
Sound Transit

2021 DRAFT Service Plan



September 2020



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Introduction

Background

Each year, in coordination with our agency budget process, Sound Transit prepares a formal plan for how we'll adjust and deliver service the following year. In addition to outlining future ST Express bus, Sounder train and Link light rail service levels, our annual Service Plan traditionally reviews recent ridership and performance levels.

But in 2020, the COVID-19 pandemic drastically interrupted these trends, created new travel patterns and reduced transit demand overall. For this reason, you won't find our usual ridership and performance sections in our plan for 2021. Instead, this Service Plan focuses on what transit service will look like next year, given the ongoing pandemic and recovery.

COVID-19 and the resulting recession have placed a number of constraints on transit service providers. Sound Transit needs to utilize financial resources even more efficiently, and with decreased ridership, we need to make difficult trade-offs to determine what service should look like in 2021. We're paying close attention to which communities need our service the most, where demand might increase, and who relies most heavily on transit as their connection to employment, education and essential services.

At the same time, we're also looking ahead to an exciting milestone in September 2021: opening our Link light rail extension to Northgate. With three new Link stations opening in North Seattle next year, this Service Plan proposes ways to re-route bus service and create better connections for our passengers.

We value rider and community feedback. We want to learn how our COVID-19 pandemic service levels have affected you and whether the changes proposed in this plan will meet your current and future travel needs. Public feedback will play an integral role in helping us finalize a 2021 Service Plan that continues to connect Puget Sound communities, improve the regional quality of life and create equitable opportunities for all.

Contents

2020 COVID-19 response

This section summarizes Sound Transit's regional pandemic response, associated service reductions resulting from lower ridership and operator availability, and our subsequent steps to return service as travel trends stabilized.

Proposed 2021 Service Plan

This section identifies proposed changes to Sound Transit services in 2021, including why changes were proposed and key themes that will guide service strategies for the next several years. This section also summarizes resources required to operate all lines of service.

Service equity analysis

This section evaluates the 2021 Service Plan proposals to ensure that changes to transit service are consistent with Title VI policies.

Sound Transit services



ST Express

ST Express consists of 28 express bus routes providing service on arterial and freeway corridors connecting Snohomish, King and Pierce counties. Sound Transit designs and funds these routes and contracts their operation to partner agencies King County Metro, Pierce Transit and Community Transit. ST Express provides service to more than 50 transit centers and park-and-ride lots.



Sounder

Sounder trains provide weekday commuter service on two lines. Sounder North serves Everett, Mukilteo, Edmonds and Seattle. Sounder South serves Lakewood, Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila and Seattle. BNSF Railway operates Sounder under contract for Sound Transit, and also owns the tracks from Everett to Tacoma. Sound Transit owns the tracks between Tacoma and Lakewood. Amtrak provides maintenance for Sounder.



Tacoma Link

Tacoma Link is a 1.6-mile light rail line serving six stations that connect the regional Tacoma Dome transit hub to downtown Tacoma. Service runs every 12 minutes during the day on weekdays and Saturdays, and every 24 minutes early weekday mornings and all day on Sundays. Six new stations will open in 2022 as the line extends to Tacoma's Stadium and Hilltop neighborhoods.



Link

Link trains serve 16 stations on a 20-mile line between the University of Washington and Angle Lake, including major regional destinations such as downtown Seattle and Sea-Tac Airport. Service is expanding rapidly, with 22 new stations set to open between 2021-2024, including extensions to Northgate (2021), Redmond Technology (2023), Lynnwood (2024), Federal Way (2024) and downtown Redmond (2024). King County Metro operates and maintains the line with oversight by Sound Transit staff. King County Metro also operates Paratransit service within the Link service area.

2020 COVID-19 response

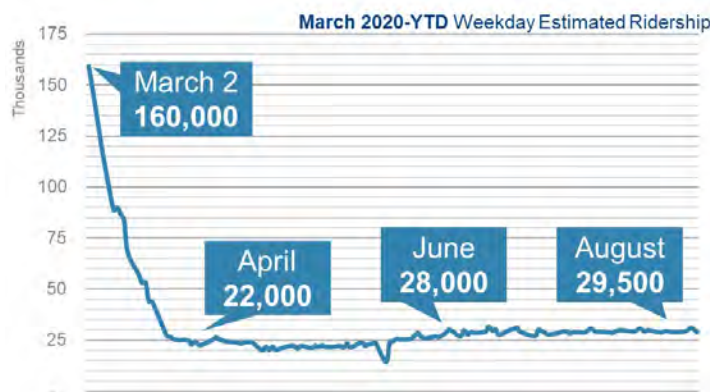
Responding to an unprecedented situation

Transit agencies in our region and across the world have faced many new challenges during the COVID-19 pandemic, including decreased ridership and declining revenue. At the same time, agencies have needed to ensure reliable and safe transit options to help people access essential jobs and services.

In the Puget Sound region, ridership began to fall even before Washington's stay-at-home order, as employers recommended or required employees to work from home. At its lowest, in late April and early May, Sound Transit bus and rail network ridership had declined by 85%. The agency made emergency service reductions reflecting this large drop in ridership and formed a "basic network" that emphasized preserving coverage and span of service while being cognizant of the financial resources to operate service.

In summer 2020, some restrictions to the stay-at-home order lifted, and passengers began to return to Sound Transit services. A significant part of this ridership gain came from routes serving South King County and Pierce County. Sound Transit partially restored service on some routes and increased trips on routes that were seeing ridership gains. The September 2020 service change will have additional service increases on some routes, including Link light rail, Sounder South and ST Express routes experiencing higher demand.

Drastic ridership declines

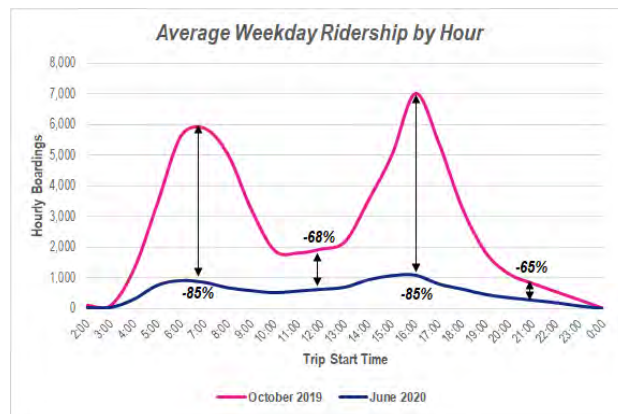


Ridership began falling in early March as employers imposed work-at-home orders and Governor Jay Inslee subsequently issued a statewide stay-at-home order. Ridership hit its lowest numbers in late April spanning into early May. By the first week of May, Sound Transit was carrying approximately 21,000 daily weekday passengers, a reduction of more than 85% compared to pre-pandemic numbers. As Puget Sound counties entered into Phase 2 of Washington State's Safe Start reopening plan, we began to see modest increases in ridership.

Ongoing tracking of daily ridership from the beginning of the COVID-19 pandemic allowed service planning to identify the following trends.

Largest ridership declines in peak periods

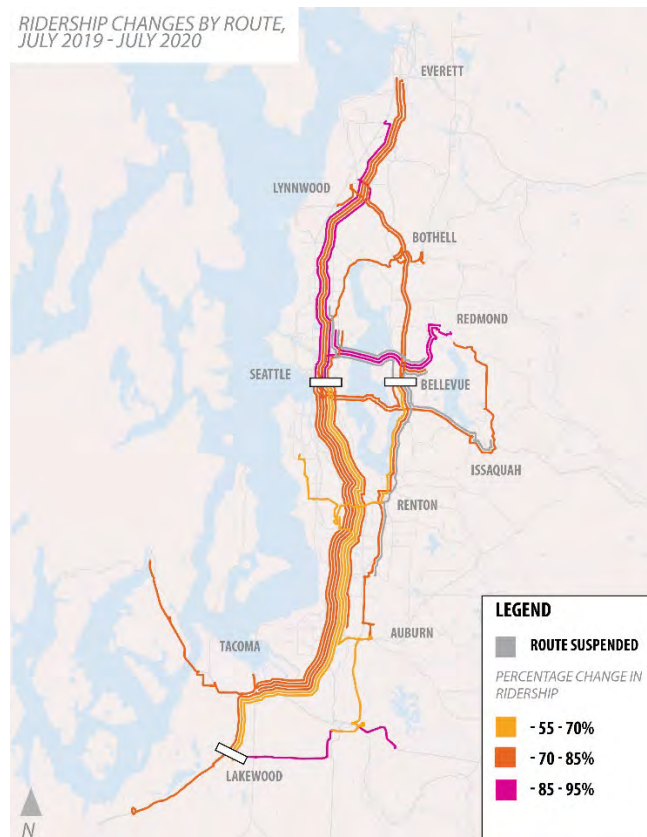
Ridership declined the most from the peak periods, suggesting that a significant contribution of the decline was from people now working from home as opposed to commuting. The degree to which midday and evening ridership declined was significantly less, suggesting that people using the network throughout the pandemic have



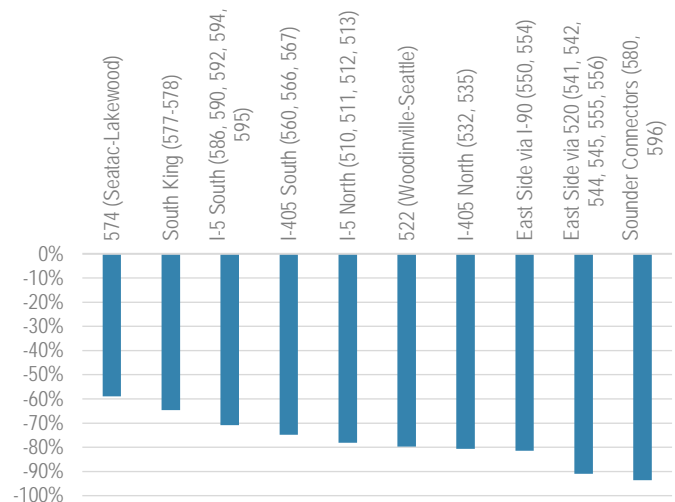
been accessing essential jobs that cannot be done from home and people accessing everyday necessities such as grocery shopping and medical appointments.

Fewest ridership declines in Pierce County and South King County

Ridership declined to varying extents across the network. All-day routes serving Pierce County and South King County experienced the least decline compared to other corridors in the system. East King County routes that cross SR 520 and primarily serve “tech” centers experienced some of the larger declines in ridership.



Ridership Decline by Corridor, July 2019 to July 2020

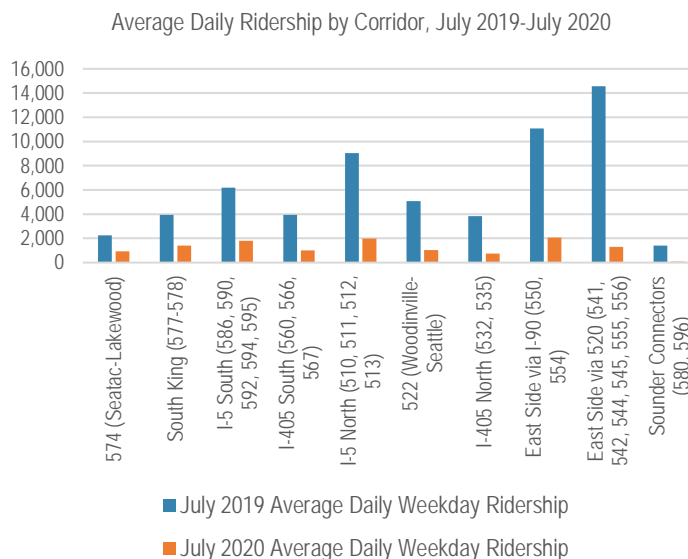


Park-and-ride routes had the greatest ridership declines

Routes focusing primarily around park-and-rides had significant declines in ridership. Sounder Connector routes (580 Lakewood-Puyallup and 596 Bonney Lake-Sumner) both had the largest decline of any route group. These routes serve park-and-ride facilities at satellite locations, which normally served as overflow lots when those at Sounder stations were at capacity. Since ridership is significantly reduced across the network, there is less need for people to use these satellite parking lots. Similarly, Route 513 (Seaway TC-Seattle), whose ridership in 2019 was primarily from Snohomish County park-and-ride lots, saw significant decline in ridership.

East King County-Seattle routes remained important regional connections

East King County routes had some of the largest declines compared to other routes. However, despite the drop in ridership, the I-90 corridor still serves about 2,000 daily weekday riders and the SR 520 corridor serves 1,300 daily weekday riders. This highlights that even though ridership has dropped by a larger degree in these areas, these routes continue to be important regional connections for riders.



Emergency service reductions to “basic network”

Criteria and decision making

Social distancing

In order to facilitate social distancing on ST Express buses, operating transit agencies imposed capacity restrictions. Capacity limits ranged between 12 and 37 passengers depending on the fleet size, with standard 40-foot buses having the lowest capacities and double-deckers having the largest. These social distancing measures placed a large constraint on providing a basic emergency network.

Equity

Sound Transit placed special emphasis on maintaining higher levels of service on routes where people depend more on transit, including seniors, people with disabilities, populations protected by Title VI (on the basis of race, color, national origin), low-income populations and those with limited English proficiency, as well as essential workers who could not telecommute.

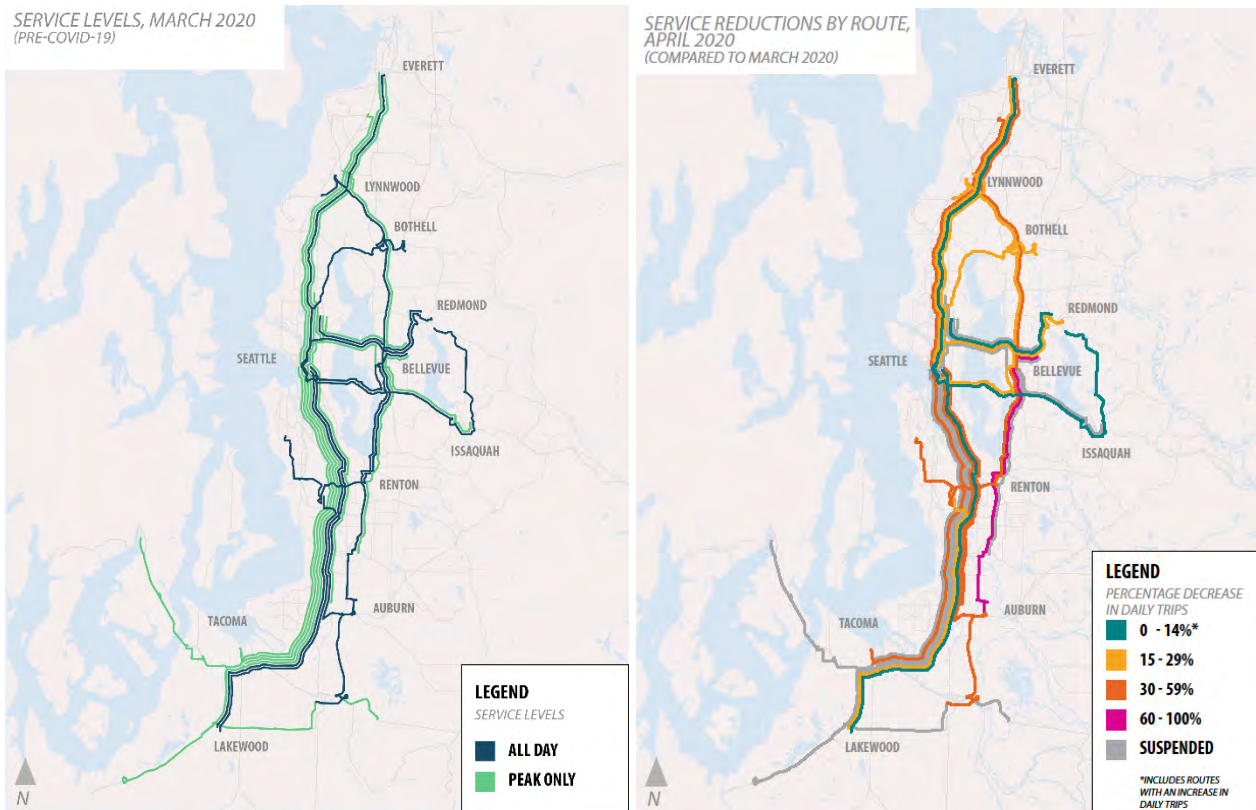
Preserve span of service and coverage to the extent possible

Maintaining geographic coverage and hours of service to the fullest extent possible was a crucial factor in determining which routes and periods had trip reductions. As ridership declined most from the peak periods, most service reductions also came from those periods.

Emergency service reductions

ST Express

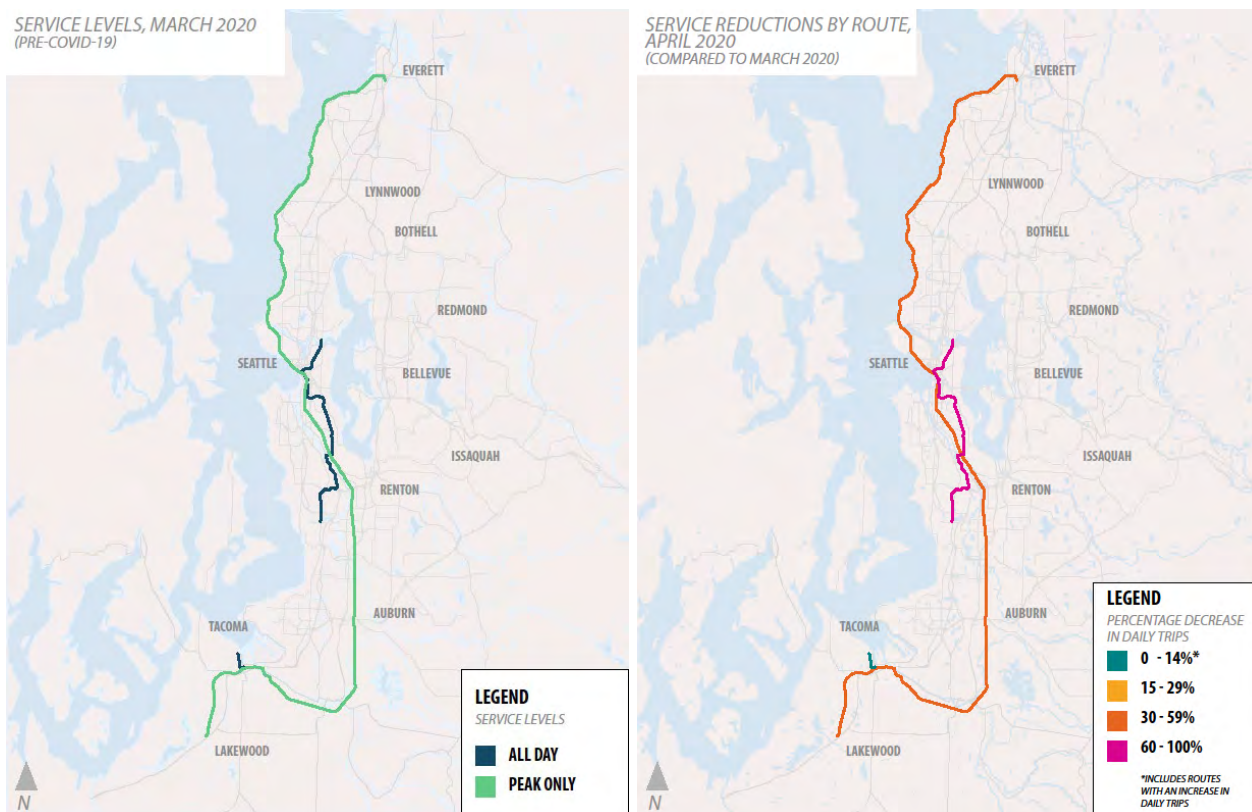
With the large decline in ridership and being cognizant of the resources available, Sound Transit reduced the number of trips operating on the ST Express network, with most trip reductions coming from the peak periods. Some peak-hour routes were suspended where service was duplicated by other routes, such as Route 544 (Overlake-SLU), which acts as a rush hour overlay service on top of all-day Route 545 (Redmond-Seattle). With the exception of some areas served by Route 592 (DuPont-Seattle), 595 (Gig Harbor-Seattle), and 596 (Bonney Lake-Sumner Sounder connector), we preserved coverage with one or more routes in this initial set of reductions implemented in April.



ST Express service reductions by route (April 2020)

Link, Tacoma Link and Sounder

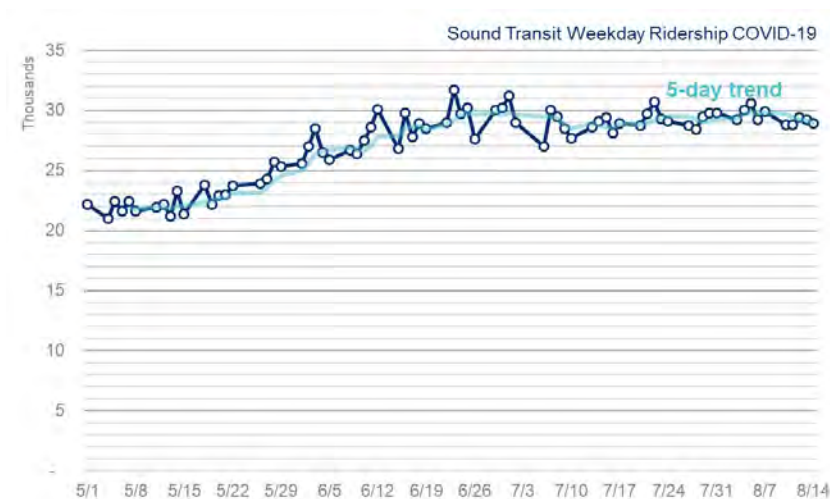
After Connect 2020, Link service continued to operate every 14 minutes. We subsequently reduced Link light rail service to every 20 minutes in early April and, in mid-April, again reduced service to operate every 30 minutes. As ridership started to show some modest increases in May, we improved Link service to every 20 minutes in June. Tacoma Link has continued to operate at its regular 12-24 minute schedule. We reduced Sounder North service to four daily trips and Sounder South to 14 daily trips.



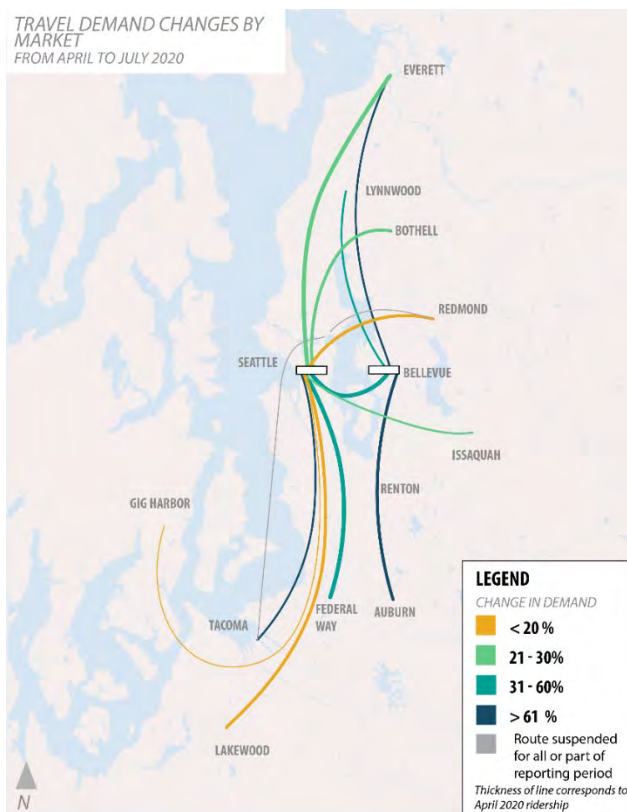
Sounder, Link light rail and Tacoma Link service reductions by route (April 2020)

Return to service

Phased reopening leads to modest return of demand



Travel demand has modestly increased as some industries return to work. Approximately 7,000 more weekday boardings occurred daily in mid-July compared to the lowest point of 21,000 riders in late April and early May. Construction activity resumed on April 29, and as part of the statewide Safe Start plan, Phase 1 allowed for additional services such as retail curbside pick-up to restart in early May. In June, limited reopening of some industries included in-person dining, retail, personal services and professional services at reduced indoor capacities. This resumption coincided with some modest ridership increases on the network, particularly on ST Express routes serving Pierce and South King counties and on some Snohomish County routes.



Service additions to meet new travel patterns

As ridership started to modestly rebound, some routes exceeded social distancing capacity limits that capped the number of passengers per vehicle. We adjusted service in summer 2020 and again with the September 2020 service change to address routes that approached or exceeded capacity limits. The service planning team utilized the following criteria to identify routes most in need of trip restorations.

Decision-making criteria for service adjustments

| | |
|----------|---|
| Demand | Ridership trends Monitor daily ridership by route and trip. |
| | Anticipated demand Use information from employers about return-to-work plans. |
| | Essential workers Increase access for workers where teleworking is not an option. |
| Equity | Title VI Prioritize preserving services for low income, minority and limited-English proficiency populations. |
| | Transit reliant Prioritize services for populations with disabilities and without access to vehicles. |
| Capacity | Financial responsibility Identify opportunities to maximize efficiency and productivity. |
| | Fleet availability Identify vehicle types available, janitorial staffing levels and assignments by day by route. |
| Safety | Social distancing Make every effort to follow health department guidance on social distancing and policies established by operating partners. |

Service restorations in summer 2020

Sound Transit added trips in late May to accommodate the modest growth in ridership. In addition, we restored several routes that had been suspended at the beginning of the stay-at-home order. With the restoration of routes 592 (DuPont-Seattle), 595 (Gig Harbor-Seattle) and 596 (Bonney Lake-Sumner), ST Express was covering all areas that were previously served pre-pandemic, although with some routes still suspended, some trips required a transfer.

With capacity restrictions in place to ensure social distancing, we restored some trips to accommodate the growth in ridership. In May we restored several trips on routes 578 (Puyallup-Seattle), 574 (Lakewood-SeaTac) and 590 (Tacoma-Seattle) to minimize the number of pass-ups, however, given the social distancing capacity restrictions, pass-ups continued to be a challenge through the summer.

As our partner agencies changed their networks due to similar operating constraints, some ST Express routes began to serve stops that are normally bypassed along shared corridors. On routes 522 (Woodinville-Seattle) and 550 (Bellevue-Seattle), ST Express buses began to serve local stops where suspended King County Metro services would previously stop. Similarly, local routes that ran parallel service with suspended ST Express services, such as King County Metro Route 271 (Issaquah-U District) for ST Express 555/556 (Issaquah-Northgate), maintained connections for passengers.

September 2020 service change

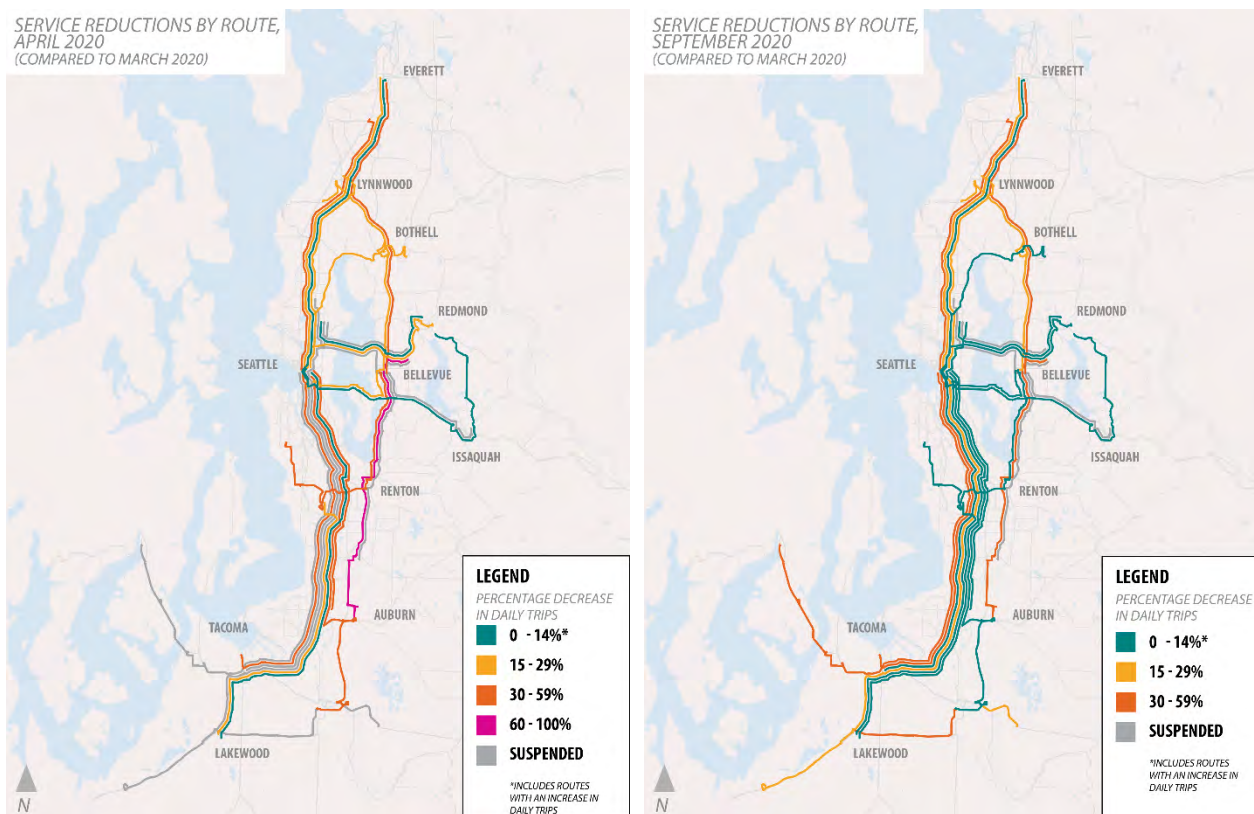
The September 2020 service change includes some minor adjustments to the reduced schedule implemented earlier in the summer, restoring trips on routes where a high number of trips reached social distancing capacity limits. In particular, we added trips to routes 578 (Puyallup-Seattle) and 590 (Tacoma-Seattle) to accommodate returning ridership and to reduce the number of trips approaching capacity.

Link light rail service will operate at an 8-minute frequency during the peak periods, and 15 minutes during the off-peak, a significant increase in service compared to the 20 minute service that operated throughout the summer. Finally, a change in the Sounder service schedule changed which trains were operating. Although the span of service was changed, four more one-way trips were able to be added while minimizing the impacts of increased operating expenses, concentrating service primarily in the peak direction and during the peak periods.

Social distancing

In order to maintain social distancing, we've lowered vehicle capacities based on our operating partners' policies. Capacity limits range from 12 passengers to 37 passengers depending on the vehicle type.

As ridership returns, maintaining social distancing while reducing pass-ups was a primary factor in determining where to add service in summer and September 2020.



Ongoing monitoring

Predicting ridership changes, economic recovery and available resources into 2021 and 2022 will be an ongoing challenge given the changing nature of the COVID-19 pandemic. Sound Transit will continue to be flexible on adjusting services as condition changes. Due to the social distancing capacity limits on buses, even a small increase in ridership without additional trips may cause issues with buses becoming full and not being able to pick up more passengers.

Continued monitoring of ridership since the beginning of the COVID-19 pandemic has allowed the service planning team to address the issues of overcrowded trips between service changes. For example, overcrowding on the first morning trips of Route 574 (Lakewood-SeaTac), frequently used by airport employees, led to a decision to add “shadow buses,” which operate between regularly scheduled trips. In addition, tracking the number of at-capacity trips leaving Tacoma Dome Station on Route 590 in the early morning informed the decision to add five shadow trips before the September service change, with a total of eight additional trips being formalized as part of the September service change.

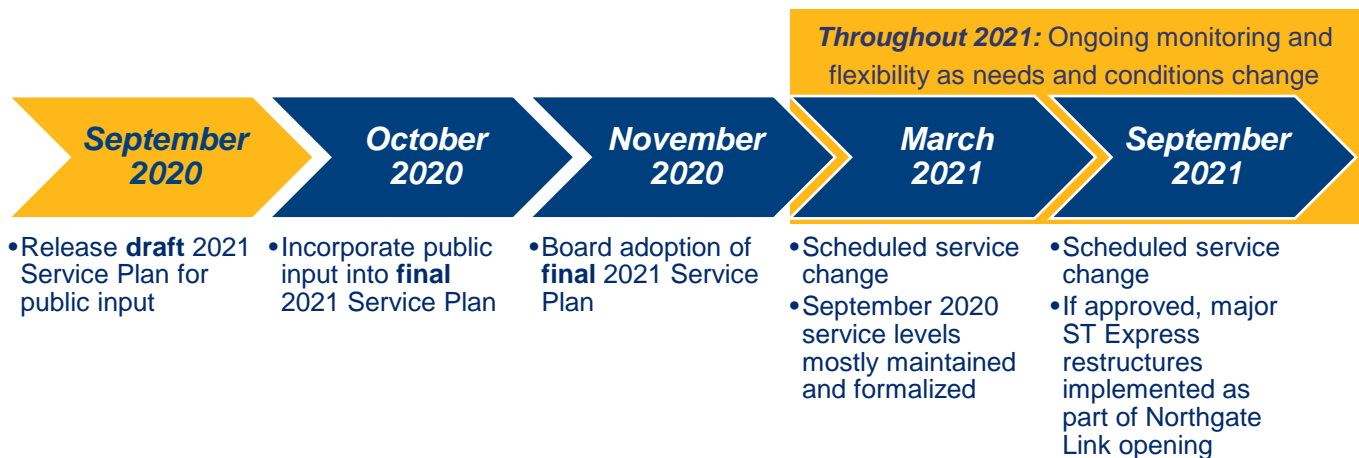
Sound Transit will continue to adjust service as the conditions change, using the same framework and decision-making criteria established when implementing trip increases in summer and the September service change.

Draft 2021 Service Plan

2021 Service planning and outreach process

Timeline

The 2021 Service Plan is proposed for adoption by the Board of Directors in November 2020. Sound Transit is soliciting public input on this plan in September 2020 so that staff can revise proposals based on feedback in time for Board adoption. If approved, service changes would occur alongside our partner agencies in March and September 2021. However, staff continue to monitor our systemwide performance and may make minor service changes which are not reflected here as needs and conditions change.



Planning context and priorities

Background

Typically, Sound Transit seeks approval from the Board for major service changes as part of the annual Service Plan process. However, in spring 2020, when the COVID-19 pandemic led to precipitous ridership declines and staffing shortages, Sound Transit made emergency service reductions outside of its normal process, suspending some routes and reducing service on many others. The Federal Transit Administration allows for emergency changes to service for situations like this, but after one year, a formal Board action and public involvement process is required in order to continue those service levels. As we anticipate the impacts of the pandemic to continue into 2021, we are proposing a draft 2021 Service Plan that sustains current service levels past the original one-year grace period. This 2021 Service Plan seeks to formalize the changes through the typical Board approval process beginning with the next scheduled service change in March 2021.

What do we mean by suspended service?

Suspended service are routes still part of the ST network design, but not currently operating. When ridership in the corridor grows, we will review and potentially return these suspended routes.

Rather than eliminating a route, suspension leaves us the flexibility to restore it by keeping signage and other key infrastructure in place. By contrast, if we eliminate a route, it means we do not have a goal to ever restore it.

Sustaining essential 2020 service and responding to ridership recovery

Following steep ridership declines and emergency service reductions caused by the COVID-19 pandemic, some riders are beginning to return to transit, and we're adding service back in response. We've prioritized our all-day, all-week travel markets and have added service where it's needed to support equitable access, social distancing and essential trips. In September 2020, we implemented a service change that restored some of the service that had been reduced in the spring.

It's our goal to continue to stably operate these service levels through March 2021, when we and other transit operators around the region make our next formal service changes.

Having stabilized our service levels and schedules for the time being, we're now turning our attention to what levels of service to run beyond March as we build our budget for 2021.

With our operating partners, we're looking carefully at where our services are most needed and where we can anticipate increases in demand while prioritizing riders who depend on our transit service. We expect most changes to be neutral or an improvement compared to the emergency service levels implemented in March and April 2020.

2021 plans will evolve and respond to changing conditions

Although ridership drops in March 2020 were steep and sudden, we anticipate a slow and incremental recovery. As many employers continue to offer employees flexible and remote work options and riders continue to limit nonessential travel, we expect ridership patterns throughout 2021 to remain fundamentally different than before the pandemic. We've already seen demand shift away from corridors that historically had the highest ridership and toward corridors with more low-income populations and essential workers. Thus our service must be designed to respond to new patterns and new demands, in addition to reduced fare revenue from lower ridership overall.

The pandemic and ensuing economic slowdown have been unprecedented, and predicting ridership changes, economic recovery and resource availability into 2021 and 2022 will be difficult. We will need to be flexible in order to respond to unpredictable conditions, such as passenger demand, heightened health and safety regulations, or financial impacts. We still do not know how social distancing needs may change or when major employers and schools will resume meeting in-person.

The Sound Transit Board will approve baseline service levels beginning in March 2021. After that, Sound Transit services are subject to the possibility of further increases or decreases based on changing circumstances. Changes may include additional service in response to increased demand or fare revenue, emergency reductions if the pandemic resurges, or more significant cost-saving measures. Many changes will be temporary, but major changes will still require Board approval and be implemented as part of the regular March and September biannual service changes.

We'll consider restoring currently suspended routes if consistent ridership increases justify adding more service to increase passenger capacity and facilitate social distancing. As ridership increases and if additional funding becomes available, then we will first consider for restoration those service suspensions that have resulted in a disparate impact or disproportionate burden.

Sound Transit remains committed to working closely with our partners to continue serving the public. We will continue efforts to prioritize serving riders who depend on Sound Transit's services, including seniors, people with

disabilities, populations protected by Title VI (on the basis of race, color, national origin), low-income populations and those with limited proficiency in English. To the greatest extent possible, we will continue to prioritize span of service, running trains and buses at our earliest and latest normal weekday hours.

Balancing service growth with need for cost containment

Prior to the pandemic, we knew that a key constraint in our 2021 service plan would be achieving \$23 million in savings to offset costs from the new Northgate Link Extension and Link Operations and Maintenance Facility East, which will help accommodate longer trains and more service with the opening of the new extension. We've long planned to restructure some of our services when Northgate Link opens in September 2021, in order to better connect with Link and leverage the new service to save costs for bus operations.

In addition to this constraint, we now also face reduced fare and tax revenue as a result of the pandemic. Consequently, we must work to contain our costs in 2021 and beyond while striving to restore service where demand is highest.

2021 service design

Between the pandemic recovery and the opening of Northgate Link Extension, Sound Transit services will experience different types of changes in 2021. Following are some overarching themes that drove service design.

All service changes listed below are draft proposals that may be refined based on public input during the September outreach phase. See the end of this section for a full list of draft service change proposals.

Focus on dependable and sustainable service

Passengers have expressed a need for dependable, safe and clean service that avoids unexpected disruptions. To maintain a system customers can count on, at a minimum we'll provide service every 30 minutes or better on routes that operate all day and all week. We've administered surveys to understand how our riders receive information so we can keep everyone informed of changes when they do occur.

Prioritize equity

Carefully considering the impacts of a proposed service change is an important part of service plan development. When proposing changes, we prioritize a network that's dependable all day and all week, with special focus on routes serving low-income and minority populations, as we know that many passengers who rely most on transit ride outside of peak commuting hours. The pandemic has highlighted the importance of essential workers, many of whom rely on transit.

The Federal Transit Administration (FTA)-required Title VI analysis documents how changes implemented since February 2020 impact minority and low-income populations. Where we've identified disparate impacts and disproportionate burdens, we've considered alternatives for each change and explain why we think the change as proposed is justified and is the least discriminatory alternative. We always collect public input on major service

changes as well. After reviewing public input, we'll potentially adjust our proposal where we have flexibility and will then finalize the analysis prior to Board adoption.

Our goal is to protect equity in each step of the delivery of bus service through:

- Minimizing loss in geographic coverage and service span.
- Maintaining the existing network to the extent possible, particularly routes that serve essential workers for whom teleworking is not an option.
- Focusing reductions on peak trips, so that off-peak headways are preserved.
- Maintaining all-day, two-way routes.
- Reducing commuter-oriented peak service where there is a local alternative in order to reallocate resources to where they're most needed.

The next section provides a draft Title VI service equity evaluation of all proposed major service changes in 2021.

Right-size to demand and restore service where possible

With low commute ridership, we'll continue the suspension of many rush-hour services, including some rush-hour trips and several peak-only routes. With a focus on maintaining all-day, all-week regional service in all travel markets, our proposed service design responds to changing regional travel patterns. At the same time, we're preparing to add service where it's most needed when ridership increases and as resources become available.

Northgate Link opening drives service restructure

In September 2021, the 4.3-mile Northgate Link Extension will bring three new stations (Northgate, Roosevelt and the U District) to North Seattle and offer new connections to passengers around the region. When the extension opens, Link will resume operating four-car trains and will continue headways implemented in September 2020 of 8 minutes during peak hours, 15 minutes off-peak and weekends, and 30 minutes after approximately 10 p.m.

Sound Transit has been planning for the Northgate Link opening alongside our partners Community Transit and King County Metro for several years. When Northgate Link opens, we'll re-route some ST Express routes to feed the expanded Link system at Northgate, Roosevelt and U District Stations.

The opening presents an opportunity to reduce bus operating costs by terminating trips from Snohomish County at Northgate, while allowing customers to avoid traffic by transferring to Link.

Consider public input

Passenger and community feedback is a part of every annual Service Plan process. This year the public involvement process will help Sound Transit understand how recent changes have affected riders and whether proposed changes will meet their needs. We'll consider public input alongside ridership and demographic data to ensure that the proposed changes serve passengers to the greatest extent possible.

Public input

Sound Transit is launching a public involvement process to get feedback on:

1. How the COVID-19 service reductions have affected our passengers;
2. Whether the current system design is meeting their needs; and
3. The proposed ST Express route changes in connection with the planned September 2021 opening of Link service to Northgate.

What changes mean for passengers

Frequency and span preserved on key regional routes

Some peak-hour express routes, including routes 541, 544 and 567, remain suspended. Suspending these routes, which had experienced steep ridership drops after March 2020, allows Sound Transit to reinvest those resources into other routes on those corridors. In doing so, we can preserve the span and frequency on routes that riders depend on the most while providing travel alternatives to affected riders.

Longer walks and travel times for some journeys

Passengers who ride routes that are currently suspended have other travel options, but they will likely result in longer travel times and walking distances to and from stops. In some cases, alternate travel options will involve transferring between two buses or trains and may include riding local transit services provided by partner agencies.

Longer waits on routes with reduced frequency

Though we've improved service on many routes since the first emergency service reductions, riders returning to transit for the first time since the pandemic began will find that service levels are lower than they were pre-COVID-19. Riders may find that they have longer waits on most routes and will need to adjust to new schedules.

Route restructures leverage new options

Passengers on some routes will find that their journeys have fundamentally changed due when Northgate Link opens. In order to leverage this new service and avoid duplicative service, some routes that previously traveled on the I-5 corridor north of Seattle will terminate at a new light rail station to connect to Link. Passengers will need to transfer to continue their journeys.

Summary of draft proposed changes

The pandemic's impact drives one of the most significant changes to Sound Transit's network of rail and express bus services. The next three pages list proposed service levels and changes to routing for both the March 2021 and September 2021 service changes. Proposed major service changes, such as moving a stop more than half a mile, closing a stop without alternative service within half a mile, or changing a route's service hours by more than 25%, all require a Title VI Service Equity Analysis and Sound Transit Board approval.

Provide your input

After you've learned about the 2021 Service Plan, [please take our survey](#) to weigh in. We'll use your feedback to shape the final proposal that we'll present to the Sound Transit Board before the end of the year.

These are tough decisions, and we need your input. Your survey responses will help us understand changing travel patterns so we can adjust service to where you need it most.

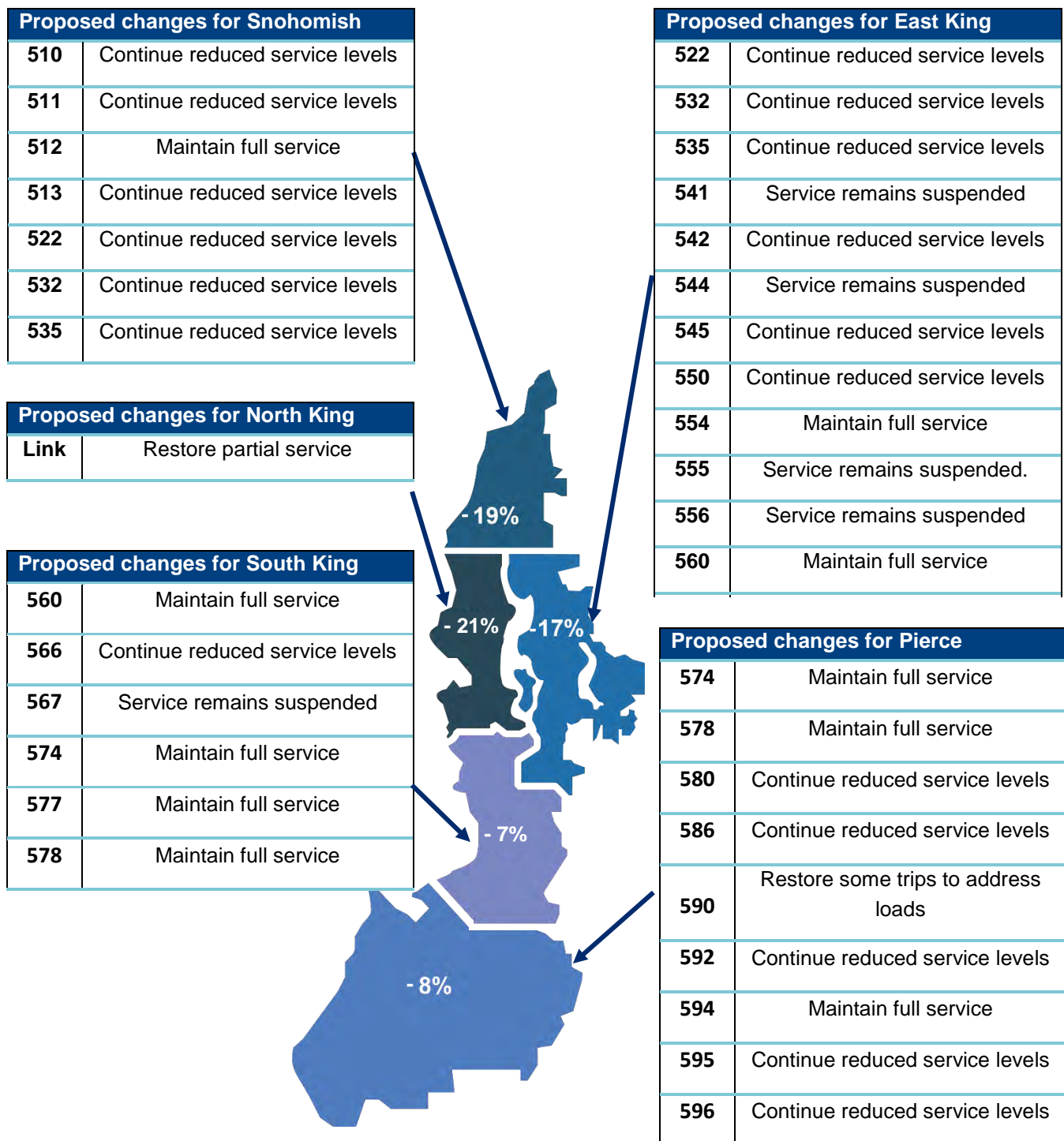


Figure 1: Weekday trip reductions proposed in March 2021, compared to March 2020 baseline

| Route | March 2021-September 2021 proposed service changes | September 2021-March 2022 proposed service changes | Requires service equity analysis & Board approval |
|-------|--|--|---|
| 510 | Continue reduced service levels from 42 to 30 daily trips. | Add stop at Mountlake Terrace Freeway Station, no change in service levels. | Yes |
| 511 | Continue reduced service levels from 38 to 28 daily trips. | Re-route to Northgate Link Station, coordinate schedule with Route 513. | Yes |
| 512 | Maintain full service. | Re-route to Northgate Station and discontinue stop at NE 145th St.; no change in service levels. | Yes |
| 513 | Continue reduced service levels from 20 to 12 daily trips. | Re-route to Northgate Link Station, add stops at Lynnwood Transit Center and Ash Way Park-and-Ride, increase service levels. | Yes |
| 522 | Continue reduced service levels from 109 to 98 daily trips. | Re-route to Roosevelt Station. Route operates 15 minutes all day, including weekends. | Yes |
| 532 | Continue reduced service levels from 41 to 20 daily trips. | Continue reduced service levels from 41 to 20 daily trips. | Yes |
| 535 | Continue reduced service levels from 65 to 46 daily trips. | Continue reduced service levels from 65 to 46 daily trips. | Yes |
| 541 | Continue service suspension. | Continue service suspension. | Yes |
| 542 | Continue reduced service levels from 90 to 81 daily trips. | Continue reduced service levels from 90 to 81 daily trips. Re-route to U District Station, route operates between Redmond and U District only. | Yes |
| 544 | Continue service suspension. | Continue service suspension. | Yes |
| 545 | Continue reduced service levels from 185 to 163 daily trips. | Continue reduced service levels from 185 to 163 daily trips. | No |
| 550 | Continue reduced service levels from 181 to 167 daily trips. | Continue reduced service levels from 181 to 167 daily trips. | No |
| 554 | Maintain full service. | Maintain full service. | No |
| 555 | Continue service suspension. | Restore service. Route would operate between Bellevue and the U District Link station. | Yes |
| 556 | Continue service suspension. | Route would operate between Issaquah and the U District Link station. | Yes |
| 560 | Maintain full service. | Maintain full service. | No |
| 566 | Continue reduced service levels from 54 to 38 daily trips. | Continue reduced service levels from 54 to 38 daily trips. | No |

| | | | |
|---------------------|--|---|------------|
| 567 | Continue service suspension. | Continue service suspension. | Yes |
| 574 | Maintain full service. | Maintain full service. | No |
| 577 | Continue full service with schedule adjustment to coordinate with Route 578. | Continue full service with schedule adjustment to coordinate with Route 578. | No |
| 578 | Continue increased service levels from 55 to 62 daily trips, including additional southbound service during afternoon rush hour. | Continue increased service levels from 55 to 62 daily trips, including additional southbound service during afternoon rush hour. | No |
| 580 | Continue reduced service levels from 23 to 20 daily trips. | Continue reduced service levels from 23 to 20 daily trips. | No |
| 586 | Continue reduced service levels from 16 to 14 daily trips. | Discontinue route with Link extension to Northgate. Shift some saved resources to Route 590 to provide additional trips. | Yes |
| 590 | Adjust reduced service levels from 76 to 70 daily trips. Supplement with 6 trips service Tacoma Dome to Seattle on Route 595. | Continue reduced service levels at 70 daily trips. Supplement with 6 trips service Tacoma Dome to Seattle on Route 595. | No |
| 592 | Continue reduced service levels from 31 to 24 daily trips. | Continue reduced service levels from 31 to 24 daily trips. | Yes |
| 594 | Maintain full service. | Maintain full service. | No |
| 595 | Continue reduced service levels from 10 to 6 daily trips. Add new stop at Tacoma Dome Station. | Continue reduced service levels from 10 to 6 daily trips. Continue stop at Tacoma Dome Station added in March 2021. | Yes |
| 596 | Continue reduced service levels from 19 to 16 daily trips. | Continue reduced service levels from 19 to 16 daily trips. | No |
| Link | On weekdays, trains operate every 8 minutes during the morning and afternoon rush hours, every 15 minutes during the early morning, midday and early evening, and every 30 minutes late at night. On weekends, service operates every 15 minutes during the day and every 30 minutes late night. | Service to Northgate begins, continue service frequencies from March 2021, increase train length from three-car to four-car trains. | Yes |
| Souder North | Continue reduced service levels from 8 to 4 daily trips. | Continue reduced service levels from 8 to 4 daily trips. | Yes |
| Souder South | Continue reduced service levels from 26 to 18 daily trips focused on rush hour commute, reduce the number of midday trips. | Continue reduced service levels from 26 to 18 daily trips focused on rush hour commute, reduce the number of midday trips. | Yes |
| Tacoma Link | Maintain full service. | Maintain full service. | No |

Draft Title VI analysis

Introduction

As part of the annual Service Plan, Sound Transit conducts a service equity analysis on each proposed major service change. This analysis, also known as a Title VI evaluation, ensures that changes to transit service are consistent with Title VI policies defined by the Federal Transit Administration 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 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 provides an initial assessment of potential impacts to minority, low income and limited English-proficiency communities associated with the proposed major service changes, both in terms of the actual service change as well as fare equity. This draft analysis is a work in progress and will continue as part of the process of finalizing the service plan, following public outreach in September 2020.

More detailed information can be found in the Appendix at the end of this document.

Overview of service change Title VI analysis results

In developing service plans for 2021, Sound Transit proposes two distinct groups of service changes, each requiring a full Title VI analysis of the adverse impacts on minority and low-income populations. The first group of changes proposes continuing temporary COVID-19 service changes and reductions indefinitely. The second group of proposed changes considers how to restructure ST Express and Link service when the Northgate Link light rail extension opens in fall 2021, providing the region with three new stations in north Seattle (U District, Roosevelt and Northgate).

Given the scale of service changes and reductions, they affect many routes serving minority and low-income populations. This analysis, in coordination with public outreach, will guide the next steps for planning the final proposed 2021 service plan. The following table summarizes all major service changes evaluated for disparate impacts and/or disproportionate burdens. **Additional evaluation of the impacts, benefits and reasoning for the proposed service changes can be found in the route-by-route service change section of this document, with the methodology for the Title VI analysis found in the Appendix.**

| Route | Proposed service change evaluated | Disparate impact | Disproportionate burden | Reasoning for draft proposal |
|--|---|------------------|-------------------------|--|
| Changes requiring Title VI service equity analysis & Board approval | | | | |
| 510 | March 2021: Continue reduced service levels from 42 to 30 daily trips. September 2021: Add stop at Mountlake Terrace Freeway Station, no change in service levels. | No | Yes | Reduced rush hour demand. Adding the stop allows passengers to transfer between I-5 North routes to choose between a bus-trip or bus-Link trip to downtown Seattle. |
| 511 | March 2021: Continue reduced service levels from 38 to 28 daily trips. September 2021: Re-route to Northgate Link Station, coordinate schedule with Route 513. | No | No | <i>No disparate impact of disproportionate burden</i> |
| 512 | March 2021: Maintain full service. September 2021: Re-route to Northgate Station and discontinue stop at 145th St. | No | Yes | Provides access to all Link stations, more reliable travel time during rush hour. |
| 513 | March 2021: Continue reduced service levels from 20 to 12 daily trips. September 2021: Re-route to Northgate Link Station, add stops at Lynnwood Transit Center and Ash Way Park-and-Ride, increase service levels. | No | Yes | Provides access to all Link stations, more reliable travel time during rush hour. |
| 522 | March 2021: Continue reduced service levels from 109 to 98 daily trips. September 2021: Re-route to Roosevelt Station, operate every 15 minutes all-day, including weekends. | No | No | <i>No disparate impact of disproportionate burden</i> |
| 532 | Continue reduced service levels from 41 to 20 daily trips. | No | No | <i>No disparate impact of disproportionate burden</i> |
| 535 | Continue reduced service levels from 65 to 46 daily trips. | No | No | <i>No disparate impact of disproportionate burden</i> |
| 541 | Continue service suspension. | Yes | No | Reduced rush hour demand. Route 542 available as alternative. |
| 542 | March 2021: Continue reduced service levels from 90 to 81 daily trips. September 2021: Re-route to U District Station, route operates between Redmond and U District only. | No | No | <i>No disparate impact of disproportionate burden</i> |
| 544 | Continue service suspension. | Yes | No | Reduced rush hour demand; all-day Route 545 available as alternative. |
| 555 | March 2021: Continue service suspension. September 2021: Restore service. Route would operate between Bellevue and the U District Link station. | No | No | <i>No disparate impact of disproportionate burden</i> |
| 556 | March 2021: Continue service suspension. September 2021: Route would operate between Issaquah and the U District Link station. | No | No | <i>No disparate impact of disproportionate burden</i> |
| 567 | Continue service suspension. | Yes | Yes | Reduced rush hour demand. |
| 586 | March 2021: Continue reduced service levels from 16 to 14 daily trips. September 2021: Discontinue route with Link extension to Northgate. Shift some saved resources to Route 590 to provide additional trips. | Yes | Yes | Link will cover areas served by Route 586, riders accessing UWS and points north can use Routes 590, 594 or Sounder and transfer to Link. Increased reliability by transferring to Link. |
| 592 | Continue reduced service levels from 31 to 24 daily trips. | Yes | Yes | Reduced rush hour demand. |
| 595 | Continue reduced service levels from 10 to 6 daily trips. Add new stop at Tacoma Dome Station. | No | Yes | Provides more capacity for passengers at Tacoma Dome Station. |

| Route | Proposed service change evaluated | Disparate impact | Disproportionate burden | Reasoning for draft proposal |
|--|--|------------------|-------------------------|--|
| Changes requiring Title VI service equity analysis & Board approval | | | | |
| Link | March 2021: On weekdays, trains operate every 8 minutes during the morning and afternoon rush hours, every 15 minutes during the early morning, midday and early evening, and every 30 minutes late at night. On weekends, service operates every 15 minutes during the day and every 30 minutes late night. September 2021: Service to Northgate begins, continue service frequencies from March 2021, increase train length from three-car to four-car trains. | Yes | Yes | Reduced rush hour demand. |
| Sounder North | Continue reduced service levels from 8 to 4 daily trips. | No | Yes | Low ridership during these trips Alternative ST Express trips available during these times. |
| Sounder South | Continue reduced service levels from 26 to 18 daily trips focused on rush hour commute, reduce the number of midday trips. | Yes | Yes | Low ridership during these trips Alternative ST Express trips available during these times. |
| Administrative changes do not require a full Title VI equity analysis or Board Approval | | | | |
| 545 | Continue reduced service levels from 185 to 163 daily trips. | n/a | n/a | |
| 550 | Continue reduced service levels from 181 to 167 daily trips. | n/a | n/a | |
| 554 | Maintain full service. | n/a | n/a | |
| 560 | Maintain full service. | n/a | n/a | |
| 566 | Continue reduced service levels from 54 to 38 daily trips. | n/a | n/a | |
| 574 | Maintain full service. | n/a | n/a | |
| 577 | Continue full service with schedule adjustment to coordinate with Route 578. | n/a | n/a | |
| 578 | Continue increased service levels from 55 to 62 daily trips, including additional southbound service during afternoon rush hour. | n/a | n/a | |
| 580 | Continue reduced service levels from 23 to 20 daily trips. | n/a | n/a | |
| 590 | Continue reduced service levels from 76 to 61 daily trips. Supplement with 6 trips service Tacoma Dome to Seattle on Route 595. | n/a | n/a | |
| 594 | Maintain full service. | n/a | n/a | |
| 596 | Continue reduced service levels from 19 to 16 daily trips. | n/a | n/a | |
| Tacoma Link | Maintain full service. | n/a | n/a | |

Overview of fare equity Title VI analysis results

Routes 512 & 513 re-route to Northgate Station

- ORCA
 - No fare difference via ST Express or Link
 - Riders choosing to transfer to Community Transit Commuter Express service at the Mountlake Terrace Freeway Station would pay additional fare, with the amount dependent upon the rider category.
- Adult cash fare to downtown Seattle
 - Current fare = \$3.25
 - \$3.25+\$2.75 if transferring with Link
 - \$3.25+\$3.25 if transferring with ST Express
 - \$3.25+\$4.25 if transferring with Community Transit at Mountlake Terrace Freeway Station

The fare equity analysis determined these changes would result in no disparate impacts or disproportionate burdens. **Additional evaluation of the impacts, benefits and reasoning for the proposed service changes can be found in the route-by-route service change section of this document, with the methodology for the Title VI analysis found in the Appendix.**

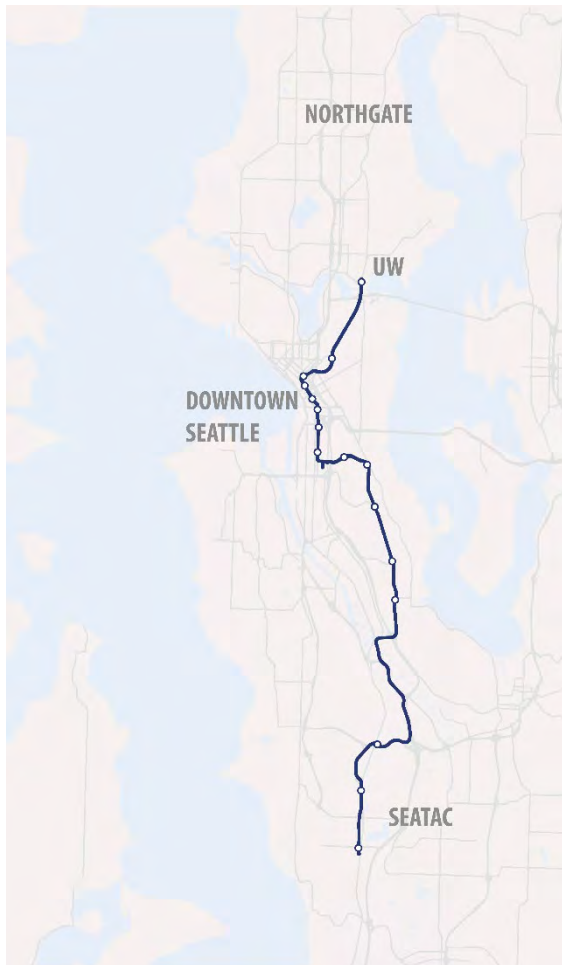
Route 586 elimination

More than 85% of passengers on Route 586 used either the UW U-Pass or an ORCA Business Passport that allows unlimited travel on any mode at any fare. These passengers would not experience a fare change as the result of this service change. Of the remaining 15%:

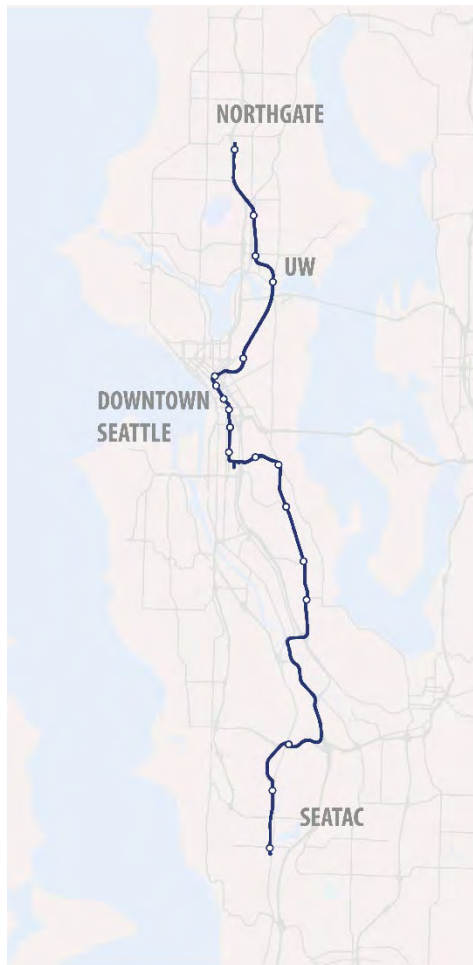
- Passengers who use ORCA and choose to ride Route 590/594 and transfer to Link will also see no change in fares;
- ORCA customers who choose to ride Sounder and transfer to Link will pay a higher Sounder fare.
- Cash riders on Route 586 will pay a higher fare to transfer from either Sounder or Route 590/594 to Link.

Link light rail *Angle Lake – Northgate*

Current Route Map



Proposed (September 2021)



Link light rail: Angle Lake – Northgate

Proposed Service Changes

- **September 2020:** On weekdays, three-car trains operate every 8 minutes during the morning and afternoon rush hours, every 15 minutes during the early morning, midday and early evening, and every 30 minutes evenings after 10 p.m. On weekends, service operates every 15 minutes during the day and every 30 minutes late evenings after 10 p.m.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Service to Northgate begins, using the same frequencies implemented in September 2020, but with four-car trains instead of three-car trains.

| | Time of Day | March 2020 | September 2020 | March 2021 Proposal | September 2021 Proposal |
|---------------------------------------|--------------|------------|----------------|---------------------|-------------------------|
| How often do trains run on Weekdays? | Early AM | 12 min. | 15 min. | 15 min. | 15 min. |
| | AM Rush | 6 min. | 8 min. | 8 min. | 8 min. |
| | Midday | 10 min. | 15 min. | 15 min. | 15 min. |
| | PM Rush | 6 min. | 8 min. | 8 min. | 8 min. |
| | Evening | 10 min. | 15 min. | 15 min. | 15 min. |
| | Late evening | 15 min. | 30 min. | 30 min. | 30 min. |
| How often do trains run on Saturdays? | All day | 10 min. | 15 min. | 15 min. | 15 min. |
| How often do trains run on Sundays? | All day | 10 min. | 15 min. | 15 min. | 15 min. |

Why are we proposing these changes?

In September 2020, service adjustments were necessary to preserve access throughout our service area and conserve resources as a result of the COVID-19 pandemic.

What does this mean for riders?

Benefits

- Opening Northgate Link will bring light rail service to three new stations in North Seattle: U District, Roosevelt and Northgate. At Northgate, connections would be available to ST Express buses serving Snohomish County. Connections to communities along SR-522 out to Woodinville would be available at Roosevelt station.
- Four-car trains will add capacity to Link.

Tradeoffs

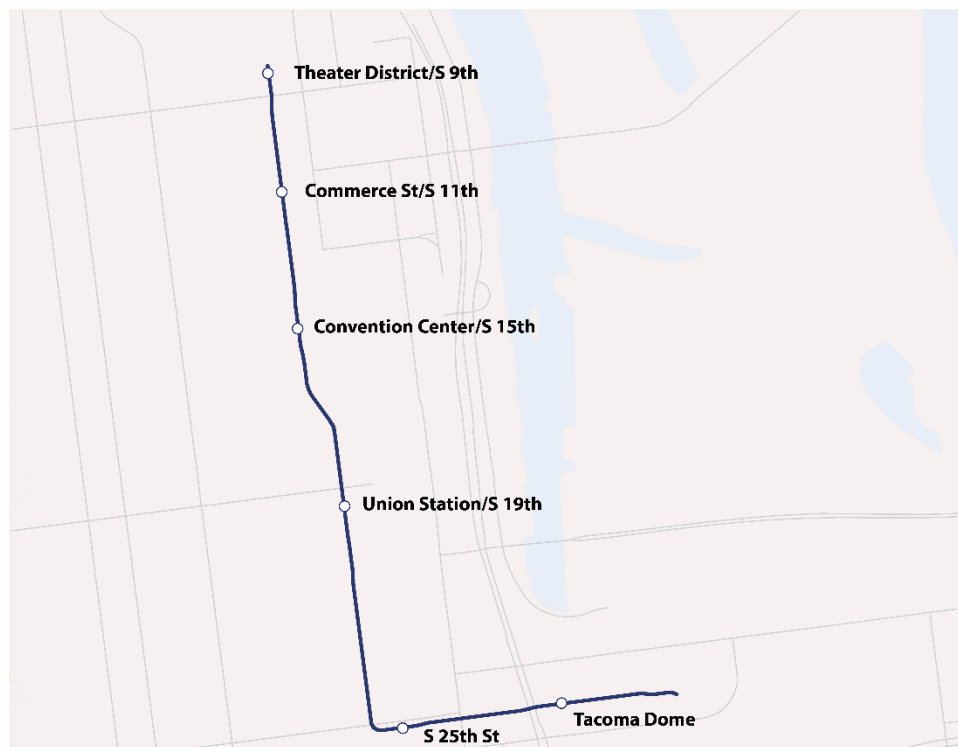
- Service will be less frequent.

Draft Title VI evaluation

- **Disparate impact** - the proposed change impacts an area with a minority population of **54.8%**, higher than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **23.0%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination of both a disparate impact and disproportionate burden, results from public input and a review of alternatives will help shape the final proposal.

Tacoma Link Theater District – Tacoma Dome Station

Current and Proposed Route Map



Tacoma Link: Theater District – Tacoma Dome Station

Proposed Service Changes

- **September 2020:** Service continues to operate on weekdays and Saturdays every 12 minutes throughout the day and 24 minutes in the early morning and late evenings as well as all-day Sunday (no change).
- **March 2021 Proposal:** Maintain existing service levels (no change).
- **September 2021 Proposal:** Maintain existing service levels (no change).

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|---------------------------------------|-------------|------------|----------------|---------------|
| How often do trains run on Weekdays? | Early AM | 24 min. | 24 min. | 24 min. |
| | AM Rush | 12 min. | 12 min. | 12 min. |
| | Midday | 12 min. | 12 min. | 12 min. |
| | PM Rush | 12 min. | 12 min. | 12 min. |
| | Evening | 24 min. | 24 min. | 24 min. |
| How often do trains run on Saturdays? | All day | 12 min. | 12 min. | 12 min. |
| How often do trains run on Sundays? | All day | 24 min. | 24 min. | 24 min. |

Why are we proposing no changes?

No changes are proposed for Tacoma Link until 2022 when the Hilltop Tacoma Link Extension opens.

What does this mean for riders?

Service would continue to operate without changes.

Sounder North *Everett – Seattle*

Current and Proposed Route Map



Sounder North (*Rush hour only*): Everett – Seattle

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 8 to 4.
- **March 2021 *Proposal*:** Maintain September 2020 service levels.
- **September 2021 *Proposal*:** Maintain September 2020 service levels.

Southbound

| Train | Everett | Mukilteo | Edmonds | Seattle | 2021 Proposed |
|-----------------|----------------------|-----------------|-----------------|-----------------|---------------------|
| 1701 | 5:45 a.m. | 5:56 | 6:11 | 6:44 | Continue suspension |
| 1703 | 6:15 a.m. | 6:26 | 6:41 | 7:14 | |
| 1705 | 6:45 a.m. | 6:56 | 7:11 | 7:44 | Continue suspension |
| 1707 | 7:15 a.m. | 7:26 | 7:41 | 8:14 | |

Northbound

| Train | Seattle | Edmonds | Mukilteo | Everett | 2021 Proposed |
|-----------------|----------------------|-----------------|-----------------|-----------------|---------------------|
| 1700 | 4:05 p.m. | 4:32 | 4:47 | 5:04 | Continue suspension |
| 1702 | 4:33 p.m. | 5:00 | 5:15 | 5:32 | |
| 1704 | 5:05 p.m. | 5:32 | 5:47 | 6:04 | Continue suspension |
| 1706 | 5:35 p.m. | 6:02 | 6:17 | 6:34 | |

Why are we proposing these changes?

Ridership patterns since March have been consistently low. Continuing the suspension of four weekday daily trains would conserve resources while also maintaining some service on the route.

What does this mean for riders?

Passengers would have limited departures to choose from.

Draft Title VI evaluation

- **No disparate impact** - the proposed change impacts an area with a minority population of **35.0%**, lower than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **17.5%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination disproportionate burden, results from public input and a review of alternatives will help shape the final proposal.

Sounder South *Lakewood – Tacoma – Seattle*

Current and Proposed Route Map



Sounder South: Lakewood – Tacoma – Seattle

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 26 to 14 in spring 2020. In September 2020, service increased to 18 daily trips, but reduced the number off-peak trips.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels.

Northbound Schedule (September 2020 and proposed for 2021)

| Train | Lakewood | South Tacoma | Tacoma Dome | Puyallup | Sumner | Auburn | Kent | Tukwila | Seattle | 2021 Proposed |
|-------|------------|--------------|-------------|----------|--------|--------|-------|---------|---------|---------------------|
| 1500 | 4:36 a.m. | 4:41 | 4:50 | 5:03 | 5:08 | 5:18 | 5:25 | 5:32 | 5:52 | |
| 1502 | 5:01 a.m. | 5:06 | 5:15 | 5:28 | 5:33 | 5:43 | 5:50 | 5:57 | 6:17 | |
| 1504 | 5:26 a.m. | 5:31 | 5:40 | 5:53 | 5:58 | 6:08 | 6:15 | 6:22 | 6:42 | |
| 1506 | 5:46 a.m. | 5:51 | 6:00 | 6:13 | 6:18 | 6:28 | 6:35 | 6:42 | 7:02 | |
| 1508 | 6:06 a.m. | 6:11 | 6:20 | 6:33 | 6:38 | 6:48 | 6:55 | 7:02 | 7:22 | |
| 1510 | 6:26 a.m. | 6:31 | 6:40 | 6:53 | 6:58 | 7:08 | 7:15 | 7:22 | 7:42 | |
| 1512 | 6:46 a.m. | 6:51 | 7:00 | 7:13 | 7:18 | 7:28 | 7:35 | 7:42 | 8:02 | |
| 1514 | - | - | 7:20am | 7:33 | 7:38 | 7:48 | 7:55 | 8:02 | 8:22 | Continue suspension |
| 1516 | - | - | 7:50am | 8:03 | 8:08 | 8:18 | 8:25 | 8:32 | 8:52 | |
| 1518 | 10:16 a.m. | 10:21 | 10:30 | 10:43 | 10:48 | 10:58 | 11:05 | 11:12 | 11:32 | Continue suspension |
| 1520 | - | - | 4:06 p.m. | 4:18 | 4:23 | 4:33 | 4:40 | 4:47 | 4:07 | Continue suspension |
| 1522 | - | - | 4:30 p.m. | 4:42 | 4:47 | 4:57 | 5:04 | 5:11 | 5:31 | Continue suspension |
| 1524 | - | - | 5:15 p.m. | 5:27 | 5:32 | 5:42 | 5:49 | 5:56 | 5:16 | |

Southbound (September 2020 and proposed for 2021)

| Train | Seattle | Tukwila | Kent | Auburn | Sumner | Puyallup | Tacoma | South Tacoma | Lakewood | 2021 Proposed |
|-----------------|----------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|---------------------|
| 1501 | 6:05 a.m. | 6:18 | 6:25 | 6:32 | 6:42 | 6:47 | 7:06 | - | - | Continue suspension |
| 1503 | 6:35 a.m. | 6:48 | 6:55 | 7:02 | 7:12 | 7:17 | 7:36 | - | - | |
| 1505 | 7:55 a.m. | 8:08 | 8:15 | 8:22 | 8:32 | 8:37 | 8:52 | 9:01 | 9:11 | Continue suspension |
| 1507 | 2:35 p.m. | 2:48 | 2:55 | 3:02 | 3:12 | 3:17 | 3:37 | - | - | Continue suspension |
| 1509 | 3:15 p.m. | 3:28 | 3:35 | 3:42 | 3:52 | 3:57 | 4:17 | - | - | Continue suspension |
| 1511 | 3:35 p.m. | 3:48 | 3:55 | 4:02 | 4:12 | 4:17 | 4:30 | 4:39 | 4:51 | |
| 1513 | 3:55 p.m. | 4:08 | 4:15 | 4:22 | 4:32 | 4:37 | 4:57 | - | - | |
| 1515 | 4:15 p.m. | 4:28 | 4:35 | 4:42 | 4:52 | 4:57 | 5:10 | 5:19 | 5:31 | |
| 1517 | 4:35 p.m. | 4:48 | 4:55 | 5:02 | 5:12 | 5:17 | 5:30 | 5:39 | 5:51 | |
| 1519 | 4:55 p.m. | 5:08 | 5:15 | 5:22 | 5:32 | 5:37 | 5:50 | 5:59 | 6:11 | |
| 1521 | 5:20 p.m. | 5:33 | 5:40 | 5:47 | 5:57 | 6:02 | 6:15 | 6:24 | 6:36 | |
| 1523 | 5:45 p.m. | 5:58 | 6:05 | 6:12 | 6:22 | 6:27 | 6:40 | 6:49 | 7:01 | |
| 1525 | 6:30 p.m. | 6:43 | 6:50 | 6:57 | 7:07 | 7:12 | 7:25 | 7:34 | 7:46 | |

Why are we proposing these changes?

- In response to the COVID-19 pandemic, we reduced Sounder South service in spring 2020 to 14 daily weekday trips. In September, we shifted the trips operating to allow for an additional four daily weekday trips to operate accommodating rebounding ridership.
- Service on ST Express Route 578 (Seattle-Puyallup) increased to operate throughout the afternoon in the southbound direction in order to continue coverage during times that Sounder South is not operating.
- In addition, we restored additional trips on Route 590 (Seattle-Tacoma) in September 2020, primarily in the early morning, and these would operate at higher levels in March 2021.

What does this mean for riders?

Benefits

- More total daily trips.

Tradeoffs

- Passengers that traveled during midday, early afternoon, or in the reverse-peak direction (southbound in the morning, northbound in the afternoon) would need to use alternate routes or a different trip.

Draft Title VI evaluation

- **Disparate impact** - the proposed change impacts an area with a minority population of **46.0%**, higher than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **21.0%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination of both a disparate impact and disproportionate burden, results from public input and a review of alternatives will help shape the final proposal.

Routes 580/596 *Pierce County (Sounder Connectors)*

Current and Proposed Route Map



Route 580 (*Rush hour only*): Lakewood/South Hill – Puyallup

Proposed Service Changes

- **September 2020:** Daily weekday trips were reduced from 23 to 20.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 30 min. | 30 min. | 30 min. |
| | AM Rush | 20 min. | 20 min. | 20 min. |
| | PM Rush | 20 min. | 20 min. | 20 min. |

Route 596 (*Rush hour only*): Bonney Lake – Sumner

Proposed Service Changes

- **September 2020:** Daily weekday trips were reduced from 19 to 16.
- **March 2021 Proposal:** Maintain September 2020 increased service levels.
- **September 2021 Proposal:** Maintain September 2020 increased service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 30 min. | 30 min. | 30 min. |
| | AM Rush | 20 min. | 20 min. | 20 min. |
| | PM Rush | 20 min. | 20 min. | 20 min. |

Why are we proposing these changes?

- Sounder would be operating 18 daily weekday trips. Schedules on Routes 580 and Route 596 would be adjusted so that buses would continue to meet peak-direction Sounder trips.

What does this mean for riders?

Benefits

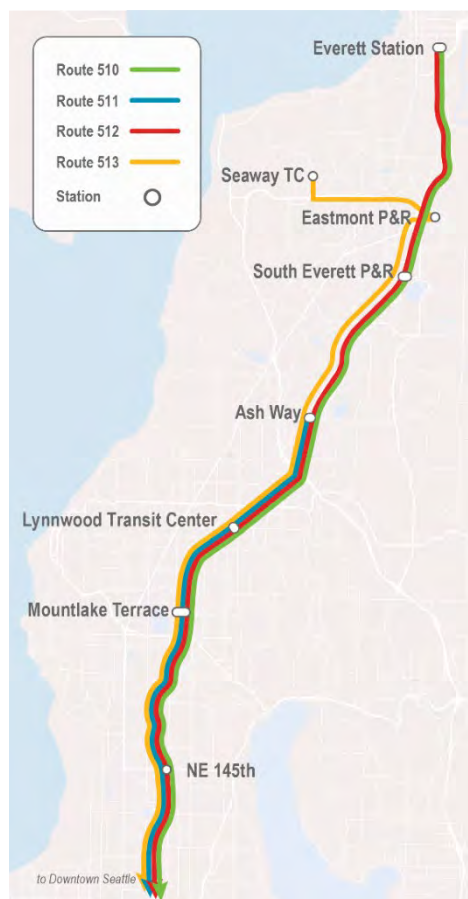
- Route 580 and Route 596 trips would continue to be coordinated with Sounder schedule so that all peak-direction trains (northbound in the morning, southbound in the afternoon) are met.

Tradeoffs

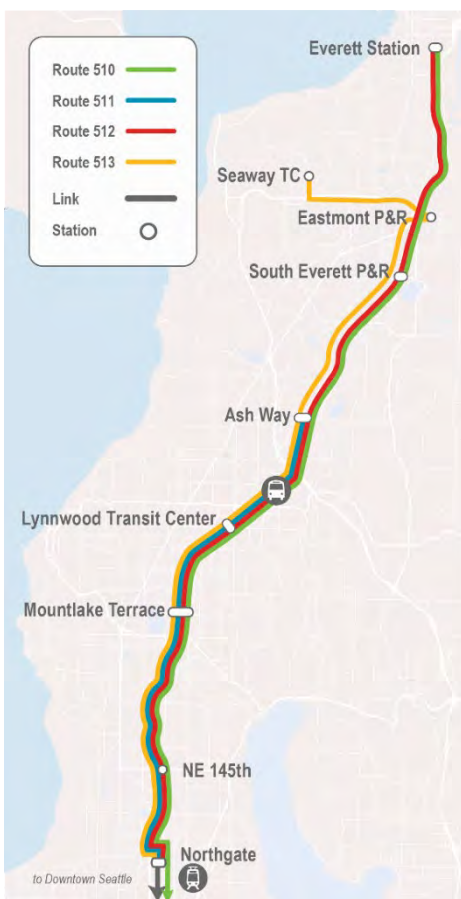
- Passengers would have fewer Sounder trips to choose from.

Routes 510/511/512/513 *Snohomish County – Seattle*

Current Route Map



Proposed (September 2021)



Route 510 (*Rush hour only*): Everett – Seattle

Proposed Service Changes

- **September 2020:** Daily trips reduced from 42 to 30.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Add a stop at Mountlake Terrace Freeway Station.

| | Time of day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on weekdays? | Early AM | 20 min. | 20 min. | 20 min. |
| | AM rush | 10 min. | 10-30 min. | 10-30 min. |
| | PM rush | 12 min. | 12 min. | 12 min. |

Route 511 (*Rush hour only*): Ash Way – Seattle

Proposed Service Changes

- **September 2020:** Daily trips reduced from 38 to 28.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Truncate at Northgate Link Station. Increase service levels.

| | Time of day | March 2020 | September 2020 | March 2021 Proposal | September 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------------|-------------------------|
| How often do buses run on weekdays? | Early AM | 20 min. | 40 min. | 40 min. | 20 min. |
| | AM Rush | 15 min. | 20-30 min. | 20-30 min. | 15 min. |
| | PM Rush | 15 min. | 15 min. | 15 min. | 15 min. |

Route 512: Everett – Seattle

Proposed Service Changes

- **September 2020:** Restore to full schedule of 107 daily weekday trips.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Truncate at Northgate Station and discontinue stop at N 145th St. Maintain September 2020 service levels.

| | Time of day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|------------------------|------------|----------------|---------------|
| How often do buses run on weekdays? | Early AM/AM rush | 15 min. | 15 min. | 15 min. |
| | Midday/PM rush/evening | 15 min. | 15 min. | 15 min. |
| | Late evening | 30 min. | 30 min. | 30 min. |
| How often do buses run on Saturdays? | All day | 15 min. | 15 min. | 15 min. |
| How often do buses run on Sundays? | All day | 30 min. | 30 min. | 30 min. |

Route 513 (*Rush hour only*): Seaway Transit Center – Seattle

Proposed Service Changes

- **September 2020:** Daily trips reduced from 20 to 12.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Truncate at Northgate Link Station and add stops at Lynnwood Transit Center and Ash Way Park-and-Ride. Increase service levels.

| | Time of Day | March 2020 | September 2020 | March 2021 Proposal | September 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------------|-------------------------|
| How often do buses run on weekdays? | Early AM | 30 min. | 60 min. | 60 min. | 15 min. |
| | AM rush | 15 min. | 30 min. | 30 min. | 15 min. |
| | PM rush | 20-30 min. | 60 min. | 60 min. | 15 min. |

Why are we proposing these changes?

- Truncating Routes 511, 512 and 513 at Northgate Station provides consistent service levels from Snohomish County by leveraging the new Link extension at Northgate and conserving resources. Community Transit would continue to provide service between Lynnwood / Ash Way and Downtown Seattle in the commute direction.
- Route 510 would continue to provide direct service to downtown Seattle. A new stop at Mountlake Terrace would provide a connection for riders wishing to connect with the rest of the network.

What does this mean for riders?

Benefits

- Increased service levels on Route 513, in addition to two new stops at Ash Way Park-and-Ride and Lynnwood Transit Center, would provide much more frequent peak service for Snohomish County riders.
- Ending Routes 511, 512 and 513 at Northgate would allow riders to access new destinations served by Link light rail and avoid congestion on part of I-5.
- Route 510 riders would continue to have direct access to downtown Seattle and would also have the option to transfer at Mountlake Terrace to routes serving Northgate Station.

Tradeoffs

- Riders on Routes 511, 512 and 513 would need to transfer in order to reach downtown Seattle, which could save up to 2 minutes or increase travel time by up to 6 minutes. Buses will drop off close to the station but riders will need to walk to the platform.
- The addition of stops at Ash Way Park-and-Ride and Lynnwood Transit Center on Route 513 would result in greater travel time for riders traveling to Everett.
- The addition of the Mountlake Terrace stop on Route 510 would result in approximately 2 minutes greater travel time for riders traveling to downtown Seattle.
- Removing the 145th St. stop on Route 512 would cause riders who use that stop to use alternate service.

Draft Title VI evaluation

Route 510

- **No disparate impact** - the proposed change impacts an area with a minority population of **39.1%**, lower than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **20.5%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination of a disproportionate burden, results from public input and a review of alternatives will help shape the final proposal.

Route 512

- **No disparate impact** - the proposed change impacts an area with a minority population of **38.7%**, lower than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **18.5%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination of a disproportionate burden, results from public input and a review of alternatives will help shape the final proposal.

Route 511

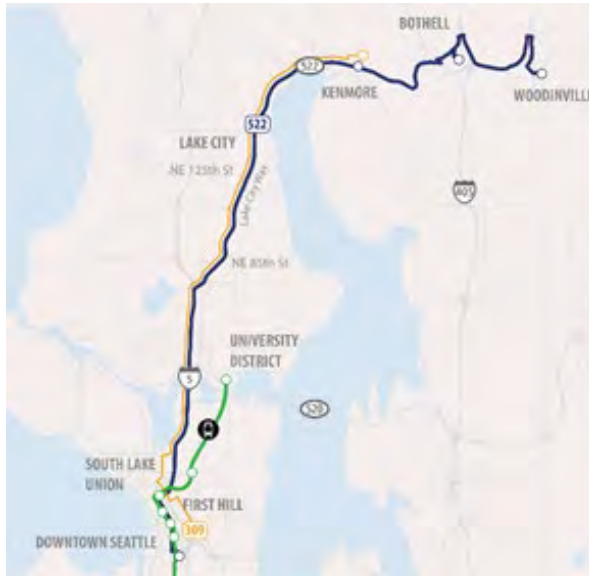
- **No disparate impact** - the proposed change impacts an area with a minority population of **38.8%**, lower than the Sound Transit District average of **39.7%**.
- **No disproportionate burden** - the proposed change impacts an area with a low-income population of **16.0%**, lower than the Sound Transit District average of **16.4%**.

Route 513

- **No disparate impact** - the proposed change impacts an area with a minority population of **37.5%**, lower than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **17.8%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination of a disproportionate burden, results from public input and a review of alternatives will help shape the final proposal.

Routes 522 Woodinville – Seattle via SR 522

Current Route Map



Proposed (September 2021)



Route 522: Woodinville to Seattle

Proposed Service Changes

- **September 2020:** Daily trips reduced from 103 to 98.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** End at Roosevelt Station. Improve midday and weekend service levels to operate every 15 minutes.

| | Time of day | March 2020 | September 2020 | March 2021 Proposal | September 2021 Proposal |
|--------------------------------------|--------------|------------|----------------|---------------------|-------------------------|
| How often do buses run on weekdays? | Early AM | 10 min. | 15 min. | 15 min. | 15 min. |
| | AM rush | 7 min. | 7 min. | 7 min. | 15 min. |
| | Midday | 30 min. | 30 min. | 30 min. | 15 min. |
| | PM rush | 8 min. | 8 min. | 8 min. | 15 min. |
| | Evening | 30 min. | 30 min. | 30 min. | 15 min. |
| | Late evening | 60 min. | 60 min. | 60 min. | 30 min. |
| How often do buses run on Saturdays? | All day | 30 min. | 30 min. | 30 min. | 15 min. |
| How often do buses run on Sundays? | All day | 30 min. | 30 min. | 30 min. | 15 min. |

Why are we proposing these changes?

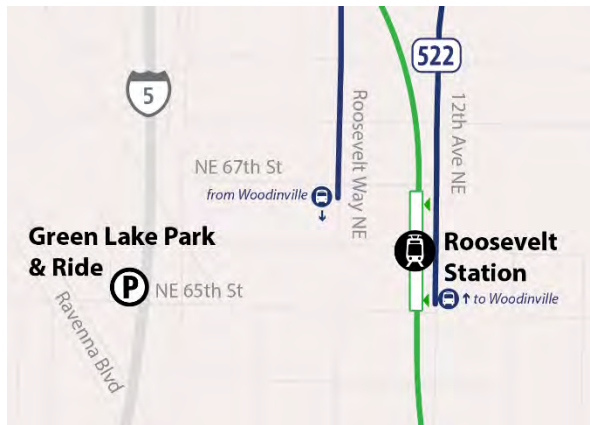
- Truncating Route 522 at Roosevelt Station provides consistent service levels from North King County by leveraging the new Northgate Link extension and conserving resources.
- During peak periods, additional capacity will be provided in the SR-522 corridor by the proposed King County Metro Route 309 and 322

- Route 309 and 322 will also connect with Link at Northgate and Roosevelt stations while also providing access to destinations near downtown Seattle less well-served by light rail
- Timing of trips on among the three routes will be coordinated to provide consistent spacing of buses.

What does this mean for riders?

Benefits

- Truncating Route 522 at Roosevelt would allow riders to access new destinations served by Link and avoid congestion on part of I-5.
- In September 2021, midday, evening and weekend service would increase to every 15 minutes.



Tradeoffs

- Riders would need to transfer in order to reach downtown Seattle, which could increase travel times by an estimated 2-10 minutes in off-peak times. The transfer requires walking 1-2 blocks as shown in the map.
- Rush hour frequency would be reduced in order to provide higher midday, evening, and weekend frequency. King County Metro will continue to provide parallel service on the corridor, supplementing Route 522 during rush hour.

Draft Title VI evaluation

- **No disparate impact** - the proposed change impacts an area with a minority population of **32.1%**, lower than the Sound Transit District average of **39.7%**.
- **No disproportionate burden** - the proposed change impacts an area with a low-income population of **13.3%**, lower than the Sound Transit District average of **16.4%**.

Routes 541/542/544/545 East King County - Seattle via SR-520

March 2020 Route Map



Proposed (September 2021) Route Map



Route 541 (*Rush hour only*): Overlake – University District

Proposed Service Changes

- **September 2020:** Service suspended.
- **March 2021 Proposal:** Service remains suspended.
- **September 2021 Proposal:** Service remains suspended.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on weekdays? | AM Rush | 15 min. | -- | -- |
| | PM Rush | 20 min. | -- | -- |

Route 542: Redmond – University District

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 90 to 81.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels. Discontinue service between U District and Green Lake Park-and-Ride

| | Time of day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on weekdays? | Early AM | 20 min. | 20 min. | 20 min. |
| | AM rush | 15 min. | 20 min. | 20 min. |
| | Midday | 30 min. | 30 min. | 30 min. |
| | PM rush | 15 min. | 20 min. | 20 min. |
| | Evening | 30 min. | 30 min. | 30 min. |

Route 544 (Rush hour only): Overlake to South Lake Union

Proposed Service Changes

- **September 2020:** Service suspended.
- **March 2021 Proposal:** Service remains suspended.
- **September 2021 Proposal:** Service remains suspended.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | AM Rush | 15 min. | -- | -- |
| | PM Rush | 15 min. | -- | -- |

Route 545: Redmond – Seattle

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 185 to 163.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|--------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 30 min. | 30 min. | 30 min. |
| | AM Rush | 6 min. | 7 min. | 7 min. |
| | Midday | 15 min. | 15 min. | 15 min. |
| | PM Rush | 5 min. | 9 min. | 9 min. |
| | Evening | 20 min. | 20 min. | 20 min. |
| | Late evening | 60 min. | 60 min. | 60 min. |
| How often do buses run on Saturdays? | All day | 30 min. | 30 min. | 30 min. |
| How often do buses run on Sundays? | All day | 30 min. | 30 min. | 30 min. |

Why are we proposing these changes?

- Routes 541 and 544 primarily serve technology hubs, and ridership on these routes is not expected to rebound in 2021 due to workers continuing to work from home.
- Service adjustments in September 2020 were necessary to preserve coverage to the 520 corridor and conserve resources as a result of the COVID-19 pandemic.
- In March 2021, service levels from September 2020 would be maintained because ridership is not expected to rebound significantly on many routes through 2021.

What does this mean for riders?

Benefits

- Suspending Routes 541 and 544 allows Sound Transit to focus resources where they're most needed on the 520 corridor and avoid further service reductions on other routes.

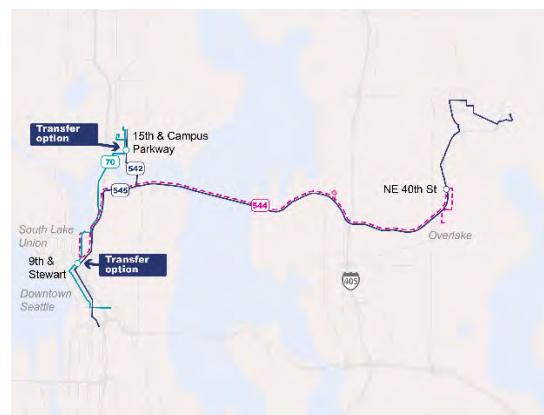
Tradeoffs

- Riders on Routes 545 and 542 would experience longer waits.
- Instead of Route 544, riders traveling from Overlake Park-and-Ride to South Lake Union may connect with Route 545 by walking or taking KCM Rapid Ride B Line or Route 269 to the SR 520 at NE 40th St. Freeway stop. This involves a new transfer and about a one-block walk.
- Riders traveling from South Kirkland Park-and-Ride to downtown Seattle may connect with Route 545 via KCM Route 255 at the Evergreen Point or Yarrow Point freeway stations. This involves a new transfer but no walking is required at the transfer.
- Instead of Route 541, riders traveling from Overlake Park-and-Ride to the U District may connect with Route 542 by walking or taking KCM Rapid Ride B Line or Route 269 to the SR 520 at NE 40th St. freeway stop. This involves a new transfer and longer walk access times.

Figure 1: Route 541 travel alternatives



Figure 2: Route 544 travel alternatives



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Route 541

- **Disparate impact** - the proposed change impacts an area with a minority population of **45.1%**, higher than the Sound Transit District average of **39.7%**.
- **No disproportionate burden** - the proposed change impacts an area with a low-income population of **14.8%**, lower than the Sound Transit District average of **16.4%**.

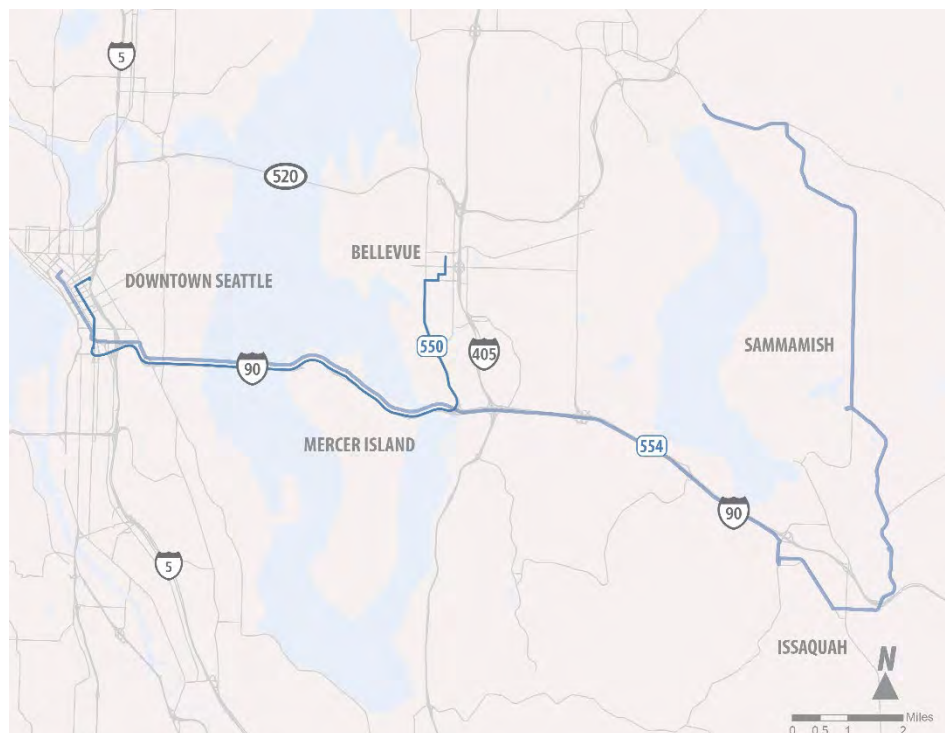
- Due to the determination of a disparate impact, results from public input and a review of alternatives will help shape the final proposal.

Route 544

- **Disparate impact** - the proposed change impacts an area with a minority population of **42.4%**, higher than the Sound Transit District average of **39.7%**.
- **No disproportionate burden** - the proposed change impacts an area with a low-income population of **10.7%**, lower than the Sound Transit District average of **16.4%**.
- Due to the determination of a disparate impact, results from public input and a review of alternatives will help shape the final proposal.

Routes 550/554 Eastside – Seattle via I-90

Current and Proposed Route Map



Route 550: Bellevue – Seattle

Proposed Service Changes

- **September 2020:** Trips reduced from 181 to 167 daily weekday trips.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|--------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 30 min. | 30 min. | 30 min. |
| | AM Rush | 5 min. | 7 min. | 7 min. |
| | Midday | 15 min. | 15 min. | 15 min. |
| | PM Rush | 5 min. | 7 min. | 7 min. |
| | Evening | 30 min. | 30 min. | 30 min. |
| | Late evening | 60 min. | 30 min. | 30 min. |
| How often do buses run on Saturdays? | All day | 15 min. | 15 min. | 15 min. |
| How often do buses run on Sundays? | All day | 30 min. | 30 min. | 30 min. |

Route 554: Issaquah – Seattle

Proposed Service Changes

- **September 2020:** No changes. Maintain full service.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|--------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 30 min. | 30 min. | 30 min. |
| | AM Rush | 15 min. | 15 min. | 15 min. |
| | Midday | 20 min. | 20 min. | 20 min. |
| | PM Rush | 15 min. | 15 min. | 15 min. |
| | Evening | 60 min. | 60 min. | 60 min. |
| | Late evening | 60 min. | 60 min. | 60 min. |
| How often do buses run on Saturdays? | All day | 30 min. | 30 min. | 30 min. |
| How often do buses run on Sundays? | All day | 30 min. | 30 min. | 30 min. |

Why are we proposing these changes?

- Service adjustments in September 2020 were necessary on Route 550 in order to preserve coverage to all areas of the system and conserve resources as a result of the COVID-19 pandemic.
- In March 2021, service levels on Route 550 from September 2020 would be maintained because ridership is not expected to rebound significantly through 2021 as many office workers continue to work remotely.
- Route 554 would maintain full service in order to maintain coverage on the I-90 corridor, where alternate routes at King County Metro have been impacted.

What does this mean for riders?

Benefits

- Route 550 coverage would be maintained.
- Route 554 would maintain full service.

Tradeoffs

- Route 550 riders would experience 1-2 minute longer wait times at the peak hour.

Routes 555/556 *Northgate – Bellevue/Issaquah*

Current Route Map



Proposed (September 2021)



Route 555 (*Rush hour only*): Bellevue – Northgate

Proposed Service Changes

- **September 2020:** Service suspended.
- **March 2021 Proposal:** Continue suspension of service.
- **September 2021 Proposal:** Restore service. Route would operate between Bellevue and the U District Link station.

| | Time of day | March 2020 | September 2020 | March 2021 Proposal | September 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------------|-------------------------|
| How often do buses run on weekdays? | Early AM | 40 min. | -- | -- | 30 min. |
| | AM rush | 20 min. | -- | -- | 30 min. |
| | PM rush | 30 min. | -- | -- | 30 min. |

Route 556 (*Rush hour only*): Issaquah – Northgate

Proposed Service Changes

- **September 2020:** Service was suspended.
- **March 2021 Proposal:** Service remains suspended.
- **September 2021 Proposal:** Restore service. Route would operate between Issaquah Highlands and the U District Link station.

| | Time of day | March 2020 | September 2020 | March 2021 Proposal | September 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------------|-------------------------|
| How often do buses run on weekdays? | Early AM | 30 min. | -- | -- | 30 min. |
| | AM Rush | 30 min. | -- | -- | 30 min. |
| | PM Rush | 30 min. | -- | -- | 30 min. |

Why are we proposing these changes?

- Routes 555 and 556 primarily serve commuters, and ridership on these routes is not expected to rebound in 2021 due to workers continuing to work from home.
- In March 2021, suspension would be maintained because ridership is not expected to rebound significantly until late 2021.
- Ending at U District Station provides consistent service levels to and from Bellevue and Issaquah in September 2021 by leveraging the new Link extension and conserving resources.

What does this mean for riders?

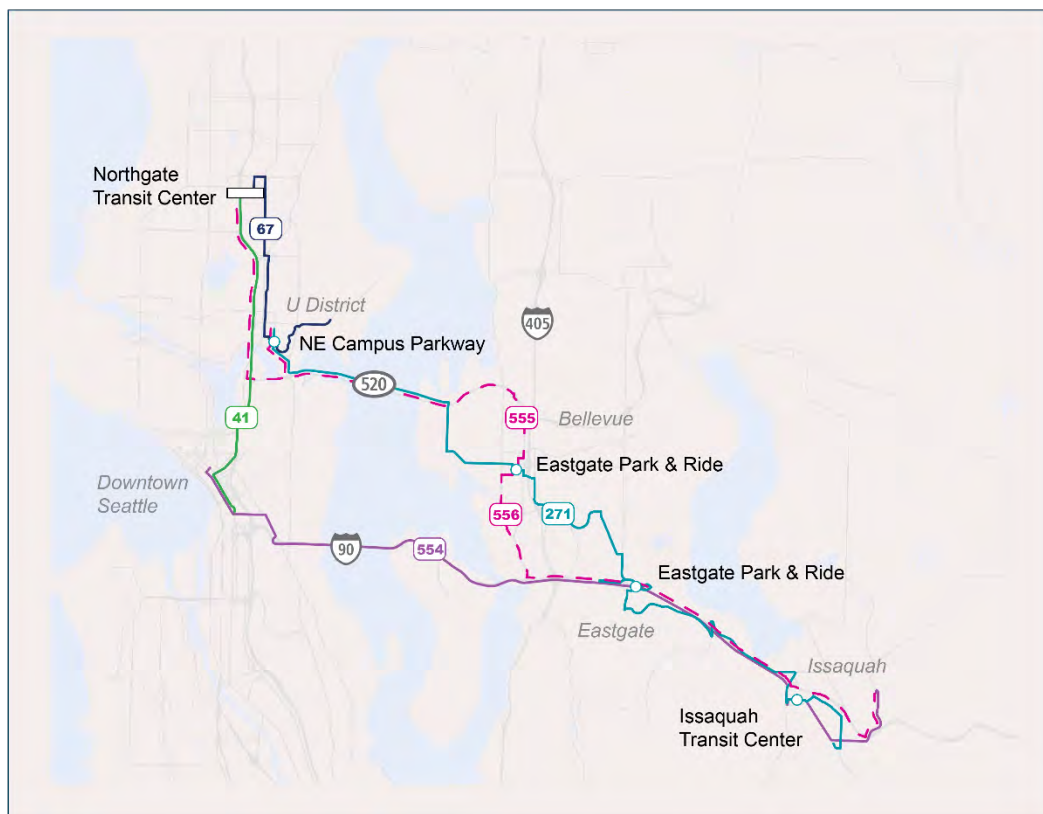
Benefits

- Ending at U District Station instead of Northgate would allow the restoration of service while conserving resources.
- Ending routes at U District would improve connections to destinations served by Link and avoid congestion on part of I-5.

Tradeoffs

- Riders would need to transfer to travel between Northgate and the Eastside.
- Before September 2021, riders can use King County Metro Route 41 and transfer to a Bellevue-bound 550 or an Issaquah-bound 554. Bellevue-bound riders can also use King County Metro routes 67 and 271 with a connection in the University District. The transfer will add travel time and require walking between stops.
- After September 2021, riders can transfer from Link to Route 555 or 556 in the U District.

Figure 1: Route 555/556 travel alternatives



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Route 555

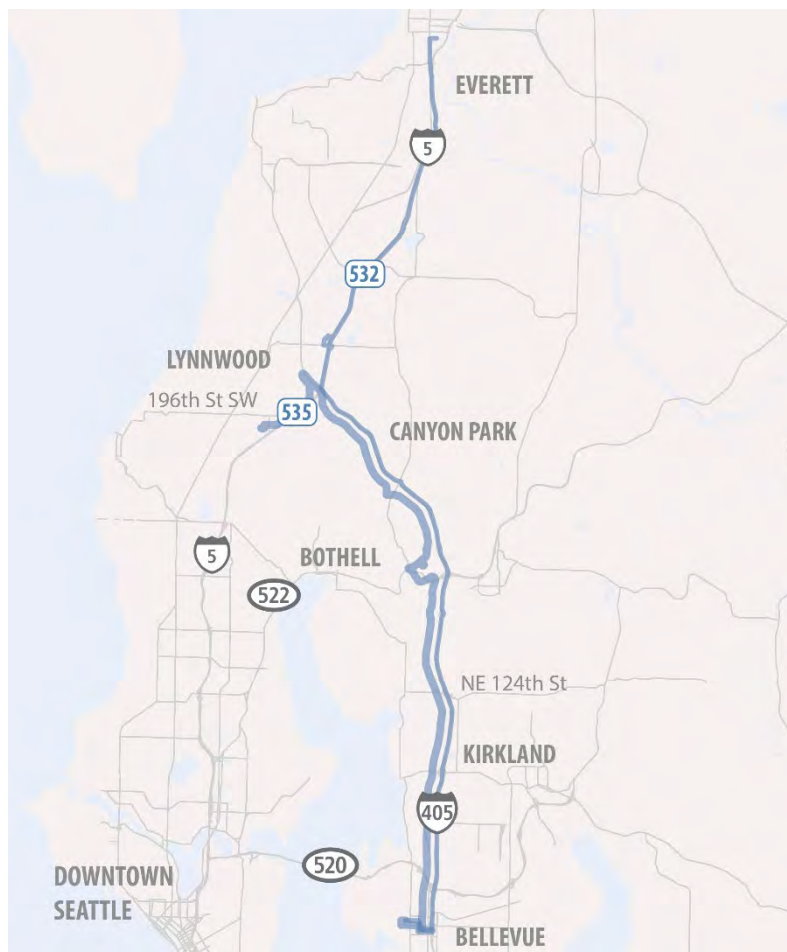
- **No disparate impact** - the proposed change impacts an area with a minority population of **30.3%**, lower than the Sound Transit District average of **39.7%**.
- **No disproportionate burden** - the proposed change impacts an area with a low-income population of **14.7%**, lower than the Sound Transit District average of **16.4%**.

Route 556

- **No disparate impact** - the proposed change impacts an area with a minority population of **35.9%**, lower than the Sound Transit District average of **39.7%**.
- **No disproportionate burden** - the proposed change impacts an area with a low-income population of **14.7%**, lower than the Sound Transit District average of **16.4%**.

Routes 532/535 *Snohomish County – Bellevue*

Current and Proposed Route Map



Route 532 (*Rush hour only*): Everett – Bellevue

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 41 to 20. AM Peak Service from Bellevue to Everett and PM Peak service from Everett to Bellevue were eliminated.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 20 min. | 50 min. | 50 min. |
| | AM Rush | 10 min. | 20 min. | 20 min. |
| | PM Rush | 10 min. | 10-20 min. | 10-20 min. |

Route 535 (Monday – Saturday only): Lynnwood – Bellevue

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 65 to 46.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 30 min. | 60 min. | 60 min. |
| | AM Rush | 30 min. | 30 min. | 30 min. |
| | Midday | 30 min. | 60 min. | 60 min. |
| | PM Rush | 30 min. | 30 min. | 30 min. |
| | Evening | 60 min. | 60 min. | 60 min. |
| How often do buses run on Saturdays? | All day | 60 min. | 60 min. | 60 min. |

Why are we proposing these changes?

- Ridership on Route 532 in the reverse-peak direction (towards Everett in the morning) is not expected to rebound in 2021 as many workers continue to work remotely.
- Service adjustments in September 2020 were necessary in order to preserve coverage on the 405 N corridor.
- In March 2021, service levels from September 2020 would be maintained because ridership is not expected to rebound significantly on commuter-oriented routes through 2021.

What does this mean for riders?

Benefits

- Service would be maintained in the peak period, peak direction on both routes (for commutes to Bellevue).

Tradeoffs

- Riders commuting from Bellevue to Everett would need to use Route 535 and transfer to Route 512 at Lynnwood Transit Center to complete their trip. The transfer is within Lynnwood Transit Center so walking is minimal.
- Other riders would experience longer wait times or would need to use alternate service.

Draft Title VI Evaluation

Route 532

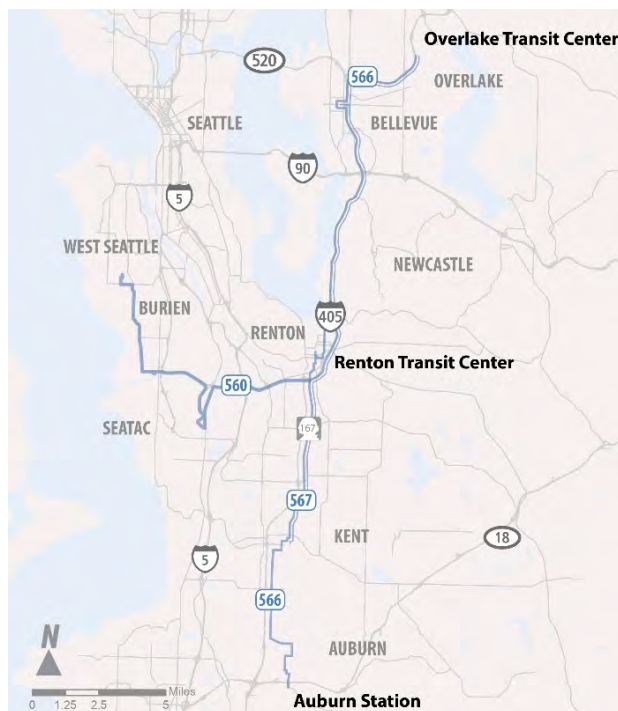
- **No disparate impact** - the proposed change impacts an area with a minority population of **38.6%**, lower than the Sound Transit District average of **39.7%**.
- **No disproportionate burden** - the proposed change impacts an area with a low-income population of **14.0%**, lower than the Sound Transit District average of **16.4%**.

Route 535

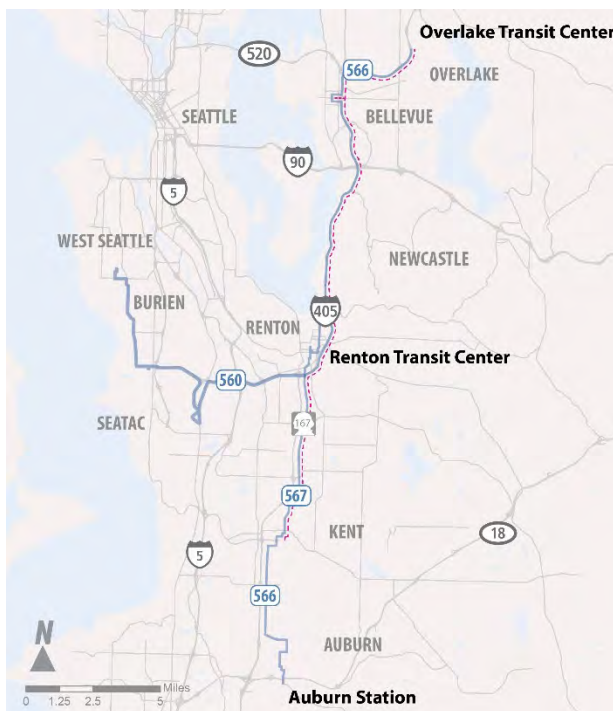
- **No disparate impact** - the proposed change impacts an area with a minority population of **36.8%**, lower than the Sound Transit District average of **39.7%**.
- **No disproportionate burden** - the proposed change impacts an area with a low-income population of **11.0%**, lower than the Sound Transit District average of **16.4%**

Routes 560/566/567 *South King County – Bellevue/Overlake*

Current Route Map



Proposed (2021) Route Map



Route 560: Bellevue – SeaTac – West Seattle

Proposed Service Changes

- **September 2020:** No changes. Maintain full service.
- **March 2021 *Proposal*:** Maintain September 2020 service levels.
- **September 2021 *Proposal*:** Maintain September 2020 service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|----------------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM/AM Rush | 30 min. | 30 min. | 30 min. |
| | Midday/PM Rush | 30 min. | 30 min. | 30 min. |
| | Evening/Late evening | 60 min. | 60 min. | 60 min. |
| How often do buses run on Saturdays? | All day | 60 min. | 60 min. | 60 min. |
| How often do buses run on Sundays? | All day | 60 min. | 60 min. | 60 min. |

Route 566: Auburn – Overlake

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 54 to 38. Midday service suspended.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 30 min. | 40 min. | 40 min. |
| | AM Rush | 15 min. | 20 min. | 20 min. |
| | Midday | 60 min. | -- | -- |
| | PM Rush | 15 min. | 20 min. | 20 min. |

Route 567 (Rush hour only): Kent – Overlake

Proposed Service Changes

- **September 2020:** Service suspended.
- **March 2021 Proposal:** Service remains suspended
- **September 2021 Proposal:** Service remains suspended.

| | Time of Day | March 2020 | September 2020 | March 2021 Proposal | September 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------------|-------------------------|
| How often do buses run on Weekdays? | AM Rush | 20 min. | -- | -- | -- |
| | PM Rush | 20 min. | -- | -- | -- |

Why are we proposing these changes?

- Route 567 primarily serves commuters, and ridership on this route is not expected to rebound in 2021 due to workers continuing to work remotely.
- Service adjustments in September 2020 were necessary to preserve coverage on South King County routes.
- In March 2021, service levels from September 2020 would be maintained because ridership is not expected to rebound significantly on many routes through 2021.

What does this mean for riders?

Benefits

- Suspending Route 567 allows for greater frequency and coverage on Routes 560 and 566 than would otherwise be possible.

Tradeoffs

- Riders traveling between Auburn and Bellevue during midday would need to use King County Metro Route 160 between Auburn, Kent, and Renton, and Route 560 between Renton and Bellevue.
- Riders traveling between Kent and Bellevue/Overlake in peak hours would need to use Route 566, which would add up to 13 minutes of travel time in the evening rush hour.

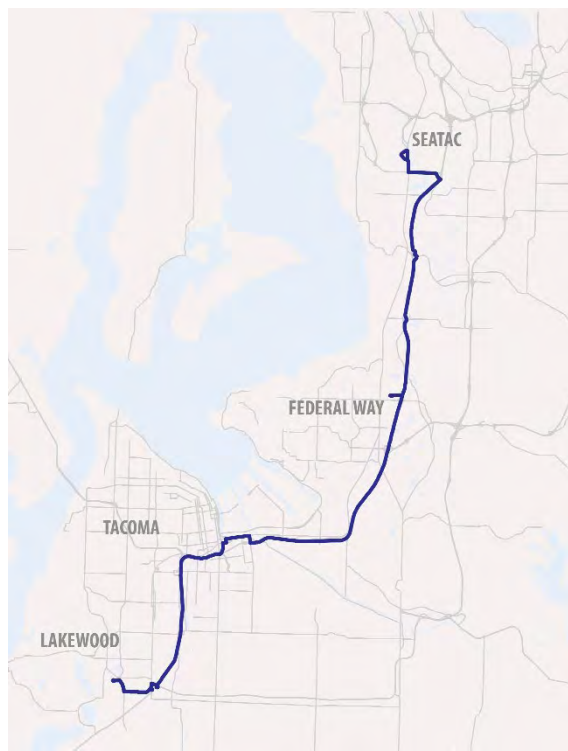
Draft Title VI Evaluation

Route 567

- **Disparate impact** - the proposed change impacts an area with a minority population of **54.6%**, lower than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **17.9%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination of a disparate impact, results from public input and a review of alternatives will help shape the final proposal.

Route 574 Lakewood – SeaTac Airport

Current and Proposed Route Map



Route 574: Lakewood – SeaTac

Proposed Service Changes

- **September 2020:** Maintain 76 daily weekday trips (no change).
- **March 2021 Proposal:** Maintain 76 daily weekday trips (no change).
- **September 2021 Proposal:** Maintain 76 daily weekday trips (no change).

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|--------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 30 min. | 30 min. | 30 min. |
| | AM Rush | 30 min. | 30 min. | 30 min. |
| | Midday | 30 min. | 30 min. | 30 min. |
| | PM Rush | 30 min. | 30 min. | 30 min. |
| | Evening | 30 min. | 30 min. | 30 min. |
| | Late Evening | 60 min. | 60 min. | 60 min. |
| How often do buses run on Saturdays? | All Day | 60 min. | 60 min. | 60 min. |
| How often do buses run on Sundays? | All Day | 60 min. | 60 min. | 60 min. |

Why are we proposing no changes?

- Compared to other routes, ridership declined the least on Route 574 between July 2019 and July 2020. As such, ridership demand remains comparatively high.

What does this mean for riders?

Benefits

- Routes 574 would continue to operate without changes.

Routes 577/578 *South King County – Seattle*

Current and Proposed Route Map



Route 577 (*Rush hour & weekends only*): Federal Way – Seattle

Proposed Service Changes

- **September 2020:** Trips were re-scheduled to better coordinate service with Route 578 between Seattle and Federal Way. Southbound departures have a combined frequency of every 10-15 minutes after 11:30 am. The number of trips remained the same.
- **March 2021 Proposal:** No change
- **September 2021 Proposal:** No change

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 15 min. | 15 min. | 15 min. |
| | AM Rush | 8 min. | 8 min. | 8 min. |
| | Midday | - | 30 min. | 30 min. |
| | PM Rush | 9 min. | 10-20 min.* | 10-20 min.* |
| How often do buses run on Saturdays? | All day | 60 min. | 60 min. | 60 min. |
| How often do buses run on Sundays? | All day | 60 min. | 60 min. | 60 min. |

*During the PM Rush Hour, combined frequency between Route 577 and Route 578 is every 10 minutes between Seattle and Federal Way.

Route 578: Puyallup – Seattle

Proposed Service Changes

- **September 2020:** The number of daily weekday trips was increased from 55 to 62, providing additional southbound service during the afternoon rush hours (Route 578 previously did not operate southbound during the afternoon).
- **March 2021 Proposal:** Maintain September 2020 increased service levels.
- **September 2021 Proposal:** Maintain September 2020 increased service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|--------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 120 min. | 120 min. | 120 min. |
| | AM Rush | 30 min. | 30 min. | 30 min. |
| | Midday | 30 min. | 30 min. | 30 min. |
| | PM Rush | 30 min. | 30 min. | 30 min. |
| | Evening | 30 min. | 30 min. | 30 min. |
| | Late Evening | 60 min. | 60 min. | 60 min. |
| How often do buses run on Saturdays? | All Day | 60 min. | 60 min. | 60 min. |
| How often do buses run on Sundays? | All Day | 60 min. | 60 min. | 60 min. |

Why are we proposing these changes?

- With the suspension of some Sounder trips, service would be added to Route 578, providing options between Seattle, Auburn, Sumner, and Puyallup when Sounder is not running.
- Compared to other routes, Routes 577 and Route 578 has experienced less decline in ridership.

What does this mean for riders?

Benefits

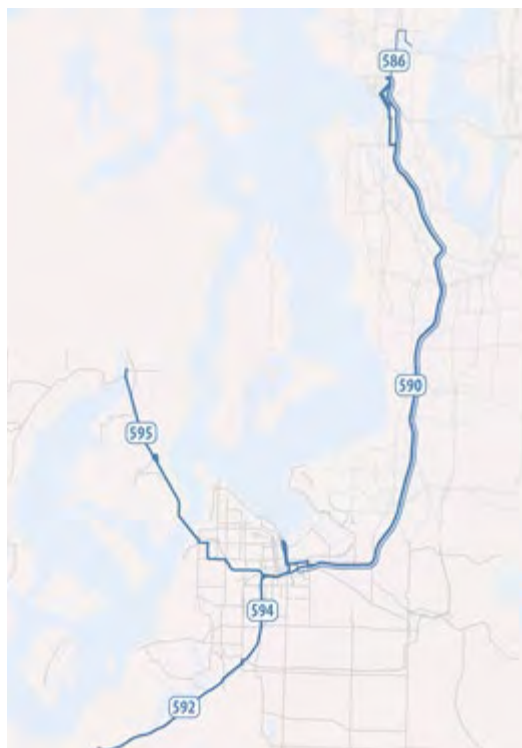
- Routes 577 and 578 would continue to have full service with additional southbound trips in the afternoon rush hour.

Tradeoffs

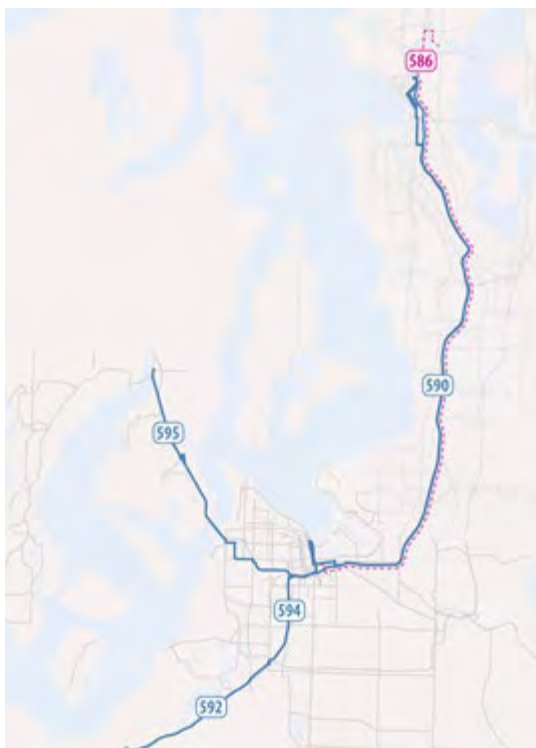
- Route 578 trips may be more full with riders who previously used canceled trains now using the route to access Auburn, Sumner, and Puyallup stations.

Routes 586/590/592/594/595 *Pierce County – Seattle*

Current Route Map



Proposed (September 2021)



Route 586 (*Rush hour only*): Tacoma – U District

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 16 to 14.
- **March 2021 Proposal:** Maintain September 2020 levels.
- **September 2021 Proposal:** Discontinue route with Link being extended to Northgate.

| | Time of day | March 2020 | September 2020 | March 2021 Proposal | September 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------------|-------------------------|
| How often do buses run on weekdays? | Early AM | 30 min. | 30 min. | 30 min. | Route discontinued |
| | AM rush | 30 min. | 30 min. | 30 min. | |
| | PM rush | 30 min. | 30 min. | 30 min. | |

Route 590 (*Rush hour only*): Tacoma – Seattle

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 76 to 61.
- **March 2021 Proposal:** Daily weekday trips would increase to 70 daily weekday trips, supplemented by 6 trips serving the Tacoma Dome-Seattle corridor on Route 595.

- **September 2021 Proposal:** Maintain March 2021 service levels.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM | 10 min. | 15 min. | 10 min. |
| | AM Rush | 8 min. | 8 min. | 8 min. |
| | PM Rush | 6 min. | 8 min. | 6 min. |

Route 592 (*Rush hour only*): DuPont/Lakewood – Seattle

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 31 to 24.
- **March 2021 Proposal:** Maintain September 2020 service levels.
- **September 2021 Proposal:** Maintain September 2020 service levels.

| | Time of day | March 2020 | September 2020 | 2021 Proposal |
|-------------------------------------|-------------|------------|----------------|---------------|
| How often do buses run on weekdays? | Early AM | 20 min. | 20 min. | 20 min. |
| | AM rush | 15 min. | 20 min. | 20 min. |
| | PM rush | 15 min. | 20 min. | 20 min. |

Route 594: Lakewood – Seattle

- **September 2020:** Continue operating full service with 66 daily weekday trips.
- **March 2021 Proposal:** Continuing operating full service with 66 daily weekday trips.
- **September 2021 Proposal:** Continuing operating full service with 66 daily weekday trips.

| | Time of Day | March 2020 | September 2020 | 2021 Proposal |
|--------------------------------------|------------------------|------------|----------------|---------------|
| How often do buses run on Weekdays? | Early AM/AM Rush | 30 min. | 30 min. | 30 min. |
| | Midday/PM Rush/Evening | 30 min. | 30 min. | 30 min. |
| | Late evening | 30 min. | 30 min. | 30 min. |
| How often do buses run on Saturdays? | All day | 30 min. | 30 min. | 30 min. |
| How often do buses run on Sundays? | All day | 30 min. | 30 min. | 30 min. |

Route 595 (*Rush hour only*): Gig Harbor – Seattle

Proposed Service Changes

- **September 2020:** Daily weekday trips reduced from 10 to 6.
- **March 2021 Proposal:** Continue September 2020 levels. Add new stop at Tacoma Dome Station.
- **September 2021 Proposal:** Continue September 2020 levels with stop at Tacoma Dome Station.

| | Time of day | March 2020 | September 2020 | March 2021 Proposal |
|-------------------------------------|--------------------|------------|----------------|---------------------|
| How often do buses run on weekdays? | Early AM / AM rush | 20 min. | 60 min. | 60 min. |
| | PM rush | 30 min. | 60 min. | 60 min. |

Why are we proposing these changes?

- With the opening of Northgate Link, light rail will cover all areas in Seattle that Route 586 currently serves. In order to preserve resources, this route is proposed to be eliminated due to this duplicative coverage, allowing investment on other routes on the I-5 South corridor.
- Routes 590 and 594 had higher ridership compared to other routes during the COVID-19 pandemic. As such, Routes 590 and 594 would continue to have higher levels of service.
- Route 595 has both historically and currently had low ridership. Adding a stop at Tacoma Dome Station would allow for additional capacity on the Seattle-Tacoma corridor while conserving resources. Currently Pierce Transit 102, which operates between Gig Harbor and Tacoma, is suspended. Adding a stop at Tacoma Dome Station would provide a replacement for this suspended route.

What does this mean for riders?

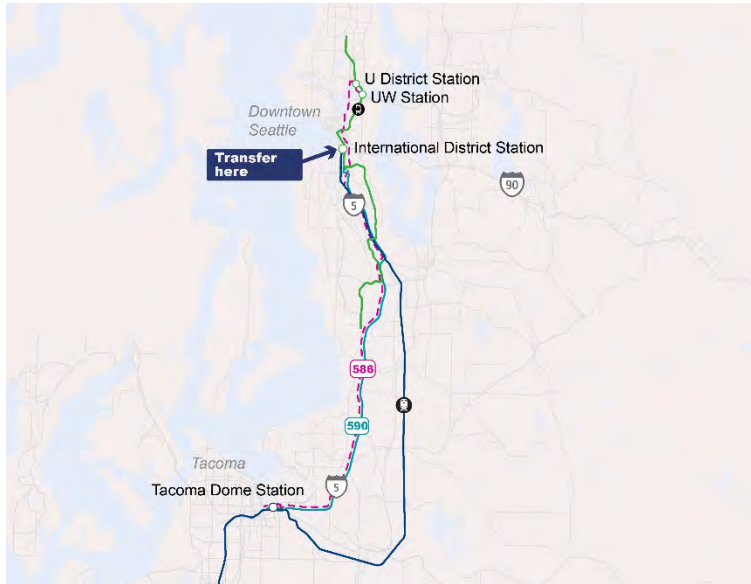
Benefits

- During times when I-5 is congested through Downtown Seattle, travel times may be faster between Tacoma and U District using Sounder and Link compared to Route 586.
- Route 595 serving Tacoma Dome Station would restore a service option between Gig Harbor and Tacoma, which has remained suspended (Pierce Transit 102).
- Routes 590/594 would continue to have high levels of service throughout the day, matching the demand on these routes.

Tradeoffs

- Route 586 passengers would need to use Route 590/594 or Sounder to Seattle and transfer to Link light rail for continuing service to the U District, requiring a walk between stations. When congestion is lighter, travel times are comparable, offering few benefits to offset the transfer.
- Route 592 passengers would have longer wait times.
- Route 595 passengers would experience fuller trips and slightly longer trip times with the additional stop.

Figure 1: Route 586 travel alternatives



Draft Title VI evaluation

Route 586

- **Disparate impact** - the proposed change impacts an area with a minority population of **45.4%**, higher than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **33.7%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination of both a disparate impact and disproportionate burden, results from public input and a review of alternatives will help shape the final proposal.

Route 592

- **Disparate impact** - the proposed change impacts an area with a minority population of **47.1%**, higher than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **25.4%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination of both a disparate impact and disproportionate burden, results from public input and a review of alternatives will help shape the final proposal.

Route 595

- **No disparate impact** - the proposed change impacts an area with a minority population of **35.5%**, lower than the Sound Transit District average of **39.7%**.
- **Disproportionate burden** - the proposed change impacts an area with a low-income population of **19.7%**, higher than the Sound Transit District average of **16.4%**.
- Due to the determination of a disproportionate burden, results from public input and a review of alternatives will help shape the final proposal.

Definitions & methodology for Title VI analysis

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 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.

Service standards and performance measures define 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.

Defining major service changes

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:

- 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 moving the location of a stop or station by more than a half mile;
- and/or closing or removing a stop or station without replacement within a half mile.

Fare equity analysis policy and methodology

Sound Transit Board of Directors Resolution R2013-19 established policies for conducting equity analyses of fare changes impacting minority and low-income populations.

The policy directs Sound Transit to conduct a fare equity analysis prior to making any fare change to analyze potential adverse effects on minority and low-income populations and establishes the following thresholds for determining whether the proposed fare change would have a disparate impact on minority populations and/or a disproportionate burden on low-income populations:

- 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.

Per Sound Transit's policy, if any disparate impact or disproportionate burden is found during the fare 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.

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 for Title VI analysis of service changes.

Demographic analysis methodology and Title VI data definitions

Sound Transit uses census demographic data to identify Title VI communities (minority, low income and limited-English proficiency) for service equity analysis and calculates the systemwide 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 ensure that outreach efforts reach diverse customers. Sound Transit uses the 2010 Census Designated 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 150% of 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 1 below provides details on Sound Transit's service area by stop type.

Table A-1 Sound Transit Service Area Definitions

| 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 |

Sound Transit Title VI Population Estimates

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.

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.

Table A-2 Sound Transit District Populations

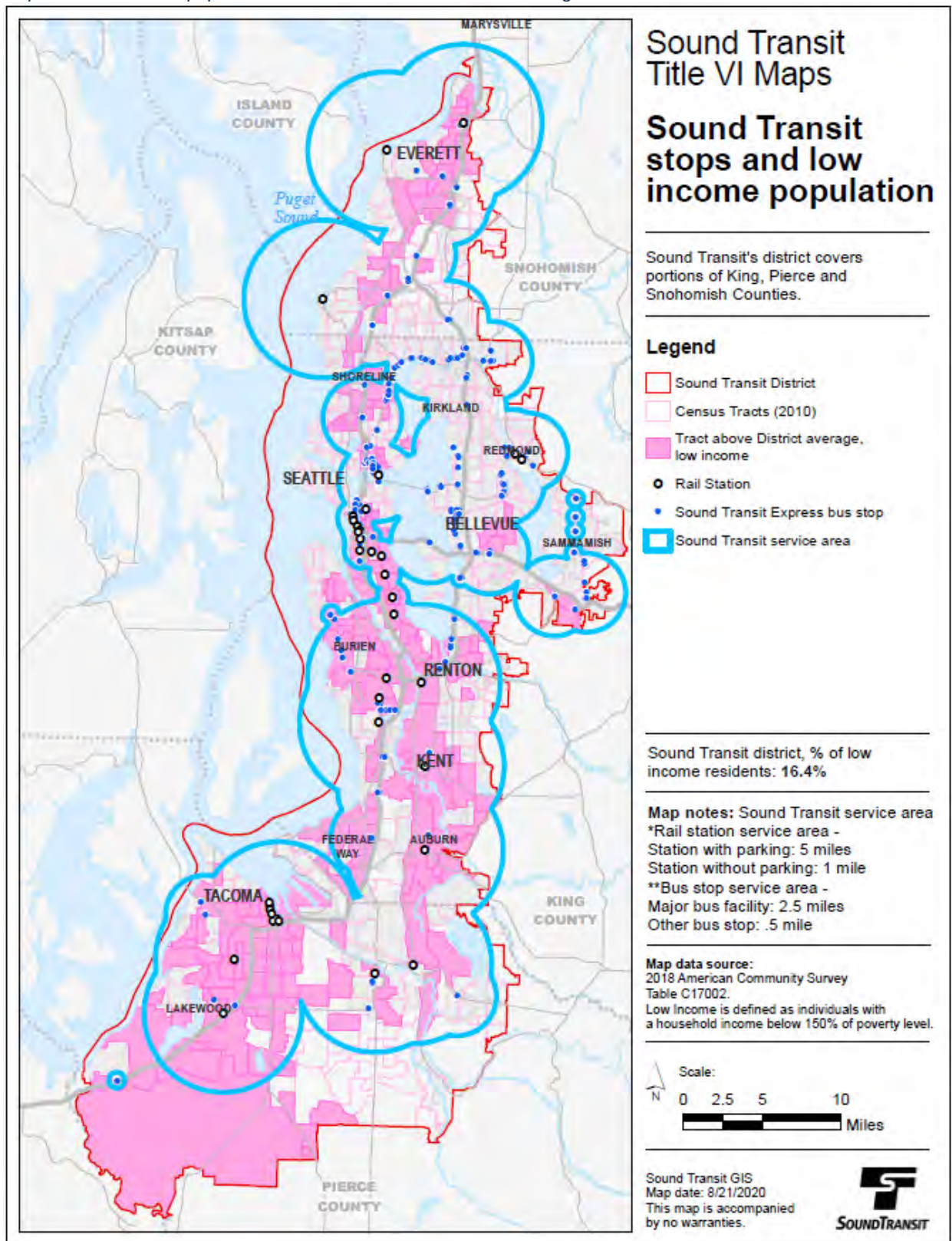
| Title VI Populations (2018) | Percentage of District Population |
|--|-----------------------------------|
| Minority | 39.7% |
| Low income (150% poverty level) | 16.4% |
| Limited-English proficiency | 10.1% |

Table A-2 shows the Title VI population averages for the Sound Transit service area using the American Community Survey 5-year estimates 2018 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 on the next several pages (Maps A-1 to A-3) show census tracts with minority and low-income populations above the Sound Transit district average.

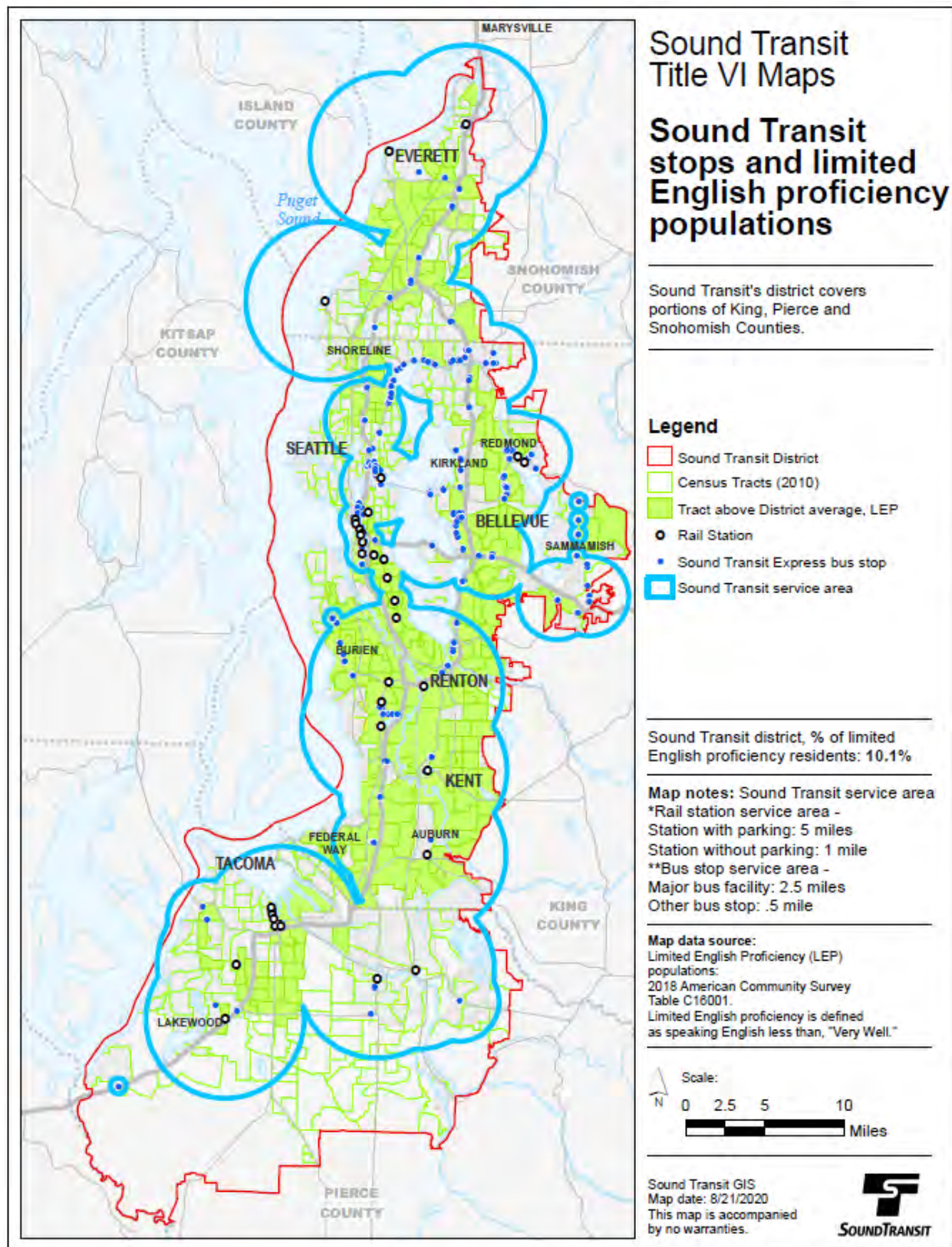
2021 DRAFT Service Plan | Sound Transit



Map A-2 Low Income population above Sound Transit District Average



Map A-3 Limited English Proficiency populations above Sound Transit District Average



Comparison of affected populations by proposed service change

Table A-3 COVID Service Reductions March 2020-March 2021

| Route | Minority population (2018 Census) | Low-income population (2018 Census) | Limited-English proficiency population (2018 Census) | Type of proposed service change | Change in weekly platform Hours | % change in platform hours |
|--------------|-----------------------------------|-------------------------------------|--|---------------------------------|---------------------------------|----------------------------|
| 510 | No | Yes | Yes | Service reduction | -160.7 | -37.8% |
| 511 | No | No | Yes | Service reduction | -52.7 | -16.7% |
| 512 | No | Yes | No | Service reduction | 21.3 | 1.8% |
| 513 | No | Yes | Yes | Service reduction | -76.9 | -41.6% |
| 522 | No | No | No | Service reduction | -67.6 | -6.0% |
| 532 | No | No | Yes | Service reduction | -189.2 | -49.1% |
| 535 | No | No | Yes | Service reduction | -141.5 | -26.8% |
| 541 | No | No | No | Suspension | -60.0 | -100.0% |
| 542 | No | No | No | Service reduction | -78.6 | -12.6% |
| 544 | Yes | No | Yes | Suspension | -505.0 | -100.0% |
| 545 | Yes | No | Yes | Service reduction | -166.4 | -10.7% |
| 550 | Yes | No | Yes | Service reduction | -186.4 | -14.0% |
| 554 | Yes | No | No | Service reduction | 12.6 | 1.5% |
| 555 | No | No | No | Service reduction | -90.0 | -100.0% |
| 556 | No | No | No | Service reduction | -210.0 | -100.0% |
| 560 | Yes | Yes | Yes | No change | -63.8 | -8.0% |
| 566 | Yes | Yes | Yes | Service reduction | -126.8 | -18.9% |
| 567 | Yes | No | Yes | Suspension | -270.0 | -100.0% |
| 574 | Yes | Yes | Yes | No change | 51.9 | 6.0% |
| 577 | Yes | Yes | Yes | No change | 5.4 | 1.1% |
| 578 | Yes | Yes | No | Service increase | 157.7 | 24.2% |
| 580 | Yes | Yes | No | Service reduction | -20.2 | -23.7% |
| 586 | Yes | Yes | No | Service reduction | -59.4 | -25.8% |
| 590 | Yes | Yes | No | Service reduction | -67.4 | -7.4% |
| 592 | Yes | Yes | No | Service reduction | -112.0 | -25.2% |
| 594 | Yes | Yes | No | No change | 35.1 | 3.7% |
| 595 | No | Yes | No | Service reduction; new stop | -95.0 | -51.4% |
| 596 | No | No | No | Service reduction | -13.3 | -15.6% |
| Link | Yes | Yes | Yes | Service reduction | -508.8 | -25.3% |
| Souder North | No | Yes | Yes | Service reduction | -15.3 | -43.8% |
| Souder South | Yes | Yes | Yes | Service reduction | -72.8 | -26.5% |
| Tacoma Link | Yes | Yes | No | No change | 0.0 | 0.0% |

Table A-4 Northgate Changes: Proposed Changes to September 2021 compared to March 2020 Baseline

| Route | Minority population (2018 Census) | Low-income population (2018 Census) | Limited-English proficiency population (2018 Census) | Type of proposed service change | Change in weekly platform hours | % change in platform hours | Avg. change in miles, one-way |
|--------------|-----------------------------------|-------------------------------------|--|---------------------------------|---------------------------------|----------------------------|-------------------------------|
| 510 | No | Yes | Yes | Service reduction | -160.7 | -37.8% | 0.0 |
| 511 | No | No | Yes | Truncation | 140.2 | -44.2% | -7.4 |
| 512 | No | Yes | No | Truncation | -249.1 | -21.4% | -7.5 |
| 513 | No | Yes | Yes | Truncation | 3.2 | %1.7 | -8.7 |
| 522 | No | No | No | Truncation | -263.3 | -23.2% | -6.4 |
| 532 | No | No | Yes | Service reduction | -189.2 | -49.1% | 0.0 |
| 535 | No | No | Yes | Service reduction | -141.5 | -26.8% | 0.0 |
| 541 | No | No | No | Suspension | -60.0 | -100.0% | 0.0 |
| 542 | No | No | No | Truncation | -198.5 | -31.9% | -1.5 |
| 544 | Yes | No | Yes | Suspension | -505.0 | -100.0% | 0.0 |
| 545 | Yes | No | Yes | Service reduction | -166.4 | -10.7% | 0.0 |
| 550 | Yes | No | Yes | Service reduction | -186.4 | -14.0% | 0.0 |
| 554 | Yes | No | No | Service reduction | 12.6 | 1.5% | 0.0 |
| 555 | No | No | No | Truncation | -58.9 | -65.4% | -4.2 |
| 556 | No | No | No | Truncation | -76.7 | -36.5% | -4.0 |
| 560 | Yes | Yes | Yes | No change | -63.8 | -8.0% | 0.0 |
| 566 | Yes | Yes | Yes | Service reduction | -126.8 | -18.9% | 0.0 |
| 567 | Yes | No | Yes | Suspension | -270.0 | -100.0% | 0.0 |
| 574 | Yes | Yes | Yes | No change | 51.9 | 6.0% | 0.0 |
| 577 | Yes | Yes | Yes | No change | 5.4 | 1.1% | 0.0 |
| 578 | Yes | Yes | No | Service increase | 157.7 | 24.2% | 0.0 |
| 580 | Yes | Yes | No | Service reduction | -20.2 | -23.7% | 0.0 |
| 586 | Yes | Yes | No | Elimination | -230.0 | -100.0% | -37.1 |
| 590 | Yes | Yes | No | Service reduction | -67.4 | -7.4% | 0.0 |
| 592 | Yes | Yes | No | Service reduction | -112.0 | -25.2% | 0.0 |
| 594 | Yes | Yes | No | No change | 35.1 | 3.7% | 0.0 |
| 595 | No | Yes | No | Service reduction; new stop | -95.0 | -51.4% | -32.9 |
| 596 | No | No | No | Service reduction | -13.3 | -15.6% | 0.0 |
| Link | Yes | Yes | Yes | Service reduction | -349.4 | -17.4% | 4.6 |
| Souder North | No | Yes | Yes | Service reduction | -15.3 | -43.8% | 0.0 |
| Souder South | Yes | Yes | Yes | Service reduction | -72.8 | -26.5% | 0.0 |
| Tacoma Link | Yes | Yes | No | No change | 0.0 | 0.0% | 0.0 |

Draft fare equity analysis of ST Express service changes with opening of Northgate Link Extension

Description of fare changes

Regular adult fares on Link light rail are established by a distance-based policy last updated in November 2014. (Sound Transit Board of Directors Resolution R2014-28)

Although the existing fare structure will apply to riders using the three new stations, the new light rail segment and associated proposed changes in bus service will alter some passengers' rides and how they pay their fares. Sound Transit proposes truncating service on Routes 511, 512 and 513 at the new Link light rail station at Northgate, and service on Route 522 at the new Roosevelt Link station, to better coordinate services. This will require those passengers who previously made their trips solely by ST Express service on these routes to transfer between ST Express bus service and Link light rail. For certain passengers, the transfer introduced by these service changes and the light rail extension will create a change in the fare they pay.

Link fare policy and rates

All central Puget Sound transit services utilize One Regional Card for All (ORCA). Payment for transit fare through ORCA can be made using "E-Purse" (debit) or a pass product. Pass products are associated with a one-way fare value. For the purposes of this analysis, seven fare types are considered: Adult cash/ticket, adult ORCA, adult low-income ORCA ("ORCA LIFT"), Regional Reduced Fare Permit (RRFP) cash/ticket and ORCA, and youth cash/ticket and ORCA. RRFP ORCA permits are available to seniors (65+ years old) and persons with qualifying disabilities. RRFP cardholders may use their RRFP cards in the same way as an ORCA card, or may present the card to validate a cash/ticket payment at the RRFP fare rate. Riders aged 6-18 are eligible for youth fare, which can be paid through ORCA or cash/tickets with ID.

Per Sound Transit Board Resolution R2014-28 in November 2014, rates were adjusted so that the adult one-way base fare for Link light rail was set at \$2.25, with a flat, \$1.50 fare for low-income adults paying with an ORCA LIFT card. For full-fare adult one-way trips, a per-mile charge of \$0.05, rounded up or down to the nearest \$0.25, is added to the base fare to determine the fare for any given pair of stations. ORCA LIFT, youth and RRFP fares are flat rates (not distance-based). The current and future one-way Link light rail fares for pre- and post-extension are shown in Tables 1 and 2.

Table A-5 shows regular adult one-way fares. The yellow-shaded cells show the fares for trips originating or ending in the new stations. As shown in Table A-5, the fares for the existing alignment range from \$2.25 to \$3.25. The base one-way full adult fare for the new stations is \$2.25, the same cost as the base one-way adult fare for the existing stations. A trip for the entire length of the line will be \$3.50. This is \$0.25 higher than the current maximum fare because of the 4.3-mile extension from UW to Northgate. Table A-6 shows current and future one-way fares for reduced-fare passengers (ORCA LIFT, youth, RRFP-senior/disabled), which are not distance-based and will not change after the opening of the light rail extensions. Table A-7 shows ST Express bus fares for all passenger categories.

Current Sound Transit fare policy grants a two-hour transfer credit among different Sound Transit modes (light rail, express bus, and commuter rail) and between Sound Transit and ORCA partner transit agency services for passengers using ORCA. Those paying with cash or mobile tickets do not receive transfer credits.

Table A-5: Current and future one-way adult fares for Link light rail

| | Northgate | Roosevelt | U-District | University of Washington | Capitol Hill | Westlake | University St. | Pioneer Square | International District | Stadium | Sodo | Beacon Hill | Mount Baker | Columbia City | Othello | Rainier Beach | Tukwila Intl. Blvd. | SeaTac / Airport |
|--------------------------|-----------|-----------|------------|--------------------------|--------------|----------|----------------|----------------|------------------------|---------|--------|-------------|-------------|---------------|---------|---------------|---------------------|------------------|
| Northgate | | \$2.25 | \$2.50 | \$2.50 | \$2.50 | \$2.75 | \$2.75 | \$2.75 | \$2.75 | \$2.75 | \$2.75 | \$2.75 | \$2.75 | \$3.00 | \$3.00 | \$3.00 | \$3.25 | \$3.50 |
| Roosevelt | \$2.25 | | \$2.25 | \$2.25 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.75 | \$2.75 | \$2.75 | \$2.75 | \$3.00 | \$3.00 | \$3.25 | \$3.25 |
| U-District | \$2.50 | \$2.25 | | \$2.25 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.75 | \$2.75 | \$2.75 | \$2.75 | \$3.00 | \$3.25 | \$3.25 |
| University of Washington | \$2.50 | \$2.25 | \$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 |
| Capitol Hill | \$2.50 | \$2.50 | \$2.50 | \$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 |
| Westlake | \$2.75 | \$2.50 | \$2.50 | \$2.50 | \$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 |
| University St. | \$2.75 | \$2.50 | \$2.50 | \$2.50 | \$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 |
| Pioneer Square | \$2.75 | \$2.50 | \$2.50 | \$2.50 | \$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 |
| International District | \$2.75 | \$2.50 | \$2.50 | \$2.50 | \$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 |
| Stadium | \$2.75 | \$2.50 | \$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 | \$3.00 |
| Sodo | \$2.75 | \$2.75 | \$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 |
| Beacon Hill | \$2.75 | \$2.75 | \$2.75 | \$2.50 | \$2.50 | \$2.25 | \$2.25 | \$2.25 | \$2.25 | \$2.25 | \$2.25 | | \$2.25 | \$2.25 | \$2.50 | \$2.50 | \$2.75 | \$2.75 |
| Mount Baker | \$2.75 | \$2.75 | \$2.75 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.25 | \$2.25 | \$2.25 | | \$2.25 | \$2.25 | \$2.50 | \$2.75 | \$2.75 |
| Columbia City | \$3.00 | \$2.75 | \$2.75 | \$2.75 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.25 | \$2.25 | \$2.25 | \$2.25 | | \$2.25 | \$2.25 | \$2.50 | \$2.75 |
| Othello | \$3.00 | \$3.00 | \$2.75 | \$2.75 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.25 | \$2.25 | | \$2.50 | \$2.50 | \$2.75 |
| Rainier Beach | \$3.00 | \$3.00 | \$3.00 | \$2.75 | \$2.75 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.50 | \$2.25 | \$2.25 | | \$2.50 | \$2.50 |
| Tukwila Intl. Blvd. | \$3.25 | \$3.25 | \$3.25 | \$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 |
| SeaTac / Airport | \$3.50 | \$3.25 | \$3.25 | \$3.25 | \$3.25 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$3.00 | \$2.75 | \$2.75 | \$2.75 | \$2.75 | \$2.75 | \$2.50 | \$2.25 | |
| Angle Lake | \$3.50 | \$3.25 | \$3.25 | \$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 |

Table A-6: Current and future fares for reduced-fare passengers for Link light rail

| Customer Fare Category | Current Fare (before Northgate opens) | Future Fare (after Northgate opens) |
|---|---------------------------------------|-------------------------------------|
| Low-income adult (ORCA LIFT) | \$1.50 | \$1.50 |
| Youth (6-18 years old) | \$1.50 | \$1.50 |
| Senior/Disabled with Regional Reduced Fare Permit | \$1.00 | \$1.00 |

Table A-7: ST Express Fares

| Customer Category | Fare |
|---|--------|
| Adult | \$3.25 |
| Low-income adult (ORCA LIFT) | \$1.50 |
| Youth (6-18 years old) | \$1.50 |
| Senior/Disabled with Regional Reduced Fare Permit | \$1.00 |

Data set description and technique used to collect data

The data used in this analysis are from an origin-destination (O-D) survey conducted onboard ST Express bus routes which are planned to terminate at the Northgate or Roosevelt Link stations with the opening of the Northgate Link extension – routes 511, 512, 513 and 522. These surveys were conducted in the first quarter of 2019, during weekdays for all time periods, using paper surveys offered to every rider for sampled trips. Survey workers remained onboard during the entire trip or portion of the trip surveyed. Passengers could return surveys to the survey workers or by postage-paid return mail.

Overall, the survey included responses from about 9,500 ST Express riders (representing 19% of average weekday boardings, with a 43% response rate), including about 1,900 ST Express riders surveyed on routes that will terminate at light rail stations (19% of average weekday boardings, 41% response rate). Data were weighted to represent average weekday boardings at the route level.

For this analysis, low income is defined as at or below 200% of the Federal poverty level. This is the same threshold used to qualify passengers for the ORCA LIFT (low-income fare) program. Table A-8 below describes the household size and income thresholds used to classify respondents as low income for this analysis.

Table A-8: Household size and income to qualify for ORCA LIFT

| Household size | Annual household Income |
|----------------|-------------------------|
| 1 | \$24,972 |
| 2 | \$33,816 |
| 3 | \$42,660 |
| 4 | \$51,492 |
| 5+ | \$60,300 |

As described earlier, Sound Transit policy calls for a comparison of the impacts of a fare change on minority and low-income populations to the population of Sound Transit's service area. The service area numbers used in this report are derived from the American Community Survey, 2018.

Fare media analysis

Table A-9 on the next page shows the number and percent of minority and low-income riders in each passenger category paying cash or using ORCA from the O-D survey effort described above. As also noted above, the counts are representative of data weighted to average weekday ridership for the routes of focus here.

Table A-9. Current fare type usage by minority and low-income passengers on ST Express routes to be terminated at light rail stations

| Fare Type | Percent | | | | Count | | | |
|-------------------|----------|--------------|------------|----------------|----------|--------------|------------|----------------|
| | Minority | Non-minority | Low income | Non-low income | Minority | Non-minority | Low income | Non-low income |
| Adult cash/ticket | 0% | 100% | 0% | 100% | - | 15 | - | 15 |
| Adult ORCA | 32% | 68% | 16% | 84% | 1,619 | 3,384 | 800 | 4,203 |
| ORCA LIFT | 50% | 50% | 81% | 19% | 111 | 110 | 180 | 42 |
| RRFP cash | NA | NA | NA | NA | - | - | - | - |
| RRFP ORCA | 25% | 75% | 31% | 69% | 95 | 284 | 117 | 262 |
| Youth cash | NA | NA | NA | NA | - | - | - | - |
| Youth ORCA | 63% | 37% | 73% | 27% | 33 | 19 | 38 | 14 |
| Total | 32% | 68% | 20% | 80% | 1,858 | 3,812 | 1,135 | 4,536 |
| ST service area | 23% | 77% | 40% | 60% | | | | |

The survey data indicate there are greater percentages of minority riders on the routes to be terminated than in the ST service area for the following passenger categories: 1) full-fare adult riders using ORCA fare payment, 2) ORCA LIFT riders, 3) RRFP riders using ORCA, and youth riders using ORCA. The survey data also indicate there is a greater percentage of youth riders using ORCA on these routes who are low-income than the percentage of all low-income riders in the service area as a whole, though the total sample of youth riders is quite small.

The survey data on fare payment type by passenger type shows no minority and low-income riders surveyed who currently pay cash on impacted routes. The large majority of adult riders use ORCA. Survey results also show the vast majority of riders are full-fare adult, with few ORCA LIFT, RRFP and youth riders. The survey also yielded no RRFP and youth riders paying cash.

Disparate impact/disproportionate burden

As noted above, Sound Transit provides a discounted flat fare for low-income adult passengers via the ORCA LIFT fare. Sound Transit's flat-rate discounted fares for youth, seniors and disabled riders also provide a discounted fare for low-income riders in these passenger categories. These discounted fares are the same on ST Express and Link. Since ORCA provides transfer credits, riders in these fare categories paying with ORCA cards will see no fare change when transferring between ST Express service and Link.

As Table A-10 shows, route termination at light rail stations will only affect fares for cash riders in each category. ORCA riders will see no impact. Since the survey yielded no cash minority or low-income cash riders on these routes, this analysis shows no disparate impacts on minority passengers and no disproportionate impacts on low-income passengers.

Table A-10. New fares for current ST Express bus passengers terminating at Northgate Link

| Fare type | Fare | | | Change | | | |
|-------------------|----------|----------------|-----------------|-----------------|------------------|----------------|-----------------|
| | Existing | Proposed - low | Proposed - high | \$ change - low | \$ change - high | % change - low | % change - high |
| Adult cash/ticket | \$3.25 | \$5.75 | \$6.00 | \$2.50 | \$2.75 | 77% | 85% |
| Adult ORCA | \$3.25 | \$3.25 | \$3.25 | \$ - | \$ - | 0% | 0% |
| ORCA LIFT | \$1.50 | \$1.50 | \$1.50 | \$ - | \$ - | 0% | 0% |
| RRFP cash | \$1.00 | \$2.00 | \$2.00 | \$1.00 | \$1.00 | 100% | 100% |
| RRFP ORCA | \$1.00 | \$1.00 | \$1.00 | \$ - | \$ - | 0% | 0% |
| Youth cash | \$1.50 | \$3.00 | \$3.00 | \$1.50 | \$1.50 | 100% | 100% |
| Youth ORCA | \$1.50 | \$1.50 | \$1.50 | \$ - | \$ - | 0% | 0% |

The results of this analysis are summarized in Table A-11.

- If the percentage of minority or low-income riders in a passenger category is less than the ST service area average, there is no disparate impact or disproportionate burden.
- The percentage of minority riders on these routes was higher than the average for the ST service area for full-fare adult ORCA, ORCA LIFT, RRFP ORCA and youth ORCA riders.
- The percentage of low-income riders on these routes was higher than the ST service area average for ORCA LIFT riders.
- With none of these fare categories experiencing a fare change from the termination of these routes and transferring to Link at Northgate, there is no disparate impact/disproportionate burden.

Table A-11: Summary – Disparate impact/disproportionate burden

| Fare Type | % Greater than ST Service Area Avg | | Fare Change? | | Disproportionate Impact/Disparate Burden | |
|-------------------|------------------------------------|------------|--------------|------------|--|------------|
| | Minority | Low-Income | Minority | Low-Income | Minority | Low-Income |
| Adult Cash/Ticket | NO | NO | | | NO | NO |
| Adult ORCA | YES | NO | NO | | NO | NO |
| ORCA LIFT | YES | YES | NO | NO | NO | NO |
| RRFP Cash | NO | NO | | | NO | NO |
| RRFP ORCA | YES | NO | NO | | NO | NO |
| Youth Cash | NO | NO | | | NO | NO |
| Youth ORCA | YES | NO | NO | NO | NO | NO |

Fare impact mitigation

The onboard surveys identified very few adult cash riders and no youth or RRFP riders on the ST Express routes planned to terminate at Northgate. The Title VI analysis identified no disparate impact or disproportionate burden. However, there will be impacts on current cash riders whose current one-seat bus ride will be replaced by a two-seat (and two-fare) ride involving a transfer between bus and light rail. To mitigate these impacts, Sound Transit will be working to make it easy for cash riders to convert to using ORCA cards for fare payment. With ORCA, riders will receive full transfer value between modes and won't pay increased fares.

Sound Transit will work to provide ORCA cards to cash-paying riders transferring between bus and light rail during the first few weeks of Link service. To assist cash riders in converting to ORCA, Sound Transit will provide cards pre-loaded with E-purse value or passes. The agency will also continue its ongoing marketing campaign to promote the ORCA LIFT program for low-income riders. Sound Transit will continue loading E-purse incentives on ORCA LIFT cards for those who qualify for this program. Finally, Sound Transit will work with King County Metro and Public Health staff who will also be onsite at the new stations actively enrolling riders for reduced fare, youth and ORCA LIFT discounted fare programs. We'll also provide passengers who are new to ORCA with information on how to use the card and how and where to load value, including online, at retailers and at ticket machines at Link stations.

We'll also promote an extensive public outreach campaign to highlight ORCA's benefits and ensure passengers are aware that paying by cash will require two separate fares for any transfer trips following the service change.