

Title VI Service Equity Analysis ***2027 Service Plan***

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), Sound Transit's 2026-2028 Title VI Program, and the Sound Transit Board of Directors.

The 2027 Service Plan service equity analysis evaluates the potential service changes to ST Express bus service in Pierce, Snohomish, and King counties. Consistent with Sound Transit's adopted *Disparate Impact and Disproportionate Burden* policy (Board Resolution No. R2022-19), a Title VI service equity analysis was completed with two levels of analysis.

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

The 2027 Service Plan is scheduled for Board review in fall 2026. The 2027 Service Plan includes major service changes, such as multiple changes to Route 560 (truncation at Burien Transit Center and improved service), and the truncation of Route 510 and 512 at Everett Station (select trips).

The individual route analysis for bus changes did identify a disparate impact for the Route 560 proposed change on protected populations. The systemwide analysis did not identify disparate impacts or disproportionate burdens.

Planned mitigations include increased service levels on Route 560 (Burien Transit Center to Bellevue Transit Center), every day of the week. On weekdays, service will be improved to every 20 minutes during the day and 30 minutes in the evening from 30 minutes during the day and 60 minutes in the evening. On weekends, service would double, with trips every 30 minutes (instead of 60 minutes). This improved service level is achieved through operating resource savings from the proposed truncation at Burien Transit Center. The route would no longer serve stops between Westwood Village and Burien Transit Center.

Another planned mitigation is King County Metro's RapidRide H Line, which provides service between Westwood Village and Burien Transit Center, the segment of Route 560 that is proposed to be removed. RapidRide H Line's level of service exceeds existing and proposed Route 560 service, with trips every 10 minutes for most of the day of weekdays, and every 15 minutes for most of the day on weekends. The H Line's span of service also exceeds Route 560's current and proposed span. Sound Transit would coordinate Route 560's schedule with the H Line to ensure there are no gaps in service.

Table 1 summarizes the results of the Title VI service equity analysis for the 2027 Service Plan. Additional details are included in the following analysis.

Table 1: Summary of major service changes in the 2027 Service Plan Title VI Service Equity Analysis

Route	Service Change	Title VI Protected and Low-Income Populations	Adverse effects	Disparate impact ¹	Disproportionate burden ²	Mitigations
510	Shorten route to Everett Station. Select trips will no longer serve other stops north of Everett Station in downtown Everett.	Minority - District Average: 44.6% Existing Route 510: 42.8% New Route 510: 42.8 % Low Income – District Average: 19.5% Existing Route 510: 22.6% New Route 510: 22.6%	Yes	No	No	N/A
512	Shorten route to Everett Station. Select trips will no longer serve other stops north of Everett Station in downtown Everett.	Minority - District Average: 44.6% Existing Route 512: 39.7% New Route 512: 39.7% Low Income – District Average: 19.5% Existing Route 512: 19.6% New Route 512: 19.6%	Yes	No	No	N/A
560	Increase Service, Shorten to Burien Transit Center	Minority - District Average: 44.6% Existing Route 560: 55.7% New Route 560: 55.9% Low Income – District Average: 19.5% Existing Route 560: 23.3% New Route 560: 23.7%	Yes	Yes	No	Improved service frequency on all day types. Schedule coordination with RapidRide H Line, which provides more frequent replacement service between Westwood Village and Burien Transit Center.

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.

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 and low-income populations to ensure that changes to transit service are consistent with the Civil Rights Act of 1964, DOT Title VI regulations (49 CFR Part 21), FTA 4702.1B and policies adopted by the Sound Transit Board of Directors.

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. Sound Transit's definition of low-income is at or below 200 percent of the federal poverty level.

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

Definitions and Data Analysis

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

Demographic Analysis Methodology and Data Definitions

Sound Transit uses census demographic data to identify distinct 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 and the most recent five-year demographic estimates available from American Community Survey (ACS) to geographically assess Title VI and non-Title VI populations. The following sections describe the methodology for identifying distinct 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 and Low-Income Population Estimates

Using the demographic analysis and definitions previously outlined in this section, percentages for Title VI and low-income populations for the Sound Transit service area are identified by census tract and the Sound Transit District³ overall. Table 3 shows Title VI and low-income population averages for the Sound Transit District using the American Community Survey five-year estimates 2024 dataset. Minority and low-income averages serve as a comparison in the service change analysis to determine whether mitigations should be explored, 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 and low-income populations

Title VI Protected and Low-Income Populations	Percentage of District Populations
Minority	44.6%
Low-Income	19.5%
Limited English Proficiency	10.9%

The maps below (Figures 1-3) show the current 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 population**, 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.

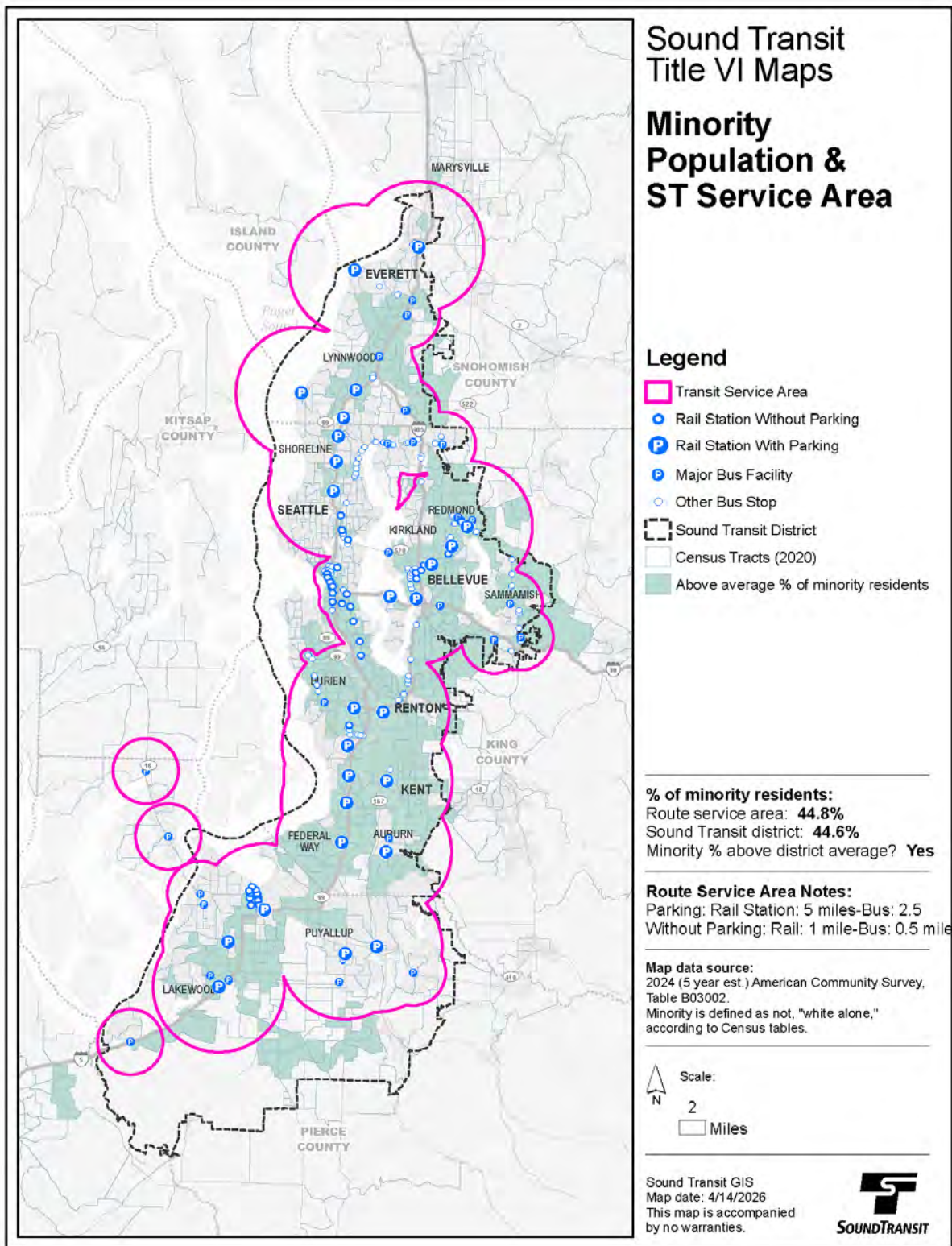


Figure 1: Map of Title VI minority population for Sound Transit service area

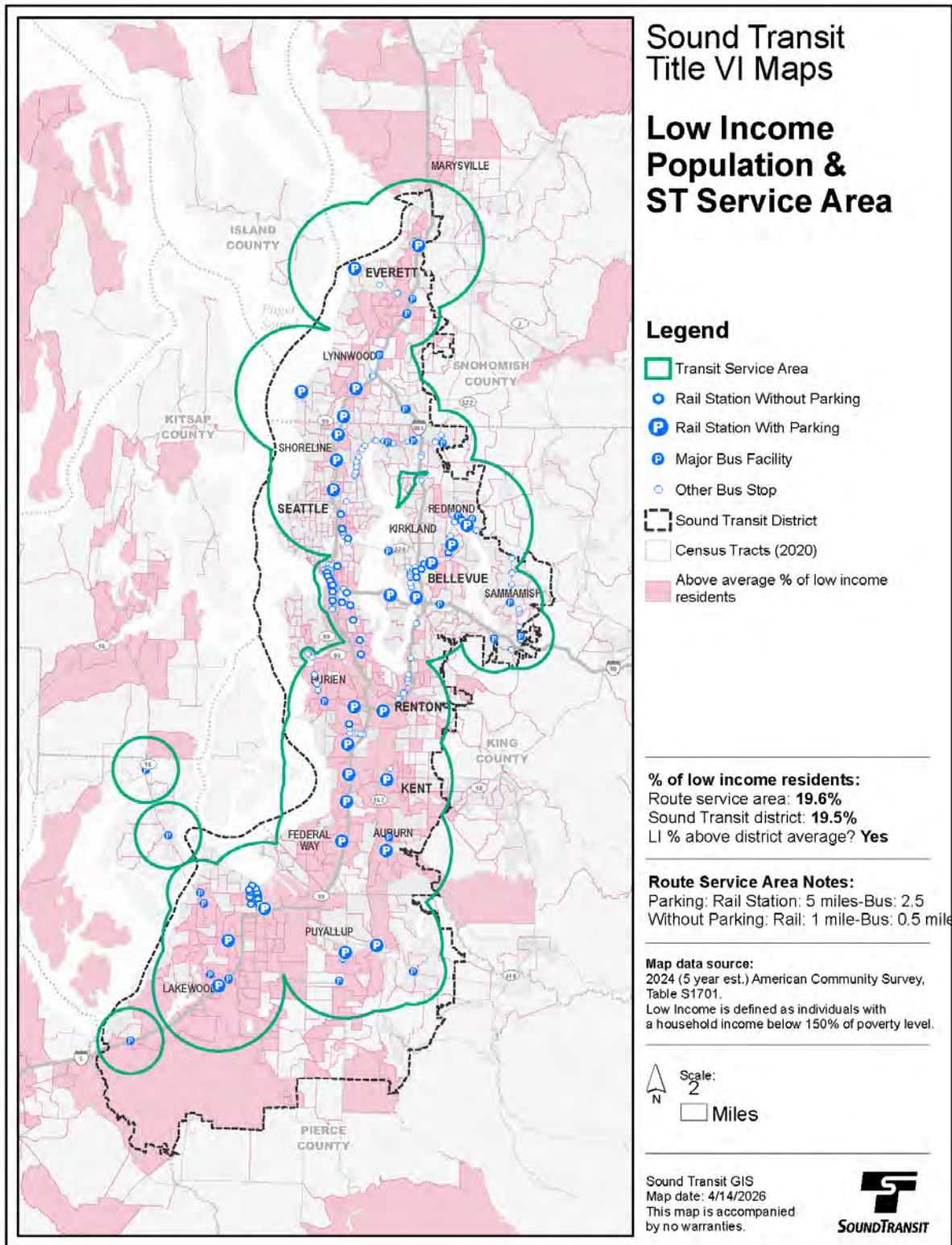


Figure 2: Map of low-income population for Sound Transit service area

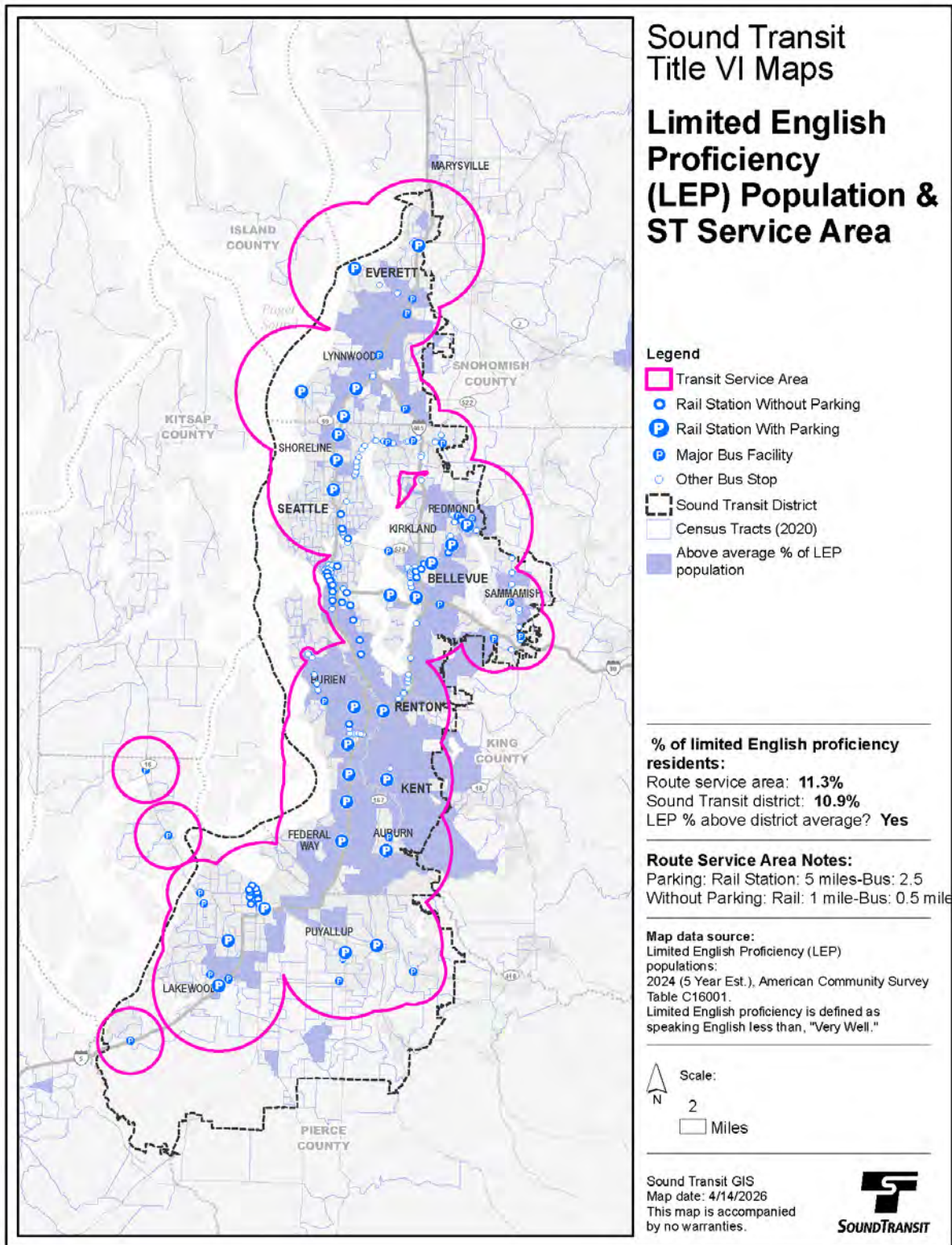


Figure 3: Map of Title VI Limited English Proficiency (LEP) population for Sound Transit service area

Title VI Protected and Low-Income Populations by Route

Table 4 (below) displays the Title VI protected and low-income populations by route for each of Sound Transit's service types. Title VI protected and low-income routes are highlighted when they are five percentage points greater than the Service District 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 and low-income population by route (2024 population data)⁴

Route	Minority Population	Low-Income Population	Limited English Proficiency (LEP)
ST Express Bus			
510	42.8%	22.6%	11.7%
512	39.7%	19.6%	10.7%
513	45.5%	21.8%	14.9%
515	43.6%	19.8%	10.4%
522	34.4%	13.3%	7.6%
532	45.0%	19.6%	13.7%
535	42.8%	14.6%	11.4%
542	52.0%	15.5%	12.7%
545	52.1%	15.7%	12.0%
547	55.1%	16.1%	13.7%
550	53.6%	17.8%	13.2%
554	52.4%	14.6%	12.0%
556	50.0%	14.1%	11.9%
560	55.9%	23.7%	18.2%
566	57.3%	21.6%	17.7%
570	62.3%	29.0%	18.8%
574	55.9%	31.6%	15.4%
577	56.2%	27.4%	14.8%
578	47.6%	24.9%	12.9%
580	29.5%	18.6%	5.3%
586	52.4%	32.6%	13.8%
590	48.3%	27.1%	8.9%
592	52.5%	29.6%	10.1%
594	50.4%	29.9%	9.9%
595	38.6%	22.3%	6.5%
596	22.8%	14.0%	3.6%
597	57.5%	31.2%	16.3%
Commuter Rail			
Sounder North	39.2%	21.5%	11.0%
Sounder South	49.3%	24.7%	12.6%
Light Rail			
1 Line	46.8%	20.9%	12.3%
2 Line	42.8%	15.7%	9.7%

⁴ Protected and non-protected population statistics for routes that have service area changes (routes 510, 512, and 560) reflect the service area after the change.

Last Updated: September 11, 2026

Tacoma Link	43.6%	25.3%	9.1%
Averages			
Sound Transit District Average	44.6%	19.5%	10.9%

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
510	Shorten route to Everett Station. Select trips will no longer serve other stops north of Everett Station in downtown Everett.	Major	Yes	No	No
512	Shorten route to Everett Station. Select trips will no longer serve other stops north of Everett Station in downtown Everett.	Major	Yes	No	No
560	Increase service. Shorten route to Burien Transit Center.	Major	Yes	Yes	No

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 will result from the percentage of the adversely affected minority or low-income population in the service area of the line or route exceeding 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 is altered by a 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 2026 Weekly Revenue Hours	Fall 2027 Weekly Revenue Hours ⁷	Percentage Change	Stop Removal	Type of Change
Route 510: Shorten to Everett Station	195	194	-0.3%	Yes	Major: Routing Change
Route 512: Shorten to Everett Station	696	692	-0.5%	Yes	Major: Routing Change
Route 560: Increase service and shorten to Burien Transit Center	655	758	+14.6%	Yes	Major: Routing Change; Service Frequency Increase

⁷ Some changes may be implemented sooner than fall 2027 (spring 2027) but fall 2027 is when we expect all the proposed changes to have been implemented.

Route 510 | Shorten select trips to Everett Station

Description of Proposed Major Service Change

Two early morning weekday trips⁸ on Route 510 serve stops in downtown Everett. Due to low ridership and to simplify service, we are proposing to discontinue service to these stops. Southbound early-morning Route 510 would no longer serve stops in Everett at Hewitt Ave & Fulton St, Hewitt Ave & Lombard Ave, Wetmore Ave & Wall St, and Pacific Ave & Rockefeller Ave.

This change, if adopted, would take effect when the future overnight route between Everett and Seattle begins.

Service Levels

Current Service

On weekdays in the morning, Route 510 runs southbound trips every 15-20 minutes. In the afternoon and evening, there are northbound trips approximately every 20 minutes. There is no service on weekends.

Proposed Service

With this proposal, the service levels on Route 510 would not change. The span in the morning would be minimally reduced.

Table 7: Approximate frequencies for Route 510 current and proposed service

Approximate Frequencies		
	Current Route 510 Everett - Seattle ⁹	Proposed Route 510 Everett - Seattle
Weekdays	4:05 to 8:40 a.m., 2 to 6:30 p.m.	4:11 to 8:40 a.m., 2 to 6:30 p.m.
Early A.M.	15-30 min.	15-30 min.
A.M. Peak	15-20 min.	15-20 min.
Midday	3 trips starting at 2 p.m.	3 trips starting at 2 p.m.
P.M. Peak	20 min.	20 min.
Evening	2 trips	2 trips

Table 8: Weekly revenue hours for Route 510 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	195	194	-0.3%

⁸ Route 510 only operates on weekdays.

⁹ Everett Station to Seattle with select trips to downtown Everett.

Last Updated: September 11, 2026

Route 510 would have 194 weekly revenue hours, a decrease of 0.3% (Table 8).

Adverse Effects & Benefits

Adverse Effects

This proposal results in adverse effects because it removes early morning service from the segment of the route between Hewitt Ave and Fulton St and Everett Station. Community Transit and Everett Transit do not currently run service between stops in downtown Everett and Everett Station in the early morning.

Benefits

All Route 510 trips would follow a consistent stop pattern and serve the same locations. The streamlined alignment improves route clarity and is more approachable to passengers. This change, if adopted, would advance the transition of regional connections to Everett Station in advance of the future Everett Link Extension network.

Title VI Analysis

Changing the revenue hours of a route by 25% or more, and removing a stop without another within ¼ mile is a Major Service Change that is subject to Title VI analysis. In this case, multiple stops are removed (in downtown Everett), so there is an adverse effect because the change is a reduction in service access. The minority populations and low-income populations served by Route 510 do not exceed the Sound Transit District average by more than 5%, so there are no findings of disparate impact or disproportionate burden.

- **No disparate impact:** The minority population of Route 510 does not exceed the District average by at least five percentage points (table 9).
- **No disproportionate burden:** The low-income population of Route 510 does not exceed the District average by at least five percentage points (table 9).

Table 9: Title VI and low-income populations in the Sound Transit District and the Route 510 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	44.6%	19.5%	11.3%
510 Service Area Before Proposed Change	42.8%	22.6%	11.7%
510 Service Area After Proposed Change	42.8%	22.6 %	11.7 %
Difference	0.0 %	0.0 %	0.0 %
Exceeds percentage of the distinct population within the District by at least five percentage points	No	No	No

Maps

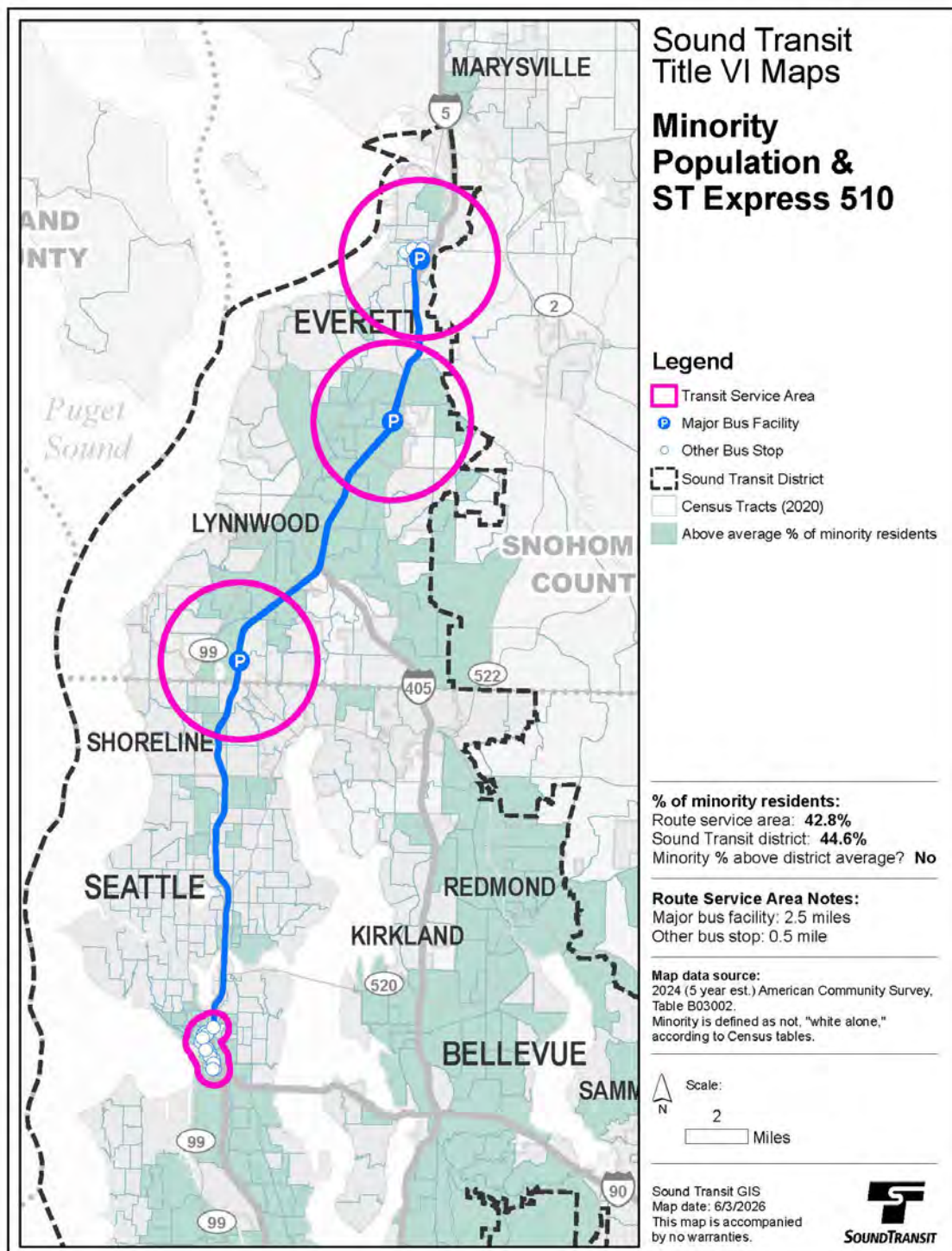


Figure 4: Map of Title VI minority population of Route 510, before the truncation of select trips at Everett Station.

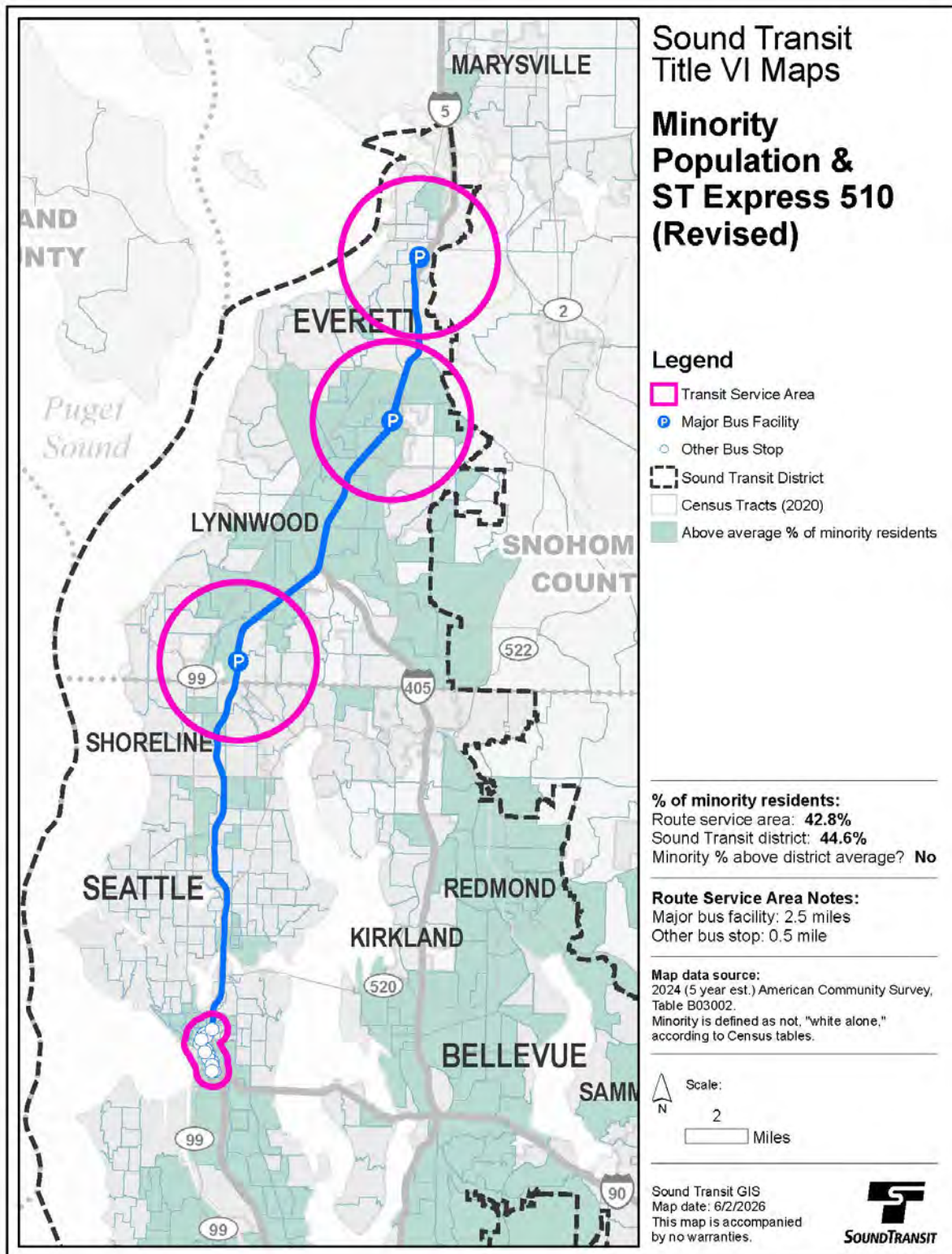


Figure 5: Map of Title VI minority population of Route 510, after the truncation of select trips at Everett Station.

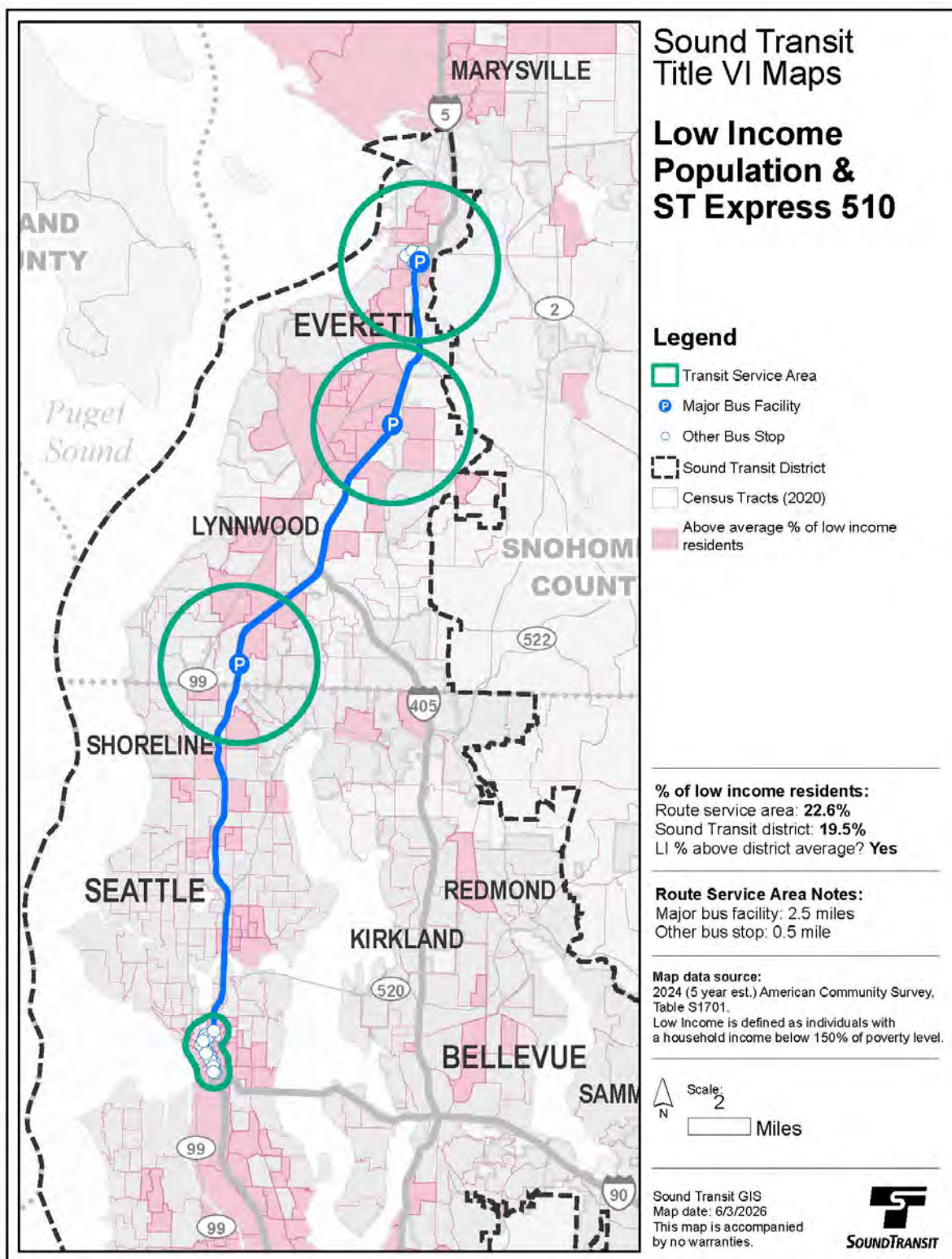


Figure 6: Map of low-income population for Route 510, before the truncation of select trips at Everett Station.

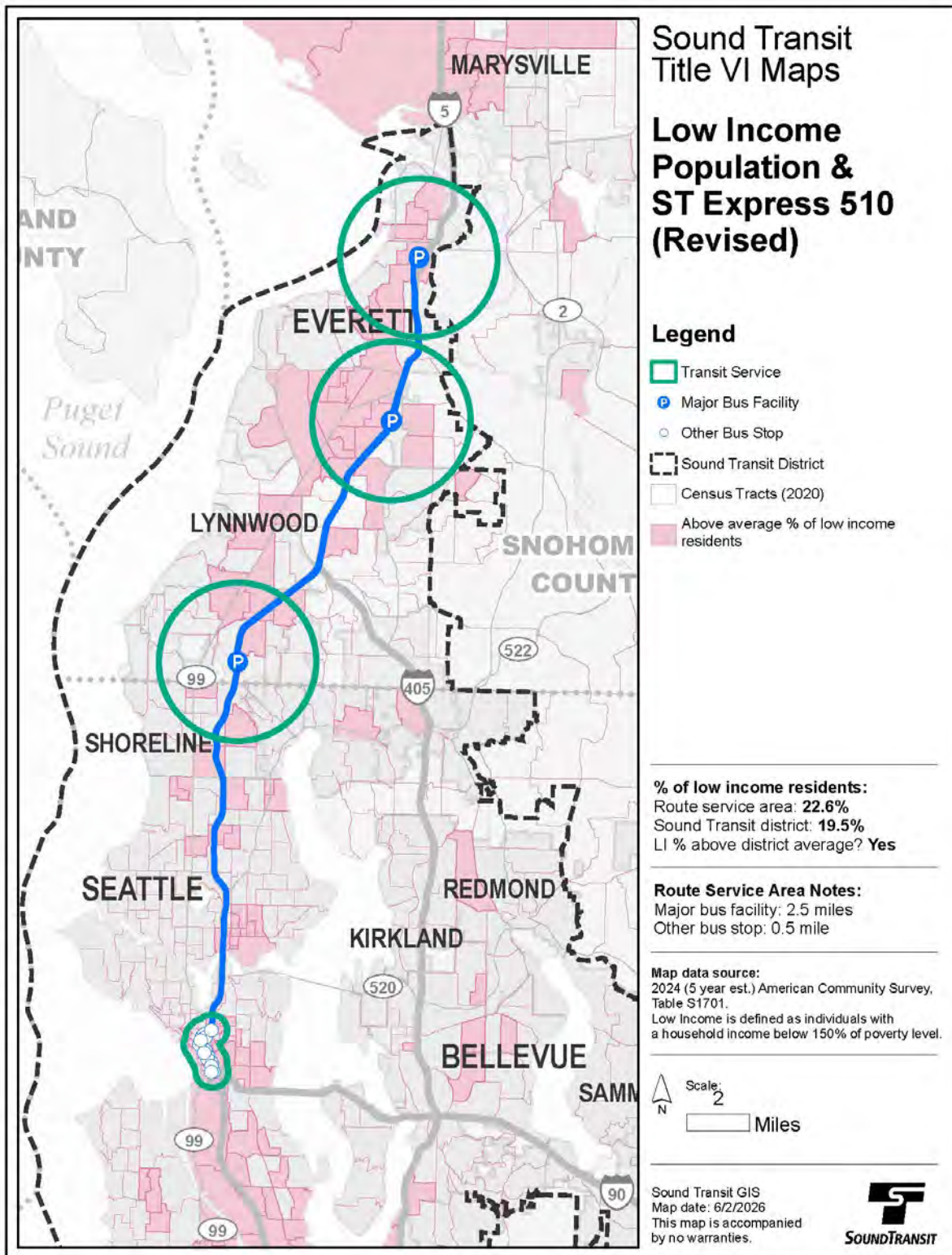


Figure 7: Map of low-income population for Route 510, after the truncation of select trips at Everett Station.

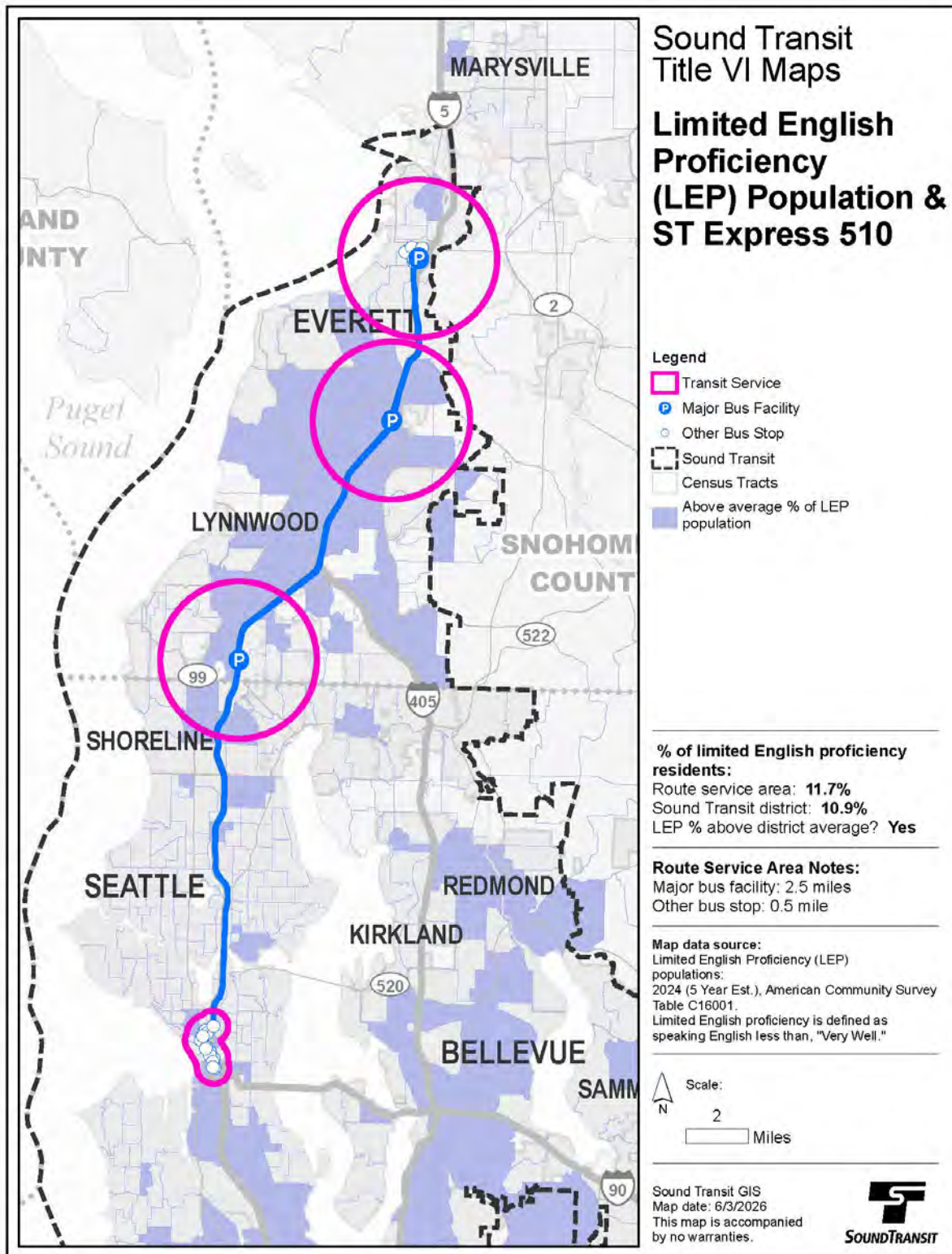


Figure 8: Map of Title VI Limited English Proficiency (LEP) population for Route 510, before the truncation of select trips at Everett Station.

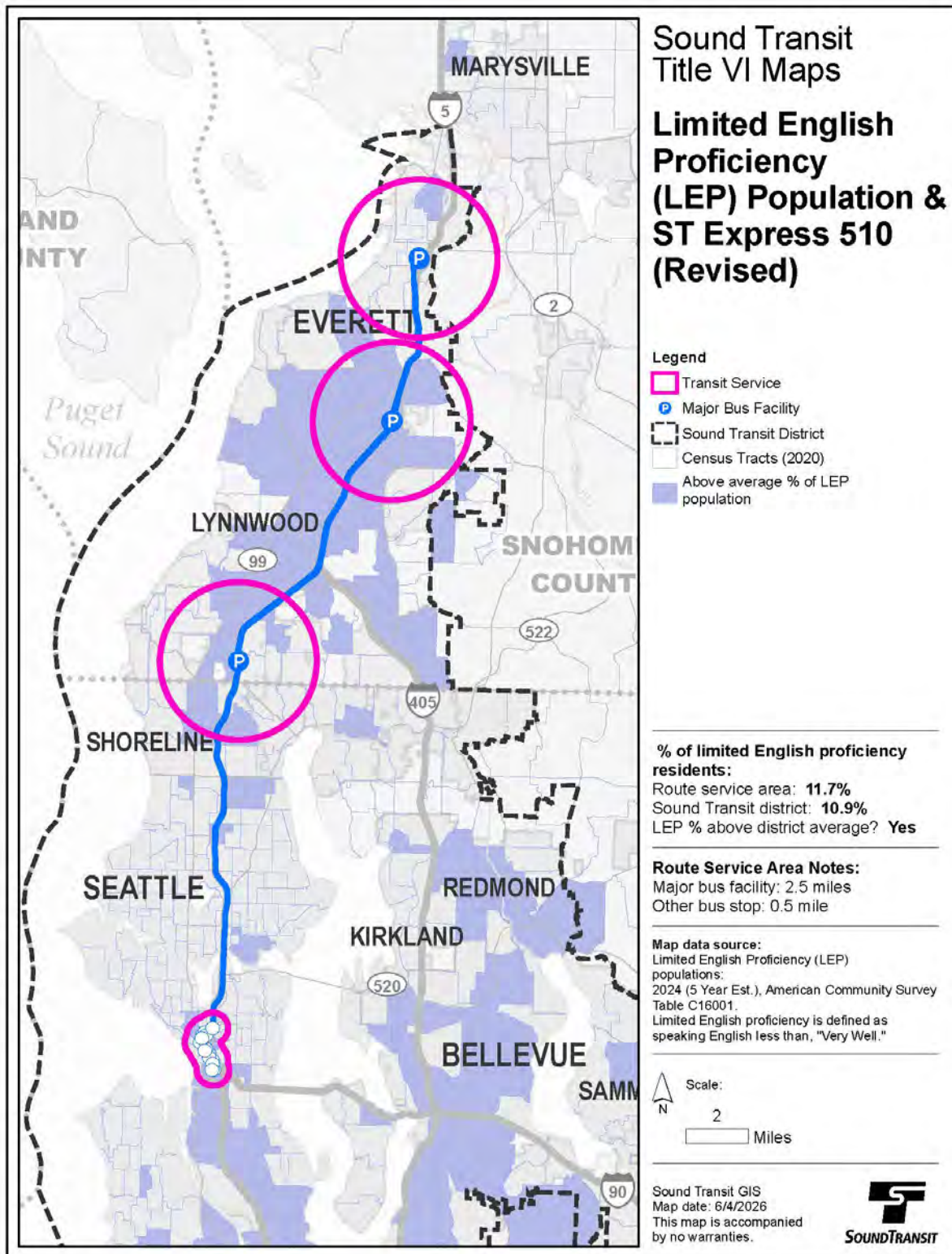


Figure 9: Map of the Title VI Limited English Proficiency (LEP) population of Route 510, after the truncation of select trips at Everett Station.

Mitigations

There are no findings of disparate impact or disproportionate burden, so mitigations are not required.

Public Input

Free-response submissions to the 2027 Service Plan survey included six comments on the proposed Everett stop changes to Route 510 and Route 512.

Respondents emphasized the importance of preserving direct Downtown Everett-Seattle service for commuters traveling before 6:00 a.m., particularly workers with early shift start times.

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

Conclusion

The elimination of the stops north of Everett Station have adverse effects, but there is no determination of disparate impact or disproportionate burden.

Route 512 | Shorten select trips to Everett Station

Description of Proposed Major Service Change

Six weekday trips on Route 512 serve stops in downtown Everett. Due to low ridership and to simplify service, we propose to discontinue service to these stops. Northbound late-night Route 512 on weekdays would no longer serve stops at Pacific Ave & Rockefeller Ave, Wetmore Ave & Wall St, Hewitt Ave & Lombard Ave, and Hewitt Ave & Virginia Ave.

This change, if adopted, would take effect when the future overnight route between Everett and Seattle begins.

Service Levels

Current Service

On weekdays, Route 512 trips run every 15 minutes for most of the day. On the weekends, trips run every 15-30 minutes.

Proposed Service

With this proposal, the service frequency will remain the same. The span of service on weekdays will be slightly reduced in the late evening due to the removal of the evening downtown Everett trips.

Table 10: Approximate frequencies for Route 512 current and proposed service

Approximate Frequencies		
	Current Route 512 Everett to Lynnwood ¹⁰	Proposed Route 512 Everett to Lynnwood
Weekdays	3:55 a.m.-2:05 a.m.	3:55 a.m.-1:33 a.m.
Early A.M.	15-30 min.	15-30 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.
Saturday	3:55 a.m.-1:34 a.m.	3:55 a.m.-1:34 a.m.
All day	15-30 min.	15-30 min.
Sunday	4:21 a.m. -12:41 a.m.	4:21 a.m. -12:41 a.m.
All day	15-30 min.	15-30 min.

Table 11: Weekly revenue hours for Route 512 current and proposed service

	Current Service	Proposed Service	Percent change
--	-----------------	------------------	----------------

¹⁰ Everett Station to Seattle with select trips to downtown Everett.

Last Updated: September 11, 2026

Weekly revenue hours	696	692	-0.5%
----------------------	-----	-----	-------

Route 512 would have 692 weekly revenue hours, a decrease of 0.5% (Table 11).

Adverse Effects & Benefits

Adverse Effects

This proposal results in adverse effects because it removes service from select late-night trips on the segment of the route between downtown Everett (Hewitt Ave and Fulton St) and Everett Station. At this time of day, there are no trips from other transit agencies that serve these stops.

Benefits

All Route 512 trips would follow a consistent stop pattern and serve the same locations. The streamlined alignment improves route clarity and is more approachable to passengers. The change also advances the transition toward the future Everett Link Extension network, where regional connections will be provided through Everett Station.

Title VI Analysis

Changing the revenue hours of a route by 25% or more, and removing a stop without another within ¼ mile is a Major Service Change that is subject to Title VI analysis. In this case, multiple stops are removed (in downtown Everett), so there is an adverse effect because the change is a reduction in service access. The minority populations and low-income populations served by Route 512 do not exceed the Sound Transit District average by more than 5%, so there are no findings of disparate impact or disproportionate burden.

- **No disparate impact:** The minority population of Route 512 does not exceed the district average by at least five percentage points (table 12).
- **No disproportionate burden:** The low-income population of Route 512 does not exceed the district average by at least five percentage points (table 12).

Table 12: Title VI and low-income populations in the Sound Transit District and the Route 512 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	44.6%	19.5%	11.3%
512 Service Area Before Proposed Change	39.7%	19.6%	10.7%
512 Service Area After Proposed Change	39.7%	19.6%	10.7%
Difference	0.0%	0.0%	0.0%
Exceeds percentage of the distinct population within the District by at least five percentage points	No	No	No

Maps

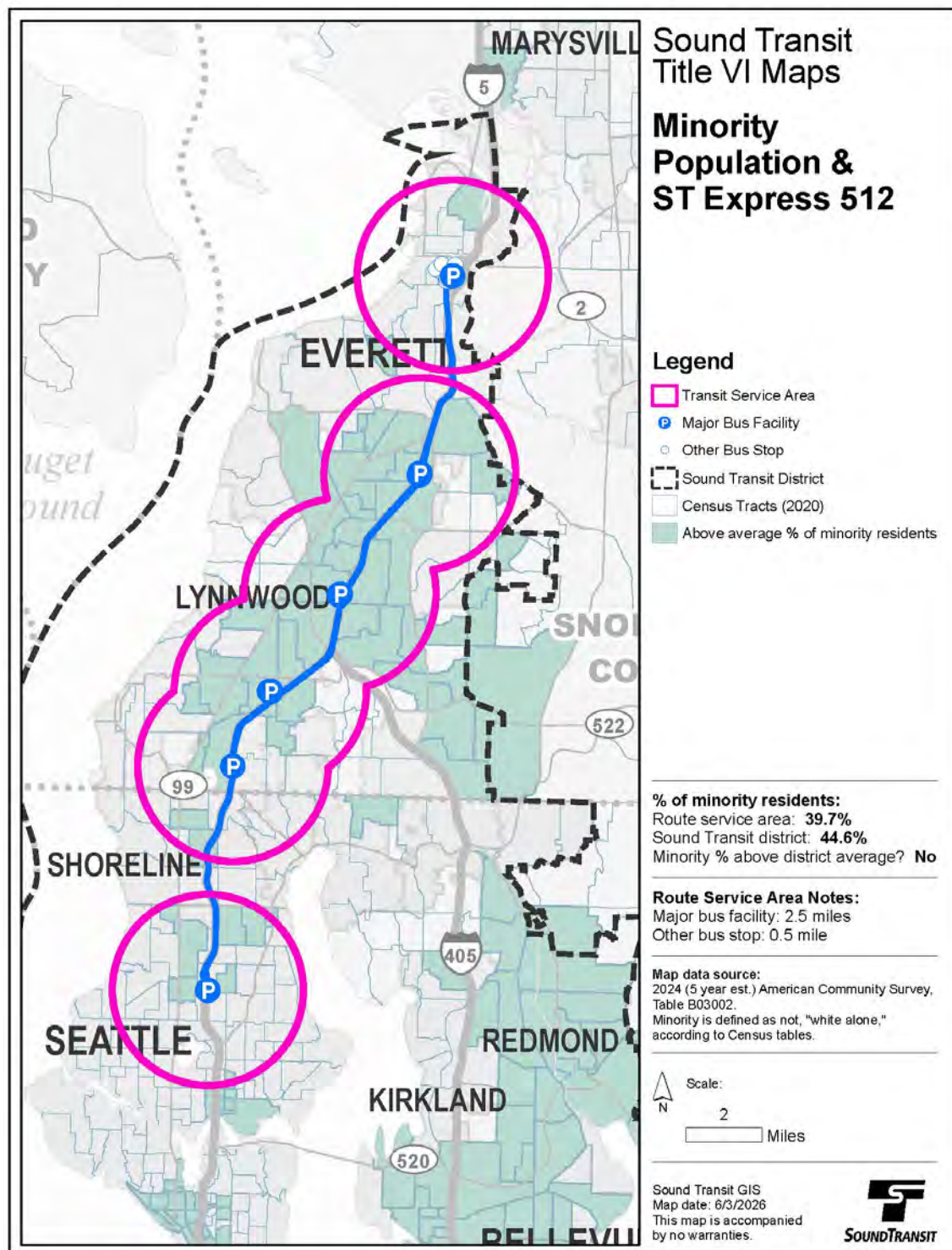


Figure 10: Map of Title VI minority population of Route 512, before the truncation of select trips at Everett Station.

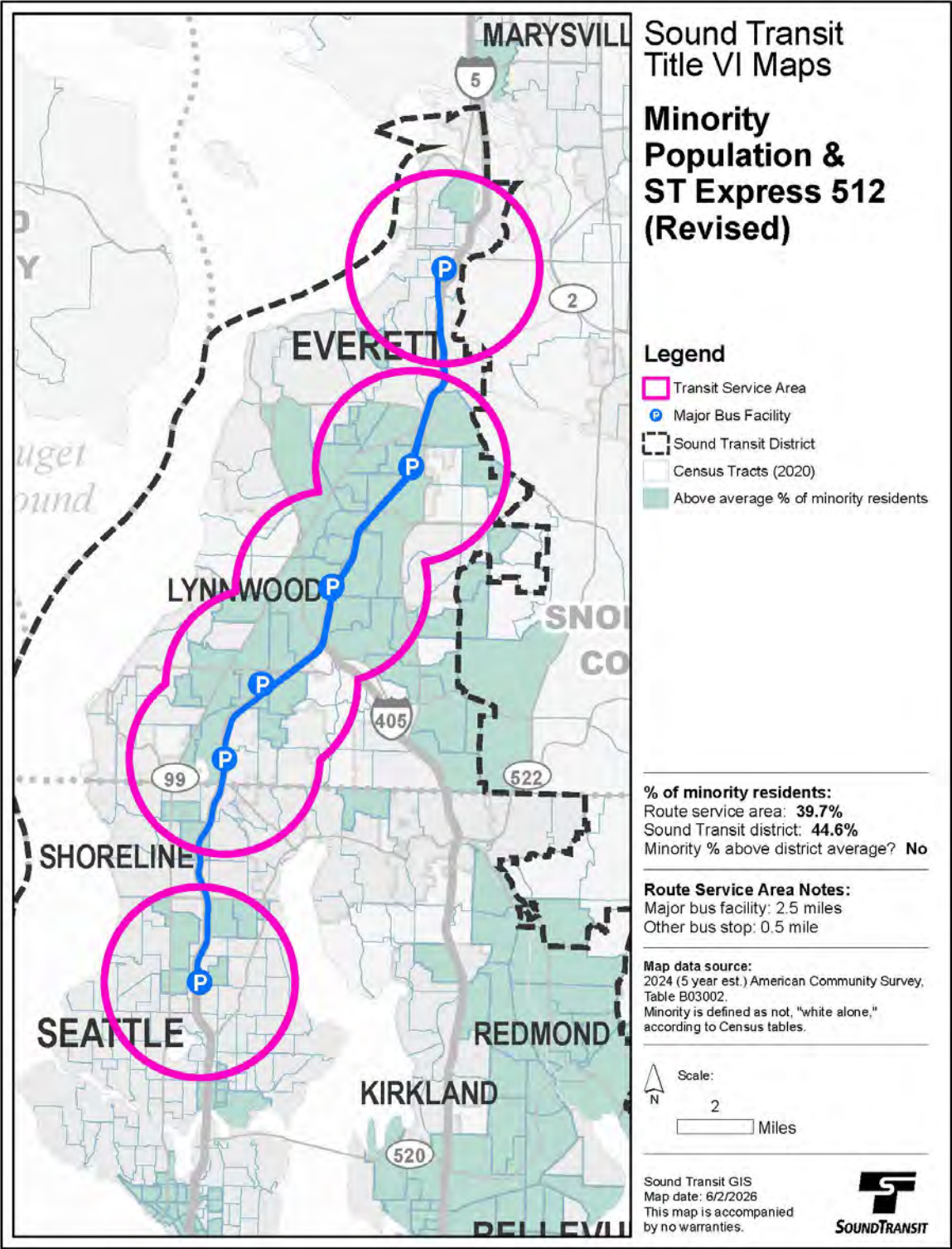


Figure 11: Map of Title VI minority population of Route 512, after the truncation of select trips at Everett Station.

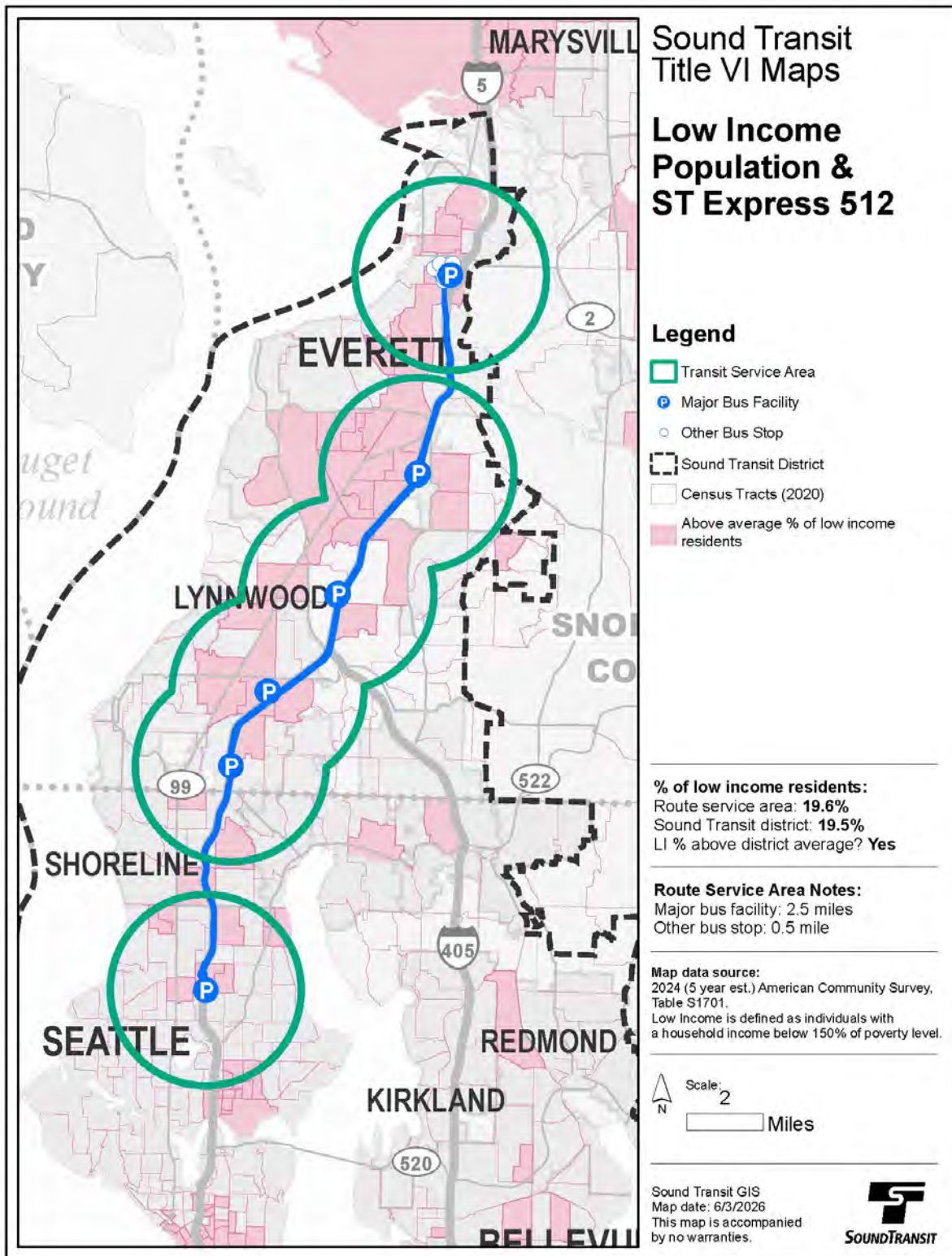


Figure 12: Map of low-income population for Route 512, before the truncation of select trips at Everett Station.

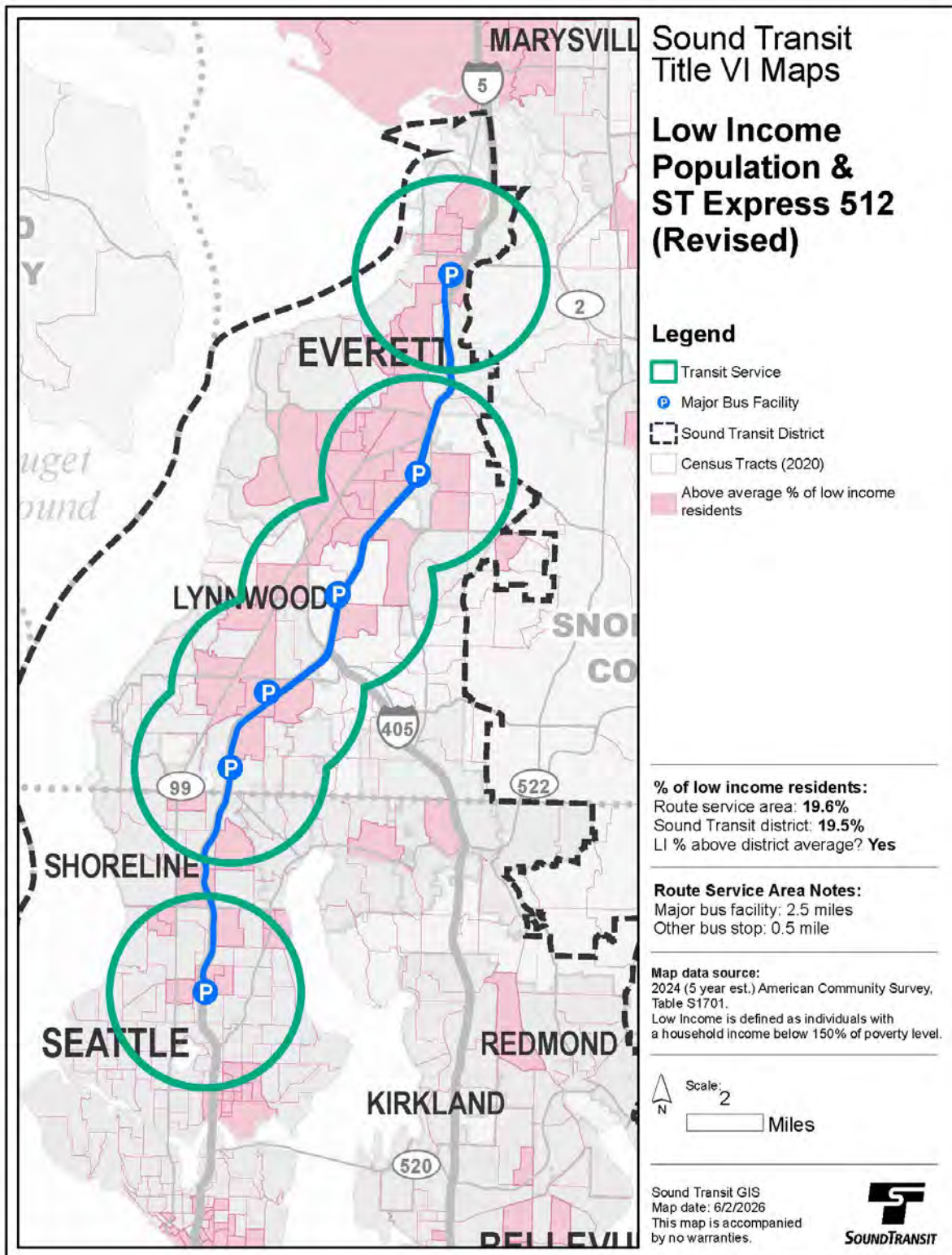


Figure 13: Map of low-income Populations for Route 512, after the truncation of select trips at Everett Station.

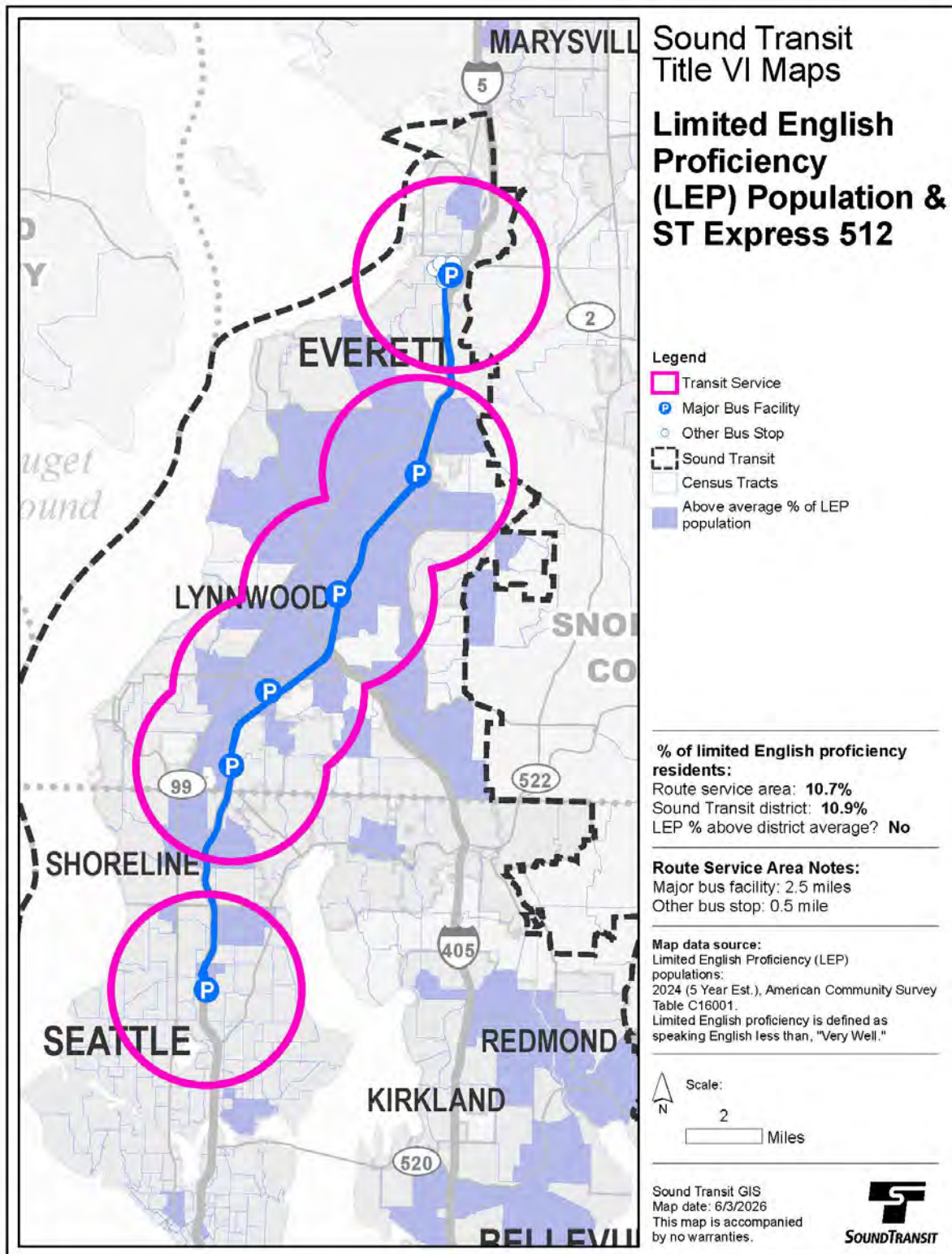


Figure 14: Map of Title VI Limited English Proficiency (LEP) population for Route 512, before the truncation of select trips at Everett Station.

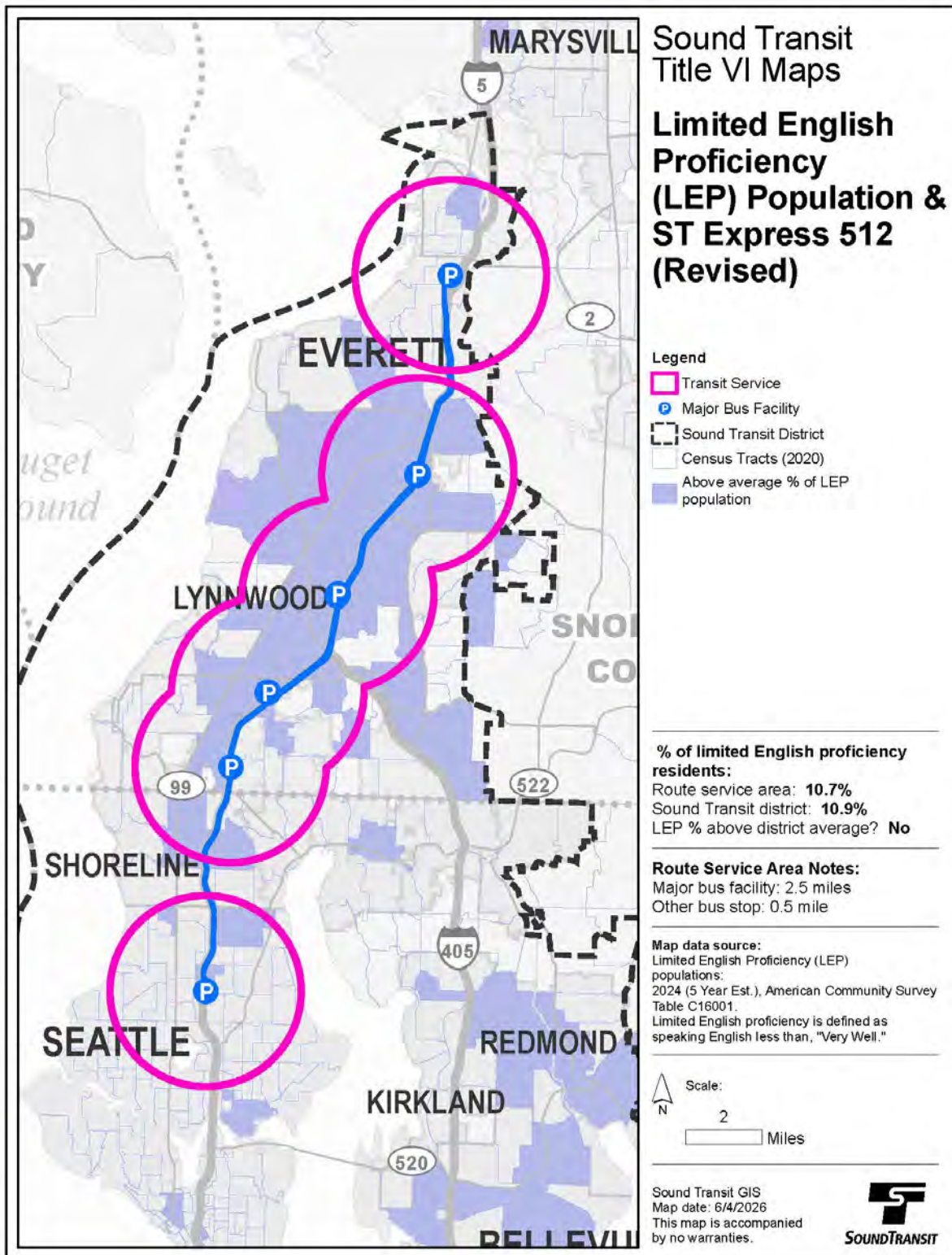


Figure 15: Map of the Title VI Limited English Proficiency (LEP) Populations of Route 512, after the truncation of select trips at Everett Station.

There are no findings of disparate impact or disproportionate burden, so mitigations are not required.

Public Input

Free-response submissions to the 2027 Service Plan survey included six comments on the proposed Everett stop changes to Route 510 and Route 512.

Respondents cited safety, accessibility, and walking-distance concerns associated with relying on Everett Station during overnight hours. Commenters described the service as low-ridership but high-value and requested that direct Downtown Everett service be maintained during late-night periods.

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

Conclusion

The elimination of the stops north of Everett Station have adverse effects, but there is no determination of disparate impact or disproportionate burden.

Route 560 | Increase Service to Burien Transit Center

Description of Proposed Major Service Change

We are proposing to remove service between Burien Transit Center and Westwood Village and increase service frequency. The service frequency would be improved to 20 minutes during the day and 30 minutes in the evening on weekdays and 30 minutes all day on weekends. This new western end of line would be consistent with the future Stride S1 Line, which will replace Route 560 as soon as 2028. No changes are proposed to the span of service.

Service Levels

Current Service

On weekdays, Route 560 trips currently run every 30 minutes during the day and every 60 minutes in the evening. On weekends, Route 560 runs trips every 60 minutes all day.

Proposed Service

With this proposal, on weekdays, Route 560 would have trips every 20 minutes during the day and every 30 minutes in the evening. On weekends, Route 560 would have trips every 30 minutes all day.

Table 13: Approximate frequencies for Route 560 current and proposed service

Approximate Frequencies		
	Current Route 560 Bellevue – West Seattle	Proposed Route 560 Bellevue - Burien
Weekdays	4:45 a.m. to 11:15 p.m.	4:45 a.m. to 11:15 p.m.
Early A.M.	30 min.	20 min.
A.M. Peak	30 min.	20 min.
Midday	30 min.	20 min.
P.M. Peak	30 min.	20 min.
Evening	60 min.	30 min.
Weekends	5:15 a.m. to 11:15 p.m.	5:15 a.m. to 11:15 p.m.
All day	60 min.	30 min.

Table 14: Weekly revenue hours for Route 560 current and proposed service

	Current Service	Proposed Service	Percent change
Weekly revenue hours	655	758	+14.6%

Route 560 would have 758 weekly revenue hours, an increase of 14.6% (Table 14).

Last Updated: September 11, 2026

Adverse Effects & Benefits

Adverse Effects

This proposal results in adverse effects because it removes service from the segment of the route between Burien Transit Center and Westwood Village, which serves West Seattle.

Benefits

This proposal benefits riders by offering improved service on all day types.

Title VI Analysis

Changing the revenue hours of a route by 25% or more, and removing a stop without another within ¼ mile is a Major Service Change that is subject to Title VI analysis. In this case, multiple stops are removed (west of Burien Transit Center), so there is an adverse effect because the change is a reduction in service access. The minority populations served by Route 560 exceed the Sound Transit service area by more than 5%, so there is a finding of disparate impact.

- **Disparate impact:** The minority population of Route 560 exceeds the average by at least five percentage points (table 15).
- **No disproportionate burden** The low-income population of Route 560 does not exceed the district average by at least five percentage points (table 15).

Table 15: Title VI and low-income populations in the Sound Transit District and the Route 560 service area

	Minority Population	Low-Income Population	Limited English Proficiency (LEP) Population
Sound Transit District Average	44.6%	19.5%	11.3%
560 Service Area Before Proposed Change	55.7%	23.3%	17.9%
560 Service Area After Proposed Change	55.9%	23.7%	18.2%
Difference	0.2%	0.4%	0.3%
Exceeds percentage of the distinct population within the District by at least five percentage points	Yes	No	Yes

Maps

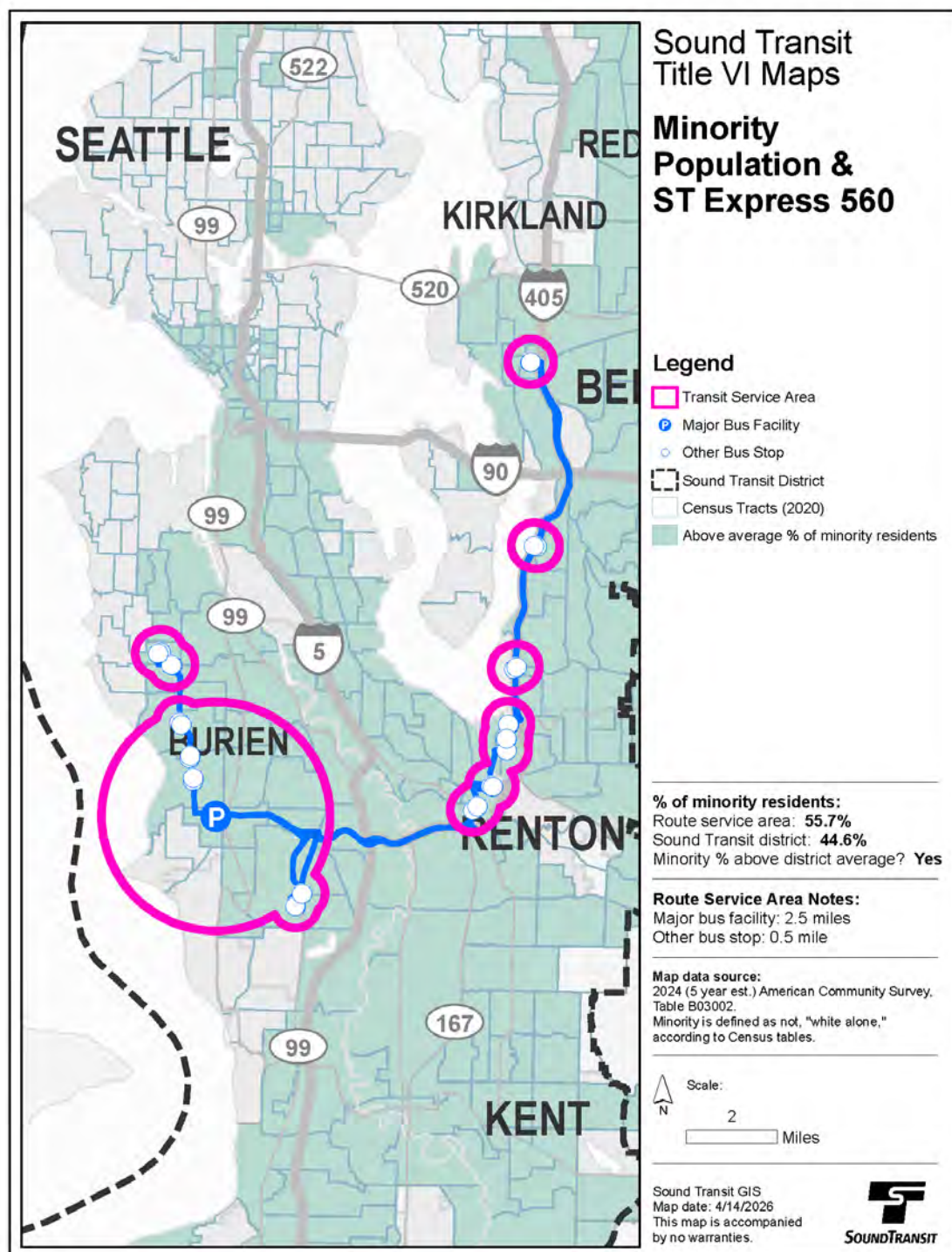


Figure 16: Map of Title VI minority population of Route 560, before the truncation of the route at Burien Transit Center.

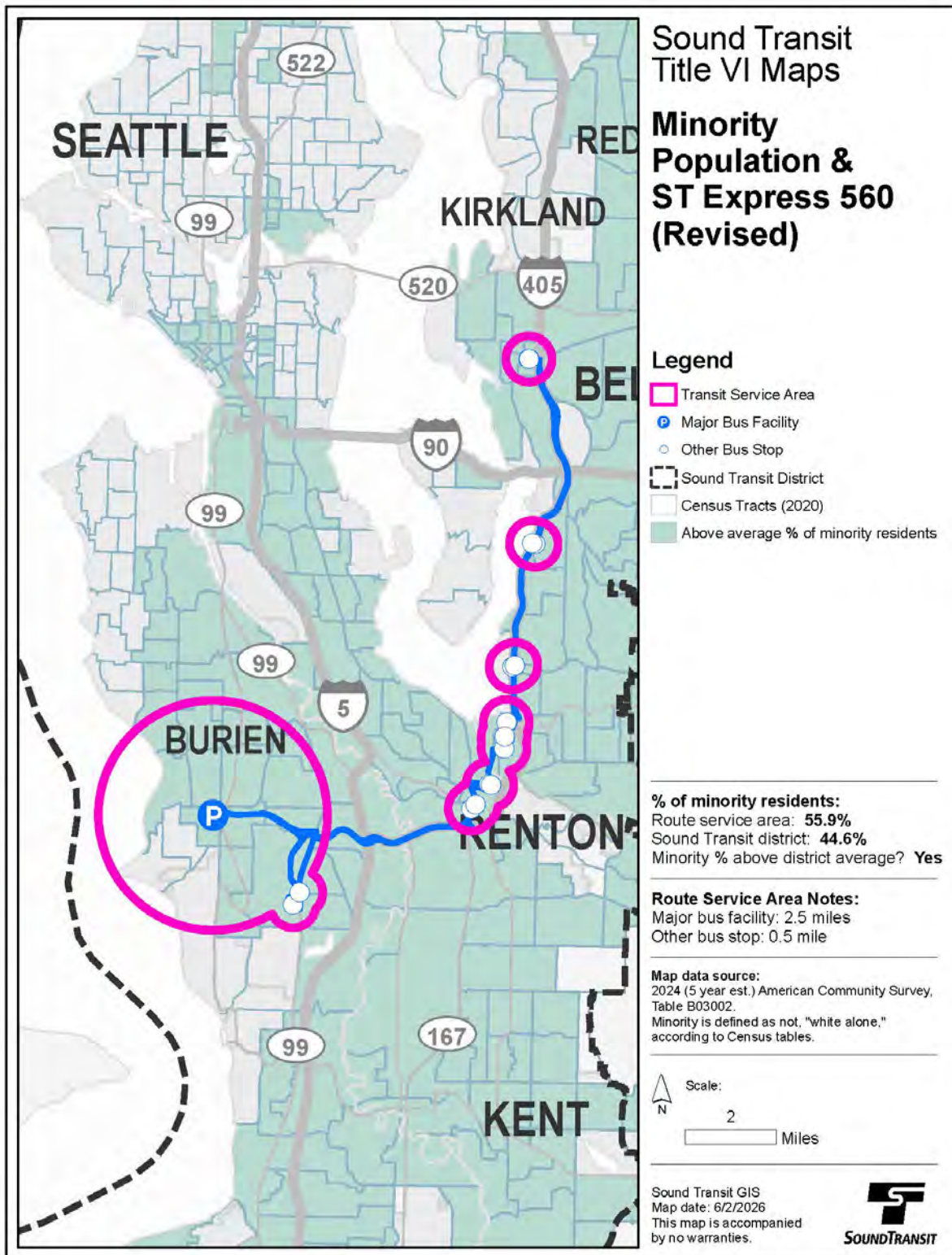


Figure 17: Map of Title VI minority population of Route 560, after the truncation at Burien Transit Center.

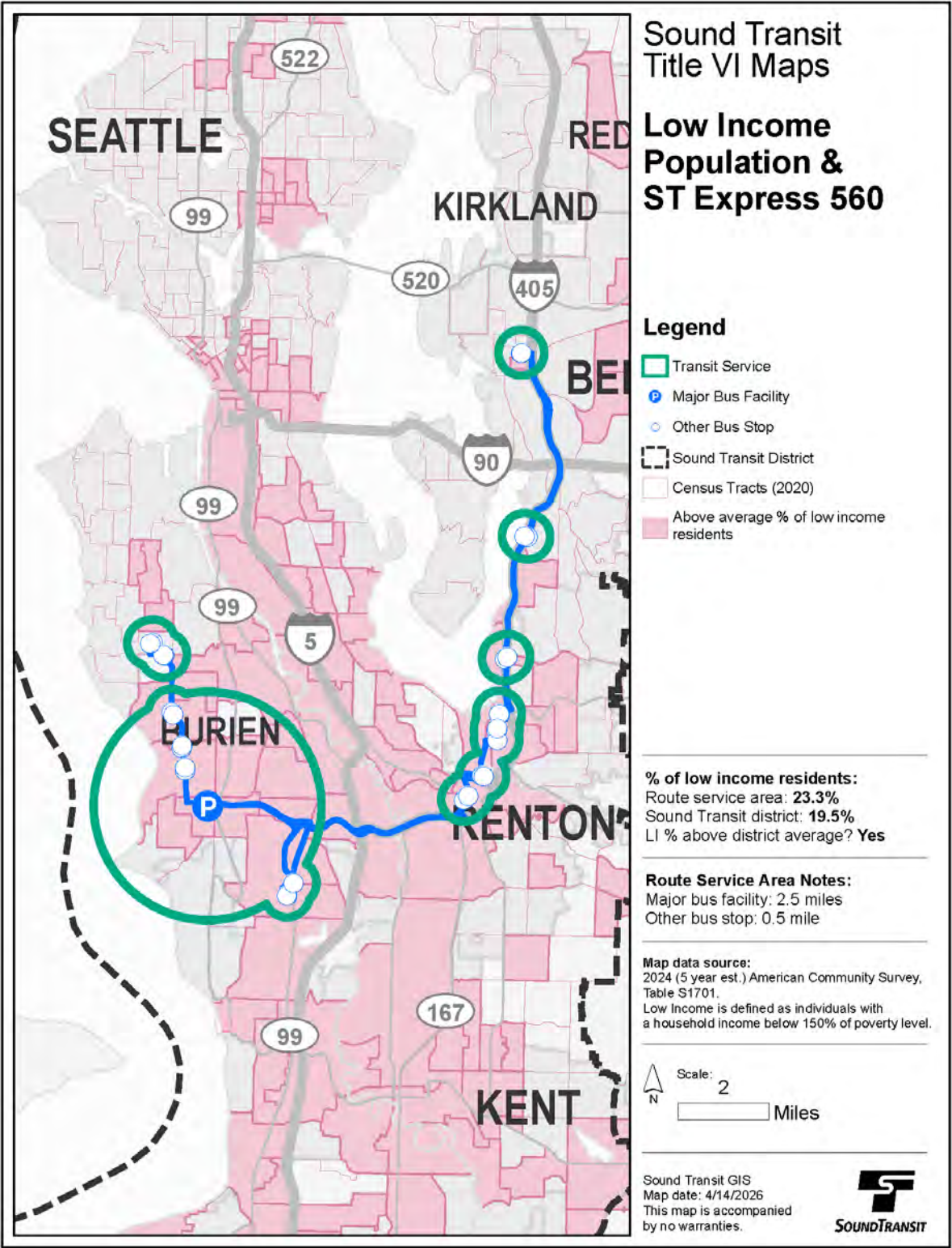


Figure 18: Map of low-income population for Route 560, before the truncation at Burien Transit Center.

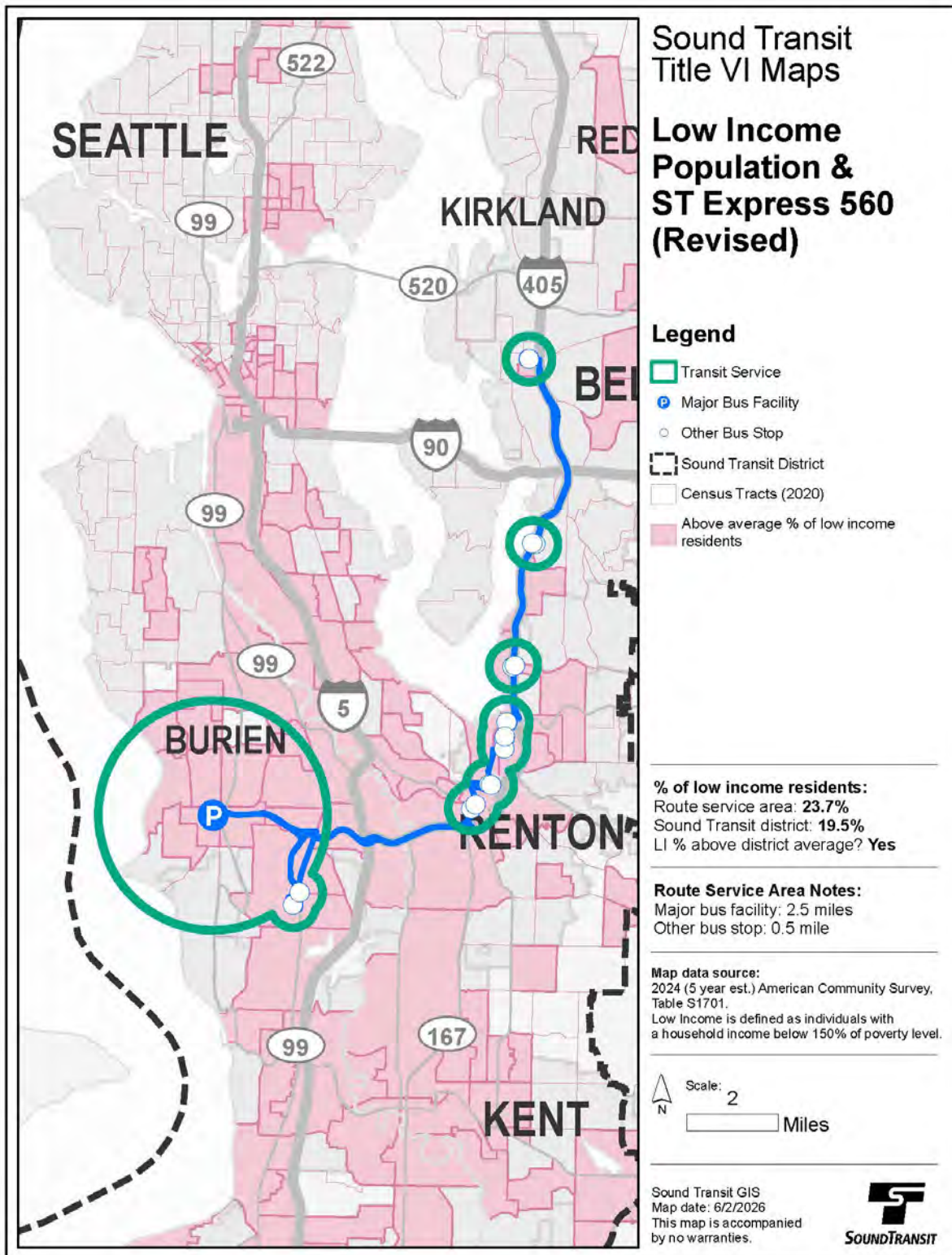


Figure 19: Map of low-income population for Route 560, after the truncation at Burien Transit Center.

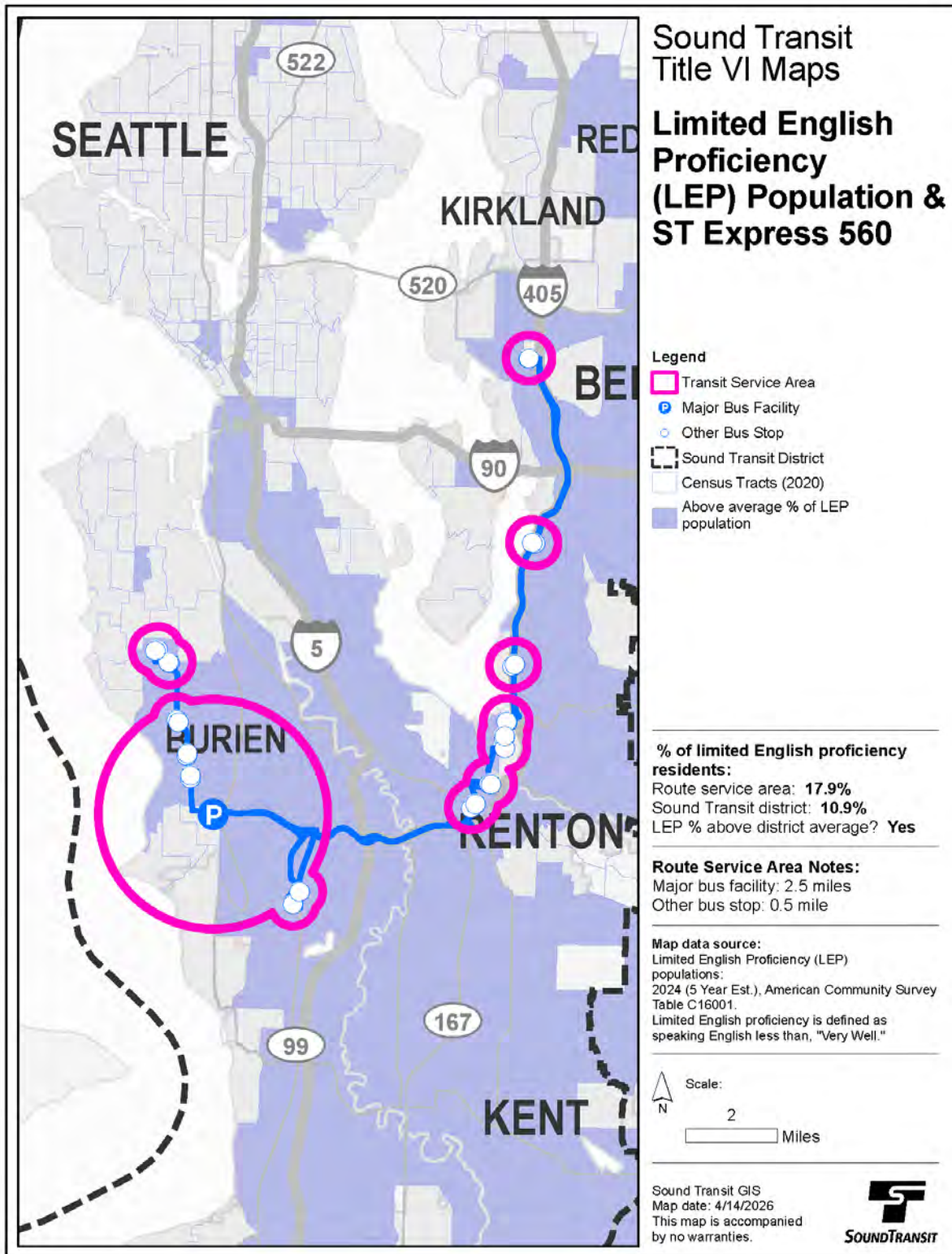


Figure 20: Map of Title VI Limited English Proficiency (LEP) population for Route 560, before the truncation at Burien Transit Center.

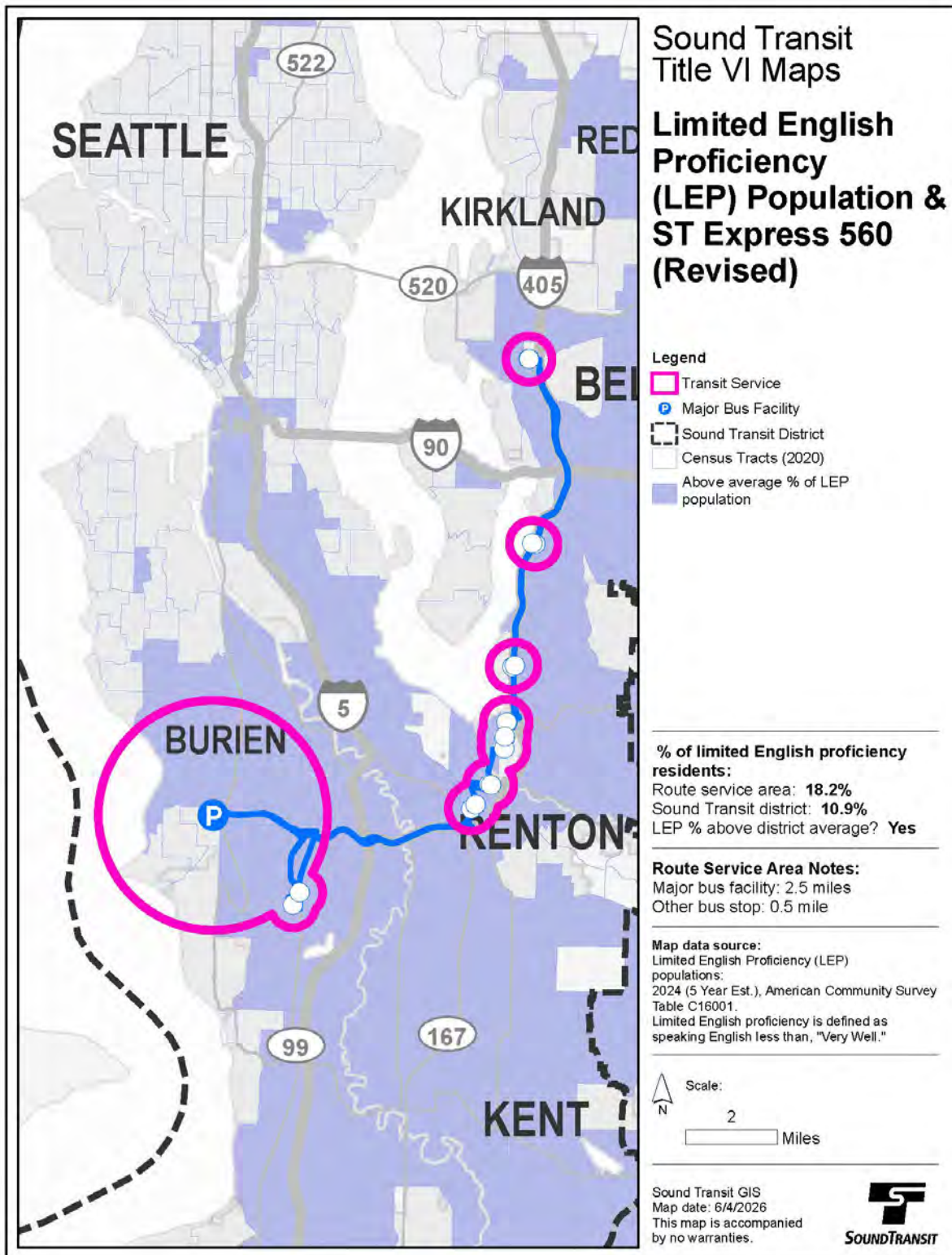


Figure 21: Map of the Title VI Limited English Proficiency (LEP) population of Route 560, after the truncation at Burien Transit Center

Mitigations

Pursuant to FTA Circular 4702.1B Chapter IV-16, Sound Transit must provide a meaningful opportunity for public comment on any proposed mitigation measures where disparate impacts are identified. There is a finding of disparate impact with the proposed change to Route 560. The following mitigations were informed by public input.

Planned mitigations include increased service levels on Route 560 (Burien Transit Center to Bellevue Transit Center), every day of the week. On weekdays, service would be improved to every 20 minutes during the day and 30 minutes in the evening from 30 minutes during the day and 60 minutes in the evening. On weekends, service would double, with trips every 30 minutes (instead of 60 minutes). This improved service level is achieved through operating resource savings from the proposed truncation at Burien Transit Center. The route would no longer serve stops between Westwood Village and Burien Transit Center.

Another planned mitigation is King County Metro's RapidRide H Line, which provides service between Westwood Village and Burien Transit Center, the segment of Route 560 that is proposed to be removed. RapidRide H Line's level of service exceeds existing and proposed Route 560 service, with trips every 10 minutes for most of the day on weekdays, and every 15 minutes for most of the day on weekends. The H Line's span of service throughout the day is also longer. Sound Transit would coordinate the Route 560 schedule with the H Line to ensure there are no gaps.

Public Input

Out of the more than 3,000 survey responses, 307 said they rode Route 560.

There was a nearly even split between those who oppose or strongly oppose and those who support or strongly support the proposed changes. The top reasons for support included (increased) frequency and travel times. The top reasons for opposition included access to destinations and transfer times.

More than half of survey respondents said they would like to see Route 560 run more often on weekdays during the day (before 8 p.m.)

Multiple respondents mentioned concerns about H Line not starting early enough in the morning. Sound Transit is coordinating with King County Metro on these early morning trips.

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

Conclusion

The elimination of the stops west of Burien Transit Center from Route 560 has adverse impacts. There is a determination of disparate impact. Mitigations include increased service levels of the route and schedule coordination with RapidRide H Line, which provides more frequent replacement service between Westwood Village and Burien Transit Center.

Systemwide Service Analysis

Overview

The systemwide analysis compares benefits and impacts to Title VI protected & non-protected populations on all routes with changes over the past two years and expected/proposed changes in the following year. 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 the distribution of benefits to protected populations and low-income populations exceeds 80% and the reduction of service to protected populations and low-income populations does not exceed 20% of the distribution. Therefore, the systemwide analysis did not identify any adverse effects on protected populations and low-income populations from September 2024 to September 2027. The following sections step through the process for each analysis.

Methodology

In order to conduct the systemwide analysis, the percentage of minority and non-minority populations and 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 aggregating totals for people experiencing increased service and people experiencing reduced service. Totals of affected populations are then compared to the total population to yield percentages for beneficiaries and those with diminished access. Next, the threshold test is applied to determine whether the distribution of impacts constitutes an equity concern.

Identifying Systemwide Service Additions & Reductions

The first step in the analysis identifies service reductions and additions by route. Table 16 shows the total change in scheduled weekly revenue hours between September 2024 and September 2027 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 is used to evaluate systemwide reductions and additions.

Table 16: Scheduled weekly revenue hours by service change from September 2024 - September 2027

Route	Sept. 2024	Mar. 2025	Sept. 2025	Mar. 2026	Sept. 2026	Mar. 2027	Sept. 2027	Difference between Sept. 2024& Sept. 2027	Percent Difference between Sept. 2024 & Sept. 2027	Addition or Reduction
1 Line	2,223	2,221	2,697	2,628	2,629	2,586	2,586	362	16%	Addition
2 Line	490	610	2,507	2,266	2,266	2,223	2,223	1,733	353%	Addition
510	188	188	188	201	195	194	194	6	3%	Addition
512	939	771	771	771	696	692	696	-244	-26%	Reduction
513	104	69	69	69	111	111	111	7	7%	Addition
515	167	140	146	156	0	0	0	-167	-100%	Reduction
522	1,019	1,019	1,019	1,017	897	897	897	-122	-12%	Reduction
532	142	147	147	147	161	161	161	20	14%	Addition
535	431	452	452	452	527	527	527	95	22%	Addition
542	427	427	427	427	422	422	422	-4	-1%	Reduction
545	1,071	1,071	1,071	1,069	1,070	1,070	1,070	-1	0%	Reduction
547	0	0	0	0	192	192	192	192	N/A	Addition
550	903	898	898	898	0	0	0	-903	-100%	Reduction
554	663	664	664	664	0	0	0	-663	-100%	Reduction
556	105	105	105	105	941	941	941	836	796%	Addition
560	623	630	642	642	655	758	758	135	22%	Addition
566	200	200	200	200	200	200	200	0	0%	Addition
570	0	0	0	107	0	0	0	0	0%	Addition
574	813	828	828	799	815	815	815	1	0%	Addition
577	209	220	263	278	298	298	298	90	43%	Addition
578	704	706	722	714	750	750	750	46	7%	Addition
580	0	0	8	8	0	0	0	0	0%	No Change
586	111	123	123	123	0	0	0	-111	-100%	Reduction
590	176	173	365	372	357	357	357	181	103%	Addition
592	179	184	184	179	180	180	180	2	1%	Addition
594	781	794	828	846	839	839	839	58	7%	Addition
595	67	68	68	66	63	63	63	-4	-6%	Reduction
596	36	37	37	45	37	37	37	1	4%	Addition
597	0	0	0	0	245	245	245	245	N/A	Addition
Souder North	53	53	53	53	53	53	53	0	0%	No Change
Souder 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. This determination is done by comparing the percentage of the service area's minority or low-income population adversely affected 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, and include both major and minor service changes.

Table 17 shows the total change in weekly revenue hours between September 2024 and September 2027 for each route with a service reduction. The population columns then identify the total minority/non-minority and low-income/non-low-income populations affected by the service reduction for each route.

Table 17: Populations affected by service reduction September 2024 to September 2027

Route	Change in Weekly Revenue Hours	Benefit or Reduction	Total Population	Minority Population	Non-Minority Population	Low-Income Population	Non-Low-Income
512	-244	Reduction	573,070	227,410	345,660	112,300	460,770
515	-167	Reduction	249,530	108,920	140,610	49,400	200,130
522	-122	Reduction	158,950	54,650	104,300	21,080	137,870
542	-4	Reduction	208,370	108,280	100,090	32,390	175,980
545	-1	Reduction	274,120	142,900	131,220	42,910	231,210
550	-903	Reduction	146,710	78,600	68,110	26,090	120,620
554	-663	Reduction	276,350	144,670	131,680	40,290	236,060
586	-111	Reduction	192,900	101,140	91,760	62,870	130,030
595	-4	Reduction	291,130	112,360	178,770	65,060	226,070

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: 19.8%
- Non-Minority population adversely affected: 23.2%
- Low-Income population adversely affected: 18.2%
- Non-Low-Income population adversely affected: 21.1%

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 18). **Because the result of 14.7% is not 20 percent or greater, no disparate impact was identified.**

Table 18: Service reduction disparate impact test

Minority Population Adversely Affected	Non-Minority Population Adversely Affected	Ratio Comparison	Threshold for Disparate Impact	Result
19.8%	23.2%	$19.8\% \div 23.2\% = -14.7\%^1$	20% or greater	No Disparate Impact
¹ In 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 19). **Because the result of 13.4% is not 20 percent or greater, no disproportionate burden was identified.**

Table 19: Service reduction disproportionate burden test

Low-Income Population Adversely Affected	Non- Low-Income Population Adversely Affected	Ratio Comparison	Threshold for Disproportionate Burden	Result
18.2%	21.1%	$18.2\% \div 21.1\% = -13.4\%$ 1	20% or greater	No Disproportionate Burden
¹ In 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. This determination is done by comparing the percentage of the service area's minority or low-income beneficiaries of service additions to the percentage of the District's non-minority or non-low-income beneficiaries.

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

Table 20 shows the total change in weekly revenue hours between September 2024 and September 2027 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 20: Populations benefited by service additions, September 2024 to September 2027

Route	Change in Weekly Revenue Hours	Benefit or Reduction	Total Population	Minority Population	Non-Minority Population	Low-Income Population	Non-Low-Income
510	6	Benefit	354,300	151,500	202,800	80,240	274,060
513	7	Benefit	281,770	128,290	153,480	61,340	220,430
532	20	Benefit	366,100	164,570	153,480	61,340	220,430
535	95	Benefit	256,790	110,020	153,480	61,340	220,430
547	192	Benefit	275,000	151,498	123,502	44,170	237,405
556	836	Benefit	227,930	114,050	113,880	32,120	195,810
560	135	Benefit	118,210	65,880	52,330	27,580	90,630
574	1	Benefit	315,200	176,330	138,870	99,610	215,590
577	90	Benefit	170,520	95,850	74,670	46,650	123,870
578	46	Benefit	287,610	136,920	150,690	71,690	215,920
590	181	Benefit	169,190	81,700	87,490	45,780	123,410
592	2	Benefit	186,610	97,940	88,670	55,200	131,410
594	58	Benefit	271,680	136,990	134,690	81,150	190,530
596	1	Benefit	66,970	15,260	51,710	9,400	57,570
597	245	Benefit	410,451	236,067	174,384	127,863	282,588
1 Line	362	Benefit	1,576,920	737,840	839,080	329,660	1,247,260
2 Line	1,733	Benefit	1,467,270	628,120	839,150	230,920	1,236,350

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: 62.0%
- Non-Minority population benefiting: 66.2%
- Low-Income population benefiting: 60.9%
- Non-Low-Income population benefiting: 61.1%

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 21).

Because the result of 93.7% percent is not 80 percent or less, no disparate impact was identified.

Table 21: Service additions disparate impact test

Minority Population Benefiting	Non-Minority Population Benefiting	Ratio Comparison	Threshold for Disparate Impact	Result
62.0%	66.2%	$62.0\% \div 66.2\% = 93.7\%$	80% or less	No Disparate Impact

Service Additions Disproportionate Burden Test

To evaluate for a potential 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 22). **Because the result of 99.6% percent is not 80 percent or less, no disproportionate burden was identified.**

Table 22: Service additions disproportionate burden test

Low-Income Population Benefiting	Non- Low-Income Population Benefiting	Ratio Comparison	Threshold for Disproportionate Burden	Result
60.9%	61.1%	$60.9\% \div 61.1\% = 99.6$	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 Title VI-protected and low-income populations exceeds 80%. For service reductions, the adverse impacts to minority and low-income populations do not exceed 20%. **Therefore, the systemwide analysis did not identify any disparate impacts or disproportionate burdens on minority and low-income populations from September 2024 through September 2027.**

Sound Transit Service Area Routes/Lines and Population

Table 23: Routes and population statistics (2024)

Route/Line	Total Population	Minority Population		Non-Minority Population	Limited English Proficiency (LEP)		Low-Income Population		Non-Low-Income
1 Line	1,576,920	737,840	46.8%	839,080	194,590	12.3%	329,660	20.9%	1,247,260
2 Line	1,467,270	628,120	42.8%	839,150	142,450	9.7%	230,920	15.7%	1,236,350
510	354,300	151,500	42.8%	202,800	41,370	11.7%	80,240	22.6%	274,060
512	573,070	227,410	39.7%	345,660	61,440	10.7%	112,300	19.6%	460,770
513	281,770	128,290	45.5%	153,480	41,850	14.9%	61,340	21.8%	220,430
515	249,530	108,920	43.6%	140,610	25,920	10.4%	49,400	19.8%	200,130
522	158,950	54,650	34.4%	104,300	12,060	7.6%	21,080	13.3%	137,870
532	366,100	164,570	45.0%	201,530	50,090	13.7%	71,800	19.6%	294,300
535	256,790	110,020	42.8%	146,770	29,170	11.4%	37,450	14.6%	219,340
542	208,370	108,280	52.0%	100,090	26,370	12.7%	32,390	15.5%	175,980
545	274,120	142,900	52.1%	131,220	32,840	12.0%	42,910	15.7%	231,210
547	275,000	151,498	55.1%	123,502	37,595	13.7%	44,170	16.1%	237,405
550	146,710	78,600	53.6%	68,110	19,350	13.2%	26,090	17.8%	120,620
554	276,350	144,670	52.4%	131,680	33,030	12.0%	40,290	14.6%	236,060
556	227,930	114,050	50.0%	113,880	27,060	11.9%	32,120	14.1%	195,810
560	118,210	65,880	55.7%	52,330	21,120	17.9%	27,580	23.3%	90,630
566	271,670	155,600	57.3%	116,070	48,170	17.7%	58,770	21.6%	212,900
570	119,410	74,400	62.3%	45,010	22,400	18.8%	34,590	29.0%	84,820
574	315,200	176,330	55.9%	138,870	48,560	15.4%	99,610	31.6%	215,590
577	170,520	95,850	56.2%	74,670	25,270	14.8%	46,650	27.4%	123,870
578	287,610	136,920	47.6%	150,690	37,150	12.9%	71,690	24.9%	215,920
580	85,850	25,290	29.5%	60,560	4,590	5.3%	15,960	18.6%	69,890
586	192,900	101,140	52.4%	91,760	26,670	13.8%	62,870	32.6%	130,030
590	169,190	81,700	48.3%	87,490	15,020	8.9%	45,780	27.1%	123,410
592	186,610	97,940	52.5%	88,670	18,820	10.1%	55,200	29.6%	131,410
594	271,680	136,990	50.4%	134,690	26,850	9.9%	81,150	29.9%	190,530
595	291,130	112,360	38.6%	178,770	18,990	6.5%	65,060	22.3%	226,070
596	66,970	15,260	22.8%	51,710	2,410	3.6%	9,400	14.0%	57,570
597	410,451	236,067	57.5%	174,384	67,094	16.3%	127,863	31.2%	282,588
N Line	408,030	159,770	39.2%	248,260	46,920	11.5%	87,620	21.5%	320,410

Last Updated: September 11, 2026

S Line	1,250,600	616,720	49.3%	633,880	165,610	13.2%	309,550	24.8%	941,050
T Line	273,460	119,340	43.6%	154,120	24,910	9.1%	69,320	25.3%	204,140
Sound Transit District Average	3,427,120		44.6%			10.9%		19.5%	2,759,480