

2026 Service Plan

Bus Service Plan



DRAFT

 **SOUNDTRANSIT**

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Executive Summary

The ST Express Bus Plan Draft follows the 2026 Service Plan Part One (Rail Plan), which outlined new Link service and Sounder commuter rail changes. We are sharing proposed bus service changes that we will bring to the Sound Transit Board of Directors (Board) for consideration in spring 2026. If the changes are approved, they will be implemented beginning fall 2026.

Link light rail expansion and related bus changes

After opening three new 1 Line stations at the end of 2025, 2026 will see a significant expansion of high-capacity transit in the region with the Crosslake Connection (2 Line) coming online a few months later. The ST Express bus service change proposals in this plan correspond with these Link expansions to create a more connected regional transit network.

In previous planning efforts related to the Link expansions (2022-2024), we shared service concepts that resulted in new transfers and longer travel times. These concepts assumed we would reduce, remove, or truncate all ST Express routes that operate in the same corridors as light rail. Riders expressed concerns about travel time and network resiliency. In response, we prepared the more modest proposals in this plan. These proposals would allow riders to explore new trip options while still having familiar routes available. In turn, we could monitor how people modify their trips in response to new transit options. Future planning efforts will consider how riders use our system and how our network should change in response.



FIFA World Cup 2026

While Sound Transit is not proposing bus service changes specifically for FIFA World Cup 2026, we are undertaking multiple initiatives to prepare for the tournament. These plans include piloting a temporary ST Express overnight service between SeaTac/Airport Station and downtown Seattle, preparing to run increased service on Link and the T Line, offering revised Sounder service, and preparing for increased demand on ST Express bus routes.

Proposed bus service changes

In this plan, we propose changes to ST Express routes that simplify the network, capitalize on high-capacity transit investments, and improve regional connections. We are proposing:

- New overnight service in Pierce, Snohomish, and King counties.
- Adding bi-directional service to Route 513 and discontinuing service to Eastmont Park & Ride.
- Rerouting Route 522 to Shoreline South Station instead of Roosevelt Station.
- Enhancing Saturday service and adding Sunday service to Route 535.
- Shortening Route 556 to Bellevue Downtown Station and increasing service frequency.
- Ending Route 574 service at Federal Way Downtown Station while the 1 Line is running and increasing the frequency to every 15 minutes for most of the day.
- Discontinuing routes 515, 550, 554, 580, and 586.

The implementation of these proposals is subject to operational capacity at our partner agencies and may be partially implemented or deferred.

Public engagement summary

During the first engagement phase for the 2026 Service Plan (April 2025), we asked the public about service priorities and the feedback informed our bus service change proposals. Through the second engagement phase (summer 2025), we shared rail changes coming in 2026. In the third phase (October/November 2025), we presented our draft bus service change proposals, and we heard:

- Strong support for proposed overnight routes between Everett-Seattle, Lakewood-Seattle, and Redmond-Seattle.
- Support for proposed changes to routes 513, 535, and 550.
- Mixed reactions for proposed changes to routes 522, 574, and 580.
- Opposition to proposed changes to routes 515, 554/556, and 586, with the top reasons being travel time and access to destinations.

During phase four, we are sharing the final 2026 Service ST Express bus service proposals and an additional proposed service change for Route 574: Replacing the Lakewood Transit Center stop with a new stop at Lakewood Station.

Title VI service equity analysis summary

As part of the annual Service Plan, Sound Transit conducts a service equity analysis to ensure that changes to transit service are consistent with Title VI policies defined by the Federal Transit Administration and the Board. The individual route analysis for bus changes identified disparate impacts or disproportionate burdens on protected populations for some of the proposals. Mitigations include new 1 Line service to Federal Way, 2 Line service across Lake Washington to Seattle and Lynnwood, improved service levels on ST Express routes 574 and 556, and new overnight service. The systemwide analysis did not identify any disparate impacts or disproportionate burdens on protected populations from September 2023 through September 2026.

System performance

In 2024, we opened two light rail extensions: the 2 Line between South Bellevue and Redmond Technology stations and the 1 Line extension to Lynnwood City Center Station. While we did not make any ST Express bus changes for this 2 Line extension, we made several changes in Snohomish and North King County for the 1 Line extension. These changes included truncating routes 512 and 513 at Lynnwood and creating a new Route 515 to temporarily add capacity to the Link between downtown Seattle and Lynnwood until 2 Line service became available. Route 510 service was also improved, and some trips were reinstated on the Sounder N Line.

In 2024, most routes in Snohomish and King counties saw increased ridership. However, Route 512 lost more than 50% of its riders and Route 513 lost two-thirds of its passengers. Many of these riders likely used new high-capacity transit options to complete their trips.

Next steps

Following Board approval of the 2026 Service Plan Part Two (anticipated in March 2026), we will work with our operating partners to implement changes beginning in fall 2026. We will continue to monitor system performance and observe how ridership patterns change to inform future planning efforts. We will also support the agency's Enterprise Initiative to ensure we are well-positioned to provide a connected, financially sustainable transit network for the Central Puget Sound region now and in the future.

Introduction

2026 Service Plan process

The Service Plan is Sound Transit's annual planning process for managing our regional transit network that informs the operating budget. The Service Plan evaluates and proposes changes to coordinate with the opening of high-capacity transit projects, improve performance, respond to ridership trends, and optimize our operating resources. The Service Plan is also the vehicle for the [Sound Transit Board of Directors \(Board\)](#) to approve any major service changes as defined by Sound Transit Board-adopted policy.

This year's plan looks a bit different, as we are delivering the Service Plan in two parts:

- Part one, the **Rail Service Plan**, introduced minor service changes for Link light rail and Sounder commuter rail. The Rider Experience and Operations Committee of the Board reviewed this portion in October 2025; Board action is not required for these minor rail changes.
- Part two, the **Bus Service Plan**, proposes minor and major ST Express bus service changes. We hosted public engagement on these changes in fall 2025. Board consideration will occur in early 2026. Board action is required for the major service changes proposed in the plan. The bus changes will come in fall 2026 at the earliest, after the FIFA World Cup 2026.



Link light rail expansion and related bus changes

In 2026, two major light rail expansion projects will be open for revenue service: the 1 Line extension to Federal Way Downtown and the 2 Line extension to Lynnwood City Center, otherwise known as the Crosslake Connection. These light rail expansions will transform regional mobility, increasing frequent, high-capacity transit service on the Eastside and in South King County and improve access to destinations across the central Puget Sound region. With these investments comes the need to evaluate the transit options operating in the same corridors to determine whether those resources can be redeployed to other areas of the system or should remain in place.

In the past, we shared service concepts that proposed new transfers from bus routes to new Link stations, some of which would have resulted in much longer travel times. These concepts assumed that we would reduce or remove ST Express routes that operate in the same travel corridors as light rail.

Whether as part of our own engagement activities, such as outreach conducted in April 2025 and October 2025, or from participating in King County Metro's [South Link Connections](#) and [East Link Connections](#) processes, riders expressed concern about these assumptions, with questions about the new transfers, effects on travel time, and network resiliency.

In response to this feedback, and with guidance from the Sound Transit Board, new proposals were developed for the 2026 Service Plan. These proposals would introduce more modest changes to the network. They also acknowledge the need for holistic network planning to ensure long-term network functionality and affordability.

Benefits of this approach include:

- Giving riders an opportunity to explore new trip options while still having familiar routes available,
- Providing time to understand how people are choosing to change their trips, and
- Offering some resiliency across our services, providing riders with options to avoid freeway congestion or unexpected delays on Link.

Future planning efforts will review future high-capacity transit projects, like Link extensions and Stride. This review will consider how riders use our system and how our network should change in response.



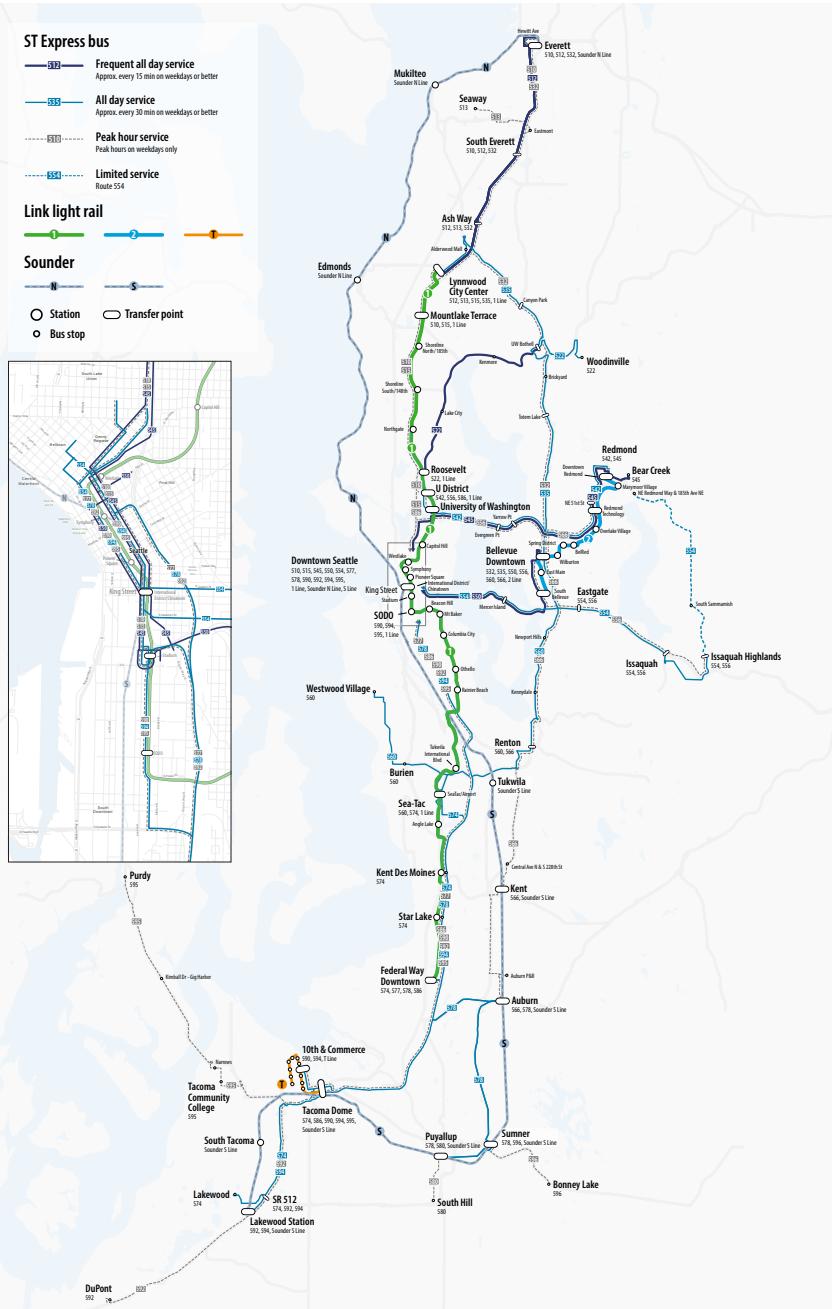


Figure 1: Existing Sound Transit service

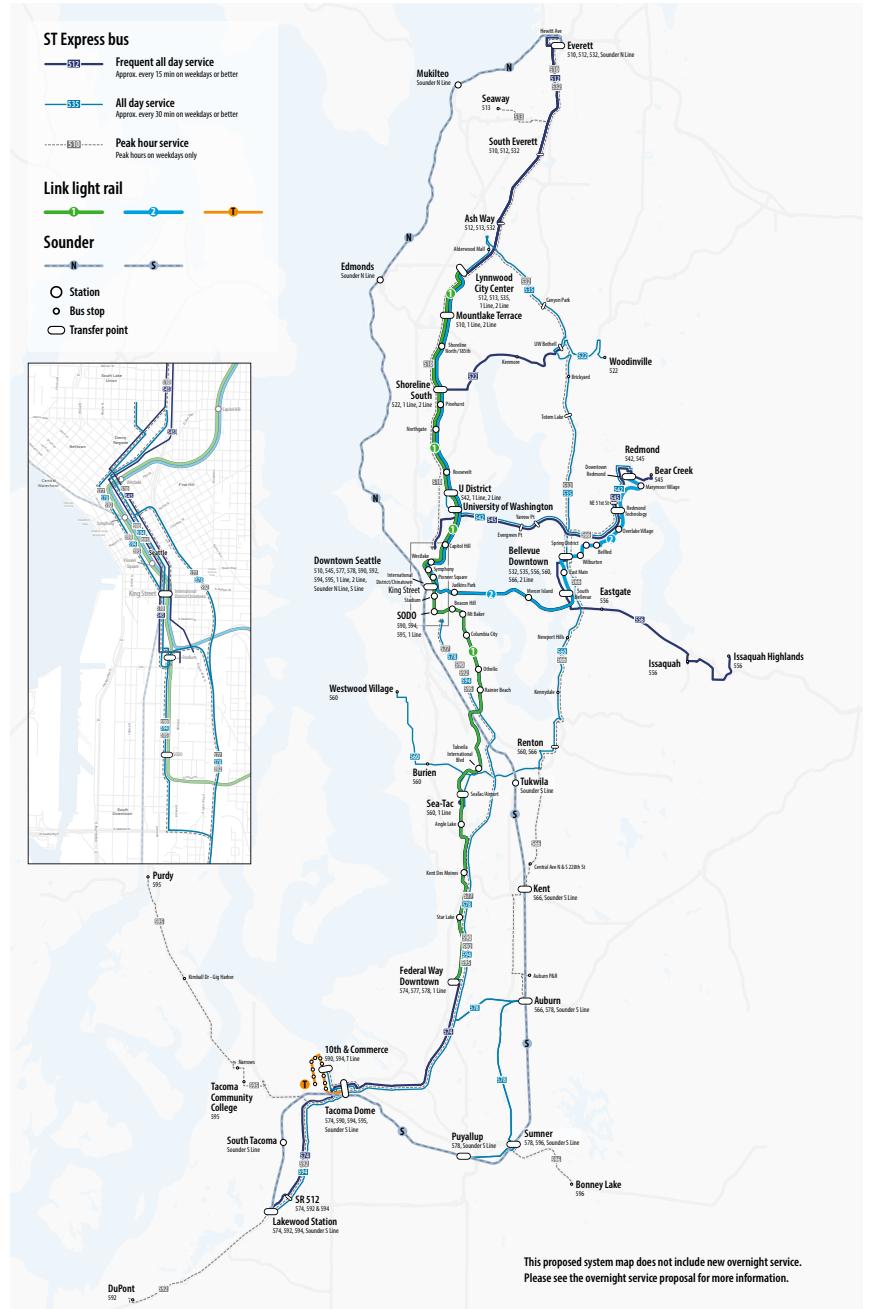


Figure 2: Proposed Sound Transit service

FIFA World Cup 2026

Sound Transit is preparing to support the FIFA World Cup 2026 next summer. While Sound Transit will not make service changes to the ST Express bus network as part of the 2026 Service Plan specifically for the World Cup, we are undertaking multiple initiatives to prepare. These include:

- Piloting a temporary ST Express overnight service for riders between SeaTac/Airport Station and downtown Seattle starting in Spring 2026 to support Seattle-Tacoma International Airport workers and visitors before, during, and after the World Cup.
 - » This service will transition to the proposed Lakewood – Seattle overnight service in fall 2026, if the 2026 Service Plan is adopted by the Sound Transit Board of Directors.
- Preparing to run increased service on the Link light rail 1 and 2 Lines, particularly on days when World Cup matches will be played in Seattle.
- Preparing for increased demand on ST Express bus routes.
- Planning for revised Sounder service on days when World Cup matches will be played in Seattle.
- Planning for extra T Line service when needed to support increased ridership in Tacoma due to the World Cup.
- Rail contingency planning in coordination with our partners.



Timeline and Board pathway to approval

2025

SPRING

Develop draft rail changes & annual budget

- Collaborated with operating partners to develop updated regional network.
- Set planned service levels within affordability targets.
- Engaged riders to better understand how they use Sound Transit services and service priorities.

MAY

2 Line extends to Downtown Redmond

SUMMER

Inform the public about rail changes coming in 2026

- Shared minor service changes.

FALL

Engage the public on proposed ST Express bus changes

- Presented draft changes to Sound Transit Rider Experience & Operations Committee.
- Shared draft major service changes and Title VI service equity results.
- Engaged with passengers and the public to collect input.
- Publish Rail Service Plan.

DECEMBER

1 Line extends to Federal Way

WINTER

Incorporate public input and Board priorities into bus changes

- Review input from public engagement.
- Revise service changes as needed to align with public feedback, Board priorities, and any new operational information.

2026

SPRING

Recommend bus changes for Board approval

- Publish draft Bus Service Plan.
- Present to Rider Experience & Operations Committee.
- Present to Board of Directors for approval.

2 Line extends to Lynnwood City Center Station (opening date TBD)

SUMMER

FIFA World Cup 2026

Implement approved service changes

- Coordinate with operating partners and implement service changes that were approved in the 2026 Service Plan.
- Monitor ridership, service performance, and passenger feedback.

Bus service changes

Some of the proposed bus service changes in this plan are major service changes, and some are minor. The major service changes are subject to Board action and Title VI service equity analysis.

What is a major service change?

Sound Transit Resolution R2022-19 defines a major service change as any single change in service on an individual bus or rail route that would:

- Add or eliminate more than 25% of the route's weekly revenue service hours, and/or
- Permanently move the location of a bus stop by more than a quarter mile, or rail station by more than a half mile, and/or
- Close or eliminate a bus stop or rail station without a replacement of any kind within a quarter mile of bus stops or a half mile of rail stations.

Proposed service changes

In fall 2026, we are proposing changes to our ST Express Routes that would simplify the network, capitalize on regional investments in high-capacity transit, and improve regional connections.

The implementation of these proposals is subject to operational capacity at our partner agencies and may be partially implemented or deferred.



Route 513 service change



Figure 3: Route 513 proposed service change

WHAT DOES IT MEAN FOR PASSENGERS?

Passengers who travel to the Seaway Transit Center area in the morning and return in the evening would have the option of using 513 service, with a connection to Link service at Lynnwood Transit Center station.

Passengers who use Eastmont Park & Ride could use South Everett Freeway Station, a Park & Ride with over 300 parking spaces located 1.2 miles south of Eastmont Park & Ride. South Everett Freeway Station is served by Community Transit routes 903, 904, and 905 and ST Express Route 512. Another alternative stop is 19th Ave SE & Burley Dr, located 0.2 miles south along SR-527 (19th Ave SE). It is served by Everett Transit Route 29, providing connections to South Everett Freeway Station and Everett Station.

SERVICE LEVELS

	Early AM (Start of service - 6 a.m.)	AM Peak (6 - 9 a.m.)	Midday (9 a.m. - 3 p.m.)	PM Peak (3 - 6 p.m.)	Evening (6 p.m. - End of service)	Hours of service
Weekday	30*	30*		30*	2 trips*	4:30 to 8:15 a.m., 3 to 6:30 p.m.
Saturday						
Sunday						

*Service increase by adding trips in the direction that is not currently operating

Table 1: Proposed Route 513 Service Levels

TITLE VI

This proposal results in adverse effects because it removes service from Eastmont P&R. There are no findings of disproportionate burden or disparate impact.

Public input - Route 513

Number of survey responses: 804

Average weekday boardings (2024, pre-Lynnwood

Link Extension opening): 249

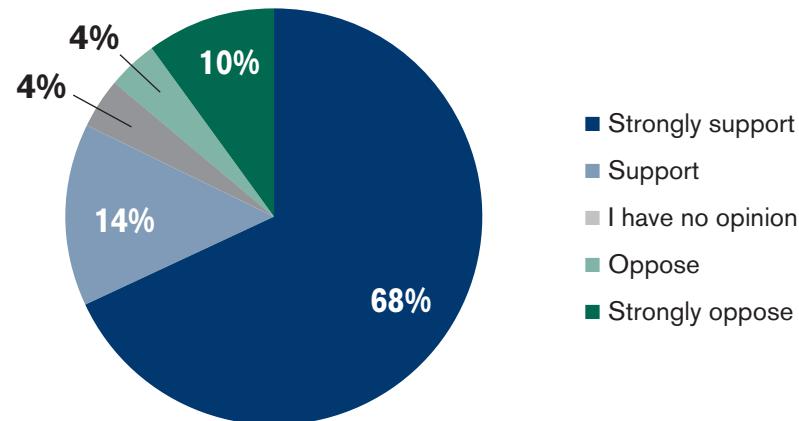


Figure 4: Route 513 support and opposition from the Phase 3 survey

Top reasons for support:

- 1 Access to destinations
- 2 Travel time

“ I commute to Everett for work at Boeing. This would make work accessible to me without a car and would be a huge winner for the thousands of Boeing employees who live in Seattle/Shoreline/Lynnwood and commute north to Everett.

“ Working at Boeing, this is a fantastic alternative commuting opportunity. I would only ask for more frequent buses to match the frequency of the trains during peak rush hour time.

OVERALL FINDINGS

The proposal for bi-directional service has received strong support from northbound commuters who currently lack a convenient transit option. Respondents highlighted several priorities, including increasing frequency to better align with Link service, adding earlier trips to accommodate Boeing shift times, and providing weekend service for those who travel outside weekday hours.

Respondents opposing these changes cited the lack of nearby alternatives to Eastmont Park & Ride and the span of service not matching Boeing shift times.

ADDITIONAL INFORMATION

Route 513 is the only public transit route serving Eastmont Park & Ride. The site has experienced consistently low ridership, with an average of less than one boarding per trip, making maintenance of the site financially unsustainable. Alternative routes operated by local transit partners at a stop within walking distance or nearby park & ride would provide more frequent service, access to more destinations and better passenger amenities while waiting for the bus.

Sound Transit will monitor performance after implementation and adjust as needed to ensure the service continues to meet rider needs.

Top reasons for opposition:

- 1 Access to destinations
- 2 Travel time

“ Boeing start time is from 3am-5am. This route begins far too late.

“ Discontinuing service to Eastmont and asking riders to use South Everett is ludicrous. Parking there is full by 7 am.

“ I work overnight at WinCo...I have to walk more than twice the distance to get to South Everett...dangerous and lacks curb...please don't cut Eastmont.

Route 515 service change



WHAT'S HAPPENING?

Route 515 is proposed to be discontinued. The same journey would be replaced by more frequent Link service. This action was authorized by the Board in Resolution No. R2024-03.

WHY ARE WE PROPOSING THIS CHANGE?

In fall 2024, the 1 Line extension to Lynnwood City Center Station opened to the public. Link extended north from Northgate Station with four new stations operating every eight minutes during peak periods. Due to the anticipated demand on the 1 Line, ridership forecasting indicated the segment between Lynnwood and downtown Seattle would become very crowded. In Resolution No. R2023-31, the Board authorized temporary Route 515 as a strategy to provide additional capacity in the corridor until the 2 Line extension to Lynnwood City Center opens.

In 2026, when 1 Line and 2 Line extensions are open for service, the segment between Lynnwood City Center Station and International District Chinatown Station will have 4-minute headways during weekday peak hours, providing frequent and reliable high-capacity connections from Lynnwood to downtown Seattle. As previously authorized by the Board, this route would be discontinued.

WHAT DOES IT MEAN FOR PASSENGERS?

Passengers would use Link service to continue to Seattle and more destinations.

TITLE VI

This proposal results in adverse effects because it removes service. There are no findings of disproportionate burden or disparate impact.

Figure 5: Route 515 proposed service change

Public input - Route 515

Number of survey responses: **441**

Average weekday boardings (2024): **893**

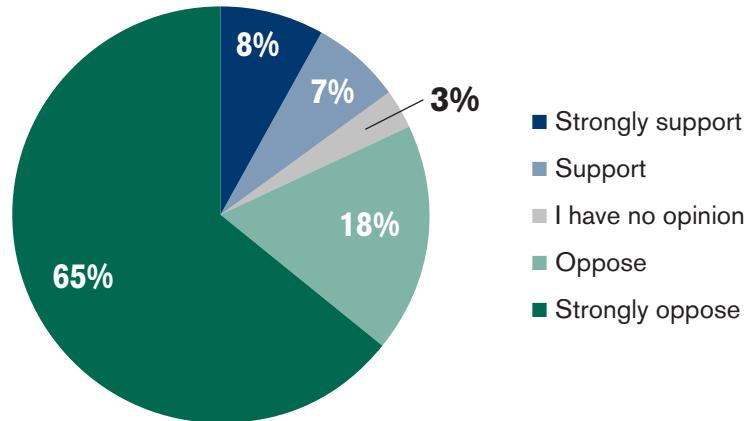


Figure 6: Route 515 support and opposition in the Phase 3 survey

OVERALL FINDINGS

More than three-quarters of respondents opposed this change. Some respondents expressed concerns about personal safety, capacity, and reliability of light rail, as well as access to destinations not directly served by Link. Respondents who support this change cited higher frequency on Link after the 2 Line extension to Lynnwood opens and more efficient use of limited transit resources as reasons for supporting the change.

ADDITIONAL INFORMATION

With planned light rail service every four minutes during peak hours between Lynnwood and downtown Seattle, Link would provide almost nine times the seated capacity of current Route 515 trips during the same morning service window. Increased service frequency will reduce wait times and allow more passengers to move through the system more quickly during peak hours. Proposed new overnight service between Everett, Lynnwood, and Seattle would provide early morning service before Link starts running.

Figures 7 and 8 show examples of what passengers' trips could look like in the future.



Top reasons for support:

- 1 Frequency
- 2 Access to destinations

“ *I use 515 because 1 Line is so full peak afternoons. Enhanced service either 1 or 2 Lines to Lynnwood should help. And light rail produces less emissions.*

“ *Service hours now available for more important ST Express services.*



Top reasons for opposition:

- 1 Access to destinations
- 2 Travel time

“ *Redundancy will be necessary until the 1 & 2 interline service is proven to be reliable. I have taken the 515 on many mornings to avoid the inevitable Link service disruptions.*



No redundancy when there is only one option. Cleanliness, security, and dependability.

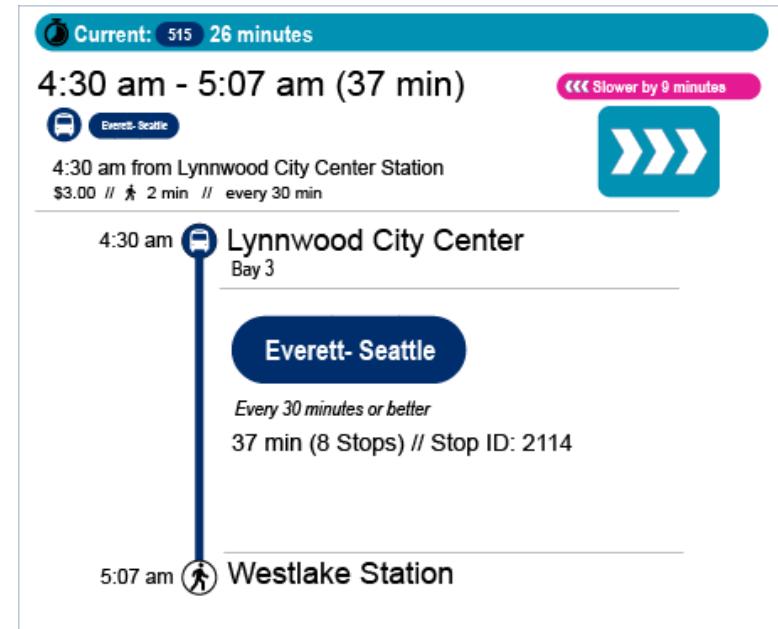
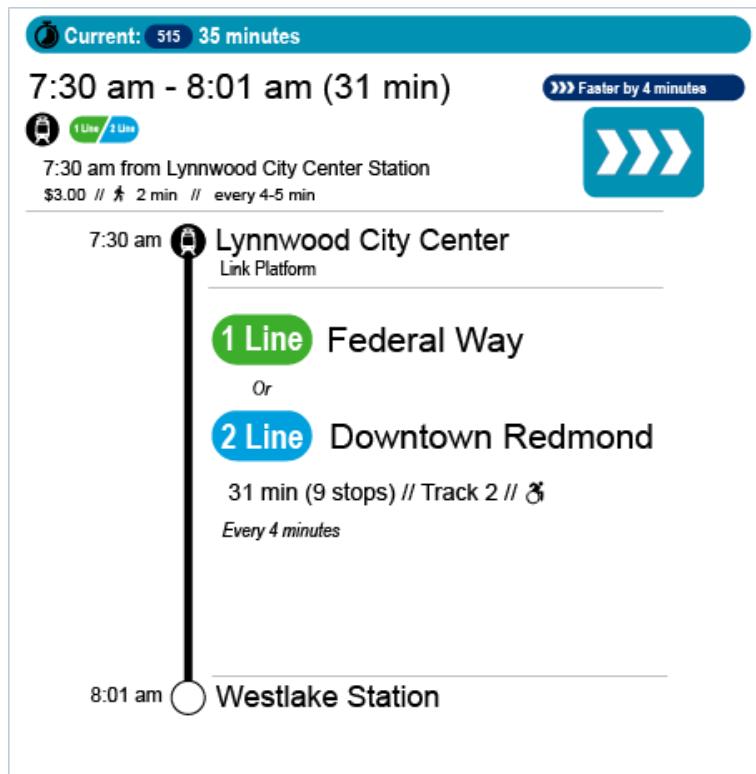


Figure 8: Sample journey from Lynnwood at 4:30 a.m. using proposed new overnight service

Figure 7: Sample journey from Lynnwood at 7:30 a.m.

More Seats, Faster Service

Route 515 did its job. This temporary bus service provided crucial capacity on the Lynnwood-Seattle corridor, until Link was ready. With 4-minute peak headways between Lynnwood and downtown Seattle, passengers will have more frequent service than ever before.

Route 522 service change



Figure 9: Proposed Route 522 service change

SERVICE LEVELS

	Early AM (Start of service - 6 a.m.)	AM Peak (6 - 9 a.m.)	Midday (9 a.m. - 3 p.m.)	PM Peak (3 - 6 p.m.)	Evening (6 p.m. - End of service)	Hours of service
Weekday	15*	15*	15*	15*	15-30*	5 a.m. - 1 a.m.*
Saturday	15*	15*	15*	15*	15-30*	5 a.m. - 1 a.m.*
Sunday	15*	15*	15*	15*	15-30*	5 a.m. - 1 a.m.*

*Service increase

Table 2: Proposed Route 522 Service Levels

WHAT'S HAPPENING?

Route 522 is proposed to be rerouted to Shoreline South Station via NE 145th Street instead of terminating at Roosevelt Station in Seattle.

WHY ARE WE PROPOSING THIS CHANGE?

[ST3](#) includes three new Bus Rapid Transit (BRT) lines, known as Stride. One of these lines, [Stride S3](#) Line will replace Route 522 when it opens in 2028. We propose rerouting Route 522 to Shoreline South/148th Station to emulate and continue developing the market for this future service.

WHAT DOES IT MEAN FOR PASSENGERS?

Passengers would be able to connect with Link farther north, spending less time in congestion along SR-522/Lake City Way. For riders who board south of NE 145th Street, new King County Metro routes 72 and 77 will each run about every 10-20 minutes, providing connections to Bitter Lake, Pinehurst and Shoreline South stations in the north/west, or to Roosevelt Station and the University District in the south.

TITLE VI

Rerouting Route 522 creates adverse effects because it will no longer serve stops south of NE 145th Street or Roosevelt Station. There are no findings of disparate impact or disproportionate burden.

Public input - Route 522

Number of survey responses: 323

Average weekday boardings (2024): 2,152

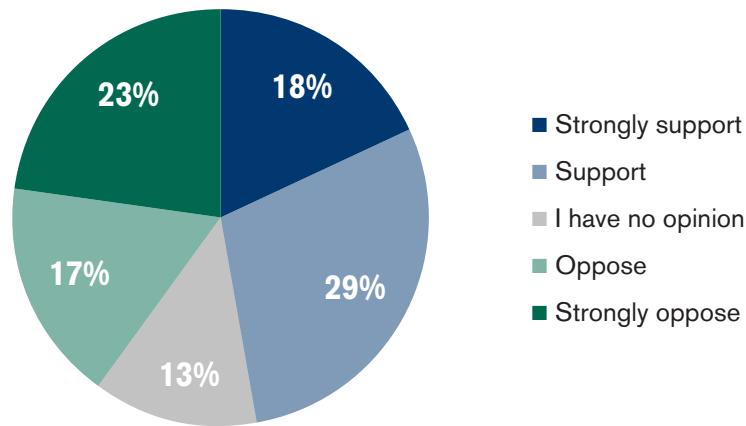


Figure 10: Route 522 support and opposition in the Phase 3 survey

Top two reasons for support:



- 1 Travel Time
- 2 Frequency

“ I live close to NE 145th St and would like to board the light rail at Shoreline S. Station rather than be stuck in traffic on Lake City Way NE.

OVERALL FINDINGS

The proposal for rerouting Route 522 to Shoreline South has received a plurality of support from respondents, noting that they would be able to avoid congestion along Lake City Way, and have improved access to Link. However, about 40% of respondents oppose this proposal. The respondents who oppose this change have expressed concerns regarding access to destinations and travel times for trips between Bothell/Kenmore and Lake City Way, which would require a transfer in the future.

ADDITIONAL INFORMATION

For riders who board south of NE 145th Street, new King County Metro routes 72 and 77 will each run about every 10-20 minutes, providing connections to Bitter Lake, along with Pinehurst and Shoreline South stations in the north, or to Roosevelt Station and the University District in the south. The proposed changes are consistent with Stride S3 Line, which is planned to replace Route 522 upon its completion.



Top two reasons for opposition:



- 1 Access to Destinations
- 2 Travel Time

“ No easy bus access to Lake City Way



I like going all the way to Roosevelt from Kenmore or Lake Forest Park. It's not that I can't get there it is just less convenient.

Route 535 service change



Figure 11: Route 535 proposed service change

WHAT'S HAPPENING?

Route 535 is proposed to enhance weekend service by increasing Saturday frequency to 30 minutes (remaining 60 minutes between buses after 7 p.m.) and implementing Sunday service with the same level of service as Saturday.

WHY ARE WE PROPOSING THIS CHANGE?

Route 535 is a popular service connecting Lynnwood with the Eastside with many requests for more service on weekends. The route will be upgraded to BRT service on future [Stride S2 Line](#). This change would improve service levels, continuing to build the transit market along the route.

WHAT DOES IT MEAN FOR PASSENGERS?

Passengers would have increased frequency of service between Lynnwood and Bellevue on weekends.

SERVICE LEVELS

	Early AM (Start of service - 6 a.m.)	AM Peak (6 - 9 a.m.)	Midday (9 a.m. - 3 p.m.)	PM Peak (3 - 6 p.m.)	Evening (6 p.m. - End of service)	Hours of service
Weekday	30	30	30	30	30-60	4:45 a.m. - 10:15 p.m.
Saturday		30*	30*	30*	30-60*	7:15 a.m. - 10:15 p.m.
Sunday		30*	30*	30*	30-60*	7:15 a.m. - 10:15 p.m.*

*Service increase

Table 3: Proposed Route 535 service levels

TITLE VI

There are no adverse effects because service is improved. There are no findings of disproportionate burden or disparate impact.

Public input - Route 535

Number of responses: **249**

Average weekday boardings (2024): **1,593**

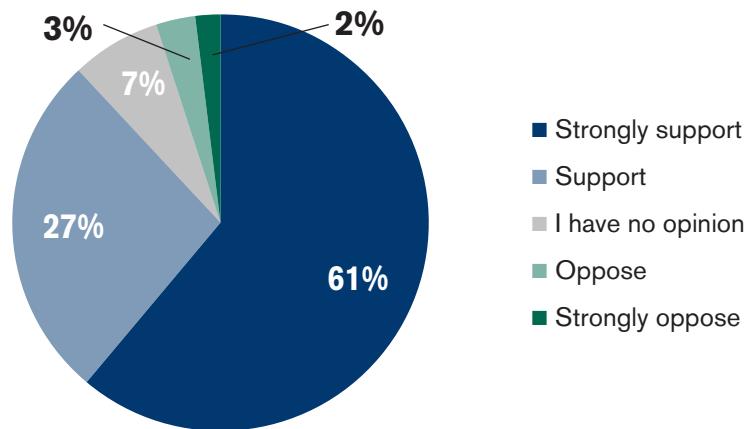


Figure 12: Route 535 support and opposition in the Phase 3 survey

OVERALL FINDINGS

There was strong support for expanding weekend service. Several riders also suggested increasing frequency to 10-15 minutes or requested routing changes.

ADDITIONAL INFORMATION

The new BRT service Stride S2 Line will replace Route 535 by 2029. Stride S2 Line will run every 10-15 minutes, 17+ hours per day, using double-decker battery-electric buses. Stride S2 Line routing will benefit from improvements to the highway for faster travel, and it will serve new stations such as Totem Lake Station in Kirkland.



Top reasons for support:

- 1 Frequency
- 2 Weekend service options



Increase frequency! Awesome bus route. Love the double decker buses.



I somewhat like it, I just think it needs 15-minute all-day service every 7 days. Eliminate the loop through Downtown Bellevue, and remove the connection to Alderwood...



Top two reasons for opposition:

- 1 Waiting time
- 2 Travel time



Not improving weekdays and not improving lack of options for Downtown Kirkland and S Kirkland P&R.

Route 550 service change



Figure 13: Proposed Route 550 service change

One bus becomes one train

Route 550 transitions to the 2 Line, delivering more frequent service, faster trips, and access to more destinations across Lake Washington.

WHAT'S HAPPENING?

Route 550 is proposed to be discontinued. The same journey would be replaced by more frequent 2 Line service, or for service along Bellevue Way, improved service on Route 556.

WHY ARE WE PROPOSING THIS CHANGE?

In 2026, the 2 Line will operate across Lake Washington with trains arriving every eight minutes at peak hours, providing frequent, reliable high-capacity connections from Bellevue to Seattle. Therefore, we propose discontinuing Route 550.

WHAT DOES IT MEAN FOR PASSENGERS?

Passengers would use the 2 Line to connect to Seattle and more destinations. Passengers using stops along Bellevue Way could take Route 556 and transfer to/from 2 Line at South Bellevue Station or Bellevue Downtown Station.

TITLE VI

There are adverse effects because service is removed. There are findings of disparate impact. The mitigation for the elimination of Route 550 is new 2 Line service.

Public input - Route 550

Number of survey responses: 468

Average weekday boardings (2024): 4,002

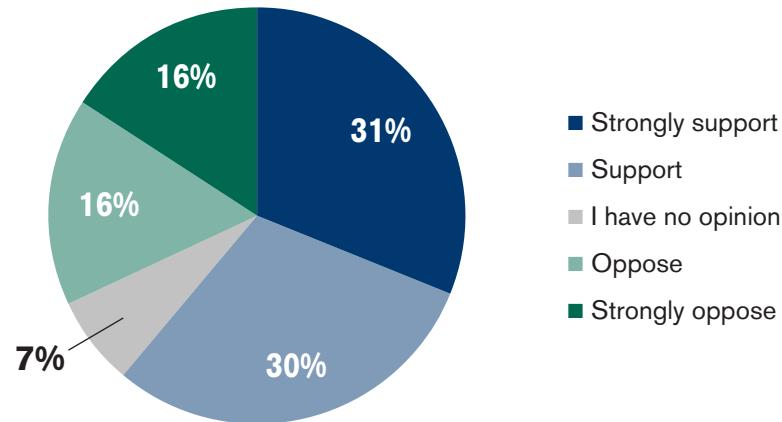


Figure 14: Route 550 support and opposition in the Phase 3 survey



Top reasons for support:

- 1 Frequency
- 2 Travel Time



Frees up service on other routes. This section of the 2 Line is nearly identical to route 550 so there is very little negative impact.



Reliability - Link avoids traffic delays; the new maintenance plan appears to make Link more reliable.

OVERALL FINDINGS

Respondents largely support the proposal to discontinue Route 550 after the opening of the full 2 Line. The 2 Line will provide similar access between Seattle and Bellevue, with improvements to both frequency and travel time. However, respondents opposed to this change expressed concerns regarding Link's reliability, which would affect access to destinations and travel times.

ADDITIONAL INFORMATION

The estimated travel time between South Bellevue and International District stations on the 2 Line is 16 minutes, matching the scheduled travel time of Route 550 during periods of little to no traffic. At peak travel times, the travel time savings on Link will increase. For riders boarding along Bellevue Way, Route 556 will provide frequent connections north to Bellevue Downtown, and southeast to South Bellevue Station and Issaquah.



Top reasons for opposition:

- 1 Access to Destinations
- 2 Travel Time



the Link should not [be] the sole way of traveling to Seattle.



Street stop locations instead of rail stations

Routes 554/556 service changes

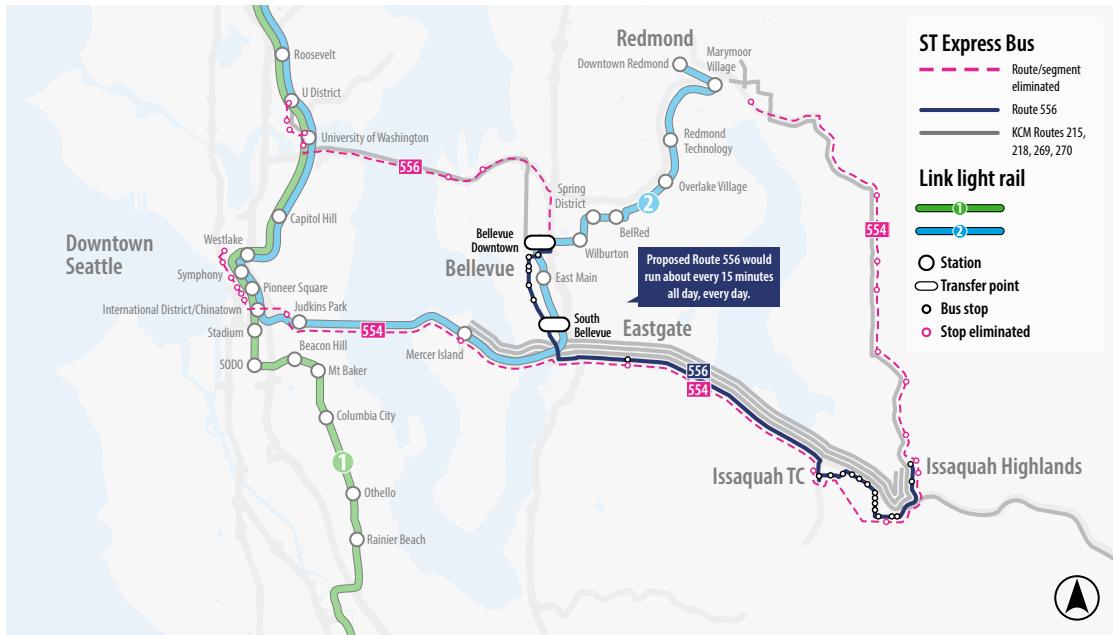


Figure 15: Proposed Route 554/556 service changes

WHAT'S HAPPENING?

Route 554 is proposed to be discontinued. Route 556 is proposed to be shortened to Bellevue Downtown Station and have service increases.

WHY ARE WE PROPOSING THIS CHANGE?

In 2026, the 2 Line will operate across Lake Washington with trains arriving every eight minutes at peak hours, providing frequent, reliable high capacity connections from Bellevue to Seattle. By eliminating service on Route 554 and increasing service on Route 556, passengers would have frequent connections between Issaquah, Bellevue, and the 2 Line. Both the 2 Line and Route 556 would run more frequently than existing Routes 554 and 556.

WHAT DOES IT MEAN FOR PASSENGERS?

Passengers would use improved Route 556 to reach destinations in Bellevue and connect with the 2 Line at South Bellevue or Bellevue Downtown to continue to Seattle

and more destinations. At Bellevue Downtown, riders may also access other King County Metro services, including Route 270 to the University District, or the B Line to other destinations on the Eastside. Riders boarding at Issaquah Highlands P&R would also be able to use King County Metro routes [215](#), [218](#), and [269](#) to connect with the 2 Line at Mercer Island Station.

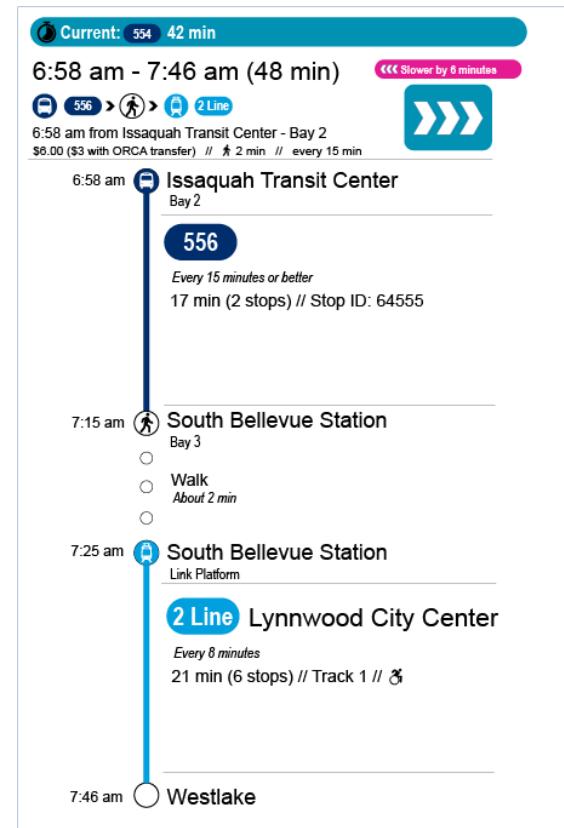
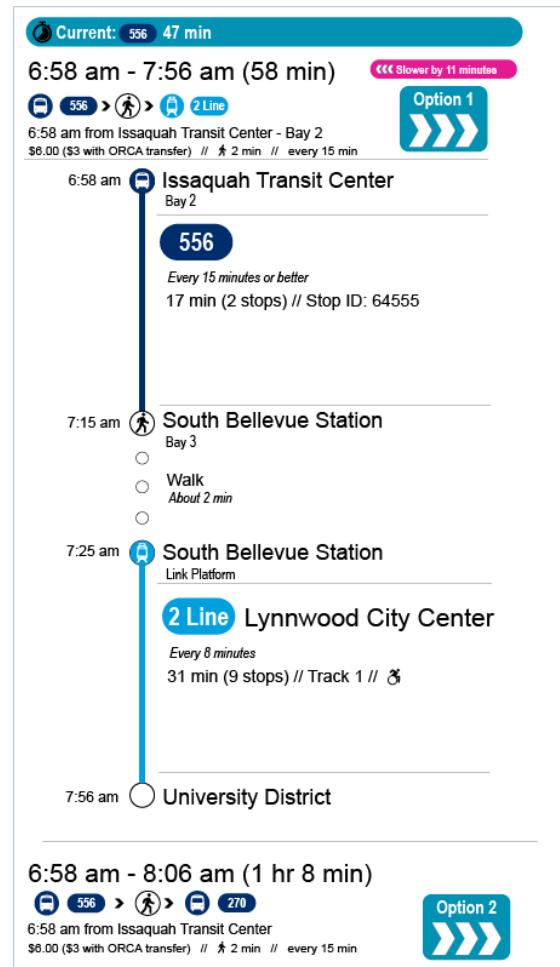


Figure 16: Sample journey from Issaquah to Westlake



SERVICE LEVELS

	Early AM (Start of service - 6 a.m.)	AM Peak (6 - 9 a.m.)	Midday (9 a.m. - 3 p.m.)	PM Peak (3 - 6 p.m.)	Evening (6 p.m. - End of service)	Hours of service
Weekday	30*	15*	15*	15*	15-30*	5 a.m. - 1 a.m.*
Saturday	30*	15*	15*	15*	15-30*	5 a.m. - 1 a.m.*
Sunday	30*	15*	15*	15*	15-30*	5 a.m. - 1 a.m.*

*Service increase

Table 4: Proposed 556 Service Levels

TITLE VI

There are adverse effects because service is removed (Route 554), and because of removing stops northwest of Bellevue Downtown (Route 556). There are findings of disparate impact for Route 554. The mitigation for the elimination of this route is new 2 Line service and improved Route 556 service. There are no findings of disparate impact or disproportionate burden for Route 556.

Figure 17: Sample journey from Issaquah to UW

Public input - Routes 554/556

Note: The proposals for routes 554 and 556 were presented together, and received joint feedback.

Number of survey responses: **924**

Average weekday boardings (2024): **2,624 (Route 554),
326 (Route 556)**

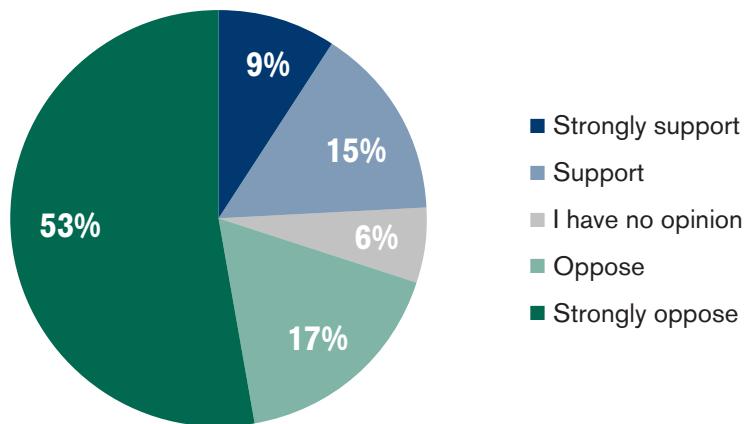


Figure 18: Route 554/556 support and opposition in the Phase 3 survey

OVERALL FINDINGS

About 70% of respondents expressed their opposition to the proposals for Routes 554 and 556. Respondents cited concerns about travel time impacts and transfers between the proposed Route 556 and the 2 Line to complete their trips into Seattle, as compared to the current one-seat rides. The respondents who support this proposal pointed to improvements in frequency and travel time as benefits.

ADDITIONAL INFORMATION

Currently, Route 554 runs about every 20-30 minutes for most of the day, seven days a week. Route 556 currently operates about every 30 minutes during peak hours, in the peak direction only between Issaquah and the University District via Bellevue and SR-520.

The proposed Route 556 would operate about every 15 minutes for most of the day, seven days a week. Together with the 2 Line and King County Metro service, riders will be able to access more destinations with frequent service all day, seven days a week. Notably, this includes increasing evening and weekend bus service from every 30-60 minutes to every 15-30 minutes. Link service would remain consistent every eight minutes at peak, and every 10-15 minutes off-peak.

The sample journey information in Figures 16 and 17 provides examples of what passengers' trips could look like in the future. Note that additional options would be available with transfers to/from King County Metro service.



Top reasons for support:

- 1 Frequency
- 2 Travel Time

“I love the idea of adding the 556 all-day frequent 7 days a week service, and removing the U District extension, that is a job for the 270 or the 2 Line.”

“Glad you are still serving Eastgate. Good for 15 minute weekend frequency.”



Top two reasons for opposition:

- 1 Travel Time
- 2 Access to Destinations

“Too many stops in downtown Issaquah when I need to ride from the Issaquah Highlands P&R to downtown Seattle... The extra stops and congestion would like lengthen my commute.”

“What I oppose is the elimination of service to UW. For rider convenience, some trips should continue onto UW as they do now.”

Route 574 service change



Figure 19: Route 574 proposed service change

WHAT'S HAPPENING?

Route 574 is proposed to end at Federal Way Downtown Station instead of Sea-Tac Airport while the 1 Line is running. The frequency would increase to every 15 minutes for most of the day. The Lakewood Transit Center stop would also be replaced by a new stop at Lakewood Station.

When Link is not running, a new overnight route (Lakewood – Seattle) would provide service between Lakewood, Federal Way, SeaTac, and Seattle.

WHY ARE WE PROPOSING THIS CHANGE?

Shortening this route to Federal Way and increasing service would be consistent with the goal of connecting ST Express with new Link stations and providing all-day frequent service when resources allow it. Buses every 15 minutes would allow for swift connections with other routes and services at stations between Lakewood and Federal Way, such as the 1 Line and the A Line at Federal Way Downtown, and Sounder S Line and local Pierce Transit services at Lakewood and Tacoma Dome stations.

Pierce Transit is planning on improving Route 3 to run every 15 minutes and maintaining Route 4 at every 30 minutes for most of the day. Pierce Transit needs additional space for buses at Lakewood Transit Center to make this upgrade and removing Route 574 from Lakewood Transit Center will free up the required space. Adding Lakewood Station as a Route 574 stop will also increase regional connectivity: ST Express routes 592 and 594, Sounder S Line, and Intercity Transit routes 600 and 610 currently serve the station. This change will also offer over 600 dedicated parking spaces to transit riders at Lakewood Station. There are currently no dedicated parking spaces for transit riders at Lakewood Transit Center.

WHAT DOES IT MEAN FOR PASSENGERS?

Passengers would need to transfer from Route 574 to Link at Federal Way to get to Sea-Tac and destinations in between. However, to offset the transfer time, the frequency would improve to 15 minutes for most of the day. Passengers who previously boarded Route 574 along S 188th St would be able to use King County Metro Route 161.

Riders who currently start their trip at the Lakewood Transit Center could park at Lakewood Station or the SR-512 Park & Ride (10617 S Tacoma Way) and take Route 574 from there. Lakewood Station garage has 601 parking spaces. SR-512 Park & Ride has 493 spaces.

Lakewood Transit Center riders can also take Pierce Transit routes 3 or 4 from the Lakewood Transit Center to the SR-512 Park & Ride, adding approximately 4-6 minutes to their trip.

SERVICE LEVELS

	Early AM (Start of service - 6 a.m.)	AM Peak (6 - 9 a.m.)	Midday (9 a.m. - 3 p.m.)	PM Peak (3 - 6 p.m.)	Evening (6 p.m. - End of service)	Hours of service
Weekday	15-30	15*	15*	15*	15-30*	4 a.m. - midnight
Saturday	15-30	15*	15*	15*	15-30*	4 a.m. - midnight
Sunday	15-30	15*	15*	15*	15-30*	4 a.m. - midnight

*Service increase

Table 5: Proposed Route 574 Service Levels

TITLE VI

There are adverse impacts because service is removed from Lakewood Transit Center and stops north of Federal Way. There are findings of disproportionate burden and disparate impact. The mitigation for these changes is new 1 Line service, improved service on Route 574, and new overnight service.

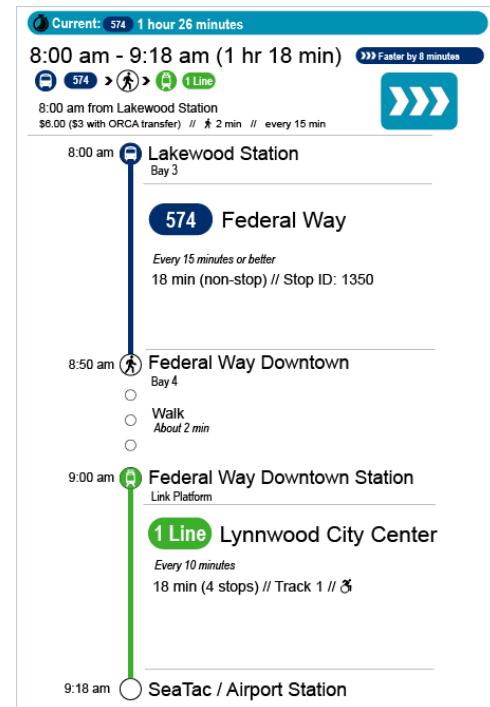


Figure 20: Sample journey from Lakewood to SeaTac/Airport Station at 8 a.m.

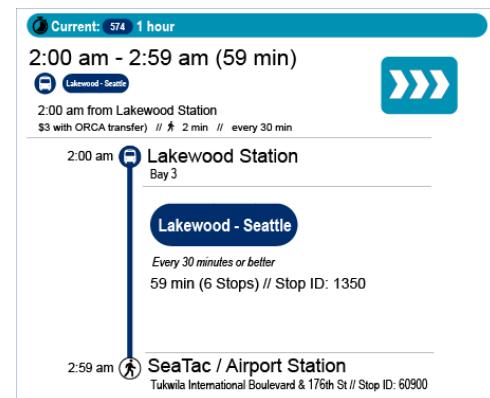


Figure 21: Sample journey from Lakewood to SeaTac/Airport Station at 2 a.m. using proposed new overnight bus service

Public input - Route 574

Number of survey responses: 412

Average weekday boardings (2024): 1,826

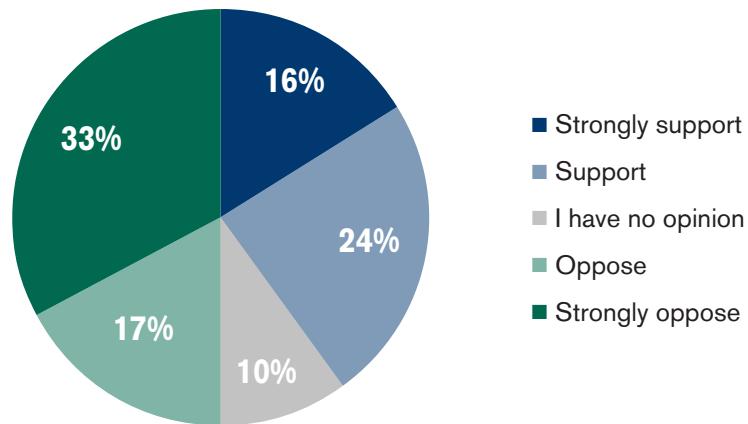


Figure 22: Route 574 support and opposition in the Phase 3 survey

OVERALL FINDINGS

About half of respondents oppose this change, citing concerns about transporting heavy luggage during the transfer from Route 574 to the Link 1 Line. Respondents are concerned that this transfer, especially with luggage, will make their trip more difficult and less convenient. Some respondents oppose the proposed change because of the added walking distance from the Link Station to the Sea-Tac Terminal.

About four out of ten respondents support this change, citing improved, more frequent service, and the travel time reliability of Link service from Federal Way.

ADDITIONAL INFORMATION

The operational resource savings from the proposed truncation of Route 574 at Federal Way makes the proposal for a frequency increase possible. Doubling the frequency of Route 574 for most of the day will improve access and substantially reduce wait times. Since the 1 Line runs every 8-10 minutes for most of the day, the wait time at the transfer at Federal Way will be an average of 4-5 minutes. On average, travel time to SeaTac would be shorter. Travel time is also more reliable on light rail transportation than buses due to the variability of congestion on surface streets and freeways.

The walking distance from the SeaTac/Airport Link station to the airport terminal is approximately a 1/4 mile (5-minute walk). There is a covered, well-lit, level walkway. For those with luggage, the airport provides a cart option. Wheelchair service is also available.

Figures 20 and 21 show examples of what passengers' trips could look like in the future.

 **Top reasons for support:**

- 1 Frequency
- 2 Travel time

 **Reliability of train travel time vs bus.**

 **The frequency increase will be great, and it will help get better access to the Link 1 Line**

 **Top reasons for opposition:**

- 1 Travel time
- 2 Transfer options

 **The bags I am required to carry are heavy and this makes the trip more difficult.**

 **Increased walking distance to SeaTac Airport Terminal.**

Route 580 service change



Figure 23: Route 580 proposed service change and alternatives

Right-sizing service

Route 580 ridership has dropped to about one passenger per trip since Puyallup Station's parking garage opened. The discontinuation of Route 580 frees up resources that can now be reinvested into higher-demand routes.

WHAT'S HAPPENING?

Route 580 is proposed to be discontinued.

WHY ARE WE PROPOSING THIS CHANGE?

In 2023, a 510-space parking garage opened at Puyallup Station. Sounder S Line riders can park at the garage instead of taking Route 580. Route 580 experienced a sharp decline in ridership after the garage opened, averaging only one rider per trip (April-June 2025). For those continuing to take transit, Pierce Transit Route 400 (Puyallup-Downtown Tacoma) also serves the South Hill Park & Ride.

WHAT DOES IT MEAN FOR PASSENGERS?

Passengers who take Route 580 can ride Pierce Transit Route 400 to Puyallup Station instead.

SERVICE LEVELS

Proposed service levels for Route 580 are not applicable since this route is proposed to be discontinued. Route 580 currently meets two Sounder S Line trains in the morning and four Sounder S Line trains in the afternoon.

Pierce Transit Route 400 runs every 30-60 minutes, 4:50 a.m. – 7:31 p.m.

TITLE VI

There are adverse effects because service is removed. There are no findings of disproportionate burden or disparate impact.

Public input - Route 580

Number of survey responses: 44

Average weekday boardings (2024): 12

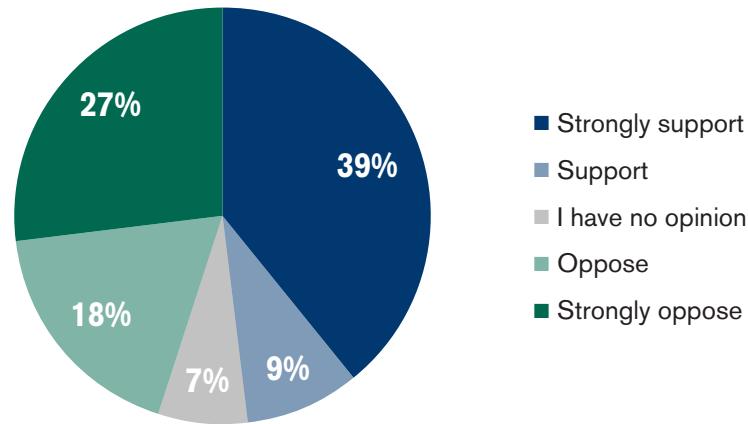


Figure 24: Route 580 support and opposition in the Phase 3 survey

OVERALL FINDINGS

Slightly more respondents support (48%) than oppose (45%) the proposal to eliminate Route 580 service. Supporters noted that Pierce Transit Route 400 or parking at the Puyallup Station parking garage provide alternative options and ST Express operating resources could be used on other routes with higher demand.

Respondents who oppose this proposal suggest extending Route 580 to Lakewood (Route 580 connected Lakewood to Puyallup from 2015 to 2022).

ADDITIONAL INFORMATION

From July-September 2025, the Puyallup garage was measured to be at 47-64% of the 510-space capacity after 11 a.m. Therefore, there is ample parking space available for Route 580 riders to park at the garage.

For those seeking a transit option, Pierce Transit Route 400 is more frequent and offers more trips than Route 580. You can expect a bus every 30 minutes at the AM and PM peak and every hour midday and in the evening. Route 580 currently only has two trips during the AM peak (an hour and a half apart) and four trips during the PM peak (every 30-40 minutes, 5 – 6:30 p.m.)

Top reasons for support:

- 1 Other
- 2 Travel time

 *This route was redundant after the Lakewood trips were deleted.*

 *[Route] 400 is normally best option.*

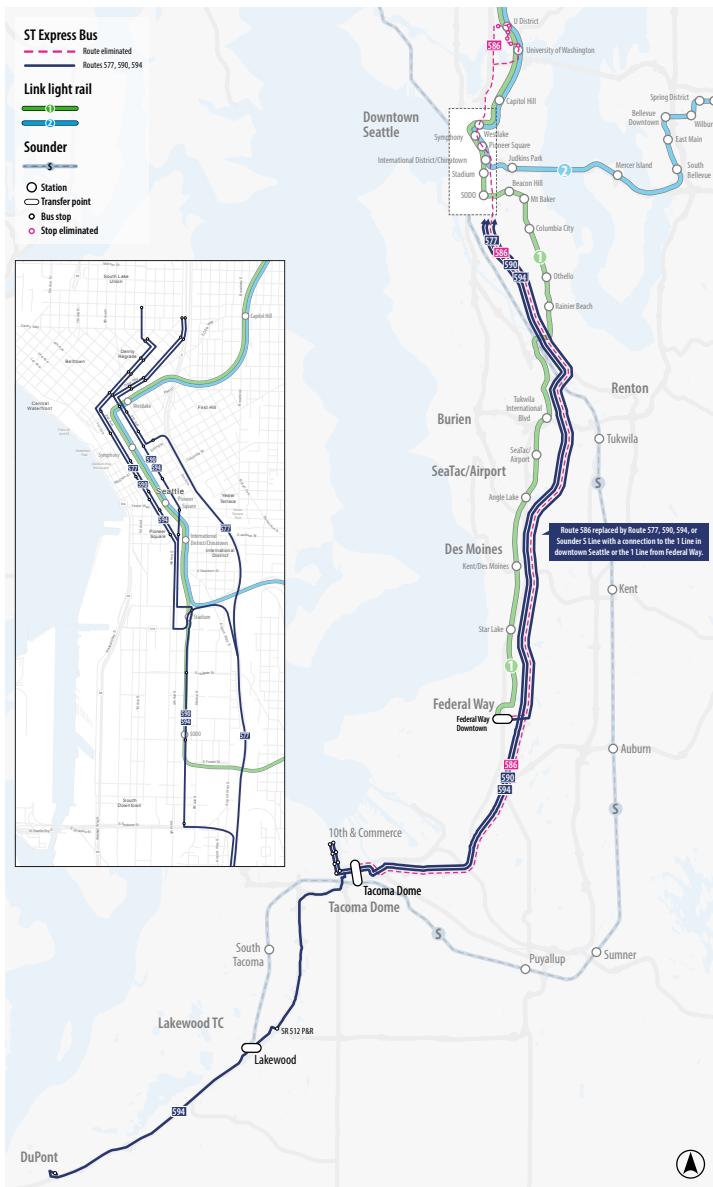
Top reasons for opposition:

- 1 Other
- 2 Access to destinations

 *I would want to know if the 510-space parking garage is being used to its maximum capacity on a regular basis or not before I could support this move.*

 *The Route should still be around to give the commuter an option to take advantage for this route without waiting for the Route 400...*

Route 586 service change



WHAT'S HAPPENING?

Route 586 is proposed to be discontinued.

WHY ARE WE PROPOSING THIS CHANGE?

Route 586 would be discontinued because routes 577, 578, 590, 594, and 595 (or Sounder S Line) and Link will provide service to the same destinations at the University of Washington with a similar or better travel time.

Better frequency, more options

Route 586 is discontinued. Service to the University is offered via transfer from downtown by multiple bus routes including Routes 577, 578, 590, 594, and 595. The 1 Line will also offer one-seat rides from Federal Way all-day, all-week every 8 to 10 minutes.

Figure 25: Route 586 proposed service change and alternatives

WHAT DOES IT MEAN FOR PASSENGERS?

Passengers who currently take Route 586 to access destinations in the University District would have several alternatives:

1. Take Route 577 or 578 from Federal Way and transfer to the 1 Line or 2 Line at Symphony Station.
2. Take Route 590, 594, 595, or S Line from Tacoma Dome to downtown Seattle and transfer to the 1 Line or 2 Line at International District/Chinatown Station.
3. Take the 1 Line directly from Federal Way.

SERVICE LEVELS

Proposed service levels for Route 586 are not applicable since this route is proposed to be discontinued.

The 1 Line from Federal Way offers improved regional frequency, running every 8-10 minutes during most of the day.

For riders coming from Federal Way who wish to take ST Express, routes 577 and 578 run every 15-30 minutes combined for most of the day.

For riders coming from Tacoma, routes 590, 594, and 595 offer 10-20-minute service at peak times and 30-minute service during off-peak times. The Sounder S Line runs approximately every 20-30 minutes during peak hours.

TITLE VI

There are adverse effects. There are findings of disproportionate burden and disparate impact. Mitigations from the elimination of Route 586 are improved service on Route 574, and new 1 Line service from Federal Way. Additionally, existing alternative routes 577, 590, 594, and 595 paired with a Link transfer in Seattle operate more often, are travel time competitive, begin service earlier, and end service later than existing Route 586. In addition, alternatives operate all day, seven days a week in both directions, unlike Route 586 which operates on weekdays during peak periods in the peak direction only.

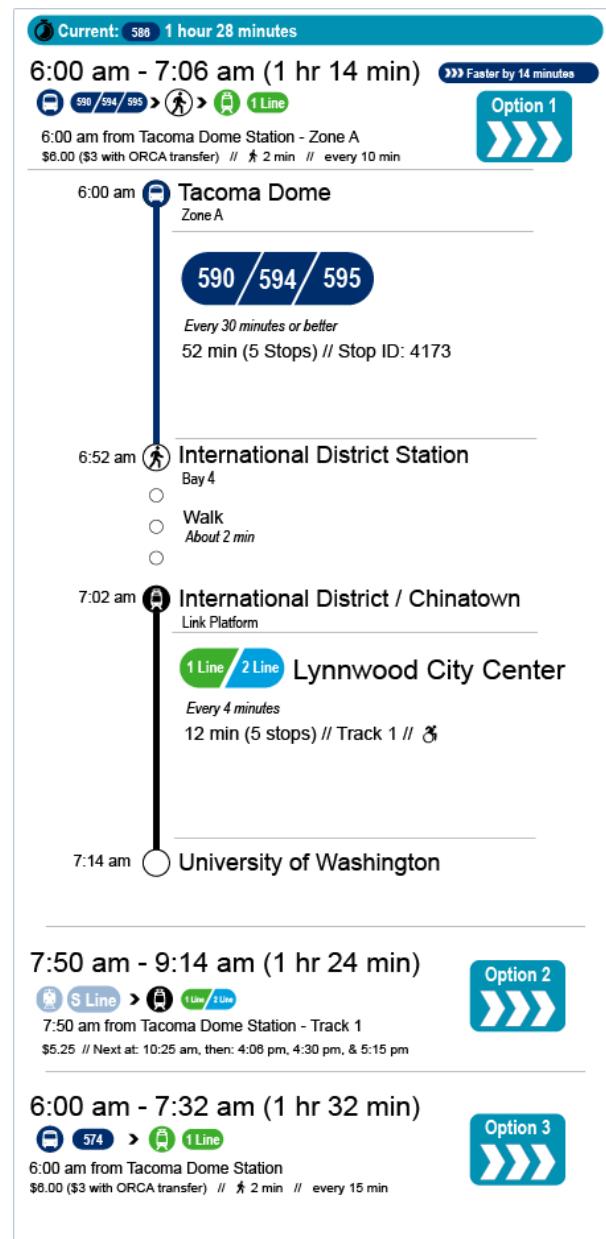


Figure 26: Sample journey from Tacoma to University at 6 a.m.

Public input - 586

Number of survey responses: 318

Average weekday boardings (2024): 256

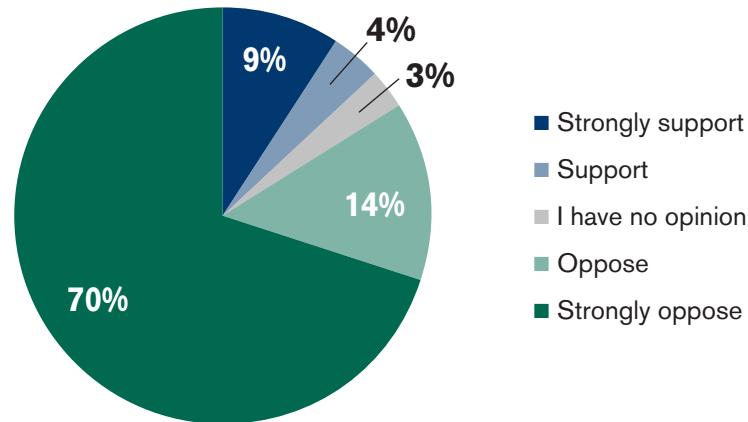


Figure 27: Route 586 support and opposition in the Phase 3 survey

OVERALL FINDINGS

Most respondents oppose this change, citing concerns about transfer inconvenience, light rail safety, and potential delays associated with transferring to Link. Those who support the proposal note the benefits of using limited resources on other parts of the system.

ADDITIONAL INFORMATION

Route 590/594 from Tacoma Dome paired with a Link transfer offers similar or faster travel times than current Route 586 service. The transfer at International District/Chinatown Station is straightforward, just a 2-minute walk with elevators available. With the combined 1 and 2 Line service, headways between International District/Chinatown and the University of Washington will double, reducing wait times to an average of 2-3 minutes. Additionally, these alternatives will operate all day, seven days a week in both directions, providing significantly more flexibility than Route 586's current limited peak-period service with 30-minute headways.

Figure 26 shows an example of what passengers' trips could look like in the future.



Top reasons for support:

- 1 Frequency
- 2 Hours of operation



I support moving operator hours to increase bus service elsewhere.



Travel time when compared to 1 Line + 577 or 590 is a wash, so it would free up a lot of service hours without much impact on travel times.



Top two reasons for opposition:

- 1 Travel time
- 2 Access to destinations



Adds a transfer to a route that often gets delayed on downtown Sea. and SODO surface streets.



I don't want to have to transfer.



Light rail - lots of delays.

New overnight service

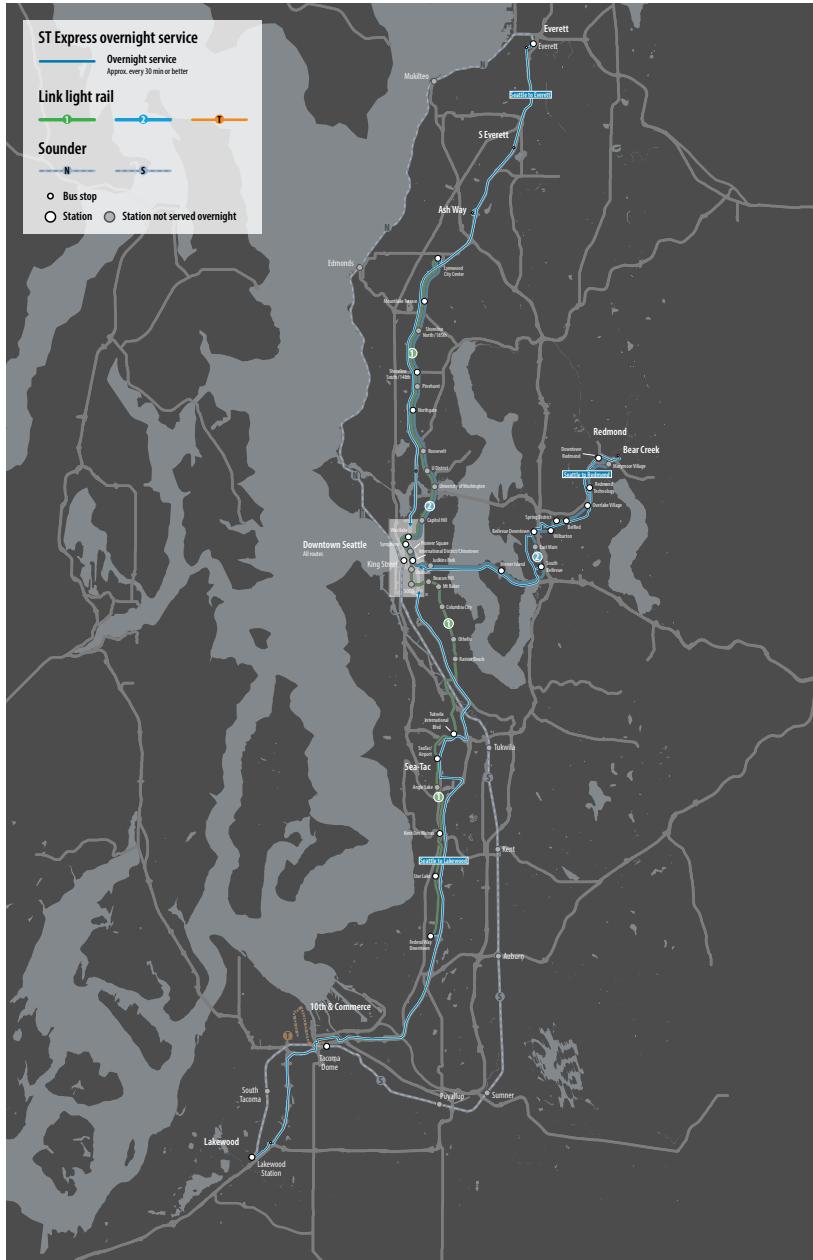


Figure 28: Proposed Overnight Service Map

WHAT'S HAPPENING?

Sound Transit is proposing new overnight bus service to provide regional connectivity during hours when Link is not running. Service naming, as well as specific routing and stops are still being reviewed. Details are planned to be shared as they become finalized and available. In this proposal, there would be three routes:

> Lakewood – Seattle via SeaTac

- This route would provide connections between Lakewood and Seattle via Tacoma, Federal Way, and SeaTac. It would also replace existing late-night/early-morning service provided by Route 574.

> Redmond – Seattle via Bellevue

- This route would provide connections between Redmond and Seattle via Bellevue.

> Everett – Seattle

- This route would provide connections between Everett and Seattle. It would also replace and improve the limited late-night service provided by Route 512 late on Sunday night / early Monday morning.

WHY ARE WE PROPOSING THIS SERVICE?

Between about 1 – 5 a.m., Link trains and many ST Express routes are not running, creating a gap in service. This proposal would bridge that gap.

WHAT DOES IT MEAN FOR PASSENGERS?

The overnight service would provide options for people who want or need to travel during hours when Link and ST Express are generally not operating.

TITLE VI

Not Applicable.

Public input - Overnight Service

Number of survey responses:

392 (Lakewood – Seattle), **305** (Redmond – Seattle),

537 (Everett – Seattle)

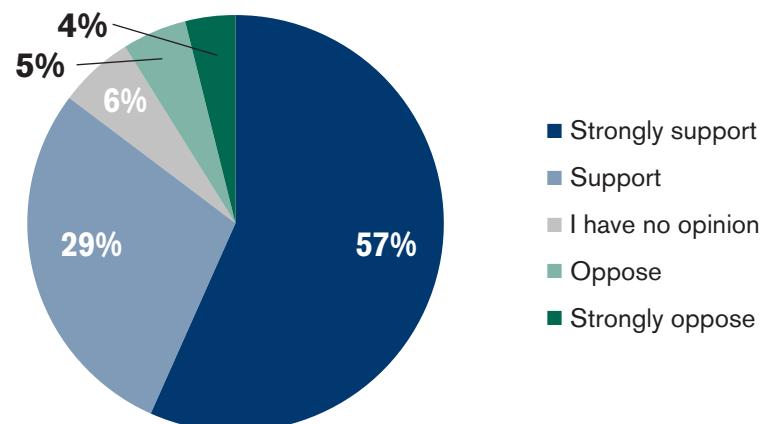


Figure 29: Proposed overnight route (Lakewood-Seattle) support and opposition in the Phase 3 survey

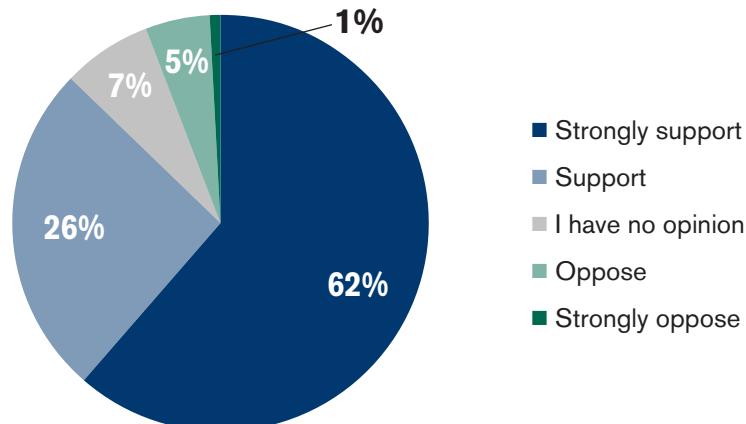


Figure 30: Proposed overnight route (Redmond-Seattle) support and opposition in the Phase 3 survey

OVERALL FINDINGS

There is strong support from respondents for the proposed overnight service. Top reasons include the ability to travel during late night and early morning from SeaTac and downtown Seattle events. Concerns from opponents focused on limited station access and route directness.

ADDITIONAL INFORMATION

Our proposed overnight services would use the same routing and stops in downtown Seattle to provide coordinated regional connections, both among our overnight routes and with King County Metro Night Owl Routes serving the University District, Capitol Hill, downtown Seattle, Rainier Valley, West Seattle, and Madison Valley.

As these routes use I-5 and I-90 to cover the distances from Everett, Lakewood, and the Eastside, routing to some stations, such as Capitol Hill and those in Rainier Valley, would result in significant travel time increases, and pose logistical challenges that could affect frequency, affordability, or access to other stations. Additionally, in some cases, existing night owl service, such as Route 49 and the G Line, may offer better connections to the proposed night service compared to a stop located at Capitol Hill station.

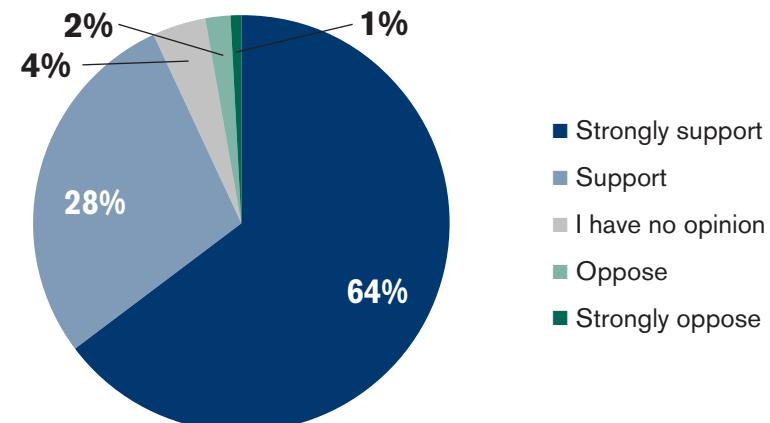


Figure 31: Proposed overnight route (Everett-Seattle) support and opposition in the Phase 3 survey



Top reasons for support:

- 1 Hours of Operation
- 2 Access to destinations

These reasons were the same across all routes.

This would allow me to take early flights out of SeaTac using public transit because the link doesn't currently operate early enough. This will save me hundreds of dollars throughout the year by not paying for parking or paying for private transit.

This would be a game changer for early work hours (sometimes need to be onsite at 4:30 a.m. but commute home during evening rush to hit 1st and 2nd shift), Friday/Saturday night social activities and of course airport runs.



Top reasons for opposition, by route:

- 1 Access to destinations
- 2 Travel Time / Frequency (tie)



Skipping Cap Hill and University of Washington directly reduces the usefulness especially for weekends when Students and others take the link to go to bars and then are driving home drunk. We should be connecting the densest parts of the city that have the most travel between them i.e., Cap Hill+UW+Downtown Corridor.



Not picking up at every link light rail stop!!!

Public engagement summary

The 2026 Service Plan has four phases of engagement.

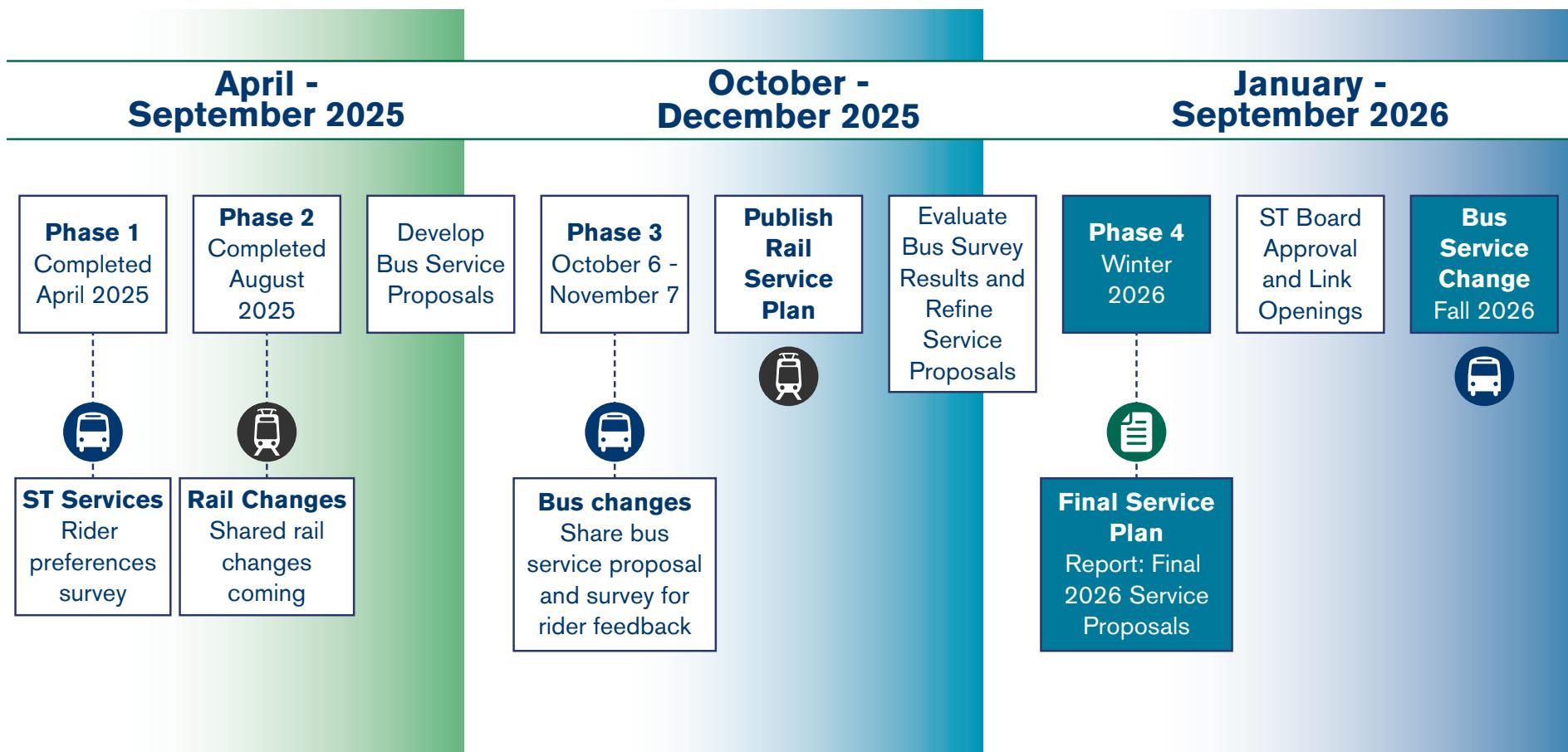


Figure 32: 2026 Service Plan engagement timeline

Public engagement for the 2026 Service Plan has been conducted in phases. The first phase, which included a survey that asked the public about service priorities, was completed in April 2025.

Key takeaways from the survey included:

- The most popular trip purpose was to commute to/from work, followed closely by recreational trips.
- About half said they would be able to use the 1 Line or 2 Line for all or most of their trips after the Link extensions open.
- Several riders expressed concerns about changes to bus service that could increase travel time or add transfers to trips.

The second phase of engagement, which informed the public about rail changes coming in 2026, was conducted between July 28 and Aug. 11, 2025. Sound Transit shared upcoming rail changes through a variety of engagement methods, including:

1. Website updates.
2. Social media posts.
3. Email alerts.
4. Rider alerts.
5. Tabling at fairs and festivals.

The third phase of engagement focused on collecting feedback on the proposed 2026 ST Express bus service changes. This phase of engagement occurred between Oct. 6 and Nov. 11, 2025. All content was available in seven languages. We collected over 4,400 ST Express survey responses.

Key takeaways from the survey included:

- Just over half of all survey respondents ride AM and PM peaks and almost 40% of respondents ride daily every weekday.
- Routes 513 and 554/556 received the most feedback.
- Support for proposed changes to routes 513, 535, 550, and overnight routes between Everett-Seattle, Lakewood-Seattle, Redmond-Seattle.
- A mixture of support/opposition proposed changes to routes 522, 574, 580.
- Opposition to proposed changes to routes 515, 554/556, 586 with the top reasons being travel time and access to destinations.

Public input summaries for each route are available in the “Proposed service changes” section.

During phase four, in January-February 2026, we are sharing the final 2026 ST Express bus service proposals. We are also sharing an additional proposed service change for Route 574, removing the Lakewood Transit Center stop (replacement is Lakewood Station).

The full public engagement report is shared in Appendix A.

2026 Service Plan feedback beyond route-specific proposals

Multiple passengers, interest-holders, and members of the public also expressed a strong desire for changes beyond the draft Bus Service Plan proposal. Many of these comments spoke to a desire to engage with Sound Transit on the role that ST Express plays in the regional transit network. A common theme asked Sound Transit to use new Link openings as the rationale for a broad-based reallocation of ST Express service into a different kind of network than what was proposed in the 2026 Service Plan.

- Several commenters asked for discontinuing bus routes serving similar markets to Link, with those resources reallocated to other frequent all-day, 7-day-a-week routes. For example, Route 545 (Redmond - Seattle), with those resources reinvested into a more frequent all-day Route 542 (Redmond – University District).
- Others mentioned wanting to move resources from Route 545 to Route 544 (Redmond – South Lake Union), which was discontinued during the COVID-19 pandemic after a brief run.
- The need for expanded ST Express connections outside of downtown Seattle was also mentioned, such as new or improved ST Express service between Pierce County/South King County and East King County destinations such as Bellevue and Redmond.
- Another similar theme was a desire for a large restructure of ST Express routes in Pierce County. Commenters brought up a variety of approaches.

While the ST Express component of the 2026 Service Plan is focused on comparatively modest changes and does not envision a more significant restructuring of the ST Express network in 2026, we appreciate the public's earnest engagement on the future of ST Express. We remain committed to taking all feedback we've heard into consideration as we engage in future planning processes for ST Express.

Title VI service equity analysis summary

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

The 2026 Service Plan service equity analysis evaluates the potential service changes to ST Express bus service and assumes the 2 Line extension across I-90 to Lynnwood City Center, and the 1 Line extension to Federal Way are in service by the time the bus changes are implemented. Consistent with Sound Transit's adopted Disparate Impact and Disproportionate Burden policy (Board Resolution No. R2022-19), a Title VI analysis was completed with two levels of analysis.

The first level is the individual route analysis, which evaluates each major service change on a route-by-route basis. The second is the systemwide analysis, which compares the benefits and impacts to Title VI protected and non-protected populations on all routes and services over multiple years.

The **individual route analysis** for bus changes **did identify disparate impacts or disproportionate burdens on protected populations. Therefore, mitigations are required.**

Mitigations include new 1 Line service to Federal Way, 2 Line service across Lake Washington to Seattle and Lynnwood, improved service levels on ST Express routes 574 and 556, and new overnight service.

The systemwide analysis evaluates service reductions and service additions separately. For service additions, the analysis shows that the distribution of benefits to protected populations exceeds 80% of serviced populations. For service reductions, the adverse impacts to protected populations do not exceed 20% of serviced populations. **Therefore, the systemwide analysis did not identify any disparate impacts or disproportionate burdens on protected populations from September 2023 through September 2026.**

The following table (Table 6) summarizes the results of the Title VI service equity analysis in part two of the 2026 Service Plan – ST Express. Additional details are included in the full Title VI service equity analysis document (Appendix B).

Route	Proposed Change	Type of Change	Adverse Effects	Disparate Impact ¹	Disproportionate Burden ²
513	Increase service Delete stops at Eastmont P&R	Major	Yes	No	No
522	Reroute to Shoreline South Station	Major	Yes	No	No
550	Eliminate service on Route 550	Major	Yes	Yes	No
554	Eliminate service on Route 554	Major	Yes	Yes	No
556	Increase Service Truncate to Bellevue Downtown	Major	Yes	No	No
574	Increase Service Truncate to Federal Way Relocate southern terminus to Lakewood Station	Major	Yes	Yes	Yes
580	Eliminate service on Route 580	Major	Yes	No	No
586	Eliminate service on Route 586	Major	Yes	Yes	Yes

¹ If the service area of a route would change with the proposed service change, the analysis compares the Sound Transit District average to the service area percentages before and after the change to determine if either service area would experience disparate impacts. All impact findings were the same for service areas before and after the service change.

² If the service area of a route would change with the proposed service change, the analysis compares the Sound Transit District average to the service area percentages before and after the change to determine if either service area would experience disproportionate burden. All burden findings were the same for service areas before and after the service change.

Table 6: Major Service Change Analysis Summary Table

Route	Minority Population	Low-Income Population	Limited English Proficiency (LEP)
ST Express Bus			
510	41.0%	22.9%	11.8%
512	42.0%	22.4%	13.5%
513	43.8%	20.4%	13.9%
515	41.3%	19.7%	10.7%
522	35.4%	15.6%	8.8%
532	43.4%	19.8%	13.4%
535	41.0%	15.0%	11.4%
542	49.4%	14.9%	12.2%
545	49.3%	15.4%	11.5%
550	50.5%	17.4%	12.5%
554	49.5%	14.5%	11.6%
556	49.4%	11.5%	12.6%
560	53.6%	23.1%	18.0%
566	55.7%	25.6%	18.1%
574	52.0%	31.6%	13.4%
577	54.0%	26.9%	14.1%
578	44.4%	24.7%	13.6%
580	27.9%	18.9%	5.7%
586	50.6%	31.4%	12.9%
590	46.1%	26.9%	8.4%
592	54.2%	32.0%	14.7%
594	48.2%	29.8%	9.5%
595	37.0%	22.2%	6.1%
596	22.0%	14.2%	3.7%
Commuter Rail			
Sounder North	37.0%	21.5%	11.0%
Sounder South	47.4%	24.7%	12.6%
Light Rail			
1 Line	45.1%	20.9%	12.0%
2 Line	40.7%	15.9%	9.6%
Tacoma Link	42.0%	25.4%	8.5%
Averages			
Sound Transit District Average	42.6%	19.5%	10.6%

Table 7 summarizes the demographic statistics of Sound Transit routes and services. Additional details are included in the Title VI Appendix document.

Cells shaded in green exceed the Sound Transit District Average by greater than 5% in the specified category. For example - Route 542 has a minority population of 49.4%, which is more than 5% greater than the District Average of 42.6%

Table 7: Title VI Population by Route

System Performance

Introduction

In 2024, Sound Transit operated three light rail lines, two commuter rail lines, and 23 express bus lines, serving as an integral part of the regional transit system in the central Puget Sound region. This section explains how we measure the performance of our services, why we use these metrics in our assessment of performance, and what the results mean. Ridership, service effectiveness, and service quality are evaluated both at the modal level and the route level. In 2024, Sound Transit opened two light rail extensions: the initial segment of the 2 Line between South Bellevue and Redmond Technology and the 1 Line extension between Northgate and Lynnwood City Center. The 2 Line did not necessitate any changes to ST Express bus service, while the 1 Line extension triggered several changes to bus service, including the truncation of routes 512 and 513, plus creating Route 515 to temporarily add capacity between Downtown Seattle and Lynnwood. Service and connectivity were also improved on Route 510 and trips were reinstated on the Sounder N Line.

ST Express ridership and performance

Corridor performance

The highest ridership corridors in the Sound Transit District connect Seattle to East King County. The SR-520 corridor carries over 6,000 riders per day, while the I-90 corridor carries over 6,500. Key routes on both corridors operate during peak periods with headways of approximately 10 minutes and provide a fast connection across Lake Washington. Route 545 on the SR 520 corridor is Sound Transit's highest ridership route, and experiences crowding during peak hours. The I-5 North and South corridors together form the next highest ridership corridors in the Sound Transit system, and connect major destinations from Tacoma to Everett, as well as Puyallup, Gig Harbor, and Lakewood. The I-405 corridors from Bellevue to Snohomish County and South King County have less ridership than other corridors, but also have lower levels of service, with each corridor seeing service every 30 minutes off-peak and 60 minutes on weekends. Sounder Connectors provide connections between park-and-rides in Pierce County and the Sumner and Puyallup stations when peak-direction Sounder trains operate. While Route 596 has seen consistent ridership and year-over-year increases, Route 580 has seen low and declining ridership due to service reductions and the opening of a larger parking garage at Puyallup Station.

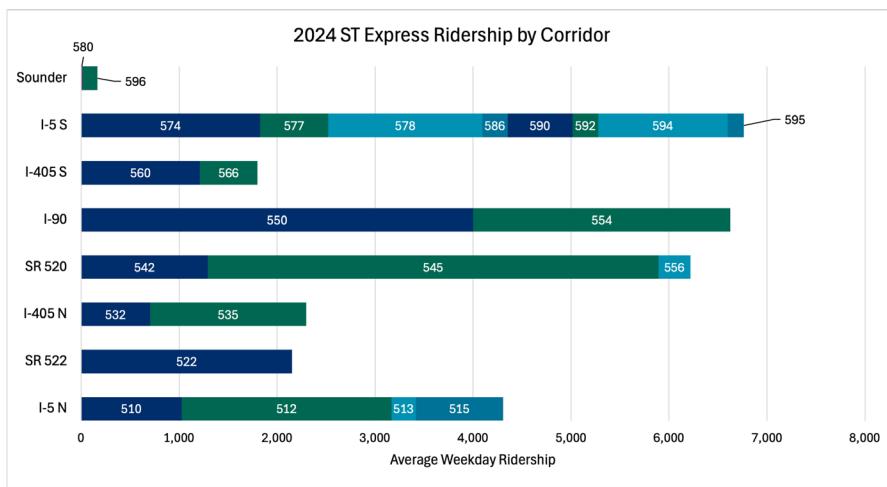


Figure 33: 2024 ST Express ridership by corridor

By time of day

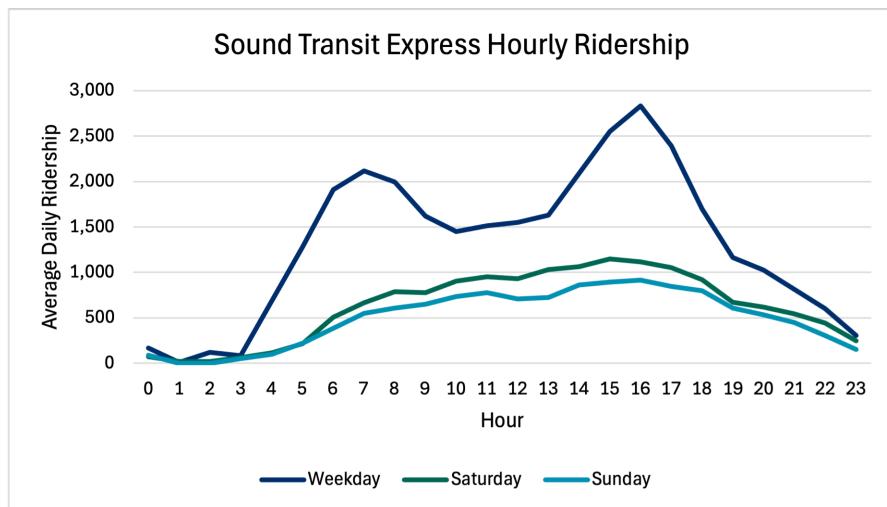


Figure 34: ST Express hourly ridership

Weekday ridership has two distinct peaks corresponding with commute periods. PM peak ridership is generally higher but less concentrated compared to the morning peak, a reflection of different morning departure times based on distance traveled but consistent departures from job centers as well as the many other trip purposes happening across the PM peak period. Both peaks are less significant than before the COVID-19 pandemic, and midday ridership plays a larger role, especially with both flexible work schedules in many workplaces and growing non-traditional work travel hours. Weekend ridership is fairly steady during the day, with Saturday ridership higher than Sunday ridership. Both days experience a slight peak around 4 p.m., likely due to events ending around that time. Sunday ridership, while slightly lower than Saturday ridership is still fairly close to Saturday ridership, and shows strong all-week demand for regional travel for tourism, commuting and more.

Recent ridership changes

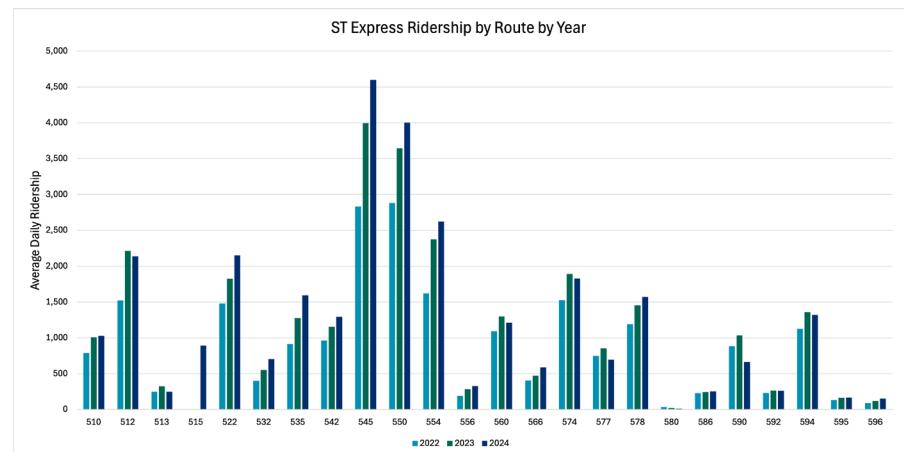


Figure 35: ST Express ridership by route by year

2024 ST Express ridership trends varied by route. Most routes in Snohomish and King counties saw increased ridership compared to 2023. However, two routes in Snohomish County (512, 513), two routes in King County (560, 577), and five routes in Pierce County (574, 580, 590, 592, 594) have seen ridership decreases year-over-year. Each of the ridership impacts have been examined in detail below.

LYNNWOOD LINK EXTENSION

In August of 2024, the Lynnwood Link Extension opened, extending light rail service into Snohomish County for the first time. This extended the 1 Line from Northgate Station in North Seattle to Lynnwood City Center Station in Lynnwood. This extension resulted in an increase in Link ridership, as well as a subsequent decrease in ST Express ridership on the north I-5 corridor, particularly on routes 512 and 513, the two routes that were mainly affected by the extension.

Specifically, routes 512 and 513 both operated between Northgate Station and Lynnwood City Center Station via Mountlake Terrace Station prior to the 1 Line extension. Between August and October 2024, over 1,400 riders stopped riding Route 512, just over 50% of its riders. 203 passengers on Route 513 stopped riding as well, about two-thirds of that route's ridership. It is likely that most of these riders were previously riding between Northgate, Mountlake Terrace, and Lynnwood, so they now ride the 1 Line instead of ST Express.

However, both routes have seen an increase in ridership for stops north of Lynnwood City Center, as light rail service is linking riders to and from these routes to continue their trips north of Lynnwood to destinations such as Ash Way Park & Ride, Seaway Transit Center,

and Everett Station. Community Transit routes 201 and 202 also operate between Lynnwood City Center, Ash Way Park & Ride, and Everett Station, following a similar path to Route 512. Passengers will typically take whichever route comes first if their destination is served by all three routes. On weekdays, routes 201, 202, and 512 combine for eight trips per hour, or an approximate eight minutes between buses.

2 LINE STARTER LINE

In April of 2024, the 2 Line opened between South Bellevue and Redmond Technology, with further extensions planned. On May 10, 2025, the Downtown Redmond extension of the 2 Line opened, and an extension west across the I-90 bridge to Downtown Seattle and Lynnwood is planned to open in late 2025 or early 2026. The 2 Line has seen ridership commensurate with a short segment not connected into the overall network and has not had a major impact on bus ridership. In 2024, the 2 Line connected to ST Express routes 542, 545, 550, 556, 560 and 566, which allow riders to connect from Link to destinations in Seattle and other cities.

PIERCE TRANSIT SPRING 2024 TEMPORARY SERVICE REDUCTION

In March of 2024, ST Express routes operated by Pierce Transit, specifically routes 577, 578, 580, 590, and 594, saw service reductions to maintain operational reliability amidst an increasing shortage of bus operators. These temporary reductions were put in place to ensure that scheduled trips on each route were reliably operated and met ST standards for service delivery with far fewer cancellations due to operator unavailability.

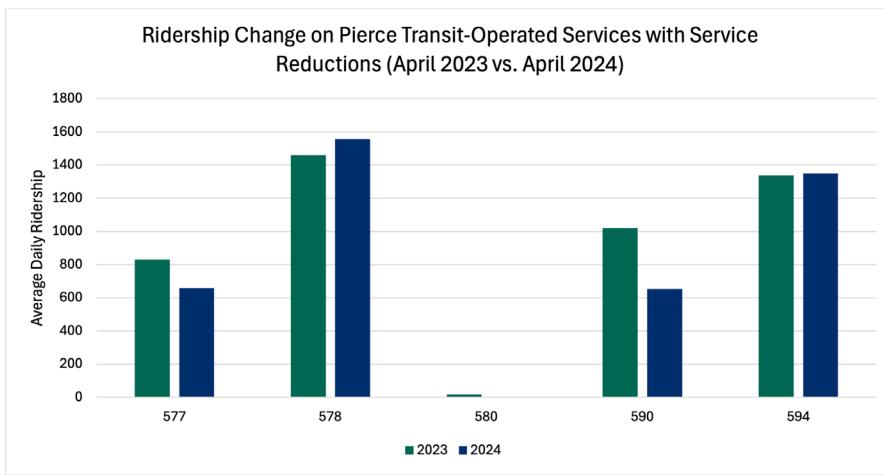


Figure 36: Ridership change on Pierce Transit-operated services with service reductions (April 2023 vs. April 2024)

Of the five routes that saw service reductions, four saw ridership decline during 2024, with only Route 578 seeing a ridership increase – it had the smallest service reduction. Reduced frequency and span on the other four corridors likely caused riders to choose other points to access ST, other transit options like Sounder S Line, or other modes like carpooling or driving. Route 590 saw the greatest reduction in service and ridership, with ridership falling 36% in conjunction with a 52% service decrease on the route. There is a strong expectation that ridership will increase again in 2025, as full reliable service on all five of these routes was restored in the Spring 2025 Service Change.

CHANGING TRAVEL PATTERNS AND PANDEMIC RECOVERY

Overall, the ST Express system continues to see lower ridership compared to 2019 before the COVID-19 pandemic, with a ridership recovery rate of approximately 50% on ST Express services (30,000 weekday boardings compared to 60,000 pre-pandemic), which is continuing to climb, especially during off-peak and weekend periods. Service levels are also lower than pre-pandemic years. In fall 2024, ST Express operated 15% less service than in fall 2019. This means that the 50% ridership recovery rate is higher within the context of the service operated. In combination with Link openings removing some riders from ST Express, there are explanations for the ridership recovery percentage beyond riders not returning to transit service.

While ridership is gradually climbing, travel patterns have also changed significantly since the pandemic's onset. Many jobs continue to offer remote or hybrid work options or flexible work schedules, significantly reducing the volume of ridership during weekday peak hours. However, service during weekday midday hours as well as on weekends has recovered much quicker than during the traditional peak period, indicating that an increasing number of people are using transit for purposes and at times besides commuting for a job with traditional hours.

Return-to-work orders at major regional employers may change this trend in 2025, and we may see quicker restorations of weekday peak-hour ridership as time goes on. Sound Transit is well positioned to respond with ST Express as ridership grows.

Route performance

Service effectiveness

Productivity metrics identify effective and ineffective segments of the ST Express network, which can then be considered for future service changes. Service productivity measures service effectiveness of each route in generating ridership, which are ranked below.

During 2024, several routes saw productivity changes due to ridership decreases. These are discussed in the Recent Ridership Changes section. These routes were routes 512, 513, 560, and some I-5 corridor routes in South King and Pierce counties. Monitoring these ridership and productivity changes influences proposed service changes throughout the ST Express system for 2026. Quartile rankings are based on a combination of route boardings, boardings per revenue hour, and passenger miles per platform mile for the calendar year 2024.

Each of these metrics is effective at measuring route productivity in certain contexts, and a combination of each of these metrics in an averaged ranking allows each route to be evaluated against other routes fairly.



2024 ST Express route ranking

	Route	Boardings per Trip	Boardings per Revenue Hour	Passenger Miles per Platform Miles	Percent Overload Trips	On-Time Performance	Customer Complaints per 100k Boardings	Operated as Scheduled
1st Quartile	510	34.2	30.9	13.7	0.7%	86%	31.5	99.7%
	532	35.0	30.3	10.2	0.9%	96%	24.4	98.6%
	545	28.8	23.0	12.7	1.9%	87%	12.3	99.4%
	550	25.9	26.6	11.6	0.3%	86%	15.3	99.0%
	554	27.1	22.3	9.1	0.5%	87%	28.1	99.5%
	535	25.3	26.4	8.8	0.1%	96%	16.2	99.8%
2nd Quartile	515	22.5	30.7	7.7	0.5%	95%	26.5	99.5%
	595	27.8	12.7	9.1	0.1%	86%	91.5	100.0%
	590	21.9	15.1	10.4	0.1%	78%	78.6	98.8%
	578	26.6	13.9	8.5	0.2%	68%	20.5	98.2%
	594	22.7	12.0	8.6	0.1%	82%	27.3	98.8%
	577	18.9	17.8	7.1	0.0%	86%	18.1	99.2%
3rd Quartile	574	22.5	14.0	6.4	0.0%	70%	22.6	99.4%
	542	14.8	16.5	8.8	0.4%	86%	18.7	99.6%
	512	15.1	22.5	5.1	0.0%	96%	10.5	99.8%
	566	22.5	12.7	5.2	0.0%	69%	45.5	98.9%
	513	15.0	16.9	4.4	0.0%	97%	20.3	100.0%
	586	18.4	11.2	7.3	0.1%	67%	30.4	100.0%
4th Quartile	556	18.3	14.0	4.2	0.0%	75%	39.4	98.7%
	596	7.2	20.5	2.1	0.0%	86%	137.2	99.8%
	560	18.4	11.8	2.7	0.0%	63%	29.2	99.2%
	522	15.0	13.6	3.6	0.0%	86%	12.6	99.7%
	592	14.3	7.4	7.1	0.0%	84%	37.5	99.5%
	580	2.1	8.1	0.1	0.0%	81%	0.0	100%

Table 8: ST Express route ranking

Service quality

Service quality is measured for ST Express routes using four key metrics: On-Time Performance, Trips Operated as Scheduled, Customer Complaints and Passenger Overcrowding.

ON-TIME PERFORMANCE

On-Time Performance (OTP) on ST Express measures the percentage of time when a bus leaves a fixed time point no more than five minutes late and not early. Fixed time points are generally those that occur before the bus enters the freeway and are where most boardings occur. Subsequent stops are generally considered estimated time points, where the bus may leave early, because people are more likely to alight there than board. Please note that estimated time points are not counted towards on-time performance, and these numbers typically do not reflect highway traffic variability. Sound Transit's standard for OTP is 85% of trips operating on-time. The system averaged 85% OTP in 2024 meeting their standard overall.

The I-405 North Corridor saw the highest on-time performance, likely due to High-Occupancy Toll lanes helping to reduce congestion which buses can take advantage of during busy times. The I-5 South and I-405 South corridors see the lowest OTP due to high congestion affecting all lanes during peak hours and occasionally during off-peak hours as well. While the Sounder Connector routes may appear to have a lower on-time performance, this is because these routes typically will wait for delayed Sounder trains arriving at stations before departing.

TRIPS OPERATED AS SCHEDULED

This metric assesses the number of ST Express trips operated as listed in the route's schedule. Sound Transit's standard for this metric is 99.8%, which only Route 580 met during the time it operated in 2024, while the system average was 97.5%.

Throughout 2024, operator and maintenance worker shortages have caused difficulties in operating trips as scheduled across all three of

our partner agencies. This meant that in many cases a bus and/or driver were not available to fill every trip each day. Additionally, factors such as storms or winter weather can lead to an increase in canceled trips, including winter storms in early 2024 and caused some areas to experience long-lasting cold weather conditions for multiple weeks.

CUSTOMER COMPLAINTS

Sound Transit collects and reviews all customer input for each of our services. The ST standard for customer complaints on each route is 15 per 100,000 boardings. In 2024, the ST Express system averaged 30 complaints per 100,000 boardings, not meeting service standards.

There were high numbers of complaints across the system with many related to missing service which affected customer experiences in random, unplanned events. A significant number of complaints were focused on the southern half of the system (Route 560 and higher) where many stemmed from service decreases that were implemented in Spring of 2024 in response to missing daily service and affected routes across the southern portion of the ST Express system. These routes saw reduced service, which led to decreased convenience for riders and occasionally overcrowding on some peak-hour services.

PASSENGER OVERCROWDING

While overcrowding rates on the ST Express system are low compared to pre-pandemic years, there is one route that consistently sees overcrowding during peak hours. Route 545 sees overcrowding especially on Tuesdays, Wednesdays, and Thursdays. These are days when more people work in person in an office, as Route 545 serves commuters heading to downtown Seattle from Redmond and towards technology-focused businesses in the Redmond area. These figures show that the route sees strong ridership in both directions at peak hours and an average overcrowding rate of 1.9%, the highest in the system. While other routes will occasionally see overcrowded trips, likely due to one-off events or canceled buses leading riders to wait for a later trip, these occurrences are much rarer with a system average overcrowding rate of just 0.2%.

Route	On-Time Performance (OTP)			Trips Operated as Scheduled			Customer Complaints per 100,000 Boardings			Passenger Overcrowding Rate		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
510 Everett - Seattle	94%	91%	93%	95.2%	96.8%	99.2%	38	38	27	0%	0%	0.70%
512 Everett - Lynnwood	97%	95%	97%	98.3%	99.0%	99.7%	9	12	9	0%	0%	0.01%
513 Seaway - Lynnwood	89%	93%	97%	94.0%	97.8%	99.7%	14	16	19	0%	0%	0%
515 Lynnwood - Seattle	-	-	96%	-	-	99.5%	-	-	19	-	-	0.51%
522 Woodinville - Roosevelt	85%	85%	86%	98.4%	98.7%	99.1%	26	17	11	0%	0.05%	0.01%
532 Everett - Bellevue	95%	95%	97%	95.3%	97.0%	99.2%	35	22	20	0%	0%	0.93%
535 Lynnwood - Bellevue	97%	97%	98%	98.0%	99.2%	99.7%	12	12	14	0%	0%	0.06%
542 Redmond - U District	90%	87%	87%	98.1%	97.3%	99.5%	20	33	17	0%	0%	0.28%
545 Redmond - Seattle	90%	87%	89%	97.8%	97.8%	99.1%	11	14	10	0.03%	2.18%	1.57%
550 Bellevue - Seattle	90%	89%	88%	97.6%	95.8%	98.8%	13	15	13	0.17%	0.25%	0.35%
554 Issaquah - Seattle	91%	92%	88%	98.3%	99.3%	99.2%	15	18	26	0.44%	0.55%	0.47%
556 Issaquah - U District	79%	74%	74%	96.8%	88.3%	99.2%	68	53	38	0%	0%	0%
560 Bellevue - West Seattle	76%	70%	69%	99.4%	99.5%	95.0%	24	20	26	0.08%	0.22%	0.01%
566 Overlake - Auburn	73%	69%	71%	97.4%	97.0%	99.3%	66	83	38	0%	0%	0%
574 Lakewood - SeaTac	82%	76%	75%	99.3%	99.5%	95.4%	16	17	20	0%	0%	0%
577 Federal Way - Seattle	89%	87%	88%	98.7%	99.4%	95.2%	17	17	15	0%	0.14%	0%
578 Puyallup - Seattle	73%	73%	74%	99.3%	99.3%	94.9%	20	27	18	0%	0.21%	0.23%
580 South Hill - Puyallup	83%	83%	81%	98.2%	99.9%	100.0%	11	N/A	N/A	0%	0%	0%
586 Tacoma - U District	82%	82%	76%	98.8%	99.6%	94.2%	31	40	27	0%	0.44%	0.07%
590 Tacoma - Seattle	81%	81%	82%	94.9%	96.9%	94.4%	25	18	74	0%	0.37%	0.07%
592 DuPont - Seattle	87%	84%	87%	99.0%	99.5%	94.5%	17	24	34	0%	0%	0%
594 Lakewood - Seattle	84%	80%	82%	98.8%	99.3%	95.8%	25	27	23	0%	0.22%	0.06%
595 Gig Harbor - Seattle	77%	80%	84%	99.3%	99.9%	94.3%	27	46	82	0%	1.14%	0.07%
596 Bonney Lake - Sumner	86%	78%	84%	99.8%	99.8%	95.4%	39	106	119	0%	0%	0%
Average	86%	84%	85%	97.9%	98.1%	97.5%	25	31	30	0.03%	0.25%	0.23%

Table 9: ST Express performance indicators

Next Steps

Implementation and monitoring

Following Board review and adoption of the 2026 Service Plan Part Two – Bus Service Plan, anticipated in March 2026, we will publish the final 2026 Service Plan. The 2 Line Crosslake Connection is expected to open in early 2026 (opening date to be determined), allowing passengers to begin exploring new travel options while still having familiar options available.

Over the spring and summer, we will collaborate with our operating partners to implement ST Express service changes, beginning with the fall 2026 service change. We will also develop and implement a comprehensive communication and engagement plan, to ensure passengers are ready for the changes. Following implementation, we will monitor ridership and performance to inform future planning efforts.

Enterprise Initiative support

The Enterprise Initiative is a concurrent planning effort to ensure we can deliver the greatest benefits of ST3 within available financial capacity. It will result in an updated System Plan with modified capital and operating plans. To support this initiative, we plan to update our Service Standards and Performance Measures to guide changes to the network as new high-capacity transit projects open. Using the capital and operating plan assumptions outlined in an updated System Plan, we will prepare a network plan that details how all of Sound Transit's modes will evolve over time as the high-capacity network expands.

Appendices

Appendix A: Public engagement report (in development)

Appendix B: Title VI service equity analysis report

DRAFT

**Title VI Service Equity Analysis
2026 Service Plan
ST Express Plan – Part Two**

Executive Summary

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

The 2026 Service Plan service equity analysis evaluates the potential service changes to ST Express bus service planned in Pierce and south King Counties in response to the 2 Line extension across I-90, and the 1 Line extension to Federal Way. Consistent with Sound Transit's adopted *Disparate Impact and Disproportionate Burden* policy (Board Resolution No. R2022-19), a Title VI analysis was completed with two levels of analysis.

The first level is the individual route analysis, which evaluates each major service change on a route-by-route basis. The second is the systemwide analysis, which compares the benefits and impacts to Title VI protected and non-protected populations on all routes and services over multiple years.

Due to the complexity and scale of the ST Express changes associated with the Federal Way Link Extension and the Cross Lake Connection (2 Line extension across I-90), the 2026 Service Plan will follow precedent established with the 2024 Service Plan and be split into two parts. The first part of the 2026 Service Plan was focused on rail and was presented to the Sound Transit Board of Directors in October 2025. The second part will contain the associated ST Express bus changes and is scheduled for Board review in early 2026.

No major changes were included in Part one of the Service Plan, containing information about the opening of Pinehurst Station – which will be served by both the 1 and 2 Lines. This document, the Title VI Analysis for Part two, includes individual analyses for the bus service restructure proposals. The systemwide analysis is also included.

The individual route analysis for bus changes did identify disparate impacts or disproportionate burdens on protected populations from September 2023 through September 2026. Therefore, mitigations are required.

Mitigations include new 1 Line service to Federal Way, 2 Line service across Lake Washington to Seattle and Lynnwood, improved service levels on ST Express Routes 574 and 556, and new overnight bus service.

Table 1 summarizes the results of the Title VI service equity analysis in part two of the 2026 Service Plan – ST Express. Additional details are included in the following analysis.

Table 1: Summary of major ST Express service changes in the 2026 Service Plan Title VI Service Equity Analysis

Route	Service Change	Title VI Protected Populations	Adverse effects	Disparate impact ¹	Disproportionate burden ²	Mitigations
513	Increase Service, Delete Stops at Eastmont P&R	Minority - District Average: 42.6% Existing Route 513: 43.8% New Route 513: 43.8% Low Income - District Average: 19.5% Existing Route 513: 14.7% New Route 513: 14.7%	Yes	No	No	Not Required.
522	Reroute to Shoreline South	Minority - District Average: 42.6% Existing Route 522: 32.3% New Route 522: 35.4% Low Income - District Average: 19.5% Existing Route 522: 14% New Route 522: 15.6%	Yes	No	No	Not Required
550	Eliminate Service	Minority - District Average: 42.6% Route 550: 50.5% Low Income - District Average: 19.5% Route 550: 17.4%	Yes	Yes	No	New 2 Line service would be available, as would increased service levels on Route 556, which would connect riders from Issaquah to 2 Line service at South Bellevue or Bellevue Downtown Stations

¹ If the service area of a route would change with the proposed service change, the analysis compares the Sound Transit District average to the service area percentages before and after the change to determine if either service area would experience disparate impacts. All impact findings were the same for service areas before and after the service change.

² If the service area of a route would change with the proposed service change, the analysis compares the Sound Transit District average to the service area percentages before and after the change to determine if either service area would experience disproportionate burden. All burden findings were the same for service areas before and after the service change.

554	Eliminate Service	Minority - District Average: 42.6% Route 554: 49.5% Low Income - District Average: 19.5% Route 554: 14.5%	Yes	Yes	No	New 2 Line service would be available, as would increased service levels on Route 556, which would connect riders from Issaquah to 2 Line service at South Bellevue or Bellevue Downtown Stations.
556	Truncate to Bellevue Downtown Station, Increase Service levels, Add Stops in Issaquah	Minority - District Average: 42.6% Existing Route 556: 47.3% New Route 556: 49.4% Low Income - District Average: 19.5% Existing Route 556: 13.9% New Route 556: 11.5% <i>Note: the proposed changes would make Route 556 a Minority Route, but as it currently exists, it is not. For the purposes of this analysis, it is not considered a Minority Route.</i>	Yes	No	No	New 2 Line service would be available, as would increased service levels on Route 556, which would connect riders from Issaquah to 2 Line service at South Bellevue or Bellevue Downtown Stations.
574	Truncate to Federal Way, change southern terminus to Lakewood Station from Lakewood Transit Center, Increase Service Levels	Minority - District Average: 42.6% Existing Route 574: 53.7% New Route 574: 52% Low Income - District Average: 19.5% Existing Route 574: 31.2% New Route 574: 31.6%	Yes	Yes	Yes	Increased service levels would be available on Route 574 and new 1 Line service at Federal Way. New overnight bus service would also provide improved connections in the late evening and early morning.
580	Eliminate Service	Minority - District Average: 42.6% Route 580: 27.9%	Yes	No	No	Not Required.

		Low Income – District Average: 19.5% Route 580: 18.9%				
586	Eliminate Service	Minority – District Average: 42.6% Route 586: 50.6% Low Income – District Average: 19.5% Route 586: 31.4%	Yes	Yes	Yes	Making use of Sounder S Line or Routes 590 and 594 from Tacoma Dome and Transferring to Link provide comparable, if not faster, alternatives that run more often.

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 to ensure that changes to transit service are consistent with the Civil Rights Act of 1964, DOT Title VI regulations, FTA 4702.1B and policies defined by the Sound Transit Board.

The FTA is responsible for ensuring that federally-supported transit services and related benefits are distributed by recipients of FTA assistance in a manner consistent with Title VI, Section 601 of the Civil Rights Act of 1964, which states: No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Disparate impact: A facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin pursuant to FTA guidelines.

Disproportionate burden: A policy or practice that disproportionately affects low-income populations more than non-low-income populations pursuant to FTA guidelines.

Low-income population: A population whose household income is at or below the poverty guidelines set by the Department of Health and Human Services level utilized by the regional transit fare program to determine low-income reduced fare eligibility.

Minority population: A population who self-identifies as American Indian/Alaska Native, Asian, Black or African American, Hispanic or Latino, and/or Native Hawaiian/Pacific Islander.

Major Service Change

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 revenue service hours, permanently move the location of a bus stop by more than a quarter mile, or rail station by more than a half mile and/or close or eliminate a bus stop or rail station without a replacement of any kind within a quarter mile for bus stops or a half mile for rail stations. A major service change excludes:

- Replacement of an existing transit service by a different route, mode, or contractor providing a service with the same headways, fare, transfer options, span of service and stops, so long as an analysis is completed that provides evidence that the replacement level service is equal to or better than the existing Sound Transit service; or
- Changes to route numbers without any other changes to the route characteristics; or
- Changes to service or new services are considered to be temporary, where temporary is defined as less than 12 months in duration.

The agency conducts an equity analysis of all proposed major service changes to determine adverse effects and equitable distribution of benefits. For major service changes:

- **Adverse effects** are a geographical or time-based reduction in service, which includes, but is not limited to, the span of service changes, frequency of service changes, route segment elimination, and rerouting or route elimination.
- **Benefits** are a geographical or time-based addition of service, which includes, but is not limited to, an increase in span, frequency, and service coverage.

Changes to a Single Line or Route

When a proposed major service change to a single line or route creates an adverse effect, a disparate impact or disproportionate burden occurs when the percentage of the adversely affected minority or low-income population in the service area of the line or route exceeds the percentage of the minority or low-income population within the Sound Transit District by at least five percentage points (e.g., 15 percent of the population adversely affected is low-income compared to a District average low-income population of 10 percent).

Systemwide Service Reductions

When a systemwide adverse effect occurs due to major service changes on more than one line or route, the agency determines if the collective service reductions create a disparate impact or disproportionate burden by comparing the percentage of the service area's minority or low-income population adversely affected by the major service reductions to the percentage of the District's non-minority or non-low-income population adversely affected.

1. If the percentage of the minority or low-income population adversely affected is 20 percent or greater than the percentage of the non-minority or non-low-income population adversely affected (e.g., 12 percent or more of the minority population is adversely affected while 10 percent or less of the non-minority population is adversely affected), the reductions create a disparate impact or disproportionate burden.
2. Collective service reductions include both service reductions under consideration for the next year and implemented service reductions in the past two years, both major and minor service changes.

Systemwide Service Additions

When a systemwide benefit occurs due to major service changes on more than one line or route, the agency determines if the collective service additions create a disparate impact or disproportionate burden by comparing the percentage of the minority or low-income population who benefit from the major service additions to the percentage of the District's non-minority or non-low-income population who benefits from the service additions.

1. If the percentage of the minority or low-income population benefited is 80 percent or less than the percentage of the non-minority or non-low-income population benefited (e.g., eight percent or less of the minority population benefits while 10 percent or more of the non-minority population benefits), the changes create a disparate impact or disproportionate burden.
2. Collective service additions include both service additions under consideration for the next year and implemented service additions in the past two years, both major and minor service changes.

Public Involvement Policy

Sound Transit conducts public outreach regarding fare changes and major service changes as consistent with Sound Transit's newly adopted Public Comment on Fare Changes and Major Service Changes Policy (Board Resolution No. R2023-34).

Sound Transit implements permanent fare changes and major service changes only after providing the public with reasonable opportunity to provide formal comment. All public feedback gathered about a proposed fare change or major service change is shared with the Board before any final decisions or actions.

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Definitions and Data Analysis

The following sections describe the data definitions and methodologies used by Sound Transit to develop estimates for Title VI populations within the Sound Transit service area.

Demographic Analysis Methodology and Title VI Data Definitions

Sound Transit uses census demographic data to identify Title VI communities (minority, low-income, and limited-English proficiency (LEP)) for service equity analyses 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 LEP residents helps Sound Transit ensure that outreach efforts reach diverse customers. Sound Transit uses designated census tracts as the geographic basis for assessing the Title VI populations, and the most recent five-year demographic estimates available from American Community Survey (ACS). The following sections describe the methodology for identifying each of the Title VI populations for 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. The radial distance varies depending on the type of stop (see Table 2).

Table 2: Service area definitions

Stop Type	Service Area in Miles
Bus stop without parking	0.5
Rail station without parking	1.0
Bus facility with parking	2.5
Rail station with parking	5

Sound Transit Title VI Population Estimates

Using the demographic analysis and Title VI definitions previously outlined in this section, percentages for Title VI populations for the Sound Transit service area are identified by census tract and the Sound Transit District³ overall. Table 3 shows Title VI population averages for the Sound Transit District using the American Community Survey five-year estimates 2023 dataset. Minority and low-income averages serve as a comparison in the service change analysis to determine if a mitigation must be considered, while LEP averages help to advise the outreach strategy. The maps below show census tracts with minority and low-income populations above the Sound Transit District average and LEP.

³ The Sound Transit District is the geographic area that contributes tax revenue to fund Sound Transit services while the Sound Transit service area is defined by set radial distances from Sound Transit stops. While these two geographies mostly overlap, there are parts of the service area that extend beyond the District boundaries and parts of the District that are not served by transit stops.

Table 3: Sound Transit District population percentage of Title VI protected populations

Title VI Protected Populations	Percentage of District Populations
Minority	42.9%
Low-Income	19.5%
Limited English Proficiency	10.6%

The maps below (Figures 1-3) show the Sound Transit stops and census tracts in the Sound Transit District and Sound Transit service area that have above-average percentages of minority, low-income and limited English proficiency (LEP) populations. The individual and systemwide service equity analyses use the **Sound Transit District averages for each protected population**, not the transit service areas, to compare the percentage of these populations in the individual route's service areas. The transit service area buffer illustrates how Sound Transit service and stops are sometimes outside of the District area.

As part of our proposals in the 2026 Service Plan, service would be discontinued to South Hill P&R and Eastmont P&R. However, their respective service areas are wholly subsumed by the those of Puyallup Station for South Hill and Everett Station and South Everett Freeway Station for Eastmont respectively. As a result, the Sound Transit service area remains unchanged.

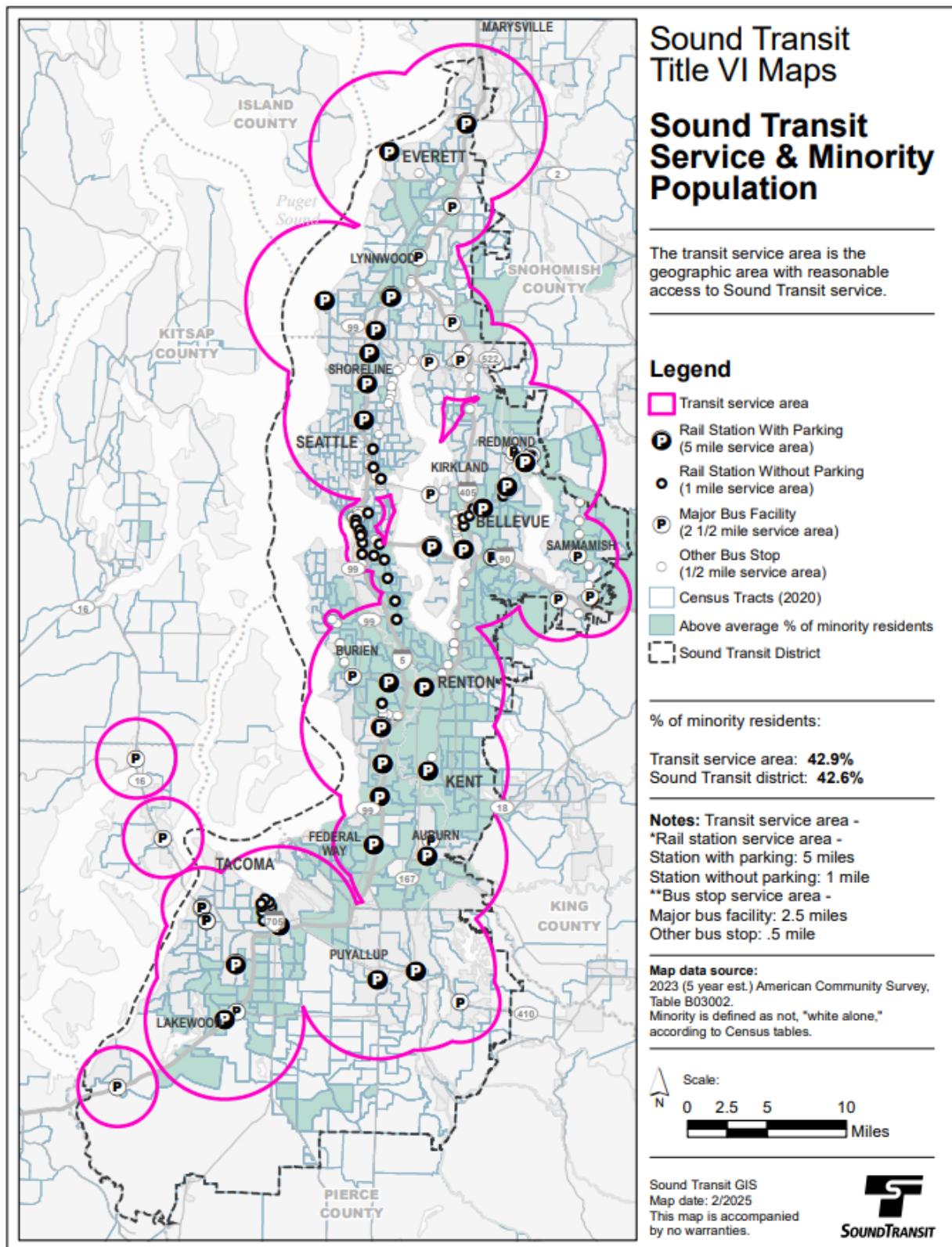


Figure 1: Map of Title VI minority population for Sound Transit service area

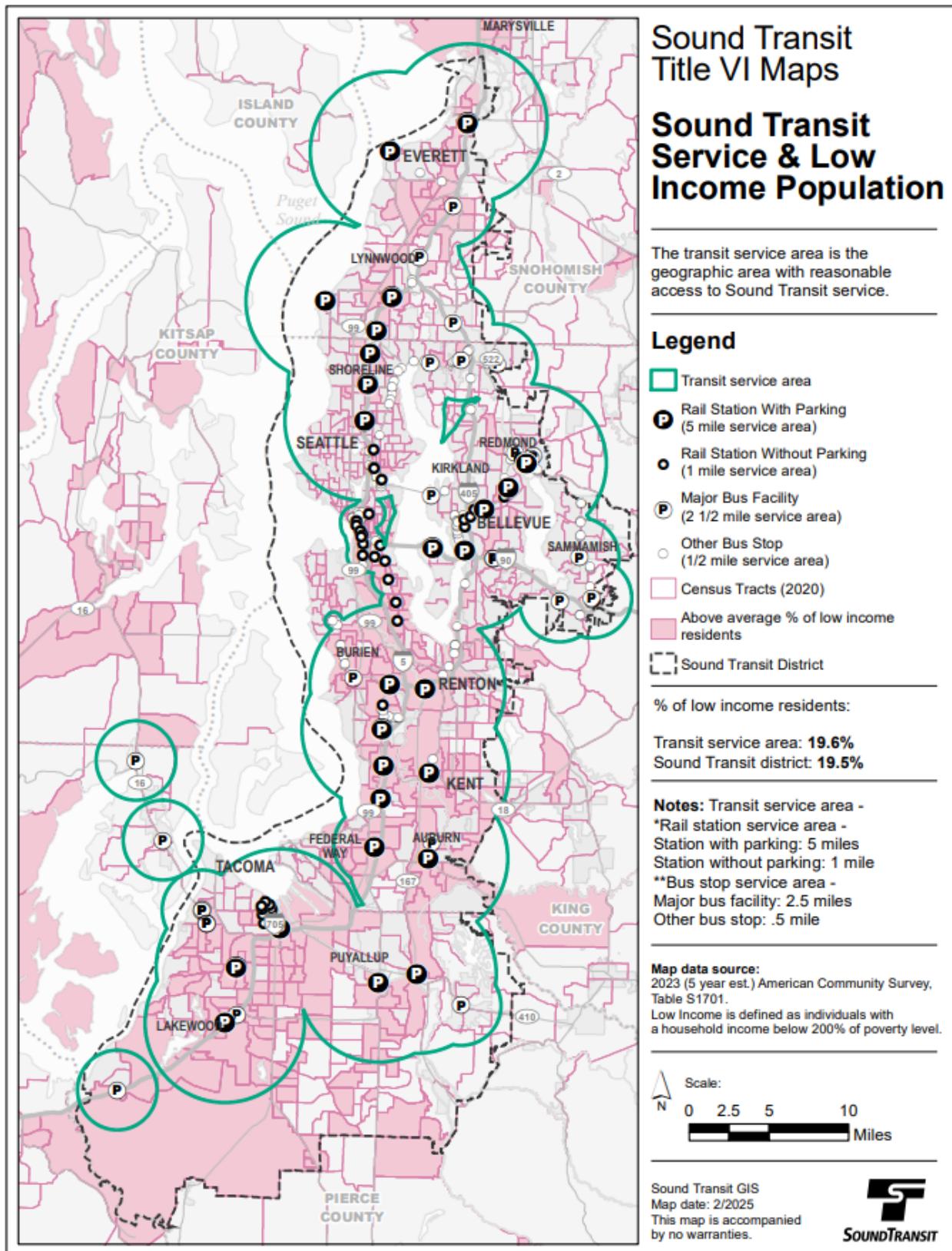


Figure 2: Map of Title VI low-income population for Sound Transit service area

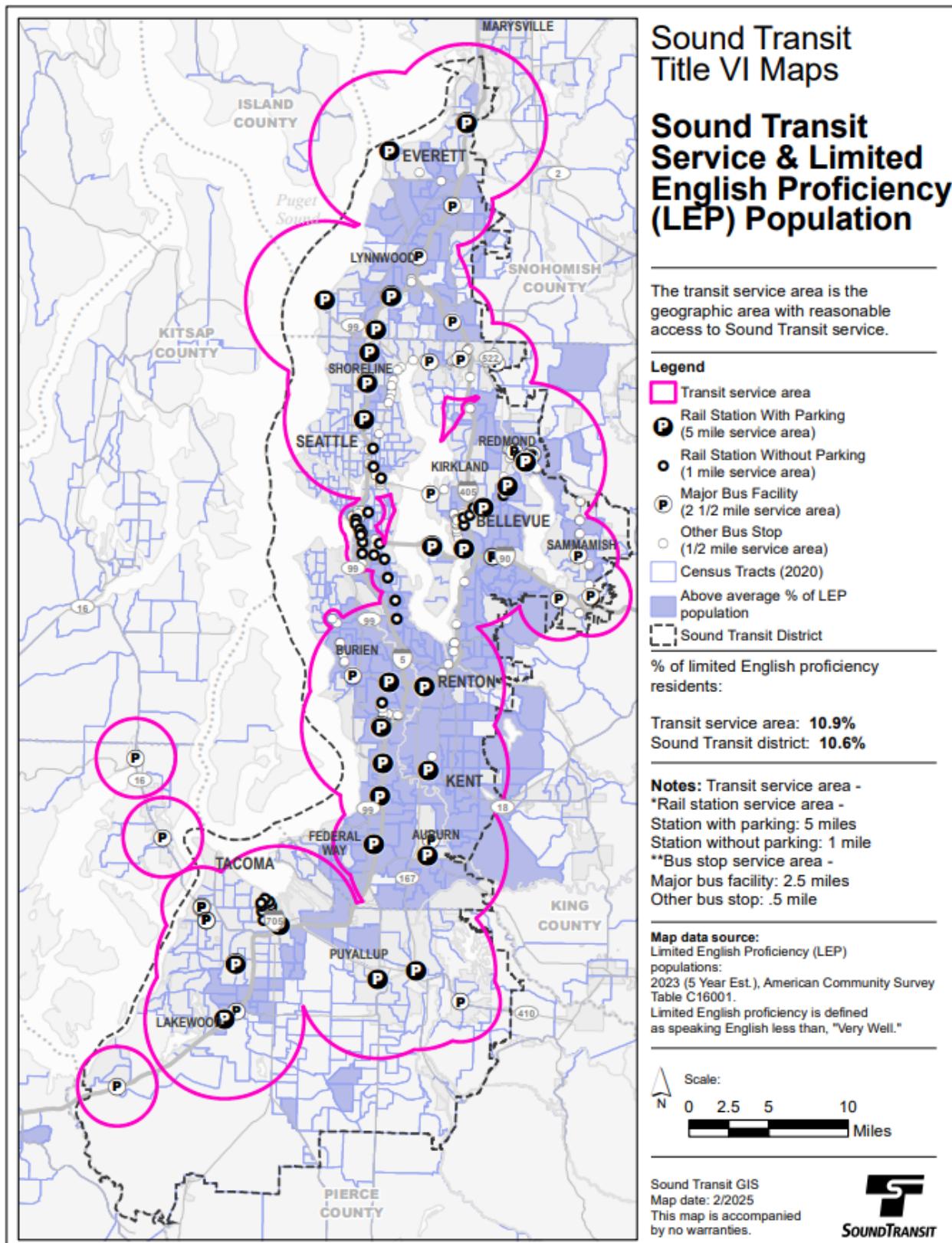


Figure 3: Map of Title VI Limited English Proficiency (LEP) population for Sound Transit service area

Title VI Protected Populations by Route

Table 4 (below) displays the Title VI protected populations by route for each of Sound Transit's service types. Title VI protected routes are highlighted when they are five percentage points greater than the District Title VI population average (entries in the last row of Table 4). Additional population data is available in the appendix.

Note about Low-Income Population Percentages: Sound Transit previously defined household income below 150 percent poverty level as low-income. In 2022, the agency updated the definition of low-income to a household income below 200 percent of the poverty level. The updated 200 percent is in line with the evaluation ORCA (regional fare payment) used to evaluate households that qualify for reduced fare payment.

Table 4: Title VI protected population by route (2024)⁴

Route	Minority Population	Low-Income Population	Limited English Proficiency (LEP)
ST Express Bus			
510	41.0%	22.9%	11.8%
512	42.0%	22.4%	13.5%
513	43.8%	20.4%	13.9%
515	41.3%	19.7%	10.7%
522	35.4%	15.6%	8.8%
532	43.4%	19.8%	13.4%
535	41.0%	15.0%	11.4%
542	49.4%	14.9%	12.2%
545	49.3%	15.4%	11.5%
550	50.5%	17.4%	12.5%
554	49.5%	14.5%	11.6%
556	49.4%	11.5%	12.6%
560	53.6%	23.1%	18.0%
566	55.7%	25.6%	18.1%
574	52.0%	31.6%	13.4%
577	54.0%	26.9%	14.1%
578	44.4%	24.7%	13.6%
580	27.9%	18.9%	5.7%
586	50.6%	31.4%	12.9%
590	46.1%	26.9%	8.4%
592	54.2%	32.0%	14.7%
594	48.2%	29.8%	9.5%
595	37.0%	22.2%	6.1%
596	22.0%	14.2%	3.7%
Commuter Rail			
Sounder North	37.0%	21.5%	11.0%
Sounder South	47.4%	24.7%	12.6%
Light Rail			
1 Line	45.1%	20.9%	12.0%
2 Line	40.7%	15.9%	9.6%
Tacoma Link	42.0%	25.4%	8.5%
Averages			
Sound Transit District Average	42.6%	19.5%	10.6%

⁴ Protected population statistics for routes that have service area changes (Route 512, Route 513, and Link 1 Line) reflect the service area after the change.

Individual Route Analysis of Major Service Changes

Overview

Table 5: Service change analysis summary

Major Service Change Analysis Summary					
Route	Proposed Change	Type of Change	Adverse Effects	Disparate Impact ⁵	Disproportionate Burden ⁶
513	Increase service Delete stops at Eastmont P&R.	Major	Yes	No	No
522	Reroute to Shoreline South Station	Major	Yes	No	No
550	Eliminate service on Route 550	Major	Yes	Yes	No
554	Eliminate service on Route 554	Major	Yes	Yes	No
556	Increase service Truncate to Bellevue Downtown Station	Major	Yes	No	No
574	Increase Service Truncate to Federal Way Relocate southern terminus to Lakewood Station	Major	Yes	Yes	Yes
580	Eliminate service on Route 580	Major	Yes	No	No
586	Eliminate service on Route 586	Major	Yes	Yes	Yes

⁵ If the service area of a route would change with the proposed service change, the analysis compares the Sound Transit District average to the service area percentages before and after the change to determine if either service area would experience disparate impacts. All impact findings were the same for service areas before and after the service change.

⁶ If the service area of a route would change with the proposed service change, the analysis compares the Sound Transit District average to the service area percentages before and after the change to determine if either service area would experience disproportionate burden. All burden findings were the same for service areas before and after the service change.

Methodology

When a proposed major service change to a single line or route creates an adverse effect, a disparate impact or disproportionate burden occurs when the percentage of the adversely affected minority or low-income population in the service area of the line or route exceeds the percentage of the minority or low-income population within the Sound Transit District by at least five percentage points (e.g., 15 percent of the population adversely affected is low-income compared to a District low-income population of 10 percent).

If a service area changes with the service change (stations or stops were added or removed, etc.), the analysis compares the District average to the protected populations' percentage for the service area before and after the service change.

Identifying Major Service Changes

A major service change is defined as: Any single change in service on an individual bus or rail route that would add or eliminate more than 25 percent of the route's weekly revenue service hours, permanently move the location of a bus stop by more than a quarter mile or rail station by more than a half mile, and/or close or eliminate a bus stop or rail station without a replacement of any kind within a quarter mile for bus stops or a half mile for rail stations.

Table 6 compares the weekly revenue hours of each route that is undergoing a service change compared to the baseline and determines whether the service change is major or minor.

Table 6: Major service change weekly revenue hours compared to baseline

Service Change	Fall 2025 Weekly Revenue Hours	Fall 2026 Weekly Revenue Hours	Percentage Change	Stop Removal	Type of Change
Route 522: Reroute to Shoreline S Station	1,019	785	-23%	Yes	Routing Change
Route 535: Add Sunday Service, increase frequency on Saturday	431	572	+44%	No	Service Addition
Route 550: Eliminate Route	903	0	-100%	Yes	Route Elimination
Route 554: Eliminate Route	663	0	-100%	Yes	Route Elimination
Route 556: Truncate, Increase Service	108	689	+537%	Yes	Truncation & Service Addition
Route 574: Truncate, increase service	828	924	+20%	Yes	Truncation & Service Increase
Route 580: Eliminate Route	8	0	-100%	Yes	Route Elimination

Last Updated: December 9, 2025

Route 586: Eliminate Route	123	0	-100%	Yes	Route Elimination
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Route 513 // Increase Service & Delete stops at Eastmont P&R

Description of Proposed Major Service Change

Route 513 is proposed to begin bi-directional service and no longer serve Eastmont P&R.

Service Levels

Current Service

Because Route 513 only operates in the peak direction during peak hours, trip counts during the spans-of-service are provided in place of a frequency table.

There are 8 southbound trips between 4:30 – 8:30 a.m., and 8 northbound trips between 3:05 – 6:40 p.m.

Proposed Service

There will be approximately 16 trips (eight in each direction) between 4:30 – 8:30 a.m., and between 3:05 – 6:40 p.m.

Table 7: Approximate frequencies for Route 513 current and proposed service

Approximate Frequencies	
	Proposed Route 513 Seaway Transit Center – Lynnwood City Center Station
Weekdays	4:00-8:00 a.m. & 3:00-7:00 p.m.*
Early A.M.	30 min.
A.M. Peak	30 min.
Midday	-
P.M. Peak	30 min.
Evening	30 min.
Late Evening	-

**Span will be coordinated with Link schedules. Frequencies and proposed span are approximate and may vary by direction and may be revised as additional scheduling and operational planning occurs. Span is based on the departure of the first and last possible trips that serve the full line alignment.*

Table 8: Weekly revenue hours for Route 513 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	69	108	+56%

Route 513 would have 108 weekly revenue hours, an increase of 56% (Table 8).

Adverse Effects & Benefits

Adverse Effects

This proposal results in adverse effects because it removes service from Eastmont P&R.

Benefits

This proposal benefits riders by offering bidirectional service between Seaway Transit Center and Lynnwood City Center Station during peak hours, improving access to employers in the area.

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Title VI Analysis

Changing the revenue hours of a route by 25% or more, and removing a stop without another within $\frac{1}{4}$ mile is a Major Service Change that is subject to Title VI analysis. In this case, there is an adverse effect because the change is a reduction in service access. However, because neither the low-income nor minority populations served by Route 513 exceed the Sound Transit service area by more than 5%, there are no findings of disproportionate burden nor disparate impact.

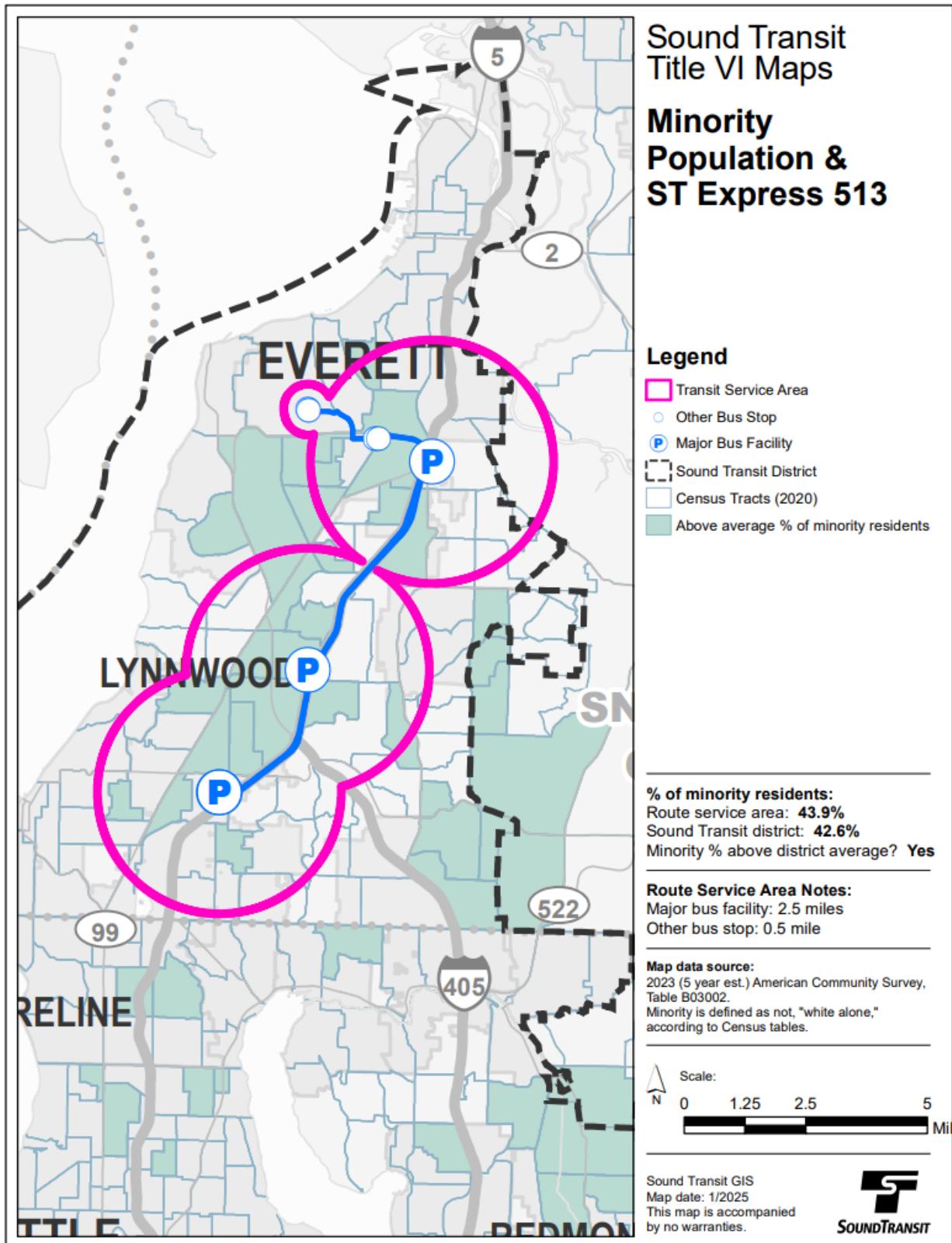
- **No disparate impact:** The minority population of Route 513 does not exceed the district average by at least five percentage points (table 9).
- **No disproportionate burden** The low-income population of Route 513 does not exceed the district average by at least five percentage points (table 9).

Table 9: Title VI Populations in the Sound Transit District and the Route 513 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	42.6%	19.5%	10.6%
513 Service Area	43.8%	14.7%	22.1%
Difference	1.2%	-4.8%	11.5%
Exceeds percentage of the protected population within the District by at least five percentage points	No	No	Yes

Note: While the stop at Eastmont P&R is being eliminated from Route 513, there are no changes to the demographic profile of this route, as shown in the following maps.

Title VI Maps



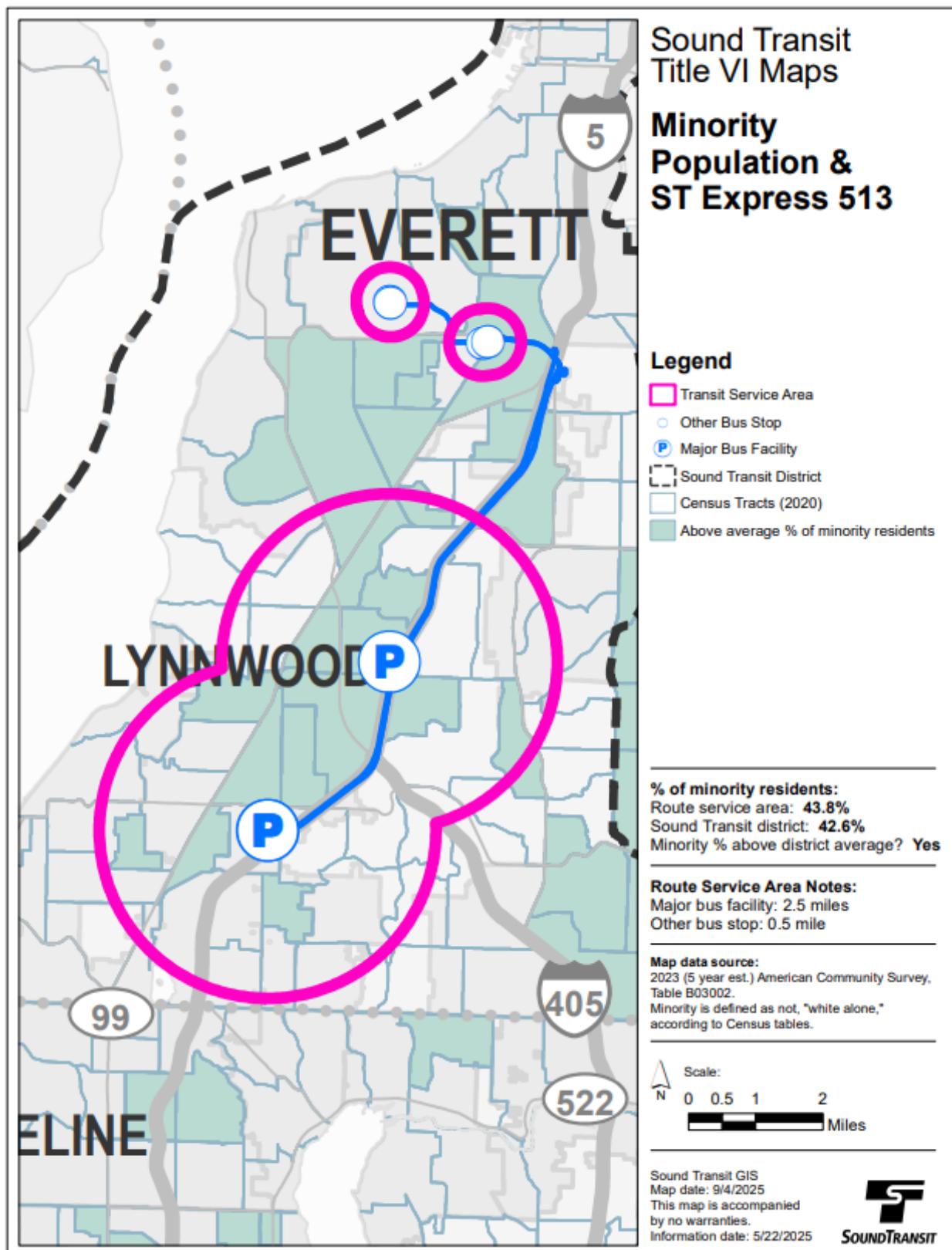
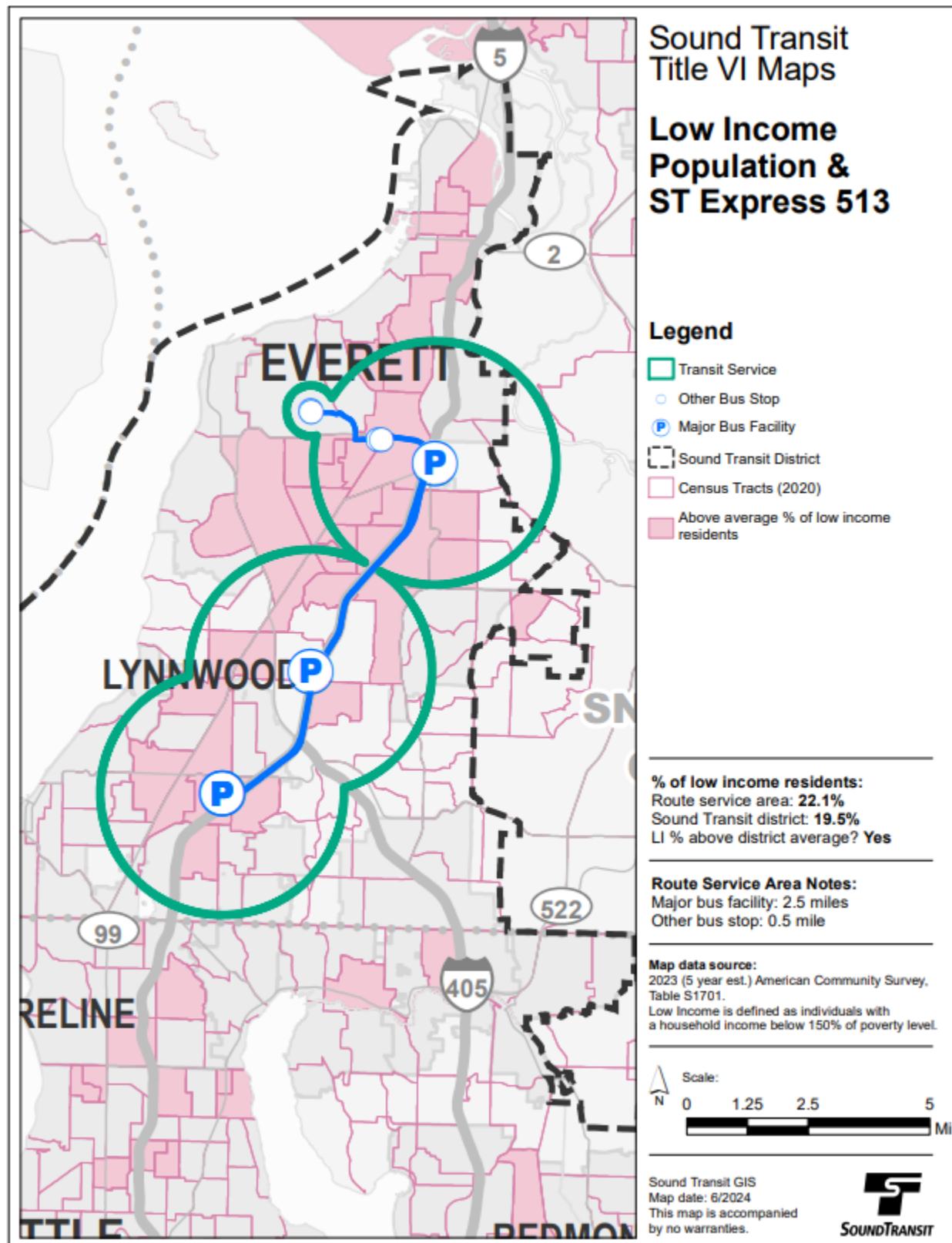


Figure 5: Map of Title VI Minority Population of Route 513 after the removal of Eastmont P&R.



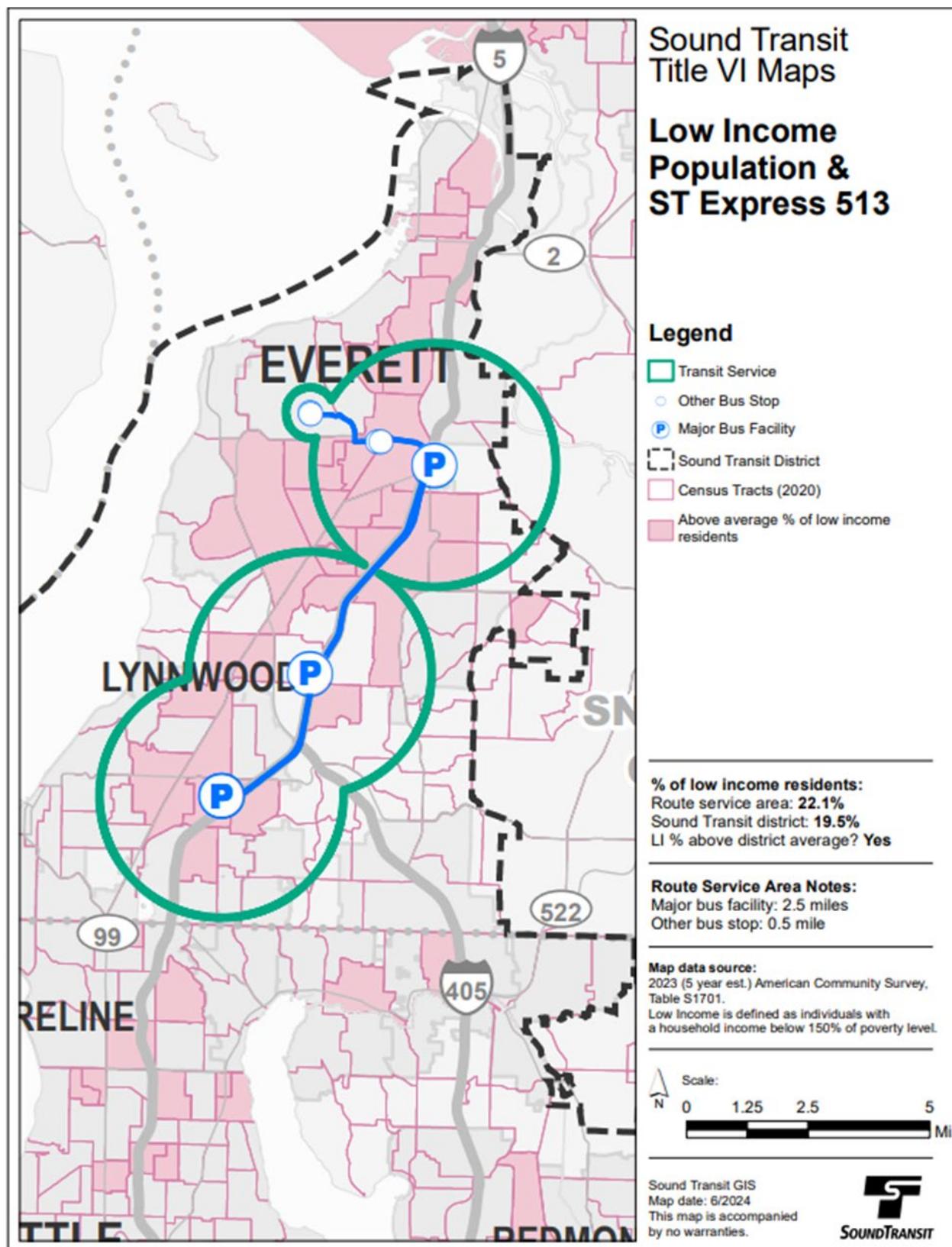


Figure 6: Map of Title VI Low Income population for Route 513, before the removal of Eastmont P&R.

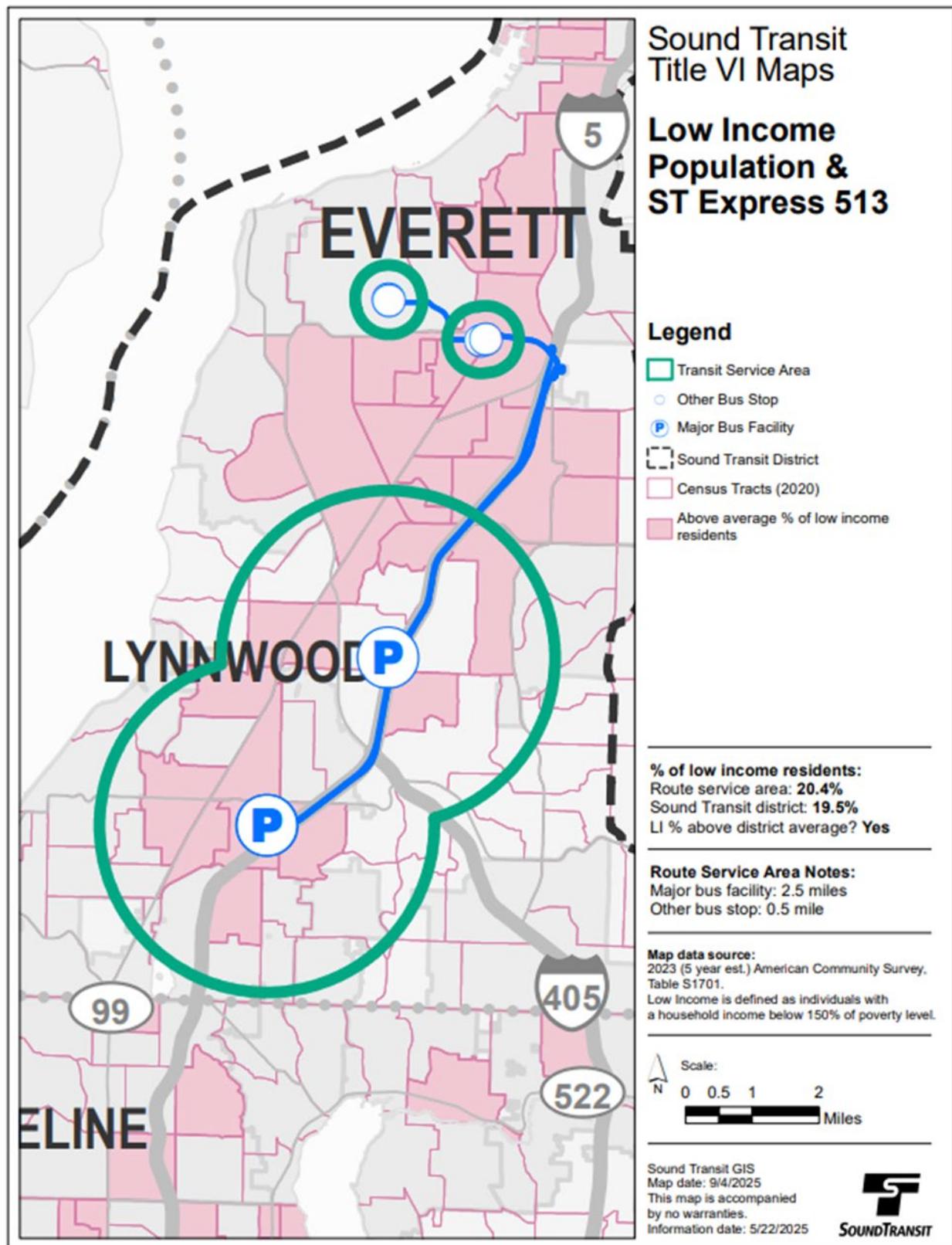


Figure 7: Map of Title VI Low Income Populations for Route 513 after the removal of Eastmont P&R.

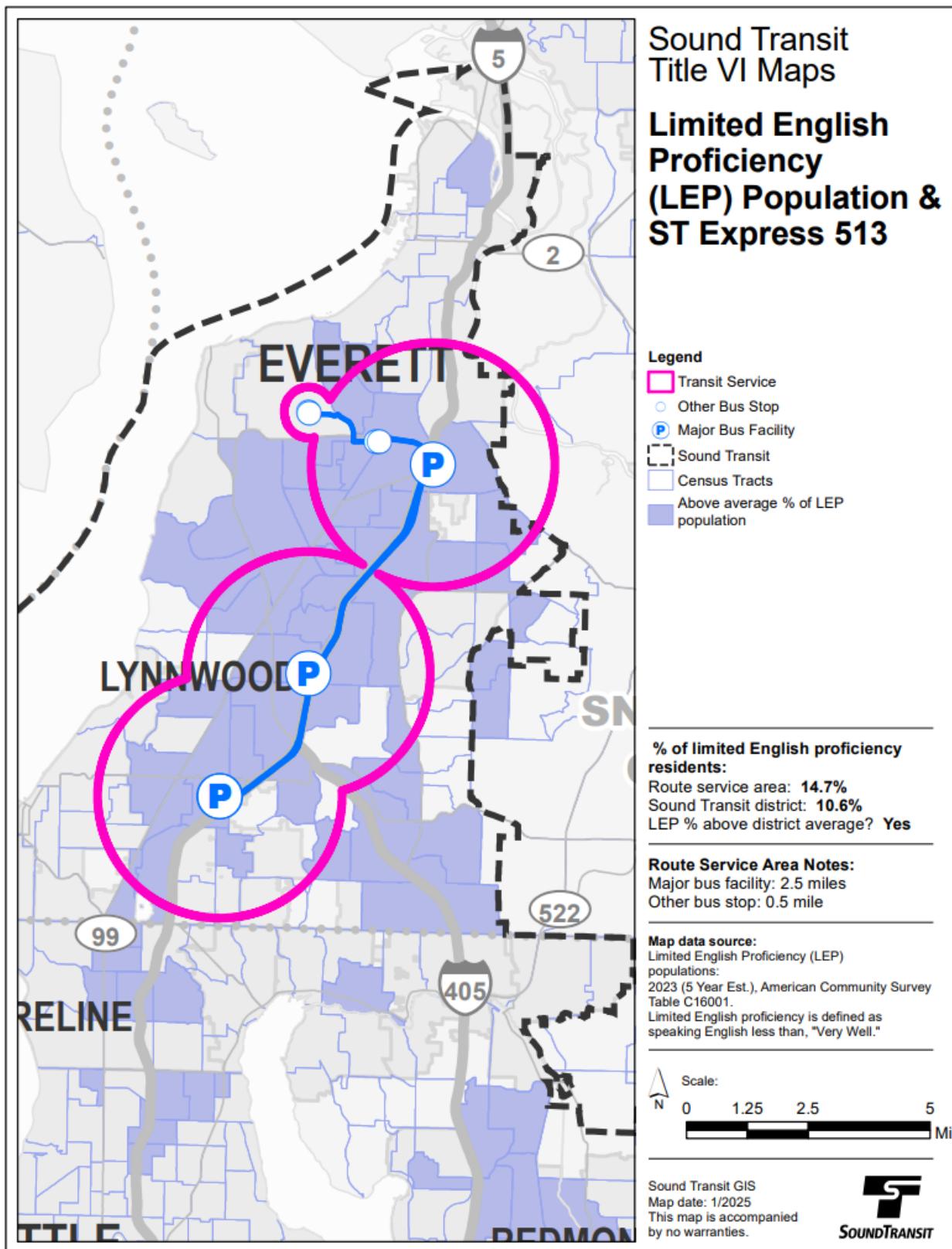


Figure 8: Map of Title VI Limited English Proficiency (LEP) population for Route 513 before the removal of Eastmont P&R

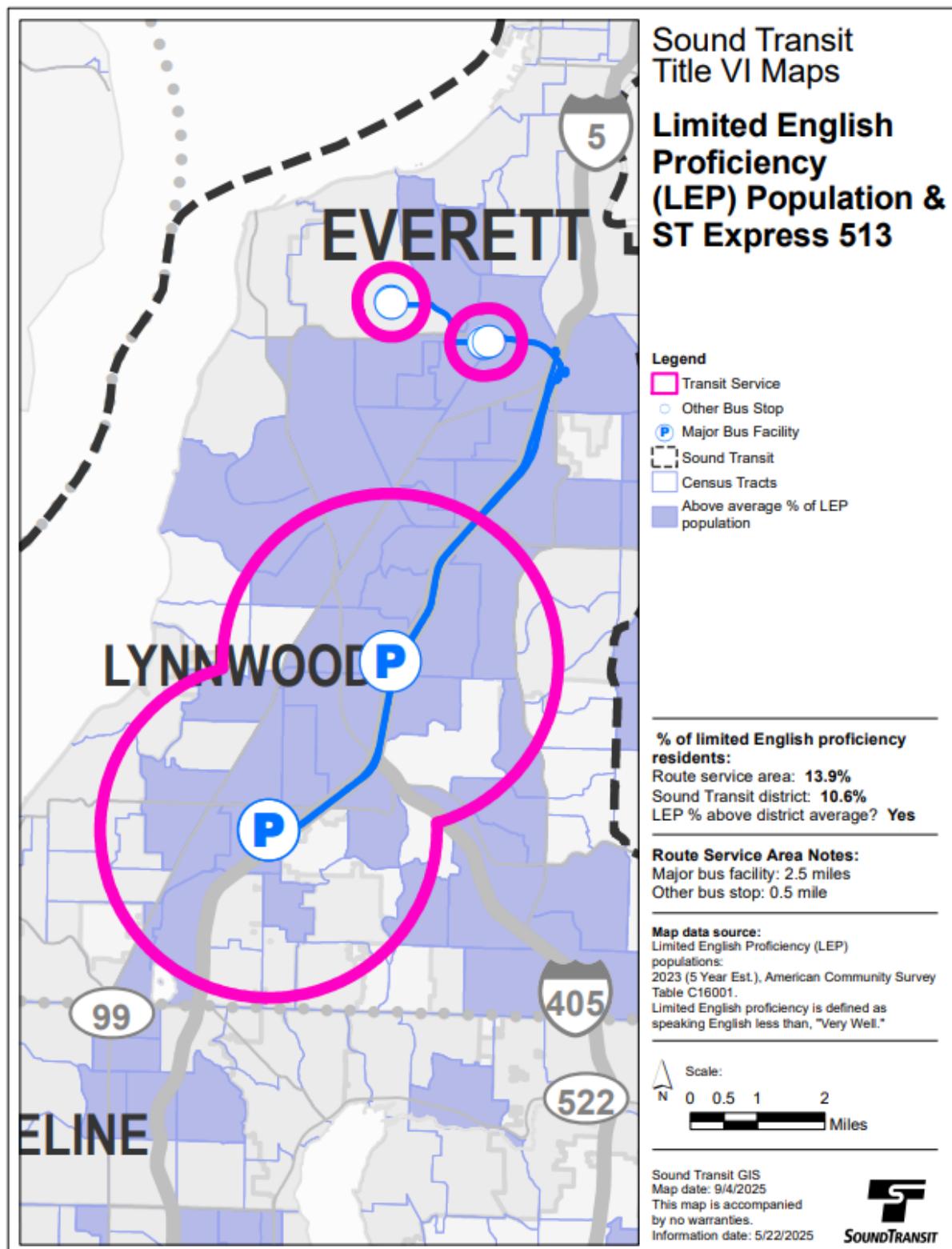


Figure 9: Map of the Title VI Limited English Proficiency (LEP) Populations of Route 513, after the removal of Eastmont P&R.

Mitigations

Mitigations are not required since there is no finding of disparate impact or disproportionate burden. However, passengers may board Everett Transit Route 29 with service to both Everett Station and South Everett Freeway Station. At Everett Station, passengers may transfer to Route 512 or the Sounder N Line. At South Everett Freeway Station, passengers may transfer to Route 512.

Public Input

Please refer to the Public Engagement Report (Appendix A).

Conclusion

The elimination of Seaway Transit Center from Route 513 has adverse impacts, but there is no determination of disparate impact or disproportionate burden, and passengers will benefit from increased service levels.

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Route 522 // Reroute to Shoreline South Station

Description of Proposed Major Service Change

Reroute Route 522 to Shoreline South Station, emulating the future S3 Line. There will also be modest service adjustments to facilitate a consistent 15-minute headway.

Table 10: Approximate span of service and headways of Route 522 current and proposed service

Approximate Frequencies		
	Current Route 522 Woodinville – Roosevelt	Proposed Route 522 Woodinville – Shoreline South
Weekdays, Saturday, Sunday	4:58 a.m. - 12:10 a.m.	5:00 a.m. - 12:00 a.m.*
Early A.M.	15-30 min.	15 min.
A.M. Peak	15 min.	15 min.
Midday	15 min.	15 min.
P.M. Peak	15 min.	15 min.
Evening	15 min.	15 min.
Late Evening	15-30 min.	15 min.

**Span will be coordinated with Link schedules. Frequencies and proposed span are approximate and may vary by direction and may be revised as additional scheduling and operational planning occurs. Span is based on the departure of the first and last possible trips that serve the full line alignment.*

Table 11: Weekly revenue hours for Route 522 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	1019.5	784.5	-23%

Route 522 would have 784.5 weekly revenue hours, a decrease of 23% (Table 11).

Adverse Effects & Benefits

No longer serving stops without a replacement within $\frac{1}{4}$ mile qualifies as a major service change subject to Title VI Analysis. In this case, there are adverse effects because Route 522 is proposed to no longer serve stops south of NE 145th Street. The service change results in fewer revenue hours, as fewer are necessary to maintain current service levels with the proposed alignment.

Adverse Effects

The reroute of Route 522 results in adverse effects because it will no longer serve stops south of NE 145th Street or Roosevelt Station.

Benefits

Rerouting Route 522 to Shoreline South Station will emulate the future S3 line, which will replace Route 522. This reroute will help familiarize riders with the future, long-term network.

Title VI Analysis

No longer serving stops without a replacement within ¼ mile qualifies as a major service change subject to Title VI Analysis.

- **No disparate impact:** The minority population of Route 522 does not exceed the district average by at least five percentage points (table 12).
- **No disproportionate burden** The low-income population of Route 522 does not exceed the district average by at least five percentage points (table 12).

Table 12: Title VI Populations in the Sound Transit District and the Route 522 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	42.6%	19.5%	10.6%
Existing 522 Service Area	32.3%	14.0%	7.5%
New 522 Service Area	35.4%	15.6%	8.8%
Difference between new and previous Service Area	3.1%	1.6%	1.3%
Difference between New Service Area and District	-7.2%	-3.9%	-1.8%
Exceeds percentage of the protected population within the District by at least five percentage points	No	No	No

Title VI Maps

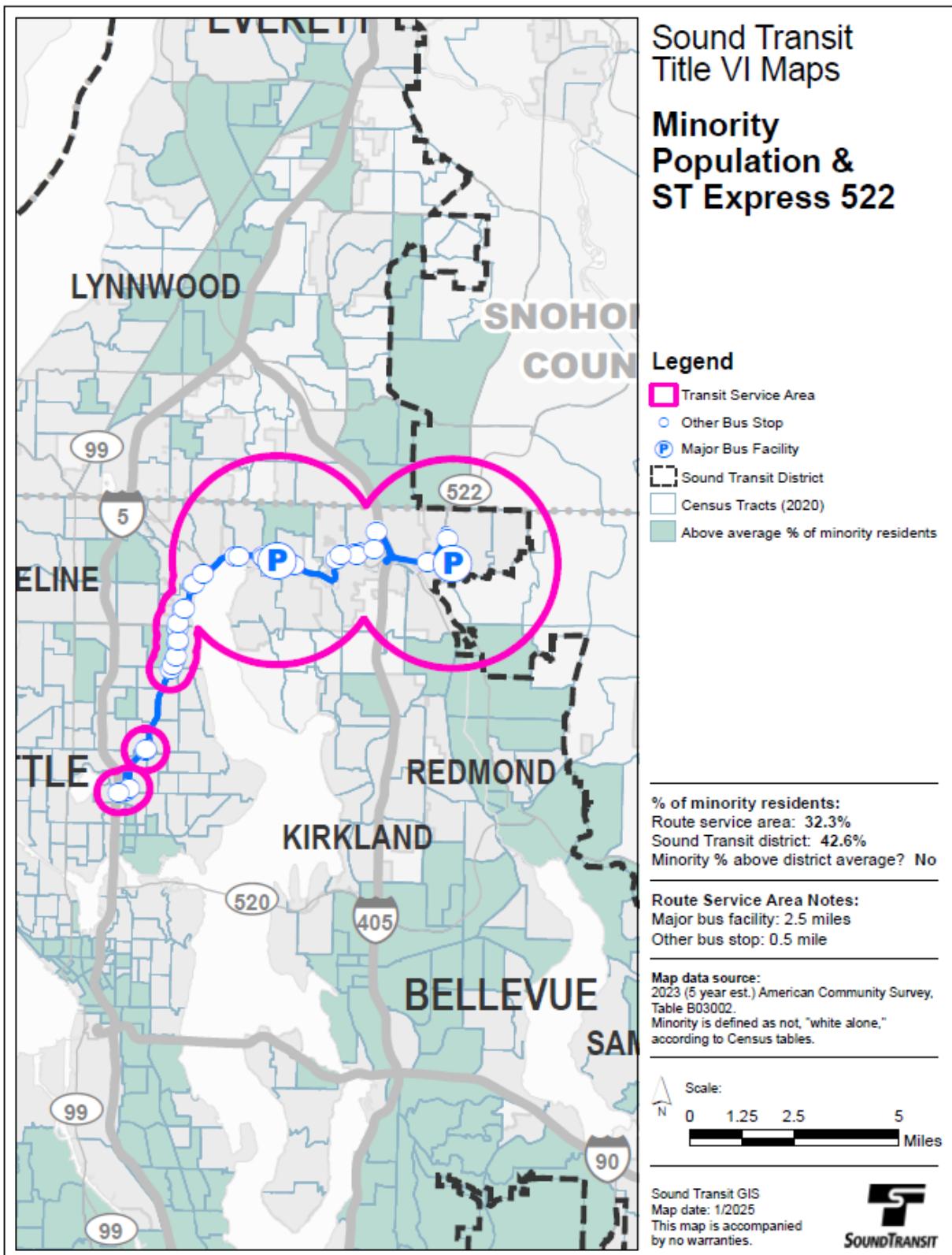


Figure 10: Map of Title VI Minority population of the existing Route 522, prior to the Reroute to Shoreline South.

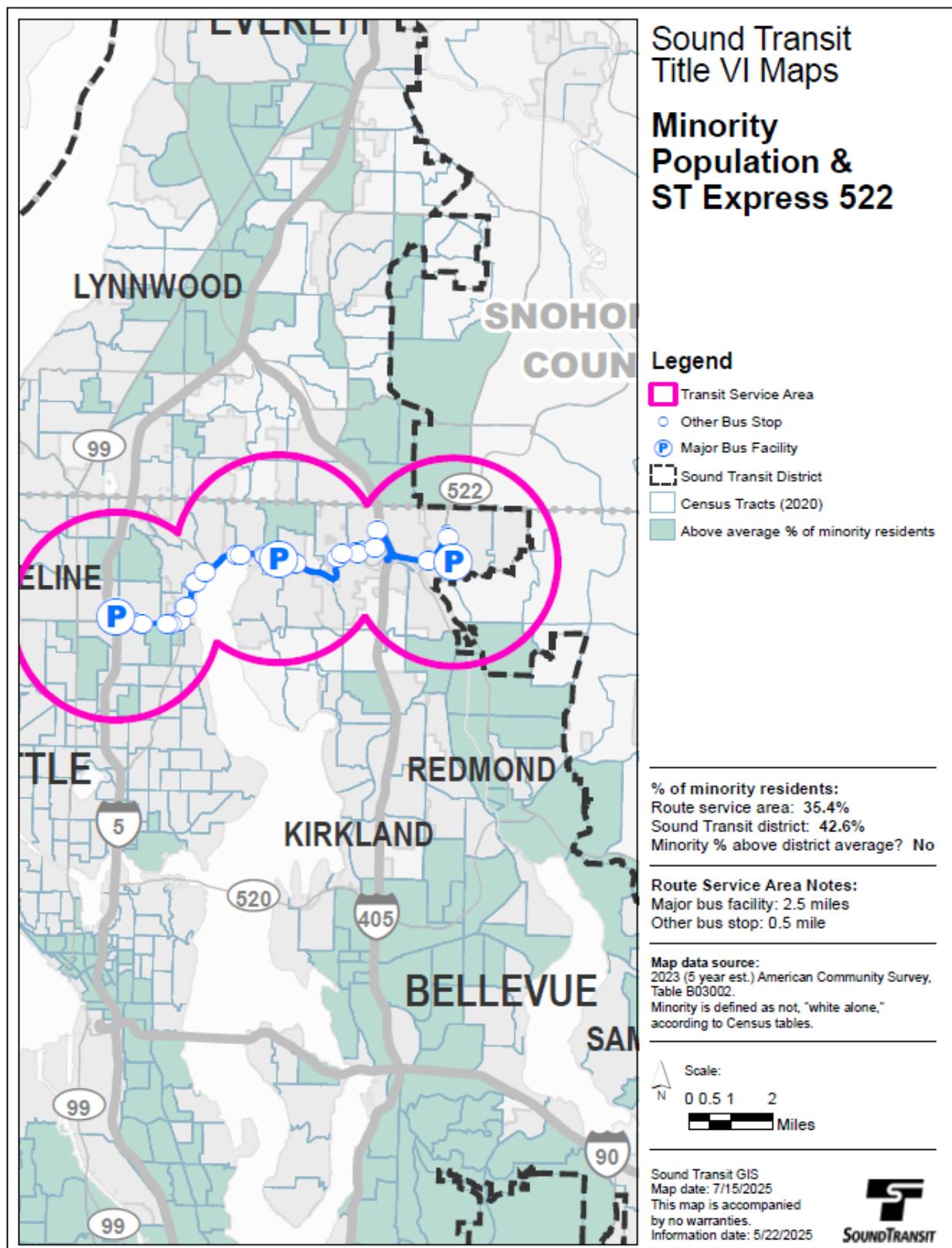


Figure 11: Map of Title VI Minority population for Route 522 after the Reroute to Shoreline South.

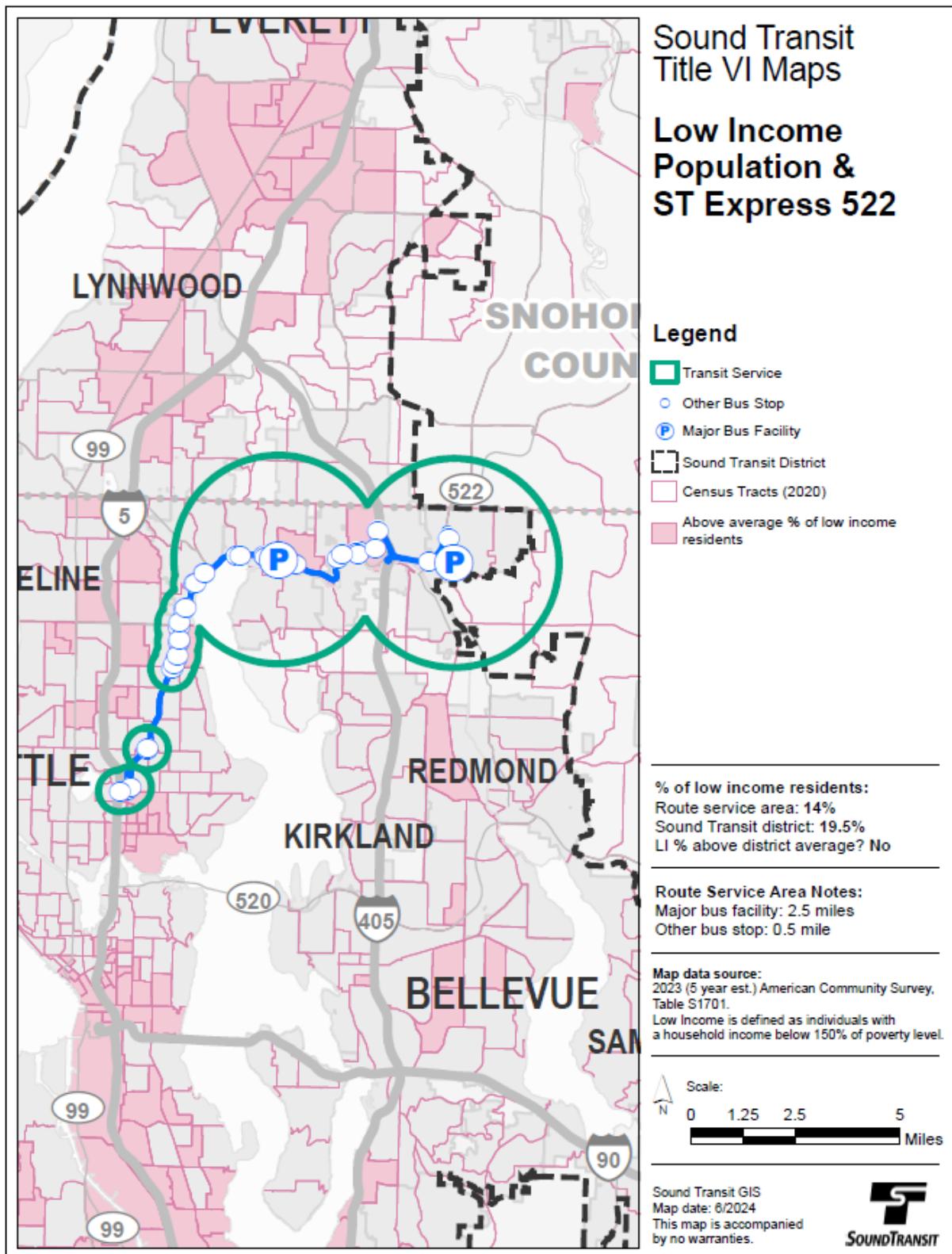


Figure 12: Map of Title VI Low Income population for the existing Route 522, prior to the Reroute to Shoreline South.

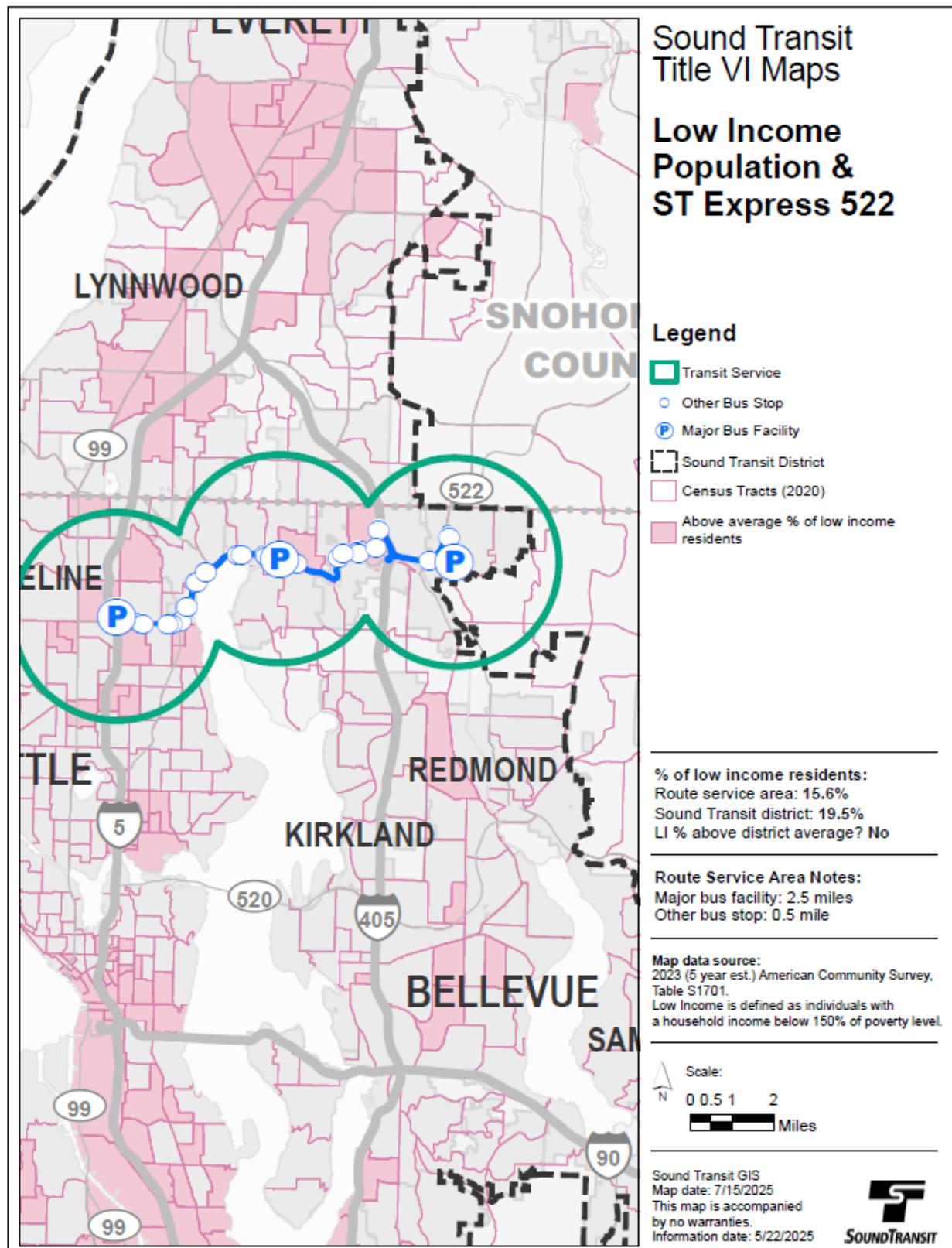


Figure 13: Map of Title VI Low Income population of Route 522 after the Reroute to Shoreline South.

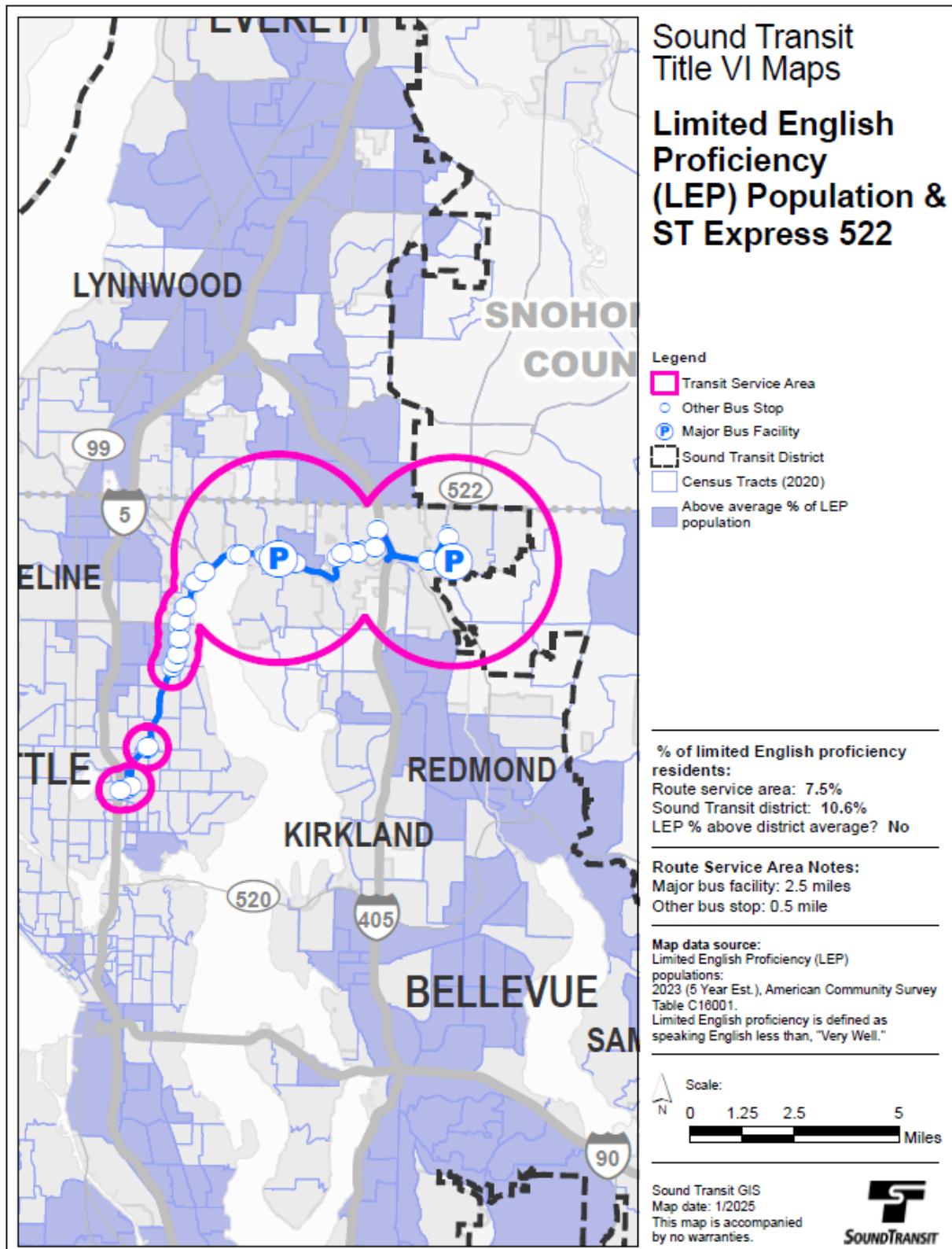


Figure 14: Map of Title VI Limited English Proficiency (LEP) population for Route 522 prior to the Reroute to Shoreline South Station.

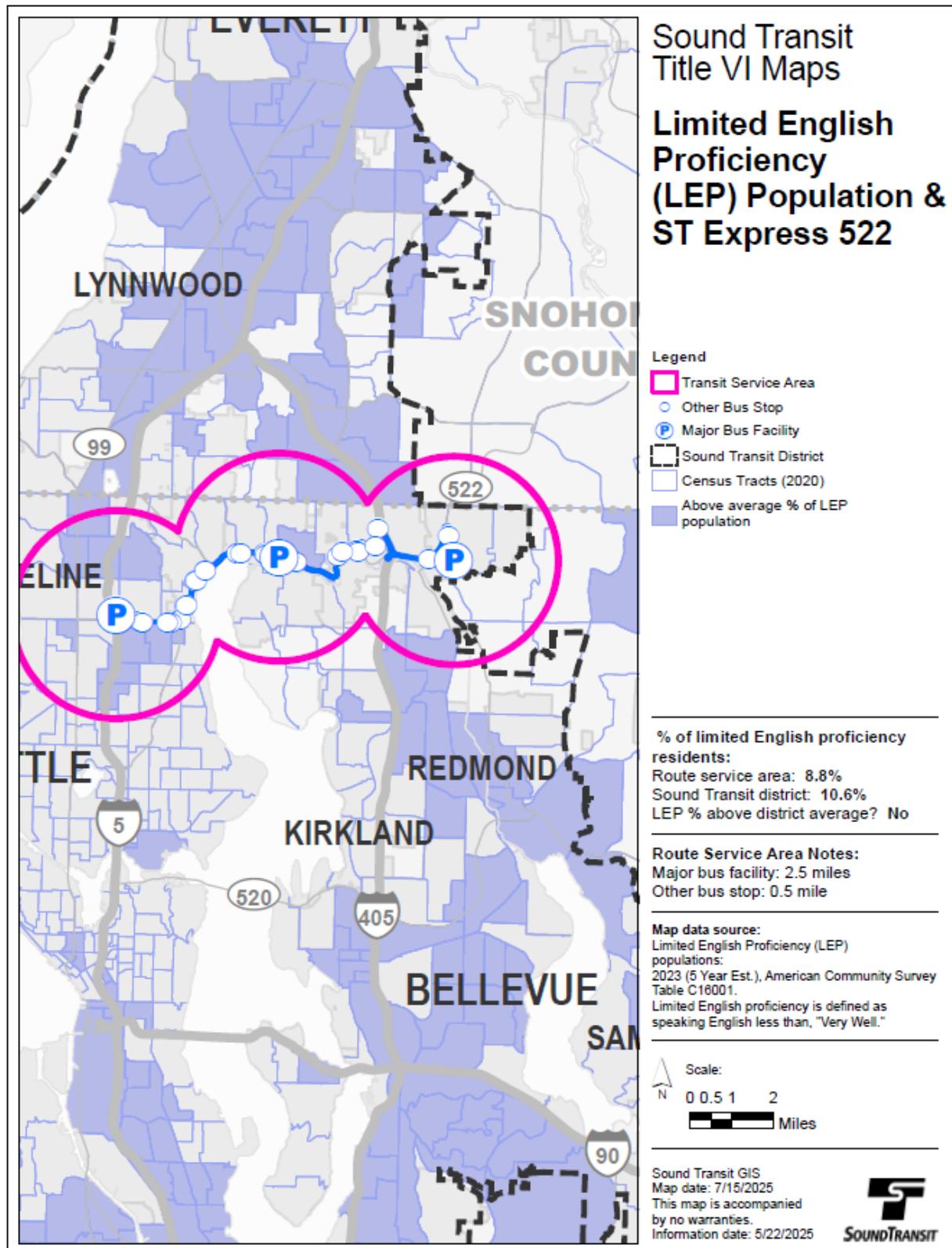


Figure 15: Map of Title VI Limited English Proficiency (LEP) population for the Route 522 after the Reroute to Shoreline South Station.

Mitigations

Mitigations are not required since there is no finding of disparate impact or disproportionate burden. However, passengers who previously boarded south of NE 145th Street may board King County Metro Routes 72 or 77, which will provide comparable service levels to Route 522 and connect to Shoreline South, Roosevelt, and University District Stations.

Public Input

Please refer to the Public Engagement Report (Appendix A).

Conclusion

The reroute of Route 522 has adverse impacts by eliminating service south of NE 145th St, but there is no determination of disparate impact or disproportionate burden, and there are new local services that will provide similar service to the existing Route 522.

Route 535 // Increase Service

Description of Proposed Major Service Change

Increase Saturday service levels to 30-minute headways. Add service on Sunday, matching service levels on Saturday.

Table 13: Approximate span of service and headways of Route 535 current and proposed service

Approximate Frequencies		
	Current Route 535 Lynnwood City Center – Bellevue Downtown	Proposed Route 535 Lynnwood City Center – Bellevue Downtown
Weekdays	4:40A.M. - 10:20 P.M.	4:40 A.M. - 10:20 P.M.
Early A.M.	30-40 min.	30-40 min.
A.M. Peak	30 min.	30 min.
Midday	30 min.	30 min.
P.M. Peak	30 min.	30 min.
Evening	30-60 min.	30-60 min.
Weekend	7:15 A.M. – 10:30 P.M.	7:00 A.M. – 10:30 P.M.
A.M. Peak	30 min.	30 min.
Midday	30 min.	30 min.
P.M. Peak	30 min.	30 min.
Evening	30-60 min.	30-60 min.

Frequencies and proposed span are approximate and may vary by direction and may be revised as additional scheduling and operational planning occurs. Span is based on the departure of the first and last possible trips that serve the full line alignment.

Table 14: Weekly revenue hours for Route 535 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	452	572	27%

The 1 Line would have 572 weekly revenue hours, an increase of 27% hours (Table 14).

Adverse Effects & Benefits

A change in the revenue hours of a route by greater than 25% requires a Title VI Analysis. In this case, there are no adverse effects because service is improved.

Adverse Effects

The addition of service on Route 535 does not result in any adverse effects because it adds service.

Benefits

The addition of service on Route 535 improves transit service for riders by adding Sunday service and increasing service levels.

Title VI Analysis

A change in the revenue hours of a route by greater than 25% requires a Title VI Analysis. In this case, there are no adverse effects because service is improved.

- **No disparate impact:** The minority population of Route 535 does not exceed the district average by at least five percentage points (table 15).
- **No disproportionate burden:** The low-income population of Route 535 does not exceed the district average by at least five percentage points (table 15).

Table 15: Title VI Populations in the Sound Transit District and the Route 535 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	42.6%	19.5%	10.6%
535 Service Area	41.0%	15.0%	11.4%
Difference	-1.6%	-4.5%	0.8%
Exceeds percentage of the protected population within the District by at least five percentage points	No	No	No

Title VI Maps

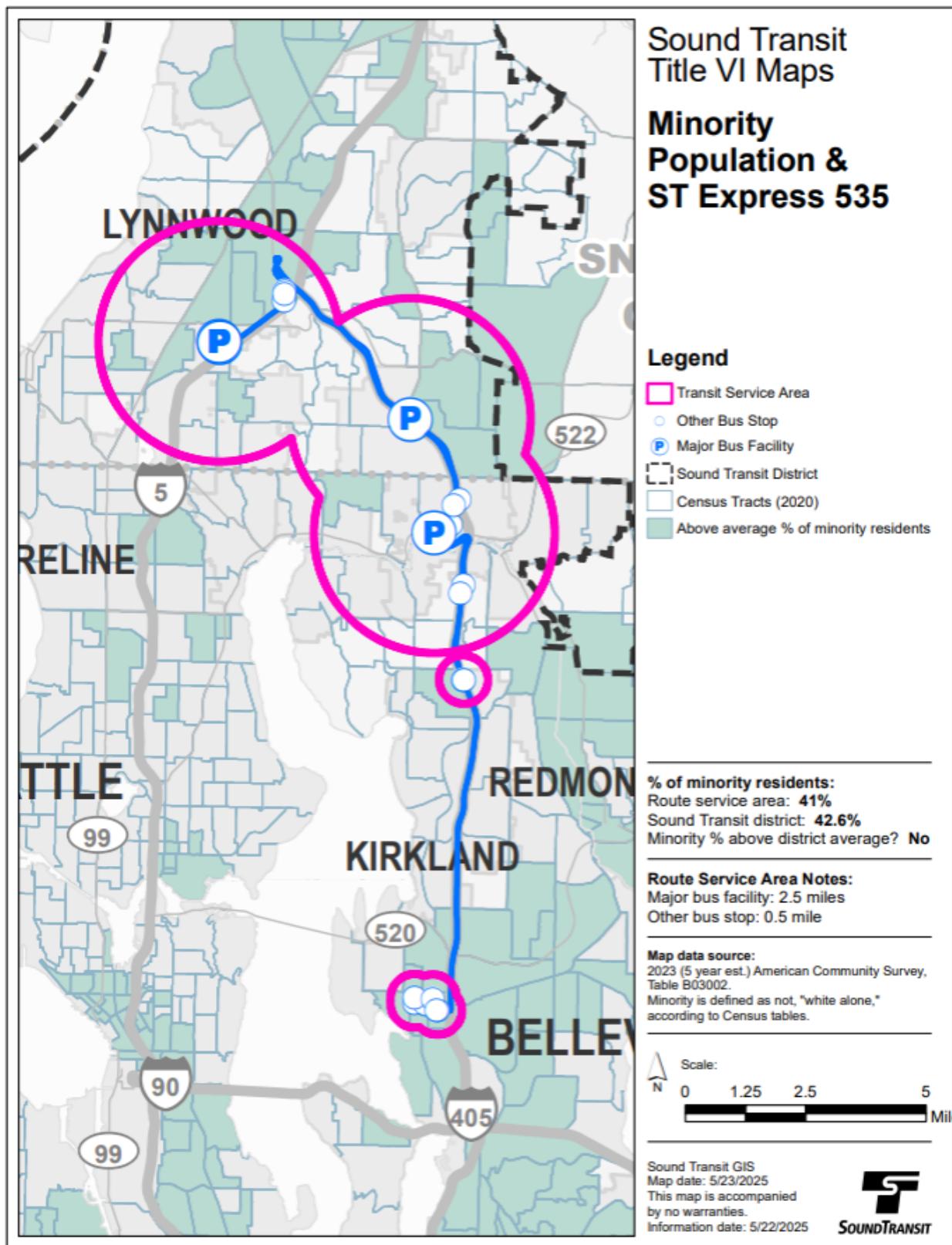


Figure 16: Map of Title VI Minority population of Route 535.

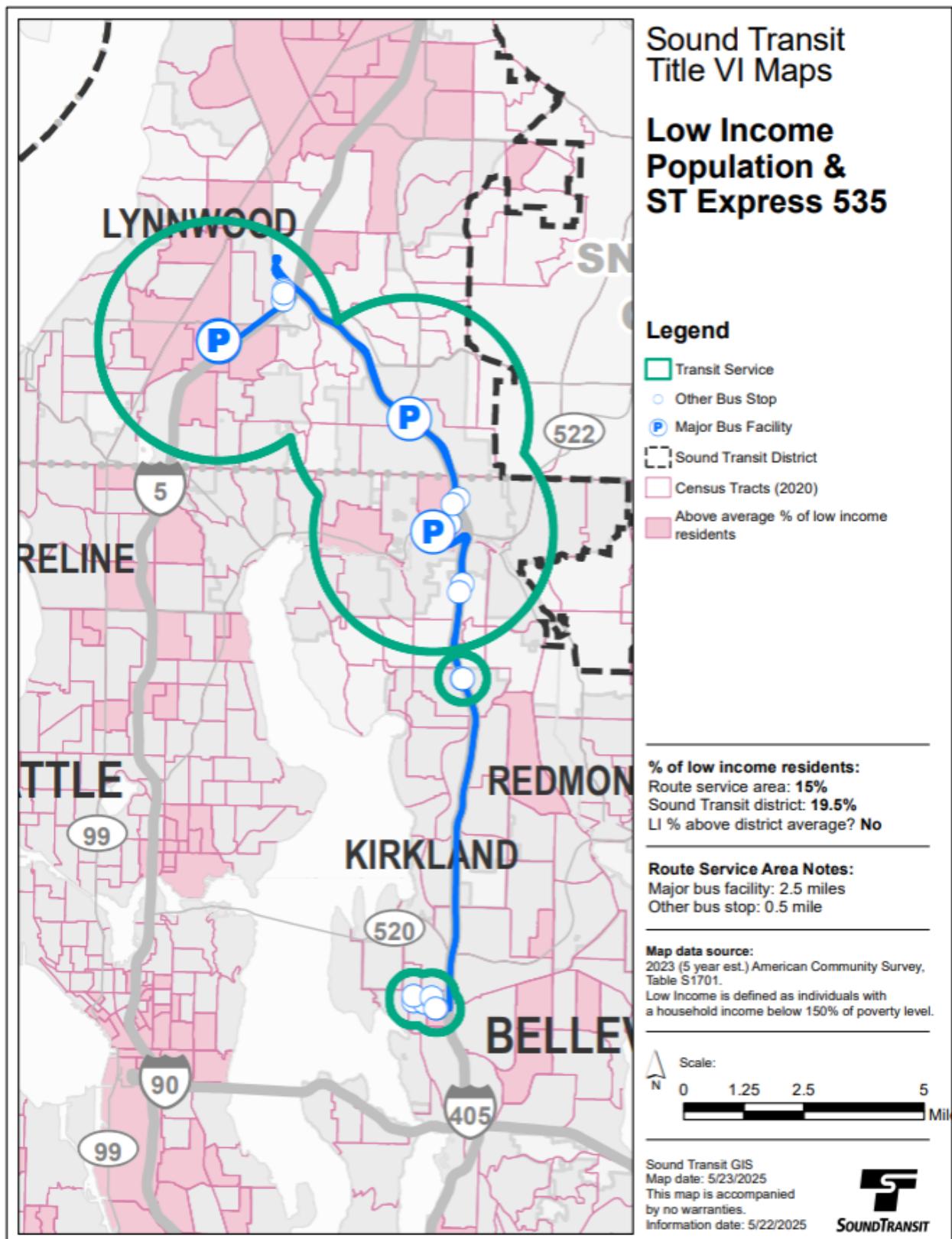


Figure 17: Map of Title VI Low Income population of Route 535.

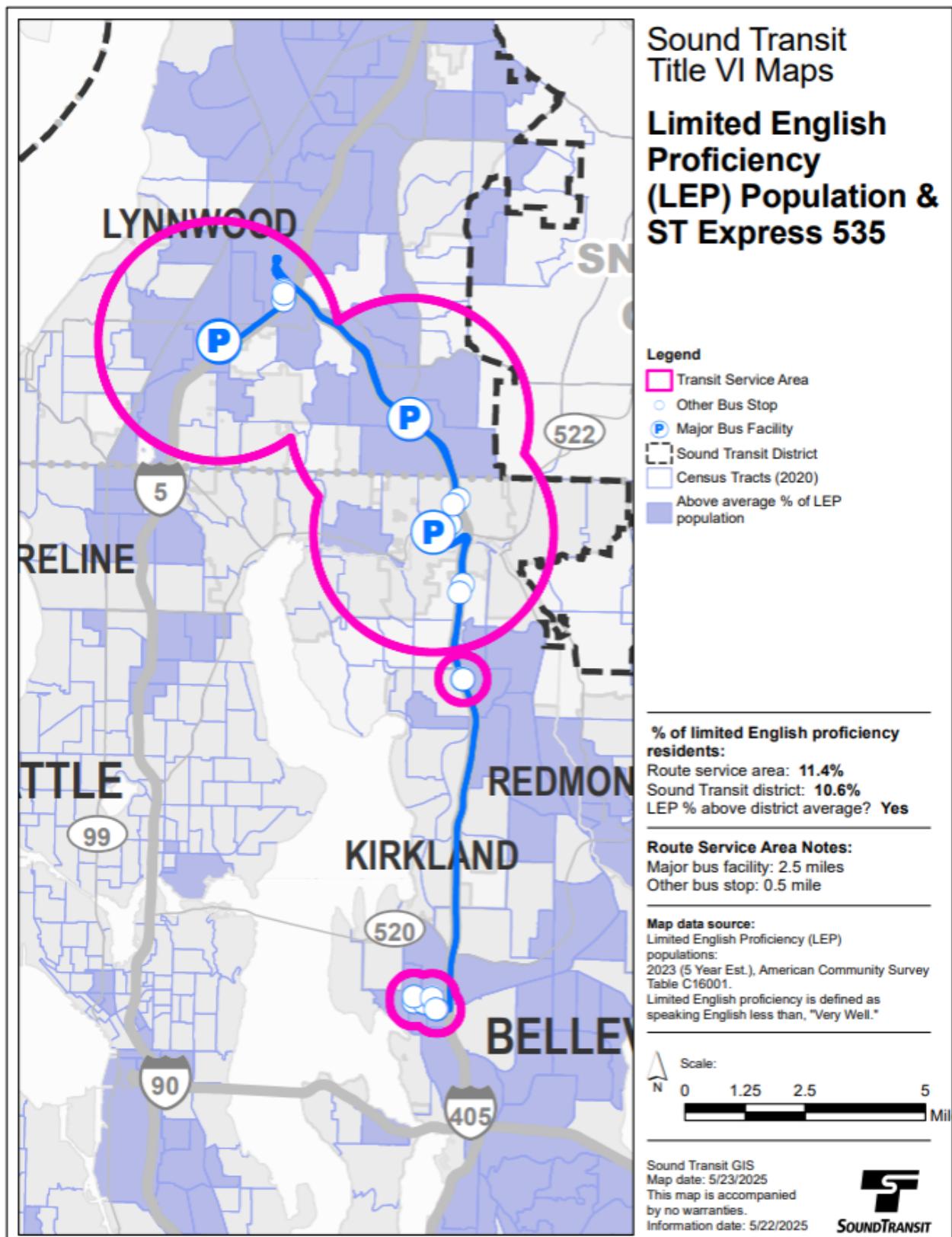


Figure 18: Map of Title VI Limited English Proficiency (LEP) population for Route 535.

Mitigations

Mitigations are not required since there is no finding of disparate impact or disproportionate burden.

Public Input

Please refer to the Public Engagement Report (Appendix A).

Conclusion

The addition of service to Route 535 does not have adverse impacts, nor is there a determination of disparate impact or disproportionate burden.

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Route 550 // Eliminate Service

Description of Proposed Major Service Change

Eliminate service on Route 550.

Table 16: Approximate span of service and headways of 2 Line current and proposed service

Approximate Frequencies		
	Current Route 550 Bellevue – Seattle	Proposed Route 550
Weekdays, Saturday, Sunday	4:54 A.M. - 12:29 A.M.	-
Early A.M.	15-30 min.	-
A.M. Peak	15 min.	-
Midday	15 min.	-
P.M. Peak	15 min.	-
Evening	15 min.	-
Late Evening	15-30 min.	-

Frequencies and proposed span are approximate and may vary by direction and may be revised as additional scheduling and operational planning occurs. Span is based on the departure of the first and last possible trips that serve the full line alignment.

Table 17: Weekly revenue hours for Route 550 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	898	0	-100%

Route 550 would have 0 weekly revenue hours, a decrease of 898 hours (Table 17).

Adverse Effects & Benefits

Changing the revenue hours of a route by greater than 25% qualifies as a major service change subject to Title VI Analysis. In this case, there are adverse effects because the route is eliminated.

Adverse Effects

The elimination of Route 550 results in adverse effects because it removes service.

Benefits

There are no benefits to eliminating Route 550.

DRAFT

Title VI Analysis

Changing the revenue hours of a route by greater than 25% qualifies as a major service change subject to Title VI Analysis. In this case, there are adverse effects because the route is eliminated.

- **Disparate impact:** The minority population of Route 550 does exceed the district average by at least five percentage points (table 18).
- **No disproportionate burden** The low-income population of Route 550 does not exceed the district average by at least five percentage points (table 18).

Table 18: Title VI Populations in the Sound Transit District and the Route 550 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	42.6%	19.5%	10.6%
550 Service Area	50.5%	17.4%	12.5%
Difference	7.9%	-2.1%	1.9%
Exceeds percentage of the protected population within the District by at least five percentage points	Yes	No	No

Title VI Maps

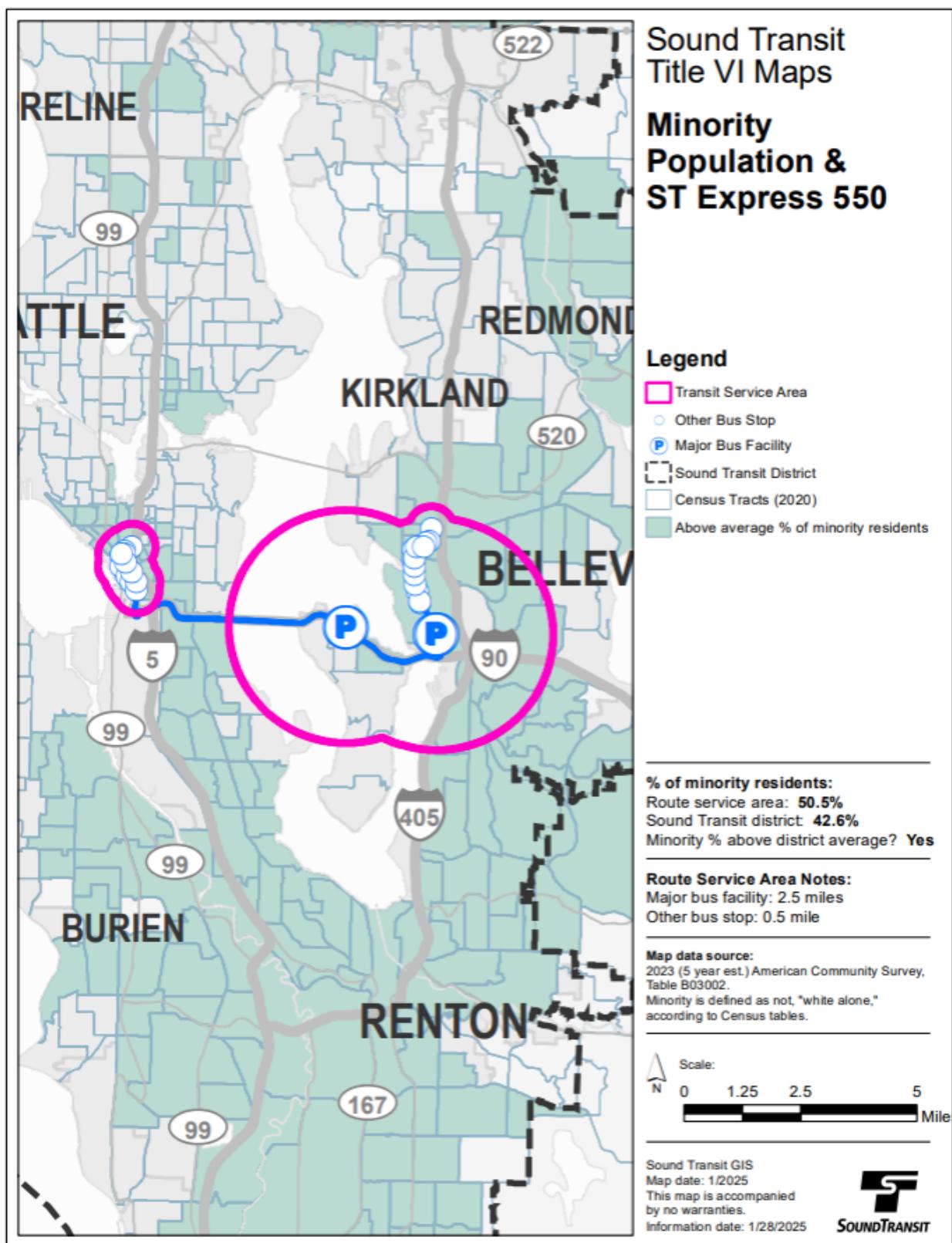


Figure 19: Map of Title VI Minority population of Route 550.

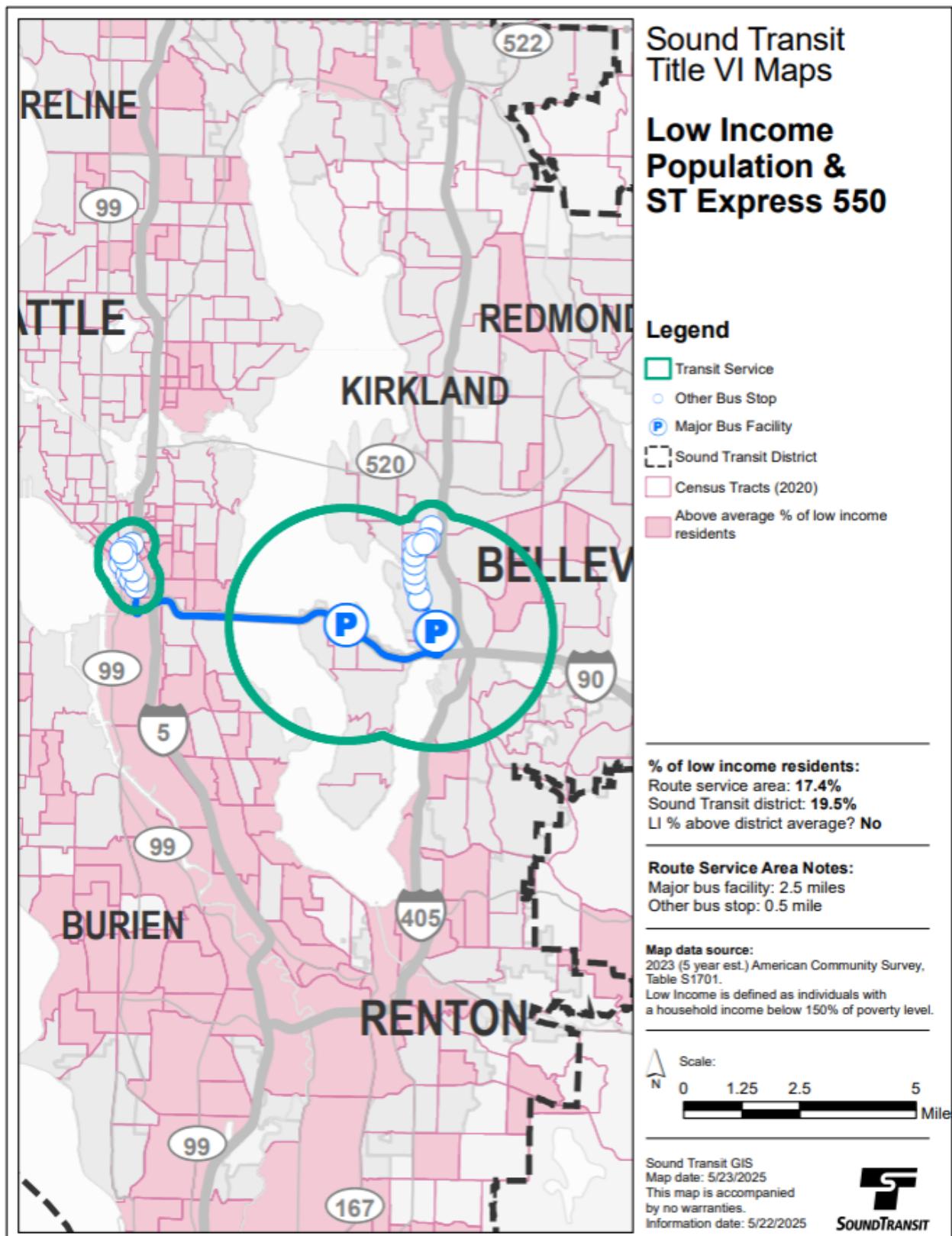


Figure 20: Map of Title VI Low Income population for Route 550.

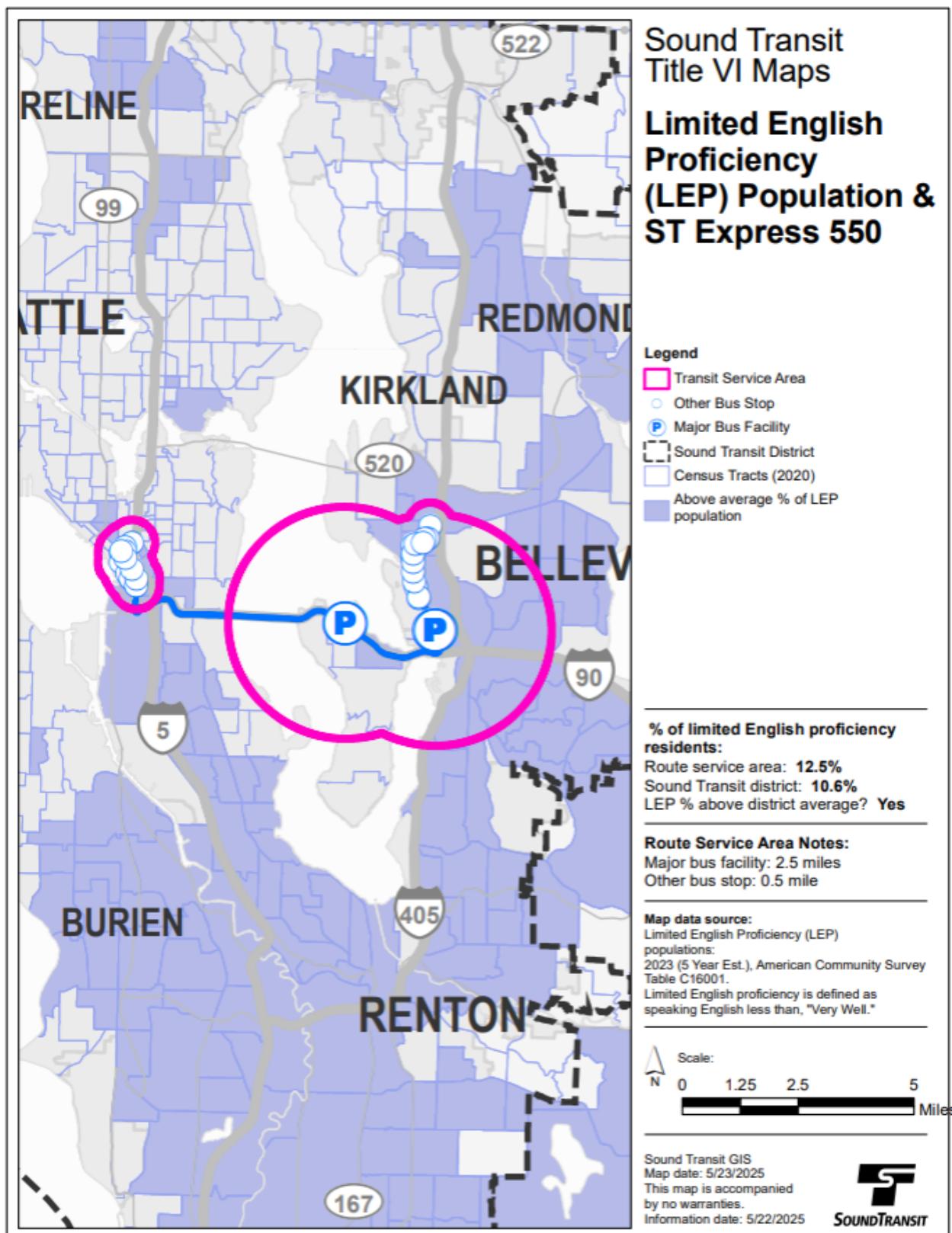


Figure 21: Map of Title VI Limited English Proficiency (LEP) population for the 1 Line prior to the Federal Way Link Extension.

Mitigations

Mitigations are required since there is a finding of disparate impact or disproportionate burden. The primary mitigation for the elimination is the 2 Line, which will operate at a higher frequency, with greater capacity. Another mitigation is increased service levels on Route 556, which will provide similar service levels to stops along Bellevue Way and offer connections to the 2 Line at South Bellevue Station, as well as Bellevue Downtown.

Public Input

Please refer to the Public Engagement Report (Appendix A).

Conclusion

The elimination of Route 550 does have adverse impacts and a determination of disparate impact. However, riders will have comparable, if not superior cross-lake service via the 2 Line, which will arrive more frequently, with greater capacity. Riders will also be able to use Route 556 for connections along Bellevue Way.

Route 554 // Eliminate Service

Description of Proposed Major Service Change

Eliminate Service on Route 554.

Table 19: Approximate span of service and headways of 2 Line current and proposed service

Approximate Frequencies		
	Current Route 554 Issaquah – Seattle	Proposed Route 554
Weekdays, Saturday, Sunday	4:19A.M. - 12:02 A.M.	-
Early A.M.	20-30 min.	-
A.M. Peak	15-20 min.	-
Midday	20 min.	-
P.M. Peak	20 min.	-
Evening	30 min.	-
Late Evening	30 min.	-

Frequencies and proposed span are approximate and may vary by direction and may be revised as additional scheduling and operational planning occurs. Span is based on the departure of the first and last possible trips that serve the full line alignment.

Table 20: Weekly revenue hours for Route 554 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	664	0	-100%

Route 554 would have 0 weekly revenue hours, a decrease of 100% hours (Table 20).

Adverse Effects & Benefits

Changing the revenue hours of a route by greater than 25% qualifies as a major service change subject to Title VI Analysis. In this case, there are adverse effects because the route is eliminated.

Adverse Effects

The elimination of Route 554 results in adverse effects because it removes service.

Benefits

There are no benefits to eliminating Route 554.

DRAFT

Title VI Analysis

Changing the revenue hours of a route by greater than 25% qualifies as a major service change subject to Title VI Analysis. In this case, there are adverse effects because the route is eliminated.

- **Disparate impact:** The minority population of Route 554 does exceed the district average by at least five percentage points (table 21).
- **No disproportionate burden:** The low-income population of Route 554 does not exceed the district average by at least five percentage points (table 21).

Table 21: Title VI Populations in the Sound Transit District and the Route 554 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	42.6%	19.5%	10.6%
554 Service Area	49.5%	14.5%	11.6%
Difference	6.9%	-5.0%	1.0%
Exceeds percentage of the protected population within the District by at least five percentage points	Yes	No	No

Title VI Maps

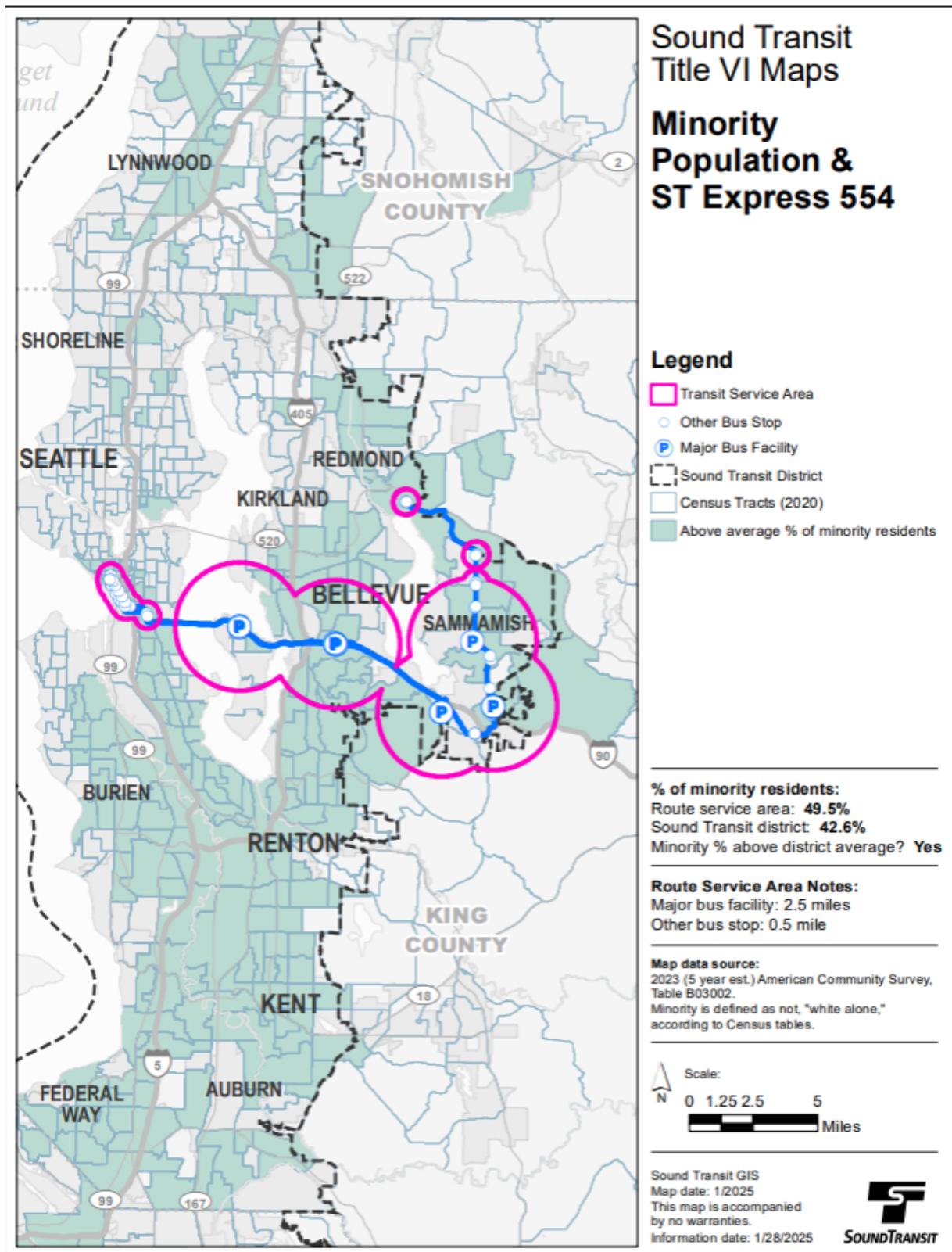


Figure 22: Map of Title VI Minority population of Route 554

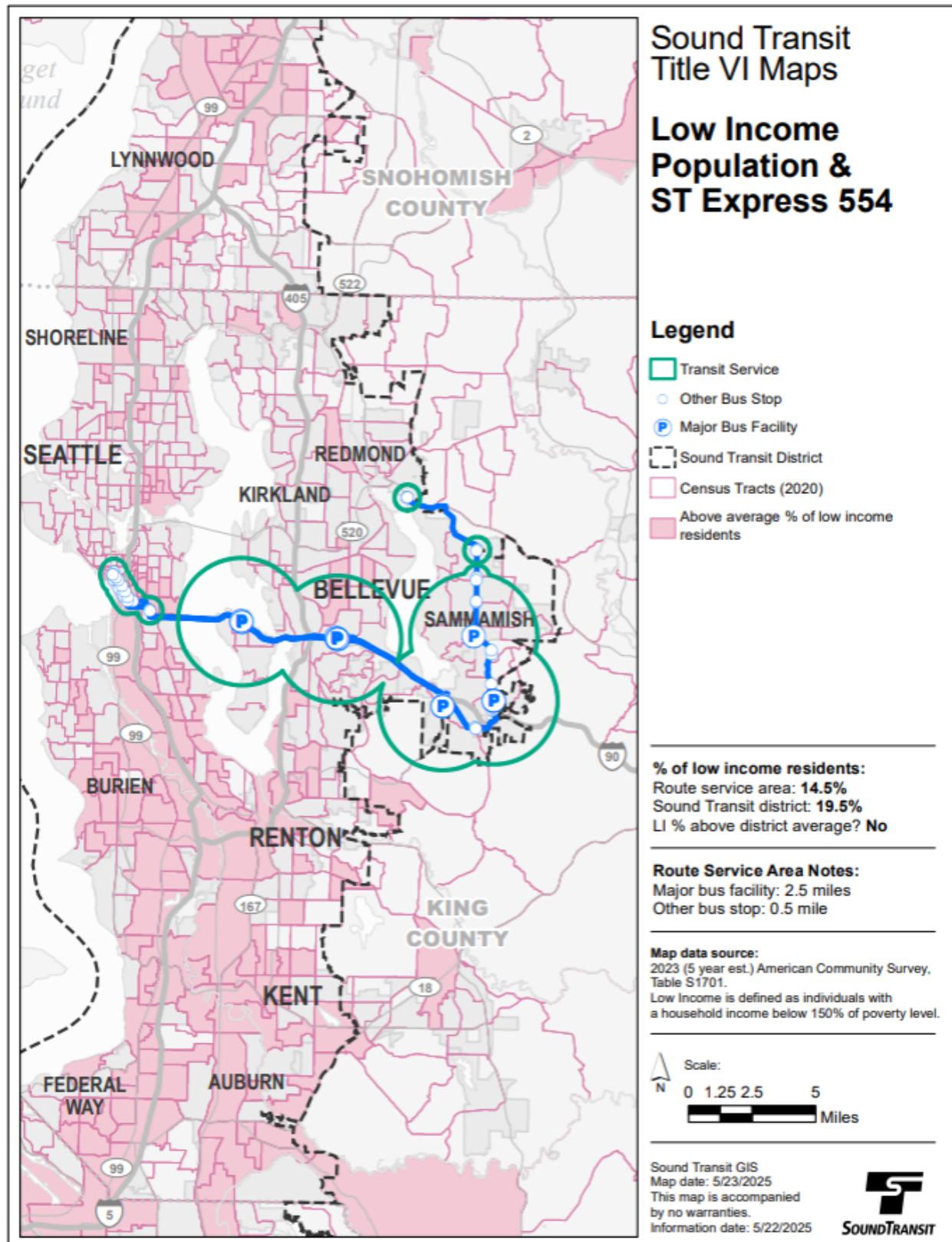


Figure 23: Map of Title VI Low Income population of Route 554.

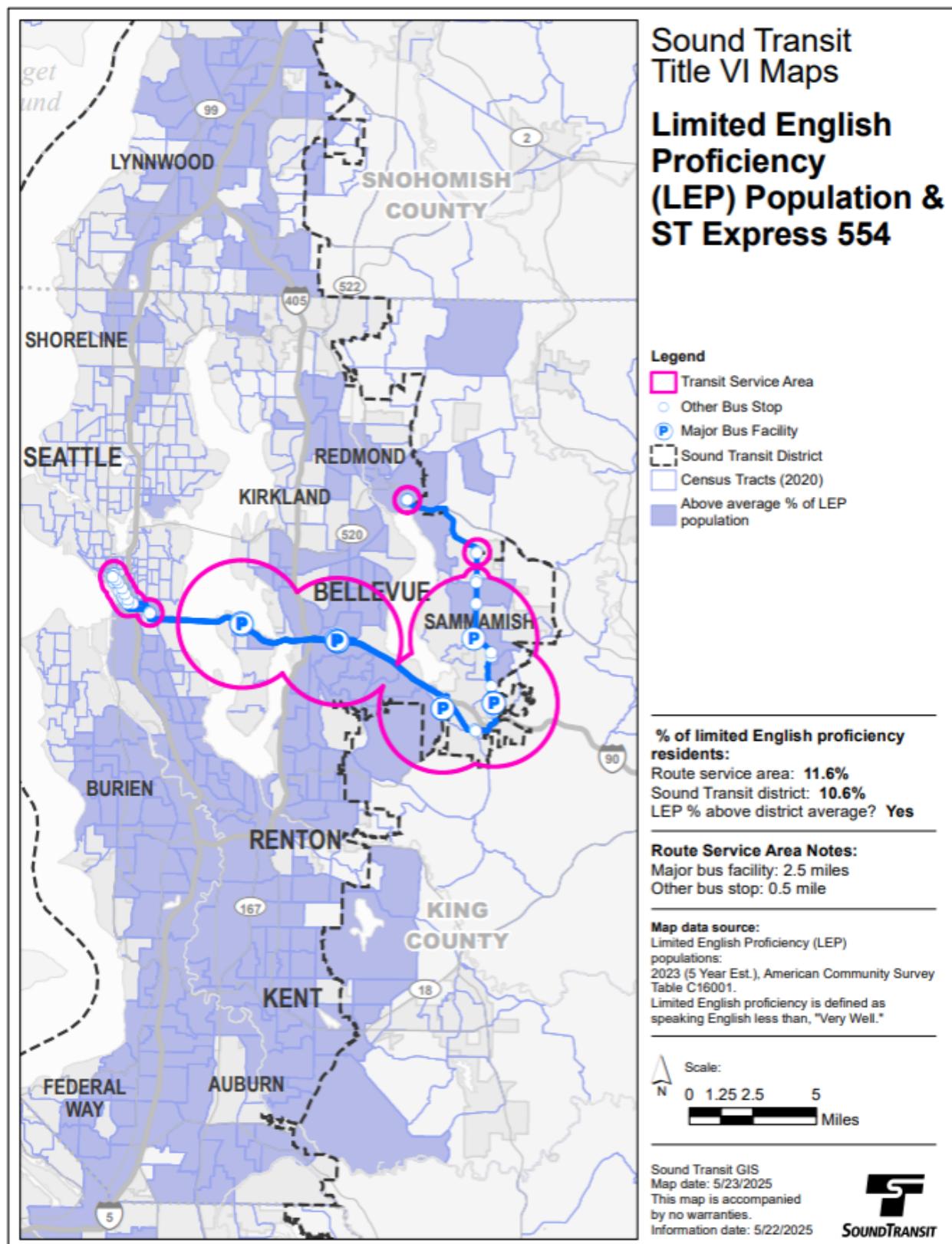


Figure 24: Map of Title VI Limited English Proficiency (LEP) population for Route 554.

Mitigations

Mitigations are required since there is a finding of disparate impact or disproportionate burden. The mitigation is increased service levels on Route 556, which will provide service levels that exceed existing Route 554 service levels. Route 556 will connect riders to the 2 Line at South Bellevue and Bellevue Downtown Stations, where they may transfer to continue into Seattle.

Public Input

Please refer to the Public Engagement Report (Appendix A).

Conclusion

The elimination of Route 554 does have adverse impacts and a determination of disparate impact or disproportionate burden. However, riders will have comparable service levels via Route 556 and the 2 Line, both of which will arrive more frequently. Riders will also have improved connections to Bellevue.

Route 556 // Truncate to Bellevue, Add Issaquah Stops, Increase Service

Description of Proposed Major Service Change

Truncate Route 556 to Bellevue Downtown, increase service levels, and add stops in Issaquah.

Service Levels

Current Service

Because Route 556 currently only operates in the peak direction during peak hours, trip counts during the spans-of-service are provided in place of a frequency table.

There are 10 westbound trips between 5:00 – 9:30 a.m., and 8 eastbound trips between 3:00 – 6:30 p.m.

Proposed Service

Table 22: Weekly revenue hours for Route 556 proposed service

Approximate Frequencies	
	Proposed Route 556 Issaquah – Bellevue
Weekdays	5:00 A.M. – 1:00 A.M.*
Early A.M.	15 min.
A.M. Peak	15 min.
Midday	15 min.
P.M. Peak	15 min.
Evening	15 min.
Late Evening	-

**Span will be coordinated with Link schedules. Frequencies and proposed span are approximate and may vary by direction and may be revised as additional scheduling and operational planning occurs. Span is based on the departure of the first and last possible trips that serve the full line alignment.*

Table 23: Weekly revenue hours for Route 556 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	105	689	557%

Route 556 would have 689 weekly revenue hours, an increase of 557% hours (Table 23).

Adverse Effects & Benefits

Removal of a stop without a replacement within $\frac{1}{4}$ mile counts as a major service change subject to Title VI Analysis. In this case, there are adverse effects because stops are eliminated.

Adverse Effects

The truncation of Route 556 to Bellevue Downtown does result in adverse effects because it removes service.

Benefits

The service increase on Route 556 benefits riders by providing frequent, all-day service between Issaquah and Bellevue. It also benefits riders by improving service frequency and capacity to Seattle, and by providing an integrated connection with the 2 Line to improve access to destinations on the eastern side of Lake Washington.

Title VI Analysis

Removal of a stop without a replacement within $\frac{1}{4}$ mile counts as a major service change subject to Title VI Analysis. In this case, there are adverse effects because stops are eliminated.

- **Disparate impact:** The minority population of the *existing* Route 556 did not exceed the district average by at least five percentage points (table 24). The *new* service area does exceed the district average.
- **No disproportionate burden** The low-income population of Route 556 does not exceed the district average by at least five percentage points (table 24).

Table 24: Title VI Populations in the Sound Transit District and the 2 Line service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	42.6%	19.5%	10.6%
Existing 556 Service Area	47.3%	13.9%	11.5%
New 556 Service Area	49.4%	11.5%	12.6%
Difference between new and previous Service Area	2.1%	-2.3%	1.2%
Difference between New Service Area and District	6.8%	-6.9%	0.9%
Exceeds percentage of the protected population within the District by at least five percentage points	No	No	No

Title VI Maps

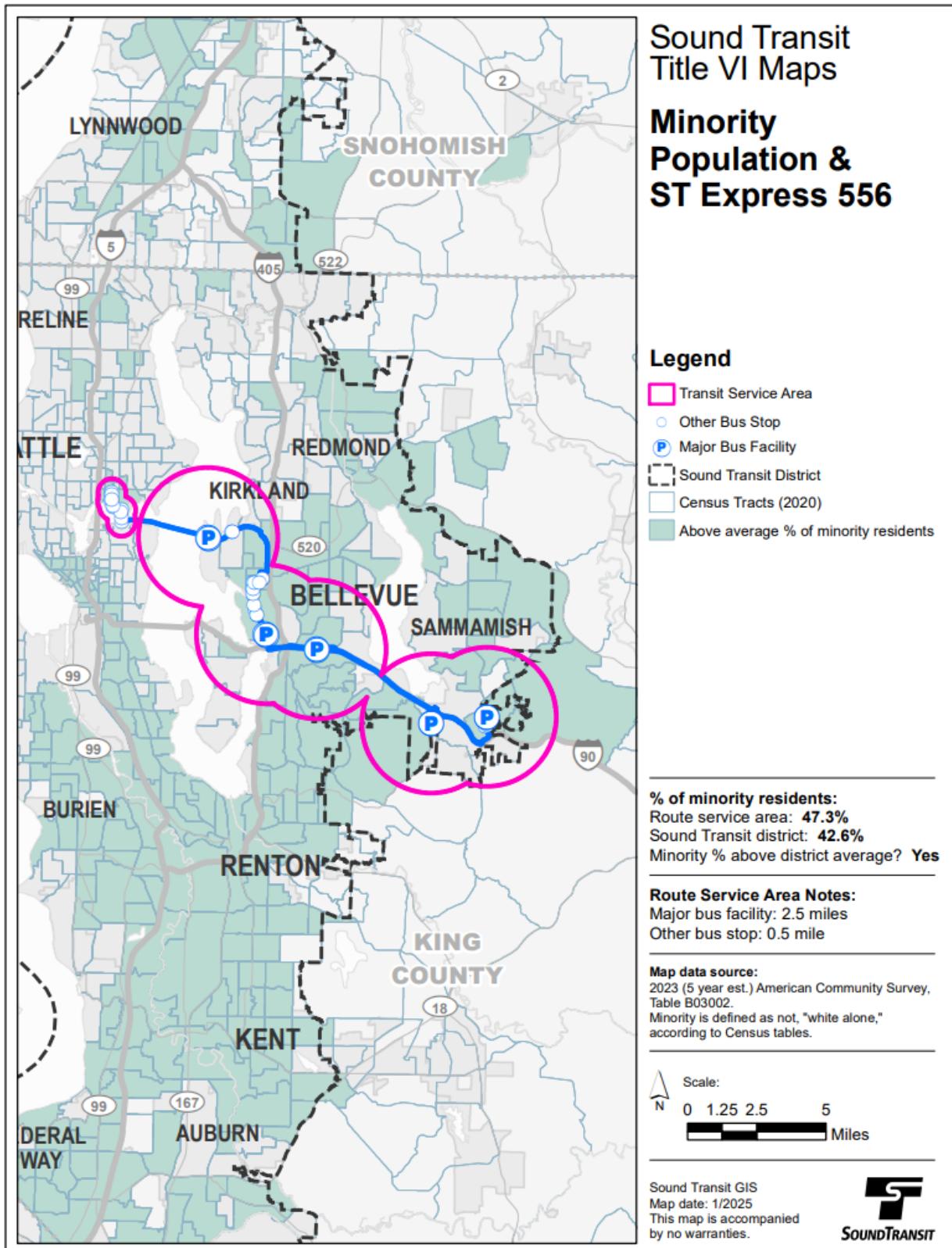
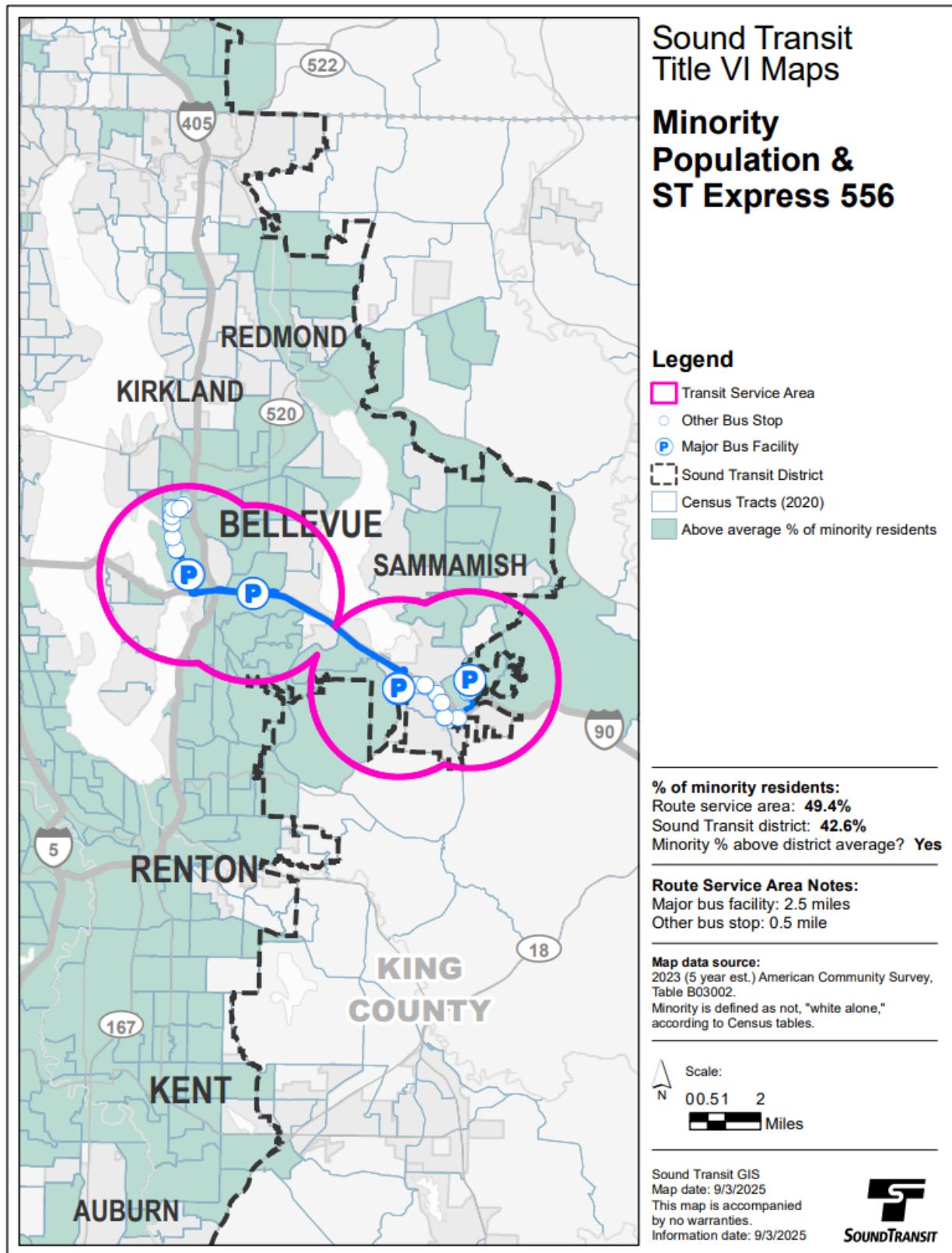


Figure 25: Map of Title VI Minority population of the existing Route 556, prior to truncation.



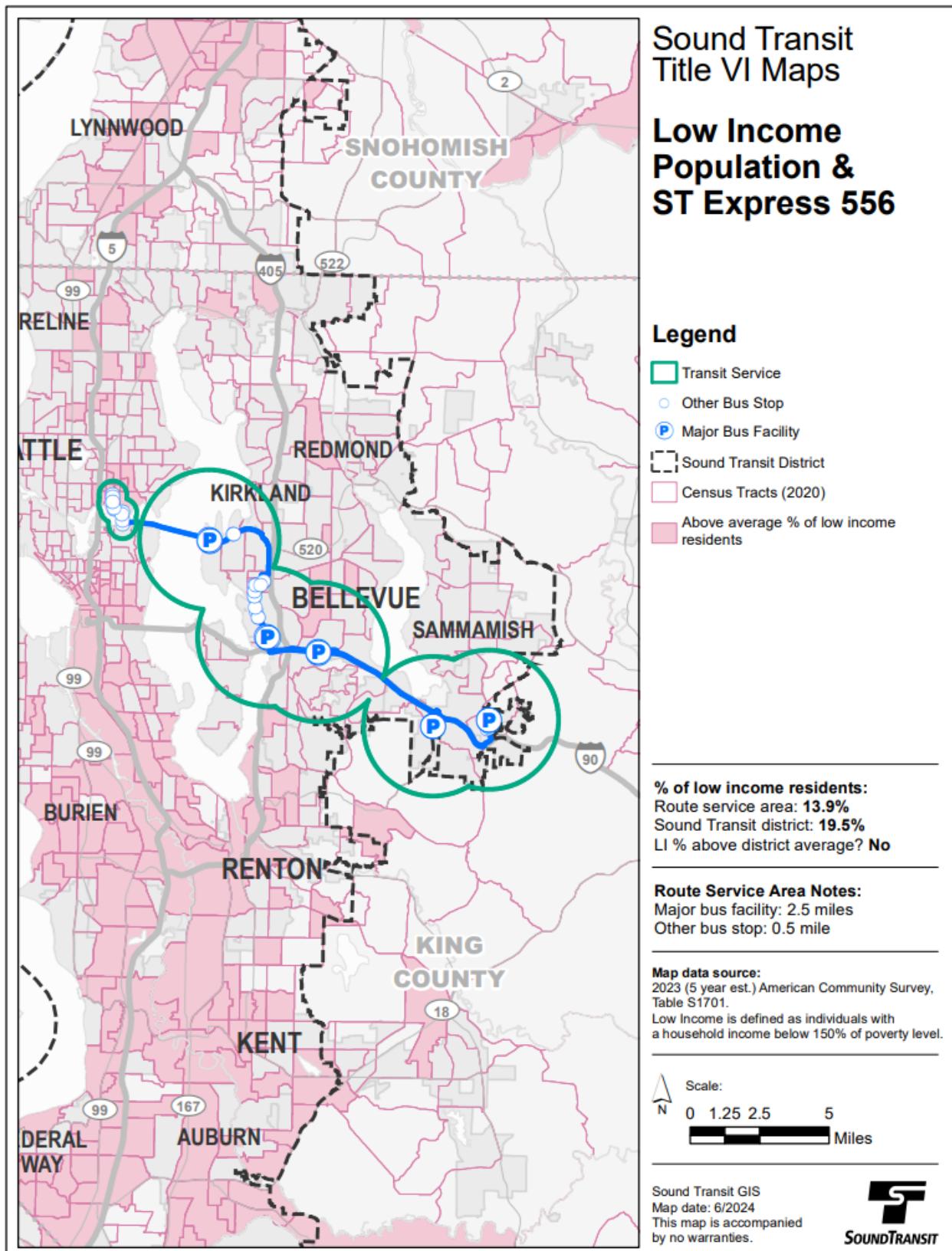


Figure 27: Map of Title VI Low Income population for the existing Route 556, prior to truncation.

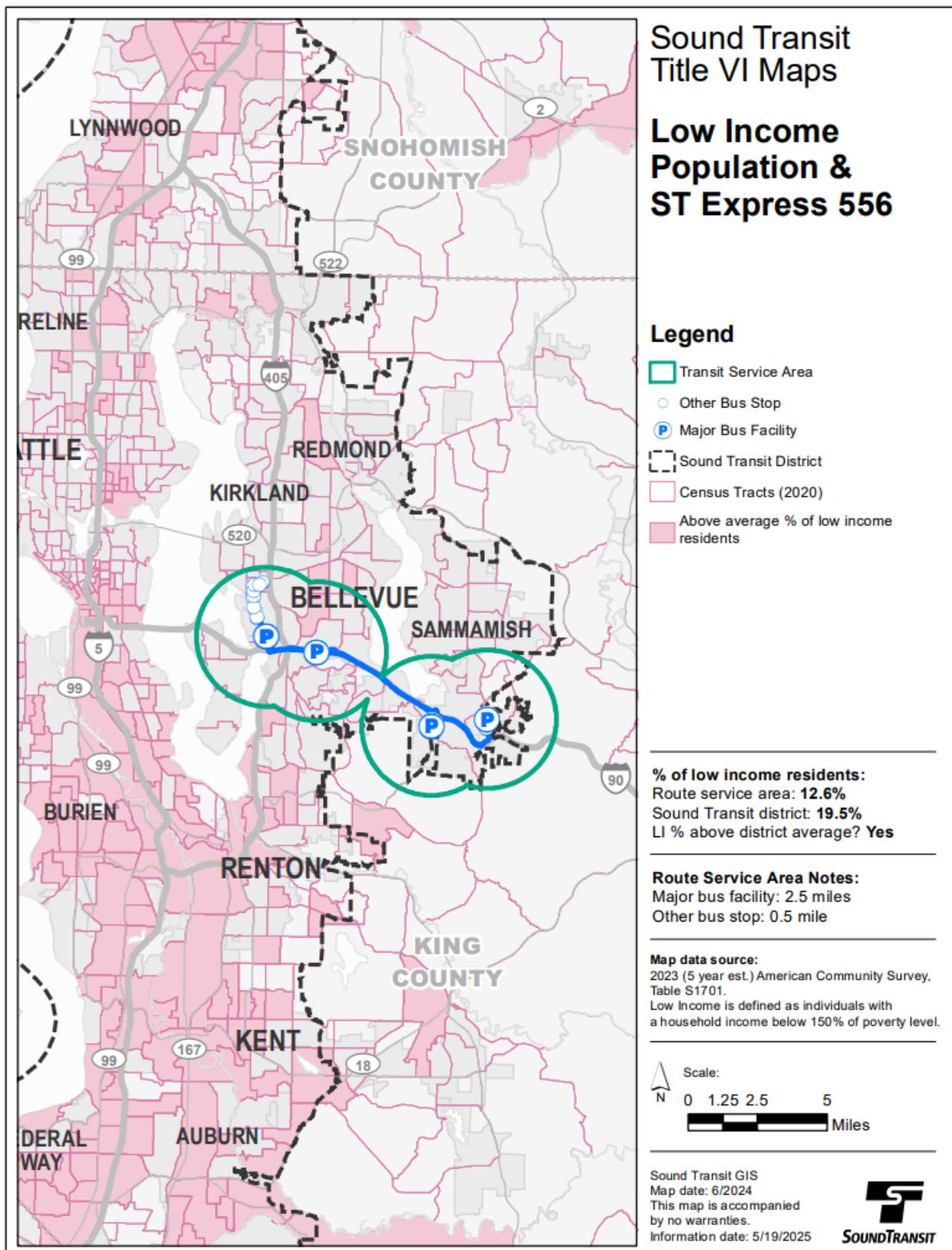


Figure 28: Map of Title VI Low Income population of Route 556 after truncation.

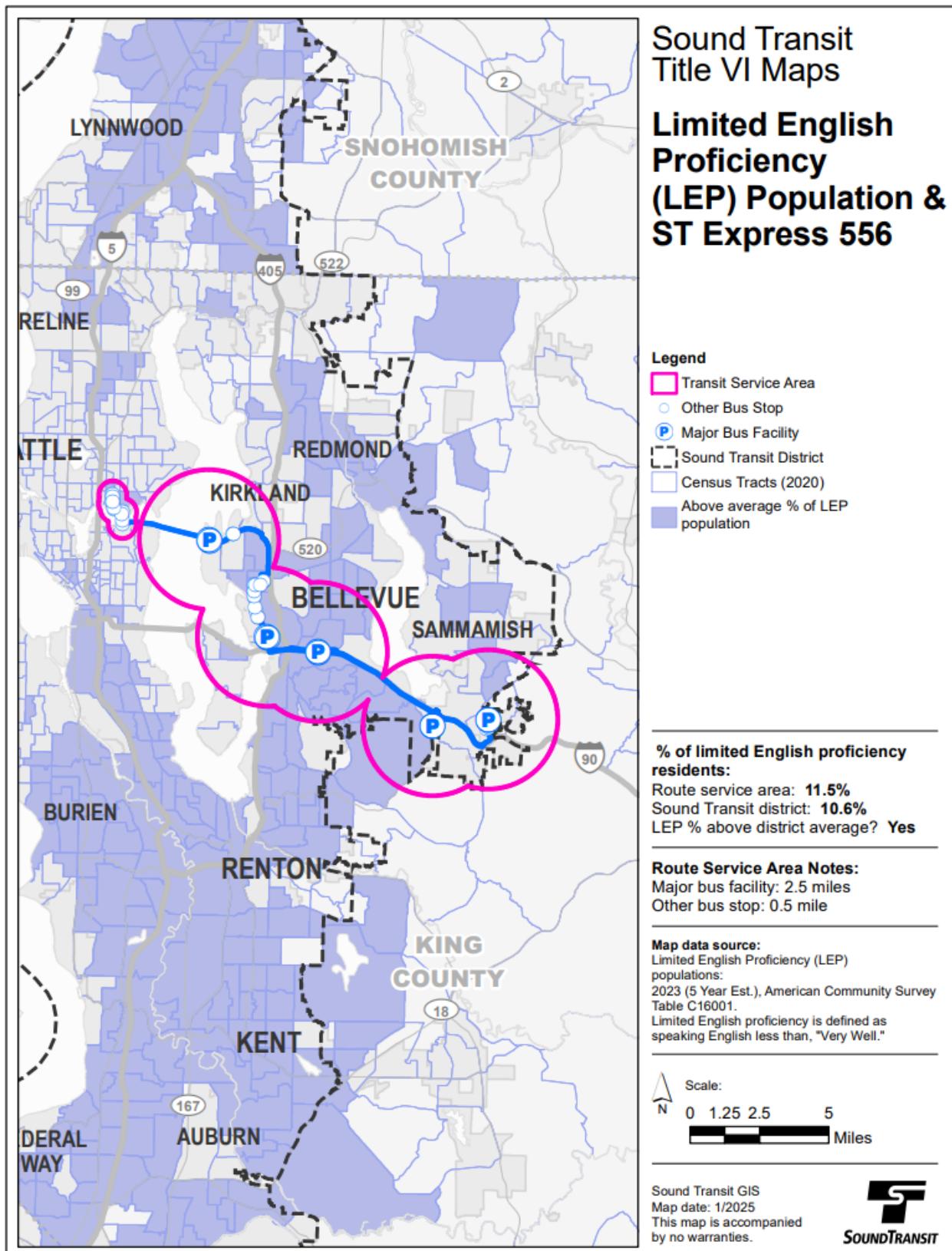


Figure 29: Map of Title VI Limited English Proficiency (LEP) population for the existing Route 556 prior to truncation.

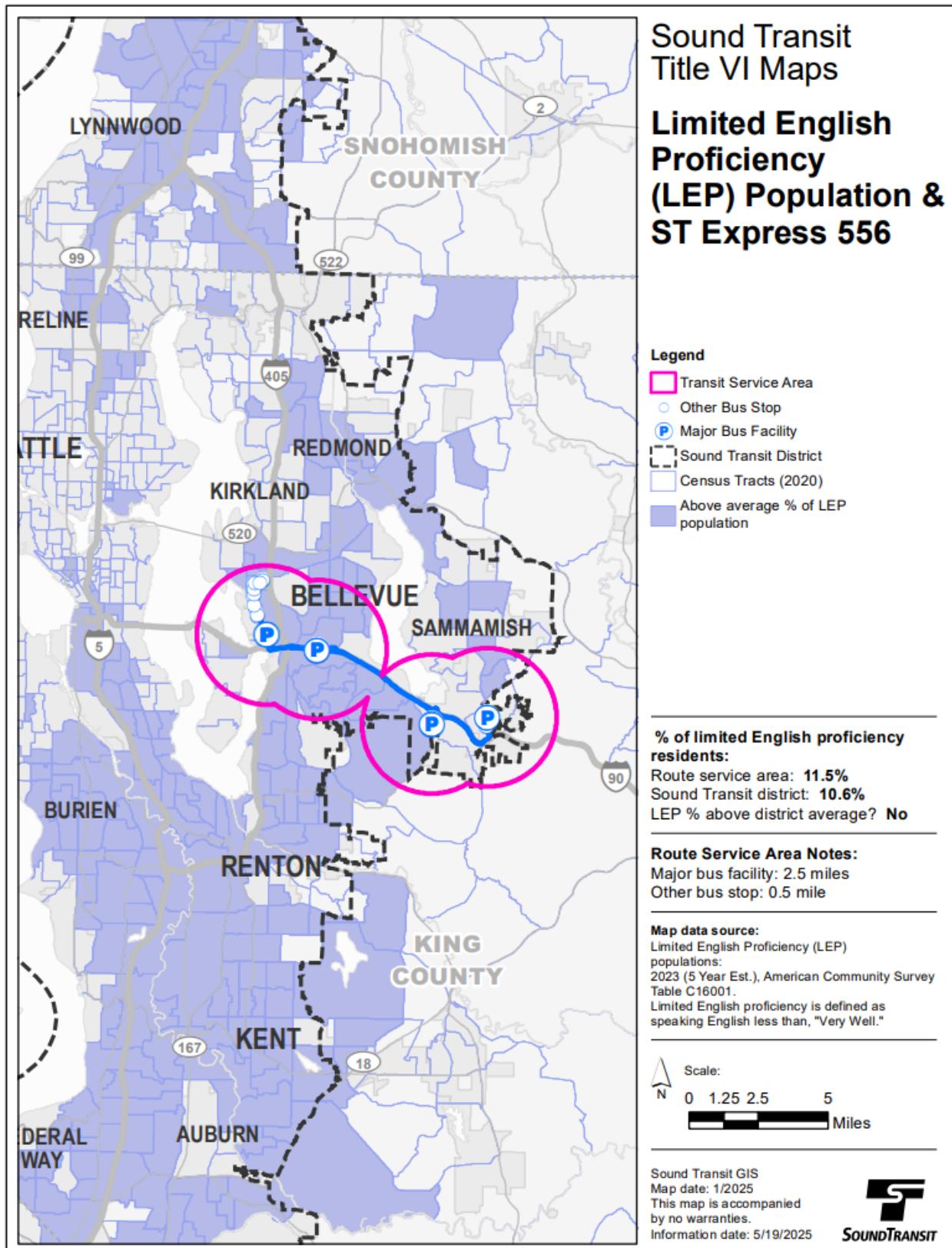


Figure 30: Map of Title VI Limited English Proficiency (LEP) population for Route 556 after truncation.

Mitigations

Mitigations are not required since there was no finding of disparate impact or disproportionate burden.

Public Input

Please refer to the Public Engagement Report (Appendix A).

Conclusion

The truncation of Route 556 does have adverse impacts, but there is no determination of disparate impact or disproportionate burden that requires mitigation.

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Route 574 // Truncate to Federal Way, Increase Service, Change Southern Terminus

Description of Proposed Major Service Change

Truncate to Federal Way Downtown, increase service levels, and change southern terminus from Lakewood Transit Center (TC) to Lakewood Station.

Table 25: Approximate span of service and headways of Route 574 current and proposed service

Approximate Frequencies		
	Current Route 574 Lakewood – SeaTac	Proposed Route 574 Lakewood – Federal Way
Weekdays, Saturday, Sunday	4:58 a.m.- 12:10 p.m.	5:31 a.m. - 9:34 p.m.
Early AM	30 min.	15 - 60 min.
AM Peak	30 min.	15 min.
Midday	30 min.	15 min.
PM Peak	30 min.	15 min.
Evening	60 min.	15 min.
Late Evening	60 min.	15 – 60 min.

Frequencies and proposed span are approximate and may vary by direction and may be revised as additional scheduling and operational planning occurs. Span is based on the departure of the first and last possible trips that serve the full line alignment.

Table 26: Weekly revenue hours for 2 Line current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	828	924	12%

Route 574 would have 924 weekly revenue hours, an increase of 12% (Table 26).

Adverse Effects & Benefits

There are adverse effects because Route 574 will no longer serve Lakewood TC and stops north of Federal Way. Passengers who previously boarded Route 574 at Lakewood TC will now need to board at Lakewood Station, or if they boarded north of Federal Way, will now need to board the 1 Line at Federal Way Downtown, Star Lake, or Kent Des Moines Stations, or board local King County Metro service during hours that the 1 Line is in operation . During hours that the 1 Line is not operating, passengers would need to board new overnight service.

Adverse Effects

There are adverse effects because service is removed from Lakewood TC and stops north of Federal Way.

Benefits

Truncating Route 574 to Federal Way Downtown Station helps facilitate improved service on Route 574. Similarly, moving Route 574's southern terminus to Lakewood Station also facilitates improved service. Riders will have more trip opportunities on Route 574, and / or the 1 Line depending on where they boarded and be able to continue onto other destinations served by Link.

Title VI Analysis

The proposed changes to Route 574 are a Major Service Change that is subject to Title VI analysis. In this case, there are adverse effects because stops will no longer be served by Route 574. There are findings of both Disparate Impact and Disproportionate burden, requiring mitigations.

- **Disparate impact:** The minority population of Route 574 does exceed the district average by at least five percentage points (table 27).
- **Disproportionate burden:** The low-income population Route 574 does exceed the district average by at least five percentage points (table 27).

Table 27: Title VI Populations in the Sound Transit District and the Route 574 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	42.6%	19.5%	10.6%
Existing 574 Service Area	53.7%	31.2%	14.6%
New 574 Service Area	51.6%	31.2%	13.0%
Difference between new and previous Service Area	11.1%	11.7%	4.0%
Difference between New Service Area and District	9.0%	11.7%	2.4%
Exceeds percentage of the protected population within the District by at least five percentage points	Yes	Yes	No

Title VI Maps

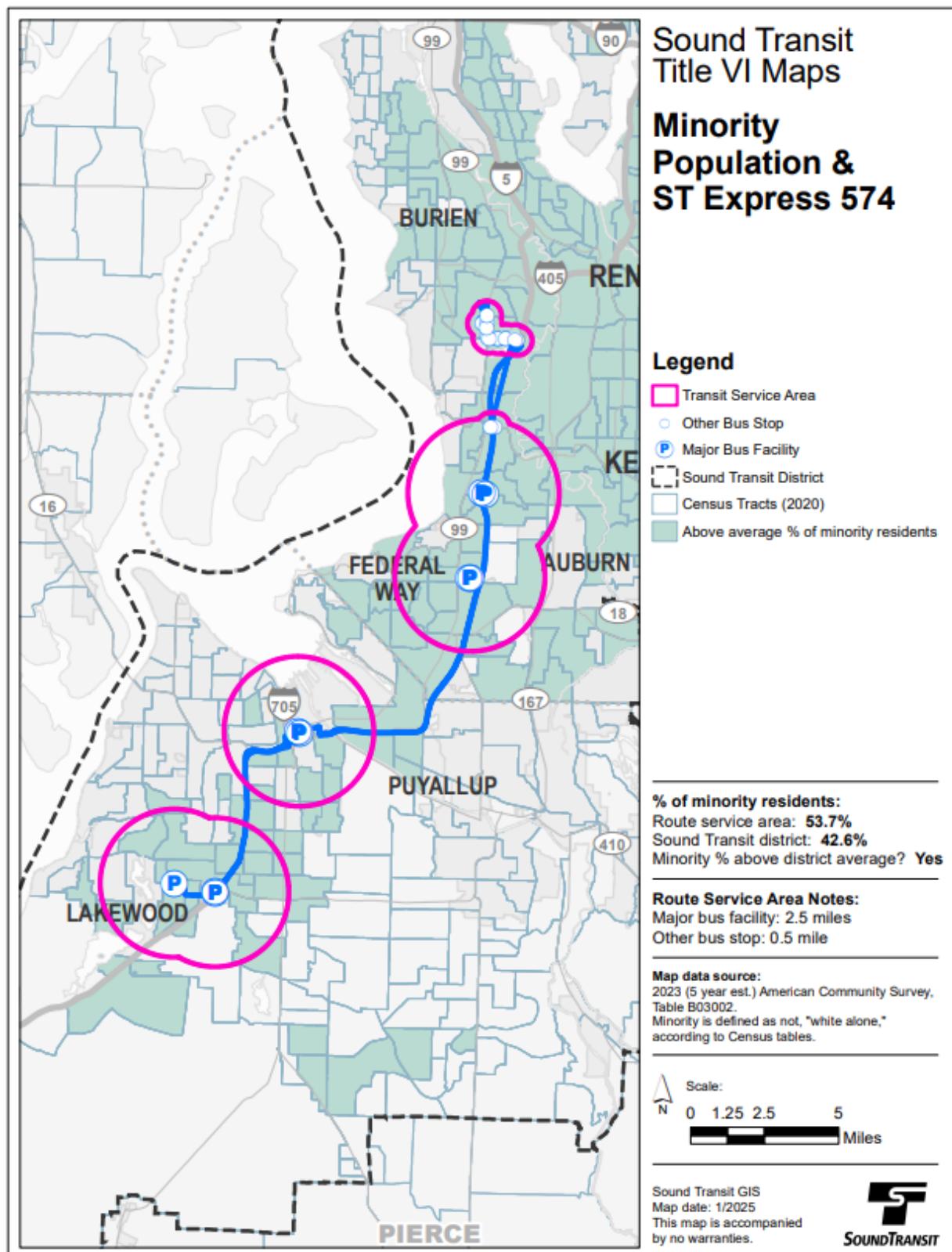


Figure 31: Map of Title VI Minority population of the existing 1 Line, prior to the Federal Way Link Extension.

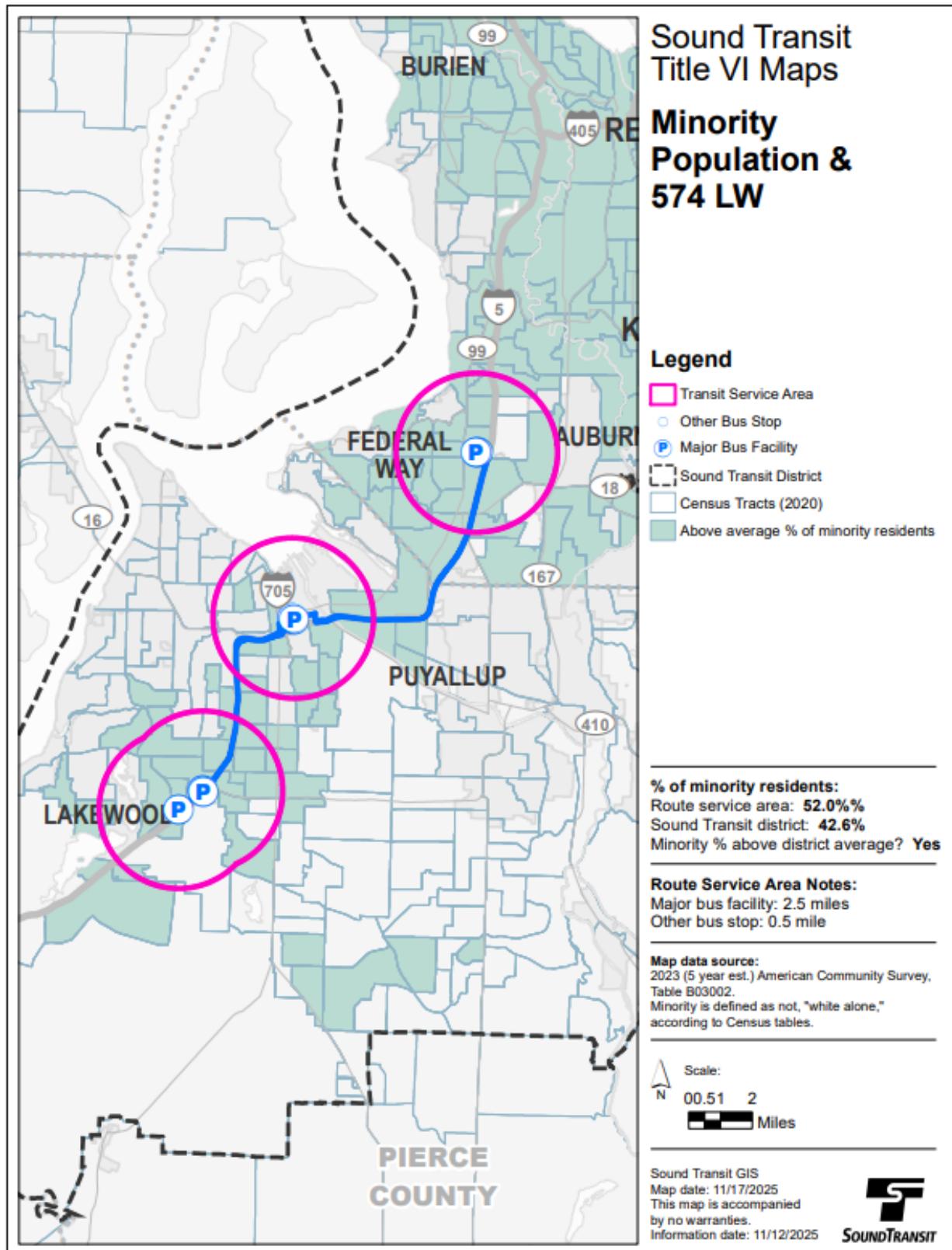


Figure 32: Map of Title VI Minority population for the 1 Line after the Federal Way Link Extension.

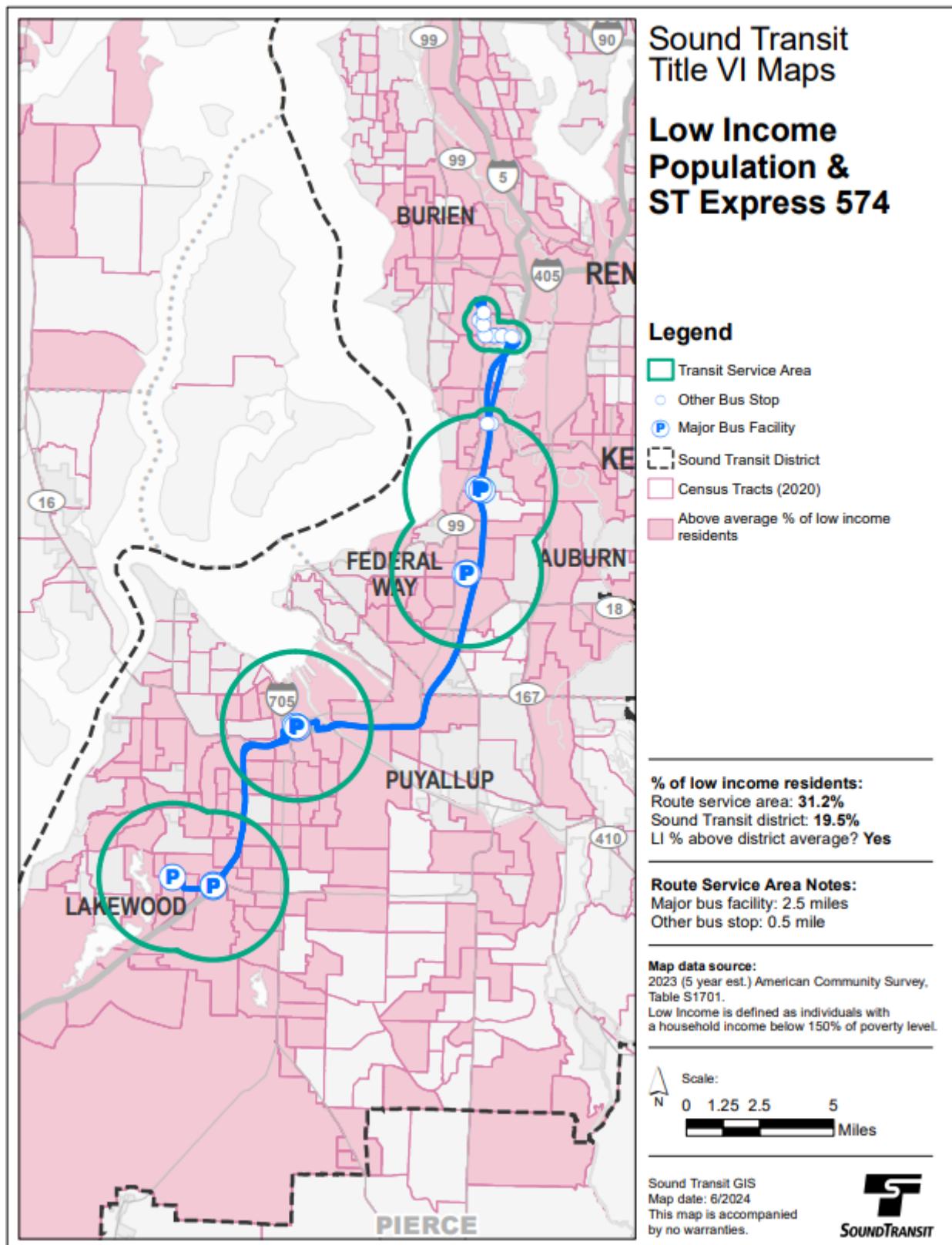


Figure 33: Map of Title VI Low Income population for the existing 1 Line, prior to the Federal Way Link Extension.

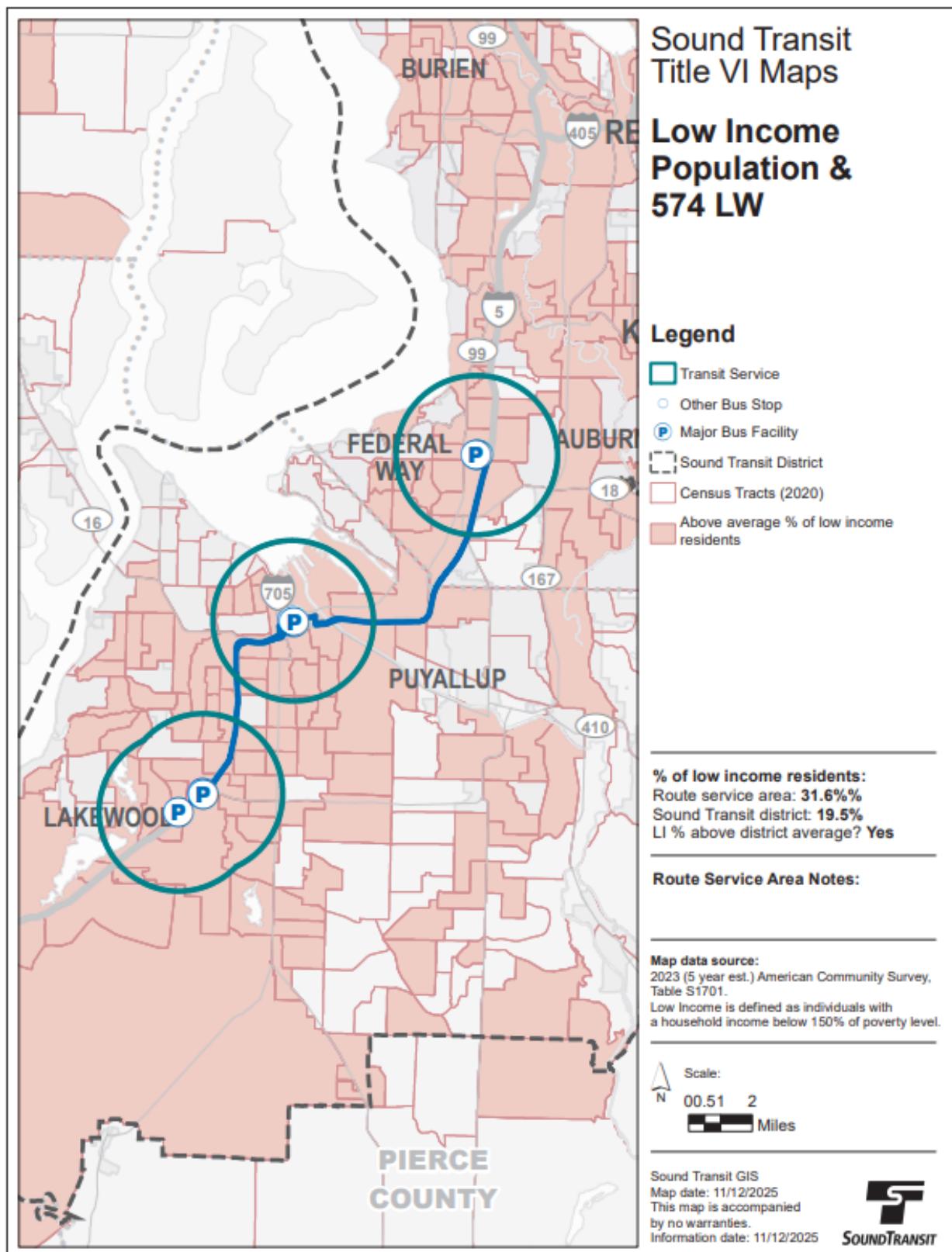


Figure 34: Map of Title VI Low Income population of the 1 Line after the Federal Way Link Extension.

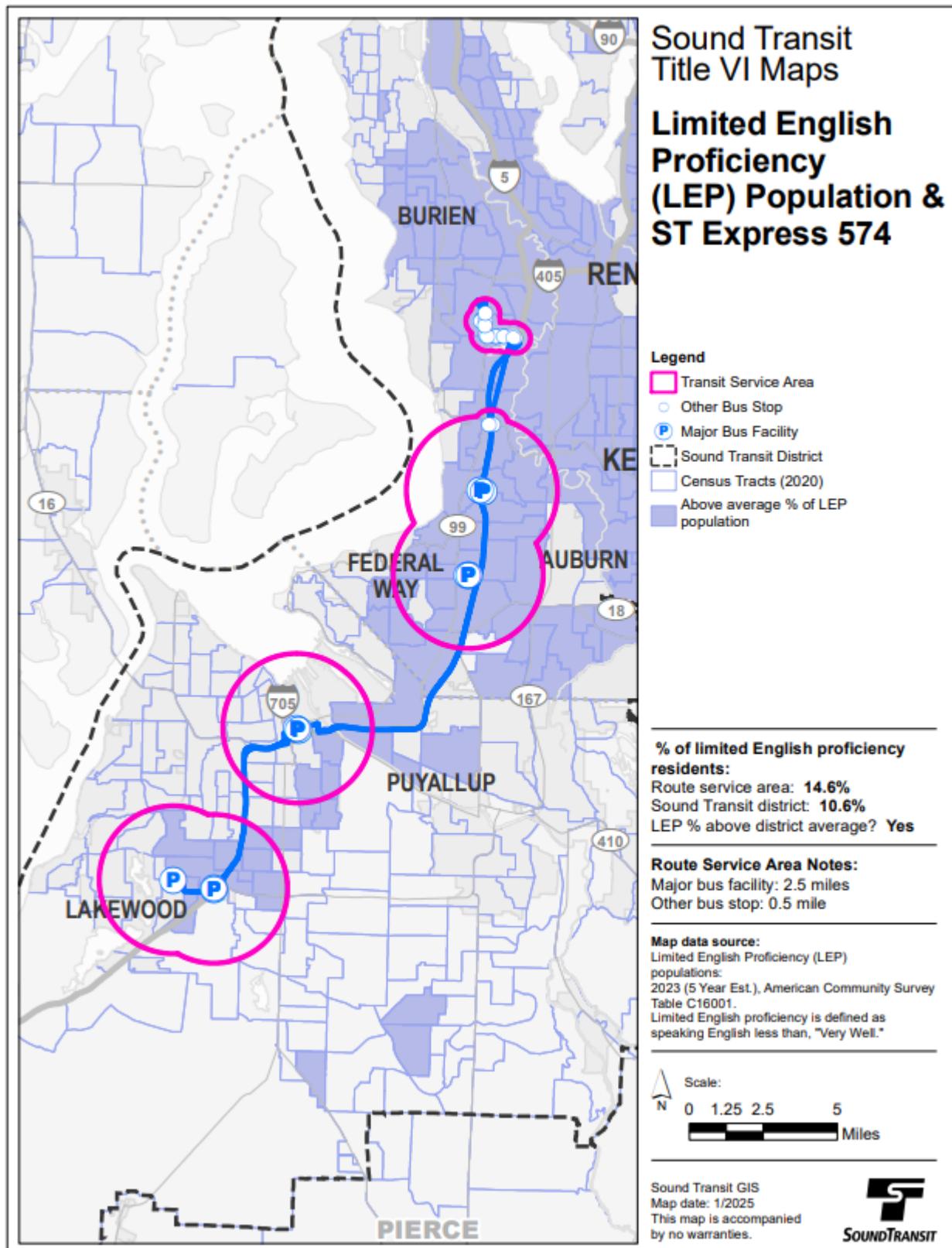


Figure 35: Map of Title VI Limited English Proficiency (LEP) population for the 1 Line prior to the Federal Way Link Extension.

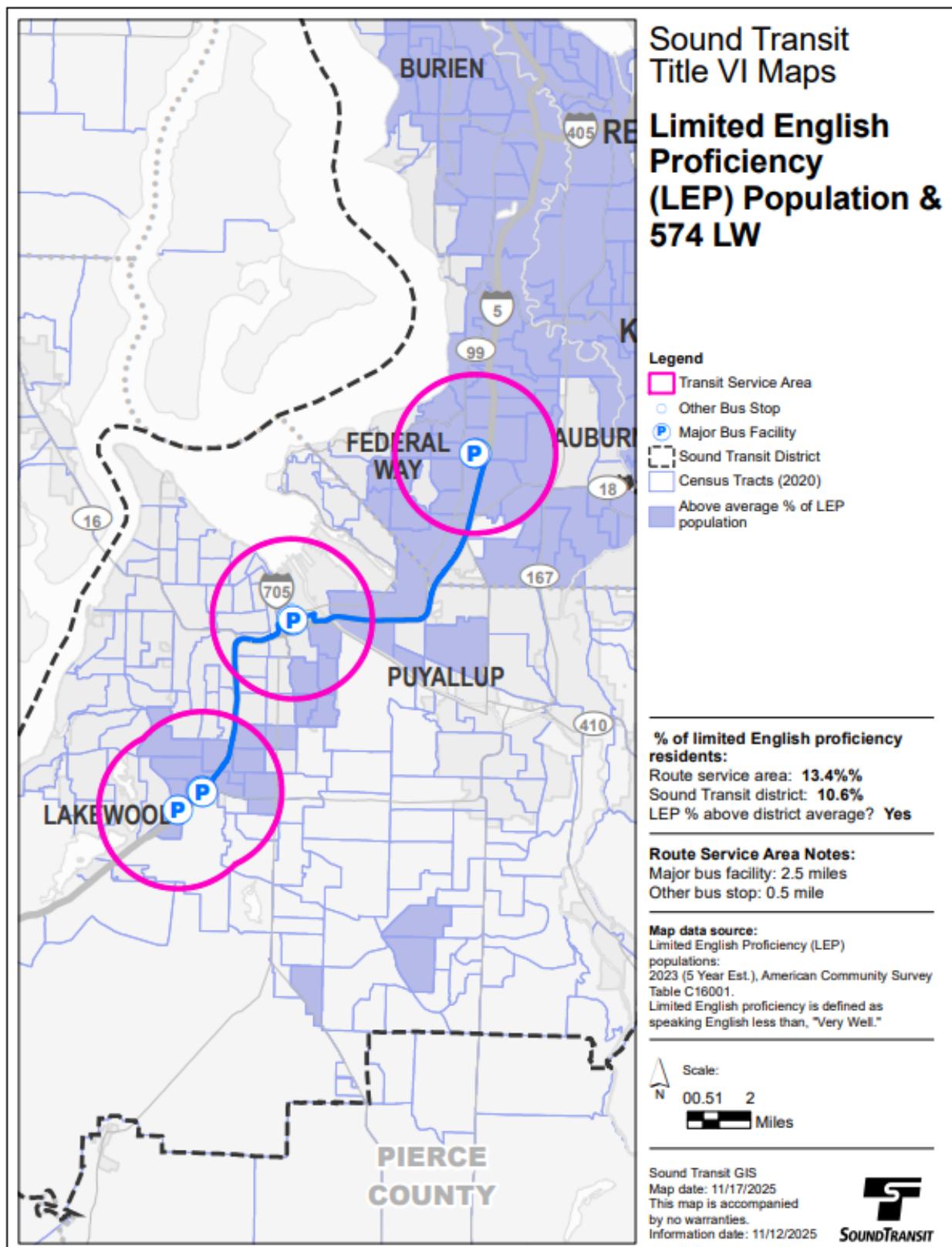


Figure 36: Map of Title VI Limited English Proficiency (LEP) population for the 1 Line after the Federal Way Link Extension.

Mitigations

The proposed changes have adverse impacts and have a determination of disparate impact and disproportionate burden. Mitigations are required and include improved frequency on Route 574 to Federal Way Downtown Station, and new link service from Federal Way to SeaTac, and beyond. There will also be new overnight bus service that will replace early morning and late night access to SeaTac with improved service levels as compared to existing Route 574 service.

Public Input

Please refer to the Public Engagement Report (Appendix A).

Conclusion

Proposed changes to Route 574 have adverse impacts, and there is a determination of disparate impact and disproportionate burden. Mitigations include improved service levels between Lakewood, Tacoma, and Federal Way, new Link service between Federal Way, SeaTac, and Seattle, and new overnight bus service that will provide improved access between SeaTac and Lakewood while Link is not running.

Route 580 // Eliminate Service

Description of Proposed Major Service Change

Eliminate service on Route 580.

Current Service

Because Route 580 only operates in the peak direction during peak hours, trip counts during the spans-of-service are provided in place of a frequency table.

There are 2 northbound trips between 5:30 – 7:00 a.m., and 4 southbound trips between 5:00 – 6:30 p.m.

Table 28: Weekly revenue hours for Route 580 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	8	0	-100%

Route 580 would have 0 weekly revenue hours, a decrease of 100% (Table 28).

Adverse Effects & Benefits

Changing the revenue hours of a route by greater than 25% qualifies as a major service change subject to Title VI Analysis. In this case, there are adverse effects because the route is eliminated.

Adverse Effects

The elimination of Route 580 results in adverse effects because it removes service.

Benefits

There are no benefits to eliminating Route 580.

DRAFT

Title VI Analysis

Changing the revenue hours of a route by greater than 25% qualifies as a major service change subject to Title VI Analysis. In this case, there are adverse effects because the route is eliminated.

- **No disparate impact:** The minority population of Route 580 does not exceed the district average by at least five percentage points (table 29).
- **No disproportionate burden:** The low-income population of Route 580 does not exceed the district average by at least five percentage points (table 29).

Table 29: Title VI Populations in the Sound Transit District and the 2 Line service area

	Minority Population	Low-income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	42.6%	19.5%	10.6%
580 Service Area	27.9%	18.9%	5.7%
Difference	-14.7%	-0.6%	-4.9%
Exceeds percentage of the protected population within the District by at least five percentage points	No	No	No

Title VI Maps

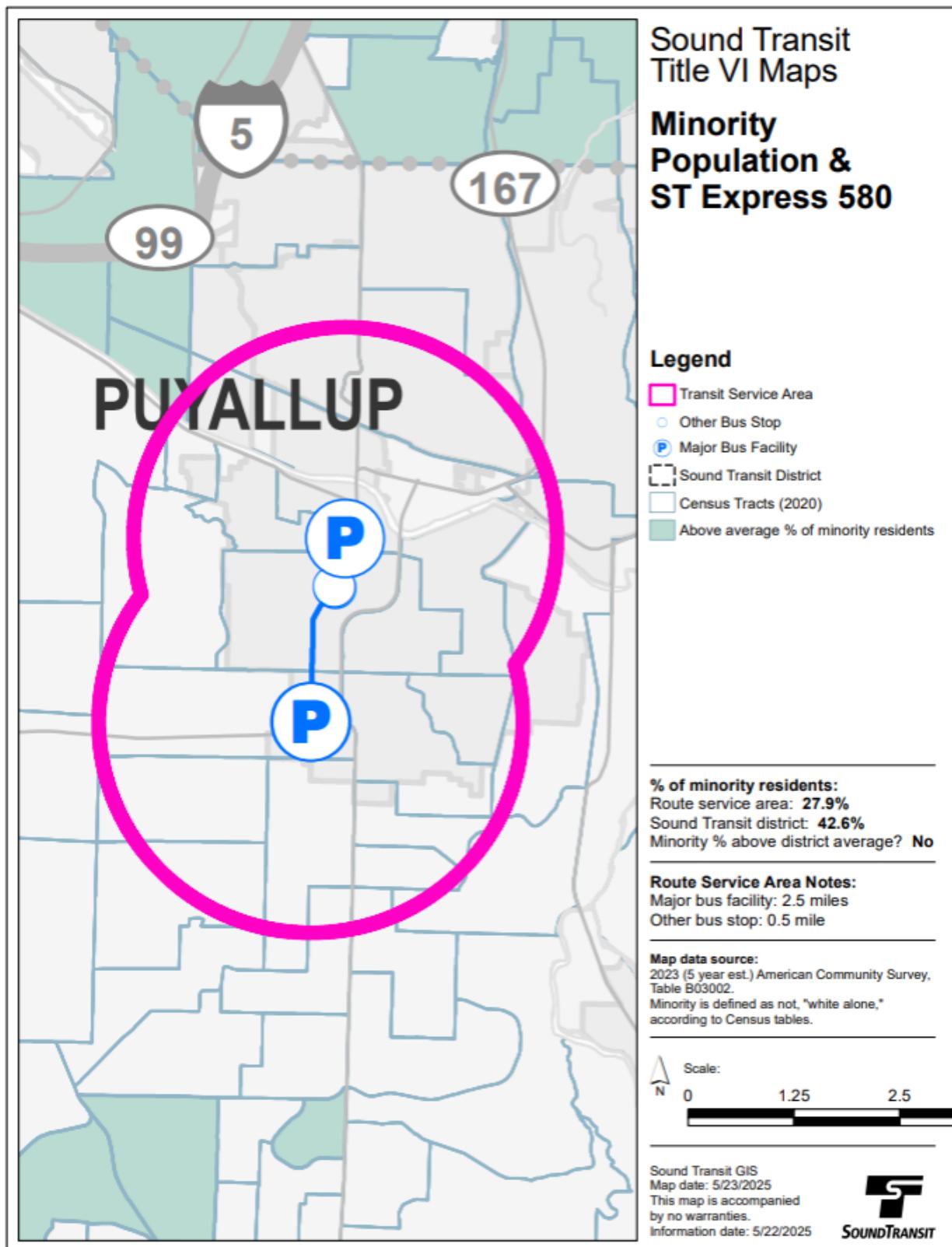


Figure 37: Map of Title VI Minority population of Route 580.

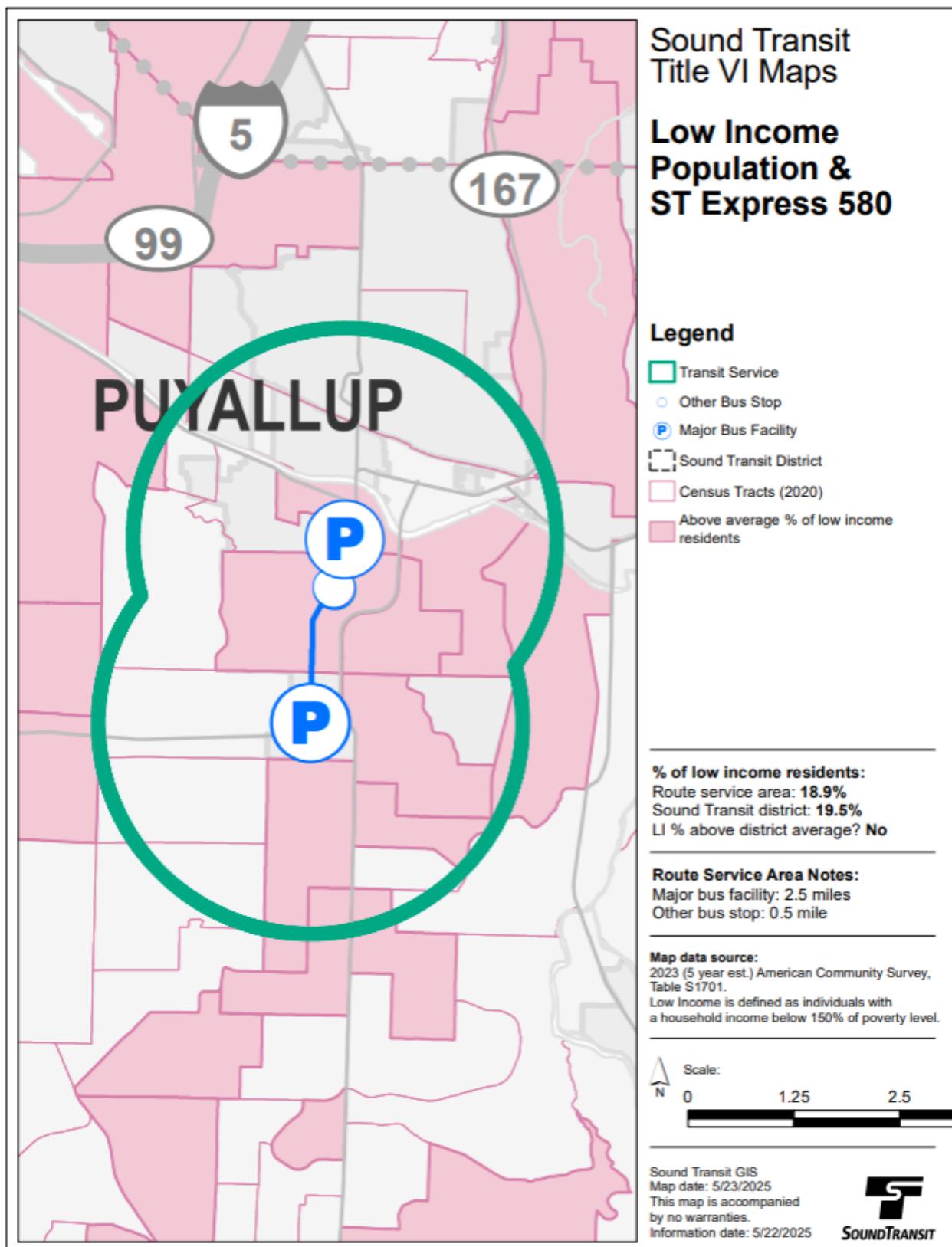


Figure 38: Map of Title VI Low Income Population for Route 580.

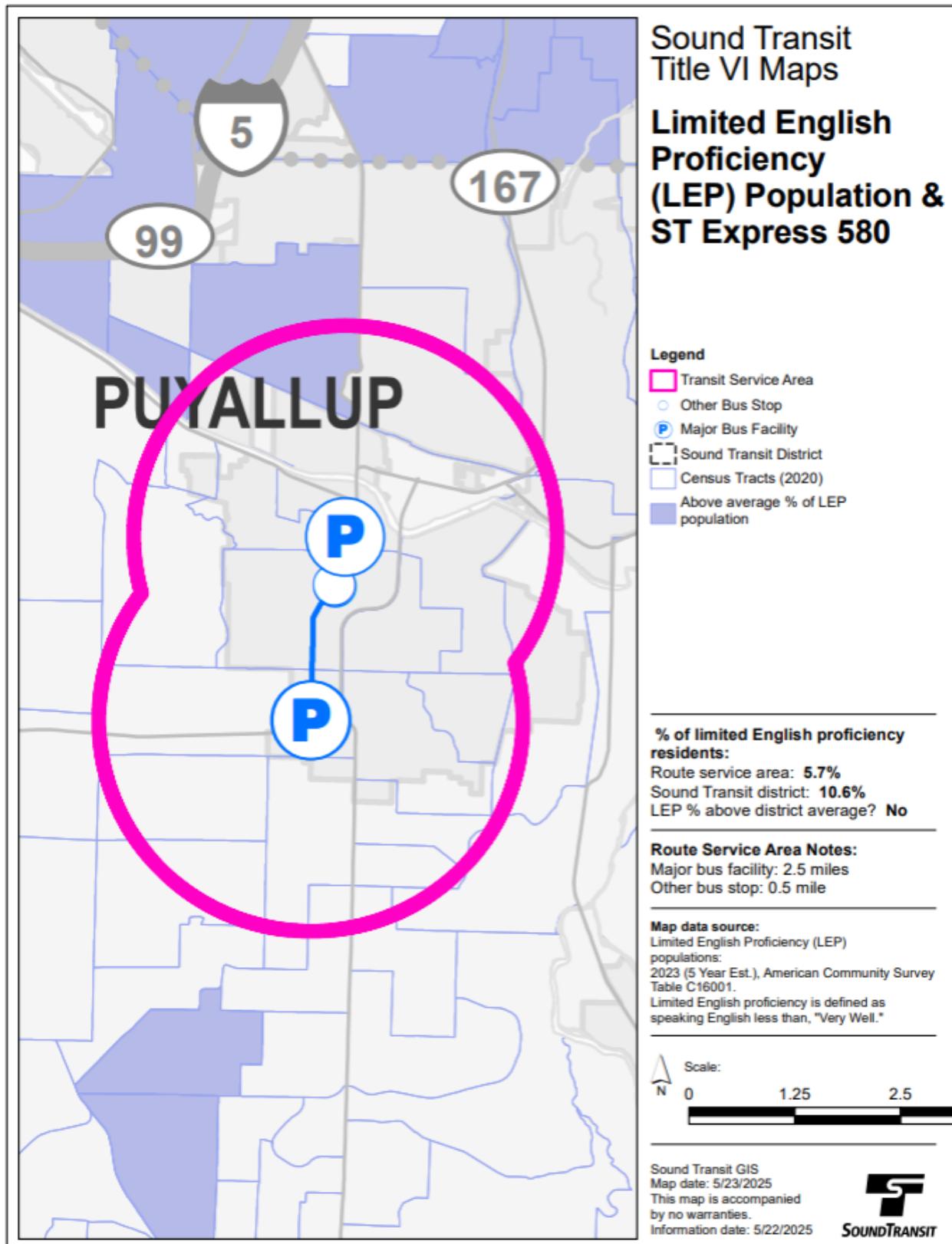


Figure 39: Map of Title VI Limited English Proficiency (LEP) population for Route 580.

Mitigations

Mitigations are not required since there is no finding of disparate impact or disproportionate burden.

In 2023, a 510-space parking garage opened at Puyallup Station. Sounder S Line riders can park at the garage instead of taking Route 580. Route 580 experienced a sharp decline in ridership after the garage opened, averaging only 3 riders per trip (Summer 2023). For those continuing to take transit, Pierce Transit Route 400 (Puyallup-Downtown Tacoma) also serves South Hill Park & Ride.

Public Input

Please refer to the Public Engagement Report (Appendix A).

Conclusion

The elimination of Route 580 does have adverse impacts, but there is no determination of disparate impact or disproportionate burden.

Route 586 // Eliminate Service

Description of Proposed Major Service Change

Eliminate service on Route 586.

Service Levels

Because Route 586 currently only operates in the peak direction during peak hours, trip counts during the spans-of-service are provided in place of a frequency table.

There are 7 northbound trips between 5:00 – 8:00 a.m., and 7 southbound trips between 3:00 – 6:30 p.m.

Table 30: Weekly revenue hours for Route 586 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	123	0	-100%

Route 586 would have 0 weekly revenue hours, a decrease of 100% of hours (Table 30).

Adverse Effects & Benefits

Changing the revenue hours of a route by greater than 25% qualifies as a major service change subject to Title VI Analysis. In this case, there are adverse effects because the route is eliminated.

Adverse Effects

The elimination of Route 586 results in adverse effects because it removes service.

Benefits

There are no benefits to eliminating Route 586.

DRAFT

Title VI Analysis

Changing the revenue hours of a route by greater than 25% qualifies as a major service change subject to Title VI Analysis. In this case, there are adverse effects because the route is eliminated.

- **Disparate impact:** The minority population of Route 586 does exceed the district average by at least five percentage points (table 31).
- **Disproportionate burden:** The low-income population of Route 586 does exceed the district average by at least five percentage points (table 31).

Table 31: Title VI Populations in the Sound Transit District and the Route 586 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	42.6%	19.5%	10.6%
586 Service Area	50.6%	31.4%	12.9%
Difference	8.0%	11.9%	2.3%
Exceeds percentage of the protected population within the District by at least five percentage points	Yes	Yes	No

Title VI Maps

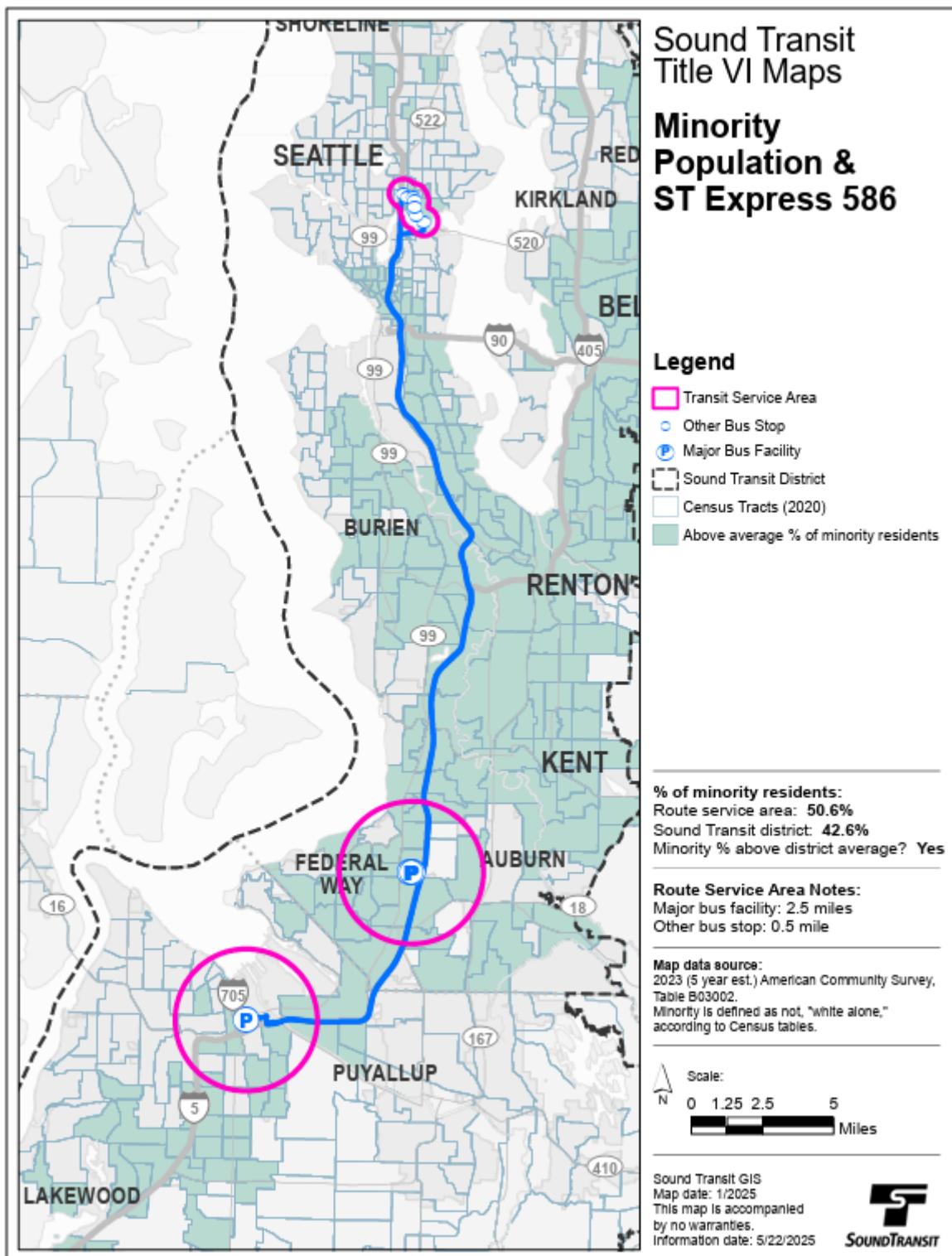


Figure 40: Map of Title VI Minority population of Route 586.

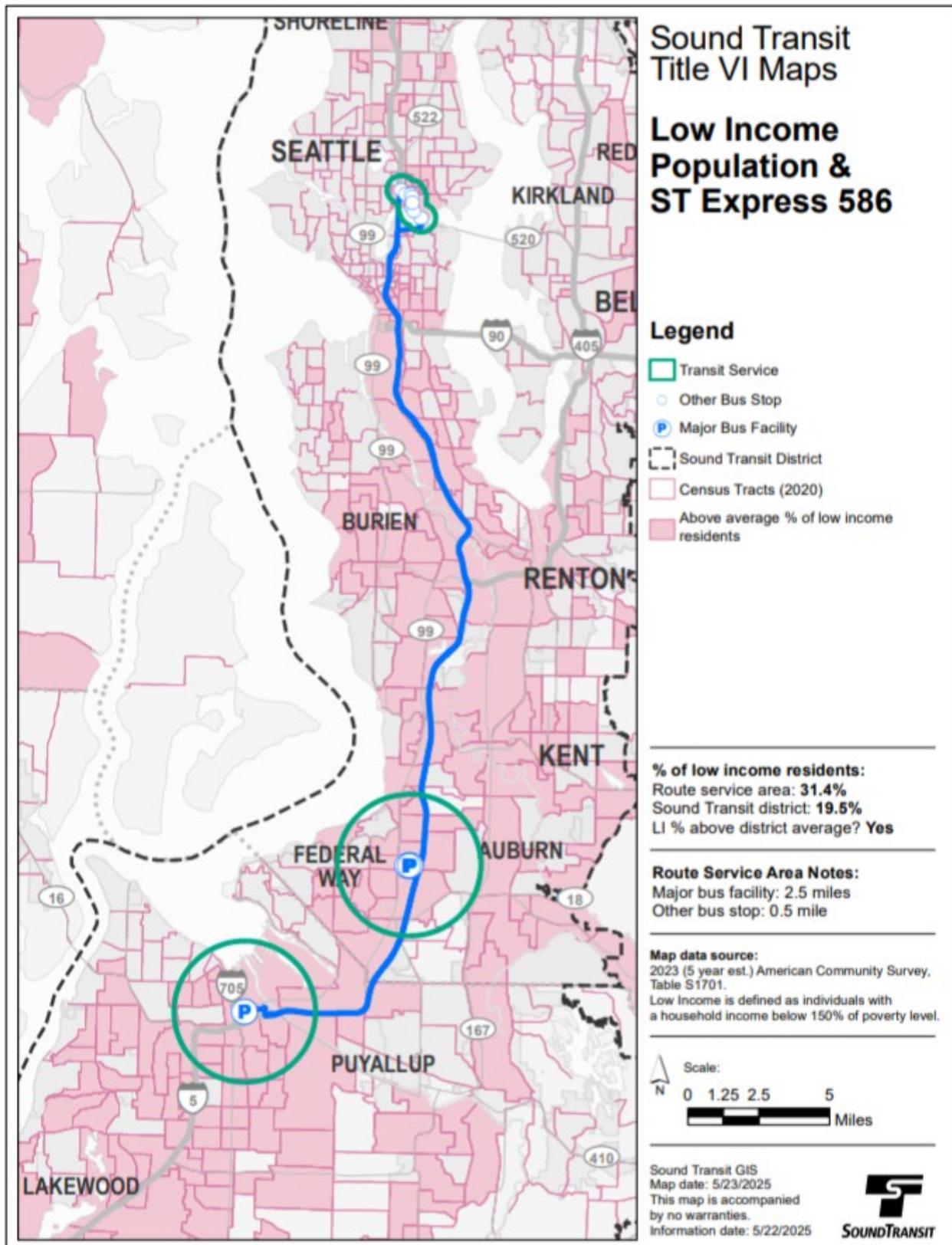


Figure 41: Map of Title VI Low Income population of Route 586.

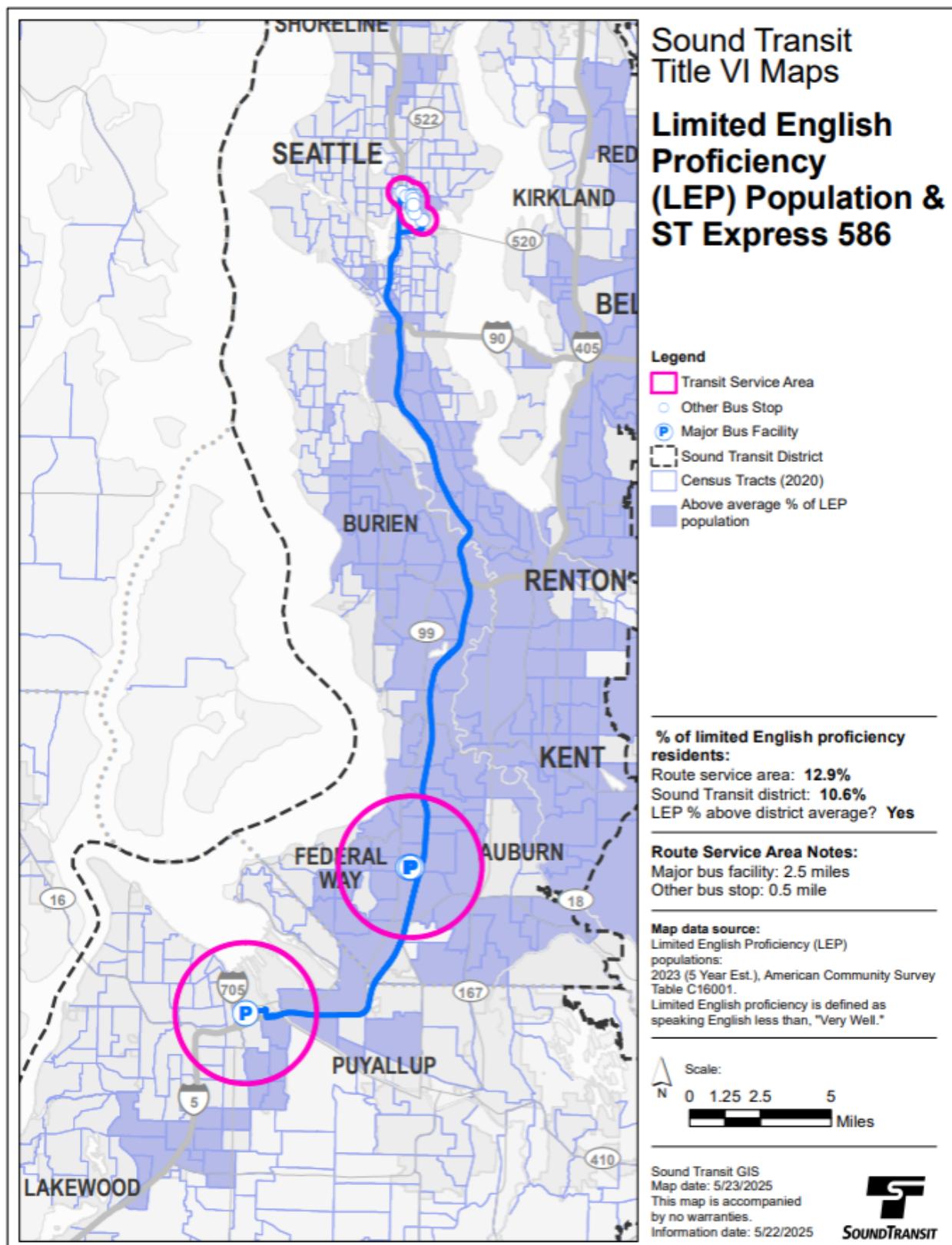


Figure 42: Map of Title VI Limited English Proficiency (LEP) population of Route 586.

Mitigations

Mitigations are required since there is a finding of disparate impact or disproportionate burden. The mitigations include increased service on Route 574, providing an all-day connection to Link at Federal Way Downtown Station, as well as using an existing alternate service on Route 590 and the Sounder S Line to transfer to Link in downtown Seattle. Existing service via Route 590 and / or the S Line to transfer to Link offer competitive, and more frequent travel options.

Public Input

Please refer to the Public Engagement Report (Appendix A).

Conclusion

The elimination of Route 586 does have adverse impacts, and there is a determination of disparate impact and disproportionate burden. Therefore, mitigations are required. Mitigations include alternative service available via Routes 577, 578, 590, and 594 with a transfer to Link in downtown Seattle, which operates more frequently.

Conclusion of Individual Route Analysis

The **individual route analysis** evaluates each major service change on a route-by-route basis, and it found that service change proposals for routes 550, 554, 556, 574, and 586 create adverse effects. **The individual route analysis found that changes result in findings of disproportionate burden.** Therefore, mitigations are required.

Mitigations for these routes are as follows:

Routes 550, 554 & 556

- New 2 Line service would provide improve frequency and capacity between Bellevue and Seattle as compared to Route 550.
- Route 556 would have improved service levels, operating about every 15 minutes for most of the day between Issaquah and Bellevue. Riders may transfer at South Bellevue for connections into Seattle.

Routes 574 & 586

- New 1 Line service would provide improved frequency and capacity between Federal Way and Downtown Seattle as compared to existing service on Route 577.
- Route 574 would have improved service levels, operating about every 15 minutes for most of the day between Lakewood and Federal Way. Riders may transfer to direct-to-Seattle buses and Sounder service at Tacoma Dome Station, or at Federal Way Downtown Station.
- Alternative ST Express routes (574, 590, 592, 594, 595) paired with 1 Line transfers in downtown Seattle or Federal Way (or, beginning your trip in Federal Way) with the final destination of University of Washington operate with a greater span of service and frequency, and with comparable travel times.

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Systemwide Service Analysis

Overview

The systemwide analysis compares benefits and impacts to Title VI protected & non-protected populations on all routes with changes over multiple years. The systemwide analysis follows the agency's Title VI policy, adopted by the Board of Directors in August 2022. **The results of the systemwide analysis did not identify any findings.**

The systemwide analysis evaluates service reductions and service additions separately. The analysis shows that the distribution of benefits to protected populations exceeds 80% for protected populations and the reduction of service to protected populations does not exceed 20% of the distribution. Therefore, the systemwide analysis did not identify any adverse effects on protected populations from September 2023 to September 2026. The following sections step through the process for each analysis.

Methodology

In order to conduct the systemwide analysis, the percentage of low-income and non-low-income populations impacted by the change are compared to the overall district using a ratio. The analysis begins by identifying the populations affected by service changes and summarizing into totals for people experiencing increased service and people experiencing reduced service. Then the total affected populations are compared to the total population to calculate a percentage. Next, the threshold test evaluates the population comparison percentage to test for equity impacts.

Identifying Systemwide Service Additions & Reductions

The first step in the analysis identifies service reductions and additions by route. Table 32 shows the total change in scheduled weekly revenue hours between September 2023 and September 2026 for each route. When weekly revenue hours increased, this change is identified as an addition. When weekly revenue hours decrease, this change is identified as a reduction. In the following analysis steps, the totals for the routes in each group will be used to evaluate systemwide reductions and additions.

The changes in revenue hours reflect the on-going impact of staffing shortages which limit the amount of service that can be delivered.

Table 32: Scheduled weekly revenue hours by service change from September 2023 - September 2026

Route	Sept. 2023	Mar. 2024	Sept. 2024	Mar. 2025	Sept. 2025	Mar. 2026	Sept. 2026	Difference between Sept. 2023 & Sept. 2026	Percent Difference between Sept. 2023 & Sept. 2026	Addition or Reduction
1 Line	1,726	1,677	2,223	2,221	2,697	2,697	2,697	971	64%	Addition
2 Line	0	0	490	610	2,507	2,507	2,507	2,507	N/A	Addition
510	172	184	198	198	198	198	212	40	23%	Addition
512	921	920	939	771	771	771	783	-138	-15%	Reduction
513	96	90	104	69	69	69	108	12	12%	Addition
515	0	0	0	0	225	225	0	0	N/A	N/A
522	975	1,019	1,019	1,019	1,019	1,019	785	-190	-20%	Reduction
532	125	131	142	147	147	147	144	19	15%	Addition
535	398	419	431	452	452	452	572	174	44%	Addition
542	427	427	427	427	427	427	728	301	70%	Addition
545	1,077	1,071	1,071	1,071	1,071	1,071	1,063	-14	-1%	Reduction
550	883	903	903	898	898	898	0	-883	-100%	Reduction
554	664	663	663	664	664	664	0	-664	-100%	Reduction
556	108	105	105	105	105	105	689	581	537%	Addition
560	673	650	623	630	200	200	731	58	9%	Addition
566	196	198	200	200	630	630	684	488	248%	Addition
574	772	834	813	828	828	828	924	152	20%	Addition
577	274	263	209	220	263	263	279	5	2%	Addition
578	708	722	704	706	722	722	710	2	0%	Addition
580	13	8	0	0	8	8	0	-13	-100%	Reduction
586	126	119	111	123	123	123	0	-126	-100%	Reduction
590	329	365	176	173	365	365	343	14	4%	Addition
592	171	166	179	184	184	184	177	6	3%	Addition
594	861	828	781	794	828	828	817	-44	-5%	Reduction
595	61	62	67	68	68	68	65	5	7%	Addition
596	42	46	36	37	37	37	37	-5	-12%	Reduction
Sounder North	26	26	53	53	53	53	53	27	104%	Addition
Sounder South	183	183	183	183	183	183	183	0	0%	No Change
Tacoma Link	480	480	480	480	480	480	480	0	0%	No Change

Systemwide Service Reductions Analysis

When a systemwide potential adverse effect occurs due to major service changes on more than one line or route, the agency determines if the collective service reductions create a disparate impact or disproportionate burden by comparing the percentage of the service area's minority or low-income population adversely affected by the major service reductions to the percentage of the district's non-minority or non-low-income population adversely affected.

Collective service reductions include both service reductions under consideration for the next year and implemented service reductions in the past two years, both major and minor service changes.

Table 33 shows the total change in weekly revenue hours between September 2023 and September 2026 for each route with a service reduction. The population columns then identify the total Title VI-protected and non-Title VI-protected populations affected by the service reduction for each route.

Table 33: Populations affected by service reduction September 2023 to September 2026

Route	Change in Weekly Revenue Hours	Benefit or Reduction	Total Population	Minority Population	Non-Minority Population	Low-Income Population	Non-Low-Income
512	-138	Reduction	330,506	138,703	191,803	74,187	256,319
522	-190	Reduction	230,699	81,758	148,941	35,970	194,729
545	-14	Reduction	270,211	133,302	136,909	41,594	228,617
550	-883	Reduction	142,296	71,869	70,427	24,702	117,594
554	-664	Reduction	271,279	134,298	136,981	39,453	231,826
580	-13	Reduction	85,425	23,822	61,603	16,112	69,313
586	-126	Reduction	194,146	98,173	95,973	60,988	133,158
594	-44	Reduction	266,716	128,558	138,158	79,453	187,263
596	-5	Reduction	66,883	14,730	52,153	9,465	57,418

Analysis

If the percentage of the minority or low-income population adversely affected is more than 20 percent greater than the percentage of the non-minority or non-low-income population adversely affected (e.g., 12 percent or more of the minority population is adversely affected while 10 percent or less of the non-minority population is adversely affected), the reductions create a disparate impact or disproportionate burden.

Using the data collected in the above table the following percentages were calculated for populations adversely affected by service reductions compared with the total population in the service area of all routes:

- Minority population adversely affected: 18.5%
- Non-Minority population adversely affected: 18.6%
- Low-Income population adversely affected: 17.9%
- Non-Low-Income population adversely affected: 18.7%

Service Reductions Disparate Impact Test

To evaluate for a potential disparate impact, the percentage of the minority population adversely affected is compared to the percentage of the non-minority population adversely affected using a ratio (Table 34). **Because the result of 0.1% is / is not 20 percent or greater, no disparate impact was identified.**

Table 34: Service reduction disparate impact test

Minority Population Adversely Affected	Non-Minority Population Adversely Affected	Ratio Comparison	Threshold for Disparate Impact	Result
18.5%	18.6%	$16.3\% \div 16.4\% = 0.1\%^1$	20% or greater	No Disparate Impact

¹In order to compare with the policy threshold the ratio calculation is shown as the difference from 100%.

Service Reductions Disproportionate Burden Test

To evaluate for a potential disproportionate burden, the percentage of the low-income population adversely affected is compared to the percentage of the non-low-income population adversely affected using a ratio (Table 35). **Because the result of 4.4% is / is not 20 percent or greater, no / a disproportionate burden was identified.**

Table 35: Service reduction disproportionate burden test

Low-Income Population Adversely Affected	Non- Low-Income Population Adversely Affected	Ratio Comparison	Threshold for Disproportionate Burden	Result
17.9%	18.7%	$17.9\% \div 18.7\% = 4.4\%^1$	20% or greater	No Disproportionate Burden

¹In order to compare with the policy threshold the ratio calculation is shown as the difference from 100%.

Systemwide Service Additions Analysis

When a systemwide adverse effect occurs due to major service changes on more than one line or route, the agency determines if the collective service additions create a disparate impact or disproportionate burden by comparing the percentage of the service area's minority or low-income population benefiting from the major service additions to the percentage of the District's non-minority or non-low-income population benefiting.

Collective service additions include both service additions under consideration for the next year and implemented service additions in the past two years, both major and minor service changes.

Table 36 shows the total change in weekly revenue hours between September 2023 and September 2026 for each route with a service addition. The population columns then identify the total Title VI-protected and non-Title VI-protected populations benefiting from the service addition for each route.

Table 36: Populations benefited by service additions, September 2023 to September 2026

Route	Change in Weekly Revenue Hours	Benefit or Reduction	Total Population	Minority Population	Non-Minority Population	Low-Income Population	Non-Low-Income
510	40	Benefit	342,081	140,332	201,749	78,460	263,621
513	12	Benefit	195,738	85,717	110,021	40,017	155,721
532	19	Benefit	360,619	156,351	204,268	71,281	289,338
535	174	Benefit	250,377	102,572	147,805	37,524	212,853
542	301	Benefit	210,141	103,798	106,343	31,256	178,885
556	581	Benefit	166,573	82,266	84,307	19,165	147,408
560	58	Benefit	108,977	58,414	50,563	25,212	83,765
566	488	Benefit	175,252	97,613	77,639	44,843	130,409
574	152	Benefit	259,374	133,829	125,545	80,916	178,458
577	5	Benefit	167,340	90,404	76,936	45,098	122,242
578	2	Benefit	198,418	88,006	110,412	49,080	149,338
590	14	Benefit	164,195	75,614	88,581	44,176	120,019
592	6	Benefit	182,732	98,979	83,753	58,510	124,222
595	5	Benefit	285,195	105,541	179,654	63,276	221,919
1 Line	971	Benefit	1,550,303	698,683	851,620	324,105	1,226,198
2 Line	2,507	Benefit	1,403,155	571,320	831,835	222,526	1,180,629
Sounder North	27	Benefit	400,436	148,043	252,393	85,990	314,446

Analysis

If the percentage of the minority or low-income population benefited is 80 percent or less than the percentage of the non-minority or non-low-income population benefited (e.g., eight percent or less of the minority population benefits while 10 percent or more of the non-minority population benefits), the changes create a disparate impact or disproportionate burden.

Using the data collected in the above table the following percentages were calculated for populations benefiting from service additions compared with the total population in the service area of all routes:

- Minority population benefiting: 63.6%
- Non-Minority population benefiting: 64.4%
- Low-Income population benefiting: 62.2%
- Non-Low-Income population benefiting: 64.5%

Service Additions Disparate Impact Test

To evaluate for a potential disparate impact, the percentage of the minority population benefiting is compared to the percentage of the non-minority population benefiting using a ratio (Table 37).

Because the result of 99.8% percent is not greater than the 80 percent or less threshold, no / a disparate impact was identified.

Table 37: Service additions disparate impact test

Minority Population Benefiting	Non-Minority Population Benefiting	Ratio Comparison	Threshold for Disparate Impact	Result
63.6%	64.4%	$63.6\% \div 64.4\% = 99.8\%$	80% or less	No Disparate Impact

Service Additions Disproportionate Burden Test

To evaluate for a potentially disproportionate burden, the percentage of the low-income population benefiting is compared to the percentage of the non-low-income population benefiting using a ratio (Table 38). **Because the result of 96.4% percent is not greater than the 80 percent or less threshold, no / a disproportionate burden was identified.**

Table 38: Service additions disproportionate burden test

Low-Income Population Benefiting	Non- Low-Income Population Benefiting	Ratio Comparison	Threshold for Disproportionate Burden	Result
62.2%	64.5%	$62.2\% \div 64.5\% = 96.4\%$	80% or less	No / Disproportionate Burden

Systemwide Analysis Conclusion

The systemwide analysis evaluates service reductions and service additions separately. For service additions, the analysis shows that the distribution of benefits to protected populations exceeds 80%. For service reductions, the adverse impacts to protected populations do not exceed 20%.

Therefore, the systemwide analysis did not identify any disparate impacts or disproportionate burdens on protected populations from September 2023 through September 2026.

DRAFT

Sound Transit Service Area Title VI Routes and Population

Table 39: Title VI routes and population statistics (2025)

Route	Total Population	Minority Population		Non-Minority Population	Limited English Proficiency (LEP)		Low-Income Population		Non-Low Income
1 Line	1,550,303.00	698,682.90	45%	851,620	185,522	12%	324,105	21%	1,226,198
2 Line	1,403,155.00	571,320.32	41%	831,835	134,773	10%	222,526	16%	1,180,629
510	342,081.00	140,332.47	41%	201,749	40,195	12%	78,460	23%	263,621
512	330,506.00	138,703.16	42%	191,803	44,565	13%	74,187	22%	256,319
513	195,738.00	85,716.71	44%	110,021	27,243	14%	40,017	20%	155,721
515	242,159.00	100,036.82	41%	142,122	25,853	11%	47,756	20%	194,403
522	230,699.00	81,757.90	35%	148,941	20,301	9%	35,970	16%	194,729
532	360,619.00	156,350.51	43%	204,268	48,401	13%	71,281	20%	289,338
535	250,377.00	102,571.80	41%	147,805	28,531	11%	37,524	15%	212,853
542	210,141.00	103,798.05	49%	106,343	25,728	12%	31,256	15%	178,885
545	270,211.00	133,302.38	49%	136,909	31,138	12%	41,594	15%	228,617
550	142,296.00	71,868.62	51%	70,427	17,750	12%	24,702	17%	117,594
554	271,279.00	134,298.48	50%	136,981	31,439	12%	39,453	15%	231,826
556	166,573.00	82,266.39	49%	84,307	21,068	13%	19,165	12%	147,408
560	108,977.00	58,413.52	54%	50,563	19,653	18%	25,212	23%	83,765
566	175,252.00	97,613.44	56%	77,639	31,733	18%	44,843	26%	130,409
574	259,374.00	133,829.00	52%	125,545	33,617	13%	80,916	32%	178,458
577	167,340.00	90,404.22	54%	76,936	23,613	14%	45,098	27%	122,242
578	198,418.00	88,005.75	44%	110,412	27,005	14%	49,080	25%	149,338
580	85,425.00	23,822.20	28%	61,603	4,848	6%	16,112	19%	69,313
586	194,146.00	98,173.07	51%	95,973	25,138	13%	60,988	31%	133,158
590	164,195.00	75,613.82	46%	88,581	13,736	8%	44,176	27%	120,019
592	182,732.00	98,978.79	54%	83,753	26,924	15%	58,510	32%	124,222
594	266,716.00	128,557.58	48%	138,158	25,257	9%	79,453	30%	187,263
595	285,195.00	105,540.59	37%	179,654	17,491	6%	63,276	22%	221,919
596	66,883.00	14,729.78	22%	52,153	2,461	4%	9,465	14%	57,418
N Line	400,436.00	148,043.38	37.0%	252,393	44,158.12	11.0%	85,990.20	21.5%	314,445.80
S Line	1,240,505.00	588,389.27	47.4%	652,116	155,765.66	12.6%	306,937.14	24.7%	933,567.86
T Line	270,654.00	113,583.30	42.0%	157,071	22,940.35	8.5%	68,666.68	25.4%	201,987.32
Sound Transit District Average	3,348,910.00		42.6%			10.6%		19.5%	3,348,910.00