532	18,074	17,433	-641		
535	23,479	25,029	1,550		
522	54,256	56,213	1,956		
540	8,341	8,556	214		
541	-	10,876	10,876		
542	17,889	22,527	4,639		
545	72,289	80,285	7,996	Yes	
550	55,514	57,597	2,084	Yes	
554	33,641	41,503	7,863		
555	6,451	7,232	782		
556	8,332	9,268	936		
560	38,923	38,479	-444	Yes	Yes
566	30,901	32,183	1,282	Yes	Yes
567	10,802	12,627	1,824	Yes	
574	43,675	44,007	332	Yes	Yes
577	20,630	23,750	3,120	Yes	Yes
578	31,107	34,663	3,556		Yes
580	1,410	6,685	5,276	Yes	Yes
586	11,152	11,437	285	Yes	Yes
590	46,893	49,223	2,330		Yes
592	23,698	23,440	-257	Yes	Yes
594	47,312	48,744	1,432	Yes	Yes
595	7,649	7,470	-179		Yes
596	3,431	4,118	687		
<b>Commuter Rail</b>	<b>63,192</b>	<b>79,140</b>	<b>15,948</b>		
Sounder-North	7,670	7,109	-561		Yes
Sounder-South	55,522	72,032	16,510	Yes	Yes
<b>Light Rail</b>	<b>161,044</b>	<b>291,659</b>	<b>130,615</b>		
Link	281,813	151,196	130,617	Yes	Yes
Tacoma Link	9,846	9,848	-2	Yes	Yes

Figure 32: Changes in Service Delivery



# Appendix D: 2018 Passenger Overcrowding Rate by Route

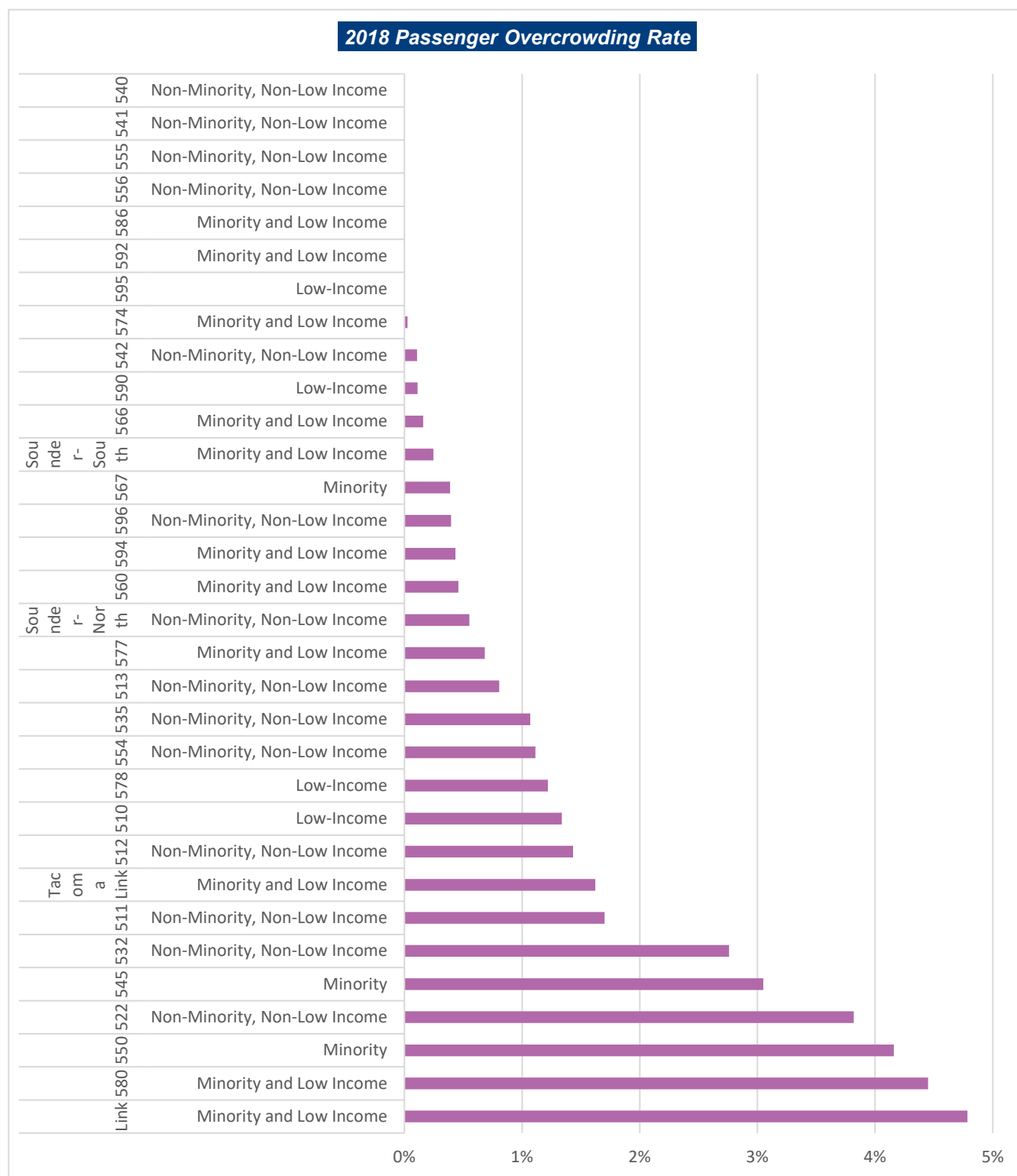


Figure 33: Passenger Overcrowding Rate for all Routes

# Appendix E: 2018 On-Time Performance by Route

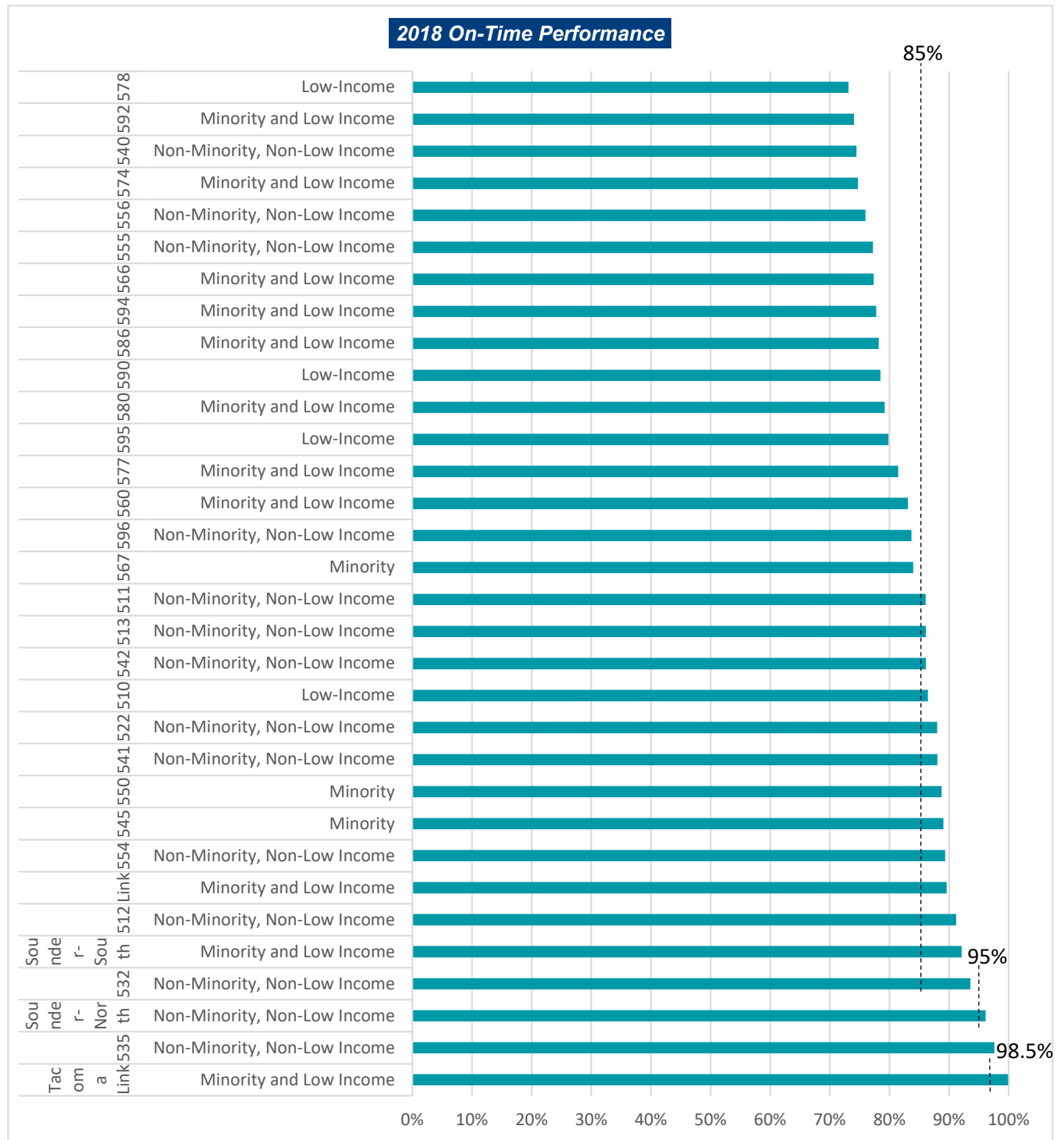


Figure 34: On-Time Performance for all Routes

# Appendix F: 2018 Span of Service by Day Type by Route

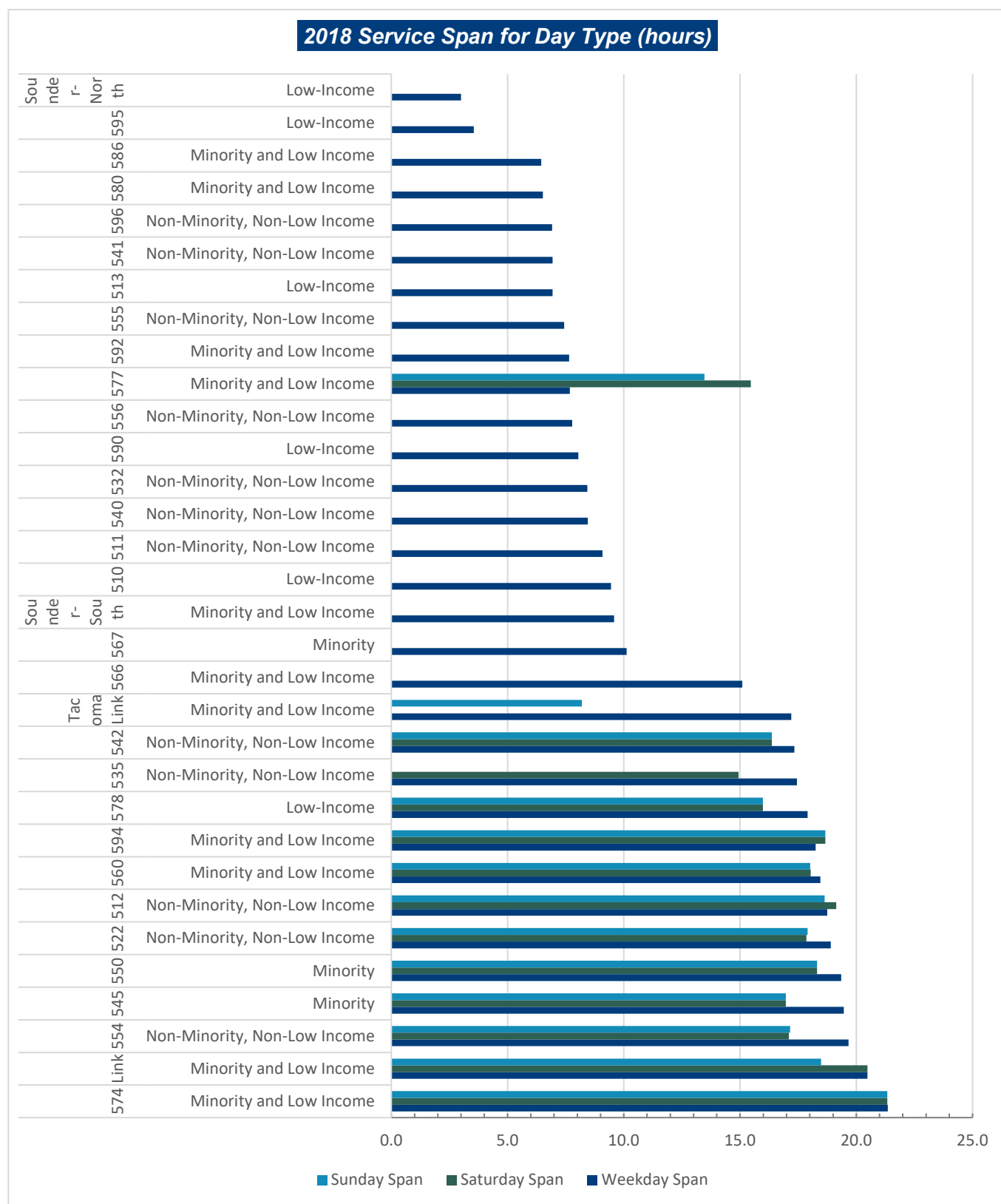
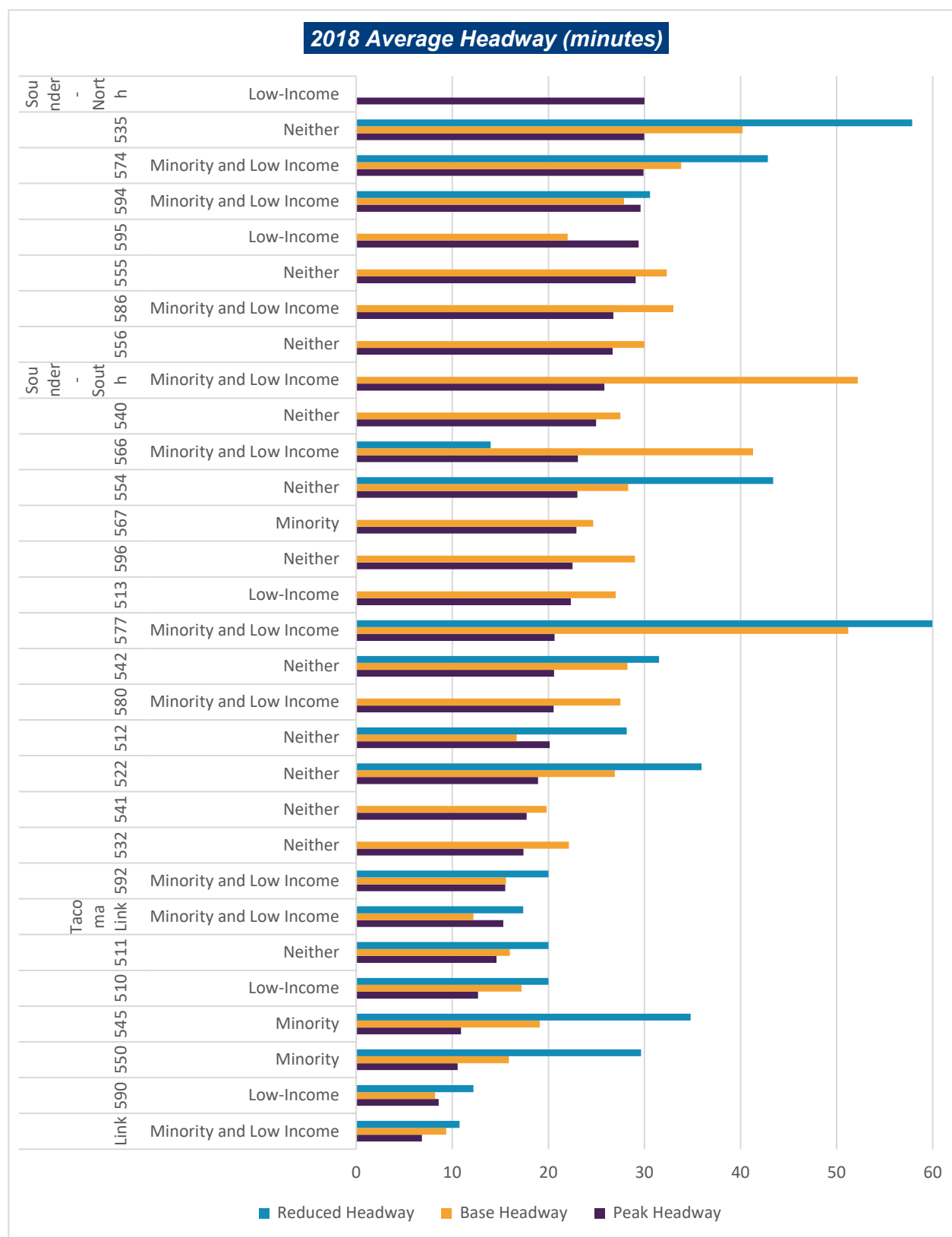


Figure 35: Hours of Service by Day Type

## Appendix G: 2018 Average Headway by Route



# Appendix H: RESOLUTION NOs. R2013-18 and R2013-19



## RESOLUTION NOs. R2013-18 and R2013-19

Establishing policies for conducting equity analyses of Major Service Changes and Fare Changes impacting minority and low income populations

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Executive Committee Board	09/05/2013 09/26/2013	Recommend to Board Final Action	Leslie Jones, Diversity Programs Director Alec Stephens, Diversity Technical Advisor	206-398-5047 206-398-5019

## PROPOSED ACTION

Resolution No. R2013-18: Establishing policies for conducting equity analyses of Major Service Changes impacting minority and low income populations

Resolution No. R2013-19: Establishing policies for conducting equity analyses of Fare Changes impacting minority and low income populations.

## KEY FEATURES SUMMARY

- As a recipient of federal financial assistance, primarily from the Federal Transit Administration, Sound Transit must continue to ensure that it complies with Title VI of the Civil Rights Act of 1964, which protects individuals from discrimination on the basis of race, color and national origin in any program receiving federal funds.
- The resolutions address how Sound Transit will proceed with major service changes or fare changes in a manner that complies with Title VI.
- The resolutions incorporate practices that Sound Transit has used in the past in assessing major service changes and fare changes. In compliance with Title VI Guidelines by the Federal Transit Administration, Sound Transit is to set forth those practices as policies adopted by the agency's policy-making body.
- Major Service Changes. A Title VI "equity evaluation" shall be conducted for all major service changes, which are defined as any single change in service on an individual bus or rail route that would add or eliminate more than 25 percent of the route's weekly platform service hours, and/or move the location of a stop or station by more than a half mile.
- Fare Changes. A Title VI "equity evaluation" shall be conducted for all fare changes except for:
  1. Instances where Sound Transit has declared that all passengers will ride free.
  2. Temporary fare reductions that are mitigating measures for other actions.
  3. Promotional or temporary fare reductions lasting no more than six months.
- The resolutions establish thresholds for determining whether proposed major service changes or fare changes indicate disparate impacts to minority populations or disproportionate burdens to low income populations, and outlines efforts to be made to mitigate such impacts, and conduct outreach activities to affected populations to ensure the inclusion of affected people in the process prior to the adoption of the proposed changes.
- The resolutions provide that the Title VI equity evaluation, mitigation efforts, and outreach activities will be included as a part of the record for consideration by Sound Transit prior to final action on the proposed major service change or fare change.

## BACKGROUND

Section 601 of Title VI of the Civil Rights Act of 1964 states that:

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 receives federal financial assistance to design and build the regional transit system through grants primarily awarded and administered by the Federal Transit Administration. As an FTA grant recipient, Sound Transit cannot, on the basis of race, color, or national origin, either directly or through contractual means:

- Deny an individual any service, financial aid or benefit provided under the program to which he or she might otherwise be entitled;
- Make distinctions in the quality, quantity or manner in which the service or benefit is provided; or
- Segregate or separately treat individuals in any matter related to the receipt of any service or benefit.

As Sound Transit operates its transit services—Link Light Rail, Regional Express Bus, and Sounder Commuter Rail, and associated facilities—it must ensure that such services are provided in an equitable manner. This includes decisions by Sound Transit to make major changes to its transit services or changes in its fare structures.

The two resolutions set a policy framework under which Sound Transit will evaluate proposed major service changes or fare changes that may be recommended for Sound Transit Board approval as follows:

1. Sound Transit includes in its evaluation whether such changes adversely affect minority or low income populations;
2. Determine if the adverse effects result in "Disparate Impacts to Minority Populations", setting as a threshold effects that for the minority populations subject to the major service change are greater than the minority population in the Sound Transit District (currently, 31.13%); and/or result in "Disproportionate Burdens to Low Income Populations", setting as a threshold effects that for the low income populations subject to the major service change are greater than the low income population in the Sound Transit District (currently, 11.24%);
3. If the proposed changes result in disparate impacts to minority populations and/or disproportionate burdens to low income populations Sound Transit will examine and develop ways to mitigate or lessen the effect, and alert the affected Title VI stakeholders of the proposed changes to allow them to comment on the change and the impacts.
4. The Title VI evaluation of the proposed major service changes or fare changes, the impacts, mitigation efforts, outreach to impacted stakeholders, and public comments will be a part of the record before the Sound Transit Board when it makes its decision to approve the major fare change or fare change in question.
5. The Sound Transit Board may approve the change unaltered and Sound Transit may proceed to implement the change "if there is a substantial legitimate justification for the change(s) and Sound Transit can demonstrate that there were no alternatives that would have less of an impact on minority or low income populations and would still accomplish Sound Transit's legitimate program goals."

## **FISCAL IMPACT**

Not applicable to this action.

## **SMALL BUSINESS PARTICIPATION**

Not applicable to this action.

## **EQUAL EMPLOYMENT WORKFORCE PROFILE**

Not applicable to this action.

## **APPRENTICE UTILIZATION COMMITMENT**

Not applicable to this action.

## **PUBLIC INVOLVEMENT**

Over 60 organizations and individuals in the Sound Transit region, representing minority and low income advocacy, interest and community based organizations, were sent a letter notifying recipients of the proposed policies and soliciting comments. The letter included a summary of the proposed actions along with copies of the draft resolutions, and offering to provide further information or respond to questions. The information also contained a discussion of Title VI, and the process for public comment not only to staff, but also the dates and times of the Executive Committee and the Sound Transit Board meetings when consideration of the policies is scheduled should they decide to provide comments directly to Boardmembers. In addition, this information was provided to Sound Transit's Diversity Oversight Committee for discussion and comments at their meeting, held on August 23, 2013.

As set forth in the policies, more extensive outreach will take place regarding proposed major service changes or fare changes to populations affected by the particular change.

## **TIME CONSTRAINTS**

The policies will be included in the Sound Transit 2013 Title VI Submittal to FTA. The Board is scheduled to take final action on a motion to approve the submittal at its September 26, 2013 meeting. Submittal is to be sent to FTA by October 1, 2013. It would be preferable to include the adopted policies, however, draft policies pending Board approval could be included if further consideration is required by the Board.

## **PRIOR BOARD/COMMITTEE ACTIONS**

Resolution No. R2011-15—Adopted an inclusive public participation policy to assure meaningful access to public involvement and community outreach programs for minority, low-income and limited English proficient populations.

## **ENVIRONMENTAL REVIEW**

JI 8/28/2013

## **LEGAL REVIEW**

RM 8/29/2013

Resolution Nos. R2013-18 and R2013-19  
Staff Report

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## **RESOLUTION NO. R2013-19**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority establishing policies for conducting equity analyses of Fare Changes impacting minority and low income populations, in accordance with Title VI requirements and guidelines for Federal Transit Administration recipients.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, Sound Transit has made a commitment to the people within its 3-county region to seek community involvement as it plans, designs, builds, and operate a regional transit system; and

WHEREAS, Sound Transit is a recipient of federal funding primarily from the Federal Transit Administration; and

WHEREAS, consistent with Title VI of the Civil Rights Act of 1964, Sound Transit is committed to:

- Providing services without regard to race, color, or national origin,
- Promoting the full and fair participation of affected populations in transit decision making,
- Preventing denial, reduction, or delay in benefits related to programs and activities that benefit minority or low-income populations, and



WHEREAS, in accordance with Title VI requirements and guidelines for FTA recipients, Sound Transit conducts an equity evaluation of major service changes and all fare changes to determine whether such changes result in adverse impacts on minority populations or impose burdens on low-income populations; and

WHEREAS, Sound Transit is to then evaluate whether the major service change or whether the fare change results in disparate impacts on minority populations or disproportionate burdens on low-income populations; and

WHEREAS, Sound Transit is to ensure inclusive public participation and take all reasonable steps to remove, explore alternatives or otherwise mitigate and reduce the disparate impacts on minority populations or disproportionate burdens on low-income populations; and

WHEREAS, in accordance with the FTA's Title VI requirements and guidelines, Sound Transit is to establish a policy defining the threshold to determine whether any Fare Change results in disparate impacts to minority populations or disproportionate burdens to low-income populations; and

WHEREAS, Sound Transit engaged the public in developing these policies in a manner consistent with Sound Transit's inclusive public participation policy.

NOW THEREFORE BE IT RESOLVED by the Board of Directors of the Central Puget Sound Regional Transit Authority, that in accordance with Title VI of the Civil Rights Act of 1964, and FTA requirements and guidelines, this policy is enacted to establish policies to conduct an equity analysis of fare changes to assess the impact of such changes on Minority and Low-Income populations.

BE IT FURTHER RESOLVED that all fare changes regardless of the amount of the increase or decrease (and including changes in payment type or payment media, and availability or duration of

paper or electronic transfers) will be subject to an equity analysis which includes an analysis of potential adverse effects on minority and low-income populations with the following exceptions:

1. Instances where Sound Transit has declared that all passengers will ride free.
2. Temporary fare reductions that are mitigating measures for other actions.
3. Promotional or temporary fare reductions lasting no more than six months.

BE IT FURTHER RESOLVED that when Sound Transit conducts an Equity Assessment of Fare Changes, the threshold for determining that the changes in question result in Disparate Impacts for minority populations or Disproportionate Burdens for low income populations are as follows:

1. Disparate Impact—a disparate impact occurs when the minority percentage of the population adversely affected by any fare change is greater than the average minority percentage of the population of Sound Transit's service area. As appropriate, Sound Transit will analyze any available information generated from ridership surveys indicating whether minority riders are disproportionately more likely to use the mode of service, payment type or payment media that would be subject to the fare change as a comparison in the analysis.
2. Disproportionate Burden—a disproportionate burden occurs when the low income percentage of the population adversely affected by any fare change is greater than the average low income percentage of the population of Sound Transit's service area. As appropriate, Sound Transit will analyze any available information generated from ridership surveys indicating whether low income riders are disproportionately more likely to use the mode of service, payment type or payment media that would be subject to the fare change as a comparison in the analysis.

BE IT FURTHER RESOLVED that if it finds that the fare change results in a potential disparate impact or potential disproportionate burden, then in accordance with Title VI of the Civil Rights Act

of 1964 and FTA requirements and guidelines, Sound Transit will consider steps to avoid, minimize or mitigate the adverse impacts and reanalyze the modified change(s) to determine if the impacts were removed or lessened.

BE IT FURTHER RESOLVED that prior to adopting the fare change(s), Sound Transit will include in its report the equity evaluation of the fare change(s), and that the public and Title VI stakeholders will be invited to provide comments regarding the change(s) including the steps to avoid, minimize or mitigate the adverse impacts and the modified change(s) to determine if the impacts were removed or lessened.

BE IT FURTHER RESOLVED that If Sound Transit chooses not to alter the proposed fare change(s), the implementation of the fare change(s) may proceed if there is a substantial legitimate justification for the fare change(s) and Sound Transit can demonstrate that there were no alternatives that would have less of an impact on minority or low income populations and would still accomplish Sound Transit's legitimate program goals.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 26, 2013.



Pat McCarthy  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator

## **Motion No. M2019-94**

A motion of the Board of the Central Puget Sound Regional Transit Authority approving the Title VI service monitoring results prior to the submittal of Sound Transit's 2019 Title VI Program to the Federal Transit Administration.

### **Background**

Sound Transit is required to measure the quality of service delivered to communities, and to demonstrate that resources are distributed in an equitable manner. The 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 the Civil Rights Act of 1964.

Sound Transit gathers data from operating partners on a monthly basis in order to understand the degree to which service aligns with targets set forth in the established performance standards. Pursuant to rules established by the Federal Transit Administration, this data must be analyzed, presented to, and approved by Sound Transit's board of directors every three years in order to demonstrate the degree to which service and amenities are distributed equitably.

Service was analyzed based on board-adopted service standards and performance measures which identify the level and type of service that should be provided, as well as a process to implement any changes needed to meet established priorities. Standards which services are measured against include passenger overcrowding rates, on-time performance, customer complaints, as well as the percentage of scheduled trips operated. Additional policies which were compared in this analysis include the frequency and span of bus and rail service as well as vehicle assignment based on route.

The analysis highlighted areas of Sound Transit service that need to be improved. The disparate impact analysis process showed that average on-time performance was lower for minority routes compared to non-minority routes on ST Express and Sounder, resulting in a disparate impact. Additionally, passenger overcrowding on ST Express routes was higher for minority routes compared to non-minority routes. Similar to the findings of Minority/Non-Minority routes, on-time performance and average span of service were worse for Low Income routes compared to Non-Low Income ST Express routes, resulting in a disproportionate burden.

Mitigation strategies will focus on near-future improvements (schedule adjustments, changes in vehicle allocation, trip additions) as well as medium term capital projects (bus on shoulder operations) that can provide some relief around the region's congested highway system. Schedule adjustments will be implemented in 2020 as part of the regular service change process. As new high-capacity transit lines are implemented, the ST Express network will evolve around it to the benefit of enhanced reliability.

As a recipient of federal financial assistance, primarily from the Federal Transit Administration (FTA), on an ongoing basis, Sound Transit must ensure that it complies with Title VI of the Civil Rights Act of 1964, which protects individuals from discrimination on the basis of race, color and national origin in any program receiving federal funds.

As a part of its Title VI obligations, Sound Transit must submit a Title VI Program for FTA approval every three years. One major component of this program is the Title VI service monitoring report, which identifies disparate impacts or disproportionate burdens on its service.

Sound Transit has board-adopted Service Standards and Performance Measures to identify service levels and performance. This policy requires that any disparate impact or disproportionate burden be mitigated in some fashion.

In its service monitoring report, Sound Transit analyzes passenger overcrowding rates, on-time performance, customer complaints, as well as the percentage of scheduled trips operated. Additional service standards which were compared in this report include the frequency and span of bus and rail service as well as vehicle assignment based on route.

Disparate impacts were found on the following services:

- ST Express bus services where the proportion of minority riders are higher than the ST system average. Specifically, on-time performance and the rate of passenger overcrowding, and scheduled headways were found to be underperforming on routes serving populations with a higher proportion of minority riders.
- Sounder Commuter rail where the proportion of minority riders are higher than the ST system average. Specifically, on-time performance was found to be underperforming on the line serving populations with a higher proportion of minority riders.
- ST Express bus services where the proportion of low income riders are higher than the ST system average. Specifically, on-time performance, scheduled headways, and span of service were found to be underperforming on routes serving populations with a higher proportion of low-income riders.

Service changes to address disparate impacts and disproportionate burdens will occur in 2020.

Mitigation strategies to address disparate impacts and disproportionate burdens will focus on near-future improvements (schedule adjustments, changes in vehicle allocation, trip additions as budget allows) as well as medium term capital projects (bus on shoulder operations) that can provide some relief around the region's congested highway system.

## **Motion**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Title VI service monitoring results are approved prior to the submittal of Sound Transit's 2019 Title VI Program to the Federal Transit Administration.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 26, 2019.

  
\_\_\_\_\_  
John Marchione  
Board Chair

Attest:

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator

**Motion No. M2019-94**

# **Sound Transit Title VI Mapfolio 2019**

**Prepared by Sound Transit GIS**

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- I-4: Sound Transit service and activity centers
- I-5: Local transit agencies, central Puget Sound area
- I-6: Local agency and Sound Transit routes (2019)
- I-7: Sound Transit's new and renovated facilities

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- III-1: Sound Transit district // minority population
- III-2: Sound Transit service to minority populations
- III-3: Sound Transit stops and minority populations
- III-4: New and renovated facilities, minority population

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- IV-2: Sound Transit service to low income population
- IV-3: Sound Transit stops and low income population
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- V-3: Sound Transit stops and limited English proficiency (LEP) populations
- V-4: New and renovated facilities, limited English proficiency (LEP) populations

### **Census Tract Maps and Tables**

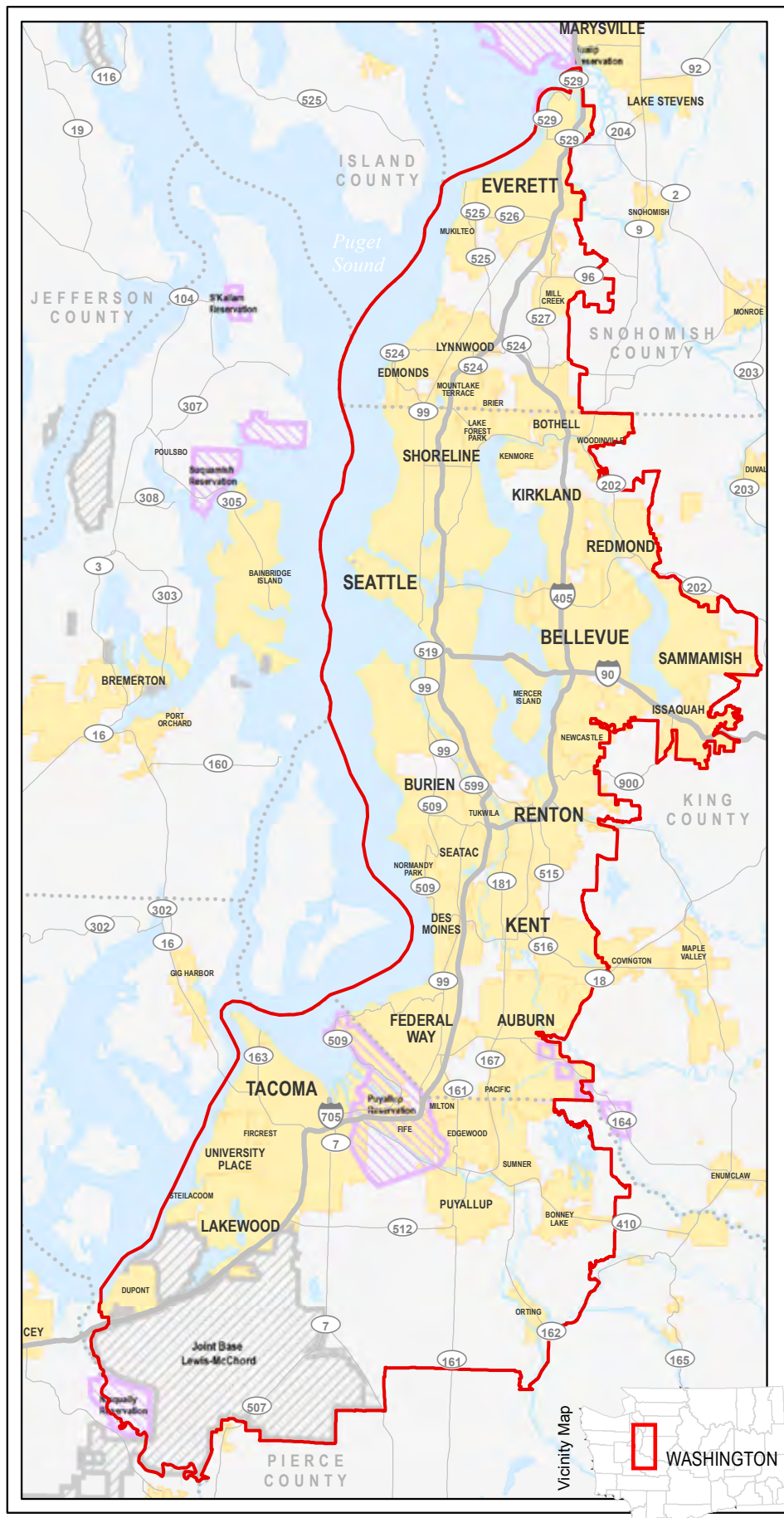
- VI-1n: King County (north) // 2010 census tracts
- VI -1s: King County (north) // 2010 census tracts
- VI -2: Pierce County // 2010 census tracts
- VI -3: Snohomish County // 2010 census tracts
- Minority census tract table
- Low income census tract table
- Limited English proficiency (LEP) census tract table

### **Methodology**

- Title VI Methodology

# **Sound Transit District Maps**





# Activity Center key:

## Regional Centers

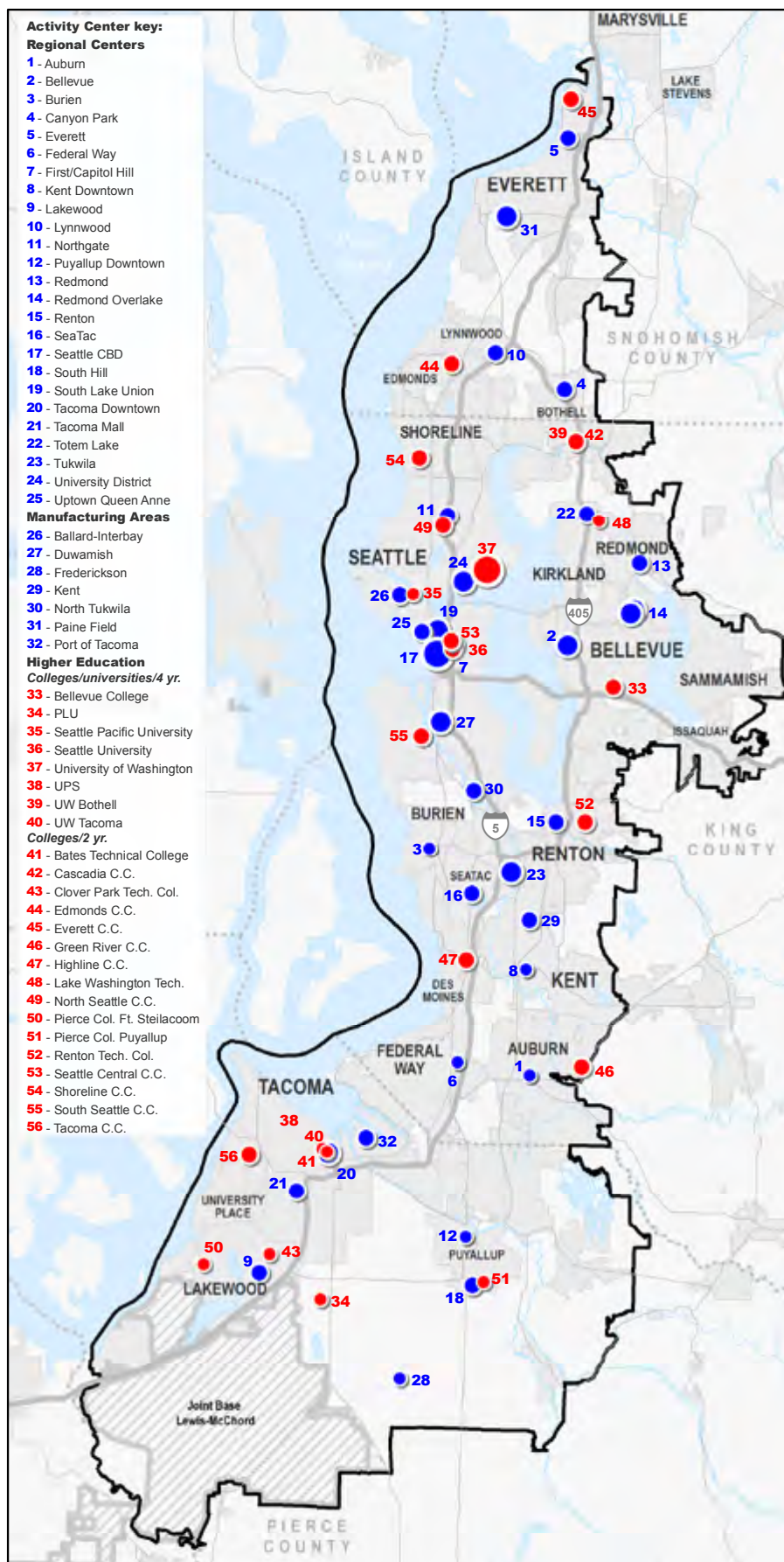
- 1 - Auburn
- 2 - Bellevue
- 3 - Burien
- 4 - Canyon Park
- 5 - Everett
- 6 - Federal Way
- 7 - First/Capitol Hill
- 8 - Kent Downtown
- 9 - Lakewood
- 10 - Lynnwood
- 11 - Northgate
- 12 - Puyallup Downtown
- 13 - Redmond
- 14 - Redmond Overlake
- 15 - Renton
- 16 - SeaTac
- 17 - Seattle CBD
- 18 - South Hill
- 19 - South Lake Union
- 20 - Tacoma Downtown
- 21 - Tacoma Mall
- 22 - Totem Lake
- 23 - Tukwila

## Manufacturing Areas

- 24 - University District
- 25 - Uptown Queen Anne
- 26 - Ballard-Interbay
- 27 - Duwamish
- 28 - Frederickson
- 29 - Kent
- 30 - North Tukwila
- 31 - Paine Field
- 32 - Port of Tacoma

## Higher Education

- Colleges/universities/4 yr.
- 33 - Bellevue College
- 34 - PLU
- 35 - Seattle Pacific University
- 36 - Seattle University
- 37 - University of Washington
- 38 - UPS
- 39 - UW Bothell
- 40 - UW Tacoma
- Colleges/2 yr.
- 41 - Bates Technical College
- 42 - Cascadia C.C.
- 43 - Clover Park Tech. Col.
- 44 - Edmonds C.C.
- 45 - Everett C.C.
- 46 - Green River C.C.
- 47 - Highline C.C.
- 48 - Lake Washington Tech.
- 49 - North Seattle C.C.
- 50 - Pierce Col. Ft. Steilacoom
- 51 - Pierce Col. Puyallup
- 52 - Renton Tech. Col.
- 53 - Seattle Central C.C.
- 54 - Shoreline C.C.
- 55 - South Seattle C.C.
- 56 - Tacoma C.C.



## Map I-2

## Sound Transit Title VI Maps

## Sound Transit district // activity centers

Large activity centers are located throughout the Sound Transit district.

## Legend

Sound Transit District

Military Base

Employment center

> 5,000

5,000 - 15,000

15,000 - 100,000

< 100,000 total employment

University/College

> 5,000

5,001 - 15,000

15,001 - 30,000

< 30,001 students

## Map data source:

Employment centers:  
Puget Sound Regional Council  
College Enrollment (2015):  
Washington State OFM  
Data Yearbook,  
University of Washington

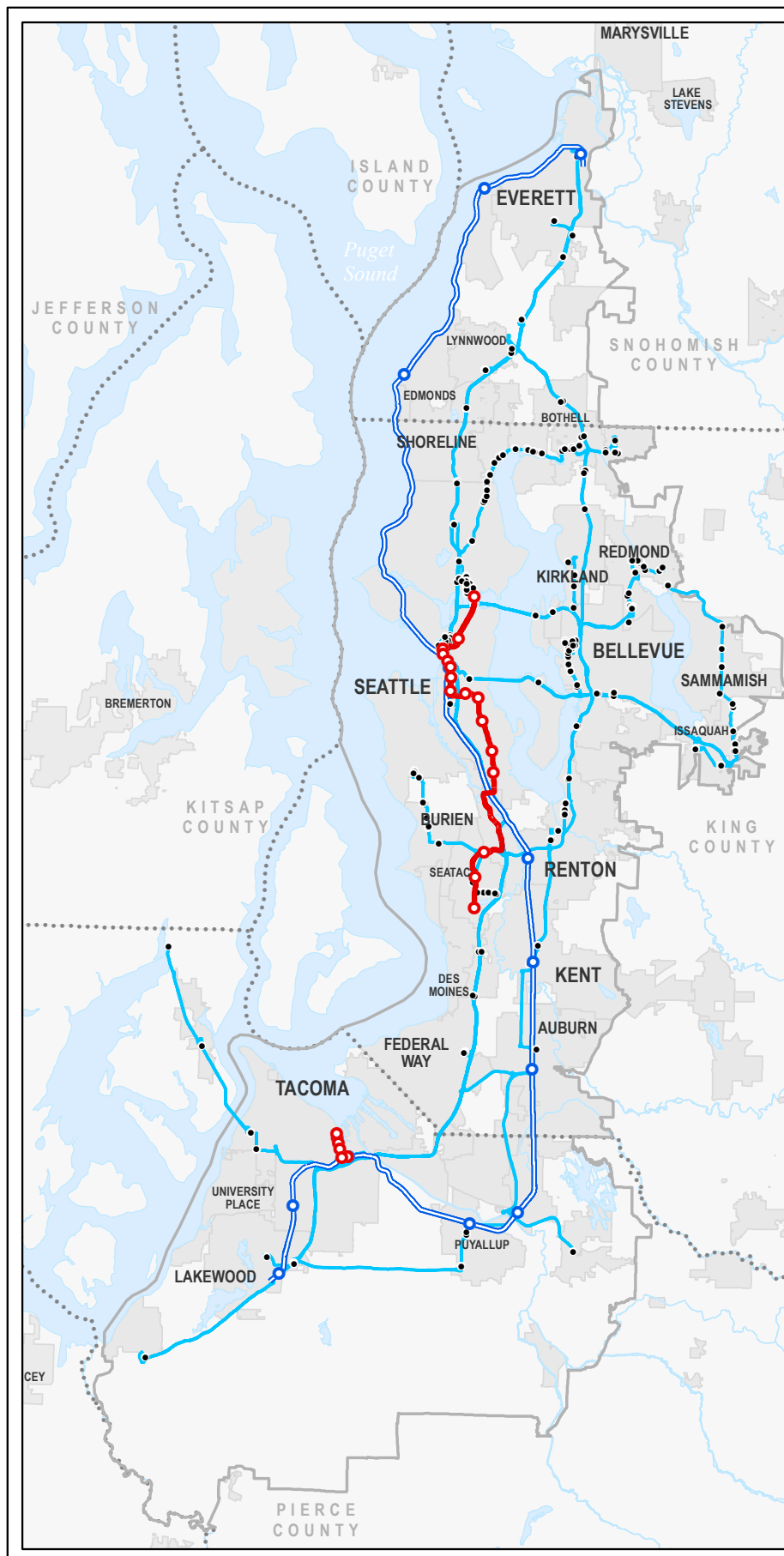


Scale:

0 2.5 5 10  
Miles

Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.





**Map I-3**

## Sound Transit Title VI Maps

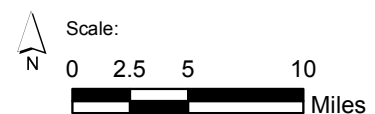
### Sound Transit service (Summer, 2019)

Sound Transit operates regional express buses and trains that connect regional activity centers.

#### Legend

- Sound Transit District
- Link Light Rail
- Sounder
- Sound Transit Express route

*Map data source:*  
Sound Transit GIS



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.





#### Activity Center key:

##### Regional Centers

- 1 - Auburn
  - 2 - Bellevue
  - 3 - Burien
  - 4 - Canyon Park
  - 5 - Everett
  - 6 - Federal Way
  - 7 - First/Capitol Hill
  - 8 - Kent Downtown
  - 9 - Lakewood
  - 10 - Lynnwood
  - 11 - Northgate
  - 12 - Puyallup Downtown
  - 13 - Redmond
  - 14 - Redmond Overlake
  - 15 - Renton
  - 16 - SeaTac
  - 17 - Seattle CBD
  - 18 - South Hill
  - 19 - South Lake Union
  - 20 - Tacoma Downtown
  - 21 - Tacoma Mall
  - 22 - Totem Lake
  - 23 - Tukwila
  - 24 - University District
  - 25 - Uptown Queen Anne
- ##### Manufacturing Areas
- 26 - Ballard-Interbay
  - 27 - Duwamish
  - 28 - Frederickson
  - 29 - Kent
  - 30 - North Tukwila
  - 31 - Paine Field
  - 32 - Port of Tacoma
- ##### Higher Education
- ##### Colleges/universities/4 yr.
- 33 - Bellevue College
  - 34 - PLU
  - 35 - Seattle Pacific University
  - 36 - Seattle University
  - 37 - University of Washington
  - 38 - UPS
  - 39 - UW Bothell
  - 40 - UW Tacoma
- ##### Colleges/2 yr.
- 41 - Bates Technical College
  - 42 - Cascadia C.C.
  - 43 - Clover Park Tech. Col.
  - 44 - Edmonds C.C.
  - 45 - Everett C.C.
  - 46 - Green River C.C.
  - 47 - Highline C.C.
  - 48 - Lake Washington Tech.
  - 49 - North Seattle C.C.
  - 50 - Pierce Col. Ft. Steilacoom
  - 51 - Pierce Col. Puyallup
  - 52 - Renton Tech. Col.
  - 53 - Seattle Central C.C.
  - 54 - Shoreline C.C.
  - 55 - South Seattle C.C.
  - 56 - Tacoma C.C.













## Map I-4

# Sound Transit Title VI Maps

## Sound Transit service and activity centers

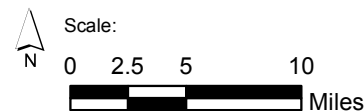
Sound Transit operates regional express buses and trains that connect regional activity centers.

### Legend

-  Sound Transit District
-  Link Light Rail
-  Sounder
-  Sound Transit Express route
- Employment center
  -  > 5,000
  -  5,000 - 1,500
  -  15,000 - 100,000
  -  < 100,000 total employment
- University/College
  -  > 5,000
  -  5,001 - 15,000
  -  15,001 - 30,000
  -  > 30,001 students

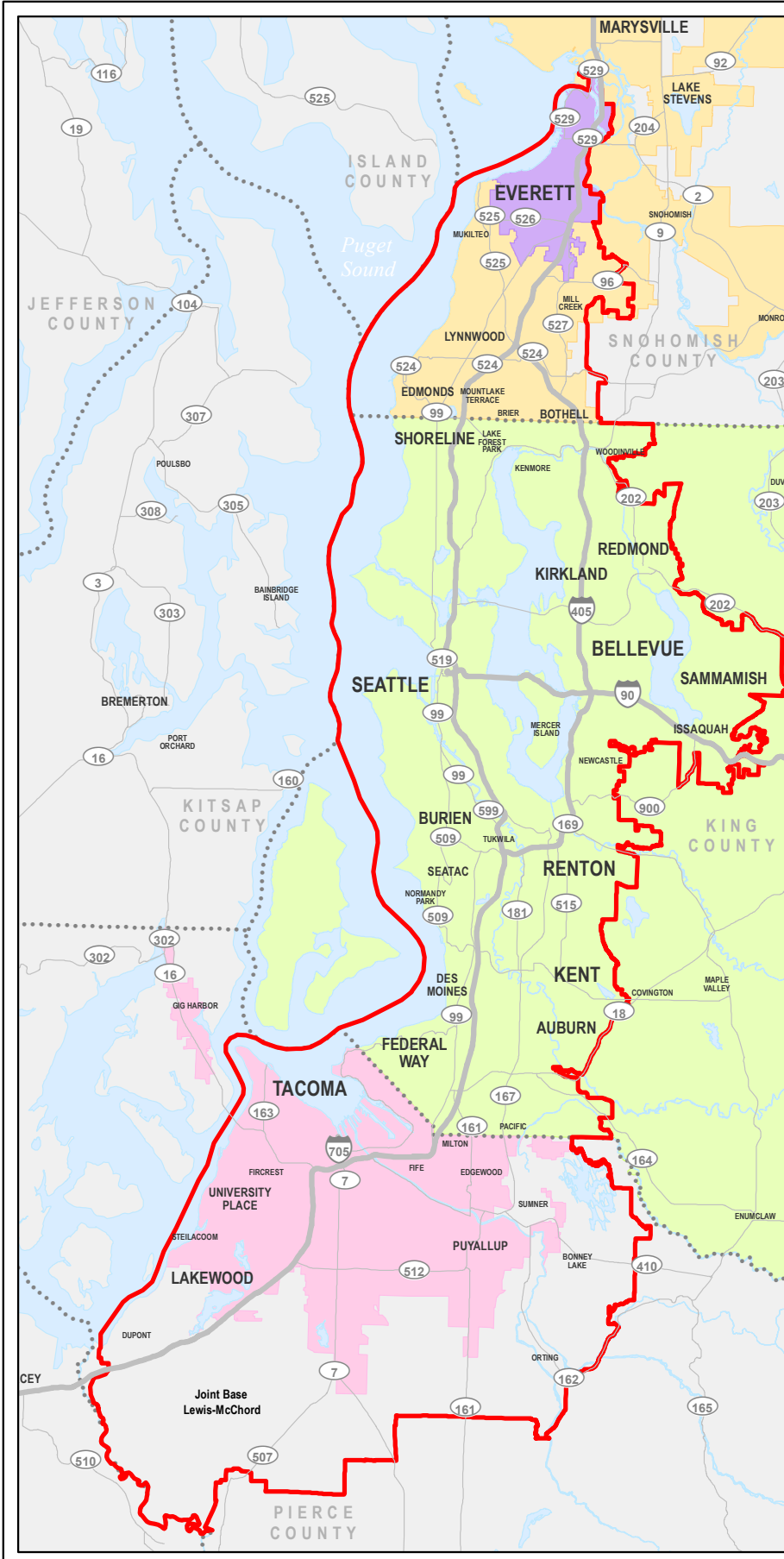
#### Map data source:

Employment centers:  
Puget Sound Regional Council  
College Enrollment (2015):  
Washington State OFM  
Data Yearbook,  
University of Washington



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.





## Map I-5

# Sound Transit Title VI Maps

## Local transit agencies, central Puget Sound area

Several local transit agencies provide service that feeds Sound Transit's bus and train routes.

### Legend

- Sound Transit District
- Everett Transit district
- Community Transit district
- King County Metro district
- Pierce Transit district

Map data source:  
Sound Transit GIS



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.












## Map I-6

# Sound Transit Title VI Maps

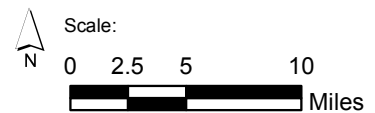
## Local agency and Sound Transit routes (2019)

Transit routes provided by  
local agencies feed  
Sound Transit services

### Legend

-  Sound Transit District
-  Link Light Rail
-  Sounder
-  Sound Transit Express route
-  Community Transit route
-  Everett Transit route
-  King County Metro Transit route
-  Pierce Transit route
-  Washington State Ferry route

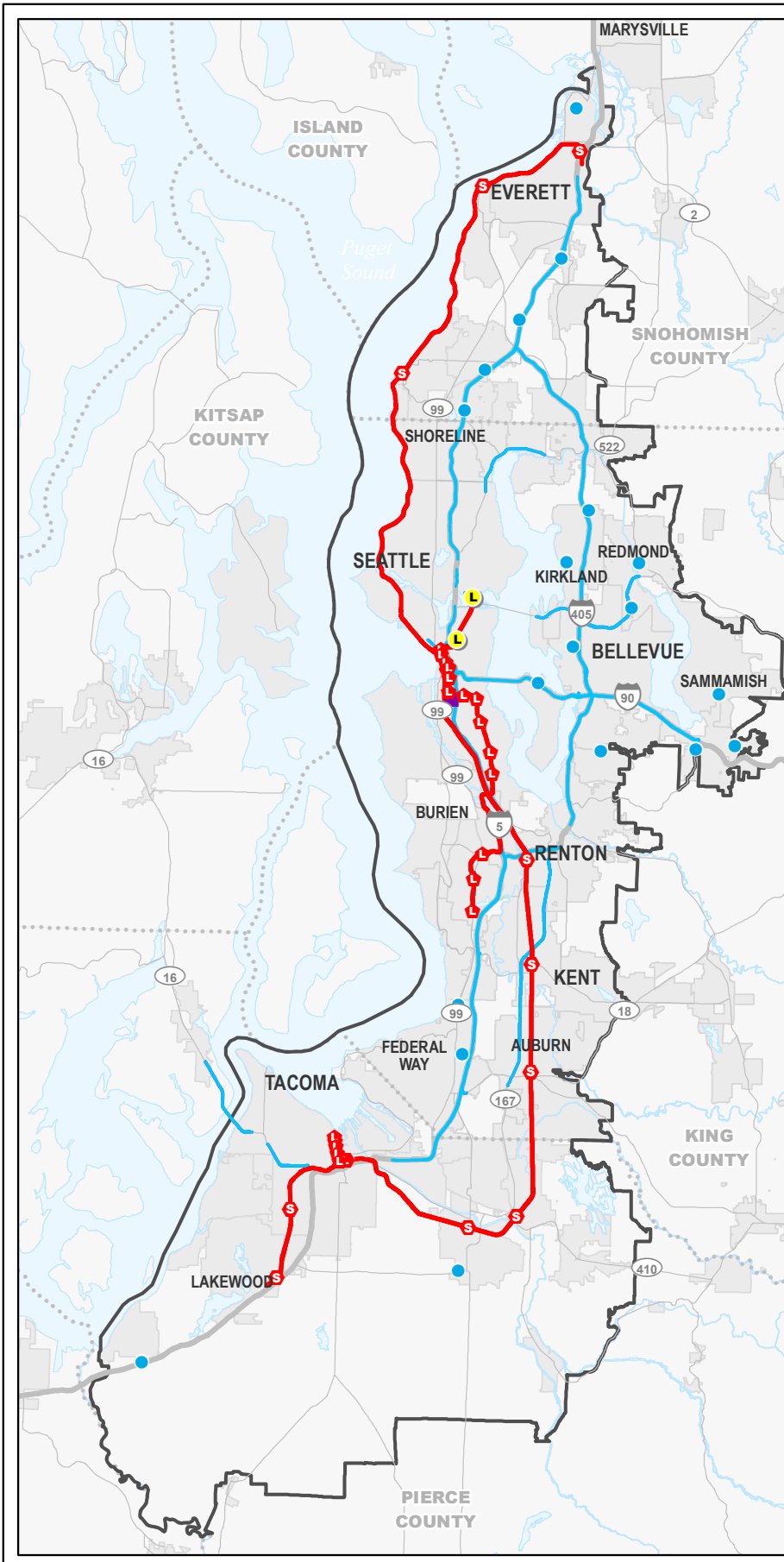
*Map data source:*  
Sound Transit GIS,  
Regional Trip Planner



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.







## Map I-7

# Sound Transit Title VI Maps

## Sound Transit's new & renovated facilities (2015-19)

Sound Transit has completed several new facilities over the past 5 years

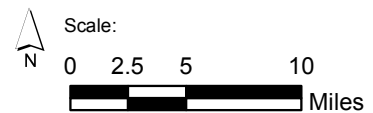
### Legend

- Sound Transit District
- ● ● Light/Commuter rail sta./bus fac.
- Light rail base
- ~ Bus\* / rail fixed guideway
- New transit facility (2015-19)**
- Light rail (Link)

*Map data source:*  
Sound Transit.

Some facilities were developed in conjunction with other transit agencies. Projects with only street improvements are not shown.

\*Bus fixed guideway includes high intensity bus lanes.

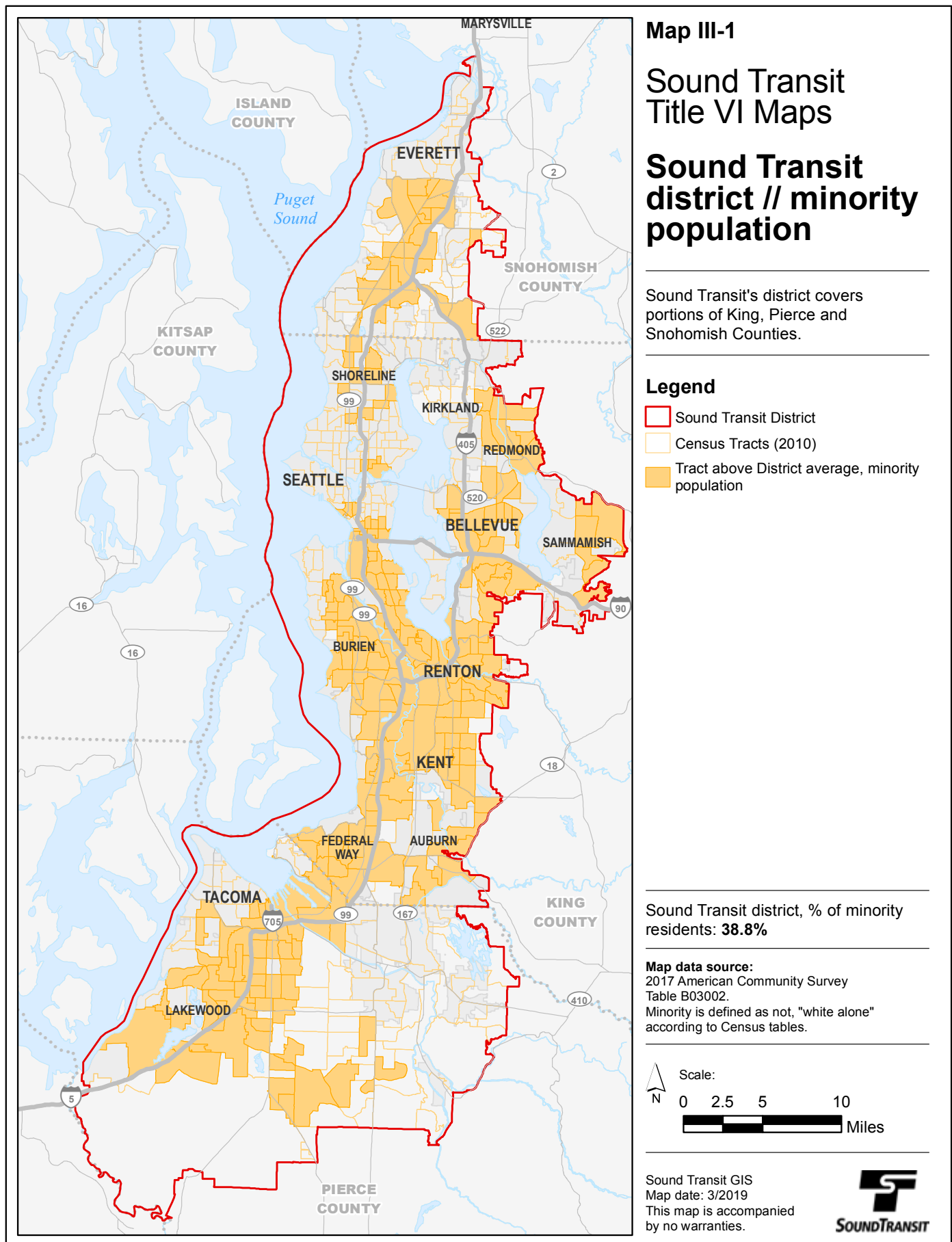


Sound Transit GIS  
Map date: 3/2019  
This map is accompanied by no warranties.



# **Minority Service Maps**





## Map III-2

# Sound Transit Title VI Maps

## Sound Transit service to minority populations

Sound Transit's district covers portions of King, Pierce and Snohomish Counties.

### Legend

- Sound Transit District
- Census Tracts (2010)
- Above average % of minority residents, completely inside ST service area
- Above average % of minority residents, partially inside ST service area
- Above average % minority population, with no ST service
- Sound Transit service area

Sound Transit district, % of minority residents: **38.8%**

### Map notes: Sound Transit service area

- \*Rail station service area -  
Station with parking: 5 miles  
Station without parking: 1 mile
- \*\*Bus stop service area -  
Major bus facility: 2.5 miles  
Other bus stop: .5 mile

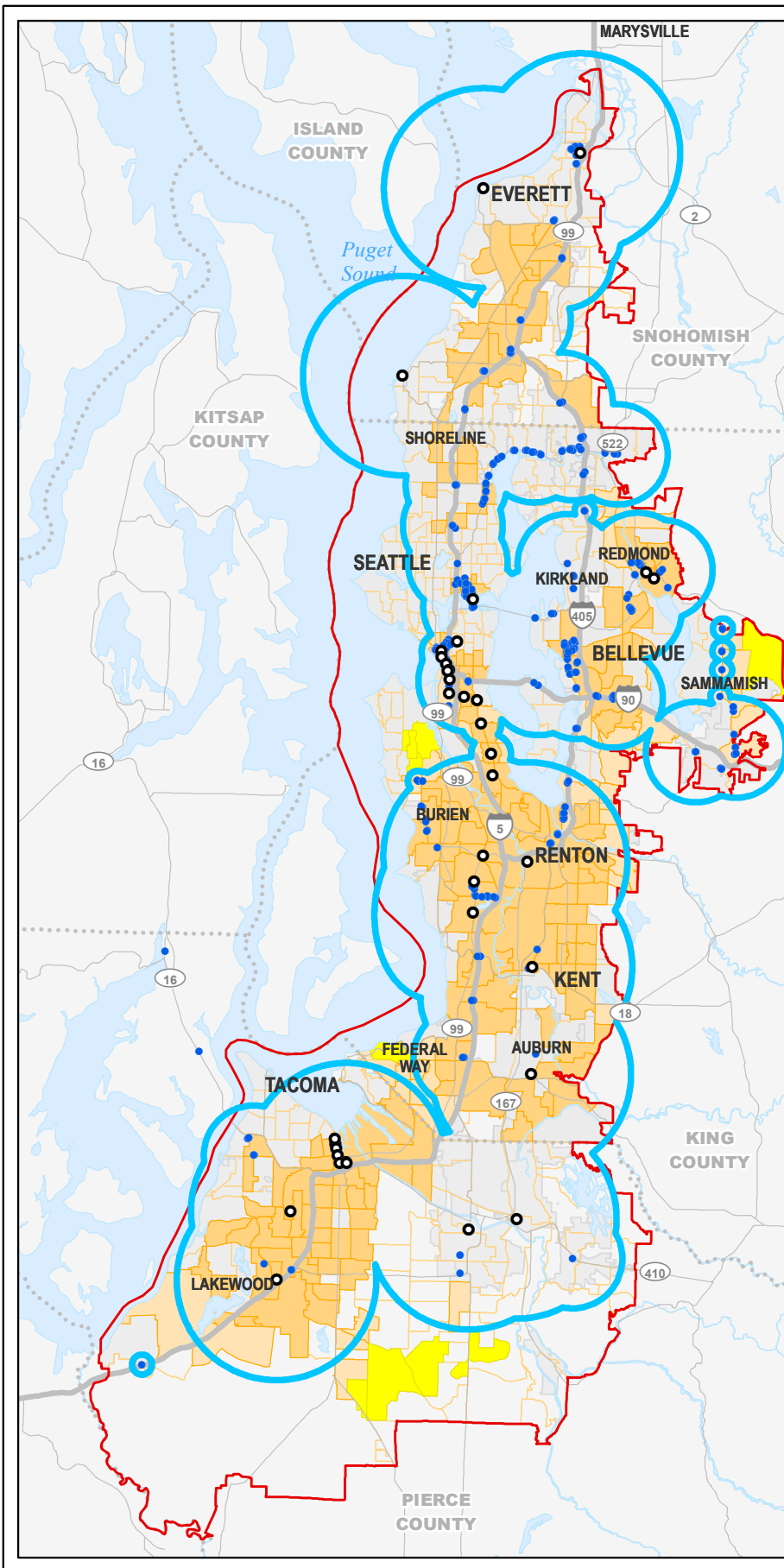
### Map data source:

2017 American Community Survey  
Table B03002.  
Minority is defined as not, "white alone,"  
according to Census tables.



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.





**Map III-3**

## Sound Transit Title VI Maps

### Sound Transit stops and minority populations

Sound Transit's district covers portions of King, Pierce and Snohomish Counties.

#### Legend

- Sound Transit District
- Census Tracts (2010)
- Above average % of minority residents, completely inside ST service area
- Above average % of minority residents, partially inside ST service area
- Above average % minority population, with no ST service
- Sound Transit service area
- Rail Station
- Sound Transit Express bus stop

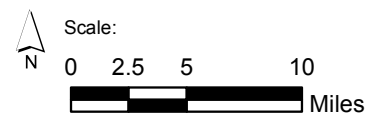
Sound Transit district, % of minority residents: **38.8%**

#### Map notes: Sound Transit service area

- \*Rail station service area -  
Station with parking: 5 miles  
Station without parking: 1 mile
- \*\*Bus stop service area -  
Major bus facility: 2.5 miles  
Other bus stop: .5 mile

#### Map data source:

2017 American Community Survey  
Table B03002.  
Minority is defined as not, "white alone,"  
according to Census tables.



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.











## Map III-4

# Sound Transit Title VI Maps

## New & renovated facilities, minority population

Sound Transit has completed several new facilities over the past 5 years (2015-2019)

### Legend

-  Sound Transit District
-  Census Tracts (2010)
-  Tract above District average, minority population
-  Light/Commuter rail sta./bus fac.
-  Light rail base
-  Bus\* / rail fixed guideway
-  New transit facility (2015-19)
-  Light rail (Link)

Sound Transit district, % of minority residents: **38.8%**

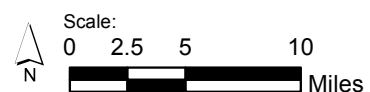
### Map notes:

Some facilities were developed in conjunction with other transit agencies. Projects with only street improvements are not shown.

\*Bus fixed guideway includes high intensity bus lanes

### Map data source:

2017 American Community Survey  
Table B03002.  
Minority is defined as not, "white alone,"  
according to Census tables.  
Facilities: Sound Transit.



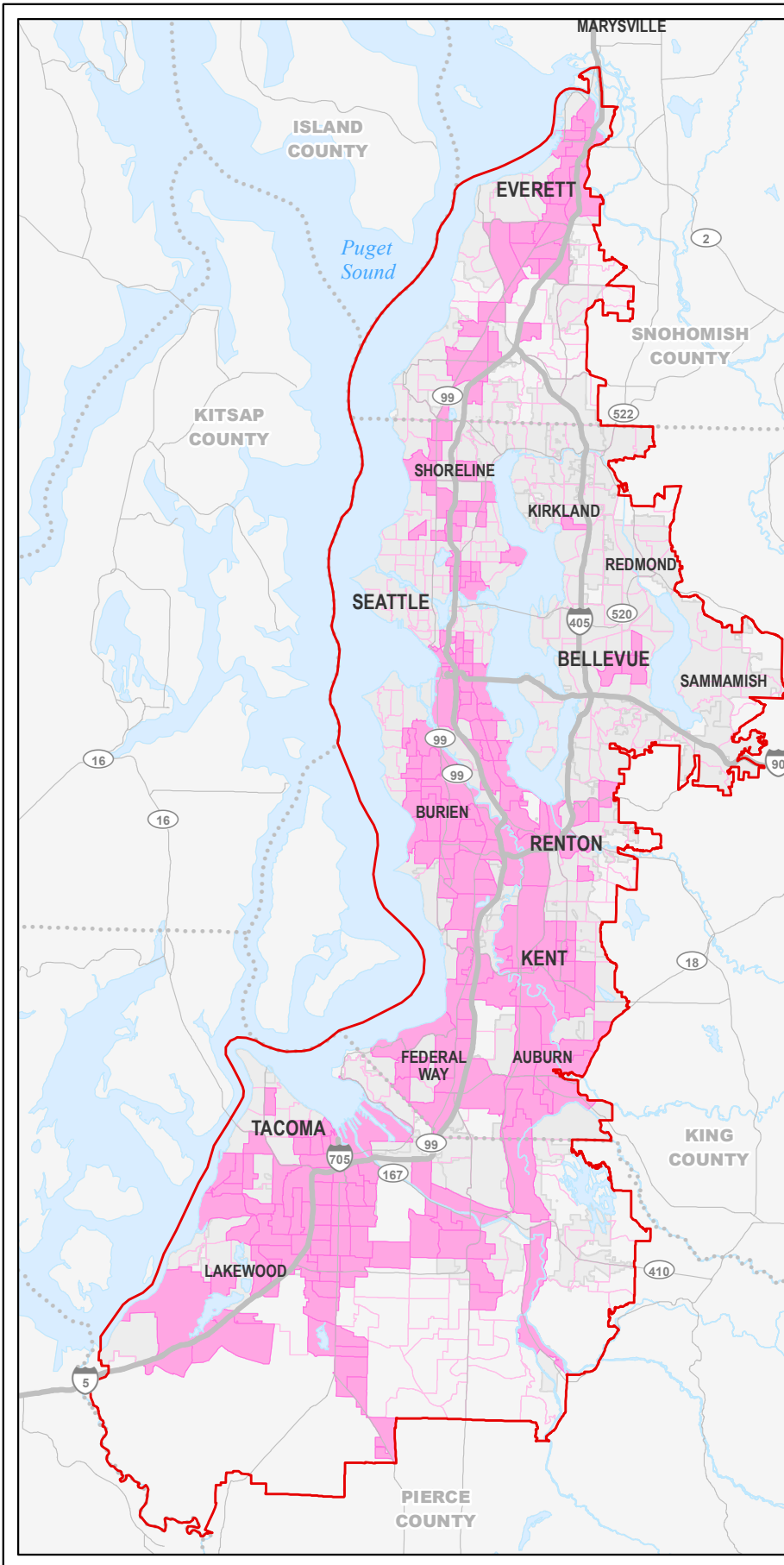
Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.





# **Low Income Service Maps**





## Map IV-1

### Sound Transit Title VI Maps

### Sound Transit district // low income population

Sound Transit's district covers portions of King, Pierce and Snohomish Counties.

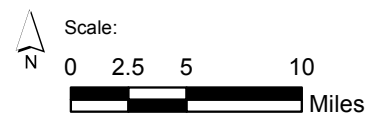
#### Legend

- Sound Transit District
- Census Tracts (2010)
- Tract above District average, low income

Sound Transit district, % of low income residents: **17.7%**

#### Map data source:

2017 American Community Survey Table S1701. Low Income is defined as individuals with a household income below 150% of poverty level.



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied by no warranties.



Map IV-2

## Sound Transit Title VI Maps

### Sound Transit service to low income population

Sound Transit's district covers portions of King, Pierce and Snohomish Counties.

#### Legend

- Sound Transit District
- Census Tracts (2010)
- Above average % of low income residents, completely inside ST service area
- Above average % of low income residents, partially inside ST service area
- Above average % low income population, with no ST service
- Sound Transit service area

Sound Transit district, % of low income residents: **17.7%**

#### Map notes: Sound Transit service area

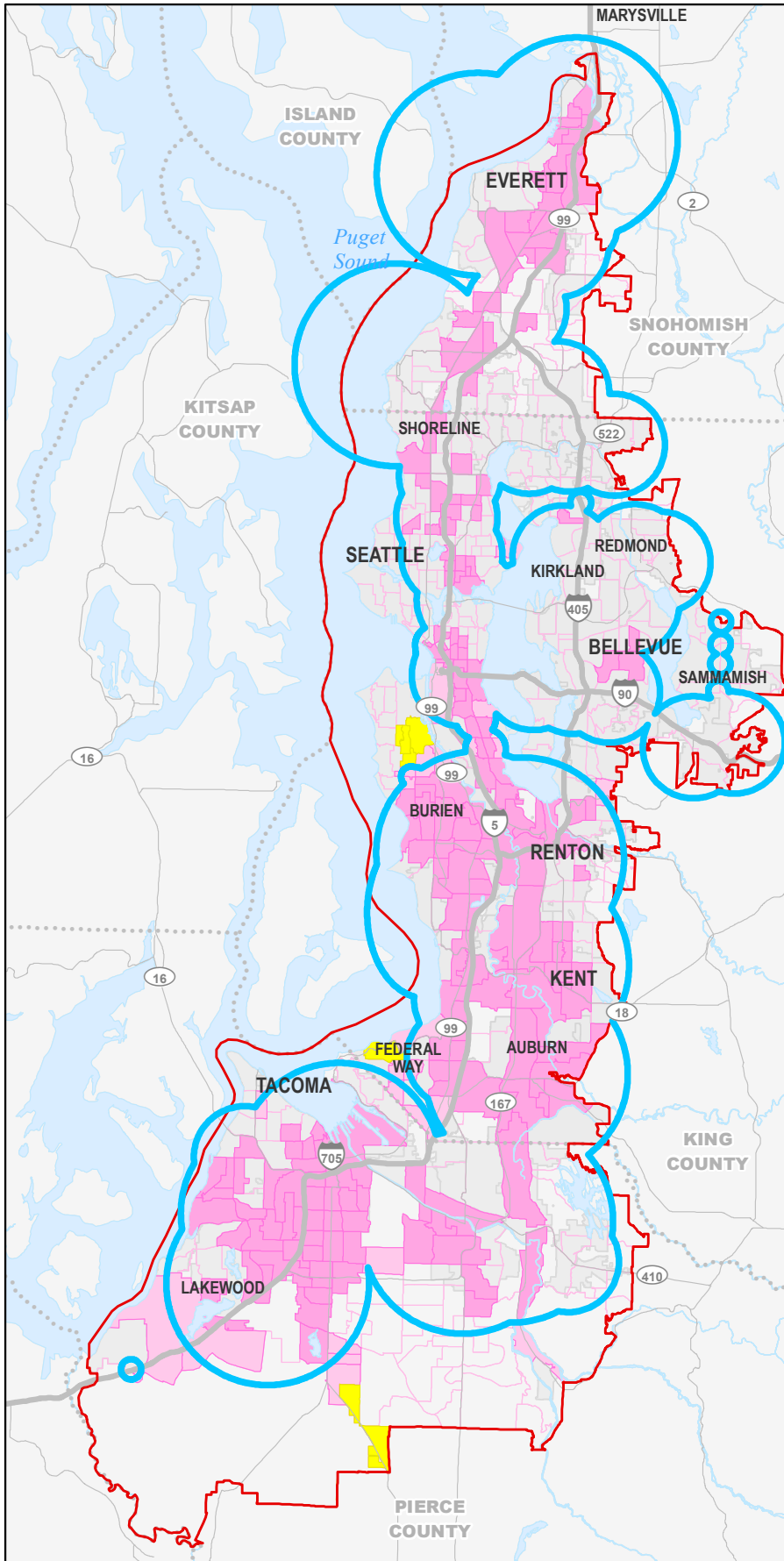
- \*Rail station service area -  
Station with parking: 5 miles  
Station without parking: 1 mile
- \*\*Bus stop service area -  
Major bus facility: 2.5 miles  
Other bus stop: .5 mile

#### Map data source:

2017 American Community Survey  
Table S1701.  
Low Income is defined as individuals with  
a household income below 150% of poverty level.



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.





Map IV-3

## Sound Transit Title VI Maps

### Sound Transit stops and low income population

Sound Transit's district covers portions of King, Pierce and Snohomish Counties.

#### Legend

- Sound Transit District
- Census Tracts (2010)
- Above average % of low income residents, completely inside ST service area
- Above average % of low income residents, partially inside ST service area
- Above average % low income population, with no ST service
- Rail Station
- Sound Transit Express bus stop

Sound Transit district, % of low income residents: **17.7%**

#### Map notes: Sound Transit service area

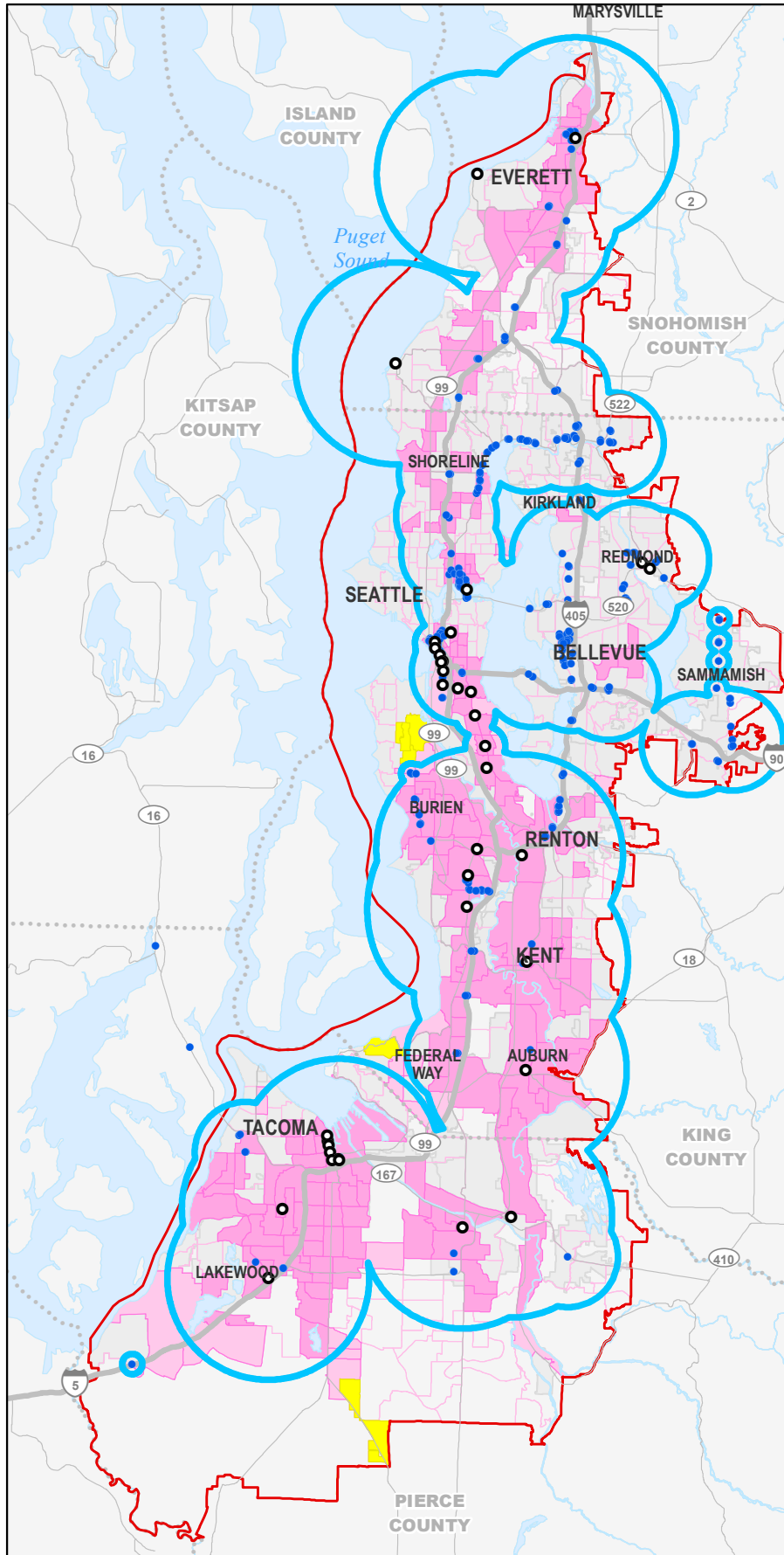
- \*Rail station service area -  
Station with parking: 5 miles  
Station without parking: 1 mile
- \*\*Bus stop service area -  
Major bus facility: 2.5 miles  
Other bus stop: .5 mile

#### Map data source:

2017 American Community Survey  
Table S1701.  
Low Income is defined as individuals with a household income below 150% of poverty level.



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.











## Map IV-4

# Sound Transit Title VI Maps

## New & renovated facilities, low income population

Sound Transit has completed several new facilities over the past 5 years (2015-2019)

### Legend

-  Sound Transit District
-  Census Tracts (2010)
-  Tract above District average, low income
-  Light/Commuter rail sta./bus fac.
-  Light rail base
-  Bus\* / rail fixed guideway
-  New transit facility (2015-19)
-  Light rail (Link)

Sound Transit district, % of low income residents: **17.7%**

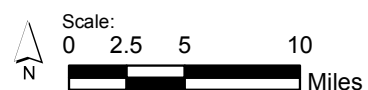
### Map notes:

Some facilities were developed in conjunction with other transit agencies. Projects with only street improvements are not shown.

\*Bus fixed guideway includes high intensity bus lanes

### Map data source:

2017 American Community Survey  
Table S1701.  
Low Income is defined as individuals with a household income below 150% of poverty level.

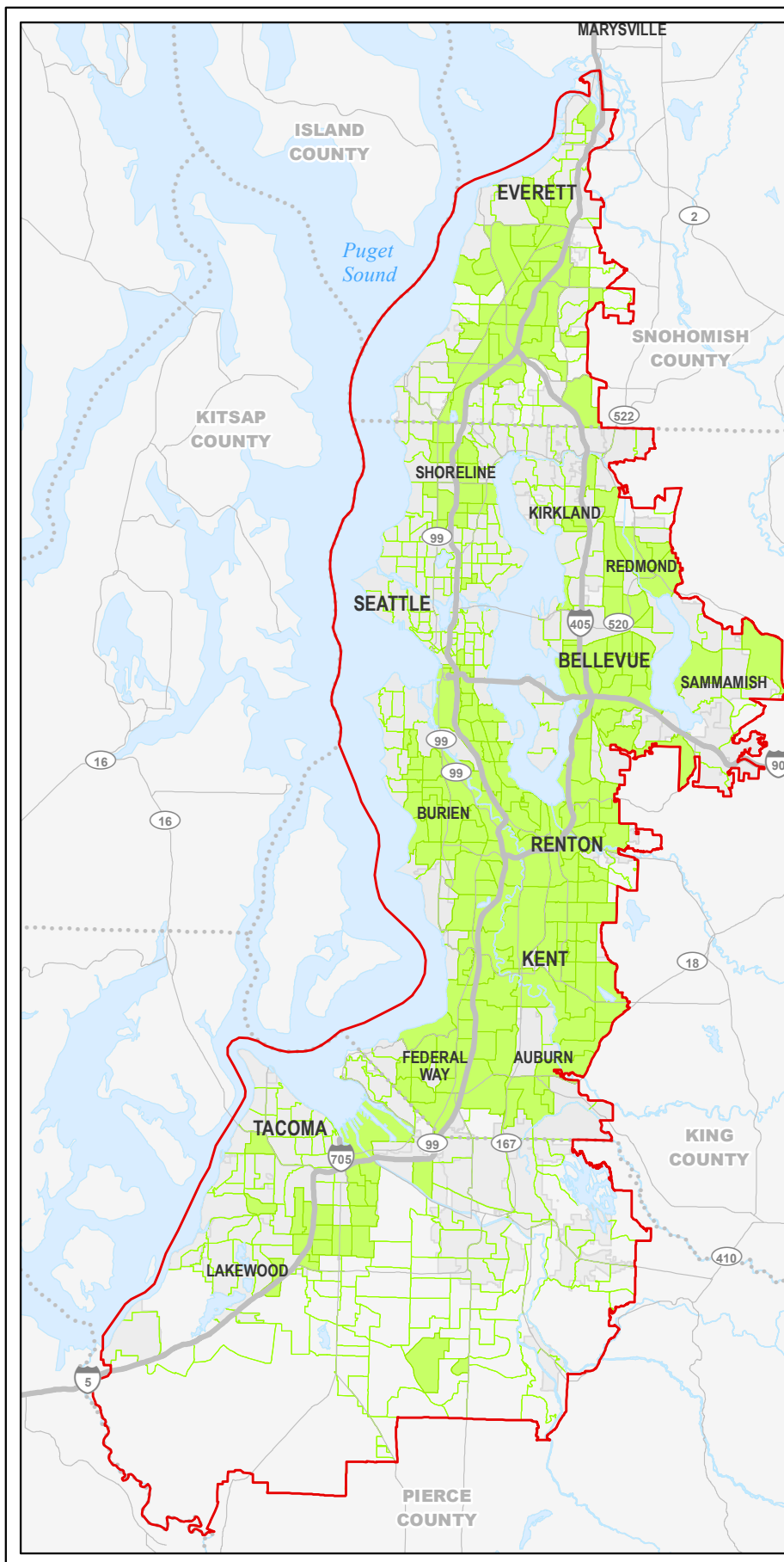


Sound Transit GIS  
Map date: 3/2019  
This map is accompanied by no warranties.





# **Limited English Proficiency (LEP) Service Maps**



## Map V-1

# Sound Transit Title VI Maps

## Sound Transit district // limited English proficiency (LEP)

Sound Transit's district covers portions of King, Pierce and Snohomish Counties.

### Legend

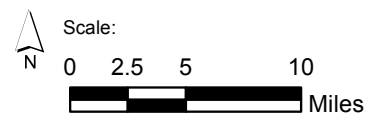
- Sound Transit District
- Census Tracts (2010)
- Tract above District average, LEP

Sound Transit district, % of limited English proficiency residents: **10.1%**

### Map data source:

Limited English Proficiency (LEP) populations:  
2017 American Community Survey  
Table B16001.

Limited English proficiency is defined as speaking English less than, "Very Well."



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.



## Map V-2

### Sound Transit Title VI Maps

### Sound Transit service to limited English proficiency (LEP) populations

Sound Transit's district covers portions of King, Pierce and Snohomish Counties.

#### Legend

- Sound Transit District
- Census Tracts (2010)
- Above average % of LEP residents, completely inside ST service area
- Above average % of LEP residents, partially inside ST service area
- Above avg % LEP, NO ST service
- Sound Transit service area

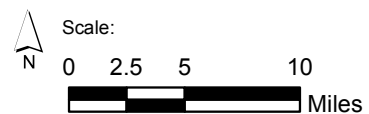
Sound Transit district, % of limited English proficiency residents: **10.1%**

#### Map notes: Sound Transit service area

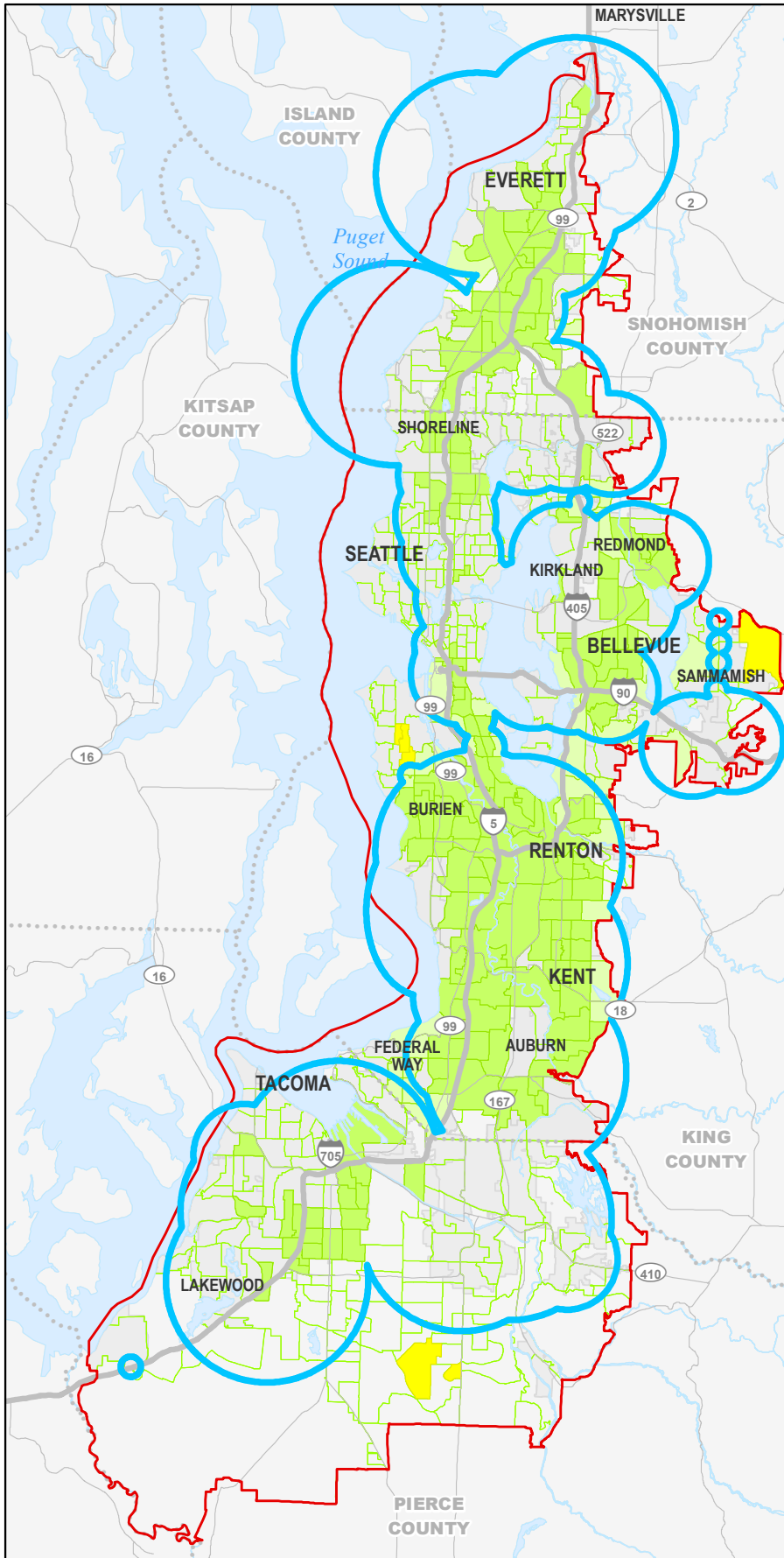
- \*Rail station service area -
- Station with parking: 5 miles
- Station without parking: 1 mile
- \*\*Bus stop service area -
- Major bus facility: 2.5 miles
- Other bus stop: .5 mile

#### Map data source:

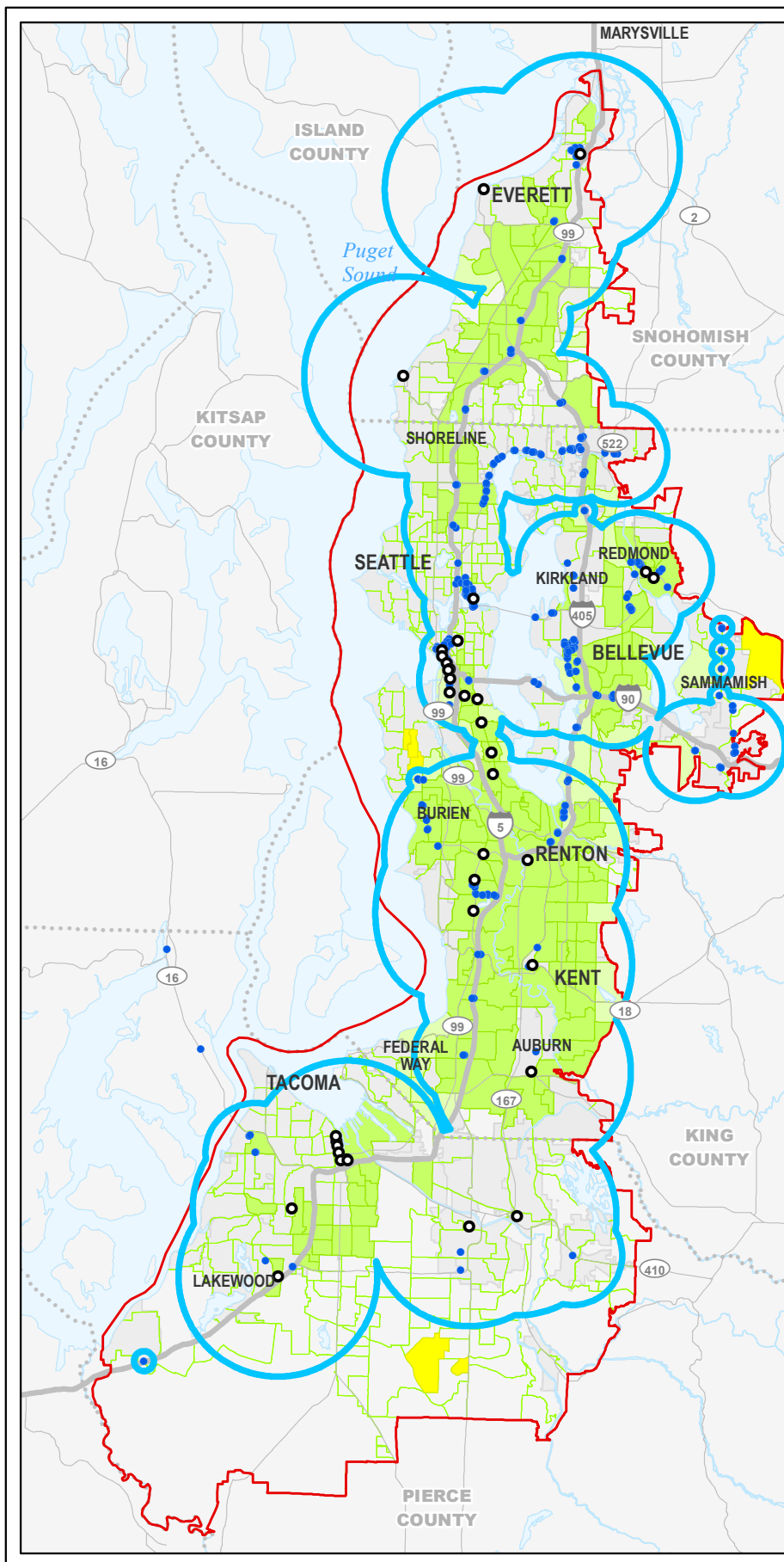
Limited English Proficiency (LEP) populations:  
2017 American Community Survey  
Table B16001.  
Limited English proficiency is defined as speaking English less than, "Very Well."



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.







**Map V-3**

## Sound Transit Title VI Maps

### Sound Transit stops and limited English proficiency (LEP) populations

Sound Transit's district covers portions of King, Pierce and Snohomish Counties.

#### Legend

- Sound Transit District
- Census Tracts (2010)
- Above average % of LEP residents, completely inside ST service area
- Above average % of LEP residents, partially inside ST service area
- Above average % of LEP residents, with no ST service
- Sound Transit service area
- Rail Station
- Sound Transit Express bus stop

Sound Transit district, % of limited English proficiency residents: **10.1%**

#### Map notes: Sound Transit service area

- \*Rail station service area -  
Station with parking: 5 miles  
Station without parking: 1 mile
- \*\*Bus stop service area -  
Major bus facility: 2.5 miles  
Other bus stop: .5 mile

#### Map data source:

Limited English Proficiency (LEP) populations:  
2017 American Community Survey  
Table B16001.  
Limited English proficiency is defined as speaking English less than, "Very Well."



Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.











## Map V-4

# Sound Transit Title VI Maps

## New & renovated facilities, limited English proficiency (LEP)

Sound Transit has completed several new facilities over the past 5 years (2015-2019)

### Legend

-  Sound Transit District
-  Census Tracts (2010)
-  Tract above District average, LEP
-  Light/Commuter rail sta./bus fac.
-  Light rail base
-  Bus\* / rail fixed guideway
-  New transit facility (2015-19)
-  Light rail (Link)

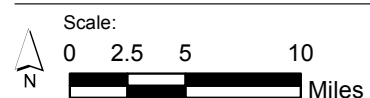
Sound Transit district, % of limited English proficiency residents: **10.1%**

### Map notes:

Some facilities were developed in conjunction with other transit agencies. Projects with only street improvements are not shown.

\*Bus fixed guideway includes high intensity bus lanes

**Map data source:** Sound Transit, Limited English Proficiency (LEP) populations: 2017 American Community Survey Table B16001. Limited English proficiency is defined as speaking English less than, "Very Well."



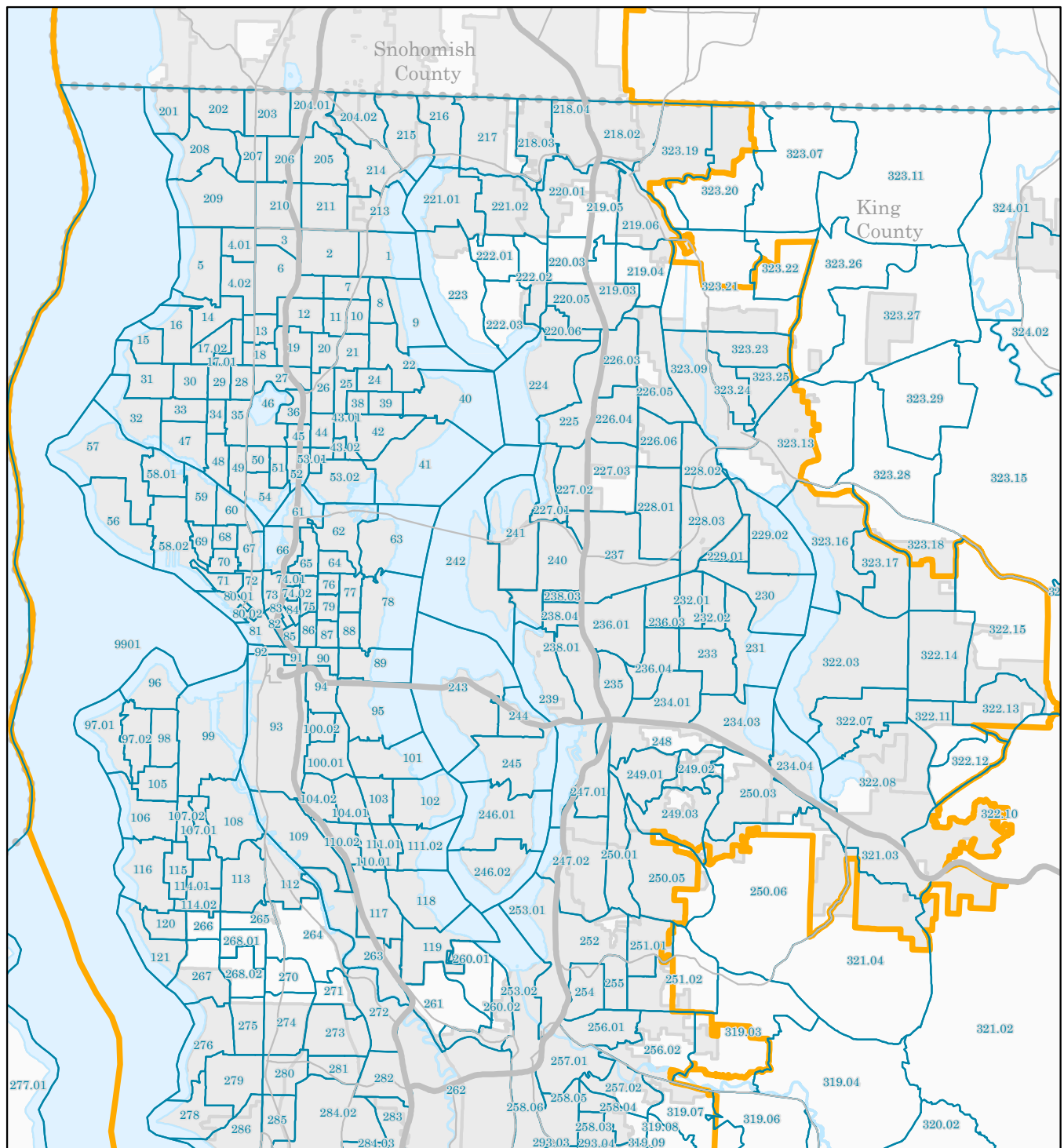
Sound Transit GIS  
Map date: 3/2019  
This map is accompanied by no warranties.





# Census Tract Maps & Tables





## Map VI-1n

## Sound Transit Title VI Maps

## King County (north) // 2010 census tracts

### Legend

- Sound Transit District
- 2010 Census Tracts
- Incorporated area
- Unincorporated area
- Military base



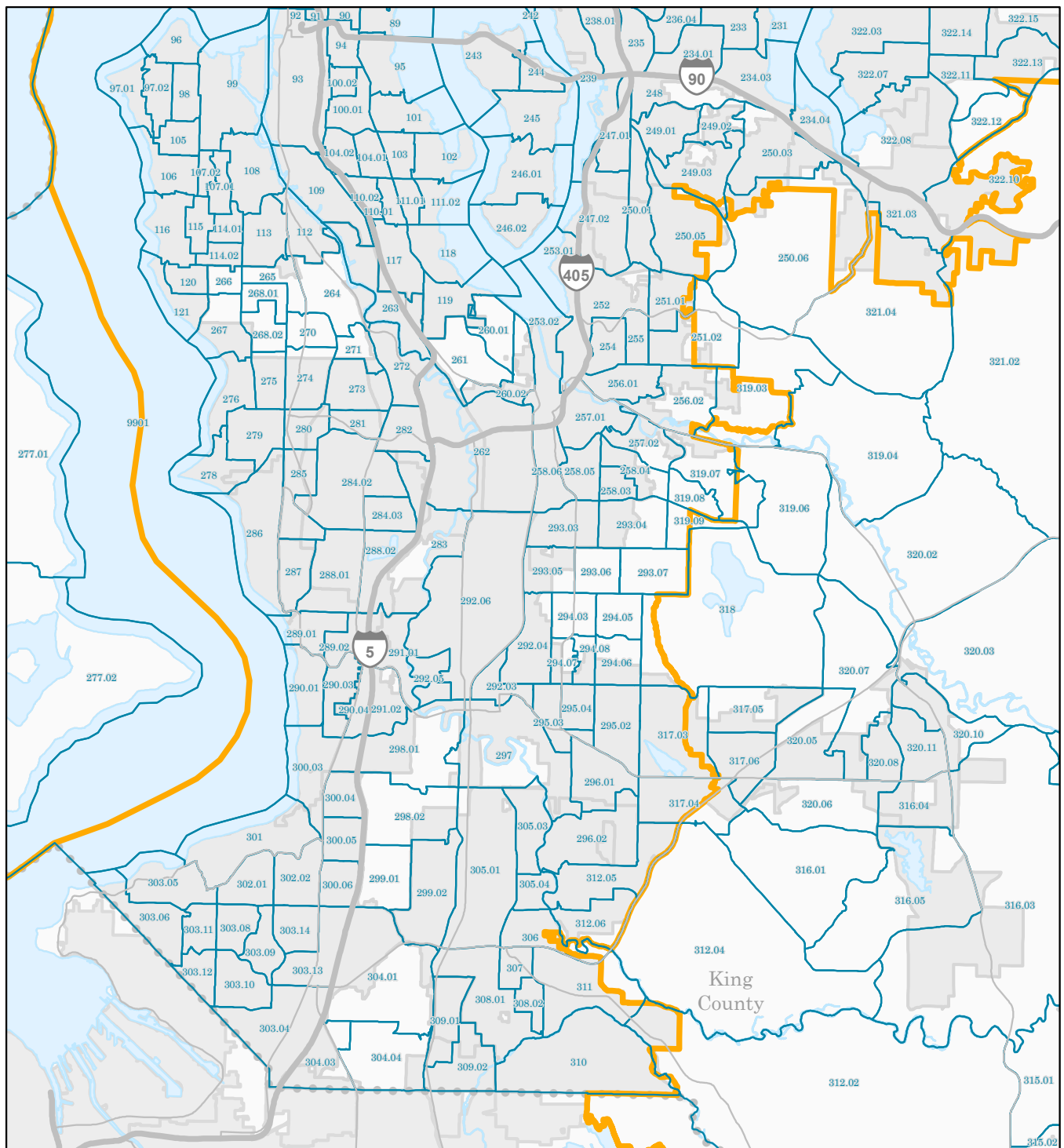
Scale:

0 1.25 2.5  
Miles

Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.



Only King  
County Census  
Tracts shown.



## Map VI-1s

## Sound Transit Title VI Maps

## King County (south) // 2010 census tracts

### Legend

- Sound Transit District
- 2010 Census Tracts
- Incorporated area
- Unincorporated area
- Military base



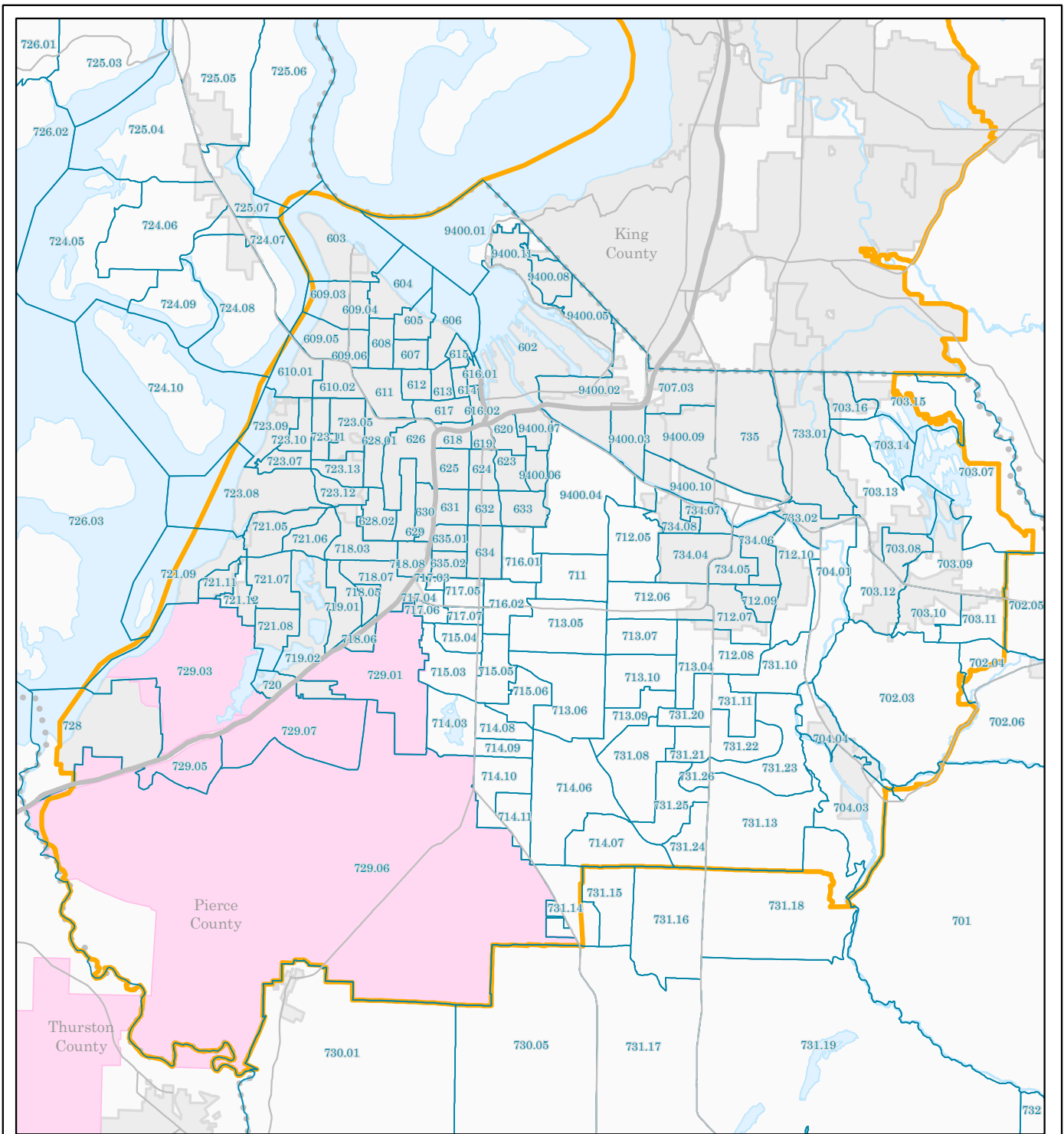
Scale:

0 1.25 2.5  
Miles

Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.

Only King  
County Census  
Tracts shown.





## Map VI-2

## Sound Transit Title VI Maps

## Pierce County // 2010 census tracts

### Legend

- Sound Transit District
- 2010 Census Tracts
- Incorporated area
- Unincorporated area
- Military base



Scale:

0 1.25 2.5  
Miles

Sound Transit GIS  
Map date: 3/2019  
This map is accompanied  
by no warranties.

Only Pierce  
County Census  
Tracts shown.







Minority Population by Census Tract											
A	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
King County:											
1	100%	7,963	4,297	3,666	46.0%	Yes	All	100%	7,963	3,666	3,666
2	100%	7,973	5,043	2,930	36.7%	No	All	100%	7,973	5,043	2,930
3	100%	2,822	2,080	742	26.3%	No	All	100%	2,822	2,080	742
4.01	100%	6,721	3,593	3,128	46.5%	Yes	All	100%	6,721	3,593	3,128
4.02	100%	5,300	4,141	1,159	21.9%	No	All	100%	5,300	4,141	1,159
5	100%	3,052	2,447	605	19.8%	No	Partial	99%	3,033	2,432	601
6	100%	8,061	5,049	3,012	37.4%	No	All	100%	8,061	5,049	3,012
7	100%	4,854	2,559	2,295	47.3%	Yes	All	100%	4,854	2,559	2,295
8	100%	2,582	2,109	473	18.3%	No	All	100%	2,582	2,109	473
9	100%	1,972	1,549	423	21.5%	No	Partial	95%	1,872	1,471	402
10	100%	1,982	1,323	659	33.2%	No	All	100%	1,982	1,323	659
11	100%	2,791	2,019	772	27.7%	No	All	100%	2,791	2,019	772
12	100%	7,024	4,167	2,857	40.7%	Yes	All	100%	7,024	4,167	2,857
13	100%	4,468	2,487	1,981	44.3%	Yes	All	100%	4,468	2,487	1,981
14	100%	5,550	4,090	1,460	26.3%	No	Partial	99%	5,496	4,050	1,446
15	100%	2,548	2,269	279	10.9%	No	No	0%	-	-	-
16	100%	4,603	3,810	793	17.2%	No	Partial	47%	2,186	1,809	377
17.01	100%	4,004	2,794	1,210	30.2%	No	All	100%	4,004	2,794	1,210
17.02	100%	4,832	3,615	1,217	25.2%	No	All	100%	4,832	3,615	1,217
18	100%	5,380	3,620	1,760	32.7%	No	All	100%	5,380	3,620	1,760
19	100%	4,777	3,444	1,333	27.9%	No	All	100%	4,777	3,444	1,333
20	100%	3,814	3,160	654	17.1%	No	All	100%	3,814	3,160	654
21	100%	4,210	3,244	966	22.9%	No	All	100%	4,210	3,244	966
22	100%	5,764	4,465	1,299	22.5%	No	Partial	87%	4,990	3,866	1,125
24	100%	3,180	2,585	595	18.7%	No	All	100%	3,180	2,585	595
25	100%	3,316	2,720	596	18.0%	No	All	100%	3,316	2,720	596
26	100%	5,061	4,093	968	19.1%	No	All	100%	5,061	4,093	968
27	100%	6,155	4,566	1,589	25.8%	No	All	100%	6,155	4,566	1,589
28	100%	4,854	4,130	724	14.9%	No	All	100%	4,854	4,130	724
29	100%	4,744	4,083	661	13.9%	No	All	100%	4,744	4,083	661
30	100%	5,940	4,778	1,162	19.6%	No	Partial	56%	3,327	2,677	651
31	100%	6,457	5,620	837	13.0%	No	No	0%	-	-	-
32	100%	8,504	7,027	1,477	17.4%	No	No	0%	-	-	-
33	100%	6,987	5,738	1,249	17.9%	No	Partial	39%	2,709	2,225	484
34	100%	3,661	3,102	559	15.3%	No	All	100%	3,661	3,102	559
35	100%	4,051	3,414	637	15.7%	No	All	100%	4,051	3,414	637
36	100%	6,631	5,025	1,606	24.2%	No	All	100%	6,631	5,025	1,606
38	100%	2,151	1,692	459	21.3%	No	All	100%	2,151	1,692	459
39	100%	3,034	2,336	698	23.0%	No	All	100%	3,034	2,336	698
40	100%	3,198	2,214	984	30.8%	No	Partial	46%	1,458	1,009	448
41	100%	7,920	6,477	1,443	18.2%	No	Partial	87%	6,908	5,650	1,259
42	100%	8,458	6,696	1,762	20.8%	No	Partial	97%	8,241	6,524	1,717
43.01	100%	3,644	2,591	1,053	28.9%	No	All	100%	3,644	2,591	1,053
43.02	100%	3,854	2,174	1,680	43.6%	Yes	All	100%	3,854	2,174	1,680
44	100%	7,314	5,170	2,144	29.3%	No	All	100%	7,314	5,170	2,144
45	100%	3,157	2,497	660	20.9%	No	All	100%	3,157	2,497	660
46	100%	3,674	3,268	406	11.1%	No	All	100%	3,674	3,268	406
47	100%	8,649	6,745	1,904	22.0%	No	Partial	34%	2,973	2,318	654
48	100%	5,136	4,300	836	16.3%	No	Partial	100%	5,129	4,294	835
49	100%	7,429	6,473	956	12.9%	No	All	100%	7,429	6,473	956
50	100%	4,194	3,335	859	20.5%	No	All	100%	4,194	3,335	859
51	100%	3,678	3,041	637	17.3%	No	All	100%	3,678	3,041	637
52	100%	7,041	3,862	3,179	45.1%	Yes	All	100%	7,041	3,862	3,179

# Minority Population by Census Tract

A	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
53.01	100%	7,792	3,726	4,066	52.2%	Yes	All	100%	7,792	3,726	4,066
53.02	100%	4,717	2,099	2,618	55.5%	Yes	All	100%	4,717	2,099	2,618
54	100%	5,683	4,486	1,197	21.1%	No	All	100%	5,683	4,486	1,197
56	100%	6,875	5,780	1,095	15.9%	No	No	0%	-	-	-
57	100%	6,816	5,489	1,327	19.5%	No	No	0%	-	-	-
58.01	100%	5,344	4,041	1,303	24.4%	No	No	0%	-	-	-
58.02	100%	5,680	4,035	1,645	29.0%	No	No	0%	-	-	-
59	100%	7,975	6,299	1,676	21.0%	No	Partial	0%	22	18	5
60	100%	5,785	4,624	1,161	20.1%	No	Partial	78%	4,516	3,610	906
61	100%	5,316	4,297	1,019	19.2%	No	All	100%	5,316	4,297	1,019
62	100%	4,416	3,622	794	18.0%	No	All	100%	4,416	3,622	794
63	100%	5,510	4,811	699	12.7%	No	All	100%	5,510	4,811	699
64	100%	3,575	3,006	569	15.9%	No	All	100%	3,575	3,006	569
65	100%	4,807	3,913	894	18.6%	No	All	100%	4,807	3,913	894
66	100%	4,092	3,029	1,063	26.0%	No	All	100%	4,092	3,029	1,063
67	100%	8,688	5,965	2,723	31.3%	No	Partial	100%	8,677	5,957	2,719
68	100%	3,308	2,803	505	15.3%	No	Partial	46%	1,528	1,295	233
69	100%	4,964	4,319	645	13.0%	No	No	0%	-	-	-
70	100%	7,329	5,931	1,398	19.1%	No	Partial	13%	926	749	177
71	100%	4,521	2,934	1,587	35.1%	No	Partial	22%	996	646	349
72	100%	8,862	5,033	3,829	43.2%	Yes	Partial	98%	8,714	4,949	3,765
73	100%	6,613	3,749	2,864	43.3%	Yes	All	100%	6,613	3,749	2,864
74.01	100%	5,192	3,627	1,565	30.1%	No	All	100%	5,192	3,627	1,565
74.02	100%	5,362	3,671	1,691	31.5%	No	All	100%	5,362	3,671	1,691
75	100%	8,753	6,353	2,400	27.4%	No	All	100%	8,753	6,353	2,400
76	100%	4,257	3,179	1,078	25.3%	No	All	100%	4,257	3,179	1,078
77	100%	5,308	3,689	1,619	30.5%	No	All	100%	5,308	3,689	1,619
78	100%	5,875	4,301	1,574	26.8%	No	All	100%	5,875	4,301	1,574
79	100%	6,339	4,628	1,711	27.0%	No	All	100%	6,339	4,628	1,711
80.01	100%	6,538	3,791	2,747	42.0%	Yes	Partial	89%	5,790	3,357	2,433
80.02	100%	3,744	2,443	1,301	34.7%	No	All	100%	3,744	2,443	1,301
81	100%	4,872	3,030	1,842	37.8%	No	All	100%	4,872	3,030	1,842
82	100%	4,212	2,789	1,423	33.8%	No	All	100%	4,212	2,789	1,423
83	100%	3,087	2,193	894	29.0%	No	All	100%	3,087	2,193	894
84	100%	4,530	3,098	1,432	31.6%	No	All	100%	4,530	3,098	1,432
85	100%	4,296	2,194	2,102	48.9%	Yes	All	100%	4,296	2,194	2,102
86	100%	5,300	2,995	2,305	43.5%	Yes	All	100%	5,300	2,995	2,305
87	100%	4,727	2,530	2,197	46.5%	Yes	All	100%	4,727	2,530	2,197
88	100%	4,236	2,452	1,784	42.1%	Yes	All	100%	4,236	2,452	1,784
89	100%	5,729	2,845	2,884	50.3%	Yes	All	100%	5,729	2,845	2,884
90	100%	3,675	1,332	2,343	63.8%	Yes	All	100%	3,675	1,332	2,343
91	100%	2,420	508	1,912	79.0%	Yes	All	100%	2,420	508	1,912
92	100%	2,869	1,247	1,622	56.5%	Yes	All	100%	2,869	1,247	1,622
93	100%	2,665	1,339	1,326	49.8%	Yes	Partial	93%	2,469	1,241	1,229
94	100%	6,754	1,957	4,797	71.0%	Yes	All	100%	6,754	1,957	4,797
95	100%	6,614	4,202	2,412	36.5%	No	All	100%	6,614	4,202	2,412
96	100%	5,783	4,775	1,008	17.4%	No	No	0%	-	-	-
97.01	100%	6,254	4,905	1,349	21.6%	No	No	0%	-	-	-
97.02	100%	5,551	4,596	955	17.2%	No	No	0%	-	-	-
98	100%	7,326	6,183	1,143	15.6%	No	No	0%	-	-	-
99	100%	5,675	4,224	1,451	25.6%	No	Partial	30%	1,688	1,256	431
100.01	100%	4,276	1,486	2,790	65.2%	Yes	All	100%	4,276	1,486	2,790
100.02	100%	4,817	1,876	2,941	61.1%	Yes	All	100%	4,817	1,876	2,941
101	100%	8,025	2,957	5,068	63.2%	Yes	Partial	97%	7,771	2,864	4,908



Minority Population by Census Tract											
A	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
102	100%	4,570	2,864	1,706	37.3%	No	Partial	33%	1,531	959	571
103	100%	7,084	2,780	4,304	60.8%	Yes	All	100%	7,084	2,780	4,304
104.01	100%	4,303	801	3,502	81.4%	Yes	All	100%	4,303	801	3,502
104.02	100%	4,938	1,264	3,674	74.4%	Yes	Partial	70%	3,450	883	2,567
105	100%	7,468	5,856	1,612	21.6%	No	No	0%	-	-	-
106	100%	8,328	6,383	1,945	23.4%	No	No	0%	-	-	-
107.01	100%	3,736	1,647	2,089	55.9%	Yes	No	0%	-	-	-
107.02	100%	4,600	1,356	3,244	70.5%	Yes	No	0%	-	-	-
108	100%	4,970	2,360	2,610	52.5%	Yes	No	0%	-	-	-
109	100%	1,045	824	221	21.1%	No	Partial	20%	205	162	43
110.01	100%	4,697	666	4,031	85.8%	Yes	All	100%	4,697	666	4,031
110.02	100%	4,957	385	4,572	92.2%	Yes	Partial	71%	3,495	271	3,224
111.01	100%	5,450	1,091	4,359	80.0%	Yes	All	100%	5,450	1,091	4,359
111.02	100%	4,480	1,891	2,589	57.8%	Yes	Partial	94%	4,211	1,778	2,434
112	100%	3,719	1,243	2,476	66.6%	Yes	Partial	69%	2,550	852	1,698
113	100%	7,054	3,216	3,838	54.4%	Yes	Partial	36%	2,526	1,151	1,374
114.01	100%	4,253	1,778	2,475	58.2%	Yes	No	0%	-	-	-
114.02	100%	4,371	1,914	2,457	56.2%	Yes	Partial	67%	2,924	1,280	1,643
115	100%	4,421	3,420	1,001	22.6%	No	No	0%	-	-	-
116	100%	6,899	5,937	962	13.9%	No	No	0%	-	-	-
117	100%	5,679	656	5,023	88.4%	Yes	All	100%	5,679	656	5,023
118	100%	8,415	1,685	6,730	80.0%	Yes	All	100%	8,415	1,685	6,730
119	100%	7,597	1,821	5,776	76.0%	Yes	All	100%	7,597	1,821	5,776
120	100%	3,615	2,807	808	22.4%	No	Partial	1%	27	21	6
121	100%	2,663	2,030	633	23.8%	No	Partial	26%	690	526	164
201	100%	3,172	2,605	567	17.9%	No	All	100%	3,172	2,605	567
202	100%	5,189	4,007	1,182	22.8%	No	All	100%	5,189	4,007	1,182
203	100%	7,065	4,002	3,063	43.4%	Yes	All	100%	7,065	4,002	3,063
204.01	100%	3,592	2,670	922	25.7%	No	All	100%	3,592	2,670	922
204.02	100%	5,601	4,104	1,497	26.7%	No	All	100%	5,601	4,104	1,497
205	100%	6,608	4,017	2,591	39.2%	Yes	All	100%	6,608	4,017	2,591
206	100%	3,691	2,396	1,295	35.1%	No	All	100%	3,691	2,396	1,295
207	100%	3,834	1,971	1,863	48.6%	Yes	All	100%	3,834	1,971	1,863
208	100%	4,329	3,467	862	19.9%	No	All	100%	4,329	3,467	862
209	100%	3,664	2,448	1,216	33.2%	No	All	100%	3,664	2,448	1,216
210	100%	5,842	3,336	2,506	42.9%	Yes	All	100%	5,842	3,336	2,506
211	100%	4,562	2,526	2,036	44.6%	Yes	All	100%	4,562	2,526	2,036
213	100%	4,114	2,805	1,309	31.8%	No	All	100%	4,114	2,805	1,309
214	100%	3,956	3,164	792	20.0%	No	All	100%	3,956	3,164	792
215	100%	4,365	3,487	878	20.1%	No	All	100%	4,365	3,487	878
216	100%	5,005	3,684	1,321	26.4%	No	All	100%	5,005	3,684	1,321
217	100%	8,831	5,928	2,903	32.9%	No	All	100%	8,831	5,928	2,903
218.02	100%	5,539	3,804	1,735	31.3%	No	All	100%	5,539	3,804	1,735
218.03	100%	4,904	3,477	1,427	29.1%	No	All	100%	4,904	3,477	1,427
218.04	100%	5,097	3,505	1,592	31.2%	No	All	100%	5,097	3,505	1,592
219.03	100%	6,153	4,653	1,500	24.4%	No	Partial	64%	3,935	2,976	959
219.04	100%	4,969	2,863	2,106	42.4%	Yes	Partial	60%	2,960	1,706	1,255
219.05	100%	5,588	3,780	1,808	32.4%	No	All	100%	5,588	3,780	1,808
219.06	100%	4,243	2,923	1,320	31.1%	No	All	100%	4,243	2,923	1,320
220.01	100%	5,376	3,872	1,504	28.0%	No	All	100%	5,376	3,872	1,504
220.03	100%	4,831	3,154	1,677	34.7%	No	Partial	76%	3,661	2,390	1,271
220.05	100%	5,076	3,397	1,679	33.1%	No	Partial	77%	3,887	2,601	1,286
220.06	100%	4,085	2,892	1,193	29.2%	No	All	100%	4,085	2,892	1,193
221.01	100%	4,662	3,878	784	16.8%	No	All	100%	4,662	3,878	784

Minority Population by Census Tract											
A	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
221.02	100%	6,461	4,674	1,787	27.7%	No	All	100%	6,461	4,674	1,787
222.01	100%	4,431	3,441	990	22.3%	No	Partial	80%	3,564	2,768	796
222.02	100%	7,245	5,011	2,234	30.8%	No	Partial	57%	4,163	2,880	1,284
222.03	100%	5,038	4,084	954	18.9%	No	Partial	44%	2,207	1,789	418
223	100%	2,647	2,162	485	18.3%	No	Partial	34%	911	744	167
224	100%	8,459	6,929	1,530	18.1%	No	All	100%	8,459	6,929	1,530
225	100%	8,438	6,555	1,883	22.3%	No	All	100%	8,438	6,555	1,883
226.03	100%	5,691	3,661	2,030	35.7%	No	Partial	93%	5,300	3,410	1,891
226.04	100%	4,895	3,352	1,543	31.5%	No	All	100%	4,895	3,352	1,543
226.05	100%	6,217	3,443	2,774	44.6%	Yes	Partial	90%	5,570	3,085	2,486
226.06	100%	5,653	3,594	2,059	36.4%	No	All	100%	5,653	3,594	2,059
227.01	100%	2,923	2,115	808	27.6%	No	All	100%	2,923	2,115	808
227.02	100%	4,153	3,363	790	19.0%	No	All	100%	4,153	3,363	790
227.03	100%	2,392	1,695	697	29.1%	No	All	100%	2,392	1,695	697
228.01	100%	8,719	3,260	5,459	62.6%	Yes	All	100%	8,719	3,260	5,459
228.02	100%	5,030	3,183	1,847	36.7%	No	All	100%	5,030	3,183	1,847
228.03	100%	5,556	2,031	3,525	63.4%	Yes	All	100%	5,556	2,031	3,525
229.01	100%	2,963	1,697	1,266	42.7%	Yes	All	100%	2,963	1,697	1,266
229.02	100%	6,490	4,026	2,464	38.0%	No	All	100%	6,490	4,026	2,464
230	100%	5,179	3,650	1,529	29.5%	No	Partial	99%	5,135	3,619	1,516
231	100%	4,046	2,327	1,719	42.5%	Yes	Partial	90%	3,641	2,094	1,547
232.01	100%	6,885	2,093	4,792	69.6%	Yes	All	100%	6,885	2,093	4,792
232.02	100%	4,605	1,620	2,985	64.8%	Yes	All	100%	4,605	1,620	2,985
233	100%	6,534	4,200	2,334	35.7%	No	All	100%	6,534	4,200	2,334
234.01	100%	3,821	1,943	1,878	49.1%	Yes	All	100%	3,821	1,943	1,878
234.03	100%	4,119	2,745	1,374	33.4%	No	Partial	97%	4,002	2,667	1,335
234.04	100%	3,436	2,823	613	17.8%	No	Partial	97%	3,345	2,748	597
235	100%	3,740	2,122	1,618	43.3%	Yes	All	100%	3,740	2,122	1,618
236.01	100%	4,042	1,880	2,162	53.5%	Yes	All	100%	4,042	1,880	2,162
236.03	100%	6,657	2,429	4,228	63.5%	Yes	All	100%	6,657	2,429	4,228
236.04	100%	6,744	2,801	3,943	58.5%	Yes	All	100%	6,744	2,801	3,943
237	100%	4,322	2,719	1,603	37.1%	No	All	100%	4,322	2,719	1,603
238.01	100%	2,749	1,329	1,420	51.7%	Yes	All	100%	2,749	1,329	1,420
238.03	100%	5,319	2,267	3,052	57.4%	Yes	All	100%	5,319	2,267	3,052
238.04	100%	6,841	3,538	3,303	48.3%	Yes	All	100%	6,841	3,538	3,303
239	100%	7,179	4,904	2,275	31.7%	No	Partial	99%	7,138	4,876	2,262
240	100%	7,817	4,542	3,275	41.9%	Yes	All	100%	7,817	4,542	3,275
241	100%	4,838	3,700	1,138	23.5%	No	All	100%	4,838	3,700	1,138
242	100%	3,212	2,251	961	29.9%	No	All	100%	3,212	2,251	961
243	100%	8,680	5,987	2,693	31.0%	No	All	100%	8,680	5,987	2,693
244	100%	2,913	2,002	911	31.3%	No	All	100%	2,913	2,002	911
245	100%	4,935	3,533	1,402	28.4%	No	All	100%	4,935	3,533	1,402
246.01	100%	4,477	3,487	990	22.1%	No	Partial	24%	1,088	848	241
246.02	100%	3,763	2,916	847	22.5%	No	Partial	32%	1,221	946	275
247.01	100%	3,992	2,222	1,770	44.3%	Yes	Partial	98%	3,897	2,169	1,728
247.02	100%	7,528	4,697	2,831	37.6%	No	Partial	14%	1,089	680	410
248	100%	5,964	2,367	3,597	60.3%	Yes	All	100%	5,964	2,367	3,597
249.01	100%	5,084	2,499	2,585	50.8%	Yes	All	100%	5,084	2,499	2,585
249.02	100%	4,043	2,121	1,922	47.5%	Yes	All	100%	4,043	2,121	1,922
249.03	99%	7,054	3,749	3,305	46.9%	Yes	Partial	87%	6,135	3,261	2,874
250.01	100%	5,106	3,291	1,815	35.5%	No	Partial	23%	1,185	764	421
250.03	100%	6,856	4,045	2,811	41.0%	Yes	Partial	85%	5,837	3,444	2,393
250.05	96%	4,752	2,627	2,125	44.7%	Yes	Partial	1%	40	22	18
250.06	45%	2,717	1,677	1,040	38.3%	No	Partial	90%	2,451	1,513	938

Minority Population by Census Tract											
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Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
251.01	90%	5,883	2,991	2,892	49.2%	Yes	Partial	29%	1,696	862	834
251.02	39%	3,061	1,401	1,660	54.2%	Yes	Partial	72%	2,204	1,009	1,196
252	100%	8,588	4,573	4,015	46.8%	Yes	Partial	91%	7,838	4,174	3,664
253.01	100%	6,525	3,530	2,995	45.9%	Yes	Partial	97%	6,325	3,422	2,903
253.02	100%	5,360	2,494	2,866	53.5%	Yes	All	100%	5,360	2,494	2,866
254	100%	7,592	3,496	4,096	54.0%	Yes	All	100%	7,592	3,496	4,096
255	100%	4,957	2,139	2,818	56.8%	Yes	All	100%	4,957	2,139	2,818
256.01	100%	5,457	1,920	3,537	64.8%	Yes	All	100%	5,457	1,920	3,537
256.02	99%	6,075	3,525	2,550	42.0%	Yes	Partial	83%	5,014	2,909	2,105
257.01	100%	6,004	3,067	2,937	48.9%	Yes	All	100%	6,004	3,067	2,937
257.02	100%	3,510	2,129	1,381	39.3%	Yes	All	100%	3,510	2,129	1,381
258.03	100%	4,719	1,773	2,946	62.4%	Yes	All	100%	4,719	1,773	2,946
258.04	100%	3,628	2,002	1,626	44.8%	Yes	All	100%	3,628	2,002	1,626
258.05	100%	5,084	2,048	3,036	59.7%	Yes	All	100%	5,084	2,048	3,036
258.06	100%	5,086	1,731	3,355	66.0%	Yes	All	100%	5,086	1,731	3,355
260.01	100%	5,950	2,017	3,933	66.1%	Yes	All	100%	5,950	2,017	3,933
260.02	100%	8,590	2,092	6,498	75.6%	Yes	All	100%	8,590	2,092	6,498
261	100%	8,310	1,654	6,656	80.1%	Yes	All	100%	8,310	1,654	6,656
262	100%	5,608	2,498	3,110	55.5%	Yes	All	100%	5,608	2,498	3,110
263	100%	1,641	313	1,328	80.9%	Yes	All	100%	1,641	313	1,328
264	100%	6,174	2,316	3,858	62.5%	Yes	All	100%	6,174	2,316	3,858
265	100%	4,236	1,268	2,968	70.1%	Yes	All	100%	4,236	1,268	2,968
266	100%	2,633	1,145	1,488	56.5%	Yes	Partial	89%	2,338	1,017	1,321
267	100%	5,251	3,310	1,941	37.0%	No	All	100%	5,251	3,310	1,941
268.01	100%	5,825	1,706	4,119	70.7%	Yes	All	100%	5,825	1,706	4,119
268.02	100%	5,155	1,820	3,335	64.7%	Yes	All	100%	5,155	1,820	3,335
270	100%	3,246	1,600	1,646	50.7%	Yes	All	100%	3,246	1,600	1,646
271	100%	3,448	1,642	1,806	52.4%	Yes	All	100%	3,448	1,642	1,806
272	100%	2,608	881	1,727	66.2%	Yes	All	100%	2,608	881	1,727
273	100%	5,846	1,695	4,151	71.0%	Yes	All	100%	5,846	1,695	4,151
274	100%	4,973	2,240	2,733	55.0%	Yes	All	100%	4,973	2,240	2,733
275	100%	4,926	2,521	2,405	48.8%	Yes	All	100%	4,926	2,521	2,405
276	100%	4,818	2,471	2,347	48.7%	Yes	All	100%	4,818	2,471	2,347
278	100%	3,404	3,016	388	11.4%	No	All	100%	3,404	3,016	388
279	100%	8,123	4,613	3,510	43.2%	Yes	All	100%	8,123	4,613	3,510
280	100%	4,398	1,216	3,182	72.4%	Yes	All	100%	4,398	1,216	3,182
281	100%	2,693	566	2,127	79.0%	Yes	All	100%	2,693	566	2,127
282	100%	5,005	1,294	3,711	74.1%	Yes	All	100%	5,005	1,294	3,711
283	100%	5,143	2,147	2,996	58.3%	Yes	All	100%	5,143	2,147	2,996
284.02	100%	5,090	1,459	3,631	71.3%	Yes	All	100%	5,090	1,459	3,631
284.03	100%	5,362	1,864	3,498	65.2%	Yes	All	100%	5,362	1,864	3,498
285	100%	3,999	1,890	2,109	52.7%	Yes	All	100%	3,999	1,890	2,109
286	100%	6,360	5,500	860	13.5%	No	All	100%	6,360	5,500	860
287	100%	5,084	3,450	1,634	32.1%	No	All	100%	5,084	3,450	1,634
288.01	100%	3,032	1,497	1,535	50.6%	Yes	All	100%	3,032	1,497	1,535
288.02	100%	6,954	1,950	5,004	72.0%	Yes	All	100%	6,954	1,950	5,004
289.01	100%	3,186	2,174	1,012	31.8%	No	All	100%	3,186	2,174	1,012
289.02	100%	7,163	2,114	5,049	70.5%	Yes	All	100%	7,163	2,114	5,049
290.01	100%	4,710	3,183	1,527	32.4%	No	All	100%	4,710	3,183	1,527
290.03	100%	5,700	2,452	3,248	57.0%	Yes	All	100%	5,700	2,452	3,248
290.04	100%	3,938	1,188	2,750	69.8%	Yes	All	100%	3,938	1,188	2,750
291.01	100%	3,288	1,447	1,841	56.0%	Yes	All	100%	3,288	1,447	1,841
291.02	100%	4,358	2,069	2,289	52.5%	Yes	All	100%	4,358	2,069	2,289
292.03	100%	4,198	1,608	2,590	61.7%	Yes	All	100%	4,198	1,608	2,590

# Minority Population by Census Tract

A	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
292.04	100%	7,229	3,250	3,979	55.0%	Yes	All	100%	7,229	3,250	3,979
292.05	100%	4,549	2,157	2,392	52.6%	Yes	All	100%	4,549	2,157	2,392
292.06	100%	4,396	1,422	2,974	67.7%	Yes	All	100%	4,396	1,422	2,974
293.03	100%	7,423	3,303	4,120	55.5%	Yes	All	100%	7,423	3,303	4,120
293.04	100%	5,082	2,694	2,388	47.0%	Yes	All	100%	5,082	2,694	2,388
293.05	100%	4,215	2,066	2,149	51.0%	Yes	All	100%	4,215	2,066	2,149
293.06	100%	3,443	1,858	1,585	46.0%	Yes	All	100%	3,443	1,858	1,585
293.07	100%	4,219	2,740	1,479	35.1%	No	Partial	99%	4,170	2,708	1,462
294.03	100%	5,746	2,109	3,637	63.3%	Yes	All	100%	5,746	2,109	3,637
294.05	100%	5,706	3,186	2,520	44.2%	Yes	All	100%	5,706	3,186	2,520
294.06	100%	5,222	2,092	3,130	59.9%	Yes	All	100%	5,222	2,092	3,130
294.07	100%	4,697	2,285	2,412	51.4%	Yes	All	100%	4,697	2,285	2,412
294.08	100%	4,109	1,439	2,670	65.0%	Yes	All	100%	4,109	1,439	2,670
295.02	100%	7,671	3,674	3,997	52.1%	Yes	All	100%	7,671	3,674	3,997
295.03	100%	8,546	2,995	5,551	65.0%	Yes	All	100%	8,546	2,995	5,551
295.04	100%	5,970	2,178	3,792	63.5%	Yes	All	100%	5,970	2,178	3,792
296.01	100%	6,914	2,943	3,971	57.4%	Yes	All	100%	6,914	2,943	3,971
296.02	100%	6,298	4,076	2,222	35.3%	No	All	100%	6,298	4,076	2,222
297	100%	8,051	5,004	3,047	37.8%	No	All	100%	8,051	5,004	3,047
298.01	100%	9,466	4,748	4,718	49.8%	Yes	All	100%	9,466	4,748	4,718
298.02	100%	9,297	5,068	4,229	45.5%	Yes	All	100%	9,297	5,068	4,229
299.01	100%	4,610	3,069	1,541	33.4%	No	All	100%	4,610	3,069	1,541
299.02	100%	4,092	2,562	1,530	37.4%	No	All	100%	4,092	2,562	1,530
300.03	100%	6,295	3,181	3,114	49.5%	Yes	All	100%	6,295	3,181	3,114
300.04	100%	8,302	2,588	5,714	68.8%	Yes	All	100%	8,302	2,588	5,714
300.05	100%	5,632	1,706	3,926	69.7%	Yes	All	100%	5,632	1,706	3,926
300.06	100%	4,109	1,337	2,772	67.5%	Yes	All	100%	4,109	1,337	2,772
301	100%	7,934	5,508	2,426	30.6%	No	Partial	65%	5,187	3,601	1,586
302.01	100%	5,676	2,944	2,732	48.1%	Yes	Partial	97%	5,487	2,846	2,641
302.02	100%	6,625	3,292	3,333	50.3%	Yes	All	100%	6,625	3,292	3,333
303.04	100%	3,644	1,950	1,694	46.5%	Yes	Partial	85%	3,091	1,654	1,437
303.05	100%	5,250	3,188	2,062	39.3%	Yes	No	0%	-	-	-
303.06	100%	5,803	3,405	2,398	41.3%	Yes	Partial	47%	2,723	1,598	1,125
303.08	100%	6,575	3,028	3,547	53.9%	Yes	Partial	70%	4,632	2,133	2,499
303.09	100%	5,793	2,702	3,091	53.4%	Yes	Partial	100%	5,785	2,698	3,087
303.1	100%	6,206	2,936	3,270	52.7%	Yes	Partial	50%	3,082	1,458	1,624
303.11	100%	5,577	2,471	3,106	55.7%	Yes	Partial	6%	319	141	178
303.12	100%	5,008	2,676	2,332	46.6%	Yes	Partial	92%	4,605	2,461	2,144
303.13	100%	3,747	1,562	2,185	58.3%	Yes	All	100%	3,747	1,562	2,185
303.14	100%	4,340	1,898	2,442	56.3%	Yes	All	100%	4,340	1,898	2,442
304.01	100%	9,736	5,635	4,101	42.1%	Yes	All	100%	9,736	5,635	4,101
304.03	100%	4,495	2,985	1,510	33.6%	No	Partial	97%	4,355	2,892	1,463
304.04	100%	4,930	3,988	942	19.1%	No	All	100%	4,930	3,988	942
305.01	100%	1,762	1,130	632	35.9%	No	All	100%	1,762	1,130	632
305.03	100%	5,942	3,263	2,679	45.1%	Yes	All	100%	5,942	3,263	2,679
305.04	100%	4,396	2,792	1,604	36.5%	No	All	100%	4,396	2,792	1,604
306	90%	5,290	2,890	2,400	45.4%	Yes	All	100%	5,290	2,890	2,400
307	100%	3,916	2,470	1,446	36.9%	No	All	100%	3,916	2,470	1,446
308.01	100%	7,126	3,020	4,106	57.6%	Yes	All	100%	7,126	3,020	4,106
308.02	100%	3,894	1,967	1,927	49.5%	Yes	All	100%	3,894	1,967	1,927
309.01	100%	3,610	2,271	1,339	37.1%	No	All	100%	3,610	2,271	1,339
309.02	100%	6,308	3,313	2,995	47.5%	Yes	All	100%	6,308	3,313	2,995
310	99%	3,914	3,114	800	20.4%	No	Partial	99%	3,869	3,078	791
311	81%	5,432	3,156	2,276	41.9%	Yes	All	100%	5,432	3,156	2,276

Minority Population by Census Tract											
A	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
312.02	4%	236	172	64	26.9%	No	Partial	98%	231	168	62
312.05	100%	6,887	3,997	2,890	42.0%	Yes	All	100%	6,887	3,997	2,890
312.06	100%	5,320	3,062	2,258	42.4%	Yes	All	100%	5,320	3,062	2,258
317.03	78%	5,579	3,661	1,918	34.4%	No	Partial	99%	5,509	3,615	1,894
317.04	62%	3,402	1,766	1,637	48.1%	Yes	Partial	89%	3,017	1,566	1,451
318	8%	372	276	96	25.7%	No	Partial	100%	372	276	96
319.03	39%	2,611	1,900	711	27.2%	No	Partial	0%	1	0	0
319.06	1%	56	43	14	24.1%	No	No	0%	-	-	-
319.07	85%	6,622	3,703	2,918	44.1%	Yes	Partial	51%	3,365	1,882	1,483
319.08	100%	4,439	2,541	1,898	42.8%	Yes	Partial	78%	3,447	1,973	1,474
319.09	67%	1,949	1,442	507	26.0%	No	Partial	100%	1,947	1,441	506
321.02	1%	68	64	4	6.2%	No	All	100%	68	64	4
321.03	100%	4,915	3,746	1,169	23.8%	No	All	100%	4,915	3,746	1,169
321.04	36%	2,266	1,682	584	25.8%	No	Partial	100%	2,261	1,679	582
322.03	100%	7,919	5,185	2,734	34.5%	No	Partial	14%	1,086	711	375
322.07	100%	3,701	2,838	863	23.3%	No	Partial	31%	1,159	889	270
322.08	100%	9,749	6,788	2,961	30.4%	No	Partial	100%	9,703	6,756	2,947
322.1	17%	2,366	1,320	1,046	44.2%	Yes	Partial	93%	2,200	1,227	972
322.11	100%	5,009	2,983	2,026	40.4%	Yes	Partial	75%	3,751	2,234	1,517
322.12	100%	8,239	4,632	3,607	43.8%	Yes	Partial	100%	8,227	4,626	3,601
322.13	89%	4,016	2,982	1,035	25.8%	No	Partial	1%	52	39	13
322.14	100%	6,415	3,452	2,963	46.2%	Yes	Partial	25%	1,585	853	732
322.15	73%	3,771	2,101	1,670	44.3%	Yes	No	0%	-	-	-
323.09	100%	7,459	3,927	3,532	47.4%	Yes	All	100%	7,459	3,927	3,532
323.13	49%	3,213	1,157	2,055	64.0%	Yes	All	100%	3,213	1,157	2,055
323.16	93%	5,127	3,610	1,517	29.6%	No	Partial	42%	2,151	1,514	636
323.17	100%	6,210	5,038	1,173	18.9%	No	Partial	33%	2,044	1,658	386
323.18	35%	2,178	1,209	969	44.5%	Yes	Partial	42%	915	508	407
323.19	85%	4,832	4,001	830	17.2%	No	All	100%	4,832	4,001	830
323.2	32%	1,480	1,282	198	13.4%	No	All	100%	1,480	1,282	198
323.21	63%	3,634	2,184	1,450	39.9%	Yes	Partial	64%	2,343	1,408	935
323.22	68%	2,461	1,963	497	20.2%	No	No	0%	-	-	-
323.23	100%	5,867	3,910	1,957	33.4%	No	All	100%	5,867	3,910	1,957
323.24	100%	5,436	3,187	2,249	41.4%	Yes	All	100%	5,436	3,187	2,249
323.25	100%	5,823	2,884	2,939	50.5%	Yes	All	100%	5,823	2,884	2,939
323.26	0%	19	14	5	23.9%	No	Partial	100%	19	14	5
Pierce County:											
602	100%	1,944	781	1,163	59.8%	Yes	All	100%	1,944	781	1,163
603	100%	4,540	3,889	651	14.3%	No	Partial	1%	57	48	8
604	100%	4,080	3,601	479	11.7%	No	Partial	97%	3,967	3,502	466
605	100%	4,101	3,355	746	18.2%	No	All	100%	4,101	3,355	746
606	100%	5,407	4,740	667	12.3%	No	All	100%	5,407	4,740	667
607	100%	7,156	5,719	1,437	20.1%	No	All	100%	7,156	5,719	1,437
608	100%	5,429	4,645	784	14.4%	No	All	100%	5,429	4,645	784
609.03	100%	3,634	2,546	1,088	29.9%	No	Partial	44%	1,609	1,127	482
609.04	100%	5,203	4,064	1,139	21.9%	No	Partial	69%	3,612	2,821	791
609.05	100%	6,723	4,689	2,034	30.3%	No	All	100%	6,723	4,689	2,034
609.06	100%	2,406	1,715	691	28.7%	No	All	100%	2,406	1,715	691
610.01	100%	3,870	3,158	712	18.4%	No	All	100%	3,870	3,158	712
610.02	100%	4,280	2,584	1,696	39.6%	Yes	All	100%	4,280	2,584	1,696
611	100%	6,476	5,204	1,272	19.6%	No	All	100%	6,476	5,204	1,272
612	100%	5,592	4,008	1,584	28.3%	No	All	100%	5,592	4,008	1,584
613	100%	4,900	2,716	2,184	44.6%	Yes	All	100%	4,900	2,716	2,184
614	100%	3,573	1,868	1,705	47.7%	Yes	All	100%	3,573	1,868	1,705

Minority Population by Census Tract											
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Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
615	100%	5,044	3,779	1,265	25.1%	No	All	100%	5,044	3,779	1,265
616.01	100%	1,968	1,062	906	46.0%	Yes	All	100%	1,968	1,062	906
616.02	100%	875	495	380	43.4%	Yes	All	100%	875	495	380
617	100%	4,764	1,957	2,807	58.9%	Yes	All	100%	4,764	1,957	2,807
618	100%	2,775	1,544	1,231	44.4%	Yes	All	100%	2,775	1,544	1,231
619	100%	1,899	1,154	745	39.2%	Yes	All	100%	1,899	1,154	745
620	100%	4,780	2,386	2,394	50.1%	Yes	All	100%	4,780	2,386	2,394
623	100%	5,515	2,236	3,279	59.5%	Yes	All	100%	5,515	2,236	3,279
624	100%	5,748	3,465	2,283	39.7%	Yes	All	100%	5,748	3,465	2,283
625	100%	7,105	4,139	2,966	41.7%	Yes	All	100%	7,105	4,139	2,966
626	100%	3,192	1,643	1,549	48.5%	Yes	All	100%	3,192	1,643	1,549
628.01	100%	6,609	2,955	3,654	55.3%	Yes	All	100%	6,609	2,955	3,654
628.02	100%	4,344	2,208	2,136	49.2%	Yes	All	100%	4,344	2,208	2,136
629	100%	7,106	3,823	3,283	46.2%	Yes	All	100%	7,106	3,823	3,283
630	100%	3,463	1,446	2,017	58.2%	Yes	All	100%	3,463	1,446	2,017
631	100%	4,576	2,322	2,254	49.3%	Yes	All	100%	4,576	2,322	2,254
632	100%	5,364	3,371	1,993	37.2%	No	All	100%	5,364	3,371	1,993
633	100%	8,401	2,778	5,623	66.9%	Yes	All	100%	8,401	2,778	5,623
634	100%	7,253	4,388	2,865	39.5%	Yes	All	100%	7,253	4,388	2,865
635.01	100%	4,250	1,784	2,466	58.0%	Yes	All	100%	4,250	1,784	2,466
635.02	100%	4,563	1,575	2,988	65.5%	Yes	All	100%	4,563	1,575	2,988
702.03	99%	6,593	5,013	1,580	24.0%	No	Partial	26%	1,695	1,289	406
702.04	48%	1,885	1,565	320	17.0%	No	No	0%	-	-	-
703.07	43%	2,286	2,102	184	8.1%	No	Partial	35%	797	733	64
703.08	100%	4,111	3,583	528	12.8%	No	All	100%	4,111	3,583	528
703.09	100%	5,625	4,759	866	15.4%	No	Partial	76%	4,282	3,623	659
703.1	100%	5,175	4,371	804	15.5%	No	All	100%	5,175	4,371	804
703.11	100%	5,191	4,279	912	17.6%	No	Partial	36%	1,848	1,523	325
703.12	100%	6,286	5,129	1,157	18.4%	No	All	100%	6,286	5,129	1,157
703.13	100%	6,429	5,704	725	11.3%	No	All	100%	6,429	5,704	725
703.14	100%	3,429	2,806	623	18.2%	No	All	100%	3,429	2,806	623
703.15	47%	2,862	2,009	853	29.8%	No	Partial	100%	2,860	2,008	852
703.16	100%	5,770	4,063	1,707	29.6%	No	All	100%	5,770	4,063	1,707
704.01	100%	2,114	1,819	295	14.0%	No	All	100%	2,114	1,819	295
704.03	98%	3,880	3,369	511	13.2%	No	No	0%	-	-	-
704.04	100%	5,193	4,223	970	18.7%	No	Partial	1%	35	28	7
707.03	100%	6,271	5,165	1,106	17.6%	No	All	100%	6,271	5,165	1,106
711	100%	2,251	1,798	453	20.1%	No	Partial	99%	2,238	1,788	450
712.05	100%	5,011	3,803	1,208	24.1%	No	All	100%	5,011	3,803	1,208
712.06	100%	6,449	5,160	1,289	20.0%	No	All	100%	6,449	5,160	1,289
712.07	100%	6,630	4,632	1,998	30.1%	No	All	100%	6,630	4,632	1,998
712.08	100%	7,199	5,196	2,003	27.8%	No	All	100%	7,199	5,196	2,003
712.09	100%	4,043	3,396	647	16.0%	No	All	100%	4,043	3,396	647
712.1	100%	4,982	4,113	869	17.4%	No	All	100%	4,982	4,113	869
713.04	100%	6,494	3,694	2,800	43.1%	Yes	Partial	95%	6,183	3,517	2,666
713.05	100%	3,862	2,742	1,120	29.0%	No	Partial	79%	3,033	2,153	880
713.06	100%	6,347	4,417	1,930	30.4%	No	Partial	12%	787	547	239
713.07	100%	4,936	3,610	1,326	26.9%	No	All	100%	4,936	3,610	1,326
713.09	100%	4,735	2,989	1,746	36.9%	No	Partial	11%	525	331	194
713.1	100%	5,409	3,933	1,476	27.3%	No	Partial	69%	3,722	2,706	1,016
714.03	100%	4,258	2,643	1,615	37.9%	No	All	100%	4,258	2,643	1,615
714.06	100%	7,459	4,387	3,072	41.2%	Yes	No	0%	-	-	-
714.07	100%	6,918	5,231	1,687	24.4%	No	No	0%	-	-	-
714.08	100%	4,137	2,255	1,882	45.5%	Yes	Partial	67%	2,791	1,521	1,270

Minority Population by Census Tract											
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Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
714.09	100%	4,541	2,894	1,647	36.3%	No	Partial	25%	1,148	731	416
714.1	100%	7,256	4,001	3,255	44.9%	Yes	Partial	0%	30	17	14
714.11	100%	5,961	3,503	2,458	41.2%	Yes	No	0%	-	-	-
715.03	100%	5,400	2,913	2,487	46.1%	Yes	All	100%	5,400	2,913	2,487
715.04	100%	6,274	3,558	2,716	43.3%	Yes	All	100%	6,274	3,558	2,716
715.05	100%	5,153	3,305	1,848	35.9%	No	All	100%	5,153	3,305	1,848
715.06	100%	5,049	3,002	2,047	40.5%	Yes	Partial	56%	2,822	1,678	1,144
716.01	100%	4,971	1,762	3,209	64.6%	Yes	All	100%	4,971	1,762	3,209
716.02	100%	7,258	3,821	3,437	47.4%	Yes	All	100%	7,258	3,821	3,437
717.03	100%	3,792	1,466	2,326	61.3%	Yes	All	100%	3,792	1,466	2,326
717.04	100%	4,899	868	4,031	82.3%	Yes	All	100%	4,899	868	4,031
717.05	100%	3,921	1,924	1,997	50.9%	Yes	All	100%	3,921	1,924	1,997
717.06	100%	1,860	983	877	47.2%	Yes	All	100%	1,860	983	877
717.07	100%	2,616	1,701	915	35.0%	No	All	100%	2,616	1,701	915
718.03	100%	5,560	2,704	2,856	51.4%	Yes	All	100%	5,560	2,704	2,856
718.05	100%	4,501	1,014	3,487	77.5%	Yes	All	100%	4,501	1,014	3,487
718.06	100%	3,742	990	2,752	73.5%	Yes	All	100%	3,742	990	2,752
718.07	100%	3,771	1,425	2,346	62.2%	Yes	All	100%	3,771	1,425	2,346
718.08	100%	4,152	1,589	2,563	61.7%	Yes	All	100%	4,152	1,589	2,563
719.01	100%	4,949	2,687	2,262	45.7%	Yes	All	100%	4,949	2,687	2,262
719.02	100%	5,289	3,743	1,546	29.2%	No	All	100%	5,289	3,743	1,546
720	100%	4,175	2,151	2,024	48.5%	Yes	All	100%	4,175	2,151	2,024
721.05	100%	5,477	3,338	2,139	39.1%	Yes	All	100%	5,477	3,338	2,139
721.06	100%	6,465	3,557	2,908	45.0%	Yes	All	100%	6,465	3,557	2,908
721.07	100%	4,158	2,685	1,473	35.4%	No	All	100%	4,158	2,685	1,473
721.08	100%	5,102	2,926	2,176	42.6%	Yes	All	100%	5,102	2,926	2,176
721.09	77%	2,604	1,861	743	28.5%	No	Partial	61%	1,583	1,131	452
721.11	100%	2,707	1,840	867	32.0%	No	All	100%	2,707	1,840	867
721.12	100%	4,717	2,627	2,090	44.3%	Yes	All	100%	4,717	2,627	2,090
723.05	100%	5,905	4,220	1,685	28.5%	No	All	100%	5,905	4,220	1,685
723.07	100%	4,561	2,850	1,711	37.5%	No	All	100%	4,561	2,850	1,711
723.08	100%	8,079	5,065	3,014	37.3%	No	All	100%	8,079	5,065	3,014
723.09	100%	6,352	4,643	1,709	26.9%	No	All	100%	6,352	4,643	1,709
723.1	100%	3,729	2,658	1,071	28.7%	No	All	100%	3,729	2,658	1,071
723.11	100%	4,564	2,612	1,952	42.8%	Yes	All	100%	4,564	2,612	1,952
723.12	100%	5,634	3,160	2,474	43.9%	Yes	All	100%	5,634	3,160	2,474
723.13	100%	3,573	2,440	1,133	31.7%	No	All	100%	3,573	2,440	1,133
728	87%	8,165	5,629	2,536	31.1%	No	Partial	7%	557	384	173
729.01	100%	3,337	1,613	1,724	51.7%	Yes	All	100%	3,337	1,613	1,724
729.03	100%	5,009	2,602	2,407	48.1%	Yes	Partial	40%	2,011	1,045	966
729.05	100%	6,210	3,920	2,290	36.9%	No	Partial	5%	316	200	117
729.06	99%	1,773	1,088	684	38.6%	No	Partial	7%	120	74	46
729.07	100%	6,150	3,166	2,984	48.5%	Yes	Partial	87%	5,347	2,753	2,594
731.08	100%	8,610	4,827	3,783	43.9%	Yes	No	0%	-	-	-
731.1	100%	3,415	2,735	680	19.9%	No	Partial	95%	3,233	2,589	644
731.11	100%	4,147	3,432	715	17.2%	No	Partial	43%	1,769	1,464	305
731.13	100%	7,318	5,705	1,613	22.0%	No	No	0%	-	-	-
731.14	76%	4,231	3,300	931	22.0%	No	No	0%	-	-	-
731.18	18%	771	654	117	15.2%	No	No	0%	-	-	-
731.2	100%	3,951	2,776	1,175	29.7%	No	Partial	32%	1,255	882	373
731.21	100%	4,658	3,217	1,441	30.9%	No	No	0%	-	-	-
731.22	100%	5,185	3,054	2,131	41.1%	Yes	No	0%	-	-	-
731.23	100%	5,006	3,362	1,644	32.8%	No	Partial	1%	55	37	18
731.24	100%	3,555	2,787	768	21.6%	No	No	0%	-	-	-



# Minority Population by Census Tract

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Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
731.25	100%	11,493	8,363	3,130	27.2%	No	No	0%	-	-	-
731.26	100%	4,306	2,054	2,252	52.3%	Yes	No	0%	-	-	-
733.01	100%	5,643	4,065	1,578	28.0%	No	All	100%	5,643	4,065	1,578
733.02	100%	4,248	3,337	911	21.4%	No	All	100%	4,248	3,337	911
734.04	100%	6,050	5,007	1,043	17.2%	No	All	100%	6,050	5,007	1,043
734.05	100%	3,533	2,548	985	27.9%	No	All	100%	3,533	2,548	985
734.06	100%	5,625	3,693	1,932	34.3%	No	All	100%	5,625	3,693	1,932
734.07	100%	3,569	2,798	771	21.6%	No	All	100%	3,569	2,798	771
734.08	100%	4,179	3,369	810	19.4%	No	All	100%	4,179	3,369	810
735	100%	7,631	6,220	1,411	18.5%	No	All	100%	7,631	6,220	1,411
9400.01	100%	2,744	2,095	649	23.7%	No	Partial	62%	1,699	1,297	402
9400.02	100%	4,092	2,415	1,677	41.0%	Yes	All	100%	4,092	2,415	1,677
9400.03	100%	7,745	3,378	4,367	56.4%	Yes	All	100%	7,745	3,378	4,367
9400.04	100%	6,564	5,309	1,255	19.1%	No	All	100%	6,564	5,309	1,255
9400.05	100%	6,132	3,508	2,624	42.8%	Yes	All	100%	6,132	3,508	2,624
9400.06	100%	3,133	908	2,225	71.0%	Yes	All	100%	3,133	908	2,225
9400.07	100%	3,187	1,053	2,134	67.0%	Yes	All	100%	3,187	1,053	2,134
9400.08	100%	6,087	3,936	2,151	35.3%	No	All	100%	6,087	3,936	2,151
9400.09	100%	2,958	2,262	696	23.5%	No	All	100%	2,958	2,262	696
9400.1	100%	4,346	3,445	901	20.7%	No	All	100%	4,346	3,445	901
9400.11	100%	4,338	3,086	1,252	28.9%	No	Partial	93%	4,054	2,884	1,170
Snohomish County:											
401	100%	4,773	3,781	992	20.8%	No	All	100%	4,773	3,781	992
402	100%	6,124	3,911	2,213	36.1%	No	All	100%	6,124	3,911	2,213
403	100%	3,092	2,477	615	19.9%	No	All	100%	3,092	2,477	615
404	100%	4,416	3,065	1,351	30.6%	No	All	100%	4,416	3,065	1,351
405	100%	2,318	1,791	527	22.7%	No	All	100%	2,318	1,791	527
407	100%	3,993	2,945	1,048	26.2%	No	All	100%	3,993	2,945	1,048
408	100%	2,628	2,062	566	21.5%	No	All	100%	2,628	2,062	566
409	100%	3,118	2,583	535	17.2%	No	All	100%	3,118	2,583	535
410	100%	5,591	4,265	1,326	23.7%	No	All	100%	5,591	4,265	1,326
411	100%	4,670	3,235	1,435	30.7%	No	All	100%	4,670	3,235	1,435
412.01	100%	3,310	2,533	777	23.5%	No	All	100%	3,310	2,533	777
412.02	100%	5,961	4,107	1,854	31.1%	No	All	100%	5,961	4,107	1,854
413.01	100%	5,670	4,677	993	17.5%	No	All	100%	5,670	4,677	993
413.03	100%	4,224	2,961	1,263	29.9%	No	All	100%	4,224	2,961	1,263
413.04	100%	3,012	2,272	740	24.6%	No	All	100%	3,012	2,272	740
414	100%	5,642	3,773	1,869	33.1%	No	All	100%	5,642	3,773	1,869
415	88%	1,140	1,028	111	9.8%	No	All	100%	1,140	1,028	111
416.01	100%	6,129	4,370	1,759	28.7%	No	All	100%	6,129	4,370	1,759
416.05	100%	7,033	4,583	2,450	34.8%	No	All	100%	7,033	4,583	2,450
416.06	100%	5,870	3,702	2,168	36.9%	No	All	100%	5,870	3,702	2,168
416.07	86%	3,550	2,749	801	22.6%	No	Partial	96%	3,391	2,625	765
416.08	100%	6,637	5,156	1,481	22.3%	No	Partial	60%	4,009	3,115	894
417.01	100%	6,000	3,065	2,935	48.9%	Yes	All	100%	6,000	3,065	2,935
417.03	100%	5,944	3,444	2,500	42.1%	Yes	All	100%	5,944	3,444	2,500
417.04	100%	5,769	3,730	2,039	35.3%	No	All	100%	5,769	3,730	2,039
418.05	100%	5,882	3,453	2,429	41.3%	Yes	All	100%	5,882	3,453	2,429
418.06	100%	8,716	4,276	4,440	50.9%	Yes	All	100%	8,716	4,276	4,440
418.08	100%	4,078	2,309	1,769	43.4%	Yes	All	100%	4,078	2,309	1,769
418.09	100%	5,266	1,906	3,360	63.8%	Yes	All	100%	5,266	1,906	3,360
418.1	100%	4,743	2,657	2,086	44.0%	Yes	All	100%	4,743	2,657	2,086
418.11	100%	6,763	3,600	3,163	46.8%	Yes	All	100%	6,763	3,600	3,163
418.12	100%	6,737	2,316	4,421	65.6%	Yes	All	100%	6,737	2,316	4,421

Minority Population by Census Tract											
A	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
419.01	100%	4,755	2,414	2,341	49.2%	Yes	All	100%	4,755	2,414	2,341
419.03	100%	7,973	4,083	3,890	48.8%	Yes	All	100%	7,973	4,083	3,890
419.04	100%	5,523	1,803	3,720	67.4%	Yes	All	100%	5,523	1,803	3,720
419.05	100%	6,384	3,546	2,838	44.5%	Yes	All	100%	6,384	3,546	2,838
420.01	100%	5,963	4,543	1,420	23.8%	No	All	100%	5,963	4,543	1,420
420.03	100%	3,111	2,388	723	23.2%	No	Partial	43%	1,336	1,025	310
420.04	100%	4,367	2,926	1,441	33.0%	No	All	100%	4,367	2,926	1,441
420.05	100%	5,280	3,583	1,697	32.1%	No	Partial	95%	5,023	3,409	1,615
420.06	100%	4,910	2,651	2,259	46.0%	Yes	All	100%	4,910	2,651	2,259
501.01	100%	2,988	2,177	811	27.1%	No	Partial	100%	2,975	2,168	808
501.02	100%	6,447	3,838	2,609	40.5%	Yes	All	100%	6,447	3,838	2,609
502	100%	4,162	3,477	685	16.5%	No	All	100%	4,162	3,477	685
503	100%	5,383	4,695	688	12.8%	No	All	100%	5,383	4,695	688
504.01	100%	7,120	5,741	1,379	19.4%	No	All	100%	7,120	5,741	1,379
504.02	100%	5,697	4,591	1,106	19.4%	No	All	100%	5,697	4,591	1,106
505	100%	6,937	5,991	946	13.6%	No	All	100%	6,937	5,991	946
506	100%	1,274	1,022	252	19.8%	No	All	100%	1,274	1,022	252
507	100%	6,174	4,515	1,659	26.9%	No	All	100%	6,174	4,515	1,659
508	100%	6,405	5,022	1,383	21.6%	No	All	100%	6,405	5,022	1,383
509	100%	3,633	2,214	1,419	39.1%	Yes	All	100%	3,633	2,214	1,419
510	100%	4,742	3,288	1,454	30.7%	No	All	100%	4,742	3,288	1,454
511	100%	3,832	2,648	1,184	30.9%	No	All	100%	3,832	2,648	1,184
512	100%	4,417	2,616	1,801	40.8%	Yes	All	100%	4,417	2,616	1,801
513	100%	7,217	4,832	2,385	33.0%	No	All	100%	7,217	4,832	2,385
514	100%	7,928	4,068	3,860	48.7%	Yes	All	100%	7,928	4,068	3,860
515	100%	5,604	3,105	2,499	44.6%	Yes	All	100%	5,604	3,105	2,499
516.01	100%	4,485	2,589	1,896	42.3%	Yes	All	100%	4,485	2,589	1,896
516.02	100%	3,960	2,953	1,007	25.4%	No	All	100%	3,960	2,953	1,007
517.01	100%	6,402	2,986	3,416	53.4%	Yes	All	100%	6,402	2,986	3,416
517.02	100%	4,477	2,684	1,793	40.0%	Yes	All	100%	4,477	2,684	1,793
518.02	100%	5,599	2,607	2,992	53.4%	Yes	All	100%	5,599	2,607	2,992
518.03	100%	6,673	2,849	3,824	57.3%	Yes	All	100%	6,673	2,849	3,824
518.04	100%	5,752	2,728	3,024	52.6%	Yes	All	100%	5,752	2,728	3,024
519.05	100%	8,769	5,278	3,491	39.8%	Yes	All	100%	8,769	5,278	3,491
519.12	1%	19	16	3	13.7%	No	All	100%	19	16	3
519.13	100%	4,807	3,740	1,067	22.2%	No	All	100%	4,807	3,740	1,067
519.14	100%	4,418	3,698	720	16.3%	No	All	100%	4,418	3,698	720
519.15	100%	7,712	5,146	2,566	33.3%	No	All	100%	7,712	5,146	2,566
519.16	100%	3,697	2,800	897	24.3%	No	All	100%	3,697	2,800	897
519.17	100%	4,144	3,276	868	20.9%	No	All	100%	4,144	3,276	868
519.18	100%	5,180	3,691	1,489	28.7%	No	All	100%	5,180	3,691	1,489
519.21	100%	5,576	3,465	2,111	37.9%	No	All	100%	5,576	3,465	2,111
519.22	100%	5,775	3,399	2,376	41.1%	Yes	All	100%	5,775	3,399	2,376
519.23	100%	6,480	4,423	2,057	31.7%	No	Partial	63%	4,097	2,797	1,301
519.24	100%	6,893	4,296	2,597	37.7%	No	Partial	95%	6,520	4,064	2,457
519.25	100%	8,426	4,065	4,361	51.8%	Yes	All	100%	8,426	4,065	4,361
519.26	21%	1,098	783	315	28.7%	No	All	100%	1,098	783	315
519.27	100%	5,306	3,628	1,678	31.6%	No	All	100%	5,306	3,628	1,678
519.28	100%	5,553	3,157	2,396	43.1%	Yes	All	100%	5,553	3,157	2,396
520.03	28%	2,698	1,614	1,084	40.2%	Yes	Partial	45%	1,227	734	493
520.04	100%	6,510	4,352	2,158	33.1%	No	All	100%	6,510	4,352	2,158
520.05	100%	5,815	4,785	1,030	17.7%	No	Partial	61%	3,570	2,937	632
520.06	100%	4,516	3,067	1,449	32.1%	No	Partial	9%	418	284	134
520.07	100%	5,855	3,668	2,187	37.4%	No	Partial	20%	1,178	738	440

Minority Population by Census Tract											
A	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	White Pop. ST district	Minority Pop. ST district	Minority Population, % of total	Above average % minority?	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	White Pop. ST service area	Minority Pop. ST service area
521.04	10%	402	291	111	27.6%	No	All	100%	402	291	111
521.05	1%	22	21	1	6.0%	No	Partial	100%	22	21	1
521.14	32%	1,550	1,172	378	24.4%	No	No	0%	-	-	-
521.15	100%	7,039	5,106	1,933	27.5%	No	No	0%	-	-	-
521.18	7%	541	423	118	21.8%	No	No	0%	-	-	-

# Low income population by Census Tract

	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
King County:											
1	100%	7,926	5,851	2,075	26.2%	Yes	All	100%	7,926	2,075	2,075
2	100%	7,949	6,672	1,277	16.1%	No	All	100%	7,949	6,672	1,277
3	100%	2,813	2,367	446	15.9%	No	All	100%	2,813	2,367	446
4.01	100%	6,598	4,625	1,973	29.9%	Yes	All	100%	6,598	4,625	1,973
4.02	100%	5,057	4,309	748	14.8%	No	All	100%	5,057	4,309	748
5	100%	3,052	2,799	253	8.3%	No	Partial	99%	3,033	2,781	251
6	100%	8,039	6,234	1,805	22.5%	Yes	All	100%	8,039	6,234	1,805
7	100%	4,844	3,593	1,251	25.8%	Yes	All	100%	4,844	3,593	1,251
8	100%	2,520	2,259	261	10.4%	No	All	100%	2,520	2,259	261
9	100%	1,956	1,823	133	6.8%	No	Partial	95%	1,857	1,731	126
10	100%	1,982	1,520	462	23.3%	Yes	All	100%	1,982	1,520	462
11	100%	2,791	2,467	324	11.6%	No	All	100%	2,791	2,467	324
12	100%	6,965	4,802	2,163	31.1%	Yes	All	100%	6,965	4,802	2,163
13	100%	4,468	3,862	606	13.6%	No	All	100%	4,468	3,862	606
14	100%	5,550	4,768	782	14.1%	No	Partial	99%	5,496	4,722	774
15	100%	2,548	2,397	151	5.9%	No	No	0%	-	-	-
16	100%	4,594	4,124	470	10.2%	No	Partial	47%	2,181	1,958	223
17.01	100%	4,004	3,359	645	16.1%	No	All	100%	4,004	3,359	645
17.02	100%	4,718	3,750	968	20.5%	Yes	All	100%	4,718	3,750	968
18	100%	5,349	4,165	1,184	22.1%	Yes	All	100%	5,349	4,165	1,184
19	100%	4,762	3,913	849	17.8%	Yes	All	100%	4,762	3,913	849
20	100%	3,814	3,237	577	15.1%	No	All	100%	3,814	3,237	577
21	100%	4,186	3,693	493	11.8%	No	All	100%	4,186	3,693	493
22	100%	5,697	5,409	288	5.1%	No	Partial	87%	4,932	4,683	249
24	100%	3,172	2,892	280	8.8%	No	All	100%	3,172	2,892	280
25	100%	3,316	2,876	440	13.3%	No	All	100%	3,316	2,876	440
26	100%	5,061	4,278	783	15.5%	No	All	100%	5,061	4,278	783
27	100%	6,139	5,514	625	10.2%	No	All	100%	6,139	5,514	625
28	100%	4,854	4,463	391	8.1%	No	All	100%	4,854	4,463	391
29	100%	4,717	4,455	262	5.6%	No	All	100%	4,717	4,455	262
30	100%	5,929	5,441	488	8.2%	No	Partial	56%	3,321	3,048	273
31	100%	6,438	6,087	351	5.5%	No	No	0%	-	-	-
32	100%	8,504	7,442	1,062	12.5%	No	No	0%	-	-	-
33	100%	6,959	6,383	576	8.3%	No	Partial	39%	2,698	2,475	223
34	100%	3,661	3,392	269	7.3%	No	All	100%	3,661	3,392	269
35	100%	4,007	3,567	440	11.0%	No	All	100%	4,007	3,567	440
36	100%	6,582	5,131	1,451	22.0%	Yes	All	100%	6,582	5,131	1,451
38	100%	2,123	1,878	245	11.5%	No	All	100%	2,123	1,878	245
39	100%	3,025	2,719	306	10.1%	No	All	100%	3,025	2,719	306
40	100%	3,129	2,304	825	26.4%	Yes	Partial	46%	1,426	1,050	376
41	100%	7,882	7,123	759	9.6%	No	Partial	87%	6,875	6,213	662
42	100%	8,438	7,683	755	8.9%	No	Partial	97%	8,221	7,486	736
43.01	100%	3,601	2,689	912	25.3%	Yes	All	100%	3,601	2,689	912
43.02	100%	2,935	1,198	1,737	59.2%	Yes	All	100%	2,935	1,198	1,737
44	100%	7,099	4,184	2,915	41.1%	Yes	All	100%	7,099	4,184	2,915
45	100%	3,123	2,426	697	22.3%	Yes	All	100%	3,123	2,426	697
46	100%	3,674	3,285	389	10.6%	No	All	100%	3,674	3,285	389
47	100%	8,649	7,600	1,049	12.1%	No	Partial	34%	2,973	2,612	361
48	100%	5,136	4,724	412	8.0%	No	Partial	100%	5,129	4,718	411
49	100%	7,325	6,594	731	10.0%	No	All	100%	7,325	6,594	731
50	100%	4,194	3,744	450	10.7%	No	All	100%	4,194	3,744	450
51	100%	3,678	3,283	395	10.7%	No	All	100%	3,678	3,283	395
52	100%	7,000	3,888	3,112	44.5%	Yes	All	100%	7,000	3,888	3,112
53.01	100%	5,335	1,856	3,479	65.2%	Yes	All	100%	5,335	1,856	3,479
53.02	100%	137	40	97	70.8%	Yes	All	100%	137	40	97

# Low income population by Census Tract

	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
54	100%	5,683	5,074	609	10.7%	No	All	100%	5,683	5,074	609
56	100%	6,875	6,713	162	2.4%	No	No	0%	-	-	-
57	100%	6,816	6,286	530	7.8%	No	No	0%	-	-	-
58.01	100%	5,302	4,615	687	13.0%	No	No	0%	-	-	-
58.02	100%	5,474	4,724	750	13.7%	No	No	0%	-	-	-
59	100%	6,553	5,549	1,004	15.3%	No	Partial	0%	18	15	3
60	100%	5,608	4,889	719	12.8%	No	Partial	78%	4,378	3,817	561
61	100%	5,316	4,945	371	7.0%	No	All	100%	5,316	4,945	371
62	100%	4,341	4,091	250	5.8%	No	All	100%	4,341	4,091	250
63	100%	5,485	5,138	347	6.3%	No	All	100%	5,485	5,138	347
64	100%	3,575	3,387	188	5.3%	No	All	100%	3,575	3,387	188
65	100%	4,789	4,523	266	5.6%	No	All	100%	4,789	4,523	266
66	100%	4,091	3,607	484	11.8%	No	All	100%	4,091	3,607	484
67	100%	8,688	8,008	680	7.8%	No	Partial	100%	8,677	7,998	679
68	100%	3,308	3,052	256	7.7%	No	Partial	46%	1,528	1,410	118
69	100%	4,948	4,516	432	8.7%	No	No	0%	-	-	-
70	100%	7,290	6,554	736	10.1%	No	Partial	13%	921	828	93
71	100%	4,495	4,013	482	10.7%	No	Partial	22%	990	884	106
72	100%	8,654	7,631	1,023	11.8%	No	Partial	98%	8,509	7,503	1,006
73	100%	6,545	5,379	1,166	17.8%	Yes	All	100%	6,545	5,379	1,166
74.01	100%	5,192	4,478	714	13.8%	No	All	100%	5,192	4,478	714
74.02	100%	5,362	3,865	1,497	27.9%	Yes	All	100%	5,362	3,865	1,497
75	100%	8,753	7,089	1,664	19.0%	Yes	All	100%	8,753	7,089	1,664
76	100%	4,218	3,568	650	15.4%	No	All	100%	4,218	3,568	650
77	100%	5,280	4,886	394	7.5%	No	All	100%	5,280	4,886	394
78	100%	5,875	5,429	446	7.6%	No	All	100%	5,875	5,429	446
79	100%	6,286	4,985	1,301	20.7%	Yes	All	100%	6,286	4,985	1,301
80.01	100%	6,538	5,530	1,008	15.4%	No	Partial	89%	5,790	4,897	893
80.02	100%	3,613	2,453	1,160	32.1%	Yes	All	100%	3,613	2,453	1,160
81	100%	4,588	3,290	1,298	28.3%	Yes	All	100%	4,588	3,290	1,298
82	100%	4,195	3,500	695	16.6%	No	All	100%	4,195	3,500	695
83	100%	3,025	2,396	629	20.8%	Yes	All	100%	3,025	2,396	629
84	100%	4,492	3,736	756	16.8%	No	All	100%	4,492	3,736	756
85	100%	2,681	1,770	911	34.0%	Yes	All	100%	2,681	1,770	911
86	100%	3,509	2,180	1,329	37.9%	Yes	All	100%	3,509	2,180	1,329
87	100%	4,661	3,164	1,497	32.1%	Yes	All	100%	4,661	3,164	1,497
88	100%	4,185	3,531	654	15.6%	No	All	100%	4,185	3,531	654
89	100%	5,603	4,485	1,118	20.0%	Yes	All	100%	5,603	4,485	1,118
90	100%	3,560	2,478	1,082	30.4%	Yes	All	100%	3,560	2,478	1,082
91	100%	2,395	1,431	964	40.3%	Yes	All	100%	2,395	1,431	964
92	100%	2,866	1,507	1,359	47.4%	Yes	All	100%	2,866	1,507	1,359
93	100%	2,554	1,949	605	23.7%	Yes	Partial	93%	2,367	1,806	561
94	100%	6,671	4,662	2,009	30.1%	Yes	All	100%	6,671	4,662	2,009
95	100%	6,554	5,395	1,159	17.7%	Yes	All	100%	6,554	5,395	1,159
96	100%	5,683	5,186	497	8.7%	No	No	0%	-	-	-
97.01	100%	6,222	5,828	394	6.3%	No	No	0%	-	-	-
97.02	100%	5,538	5,177	361	6.5%	No	No	0%	-	-	-
98	100%	7,326	6,631	695	9.5%	No	No	0%	-	-	-
99	100%	5,675	5,034	641	11.3%	No	Partial	30%	1,688	1,497	191
100.01	100%	4,207	3,112	1,095	26.0%	Yes	All	100%	4,207	3,112	1,095
100.02	100%	4,800	3,866	934	19.5%	Yes	All	100%	4,800	3,866	934
101	100%	7,862	5,835	2,027	25.8%	Yes	Partial	97%	7,613	5,651	1,963
102	100%	4,548	4,085	463	10.2%	No	Partial	33%	1,524	1,368	155
103	100%	6,989	4,612	2,377	34.0%	Yes	All	100%	6,989	4,612	2,377
104.01	100%	4,280	2,962	1,318	30.8%	Yes	All	100%	4,280	2,962	1,318
104.02	100%	4,921	4,195	726	14.8%	No	Partial	70%	3,438	2,931	507

# Low income population by Census Tract

	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
105	100%	7,240	6,516	724	10.0%	No	No	0%	-	-	-
106	100%	8,298	7,533	765	9.2%	No	No	0%	-	-	-
107.01	100%	3,687	2,353	1,334	36.2%	Yes	No	0%	-	-	-
107.02	100%	4,599	2,309	2,290	49.8%	Yes	No	0%	-	-	-
108	100%	4,885	3,816	1,069	21.9%	Yes	No	0%	-	-	-
109	100%	1,041	892	149	14.3%	No	Partial	20%	204	175	29
110.01	100%	4,697	2,218	2,479	52.8%	Yes	All	100%	4,697	2,218	2,479
110.02	100%	4,957	2,401	2,556	51.6%	Yes	Partial	71%	3,495	1,693	1,802
111.01	100%	5,419	4,013	1,406	25.9%	Yes	All	100%	5,419	4,013	1,406
111.02	100%	4,328	3,071	1,257	29.0%	Yes	Partial	94%	4,068	2,887	1,182
112	100%	3,575	1,725	1,850	51.7%	Yes	Partial	69%	2,451	1,183	1,268
113	100%	7,021	5,671	1,350	19.2%	Yes	Partial	36%	2,514	2,030	483
114.01	100%	4,253	3,320	933	21.9%	Yes	No	0%	-	-	-
114.02	100%	4,371	3,169	1,202	27.5%	Yes	Partial	67%	2,924	2,120	804
115	100%	4,414	4,099	315	7.1%	No	No	0%	-	-	-
116	100%	6,868	6,206	662	9.6%	No	No	0%	-	-	-
117	100%	5,679	4,456	1,223	21.5%	Yes	All	100%	5,679	4,456	1,223
118	100%	8,415	4,953	3,462	41.1%	Yes	All	100%	8,415	4,953	3,462
119	100%	7,569	6,137	1,432	18.9%	Yes	All	100%	7,569	6,137	1,432
120	100%	3,615	3,355	260	7.2%	No	Partial	1%	27	25	2
121	100%	2,619	2,581	38	1.5%	No	Partial	26%	678	668	10
201	100%	3,144	2,770	374	11.9%	No	All	100%	3,144	2,770	374
202	100%	5,036	4,519	517	10.3%	No	All	100%	5,036	4,519	517
203	100%	7,056	5,799	1,257	17.8%	Yes	All	100%	7,056	5,799	1,257
204.01	100%	3,576	3,036	540	15.1%	No	All	100%	3,576	3,036	540
204.02	100%	5,586	5,032	554	9.9%	No	All	100%	5,586	5,032	554
205	100%	6,508	5,539	969	14.9%	No	All	100%	6,508	5,539	969
206	100%	3,682	3,343	339	9.2%	No	All	100%	3,682	3,343	339
207	100%	3,825	2,955	870	22.7%	Yes	All	100%	3,825	2,955	870
208	100%	4,316	4,006	310	7.2%	No	All	100%	4,316	4,006	310
209	100%	3,561	2,885	676	19.0%	Yes	All	100%	3,561	2,885	676
210	100%	5,842	5,050	792	13.6%	No	All	100%	5,842	5,050	792
211	100%	4,438	3,273	1,165	26.3%	Yes	All	100%	4,438	3,273	1,165
213	100%	4,008	3,442	566	14.1%	No	All	100%	4,008	3,442	566
214	100%	3,937	3,602	335	8.5%	No	All	100%	3,937	3,602	335
215	100%	4,331	4,099	232	5.4%	No	All	100%	4,331	4,099	232
216	100%	4,987	4,394	593	11.9%	No	All	100%	4,987	4,394	593
217	100%	8,814	7,439	1,375	15.6%	No	All	100%	8,814	7,439	1,375
218.02	100%	5,515	5,055	460	8.3%	No	All	100%	5,515	5,055	460
218.03	100%	4,887	4,173	714	14.6%	No	All	100%	4,887	4,173	714
218.04	100%	4,837	4,311	526	10.9%	No	All	100%	4,837	4,311	526
219.03	100%	6,081	5,442	639	10.5%	No	Partial	64%	3,889	3,480	409
219.04	100%	4,950	4,245	705	14.2%	No	Partial	60%	2,949	2,529	420
219.05	100%	5,572	4,826	746	13.4%	No	All	100%	5,572	4,826	746
219.06	100%	4,230	3,680	550	13.0%	No	All	100%	4,230	3,680	550
220.01	100%	5,306	4,874	432	8.1%	No	All	100%	5,306	4,874	432
220.03	100%	4,821	4,528	293	6.1%	No	Partial	76%	3,653	3,431	222
220.05	100%	5,062	4,553	509	10.1%	No	Partial	77%	3,876	3,486	390
220.06	100%	3,944	3,212	732	18.6%	Yes	All	100%	3,944	3,212	732
221.01	100%	4,584	4,042	542	11.8%	No	All	100%	4,584	4,042	542
221.02	100%	6,461	6,178	283	4.4%	No	All	100%	6,461	6,178	283
222.01	100%	4,408	3,993	415	9.4%	No	Partial	80%	3,546	3,212	334
222.02	100%	7,228	6,354	874	12.1%	No	Partial	57%	4,154	3,651	502
222.03	100%	5,024	4,580	444	8.8%	No	Partial	44%	2,201	2,006	194
223	100%	2,608	2,518	90	3.5%	No	Partial	34%	897	866	31
224	100%	8,340	7,853	487	5.8%	No	All	100%	8,340	7,853	487

# Low income population by Census Tract

	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
225	100%	8,438	7,702	736	8.7%	No	All	100%	8,438	7,702	736
226.03	100%	5,639	5,171	468	8.3%	No	Partial	93%	5,252	4,816	436
226.04	100%	4,876	4,520	356	7.3%	No	All	100%	4,876	4,520	356
226.05	100%	6,196	5,234	962	15.5%	No	Partial	90%	5,552	4,690	862
226.06	100%	5,633	5,307	326	5.8%	No	All	100%	5,633	5,307	326
227.01	100%	2,916	2,549	367	12.6%	No	All	100%	2,916	2,549	367
227.02	100%	3,692	3,345	347	9.4%	No	All	100%	3,692	3,345	347
227.03	100%	2,376	2,061	315	13.3%	No	All	100%	2,376	2,061	315
228.01	100%	8,719	7,591	1,128	12.9%	No	All	100%	8,719	7,591	1,128
228.02	100%	5,005	4,491	514	10.3%	No	All	100%	5,005	4,491	514
228.03	100%	5,528	4,907	621	11.2%	No	All	100%	5,528	4,907	621
229.01	100%	2,846	2,457	389	13.7%	No	All	100%	2,846	2,457	389
229.02	100%	6,446	6,143	303	4.7%	No	All	100%	6,446	6,143	303
230	100%	5,170	4,873	297	5.7%	No	Partial	99%	5,126	4,832	294
231	100%	4,025	3,846	179	4.4%	No	Partial	90%	3,622	3,461	161
232.01	100%	6,858	5,706	1,152	16.8%	No	All	100%	6,858	5,706	1,152
232.02	100%	4,600	3,366	1,234	26.8%	Yes	All	100%	4,600	3,366	1,234
233	100%	6,494	4,916	1,578	24.3%	Yes	All	100%	6,494	4,916	1,578
234.01	100%	3,821	3,237	584	15.3%	No	All	100%	3,821	3,237	584
234.03	100%	4,111	3,888	223	5.4%	No	Partial	97%	3,994	3,778	217
234.04	100%	3,436	3,308	128	3.7%	No	Partial	97%	3,345	3,221	125
235	100%	3,732	3,453	279	7.5%	No	All	100%	3,732	3,453	279
236.01	100%	4,036	3,554	482	11.9%	No	All	100%	4,036	3,554	482
236.03	100%	6,649	5,714	935	14.1%	No	All	100%	6,649	5,714	935
236.04	100%	6,738	5,404	1,334	19.8%	Yes	All	100%	6,738	5,404	1,334
237	100%	4,310	4,077	233	5.4%	No	All	100%	4,310	4,077	233
238.01	100%	2,749	2,380	369	13.4%	No	All	100%	2,749	2,380	369
238.03	100%	5,270	4,489	781	14.8%	No	All	100%	5,270	4,489	781
238.04	100%	6,841	6,233	608	8.9%	No	All	100%	6,841	6,233	608
239	100%	7,151	6,165	986	13.8%	No	Partial	99%	7,110	6,130	980
240	100%	7,801	7,382	419	5.4%	No	All	100%	7,801	7,382	419
241	100%	4,837	4,590	247	5.1%	No	All	100%	4,837	4,590	247
242	100%	3,207	3,040	167	5.2%	No	All	100%	3,207	3,040	167
243	100%	8,570	7,713	857	10.0%	No	All	100%	8,570	7,713	857
244	100%	2,890	2,648	242	8.4%	No	All	100%	2,890	2,648	242
245	100%	4,926	4,625	301	6.1%	No	All	100%	4,926	4,625	301
246.01	100%	4,469	4,378	91	2.0%	No	Partial	24%	1,086	1,064	22
246.02	100%	3,763	3,549	214	5.7%	No	Partial	32%	1,221	1,152	69
247.01	100%	3,992	3,589	403	10.1%	No	Partial	98%	3,897	3,504	393
247.02	100%	7,513	6,866	647	8.6%	No	Partial	14%	1,087	993	94
248	100%	5,931	4,901	1,030	17.4%	No	All	100%	5,931	4,901	1,030
249.01	100%	5,064	4,696	368	7.3%	No	All	100%	5,064	4,696	368
249.02	100%	4,043	3,841	202	5.0%	No	All	100%	4,043	3,841	202
249.03	99%	7,054	6,717	338	4.8%	No	Partial	87%	6,135	5,842	294
250.01	100%	5,106	4,826	280	5.5%	No	Partial	23%	1,185	1,120	65
250.03	100%	6,856	6,542	314	4.6%	No	Partial	85%	5,837	5,570	267
250.05	96%	4,741	4,409	332	7.0%	No	Partial	1%	40	37	3
250.06	45%	2,711	2,441	270	10.0%	No	Partial	90%	2,446	2,203	244
251.01	90%	5,883	4,710	1,173	19.9%	Yes	Partial	29%	1,696	1,358	338
251.02	39%	3,061	2,656	405	13.2%	No	Partial	72%	2,204	1,913	292
252	100%	8,588	7,533	1,055	12.3%	No	Partial	91%	7,838	6,875	963
253.01	100%	6,502	5,634	868	13.3%	No	Partial	97%	6,303	5,461	841
253.02	100%	5,274	3,512	1,762	33.4%	Yes	All	100%	5,274	3,512	1,762
254	100%	7,592	5,283	2,309	30.4%	Yes	All	100%	7,592	5,283	2,309
255	100%	4,957	3,790	1,167	23.5%	Yes	All	100%	4,957	3,790	1,167
256.01	100%	5,457	4,748	709	13.0%	No	All	100%	5,457	4,748	709

Low income population by Census Tract											
	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
256.02	99%	6,075	5,718	357	5.9%	No	Partial	83%	5,014	4,719	295
257.01	100%	6,004	4,691	1,313	21.9%	Yes	All	100%	6,004	4,691	1,313
257.02	100%	3,451	3,204	247	7.2%	No	All	100%	3,451	3,204	247
258.03	100%	4,701	3,383	1,318	28.0%	Yes	All	100%	4,701	3,383	1,318
258.04	100%	3,628	3,124	504	13.9%	No	All	100%	3,628	3,124	504
258.05	100%	5,084	4,258	826	16.2%	No	All	100%	5,084	4,258	826
258.06	100%	5,076	4,511	565	11.1%	No	All	100%	5,076	4,511	565
260.01	100%	5,950	5,319	631	10.6%	No	All	100%	5,950	5,319	631
260.02	100%	8,507	5,947	2,560	30.1%	Yes	All	100%	8,507	5,947	2,560
261	100%	8,282	5,367	2,915	35.2%	Yes	All	100%	8,282	5,367	2,915
262	100%	5,608	4,499	1,109	19.8%	Yes	All	100%	5,608	4,499	1,109
263	100%	1,641	1,531	110	6.7%	No	All	100%	1,641	1,531	110
264	100%	6,158	4,556	1,602	26.0%	Yes	All	100%	6,158	4,556	1,602
265	100%	4,173	2,253	1,920	46.0%	Yes	All	100%	4,173	2,253	1,920
266	100%	2,609	2,126	483	18.5%	Yes	Partial	89%	2,317	1,888	429
267	100%	5,212	4,209	1,003	19.2%	Yes	All	100%	5,212	4,209	1,003
268.01	100%	5,757	3,904	1,853	32.2%	Yes	All	100%	5,757	3,904	1,853
268.02	100%	5,124	3,649	1,475	28.8%	Yes	All	100%	5,124	3,649	1,475
270	100%	3,246	2,653	593	18.3%	Yes	All	100%	3,246	2,653	593
271	100%	3,296	2,042	1,254	38.0%	Yes	All	100%	3,296	2,042	1,254
272	100%	2,591	1,766	825	31.8%	Yes	All	100%	2,591	1,766	825
273	100%	5,846	3,944	1,902	32.5%	Yes	All	100%	5,846	3,944	1,902
274	100%	4,960	4,024	936	18.9%	Yes	All	100%	4,960	4,024	936
275	100%	4,807	3,642	1,165	24.2%	Yes	All	100%	4,807	3,642	1,165
276	100%	4,750	3,654	1,096	23.1%	Yes	All	100%	4,750	3,654	1,096
278	100%	3,404	3,192	212	6.2%	No	All	100%	3,404	3,192	212
279	100%	8,097	6,442	1,655	20.4%	Yes	All	100%	8,097	6,442	1,655
280	100%	4,391	2,779	1,612	36.7%	Yes	All	100%	4,391	2,779	1,612
281	100%	2,690	1,954	736	27.4%	Yes	All	100%	2,690	1,954	736
282	100%	5,005	2,915	2,090	41.8%	Yes	All	100%	5,005	2,915	2,090
283	100%	5,136	4,516	620	12.1%	No	All	100%	5,136	4,516	620
284.02	100%	5,066	3,280	1,786	35.3%	Yes	All	100%	5,066	3,280	1,786
284.03	100%	5,355	3,621	1,734	32.4%	Yes	All	100%	5,355	3,621	1,734
285	100%	3,960	3,073	887	22.4%	Yes	All	100%	3,960	3,073	887
286	100%	6,360	6,021	339	5.3%	No	All	100%	6,360	6,021	339
287	100%	5,042	4,476	566	11.2%	No	All	100%	5,042	4,476	566
288.01	100%	2,150	1,681	469	21.8%	Yes	All	100%	2,150	1,681	469
288.02	100%	6,887	4,017	2,870	41.7%	Yes	All	100%	6,887	4,017	2,870
289.01	100%	3,173	2,911	262	8.3%	No	All	100%	3,173	2,911	262
289.02	100%	7,023	3,912	3,111	44.3%	Yes	All	100%	7,023	3,912	3,111
290.01	100%	4,624	3,852	772	16.7%	No	All	100%	4,624	3,852	772
290.03	100%	5,686	4,285	1,401	24.6%	Yes	All	100%	5,686	4,285	1,401
290.04	100%	3,907	2,032	1,875	48.0%	Yes	All	100%	3,907	2,032	1,875
291.01	100%	3,271	2,708	563	17.2%	No	All	100%	3,271	2,708	563
291.02	100%	4,325	3,515	810	18.7%	Yes	All	100%	4,325	3,515	810
292.03	100%	3,174	1,776	1,398	44.0%	Yes	All	100%	3,174	1,776	1,398
292.04	100%	7,224	5,680	1,544	21.4%	Yes	All	100%	7,224	5,680	1,544
292.05	100%	4,549	3,506	1,043	22.9%	Yes	All	100%	4,549	3,506	1,043
292.06	100%	4,381	2,510	1,871	42.7%	Yes	All	100%	4,381	2,510	1,871
293.03	100%	7,318	6,171	1,147	15.7%	No	All	100%	7,318	6,171	1,147
293.04	100%	5,077	4,835	242	4.8%	No	All	100%	5,077	4,835	242
293.05	100%	4,186	3,780	406	9.7%	No	All	100%	4,186	3,780	406
293.06	100%	3,443	3,195	248	7.2%	No	All	100%	3,443	3,195	248
293.07	100%	4,202	3,753	449	10.7%	No	Partial	99%	4,153	3,709	444
294.03	100%	5,682	4,577	1,105	19.4%	Yes	All	100%	5,682	4,577	1,105
294.05	100%	5,682	4,912	770	13.6%	No	All	100%	5,682	4,912	770



# Low income population by Census Tract

	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
294.06	100%	5,222	4,361	861	16.5%	No	All	100%	5,222	4,361	861
294.07	100%	4,603	3,278	1,325	28.8%	Yes	All	100%	4,603	3,278	1,325
294.08	100%	4,109	2,757	1,352	32.9%	Yes	All	100%	4,109	2,757	1,352
295.02	100%	7,671	6,144	1,527	19.9%	Yes	All	100%	7,671	6,144	1,527
295.03	100%	8,458	4,736	3,722	44.0%	Yes	All	100%	8,458	4,736	3,722
295.04	100%	5,936	3,745	2,191	36.9%	Yes	All	100%	5,936	3,745	2,191
296.01	100%	6,902	5,087	1,815	26.3%	Yes	All	100%	6,902	5,087	1,815
296.02	100%	6,298	5,585	713	11.3%	No	All	100%	6,298	5,585	713
297	100%	7,843	6,281	1,562	19.9%	Yes	All	100%	7,843	6,281	1,562
298.01	100%	9,466	7,267	2,199	23.2%	Yes	All	100%	9,466	7,267	2,199
298.02	100%	9,297	7,850	1,447	15.6%	No	All	100%	9,297	7,850	1,447
299.01	100%	4,610	4,235	375	8.1%	No	All	100%	4,610	4,235	375
299.02	100%	4,084	3,638	446	10.9%	No	All	100%	4,084	3,638	446
300.03	100%	6,256	5,063	1,193	19.1%	Yes	All	100%	6,256	5,063	1,193
300.04	100%	8,276	6,080	2,196	26.5%	Yes	All	100%	8,276	6,080	2,196
300.05	100%	5,584	3,634	1,950	34.9%	Yes	All	100%	5,584	3,634	1,950
300.06	100%	4,109	2,427	1,682	40.9%	Yes	All	100%	4,109	2,427	1,682
301	100%	7,907	6,488	1,419	17.9%	Yes	Partial	65%	5,169	4,241	928
302.01	100%	5,571	4,622	949	17.0%	No	Partial	97%	5,386	4,468	917
302.02	100%	6,489	5,084	1,405	21.7%	Yes	All	100%	6,489	5,084	1,405
303.04	100%	3,643	2,809	834	22.9%	Yes	Partial	85%	3,090	2,383	707
303.05	100%	5,229	4,110	1,119	21.4%	Yes	No	0%	-	-	-
303.06	100%	5,724	4,954	770	13.5%	No	Partial	47%	2,686	2,324	361
303.08	100%	6,552	5,170	1,382	21.1%	Yes	Partial	70%	4,616	3,642	974
303.09	100%	5,688	5,189	499	8.8%	No	Partial	100%	5,680	5,182	498
303.1	100%	6,206	5,310	896	14.4%	No	Partial	50%	3,082	2,637	445
303.11	100%	5,577	4,520	1,057	19.0%	Yes	Partial	6%	319	259	61
303.12	100%	4,997	3,859	1,138	22.8%	Yes	Partial	92%	4,595	3,548	1,046
303.13	100%	3,666	2,645	1,021	27.9%	Yes	All	100%	3,666	2,645	1,021
303.14	100%	4,232	2,687	1,545	36.5%	Yes	All	100%	4,232	2,687	1,545
304.01	100%	9,736	7,886	1,850	19.0%	Yes	All	100%	9,736	7,886	1,850
304.03	100%	4,495	3,856	639	14.2%	No	Partial	97%	4,355	3,736	619
304.04	100%	4,879	4,261	618	12.7%	No	All	100%	4,879	4,261	618
305.01	100%	1,681	953	728	43.3%	Yes	All	100%	1,681	953	728
305.03	100%	5,862	4,179	1,683	28.7%	Yes	All	100%	5,862	4,179	1,683
305.04	100%	4,390	3,333	1,057	24.1%	Yes	All	100%	4,390	3,333	1,057
306	90%	5,290	4,293	997	18.8%	Yes	All	100%	5,290	4,293	997
307	100%	3,839	2,327	1,512	39.4%	Yes	All	100%	3,839	2,327	1,512
308.01	100%	6,979	4,077	2,902	41.6%	Yes	All	100%	6,979	4,077	2,902
308.02	100%	3,838	2,550	1,288	33.6%	Yes	All	100%	3,838	2,550	1,288
309.01	100%	3,565	2,575	990	27.8%	Yes	All	100%	3,565	2,575	990
309.02	100%	6,308	4,849	1,459	23.1%	Yes	All	100%	6,308	4,849	1,459
310	99%	3,914	3,662	252	6.4%	No	Partial	99%	3,869	3,620	249
311	81%	5,402	4,335	1,066	19.7%	Yes	All	100%	5,402	4,335	1,066
312.02	4%	233	208	25	10.7%	No	Partial	98%	228	203	24
312.05	100%	6,817	5,269	1,548	22.7%	Yes	All	100%	6,817	5,269	1,548
312.06	100%	5,320	4,087	1,232	23.2%	Yes	All	100%	5,320	4,087	1,232
317.03	78%	5,579	4,694	885	15.9%	No	Partial	99%	5,509	4,636	874
317.04	62%	3,393	2,853	540	15.9%	No	Partial	89%	3,009	2,530	479
318	8%	370	340	30	8.0%	No	Partial	100%	370	340	30
319.03	39%	2,596	2,424	172	6.6%	No	Partial	0%	1	1	0
319.06	1%	56	52	3	6.1%	No	No	0%	-	-	-
319.07	85%	6,622	5,933	689	10.4%	No	Partial	51%	3,365	3,015	350
319.08	100%	4,439	3,859	580	13.1%	No	Partial	78%	3,447	2,997	450
319.09	67%	1,949	1,798	151	7.7%	No	Partial	100%	1,947	1,796	151
321.02	1%	68	63	5	8.0%	No	All	100%	68	63	5

Low income population by Census Tract											
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Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
321.03	100%	4,915	4,112	803	16.3%	No	All	100%	4,915	4,112	803
321.04	36%	2,210	1,836	375	16.9%	No	Partial	100%	2,205	1,832	374
322.03	100%	7,893	7,591	302	3.8%	No	Partial	14%	1,082	1,041	41
322.07	100%	3,701	3,558	143	3.9%	No	Partial	31%	1,159	1,114	45
322.08	100%	9,637	8,664	973	10.1%	No	Partial	100%	9,592	8,623	968
322.1	17%	2,365	2,209	157	6.6%	No	Partial	93%	2,200	2,054	146
322.11	100%	4,989	4,867	122	2.4%	No	Partial	75%	3,736	3,645	91
322.12	100%	8,239	7,981	258	3.1%	No	Partial	100%	8,227	7,969	258
322.13	89%	4,005	3,958	47	1.2%	No	Partial	1%	52	51	1
322.14	100%	6,397	6,186	211	3.3%	No	Partial	25%	1,580	1,528	52
322.15	73%	3,771	3,592	178	4.7%	No	No	0%	-	-	-
323.09	100%	7,382	6,725	657	8.9%	No	All	100%	7,382	6,725	657
323.13	49%	3,199	2,754	444	13.9%	No	All	100%	3,199	2,754	444
323.16	93%	5,114	4,849	265	5.2%	No	Partial	42%	2,145	2,034	111
323.17	100%	6,210	5,948	262	4.2%	No	Partial	33%	2,044	1,958	86
323.18	35%	2,178	2,092	86	4.0%	No	Partial	42%	915	879	36
323.19	85%	4,818	4,524	293	6.1%	No	All	100%	4,818	4,524	293
323.2	32%	1,475	1,431	43	2.9%	No	All	100%	1,475	1,431	43
323.21	63%	3,625	3,492	133	3.7%	No	Partial	64%	2,337	2,251	86
323.22	68%	2,461	2,399	61	2.5%	No	No	0%	-	-	-
323.23	100%	5,838	5,656	182	3.1%	No	All	100%	5,838	5,656	182
323.24	100%	5,436	4,971	465	8.6%	No	All	100%	5,436	4,971	465
323.25	100%	5,810	5,204	606	10.4%	No	All	100%	5,810	5,204	606
323.26	0%	19	17	2	9.6%	No	Partial	100%	19	17	2
Pierce County:											
602	100%	1,944	1,045	899	46.2%	Yes	All	100%	1,944	1,045	899
603	100%	4,490	3,784	706	15.7%	No	Partial	1%	56	47	9
604	100%	4,080	3,750	330	8.1%	No	Partial	97%	3,967	3,647	321
605	100%	4,085	3,643	442	10.8%	No	All	100%	4,085	3,643	442
606	100%	5,393	4,529	864	16.0%	No	All	100%	5,393	4,529	864
607	100%	5,925	4,754	1,171	19.8%	Yes	All	100%	5,925	4,754	1,171
608	100%	5,381	4,873	508	9.4%	No	All	100%	5,381	4,873	508
609.03	100%	3,619	3,040	579	16.0%	No	Partial	44%	1,602	1,346	256
609.04	100%	5,203	3,792	1,411	27.1%	Yes	Partial	69%	3,612	2,633	980
609.05	100%	6,517	5,469	1,048	16.1%	No	All	100%	6,517	5,469	1,048
609.06	100%	2,250	2,051	199	8.8%	No	All	100%	2,250	2,051	199
610.01	100%	3,811	3,235	576	15.1%	No	All	100%	3,811	3,235	576
610.02	100%	4,251	2,830	1,421	33.4%	Yes	All	100%	4,251	2,830	1,421
611	100%	6,377	5,367	1,010	15.8%	No	All	100%	6,377	5,367	1,010
612	100%	5,467	4,427	1,040	19.0%	Yes	All	100%	5,467	4,427	1,040
613	100%	4,888	3,175	1,713	35.0%	Yes	All	100%	4,888	3,175	1,713
614	100%	2,658	1,112	1,546	58.2%	Yes	All	100%	2,658	1,112	1,546
615	100%	4,929	3,431	1,498	30.4%	Yes	All	100%	4,929	3,431	1,498
616.01	100%	1,955	1,014	941	48.1%	Yes	All	100%	1,955	1,014	941
616.02	100%	869	500	369	42.5%	Yes	All	100%	869	500	369
617	100%	4,696	3,520	1,176	25.0%	Yes	All	100%	4,696	3,520	1,176
618	100%	2,702	1,912	790	29.2%	Yes	All	100%	2,702	1,912	790
619	100%	1,808	822	986	54.5%	Yes	All	100%	1,808	822	986
620	100%	4,739	3,058	1,681	35.5%	Yes	All	100%	4,739	3,058	1,681
623	100%	5,495	3,993	1,502	27.3%	Yes	All	100%	5,495	3,993	1,502
624	100%	5,748	4,202	1,546	26.9%	Yes	All	100%	5,748	4,202	1,546
625	100%	7,105	5,155	1,950	27.4%	Yes	All	100%	7,105	5,155	1,950
626	100%	3,154	2,443	711	22.5%	Yes	All	100%	3,154	2,443	711
628.01	100%	6,442	3,645	2,797	43.4%	Yes	All	100%	6,442	3,645	2,797
628.02	100%	4,329	3,489	840	19.4%	Yes	All	100%	4,329	3,489	840
629	100%	7,106	5,185	1,921	27.0%	Yes	All	100%	7,106	5,185	1,921

# Low income population by Census Tract

	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
630	100%	3,458	2,566	892	25.8%	Yes	All	100%	3,458	2,566	892
631	100%	4,472	3,446	1,026	22.9%	Yes	All	100%	4,472	3,446	1,026
632	100%	5,313	4,186	1,127	21.2%	Yes	All	100%	5,313	4,186	1,127
633	100%	8,243	5,519	2,724	33.0%	Yes	All	100%	8,243	5,519	2,724
634	100%	7,150	4,837	2,313	32.3%	Yes	All	100%	7,150	4,837	2,313
635.01	100%	4,235	3,068	1,167	27.6%	Yes	All	100%	4,235	3,068	1,167
635.02	100%	4,563	3,446	1,117	24.5%	Yes	All	100%	4,563	3,446	1,117
702.03	99%	6,564	6,102	462	7.0%	No	Partial	26%	1,687	1,568	119
702.04	48%	1,815	1,496	319	17.6%	No	No	0%	-	-	-
703.07	43%	2,286	2,162	124	5.4%	No	Partial	35%	797	754	43
703.08	100%	4,100	3,588	512	12.5%	No	All	100%	4,100	3,588	512
703.09	100%	5,609	4,981	628	11.2%	No	Partial	76%	4,270	3,792	478
703.1	100%	5,175	4,473	702	13.6%	No	All	100%	5,175	4,473	702
703.11	100%	5,088	4,520	568	11.2%	No	Partial	36%	1,811	1,609	202
703.12	100%	6,219	5,576	643	10.3%	No	All	100%	6,219	5,576	643
703.13	100%	6,370	5,365	1,005	15.8%	No	All	100%	6,370	5,365	1,005
703.14	100%	3,429	3,245	184	5.4%	No	All	100%	3,429	3,245	184
703.15	47%	2,851	2,630	221	7.8%	No	Partial	100%	2,849	2,628	221
703.16	100%	5,770	5,280	490	8.5%	No	All	100%	5,770	5,280	490
704.01	100%	2,102	1,726	376	17.9%	Yes	All	100%	2,102	1,726	376
704.03	98%	3,761	3,259	502	13.4%	No	No	0%	-	-	-
704.04	100%	5,112	4,178	934	18.3%	Yes	Partial	1%	34	28	6
707.03	100%	6,271	5,596	675	10.8%	No	All	100%	6,271	5,596	675
711	100%	2,235	1,713	522	23.4%	Yes	Partial	99%	2,222	1,703	519
712.05	100%	4,992	4,036	956	19.2%	Yes	All	100%	4,992	4,036	956
712.06	100%	6,412	5,525	887	13.8%	No	All	100%	6,412	5,525	887
712.07	100%	6,567	5,175	1,392	21.2%	Yes	All	100%	6,567	5,175	1,392
712.08	100%	7,147	5,816	1,331	18.6%	Yes	All	100%	7,147	5,816	1,331
712.09	100%	3,983	3,288	695	17.4%	No	All	100%	3,983	3,288	695
712.1	100%	4,923	4,514	409	8.3%	No	All	100%	4,923	4,514	409
713.04	100%	6,494	5,402	1,092	16.8%	No	Partial	95%	6,183	5,143	1,040
713.05	100%	3,862	3,303	559	14.5%	No	Partial	79%	3,033	2,594	439
713.06	100%	6,347	5,763	584	9.2%	No	Partial	12%	787	714	72
713.07	100%	4,887	4,025	862	17.6%	No	All	100%	4,887	4,025	862
713.09	100%	4,713	4,032	681	14.4%	No	Partial	11%	523	447	76
713.1	100%	5,399	5,050	349	6.5%	No	Partial	69%	3,715	3,475	240
714.03	100%	4,173	3,407	766	18.4%	Yes	All	100%	4,173	3,407	766
714.06	100%	7,444	6,130	1,314	17.7%	No	No	0%	-	-	-
714.07	100%	6,816	5,843	973	14.3%	No	No	0%	-	-	-
714.08	100%	4,137	3,015	1,122	27.1%	Yes	Partial	67%	2,791	2,034	757
714.09	100%	4,466	3,427	1,039	23.3%	Yes	Partial	25%	1,129	866	263
714.1	100%	7,227	5,886	1,341	18.6%	Yes	Partial	0%	30	24	6
714.11	100%	5,929	4,877	1,052	17.7%	Yes	No	0%	-	-	-
715.03	100%	5,358	4,276	1,082	20.2%	Yes	All	100%	5,358	4,276	1,082
715.04	100%	4,887	2,880	2,007	41.1%	Yes	All	100%	4,887	2,880	2,007
715.05	100%	5,144	4,257	887	17.2%	No	All	100%	5,144	4,257	887
715.06	100%	5,049	4,490	559	11.1%	No	Partial	56%	2,822	2,510	312
716.01	100%	4,956	3,361	1,595	32.2%	Yes	All	100%	4,956	3,361	1,595
716.02	100%	7,232	5,620	1,612	22.3%	Yes	All	100%	7,232	5,620	1,612
717.03	100%	3,690	2,351	1,339	36.3%	Yes	All	100%	3,690	2,351	1,339
717.04	100%	4,899	2,386	2,513	51.3%	Yes	All	100%	4,899	2,386	2,513
717.05	100%	3,911	2,483	1,428	36.5%	Yes	All	100%	3,911	2,483	1,428
717.06	100%	1,860	1,075	785	42.2%	Yes	All	100%	1,860	1,075	785
717.07	100%	2,560	1,960	600	23.4%	Yes	All	100%	2,560	1,960	600
718.03	100%	5,560	4,175	1,385	24.9%	Yes	All	100%	5,560	4,175	1,385
718.05	100%	4,431	2,582	1,849	41.7%	Yes	All	100%	4,431	2,582	1,849

Low income population by Census Tract											
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Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
718.06	100%	3,721	1,484	2,237	60.1%	Yes	All	100%	3,721	1,484	2,237
718.07	100%	3,687	2,690	997	27.0%	Yes	All	100%	3,687	2,690	997
718.08	100%	4,136	2,187	1,949	47.1%	Yes	All	100%	4,136	2,187	1,949
719.01	100%	4,949	3,610	1,339	27.1%	Yes	All	100%	4,949	3,610	1,339
719.02	100%	5,266	4,611	655	12.4%	No	All	100%	5,266	4,611	655
720	100%	4,130	2,235	1,895	45.9%	Yes	All	100%	4,130	2,235	1,895
721.05	100%	4,996	4,319	677	13.6%	No	All	100%	4,996	4,319	677
721.06	100%	6,397	4,650	1,747	27.3%	Yes	All	100%	6,397	4,650	1,747
721.07	100%	4,158	3,577	581	14.0%	No	All	100%	4,158	3,577	581
721.08	100%	5,001	3,956	1,045	20.9%	Yes	All	100%	5,001	3,956	1,045
721.09	77%	2,589	2,271	318	12.3%	No	Partial	61%	1,574	1,380	193
721.11	100%	2,700	2,246	454	16.8%	No	All	100%	2,700	2,246	454
721.12	100%	4,707	4,059	648	13.8%	No	All	100%	4,707	4,059	648
723.05	100%	5,876	4,867	1,009	17.2%	No	All	100%	5,876	4,867	1,009
723.07	100%	4,538	3,640	898	19.8%	Yes	All	100%	4,538	3,640	898
723.08	100%	7,985	6,329	1,656	20.7%	Yes	All	100%	7,985	6,329	1,656
723.09	100%	6,352	5,068	1,284	20.2%	Yes	All	100%	6,352	5,068	1,284
723.1	100%	3,702	3,012	690	18.6%	Yes	All	100%	3,702	3,012	690
723.11	100%	4,518	3,350	1,168	25.9%	Yes	All	100%	4,518	3,350	1,168
723.12	100%	5,528	4,184	1,344	24.3%	Yes	All	100%	5,528	4,184	1,344
723.13	100%	3,573	3,212	361	10.1%	No	All	100%	3,573	3,212	361
728	87%	8,165	7,302	863	10.6%	No	Partial	7%	557	498	59
729.01	100%	2,849	2,420	429	15.1%	No	All	100%	2,849	2,420	429
729.03	100%	2,875	2,248	627	21.8%	Yes	Partial	40%	1,154	903	252
729.05	100%	5,983	3,653	2,330	38.9%	Yes	Partial	5%	305	186	119
729.06	99%	117	117	-	0.0%	No	Partial	7%	8	8	-
729.07	100%	5,608	3,417	2,191	39.1%	Yes	Partial	87%	4,876	2,971	1,905
731.08	100%	8,593	7,541	1,052	12.2%	No	No	0%	-	-	-
731.1	100%	3,391	3,120	271	8.0%	No	Partial	95%	3,210	2,954	257
731.11	100%	4,111	3,533	578	14.1%	No	Partial	43%	1,753	1,507	247
731.13	100%	7,299	6,746	553	7.6%	No	No	0%	-	-	-
731.14	76%	4,201	3,269	932	22.2%	Yes	No	0%	-	-	-
731.18	18%	751	684	67	8.9%	No	No	0%	-	-	-
731.2	100%	3,951	3,439	512	13.0%	No	Partial	32%	1,255	1,093	163
731.21	100%	4,622	4,438	184	4.0%	No	No	0%	-	-	-
731.22	100%	5,175	4,700	475	9.2%	No	No	0%	-	-	-
731.23	100%	4,998	4,591	407	8.1%	No	Partial	1%	55	50	4
731.24	100%	3,527	3,106	421	11.9%	No	No	0%	-	-	-
731.25	100%	11,493	9,772	1,721	15.0%	No	No	0%	-	-	-
731.26	100%	4,306	3,794	512	11.9%	No	No	0%	-	-	-
733.01	100%	5,580	4,315	1,265	22.7%	Yes	All	100%	5,580	4,315	1,265
733.02	100%	4,233	3,508	725	17.1%	No	All	100%	4,233	3,508	725
734.04	100%	5,868	4,637	1,231	21.0%	Yes	All	100%	5,868	4,637	1,231
734.05	100%	3,420	2,760	660	19.3%	Yes	All	100%	3,420	2,760	660
734.06	100%	5,509	4,569	940	17.1%	No	All	100%	5,509	4,569	940
734.07	100%	3,504	2,872	632	18.0%	Yes	All	100%	3,504	2,872	632
734.08	100%	4,179	3,380	799	19.1%	Yes	All	100%	4,179	3,380	799
735	100%	7,631	7,063	568	7.4%	No	All	100%	7,631	7,063	568
9400.01	100%	2,734	2,523	211	7.7%	No	Partial	62%	1,692	1,562	131
9400.02	100%	4,058	3,344	714	17.6%	No	All	100%	4,058	3,344	714
9400.03	100%	7,728	6,182	1,546	20.0%	Yes	All	100%	7,728	6,182	1,546
9400.04	100%	6,553	5,441	1,112	17.0%	No	All	100%	6,553	5,441	1,112
9400.05	100%	6,093	5,278	815	13.4%	No	All	100%	6,093	5,278	815
9400.06	100%	3,133	1,179	1,954	62.4%	Yes	All	100%	3,133	1,179	1,954
9400.07	100%	3,187	2,168	1,019	32.0%	Yes	All	100%	3,187	2,168	1,019
9400.08	100%	6,050	5,266	784	13.0%	No	All	100%	6,050	5,266	784

# Low income population by Census Tract

	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
9400.09	100%	2,958	2,690	268	9.1%	No	All	100%	2,958	2,690	268
9400.1	100%	4,315	3,523	792	18.4%	Yes	All	100%	4,315	3,523	792
9400.11	100%	4,308	4,017	291	6.8%	No	Partial	93%	4,026	3,754	272
Snohomish County:											
401	100%	3,892	3,595	297	7.6%	No	All	100%	3,892	3,595	297
402	100%	5,936	3,189	2,747	46.3%	Yes	All	100%	5,936	3,189	2,747
403	100%	3,092	2,157	935	30.2%	Yes	All	100%	3,092	2,157	935
404	100%	3,870	2,995	875	22.6%	Yes	All	100%	3,870	2,995	875
405	100%	2,315	1,696	619	26.7%	Yes	All	100%	2,315	1,696	619
407	100%	3,458	1,915	1,543	44.6%	Yes	All	100%	3,458	1,915	1,543
408	100%	2,444	1,884	560	22.9%	Yes	All	100%	2,444	1,884	560
409	100%	3,096	2,573	523	16.9%	No	All	100%	3,096	2,573	523
410	100%	5,582	4,446	1,136	20.4%	Yes	All	100%	5,582	4,446	1,136
411	100%	4,624	3,377	1,247	27.0%	Yes	All	100%	4,624	3,377	1,247
412.01	100%	3,310	2,601	709	21.4%	Yes	All	100%	3,310	2,601	709
412.02	100%	5,944	4,017	1,927	32.4%	Yes	All	100%	5,944	4,017	1,927
413.01	100%	5,650	5,556	94	1.7%	No	All	100%	5,650	5,556	94
413.03	100%	4,196	3,650	546	13.0%	No	All	100%	4,196	3,650	546
413.04	100%	2,996	2,653	343	11.4%	No	All	100%	2,996	2,653	343
414	100%	5,574	4,272	1,302	23.4%	Yes	All	100%	5,574	4,272	1,302
415	88%	1,123	831	291	26.0%	Yes	All	100%	1,123	831	291
416.01	100%	6,129	5,492	637	10.4%	No	All	100%	6,129	5,492	637
416.05	100%	7,026	6,112	914	13.0%	No	All	100%	7,026	6,112	914
416.06	100%	5,708	4,781	927	16.2%	No	All	100%	5,708	4,781	927
416.07	86%	3,550	3,396	153	4.3%	No	Partial	96%	3,391	3,244	146
416.08	100%	6,589	6,445	144	2.2%	No	Partial	60%	3,980	3,893	87
417.01	100%	5,979	4,628	1,351	22.6%	Yes	All	100%	5,979	4,628	1,351
417.03	100%	5,944	5,307	637	10.7%	No	All	100%	5,944	5,307	637
417.04	100%	5,719	4,771	948	16.6%	No	All	100%	5,719	4,771	948
418.05	100%	5,846	4,434	1,412	24.2%	Yes	All	100%	5,846	4,434	1,412
418.06	100%	8,581	6,566	2,015	23.5%	Yes	All	100%	8,581	6,566	2,015
418.08	100%	4,078	3,284	794	19.5%	Yes	All	100%	4,078	3,284	794
418.09	100%	5,240	3,797	1,443	27.5%	Yes	All	100%	5,240	3,797	1,443
418.1	100%	4,743	4,016	727	15.3%	No	All	100%	4,743	4,016	727
418.11	100%	6,720	5,894	826	12.3%	No	All	100%	6,720	5,894	826
418.12	100%	6,681	4,696	1,985	29.7%	Yes	All	100%	6,681	4,696	1,985
419.01	100%	4,731	3,878	853	18.0%	Yes	All	100%	4,731	3,878	853
419.03	100%	7,973	5,045	2,928	36.7%	Yes	All	100%	7,973	5,045	2,928
419.04	100%	5,494	3,382	2,112	38.4%	Yes	All	100%	5,494	3,382	2,112
419.05	100%	6,294	4,928	1,366	21.7%	Yes	All	100%	6,294	4,928	1,366
420.01	100%	5,934	5,350	584	9.8%	No	All	100%	5,934	5,350	584
420.03	100%	3,111	3,057	54	1.7%	No	Partial	43%	1,336	1,312	23
420.04	100%	4,338	3,890	448	10.3%	No	All	100%	4,338	3,890	448
420.05	100%	5,269	4,835	434	8.2%	No	Partial	95%	5,013	4,600	413
420.06	100%	4,910	4,291	619	12.6%	No	All	100%	4,910	4,291	619
501.01	100%	2,981	2,641	340	11.4%	No	Partial	100%	2,968	2,630	339
501.02	100%	6,447	5,080	1,367	21.2%	Yes	All	100%	6,447	5,080	1,367
502	100%	4,162	3,971	191	4.6%	No	All	100%	4,162	3,971	191
503	100%	5,328	4,980	348	6.5%	No	All	100%	5,328	4,980	348
504.01	100%	7,109	6,633	476	6.7%	No	All	100%	7,109	6,633	476
504.02	100%	5,601	5,191	410	7.3%	No	All	100%	5,601	5,191	410
505	100%	6,905	6,207	698	10.1%	No	All	100%	6,905	6,207	698
506	100%	1,274	1,206	68	5.3%	No	All	100%	1,274	1,206	68
507	100%	6,113	5,551	562	9.2%	No	All	100%	6,113	5,551	562
508	100%	6,381	5,717	664	10.4%	No	All	100%	6,381	5,717	664
509	100%	3,616	2,779	837	23.1%	Yes	All	100%	3,616	2,779	837

# Low income population by Census Tract

	B	C	D	E	F	G	H	I	J	K	L
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	Non-Low Income pop. ST district	Low income Pop. ST district	Low income Population, % of total	Above average % low income	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Non-Low Income pop. ST service area	Low income Pop. ST service area
510	100%	4,722	4,170	552	11.7%	No	All	100%	4,722	4,170	552
511	100%	3,811	3,384	427	11.2%	No	All	100%	3,811	3,384	427
512	100%	4,358	3,462	896	20.6%	Yes	All	100%	4,358	3,462	896
513	100%	7,200	6,614	586	8.1%	No	All	100%	7,200	6,614	586
514	100%	7,914	5,525	2,389	30.2%	Yes	All	100%	7,914	5,525	2,389
515	100%	5,415	4,017	1,398	25.8%	Yes	All	100%	5,415	4,017	1,398
516.01	100%	4,460	3,245	1,215	27.2%	Yes	All	100%	4,460	3,245	1,215
516.02	100%	3,886	3,373	513	13.2%	No	All	100%	3,886	3,373	513
517.01	100%	6,294	4,786	1,508	24.0%	Yes	All	100%	6,294	4,786	1,508
517.02	100%	4,308	3,372	936	21.7%	Yes	All	100%	4,308	3,372	936
518.02	100%	5,563	4,690	873	15.7%	No	All	100%	5,563	4,690	873
518.03	100%	6,673	4,562	2,111	31.6%	Yes	All	100%	6,673	4,562	2,111
518.04	100%	5,733	5,376	357	6.2%	No	All	100%	5,733	5,376	357
519.05	100%	8,585	7,334	1,251	14.6%	No	All	100%	8,585	7,334	1,251
519.12	1%	19	18	1	5.2%	No	All	100%	19	18	1
519.13	100%	4,797	4,227	570	11.9%	No	All	100%	4,797	4,227	570
519.14	100%	4,409	4,100	309	7.0%	No	All	100%	4,409	4,100	309
519.15	100%	7,630	7,152	478	6.3%	No	All	100%	7,630	7,152	478
519.16	100%	3,667	3,290	377	10.3%	No	All	100%	3,667	3,290	377
519.17	100%	4,133	4,013	120	2.9%	No	All	100%	4,133	4,013	120
519.18	100%	5,171	4,580	591	11.4%	No	All	100%	5,171	4,580	591
519.21	100%	5,576	4,646	930	16.7%	No	All	100%	5,576	4,646	930
519.22	100%	5,754	5,212	542	9.4%	No	All	100%	5,754	5,212	542
519.23	100%	6,462	5,968	494	7.6%	No	Partial	63%	4,086	3,774	312
519.24	100%	6,893	6,400	493	7.2%	No	Partial	95%	6,520	6,054	466
519.25	100%	8,400	7,912	488	5.8%	No	All	100%	8,400	7,912	488
519.26	21%	1,096	1,039	57	5.2%	No	All	100%	1,096	1,039	57
519.27	100%	5,306	5,029	277	5.2%	No	All	100%	5,306	5,029	277
519.28	100%	5,553	4,378	1,175	21.2%	Yes	All	100%	5,553	4,378	1,175
520.03	28%	2,691	2,423	268	10.0%	No	Partial	45%	1,224	1,102	122
520.04	100%	6,504	5,905	599	9.2%	No	All	100%	6,504	5,905	599
520.05	100%	5,815	5,474	341	5.9%	No	Partial	61%	3,570	3,360	209
520.06	100%	4,516	4,186	330	7.3%	No	Partial	9%	418	388	31
520.07	100%	5,800	5,265	535	9.2%	No	Partial	20%	1,167	1,059	108
521.04	10%	402	349	53	13.1%	No	All	100%	402	349	53
521.05	1%	22	21	2	8.1%	No	Partial	100%	22	21	2
521.14	32%	1,550	1,479	71	4.6%	No	No	0%	-	-	-
521.15	100%	7,039	6,392	647	9.2%	No	No	0%	-	-	-
521.18	7%	535	497	38	7.0%	No	No	0%	-	-	-
Total		2,959,101	2,436,288	522,814					2,482,856	2,014,187	464,892
% low income population in:				17.7%							18.7%

NOTE: Low income is defined as individuals with an income below 150 percent of poverty level

**Limited English proficiency (LEP) population by Census Tract**

A	B	C	D	E	F	G	H	I	J
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	LEP Population	% of LEP in ST district	Above avg % LEP residents	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Estimated LEP Population ST service area
King County:									
1	100%	7,587	1,319	17.4%	Yes	All	100%	7,587	1,319
2	100%	7,583	886	11.7%	Yes	All	100%	7,583	886
3	100%	2,704	151	5.6%	No	All	100%	2,704	151
4.01	100%	6,283	781	12.4%	Yes	All	100%	6,283	781
4.02	100%	5,172	248	4.8%	No	All	100%	5,172	248
5	100%	2,867	112	3.9%	No	Partial	99%	2,849	111
6	100%	7,544	940	12.5%	Yes	All	100%	7,544	940
7	100%	4,539	704	15.5%	Yes	All	100%	4,539	704
8	100%	2,425	65	2.7%	No	All	100%	2,425	65
9	100%	1,883	65	3.5%	No	Partial	95%	1,788	62
10	100%	1,854	113	6.1%	No	All	100%	1,854	113
11	100%	2,640	184	7.0%	No	All	100%	2,640	184
12	100%	6,647	1,117	16.8%	Yes	All	100%	6,647	1,117
13	100%	4,199	483	11.5%	Yes	All	100%	4,199	483
14	100%	5,267	249	4.7%	No	Partial	99%	5,216	247
15	100%	2,422	63	2.6%	No	No	0%	-	-
16	100%	4,288	84	2.0%	No	Partial	47%	2,036	40
17.01	100%	3,644	72	2.0%	No	All	100%	3,644	72
17.02	100%	4,548	298	6.6%	No	All	100%	4,548	298
18	100%	5,046	412	8.2%	No	All	100%	5,046	412
19	100%	4,613	348	7.5%	No	All	100%	4,613	348
20	100%	3,529	110	3.1%	No	All	100%	3,529	110
21	100%	3,975	182	4.6%	No	All	100%	3,975	182
22	100%	5,412	210	3.9%	No	Partial	87%	4,685	182
24	100%	3,048	89	2.9%	No	All	100%	3,048	89
25	100%	3,174	57	1.8%	No	All	100%	3,174	57
26	100%	4,686	86	1.8%	No	All	100%	4,686	86
27	100%	5,657	212	3.7%	No	All	100%	5,657	212
28	100%	4,421	49	1.1%	No	All	100%	4,421	49
29	100%	4,489	57	1.3%	No	All	100%	4,489	57
30	100%	5,598	266	4.8%	No	Partial	56%	3,136	149
31	100%	6,064	41	0.7%	No	No	0%	-	-
32	100%	8,073	148	1.8%	No	No	0%	-	-
33	100%	6,462	70	1.1%	No	Partial	39%	2,505	27
34	100%	3,457	25	0.7%	No	All	100%	3,457	25
35	100%	3,882	97	2.5%	No	All	100%	3,882	97
36	100%	6,455	194	3.0%	No	All	100%	6,455	194
38	100%	2,009	70	3.5%	No	All	100%	2,009	70
39	100%	2,836	170	6.0%	No	All	100%	2,836	170
40	100%	3,066	129	4.2%	No	Partial	46%	1,397	59
41	100%	7,453	411	5.5%	No	Partial	87%	6,501	359
42	100%	7,805	304	3.9%	No	Partial	97%	7,604	296
43.01	100%	3,462	128	3.7%	No	All	100%	3,462	128
43.02	100%	3,817	633	16.6%	Yes	All	100%	3,817	633
44	100%	7,154	302	4.2%	No	All	100%	7,154	302
45	100%	2,961	42	1.4%	No	All	100%	2,961	42
46	100%	3,512	91	2.6%	No	All	100%	3,512	91
47	100%	8,362	260	3.1%	No	Partial	34%	2,874	89
48	100%	4,957	61	1.2%	No	Partial	100%	4,950	61
49	100%	7,164	69	1.0%	No	All	100%	7,164	69
50	100%	4,058	88	2.2%	No	All	100%	4,058	88
51	100%	3,487	123	3.5%	No	All	100%	3,487	123
52	100%	6,837	686	10.0%	No	All	100%	6,837	686
53.01	100%	7,759	1,276	16.4%	Yes	All	100%	7,759	1,276
53.02	100%	4,717	307	6.5%	No	All	100%	4,717	307
54	100%	5,462	56	1.0%	No	All	100%	5,462	56
56	100%	6,548	164	2.5%	No	No	0%	-	-
57	100%	6,356	172	2.7%	No	No	0%	-	-

Limited English proficiency (LEP) population by Census Tract									
A	B	C	D	E	F	G	H	I	J
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	LEP Population	% of LEP in ST district	Above avg % LEP residents	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Estimated LEP Population ST service area
58.01	100%	5,122	219	4.3%	No	No	0%	-	-
58.02	100%	5,327	234	4.4%	No	No	0%	-	-
59	100%	7,590	113	1.5%	No	Partial	0%	21	0
60	100%	5,552	43	0.8%	No	Partial	78%	4,334	34
61	100%	5,148	27	0.5%	No	All	100%	5,148	27
62	100%	4,050	58	1.4%	No	All	100%	4,050	58
63	100%	5,365	126	2.3%	No	All	100%	5,365	126
64	100%	3,352	39	1.2%	No	All	100%	3,352	39
65	100%	4,548	75	1.6%	No	All	100%	4,548	75
66	100%	3,986	71	1.8%	No	All	100%	3,986	71
67	100%	8,318	637	7.7%	No	Partial	100%	8,307	636
68	100%	3,165	89	2.8%	No	Partial	46%	1,462	41
69	100%	4,756	28	0.6%	No	No	0%	-	-
70	100%	7,106	95	1.3%	No	Partial	13%	898	12
71	100%	4,357	330	7.6%	No	Partial	22%	959	73
72	100%	8,660	270	3.1%	No	Partial	98%	8,515	265
73	100%	6,544	371	5.7%	No	All	100%	6,544	371
74.01	100%	5,164	109	2.1%	No	All	100%	5,164	109
74.02	100%	5,297	128	2.4%	No	All	100%	5,297	128
75	100%	8,362	107	1.3%	No	All	100%	8,362	107
76	100%	4,059	352	8.7%	No	All	100%	4,059	352
77	100%	5,105	15	0.3%	No	All	100%	5,105	15
78	100%	5,601	83	1.5%	No	All	100%	5,601	83
79	100%	6,201	334	5.4%	No	All	100%	6,201	334
80.01	100%	6,457	96	1.5%	No	Partial	89%	5,718	85
80.02	100%	3,639	276	7.6%	No	All	100%	3,639	276
81	100%	4,790	242	5.1%	No	All	100%	4,790	242
82	100%	4,100	421	10.3%	Yes	All	100%	4,100	421
83	100%	3,083	164	5.3%	No	All	100%	3,083	164
84	100%	4,500	220	4.9%	No	All	100%	4,500	220
85	100%	4,281	415	9.7%	No	All	100%	4,281	415
86	100%	5,274	615	11.7%	Yes	All	100%	5,274	615
87	100%	4,612	382	8.3%	No	All	100%	4,612	382
88	100%	3,935	195	5.0%	No	All	100%	3,935	195
89	100%	5,400	328	6.1%	No	All	100%	5,400	328
90	100%	3,452	787	22.8%	Yes	All	100%	3,452	787
91	100%	2,378	1,112	46.8%	Yes	All	100%	2,378	1,112
92	100%	2,864	605	21.1%	Yes	All	100%	2,864	605
93	100%	2,619	325	12.4%	Yes	Partial	93%	2,427	301
94	100%	6,393	1,961	30.7%	Yes	All	100%	6,393	1,961
95	100%	6,285	314	5.0%	No	All	100%	6,285	314
96	100%	5,539	114	2.1%	No	No	0%	-	-
97.01	100%	5,952	167	2.8%	No	No	0%	-	-
97.02	100%	5,206	48	0.9%	No	No	0%	-	-
98	100%	6,986	87	1.2%	No	No	0%	-	-
99	100%	5,345	299	5.6%	No	Partial	30%	1,589	89
100.01	100%	4,061	912	22.5%	Yes	All	100%	4,061	912
100.02	100%	4,537	1,167	25.7%	Yes	All	100%	4,537	1,167
101	100%	7,477	883	11.8%	Yes	Partial	97%	7,241	855
102	100%	4,263	323	7.6%	No	Partial	33%	1,428	108
103	100%	6,445	1,109	17.2%	Yes	All	100%	6,445	1,109
104.01	100%	4,049	1,594	39.4%	Yes	All	100%	4,049	1,594
104.02	100%	4,718	1,613	34.2%	Yes	Partial	70%	3,296	1,127
105	100%	7,250	181	2.5%	No	No	0%	-	-
106	100%	7,690	412	5.4%	No	No	0%	-	-
107.01	100%	3,263	438	13.4%	Yes	No	0%	-	-
107.02	100%	4,052	1,032	25.5%	Yes	No	0%	-	-
108	100%	4,617	279	6.0%	No	No	0%	-	-
109	100%	1,023	-	0.0%	No	Partial	20%	201	-



**Limited English proficiency (LEP) population by Census Tract**

A	B	C	D	E	F	G	H	I	J
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	LEP Population	% of LEP in ST district	Above avg % LEP residents	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Estimated LEP Population ST service area
110.01	100%	4,375	1,473	33.7%	Yes	All	100%	4,375	1,473
110.02	100%	4,639	1,872	40.4%	Yes	Partial	71%	3,271	1,320
111.01	100%	5,160	1,561	30.3%	Yes	All	100%	5,160	1,561
111.02	100%	4,307	806	18.7%	Yes	Partial	94%	4,049	758
112	100%	3,250	655	20.2%	Yes	Partial	69%	2,228	449
113	100%	6,660	1,019	15.3%	Yes	Partial	36%	2,385	365
114.01	100%	4,154	593	14.3%	Yes	No	0%	-	-
114.02	100%	4,066	867	21.3%	Yes	Partial	67%	2,720	580
115	100%	4,135	156	3.8%	No	No	0%	-	-
116	100%	6,444	103	1.6%	No	No	0%	-	-
117	100%	5,420	1,486	27.4%	Yes	All	100%	5,420	1,486
118	100%	7,736	2,298	29.7%	Yes	All	100%	7,736	2,298
119	100%	7,227	1,094	15.1%	Yes	All	100%	7,227	1,094
120	100%	3,348	33	1.0%	No	Partial	1%	25	0
121	100%	2,543	23	0.9%	No	Partial	26%	659	6
201	100%	3,036	87	2.9%	No	All	100%	3,036	87
202	100%	4,947	208	4.2%	No	All	100%	4,947	208
203	100%	6,635	1,104	16.6%	Yes	All	100%	6,635	1,104
204.01	100%	3,407	325	9.5%	No	All	100%	3,407	325
204.02	100%	5,118	305	6.0%	No	All	100%	5,118	305
205	100%	6,132	814	13.3%	Yes	All	100%	6,132	814
206	100%	3,399	357	10.5%	Yes	All	100%	3,399	357
207	100%	3,686	761	20.6%	Yes	All	100%	3,686	761
208	100%	4,102	201	4.9%	No	All	100%	4,102	201
209	100%	3,589	270	7.5%	No	All	100%	3,589	270
210	100%	5,447	540	9.9%	No	All	100%	5,447	540
211	100%	4,378	737	16.8%	Yes	All	100%	4,378	737
213	100%	3,937	377	9.6%	No	All	100%	3,937	377
214	100%	3,734	123	3.3%	No	All	100%	3,734	123
215	100%	4,137	171	4.1%	No	All	100%	4,137	171
216	100%	4,658	275	5.9%	No	All	100%	4,658	275
217	100%	8,104	759	9.4%	No	All	100%	8,104	759
218.02	100%	5,075	345	6.8%	No	All	100%	5,075	345
218.03	100%	4,654	286	6.1%	No	All	100%	4,654	286
218.04	100%	4,795	450	9.4%	No	All	100%	4,795	450
219.03	100%	5,722	268	4.7%	No	Partial	64%	3,659	171
219.04	100%	4,604	756	16.4%	Yes	Partial	60%	2,743	450
219.05	100%	5,127	590	11.5%	Yes	All	100%	5,127	590
219.06	100%	3,919	328	8.4%	No	All	100%	3,919	328
220.01	100%	5,107	344	6.7%	No	All	100%	5,107	344
220.03	100%	4,545	194	4.3%	No	Partial	76%	3,444	147
220.05	100%	4,633	519	11.2%	Yes	Partial	77%	3,548	397
220.06	100%	3,817	591	15.5%	Yes	All	100%	3,817	591
221.01	100%	4,386	145	3.3%	No	All	100%	4,386	145
221.02	100%	5,916	553	9.3%	No	All	100%	5,916	553
222.01	100%	4,020	233	5.8%	No	Partial	80%	3,234	187
222.02	100%	6,727	471	7.0%	No	Partial	57%	3,866	271
222.03	100%	4,741	146	3.1%	No	Partial	44%	2,077	64
223	100%	2,499	109	4.4%	No	Partial	34%	860	37
224	100%	7,997	458	5.7%	No	All	100%	7,997	458
225	100%	7,890	426	5.4%	No	All	100%	7,890	426
226.03	100%	5,269	526	10.0%	No	Partial	93%	4,907	490
226.04	100%	4,490	303	6.7%	No	All	100%	4,490	303
226.05	100%	5,847	835	14.3%	Yes	Partial	90%	5,239	748
226.06	100%	5,274	676	12.8%	Yes	All	100%	5,274	676
227.01	100%	2,705	318	11.8%	Yes	All	100%	2,705	318
227.02	100%	3,869	134	3.5%	No	All	100%	3,869	134
227.03	100%	2,198	189	8.6%	No	All	100%	2,198	189
228.01	100%	8,001	1,786	22.3%	Yes	All	100%	8,001	1,786

Limited English proficiency (LEP) population by Census Tract									
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228.02	100%	4,778	469	9.8%	No	All	100%	4,778	469
228.03	100%	5,256	795	15.1%	Yes	All	100%	5,256	795
229.01	100%	2,837	342	12.1%	Yes	All	100%	2,837	342
229.02	100%	6,086	531	8.7%	No	All	100%	6,086	531
230	100%	5,041	428	8.5%	No	Partial	99%	4,998	424
231	100%	3,735	589	15.8%	Yes	Partial	90%	3,361	530
232.01	100%	6,473	1,336	20.6%	Yes	All	100%	6,473	1,336
232.02	100%	4,279	1,413	33.0%	Yes	All	100%	4,279	1,413
233	100%	6,045	1,362	22.5%	Yes	All	100%	6,045	1,362
234.01	100%	3,584	580	16.2%	Yes	All	100%	3,584	580
234.03	100%	3,921	414	10.6%	Yes	Partial	97%	3,810	402
234.04	100%	3,258	49	1.5%	No	Partial	97%	3,172	48
235	100%	3,591	408	11.4%	Yes	All	100%	3,591	408
236.01	100%	3,840	779	20.3%	Yes	All	100%	3,840	779
236.03	100%	6,126	1,623	26.5%	Yes	All	100%	6,126	1,623
236.04	100%	6,294	1,483	23.6%	Yes	All	100%	6,294	1,483
237	100%	4,026	229	5.7%	No	All	100%	4,026	229
238.01	100%	2,538	379	14.9%	Yes	All	100%	2,538	379
238.03	100%	5,165	800	15.5%	Yes	All	100%	5,165	800
238.04	100%	6,627	1,149	17.3%	Yes	All	100%	6,627	1,149
239	100%	6,789	713	10.5%	Yes	Partial	99%	6,751	709
240	100%	7,385	666	9.0%	No	All	100%	7,385	666
241	100%	4,619	212	4.6%	No	All	100%	4,619	212
242	100%	3,058	189	6.2%	No	All	100%	3,058	189
243	100%	8,439	406	4.8%	No	All	100%	8,439	406
244	100%	2,773	197	7.1%	No	All	100%	2,773	197
245	100%	4,753	234	4.9%	No	All	100%	4,753	234
246.01	100%	4,241	64	1.5%	No	Partial	24%	1,031	16
246.02	100%	3,610	181	5.0%	No	Partial	32%	1,172	59
247.01	100%	3,792	458	12.1%	Yes	Partial	98%	3,702	447
247.02	100%	7,116	891	12.5%	Yes	Partial	14%	1,030	129
248	100%	5,516	1,186	21.5%	Yes	All	100%	5,516	1,186
249.01	100%	4,837	642	13.3%	Yes	All	100%	4,837	642
249.02	100%	3,813	297	7.8%	No	All	100%	3,813	297
249.03	99%	6,846	1,230	18.0%	Yes	Partial	87%	5,954	1,070
250.01	100%	4,867	481	9.9%	No	Partial	23%	1,130	112
250.03	100%	6,447	579	9.0%	No	Partial	85%	5,489	493
250.05	96%	4,423	397	9.0%	No	Partial	1%	38	3
250.06	45%	2,540	261	10.3%	Yes	Partial	90%	2,292	235
251.01	90%	5,354	926	17.3%	Yes	Partial	29%	1,543	267
251.02	39%	2,824	382	13.5%	Yes	Partial	72%	2,033	275
252	100%	8,043	1,068	13.3%	Yes	Partial	91%	7,341	975
253.01	100%	6,299	1,153	18.3%	Yes	Partial	97%	6,106	1,118
253.02	100%	4,882	678	13.9%	Yes	All	100%	4,882	678
254	100%	6,965	1,503	21.6%	Yes	All	100%	6,965	1,503
255	100%	4,721	1,358	28.8%	Yes	All	100%	4,721	1,358
256.01	100%	5,123	1,295	25.3%	Yes	All	100%	5,123	1,295
256.02	99%	5,563	631	11.3%	Yes	Partial	83%	4,591	521
257.01	100%	5,576	849	15.2%	Yes	All	100%	5,576	849
257.02	100%	3,369	297	8.8%	No	All	100%	3,369	297
258.03	100%	4,322	757	17.5%	Yes	All	100%	4,322	757
258.04	100%	3,437	531	15.4%	Yes	All	100%	3,437	531
258.05	100%	4,510	1,018	22.6%	Yes	All	100%	4,510	1,018
258.06	100%	4,664	737	15.8%	Yes	All	100%	4,664	737
260.01	100%	5,603	1,002	17.9%	Yes	All	100%	5,603	1,002
260.02	100%	7,892	1,042	13.2%	Yes	All	100%	7,892	1,042
261	100%	7,624	2,255	29.6%	Yes	All	100%	7,624	2,255
262	100%	5,124	844	16.5%	Yes	All	100%	5,124	844
263	100%	1,549	317	20.5%	Yes	All	100%	1,549	317

**Limited English proficiency (LEP) population by Census Tract**

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264	100%	5,440	937	17.2%	Yes	All	100%	5,440	937
265	100%	3,896	1,037	26.6%	Yes	All	100%	3,896	1,037
266	100%	2,472	368	14.9%	Yes	Partial	89%	2,195	327
267	100%	5,039	584	11.6%	Yes	All	100%	5,039	584
268.01	100%	5,351	1,470	27.5%	Yes	All	100%	5,351	1,470
268.02	100%	4,706	1,161	24.7%	Yes	All	100%	4,706	1,161
270	100%	3,139	494	15.7%	Yes	All	100%	3,139	494
271	100%	3,102	485	15.6%	Yes	All	100%	3,102	485
272	100%	2,469	784	31.8%	Yes	All	100%	2,469	784
273	100%	5,295	2,025	38.2%	Yes	All	100%	5,295	2,025
274	100%	4,742	902	19.0%	Yes	All	100%	4,742	902
275	100%	4,693	722	15.4%	Yes	All	100%	4,693	722
276	100%	4,414	882	20.0%	Yes	All	100%	4,414	882
278	100%	3,227	39	1.2%	No	All	100%	3,227	39
279	100%	7,453	910	12.2%	Yes	All	100%	7,453	910
280	100%	4,100	1,216	29.7%	Yes	All	100%	4,100	1,216
281	100%	2,540	959	37.8%	Yes	All	100%	2,540	959
282	100%	4,594	1,401	30.5%	Yes	All	100%	4,594	1,401
283	100%	4,765	751	15.8%	Yes	All	100%	4,765	751
284.02	100%	4,561	1,397	30.6%	Yes	All	100%	4,561	1,397
284.03	100%	5,027	977	19.4%	Yes	All	100%	5,027	977
285	100%	3,696	370	10.0%	No	All	100%	3,696	370
286	100%	5,996	53	0.9%	No	All	100%	5,996	53
287	100%	4,862	338	7.0%	No	All	100%	4,862	338
288.01	100%	2,867	311	10.8%	Yes	All	100%	2,867	311
288.02	100%	6,215	1,648	26.5%	Yes	All	100%	6,215	1,648
289.01	100%	3,045	233	7.7%	No	All	100%	3,045	233
289.02	100%	6,803	1,994	29.3%	Yes	All	100%	6,803	1,994
290.01	100%	4,586	304	6.6%	No	All	100%	4,586	304
290.03	100%	5,384	770	14.3%	Yes	All	100%	5,384	770
290.04	100%	3,529	1,006	28.5%	Yes	All	100%	3,529	1,006
291.01	100%	3,048	370	12.1%	Yes	All	100%	3,048	370
291.02	100%	4,171	486	11.7%	Yes	All	100%	4,171	486
292.03	100%	3,929	352	9.0%	No	All	100%	3,929	352
292.04	100%	6,670	954	14.3%	Yes	All	100%	6,670	954
292.05	100%	4,294	725	16.9%	Yes	All	100%	4,294	725
292.06	100%	3,926	731	18.6%	Yes	All	100%	3,926	731
293.03	100%	6,992	817	11.7%	Yes	All	100%	6,992	817
293.04	100%	4,765	664	13.9%	Yes	All	100%	4,765	664
293.05	100%	4,017	848	21.1%	Yes	All	100%	4,017	848
293.06	100%	3,190	501	15.7%	Yes	All	100%	3,190	501
293.07	100%	3,987	511	12.8%	Yes	Partial	99%	3,940	505
294.03	100%	5,530	1,294	23.4%	Yes	All	100%	5,530	1,294
294.05	100%	5,513	989	17.9%	Yes	All	100%	5,513	989
294.06	100%	4,877	970	19.9%	Yes	All	100%	4,877	970
294.07	100%	4,257	1,221	28.7%	Yes	All	100%	4,257	1,221
294.08	100%	3,833	761	19.9%	Yes	All	100%	3,833	761
295.02	100%	6,970	1,567	22.5%	Yes	All	100%	6,970	1,567
295.03	100%	7,614	2,555	33.6%	Yes	All	100%	7,614	2,555
295.04	100%	5,599	1,359	24.3%	Yes	All	100%	5,599	1,359
296.01	100%	6,593	1,399	21.2%	Yes	All	100%	6,593	1,399
296.02	100%	5,894	750	12.7%	Yes	All	100%	5,894	750
297	100%	7,516	1,116	14.8%	Yes	All	100%	7,516	1,116
298.01	100%	8,789	1,098	12.5%	Yes	All	100%	8,789	1,098
298.02	100%	8,760	1,164	13.3%	Yes	All	100%	8,760	1,164
299.01	100%	4,300	448	10.4%	Yes	All	100%	4,300	448
299.02	100%	3,774	391	10.4%	Yes	All	100%	3,774	391
300.03	100%	6,082	632	10.4%	Yes	All	100%	6,082	632
300.04	100%	7,739	1,421	18.4%	Yes	All	100%	7,739	1,421

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300.05	100%	5,189	1,001	19.3%	Yes	All	100%	5,189	1,001
300.06	100%	3,879	1,143	29.5%	Yes	All	100%	3,879	1,143
301	100%	7,574	785	10.4%	Yes	Partial	65%	4,951	513
302.01	100%	5,393	825	15.3%	Yes	Partial	97%	5,214	798
302.02	100%	6,234	858	13.8%	Yes	All	100%	6,234	858
303.04	100%	3,277	617	18.8%	Yes	Partial	85%	2,780	523
303.05	100%	4,833	484	10.0%	No	No	0%	-	-
303.06	100%	5,454	377	6.9%	No	Partial	47%	2,559	177
303.08	100%	6,129	749	12.2%	Yes	Partial	70%	4,318	528
303.09	100%	5,380	383	7.1%	No	Partial	100%	5,372	382
303.1	100%	5,785	1,004	17.4%	Yes	Partial	50%	2,873	499
303.11	100%	5,154	642	12.5%	Yes	Partial	6%	295	37
303.12	100%	4,670	531	11.4%	Yes	Partial	92%	4,294	488
303.13	100%	3,477	687	19.8%	Yes	All	100%	3,477	687
303.14	100%	4,106	760	18.5%	Yes	All	100%	4,106	760
304.01	100%	8,885	1,243	14.0%	Yes	All	100%	8,885	1,243
304.03	100%	4,275	401	9.4%	No	Partial	97%	4,142	389
304.04	100%	4,630	297	6.4%	No	All	100%	4,630	297
305.01	100%	1,665	143	8.6%	No	All	100%	1,665	143
305.03	100%	5,061	473	9.3%	No	All	100%	5,061	473
305.04	100%	4,215	370	8.8%	No	All	100%	4,215	370
306	90%	4,816	494	10.2%	Yes	All	100%	4,816	494
307	100%	3,673	436	11.9%	Yes	All	100%	3,673	436
308.01	100%	6,469	1,120	17.3%	Yes	All	100%	6,469	1,120
308.02	100%	3,522	726	20.6%	Yes	All	100%	3,522	726
309.01	100%	3,385	431	12.7%	Yes	All	100%	3,385	431
309.02	100%	5,658	421	7.4%	No	All	100%	5,658	421
310	99%	3,578	165	4.6%	No	Partial	99%	3,537	163
311	81%	5,177	476	9.2%	No	All	100%	5,177	476
312.02	4%	222	2	0.8%	No	Partial	98%	217	2
312.05	100%	6,345	715	11.3%	Yes	All	100%	6,345	715
312.06	100%	5,109	1,107	21.7%	Yes	All	100%	5,109	1,107
317.03	78%	5,298	692	13.1%	Yes	Partial	99%	5,232	683
317.04	62%	3,208	431	13.4%	Yes	Partial	89%	2,845	382
318	8%	349	28	7.9%	No	Partial	100%	348	27
319.03	39%	2,466	96	3.9%	No	Partial	0%	1	0
319.06	1%	53	3	5.9%	No	No	0%	-	-
319.07	85%	6,164	506	8.2%	No	Partial	51%	3,133	257
319.08	100%	4,025	301	7.5%	No	Partial	78%	3,125	234
319.09	67%	1,849	59	3.2%	No	Partial	100%	1,847	59
321.02	1%	65	2	2.4%	No	All	100%	65	2
321.03	100%	4,491	393	8.8%	No	All	100%	4,491	393
321.04	36%	2,125	161	7.6%	No	Partial	100%	2,120	161
322.03	100%	7,279	947	13.0%	Yes	Partial	14%	998	130
322.07	100%	3,623	138	3.8%	No	Partial	31%	1,134	43
322.08	100%	9,317	504	5.4%	No	Partial	100%	9,273	502
322.1	17%	2,155	127	5.9%	No	Partial	93%	2,004	118
322.11	100%	4,701	460	9.8%	No	Partial	75%	3,520	344
322.12	100%	7,419	723	9.7%	No	Partial	100%	7,408	722
322.13	89%	3,813	190	5.0%	No	Partial	1%	49	2
322.14	100%	6,036	546	9.0%	No	Partial	25%	1,491	135
322.15	73%	3,547	414	11.7%	Yes	No	0%	-	-
323.09	100%	6,936	948	13.7%	Yes	All	100%	6,936	948
323.13	49%	2,895	454	15.7%	Yes	All	100%	2,895	454
323.16	93%	4,677	284	6.1%	No	Partial	42%	1,962	119
323.17	100%	5,909	410	6.9%	No	Partial	33%	1,945	135
323.18	35%	2,025	176	8.7%	No	Partial	42%	851	74
323.19	85%	4,576	41	0.9%	No	All	100%	4,576	41
323.2	32%	1,394	45	3.2%	No	All	100%	1,394	45

Limited English proficiency (LEP) population by Census Tract									
A	B	C	D	E	F	G	H	I	J
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	LEP Population	% of LEP in ST district	Above avg % LEP residents	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Estimated LEP Population ST service area
323.21	63%	3,430	252	7.3%	No	Partial	64%	2,212	163
323.22	68%	2,306	110	4.8%	No	No	0%	-	-
323.23	100%	5,505	282	5.1%	No	All	100%	5,505	282
323.24	100%	5,133	890	17.3%	Yes	All	100%	5,133	890
323.25	100%	5,357	580	10.8%	Yes	All	100%	5,357	580
323.26	0%	18	1	7.7%	No	Partial	100%	18	1
Pierce County:									
602	100%	1,941	602	31.0%	Yes	All	100%	1,941	602
603	100%	4,300	107	2.5%	No	Partial	1%	54	1
604	100%	3,903	81	2.1%	No	Partial	97%	3,795	79
605	100%	3,911	46	1.2%	No	All	100%	3,911	46
606	100%	5,287	98	1.9%	No	All	100%	5,287	98
607	100%	6,646	90	1.4%	No	All	100%	6,646	90
608	100%	5,200	101	1.9%	No	All	100%	5,200	101
609.03	100%	3,463	115	3.3%	No	Partial	44%	1,533	51
609.04	100%	4,997	346	6.9%	No	Partial	69%	3,469	240
609.05	100%	6,249	389	6.2%	No	All	100%	6,249	389
609.06	100%	2,317	62	2.7%	No	All	100%	2,317	62
610.01	100%	3,710	100	2.7%	No	All	100%	3,710	100
610.02	100%	3,996	487	12.2%	Yes	All	100%	3,996	487
611	100%	6,154	222	3.6%	No	All	100%	6,154	222
612	100%	5,190	102	2.0%	No	All	100%	5,190	102
613	100%	4,607	407	8.8%	No	All	100%	4,607	407
614	100%	3,433	157	4.6%	No	All	100%	3,433	157
615	100%	4,940	161	3.3%	No	All	100%	4,940	161
616.01	100%	1,926	192	10.0%	No	All	100%	1,926	192
616.02	100%	855	79	9.2%	No	All	100%	855	79
617	100%	4,422	251	5.7%	No	All	100%	4,422	251
618	100%	2,605	207	7.9%	No	All	100%	2,605	207
619	100%	1,775	121	6.8%	No	All	100%	1,775	121
620	100%	4,373	499	11.4%	Yes	All	100%	4,373	499
623	100%	5,159	1,019	19.8%	Yes	All	100%	5,159	1,019
624	100%	5,378	242	4.5%	No	All	100%	5,378	242
625	100%	6,669	344	5.2%	No	All	100%	6,669	344
626	100%	2,924	227	7.8%	No	All	100%	2,924	227
628.01	100%	5,943	415	7.0%	No	All	100%	5,943	415
628.02	100%	3,835	277	7.2%	No	All	100%	3,835	277
629	100%	6,687	818	12.2%	Yes	All	100%	6,687	818
630	100%	3,252	455	14.0%	Yes	All	100%	3,252	455
631	100%	4,247	434	10.2%	Yes	All	100%	4,247	434
632	100%	4,942	482	9.8%	No	All	100%	4,942	482
633	100%	7,703	1,731	22.5%	Yes	All	100%	7,703	1,731
634	100%	6,637	766	11.5%	Yes	All	100%	6,637	766
635.01	100%	3,948	696	17.6%	Yes	All	100%	3,948	696
635.02	100%	4,319	573	13.3%	Yes	All	100%	4,319	573
702.03	99%	6,068	230	3.8%	No	Partial	26%	1,560	59
702.04	48%	1,722	13	0.8%	No	No	0%	-	-
703.07	43%	2,191	7	0.3%	No	Partial	35%	764	2
703.08	100%	3,807	15	0.4%	No	All	100%	3,807	15
703.09	100%	5,205	-	0.0%	No	Partial	76%	3,962	-
703.1	100%	4,702	79	1.7%	No	All	100%	4,702	79
703.11	100%	4,598	95	2.1%	No	Partial	36%	1,637	34
703.12	100%	5,885	68	1.2%	No	All	100%	5,885	68
703.13	100%	6,095	38	0.6%	No	All	100%	6,095	38
703.14	100%	3,117	22	0.7%	No	All	100%	3,117	22
703.15	47%	2,575	24	0.9%	No	Partial	100%	2,574	23
703.16	100%	5,195	190	3.7%	No	All	100%	5,195	190
704.01	100%	2,064	89	4.3%	No	All	100%	2,064	89
704.03	98%	3,735	199	5.3%	No	No	0%	-	-

Limited English proficiency (LEP) population by Census Tract									
A	B	C	D	E	F	G	H	I	J
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	LEP Population	% of LEP in ST district	Above avg % LEP residents	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Estimated LEP Population ST service area
704.04	100%	4,711	80	1.7%	No	Partial	1%	32	1
707.03	100%	5,843	152	2.6%	No	All	100%	5,843	152
711	100%	2,132	156	7.3%	No	Partial	99%	2,120	155
712.05	100%	4,730	220	4.7%	No	All	100%	4,730	220
712.06	100%	6,176	301	4.9%	No	All	100%	6,176	301
712.07	100%	6,165	276	4.5%	No	All	100%	6,165	276
712.08	100%	6,797	338	5.0%	No	All	100%	6,797	338
712.09	100%	3,756	56	1.5%	No	All	100%	3,756	56
712.1	100%	4,577	195	4.3%	No	All	100%	4,577	195
713.04	100%	6,014	476	7.9%	No	Partial	95%	5,726	453
713.05	100%	3,688	282	7.6%	No	Partial	79%	2,896	221
713.06	100%	5,945	329	5.5%	No	Partial	12%	737	41
713.07	100%	4,533	178	3.9%	No	All	100%	4,533	178
713.09	100%	4,290	199	4.6%	No	Partial	11%	476	22
713.1	100%	5,120	204	4.0%	No	Partial	69%	3,523	140
714.03	100%	3,985	165	4.1%	No	All	100%	3,985	165
714.06	100%	7,010	470	6.7%	No	No	0%	-	-
714.07	100%	6,354	366	5.8%	No	No	0%	-	-
714.08	100%	3,978	238	6.0%	No	Partial	67%	2,684	161
714.09	100%	4,140	81	2.0%	No	Partial	25%	1,046	20
714.1	100%	6,938	222	3.2%	No	Partial	0%	29	1
714.11	100%	5,203	192	3.7%	No	No	0%	-	-
715.03	100%	5,217	371	7.1%	No	All	100%	5,217	371
715.04	100%	5,985	182	3.0%	No	All	100%	5,985	182
715.05	100%	4,787	257	5.4%	No	All	100%	4,787	257
715.06	100%	4,825	306	6.3%	No	Partial	56%	2,697	171
716.01	100%	4,655	945	20.3%	Yes	All	100%	4,655	945
716.02	100%	6,673	625	9.4%	No	All	100%	6,673	625
717.03	100%	3,332	721	21.6%	Yes	All	100%	3,332	721
717.04	100%	4,149	1,247	30.1%	Yes	All	100%	4,149	1,247
717.05	100%	3,733	279	7.5%	No	All	100%	3,733	279
717.06	100%	1,737	69	4.0%	No	All	100%	1,737	69
717.07	100%	2,519	132	5.2%	No	All	100%	2,519	132
718.03	100%	5,015	442	8.8%	No	All	100%	5,015	442
718.05	100%	4,062	809	19.9%	Yes	All	100%	4,062	809
718.06	100%	3,336	501	15.0%	Yes	All	100%	3,336	501
718.07	100%	3,427	290	8.5%	No	All	100%	3,427	290
718.08	100%	3,886	914	23.5%	Yes	All	100%	3,886	914
719.01	100%	4,723	146	3.1%	No	All	100%	4,723	146
719.02	100%	5,181	187	3.6%	No	All	100%	5,181	187
720	100%	3,827	279	7.3%	No	All	100%	3,827	279
721.05	100%	5,236	280	5.3%	No	All	100%	5,236	280
721.06	100%	5,947	380	6.4%	No	All	100%	5,947	380
721.07	100%	4,012	196	4.9%	No	All	100%	4,012	196
721.08	100%	4,792	329	6.9%	No	All	100%	4,792	329
721.09	77%	2,434	128	5.2%	No	Partial	61%	1,480	78
721.11	100%	2,613	94	3.6%	No	All	100%	2,613	94
721.12	100%	4,354	259	5.9%	No	All	100%	4,354	259
723.05	100%	5,438	105	1.9%	No	All	100%	5,438	105
723.07	100%	4,193	156	3.7%	No	All	100%	4,193	156
723.08	100%	7,573	319	4.2%	No	All	100%	7,573	319
723.09	100%	5,701	184	3.2%	No	All	100%	5,701	184
723.1	100%	3,548	131	3.7%	No	All	100%	3,548	131
723.11	100%	4,257	419	9.8%	No	All	100%	4,257	419
723.12	100%	5,109	551	10.8%	Yes	All	100%	5,109	551
723.13	100%	3,403	167	4.9%	No	All	100%	3,403	167
728	87%	7,271	152	2.1%	No	Partial	7%	496	10
729.01	100%	2,768	104	3.8%	No	All	100%	2,768	104
729.03	100%	4,454	326	7.3%	No	Partial	40%	1,788	131

**Limited English proficiency (LEP) population by Census Tract**

A	B	C	D	E	F	G	H	I	J
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	LEP Population	% of LEP in ST district	Above avg % LEP residents	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Estimated LEP Population ST service area
729.05	100%	4,944	244	4.9%	No	Partial	5%	252	12
729.06	99%	1,756	109	6.2%	No	Partial	7%	119	7
729.07	100%	5,045	318	6.3%	No	Partial	87%	4,386	276
731.08	100%	7,978	818	10.3%	Yes	No	0%	-	-
731.1	100%	3,246	74	2.3%	No	Partial	95%	3,073	70
731.11	100%	3,914	150	3.8%	No	Partial	43%	1,669	64
731.13	100%	6,733	213	3.2%	No	No	0%	-	-
731.14	76%	3,940	102	2.6%	No	No	0%	-	-
731.18	18%	730	20	2.8%	No	No	0%	-	-
731.2	100%	3,583	144	4.0%	No	Partial	32%	1,138	46
731.21	100%	4,319	110	2.5%	No	No	0%	-	-
731.22	100%	4,859	278	5.7%	No	No	0%	-	-
731.23	100%	4,724	123	2.6%	No	Partial	1%	52	1
731.24	100%	3,139	42	1.3%	No	No	0%	-	-
731.25	100%	10,475	288	2.7%	No	No	0%	-	-
731.26	100%	3,939	414	10.5%	Yes	No	0%	-	-
733.01	100%	5,231	176	3.4%	No	All	100%	5,231	176
733.02	100%	3,998	-	0.0%	No	All	100%	3,998	-
734.04	100%	5,890	65	1.1%	No	All	100%	5,890	65
734.05	100%	3,331	79	2.4%	No	All	100%	3,331	79
734.06	100%	5,254	358	6.8%	No	All	100%	5,254	358
734.07	100%	3,282	32	1.0%	No	All	100%	3,282	32
734.08	100%	3,956	156	3.9%	No	All	100%	3,956	156
735	100%	7,282	129	1.8%	No	All	100%	7,282	129
9400.01	100%	2,643	80	3.0%	No	Partial	62%	1,636	50
9400.02	100%	3,798	314	8.3%	No	All	100%	3,798	314
9400.03	100%	7,029	812	11.6%	Yes	All	100%	7,029	812
9400.04	100%	6,285	165	2.6%	No	All	100%	6,285	165
9400.05	100%	5,665	566	10.0%	No	All	100%	5,665	566
9400.06	100%	2,865	623	21.7%	Yes	All	100%	2,865	623
9400.07	100%	2,903	404	13.9%	Yes	All	100%	2,903	404
9400.08	100%	5,680	425	7.5%	No	All	100%	5,680	425
9400.09	100%	2,798	84	3.0%	No	All	100%	2,798	84
9400.1	100%	4,094	207	5.1%	No	All	100%	4,094	207
9400.11	100%	4,148	211	5.1%	No	Partial	93%	3,877	197
Snohomish County:									
401	100%	4,458	146	3.3%	No	All	100%	4,458	146
402	100%	5,716	1,118	19.6%	Yes	All	100%	5,716	1,118
403	100%	2,911	33	1.1%	No	All	100%	2,911	33
404	100%	4,310	182	4.2%	No	All	100%	4,310	182
405	100%	2,214	45	2.0%	No	All	100%	2,214	45
407	100%	3,847	182	4.7%	No	All	100%	3,847	182
408	100%	2,540	114	4.5%	No	All	100%	2,540	114
409	100%	3,032	98	3.2%	No	All	100%	3,032	98
410	100%	5,111	297	5.8%	No	All	100%	5,111	297
411	100%	4,317	452	10.5%	Yes	All	100%	4,317	452
412.01	100%	2,955	248	8.4%	No	All	100%	2,955	248
412.02	100%	5,665	574	10.1%	Yes	All	100%	5,665	574
413.01	100%	5,441	192	3.5%	No	All	100%	5,441	192
413.03	100%	4,028	442	11.0%	Yes	All	100%	4,028	442
413.04	100%	2,878	109	3.8%	No	All	100%	2,878	109
414	100%	5,450	242	4.4%	No	All	100%	5,450	242
415	88%	1,075	38	3.5%	No	All	100%	1,075	38
416.01	100%	5,813	561	9.7%	No	All	100%	5,813	561
416.05	100%	6,507	476	7.3%	No	All	100%	6,507	476
416.06	100%	5,456	580	10.6%	Yes	All	100%	5,456	580
416.07	86%	3,310	266	8.0%	No	Partial	96%	3,161	254
416.08	100%	6,290	316	5.0%	No	Partial	60%	3,799	191
417.01	100%	5,536	690	12.5%	Yes	All	100%	5,536	690

Limited English proficiency (LEP) population by Census Tract									
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417.03	100%	5,503	613	11.1%	Yes	All	100%	5,503	613
417.04	100%	5,436	564	10.4%	Yes	All	100%	5,436	564
418.05	100%	5,570	700	12.6%	Yes	All	100%	5,570	700
418.06	100%	7,628	1,096	14.4%	Yes	All	100%	7,628	1,096
418.08	100%	3,875	467	12.1%	Yes	All	100%	3,875	467
418.09	100%	4,970	1,366	27.5%	Yes	All	100%	4,970	1,366
418.1	100%	4,287	516	12.0%	Yes	All	100%	4,287	516
418.11	100%	6,212	632	10.2%	Yes	All	100%	6,212	632
418.12	100%	6,118	1,533	25.1%	Yes	All	100%	6,118	1,533
419.01	100%	4,468	878	19.7%	Yes	All	100%	4,468	878
419.03	100%	7,206	1,435	19.9%	Yes	All	100%	7,206	1,435
419.04	100%	4,995	1,221	24.4%	Yes	All	100%	4,995	1,221
419.05	100%	5,935	837	14.1%	Yes	All	100%	5,935	837
420.01	100%	5,737	351	6.1%	No	All	100%	5,737	351
420.03	100%	2,972	110	3.7%	No	Partial	43%	1,276	47
420.04	100%	4,151	402	9.7%	No	All	100%	4,151	402
420.05	100%	5,089	533	10.5%	Yes	Partial	95%	4,842	507
420.06	100%	4,699	651	13.9%	Yes	All	100%	4,699	651
501.01	100%	2,874	143	5.0%	No	Partial	100%	2,862	142
501.02	100%	6,052	885	14.6%	Yes	All	100%	6,052	885
502	100%	4,015	98	2.4%	No	All	100%	4,015	98
503	100%	5,226	292	5.6%	No	All	100%	5,226	292
504.01	100%	6,857	290	4.2%	No	All	100%	6,857	290
504.02	100%	5,349	323	6.0%	No	All	100%	5,349	323
505	100%	6,767	97	1.4%	No	All	100%	6,767	97
506	100%	1,230	58	4.7%	No	All	100%	1,230	58
507	100%	5,767	334	5.8%	No	All	100%	5,767	334
508	100%	5,864	152	2.6%	No	All	100%	5,864	152
509	100%	3,416	541	15.8%	Yes	All	100%	3,416	541
510	100%	4,236	471	11.1%	Yes	All	100%	4,236	471
511	100%	3,625	339	9.4%	No	All	100%	3,625	339
512	100%	4,102	412	10.0%	No	All	100%	4,102	412
513	100%	6,858	441	6.4%	No	All	100%	6,858	441
514	100%	7,607	1,695	22.3%	Yes	All	100%	7,607	1,695
515	100%	5,336	795	14.9%	Yes	All	100%	5,336	795
516.01	100%	4,217	728	17.3%	Yes	All	100%	4,217	728
516.02	100%	3,802	243	6.4%	No	All	100%	3,802	243
517.01	100%	6,078	927	15.3%	Yes	All	100%	6,078	927
517.02	100%	4,251	789	18.6%	Yes	All	100%	4,251	789
518.02	100%	5,304	815	15.4%	Yes	All	100%	5,304	815
518.03	100%	6,057	1,109	18.3%	Yes	All	100%	6,057	1,109
518.04	100%	5,286	768	14.5%	Yes	All	100%	5,286	768
519.05	100%	8,290	892	10.8%	Yes	All	100%	8,290	892
519.12	1%	18	0	1.4%	No	All	100%	18	0
519.13	100%	4,463	228	5.1%	No	All	100%	4,463	228
519.14	100%	4,133	112	2.7%	No	All	100%	4,133	112
519.15	100%	7,063	350	5.0%	No	All	100%	7,063	350
519.16	100%	3,469	125	3.6%	No	All	100%	3,469	125
519.17	100%	3,844	100	2.6%	No	All	100%	3,844	100
519.18	100%	4,911	439	8.9%	No	All	100%	4,911	439
519.21	100%	5,125	693	13.5%	Yes	All	100%	5,125	693
519.22	100%	5,142	457	8.9%	No	All	100%	5,142	457
519.23	100%	6,020	383	6.4%	No	Partial	63%	3,807	242
519.24	100%	6,459	568	8.8%	No	Partial	95%	6,110	537
519.25	100%	7,477	988	13.2%	Yes	All	100%	7,477	988
519.26	21%	1,017	80	7.9%	No	All	100%	1,017	80
519.27	100%	4,894	519	10.6%	Yes	All	100%	4,894	519
519.28	100%	5,043	536	10.6%	Yes	All	100%	5,043	536
520.03	28%	2,435	311	12.8%	Yes	Partial	45%	1,108	142



Limited English proficiency (LEP) population by Census Tract									
A	B	C	D	E	F	G	H	I	J
Census Tract*	% of Tract Population in ST district	Estimated Total Population ST district	LEP Population	% of LEP in ST district	Above avg % LEP residents	Sound Transit Bus or Rail service?	% of Tract Population in ST service area	Estimated Total Population ST service area	Estimated LEP Population ST service area
520.04	100%	6,211	606	9.8%	No	All	100%	6,211	606
520.05	100%	5,546	291	5.2%	No	Partial	61%	3,404	179
520.06	100%	4,180	352	8.4%	No	Partial	9%	387	33
520.07	100%	5,208	581	11.2%	Yes	Partial	20%	1,048	117
521.04	10%	372	18	4.9%	No	All	100%	372	18
521.05	1%	22	0	0.4%	No	Partial	100%	22	0
521.14	32%	1,436	62	4.3%	No	No	0%	-	-
521.15	100%	6,719	314	4.7%	No	No	0%	-	-
521.18	7%	518	34	6.6%	No	No	0%	-	-

# **Sound Transit Title VI Methodology**

# Overview, Sound Transit GIS Title VI Methodology

## INTRODUCTION

This document contains an overview of the methodology that Sound Transit uses to calculate Title VI populations.

## BACKGROUND

Three population groups are included in the Title VI analysis:

- Limited English proficiency (LEP)
- Low income
- Minorities

Information about the number of people included in each group is available in the Census Bureau's American Community Survey (ACS) data. This information is available at the census tract level. (See the 'General Definitions' section for more information on how each population is defined.)

Sound Transit's GIS analysis has two major components:

- Establish baseline estimates of the percentage of the Title VI population in the Sound Transit district
- Establish estimates of the percentage of Title VI populations in the Sound Transit service area, defined here as areas within certain distances of Sound Transit stations and bus stops. (See the 'General Definitions' section for more information on how this area is defined.)

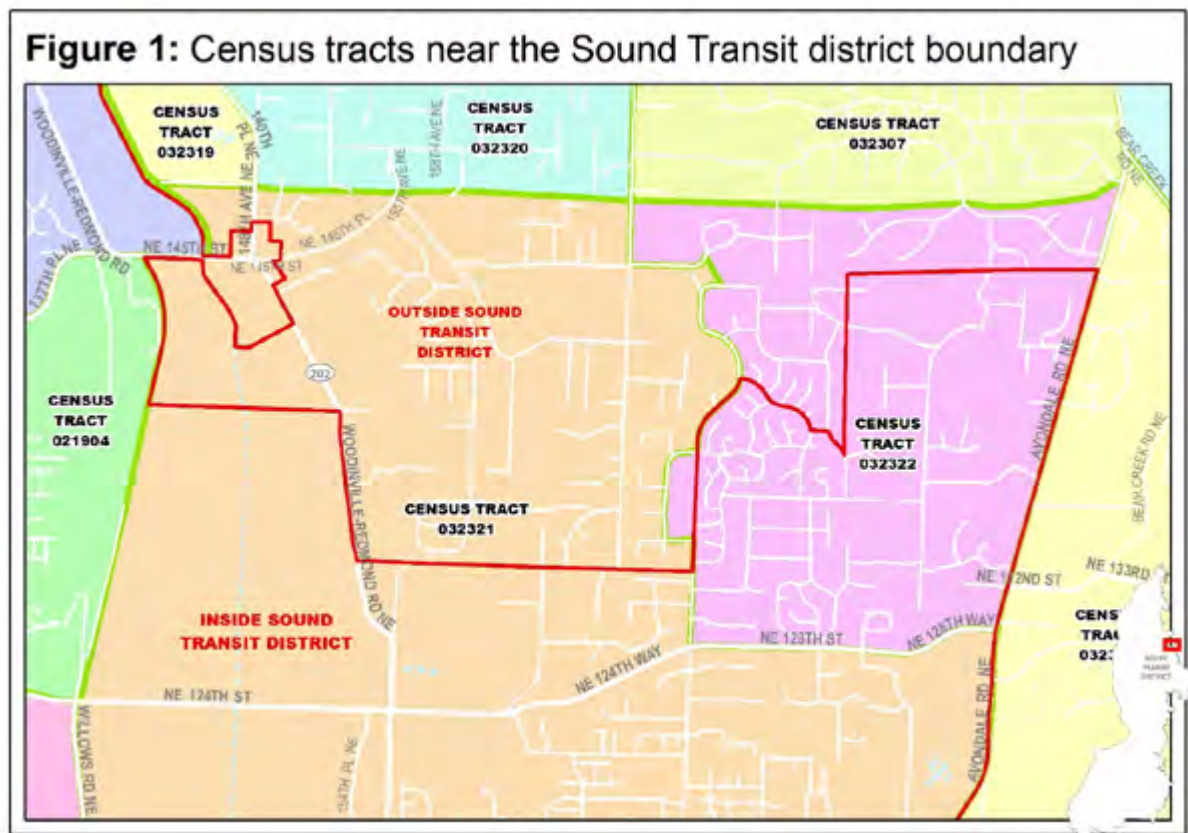
The GIS analysis is complicated by the fact that areas studied (the Sound Transit district and service area) often do not match the census tract boundaries. (See Figure 1 at the end of this section for an example.) To account for this, the Title VI populations must be estimated for census tracts that are split by the district or service area boundary.

GIS estimates these populations using proportions. For each 'split' census tract, the percentage of the area that is inside the district or service area boundary is calculated. (Some uninhabited areas such as waterbodies and parks are removed from consideration to improve the overall quality of the estimates.) For example, if 68% of a census tract is inside the district or service area boundary, then 68% of the tract's Title VI population is included in the overall population estimate. (See Figure 2 below for an example.)

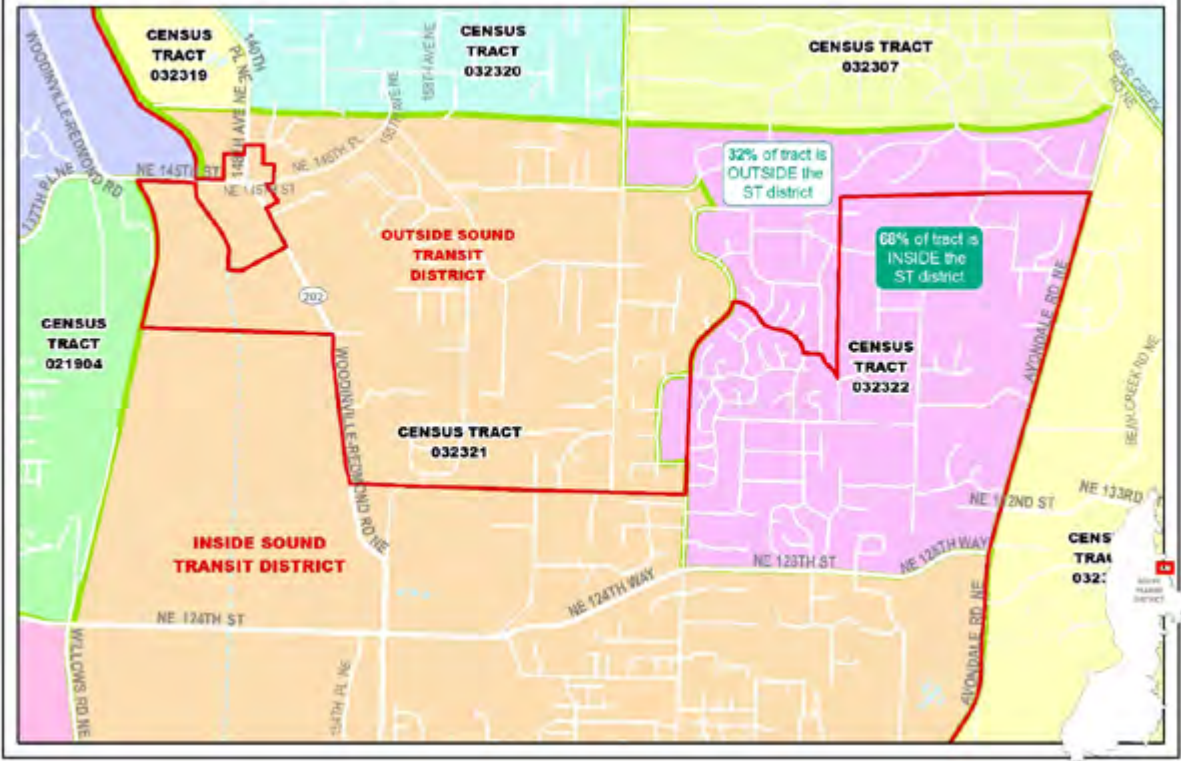
This approach makes the assumption that Title VI populations are evenly distributed throughout a census tract, which is probably almost never the case in reality. However, it is a reasonable way to handle this situation, and is probably less problematic than other possible ways to calculate Title VI populations.

Other possible approaches would be to include the entire Title VI population for census tracts that are partially inside the district or service area boundary, but this would almost certainly over-count these populations. Using some sort of threshold (for example, including the entire Title VI population if 50%

or more of a census tract is inside the district or service boundary) would similarly uncertain, though it would not be clear if the Title VI populations are being under- or over-counted.



**Figure 2: Split census tract 032322**



## GENERAL DEFINITIONS

Census Tract: A geographic unit used by the Census Bureau to tabulate statistical information. Generally, census tracts include approximately 10,000 people.

Limited English proficiency (LEP) population: People who speak English less than, "Very Well."

Low income population: Low Income is defined as below 150% Federal Poverty Level (FPL)\*.

Federal Transit Administration Title VI Requirements and Guidelines circular:  
([https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Title\\_VI\\_FINAL.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Title_VI_FINAL.pdf))

*Recipients are encouraged to use a locally developed threshold, such as the definition found in 49 U.S.C. 5302 as amended by MAP-21: "refers to an individual whose family income is at or below 150 percent of the poverty line (as that term is defined in Section 673(2) of the Community Services Block Grant Act (42 U.S.C 9902(2)).*

Minority population: Populations defined as not 'white alone' according to Census tables.

Sound Transit boundary: The area inside the Agency's legal boundary. This boundary is defined by Agency's legal description, last updated in summer, 2018.

Sound Transit service area boundary: Areas near Sound Transit stations and bus stops. The following distances are used to create the 'buffers' which are combined to form the Sound Transit service area boundary:

### Rail station service area

- Station with parking: 5 miles
- Station without parking: 1 mile

### Bus stop service area

- Major bus facility: 2.5 miles
- Other bus stop: .5 mile

Please note that while this boundary extends past the district boundary in places, ONLY population inside the Sound Transit district are considered.

Appendix O  
Survey Instrument



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**  
FIRST-CLASS MAIL PERMIT NO. 1113 CHICAGO, IL

POSTAGE WILL BE PAID BY ADDRESSEE

SOUND TRANSIT SURVEY PROCESSING  
C/O TAB SERVICE COMPANY  
310 S RACINE AVE, STE 6S  
CHICAGO IL 60607-9923



-----fold here if mailing-----

Sound Transit needs your help to understand how people are using transit.  
Please help by taking this survey.



If you can't take the survey now, you can return it by mail.

Passcode: EXE600000



**INSTRUCTIONS**

Please answer only about this particular **ONE-WAY TRIP**. Examples of a **ONE-WAY TRIP** are:

**START (Question 1)**

**END (Question 4)**

Example 1: **Home** to **Work**  
Example 2: **Shopping** to **Home**  
Example 3: **Work** to **Appointment**

**NOTE:** your **ONE-WAY TRIP** may be different from these examples.

**START of this ONE-WAY TRIP**

**1. Where did you first START your ONE-WAY TRIP? Are you coming from:** (Check only one)

- ☐ Work ☐ Home ☐ Airport (for travel/passenger pick-up, not work)  
☐ School/College (as a student) ☐ Shopping ☐ Other: \_\_\_\_\_

**2. What is the address of your STARTING location from Question 1?**

(Address OR Cross Streets, ex: 123 Main St NE OR 5th Ave & Pine St)

Street Address OR Cross Streets: \_\_\_\_\_

City: \_\_\_\_\_ ZIP Code: \_\_\_\_\_

Landmark/Business Name (if applicable): \_\_\_\_\_

**3A. How did you get from your STARTING location to the very FIRST transit vehicle on this ONE-WAY TRIP?**

- ☐ Walked (# of blocks: \_\_\_\_\_) ☐ Wheelchair (# of blocks: \_\_\_\_\_)  
☐ Dropped off by friend or family member  
☐ Dropped off by Uber/Lyft/Taxi  
☐ Drove alone (Parking location: ☐ Transit parking lot/Garage ☐ On Street ☐ Other: \_\_\_\_\_)  
☐ Carpool/Vanpool and parked (Location: ☐ Transit parking lot/Garage ☐ On Street ☐ Other: \_\_\_\_\_)  
☐ Bicycled (# of miles: \_\_\_\_\_)  
☐ Other: \_\_\_\_\_

**3B. If you parked a car, how much did you/will you pay for parking?** \$ \_\_\_\_ . \_\_\_\_ ☐ Per day OR ☐ Per month

**END of this ONE-WAY TRIP**

**4. Where will you finally END this ONE-WAY TRIP? This should NOT be the same place as your trip START.**

**Are you going to:** (Check one) ☐ Work ☐ Home ☐ Airport (for travel/passenger pick-up, not work)  
☐ School/College (as a student) ☐ Shopping ☐ Other: \_\_\_\_\_

**CONTINUE ON BACK**

**5. What is the address of your ENDING location in Question 4? (Address OR Cross Streets, ex: 123 Main St NE OR 5th Ave & Pine St)**

Street Address OR Cross Streets: \_\_\_\_\_

City: \_\_\_\_\_ ZIP Code: \_\_\_\_\_

Landmark/Business Name (if applicable): \_\_\_\_\_

**6A. How will you get from your very LAST transit vehicle to your ENDING location for this ONE-WAY TRIP?**

- ☐ Walk (# of blocks: \_\_\_\_\_) ☐ Wheelchair (# of blocks: \_\_\_\_\_)
- ☐ Get picked up by friend or family member ☐ Get picked up by Uber/Lyft/Taxi
- ☐ Drive alone (Parking location: ☐ Transit parking lot/Garage ☐ On Street ☐ Other: \_\_\_\_\_)
- ☐ Carpool/Vanpool from parked vehicle (Location: ☐ Transit parking lot/Garage ☐ On Street ☐ Other: \_\_\_\_\_)
- ☐ Bicycle (# of miles: \_\_\_\_\_) ☐ Other: \_\_\_\_\_

**6B. If you parked a car, how much will you pay for parking? \$ \_\_\_\_\_ ☐ Per day OR ☐ Per month**

**ROUTES AND FARES**

**7. For this bus, what stop did you get ON? (Cross streets OR station OR landmark) \_\_\_\_\_**

Please also list the CITY where this stop is located: \_\_\_\_\_

**8. For this bus, what stop will you/did you get OFF? (Cross streets OR station OR landmark) \_\_\_\_\_**

Please also list the CITY where this stop is located: \_\_\_\_\_

**9. List all transit vehicles in the exact order that you will use (or are using them) to make this ONE-WAY TRIP, including this bus.**

First I used:	Second, (transfer) I used:	Third, (transfer) I used:
<input type="checkbox"/> Bus Rt # _____	<input type="checkbox"/> Bus Rt # _____	<input type="checkbox"/> Bus Rt# _____
<input type="checkbox"/> Link light rail	<input type="checkbox"/> Link light rail	<input type="checkbox"/> Link light rail
<input type="checkbox"/> Sounder	<input type="checkbox"/> Sounder	<input type="checkbox"/> Sounder
<input type="checkbox"/> Paratransit/Access	<input type="checkbox"/> Paratransit/Access	<input type="checkbox"/> Paratransit/Access
<input type="checkbox"/> Ferry (WSF)	<input type="checkbox"/> Ferry (WSF)	<input type="checkbox"/> Ferry (WSF)
<input type="checkbox"/> First Hill Streetcar	<input type="checkbox"/> First Hill Streetcar	<input type="checkbox"/> First Hill Streetcar
<input type="checkbox"/> Tacoma Link	<input type="checkbox"/> Tacoma Link	<input type="checkbox"/> Tacoma Link
<input type="checkbox"/> Other _____	<input type="checkbox"/> Other _____	<input type="checkbox"/> Other _____

**10A. For your current bus, how did you pay your fare? (Check all that apply)**

Fare used for Current Bus:	
<input type="checkbox"/> ORCA, as pass	<input type="checkbox"/> ORCA Day Pass
<input type="checkbox"/> ORCA, as e-purse	<input type="checkbox"/> Police/Peace Officer
<input type="checkbox"/> U-PASS (ORCA)	<input type="checkbox"/> Free
<input type="checkbox"/> Cash	<input type="checkbox"/> Transfer Slip
	<input type="checkbox"/> Other _____

**10B. If you selected ORCA, was it provided by your employer? ☐ Yes ☐ No ☐ Didn't Use ORCA**

**10C. If you selected ORCA Day Pass, how many trips will be/were taken using the pass? \_\_\_\_\_**

**10D. Will you (or did you) make a round-trip using this same route? ☐ Yes ☐ No, use another route for one trip**

☐ No, carpool for one trip ☐ No, not doing round trip today ☐ Don't Know

**10E. If yes, what time of day will you (or did you) make the other part of your round trip on this route?**

- ☐ Early Morning (before 6AM) ☐ AM Peak (6AM to 8:30AM) ☐ Midday (8:30AM to 3PM)
- ☐ PM Peak (3PM to 6:30PM) ☐ Evening (6:30PM to 9PM) ☐ Late Night (after 9PM)

**ABOUT YOU**

**11A. Are you traveling with any children who are not filling out the survey?**

(If several people are traveling together please only one person per group answer this question.)

☐ No (Skip to Question 12)

☐ Yes, Continue → **11B. Number of children in your group ages 0 -5: \_\_\_\_\_**

→ **11C. Number of children in your group ages 6 to 13: \_\_\_\_\_**

**12. What is your fare category? ☐ Adult (Age 19-64) ☐ Youth (Age 6-18) ☐ Senior (Over 65) ☐ Disabled ☐ ORCA LIFT**

**13. During the last 30 days, how many ONE-WAY TRIPS did you make on:**

☐ This bus route: \_\_\_\_\_ ☐ Any transit route in the region: \_\_\_\_\_ ☐ First time riding transit in this region

**14. Do you have a current driver's license? ☐ Yes ☐ No**

**15. How many working motorized vehicles are there in your household? \_\_\_\_\_**

**16. Do you identify yourself as a member of any of the following ethnic groups? (Check all that apply)**

- ☐ Caucasian/White ☐ Black or African American ☐ Middle Eastern or North African ☐ Hispanic or Latino/a
- ☐ Asian Indian ☐ Asian/Asian American ☐ Native Hawaiian or Pacific Islander
- ☐ American Indian or Alaskan Native ☐ Other: \_\_\_\_\_ ☐ None

**17A. What languages are regularly spoken in your home? ☐ English ☐ Spanish ☐ Vietnamese**

☐ Cantonese ☐ Mandarin ☐ Russian ☐ Somali ☐ Korean ☐ Tagalog ☐ Other: \_\_\_\_\_

**17B. If you speak a language other than English, how well do you speak English?**

☐ Very Well ☐ Well ☐ Less than well ☐ Not at all

**18. Do you consider yourself to have a disability? ☐ No, I don't consider myself to have a disability (Skip to Question 19)**

☐ Yes. If yes, which accessible features of transit do you use?

- ☐ Lift/ramp ☐ Automated stop announcements ☐ Wheelchair securement ☐ Priority seating
- ☐ Assistance from the operator to board ☐ Bus lowering/kneeling feature ☐ None ☐ Other \_\_\_\_\_

**19. How many people live in your household, including yourself?**

☐ One (I live alone) ☐ Two ☐ Three ☐ Four ☐ Five ☐ Six or more

**20. What was your total annual household income before taxes in 2018? (Please check only one)**

- ☐ Under \$12,000 ☐ \$12,000-15,999 ☐ \$16,000-19,999 ☐ \$20,000-23,999 ☐ \$24,000-32,999
- ☐ \$33,000-41,999 ☐ \$42,000-49,999 ☐ \$50,000-57,999 ☐ \$58,000-65,999 ☐ \$66,000-74,999
- ☐ \$75,000-99,999 ☐ \$100,000 or more ☐ I prefer not to say



## Q2 2019 Report



### Service Delivery Quarterly Performance Report

System-wide Boardings								
Boardings by Service Mode	Q2 2018	Q2 2019	%Δ	YTD 2018	YTD 2019	%Δ	YTD Budget	% YTD
ST Express	4,665,930	4,468,117	-4.2%	9,104,739	8,690,760	-4.5%	8,943,618	97.2%
Sounder	1,168,902	1,163,995	-0.4%	2,331,491	2,292,598	-1.7%	2,379,004	96.4%
Tacoma Link	233,812	241,354	3.2%	470,239	469,828	-0.1%	495,283	94.9%
Link	6,335,535	6,484,227	2.3%	11,810,910	12,264,524	3.8%	13,635,698	89.9%
Paratransit	16,449	17,721	7.7%	32,279	33,914	5.1%	35,000	96.9%
<b>Total Boardings</b>	<b>12,420,629</b>	<b>12,375,414</b>	<b>-0.4%</b>	<b>23,749,658</b>	<b>23,751,624</b>	<b>0.0%</b>	<b>25,488,602</b>	<b>93.2%</b>
<b>Average Weekday Boardings</b>	<b>163,456</b>	<b>164,069</b>	<b>0.4%</b>	<b>158,844</b>	<b>163,146</b>	<b>2.7%</b>		

**Total Sound Transit** ridership slightly decreased by 45K, or 0.4%, compared to the second quarter of 2018; while system-wide average weekday boardings increased by 0.4% .

**ST Express** ridership and average weekday boardings decreased by 4.2% and 4.7%, respectively, compared to the second quarter of last year mainly due to ridership declines in the I-90 corridor. Slight ridership declines have been occurring along this corridor since the closure of two major parking facilities in the second quarter of 2017; however, ridership declines have compounded in recent months due to the Rainier Freeway Station closure in September 2018 and the conversion of the transit tunnel to rail-only in March 2019.

**Sounder** ridership decreased by 5K, or 0.4% compared to the second quarter of 2018 and average weekday boardings were overall the same as last year. Year-to-date ridership on Sounder commuter rail has remained relatively flat compared to the prior year.

**Tacoma Link** ridership increased by 8K, or 3.2%, compared to the second quarter of last year. Average weekday boardings also increased by 3.0% compared to the same period last year. The year-over-year gains seen on Tacoma Link are due to an atypical 2018. Last year, the Tacoma Dome event center and a portion of the Tacoma Dome parking garage were closed for several months for renovations negatively impacting ridership in 2018.

**Link** light rail ridership grew 149K, or 2.3%, compared to the second quarter of 2018; average weekday boardings increased by 4.6%. The increase in average weekday boardings was driven primarily by ridership growth at International District and Westlake stations which partially offset ridership declines at Tukwila International Boulevard and Angle Lake stations

**Paratransit** ridership services increased by 7.7% for the second quarter of 2019.

## Service Delivery Performance Report Q2 2019

ST Express						
	Q2 2018	Q2 2019	Q2 Budget	YTD 2018	YTD 2019	YTD Budget
Revenue Vehicle Hours Operated <sup>1</sup>	159,083	160,593	159,503	317,037	311,447	319,007
Revenue Vehicle Miles Operated	3,004,651	3,025,786	3,035,011	5,983,607	5,937,163	6,070,022
Trips Operated	121,215	123,861	121,256	241,302	241,532	238,010
Platform Hours Operated	199,700	207,230	204,931	397,017	402,716	409,861
Boardings	4,665,930	4,468,117	4,625,782	9,104,739	8,690,760	8,943,618
Boardings per Revenue Vehicle Hour	29	28	29	29	28	28
Boardings per Trip	38	36	38	38	36	38
Cost per Boarding <sup>2</sup>	\$7.39	\$8.44	\$8.01	\$7.49	\$8.33	\$8.29
Percentage of Scheduled Trips Operated	99.9%	99.9%	≥ 99.8%	99.9%	99.0%	≥ 99.8%
On-Time Performance <sup>3</sup>	84.8%	84.4%	≥ 85.0%	85.7%	85.7%	≥ 85.0%
Customer Complaints per 100K Boardings	18.8	19.6	< 15.0	18.2	17.5	< 15.0
Prev. Accidents per 100K Platform Miles <sup>5</sup>	0.57	0.78	< 0.80	0.57	0.78	< 0.80

ST Express Average Weekday Boardings by Route					
		Q2 2018	Q2 2019	%Δ	YTD
510-513	Everett-Seattle	8,953	9,177	2.5%	9,192
522	Woodinville-Seattle	5,058	5,158	2.0%	5,076
532	Everett-Bellevue	2,101	2,029	-3.4%	2,003
535	Lynnwood-Bellevue	2,013	2,089	3.8%	2,016
540	Kirkland-U. District	594	539	-9.3%	569
541	Overlake-U. District	835	883	5.8%	849
542	Redmond-U. District	2,270	2,546	12.1%	2,336
545	Redmond-Seattle	8,909	8,859	-0.6%	8,613
550	Bellevue-Seattle	10,124	7,267	-28.2%	8,106
554	Issaquah-Seattle	4,170	3,635	-12.8%	3,564
555/556	Issaquah-Northgate	1,461	1,309	-10.4%	1,347
560	West Seattle-SeaTac-Bellevue	1,845	1,876	1.7%	1,776
566/567	Auburn-Kent-Overlake	2,126	2,053	-3.4%	1,973
574	Lakewood-SeaTac	2,227	2,274	2.1%	2,226
577/578	Seattle-Federal Way/Puyallup	3,836	3,927	2.4%	3,823
580	Lakewood-Puyallup	751	867	15.5%	873
586	Tacoma-U. District	466	451	-3.3%	441
590-595	Lakewood/Tacoma-Seattle	6,253	6,031	-3.6%	5,851
596	Bonney Lake-Sumner	605	601	-0.7%	590
Total Average Weekday Boardings		64,596	61,571	-4.7%	61,223

**ST Express** on-time performance nearly met target at 84.4% for the second quarter. Percentage of scheduled trips operated was above target at 99.9%. Customer Complaints per 100K Boardings were higher than target and last year for the second quarter mostly due to late and service change.

## Service Delivery Performance Report Q2 2019

### Sounder Commuter Rail

	Q2 2018	Q2 2019	Q2 Budget	YTD 2018	YTD 2019	YTD Budget
Revenue Vehicle Hours Operated <sup>1</sup>	19,339	18,992	18,650	38,193	37,927	37,300
Revenue Vehicle Miles Operated	564,216	566,073	2,189	1,122,136	1,124,105	4,377
Trips Operated	2,193	2,194	2,190	4,323	4,359	4,334
Boardings	1,168,902	1,163,995	1,207,249	2,331,491	2,292,598	2,379,004
Boardings per Revenue Vehicle Hour	60	61	65	61	60	64
Boardings per Trip	533	531	551	539	526	549
Cost per Boarding <sup>2</sup>	\$11.42	\$11.33	\$11.83	\$10.41	\$11.68	\$11.66
Percentage of Scheduled Trips Operated	99.0%	99.5%	≥ 99.5%	98.3%	99.4%	≥ 99.5%
On-Time Performance <sup>3</sup>	90.9%	96.3%	≥ 95.0%	91.6%	95.7%	≥ 95.0%
Customer Complaints per 100K Boardings	13.3	5.4	< 15.0	10.6	5.6	< 15.0
Prev. Accidents per 100K Platform Miles <sup>5</sup>	0.00	0.00	≤ 1.00	0.00	0.00	≤ 1.00

#### Sounder Commuter Rail Average Weekday Boardings by Corridor

	Q2 2018	Q2 2019	%Δ	YTD
North Line, Everett - Seattle	1,666	1,564	-6.1%	1,604
South Line, Tacoma - Seattle	16,351	16,442	0.6%	16,341
<b>Total Average Weekday Boardings</b>	<b>18,017</b>	<b>18,006</b>	<b>-0.1%</b>	<b>17,944</b>

**Sounder** achieved the on-time performance target at 96.3% in the second quarter of 2019, an improvement compared to the same period last year. Boardings per trip slightly dropped by 0.4% compared to the second quarter of 2018. Percentage of scheduled trips operated was better than last year and met target at 99.5%.

### Tacoma Link Light Rail

	Q2 2018	Q2 2019	Q2 Budget	YTD 2018	YTD 2019	YTD Budget
Service Hours Operated	2,471	2,403	2,450	4,887	4,746	4,900
Service Miles Operated	19,035	18,510	12,243	37,640	36,567	24,485
Trips Operated	12,361	12,395	12,316	24,435	24,422	24,254
Boardings	233,812	241,354	251,501	470,239	469,828	495,283
Boardings per Service Vehicle Hour	95	100	103	96	99	101
Boardings per Trip	19	19	20	19	19	20
Cost per Boarding <sup>2</sup>	\$6.90	\$6.86	\$4.84	\$5.68	\$5.98	\$5.14
Percentage of Scheduled Trips Operated	99.9%	99.9%	≥ 98.5%	99.9%	99.9%	≥ 98.5%
On-Time Performance <sup>3</sup>	99.9%	99.7%	≥ 98.5%	99.9%	99.8%	≥ 98.5%
Customer Complaints per 100K Boardings	0.0	0.0	< 15.0	0.0	0.0	< 15.0
Prev. Accidents per 100K Platform Miles <sup>5</sup>	0.00	0.00	≤ 1.7	0.00	0.00	≤ 1.7

#### Tacoma Link Light Rail Average Weekday Boardings

	Q2 2018	Q2 2019	%Δ	YTD
<b>Total Average Weekday Boardings</b>	<b>3,107</b>	<b>3,198</b>	<b>3.0%</b>	<b>3,159</b>

**Tacoma Link** on-time performance was above target at 99.7% for the second quarter of 2019. Boardings per trip was the same as last year at 19 but slightly lower than the target.





# Year-to-Date System Performance

Data through 7/31/2019, updated monthly

2019

Ridership & Efficiency										Operations				
Total Ridership	Average Daily Boardings				Farebox Recovery	Passengers per Trip	Percentage of Scheduled Trips			Complaints per 100K Boardings	Scheduled PMIs Completed on Time	Preventable Accidents per 100K Miles	Fleet Availability	
	Weekday	Saturday	Sunday				Trips Operated	Scheduled Trips Operated	OTP					
ST Express														
Jan	1,482,267	60,552	20,139	13,749	27.7%	36	41,034	99.9%	88.5%	12	100.0%	0.66	97.6%	
Feb	1,279,867	57,501	18,999	13,330	27.4%	35	36,162	94.3%	86.5%	19	98.0%	0.70	97.6%	
Mar	1,460,508	60,411	22,286	15,621	27.2%	36	40,474	99.9%	85.8%	15	90.0%	0.75	98.6%	
Apr	1,482,524	60,704	21,120	15,640	26.9%	36	41,394	99.9%	87.0%	21	100.0%	0.79	99.0%	
May	1,531,154	61,801	21,811	16,555	26.7%	36	42,060	99.9%	84.7%	18	100.0%	0.82	99.1%	
Jun	1,454,438	62,272	23,399	17,724	26.4%	36	40,408	99.9%	81.4%	19	100.0%	0.78	98.6%	
Jul	1,549,012	62,063	22,835	17,960	25.3%	37	42,056	99.8%	81.7%	21	99.0%	0.80	98.8%	
Aug														
Sep														
Oct														
Nov														
Dec														
Target	17,980,000	N/A	N/A	N/A	20.0%	37	481,730	99.8%	85.0%	15	90.0%	0.80	80.0%	
YTD	10,239,772	60,784	21,601	15,876	25.3%	36	283,588	99.1%	85.1%	18	98.1%	0.80	98.5%	
Sounder														
Jan	418,467	19,021	0	0	32.9%	562	744	99.5%	96.7%	6	100.0%	0.00	87.1%	
Feb	331,266	16,563	0	0	33.0%	471	704	98.2%	93.1%	6	100.0%	0.00	86.9%	
Mar	378,871	17,944	0	2,051	31.4%	528	717	99.9%	95.8%	5	100.0%	0.00	86.6%	
Apr	406,761	18,205	1,527	2,365	32.1%	536	759	99.9%	96.0%	5	100.0%	0.00	86.9%	
May	394,093	17,813	703	1,495	32.3%	525	751	99.3%	95.3%	6	100.0%	0.00	86.4%	
Jun	363,141	18,000	0	1,572	31.8%	531	684	99.4%	97.5%	6	100.0%	0.00	86.4%	
Jul	390,997	17,639	0	983	31.8%	521	750	98.6%	95.2%	5	100.0%	0.00	86.7%	
Aug														
Sep														
Oct														
Nov														
Dec														
Target	4,810,000	N/A	N/A	N/A	23.0%	549	8,754	99.5%	95.0%	15	90.0%	1.00	86.4%	
YTD	2,683,595	17,899	1,115	1,597	31.8%	525	5,109	99.3%	95.7%	6	100.0%	0.00	86.7%	

Data is preliminary and is subject to change  
More system performance data can be found in the monthly Rider Experience and Operations Committee (REO) presentations  
See Sound Transit's Performance Measures Glossary for information on each metric



# Year-to-Date System Performance

Data through 7/31/2019, updated monthly

2019

Ridership & Efficiency							Operations						
Total Ridership	Average Daily Boardings				Farebox Recovery	Passengers per Trip	Trips Operated	Percentage of Scheduled Trips Operated		Complaints per 100K Boardings	Scheduled PMIs Completed on Time	Preventable Accidents per 100K Miles	Fleet Availability
	Weekday	Saturday	Sunday					OTP					
Tacoma Link													
Jan	77,704	3,188	1,615	717	0.0%	19	4,077	99.9%	0	100.0%	0.00	96.8%	
Feb	70,247	2,971	1,948	760	0.0%	19	3,740	99.8%	0	100.0%	0.00	97.6%	
Mar	80,523	3,133	1,915	1,031	0.0%	19	4,210	99.7%	0	100.0%	0.00	100.0%	
Apr	82,809	3,231	2,363	570	0.0%	20	4,148	100.0%	0	100.0%	0.00	100.0%	
May	86,747	3,469	1,861	597	0.0%	21	4,204	99.8%	0	100.0%	0.00	88.2%	
Jun	71,797	2,955	1,855	685	0.0%	18	4,043	100.0%	0	100.0%	0.00	98.9%	
Jul	66,115	2,524	1,891	603	0.0%	15	4,270	100.0%	2	100.0%	0.00	98.9%	
Aug													
Sep													
Oct													
Nov													
Dec													
Target	1,000,000	N/A	N/A	N/A	N/A	20	48,970	98.5%	15	90.0%	1.70	66.7%	
YTD	535,943	3,069	1,919	712	0.0%	19	28,692	99.9%	0	100.0%	0.00	97.2%	
Link													
Jan	1,975,149	76,364	42,695	31,607	38.3%	229	8,638	99.3%	2	99.0%	0.05	97.2%	
Feb	1,728,835	72,230	45,153	32,675	37.9%	221	7,816	97.8%	2	97.0%	0.10	96.3%	
Mar	2,076,313	76,245	55,870	39,163	37.8%	240	8,653	99.0%	2	99.0%	0.10	96.6%	
Apr	2,142,509	81,340	49,657	38,598	37.3%	251	8,537	99.0%	3	97.0%	0.10	97.7%	
May	2,160,083	79,413	50,748	42,001	36.6%	249	8,681	96.7%	2	97.0%	0.19	97.2%	
Jun	2,181,635	82,685	57,655	47,931	36.1%	262	8,322	97.1%	3	98.0%	0.14	92.2%	
Jul	2,301,998	83,795	53,680	48,759	36.1%	263	8,763	98.5%	1	99.0%	0.14	96.1%	
Aug													
Sep													
Oct													
Nov													
Dec													
Target	28,400,000	N/A	N/A	N/A	40.0%	276	102,976	98.5%	15	90.0%	0.30	86.0%	
YTD	14,566,522	78,986	50,725	40,376	36.1%	245	59,410	98.2%	2	98.0%	0.14	96.2%	

Data is preliminary and is subject to change  
More system performance data can be found in the monthly Rider Experience and Operations Committee (REO) presentations  
See Sound Transit's Performance Measures Glossary for information on each metric

**Appendix R**  
**Resolutions R2013-18 and R2013-19**

**RESOLUTION NOS. R2013-18 and R2013-19**

**Establishing policies for conducting equity analyses of Major Service Changes and Fare Changes impacting minority and low income populations**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>	<b>PHONE:</b>
Executive Committee Board	09/05/2013 09/26/2013	Recommend to Board Final Action	Leslie Jones, Diversity Programs Director <b>Alec Stephens, Diversity Technical Advisor</b>	206-398-5047 206-398-5019

**PROPOSED ACTION**

Resolution No. R2013-18: Establishing policies for conducting equity analyses of Major Service Changes impacting minority and low income populations

Resolution No. R2013-19: Establishing policies for conducting equity analyses of Fare Changes impacting minority and low income populations.

**KEY FEATURES SUMMARY**

- As a recipient of federal financial assistance, primarily from the Federal Transit Administration, Sound Transit must continue to ensure that it complies with Title VI of the Civil Rights Act of 1964, which protects individuals from discrimination on the basis of race, color and national origin in any program receiving federal funds.
- The resolutions address how Sound Transit will proceed with major service changes or fare changes in a manner that complies with Title VI.
- The resolutions incorporate practices that Sound Transit has used in the past in assessing major service changes and fare changes. In compliance with Title VI Guidelines by the Federal Transit Administration, Sound Transit is to set forth those practices as policies adopted by the agency's policy-making body.
- Major Service Changes. A Title VI "equity evaluation" shall be conducted for all major service changes, which are defined as any single change in service on an individual bus or rail route that would add or eliminate more than 25 percent of the route's weekly platform service hours, *and/or* move the location of a stop or station by more than a half mile.
- Fare Changes. A Title VI "equity evaluation" shall be conducted for all fare changes except for:
  1. Instances where Sound Transit has declared that all passengers will ride free.
  2. Temporary fare reductions that are mitigating measures for other actions.
  3. Promotional or temporary fare reductions lasting no more than six months.
- The resolutions establish thresholds for determining whether proposed major service changes or fare changes indicate disparate impacts to minority populations or disproportionate burdens to low income populations, and outlines efforts to be made to mitigate such impacts, and conduct outreach activities to affected populations to ensure the inclusion of affected people in the process prior to the adoption of the proposed changes.
- The resolutions provide that the Title VI equity evaluation, mitigation efforts, and outreach activities will be included as a part of the record for consideration by Sound Transit prior to final action on the proposed major service change or fare change.

**BACKGROUND**

Section 601 of Title VI of the Civil Rights Act of 1964 states that:

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 receives federal financial assistance to design and build the regional transit system through grants primarily awarded and administered by the Federal Transit Administration. As an FTA grant recipient, Sound Transit cannot, on the basis of race, color, or national origin, either directly or through contractual means:

- Deny an individual any service, financial aid or benefit provided under the program to which he or she might otherwise be entitled;
- Make distinctions in the quality, quantity or manner in which the service or benefit is provided; or
- Segregate or separately treat individuals in any matter related to the receipt of any service or benefit.

As Sound Transit operates its transit services—Link Light Rail, Regional Express Bus, and Sounder Commuter Rail, and associated facilities—it must ensure that such services are provided in an equitable manner. This includes decisions by Sound Transit to make major changes to its transit services or changes in its fare structures.

The two resolutions set a policy framework under which Sound Transit will evaluate proposed major service changes or fare changes that may be recommended for Sound Transit Board approval as follows:

1. Sound Transit includes in its evaluation whether such changes adversely affect minority or low income populations;
2. Determine if the adverse effects result in “Disparate Impacts to Minority Populations”, setting as a threshold effects that for the minority populations subject to the major service change are greater than the minority population in the Sound Transit District (currently, 31.13%); and/or result in “Disproportionate Burdens to Low Income Populations”, setting as a threshold effects that for the low income populations subject to the major service change are greater than the low income population in the Sound Transit District (currently, 11.24%);
3. If the proposed changes result in disparate impacts to minority populations and/or disproportionate burdens to low income populations Sound Transit will examine and develop ways to mitigate or lessen the effect, and alert the affected Title VI stakeholders of the proposed changes to allow them to comment on the change and the impacts.
4. The Title VI evaluation of the proposed major service changes or fare changes, the impacts, mitigation efforts, outreach to impacted stakeholders, and public comments will be a part of the record before the Sound Transit Board when it makes its decision to approve the major fare change or fare change in question.
5. The Sound Transit Board may approve the change unaltered and Sound Transit may proceed to implement the change “if there is a substantial legitimate justification for the change(s) and Sound Transit can demonstrate that there were no alternatives that would have less of an impact on minority or low income populations and would still accomplish Sound Transit’s legitimate program goals.”

## **FISCAL IMPACT**

Not applicable to this action.



## **SMALL BUSINESS PARTICIPATION**

Not applicable to this action.

## **EQUAL EMPLOYMENT WORKFORCE PROFILE**

Not applicable to this action.

## **APPRENTICE UTILIZATION COMMITMENT**

Not applicable to this action.

## **PUBLIC INVOLVEMENT**

Over 60 organizations and individuals in the Sound Transit region, representing minority and low income advocacy, interest and community based organizations, were sent a letter notifying recipients of the proposed policies and soliciting comments. The letter included a summary of the proposed actions along with copies of the draft resolutions, and offering to provide further information or respond to questions. The information also contained a discussion of Title VI, and the process for public comment not only to staff, but also the dates and times of the Executive Committee and the Sound Transit Board meetings when consideration of the policies is scheduled should they decide to provide comments directly to Boardmembers. In addition, this information was provided to Sound Transit's Diversity Oversight Committee for discussion and comments at their meeting, held on August 23, 2013.

As set forth in the policies, more extensive outreach will take place regarding proposed major service changes or fare changes to populations affected by the particular change.

## **TIME CONSTRAINTS**

The policies will be included in the Sound Transit 2013 Title VI Submittal to FTA. The Board is scheduled to take final action on a motion to approve the submittal at its September 26, 2013 meeting. Submittal is to be sent to FTA by October 1, 2013. It would be preferable to include the adopted policies, however, draft policies pending Board approval could be included if further consideration is required by the Board.

## **PRIOR BOARD/COMMITTEE ACTIONS**

Resolution No. R2011-15—Adopted an inclusive public participation policy to assure meaningful access to public involvement and community outreach programs for minority, low-income and limited English proficient populations.

## **ENVIRONMENTAL REVIEW**

Jl 8/28/2013

## **LEGAL REVIEW**

RM 8/29/2013

## **RESOLUTION NO. R2013-18**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority establishing policies for conducting equity analyses of Major Service Changes impacting minority and low income populations, in accordance with Title VI requirements and guidelines for Federal Transit Administration recipients.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, Sound Transit has made a commitment to the people within its 3-county region to seek community involvement as it plans, designs, builds, and operate a regional transit system; and

WHEREAS, Sound Transit is a recipient of federal funding primarily from the Federal Transit Administration; and

WHEREAS, consistent with Title VI of the Civil Rights Act of 1964, Sound Transit is committed to:

- Providing services without regard to race, color, or national origin,
- Promoting the full and fair participation of affected populations in transit decision making,
- Preventing denial, reduction, or delay in benefits related to programs and activities that benefit minority or low-income populations, and

WHEREAS, in accordance with Title VI requirements and guidelines for FTA recipients, Sound Transit conducts an equity evaluation of major service changes and all fare changes to determine whether such changes result in adverse impacts on minority populations or impose burdens on low-income populations; and

WHEREAS, Sound Transit is to then evaluate whether the major service change or whether any fare change results in disparate impacts on minority populations or disproportionate burdens on low-income populations; and

WHEREAS, Sound Transit is to ensure inclusive public participation and take all reasonable steps to remove, explore alternatives or otherwise mitigate and reduce the disparate impacts on minority populations or disproportionate burdens on low-income populations; and

WHEREAS, in accordance with the FTA's Title VI requirements and guidelines, Sound Transit is to establish a policy defining the threshold to determine whether a Major Services Change results in disparate impacts to minority populations or disproportionate burdens to low-income populations; and

WHEREAS, Sound Transit engaged the public in developing these policies in a manner consistent with Sound Transit's inclusive public participation policy.

NOW THEREFORE BE IT RESOLVED by the Board of Directors of the Central Puget Sound Regional Transit Authority, that in accordance with Title VI of the Civil Rights Act of 1964, and FTA requirements and guidelines, this policy is enacted to define a major service change, define a potential adverse effect caused by a major service change, and to establish policies to conduct an equity analysis of major service changes to assess the impact of such changes on Minority and Low-Income populations.

BE IT FURTHER RESOLVED that in accordance with Sound Transit Service Standards and Performance Measures, last updated in 2010, a "Major Service Change" is defined as any single change in service on an individual bus or rail route that would add or eliminate more than 25

percent of the route's weekly platform service hours, *and/or* move the location of a stop or station by more than a half mile.

BE IT FURTHER RESOLVED that a potential adverse effect is defined as a geographical or time-based addition or reduction in service which includes but is not limited to: Span of service changes, frequency of service changes, route segment elimination, re-routing or route elimination.

BE IT FURTHER RESOLVED that all service changes defined as major will be subject to an equity analysis which includes an analysis of potential adverse effects on minority and low-income populations.

BE IT FURTHER RESOLVED that when Sound Transit conducts an Equity Assessment of Major Service Changes, the threshold for determining that the changes in question result in Disparate Impacts for minority populations or Disproportionate Burdens for low income populations are as follows:

1. Disparate Impact—a disparate impact occurs when the minority percentage of the population adversely affected by a major service change is greater than the average minority percentage of the population of Sound Transit's service area.
2. Disproportionate Burden—a disproportionate burden occurs when the low income percentage of the population adversely affected by a major service change is greater than the average low income percentage of the population of Sound Transit's service area.

BE IT FURTHER RESOLVED that if it finds that the major service change results in a potential disparate impact or potential disproportionate burden, then in accordance with Title VI of the Civil Rights Act of 1964 and FTA requirements and guidelines, Sound Transit will consider steps to avoid, minimize or mitigate the adverse impacts and reanalyze the modified change(s) to determine if the impacts were removed or lessened.

BE IT FURTHER RESOLVED that prior to adopting the major service changes, Sound Transit will include in its report the equity evaluation of the major service change(s), and that the public and Title VI stakeholders will be invited to provide comments regarding the changes

including the steps to avoid, minimize or mitigate the adverse impacts and the modified change(s) to determine if the impacts were removed or lessened.

BE IT FURTHER RESOLVED that if Sound Transit chooses not to alter the proposed change(s), the implementation of the change(s) may proceed if there is a substantial legitimate justification for the change(s) and Sound Transit can demonstrate that there were no alternatives that would have less of an impact on minority or low income populations and would still accomplish Sound Transit's legitimate program goals.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 26, 2013.



Pat McCarthy  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator



# SERVICE EQUITY ANALYSIS (TITLE VI EVALUATION)



# Service Equity Analysis (Title VI Evaluation)

## INTRODUCTION

As part of the annual Service Implementation Plan, Sound Transit conducts a service equity analysis, also known as a Title VI evaluation analysis, to ensure that changes in transit service are consistent with Title VI policies defined by the Federal Transit Administration (FTA) and policies defined by the Sound Transit Board of Directors.

Two proposed 2017 service changes were analyzed for whether they met the major service change threshold: the investment in on-time performance planned for ST Express in 2017 and the additional service on Sounder commuter rail expected in 2017. Neither change planned for 2017 meets the thresholds of a major service change and a full service equity analysis is not required. The step-by-step process that Sound Transit used to determine that a full service equity analysis for the 2017 changes was not necessary is documented below.

For reference, the subsequent sections provide a description of the process applied to major service changes.

## SERVICE EQUITY EVALUATION OF 2017 SERVICE CHANGES

For 2017, both service changes, additional Sounder round trips and additional ST Express service hours, do not meet the threshold of a major service change based on the adopted Sound Transit policy. Both service changes for 2017 will be implemented administratively. Table 9 below provides a summary of the 2017 service changes, with their anticipated implementation date and whether they are a major or minor service change.

**TABLE 9: 2017 PROPOSED SERVICE CHANGES**

ROUTE	DESCRIPTION	SERVICE CHANGE	SERVICE CHANGE DATE	SERVICE CHANGE TYPE
ST Express	System-wide	Investment in on-time reliability for various ST Express routes. Specific routes to be identified in early 2017.	September	Minor
Sounder	South Line Lakewood-Seattle	Two new peak round trips (four one-way trips)	September	Minor



## ST Express System-Wide Service Quality Investment

Congestion along major highway corridors in the Central Puget Sound region continues to increase, leading to reduced travel time reliability. Schedule reliability on a number of routes continues to not meet service quality standards. To improve service quality the 2017 budget includes an additional 15,000 annual service hours. On a system level, the proposed change does not meet the definition of a major service change with an estimated increase of only 2.7 percent between 2016 and 2017 platform hours. Table 10 shows the change in platform hours between 2016 and 2017.

In early 2017, planners will conduct an analysis to identify the route specific investments using guidelines from the Sound Transit's *Service Standards and Performance Measures*. For each route-level change planners will review the investment to identify any major service changes. Any identified major service change will receive a full service equity analysis.

**TABLE 10: ST EXPRESS CHANGE IN PLATFORM HOURS 2016-2017**

ROUTE	2016 PROJECTED PLATFORM HOURS	2017 ESTIMATED PLATFORM HOURS <sup>1</sup>	PERCENTAGE CHANGE IN PLATFORM HOURS
ST Express	756,807	777,448	2.7%

## Sounder South Line Round Trips

As part of the voter approved ST2 package, four additional Sounder south line round trips were approved. In 2016, the second of the four approved south line round trips was implemented during the midday. The third and fourth round trips are scheduled to be implemented in September 2017. As shown in Table 11, the two new south line round trips only changes the line's annual hours by 20 percent, below the threshold for a major service changes.

**TABLE 11: SOUNDER SOUTH LINE ROUND TRIPS MAJOR SERVICE CHANGE ANALYSIS**

DAY TYPE	ONE-WAY TRIPS PER DAY	PLATFORM HOURS PER DAY	PLATFORM HOURS PER WEEK	PLATFORM HOURS PER YEAR <sup>2</sup>
<b>ESTIMATED 2016 SERVICE STATISTICS PRE-ROUND TRIPS</b>				
North Line	8	11	56	2,856
South Line	22	34	168	8,543
<b>System Total</b>	<b>30</b>	<b>45</b>	<b>224</b>	<b>11,399</b>
<b>ESTIMATED 2017 SERVICE STATISTICS POST-ROUND TRIPS</b>				
North Line	8	11	56	2,856
South Line	26	40	201	10,226
<b>System Total</b>	<b>34</b>	<b>51</b>	<b>257</b>	<b>13,082</b>
<b>North Line Total Percent Change</b>			<b>0%</b>	<b>0%</b>
<b>South Line Total Percent Change</b>			<b>20%</b>	<b>20%</b>
<b>System Total % Change</b>			<b>15%</b>	<b>15%</b>

<sup>1</sup> Estimated 2017 platform hours reflect the fully annualized service improvements made in March and September 2016, and a prorated amount for the on-time service improvements anticipated in 2017.

<sup>2</sup> Annualized on a factor of 255 weekdays.

## POLICIES AND DEFINITIONS

The section below describes Sound Transit's approved policies for conducting and identifying major service changes, as well as for assessing their impacts on Title VI populations.

### Service Standards and Performance Measures

Service standards and performance measures are a set of guidelines that are used to design, evaluate and modify transit service. The standards and measures establish baselines to obtain optimum efficiency and effectiveness in the system on a short-term basis, while maintaining or improving the quality of service. Planning and day-to-day management of transit service is based on the established service standards and performance measures. The guidelines provide a multi-step process to identify the level and type of service that should be provided, as well as a process to implement any changes needed to meet established priorities.

The *Service Standards and Performance Measures* defines the criteria for making major or administrative service changes, as well as guidelines and driving factors for the type of changes needed to ensure Sound Transit services are meeting the demand for regional transit in the Puget Sound area.

### Major Service Change

Resolution R2013-18, adopted by the Sound Transit Board of Directors in 2013, established policies for conducting equity analyses of major service changes and assessing the impacts on minority and low income populations. This policy defines a major service change as follows:

*A major service change is any single change in service on an individual bus or rail route that would add or eliminate more than 25 percent of the route's weekly platform service hours, and/or move the location of a stop or station by more than a half mile.*

### Adverse Effects

The adopted policy, described above, also defines potential adverse effects of major service changes and thresholds for determining whether the proposed service change would have a disparate impact on minority populations and/or a disproportionate burden on low-income populations. The definitions are as follows:

*A potential adverse effect is defined as a geographical or time-based addition or reduction in service which includes but is not limited to: span of service changes, frequency of service changes, route segment elimination, and re-routing or route elimination.*

*A disparate impact occurs when the minority percentage of the population adversely affected by a major service change is greater than the average minority percentage of the population of Sound Transit's service area.*

*A disproportionate burden occurs when the low income percentage of the population adversely affected by a major service change is greater than the average low income percentage of the population of Sound Transit's service area.*

Per Sound Transit's policy, if any disparate impact or disproportionate burden is found during the service equity analysis, Sound Transit will consider steps to avoid, minimize, or mitigate the adverse impacts and reanalyze the modified changes to determine if the impacts are removed or lessened.

# Definitions and Data Analysis

The following sections describe the data definitions and methodologies used by Sound Transit to develop estimates for Title VI populations within the Sound Transit service area.

## Demographic Analysis Methodology and Title VI Data Definitions

Sound Transit uses census demographic data to identify Title VI communities (Minority, Low Income, & Limited English Proficiency) for service equity analysis and calculates the system-wide or mode specific average representation of these communities within the general population. Sound Transit uses the 2010 designated Census Tracts as the geographic basis for assessing the Title VI populations.

Sound Transit uses the most recent five-year demographic estimates available from American Community Survey (ACS). The ACS dataset identifies Minority, Low Income and Limited English Proficiency (LEP) populations. The following sections describe the methodology for identifying each of the Title VI populations for the purposes of the annual service equity analysis.

### Minority

Persons who self-identify as being one or more of the following ethnic groups: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander.

### Low income

Persons whose median household income is below the federal poverty level.

### Limited English Proficiency (LEP)

Persons who identify a language other than English as their primary language and are not fluent in English.

## Service Area Methodology

Most transit agencies in the United States define their service area as a buffer around each of their transit routes. Given the unique service characteristics of Sound Transit service – limited stops connecting regional urban and employment centers – the agency defines its service area based on a radial distance from each transit stop, rather than the transit route alignment. Table 12 below provides details on Sound Transit’s service area by stop type.

TABLE 12: SERVICE AREA DEFINITIONS

TYPE	SERVICE AREA (MILES)
Bus Stop without parking	0.5
Rail station without parking	1.0
Major bus facilities with parking	2.5
Rail station with parking	5.0

## Sound Transit Title VI Population Estimates

Using the demographic analysis and Title VI definitions previously outlined in this section, averages for the three Title VI populations for the Sound Transit service area are identified.

The population representation for any Title VI analysis is calculated using the percentage of area that falls within the district or mode's service area to estimate the specific number of people that fall within each of the Title VI categories. For example, if a census tract total is 10 acres and 3 acres are in the service area, based on the previously identified methodologies, then 30 percent of the tract's total population, and in turn the respective Title VI populations, is considered to be within the service area. This methodology assumes an even distribution of population throughout the census tract.

Using 2010-2014 ACS Dataset, as shown in Table 13 below, the Title VI population averages for the Sound Transit service area are: Minority - 36.9 percent, Low Income - 10.4 percent, and LEP - 12.6 percent. These averages serve as a comparison in the service change analysis conducted by Sound Transit.

**TABLE 13: TITLE VI POPULATIONS IN SOUND TRANSIT DISTRICT**

TITLE VI POPULATIONS	PERCENTAGE OF SOUND TRANSIT DISTRICT POPULATION
Minority	36.9%
Low Income	10.4%
Limited English Proficiency (LEP)	12.6%

## **RESOLUTION NO. R2016-30**

### **2017 Service Implementation Plan**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Operations and Administration Committee	12/01/2016	Recommend to Board	Bonnie Todd, Executive Director of Operations
Board	12/15/2016	Final Action	<b>David Huffaker, Deputy Executive Director of Operations Support Services</b> <b>Michael Couvrette, Service Planning Manager</b>

### **PROPOSED ACTION**

Adopts the 2017 Service Implementation Plan and authorizes the chief executive officer to implement recommended service changes in 2017.

### **KEY FEATURES SUMMARY**

- The Draft 2017 Service Implementation Plan (SIP) describes Sound Transit service changes proposed for implementation during 2017, and preliminary service plans for 2018 through 2022. This action authorizes implementation of the 2017 service changes only. Preliminary bus and rail service concepts shown in the SIP for 2018-2022 are for planning and forecasting purposes only.
- Board approval of the 2017 SIP would authorize the chief executive officer to implement two new weekday round trips on the Sounder south line and respective ST Express Sounder connector service, as well as implementation of 15,000 additional annual service hours across the ST Express system to improve schedule reliability and service quality. There are no service changes for Link or Tacoma Link in 2017.

### **BACKGROUND**

Each year, Sound Transit prepares the SIP, an annual update on the development of the agency's light rail, commuter rail, and express bus services. The Draft 2017 SIP includes several administrative service enhancements and changes which are summarized below. No major service changes are proposed for 2017.

#### **Administrative Service Changes**

##### *New Sounder South Line Round Trips*

Under a 2010 agreement between Sound Transit and BNSF Railway, four new Sounder south line weekday round trips are being phased into service between 2013 and 2017. Additional service is needed to accommodate ridership growth and provide new schedule options for commuters. The first new trip under this agreement was implemented in 2013, and the second round trip was implemented during the midday in 2016. The third and fourth ST2 approved south line round trips are proposed to be implemented in September 2017. The 2017 round trip would operate during the A.M. and P.M. peak periods, providing new opportunities for commuters to travel during rush hours.

### *ST Express Schedule Reliability and Service Quality Investment*

Despite schedule reliability and on-time performance investments made in 2015 and 2016, the ST Express system continues to fall below service quality standards. Congestion along major highway corridors continues to reduce on-time performance of the system.

In 2017, an additional 15,000 annual platform hours for ST Express service are proposed to improve schedule reliability and service quality. In early 2017, Sound Transit service planners will conduct a detailed analysis, using guidelines from the Sound Transit's *Service Standards and Performance Measures* to identify the route specific investments needed throughout the system. The additional hours will be implemented across the ST Express system beginning in September 2017. In general, the additional 15,000 service hours are planned for implementation by subarea in approximate proportion to each subarea's existing share of ST Express service hours.

### *ST Express Sounder Connector Service*

Additional trips on ST Express Routes 567, 580, and 596 are planned for September 2017, providing connecting service to the new Sounder south line round trips.

## **FISCAL INFORMATION**

The 2017 SIP is funded from the service delivery annual operations budgets for each mode: Sounder, ST Express, Link, and Tacoma Link. The total of 2017 operating budget is \$287 million. Budget authority will be granted with the adoption of the 2017 budget in December 2016.

ST Express	129,975
Sounder	54,486
Tacoma Link	4,550
Link	98,477
Total	<b>287,488</b>

The modal budgets can be found on page 29 of Proposed 2017 Budget book.

## **SMALL BUSINESS/DBE PARTICIPATION APPRENTICESHIP UTILIZATION**

Not applicable to this action.

## **TITLE IV COMPLIANCE**

Staff analyzed the potential impact of the proposed service changes on Title VI populations in the Sound Transit district, based on the Board adopted *Service Standards and Performance Measures*. The proposed service changes do not meet the definition for a major service change and do not have a disparate or disproportionate impact on Title VI populations in the Sound Transit district. The proposals are service enhancements that provide more mobility options or improve the quality of existing service.

## **PUBLIC INVOLVEMENT**

The Draft 2017 SIP and its public information document, "Regional Transit News," were posted on the Sound Transit website November 1, 2016. A link to the SIP was emailed to persons who

signed up to receive Sound Transit reports and service planning alerts. The “Regional Transit News” contains explanations of the service changes proposed in the SIP and encourages riders and the general public to contact Sound Transit with their comments.

A public open house is scheduled in the Union Station’s Great Hall on December 1, 2016.

## **TIME CONSTRAINTS**

A one-month delay would not create a significant impact to the project schedule.

## **PRIOR BOARD/COMMITTEE ACTIONS**

Resolution No. R2015-28: Adopted the 2016 Service Implementation Plan and authorized the chief executive officer to implement recommended service changes in 2016.

## **ENVIRONMENTAL REVIEW**

Jl 11/17/2016

## **LEGAL REVIEW**

JW 11/22/2016

## **RESOLUTION NO. R2016-30**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting the 2017 Service Implementation Plan, and authorizing the chief executive officer to implement recommended service changes in 2017.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 RCW for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, express bus, commuter rail and light rail service will be implemented in phases, providing a program for route implementation and service increases over time which meet the commitment in Sound Move and Sound Transit 2; and

WHEREAS, the 2017 Service Implementation Plan includes additional information on future service plans for 2018-2022 including preliminary service changes to be used for planning and forecasting purposes; and

WHEREAS, the proposed service changes included in the 2017 Service Implementation Plan are consistent with the proposed 2017 Agency Budget and Long-Range Financial Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the 2017 Service Implementation Plan is adopted, and the chief executive officer is authorized to implement the 2017 service changes included in the plan as described below:

### **Sounder commuter rail**

Implement two new weekday Sounder commuter rail round trips between Lakewood and Seattle that will operate during the A.M. and P.M. peak periods.

### **ST Express bus**

**Schedule reliability and service quality investment:** Implement 15,000 annual platform hours to improve schedule reliability, service quality, and on-time performance of the ST Express system. The additional hours will be implemented across the ST Express system beginning in September 2017. In general, the additional 15,000 service hours are planned for implementation by subarea in approximate proportion to each subarea's existing share of ST Express service hours.



**Additional Sounder connector service:** Implement additional trips on ST Express Routes 567, 580, and 596 to provide connecting service to the two new Sounder south line round trips.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 15, 2016.



Dow Constantine  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator



# SERVICE EQUITY ANALYSIS (TITLE VI EVALUATION)



# Service Equity Analysis (Title VI Evaluation)

## INTRODUCTION

As part of the annual Service Implementation Plan, Sound Transit conducts a service equity analysis, also known as a Title VI evaluation analysis, to ensure that changes to transit service are consistent with Title VI policies defined by the Federal Transit Administration (FTA) and Board policies defined by the Sound Transit Board of Directors. The 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 the Civil Rights Act of 1964, which 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.*

This section of the SIP provides an assessment of potential impacts to minority, low income and limited English speaking communities associated with the changes approved in this Service Implementation Plan.

## POLICIES AND DEFINITIONS

The section below describes Sound Transit's approved policies for conducting and identifying major service changes, as well as for assessing their impacts on Title VI populations.

### Service Standards and Performance Measures

Service standards and performance measures are a set of guidelines that are used to design, evaluate and modify transit service. The standards and measures establish baselines to obtain optimum efficiency and effectiveness in the system on a short-term basis, while maintaining or improving the quality of service. Planning and day-to-day management of transit service is based on the established service standards and performance measures. The guidelines provide a multi-step process to identify the level and type of service that should be provided, as well as a process to implement any changes needed to meet established priorities.

The *Service Standards and Performance Measures* defines the criteria for making major or administrative service changes, as well as guidelines and driving factors for the type of changes needed to ensure Sound Transit services are meeting the demand for regional transit in the Puget Sound area.

### Major Service Change

Resolution R2013-18, adopted by the Sound Transit Board of Directors in 2013, established policies for conducting equity analyses of major service changes and assessing the impacts on minority and low income populations. This policy defines a major service change as follows:

*A major service change is any single change in service on an individual bus or rail route that would add or eliminate more than 25 percent of the route's weekly platform service hours, and/or move the location of a stop or station by more than a half mile.*

## Adverse Effects

The adopted policy, described above, also defines potential adverse effects of major service changes and thresholds for determining whether the proposed service change would have a disparate impact on minority populations and/or a disproportionate burden on low-income populations. The definitions are as follows:

- A **potential adverse effect** is defined as a geographical or time-based addition or reduction in service which includes but is not limited to: changes to span of service, changes to frequency of service, or elimination of routes or route segments.
- A **disparate impact** occurs when the minority percentage of the population adversely affected by a major service change is greater than the average minority percentage of the population of Sound Transit's service area.
- A **disproportionate burden** occurs when the low income percentage of the population adversely affected by a major service change is greater than the average low income percentage of the population of Sound Transit's service area.

Per Sound Transit's policy, if any disparate impact or disproportionate burden is found during the service equity analysis, Sound Transit will consider steps to avoid, minimize, or mitigate the adverse impacts and reanalyze the modified changes to determine if the impacts are removed or lessened.

## Definitions and Data Analysis

The following sections describe the data definitions and methodologies used by Sound Transit to develop estimates for Title VI populations within the Sound Transit service area.

### Demographic Analysis Methodology and Title VI Data Definitions

Sound Transit uses census demographic data to identify Title VI communities (Minority, Low Income, & Limited English Proficiency) for service equity analysis and calculates the system-wide or mode specific average representation of these communities within the general population. Sound Transit uses the 2010 designated Census Tracts as the geographic basis for assessing the Title VI populations.

Sound Transit uses the most recent five-year demographic estimates available from American Community Survey (ACS). The ACS dataset identifies Minority, Low Income and Limited English Proficiency (LEP) populations as follows:

- **Minority:** Persons who self-identify as being one or more of the following ethnic groups: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander.
- **Low income:** Persons whose median household income is below the federal poverty level.
- **Limited English Proficiency (LEP):** Persons who identify a language other than English as their primary language and are not fluent in English.

The following sections describe the methodology for identifying each of the Title VI populations for the purposes of the annual service equity analysis.

## Service Area Methodology

Most transit agencies in the United States define their service area as a buffered distance around each of their transit routes. Given the unique service characteristics of Sound Transit service – limited stops connecting regional urban and employment centers – the agency defines its service area based on a radial distance from each transit stop, rather than the transit route alignment. Table 10 below provides details on Sound Transit’s service area by stop type.

**TABLE 10: SERVICE AREA DEFINITIONS**

TYPE	SERVICE AREA (MILES)
Bus Stop without parking	0.5
Rail station without parking	1.0
Major bus facilities with parking	2.5
Rail station with parking	5.0

## Sound Transit Title VI Population Estimates

Using the demographic analysis and Title VI definitions previously outlined in this section, averages for the three Title VI populations for the Sound Transit service area are identified.

The population representation for any Title VI analysis is calculated using the percentage of area that falls within the district or mode’s service area to estimate the specific number of people that fall within each of the Title VI categories. For example, if a census tract total is 10 acres and 3 acres are in the service area, based on the previously identified methodologies, then 30 percent of the tract’s total population, and in turn the respective Title VI populations, is considered to be within the service area. This methodology assumes an even distribution of population throughout the census tract.

Using the 2011-2015 ACS Dataset, as shown in Table 11 below, the Title VI population averages for the Sound Transit service area are: Minority - 37.6 percent, Low Income - 12.2 percent, and LEP - 10.2 percent. These averages serve as a comparison in the service change analysis conducted by Sound Transit.

**TABLE 11: TITLE VI POPULATIONS IN SOUND TRANSIT DISTRICT**

TITLE VI POPULATIONS	PERCENTAGE OF SOUND TRANSIT DISTRICT
Minority	37.6%
Low Income	12.2%
Limited English Proficiency (LEP)	10.2%

## SERVICE EQUITY EVALUATION OF 2018 SERVICE CHANGES

Routes 550 and 554 provide service to diverse communities throughout the region. This Title VI Evaluation provides an analysis of the minority, low income and Limited English Proficient communities impacted by this service restructure and explains why Sound Transit has chosen to prioritize these communities.

**TABLE 12: 2018 I-90 SERVICE CHANGES**

Route	Description	Adopted Service Change	Service Change Date	Service Change Type
550	Bellevue - Seattle	Route will no longer serve the Rainier Freeway Station. Route will proceed on the I-90 mainline to Downtown Seattle. Frequency reductions are expected.	September	Major
554	Issaquah - Seattle	Route to exit I-90 at Rainier Ave S and stop at Rainier Ave & Charles St (0.3 miles north) instead of the RFS. Route to continue express to downtown via Rainier Ave S and S Dearborn Street and make all regular stops downtown. Outbound trips will stop at 2 <sup>nd</sup> Ave Ext S & Yesler Way instead of 5 <sup>th</sup> Ave & Jackson St. Frequency reductions are expected.	September	Minor

Each service change has been classified as either major or administrative. A service change will be defined as major if vehicle hours of a route change by 25% or more or a stop or station location is eliminated or moves by more than half a mile. The closure of the Rainier Freeway Station is a major service change, because Route 550 will no longer serve the stop. Changes on Route 554 are considered a minor service change because the stop is moving less than 0.5 miles. However, due to the unique nature of this stop as a freeway station and the fact that Route 554 will change course, Sound Transit is treating it as a major service change for purposes of the Title VI analysis and outreach strategy.

Results of the Title VI evaluation shown in Table 13 display the percentages of Title VI populations for both the RFS and the Route 550 and 554 service areas. Shaded cells indicate that the Title VI population is a higher proportion of the general population compared to Sound Transit district averages. To complement the service change analysis for this service change, a series of maps corresponding to the three Title VI categories, Figures 7 to 9, were also developed. Service area representation, analysis, and averages represented in Figures 3 through 10 are strictly Sound Transit specific.

**TABLE 13: ROUTES 550 & 554 TITLE VI EVALUATION RESULTS**

Title VI Populations	Rainier Freeway Station Area	Bellevue area	550 Service Area	554 Service Area	Sound Transit District Average
Minority	51.0%	37.1%	35.6%	37.3%	37.6%
Low Income	16.6%	8.3%	12.0%	8.6%	12.2%
Limited English Proficiency	14.1%	12.1%	8.9%	9.9%	10.2%

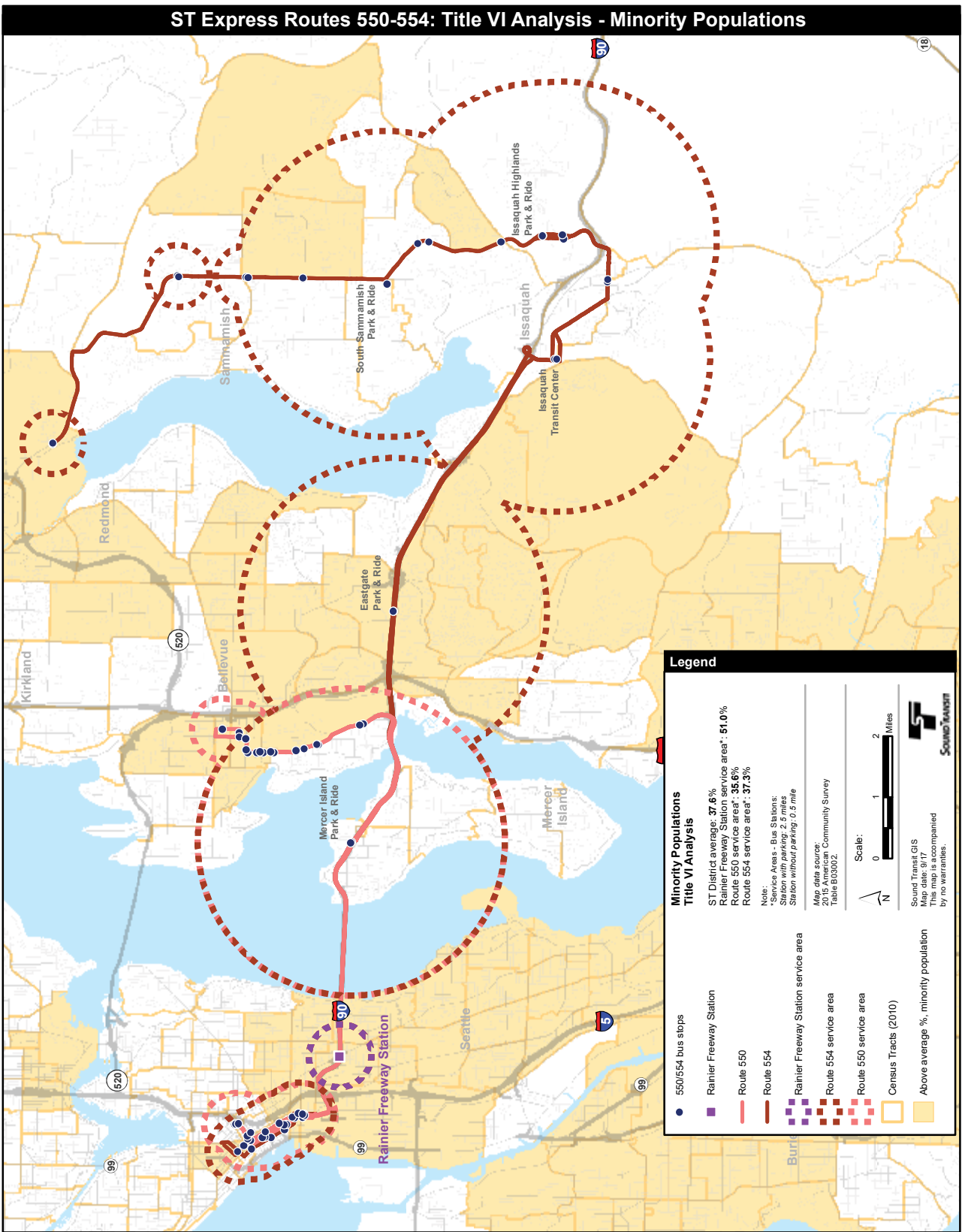
The table and maps demonstrate that there is a disproportionate share of all three Title VI populations near the RFS. Therefore, Sound Transit chose the service change alternative that caused the least impact to these communities. Four service alternatives were considered for Routes 550 and 554, with each presenting benefits and tradeoffs for different populations. The alternatives were evaluated primarily according to delay incurred by the Title VI community. Further discussion of the service change alternatives can be later in this section. Less tangible impacts to this community were also considered, such as transfer penalties and the transfer environment.

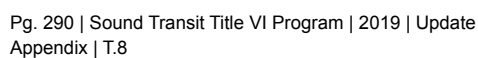
Commuting characteristics suggest that more users of the RFS live in South Seattle and commute to the Eastside during the day, rather than vice versa. Therefore, service changes affecting this facility would impact residents of this community more than residents of the Eastside.

However, the table shows that Bellevue also has a higher than average share of Limited English Proficient residents. The preferred alternative avoids disproportionately impacting these residents by keeping Route 550 on the I-90 mainline and maintaining as close-to-current frequencies as possible, thereby minimizing travel delay for Bellevue residents traveling to Seattle.

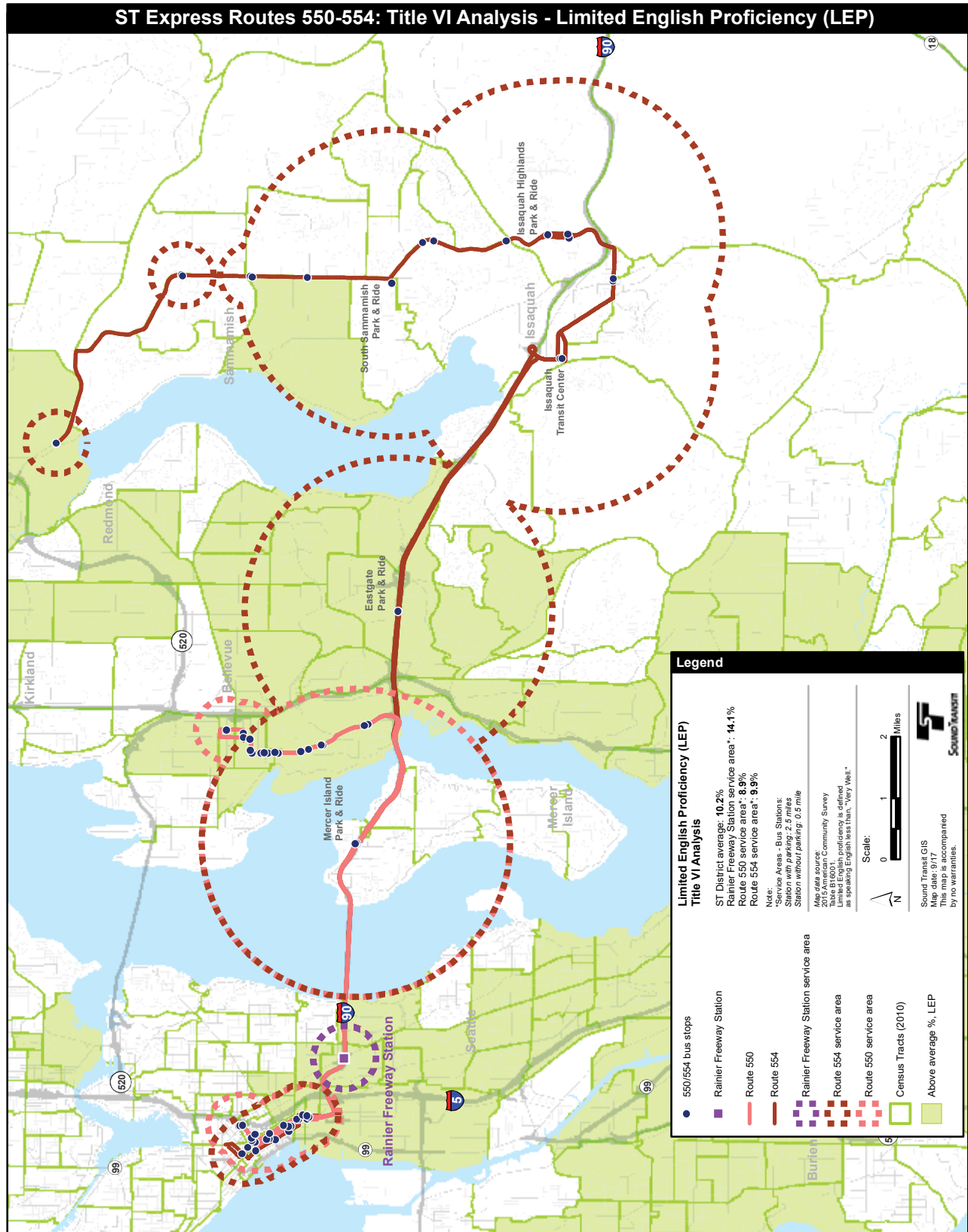


FIGURE 7: ROUTE 550 AND 554 TITLE VI ANALYSIS – MINORITY POPULATION MAP





**FIGURE 9: ROUTE 550 AND 554 TITLE VI ANALYSIS – LIMITED ENGLISH PROFICIENCY POPULATION MAP**



## I-90 SERVICE CHANGE ALTERNATIVE ANALYSIS

Service planners conducted an extensive Title VI analysis and determined that this service change will affect a minority, low-income, or Limited English Proficient community. Therefore, service planning carefully considered alternatives to avoid disproportionately impacting this community.

### Development Process for Service Changes

In July 2011 Sound Transit published an Environmental Impact Statement for the East Link project. The environmental justice section of the EIS, Appendix C, analyzed whether the East Link Project would result in disproportionately high and adverse effects on minority or low-income populations (pursuant to Executive Order 12898 and Department of Transportation Order 5610.2). The analysis found that impacts were limited in scope or could be mitigated, calling for Sound Transit to coordinate with WSDOT to address impacts to buses that currently use the D-2 Roadway. Furthermore, the EIS concluded that the East Link Project would provide substantial benefits to minority and low-income residents in the areas surrounding light rail stations, such as improved access to transit, transit travel time savings, and improved access to employment.

In 2014, a coalition of area agencies including Sound Transit formed a working group to study how the closure of the D-2 Roadway and RFS would affect traffic and transit and to make recommendations for mitigation of impacts to buses. The group in 2015 published a report that recommended an alternative alignment for Sound Transit and King County Metro bus service in the region. In 2017, a full operations analysis on the affected bus routes was conducted to determine the impact on service frequency, transfer time, and passenger delay. Service planners from Sound Transit, King County Metro, and the Seattle Department of Transportation (SDOT) also collaborated around service change proposals and capital improvements to bus stops and intersections.

### Evaluation of Alternatives

Service planning evaluated four alternatives based on several factors, putting special emphasis on the impacts to Title VI communities in the Rainier Valley. The alternatives were evaluated based on impacts to passengers riding between Seattle and the Eastside, rather than within Seattle or within the Eastside. These passengers represent the majority of riders and are more reliant on these specific bus routes whereas riders within Seattle have other options and riders within the Eastside will not see changes to their routing.

### Summary of Alternatives Considered

**Alternative 1** was the recommendation of the D-2 working group in 2015. This alternative would have Route 550 bypass the Rainier Freeway Station and proceed on the I-90 mainline to Downtown Seattle. Meanwhile, Route 554 would exit I-90 at Rainier Ave S and stop at Rainier Ave & Charles St (0.3 miles north) instead of the RFS. Route 554 would continue express to downtown via Rainier Ave S and S Dearborn Street and make all regular stops downtown in both directions.

**Alternatives 2 and 3** would keep both routes on the I-90 mainline, bypassing the RFS. Riders who would normally transfer at the RFS to access the Rainier Valley would instead need to ride to the International District Station and transfer to Link or a Metro route into the Rainier Valley. In Alternative 2, Route 554 would travel on 2nd Avenue when leaving Seattle. That alternative would relocate the outbound 554 stops at 5th & Jackson to 2nd & Jackson to facilitate a faster return to I-90. Alternative 3 would maintain the existing outbound alignment via Washington St and 5th Ave S.

**Alternative 4** would keep both routes on the I-90 mainline, similar to Alternatives 2 and 3, but would also offer a special shuttle between the Mt. Baker Transit Center in the Rainier Valley and Downtown Bellevue.

## Criteria for Evaluating Alternatives

### Cost and Fleet Requirements

Service planning evaluated each alternative with the understanding that no additional buses were available for service, nor could additional operating hours be implemented, due to regional constraints on bus fleet and maintenance capacity described previously. Additional buses are not available, and operating existing buses for more hours per day would require additional maintenance capacity. Therefore, any feasible alternative had to be cost-neutral and fleet-neutral.

### Access to Rainier Avenue and Title VI Impacts

Access to the Rainier Freeway Station area and connecting routes was a chief concern for service planners. Because the RFS serves a minority, low-income, and Limited English Proficient community (referred to as a Title VI community) that relies on the facility to access bus service to the Eastside, maintaining access to an Eastside route that would enable people to continue to ride transit was a priority. Additionally, Title VI of the Civil Rights Act requires Sound Transit to choose the most reasonable alternative that does not disproportionately impact this community. Service planners specifically looked at transfer time, travel time, and inconvenience that RFS users would incur under each scenario and compared it to outcomes for other riders in order to ensure that there was not a disproportionate effect that could be reasonably prevented.

### Person-Delay Analysis

In order to assess impacts to customers, service planners assessed the total person-delay in minutes that riders would incur under each alternative. Person-delay was calculated by multiplying the delay per person for each route with the number of people who currently travel that route. Sources of delay included additional travel time, as well as additional transfer time on the second or third leg of the journey due to more time in between buses or a relocated stop on the first leg. The model separated commuters traveling to and from the RFS from commuters traveling to and from the Eastside, as each would be impacted differently. This distinction was also important to ensure that the Title VI community near the RFS was not disproportionately impacted. Furthermore, service planners realized that in some scenarios, customers traveling from the RFS to Bellevue would be affected differently than customers traveling from the RFS to Issaquah because they would ride different routes. Therefore, person-delay was calculated separately for both markets and then summed to obtain the total person-delay for each alternative.

Travel time assumptions for the model were developed using a combination of methods. The D-2 working group provided travel time estimations post-D-2 closure for Alternative 1 in their report. Service planners also modeled other scenarios using both current run times and anticipated delays.

### Frequency Changes

Service changes were developed under the assumption that no new operating hours or buses could be added to the route. Because travel times were expected to increase, this meant reductions in frequency would be necessary to remain neutral in fleet requirements and operating hours. Proposals were developed with a preference for minimizing peak-hour frequency reductions as much as possible. Peak frequencies were only reduced when it was absolutely necessary due to fleet constraints; otherwise, frequencies were reduced off-peak.



## Alternative Evaluation

The four alternatives were fully evaluation according to the criteria listed previously. Results of each alternative's evaluation are described next.

### Alternative 1

The person-delay analysis showed that Alternative 1 resulted in the least delay for the Title VI community in the Rainier Valley, while still maintaining frequent service for Eastside commuters and staying within cost constraints. 14 summarizes the impacts to different commuting markets under Alternative 1. The full results of the model for all alternatives are shown in the Appendix.

**TABLE 14: IMPACTS TO MARKETS UNDER ALTERNATIVE 1**

Market	Impact	Percentage of total daily riders in corridor	Number of daily riders in the market (each direction)
Bellevue to Rainier Freeway Station (550)	Transfer in the International District to a Rainier Ave-bound bus or Link, or transfer to 554 or Metro bus at Mercer Island. Additional travel or transfer time averages 8 min at peak hours and more off-peak, due to transfer time.	4.1%	280
Issaquah to Rainier Freeway Station (554)	Use Rainier Ave & Charles St stop instead of freeway station, cross street to transfer. Extra travel time is negligible.	1.5%	100
Bellevue to Downtown Seattle (550)	Additional 2.5 minutes of travel time at peak due to running on I-90 mainline, and lower frequencies at certain times.	67.6%	4,620
Issaquah to Downtown Seattle (554)	Additional 6 minutes of travel time at peak, and lower frequencies at certain times.	26.8%	1,830

Alternative 1 also maintained access to the Rainier Valley. However, maintaining access to the Rainier Valley would add travel time for Downtown Seattle riders. Additionally, routing the outbound 554 through 5th & Jackson would be unnecessary given the closure of the D-2 Roadway.

### Alternatives 2 and 3

Alternative 2 would relocate the Route 554 stop in the International District, which would result in a longer walk for some riders who board there, but would reduce travel time for riders who board further uptown by keeping the bus on the most direct path to the I-90 mainline. Alternative 3 would maintain all current stops downtown but would result in slightly longer travel times for outbound Route 554 trips. These alternatives, compared to Alternative 1, both would have saved some time for Route 554 commuters by staying on I-90, but a person-delay analysis demonstrated that these alternatives would have significantly impacted RFS users by eliminating service to that area and causing longer total journey times. Such an impact would have come under the scrutiny of Title VI laws, while detracting from service for many transit-dependent customers. Planners considered the possibility that Alternative 2 and 3 could result in less person-delay for all riders by maintaining better frequencies on both routes because travel times would not increase by the same amount. While these alternatives indeed would have

maintained better frequencies, the savings in wait time did not offset the extra travel time for RFS customers who would have to go downtown to transfer between Rainier Valley and Eastside buses. The potential to disproportionately impact these customers also reduced the favorability of Alternatives 2 and 3.

#### **Alternative 4**

Alternative 4 could have maintained a connection between the Rainier Valley and the Eastside while minimizing travel times for Downtown Seattle passengers. However, there is no way to implement frequent service on this shuttle without additional funding and buses, or making dramatic cuts elsewhere in the system. Without frequent service, the shuttle would likely not be used, as riders would find it more convenient to transfer to more frequent service downtown. In fact, given constraints on bus fleet and maintenance capacity mentioned previously, even infrequent shuttle service was not feasible.

### **Other Alternatives**

Service planners considered alternatives that would have caused Route 550 to travel through Rainier Avenue. Doing so would have increased running times on one of ST's most frequent and highest-ridership routes, negatively affecting many more passengers than it benefited. Additionally, the added run time and lack of additional buses would cause frequency reductions that would have reduced capacity significantly on a frequent route such as Route 550.

In anticipation of the 2019 Downtown Seattle Transit Tunnel closure, service planners also briefly considered truncating both routes at the International District Station and requiring through passengers to transfer to Link in order to save bus travel time through downtown. However, this alternative was also deemed not feasible due to very high ridership through that station, Link capacity, layover constraints, and other operational considerations, so it was not advanced.

Finally, while service planners evaluated the requirements for maintaining current frequency levels on both routes, it was not possible due to longer running times and fleet and operating hour constraints.

## Alternative Selection

Ultimately, service planners chose to move forward with a slightly modified Alternative 1 because it resulted in the least delay for RFS customers, a Title VI community, while still remaining cost-neutral. The slight modifications from the D-2 study were primarily to the downtown routing of Route 554 to improve travel time reliability.

Alternatives 2 and 3 were not feasible because they would have disproportionately impacted RFS users in order to improve travel times for other riders. While Alternative 4 addressed this concern, it was not operationally possible due to budget and fleet constraints.

The preferred alternative balances minimal frequency reductions with the need to maintain the coverage area for as many people as possible. Sound Transit has coordinated with Metro to plan these service changes, and will continue to work with them to monitor service after implementation. Because some riders likely switch between Metro and ST routes at peak hours, service plans were coordinated to provide riders with various options when possible.

Table 15 summarizes peak-hour person-delay for Alternative 1.

**TABLE 15: PEAK HOUR IMPACTS FOR ALTERNATIVE 1**

Alternative 1 – Peak Hour Impacts by Eastside Destination							
Destination	Bellevue			Issaquah			Weekly total delay (minutes)
Population	Riders Affected	Delay Per Person (minutes)	Subtotal	Riders Affected	Delay Per Person (minutes)	Subtotal	
To/from Downtown Seattle	3,385	2.5	8,462	1,110	6	6,884	15,346
To/from RFS	200	8	1,596	58	0	0	1,596
Period subtotal	Bellevue subtotal		10,058	Issaquah subtotal		6,884	16,942

## Service Equity Analysis Conclusion

The service equity analysis demonstrated that the I-90 ST Express service changes will have a disparate impact on minority populations and a disproportionate burden on low income populations. While Sound Transit cannot prevent this impact and still bring East Link to these populations, it can and will mitigate the impact and ensure that burdens are spread throughout the service area by continuing to serve Rainier Avenue with one of the impacted routes. Though all riders will notice changes, when the new East Link service opens it will benefit not only new customers but also customers currently riding Routes 550 and 554 from the RFS as well as from the Eastside, opening up faster and more reliable access to education, employment, healthcare, services, and recreation that were either not available or more onerous to reach prior to the segment's opening.



## **RESOLUTION NO. R2017-38**

### **2018 Service Implementation Plan**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Operations and Administration Committee	12/07/17	Recommend to Board	Bonnie Todd, Executive Director of Operations
Board	12/21/17	Final Action	<b>David Huffaker, Deputy Executive Director of Operations Support Services</b> <b>Michael Couvrette, Service Planning Manager</b>

### **PROPOSED ACTION**

Adopts the 2018 Service Implementation Plan.

### **KEY FEATURES SUMMARY**

- The Draft 2018 Service Implementation Plan (SIP) describes Sound Transit services in 2018, and preliminary service plans for 2019 through 2023.
- There are no service changes proposed in 2018 as part of this document.
- Preliminary bus and rail service concepts shown in the SIP for 2019-2023 are for planning and forecasting purposes only.

### **BACKGROUND**

Each year, Sound Transit prepares the SIP, an annual update on the development of the agency's light rail, commuter rail, and express bus services. The Draft 2018 SIP has no major service changes proposed for 2018 but notes that amendments to this document will be made in spring 2018 to services on the I-90 corridor as a result of East Link construction.

### **FISCAL INFORMATION**

The 2018 SIP is funded by the transit mode budgets for each operating service – Sounder, ST Express, Link, and Tacoma Link. The proposed budgets were developed on the basis of the services described in the 2018 SIP. Those budgets are included in the Proposed 2018 Budget scheduled for Board action in December 2017. Budget authority will be granted with the adoption of the 2018 budget.

Budget numbers in the following table shown in \$ thousands:

Modal Budget	2018 Proposed Budget (\$000)
ST Express	141,304
Sounder	53,900
Tacoma Link	5,171
Link	117,138
Total	<b>317,513</b>

## **SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION**

Not applicable to this action.

## **TITLE VI COMPLIANCE**

There are no proposed service changes as part of this document.

## **PUBLIC INVOLVEMENT**

The Draft 2018 SIP was posted on the Sound Transit website October 18, 2017. A link to the SIP was emailed to persons who signed up to receive Sound Transit reports and service planning alerts.

A public open house took place in the Union Station Great Hall on November 2, 2017.

## **TIME CONSTRAINTS**

A one-month delay would not create a significant impact to the project schedule.

## **PRIOR BOARD/COMMITTEE ACTIONS**

Resolution R2016-30: Adopted the 2017 Service Implementation Plan and authorized the chief executive officer to implement recommended service changes in 2017.

## **ENVIRONMENTAL REVIEW**

KH 10/25/17

## **LEGAL REVIEW**

JW 10/27/17

**RESOLUTION NO. R2017-38**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting the 2018 Service Implementation Plan.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, express bus, commuter rail and light rail service will be implemented in phases, providing a program for route implementation and service increases over time which meet the commitments in Sound Move, Sound Transit 2 and Sound Transit 3; and

WHEREAS, the 2018 Service Implementation Plan includes additional information on future service plans for 2019-2023 including preliminary service changes to be used for planning and forecasting purposes; and

WHEREAS, the 2018 Service Implementation Plan contains no major service changes proposed for 2018 but notes that amendments to this document will be considered in spring 2018 for services on the I-90 corridor as a result of East Link construction.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the 2018 Service Implementation Plan is adopted.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 21, 2017.

  
\_\_\_\_\_  
Dave Somers  
Board Chair

ATTEST:

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator

## **RESOLUTION NO. R2018-06**

### **2018 Service Implementation Plan Amendment**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Operations and Administration Committee	03/01/18	Recommend to Board	Bonnie Todd, Executive Director of Operations
Board	03/22/18	Final Action	David Huffaker, Deputy Executive Director of Operations Support Services <b>Michael Couvrette, Service Planning Manager</b>

### **PROPOSED ACTION**

Amends the Adopted 2018 Service Implementation Plan.

### **KEY FEATURES SUMMARY**

- The Rainier Freeway Station and the D-2 Roadway will both close in September 2018 for East Link construction. ST Express routes 550 (Bellevue to Seattle) and 554 (Issaquah via Eastgate to Seattle) will no longer be able to serve and use these facilities.
- Once the Rainier Freeway Station closes, the 2018 Service Implementation Plan Amendment proposes the following changes:
  - ST Express Route 550 will stay on the I-90 mainline and use surface streets to access the Downtown Seattle Transit Tunnel
  - ST Express route 554 will exit I-90 at Rainier Avenue to serve a new stop at Rainier Avenue & S Charles Street, 0.3 miles north of Rainier Freeway Station, then run express into downtown via Rainier Avenue and Dearborn Street. Local Metro service will also serve the Rainier Avenue and S Charles Street stop.
- Longer running times are anticipated for both routes. Due to regional constraints on maintenance capacity that preclude implementing additional operating hours, slight frequency reductions are expected on both routes.
- Board members, stakeholders and customers were engaged early in the project for feedback on proposed changes.

### **BACKGROUND**

The new Judkins Park Link station will be built on the site of the existing Rainier Freeway Station at I-90. The freeway station, which currently serves ST Express routes 550 and 554, along with many Metro commuter routes, will permanently close to make room for new construction. The Rainier Freeway Station closure will affect the Rainier Valley, a Title VI community, and therefore the closure needs to be mitigated to ensure the impact is not disproportionate.

Meanwhile, the D-2 roadway, a transit-only roadway between the Rainier Freeway Station and the DSTT, will also close for construction staging. The I-90 mainline will remain open. The closure of the D-2 Roadway is expected to impact travel times for all riders traveling to Downtown Seattle.

Service planning has coordinated with Metro to develop a service change proposal that mitigates the closure of the Rainier Freeway Station while minimizing increases to travel times. Service planning is also striving to maintain fast, frequent service for Eastside communities. After evaluating several mitigation options for their impact on customers in different communities, service

planning chose an alternative that prioritizes Title VI communities while minimizing impact on other riders.

## **FISCAL INFORMATION**

The proposed service change is cost- and bus-neutral, due to current constraints of fleet availability as well as regional constraints on maintenance and bus base capacity that restrict additional operating hours.

## **SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION**

Not applicable to this action.

## **TITLE VI COMPLIANCE**

The area surrounding the Rainier Freeway Station has a higher proportion of minority, Limited English Proficient, and low-income individuals than the 550 or 554 service areas as well as the ST Express service area as a whole. Service planning has given special consideration to the service change to ensure that these changes are mitigated to the greatest extent feasible.

The stop proposed to substitute for the Rainier Freeway Station is the closest possible stop to the station, 0.3 miles away. Currently, customers alighting at the Rainier Freeway Station must change grade and walk approximately 400 feet down a ramp to access Rainier Avenue buses. With the new stop, a grade change will not be necessary but customers will need to cross the street when transferring between Eastside and Rainier Valley bus service. Approximately six percent of existing riders on the 554 would need to use the new stop, adding an additional five minute walk to their trip. In addition, approximately six percent of 550 riders currently travel between the Rainier Valley and Bellevue via the Rainier Freeway Station. These riders would need to either board the 554 at the new Rainier Avenue and S. Charles Street stop and transfer to the 550 at Mercer Island or ride from the Rainier Valley to the International District Station and then board the 550.

Due to the disproportionate share of Title VI communities near the Rainier Freeway Station, Sound Transit chose the service change alternative that caused the least impact to these communities while still being operationally feasible. The proposed restructure will continue to maintain a vital transit connection to the Rainier Valley while balancing the need to maintain fast, efficient service in and out of Downtown Seattle. Planners also considered not serving the Rainier Freeway Station area at all, and requiring riders to transfer downtown between Eastside and Rainier Valley service. However, when it was determined that this would significantly increase travel time for Rainier Freeway Station users, this option was dismissed.

The 2018 Service Implementation Plan (SIP) Amendment explains these changes and their Title VI implications in greater detail.

## **PUBLIC INVOLVEMENT**

Stakeholders and the public were engaged early in this process. An interdepartmental team at Sound Transit began briefing stakeholders in Fall 2017, including the City of Bellevue, the City of Mercer Island, and the Lighthouse for the Blind. In addition, the outreach team made calls to over 50 community organizations, employers, and transportation management associations to inform them of changes and send them materials to disburse to their clients.

Public involvement accelerated in January 2018 with the launch of the Online Open House, a comprehensive source for information about changes to each route, trip planning advice, and contact information for project staff. Sound Transit staff and consultants also organized three “drop-in sessions” at transit centers where riders could talk to service planners in person and take home flyers summarizing key changes and inviting them to visit the Online Open House. Spanish speaking staff attended each session. Staff also conducted seven street team sessions where they distributed flyers. Flyers were professionally translated into eight key languages and the Online Open House was made available in over 100 languages.

A Public Hearing will take place March 1, 2018 right before the Operations and Administration Committee’s meeting.

## **TIME CONSTRAINTS**

This service change must be implemented by September 2018 in order to close the Rainier Freeway Station and keep East Link construction on the critical path.

A one-month delay would not create a significant impact to the project schedule.

## **PRIOR BOARD/COMMITTEE ACTIONS**

Resolution R2017-38: Adopted the 2018 Service Implementation Plan

## **ENVIRONMENTAL REVIEW**

KH 2/23/18

## **LEGAL REVIEW**

AJP 2/23/18

## **RESOLUTION NO. R2018-06**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the Adopted 2018 Service Implementation Plan, and authorizing the chief executive officer to implement the recommended service changes in 2018.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 RCW for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, express bus, commuter rail and light rail service will be implemented in phases, providing a program for route implementation and service increases over time which meet the commitment in Sound Move and Sound Transit 2; and

WHEREAS, the 2018 Service Implementation Plan included additional information on future service plans for 2019-2023 including preliminary service changes to be used for planning and forecasting purposes; and

WHEREAS, the 2018 Service Implementation Plan contained no major service changes for 2018 but noted that amendments will be presented in spring 2018 to services on the I-90 corridor as a result of East Link construction; and

WHEREAS, amendments to the 2018 Service Implementation Plan have been developed and reviewed to restructure ST Express routes 550 and 554 on the I-90 corridor to allow for East Link construction.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the 2018 Service Implementation Plan is amended, and the chief executive officer is authorized to implement the service changes included in the amended plan as described below:

**ST Express Bus Changes:** ST Express Route 550 will stay on the I-90 mainline and use surface streets to access the Downtown Seattle Transit Tunnel; and ST Express route 554 will exit I-90 at Rainier Avenue to serve a new stop at Rainier Avenue & S Charles Street, then run express into downtown.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 22, 2018.



Dave Somers  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator



# SERVICE EQUITY ANALYSIS

## Title VI Evaluation

### Introduction

As part of the annual Service Implementation Plan (SIP), Sound Transit conducts a service equity analysis, also known as a Title VI evaluation analysis, to ensure that changes to transit service are consistent with Title VI policies defined by the Federal Transit Administration (FTA) and Board policies defined by the Sound Transit Board of Directors. The 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 the Civil Rights Act of 1964, which 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.**

This section of the SIP provides an assessment of potential impacts to minority, low income and limited English speaking communities associated with the adopted changes in this Service Implementation Plan.



### POLICIES AND DEFINITIONS

The section below describes Sound Transit's approved policies for conducting and identifying major service changes, as well as for assessing their impacts on Title VI populations.

#### Service Standards and Performance Measures

Service standards and performance measures are a set of guidelines that are used to design, evaluate and modify transit service. The standards and measures establish baselines to obtain optimum efficiency and effectiveness in the system on a short-term basis, while maintaining or improving the quality of service. Planning and day-to-day management of transit service is based on the established service standards and performance measures. The guidelines provide a multi-step process to identify the level and type of service that should be provided, as well as a process to implement any changes needed to meet established priorities.

The *Service Standards and Performance Measures* defines the criteria for making major or administrative service changes, as well as guidelines and driving factors for the type of changes needed to ensure Sound Transit services are meeting the demand for regional transit in the Puget Sound area.

#### Major Service Change

Resolution R2013-18, adopted by the Sound Transit Board of Directors in 2013, established policies for conducting equity analyses of major service changes and assessing the impacts on minority and low income populations. This policy defines a major service change as follows:

- A major service change is any single change in service on an individual bus or rail route that would add or eliminate more than 25 percent of the route's weekly platform service hours,
- Move the location of a stop or station by more than a half mile.
- Closing or removing a stop or station without replacement within a half mile.



## Adverse Effects

The adopted Sound Transit major service change policy, described above, also defines potential adverse effects of major service changes and thresholds for determining whether the proposed service change would have a disparate impact on minority populations and/or a disproportionate burden on low-income populations. The definitions are as follows:

- A **potential adverse effect** is defined as a geographical or time-based addition or reduction in service which includes but is not limited to: changes to span of service, changes to frequency of service, or elimination of routes or route segments.
- A **disparate impact** occurs when the minority percentage of the population adversely affected by a major service change is greater than the average minority percentage of the population of Sound Transit's service area.
- A **disproportionate burden** occurs when the low income percentage of the population adversely affected by a major service change is greater than the average low income percentage of the population of Sound Transit's service area.

Per Sound Transit's policy, if any disparate impact or disproportionate burden is found during the service equity analysis, Sound Transit will consider steps to avoid, minimize, or mitigate the adverse impacts and reanalyze the modified changes to determine if the impacts are removed or lessened.

## DEFINITIONS AND DATA ANALYSIS

The following sections describe the data definitions and methodologies used by Sound Transit to develop estimates for Title VI populations within the Sound Transit service area.

### Demographic Analysis Methodology and Title VI Data Definitions

Sound Transit uses census demographic data to identify Title VI communities (Minority, Low Income, & Limited English Proficiency) for service equity analysis and calculates the system-wide or mode specific average representation of these communities within the general population. Only Minority or Low Income status are used to determine if a disparate impact or disproportionate burden must be mitigated or analyzed. However, identifying Limited English Proficiency (LEP) residents helps Sound Transit to ensure that outreach efforts reach diverse customers. Sound Transit uses the 2010 designated Census Tracts as the geographic basis for assessing the Title VI populations.

Sound Transit uses the most recent five-year demographic estimates available from American Community Survey (ACS). The ACS dataset identifies Minority, Low Income and LEP populations as follows:

- **Minority:** Persons who self-identify as being one or more of the following ethnic groups: American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, Native Hawaiian and Other Pacific Islander.
- **Low income:** Persons whose household income is below the federal poverty level.
- **Limited English Proficiency (LEP):** Persons who identify a language other than English as their primary language and are not fluent in English.

The following sections describe the methodology for identifying each of the Title VI populations for the purposes of the annual service equity analysis.

## Service Area Methodology

Most transit agencies in the United States define their service area as a buffered distance around each of their transit routes. Given the unique service characteristics of Sound Transit service – limited stops connecting regional urban and employment centers – the agency defines its service area based on a radial distance from each transit stop, rather than the transit route alignment. Table 7 below provides details on Sound Transit's service area by stop type.

STOP TYPE	SERVICE AREA (MILES)
Bus stop without parking	0.5
Rail station without parking	1.0
Major bus facilities with parking	2.5
Rail station with parking	5.5

Table 7: Sound Transit Service Area Definitions

## Sound Transit Title VI Population Estimates

Using the demographic analysis and Title VI definitions previously outlined in this section, percentages for the three Title VI populations for the Sound Transit service area are identified by census tract and the district overall.

The population representation for any census tract is calculated using the percentage of area that falls within the district or mode's service area to estimate the specific number of people that fall within each of the Title VI categories. For example, if a census tract total is 10 acres and 3 acres are in the service area, based on the previously identified methodologies, then 30 percent of the tract's total population, and in turn the respective Title VI populations, is considered to be within the service area. This methodology assumes an even distribution of population throughout the census tract.

Table 8 shows the Title VI population averages for the Sound Transit service area using the 2012 – 2016 ACS Dataset. Minority and low-income averages serve as a comparison in the service change analysis to determine if mitigation must be considered, while LEP averages help to advise the outreach strategy. The maps at right (Figure 18, 19) show census tracts with minority and low-income populations above the Sound Transit district average.

TITLE VI POPULATIONS	PERCENTAGE OF DISTRICT POPULATION
Minority	38.1%
Low Income	11.8%
Limited English Proficiency	10.1%

Table 8: Sound Transit District Populations

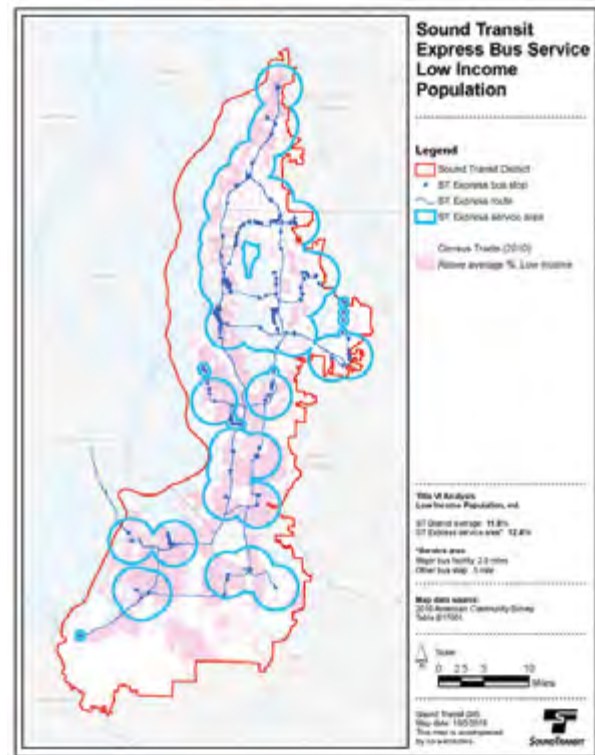


Figure 18: ST Express Bus Service Low Income Population Map

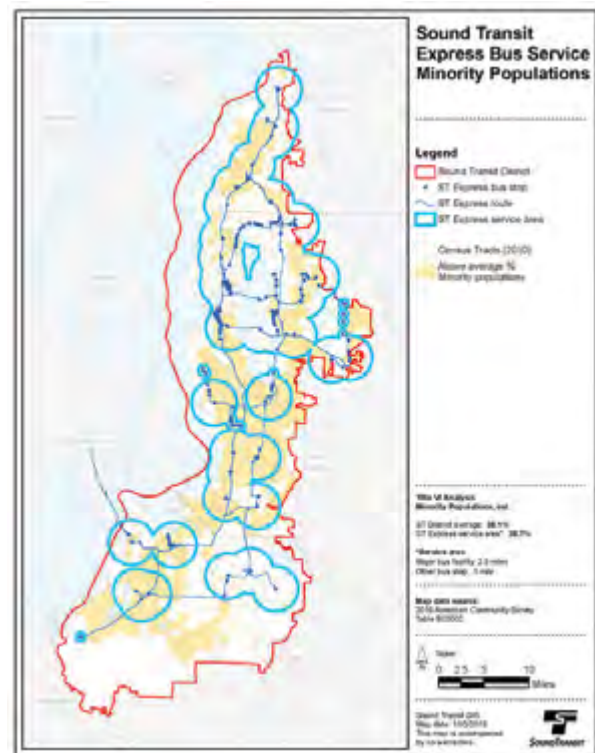


Figure 19: ST Express Bus Service Minority Population Map

Each major service change was evaluated before adoption to determine if it would cause a disparate impact or disproportionate burden to minority or low-income populations. This section describes anticipated impacts of each change and either what steps have been taken to mitigate the impact or why full mitigation is not possible. In some cases, the LEP population may be cited in order to ensure robust, multilingual outreach.

### NE SURFACE ROUTIN FOR ROUTE AS DSTT ECO ES RAIL ONLY

The removal of Route 550 from the Downtown Seattle Transit Tunnel will impact the entire Route 550, causing slower speeds as buses run on surface streets.

The removal of buses from the DSTT is unavoidable due to the sale of the Convention Center and impending Link extensions closing access to the DSTT. In anticipation, regional agencies including Sound Transit have worked together over the last few years to develop strategies that will improve traffic flow and the passenger experience on surface streets through the methods outlined in the 2019 Service Plan section. This Title VI analysis addresses impacts to Route 550 only.

### Service Change Development Process

Sound Transit worked with King County Metro to look comprehensively at all bus routes expected to use Downtown Seattle surface streets in 2019 and determine the preferred routing for each route. Routes were balanced among surface streets in order to avoid overburdening one street. Route 550 will travel northbound on 4th Avenue and southbound on 2nd Avenue. In assigning a routing for Route 550, staff considered and balanced many priorities, including:

- Minimize change to existing surface routes.
- Preserve travel speeds, to the extent possible.
- Keep routes serving the same markets together, such as ST Express and Community Transit services traveling towards Snohomish County.
- Retain the current skip-stop pattern on 4th Avenue, where each route serves one of two sets of stops.
- Balance high-frequency and high-ridership routes among different pathways, balancing the impacts from additional bus traffic.



Figure 20: New Route 550 Pathway in Downtown Seattle



### Customer Impacts

Customers will notice longer travel times and potentially reduced reliability if they ride Route 550 through Downtown Seattle. They will also need to use new stop locations, and some stops will be farther away for some customers. Frequencies will remain the same.

### Number of Impacted Customers

In 2017, about 9,000 customers (87%) on Route 550 boarded or alighted in the DSTT. Many other customers per day boarded Metro bus routes in the DSTT. Because current DSTT bus routes will shift operations to several different surface streets, riders of all Downtown Seattle buses will experience additional congestion and travel time increases.

### Comparison of Impacted Populations

Route 550 changes will impact all riders on Route 550 because reliability issues originating in Downtown Seattle are likely to ripple throughout the line. Therefore, the entire service area of Route 550 was compared to the service area of the Sound Transit District to determine if the Route 550 service area was disproportionately impacted.

### Data

Table 9 shows the percentage of low-income, minority, and LEP populations in the Route 550 service area as compared with the Sound Transit district overall.

AREA	LEP	LOW INCOME	MINORITY
Sound Transit District	10.1%	11.8%	38.1%
Route 550 Service Area	9.8%	12.7%	38.6%

Table 9: Title VI Populations of the Route 550 Service Area

### Maps

Maps showing percentages of minority, low-income, and LEP populations in the Route 550 service area by census tract can be found in the Appendix.

### Findings

The Route 550 service area has both a low-income population and minority population that are slightly above their respective averages for the Sound Transit District, resulting in a disparate impact and disproportionate burden.

### Conclusion

The removal of buses from the DSTT is inevitable due to Convention Center expansion and impending Link Light Rail expansion; therefore, longer travel times are inevitable because will face more severe congestion on surface streets than they do in tunnel. However, Sound Transit is committed to mitigating the impacts to the extent possible. Rather than let reliability deteriorate on Route 550 as travel times increase, Sound Transit has proactively added resources to the route to accommodate longer running times without impacting service levels, and to maintain reliability as much as possible.

## MONTLAKE FREEWAY STATION CLOSES

### Description of Change

Starting June 2019, WSDOT construction along SR-520 will require the closure of the Montlake Freeway Station, impacting Sound Transit, Metro, and Community Transit service and riders. To minimize the impact, WSDOT and Sound Transit are collaborating to add Route 542 service on evenings and weekends to augment existing service for at least six months beginning in March. The stop at Montlake Boulevard & Shelby Street will be the closest alternative stop. Route 545 and 555 customers will need to switch routes or transfer and from Route 542 to reach Montlake. Future mitigation is still to be determined and will be announced in a later SIP.



### Customer Impacts and Benefits

In 2017, about 350 customers per day out of 10,300 (3%) boarded at Montlake Freeway Station on Routes 545 or 555. These customers will incur additional travel time as they will need to ride Route 542 from Montlake and may need to transfer to reach their final destination, particularly when traveling late nights or early mornings. Customers who currently ride Route 545 to or from Montlake, which is very frequent at peak hours, will also need to wait longer for less frequent Route 542 service or transfer to another route.

However, customers traveling between the U-District and Overlake or Redmond will benefit from evening and weekend service on Route 542.

### Comparison of Impacted Populations

Initially, only the service area of the Montlake Freeway Station was analyzed and there was found to be no disparate impact or disproportionate burden. However, in order to more accurately capture the riders who transfer or alight at

this stop and would therefore still be impacted, this Title VI analysis expanded on the previous methodology.

This change will impact riders in the vicinity of every Route 545 and 555 stop because any of those riders could be currently using Montlake Freeway Station. At the same time, riders at every Route 542 stop will temporarily benefit from a longer span of service. Therefore, two customer populations were analyzed for this service change. The Route 545 and 555 service area population was considered the impacted population. The Route 542 service area population was considered the benefited population, even though the geographic areas overlap significantly.

The percentage of minority, low-income and LEP residents in each population was compared to the ST district overall to determine if a disproportionate benefit or impact existed.

### Data

Table 10 shows the percentage of low-income, minority, and LEP populations in the impacted service area as compared with the benefited service area, the Montlake Freeway Station service area, and the Sound Transit district overall.

AREA	LEP	LOW INCOME	MINORITY
ST District	10.1%	11.8%	38.1%
Impacted Service Area (Route 545 & 555)	10.1%	9.6%	36.2%
Benefited Service Area (Route 542)	7.7%	10.8%	30.6%
Montlake Freeway Station	3.2%	4.9%	26.5%

Table 10: Title VI Population of the Montlake Area

### Maps

Maps showing percentages of minority, low-income, and LEP populations in the impacted and benefited service areas by census tract can be found in the Appendix.

### Results

Both the impacted and benefited service areas have Title VI populations at or below the ST District average so there is no disparate impact or disproportionate burden.

### Conclusion

Because there is no disparate impact or disproportionate burden to Title VI populations, no mitigation is necessary. However, mitigation service on Route 542 is being offered because WSDOT funding was available and because not mitigating service would have caused a significant customer impact on nights and weekends.

## Description of Change

Almost 80% of the current ridership on Route 555 is between the Northgate and Bellevue Transit Centers, with the Bellevue-Eastgate-Issaquah segment carrying an average of 10 riders per trip. The low-performing segment of the route will be eliminated and hours reinvested into restoring midday trips previously cut on Route 554.

Customers can ride King County Metro Route 271 between Bellevue and downtown Issaquah, or Route 240 or 241 between Bellevue and Eastgate.



## Customer Impacts

While the majority of Route 555 riders alight at or before Bellevue Transit Center in the AM, about 175 of 740 daily customers (24%) proceed further east. Customers who board at Northgate will need to transfer, incurring both a transfer penalty and additional travel time. Customers who normally board in Bellevue or along 520 will board Route 271 for most destinations. Additional travel time will depend on how far a rider is traveling.

## Comparison of Impacted Populations

Because Route 555 operates only eastbound in the AM peak and only westbound in the PM peak, this change will impact residents in the vicinity of every stop except the Issaquah Highlands, where riders cannot board in the mornings. Even riders living near non-impacted stops may be impacted if they currently alight at an impacted stop. Therefore, the population of the service area of every stop except Issaquah Highlands was considered the Route 555 impacted service area. This population was compared to the ST Express

service area as a whole to determine if a disparate impact would occur.

## Data

Table 11 shows the percentage of low-income, minority, and LEP populations in the Route 555 impacted service area as compared with the Sound Transit district overall.

AREA	LEP	LOW INCOME	MINORITY
Sound Transit District	10.1%	11.8%	38.1%
Route 555 Impacted Service Area	9.2%	9.3%	32.7%

Table 11: Title VI Populations of the Route 555 Impacted Area

## Maps

Maps in the appendix show percentages of minority, low-income, and LEP populations in the impacted and benefited service areas.

## Results

The Route 555 impacted service area does not have a LEP, minority, or low-income population that is greater than that of the Sound Transit district overall. Therefore, this change does not result in a disparate impact or disproportionate burden.

Given that some individual census tracts in the impacted service area do have disproportionate LEP populations, outreach about this change will be sensitive to those language needs.

## Conclusion

This service change affects about 24% of the current ridership of Route 555 and is necessary to use resources more efficiently. These resources will be redeployed elsewhere in East King County, primarily to restore Route 554 trips eliminated due to the closure of the Rainier Freeway Station. By redeploying resources, more riders can be served and more destinations reached than if resources continue to be spent on unproductive trips with parallel service available. Therefore, impacts to Route 555 will not be mitigated but extensive outreach has still been conducted to inform and receive feedback from riders.



### Description of change

This change will discontinue service on the lowest performing segment of Route 580 between Lakewood Station and South Hill Park-and-Ride, when there is a corresponding Sounder trip traveling to or from Lakewood. Service to Lakewood will remain when connecting to peak-direction Sounder trips starting or ending in Tacoma. Saved resources will be reallocated within other Pierce County ST Express services.

Additionally, due to low ridership, the following 580 trips will be discontinued:

- 3 AM trips to Lakewood and 3 PM trips to Puyallup
- The 10:03 AM departure connecting to the midday Sounder south line train.



### Customer Impacts

Of the 750 daily Route 580 customers, on average 40 (5%) travel on the trips or segment to be removed and will be impacted by this change. Some customers, traveling between Puyallup and Lakewood on trips with a corresponding Sounder train, can use Sounder to reach Lakewood Station or Puyallup Station, though they will incur a higher fare of \$4.00.

Customers traveling between South Hill, the SR 512 park-and-ride lot, and Lakewood can ride Pierce Transit Route 4, or use a different park-and-ride lot to reach their final destination. Customer traveling between Lakewood and the SR 512 park-and-ride in the peak direction can also ride ST Express Route 592.

### Comparison of Impacted Populations

This change will impact riders residing near all five stops on Route 580. Therefore, the entire service area of Route 580 was compared to the service area of the ST District overall to determine if the Route 580 service area was disproportionately impacted.

### Data

Table 12 shows the percentage of low-income, minority, and LEP populations in the Route 580 service area as compared with the Sound Transit district overall.

AREA	LEP	LOW INCOME	MINORITY
Sound Transit District	10.1%	11.8%	38.1%
Route 580 Service Area	8.9%	17.7%	42.3%

Table 12: Title VI Populations of the Route 580 service area

### Maps

Maps showing percentages of minority, low-income, and LEP populations in the Route 580 service area by census tract can be found in the Appendix.

### Results

The Route 580 service area has both a low-income population and minority population that are above their respective averages for the Sound Transit District.

Route 580 does not have a disproportionate population of Limited English Proficient riders, but information will still be made available in various languages.

### Conclusion

This service change affects only 40 riders or 5% of the current ridership of Route 580, and alternative service is available on Pierce Transit Route 4. This change also will help to use ST Express resources more efficiently; therefore, Sound Transit believes this to be a justifiable change.

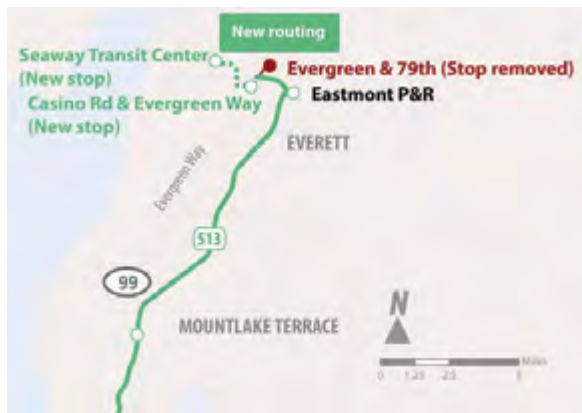
In order to mitigate these impacts, customer care will use Rider Alerts, texts, and in-person street teams to ensure that riders are aware of their options. Additionally, resources saved from the change will be used to add a new trip to Route 592, which serves a high proportion of minority and low-income populations, including Lakewood and the SR 512 park-and-ride. Route 592 has higher ridership per trip than Route 580 and the change will serve more riders than current service.

## ROUTE 513 REDIRECTED TO SEAWAY TRANSIT CENTER

### Description of change

In March 2019 the opening of the Seaway Transit Center will provide an opportunity to integrate ST Express service with local and regional service operated by Everett Transit and Community Transit. Route 513 will be redirected to serve the new transit center. Because of a new routing, the stop at Evergreen Way & 79th PI SE will shift to Casino Road & Evergreen Way, 0.3 miles south.

Originally, the proposed change would have been a major service change that eliminated the stop on Evergreen Way with no nearby replacement. After extensive public comment opposed to the stop removal, the proposal was modified and a stop was added back to Casino Road and Evergreen Way, making this a minor service change.



### Customer Impacts and benefits

Currently, 66 riders or 10% of current Route 513 customers board or alight at Evergreen & 79th PI and will need to use the new stop 0.3 miles south to access Route 513. These customers therefore may incur longer trip times to reach their final destinations. Local service on Everett Transit is available between the two stops.

Integrating Route 513 alongside restructured Community Transit and Everett Transit service at the new Seaway Transit Center will provide an opportunity for riders to reach new destinations and connect to a greater part of the regional bus network. In addition, serving the Seaway Transit Center will provide an opportunity in the future to better connect to the Boeing Everett Plant/Industrial Center and to Boeing's new employee shuttle service the Seaway Transit Center.

### Comparison of Impacted Populations

The Title VI analysis was conducted on the original proposal, which has since been mitigated. For this analysis, the population of the Route 513 service area before March 2019, including Evergreen Way & 79th PI SE, was compared with the population of the service area after the proposed change, including the Seaway Transit Center, to determine what populations the new service at Seaway Transit Center would primarily benefit and impact.

### Data

Table 13 shows the percentage of low-income, minority, and LEP populations in the new Route 513 service area as originally proposed, compared with the current Route 513 service area and the ST District overall.

AREA	LEP	LOW INCOME	MINORITY
Sound Transit District	10.1%	11.8%	38.1%
Current Service Area	10.4%	12.8%	35.9%
New Service Area as Originally Proposed	10.3%	12.8%	35.9%

Table 13: Title VI Populations of the Route 513 impacted area

### Maps

Maps showing percentages of minority, low-income, and LEP populations in the Route 513 service area by census tract can be found in the Appendix.

### Results

The data showed that fewer minority populations would be served with the proposed change, compared to the Sound Transit district average. Based on the agency's Title VI policies, this change would have a disparate impact on minority populations served by Route 513.

This discrepancy was part of the reason that Sound Transit decided to mitigate the change by continuing to serve the Evergreen Way area. Because the new plan is a minor service change, additional analysis was not needed. Sound Transit has and will continue to conduct targeted outreach to inform riders of new travel options.

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## ***Service Quality Monitoring by route***

Sound Transit monitors key performance indicators on each of its routes to identify trends overtime and areas for improvement. Table 14: Service Quality by Route shows an example of how these metrics are evaluated. Red indicates relatively poor performance for that metric, while green indicates relatively good performance. Certain trends emerge from this analysis:

- Many routes in South King county and Pierce county with high Title VI populations also have the poorest OTP, in part due to the corridors on which they are located. The 2019 service plan identifies some of these routes for reliability investments.
- Overcrowding occurs on many Title VI routes, such as Route 550, and 580, but metrics have mostly improved since 2017. Non-Title VI routes with overcrowding include Route 545 and 522.
- Customer complaint rates are highest on many Title VI routes, including Route 567 and 592, as well as Route 555, a non-Title VI route.
- Routes with the poorest metric of Trips Operated are split between Title VI and non-Title VI routes. This metric largely depends on the operating partner, whose bus and operator constraints and policies on missed trips dictate which trips are not delivered on a given day.

Route	Description	Percent of Population in Title VI Category			OTP			Trips Operated			Customer Complaints per 100,000 boardings			Passenger Overcrowd Rate		
		Title VI Category			2016	2017	2018	2016	2017	2018	2016	2017	2018	2016	2017	2018
		Target	M	LI	LEP	85%	85%	85%	99.8%	99.8%	99.8%	15	15	15	0%	0%
510	Everett-Seattle	36%	15%	10%	85%	87%	87%	99.9%	99.9%	99.8%	10	11	11	1%	0%	1%
511	Lynnwood-Seattle	36%	12%	10%	82%	84%	86%	99.9%	99.9%	99.9%	2	2	2	2%	3%	2%
512	Everett-Seattle	36%	13%	10%	89%	91%	92%	99.9%	99.9%	99.9%	4	3	4	1%	0%	1%
513	Evergreen/79th-Seattle	35%	12%	10%	81%	84%	86%	99.9%	99.7%	99.8%	6	7	4	0%	0%	1%
522	Woodinville-Seattle	30%	9%	8%	85%	85%	89%	99.6%	99.8%	99.8%	1	6	3	3%	4%	4%
532	Everett-Bellevue	37%	11%	10%	95%	95%	94%	99.8%	99.9%	99.9%	16	4	13	3%	2%	3%
535	Lynnwood-Bellevue	34%	8%	9%	97%	97%	98%	99.9%	100.0%	99.9%	4	7	9	0%	0%	1%
540	Kirkland-U. District	31%	8%	8%	75%	70%	72%	99.7%	99.9%	99.9%	10	11	7	0%	0%	0%
541	Overlake-U. District	42%	9%	13%	82%	83%	89%	99.7%	99.8%	99.8%	5	9	5	0%	0%	0%
542	Redmond-U. District	30%	10%	7%	88%	86%	87%	99.8%	99.9%	99.8%	6	5	2	0%	0%	0%
545	Redmond-Seattle	34%	11%	8%	86%	85%	90%	99.7%	99.7%	99.7%	5	4	4	7%	5%	3%
550	Bellevue-Seattle	40%	10%	11%	86%	89%	90%	99.6%	99.7%	99.7%	2	2	3	7%	5%	4%
554	Issaquah-Seattle	37%	9%	9%	87%	83%	89%	99.7%	99.6%	99.7%	5	6	6	2%	2%	1%
555	Northgate-Issaquah	31%	10%	8%	70%	75%	80%	100.0%	100.0%	100.0%	17	23	46	1%	0%	0%
556	Issaquah-Northgate	33%	11%	9%	70%	74%	76%	99.6%	99.9%	99.7%	16	12	13	0%	0%	0%
560	Westwood Village-Bellevue	48%	12%	14%	79%	81%	85%	99.8%	99.9%	99.8%	5	7	8	0%	0%	0%
566	Auburn-Overlake	51%	18%	16%	80%	77%	78%	99.7%	99.8%	99.7%	13	9	6	0%	0%	0%
567	Kent-Overlake	51%	18%	16%	87%	87%	85%	99.9%	99.9%	99.9%	16	13	24	1%	1%	0%
574	Lakewood-SeaTac	51%	18%	12%	75%	70%	74%	99.8%	99.8%	99.7%	6	7	4	0%	0%	0%
577	Federal Way-Seattle	45%	14%	11%	65%	74%	75%	99.9%	99.9%	99.9%	8	6	9	1%	1%	1%
578	Puyallup-Seattle	37%	14%	9%	71%	73%	76%	99.8%	99.7%	99.7%	6	8	4	1%	1%	1%
580	Lakewood-Puyallup	39%	16%	8%	70%	72%	78%	99.8%	100.0%	99.9%	6	7	5	3%	6%	4%
586	Tacoma-U. District	42%	24%	9%	83%	79%	77%	100.0%	100.0%	99.9%	18	19	3	0%	0%	0%
590	Tacoma-Seattle	39%	19%	7%	74%	73%	76%	99.6%	99.6%	99.7%	12	7	6	1%	1%	0%
592	Olympia-Seattle	45%	18%	9%	71%	70%	71%	99.9%	99.8%	99.8%	8	15	19	0%	0%	0%
594	Lakewood-Seattle	45%	20%	9%	80%	78%	77%	99.8%	99.7%	99.8%	7	10	8	1%	0%	0%
595	Gig Harbor-Seattle	32%	13%	6%	79%	74%	77%	99.8%	99.8%	99.7%	27	32	12	0%	0%	0%
596	Bonney Lake-Sumner	18%	9%	2%	82%	82%	84%	100.0%	100.0%	99.9%	4	20	12	0%	0%	0%
ST Express System Total		38%	13%	9%	81%	81%	83%	99.8%	99.8%	99.8%	9	10	9	1%	1%	1%
Sound Transit District Total		38%	12%	10%												

Table 14: Service Quality by Route

**RESOLUTION NO. R2018-46**  
**2019 Service Implementation Plan**

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Operations and Administration Committee	11/1/18	Recommend to Board	Bonnie Todd, Executive Director of Operations
Board	11/15/18	Final Action	<b>Brian de Place, Director of Operations Support Services</b> <b>Michael Couvrette, Service Planning Manager</b>

**PROPOSED ACTION**

Adopts the 2019 Service Implementation Plan with service changes for implementation in March 2019.

**KEY FEATURES SUMMARY**

- The Draft 2019 Service Implementation Plan (SIP) describes proposed major service changes for implementation in March 2019, and preliminary service plans for 2020 through 2024. Proposed service changes for implementation in September 2019 will be released as an amendment to the 2019 SIP in early 2019.
- Proposed service changes will allow ST Express to adapt to construction-related closures and growing traffic congestion in 2019. Additional resources (more service hours and additional buses) will be added, while staying within regional bus maintenance base capacity.
- To mitigate the most severe construction impacts to subareas, lower performing resources will be reallocated to higher performing routes, resulting in a minor decrease in service on selected routes.
- The 2019 SIP proposes five major service changes on ST Express routes:
  - Route 550 (Bellevue-Seattle) will shift operation to downtown Seattle surface streets when the Downtown Seattle Transit Tunnel (DSTT) converts to rail-only operations.
  - Routes 545 (Redmond-Seattle) and 555 (Northgate-Issaquah) will no longer serve Montlake Freeway Station as a result of WSDOT construction. To help mitigate this construction impact, Route 542 (Redmond-U District) will expand evening and weekend service to maintain connections between the Eastside and Montlake for six months until September 2019. The expanded service on Route 542 is partially funded by WSDOT.
  - Route 513 (Everett-Seattle) routing will be adjusted to begin at the new Seaway Transit Center in Everett, instead of Evergreen Way & 79th PI SE to provide new regional connections to local Everett Transit and Community Transit service. In response to public feedback, Route 513 will also serve Casino Road & Evergreen Way in order to maintain service along Evergreen Way.
  - On Route 580 (Lakewood-Puyallup), the low performing segment between Lakewood Station and South Hill will be discontinued when there is a corresponding Sounder trip traveling to or from Lakewood. Service to Lakewood would remain when connecting to Sounder trips starting or ending in Tacoma. Saved resources would be reallocated within Pierce County.
  - Route 555 (Northgate-Issaquah) would only operate between Northgate and Bellevue Transit Center with the lower-performing Bellevue-Issaquah segment eliminated. Saved resources would be reallocated to Route 554 (Issaquah-Seattle) to mitigate longer travel times due to congestion.

- No changes are proposed for Link, Tacoma Link, or Sounder.
- Preliminary bus and rail service concepts shown in the SIP for 2020-2024 are for planning and forecasting purposes only and are subject to revision. All future major changes to ST Express service require Board approval as part of future SIP documents.
- At a later date, the following actions will be requested:
  - Authorization and purchase of additional ST Express buses.
  - Authorization of transfer of Route 540 operation and maintenance from King County Metro to Community Transit beginning in March 2019, to create capacity to implement service changes adopted in the 2019 SIP.

## **BACKGROUND**

Each year, Sound Transit prepares the SIP, an annual update on the development of the agency's light rail, commuter rail, and express bus services. The Draft 2019 SIP proposes major service changes in response to increased regional traffic congestion, construction projects, bus base capacity constraints, new facilities, and operational performance trends. It also previews proposed service restructures after the opening of Northgate Link Extension and East Link, as well as the opening of Bus Rapid Transit projects on I-405 and SR 522/NE 145th St.

Increased congestion has led to longer running times on nearly all ST Express routes over the last five years. As traffic congestion slows travel times, more buses are needed to maintain existing service levels. In response to increasing travel time, service changes in the last few SIPs have added more service hours and additional buses to maintain reliability and respond to regional congestion.

The DSTT will close to buses in March 2019 as a result of the Washington State Convention Center expansion as well as construction of East Link. Buses currently in the DSTT will shift to surface streets, resulting in increased bus volumes on surface streets and longer bus travel times through downtown Seattle. Link will remain in the DSTT. Additionally, WSDOT's "Rest of the West" construction project on SR 520 will close the Montlake Freeway Station from March 2019 through 2023, impacting ST Express Routes 545 and 555.

Due to constrained regional bus base maintenance capacity, only modest additional resources are available to address increasing travel times. Several changes proposed in the 2019 SIP identify lower performing trips and segments and reallocate those resources to higher performing services to address the impacts of construction and congestion. If necessary, in response to slower travel times due to regional congestion, minor schedule adjustments may be made on select routes to maintain and improve reliability within current fleet constraints. Exact schedules will be determined soon, but may result in up to ten fewer weekday trips in East King County.

## **FISCAL INFORMATION**

The 2019 SIP is funded by the transit mode budgets for each operating service – Sounder, ST Express, Link and Tacoma Link. Those budgets are included in the Proposed 2019 Budget scheduled for Board action in December 2018. Budget authority will be granted with the adoption of the 2019 Budget. Any differences between the proposed budget and the proposed SIP will be reconciled in the Adopted 2019 Budget and the Adopted 2019 SIP.

Modal Budget	2019 Proposed Budget (\$000)
Link	137,794
Sounder	54,899
ST Express	147,741
Tacoma Link	5,005
<b>Total</b>	<b>345,439</b>

## **SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION**

Not applicable to this action.

## **TITLE VI COMPLIANCE**

Three of the five proposed major service changes affect service areas with a higher than average minority or low-income population. This section briefly describes impacts and mitigation for each proposed change:

### Route 550 (Bellevue – Seattle) moves to surface streets

- Customers will experience longer travel times and decreased reliability through downtown Seattle because surface streets are subject to more congestion than the Downtown Seattle Transit Tunnel (DSTT). Boarding and alighting locations will change.
- This routing adjustment will impact all 9,000 Route 550 customers riding to or from downtown Seattle (87% of total route ridership), and may decrease travel time reliability.
- As mitigation, additional buses and operating hours will be added to the route. These resources are expected to absorb additional run time and maintain reliability without eliminating Route 550 trips. In addition, targeted outreach will be conducted along the route with three street team shifts at all tunnel stations, including at midday when more diverse populations are likely traveling. Handouts will also be available onboard buses with translation information and a nondiscrimination policy.
- This routing change is inevitable due to the conversion of the DSTT to rail-only.

### Route 513 (Everett – Seattle) begins at Seaway Transit Center in Everett

- Customers currently boarding at Evergreen & 79th in Everett will need to board at Casino Road and Evergreen Way (0.3 miles away).
- This change will impact about 66 out of 636 daily riders (10%) who currently board at Evergreen & 79th.
- As mitigation, outreach teams will engage riders online, in person with street teams at the stop, and via signage and handouts at stations and onboard buses.
- This change is necessary to better integrate service with partner agencies and provide better transfer opportunities to customers at the new Seaway Transit Center.
- The original proposal would not have served any stop on Evergreen Way. The stop at Casino Rd & Evergreen Way was added in response to public feedback during the outreach process.

### Route 580 (Lakewood – Puyallup) eliminates lower-performing segments

- Customers currently riding between Puyallup and Lakewood will need to ride Sounder or use Pierce Transit Route 4.
- This change will impact about 35 of 560 daily Route 580 customers (6%).



- As mitigation, outreach teams will engage riders online, in person with street teams in Lakewood, and via signage and handouts at stations and onboard buses to inform customers of alternative options.
- Resources saved will be invested into a new trip on Route 592 (Du Pont-Lakewood-Seattle) which serves Lakewood and the SR 512 park-and-ride and overlaps with some of the same service area where service was reduced.
- This change will allow inefficient service to be reallocated to higher-performing service to serve more riders where demand is greatest.

The following proposed changes affect service areas that do not have a higher than average minority or low-income population:

#### Route 555 (Northgate – Issaquah) truncates at Bellevue TC

- Customers currently riding east of Bellevue TC will need to use Metro Route 271 or 241 to reach their destination.
- This change will impact about 175 of 740 daily customers (24%).
- Resources saved will enhance service and reliability on Route 554.
- Outreach will engage customers online, in person with street teams at affected stops, and via signage and handouts onboard buses.
- This change will allow inefficient service to be reallocated to higher-performing service to serve more riders where demand is greatest.

#### Montlake Freeway Station (Seattle) closes

- Customers currently riding between Montlake Freeway Station and Redmond will have reduced frequency but can use extended evening and weekend service on Route 542 through September 2019. Route 555 customers can use Metro Route 271.
- This change will impact about 350 of 10,300 daily customers (3%) on Routes 545 and 555.
- Outreach will engage customers online, in person with street teams at the stop, and via signage and handouts onboard buses.
- This change is inevitable due to the WSDOT construction closure of the freeway station.

## **PUBLIC INVOLVEMENT**

The Draft 2019 SIP was posted on the Sound Transit website on October 30th. A link to the SIP was emailed to individuals who signed up to receive Sound Transit reports and service planning alerts.

Sound Transit outreach staff will conduct street team outreach at affected stops in November. Handouts will be placed on buses to summarize changes and invite feedback.

A public open house will take place in the Union Station Great Hall on November 8, 2018. A public hearing will take place at Union Station on November 8, 2018.

## **TIME CONSTRAINTS**

A one-month delay would create a significant impact to our operating partners' ability to deliver this service, particularly where resources are being added to mitigate impacts. Operating agencies require time to create and fill operator shifts and plan for maintenance.

**PRIOR BOARD/COMMITTEE ACTIONS**

Resolution R2017-38: Adopted the 2018 Service Implementation Plan.

**ENVIRONMENTAL REVIEW**

KH 10/26/18

**LEGAL REVIEW**

JW 10/26/18

## **RESOLUTION NO. R2019-46**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting the 2019 Service Implementation Plan, and authorizing the chief executive officer to implement recommended service changes in 2019.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 RCW for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, express bus, commuter rail and light rail service will be implemented in phases, providing a program for route implementation and service increases over time which meet the commitments in Sound Move, Sound Transit 2, and Sound Transit 3; and

WHEREAS, the 2019 Service Implementation Plan includes additional information on future service plans for 2020-2024 including preliminary service changes to be used for planning and forecasting purposes; and

WHEREAS, the proposed service changes included in the 2019 Service Implementation Plan are consistent with the proposed 2019 Agency Budget and Long-Range Financial Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the 2019 Service Implementation Plan is adopted, and the chief executive officer is authorized to implement the 2019 service changes included in the plan as described below:

### **ST Express bus**

**Route 550 (Bellevue-Seattle)** shifts operation to downtown Seattle surface streets when the Downtown Seattle Transit Tunnel (DSTT) converts to rail-only operations.

**Routes 545 (Redmond-Seattle) and 555 (Northgate-Issaquah)** no longer serve Montlake Freeway Station as a result of WSDOT construction; expanded evening and weekend service on Route 542 (Redmond-U District) maintains connections between the East Side and Montlake for six months until September 2019. The expanded service on Route 542 is partially funded by WSDOT.

**Route 513 (Everett-Seattle)** routing adjusted to begin at the new Seaway Transit Center in Everett, instead of Evergreen & 79th, to provide new regional connections to local Everett Transit and Community Transit service. In response to public feedback, Route 513 will also serve Casino Road & Evergreen Way in order to maintain service along Evergreen Way.



## Appendix V

### 2018 ST Express Fare Simplification

## Title VI Fare Equity Analysis

### 2018 Fare Simplification for Sound Transit Express Bus Service

#### Introduction

In 2016, board members and council representatives of the seven ORCA agencies in the central Puget Sound region came together in a third Regional Fare Forum for the purpose of providing the next generation ORCA program with guidance on the regional fare structure to be included in the new system design.

The mission of the 2016 Forum was to:

- Reaffirm a commitment to regional fare coordination
- Provide guiding principles for the next generation ORCA system's fare structure design
- Discuss strategies to further integrate and simplify fares for seamless regional travel.

The 2016 Fare Forum recommended that the ORCA agencies simplify fares by, in part, by eliminating zone-based fare structures for bus service.

Currently, Sound Transit's Regional Express service has a two-zone fare structure, shown in the table below. Each county represents a separate zone, with the zone boundary at the county lines between King and Pierce Counties, and King and Snohomish Counties, as shown in Figure 1. Riders making trips within one-county pay a one-zone or one-county fare. Riders making trips between two-counties pay a two-zone or two-county fare.

**Table 1: Current ST Express bus fares**

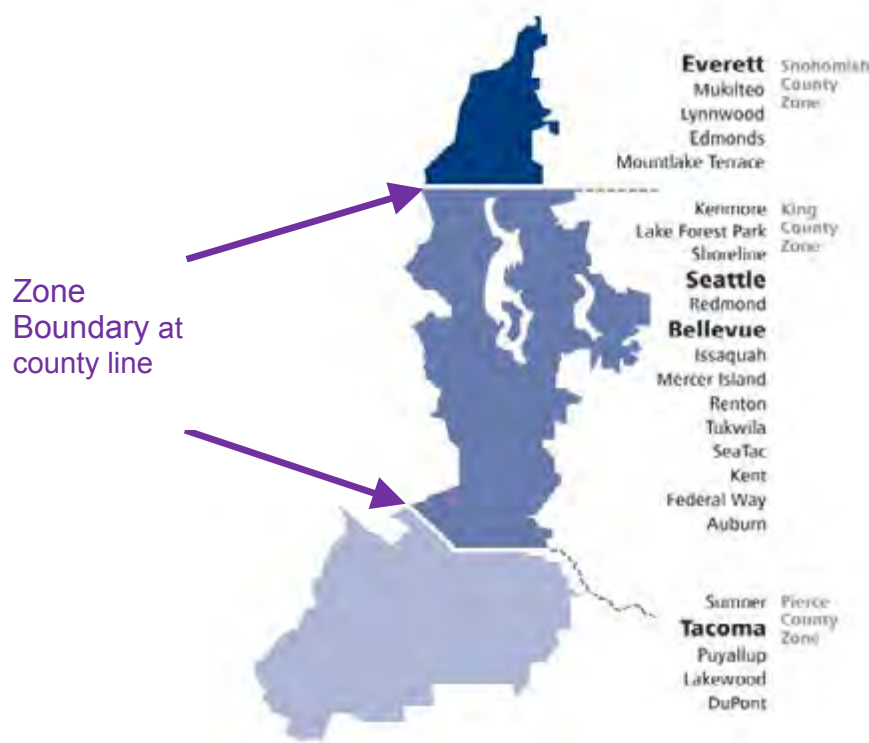
Customer Category	One-county (1-zone) fare	Two-county (2-zone) fare
<b>Adult</b> (age 19-64):	\$2.75	\$3.75
<b>Low-Income Adult*</b>	\$1.50	\$2.75
<b>Youth</b> (age 6-18):	\$1.50	\$2.75
<b>Senior/Disabled**</b> (age 65+ or qualifying disability):	\$1.00	\$1.75

Children age five and younger ride free with a fare-paying passenger.

\* Requires ORCA LIFT card.

\*\* Requires Regional Reduced Fare Permit

**Figure 1: ST Express Zone Boundaries**



## Fare Options

Sound Transit is considering two options for simplifying the ST Express fare structure:

**Option 1: \$3.25 Adult Flat Fare** - A flat fare structure that would establish the following fares by customer category:

<b>Adult</b>	\$3.25
<b>ORCA LIFT (Low-Income)</b>	\$1.50
<b>Youth</b>	\$1.50
<b>Seniors and Riders with Disabilities (RRFP)</b>	\$1.00

This option would eliminate the zone fare structure for all customer categories, and establish flat fares for ORCA LIFT, Youth and RRFP riders at the current one-zone level.

**Option 2: One-county and Two-county Route-based Adult Fare** – Would establish a route-based fare structure for full-fare Adult riders, based on whether a route is a one-county or a two-county route.

<b>Adult Trips on One-County Routes</b>	\$2.75
<b>Adult Trips on Two-County Routes</b>	\$3.75

<b>ORCA LIFT (Low-Income)</b>	\$1.50
<b>Youth</b>	\$1.50
<b>Seniors and Riders with Disabilities (RRFP)</b>	\$1.00

For full-fare Adult riders, this option would maintain the current one-zone fare on one-county routes, and establish the current two-zone fare for all Adult riders on two-county routes. This option would not allow Adult riders making trips within one county on two-county routes to ask the driver to “override” the fare setting to enable them to pay the lower, one-county fare. This option would also establish flat fares for ORCA LIFT, Youth and RRFP riders at the current one-zone level.

### Fare equity analysis policy

Sound Transit Board of Directors Resolution R2013-19 established policies for conducting equity analyses of fare changes impacting minority and low income populations. This policy establishes that Sound Transit will conduct a fare equity analysis during the planning phase of a potential fare change to determine whether the proposed fare change would have a disparate impact on minority populations and/or a disproportionate burden on low-income populations. If any disparate impact or disproportionate burden is found, Sound Transit will consider steps to avoid, minimize, or mitigate the adverse impacts and reanalyze the modified changes to determine if the impacts are removed or lessened.

Sound Transit’s policy defines these impacts as follows:

*A disparate impact occurs when the minority percentage of the population adversely affected by a fare change is greater than the average minority percentage of the population of Sound Transit’s service area.*

*A disproportionate burden occurs when the low income percentage of the population adversely affected by a fare change is greater than the average low income percentage of the population of Sound Transit’s service area.*

Public involvement in developing the recommended fare change was conducted pursuant to Sound Transit’s Inclusive Public Participation Policy, Resolution R2011-15. This public involvement effort is described in greater detail in the following sections.

### Definitions & Data Sources

The data used in this analysis were collected from on-board surveys conducted by Sound Transit in 2015-16 (Sound Transit Express Bus Origin and Destination Study: Final Report, July, 2017, DRAFT). The final sample size for this survey was about 5,000 valid responses from Sound

Transit Express customers. Data were weighted to represent boardings at the corridor and route level. This analysis was based only on 3,500 survey responses that had indicated ethnicity, income level and household size. The minority/non-minority status of riders is based upon this subset of survey responses. Overall, 39 percent of respondents were minority, and 61 percent were non-minority

For the purposes of this analysis, and to qualify for the ORCA LIFT low income fare discount, Low Income is defined as at or below 200% of the Federal poverty level, based on 2016 Federal guidelines.

2016 - 200% of Federal Poverty Level	
Household size	Annual Income
1	\$23,540
2	\$31,860
3	\$40,180
4	\$48,500
5	\$56,820
6	\$65,140
7	\$73,460
8	\$81,780

The survey asked respondents to identify household size and household income within eleven income categories. The responses collected from respondents on household size and income category was used to classify respondents as low income, or non-low income.

The fare change options examined do not vary by fare payment method. Therefore, this analysis does not separately examine respondents by fare payment method.

## Fare Change Options and Impacts by Customer Category

The fare change options are shown in Table 2 and Table 3 below for each of Sound Transit's rider categories: Full Fare Adult, ORCA LIFT (low-income adult), Seniors and Riders with Disabilities (Regional Reduced Fare Permit - RRFPP) and Youth (age 6-18).



Table 2. ST Express Option 1 - \$3.25 Adult Flat Fare

Option 1 - Flat Fare				
Proposed Fare Change by Rider Group	Fare		Change	
	Existing	Proposed	\$	%
<b>Adult</b>				
One-County Trips on a One-County Route	\$2.75	\$3.25	\$0.50	18%
One-County Trips on a Two-County Route	\$2.75	\$3.25	\$0.50	18%
Two-County Trips	\$3.75	\$3.25	(\$0.50)	-13%
<b>ORCA LIFT (low-income)</b>				
One-County Trips on a One-County Route	\$1.50	\$1.50	-	-
One-County Trips on a Two-County Route	\$1.50	\$1.50	-	-
Two-County Trips	\$2.75	\$1.50	(\$1.25)	-45%
<b>RRFP (seniors, riders with disabilities)</b>				
One-County Trips on a One-County Route	\$1.00	\$1.00	-	-
One-County Trips on a Two-County Route	\$1.00	\$1.00	-	-
Two-County Trips	\$1.75	\$1.00	(\$0.75)	-43%
<b>Youth</b>				
One-County Trips on a One-County Route	\$1.50	\$1.50	-	-
One-County Trips on a Two-County Route	\$1.50	\$1.50	-	-
Two-County Trips	\$2.75	\$1.50	(\$1.25)	-45%

Option 1 would:

- Increase the Adult fare for one-zone trips by \$0.50, from \$2.75 to \$3.25, an increase of 18%. These represent about 70% of Adult ST Express boardings;
- Decrease the Adult fare for two-zone trips by \$0.50, from \$3.75 to \$3.25, a decrease of 13%. These represent about 30% of Adult ST Express boardings; and
- Establish a flat fare for all Low-Income (ORCA LIFT), RRFP and Youth riders at the current one-zone fare level, resulting in a fare decrease of about 45 percent for riders in these groups making two-zone trips.

**Table 3. ST Express Option 2 – One- and Two-County Route-based Adult Fares**

<b>Option 2 - Eliminate One Zone Override</b>				
<b>Proposed Fare Change by Rider Group</b>	<b>Fare</b>		<b>Change</b>	
	<b>Existing</b>	<b>Proposed</b>	<b>\$</b>	<b>%</b>
<b>Adult</b>				
One-County Trips on a One-County Route	\$2.75	\$2.75	-	-
One-County Trips on a Two-County Route	\$2.75	\$3.75	<b>\$1.00</b>	<b>36%</b>
Two-County Trips	\$3.75	\$3.75	-	-
<b>ORCA LIFT (low-income)</b>				
One-County Trips on a One-County Route	\$1.50	\$1.50	-	-
One-County Trips on a Two-County Route	\$1.50	\$1.50	-	-
Two-County Trips	\$2.75	\$1.50	<b>(\$1.25)</b>	<b>-45%</b>
<b>RRFP (seniors, riders with disabilities)</b>				
One-County Trips on a One-County Route	\$1.00	\$1.00	-	-
One-County Trips on a Two-County Route	\$1.00	\$1.00	-	-
Two-County Trips	\$1.75	\$1.00	<b>(\$0.75)</b>	<b>-43%</b>
<b>Youth</b>				
One-County Trips on a One-County Route	\$1.50	\$1.50	-	-
One-County Trips on a Two-County Route	\$1.50	\$1.50	-	-
Two-County Trips	\$2.75	\$1.50	<b>(\$1.25)</b>	<b>-45%</b>

Option 2 would:

- Result in no change to the Adult fare for one-county trips on routes operating within one county. The Adult fare for these trips would remain at \$2.75. These represent about 63% of Adult ST Express boardings;
- Result in no change to the Adult fare for two-county trips on routes serving two-counties (two-county routes). The Adult fare for these trips would remain at \$3.75. These represent about 30% of Adult ST Express boardings;
- Eliminate the one-county fare for Adult riders making one-county trips on two-county routes. This would increase the fare for these trips by \$1.00, from \$2.75 to \$3.75. These represent about 7% of Adult ST Express boardings; and
- As with Option 1, establish a flat fare for all Low-Income (ORCA LIFT), RRFP and Youth riders at the current one-zone fare level, resulting in a fare decrease of about 45 percent for riders in these groups making two-zone trips.

## **Fare Change Options and Impacts on Minority/Non-Minority Riders**

Tables 4 and 5 below show the impact of these two options on minority and non-minority riders.

Currently, one-zone boardings represent about 70% of total full-fare Adult ST Express boardings. Riders making one-zone trips would have a fare increase with Option 1. Thirty-eight percent of these boardings are taken by minority riders. This is in line with the percentage of minority residents in the Sound Transit service area. Thus, Option 1 is determined to have no disparate impact pursuant to Sound Transit’s policies.

**Table 4. ST Express Option 1 – Impacts on Minority and Non-Minority Riders**

	Sound Transit Service Area	ST Express boardings negatively affected
% minority	38%	38%
% non-minority	62%	62%

Currently, one-zone trips on two-zone routes represent seven percent of ST Express full-fare Adult boardings. Riders making these trips would have a fare increase with Option 2. Forty-one percent of these boardings are taken by minority riders. This is slightly higher than the 38 percent of minority residents in the Sound Transit service area. Thus, Option 2 is determined to have a small, disparate impact pursuant to Sound Transit’s policies.

**Table 5. ST Express Option 2 – Impacts on Minority and Non-Minority Riders**

	Sound Transit Service Area	ST Express boardings negatively affected
% minority	38%	41%
% non-minority	62%	59%

## Fare Change Options and Impacts on Low-Income Riders

As noted above, Sound Transit provides a discounted fare for low-income Adult riders via the ORCA LIFT fare. Sound Transit’s discounted fares for Youth, Seniors and Disabled riders also provide a discounted fare for low-income riders in these customer categories.

As shown in Tables 1 and 2, neither fare option would increase fares for low-income (ORCA LIFT), Youth, Seniors or Disabled riders. Both options maintain existing discounts for riders in these groups who make one-zone trips, and provide a fare reduction of about 45 percent for riders in these groups who currently make two-zone trips. Therefore, these options do not place a disproportionate burden on low-income riders.

## Steps to Mitigate Disparate Impacts

Sound Transit Board Resolution R2013-19 also provides that if a proposed fare change is expected to result in a potential disparate impact or disproportionate burden, Sound Transit consider steps to avoid, minimize or mitigate the adverse impacts from this proposed fare change. Option 2 would increase the fare from \$2.75 to \$3.75 for the 7% of ST Express full-fare Adult boardings that are currently 1-zone trips on routes serving two counties. Survey data indicate that these riders are somewhat more likely to be minority (41%) than the minority percentage of the population of Sound Transit's service area (38%). Thus, Option 2 would have a slight, disparate impact on minority riders.

These impacts can be avoided by selecting Option 1 for implementation. If Option 2 is selected by the Sound Transit Board for implementation, Sound Transit will undertake the following steps to minimize and mitigate these impacts:

- 1) Provide customer information highlighting service alternatives that riders can take to avoid the higher fare – such as ST Link and Metro service between downtown Seattle and the U-District/University of Washington as an alternative to ST Express Route 512;
- 2) Provide targeted outreach to those locations without good service alternatives to try to ensure that all low-income riders (both minority and non-minority) who qualify are enrolled in the ORCA LIFT program and can take advantage of the reduced fare. Routes with the greatest number of impacted riders would be:
  - Route 535 – Lynnwood to Bellevue,
  - Route 574 – Lakewood to SeaTac,
  - Route 578 –Puyallup to Seattle.

Finally, regardless of the option adopted, Sound Transit will use this fare change as an opportunity to conduct additional outreach to encourage those riders who qualify to enroll in the ORCA LIFT program to take advantage of the reduced fare for low-income riders.

## Public Outreach

Sound Transit implemented a public outreach effort to engage a cross section of customers, representative of the diversity of Sound Transit's service area. This effort is documented in the [2018 ST Express Fare Simplification Public Outreach Report](#).

## **RESOLUTION NO. R2018-05**

### **ST Express Fare Simplification Proposal**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Operations and Administration Committee	03/01/2018	Recommend to Board	Michael Trzupek, Executive Director, FIT <b>Sunnie Sterling, Senior Revenue Analysis Manager</b>
Board	03/22/2018	Final Action	

## **PROPOSED ACTION**

(1) Adopts new fare rates and fare structure for ST Express bus service, and (2) supersedes the fare rates established in Resolution No. R2014-28 and amended by Resolution No. R2015-29 with the rates established by this action as shown in Attachment A.

## **KEY FEATURES SUMMARY**

- This action presents two options to the Sound Transit Board regarding fare simplification on ST Express service:
  - Option 1: Establish a \$3.25 adult flat-rate fare on all ST Express service (**Staff Recommendation**)
  - Option 2: Establish a route-based fare that eliminates the one-zone fare on routes that serve two counties
- Both options simplify ST Express fares for youth, seniors and persons with disabilities by establishing a flat fare equal to the current one-county fare, and ending use of the zone fare structure.
- The Board previously adopted Resolution No. R2014-28, which set fares for all transportation modes. The Board later adopted Resolution No. R2015-29, which amended Sounder fare rates. This action would establish new rates for ST Express based on the option selected by the Board.

## **BACKGROUND**

The ORCA transit agencies have a long history of working together on fare coordination, starting in 1997 when agencies gathered for the first Fare Forum to consider what fare coordination could look like in the Central Puget Sound region. Over the last 20 years, the agencies have established core concepts that are fundamental to our current regional fare collection system. These core concepts provide that each Agency's governing body maintains responsibility to set actual fare levels for each individual agency, but regionally we would work to standardize some aspects of the overall fare structure. These standardized aspects include common customer fare categories, regional pass products, transfer credits and revenue apportionment.

In 2016, in coordination with the planning for the next generation ORCA system, participating agencies conducted three regional fare forums with representatives from each of the agencies' governing bodies. Through these forums, participants reaffirmed a commitment to regional fare coordination and provided guiding principles for the next generation ORCA system's fare structure design. The Forum also reviewed and recommended two simplification strategies for the agencies' to pursue in order to simplify the design of the next generation ORCA system. These recommendations were:

1. Eliminate Zone-based Fares

## 2. Eliminate Trip-Based Peak Fares

Sound Transit Express buses currently use a two-zone fare structure as noted in the table below. Each county represents a separate zone, with the zone boundary at county lines. Trips within one county are charged a one-zone fare, while trips crossing a county line are charged a higher, two-zone fare. Routes that travel across county lines are preset to charge a two-county fare and riders making one-county trips on two-county routes must request a fare override from the bus operator.

### Current ST Express bus fares

Customer Category	One-county (1-zone) fare	Two-county (2-zone) fare
Adult	\$2.75	\$3.75
Low-Income Adult	\$1.50	\$2.75
Youth	\$1.50	\$2.75
Senior/Disabled	\$1.00	\$1.75

### Fare Change Options

#### **OPTION 1: \$3.25 ADULT FLAT FARE**

A flat fare structure that would establish one fare for each of our rider categories, good for travel on any bus within the ST Express system:

Customer Category	Flat-Fare
Adult	\$3.25
Low-Income Adult	\$1.50
Youth	\$1.50
Senior/Disabled	\$1.00

The following table illustrates the change in fares that riders would experience with Option 1:

Option 1 - Flat Fare						
			Fare		Change	
			Existing	Proposed	\$	%
Adult						
One-County Trips			\$2.75	\$3.25	\$0.50	18%
One-County Trips on a Multi-County Route			\$2.75	\$3.25	\$0.50	18%
Multi-County Trips			\$3.75	\$3.25	(\$0.50)	-13%
Low-Income ORCA						
One-County Trips			\$1.50	\$1.50	-	-
One-County Trips on a Multi-County Route			\$1.50	\$1.50	-	-
Multi-County Trips			\$2.75	\$1.50	(\$1.25)	-45%
RRFP						

One-County Trips	\$1.00	\$1.00	-	-
One-County Trips on a Multi-County Route	\$1.00	\$1.00	-	-
Multi-County Trips	\$1.75	\$1.00	(\$0.75)	-43%
<b>Youth</b>				
One-County Trips	\$1.50	\$1.50	-	-
One-County Trips on a Multi-County Route	\$1.50	\$1.50	-	-
Multi-County Trips	\$2.75	\$1.50	(\$1.25)	-45%

- This option would eliminate the zone fare structure for all customer categories, and establish flat fares for ORCA LIFT, Youth and RRFP riders at the current one-zone level.
- Adults making one-county trips will see a fare increase of \$0.50, an 18% increase, while adults making multi-county trips would see a \$0.50 fare decrease (-13%).
- Low Income Adults, Youth and RRFP making One-County trips would see no fare change, while those making multi-county trips would see a fare decrease.

## OPTION 2: ONE-COUNTY AND TWO-COUNTY ROUTE-BASED ADULT FARE

Would establish a route-based fare structure for full-fare adult riders, based on whether a route is a one-county or a two-county route.

Customer Category	Trips on one-county Routes	Trips on two-county Routes
Adult	\$2.75	\$3.75
Low-Income Adult	\$1.50	
Youth	\$1.50	
Senior/Disabled	\$1.00	

The following table illustrates the change in fares that riders would experience with Option 1:

Option 2 - Eliminate One Zone Override					
Proposed Fare Change by Rider Group	Fare		Change		
	Existing	Proposed	\$	%	
Adult					
One-County Trips	\$2.75	\$2.75	-	-	
One-County Trips on a Multi-County Route	\$2.75	\$3.75	\$1.00	36%	
Multi -County Trips	\$3.75	\$3.75	-	-	
Low-Income ORCA					
One-County Trips	\$1.50	\$1.50	-	-	
One-County Trips on a Multi-County Route	\$1.50	\$1.50	-	-	
Multi -County Trips	\$2.75	\$1.50	(\$1.25)	-45%	

<b>RRFP</b>				
One-County Trips	\$1.00	\$1.00	-	-
One-County Trips on a Multi-County Route	\$1.00	\$1.00	-	-
Multi -County Trips	\$1.75	\$1.00	(\$0.75)	-43%
<b>Youth</b>				
One-County Trips	\$1.50	\$1.50	-	-
One-County Trips on a Multi-County Route	\$1.50	\$1.50	-	-
Multi -County Trips	\$2.75	\$1.50	(\$1.25)	-45%

- This option would eliminate the zone fare structure for all customer categories, and establish route based fares for adults depending on whether the route services two counties and a flat fare for ORCA LIFT, Youth and RRFP riders at the current one-zone level.
- Adults making one-county trips on a one-county route will see no change in fare, adults making a one-county trip on a multi-county route would see a \$1.00 fare increase (36%).
- Low Income Adults, Youth and RRFP making One-County trips would see no fare change, while those making multi-county trips would see a fare decrease.

## FISCAL INFORMATION

The proposed action will increase projected fare revenues above the adopted 2018 ST Express fare revenue budget of \$37,734,098\* under both modeled options. Option 1 results in an estimated ridership decrease of 0.4% to 1.8% with a revenue increase of 2.1% to 3.6% or \$774,000 to \$1,300,000. Option 2 results in a minimal estimated ridership impact of -0.1% to 0.1% with a small revenue increase of 0.3% to 0.7% or \$118,000 to \$240,000.

Future fare revenues will be included in future budgets.

### Option 1: \$3.25 Adult Flat Fare

	Low**	High
Ridership Impact	(325,000)	(68,000)
Revenue Impact	\$774,000	\$1,300,000
Projected 2018 ST Express Revenue	\$38,508,098	\$39,034,098

### Option 2: Route-based Fare

Ridership Impact	(21,000)	20,000
Revenue Impact	\$118,000	\$240,000
Projected 2018 ST Express Revenue	\$37,852,098	\$37,974,098

\* ST Express Fare Revenue budget is included within the Passenger Fare Revenue budget, located on page 2 of the Proposed 2018 budget book. The Board adopted the annual 2018 revenue budget on 12/21/17, and the adopted 2018 budget book is pending publication.

\*\*Low range of estimate includes Passport riders in the fare elasticity calculation, the high end of the range exclude Passport riders.



## **SMALL BUSINESS/DBE PARTICIPATION**

Not applicable to this action.

## **TITLE VI COMPLIANCE**

In compliance with FTA regulations, Sound Transit has performed a Title VI analysis of fare change impacts on low income and minority populations. Based on the results of this analysis, Sound Transit has determined that neither option would create a disproportionate impact on low-income riders. Option 2, the route based fare option showed a slight, disparate impact on minority riders.

If Option 2 is selected for implementation, Sound Transit will undertake the following steps to minimize and mitigate these impacts:

- 1) Provide customer information highlighting service alternatives that riders can take to avoid the higher fare – such as ST Link and Metro service between downtown Seattle and the U-District/University of Washington as an alternative to ST Express Route 512;
- 2) Provide targeted outreach to those locations without good service alternatives to try to ensure that all low-income riders (both minority and non-minority) who qualify are enrolled in the ORCA LIFT program and can take advantage of the reduced fare. Routes with the greatest number of impacted riders would be:
  - Route 535 – Lynwood to Bellevue,
  - Route 574 – Lakewood to SeaTac,
  - Route 578 – Puyallup to Seattle.

The full analysis is published in the 2018 ST Express Title VI Analysis Report.

## **PUBLIC INVOLVEMENT**

Public outreach efforts included:

- A public hearing held at Union Station on February 1, 2018;
- Paid advertising of public meetings and opportunities to submit comment in multiple languages in six local print publications and 21 online publications;
- Paid official notice of public meeting in the regional news publications;
- Individual contact with community groups and organizations offering staff presentations;
- Posting on Sound Transit vehicles and facilities or public notices for meetings and opportunities to provide comment; and
- Presentations at two stakeholder meetings.

Written comments received include 1,325 responses to an online survey-based feedback form, 77 attendees at public meetings and stakeholder presentations, 13 email comments or questions and four telephone calls.

Verbal comments received for the public record include three speakers at the public hearing. All public feedback received is detailed in a Fare Proposal Public Comment Report.

Of the total 1,345 formal comments submitted, 1,325 comments relate to the 2018 online survey:

**“I like this option”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	59%	41%
Strongly / Somewhat Disagree	35%	51%
Neutral	6%	8%

**“This option is easy to understand”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	87%	59%
Strongly / Somewhat Disagree	10%	38%
Neutral	3%	3%

**“This fare option would make it easier and faster for people to get on the bus”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	63%	39%
Strongly / Somewhat Disagree	29%	50%
Neutral	8%	11%

**“This fare option is equitable for riders”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	55%	51%
Strongly / Somewhat Disagree	41%	42%
Neutral	4%	7%

**“This fare option is affordable”**

	<b>\$3.25 Adult Flat Rate Fare Option</b>	<b>Route-Based Adult Fare Option</b>
Strongly / Somewhat Agree	57%	57%
Strongly / Somewhat Disagree	38%	35%
Neutral	5%	8%

## **TIME CONSTRAINTS**

A delay in a Board decision would prevent Sound Transit from implementing any fare change action July 1, 2018, in coordination with King County Metro.

## **PRIOR BOARD/COMMITTEE ACTIONS**

Resolution No. R2015-29: (1) Selects an Option to set fare rates for the low income fare category and potentially increase fares on Sounder service, (2) selects an option to set fares rates for low income adult fare category and potentially increase fares on ST Express service, and (3) amends Sound Transit fare rates in Attachment A of Resolution R2014-28 with selected options.

Resolution No. R2014-28: (1) Selects an option to set fare rates for the low income adult fare category, and (2) supersedes the fare rates established in Resolution No. R2007-06, Resolution No. R2010-11, and Resolution No. R2013-24 with the rates established by this action as shown in Attachment A.

Resolution No. R2010-27: Amended Resolution No. R2010-10 Attachment A--Fare Policy to establish "Low Income Adult" as a new Reduced Fare category.

Resolution No. R2013-24: Establish a fare structure for Tacoma Link light rail of \$1.00 for the Adult fare category, \$0.75 for the Youth fare category, and \$0.50 for the Senior/Disabled fare category to be implemented in September 2014; and \$1.50 for the Adult fare category, and \$0.75 for the Youth fare category, \$0.75 for the Senior/Disabled fare category to be implemented in September 2016.

Resolution No. R2010-10: Adopted a Fare Policy and superseded Resolution No. R99-2-2

Resolution No. R2007-06: Implements a change to distance-based fares for Sounder and establishes a Sounder fare increase; updates Resolution No. R99-2-2 Exhibit B to reflect the changes.

## **ENVIRONMENTAL REVIEW**

KH 2/16/18

## **LEGAL REVIEW**

AJP 2/23/18

## **RESOLUTION NO. R2018-05**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) Adopting new fare rates and fare structure for ST Express bus service, and (2) superseding the fare rates established in Resolution No. R2014-28 and amended by Resolution No. R2015-29 with the rates established by this action as shown in Attachment A.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, RCW 81.112.080 grants a regional transit authority the power to establish fares; and

WHEREAS, Sound Transit changes fares for access to transit services in order to cover a portion of Sound Transit's operating expenses as part of the long-term financial plan; and

WHEREAS, Sound Transit is committed to meeting fare revenue requirements to wisely manage public funds in accordance with state law while fulfilling its mission; and

WHEREAS, the Sound Transit Board establishes fare structures and sets corresponding fare rates for light rail, commuter rail and express bus services; and

WHEREAS, Sound Transit works to coordinate fare structures and fare rates with those of regional transit providers within Sound Transit's service area; and

WHEREAS, Regional Fare Forums comprised of elected officials convened in 1997, 2007 and 2016 and recommended policies for regional transit fare integration in the Central Puget Sound region, which guided the development of interlocal agreements establishing a regional fare integration framework to provide seamless fare payment for regional transit customers, and

WHEREAS, to comply with FTA regulations and regional policy, youth fares will be no more than 75 percent of adult fares and senior/disabled fares will be no more than 50 percent of an adult fare; and

WHEREAS, in November 2015 through Resolution No. R2015-29, the Sound Transit Board established a fare structure and corresponding fare rates for Sounder commuter rail and ST Express bus services; and

WHEREAS, Sound Transit is committed to providing opportunities for public involvement prior to implementing adjustments to fare structures or rates; and

WHEREAS, Sound Transit is committed to providing opportunities for public involvement and conducting equity analyses of potential impacts to minority and low-income populations before considering fare changes; and

WHEREAS, public input received via public outreach events, email, the Sound Transit website, telephone and a public hearing has been reported to the Board.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The following rates are established for ST Express bus service:

Effective July 1, 2018, reduce 2-county fares for youth, ORCA LIFT, seniors and disabled riders to 1-county level as follows:

Effective July 1, 2018:

	In-county	Intercounty
Adult	\$ 2.75	\$ 3.75
ORCA LIFT	\$ 1.50	\$ 1.50
Youth	\$ 1.50	\$ 1.50
Senior/Disabled	\$ 1.00	\$ 1.00

Effective July 1, 2020, establish a \$3.25 flat-rate fare for adult riders as follows:

Effective July 1, 2020:

	In-county	Intercounty
Adult	\$ 3.25	\$ 3.25
ORCA LIFT	\$ 1.50	\$ 1.50
Youth	\$ 1.50	\$ 1.50
Senior/Disabled	\$ 1.00	\$ 1.00

Section 2: The fare rates established in Resolution No. R2014-28 and amended by Resolution No. R2015-29 are superseded with the rates established by this action as shown in Attachment A.

Section 3: Sound Transit will develop a communications plan for ORCA Lift and other reduced fares by the end of May 2018. The plan will identify the target markets and establish goals, strategies, timelines, and effectiveness measures. Major elements of the plan will be completed in conjunction with implementation of the ST Express Fare change, including progress reporting to the Board and other stakeholders.

Section 4: Sound Transit will analyze current payment methods by mode and determine the financial implications and ridership impact of changing youth fares on all modes from \$0.00 to 1.50 in 25 cent increments. Staff will present the results of the analysis to the Board by the end of June 2018.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 26, 2018.



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John Marchione  
Board Vice Chair

ATTEST:



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Kathryn Flores  
Board Administrator

**RESOLUTION NO. R2018-05**  
**Attachment A: Revised Fare Structures**

Replacing fare rates established in Resolution No. R2014-28 and amended by Resolution No. R2015-29

**ST Express Bus Fares**

Current (as of March 1, 2016):

	In-county	Intercounty
Adult	\$2.75	\$3.75
Low Income Adult	\$1.50	\$2.75
Youth	\$1.50	\$2.75
Senior/Disabled	\$1.00	\$1.75

Effective July 1, 2018:

*(Option 1 or 2 to be selected by the Board)*

*Option 1:*

Adult	\$3.25
Low-Income Adult	\$1.50
Youth	\$1.50
Senior/Disabled	\$1.00

*Option 2:*

	Trips on one-county Routes	Trips on two-county Routes
Adult	\$2.75	\$3.75
Low-Income Adult	\$1.50	
Youth	\$1.50	
Senior/Disabled	\$1.00	

## Tacoma Link Fares

Current (As of April 28, 2016):

Tacoma Link is currently a fare-free service for customers, per Resolution No. R2016-10. Upon the start of service for the Tacoma Link Extension project, fares will be:

Adult	\$1.50
Low Income Adult	--
Youth	\$0.75
Senior/Disabled	\$0.75

## Sounder Commuter Rail Fares

Current (As of March 1, 2016):

### Sounder south-Tacoma- Seattle

Adult	Lakewood	South Tacoma	Tacoma	Puyallup	Sumner	Auburn	Kent	Tukwila	Seattle
Lakewood		\$3.25	\$3.50	\$4.00	\$4.00	\$4.50	\$4.75	\$5.00	\$5.75
South Tacoma	\$3.25		\$3.25	\$3.75	\$4.00	\$4.25	\$4.50	\$5.00	\$5.50
Tacoma	\$3.50	\$3.25		\$3.50	\$3.50	\$4.00	\$4.25	\$4.50	\$5.25
Puyallup	\$4.00	\$3.75	\$3.50		\$3.25	\$3.50	\$4.00	\$4.25	\$4.75
Sumner	\$4.00	\$4.00	\$3.50	\$3.25		\$3.50	\$3.75	\$4.00	\$4.75
Auburn	\$4.50	\$4.25	\$3.50	\$3.25	\$3.50		\$3.25	\$3.75	\$4.25
Kent	\$4.75	\$4.50	\$4.00	\$3.50	\$3.75	\$3.25		\$3.25	\$4.00
Tukwila	\$5.00	\$5.00	\$4.50	\$4.25	\$4.00	\$3.75	\$3.25		\$3.75
Seattle	\$5.75	\$5.50	\$5.25	\$4.75	\$4.75	\$4.25	\$4.00	\$3.75	



<b>Youth and Low-Income Adult</b>	<b>Lakewood</b>	<b>South Tacoma</b>	<b>Tacoma</b>	<b>Puyallup</b>	<b>Sumner</b>	<b>Auburn</b>	<b>Kent</b>	<b>Tukwila</b>	<b>Seattle</b>
Lakewood		\$2.50	\$2.75	\$3.00	\$3.00	\$3.50	\$3.50	\$3.75	\$4.25
South Tacoma	\$2.50		\$2.50	\$2.75	\$3.00	\$3.25	\$3.50	\$3.75	\$4.25
Tacoma	\$2.75	\$2.50		\$2.75	\$2.75	\$3.00	\$3.25	\$3.50	\$4.00
Puyallup	\$3.00	\$2.75	\$2.75		\$2.50	\$2.75	\$3.00	\$3.25	\$3.50
Sumner	\$3.00	\$3.00	\$2.75	\$2.50		\$2.75	\$2.75	\$3.00	\$3.50
Auburn	\$3.50	\$3.25	\$3.00	\$2.75	\$2.75		\$2.50	\$2.75	\$3.25
Kent	\$3.50	\$3.50	\$3.25	\$3.00	\$2.75	\$2.50		\$2.50	\$3.00
Tukwila	\$3.75	\$3.75	\$3.50	\$3.25	\$3.00	\$2.75	\$2.50		\$2.75
Seattle	\$4.25	\$4.25	\$4.00	\$3.50	\$3.50	\$3.25	\$3.00	\$2.75	

<b>Reduced Fare</b>	<b>Lakewood</b>	<b>South Tacoma</b>	<b>Tacoma</b>	<b>Puyallup</b>	<b>Sumner</b>	<b>Auburn</b>	<b>Kent</b>	<b>Tukwila</b>	<b>Seattle</b>
Lakewood		\$1.50	\$1.75	\$2.00	\$2.00	\$2.25	\$2.50	\$2.50	\$2.75
South Tacoma	\$1.50		\$1.50	\$1.75	\$2.00	\$2.00	\$2.50	\$2.50	\$2.75
Tacoma	\$1.75	\$1.50		\$1.75	\$1.75	\$2.00	\$2.00	\$2.25	\$2.50
Puyallup	\$2.00	\$1.75	\$1.75		\$1.50	\$1.75	\$2.00	\$2.00	\$2.25
Sumner	\$2.00	\$2.00	\$1.75	\$1.50		\$1.75	\$1.75	\$2.00	\$2.25
Auburn	\$2.25	\$2.00	\$2.00	\$1.75	\$1.75		\$1.50	\$1.75	\$2.00
Kent	\$2.25	\$2.25	\$2.00	\$2.00	\$1.75	\$1.50		\$1.50	\$2.00
Tukwila	\$2.50	\$2.50	\$2.25	\$2.00	\$2.00	\$1.75	\$1.50	\$1.50	\$1.75
Seattle	\$2.75	\$2.75	\$2.50	\$2.50	\$2.25	\$2.00	\$2.00	\$1.75	

Adult fares calculated as \$3.05 base fare plus \$0.055 per mile, rounded to quarters for consistency.

## Sounder North-Everett- Seattle

<b>Adult</b>	Everett	Mukilteo	Edmonds	Seattle
Everett		\$3.25	\$4.00	\$5.00
Mukilteo	\$3.25		\$3.75	\$4.50
Edmonds	\$4.00	\$3.75		\$4.00
Seattle	\$5.00	\$4.50	\$4.00	

<b>Youth and Low-Income Adult</b>	Everett	Mukilteo	Edmonds	Seattle
Everett		\$2.50	\$3.00	\$3.75
Mukilteo	\$2.50		\$2.75	\$3.50
Edmonds	\$3.00	\$2.75		\$3.00
Seattle	\$3.75	\$3.50	\$3.00	

<b>Reduced Fare</b>	Everett	Mukilteo	Edmonds	Seattle
Everett		\$1.50	\$2.00	\$2.50
Mukilteo	\$1.50		\$1.75	\$2.25
Edmonds	\$2.00	\$1.75		\$2.00
Seattle	\$2.50	\$2.25	\$2.00	

## Link Light Rail Fares

Current (as of March 1, 2015):

	UW Adult	Capitol Hill Adult	Westlake Adult	University St Adult	Pioneer Sq Adult	Int'l Dist Adult	Stadium Adult	SODO Adult	Beacon Hill Adult	Mt. Baker Adult	Columbia City Adult	Othello Adult	Rainier Beach Adult	Tukwila Int'l Adult	SeaTac/ Airport Adult	Angle Lake Adult
UW	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 2.75	\$ 3.00	\$ 3.25	\$ 3.25
Capitol Hill	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.75	\$ 3.00	\$ 3.00	\$ 3.00
Westlake	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 3.00	\$ 3.00	\$ 3.00
University St	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 3.00	\$ 3.00	\$ 3.00
Pioneer Sq	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 3.00	\$ 3.00	\$ 3.00
Int'l Dist	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 3.00	\$ 3.00	\$ 3.00
Stadium	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.75	\$ 3.00	\$ 3.00
SODO	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 3.00
Beacon Hill	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.75	\$ 2.75	\$ 3.00
Mt. Baker	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.75	\$ 2.75	\$ 3.00
Columbia City	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.75	\$ 2.75
Othello	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.75	\$ 2.75
Rainier Beach	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25	\$ 2.50	\$ 2.50	\$ 2.75
Tukwila Int'l	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.50
SeaTac/Airport	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.25	\$ 2.25	\$ 2.25
Angle Lake	\$ 3.25	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.50	\$ 2.25	\$ 2.25

Low Income Adult: All one way low income adult fares are \$1.50

Youth: All one way youth fares are \$1.50

Senior / Disabled: All one way reduced Link fares are \$1.00

Adult fares calculated as \$2.25 base fare plus \$0.05 per mile, rounded to quarters for consistency.



## Appendix W

### 2018 Parking Permit Equity Analysis

## Title VI Equity Analysis

Sound Transit parking permit program expansion

### Introduction

On July 26, 2018, the Sound Transit Board of Directors approved Resolution No. R2018-27, expanding the Sound Transit permit parking program and delegating establishment of permit rates to the CEO. This resolution authorized the agency to sell transit parking permits for single-occupancy vehicles (SOVs) in addition to the existing program offering permits for carpools, or HOV's (high occupancy vehicles) at Sound Transit park-and-ride facilities.

With this action, the Board expanded its fee-based parking management program to continue advancing the following long-standing agency policy goals (Sound Transit Resolution R2013-03, System Access Policy):

- *Increase transit ridership*
- *Encourage convenient and safe connections to Sound Transit services through all access modes including vehicles requiring parking*

In addition, R2017-18 establishes the following goals for management of parking facilities and the permit parking program:

1. Maximize the number of daily transit riders per parking stall across all agency operated facilities, and
2. Prioritize the availability of parking for transit riders seeking to access the regional transit system throughout the AM peak period.

People who seek to drive and park a vehicle to access Sound Transit services are often faced with very crowded conditions at many of Sound Transit's park-and-ride facilities, and many are turned away and forced to seek alternatives, including driving to work, when park and ride lots fill before the end of the morning rush hours. This includes many parents who need to drop kids off at school or childcare before commuting to work, and others who do not work a conventional 8:00 AM-4:00 PM, or 9:00 AM-5:00 PM schedule, including many low-income workers. Sound Transit's facilities are also used by non-transit riders, which is prohibited by policy but difficult to enforce without a mechanism for transit customer validation, which the permit program provides.

### Overview

With the adoption of Resolution 2018-27, the Sound Transit Board provided the following parameters for the permit parking program, including implementation of SOV parking permits:

- Permit program goals are updated to include improving parking availability and increasing transit ridership per the System Access Policy (R2013-03),

- Sound Transit will offer permits for single-occupancy vehicles (SOV's) at prices sufficient to cover permit program costs and consistent with market rates for monthly parking.
- Reduced-price SOV permits will be offered for sale to ORCA-LIFT qualified customers (those in households earning less than 200% of the federal poverty-rate) at no more than 50% of the full SOV permit price for the same facility.
- HOV permit prices and availability are to be established to incentivize use of parking by HOV in lieu of SOV.
- Permits will be optional for all participating facilities. The total supply of permitted parking spaces (SOV and HOV permit spaces combined) is limited to no more than 50% of the total supply of transit commuter parking at any Sound Transit station or transit center.
- Transit customers without permits will still have access to at least 50% of the total supply of public transit commuter parking at any affected Sound Transit station or transit center on a first-come, first-serve basis.
- The permit program, including market-rate and ORCA-LIFT discounted SOV parking permits may be implemented or expanded to any and all Sound Transit owned and operated facilities meeting the newly established threshold of utilization (90% or greater) for at least three consecutive months, and those new facilities directly serving Link light rail, or projected to reach the 90% utilization threshold within one year of opening. As of December 2018, the list of Sound Transit facilities meeting these criteria, includes:
  - Link Light Rail stations at Angle Lake, and Tukwila International Boulevard
  - Sounder Stations in Lakewood, Puyallup, Auburn, Kent, Tukwila, Edmonds, and Mukilteo, and
  - Transit Centers at Issaquah, Northgate, and Federal Way (all served by ST Express buses)
- By adoption of R2018-27, the Board also delegated to the CEO authority to establish and adjust the price as well as the quantity of parking permits, permit and permit space use restrictions, and/or the number of permit restricted spaces offered at each station, as necessary to achieve program performance goals.

### **Implementation at Northgate Station Garage**

Following the adoption of R2018-27, Sound Transit has moved forward with implementation of its expanded permit parking program at one location (Northgate Station Garage) in 2018, and plans to implement SOV permit parking at other eligible stations in 2019.

Per R2018-27, the Northgate Station Garage is eligible for permit parking as a new parking facility because it will provide direct access to Link Light Rail when the adjacent Northgate Link Station opens for service in 2021. Upon opening the new garage on November 19<sup>th</sup>, 2018, to serve ST Express and King County Metro bus passengers at the existing Northgate Transit Center, Sound Transit made both SOV and carpool/HOV parking permits available, consistent with R2018-27, as follows:

- Monthly SOV parking permits are available for purchase at a standard rate of \$120 per month.
- ORCA Lift reduced transit fare card-holders are able to purchase SOV parking permits at a discounted rate of \$40 per month.

- Carpool/HOV parking permits are available free of charge to groups of two or more District-resident commuters who are willing to share rides to the station and ride transit from the station at least 12 days per month.
- Consistent with R2018-27, all parking permits (SOV, ORCA-LIFT, and Carpool/HOV) may only be acquired by residents of the Sound Transit District.
- Extensive outreach to existing transit riders at the Northgate Transit Center was conducted, including:
  - “Street teams” of three to six Sound Transit Ambassadors (ST Staff from all departments) were present at the Northgate Transit Center and several nearby park and ride lots and bus stops to offer riders information throughout the AM peak commute period (6:00 AM-9:00 AM), on six weekday mornings during the month prior to the opening and initiation of permit sales for the new Northgate Station Garage,
  - Ambassadors distributed handbills with information on the upcoming closure of several “interim” park and ride facilities, the opening of the new Northgate Station Garage, the availability of permit parking, including the discounted option for ORCA Lift qualified residents of the District. To facilitate engagement with people with limited English language proficiency, all materials included printed translations of instructions on “how to get more information on this project,” by calling the Sound Transit Customer Service Center, which offers a live translation service in multiple languages commonly spoken in the Census tracts served by the Northgate Transit Center, including:
    - Mandarin
    - Cantonese
    - Spanish
    - Russian
    - Tagalog
    - Vietnamese

## Policy

Although Sound Transit has received guidance that parking permit fees are not considered transit fares requiring a service and fare equity (SAFE) analysis when changed, Sound Transit opted to perform a the equivalent of a SAFE analysis to inform the Sound Transit Board of the equity impacts of any decision to alter the program.

Because permit fees, even under a strictly opt-in program as authorized, would impose an additional cost on a specific group of transit riders, for the purposes of this analysis Sound Transit considered the impact of the total cost change to affected riders through combined monthly permit fees plus monthly transit pass. It is the policy of Sound Transit to conduct an equity analysis of significant changes affecting customers to determine if the proposed change would have a disparate impact on minority populations or a disproportionate burden on low-income populations. If any disparate impact or disproportionate burden is found, Sound Transit considers steps to avoid, minimize, or mitigate the adverse impacts and reanalyze the modified changes to determine if the impacts are removed or lessened.

Sound Transit's policy for fare changes (which applies to the parking permit program changes) defines these impacts as follows:

*A disparate impact occurs when the minority percentage of the population adversely affected by any fare change is greater than the average minority percentage of the population of Sound Transit's service area.*

*A disproportionate burden occurs when the low income percentage of the population adversely affected by any fare change is greater than the average low income percentage of the population of Sound Transit's service area.*

## Definitions & Data Sources

The data on the minority and low-income percentages of transit ridership and transit parking users in this analysis are drawn from the most recent Origin-Destination survey of riders conducted by Sound Transit in 2015. For the purposes of this analysis, Low Income is defined as at or below 200% of the Federal poverty level. The 2015 federal poverty levels from guidelines published by the U.S. Department of Health and Human Services are as follows:

**Table 1. Low income definition**

<b>Persons in family/household</b>	<b>Federal Poverty guideline</b>	<b>200% poverty level (ST Low Income Definition)</b>
1	\$11,770	\$23,540
2	\$15,930	\$31,860
3	\$20,090	\$40,180
4	\$24,250	\$48,500
5	\$28,410	\$56,820
6	\$32,570	\$65,140
7	\$36,730	\$73,460
8	\$40,890	\$81,780

## Demographic analysis

Table 2 compares the percentages of minority and low-income riders from among the population of transit parking users (i.e. those who are or may be impacted by the introduction of fee-based parking permits) with the percentages of minority and low-income persons living within the Sound Transit district as a whole.



**Table 2. Demographics of ST Park and Ride users in comparison to all ST riders (by all modes of access) and all ST District residents**

	ST District: All Residents	ST Transit Riders: All Modes of Access	ST Transit Riders: Parking users
% minority (e.g. “Non-white)	36%	33%	29%
% At or below federal poverty-level	11%	8%	4%

As Table 2 shows, a lower shares of Sound Transit park and ride users -- those most likely to be impacted by the initiation of permit parking fees – are non-white, and/or from households with income at or below the federal poverty-level than the population of the Sound Transit District as a whole, or the population of all Sound Transit riders (including those accessing Sound Transit services by all modes of transportation). Thus, based on an analysis of the demographic composition of potentially impacted riders (per standard Title VI analysis methodology), the introduction of paid permits has no disparate impacts on minority populations or disproportionate burden on low-income populations.

However in further analysis of distributional impacts of financial burden, we also want to examine the difference in total cost impact on low-income vs. non-low-income riders *within* the population of transit parking users.

## Fee Structure

Resolution 2018-27 did not itself implement SOV parking permit fees, but instead authorized the ST CEO to establish fees for the program under general pricing guidelines adopted by the Board, including the use of market rate data for monthly parking near transit facilities. A review of market data shows an average rate of \$92 per month charged for parking by public and private parking operators in the vicinity of the transit stations with high parking demand that are qualified and under consideration for the SOV permit parking program. To account for differences in the market demand for parking in the vicinity of each qualified station, as necessary to achieve program goals and objectives, including maintaining parking availability and keeping permit wait lists low (less than 15% of the number of permits issued for any given station), Sound Transit has developed a four tier permit price schedule, with standard permit rates ranging from \$120 per month at Tier 1 stations, including Northgate Link Station, Mercer Island Park & Ride, and the Mukilteo and Edmonds Sounder Stations, to \$45 per month at the Federal Way Transit Center and the Lakewood Sounder Station. Per R 2018-27, no more than 50% of the transit parking spaces serving any one Sound Transit station or transit center may be permitted. When accounting for the total capacity, and maximum number of permit parking spaces at each station, the average rate (per space, per month) that would be charged for SOV parking permits under this proposed four-tier pricing structure would be \$73. To ensure a conservative analysis of the impact of this parking

permit fee structure, Sound Transit has evaluated the impact of pricing at the average of market rates (\$92, as noted above), rather than at the average monthly price per space associated with the authorized 2019 standard parking permit fee structure.

This average market rate [\$92] is used here to provide a representative equity analysis for the program as a whole. To represent the full cost of transit use, this average market-rate parking permit cost is added to the cost of a monthly transit pass valid for travel between downtown Seattle and Angle Lake Station, Sound Transit's largest light rail parking facility (see the 2<sup>nd</sup> and 5<sup>th</sup> columns in Table 3, below)

**Table 3. Differential impact on low-income riders of pricing permits at single permit rate (based on market rate)**

<b>Customer</b>	<b>Current</b>			<b>w/market rate permit</b>			<b>% Change</b>
	<b>Monthly transit pass</b>	<b>Monthly permit fee</b>	<b>Total monthly transit cost</b>	<b>Monthly transit pass</b>	<b>Monthly permit fee</b>	<b>Total monthly transit cost</b>	<b>Total monthly transit cost</b>
Full Fare	\$108	n/a	<b>\$108</b>	\$108	\$92	<b>\$200</b>	<b>85%</b>
Low Income Fare	\$54	n/a	<b>\$54</b>	\$54	\$92	<b>\$146</b>	<b>270%</b>

The cost of a monthly transit pass is lower for low-income customers who qualify for discounted transit fares under the ORCA-LIFT program, which is available to riders with annual household income at or below 200% of federal poverty level. So applying a fixed additional cost for a permit fee to both low-income and non-low-income riders, results in a higher percentage increase in overall cost of transit use for low-income riders/parking users than for non-low-income riders/parking users, potentially creating a disproportionate burden on the low-income riders.

### **Avoiding the disproportionate burden**

To avoid this disproportionate burden (in percentage terms) on low-income riders, Sound Transit has established a pricing structure with a two-thirds (66.7%) discount on the standard parking permit rate for qualified low-income riders (R2018-27 provided direction for Sound Transit to offer at least a 50% discount on the standard rate for parking permits for income-qualified riders). For the purposes of permit program administration and for this analysis, low-income riders are identified as those with household income at or below 200% of the federal poverty-level (see Table 1). To avoid any disproportionate burden with the initial implementation of single-occupant permit parking at the Northgate Link Station, the standard permit price is \$120 per month, but commuters who meet this low-income qualification and obtain an ORCA Lift reduced transit fare card may purchase a permit for a discounted rate of \$40 per month.

**Table 4. Equalizing the impacts on low-income riders with low-income permit pricing discount**

<b>Customer</b>	<b>Current</b>			<b>w/paid permit (including discount)</b>			<b>% Change</b>
	<b>Monthly transit pass</b>	<b>Monthly permit fee</b>	<b>Total monthly transit cost</b>	<b>Monthly transit pass</b>	<b>Monthly permit fee</b>	<b>Total monthly transit cost</b>	<b>Total monthly transit cost</b>
Full Fare	\$108	n/a	<b>\$108</b>	\$108	\$92	<b>\$200</b>	<b>85%</b>
Low Income Fare	\$54	n/a	<b>\$54</b>	\$54	\$31	<b>\$85</b>	<b>57%</b>

Table 4 shows that with this two-thirds discount on parking permits in place, the total monthly transit cost (including parking charges) for commuters qualified for low-income fares (ORCA Lift qualified) increases by 57% with the initiation of permit fees, which is less than the 85% increase in transit plus parking charges experienced by commuters who pay full fare and standard rates for permits.

## Conclusion

The proposal to make available fee-based paid parking permits to single-occupancy users of Sound Transit parking facilities, including pricing discounts for low-income customers, creates no disparate impacts on minority populations nor disproportionate burdens on low-income populations.

## **RESOLUTION NO. R2018-27**

### **Expanding the Sound Transit Permit Parking Program and Delegating Establishment of Permit Rates**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Operations and Administration Committee	07/19/2018	Recommend to Board	Don Billen, PEPD Executive Director <b>Kevin Shively, Senior Planner, PEPD</b> <b>Brian Brooke, Senior Manager, PEPD</b>
Board of Directors	07/26/2018	Final Action	<b>Aron Paluba, Senior Coordinator, Operations</b>

(1) Expands Sound Transit's parking permit program, (2) establishes performance goals for the parking permit program, (3) authorizes the CEO to establish and adjust permit rates and make permits available in compliance with the program performance and permit price parameters established by the Board, and (4) supersedes Motion No. M2015-83.

### **KEY FEATURES SUMMARY**

- This action defines program parameters for an updated parking permit program with the goals of improving parking availability and increasing transit ridership per the System Access Policy (Resolution No. R2013-03).
- The parameters have been updated based on the agency's initial experience since the Board established the parking permit program in 2015. Motion No. M2015-83, which established the original program parameters, will be superseded by this action.
- The program will offer permits for single-occupancy vehicles (SOVs) at prices sufficient to cover permit program costs and consistent with market rates for monthly parking. Reduced rates will be offered to ORCA-LIFT qualified customers and high-occupancy vehicles (HOVs with two or more transit riders per vehicle).
- Permits will be optional for all participating facilities. Transit customers without permits will still have access to a portion of participating lots at no charge, as non-permitted spaces will continue to be available on a first-come, first-served basis to transit riders, as they are today.
- The permit program may be expanded to any and all facilities meeting the newly established threshold of utilization (90% or greater) for at least three consecutive months, and those new facilities directly serving Link light rail or projected to reach the 90% utilization threshold within one year of opening.
- The System Access Policy states that permit fees and pricing would be established by the Board. This action serves as Board delegation to the CEO to establish and adjust the price as well as the quantity of monthly parking permits, permit and permit space use restrictions, and/or the number of permit restricted spaces offered at each station, as necessary to achieve program performance goals.

### **BACKGROUND**

Accommodating safe and convenient customer access to the regional transit system is integral to Sound Transit's mission to improve mobility for Central Puget Sound. Accordingly, Sound Transit's System Access Policy (Resolution No. R2013-03) provides a framework for the agency's support and management of infrastructure and facilities to provide customer access to transit services, with the goals to "increase ridership," and to "Encourage convenient and safe

connections to Sound Transit services through all access modes, including [among other modes] vehicles requiring parking.”

Per Resolution No. R2013-03, Sound Transit “may implement parking management tools to increase ridership, ensure parking availability for transit users and efficient use of parking facilities, support transit and facility operations, and support transit access improvements.”

### **Pilot Project**

A pilot project conducted at four park and ride facilities (Mukilteo Station, Issaquah Transit Center, Tukwila International Boulevard Station, and Sumner Station) from February-July 2014 tested and confirmed high public interest and market demand for both HOV and SOV parking permits. The pilot also increased the number of transit riders per parked vehicle.

### **Current Parking Permit Program**

Through Motion No. M2015-83, the Sound Transit Board approved the creation of a permit program for managing customer parking at Sound Transit facilities with high parking demand. Sound Transit currently operates the permit program at Link light rail stations, or agency-owned facilities with utilization at 97% or higher for the most recent three month period. At these facilities, up to 50% of the available spaces can be reserved for permit holders only during the morning peak.

In order for a park and ride facility to be included in the permit parking program, Sound Transit must have the authority to implement parking restrictions and make necessary changes to the parking facility (e.g. signage, pavement markings, and equipment installation). Fee-based permit implementation is excluded at selected state-owned facilities, where parking must be provided free of charge by state law.

Phase one of the permit program (HOV permits) were introduced with the opening of Angle Lake Station in September 2016 at a cost of \$5 per month and provide access to reserved parking for patrons arriving by carpool, vanpool, or vanshare. HOV permits are currently available at nine Sound Transit facilities.

### **Parking Permit Program Goals**

Under this action Sound Transit will establish the following goals for management of parking facilities and the parking permit program:

1. Maximize the number of daily transit riders per parking stall across all agency operated facilities.
2. Prioritize the availability of parking for transit riders seeking to access the regional transit system throughout the AM peak period.

The performance goals are directly related to addressing common complaints received by Sound Transit and transit agency partners about the difficulty of finding space at regional park and ride facilities. Survey respondents’ top priority for program design was: “Making sure that there’s always an open parking space – design programs to manage demand and ensure there’s always an open space.”

## Updated Parameters to the Parking Permit Program

This action changes the parking utilization threshold for permit implementation (HOV and SOV) from 97% to 90% or higher for at least three consecutive months, allowing program expansion to popular facilities in Snohomish, King, and Pierce Counties (Edmonds Station, Mukilteo Station, Mercer Island Park & Ride, and Lakewood Station currently meet this threshold in addition to the facilities with HOV permit programs). All future facilities built to provide access to Link light rail, or projected to reach 90% utilization within the first year, would be eligible for permit implementation at opening.

The following parameters would be established for the implementation of the parking permit program:

- The CEO may issue parking permits and restrict through enforcement the use of selected parking spaces to permit holders during defined periods of time such as the AM peak period, at selected Sound Transit parking facilities.
- The CEO may issue parking permits for any agency-operated parking facility where average weekday utilization is 90% or higher for at least three consecutive months, or for new facilities if they provide direct access to Link light rail or are projected to reach 90% utilization within the first year of operation.
- The CEO may allocate up to 50% of the total number of parking stalls provided for transit rider use at any Sound Transit facility for exclusive use of HOV and/or SOV parking permit holders during permit enforcement hours.
- To increase transit ridership per Resolution No. R2013-03, Sound Transit will continue to prioritize the marketing and issuance of HOV parking permits over SOV permits at all participating facilities.
- SOV parking permits will initially be made exclusively available to residents of the Sound Transit District, but the program may be expanded to allow non-residents to purchase permits at a price established by the CEO should the CEO determine it is in the best interests of Sound Transit.

### *Establishing permit prices and availability*

The following additional parameters would be established for the CEO to determine initial permit prices and availability for HOV and SOV permits, including initial implementation of permit programs at future parking facilities:

- Permit prices will be sufficient to recover, at a minimum, the administrative and enforcement costs of the permit program at each permitted facility.
- SOV permit prices will be established in consideration of market rates for monthly paid parking alternatives otherwise available to customers.
- Reduced-price SOV permits for ORCA-LIFT qualified customers will be no more than 50% of the full SOV permit price for the same facility.
- HOV permit prices and availability will be established to incentivize use of HOV over SOV parking.

### *Changing permit prices and availability*

Consistent with the parameters for initial permit pricing and the parking permit program, the CEO may adjust permit prices and availability, use restrictions for permits and permit spaces,

and determine the number of permit-restricted spaces at each facility as necessary to achieve program goals and the following performance targets for each facility:

- The number of customers on the wait list for either SOV, or HOV parking permits at each facility should not exceed 15% of the total quantity of such parking permits issued.
- The total utilization of permit parking at each facility should not regularly (for three consecutive months) exceed effective capacity of 97% of stalls reserved for permit holders during the enforcement period.
- SOV permit prices should remain competitive with market rates for monthly parking available to transit riders.

## **Performance Evaluation and Measurement**

To evaluate the performance of the permit program in relation to system access policy goals and the goals and performance targets established in this action, and to inform the CEO's adjustment of program factors including permit quantity and price, Sound Transit shall regularly monitor the utilization of all spaces (permit restricted and unrestricted) in all Sound Transit owned and operated parking facilities. This includes monitoring at least annually the hourly utilization and duration of use of spaces by individual vehicles (e.g. "turnover") in each facility, as well as the person occupancy of a sample of arriving vehicles, as necessary to estimate the total daily transit ridership per space for each facility. Sound Transit will also conduct customer surveys of parking users and customers arriving at the facilities by other modes.

## **Analysis of Initial Permit Prices**

While authorizing the CEO to make administrative decisions regarding permit pricing will allow Sound Transit to be more efficient and responsive to local market conditions in program administration, the following factors will guide the initial 2018 rate setting process consistent with the program goals and parameters established in this action:

- An analysis conducted by Sound Transit of market rates for monthly commuter parking permits at existing public and private parking facilities in the vicinity of permitted Sound Transit facilities shows an average regional rate of \$90 per month, varying between \$30 per month to \$150 per month depending on location.
- The minimum price for SOV permits needed to ensure recovery of permit program administrative and enforcement costs is \$30 per month.
- Based on an equity analysis performed by staff, at the market average rate of \$90 per month for SOV permits, a monthly rate of \$30 per month for discounted SOV permits for ORCA-LIFT qualified customers would reflect a proportionate financial burden on low-income households. In general, a discounted rate for ORCA-LIFT customers of between 30% to 50% of the full rate at each facility would maintain relative discount levels among facilities.
- Eliminating the current \$5 per month fee for HOV permits would maximize the pricing incentive for use of HOV permits over SOV permits, consistent with the goal of maximizing the number of transit riders per stall. It may also enable the HOV program to be implemented in the future at WSDOT-funded facilities at which no parking pricing may be implemented under current state law.

## **PROGRAM ADMINISTRATION**

Sound Transit vendor Republic Parking is currently under contract with Sound Transit to handle administration, including permit sales, customer service, facility monitoring, and enforcement of the HOV Permit program that is currently offered at nine Sound Transit owned parking facilities.

Should the Sound Transit Board of Directors approve this action, the scope of work and budget for this contract with Republic Parking will also cover administration and operation of the SOV parking permit program.

## **FISCAL INFORMATION**

The adopted 2018 revenue budget includes \$11,500 for the current HOV permit parking program priced at \$5 per month. Using the average market price of \$90 for the SOV permit program will raise an estimated \$2 million per year in net revenue from all qualifying Sound Transit owned and operated parking facilities. This exceeds the amount required to cover costs for permit program administration, including signage, permit sales, facility monitoring and enforcement. This amount does not cover the full cost of parking to Sound Transit, inclusive of the amortized cost of land, capital construction, project financing, security, and other parking-related agency expenses. Revenue derived from parking fees over and above the amounts assumed in the ST3 financial plan will be directed to the ST3 System Access Fund to further improve station access and safety, including bicycle and pedestrian access improvements.

## **TITLE VI COMPLIANCE**

Sound Transit has performed a Title VI compliance analysis of permit program and determined that the program will not cause a disparate impact on low-income or minority populations.

## **PUBLIC INVOLVEMENT**

This action has been motivated and shaped by extensive input from transit riders, park and ride facility users, and district residents at large. The purpose and intent of the parking permit program authorized in Motion No. M2015-83, and of this action – to improve parking availability and the reliability of customer access to the regional transit system – is a direct response to common complaints received by Sound Transit about the difficulty of finding parking at our regional park and ride facilities.

Sound Transit has worked collaboratively with King County Metro in the development and implementation of the permit program. King County began offering free HOV permits at 15 county-owned and/or operated facilities in 2017.

To inform the design of this SOV parking permit program, Sound Transit and King County Metro undertook joint public outreach, focused on potential goals and objectives for parking management and specific program design options.

The outreach period launched in February 2018 with an online survey, which was open for six weeks. Beginning in March 2018, customer outreach occurred at 25 park and rides and several neighborhood drop-in sessions took place throughout the region. Over 3,600 completed surveys were received (a total of 4,325 surveys were submitted with full or partial responses).



When asked which goals Metro and Sound Transit should prioritize when designing parking management, the highest stated priority (with nearly twice the support of other responses) was: “Making sure that there’s always an open parking space – design programs to manage demand and ensure there’s always an open space.”

## **TIME CONSTRAINTS**

The intent of this action is to authorize SOV permit program development and implementation, such that the program can be initiated with the opening of the Northgate Link Park and Ride facility, which is set to open in October 2018. A one month or longer delay in Board action would limit the opportunity to implement the program at Northgate opening.

## **PRIOR BOARD/COMMITTEE ACTIONS**

Motion No. M2016-84: Authorized the chief executive officer to execute a one-year contract with four one-year options to extend with Republic Parking Northwest to provide transit park-and-ride management and enforcement services in the amount of \$2,810,683, with a 10% contingency of \$281,068, for a total authorized contract amount not to exceed \$3,091,751

Motion No. M2015-83: Approved a program design for the parking permit program to manage Sound Transit-operated parking facilities; and establishes a rate for High Occupancy Vehicle Permits at \$5 per month

Motion No. M2013-59: Authorized a parking management pilot to test the use of parking permits, rideshare collaboration, and real-time parking availability monitoring at selected Sound Transit parking facilities

Resolution No. R2013-03: Established a parking and system access policy for infrastructure and improvements to facilitate customer access to Sound Transit services, and superseding Motion No. M2002-122.

## **ENVIRONMENTAL REVIEW**

KH 7/12/18

## **LEGAL REVIEW**

AJP 7/13/18

## **RESOLUTION NO. R2018-27**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) expanding Sound Transit's parking permit program, (2) establishing performance goals for the parking permit program, (3) authorizing the CEO to establish and adjust permit rates and make permits available in compliance with the program performance and permit price parameters established by the Board, and (4) superseding Motion No. M2015-83.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, accommodating safe and convenient customer access to the regional transit system is integral to Sound Transit's mission to improve mobility for Central Puget Sound; and

WHEREAS, pursuant to Resolution No. R2013-03, adopted by the Board in March 2013, Sound Transit "may implement parking management tools to increase ridership, ensure parking availability for transit users and efficient use of parking facilities, support transit and facility operations, and support transit access improvements;" and

WHEREAS, a pilot project conducted at four park and ride facilities from February through July 2014 tested and confirmed high public interest and market demand for both high-occupancy vehicle (HOV) and single-occupancy vehicle (SOV) parking permits and increased the number of transit riders per parked vehicle; and

WHEREAS, through Motion No. M2015-83, the Sound Transit Board approved the creation of a permit program for managing customer parking at Sound Transit facilities with high parking demand for patrons arriving by carpool, vanpool, or vanshare while establishing a permit price for HOV permits; and

WHEREAS, the second phase of the program will offer fee-based reserved parking for patrons driving alone to selected Sound Transit parking facilities; and

WHEREAS, updated parameters for the parking permit program would allow the program to expand to popular facilities in Snohomish, King, and Pierce Counties; and

WHEREAS, authorizing the CEO to make administrative decisions regarding permit pricing will allow Sound Transit to be more efficient and responsive to local market conditions in program administration; and

WHEREAS, parameters would be established for the implementation of the parking permit program, the initial pricing of parking permits, and adjustments to permit prices and availability, use restrictions for permits and permit spaces, and the number of permit-restricted spaces at each facility as necessary to achieve program goals and performance targets established by the Board.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1: Sound Transit's parking permit program is expanded through the establishment of the following program parameters:

- The CEO may issue parking permits and restrict through enforcement the use of selected parking spaces to permit holders during defined periods of time such as the AM peak period, at selected Sound Transit parking facilities.
- The CEO may issue parking permits for any agency-operated parking facility where average weekday utilization is 90% or higher for at least three consecutive months, or for new facilities if they provide direct access to Link light rail or are projected to reach 90% utilization within the first year of operation.
- The CEO may allocate up to 50% of the total number of parking stalls provided for transit rider use at any Sound Transit facility for exclusive use of HOV and/or SOV parking permit holders during permit enforcement hours.
- To increase transit ridership per Resolution No. R2013-03, Sound Transit will continue to prioritize the marketing and issuance of HOV parking permits over SOV permits at all participating facilities.
- SOV parking permits will initially be made available exclusively to residents of the Sound Transit District, but the program may be expanded to allow non-residents to purchase permits at a price established by the CEO should the CEO determine it is in the best interests of Sound Transit.

The following additional parameters would be established for the CEO to determine initial permit prices and availability for HOV and SOV permits, including initial implementation of permit programs at future parking facilities:

- Permit prices will be sufficient to recover, at a minimum, the administrative and enforcement costs of the permit program at each permitted facility.
- SOV permit prices will be established in consideration of market rates for monthly paid parking alternatives otherwise available to customers.
- Reduced-price SOV permits for ORCA-LIFT qualified customers will be no more than 50% of the full SOV permit price for the same facility.
- HOV permit prices and availability will be established to incentivize use of HOV over SOV parking.

Consistent with the parameters for initial permit pricing and the parking permit program, the CEO may adjust permit prices and availability, use restrictions for permits and permit spaces, and determine the number of permit-restricted spaces at each facility as necessary to achieve program goals and the following performance targets for each facility:

- The number of customers on the wait list for either SOV, or HOV parking permits at each facility should not exceed 15% of the total quantity of such parking permits issued.
- The total utilization of permit parking at each facility should not regularly (for three consecutive months) exceed effective capacity of 97% of stalls reserved for permit holders during the enforcement period.
- SOV permit prices should remain competitive with market rates for monthly parking available to transit riders.

Section 2: The following performance goals are established for the parking permit program:

1. Maximize the number of daily transit riders per parking stall across all agency operated facilities.
2. Prioritize the availability of parking for transit riders seeking to access the regional transit system throughout the AM peak period.

Section 3: The CEO is authorized to establish and adjust permit rates and make permits available in compliance with the program performance and permit price parameters established by the Board.

Section 4: Motion No. M2015-83 is superseded.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 26, 2018.



\_\_\_\_\_  
Dave Somers  
Board Chair

ATTEST:



\_\_\_\_\_  
Kathryn Flores  
Board Administrator

## **Motion No. M2019-95**

A motion of the Board of the Central Puget Sound Regional Transit Authority approving the submittal of Sound Transit's 2019 Title VI Program to the Federal Transit Administration.

### **Background**

Sound Transit receives federal financial assistance to design and build the regional transit system through grants primarily awarded and administered by the FTA of the U. S. Department of Transportation. As an FTA grant recipient, Sound Transit cannot, on the basis of race, color or national origin, either directly or through contractual means:

- Deny an individual any service, financial aid or benefit provided under the program to which he or she might otherwise be entitled;
- Make distinctions in the quality, quantity or manner in which the service or benefit is provided; or
- Segregate or separately treat individuals in any matter related to the receipt of any service or benefit.

Section 601 of Title VI of the Civil Rights Act of 1964 states that:

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.

As a part of its ongoing Title VI obligations, Sound Transit must continue to ensure that it complies with Title VI of the Civil Rights Act of 1964, which protects individuals from discrimination on the basis of race, color and national origin in any program receiving federal funds.

Included among the Title VI obligations, Sound Transit must submit a Title VI Program for FTA approval, every three years, which now requires that "the Title VI Program must be approved by the recipient's board of directors...prior to submission to FTA."

The Sound Transit Title VI Program is to be submitted to the FTA on or before October 1, 2019, and the current Title VI Program submitted in 2016, is set to expire on November 30, 2019.

### **Motion**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the submittal of Sound Transit's 2019 Title VI Program to the Federal Transit Administration is approved.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 26, 2019.

  
\_\_\_\_\_  
John Marchione  
Board Chair

Attest:

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator

