

RESOLUTION NO. R2013-29
2014 Service Implementation Plan

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Operations and Administration Committee	11/21/13	Recommend to Board	Bonnie Todd, Director of Operations	206-398-5367
Board	12/18/13	Final Action	Mike Bergman, Service Planning Manager	206-398-5358

PROPOSED ACTION

Adopts the 2014 Service Implementation Plan and approves the use of preliminary 2015-2019 service changes for planning and forecasting purposes.

KEY FEATURES SUMMARY

- The Draft 2014 Service Implementation Plan (SIP) does not propose any service changes for 2014. Preliminary service changes for 2015 through 2019 are described, including the start-up of University Link Extension, the S. 200th Link extension and the addition of three Sounder round-trips on the South Line. Board authorization to implement these and other proposed service changes will be sought in future SIPs.
- The 2014 SIP includes a detailed ridership and productivity analysis of each Sound Transit route, together with performance objectives for the coming year and an updated five-year ridership and fare revenue forecast.
- The 2014 SIP appendix includes updated fleet plans for each mode and detailed ridership data at the station and stop level.

BACKGROUND

Each year, Sound Transit prepares the SIP, an annual update on the development of its express bus, commuter rail and light rail services. For the first time since the original SIP was issued in 1998, the 2014 SIP does not propose any service changes for the upcoming year. This is partly a reflection on the relative maturity of Sound Transit's services, together with circumstances unique to 2014. Factors that normally drive the need to modify or restructure service, such as the opening of new transit projects, major changes in ridership, or the start-up of transit incentives such as highway tolls, are largely absent in 2014.

The 2014 SIP includes more information on future service plans for 2015-2019 than previous SIP's, including detailed ridership and operating assumptions for light rail extensions and potential opportunities for bus/light rail service integration. Board review of these and other preliminary service changes would take place as part of the annual SIP process during the year before the changes would be implemented. If the 2014 SIP is approved by the Board, the service and ridership assumptions for future years would be used by staff only for planning and forecasting purposes.

As in previous years, the 2014 SIP includes a detailed performance assessment of each bus and rail route, along with performance objectives for the coming year and an updated five-year ridership forecast. Ridership and operating data has been reformatted to be easier to read, helping to provide readers with a clearer picture of how individual services are performing.

FISCAL IMPACT

The SIP is funded by the service delivery operations budgets for each service—Sounder, ST Express, Central Link and Tacoma Link. The proposed budgets were developed on the basis of the services described in the 2014 SIP. Those budgets are included in the Proposed 2014 Budget scheduled for Board action in December 2013. Budget authority will be granted with the adoption of the 2014 Budget.

Budget numbers in the following table (shown in \$ thousands).

	Proposed
Modal Budget	2014 Budget
Sounder commuter rail	41,844
ST Express bus	114,165
Central Link light rail	60,696
Tacoma Link light rail	4,246
Total	220,951

Note: The 2014 Proposed Service Delivery budget can be found on page 25 of 2014 Proposed Budget book.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

PUBLIC INVOLVEMENT

Since no 2014 service changes are proposed, the Draft 2014 SIP does not include a public involvement process or Title VI impact analysis. If the preliminary service changes described for 2015 and later are formally proposed in future SIP's, a public involvement process and Title VI impact analysis will be conducted prior to the future Board action.

TIME CONSTRAINTS

Since no 2014 service changes are proposed, a one month delay would have no impact on service. A longer delay would start to impact longer-term planning and forecasting efforts since Board approval of the SIP authorizes the use of the SIP ridership and revenue estimates.

PRIOR BOARD/COMMITTEE ACTIONS

Resolution R2012-26: Adopted the 2013 Service Implementation Plan, authorized the chief executive officer to implement recommended service changes in 2013 and approved the use of preliminary 2015-2019 service changes for planning and forecasting purposes.

ENVIRONMENTAL REVIEW

JI 10/25/2013

LEGAL REVIEW

JW 11/14/2013

RESOLUTION NO. R2013-29

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting the 2014 Service Implementation Plan and approving the use of preliminary 2015-2019 service changes for planning and forecasting purposes.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under RCW Chapters 81.104 and 81.112 for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

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

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

WHEREAS, express bus, commuter rail and light rail services will be implemented in phases, providing a program for route implementation and service increases over time which meet the commitment in Sound Move and Sound Transit 2; and

WHEREAS, the 2014 Service Implementation Plan does not propose any service changes for 2014; and

WHEREAS, the 2014 Service Implementation Plan includes additional information on future service plans for 2015-2019 including preliminary service changes to be used for planning and forecasting purposes; and

WHEREAS, the 2014 Service Implementation Plan is consistent with the 2014 Agency Budget and Long-Range Financial Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the 2014 Service Implementation Plan is adopted, and the use of preliminary 2015-2019 service changes in the 2014 Service Implementation Plan is approved for future planning and forecasting purposes.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 19, 2013.


Pat McCarthy
Board Chair

ATTEST:



Marcia Walker
Board Administrator

Draft 2014 Service Implementation Plan

October 25, 2013

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EXECUTIVE SUMMARY

No major Sound Transit service changes are proposed for 2014, and as a result, no public outreach process or Title VI Impact Analysis is included in the 2014 Service Implementation Plan (SIP).

In recent years, Sound Transit has implemented new services or major service changes in nearly all of the corridors it serves, as shown in the following summary of the SIP changes approved by the Sound Transit Board since 2009:

2009: Central Link light rail opened from downtown Seattle to SeaTac Airport.

2010: Light rail and restructured ST Express bus service replaced Metro Route 194 service to SeaTac Airport and Federal Way; New off-peak ST Express bus service to Sounder South Line stations started; New Redmond-University District ST Express route implemented to mitigate SR 520 bridge tolls.

2011: Service reductions and efficiencies implemented due to the recession, including reduced service levels on six ST Express routes and the elimination of all service on one route. Central Link trains converted to single-car operation at nights and on weekends.

2012: Sounder trains extended to South Tacoma and Lakewood; ST Express bus service to South Tacoma discontinued; Seattle-Lakewood-DuPont ST Express service streamlined with fewer Seattle stops and reduced service levels.

2013: Additional Sounder South Line round trip implemented; off-peak ST Express routes between Seattle and Everett consolidated to generate savings for increased peak period service; service to downtown Everett discontinued; new Route 567 implemented with non-stop express service between Kent and downtown Bellevue; midday Route 566 service between Renton and Overlake discontinued.

In contrast to previous years, no major transit capital projects, such as new park-and-rides or light rail extensions, are scheduled for completion during 2014. Transit capital improvements are often a key driver of new or restructured service. ST Express ridership is expected to increase but at a slower rate than previous years, while existing capacity exists on Sounder and Link light rail to absorb growth. The operating budget for service is expected to remain stable. No major transit incentives, such as bridge tolls, are planned for implementation during 2014.

As in previous years, the 2014 SIP includes a detailed performance analysis of each bus and rail route, along with performance objectives for the coming year and an updated 5-year ridership forecast. In a change from past SIP's, ridership and operating data for the last full calendar year (2012) is used in the analysis to eliminate the effect of seasonal variations. The data has been reformatted to be easier to read and understand, helping to provide readers with a clearer picture of how individual services are performing compared with past years.

Chapter 4 provides a look into preliminary plans for Sound Transit service between 2015 and 2019. During this period, Link light rail will be extended north to Capitol Hill and the University of Washington, and south to Angle Lake/South 200th Street. On Sounder, construction of track and signal improvements will help to accommodate three additional round trips on the South Line by 2017, providing a total of 26 weekday trains.

Chapter 4 also includes preliminary discussion of East Link construction. While East Link is not scheduled to open for service until 2023, construction work begins to impact the I-90 corridor starting in 2015. Keeping bus service moving reliably on I-90 during the construction period will be challenging, requiring a high level of coordination and cooperation between Sound Transit and its partner agencies. The 2014 SIP provides a preview of what to expect with this and other major construction projects, including the SR 99 tunnel and the Seattle side of the SR 520 project.

CHAPTER 1. INTRODUCTION

Agency Overview

Our Mission

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

About Sound Transit

The Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was created by the Washington State Legislature. In 1996, voters in Central Puget Sound approved the *Sound Move* plan. Our mandate: build a mass transit system that connects major employment and housing centers in King, Pierce, and Snohomish counties.

Sound Transit trains and buses serve the urbanized areas of Snohomish, King and Pierce counties throughout the nearly 1,100-square-mile Sound Transit district. ST Express bus service began in 1999, joined by Sounder commuter rail in 2000. Light rail debuted with Tacoma Link in 2003, and Central Link light rail began service in 2009.

Voter-Authorized Transit Programs

Sound Transit is implementing two major, voter-authorized regional transit plans in partnership with public agencies, local jurisdictions, community organizations, the private sector and the citizens of the Sound Transit District:

Sound Move

Following voter approval for *Sound Move* in 1996, Sound Transit began building and operating 82 miles of Sounder commuter rail, 25 ST Express bus routes and 17 miles of Link light rail.

Sound Transit 2

In 2008, Central Puget Sound voters approved the Sound Transit 2 (ST2) mass-transit expansion plan. Under ST2, work is underway to extend light rail north and east of Seattle and south of Sea-Tac Airport. The plan also calls for additional Sounder service in the south corridor plus various access improvements around the region.

Sound Move and ST2 projects and services are shown in Figure 1.

Service Implementation Plan Overview

About the Service Implementation Plan

Each year, Sound Transit documents the development of its express bus, commuter rail and light rail services through its Service Implementation Plan (SIP). The SIP describes service changes planned for the year and preliminary service proposals and financial projections for the following five years. A detailed report on the status of each bus and rail route is also included, along with performance objectives for the coming year.

Figure 1. Sound Move and ST2 Projects



SIP Process

Service Change Proposals

There are two primary guides for proposals included in the SIP: Voter-approved plans (i.e., *Sound Move*, ST2) and proposals based on evaluation of route performance, ridership patterns, trends and customer input. Each Sound Transit route and line is evaluated against three or more key performance indicators as described in Sound Transit's Service Standards and Performance Measures, developed in 1998 and updated in 2006 and 2010 (Figure 2). ST Express bus routes are compared to the system average by day type (weekday, Saturday and Sunday), while the rail modes are generally compared to the system average by time of day. Additional details on the evaluation process are available in the Service Standards and Performance Measures.

Staff develops the proposals for major service additions and changes in the Draft SIP following a comprehensive review of service performance, and coordination with other Sound Transit departments and partner transit agencies.

Public Outreach

Upon public release of the Draft SIP, Sound Transit begins the public outreach process. A key element of the SIP outreach is the *Regional Transit News* (RTN), a newsletter that describes the proposed service changes and the anticipated impacts to various communities and rider groups.

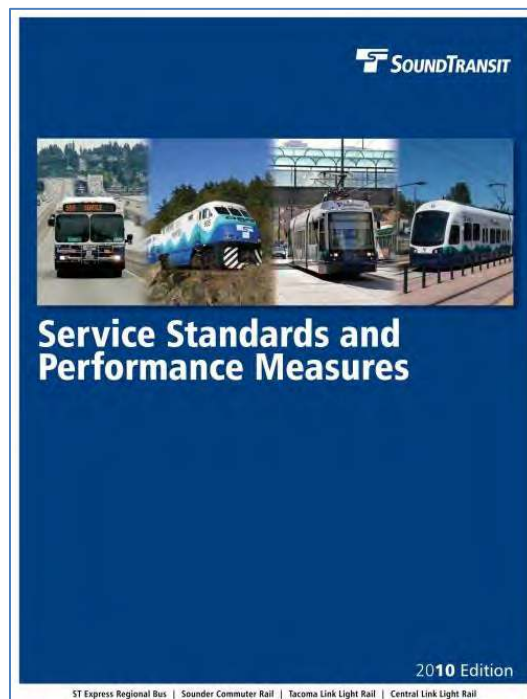
Sound Transit distributes the RTN to customers at key locations where the proposed changes are likely to have the greatest impact. The agency also stocks the RTN at key public locations including transit centers and libraries. In addition, the RTN is posted on Sound Transit's website and a link to the on-line content is emailed to passengers who subscribe to Sound Transit service planning news, a general agency mailing list and regional Commute Trip Reduction groups. Besides explanations and maps of proposed service changes, the RTN also announces open house-style public meetings in the areas most directly affected by the proposed service changes. Members of the public are invited to comment through email or letter, via telephone, or at an open house. A special email address used only for SIP Comments (fastride@soundtransit.org) is actively monitored during the public input phase of the SIP process so comments can be tracked and support/opposition measured. Since no major service changes are proposed in the 2014 SIP, no public outreach process is planned.

Board of Directors Process

Sound Transit's Board of Directors is involved throughout the SIP process. During the proposal development phase, Sound Transit staff briefs Boardmembers of changes proposed in their respective jurisdictions. Staff also keeps the Board apprised of comments received throughout the public outreach phase. Staff formally presents the Draft SIP to the Operations and Administration Committee of the Board of Directors and a public hearing is held the month prior to the Board's vote on the final SIP. The Board votes not only on a "decision package" of specific changes to be implemented in the following year, but also on the financial and ridership projections to be used for planning purposes over the subsequent five years.

Changes that are not defined as "major service changes" according to the Service Standards and Performance Measures can be made administratively, that is, without Board approval. For example, when schedules are adjusted to address overcrowding at the highest demand time, these changes are not part of a Board decision package and may not be included in the SIP. This allows Sound Transit staff to be responsive in addressing service issues as they arise.

Figure 2. Service Standards and Performance Measures

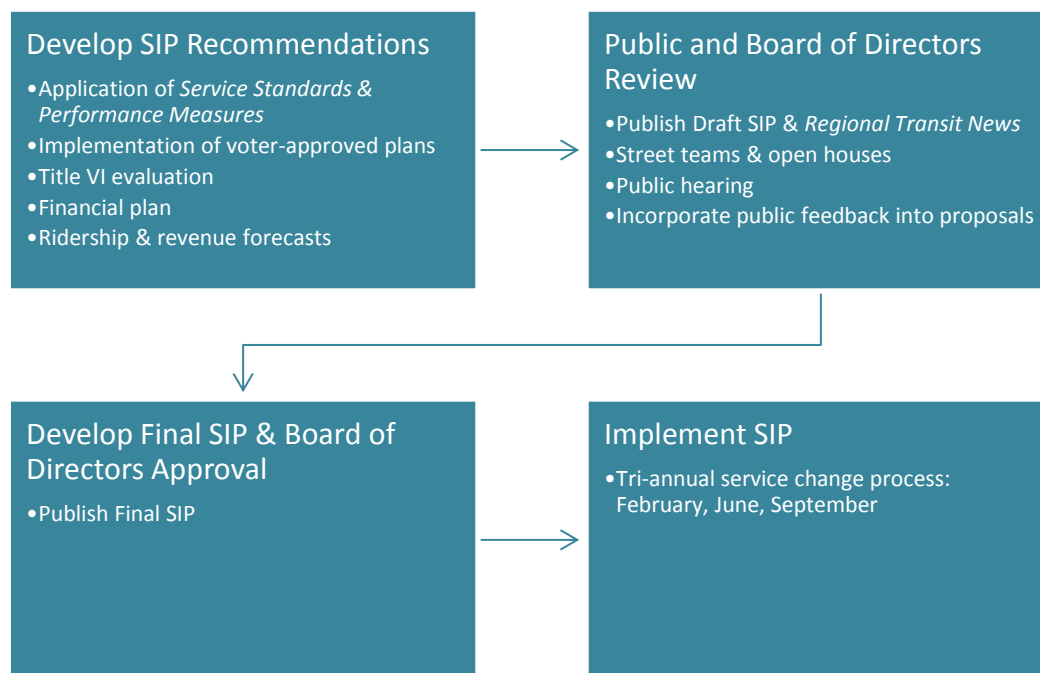


Implementing the SIP

The SIP is implemented through the thrice-yearly service change process. These times correspond to the service change dates when transit operators change work assignments. Staff prepares detailed instructions for the operating partners as well as internal staff responsible for carrying out rider communications (e.g., rider alert messages, schedule publication) and small capital tasks (e.g., changes to signage) associated with the service changes. One to two weeks prior to a major service change, staff generally “street-team” on-location to notify customers face-to-face about upcoming changes. Immediately after service changes are implemented, staff works closely with the operating partners to resolve any unanticipated operational issues. In addition, street teams continue into the first week of the service change to assist customers in locating their service.

The annual SIP process is diagrammed in Figure 3.

Figure 3. SIP Process



Guide to the 2014 SIP

Chapter 2 includes a description and performance summary of each Link and Sounder line and each ST Express route. Boarding maps preclude each performance summary. These maps compare boarding activity (ons+offs) for each route by direction (inbound and outbound).

Chapter 3 provides an assessment of impacts to Title VI communities (minority, low income, and limited English proficiency) and any mitigating factors proposed or considered. Since no service changes are proposed for 2014, no Title VI impact analysis is included in the 2014 SIP.

Chapter 4 describes preliminary plans for Sound Transit services in 2015-2019.

Chapter 5 includes estimates of ridership, operations and maintenance costs, and fare revenue for all Sound Transit services through 2019 and a description of the modeling and assumptions used to develop the estimates.

The Appendices provide additional operating data, fleet information, and a summary of public outreach activities and outcomes associated with the 2014 SIP.

CHAPTER 2. SERVICE DESCRIPTION, PERFORMANCE ASSESSMENT, AND RECOMMENDED CHANGES

Introduction

Chapter 2 provides summary information about Sound Transit services at the system level, and then describes each Sound Transit rail and bus line in detail, including a performance assessment and any recommended changes for the SIP year. This and subsequent chapters are organized by mode, starting with light rail and followed by commuter rail and bus.

Service Description

Sound Transit currently operates two light rail lines, two commuter rail lines, and 26 express bus routes. The First Hill Streetcar, a ST2-funded project scheduled to open in 2014, will be operated by the City of Seattle as part of the Seattle Streetcar network (Chapter 2). Since it is being built and managed by the City, a performance assessment is not included, and the line is not included in subsequent chapters of the SIP. Figure 4 displays Sound Transit's current service network. Table 1 provides basic operating information about each Sound Transit line and route, including days of operation, span of service (start and end time), frequency, service start date, and the date of the most recent major service change.

System Performance

Ridership on Sound Transit services in 2012 increased by 12 percent over 2011, with 28 million passenger trips in 2012, exceeding the 2012 Service Implementation Plan projection of 25.8 million. Table 2 shows various performance metrics for each Sound Transit bus route and rail line, including boardings, platform hours and miles, operating costs, and the three key performance metrics that the agency uses to evaluate its services: boardings per platform hour, boardings per trip, and purchased transportation cost per passenger. These metrics are explained in greater detail in Sound Transit's *Service Standards and Performance Measures*, and each term is also defined in the glossary at the end of this document.

While ST Express carries over half of all Sound Transit customers, Central Link carried the most passengers of any individual route or line, with 8.7 million boardings for the year. Sounder South Line carried 2.5 million passengers, followed closely by the two most popular ST Express routes, 550 (2.4 million boardings) and 545 (2.1 million boardings), both of which connect the Eastside to downtown Seattle via Lake Washington bridges.

Following the system-level operating and performance information, each route and line of Sound Transit service is described in greater detail.

Figure 4. Sound Transit System Map

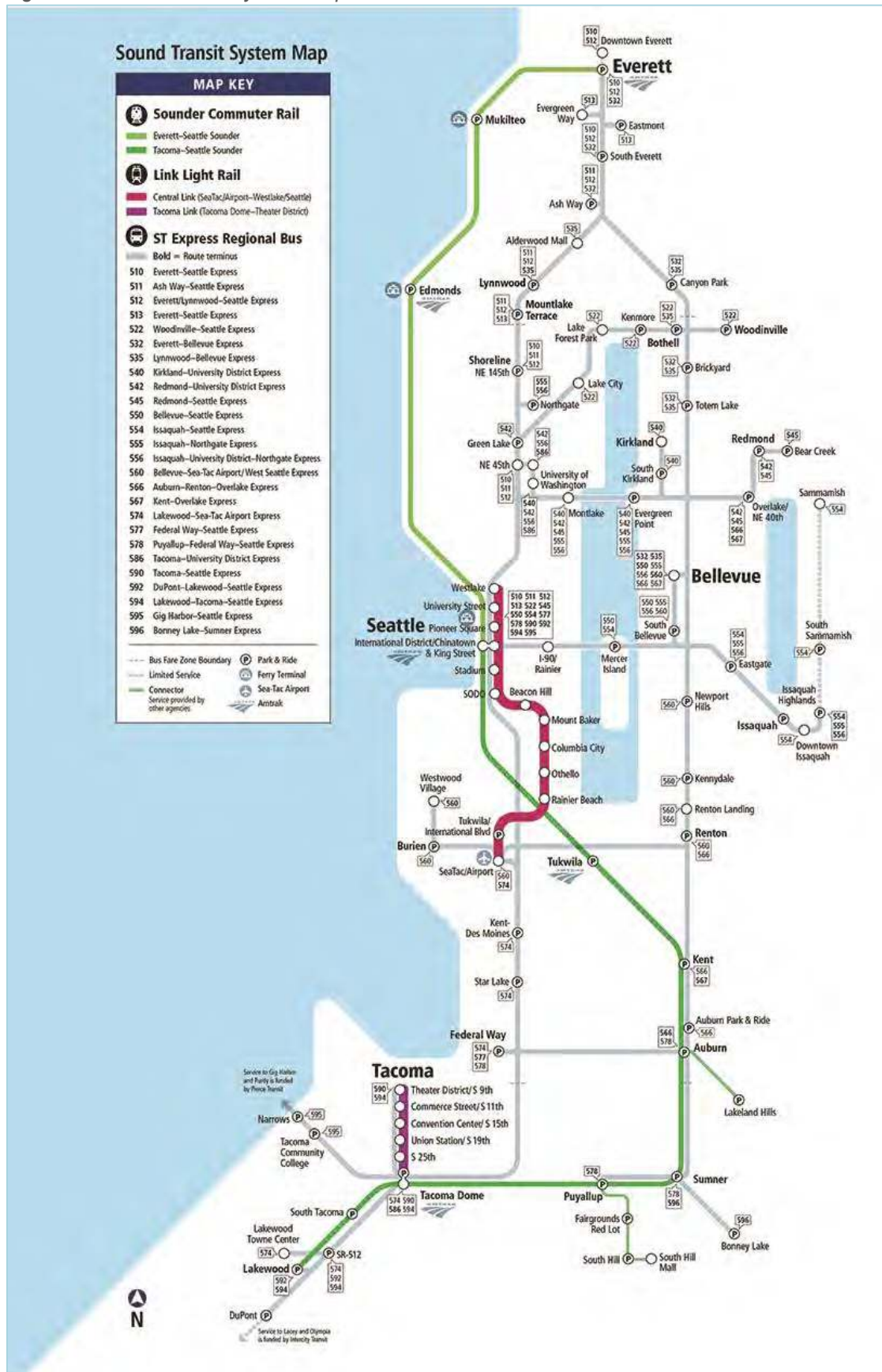


Table 1. Sound Transit Service Description as of Fall 2013 Service Period

Route/Line	Start Date	Days Operated	Weekday Span	Weekday Frequency (minutes)	Saturday Span	Saturday Frequency (minutes)	Sunday Span	Sunday Frequency (minutes)	Last Major Change Date
Link Light Rail									
Tacoma Link	2003	M-F, Sa, Su	5:00 am - 10:12 pm	12-24	7:48 am - 10:12 pm	12	9:48 am - 6:00 pm	24	Sep-11
Central Link	2009	M-F, Sa, Su	4:23 am - 1:15 am	7.5-15	4:21 am - 1:15 am	10-15	5:33 am - 12:15 am	10-15	Dec-09
Sounder Commuter Rail									
Sounder North Line	2003	M-F	5:45 am - 6:34 pm ⁽¹⁾	30	-	-	-	-	Sep-08
Sounder South Line	2000	M-F	4:41 am - 7:25 pm ⁽¹⁾	20-35	-	-	-	-	Sep-13
ST Express									
510 Everett-Seattle	1999	M-F	4:11 am - 7:51 pm ⁽¹⁾	10-20	-	-	-	-	Sep-13
511 Lynnwood-Seattle	1999	M-F	4:21 am - 7:47 pm ⁽¹⁾	15-20	-	-	-	-	Sep-13
512 Everett-Seattle	2011	M-F, Sa, Su	5:23 am - 1:13 am	10-30	5:30 am - 1:05 am	15-30	5:30 am - 1:05 am	30	Sep-13
513 Evergreen-Seattle	1999	M-F	5:03 am - 7:19 pm ⁽¹⁾	15-40	-	-	-	-	Sep-13
522 Woodinville-Seattle	2002	M-F, Sa, Su	4:45 am - 12:31 am	10-60	5:39 am - 12:26 am	30-60	5:39 am - 12:26 am	30-60	Oct-11
532 Everett-Bellevue	1999	M-F	4:30 am - 7:42 pm ⁽¹⁾	10-30	-	-	-	-	Mar-11
535 Lynnwood-Bellevue	1999	M-F, Sa	4:48 am - 11:02 pm	30-60	7:18 am - 11:01 pm	60	-	-	Jun-11
540 Kirkland-U. District	2000	M-F	6:11 am - 7:16 pm ⁽¹⁾	22-30	-	-	-	-	Sep-13
542 Redmond-U. District	2010	M-F	5:25 am - 7:23 pm ⁽¹⁾	15	-	-	-	-	-
545 Redmond-Seattle	2000	M-F, Sa, Su	5:04 am - 12:36 am	5-60	6:19 am - 12:01 am	30-60	6:19 am - 12:01 am	30-60	Feb-08
550 Bellevue-Seattle	1999	M-F, Sa, Su	5:00 am - 12:50 am	5-30	6:09 am - 12:50 am	15-30	6:09 am - 12:50 am	30	Sep-13

⁽¹⁾ Service operates during a.m. and p.m. peak periods only (no midday service).⁽²⁾ Predecessor route(s) may have started earlier; year of start is given for route in current or near current configuration.

Table 1, continued

Route/Line	Start Date	Days Operated	Weekday Span	Weekday Frequency (minutes)	Saturday Span	Saturday Frequency (minutes)	Sunday Span	Sunday Frequency (minutes)	Last Major Change Date
ST Express, continued									
554 Issaquah-Seattle	2001	M-F, Sa, Su	4:27 am - 12:46 am	20-60	6:25 am - 12:07 am	30-60	6:25 am - 12:07 am	30-60	Jun-11
555 Northgate-Issaquah	2001	M-F	5:44 am - 7:12 pm ⁽¹⁾	23-50	-	-	-	-	Jun-09
556 Issaquah-Northgate	2005	M-F	5:18 am - 7:12 pm ⁽¹⁾	23-30	-	-	-	-	Jun-09
560 W Seattle-Bellevue	2003 ⁽²⁾	M-F, Sa, Su	4:34 am - 11:52 pm	30-60	5:25 am - 11:51 pm	60	5:25 am - 11:51 pm	60	Jun-13
566 Auburn-Overlake	2010 ⁽²⁾	M-F	4:45 am - 11:09 pm	12-60	-	-	-	-	Jun-13
567 Kent-Overlake	2013	M-F	5:32 am - 6:23 pm ⁽¹⁾	20-35	-	-	-	-	Sep-13
574 Lakewood-SeaTac	1999	M-F, Sa, Su	2:15 am - 12:38 am	15-60	2:15 am - 12:37 am	30-60	2:15 am - 12:37 am	30-60	Feb-10
577 Federal Way-Seattle	2006	M-F, Sa, Su	5:00 am - 6:37 pm ⁽¹⁾	12-40	6:15 am - 10:20 pm	60	6:15 am - 8:20 pm	60	Feb-10
578 Puyallup-Seattle	2009	M-F, Sa, Su	5:00 am - 12:16 am	30-120	6:01 am - 11:29 pm	60	6:01 am - 11:29 pm	60	Jun-12
586 Tacoma-U. District	2002	M-F	5:44 am - 7:14 pm ⁽¹⁾	15-60	-	-	-	-	Sep-12
590 Tacoma-Seattle	1999	M-F	4:10 am - 7:46 pm ⁽¹⁾	5-30	-	-	-	-	Sep-12
592 DuPont-Seattle	1999	M-F	4:05 am - 8:14 pm ⁽¹⁾	15	-	-	-	-	Sep-13
594 Lakewood-Seattle	1999	M-F, Sa, Su	6:45 am - 12:56 am	15-30	5:00 am - 1:08 am	30-60	5:00 am - 1:08 am	30-60	Sep-08
595 Gig Harbor-Seattle	1999	M-F	4:50 am - 6:52 pm ⁽¹⁾	22-35	-	-	-	-	-
596 Bonney Lake-Sumner	2012	M-F	4:55 am - 7:09 pm ⁽¹⁾	20-35	-	-	-	-	Sep-13

⁽¹⁾ Service operates during a.m. and p.m. peak periods only (no midday service).

⁽²⁾ Predecessor route(s) may have started earlier; year of start is given for route in current or near current configuration.

Table 2. Sound Transit Service Performance by Route/Line - 2012

Route/Line	Total Boardings	Annual Coach/Train Platform Hours	Annual Coach/Train Platform Miles	Purchased Transportation Cost/ O&M Cost (\$) ⁽¹⁾	Boardings per Revenue Hour	Boardings per Trip	Purchased Transportation Cost per Boarding (\$)
Link Light Rail							
Central Link	8,699,821	77,907	1,439,385	23,202,946	120.43	95.78	2.67
Tacoma Link	1,024,053	9,957	82,894	3,856,024	100.18	18.49	3.92
Sounder Commuter Rail							
North Line	307,846	2,412	67,308	2,316,613	160.59	159.51	7.53
South Line	2,503,281	5,750	188,785	5,522,604	530.69	542.78	2.21
Total Sounder	2,811,127	8,162	256,093	7,839,217	423.75	429.70	2.79
ST Express							
510 Everett-Seattle	982,317	41,915	1,005,570	5,206,080	34.21	39.04	5.30
511 Lynnwood-Seattle	1,313,796	43,665	917,202	5,423,440	44.98	37.76	4.13
512 Everett-Seattle	150,206	7,495	168,481	930,921	30.82	31.10	6.20
513 Evergreen-Seattle	101,505	5,751	159,263	714,307	32.00	36.60	7.04
522 Woodinville-Seattle	1,284,225	52,592	891,584	6,532,224	28.09	39.78	5.09
532 Everett-Bellevue	444,502	17,250	457,534	2,142,547	42.59	42.88	4.82
535 Lynnwood-Bellevue	475,952	23,055	503,011	2,863,561	30.48	26.27	6.02
540 Kirkland-U. District	165,644	10,633	166,910	1,320,679	20.01	15.55	7.97
542 Redmond-U. District	345,529	18,756	316,602	2,329,601	23.79	22.64	6.74
545 Redmond-Seattle	2,143,992	70,604	1,174,312	8,769,416	34.26	43.31	4.09
550 Bellevue-Seattle	2,364,328	52,267	775,598	6,491,857	50.67	44.15	2.75

⁽¹⁾ Purchased Transportation Cost used for ST Express, Sounder (BNSF only), Central Link (KCM costs), and Paratransit. Operations and Maintenance (O&M) Cost used for Tacoma Link

Table 2, continued

Route/Line	Total Boardings	Annual Coach/Train Platform Hours	Annual Coach/Train Platform Miles	Purchased Transportation Cost/ O&M Cost (\$) (1)	Boardings per Revenue Hour	Boardings per Trip	Purchased Transportation Cost per Boarding (\$)
ST Express, continued							
554 Issaquah-Seattle	882,855	33,446	636,216	4,154,182	28.24	32.35	4.71
555 Northgate-Issaquah	134,289	5,848	122,491	726,355	27.50	40.58	5.41
556 Issaquah-Northgate	190,141	7,793	168,051	967,935	33.36	46.66	5.09
560 W Seattle-Bellevue	484,042	36,430	651,070	4,524,812	14.55	23.17	9.35
566 Auburn-Overlake	575,971	38,273	1,041,730	4,753,723	21.07	28.23	8.25
574 Lakewood-SeaTac	686,973	45,257	1,046,550	5,621,175	17.81	25.98	8.18
577 Federal Way-Seattle	382,977	15,788	488,054	1,960,959	37.58	30.93	5.12
578 Puyallup-Seattle	448,673	29,135	728,296	3,618,732	16.50	29.05	8.07
586 Tacoma-U. District	149,795	11,086	392,933	1,376,944	28.47	32.76	9.19
590 Tacoma-Seattle	545,433	37,213	1,049,864	4,622,065	21.66	28.90	8.47
592 DuPont-Seattle	251,136	23,401	684,761	2,906,536	15.03	22.52	11.57
593 South Tacoma – Seattle	82,742	5,588	161,389	694,061	21.40	30.15	8.39
594 Lakewood-Seattle	707,788	49,839	1,114,962	6,190,285	15.76	29.91	8.75
595 Gig Harbor-Seattle	95,788	7,446	232,189	924,835	20.95	37.56	9.66
596 Bonney Lake-Sumner	43,049	1,520	37,203	188,793	51.67	21.65	4.39
Total ST Express	15,451,862	692,815	15,097,691	86,051,537	28.09	34.04	5.57
Paratransit	86,311	49,593	839,867	2,029,262	2.32	1.00	23.51
Sound Transit Total	28,033,045	838,434	17,715,930	122,978,986	41.51	40.58	4.39

(1) Purchased Transportation Cost used for ST Express, Sounder, Central Link, and Paratransit. Operations and Maintenance (O&M) Cost used for Tacoma Link

First Hill Streetcar

The Sound Move plan for extending Link to the University of Washington included a First Hill light rail station. Later technical studies found considerable engineering, geology and construction risks at the First Hill Station site. In July 2005, the Sound Transit Board eliminated the station from the preferred extension route.

Recognizing First Hill as an important regional destination, the Board directed that viable transit service options be identified to improve connections between First Hill and regional transit hubs, including Link light rail stations. Funding for the First Hill Streetcar was included in the ST2 ballot measure approved by voters in November 2008.

This 2-mile streetcar line, scheduled to open in 2014, will serve Seattle's Capitol Hill, First Hill and International District with connections to Link light rail, Sounder commuter rail and ST Express, King County Metro, and Community Transit bus service. Sound Transit is funding the project while the Seattle Department of Transportation is managing the design and construction.

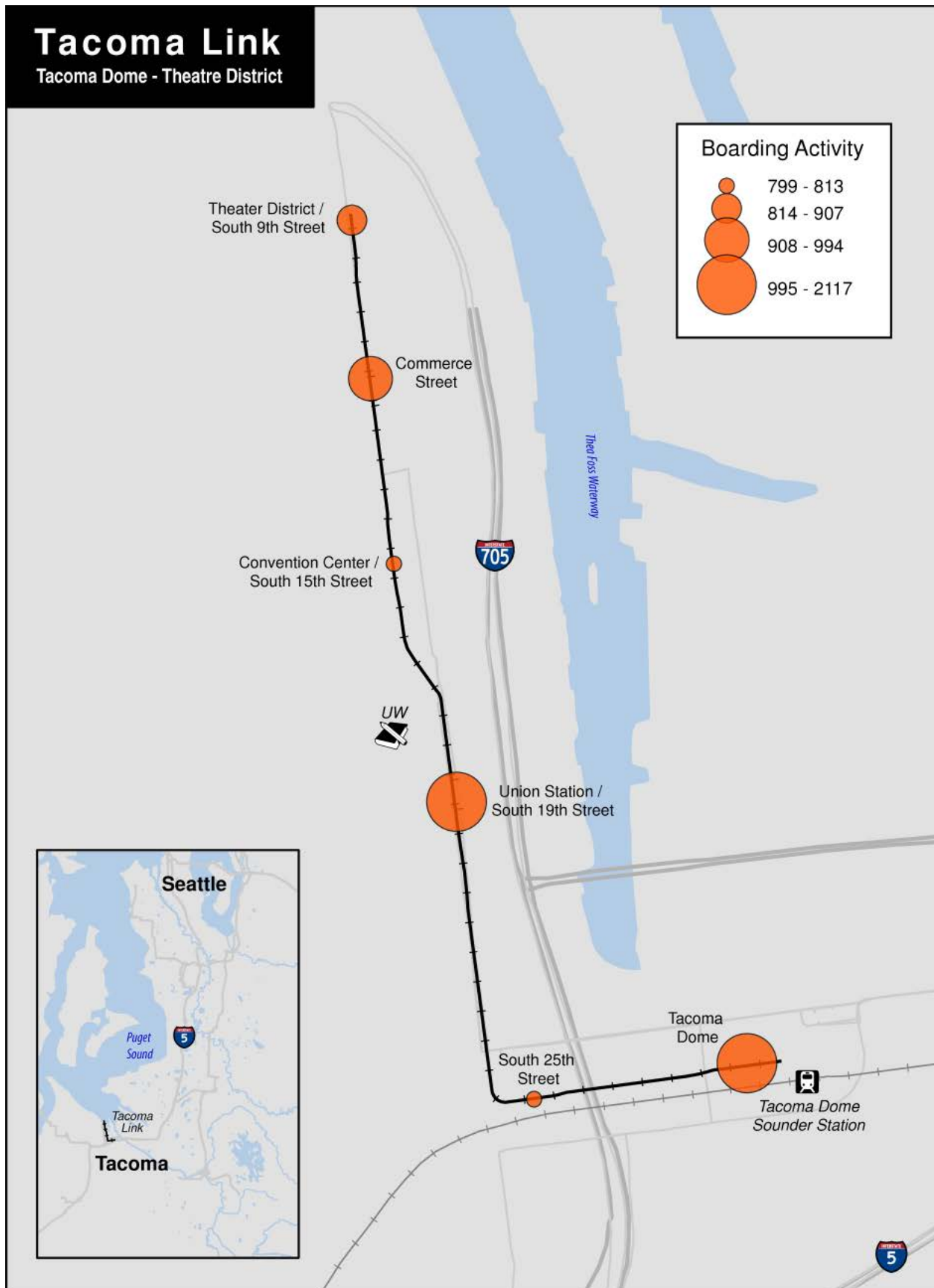
The First Hill Streetcar will be part of the Seattle Streetcar network, managed by the City of Seattle. Minimum service levels have been set in the operating agreement between Sound Transit and the City, and require that service be operated seven days a week, Monday through Saturday from 5:00 a.m. to 1:00 a.m. and from 7:00 a.m. to 7:00 p.m. on Sundays. Weekday service will operate every 10 minutes during the a.m. and p.m. peak commute periods, and every 15 minutes at other times. Weekend service will operate every 15 minutes.

Figure 5. First Hill Street Car Map



Tacoma Link

Tacoma Dome - Theatre District

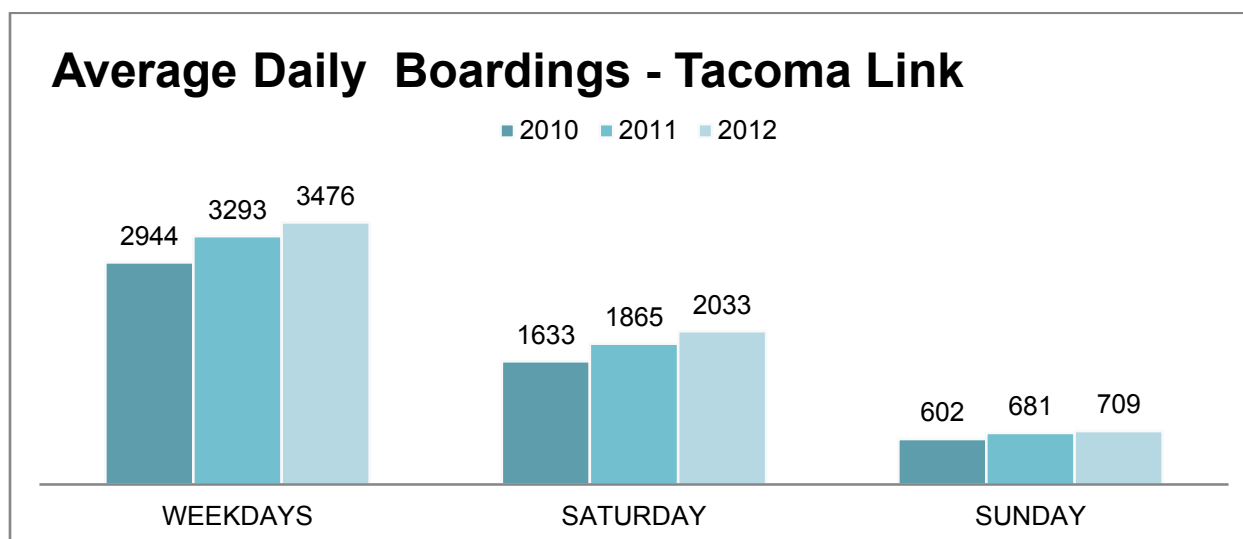


Description

Tacoma Link, opened in 2003, is a 1.6-mile light rail line connecting the Tacoma Dome and the Theater District in downtown Tacoma. There are four intermediate stations at S. 25th Street, Union Station, Convention Center and Commerce Street. A maximum of two light rail cars are usually scheduled, with a third car available as a spare (for detailed information on the Tacoma Link fleet, see Table B-1a in the appendix). The Tacoma Link alignment is approximately half double-track and half single-track. The scheduled end-to-end running time is approximately 10 minutes each way and is synchronized with the City of Tacoma's traffic signal timing system. Service is currently provided free of charge.

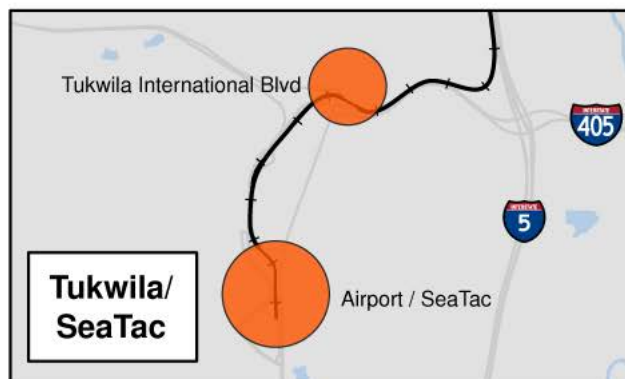
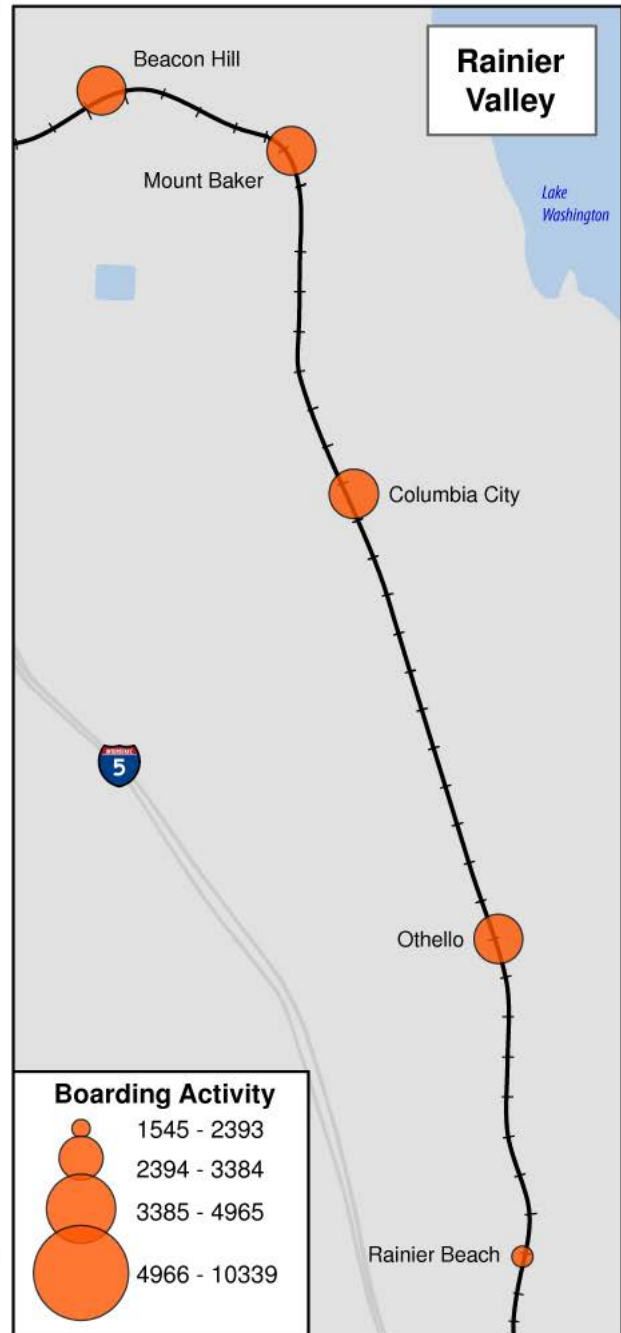
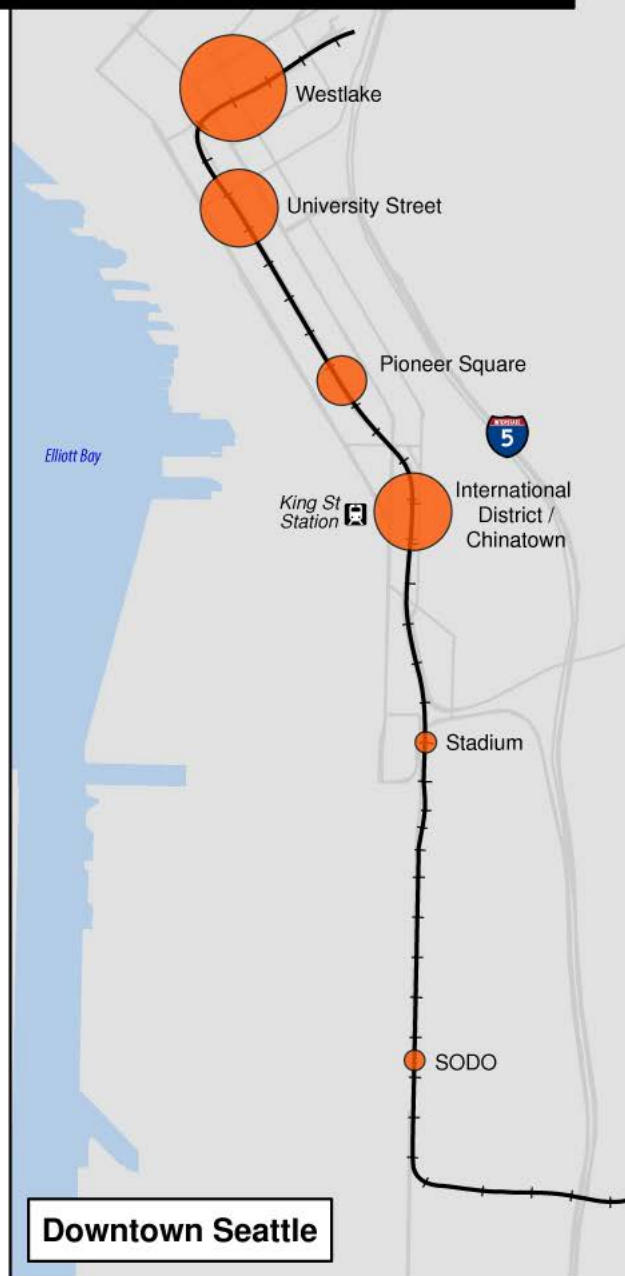
Performance Assessment

Ridership on Tacoma Link has increased steadily over the past three years. Average weekday ridership in 2012 was nearly 3,500 boardings, and on some days ridership surpassed 4,000 boardings. Saturday and Sunday ridership has also seen growth. Tacoma Link started as a fare-free service in accordance with Sound Transit's fare policy, which states that a service may operate without a passenger fare as long as projected fare revenue is less than the cost to collect fares. Tacoma Link ridership now exceeds this threshold. On September 26, 2013, the Sound Transit Board approved a \$1 adult fare to begin in September 2014. This fare, which will help fund Tacoma Link operations, will increase to \$1.50 in September 2016. Discounts will be available for youth, senior and disabled riders. Ridership and revenue forecasts in the Final 2014 SIP will be revised to reflect the start-up of fares on Tacoma Link.



Central Link Light Rail

Westlake - SeaTac Airport

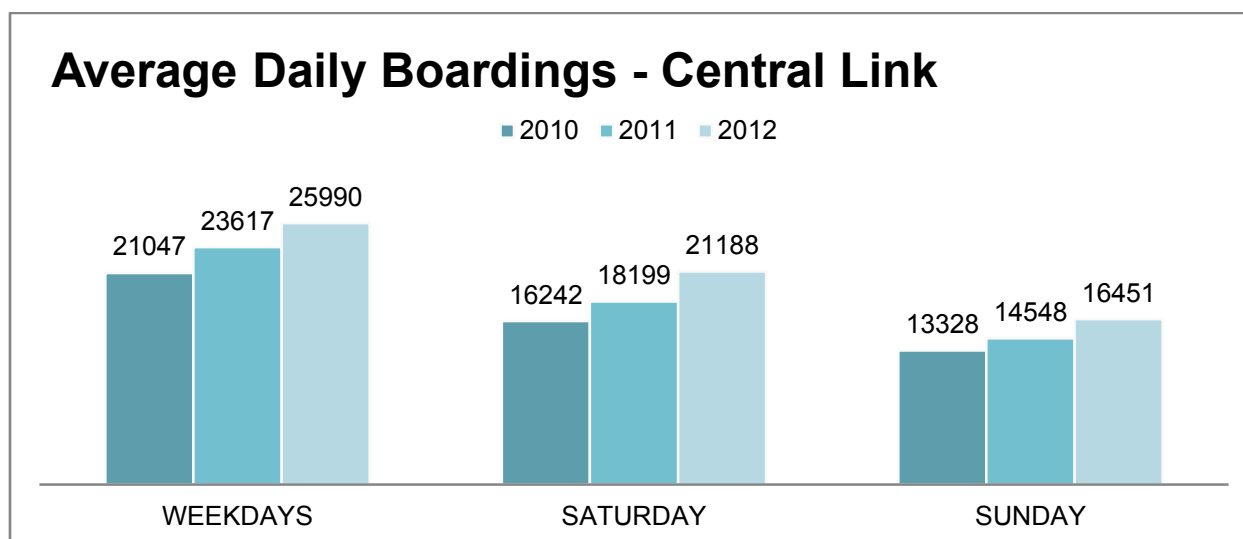


Description

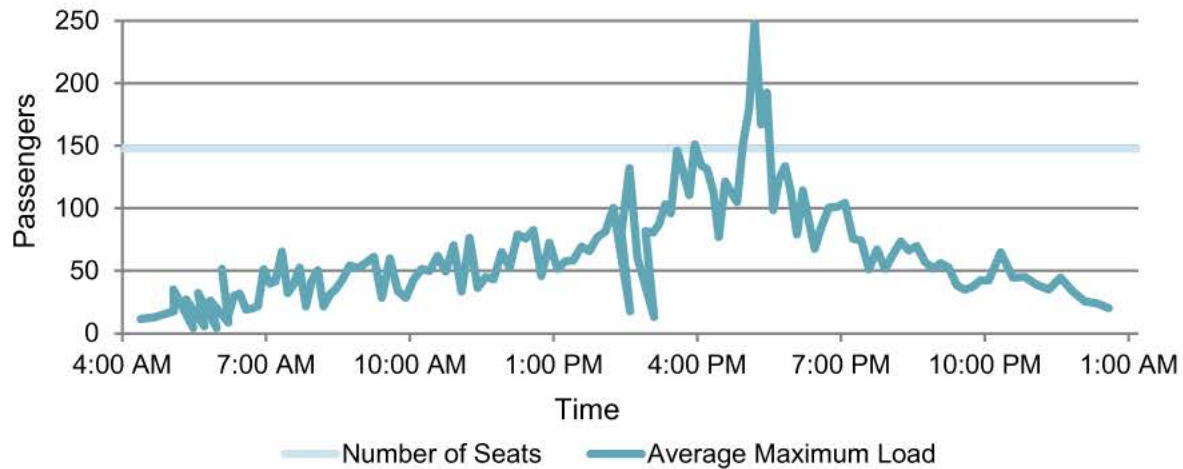
Central Link is a 15.6-mile light rail line comprising the 13.9-mile Initial Segment between downtown Seattle and Tukwila, opened in July 2009, and Airport Link, a 1.7 mile extension opened in December 2009. Today there are 13 stations, 11 in the city of Seattle, one in Tukwila, and one in SeaTac. The University Link Extension, which will extend Central Link 3.15 miles north from downtown Seattle to Capitol Hill and the University of Washington, and the South 200th Link Extension, which will extend the line 1.6 miles south from SeaTac/Airport Station to the new Angle Lake Station in SeaTac, are the next segments scheduled to open in 2016. Future extensions of Link are discussed further in Chapter 4, Preliminary Service Plan 2015-2019.

Performance Assessment

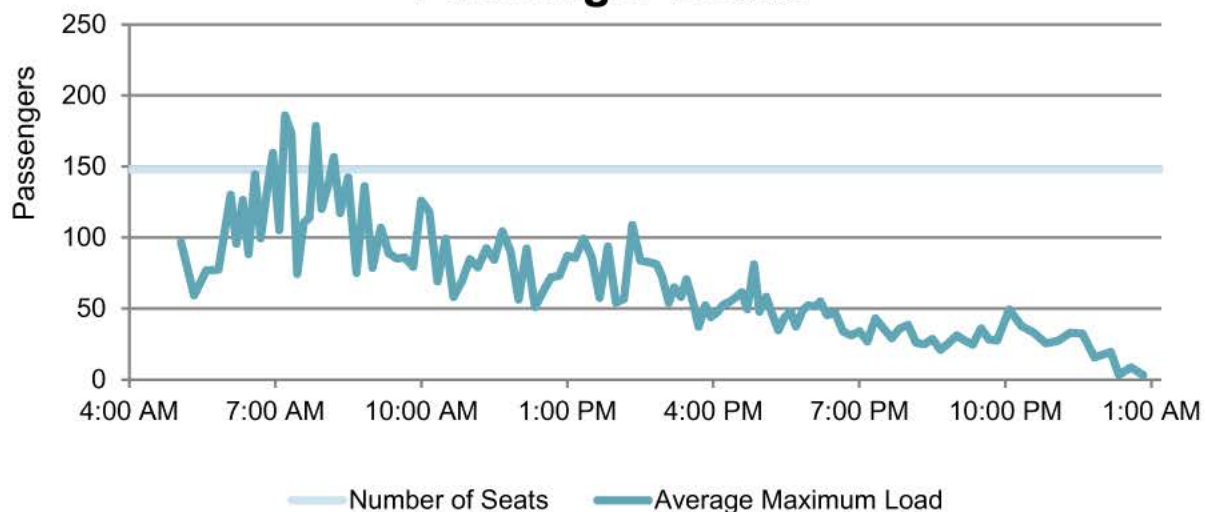
Ridership on Central Link continues to show strong growth. Average weekday boardings were 25,990 in 2012, with total annual ridership of 8.7 million – surpassing the 2012 ridership projection by 300,000 boardings. Increased ridership has led to improved productivity and cost-effectiveness.



Central Link Weekday Southbound Passenger Loads

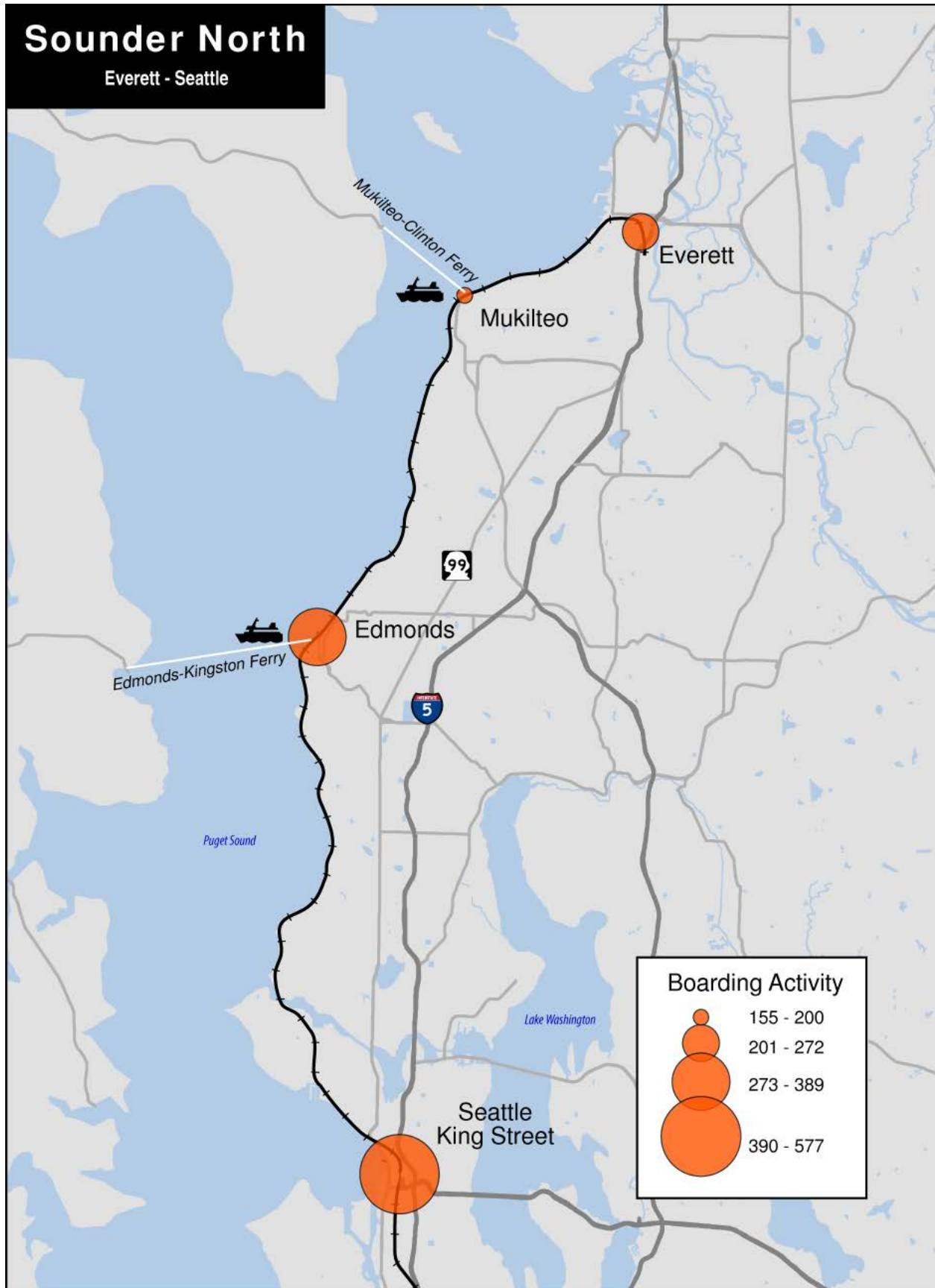


Central Link Weekday Northbound Passenger Loads



Sounder North

Everett - Seattle



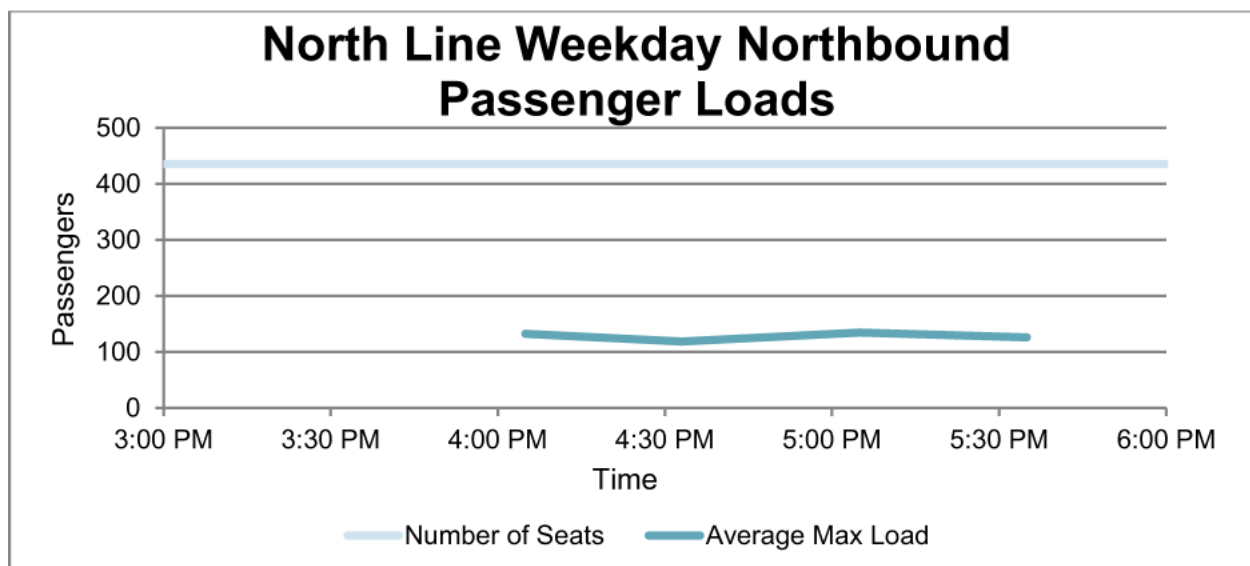
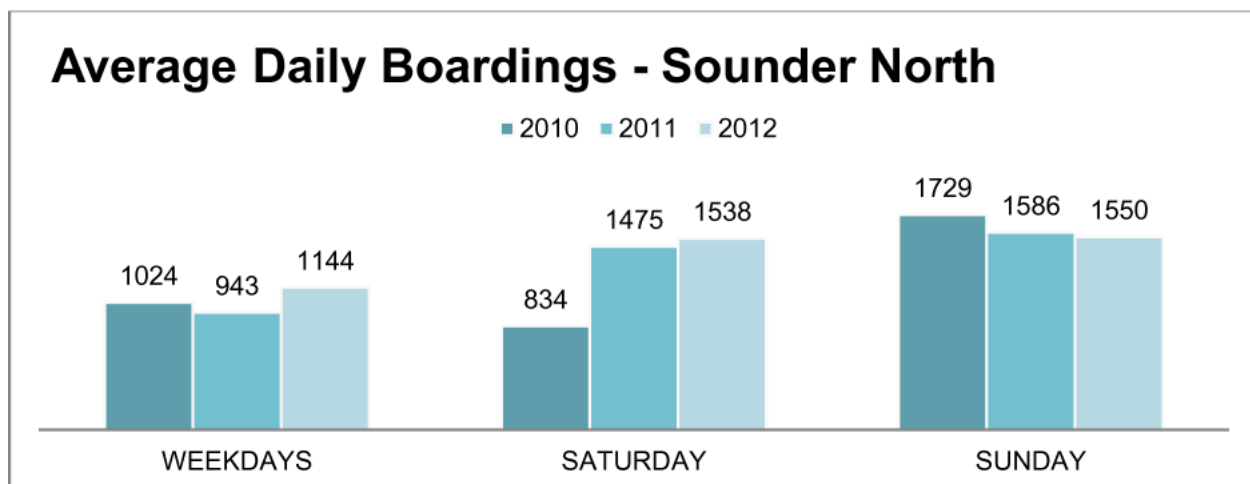
North Line

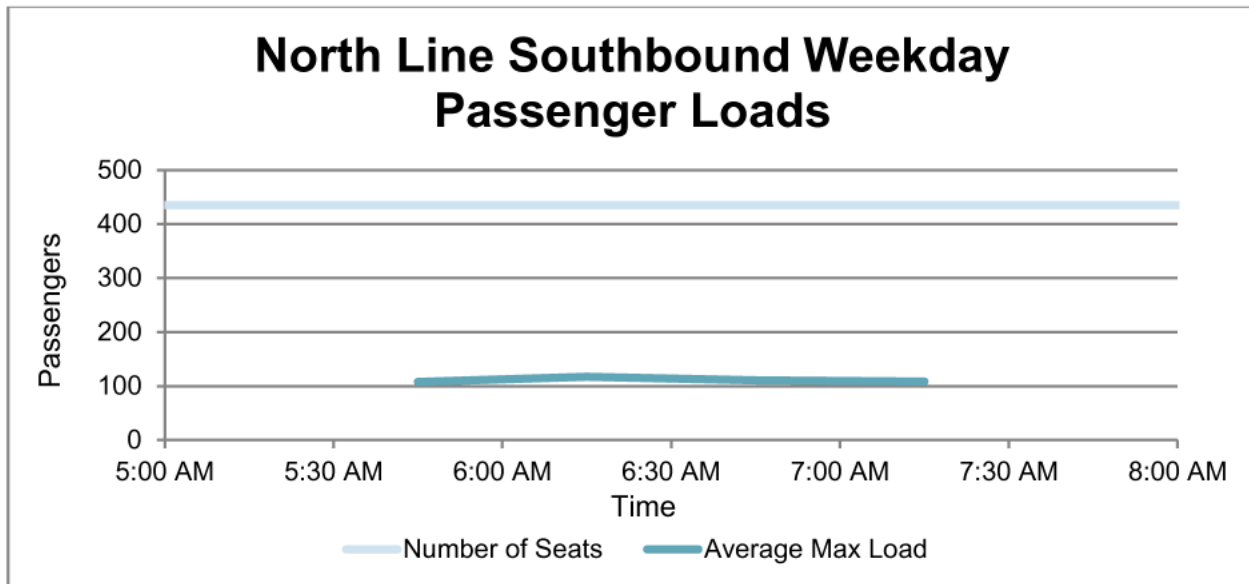
Description

The Sounder North Line began operation in December 2003 with one peak period round trip operating along Burlington Northern Santa Fe (BNSF) Railway tracks between Everett and Seattle with an intermediate stop in Edmonds. Mukilteo Station opened in 2008, and additional round trips were implemented in 2005, 2007, and 2008, bringing North Line commuter service to its maximum level of four round trips under Sound Transit's operating agreement with BNSF Railway. In September 2013, two of the four trainsets used on the line were converted from three cars to two cars, since two cars provide ample capacity for the current ridership. No changes were made to service levels. The two Sounder cars made available from this change were shifted to the South Line.

Performance Assessment

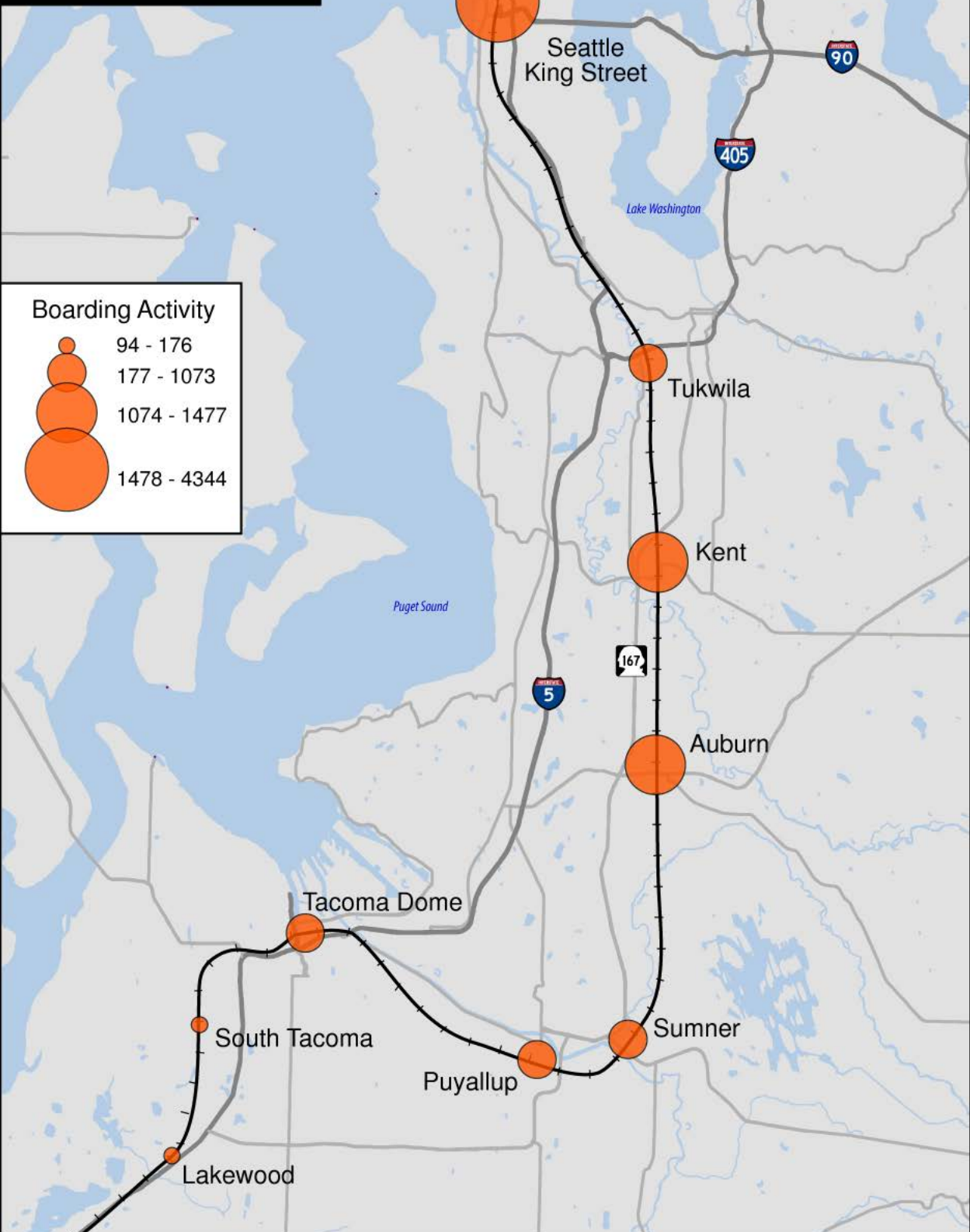
While ridership totals were up for 2012, weekday commuter boardings on the Sounder North Line continue to fall well short of original projections. Service dependability issues are one key reason. Mudslides caused more service cancellations in late 2012 and early 2013 than during any other time period in the line's history. While most commuters returned to the trains once the disruptions were over, it was clear that service dependability is an important factor affecting future North Line ridership growth. Sound Transit is in the process of developing long-term North Line service goals, including ridership performance targets. These goals would be supported by improvements in slide control, better station access and marketing. The performance plan should be completed by late 2013 or early 2014.





Sounder South

Lakewood/Tacoma - Seattle



Description

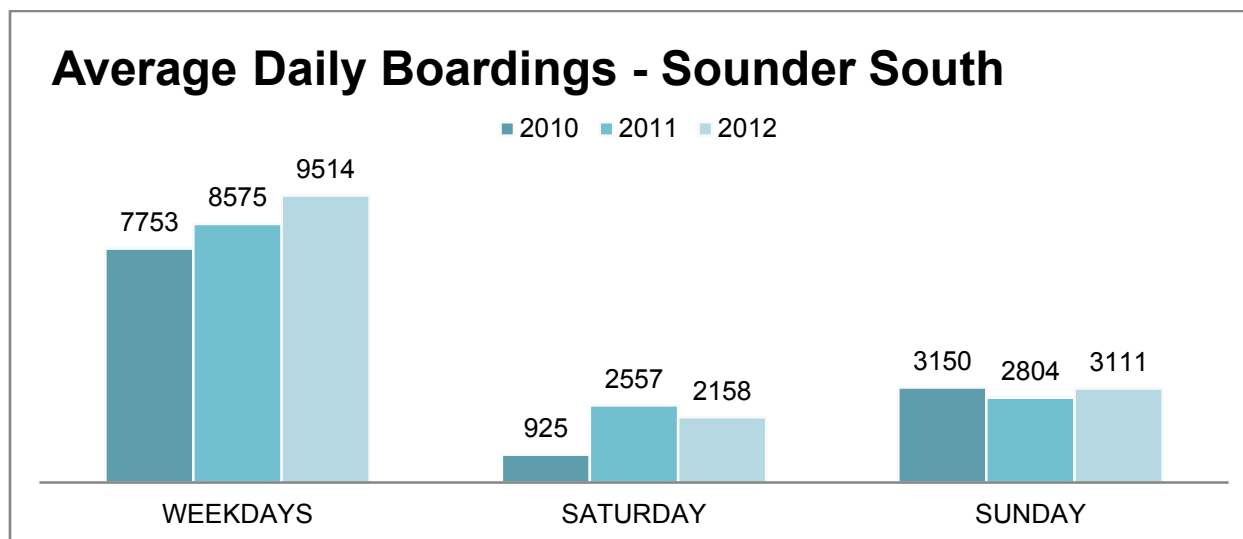
The Sounder South Line began operation in September 2000 with two peak period round trips operating northbound in the morning to Seattle and southbound in the afternoon to Tacoma. Starting in 2000, Sound Transit worked closely with BNSF to gradually ramp up service levels as Sound Transit-funded track and signal improvements were constructed along the line. With the start-up of the ninth South Line round trip in June 2009, Sound Transit completed implementation of the full service levels called for in the 1996 Sound Move Plan.

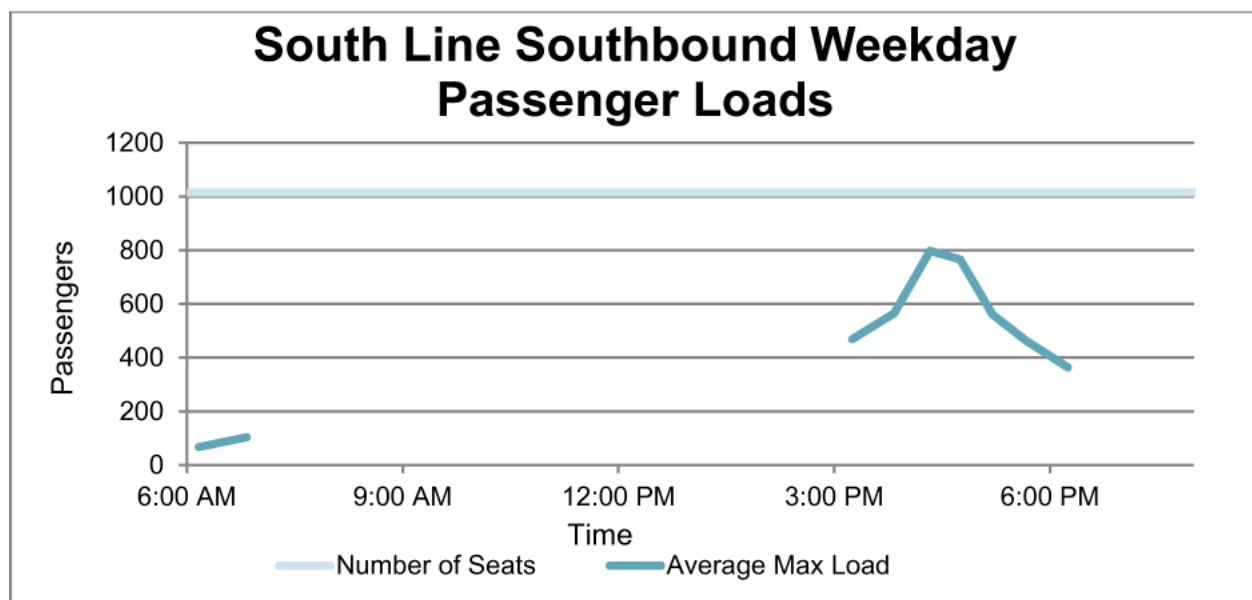
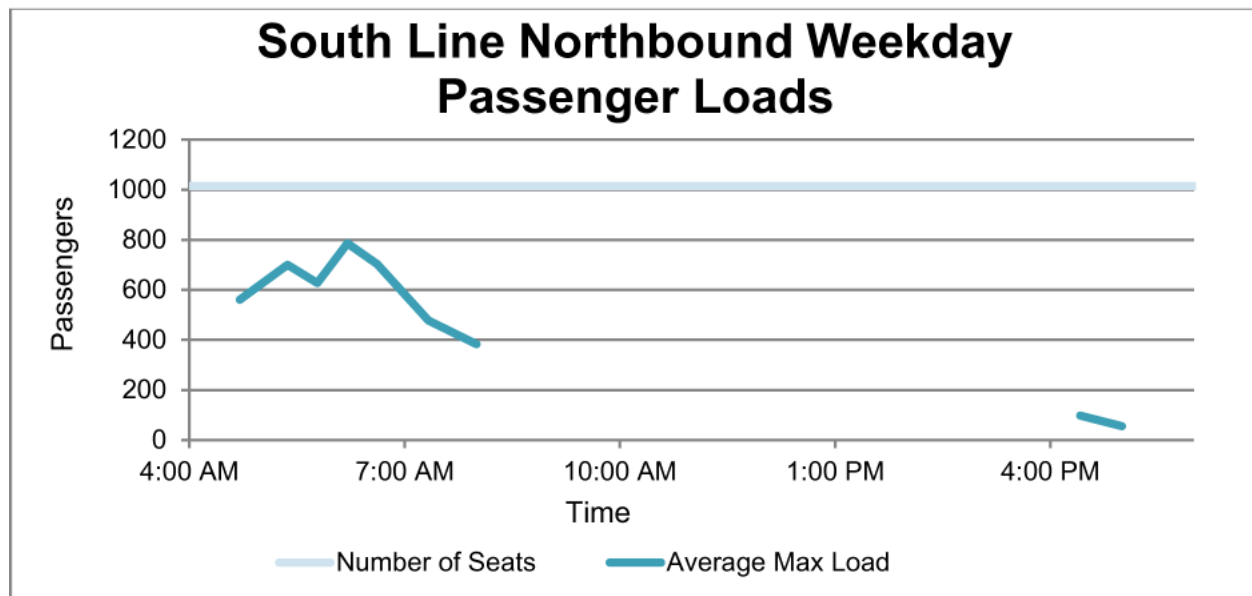
In October 2012, Sound Transit completed the long-planned extension of the South Line to South Tacoma and Lakewood. Four round trips continued to start and end at Tacoma Dome Station due to fleet and track limitations. In September 2013, Sound Transit added a tenth round trip serving the entire length of the line. The addition of this round trip was made possible by shifting Sounder cars from the North Line. With this change, trains operate every 20 minutes during the peak one hour of the morning and afternoon when demand is heaviest.

Trains use BNSF Railway and Tacoma Rail tracks between Tacoma Dome Station and Seattle, and Sound Transit-owned tracks between Tacoma Dome Station and Lakewood Station. There are intermediate station stops at South Tacoma, Tacoma Dome Station, Puyallup, Sumner, Auburn, Kent and Tukwila.

Performance Assessment

Sounder South Line continues to experience strong ridership growth. Average weekday boardings grew 11% from 2011 to 2012, and double-digit growth has continued into 2013, with trip-level passenger loads on the busiest trains nearing seated capacity. Saturday and Sunday ridership reflects special event service to downtown Seattle, and thus is highly dependent on the special events served. The charts below show annual average daily boardings and average maximum load by trip for Sounder South Line, together with a productivity comparison between 2011 and 2012.





ST Express Bus

Like Sounder and Central Link, ST Express bus service experienced strong ridership growth in 2012. Customers experienced unprecedented levels of crowding on ST Express services, particularly during peak commuting periods. Ridership has also increased in off-peak periods, including immediately before and after peak commuting times, during the midday, and on weekends. The strong growth has led to capacity issues on many trips and routes, which is discussed further in Chapter 4.

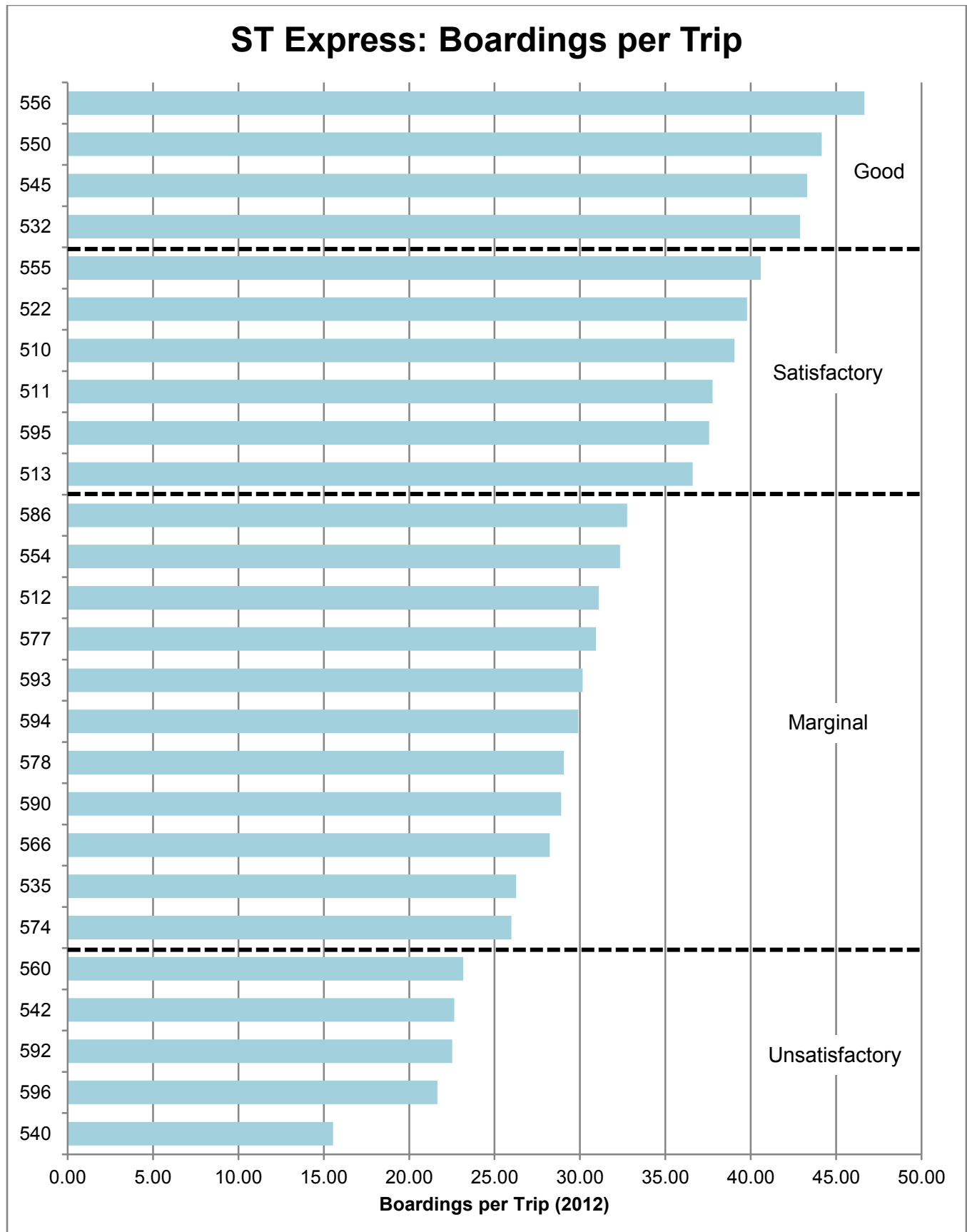
With only minor increases in budgeted service hours, strategies for addressing ST Express ridership growth have focused on schedule efficiencies and shifting resources from lower-ridership time periods to the peak. This is exemplified by the major restructure of Seattle-Snohomish County services implemented in September 2013, which resulted in ten new peak period/peak direction bus trips. However, the opportunities for continuing this approach are becoming more limited as ridership and productivity increases throughout the system.

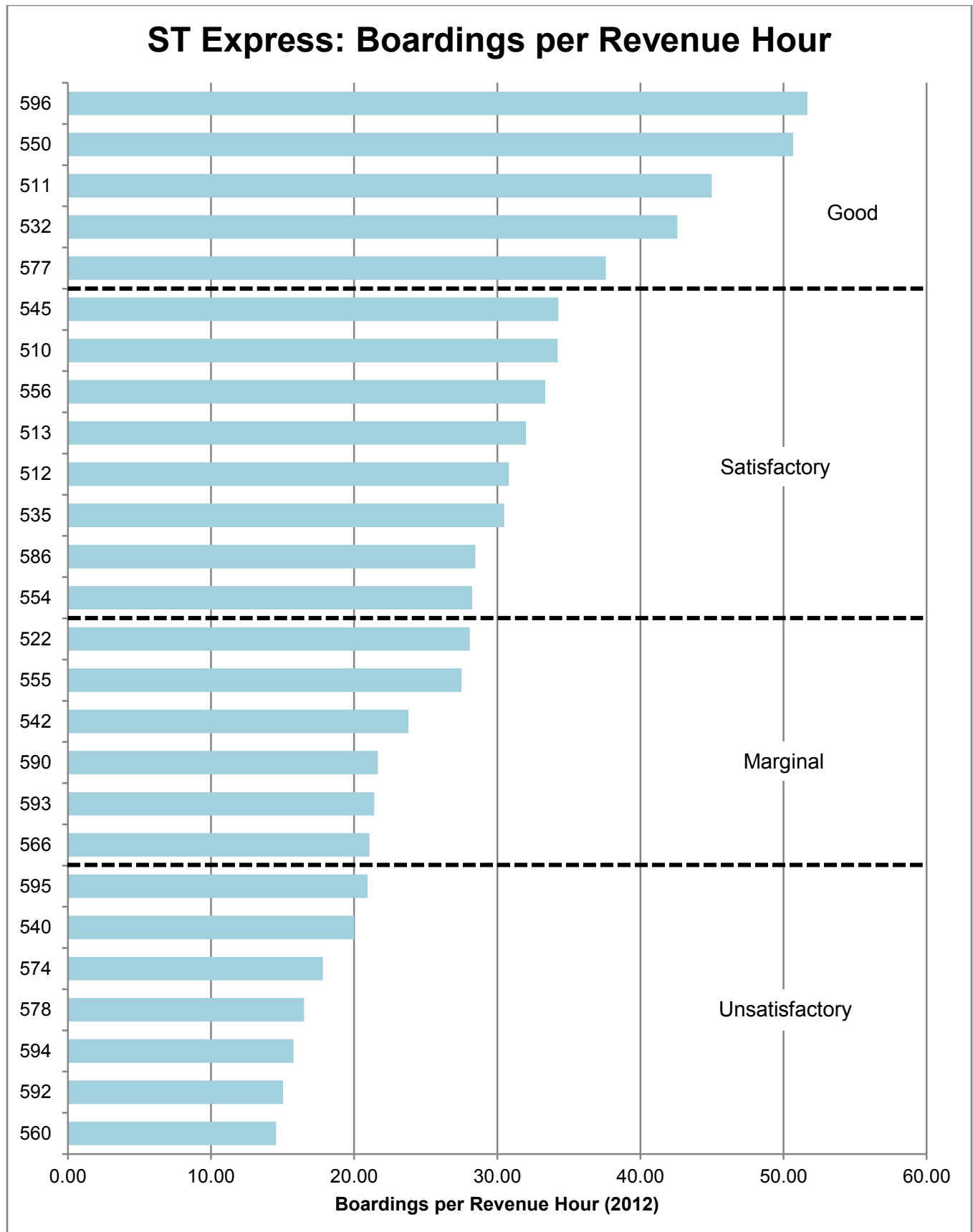
Per Sound Transit's *Service Standards and Performance Measures*, each ST Express bus route is evaluated on three criteria: passengers per platform hour, passengers per trip, and purchased transportation cost per boarding. The following three charts show each route's 2012 performance with respect to these three indicators, and are arranged in order of highest to lowest performing. Each route is then given a rating of good, satisfactory, marginal, or unsatisfactory based on its relationship to the system average, and an overall score is calculated for each route, as shown in Table 3. ST Express services are also evaluated by day type (weekday, Saturday, and Sunday) on the three performance measures, the results of which can be found in Appendix E.

Routes 550, 545, and 511 are the top performers in the ST Express network, receiving an overall score of "Good" with high performance in all three indicators. Route 550 has the highest passengers per revenue hour, the lowest cost per boarding and the second highest passengers per trip in the system. Together with Route 545, the 550 also shares the distinction of having the most serious overcrowding, as measured by peak load factors and the largest number of driver-reported "pass ups."

Several routes fall into the "Unsatisfactory" category due to low marks on one or more performance indicator. Routes 592, 540 and 560 were among the lowest performing routes in 2012. However, service changes intended to address these low performers were included in the 2012 and 2013 Service Implementation Plans and have been implemented over the past year with positive initial results. Sound Transit staff expects to see continued improvements in these routes as more data becomes available.

Individual routes are discussed in greater detail in the following sections of this chapter. Table 7 in Chapter 4 identifies unfunded ST Express capacity needs through 2019, based on forecast ridership growth and passenger load standards in the current Board-adopted *Service Standards and Performance Measures*.





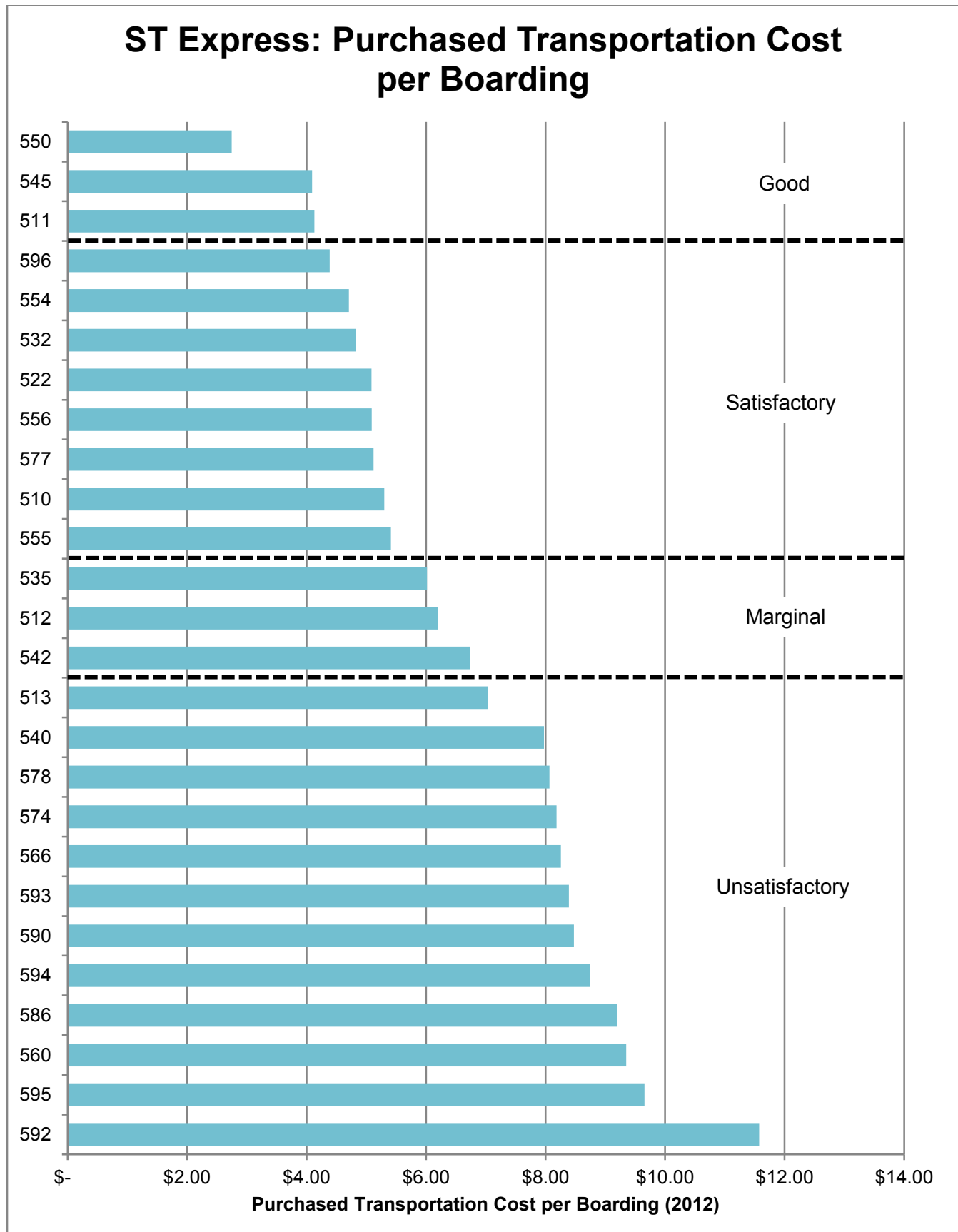
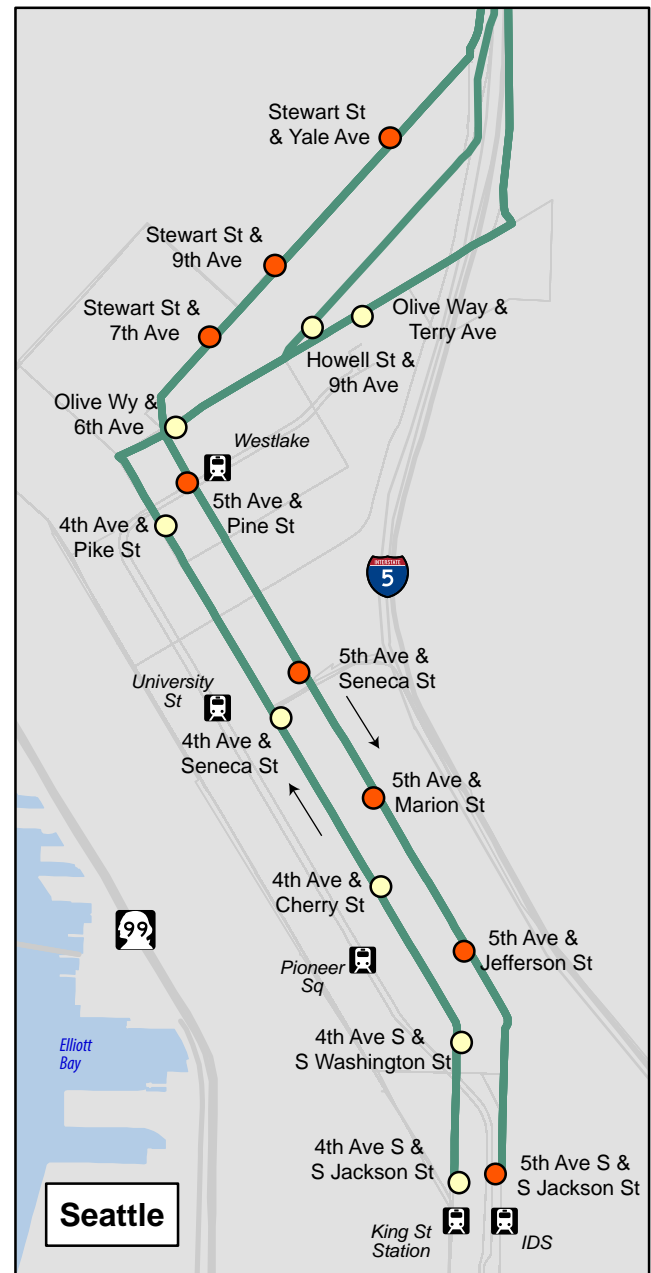
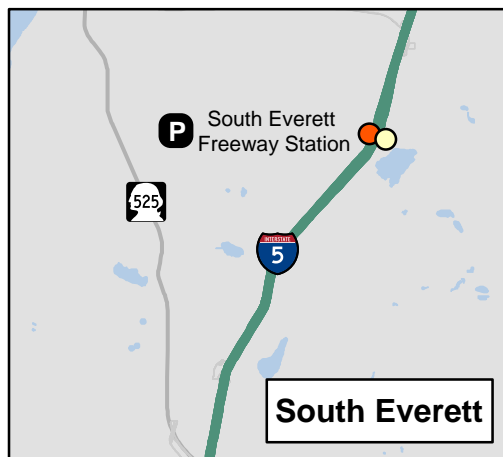
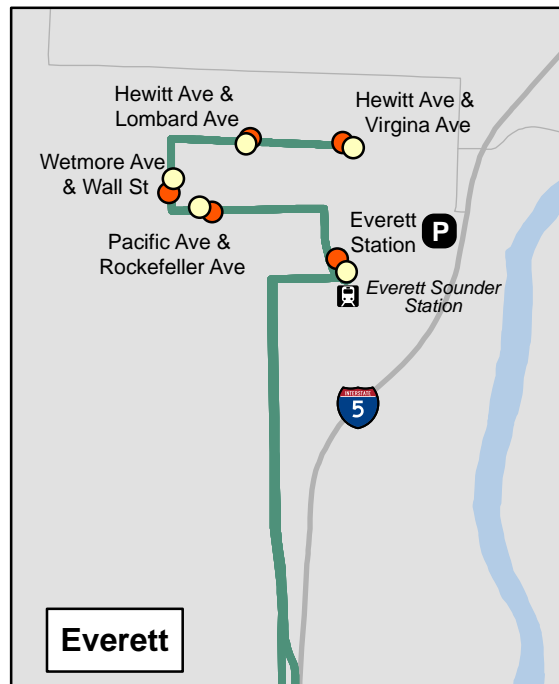
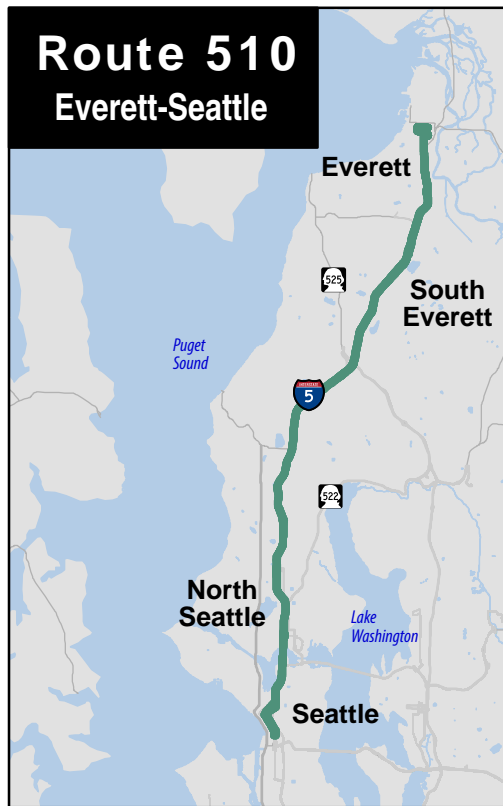


Table 3. ST Express Performance Summary

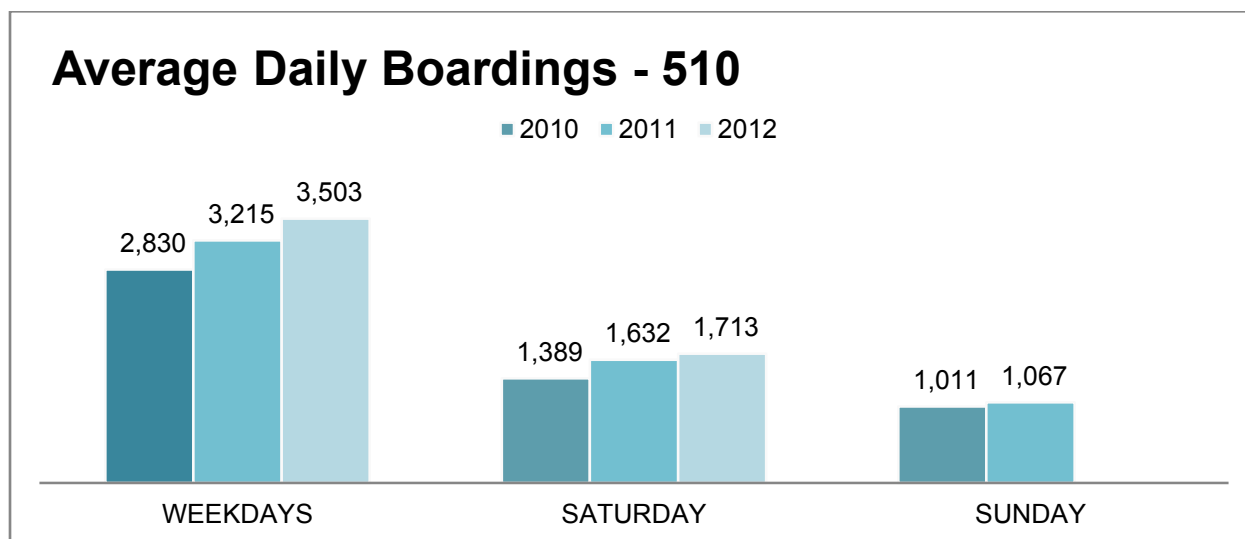
Performance Rating	Route	Description	Combined Performance Rating	Passengers per Trip	Passengers per Revenue Hour	Purchased Transportation Cost per Boarding
Good	550	Bellevue-Seattle	1.0	44.2	50.7	\$2.75
	545	Redmond-Seattle	1.3	43.3	34.3	\$4.09
	532	Everett-Bellevue	1.3	42.9	42.6	\$4.82
	511	Lynnwood-Seattle	1.3	37.8	45.0	\$4.13
Satisfactory	556	Issaquah-Northgate	1.7	46.7	33.4	\$5.09
	510	Everett-Seattle	2.0	39.0	34.2	\$5.30
	577	Federal Way-Seattle	2.0	30.9	37.6	\$5.12
	555	Northgate-Issaquah	2.3	40.6	27.5	\$5.41
	522	Woodinville-Seattle	2.3	39.8	28.1	\$5.09
	554	Issaquah-Seattle	2.3	32.3	28.2	\$4.71
	596	Bonney Lake-Sumner	2.3	21.7	51.7	\$4.39
Marginal	513	Evergreen/79th-Seattle	2.7	36.6	32.0	\$7.04
	512	Everett-Seattle (SUN)	2.7	31.1	30.8	\$6.20
	535	Lynnwood-Bellevue	2.7	26.3	30.5	\$6.02
	586	Tacoma-U. District	3.0	32.8	28.5	\$9.19
	595	Gig Harbor-Seattle	3.3	37.6	20.9	\$9.66
	593	South Tacoma-Seattle	3.3	30.2	21.4	\$8.39
	590	Tacoma-Seattle	3.3	28.9	21.7	\$8.47
	566	Auburn-Overlake	3.3	28.2	21.1	\$8.25
	542	Redmond-U. District	3.3	22.6	23.8	\$6.74
Unsatisfactory	594	Lakewood-Seattle	3.7	29.9	15.8	\$8.75
	578	Puyallup-Seattle	3.7	29.1	16.5	\$8.07
	574	Lakewood-SeaTac	3.7	26.0	17.8	\$8.18
	560	West Seattle-Bellevue	4.0	23.2	14.5	\$9.35
	592	DuPont-Seattle	4.0	22.5	15.0	\$11.57
	540	Kirkland-U. District	4.0	15.5	20.0	\$7.97



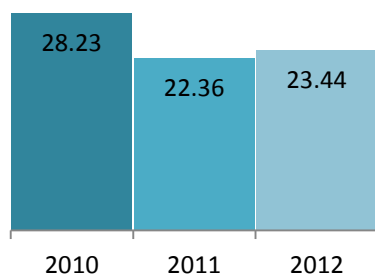
Route 510 Everett-Seattle Express began operation as a peak period-only service in September 1999. The route operates along the Interstate 5 corridor, with an intermediate stop at South Everett Park-and-Ride. Route 510 gradually expanded from weekday peak-only service to service all day, seven days a week in both directions, with increases in frequency over the years in response to ridership growth.

In June 2011, Sunday Route 510 and Route 511 services were combined into Route 512 as an efficiency measure. By combining the two routes, frequent service was maintained while still achieving operating savings and improved productivity. In September 2013, a major restructure converted all off-peak service on Route 510 to Route 512 service, shifting the 510 back to its original role as a peak period, peak direction-only route. All reverse commute, midday, night, and weekend service between Seattle and Snohomish County is now provided by Route 512. The restructure also deleted all Route 510 service between downtown Everett and Everett Station, except for three early morning weekday trips.

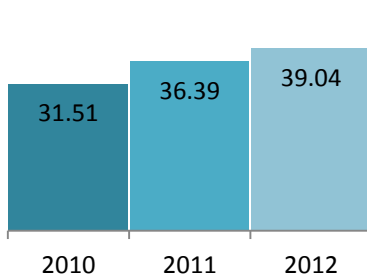
Route 510 is a “Satisfactory” performer overall, but is particularly busy during weekday peak periods in the peak direction (southbound in the morning and northbound in the afternoon) with frequent overcrowded conditions. The September 2013 restructure was aimed at addressing peak period overcrowding while continuing to provide a high level of service to customers traveling at all times of day. The following charts show average daily boarding trends for the past three years and average maximum load by trip for the Spring 2013 service change.



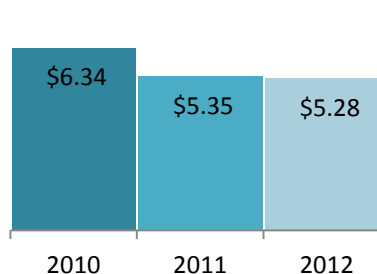
Boardings Per Hour



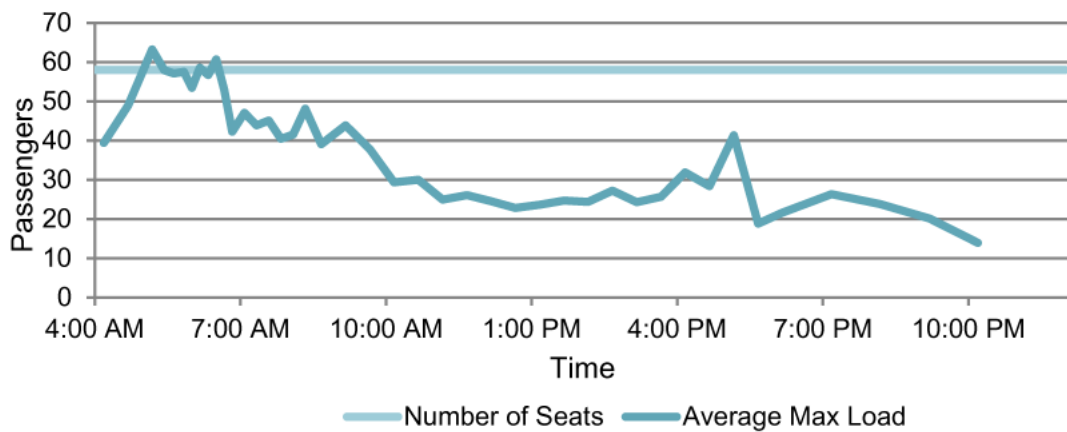
Boardings Per Trip



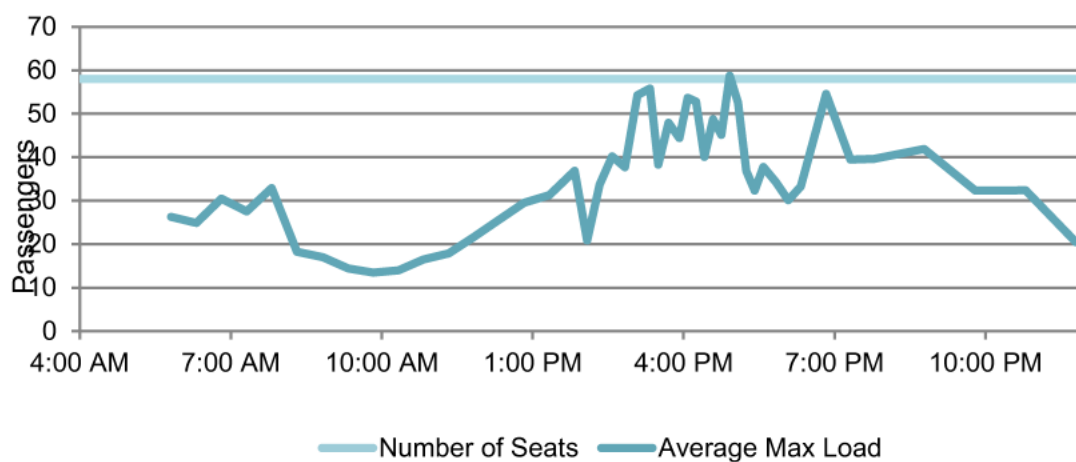
Purchased Cost Per Boarding

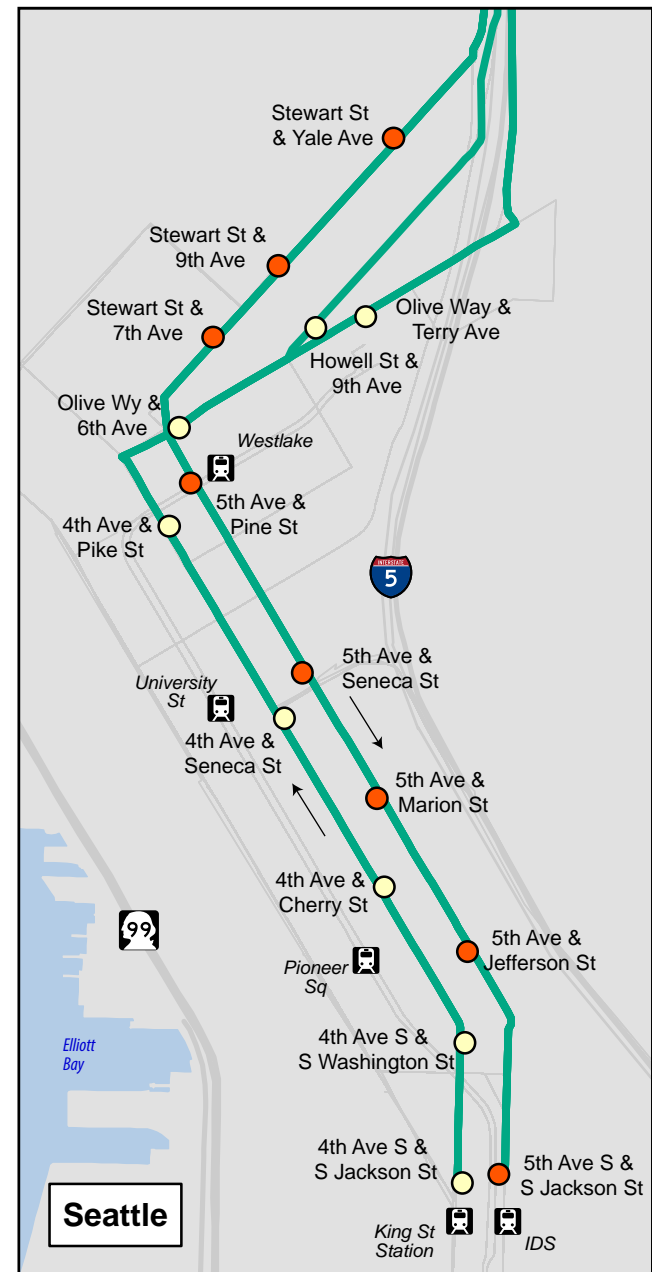
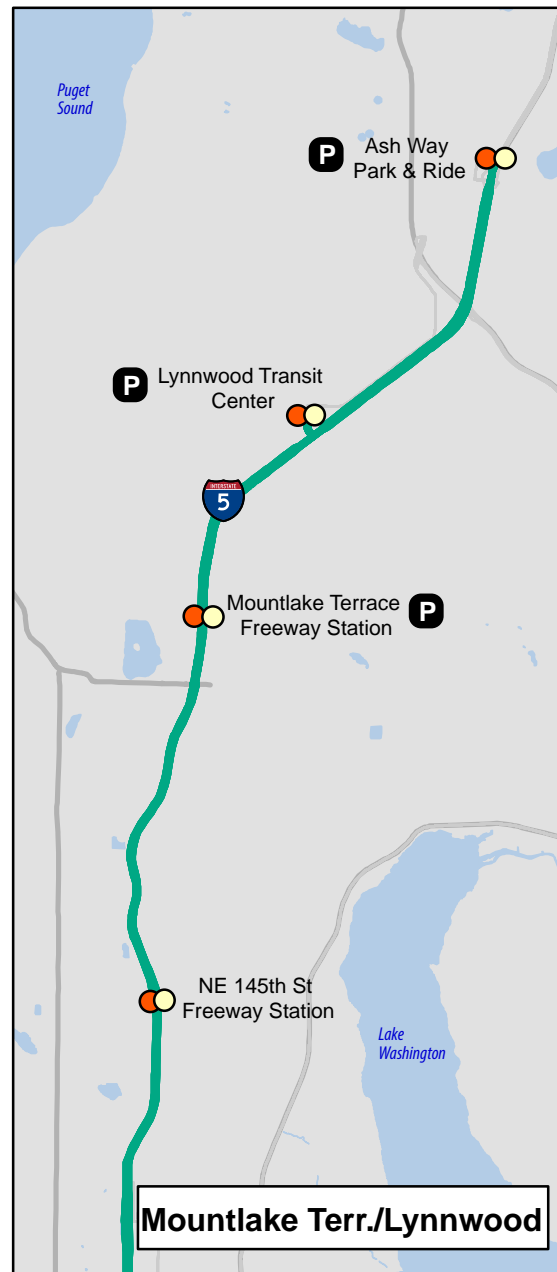
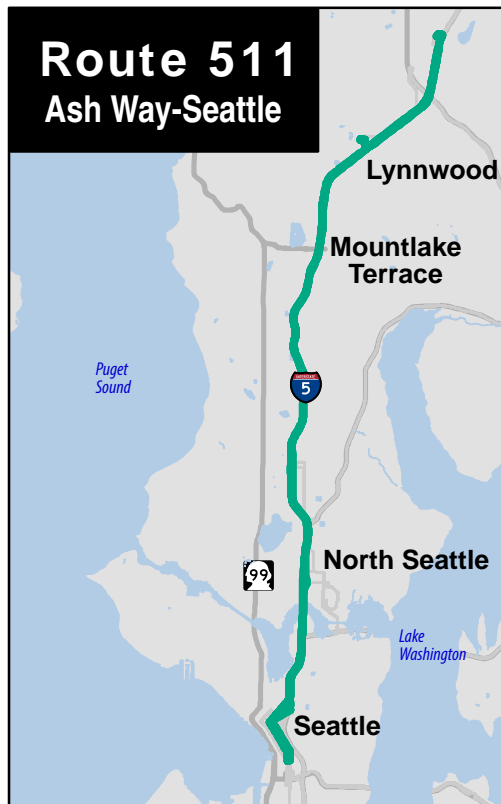


510 Weekday Southbound Passenger Loads



510 Weekday Northbound Passenger Loads

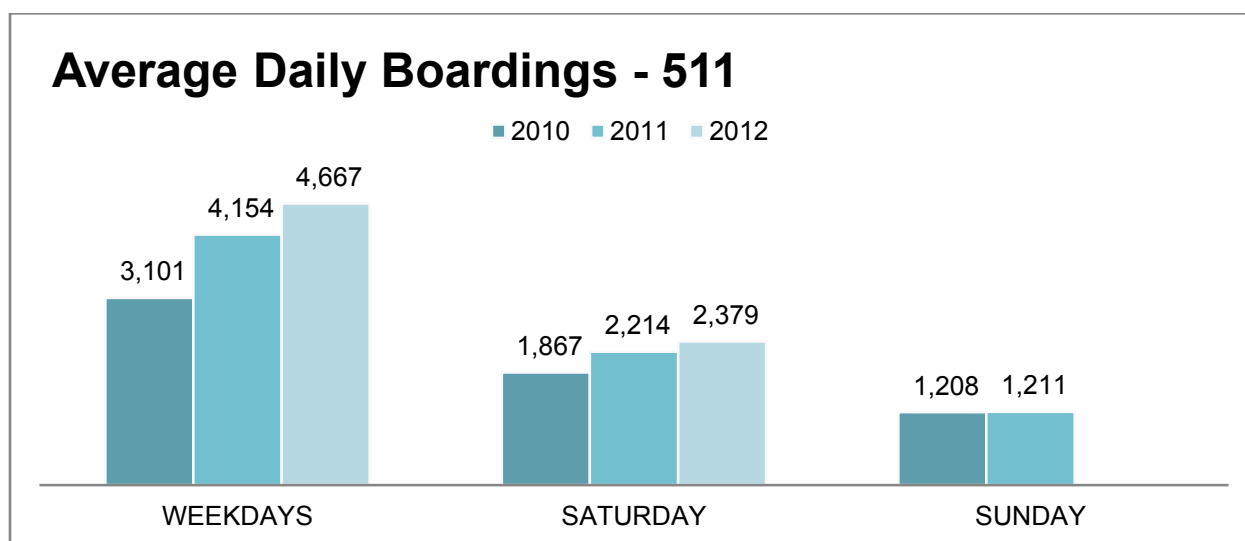




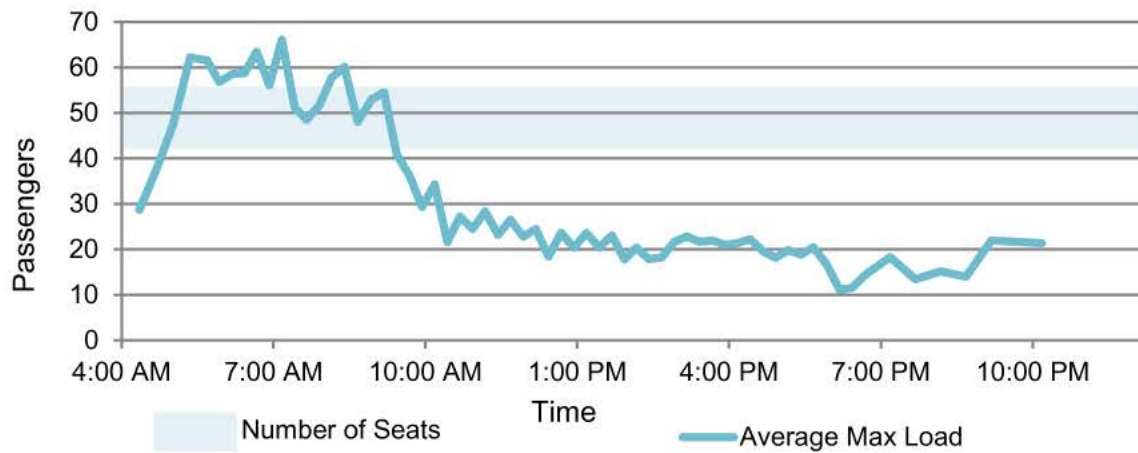
Route 511 Ash Way/Lynnwood-Seattle Express began operation as a peak period-only service in September 1999. It operates along the Interstate 5 corridor, with intermediate stops at Lynnwood Transit Center and Mountlake Terrace Freeway Station. In 2003, service was expanded to operate all day, seven days a week in both directions with frequency improvements over the ensuing years in response to ridership growth.

Route 511 began serving the new Mountlake Terrace Freeway Station in March 2011, and peak period service levels were doubled from every 30 minutes to every 15 minutes in response to strong demand from the adjacent Mountlake Terrace Park-and-Ride. As noted in the Route 510 section, Route 511 was combined with Route 510 on Sundays and holidays in June 2011, creating new Route 512. With the September 2013 restructure, all off-peak 511 trips were converted to Route 512 service, thus providing a frequent core route between downtown Seattle, Mountlake Terrace, Lynnwood and Everett seven days a week. Route 511 continues to operate during peak periods in the peak direction between Ash Way and downtown Seattle.

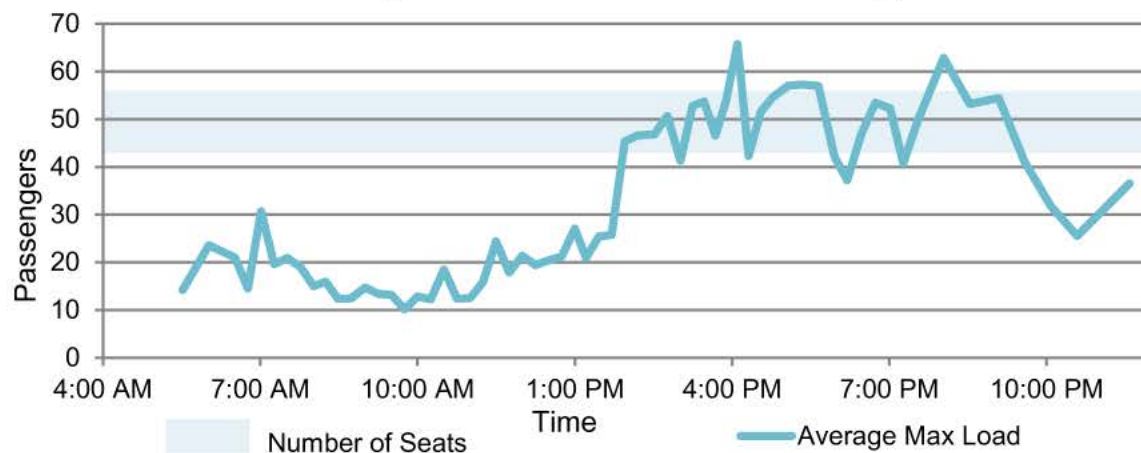
Carrying 1.3 million passengers in 2012, Route 511 is a top performer in the ST Express system. Like Route 510, peak commuter service is frequently overcrowded, with average maximum load regularly at or above the seated capacity of the bus.



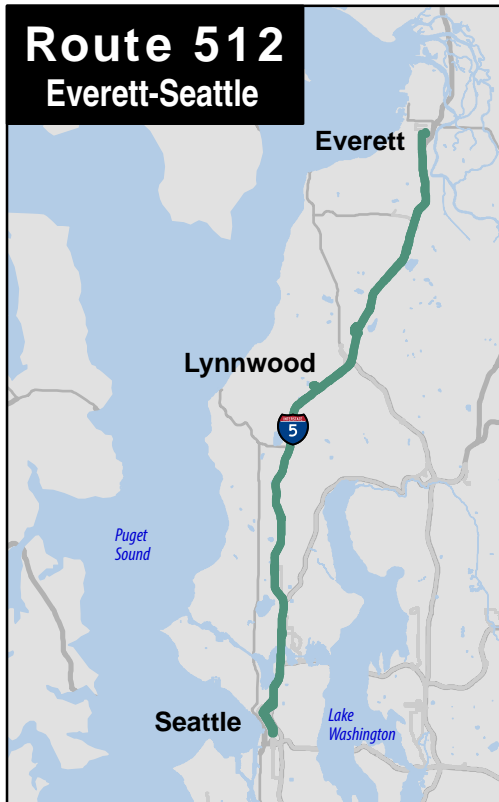
511 Weekday Southbound Passenger Loads



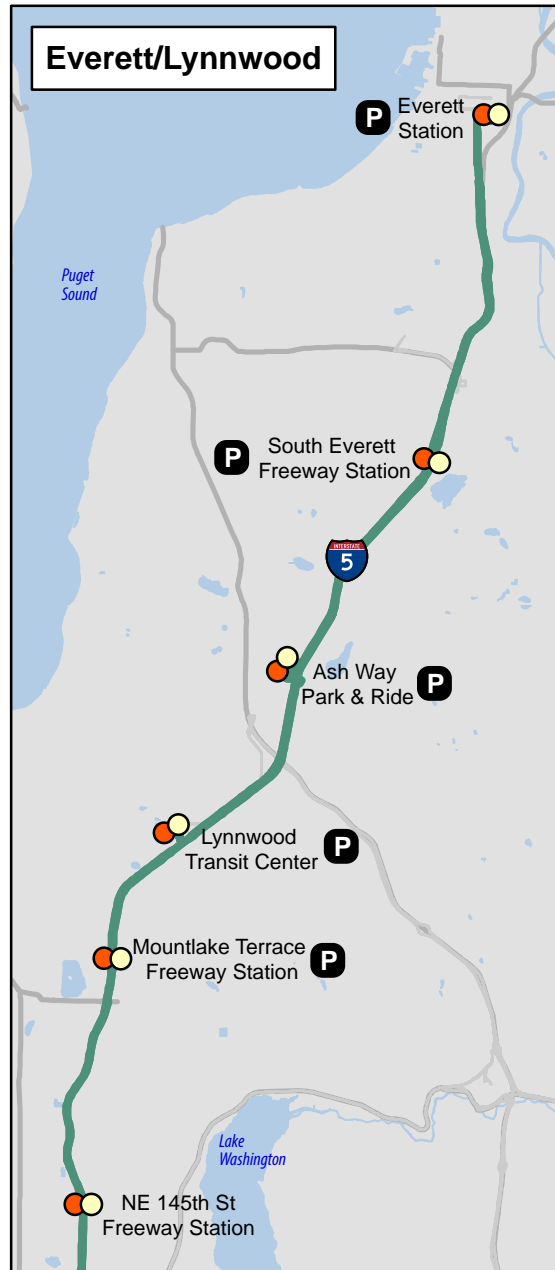
511 Weekday Northbound Passenger Loads



Route 512 Everett-Seattle

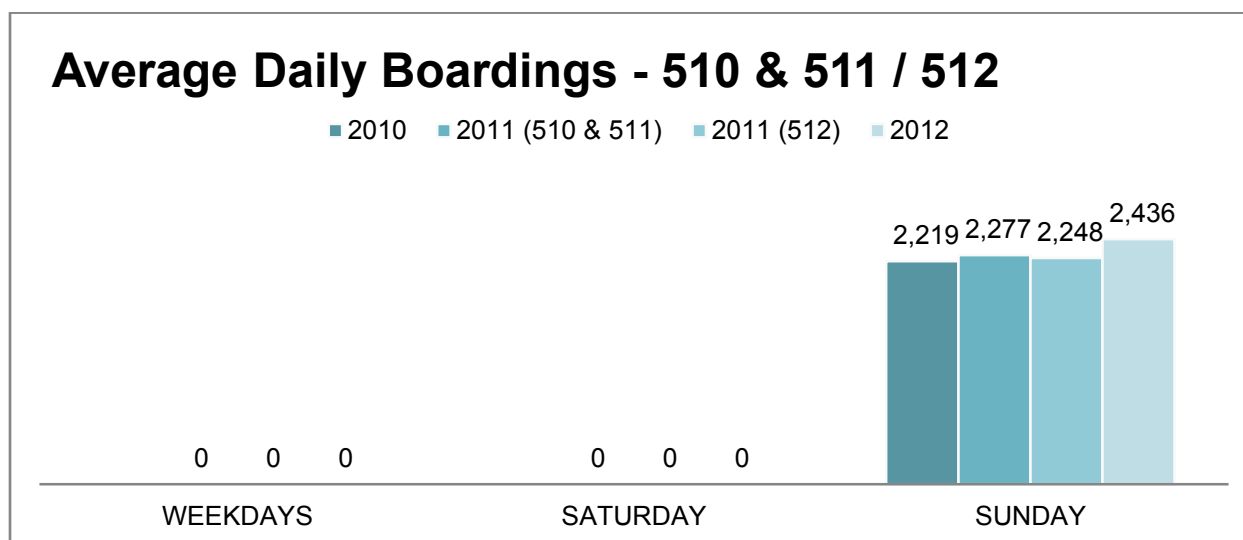


Everett/Lynnwood

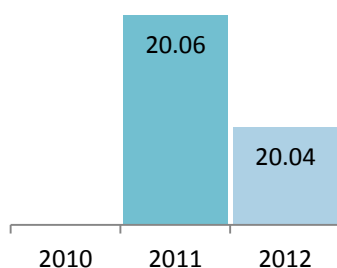


Route 512 was created as a Sunday-only service in June 2011 by combining Routes 510 and 511 into one route. The 512 stops at all transit facilities served by Routes 510 and 511 between Everett and downtown Seattle, including Everett Station, South Everett Freeway Station, Ash Way Park-and-Ride, Lynnwood Transit Center, Mountlake Terrace Freeway Station, and the NE 145th and NE 45th Freeway Stations. With implementation of a major route restructure in September 2013, all reverse-commute, midday, night and weekend service between Snohomish County and Seattle is provided by Route 512. Routes 510 and 511 continue to operate as weekday peak period/peak direction services only. The 512 is a core route providing frequent seven-day-a-week service between Snohomish County and Seattle and also between important activity centers within Snohomish County.

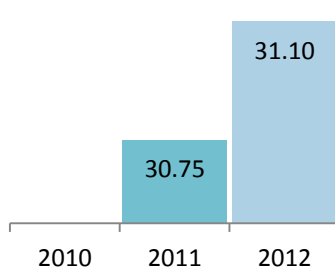
Route 512 has been a successful Sunday route with strong ridership throughout the day. Ridership on Route 512 in 2012 surpassed combined 510 and 511 Sunday ridership from previous years, proving it to be a change that was both efficient and effective. Expanding Route 512 into a seven-day-a-week route permitted more frequent off-peak service between Everett and Seattle, increasing from every 30 minutes to every 15 minutes throughout most of the day on weekdays and Saturdays. While Route 512 added travel time during off-peak periods between Everett and Seattle due to additional stops, the added frequency has strengthened the regional network by improving connections with other routes all along the corridor. Schedule efficiencies gained from the consolidation were used to add ten new peak period commuter trips on Routes 510 and 513.



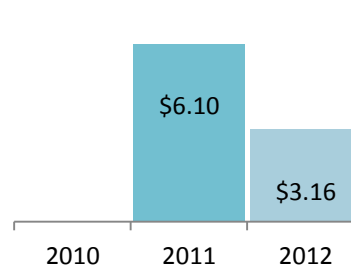
Boardings Per Hour



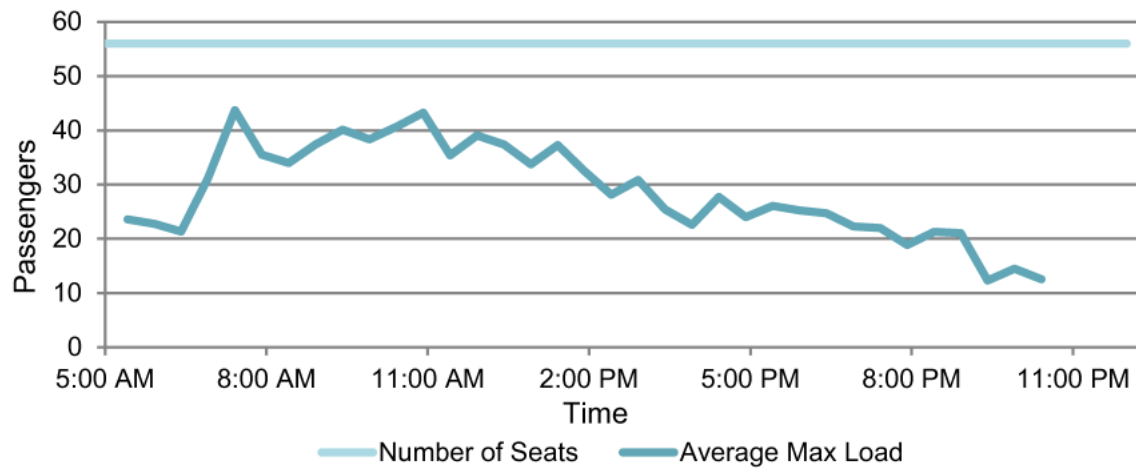
Boardings Per Trip



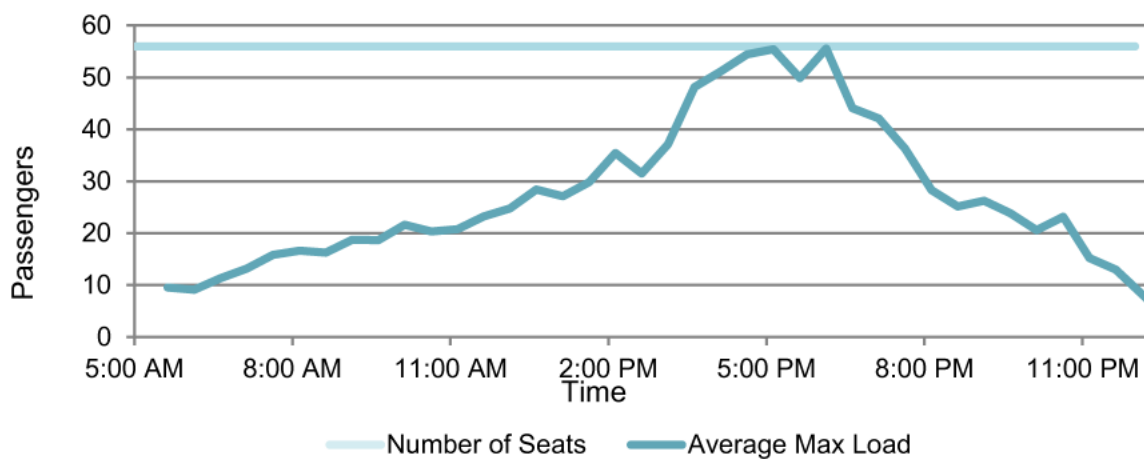
Purchased Cost per Boarding

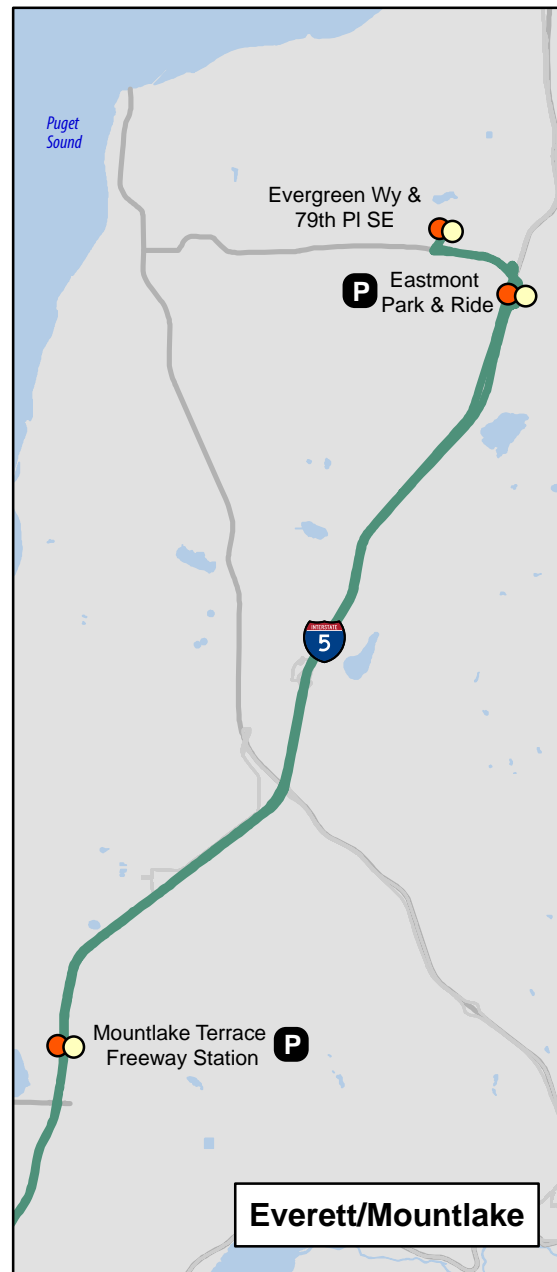
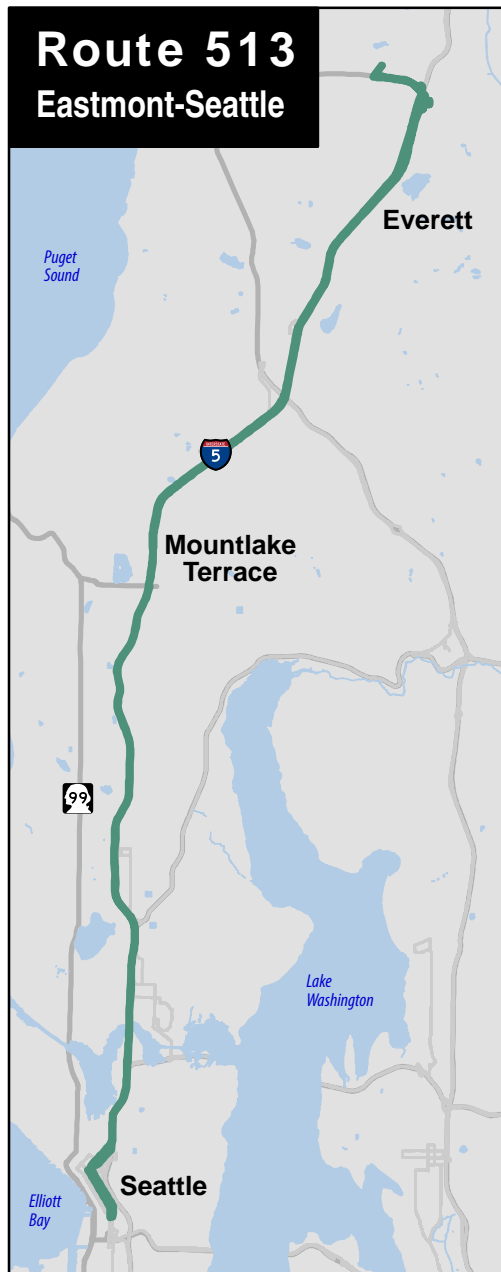


512 Sunday Southbound Passenger Loads



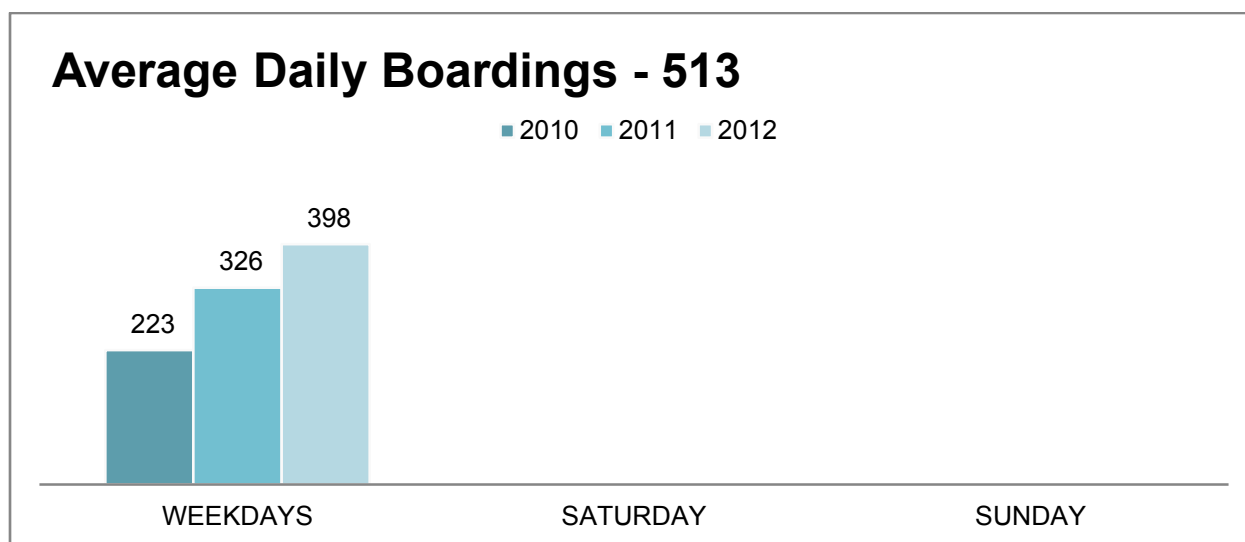
512 Sunday Northbound Passenger Loads



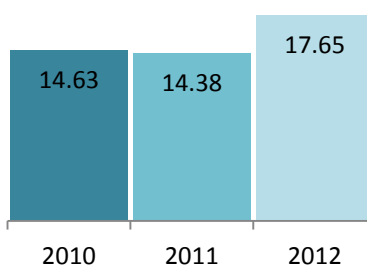


Route 513 Everett-Seattle Express began operation as a peak period-only service in September 1999. It originates on Evergreen Way in Everett, serving intermediate stops at Eastmont Park-and-Ride and Mountlake Terrace Freeway Station. In an effort to attract customers to Eastmont from the overcrowded South Everett Park-and-Ride less than two miles away, several new peak trips were added to improve frequency and convenience for peak commuters in the September 2013 service restructure.

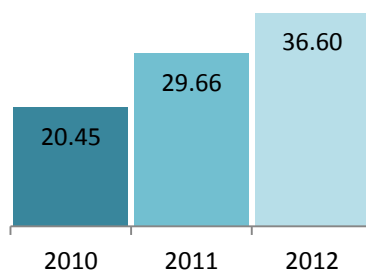
Ridership on the route has steadily increased over the past three years, and staff anticipates that the new trips added in the fall 2013 restructure of I-5 north service will attract new riders to the route with more robust service levels and ample parking capacity.



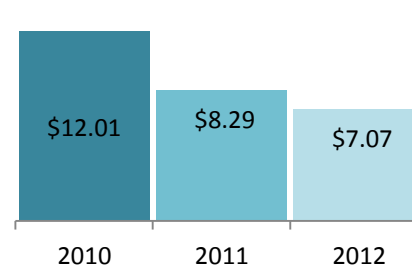
Boardings Per Hour



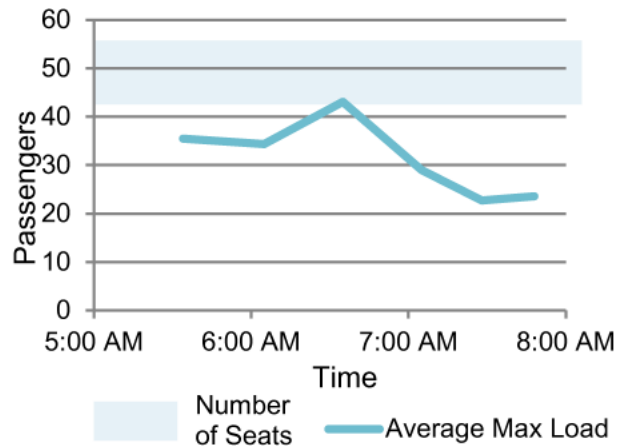
Boardings Per Trip



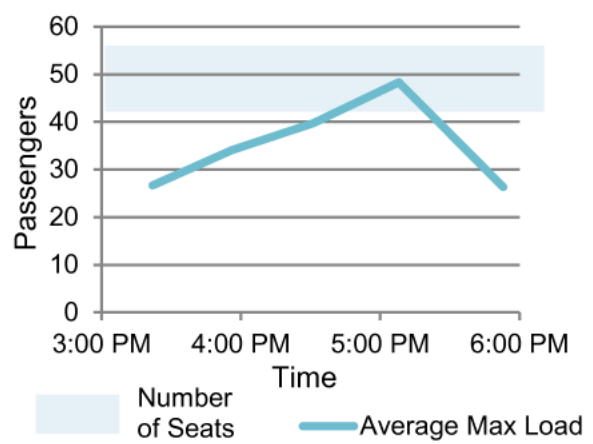
Purchased Cost per Boarding



513 Weekday Southbound Passenger Loads

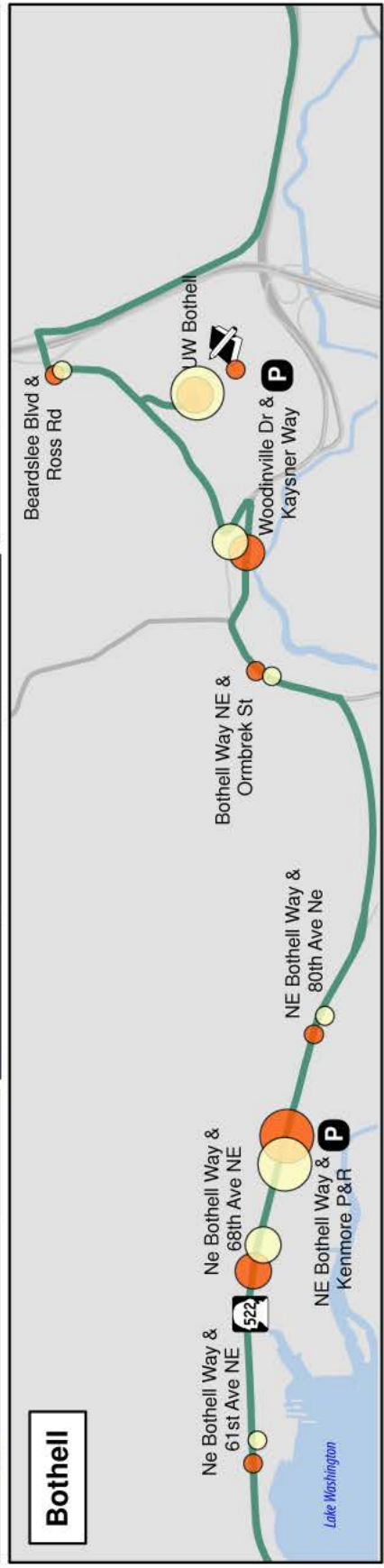
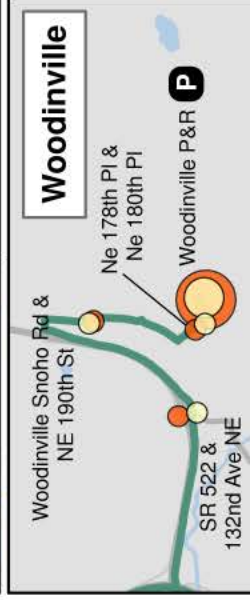
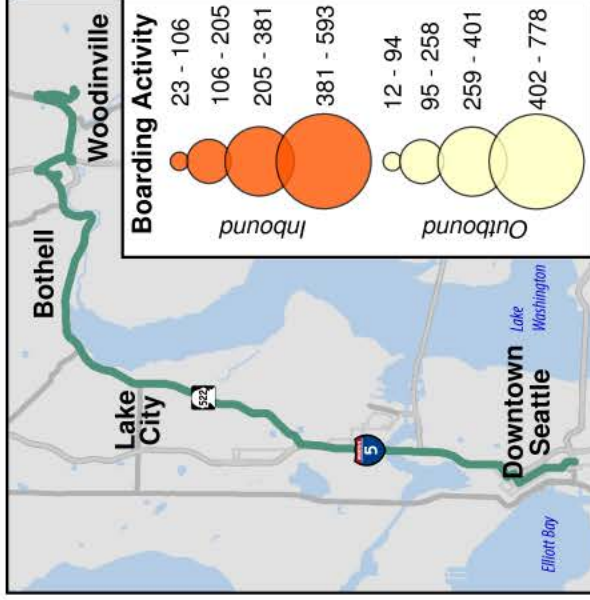
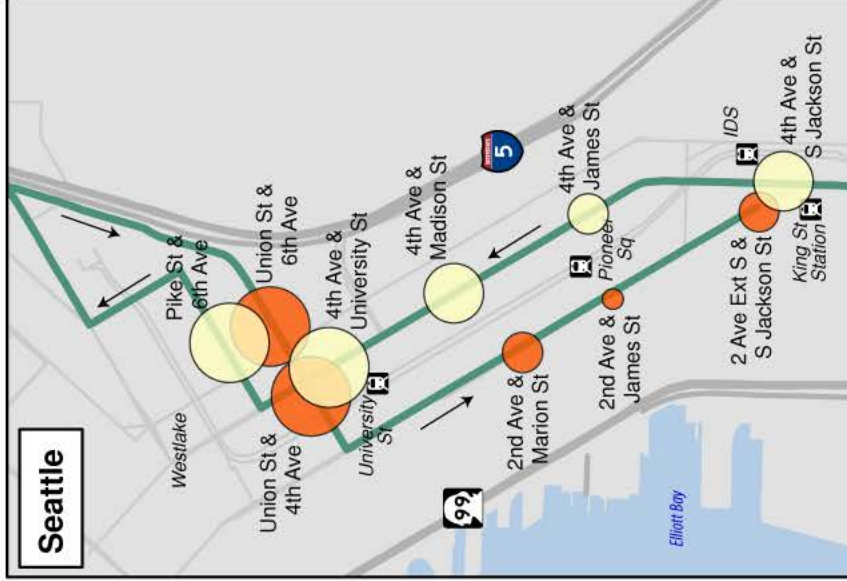


513 Weekday Northbound Passenger Loads



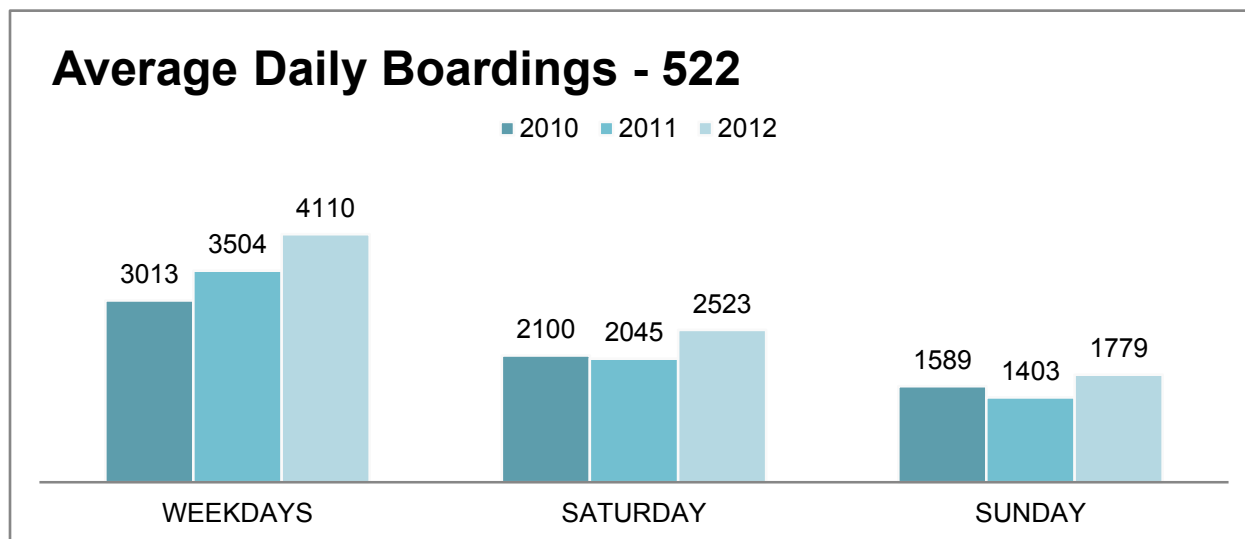
Route 522

Woodinville - Seattle Express

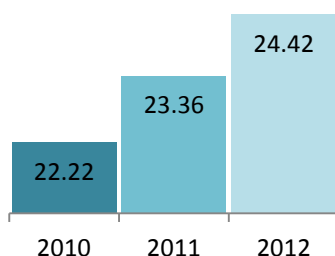


The Woodinville to Seattle Express began service in September 2002. It operates along the SR-522 and I-5 corridors, with key intermediate stops at UW-Bothell/Cascadia Community College, Kenmore Park-and-Ride, Lake Forest Park, and the Lake City area of Seattle. Service operates all day, seven days a week in both directions and, with the exception of frequency improvements over the years, has remained unchanged in routing and stops served. Most recently, peak-direction trips were added in February 2011 upon the availability of new buses, and extra trips were added in October 2011, funded through discontinued trips in the evening hours.

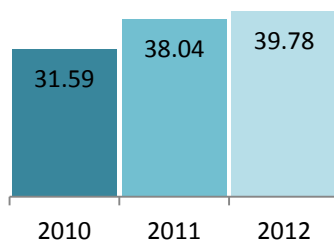
With relatively high ridership throughout the day, Route 522 is a strong performer in the ST Express system, with an overall “Satisfactory” rating. Weekday, Saturday, and Sunday ridership in 2012 exceeded the two previous years, and as shown in the average maximum load charts, ridership on select peak period trips exceeds seating capacity.



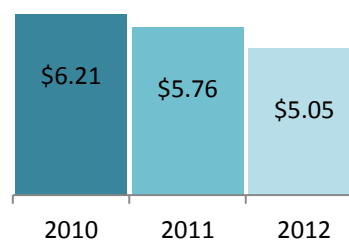
Boardings Per Hour

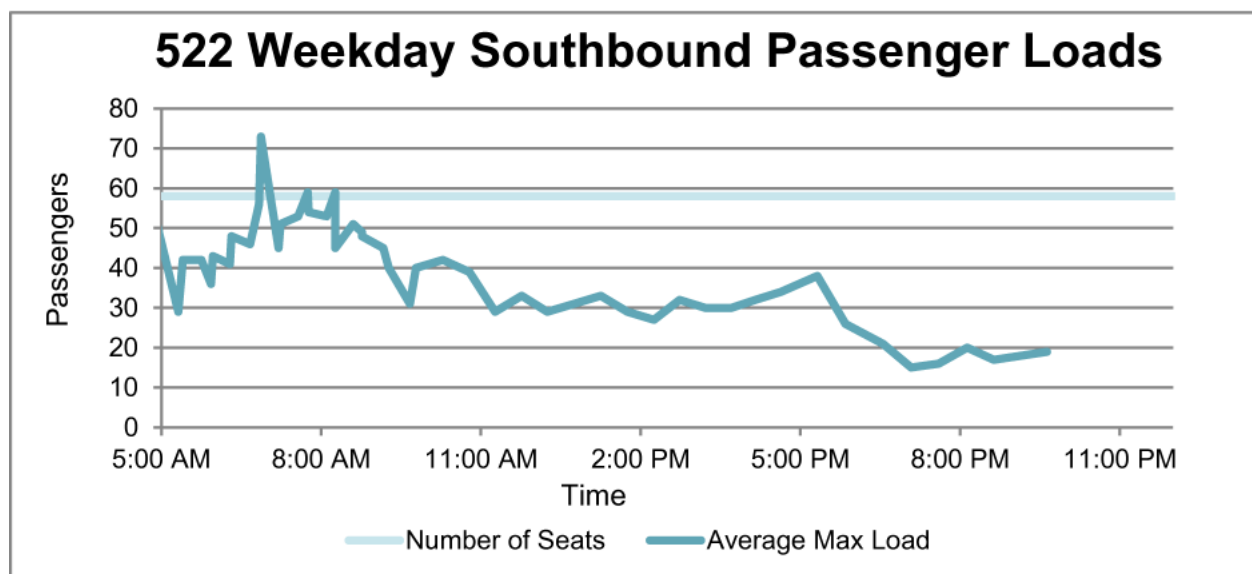
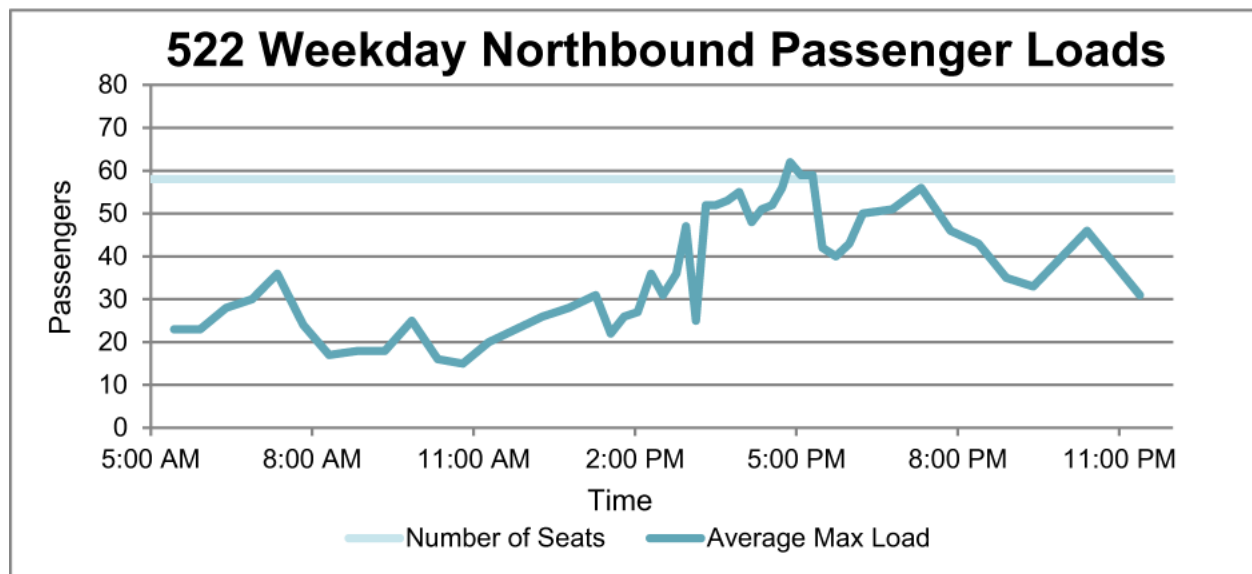


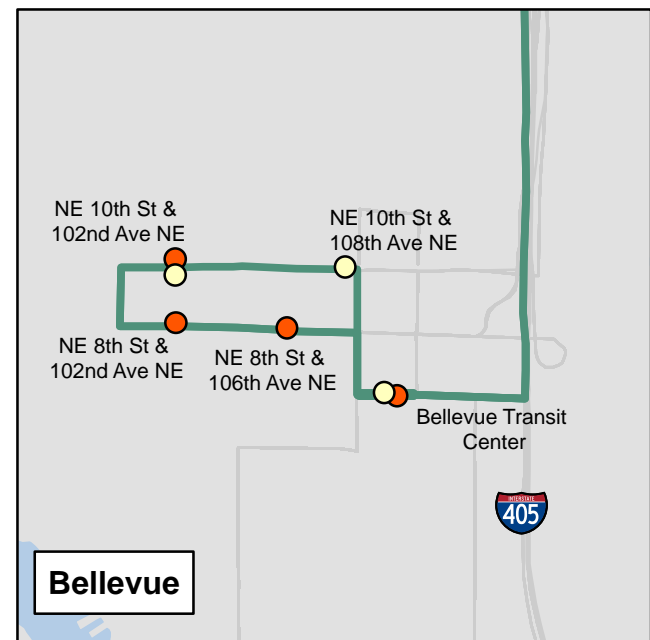
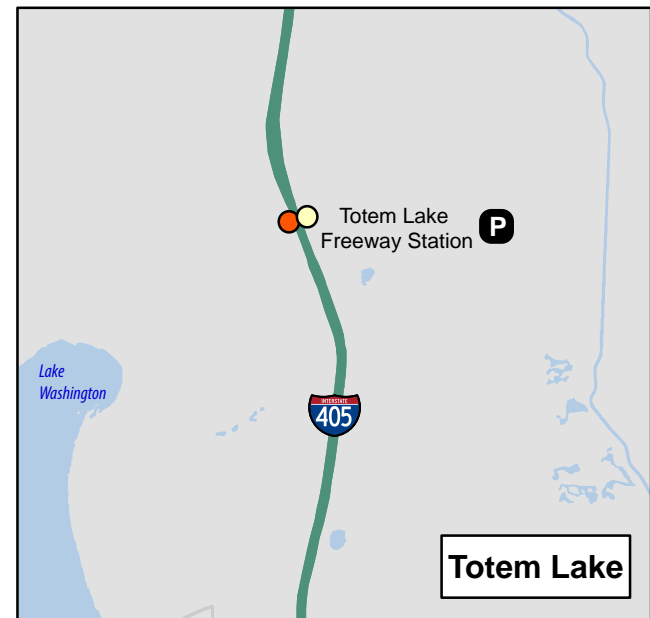
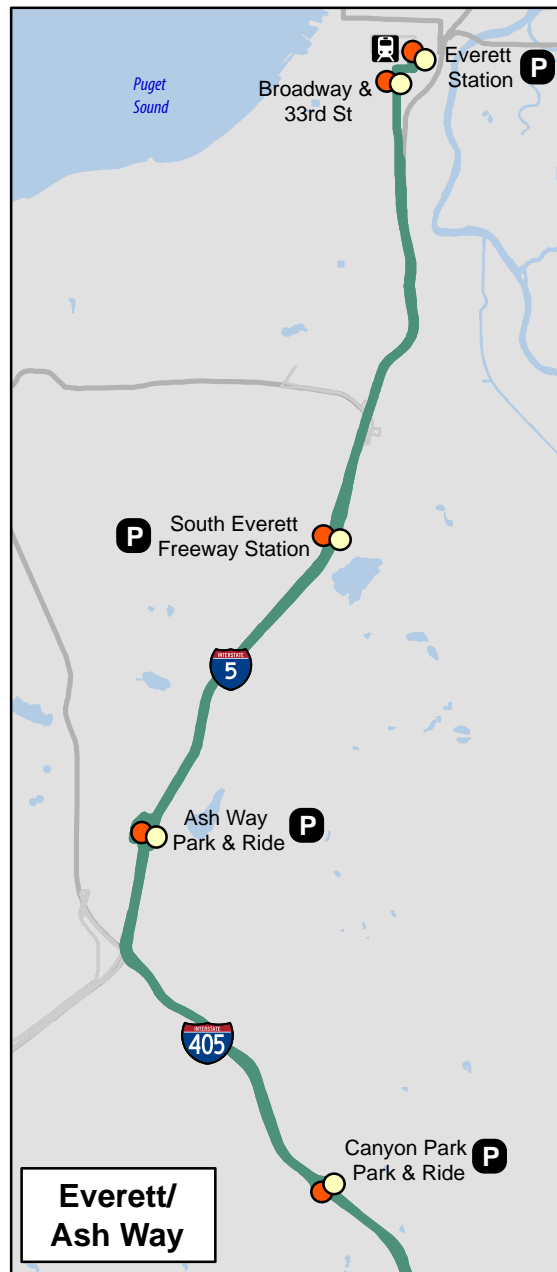
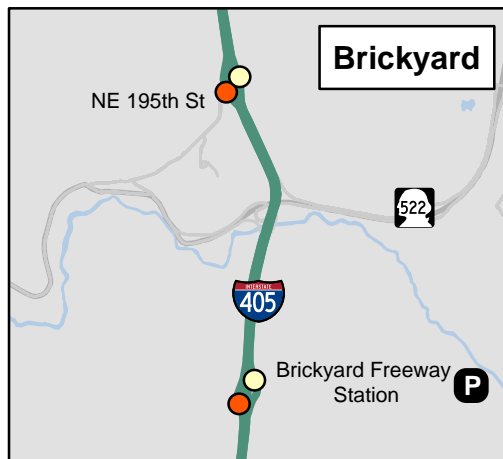
Boardings Per Trip



Purchased Cost per Boarding

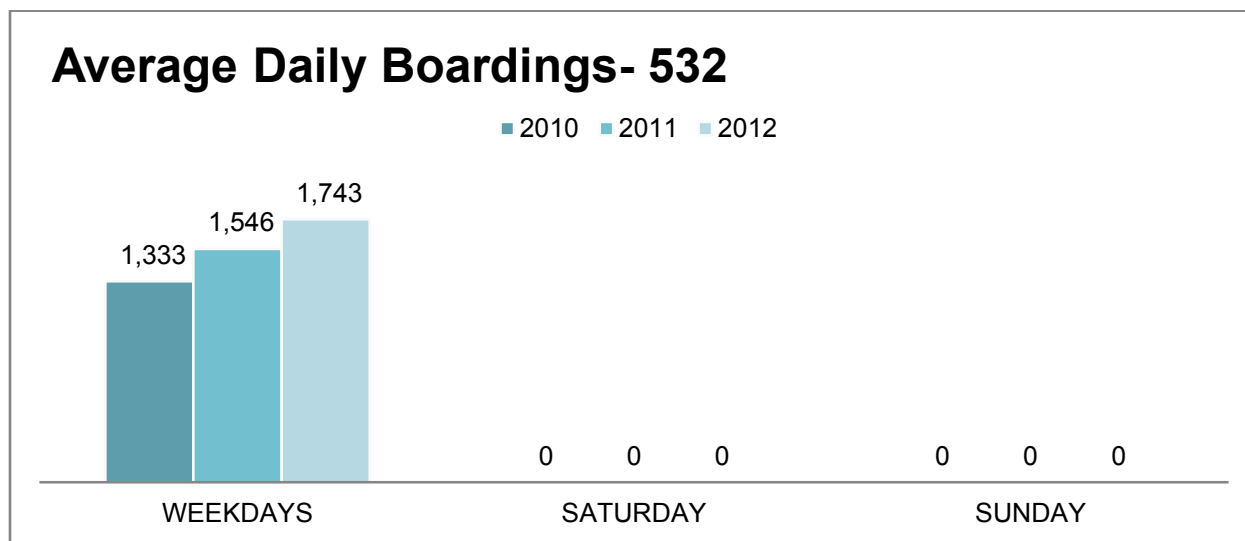




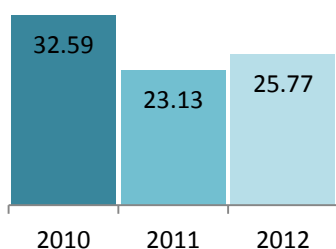


The Everett to Bellevue Express operates along the I-5 and I-405 corridors. Service began in September 1999 as two routes, 530 and 532. Many changes to stops and service levels have taken place over the years as clear ridership patterns developed and new transit facilities were completed. The most recent service change was in March 2011, when additional peak direction trips funded through the ST2 program were added following the delivery of new buses.

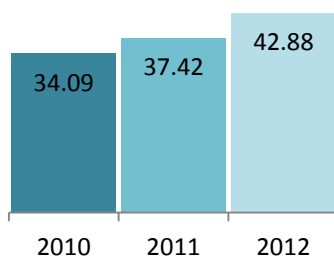
Route 532 has shown strong year-over-year growth from 2010 to 2012, carrying more than 1,700 passengers per weekday on average in 2012. It has an overall “Good” rating, and peak direction trips (southbound in the morning and northbound in the afternoon) are well-utilized. Southbound afternoon and northbound morning trips are “opportunity trips” that position buses for another peak direction trip, so their lower ridership is not of great concern.



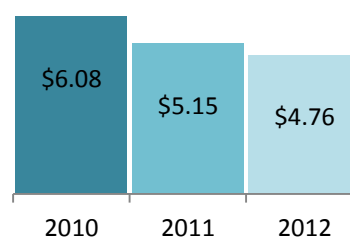
Boardings Per Hour

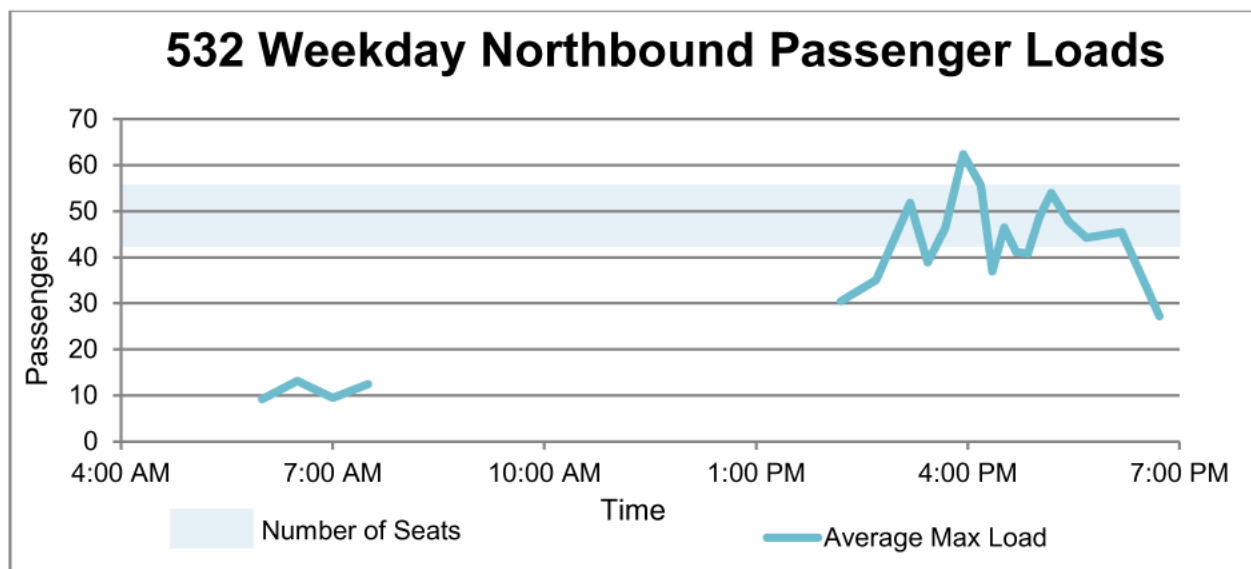
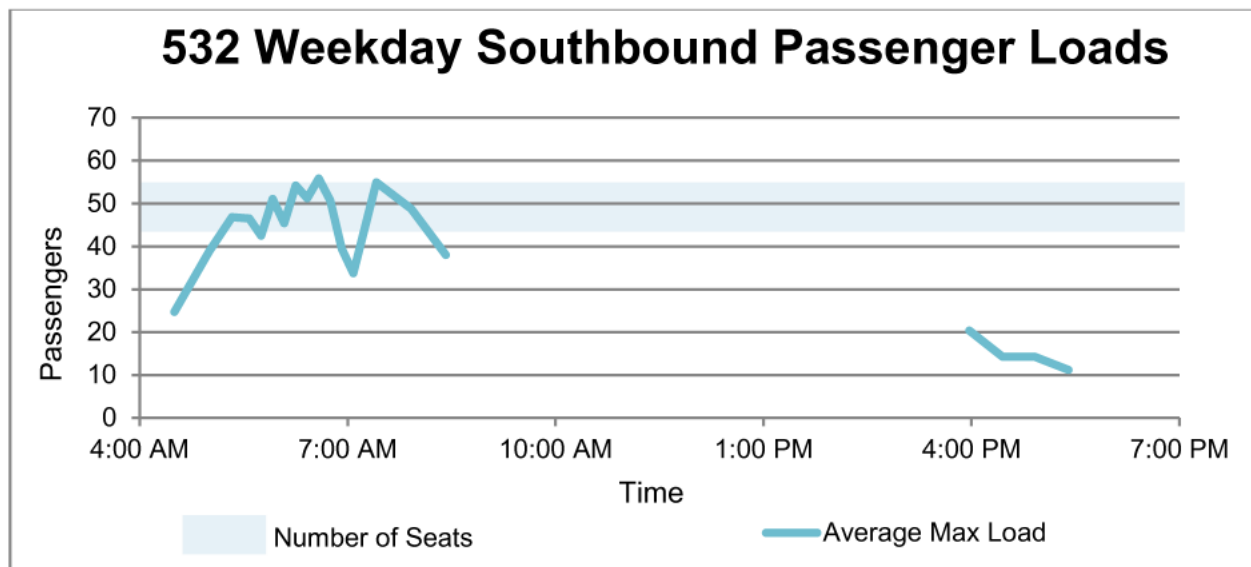


Boardings Per Trip

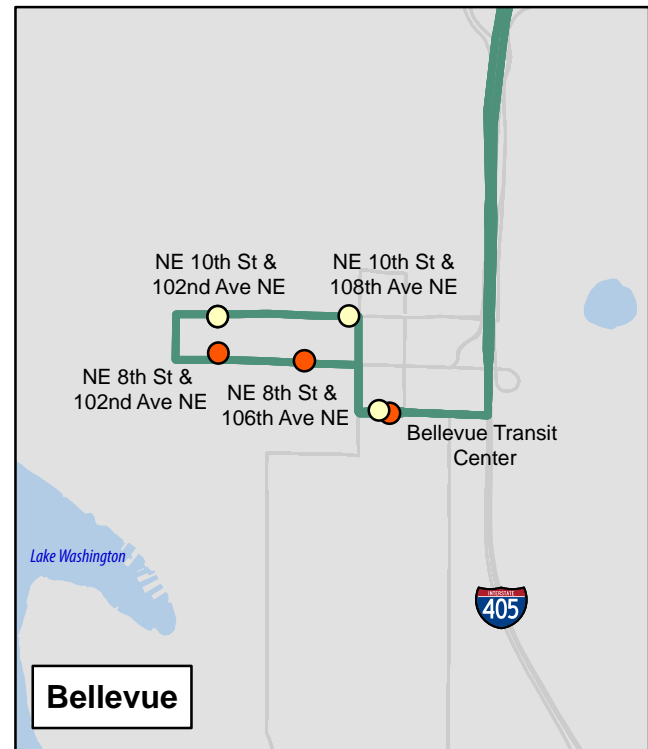
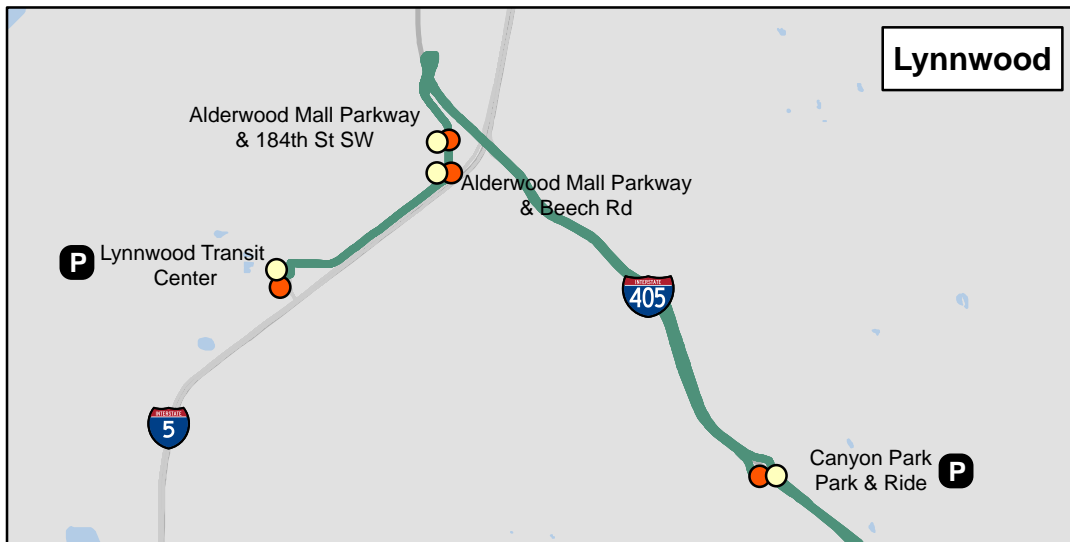
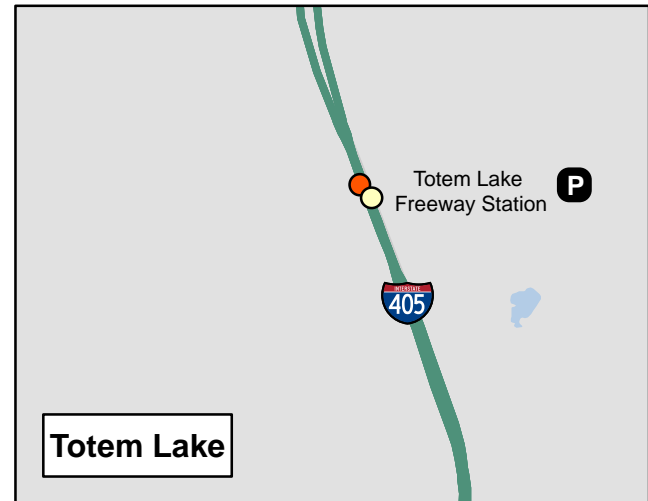
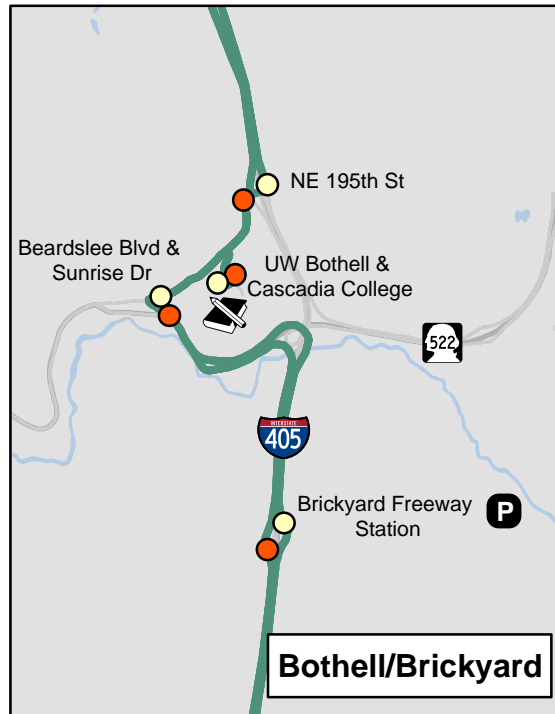
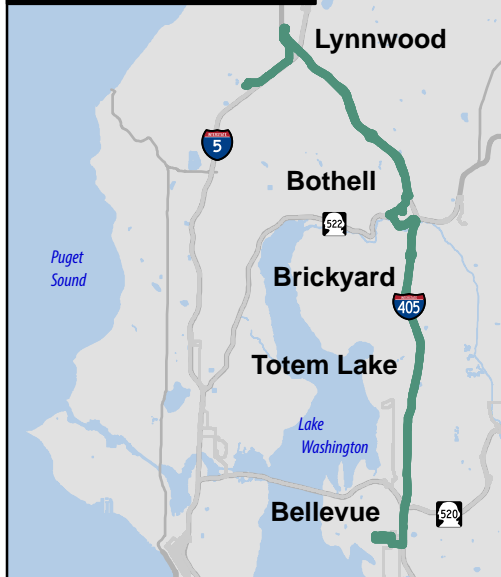


Purchased Cost per Boarding





Route 535 Lynnwood-Bellevue

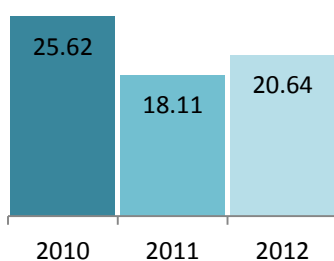


The Lynnwood to Bellevue Express began service in September 1999. It operates generally along the I-405 corridor, with intermediate stops at Alderwood Mall, Canyon Park Freeway Station, UW-Bothell/Cascadia Community College, Bothell Park-and-Ride, Brickyard Park-and-Ride, and Totem Lake Freeway Station. While weekday ridership has generally been satisfactory, there has been little growth in weekend demand and Sunday service was discontinued in June 2011 as part of the 2011 SIP efficiency initiative; service currently operates in both directions six days a week.

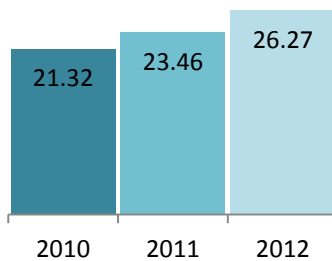
Ridership on route 535 has grown over the past three years, but remains strongly peak-commute oriented, with lower ridership during the midday and in the reverse-peak direction. Overall, the route has a “Marginal” rating.



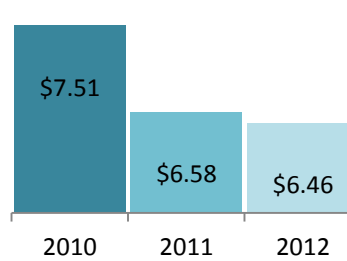
Boardings Per Hour

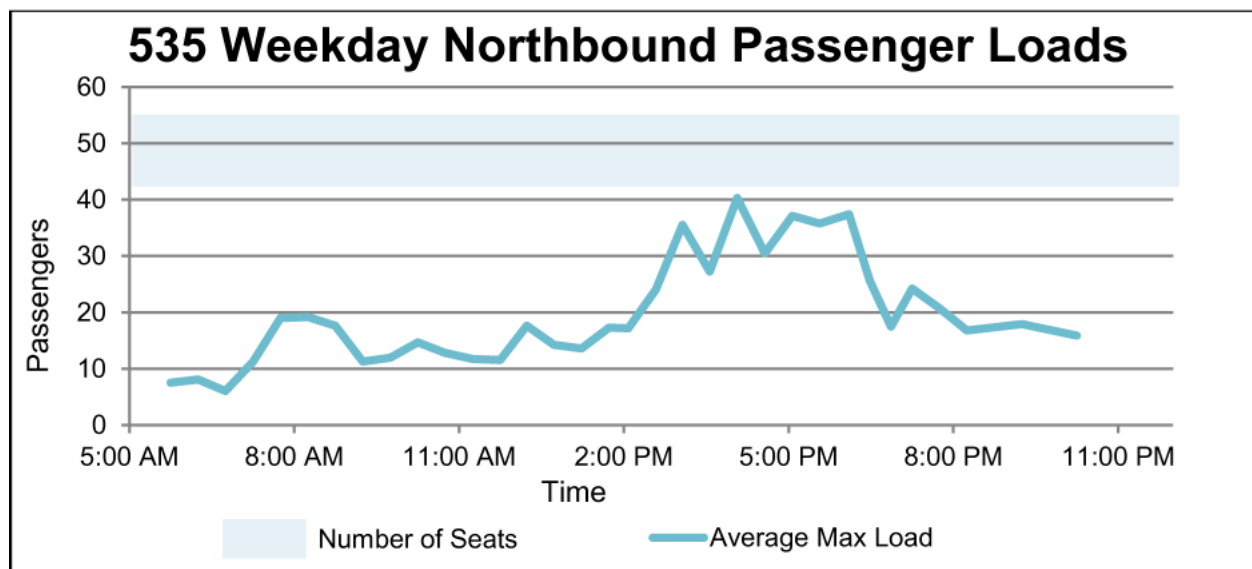
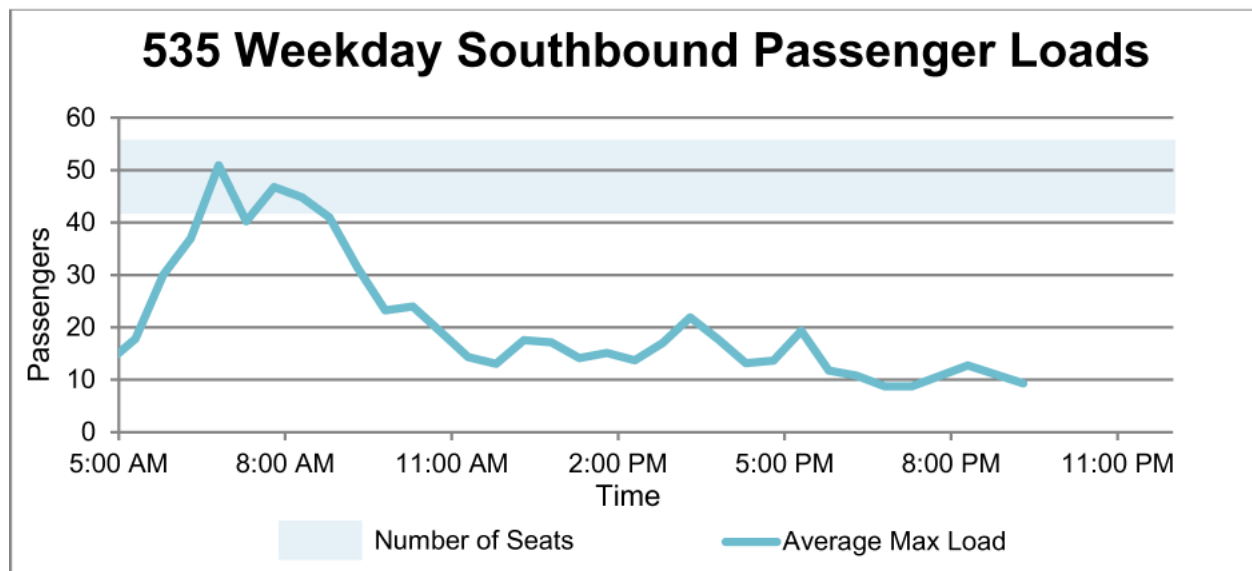


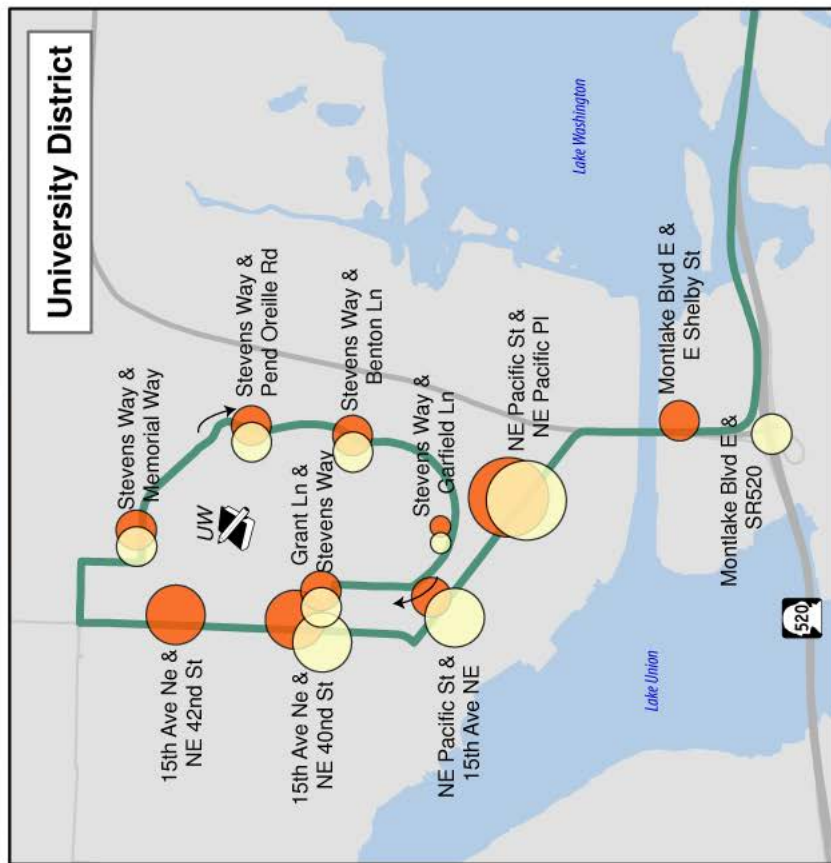
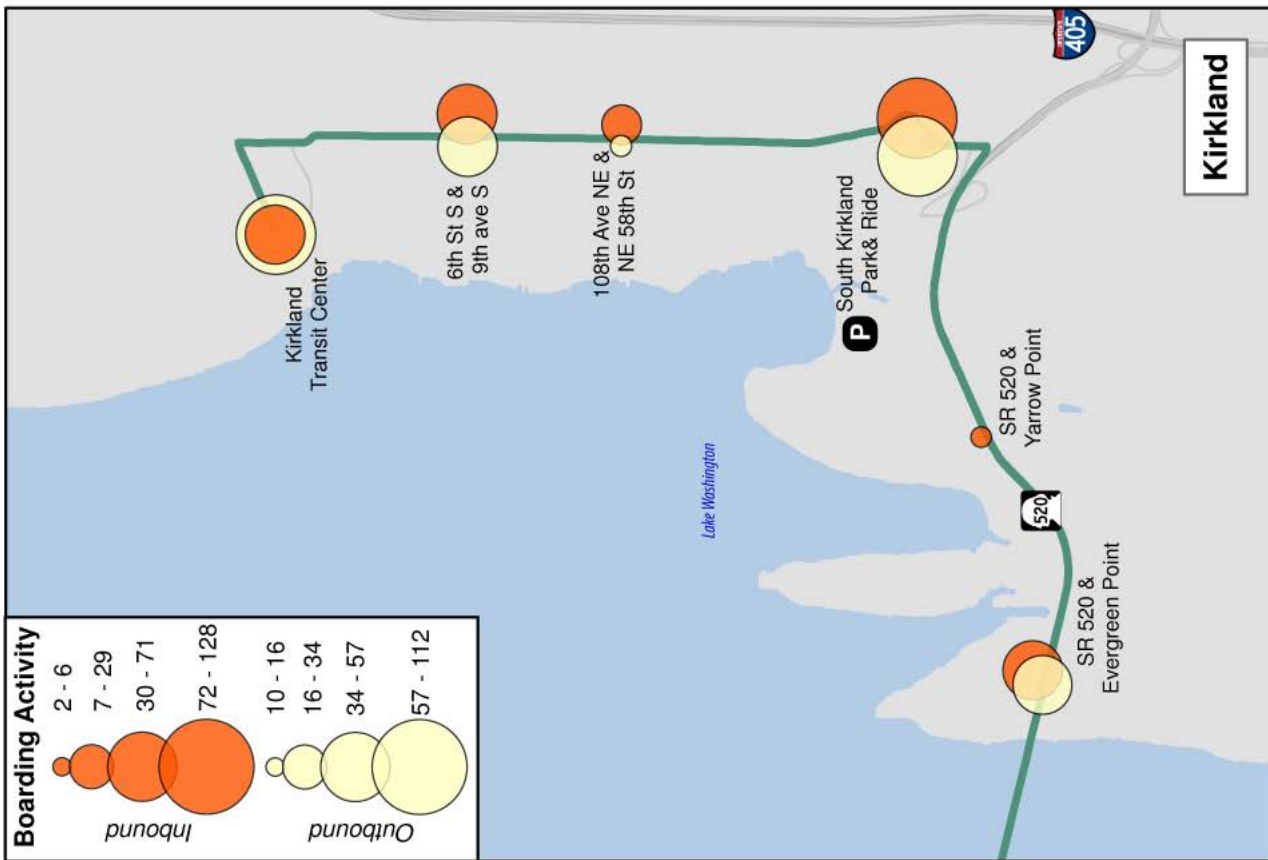
Boardings Per Trip



Purchased Cost per Boarding



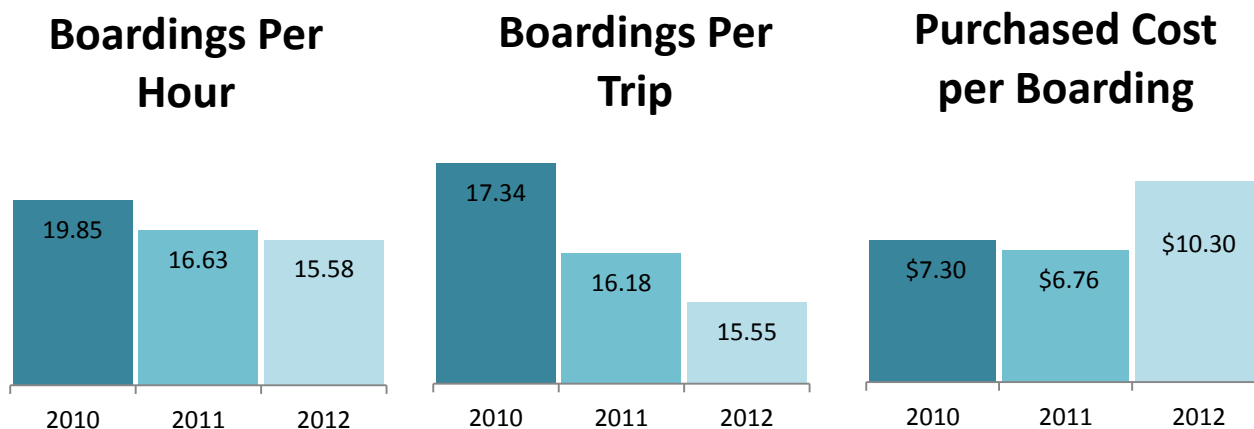
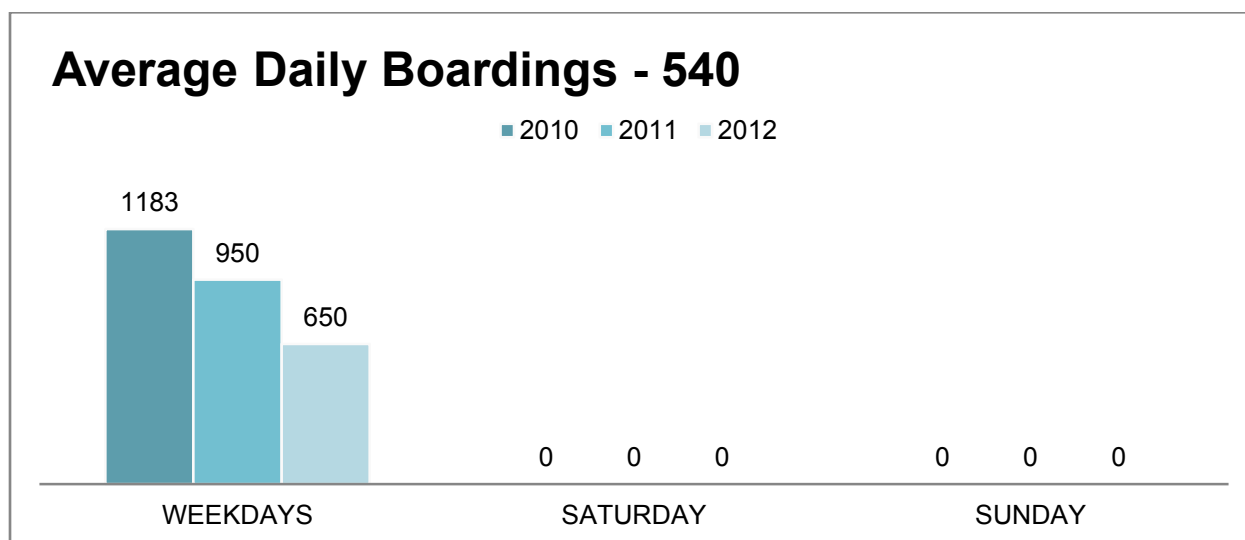


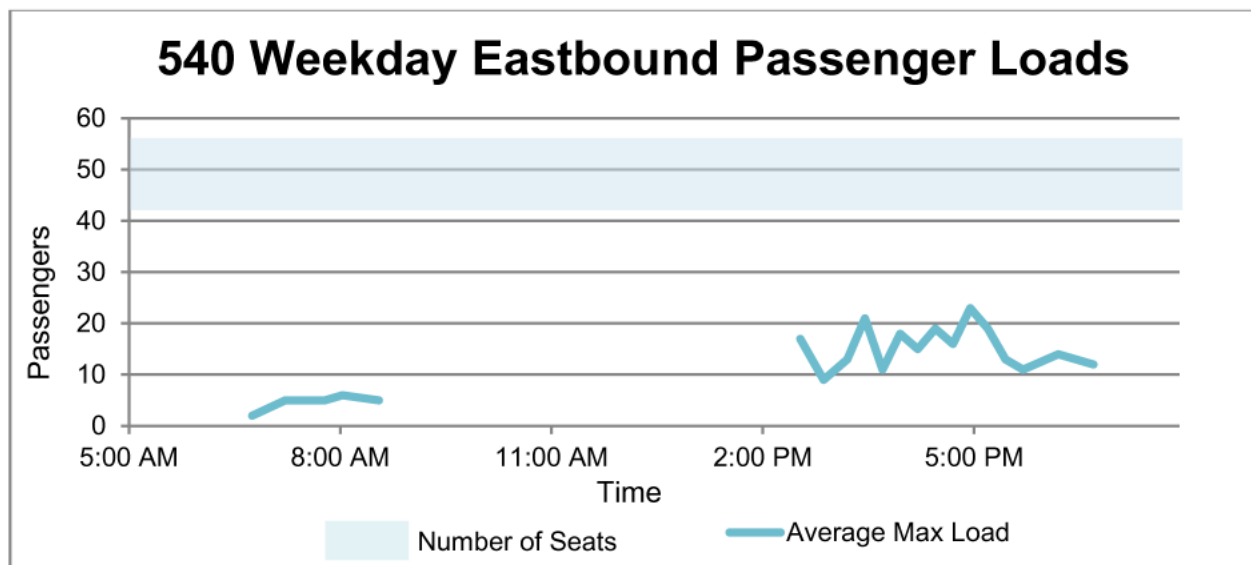
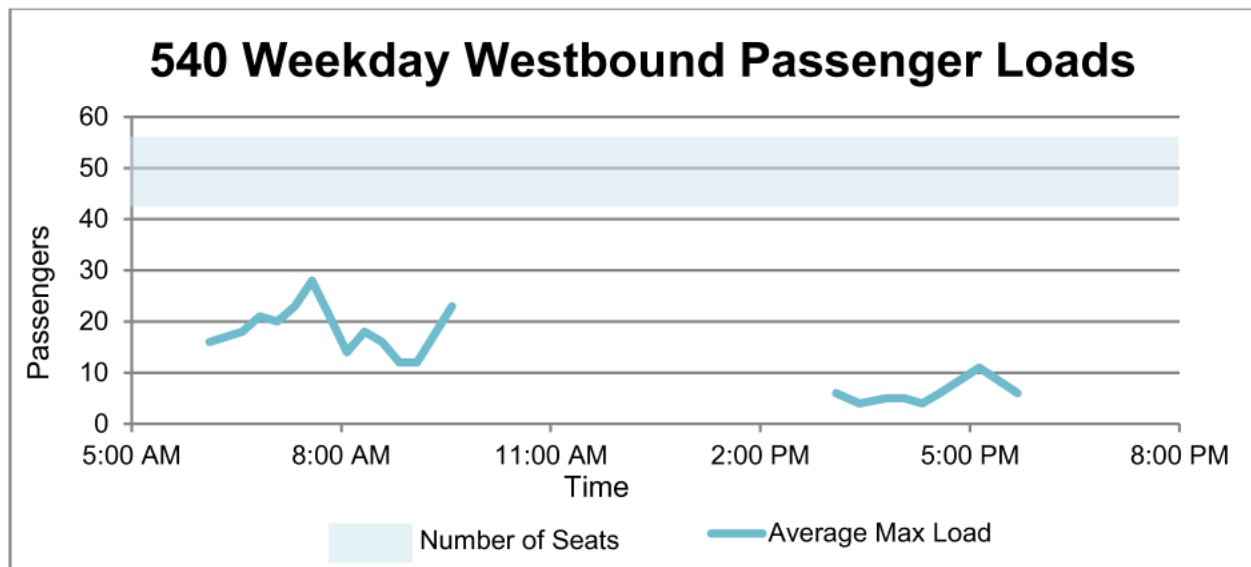


The Kirkland to University District service started in September 2000, originally traveling as far east as Bear Creek Park-and-Ride in Redmond. It currently operates between the Kirkland Transit Center and the U-District, with key intermediate stops at the South Kirkland Park-and-Ride and freeway stations on SR-520 at Evergreen Point and Yarrow Point. Service operates weekdays only in both directions. In June 2011, the U-District routing was changed to serve the UW campus loop, bringing service closer to the route's primary market of UW staff and students. Midday and evening service was discontinued, but all peak period service was retained in anticipation of increased ridership from tolls on the SR-520 Evergreen Point Bridge. Metro Route 255 follows the same routing as Route 540 between Kirkland Transit Center and Montlake, and increased midday and evening service on Route 255 helped to mitigate the reduction of off-peak service on Route 540.

The start-up of tolls on the Evergreen Point Bridge in December 2011 did little to increase ridership on Route 540; as a result peak service levels were adjusted in September 2013 to better match actual ridership, with headways changed from every 15 minutes to every 20-25 minutes. Savings from these efficiencies were reinvested in additional trips on Routes 545 and 550.

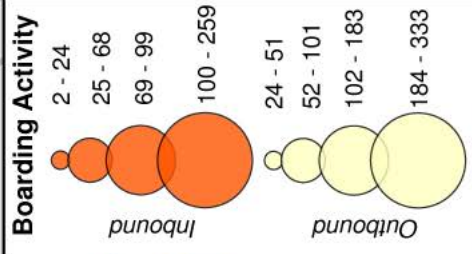
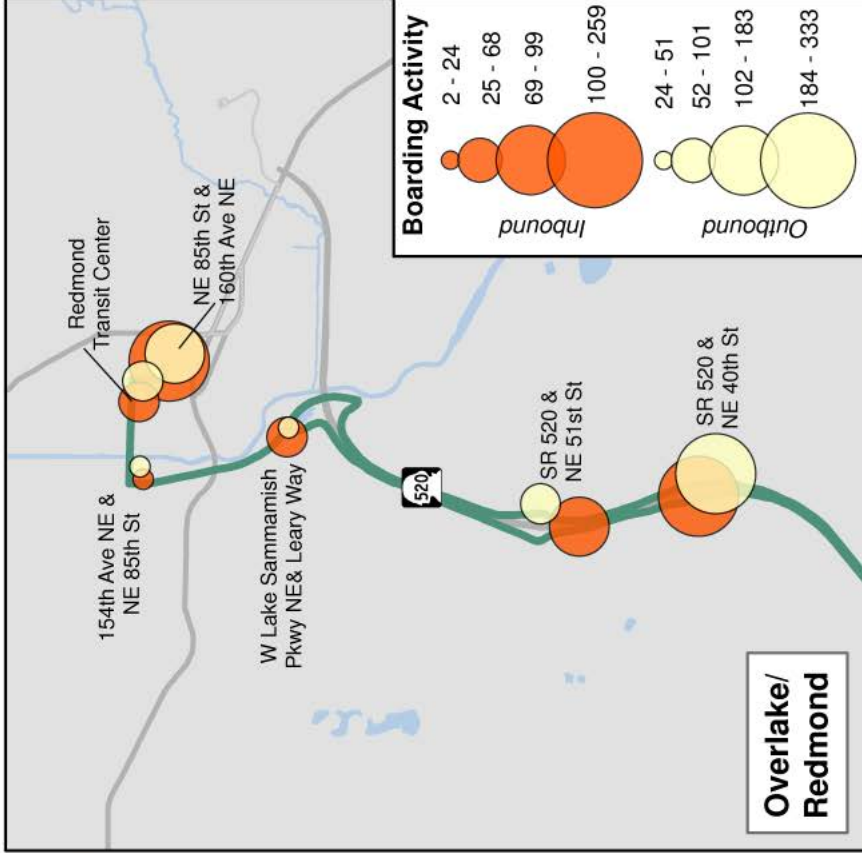
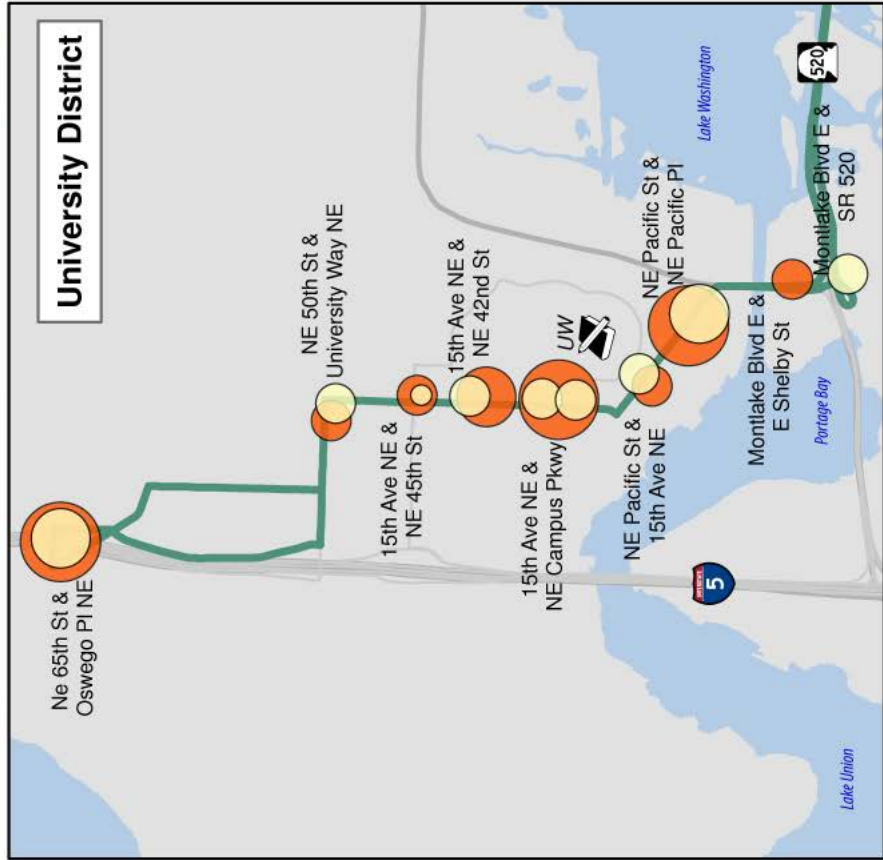
Route 540 productivity has declined over the past three years as ridership dropped and some passengers shifted to other services in the SR 520 corridor. Almost all ridership on the route is UW-oriented; there is very little "reverse commute" travel. The route is among the lowest performers in the ST Express system, with an overall rating of "Unsatisfactory." The September 2013 trip reductions should improve overall productivity by better matching service levels to demand, but ridership may decline somewhat due to reduced frequency of service. A bright spot is the recent re-opening of the expanded South Kirkland Park-and-Ride, which may help to increase ridership by providing more convenient access to the service.





Route 542

Redmond - University District

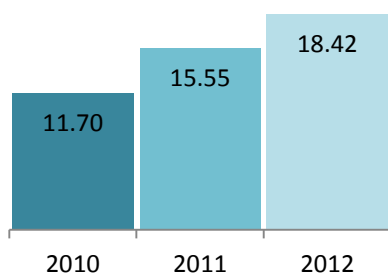


The Redmond to I-5/65th Park-and-Ride Express (Route 542) began service in October 2010. It starts at the Redmond Transit Center and operates along the SR-520 corridor, with major intermediate stops the SR-520/NE 51st Freeway Station, Overlake Transit Center at NE 40th Street, Yarrow Point Freeway Station, Evergreen Point Freeway Station and six on-street stops in the University District. The Seattle terminus is at the I-5/NE 65th Street Park-and-Ride near Green Lake. With major employment and education centers at both ends, the route is intended to address peak overcrowding on existing ST Express Route 545 (Redmond-Seattle) and help mitigate construction-related traffic impacts during construction of the replacement SR-520 bridge.

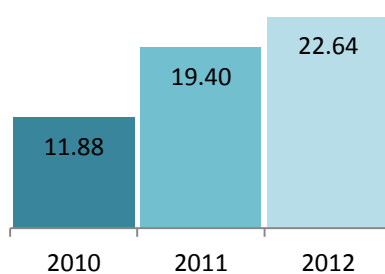
Ridership on Route 542 has nearly doubled in two years from 706 average weekday boardings in 2010 to 1,355 boardings in 2012. The service is has bi-directional demand, with similar peaks in the morning and afternoon in both directions of service, reflecting strong trip generators on both ends of the route. Overall the route has a rating of “Marginal” due to light ridership during late morning and early afternoon time periods. Schedule changes planned for February 2014 will reduce frequency during these “shoulder” periods from every 15 to every 20 minutes, which should improve productivity. Savings will be reinvested in more frequent Route 545 service.



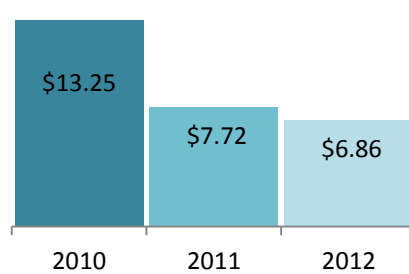
Boardings Per Hour



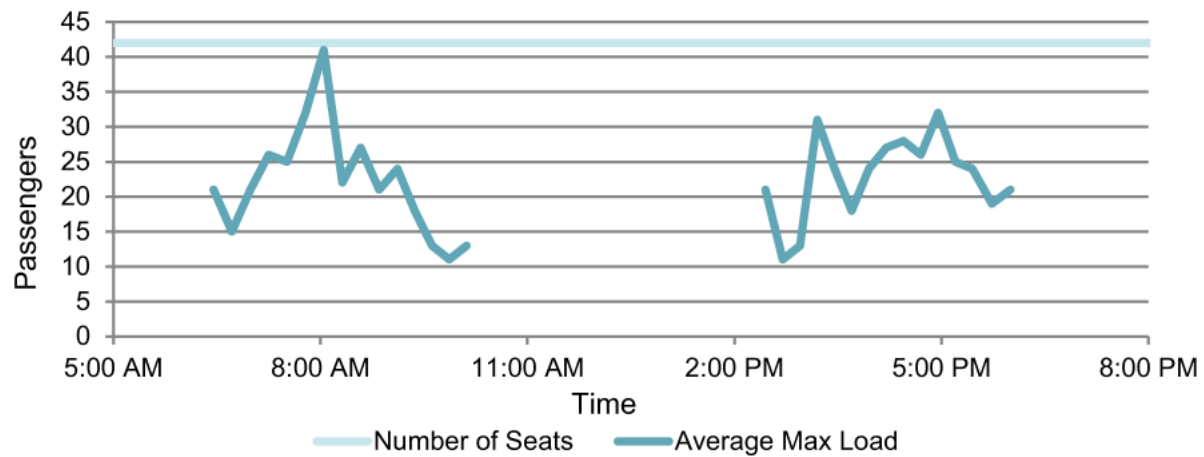
Boardings Per Trip



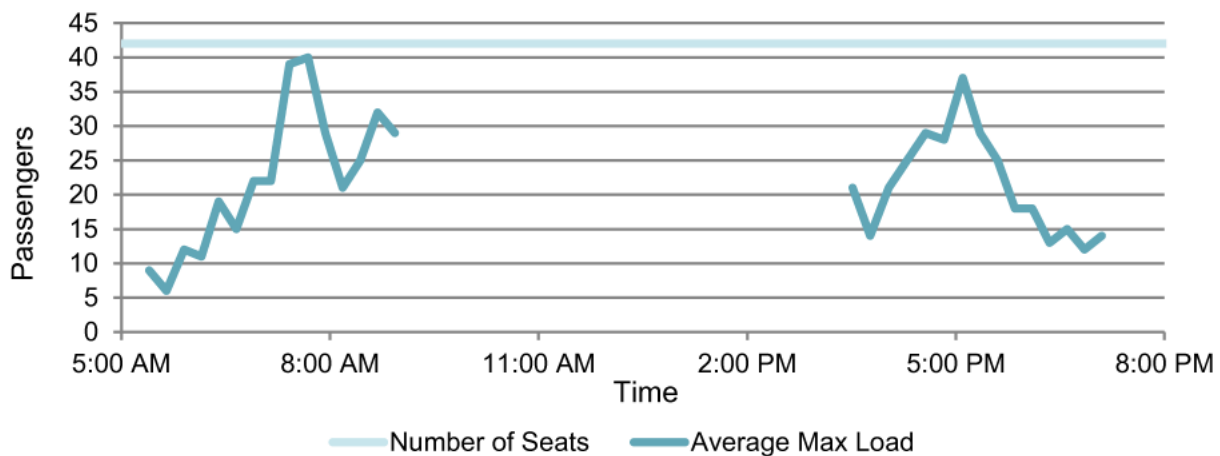
Purchased Cost per Boarding



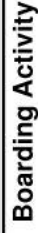
542 Weekday Eastbound Passenger Loads



542 Weekday Westbound Passenger Loads

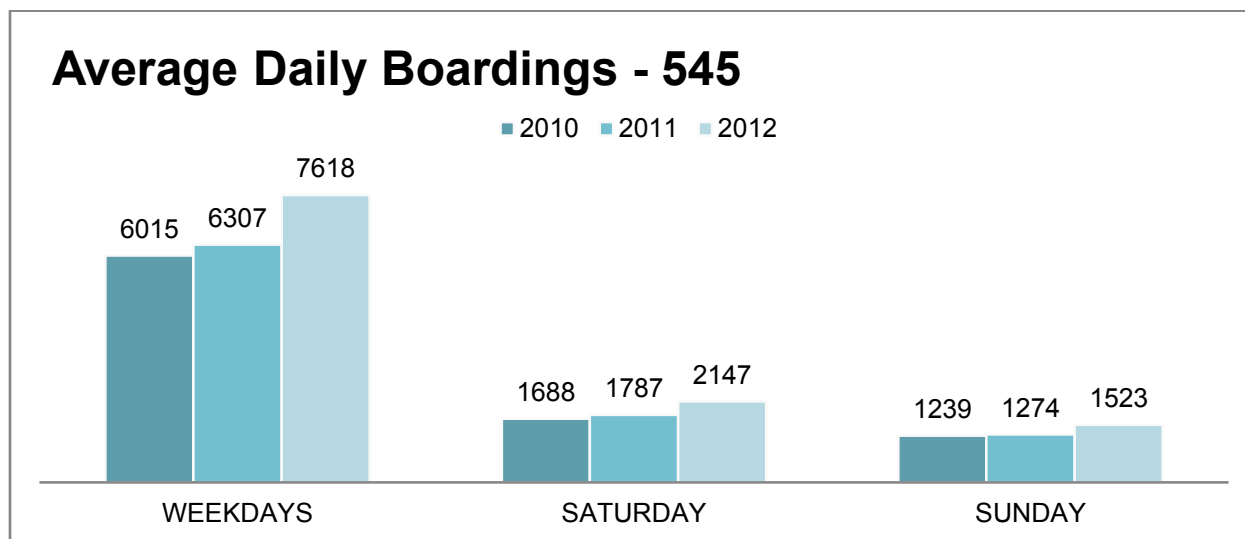


Redmond - Seattle Express

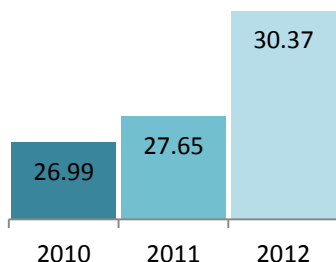


The Redmond to Downtown Seattle Express began service in September 2000. It operates generally along the SR-520 corridor, with major intermediate stops in downtown Redmond, the Redmond Transit Center, the Overlake Transit Center and Montlake Freeway Station. In 2005, a stop was added on outbound morning and inbound afternoon trips to serve Capitol Hill. Increasing employment in Redmond and Overlake and the start-up of tolling on the SR 520 bridge have fueled dramatic ridership growth on this route. Frequency improvements have been implemented whenever possible to keep pace with this growth and reduce the severity of overcrowding.

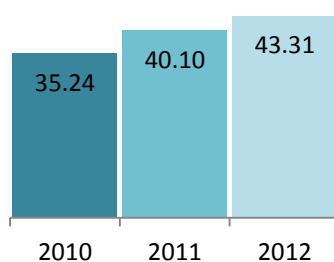
Route 545 is one of Sound Transit's busiest routes in terms of passengers per hour and per trip. With the start-up of SR 520 tolling in December 2011, the pace of ridership growth increased significantly, and new trips have filled up as soon as they were added. This route, together with Route 550, has the most serious passenger overcrowding in the system, with loads usually exceeding seated capacity during the peak hours and occasional pass-ups. Trip time adjustments and frequency improvements implemented in September 2013 are expected to relieve some of the overcrowding. These improvements were made possible by reducing unproductive service on Route 540.



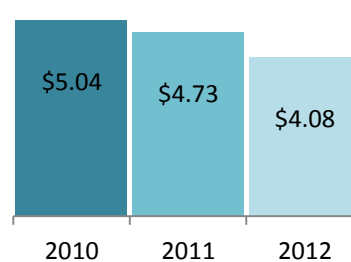
Boardings Per Hour



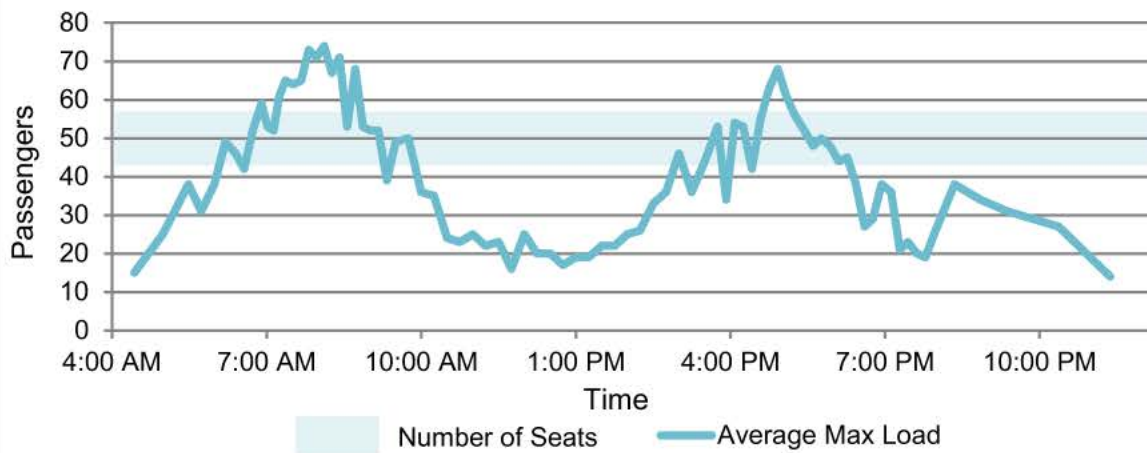
Boardings Per Trip



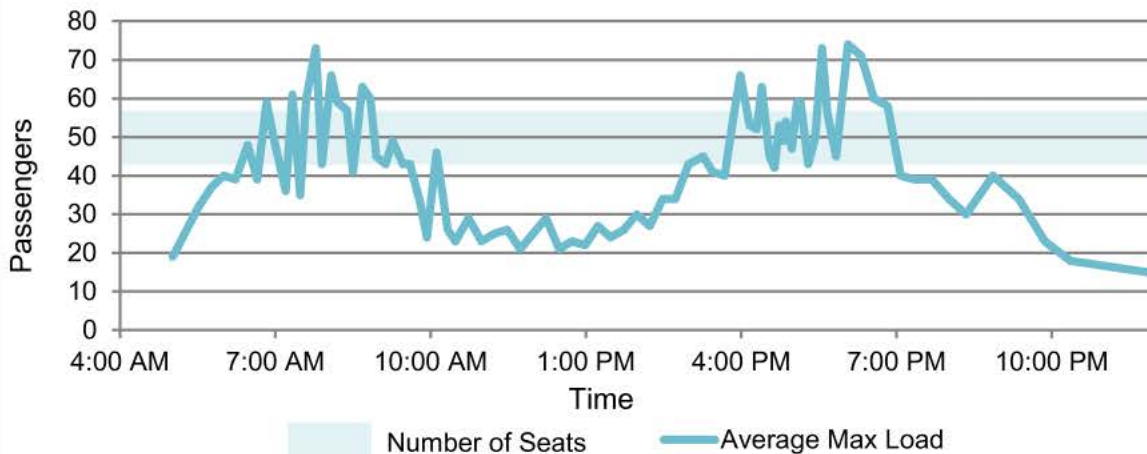
Purchased Cost per Boarding



545 Weekday Westbound Passenger Loads

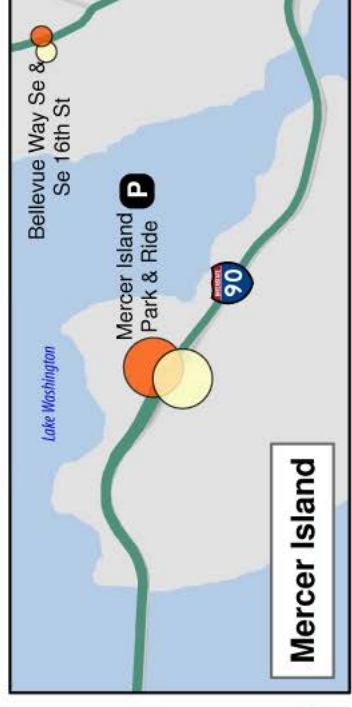
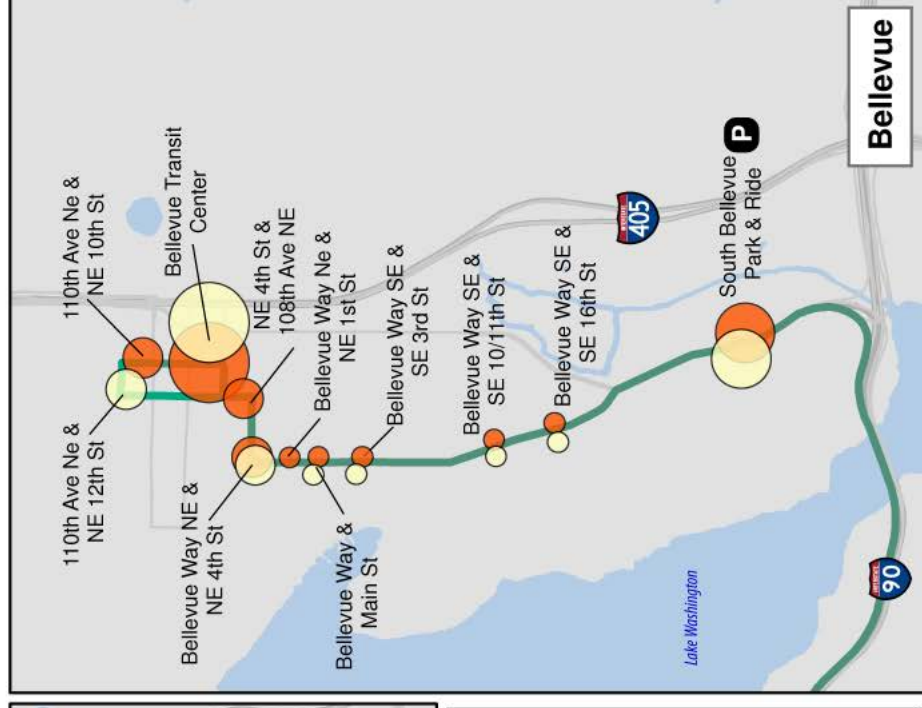
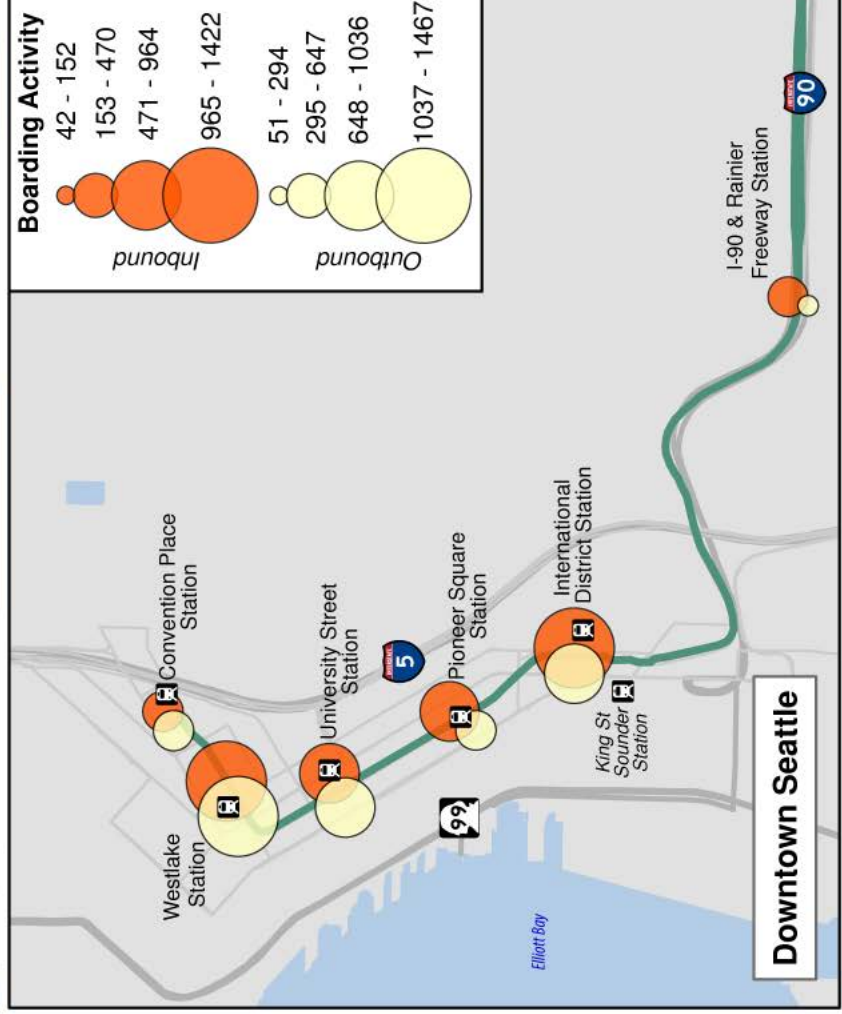
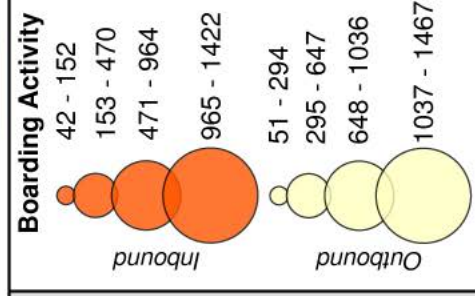
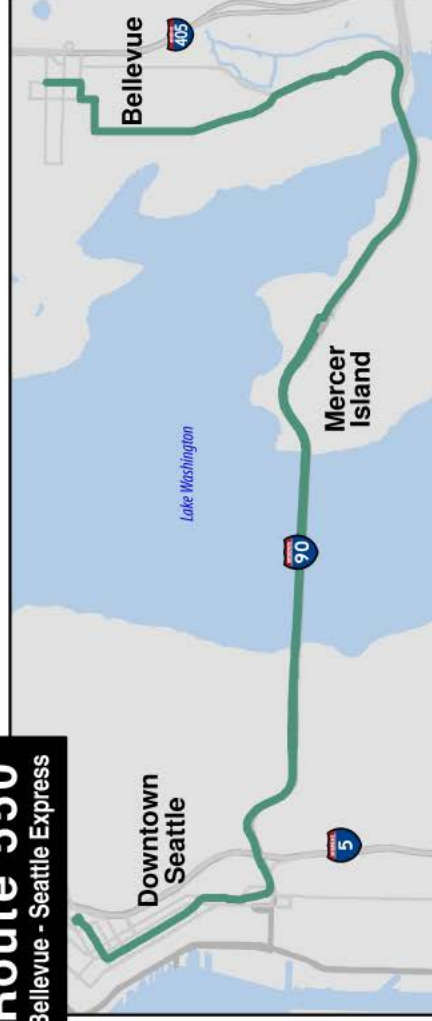


545 Weekday Eastbound Passenger Loads



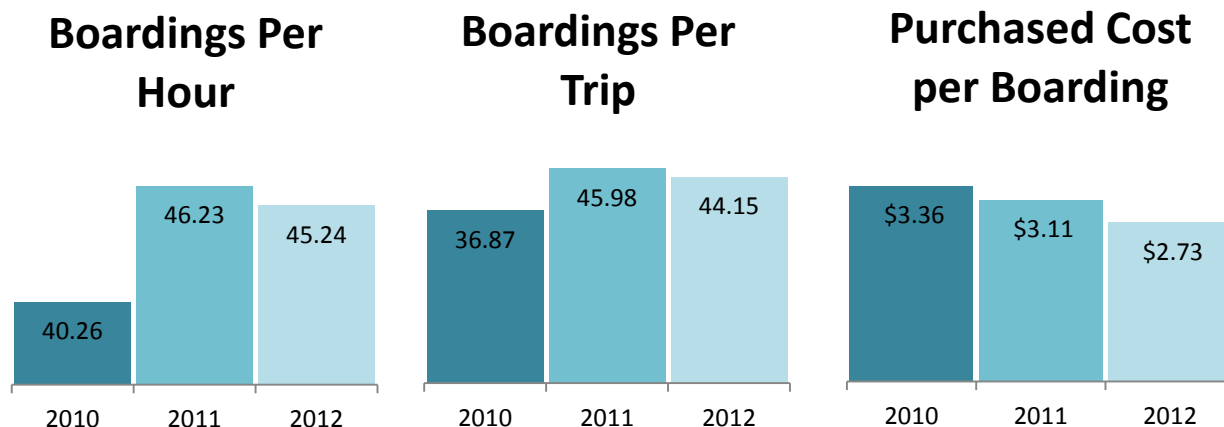
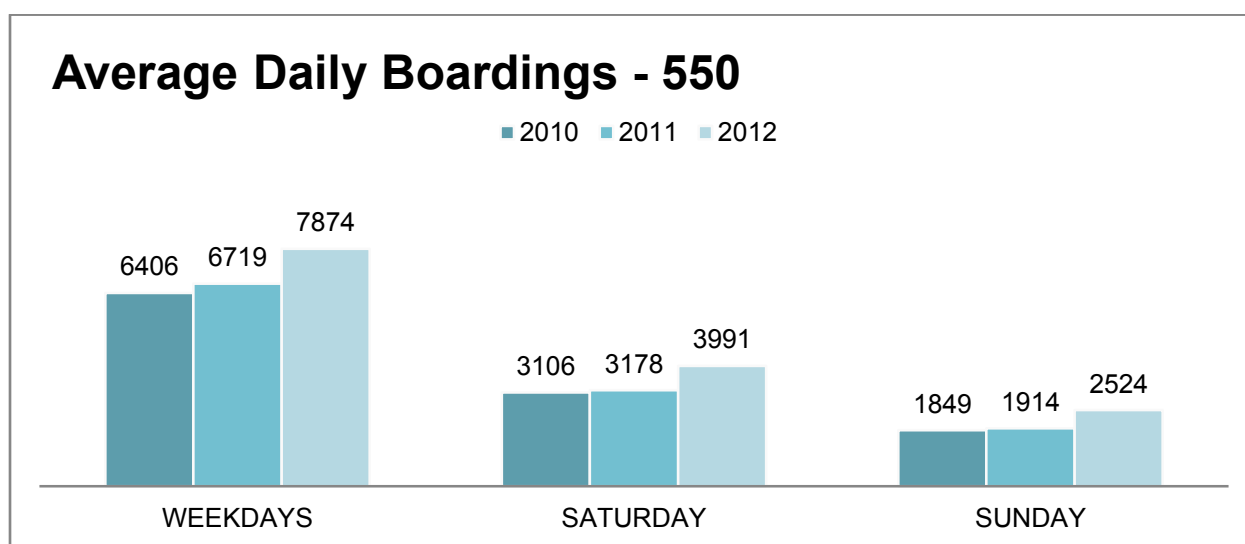
Route 550

Bellevue - Seattle Express

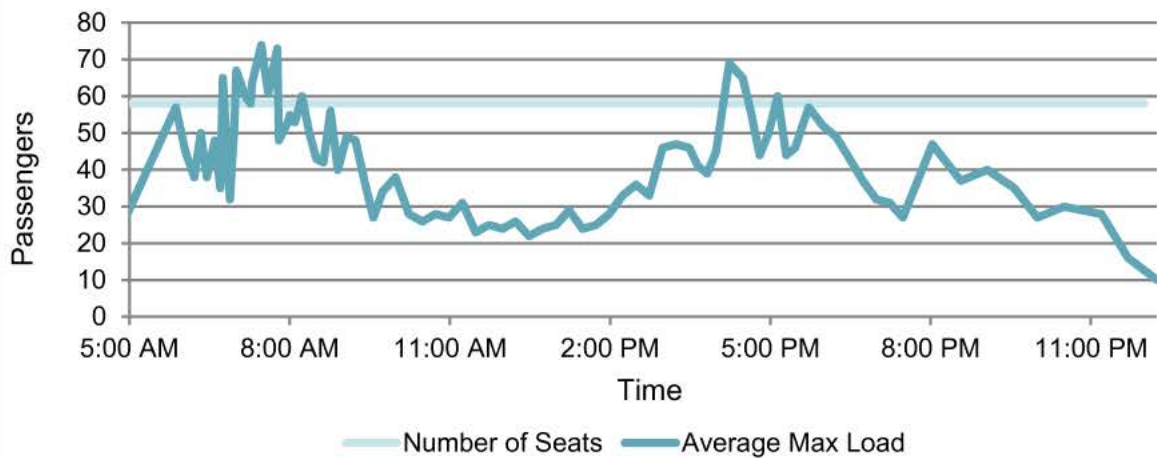


The Bellevue to Downtown Seattle Express began service in September 1999. It provides the core transit connection between these two important activity centers, operating along Bellevue Way and the I-90 corridor, and makes extensive use of transit-priority facilities along I-90 and in the Downtown Seattle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

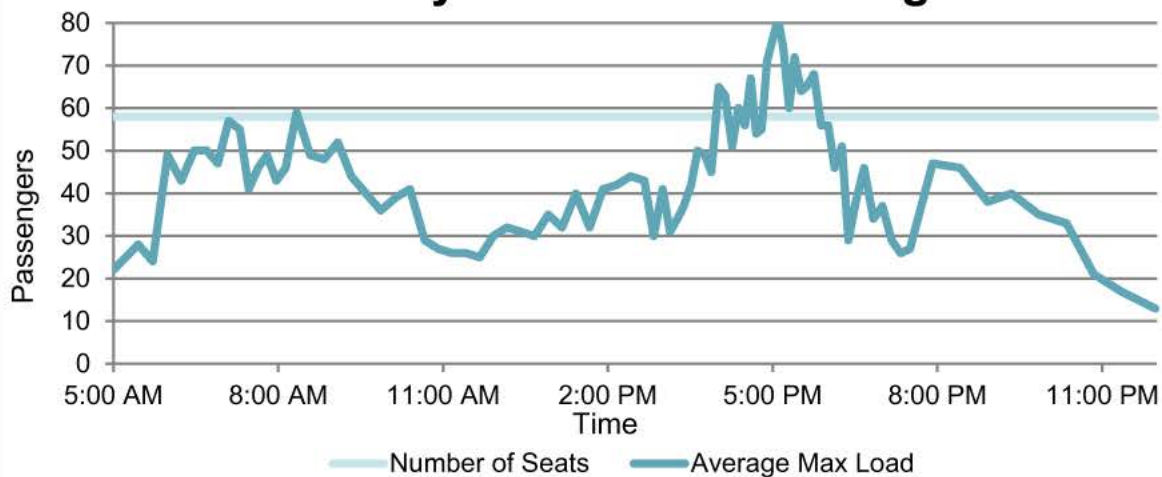
Like Route 545, ST Express 550 experienced a large jump in ridership after implementation of tolls on SR-520, and weekend ridership also experienced a noticeable jump, increasing by 800 riders on an average Saturday, and more than 500 riders on an average Sunday from 2010 to 2012. Also like 545, Route 550 experiences high peak period demand in both directions during the morning and evening rush hours, though westbound morning and eastbound evening demand are greater than the opposite direction. Despite higher frequency of service in the peak direction, overcrowding is more severe, with standees on almost every trip and occasional pass-ups. Service additions implemented in September 2013 are intended to address overcrowding and pass-up conditions by providing 5-minute headways during the peak one hour. These improvements required an amendment to the Downtown Seattle Transit Tunnel use agreement, since the original document limited ST Express service to 6 minute headways.

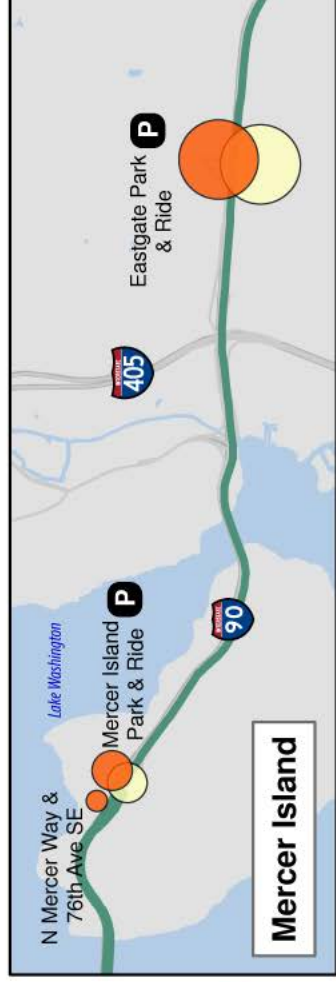
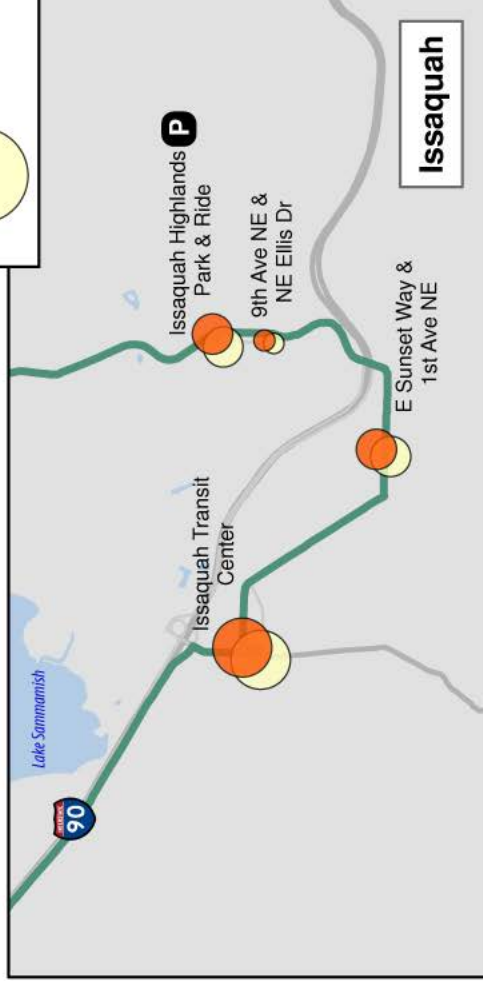
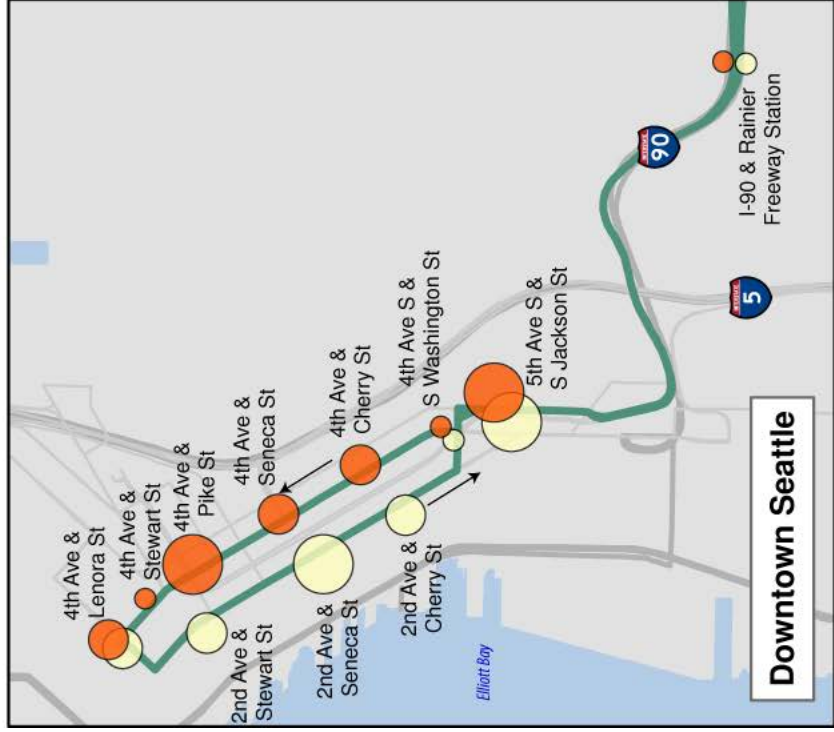
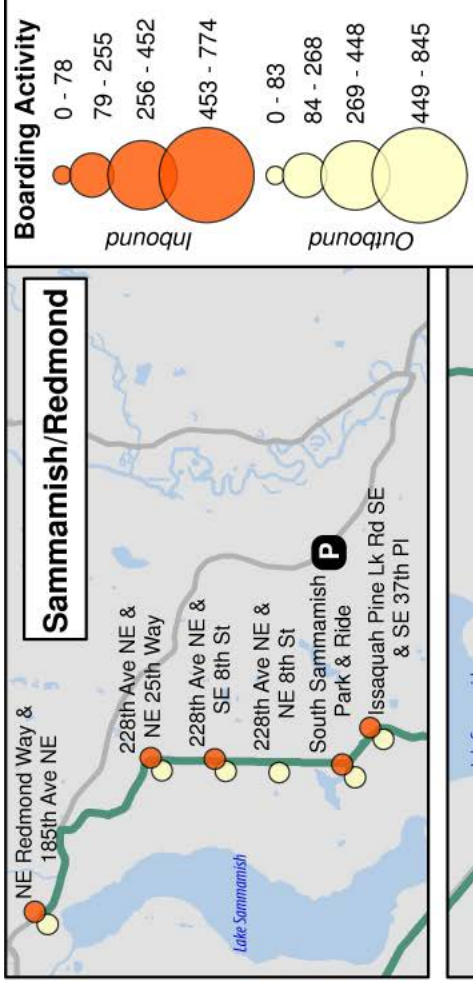
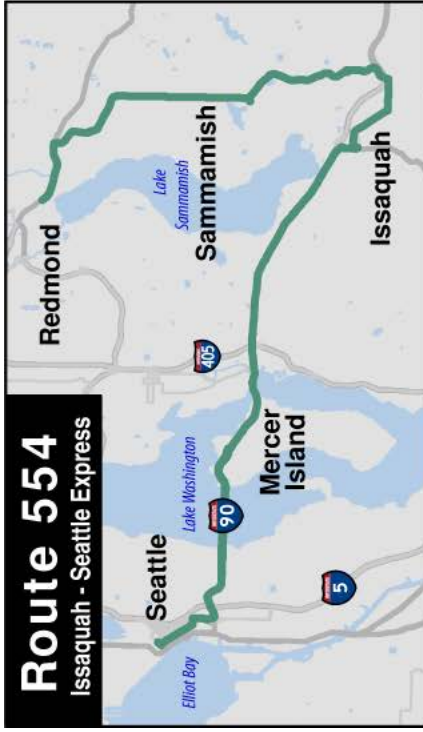


550 Weekday Westbound Passenger Loads



550 Weekday Eastbound Passenger Loads

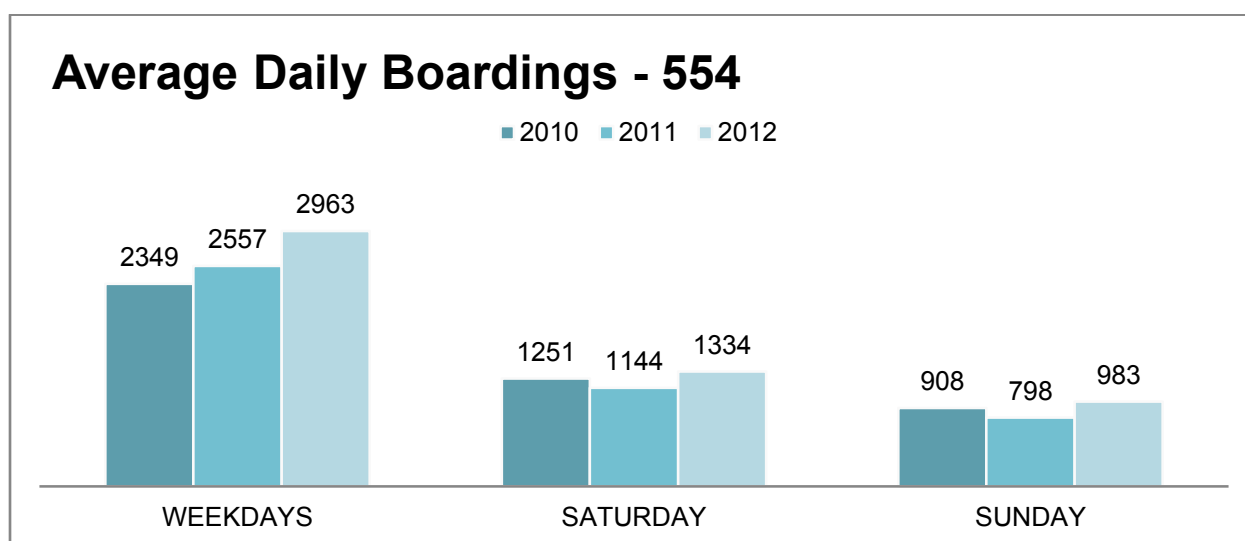




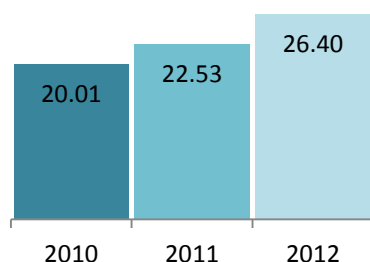
The Issaquah to Seattle Express began service in September 2001. It operates along the I-90 corridor with intermediate stops in downtown Issaquah, Issaquah Transit Center, Eastgate Park-and-Ride, Mercer Island Park-and-Ride and the Rainier Avenue Freeway Station. Service operates all day, seven days a week.

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

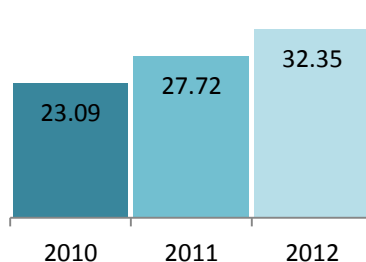
Route 554 showed strong growth in weekday ridership from 2010 to 2012. Although weekend ridership dipped with the 2011 service reductions, it bounced back in 2012. Route 554 shows peaking in both directions during the morning and afternoon rush hours, but peak direction (westbound morning and eastbound evening) loads are generally greater, with many trips regularly at or above seated capacity. However, the length of time passengers have to stand is relatively short, and the 554 is generally not nearly as overcrowded as Routes 545 or 550.



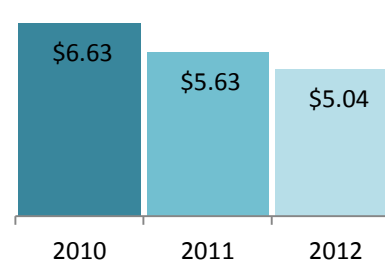
Boardings Per Hour

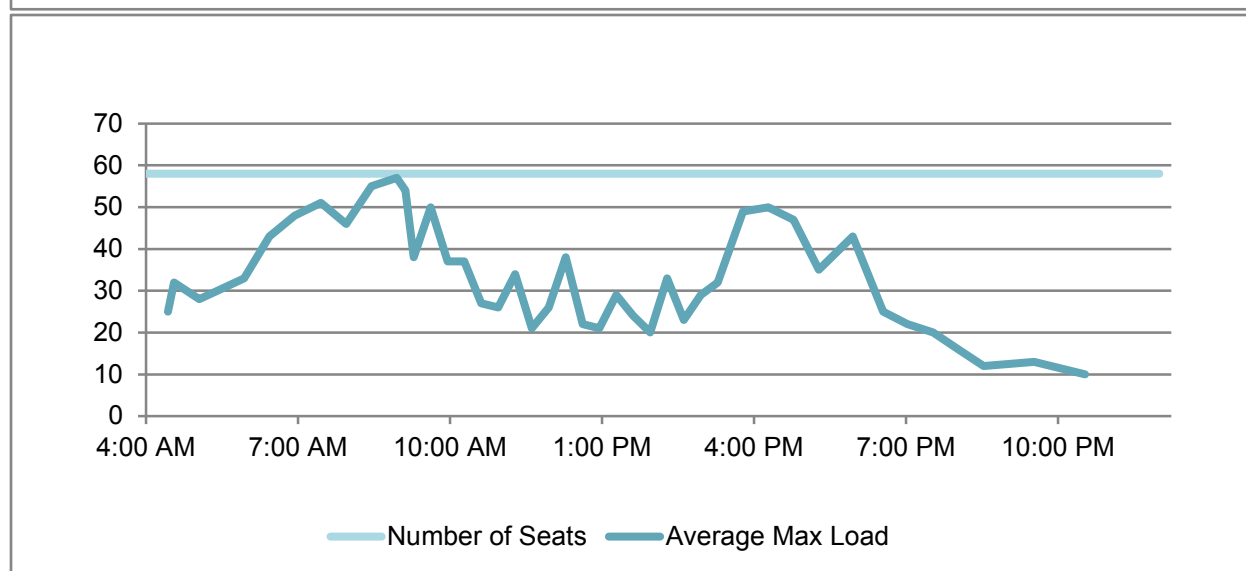
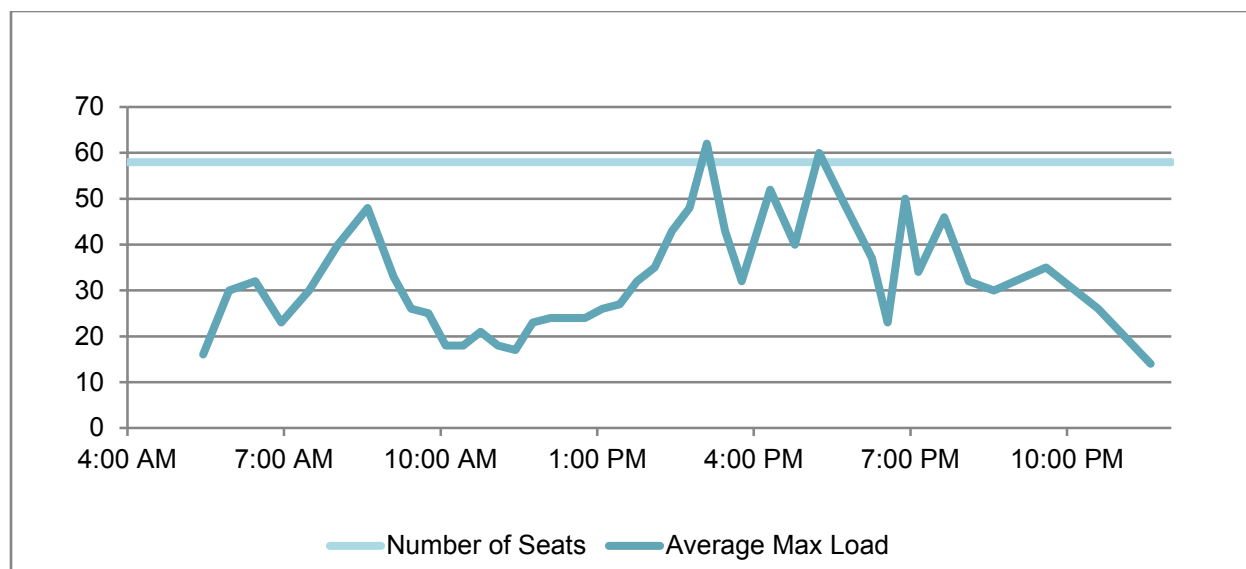


Boardings Per Trip



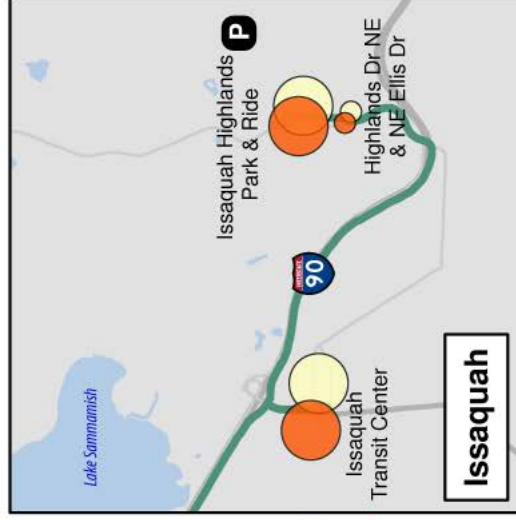
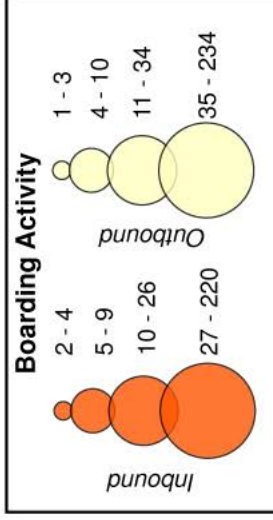
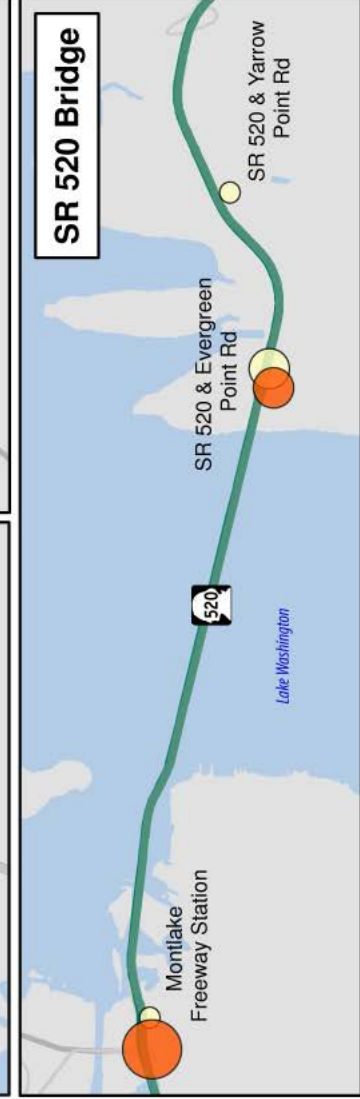
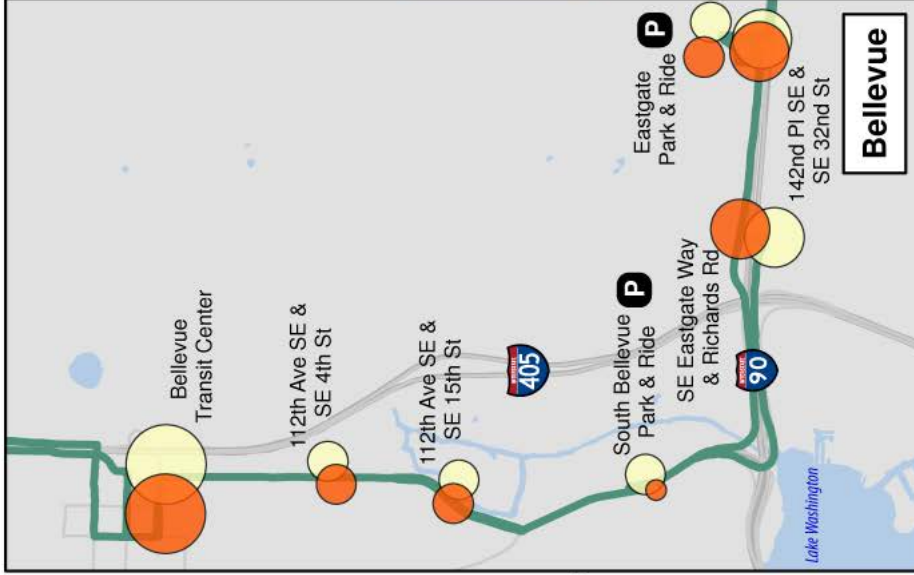
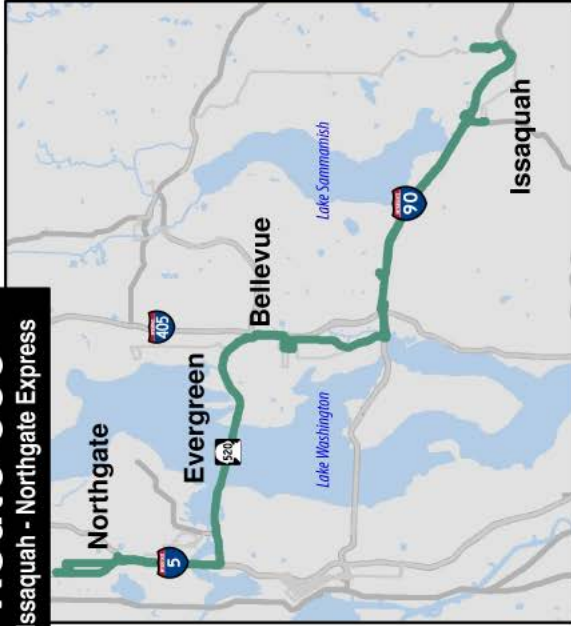
Purchased Cost per Boarding





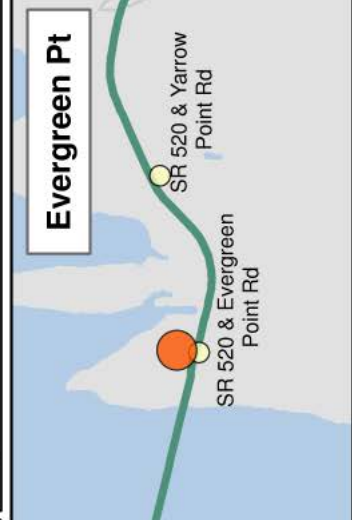
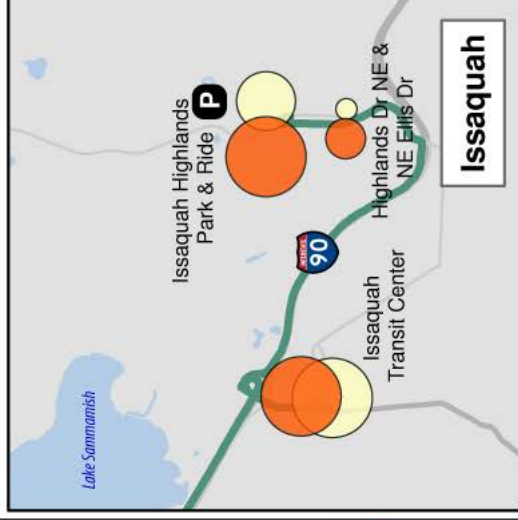
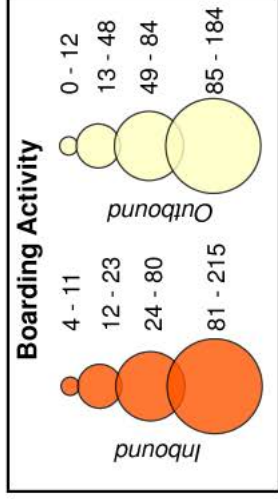
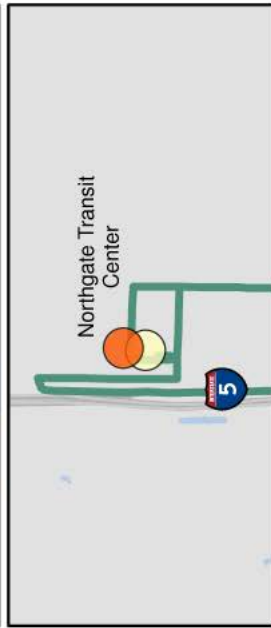
Route 555

Issaquah - Northgate Express



Route 556

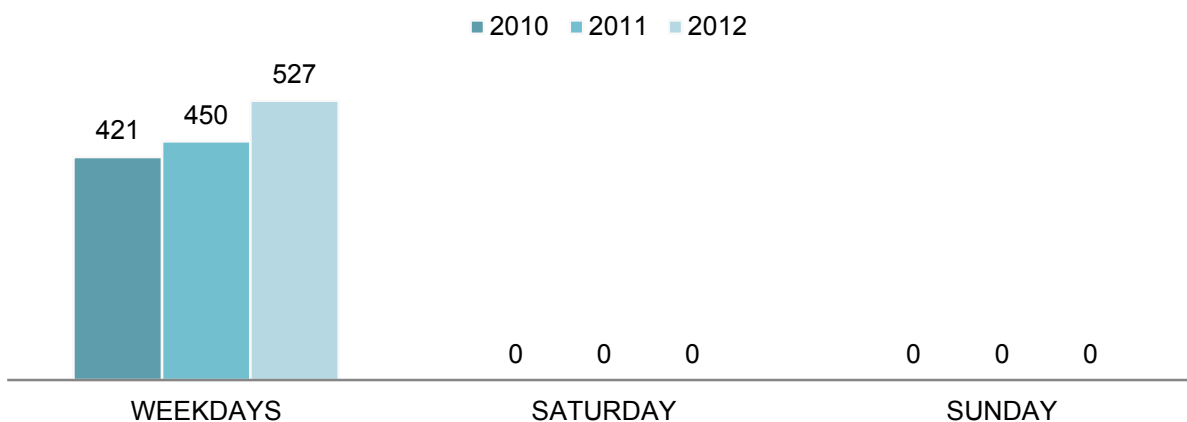
Issaquah - Northgate Express



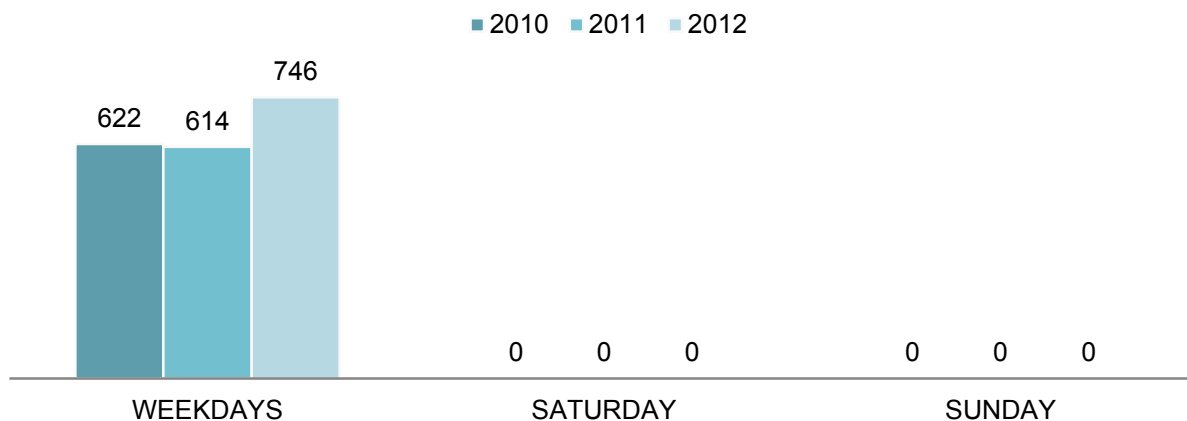
The Issaquah to Northgate Express began service in September 2001. The routes operate generally along the I-90 and SR-520 corridors, with major intermediate stops at Eastgate, South Bellevue Park-and-Ride, and Bellevue Transit Center. Service operates in both directions during weekday peak periods only, with Route 555 serving eastbound AM/westbound PM commuters, and Route 556 serving westbound AM/eastbound PM commuters. The most recent change occurred in June 2009 when both routes were modified to operate between Eastgate and downtown Bellevue via I-90 and Bellevue Way. Route 556 buses operate a streamlined routing that uses the Eastgate Freeway Station, while Route 555 serves the Eastgate Park-and-Ride and a single Factoria-area stop at I-90 and Richards Road. Due to significant overloads, a new westbound a.m. peak trip was added to Route 556 in February 2013.

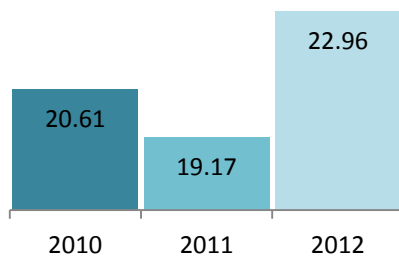
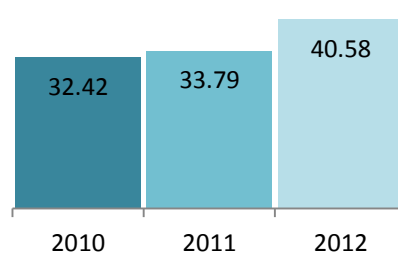
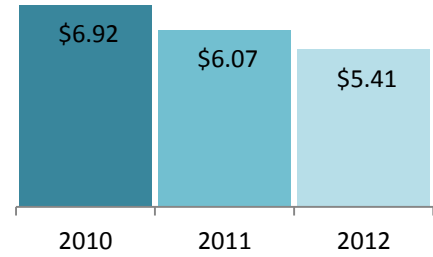
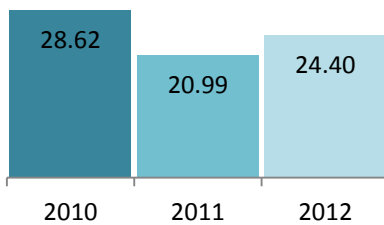
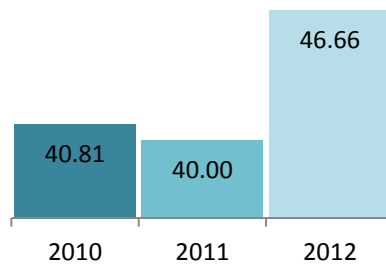
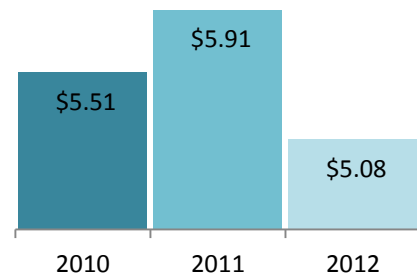
Ridership on both routes experienced healthy growth from 2011 to 2012, like most of the cross-Lake Washington routes in the ST Express network. Trip-level loads generally remain within the seating capacity of buses used for the service, though there are occasional standing loads on the busiest trips.

Average Daily Boardings - 555

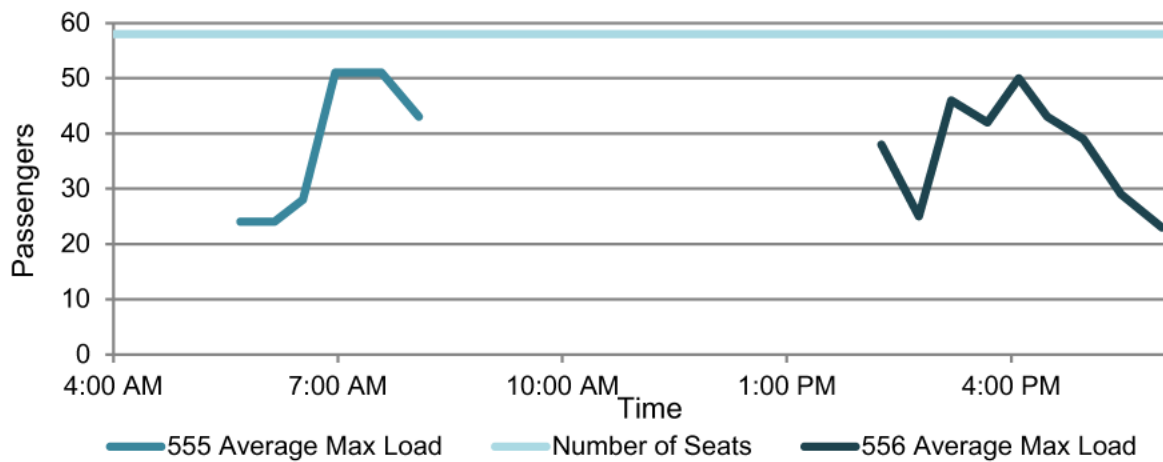


Average Daily Boardings - 556

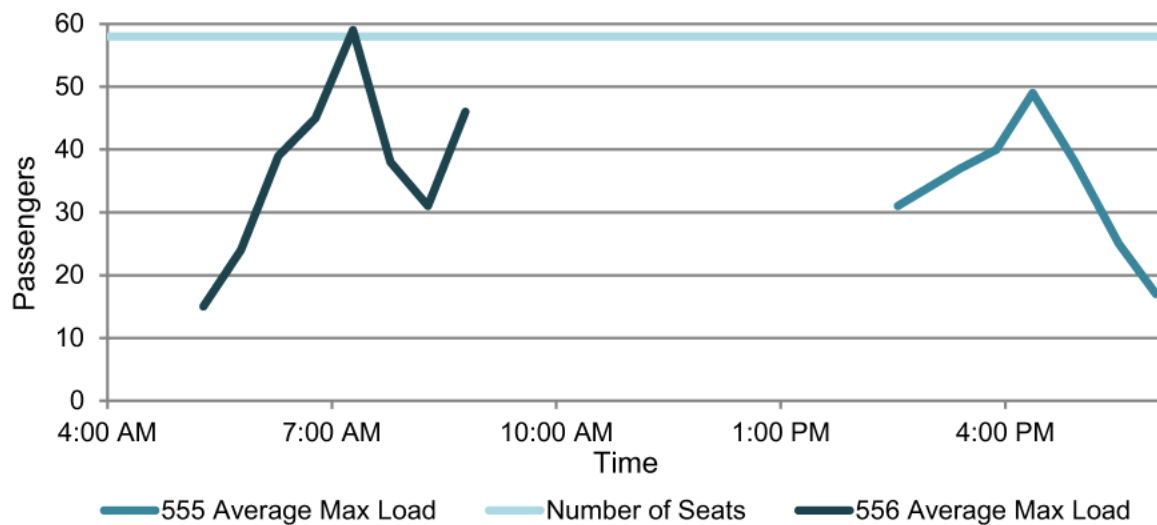


**555 Boardings
Per Hour****555 Boardings
Per Trip****555 Purchased
Cost per Boarding****556 Boardings
Per Hour****556 Boardings
Per Trip****556 Purchased
Cost per Boarding**

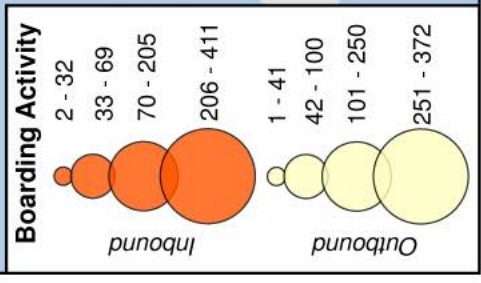
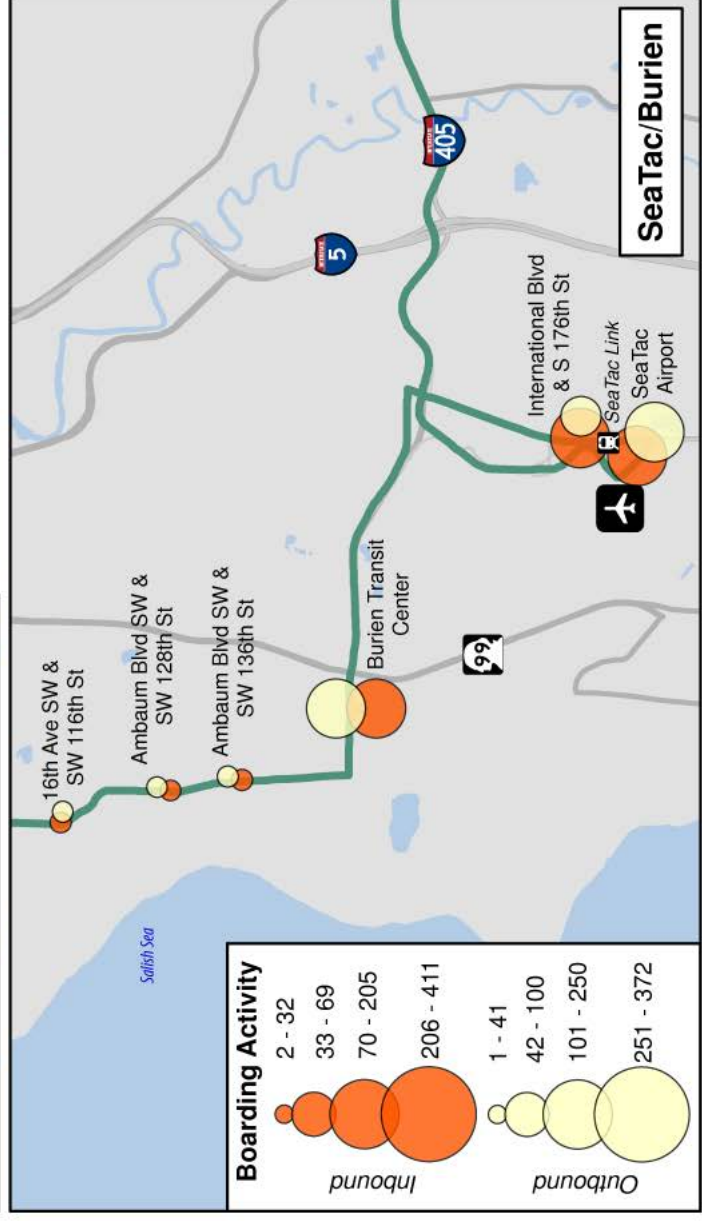
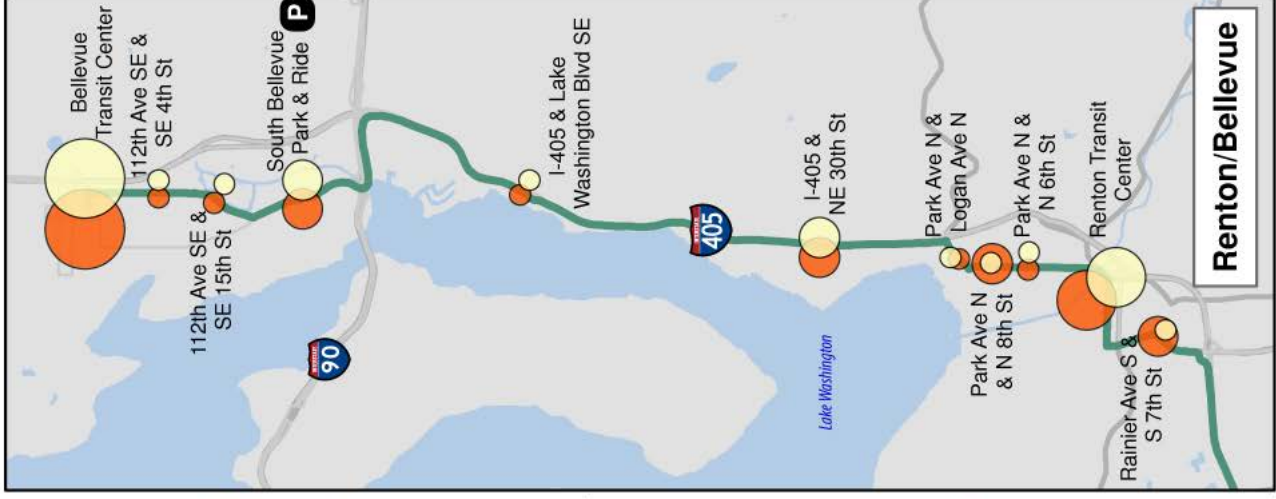
555 & 556 Weekday Eastbound Passenger Loads



555 & 556 Weekday Westbound Passenger Loads



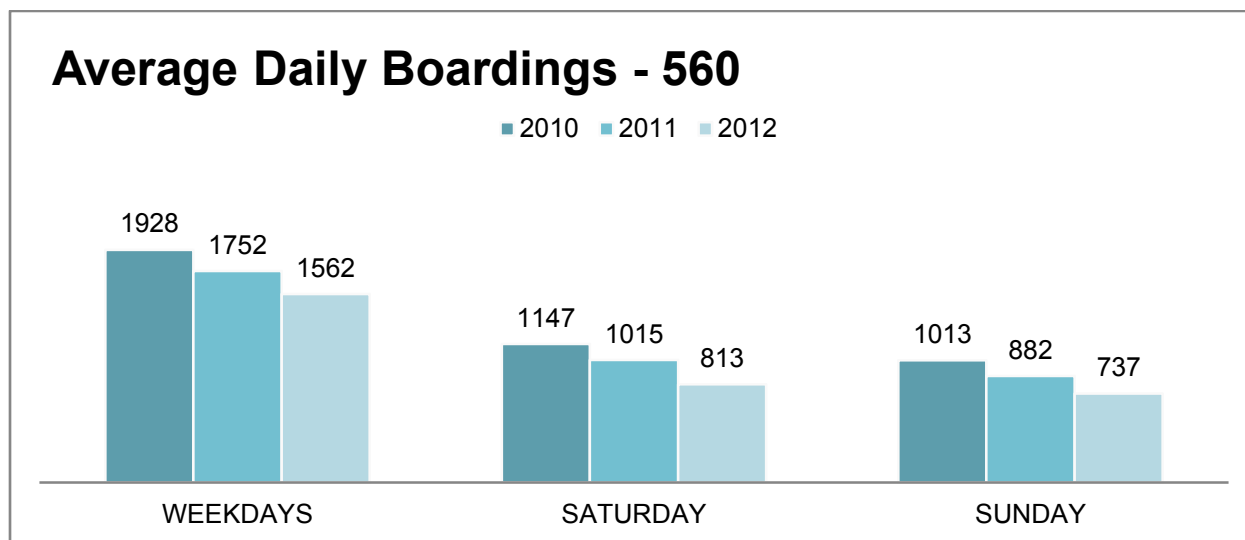
Route 560 West Seattle-Bellevue



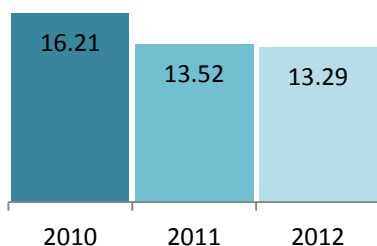
The current West Seattle to Bellevue Express dates from September 2003 when the Westside Express (Route 570) and the Bellevue-Sea-Tac Express (old Route 560) were merged into one route. The combined route now operates between Westwood Village in West Seattle and Bellevue Transit Center via Sea-Tac Airport and the Burien Transit Center. The West Seattle-Burien segment of Route 560 operates on arterial streets with four intermediate stops. Between Burien and Bellevue Transit Center, the route travels primarily along the SR 518 and I-405 freeways with stops at Sea-Tac Airport, Renton Transit Center, Newport Hills Park-and-Ride, and South Bellevue Park-and-Ride. Service operates all day, seven days a week.

Prior to the June 2013 service change, Route 560 terminated at Burien Transit Center with the exception of a weekday, peak-only extension to the Alaska Junction in West Seattle. With the introduction of the RapidRide C Line and related changes to local service in September 2012, King County Metro established Westwood Village as a major transit hub in southwest Seattle. This created an opportunity for Sound Transit to avoid route duplication and reallocate resources from the peak-only extension between Burien and the Alaska Junction to full-time service between Burien and Westwood Village. At Westwood, buses can make connections with several West Seattle routes, including RapidRide C Line, Route 21 (downtown Seattle to Westwood Village via 35th Ave SW), and Route 120 (downtown Seattle to Burien via SW Delridge Way).

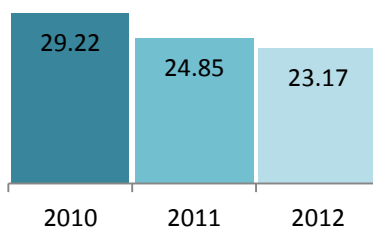
Route 560 is one of the lowest performers in the ST Express system, with an overall rating of “Unsatisfactory.” While Route 560 has experienced three years of ridership decline through 2012, changes implemented in mid-2013 are already showing improved ridership and productivity. The improvement in consistency of the route and new all-day connections in West Seattle so far look to be positive changes, and staff expects to see these trends continue as riders adjust to the new routing and learn about improved connections from West Seattle to Sea-Tac Airport, and between Renton and Bellevue during times when Route 566 service has been reduced or eliminated.



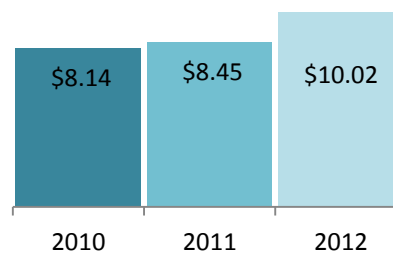
Boardings Per Hour

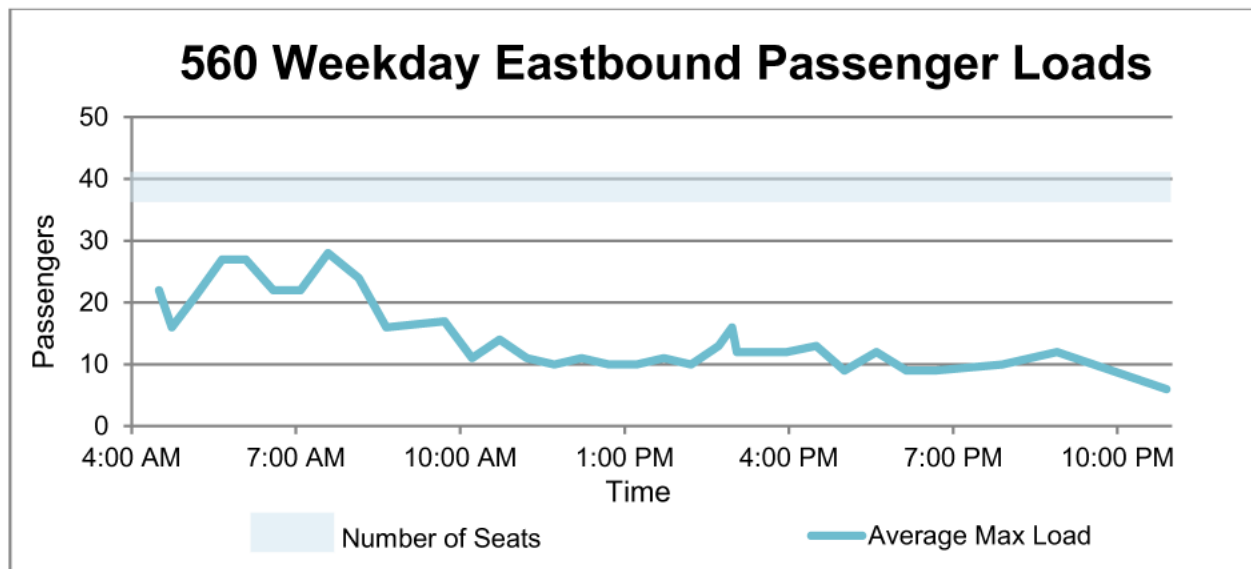
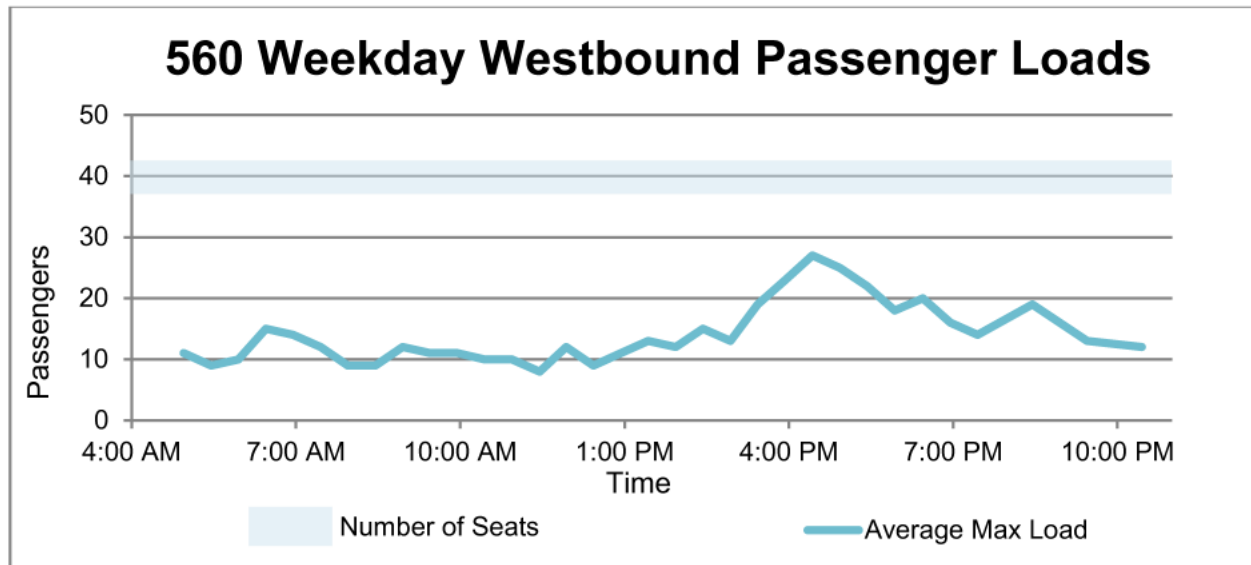


Boardings Per Trip

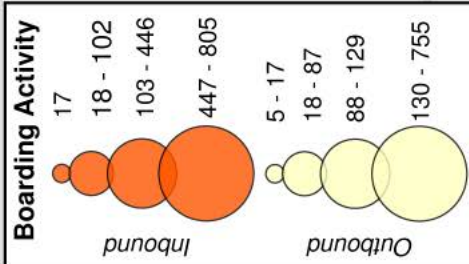
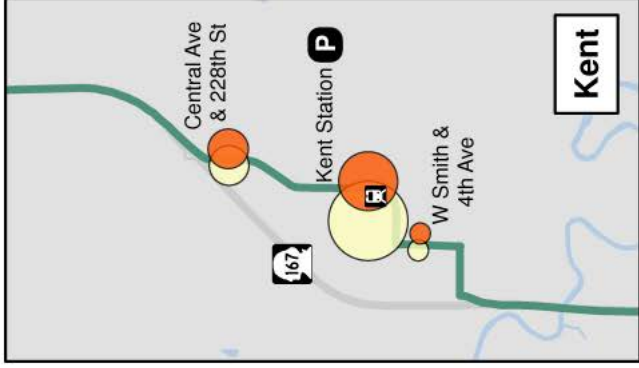
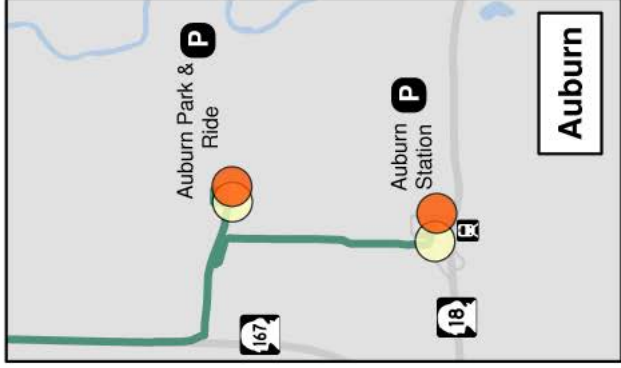
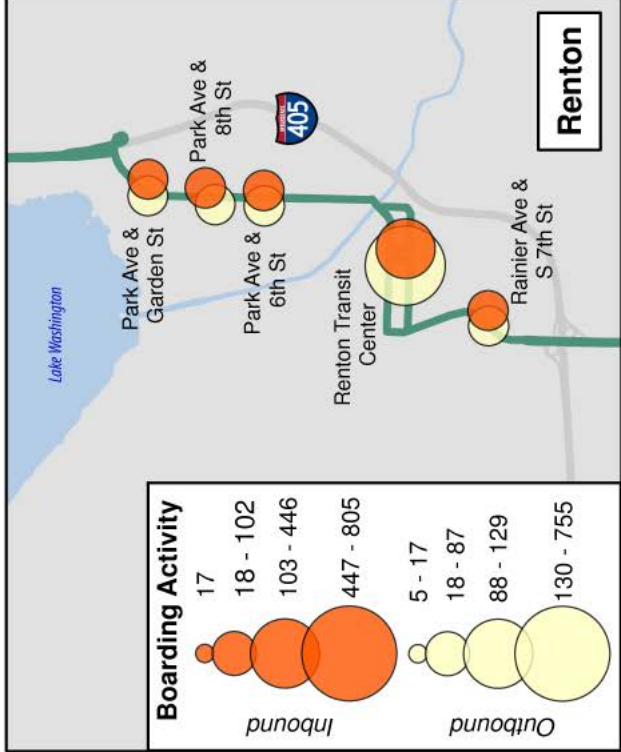
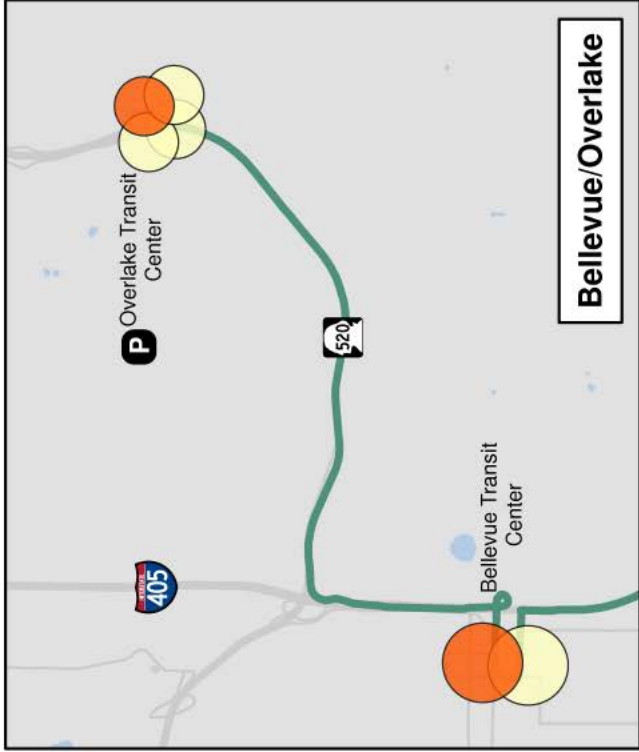
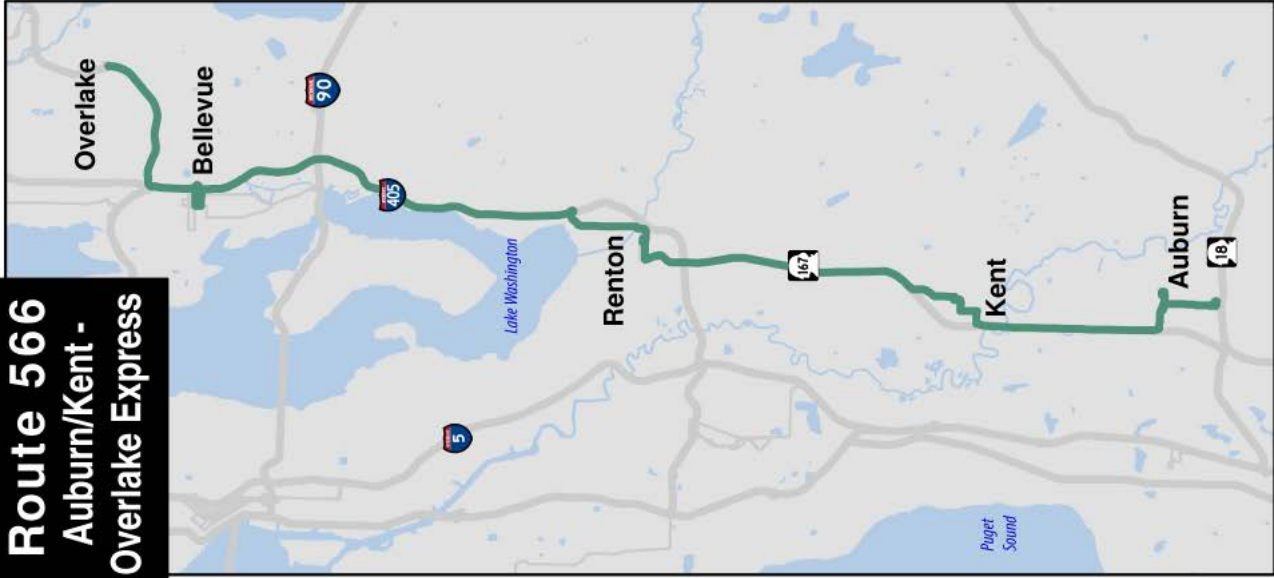


Purchased Cost per Boarding





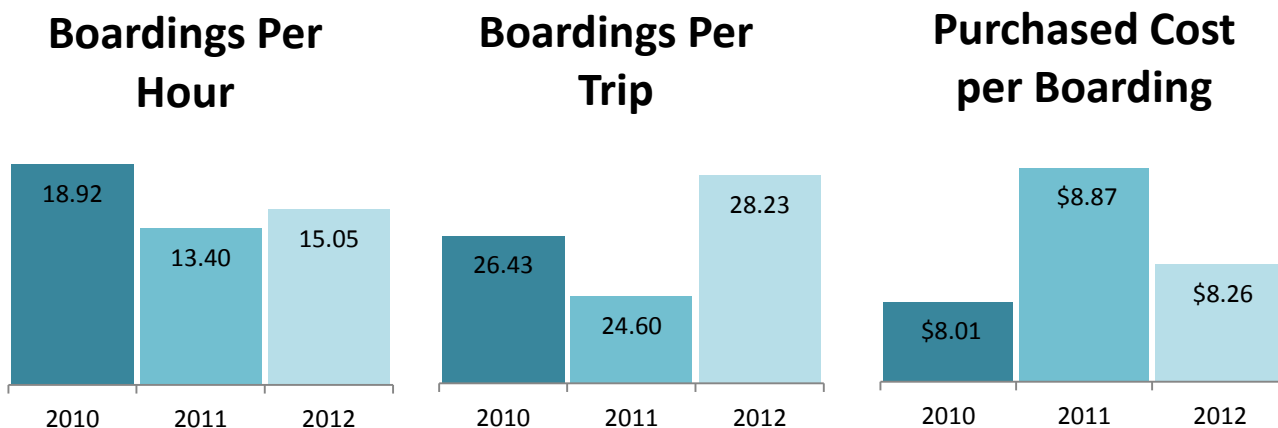
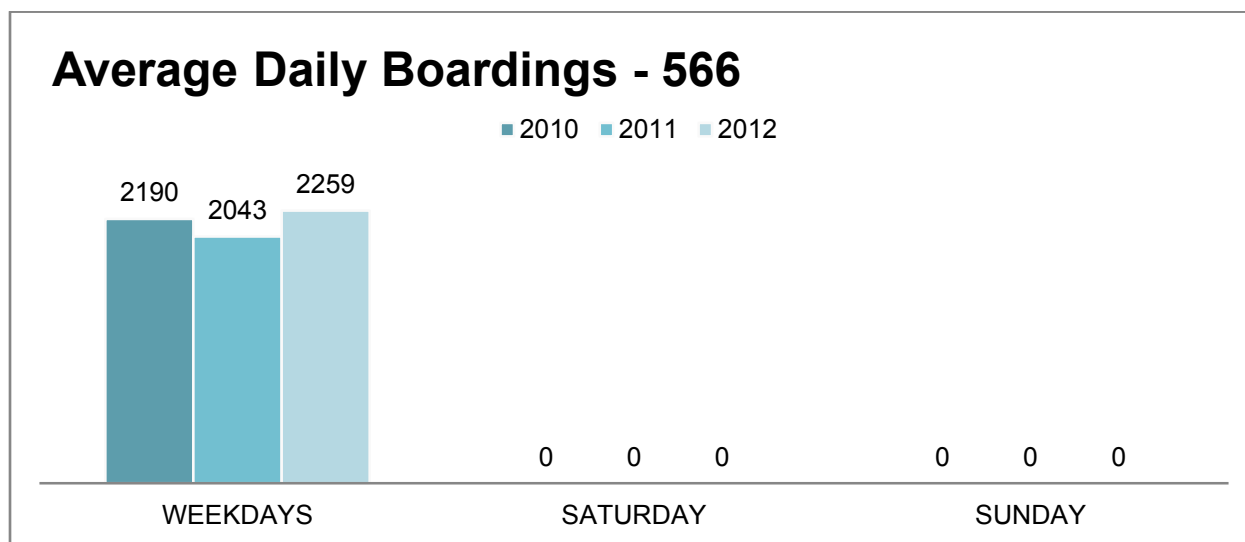
Route 566 Auburn/Kent - Overlake Express



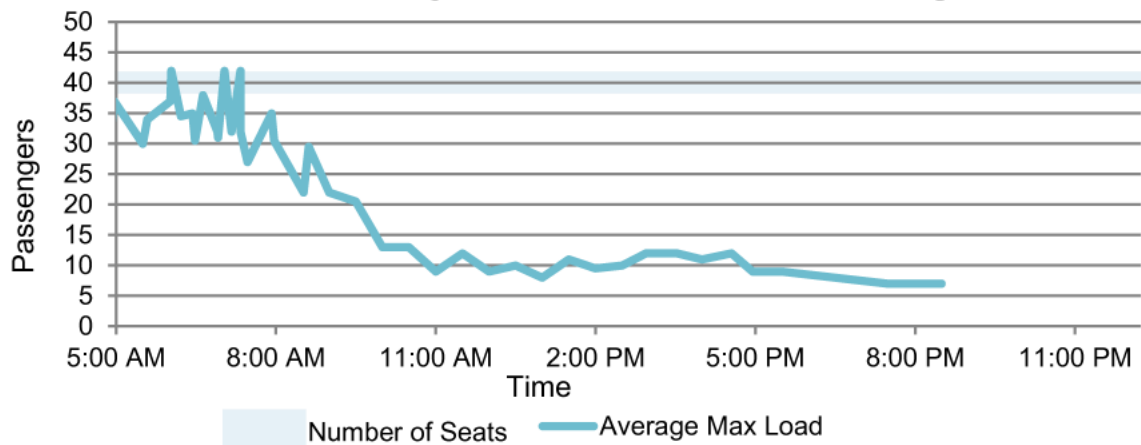
ST Express bus service on the SR-167 corridor began with Route 565 in 1999. Initially this route connected Federal Way with Bellevue with all-day service on weekdays. It was joined in 2003 by a companion route, Route 564, which started at South Hill Transit Center in Puyallup and shared a common path with Route 565 between Auburn and Bellevue. Both routes were extended from Bellevue to Overlake in September 2005. Ridership on the Federal Way and South Hill “tails” were not very productive, and a major service restructure was implemented in February 2010, combining Routes 564 and 565 into a single route (566) operating between Auburn and Overlake. Route 566 operates all day on weekdays, with service supplemented by turnback trips between Kent and Overlake during peak periods.

In June 2013, due to low midday ridership and demand for faster service between Kent and Bellevue/Overlake, fourteen peak period turnback trips between Kent and Overlake were converted to new Route 567, which bypasses the Renton Transit Center. Midday Route 566 service was reduced from every 30 minutes to every 60 minutes, with service between Auburn and Renton only. A timed transfer with Route 560 at Renton Transit Center is available for those passengers wishing to continue to or from Bellevue. After creation of Route 567, peak frequencies on Route 566 were reduced to every 15-30 minutes.

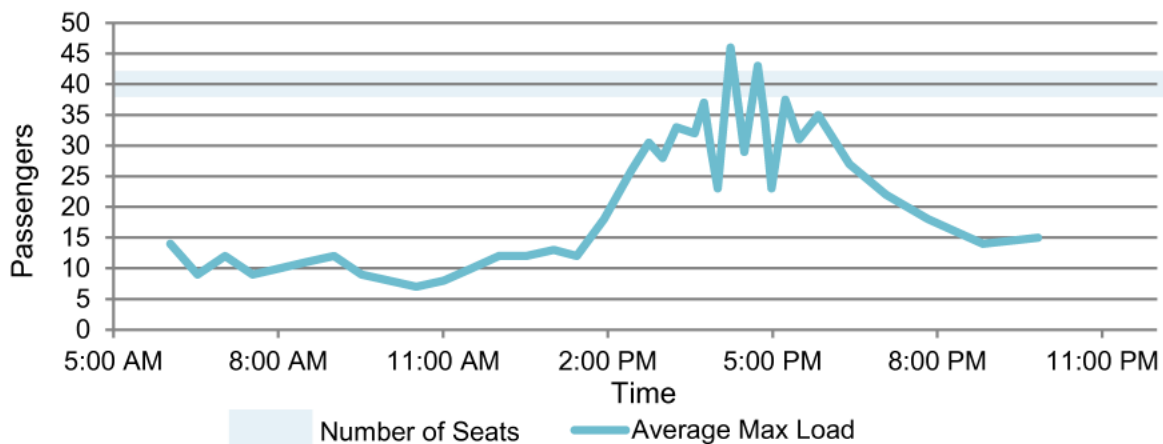
Ridership on Route 566 declined from 2010 to 2011 but increased by about 200 boardings per weekday in 2012. Most of the growth, however, occurred during peak commute periods, leaving off-peak service among the lowest performing services in the ST Express network. The changes implemented in 2013 have, in the short time since implementation, increased ridership and productivity in the corridor, despite an overall reduction in service levels. Peak direction demand during rush hour has led to overcrowding on some Route 566 trips, and a corner radius limitation in downtown Renton prevents the use of high capacity MCI coaches to address peak overloads. Staff is investigating the possibility of rerouting to allow use of MCI coaches in the future on this route, and may make minor schedule adjustments to better balance individual trip loads.



566 Weekday Northbound Passenger Loads



566 Weekday Southbound Passenger Loads

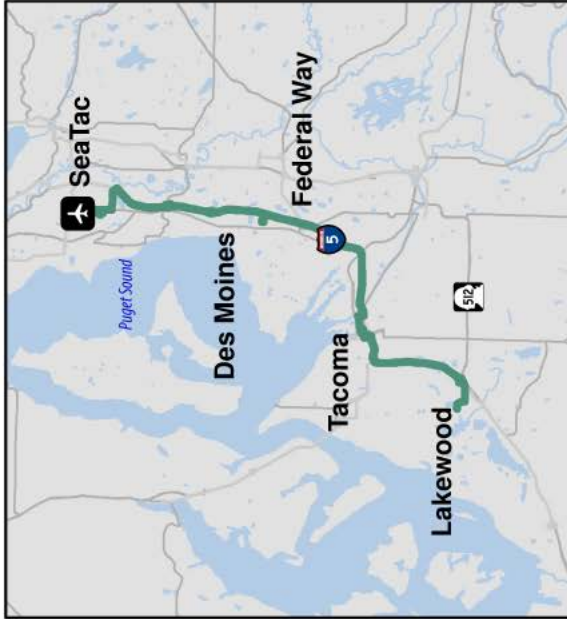
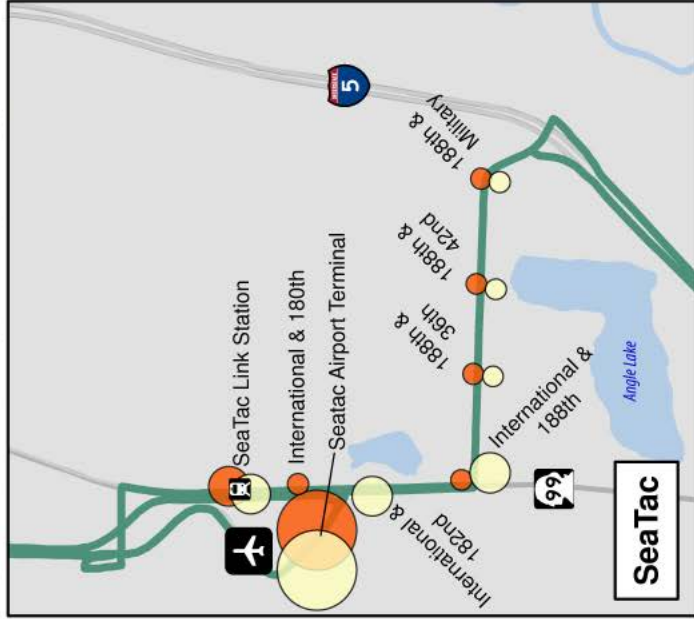
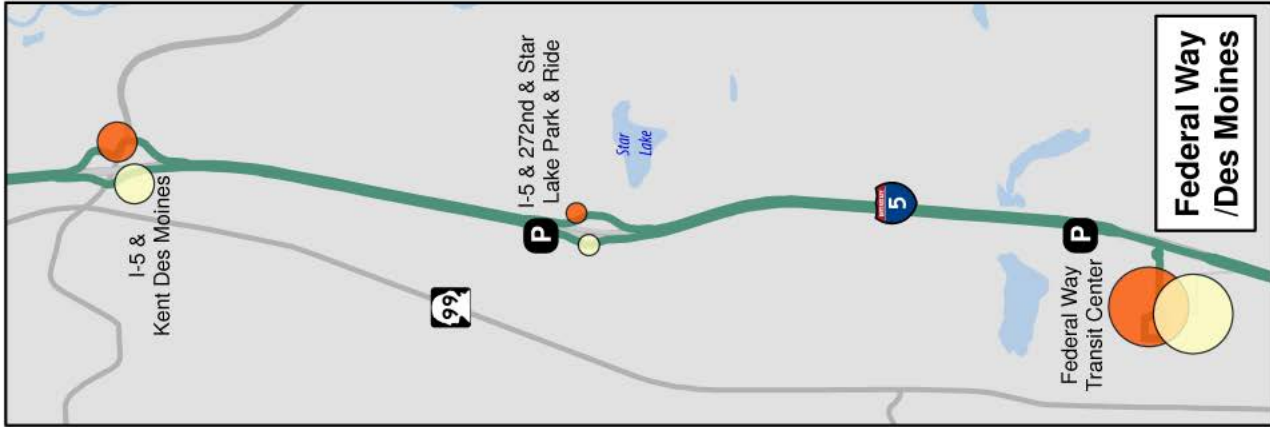
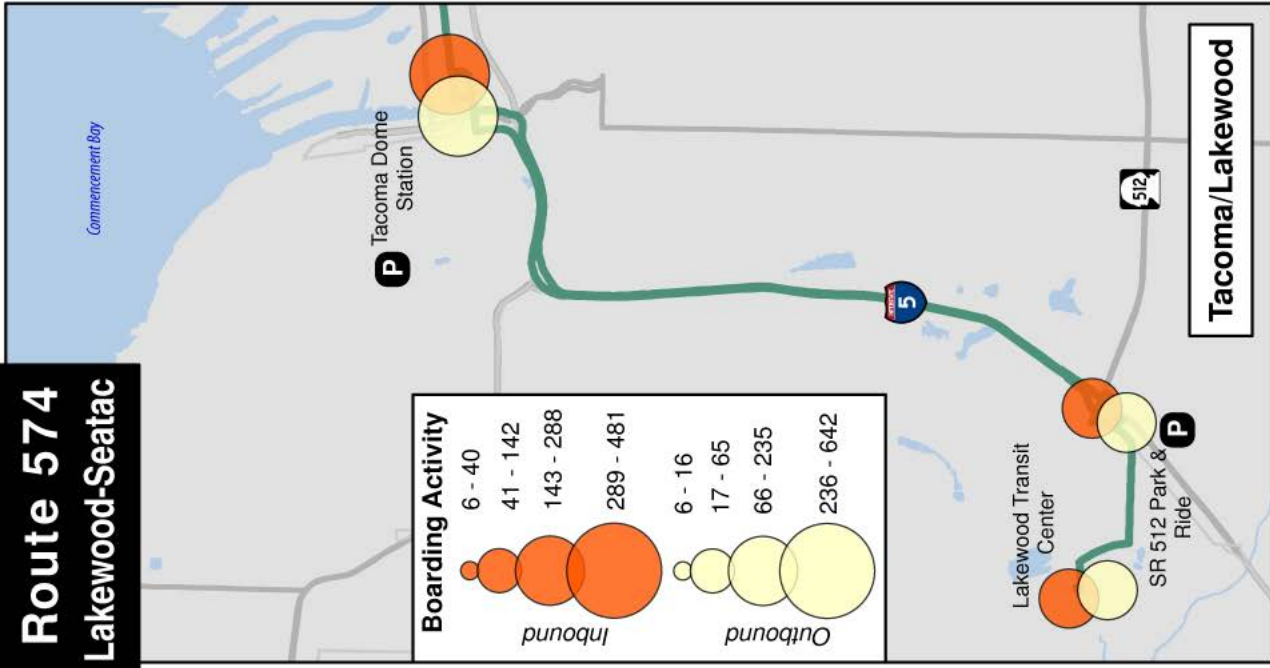
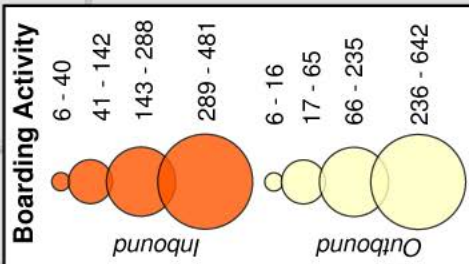


Route 567: Kent – Overlake

Kent-Overlake Express service began in June 2013. It operates along SR-167 and I-405 with an intermediate stop at Bellevue Transit Center. The route is timed to meet peak-direction Sounder trains in the morning and afternoon at Kent Station, providing a fast, dependable trip for Pierce and South King County residents commuting to and from the Eastside. An eighth round trip was added in September 2013 to meet the new Sounder peak-direction round trip train.

As this route started in 2013, 2012 ridership data is not available, but preliminary ridership data since the June 2013 start-up indicates that the service is already very popular among both Sounder and non-Sounder commuters wishing to quickly reach employment destinations on the Eastside.

Route 574 Lakewood-SeaTac



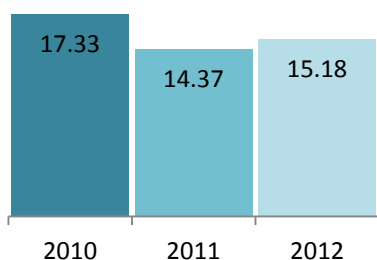
The Lakewood to Sea-Tac Express began service in September 1999. It operates along the I-5 corridor, with intermediate stops at SR-512 Park-and-Ride, Tacoma Dome Station, Federal Way Transit Center, Star Lake Park-and-Ride, Kent/Des Moines Park-and-Ride and along South 188th Street in SeaTac. Route 574 operates all day, seven days a week, with early morning trips serving airport employees starting work at 3:30 a.m.

Route 574 was an integral part of the rail-bus service restructuring that took place in February 2010. Routing was modified to serve the SeaTac/Airport Link Station as well as the bus stop on the airport's arrivals level. Route 574 replaced the former Metro Route 194 service between Sea-Tac Airport and Federal Way.

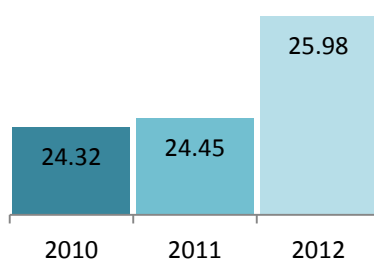
Ridership on Route 574 has remained relatively stable over the past three years, with an 8% increase in weekday ridership from 2011 to 2012. Weekend ridership has been stable. Average trip loads, however, are fairly moderate with the exception of a handful of trips that coincide with airport employee shift start and end times. Overall the route falls into the "Unsatisfactory" category.



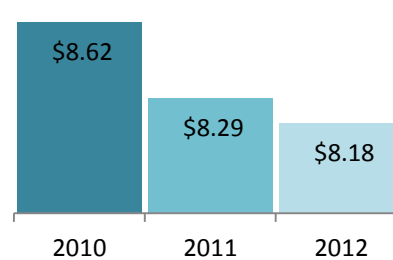
Boardings Per Hour

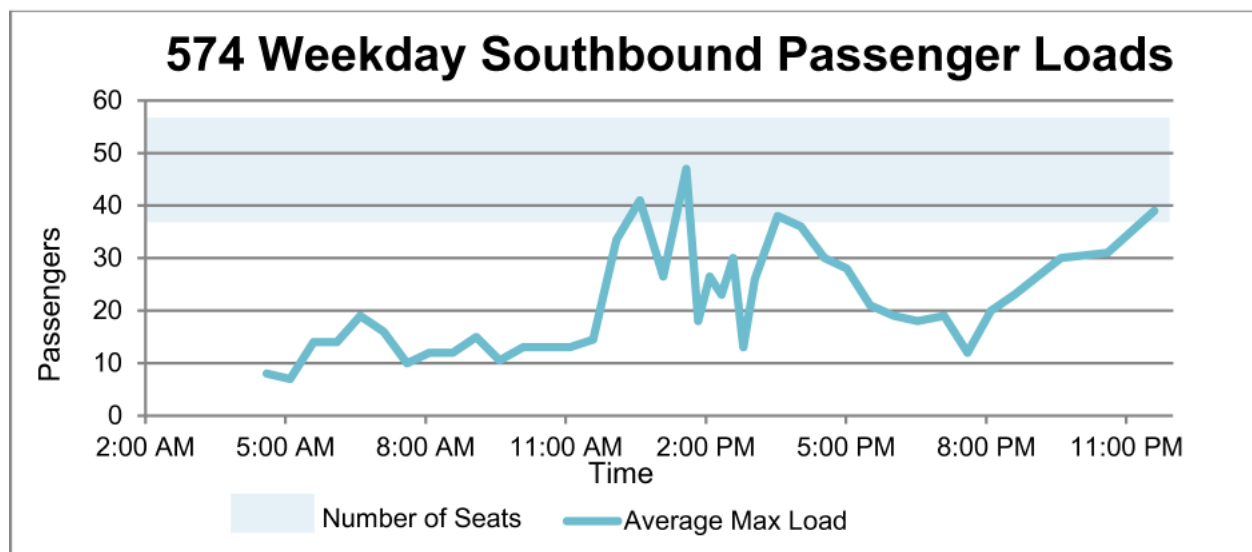
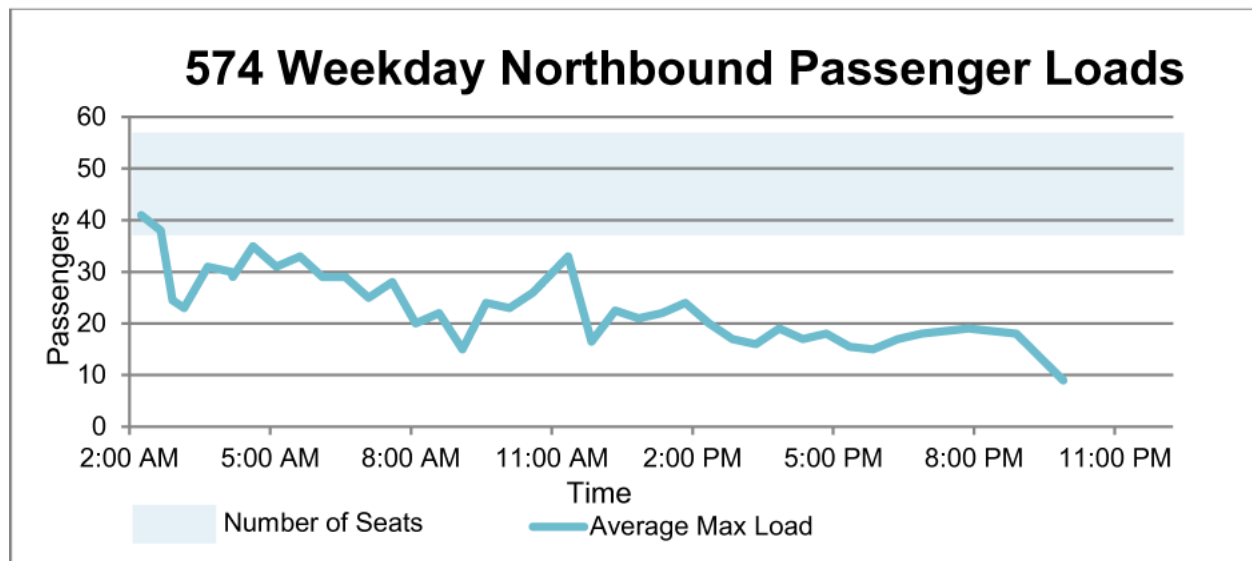


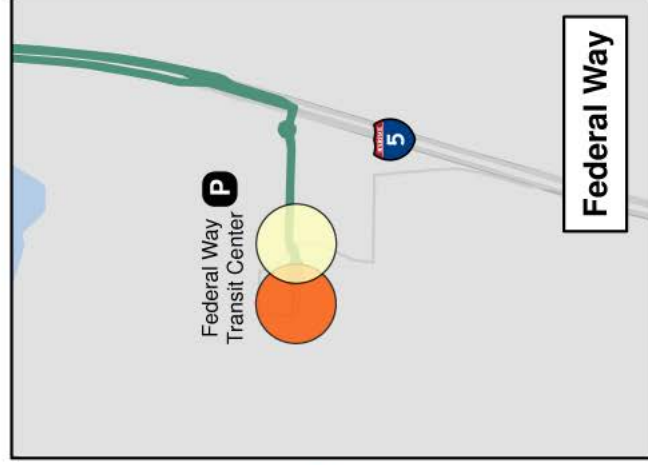
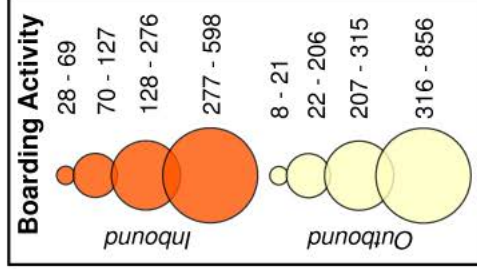
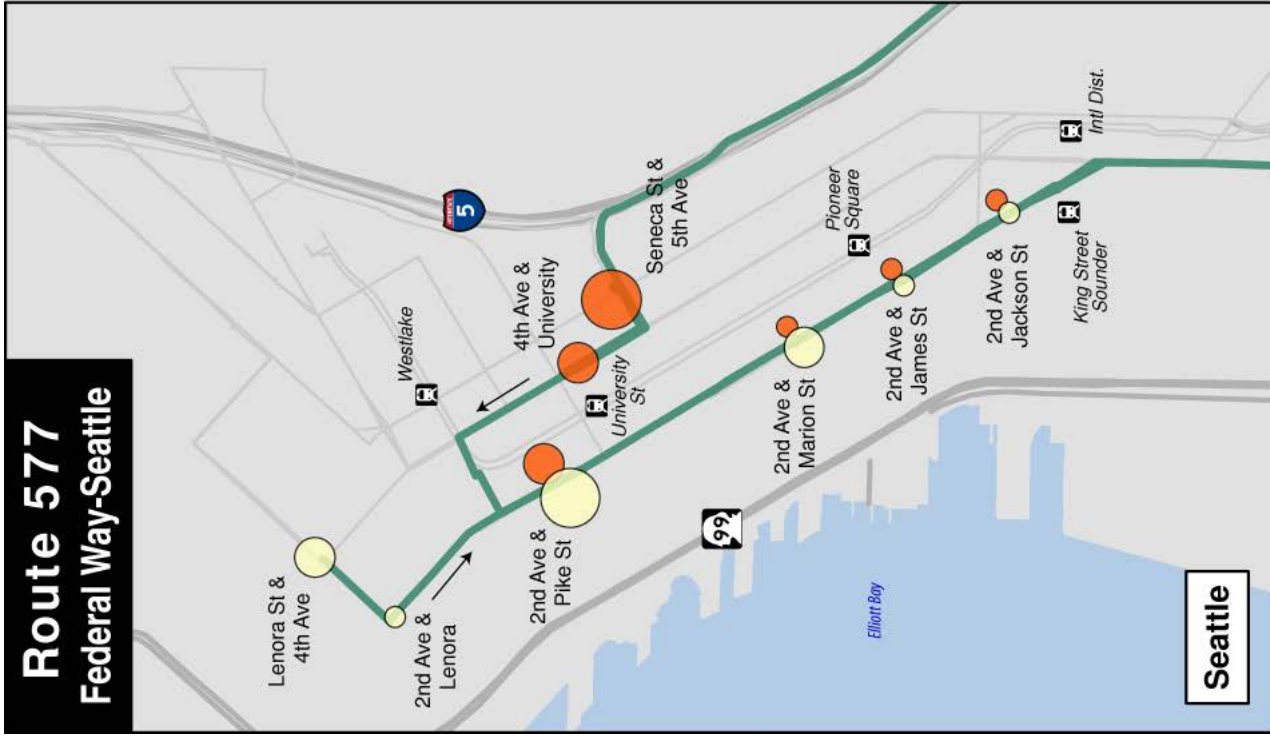
Boardings Per Trip



Purchased Cost per Boarding



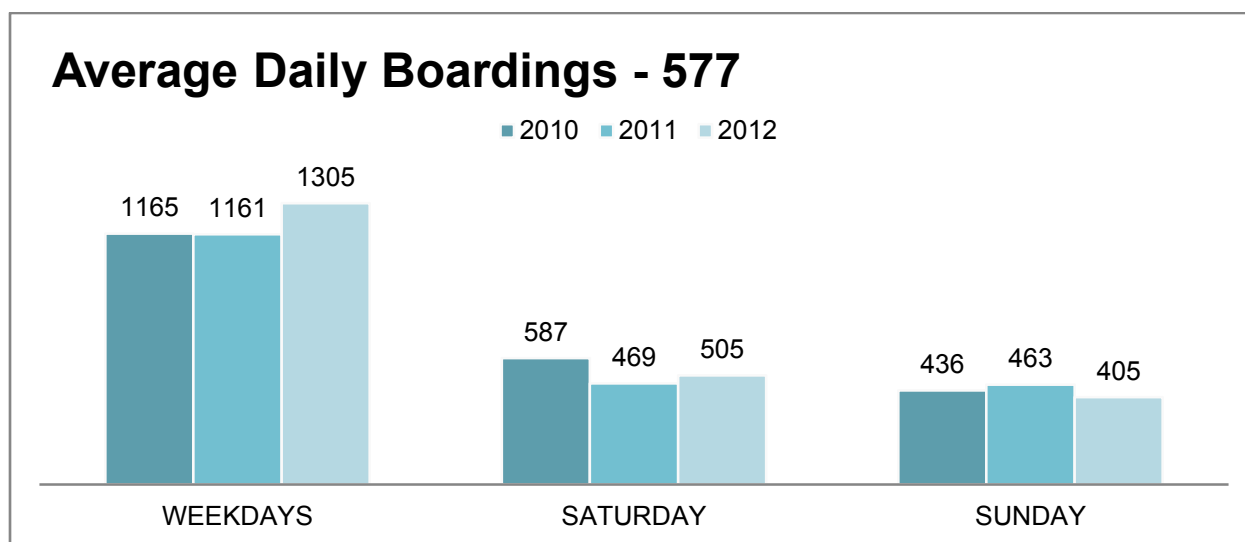




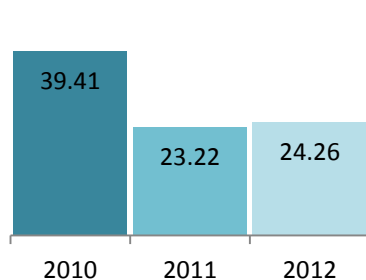
Route 577 began operation as a peak-hour, peak-direction service between the then-new Federal Way Transit Center and downtown Seattle in February 2006. Adjacent to the transit center is a 1,200 stall park-and-ride garage. The route provides non-stop express service between the transit center and downtown Seattle, utilizing the I-5 HOV lanes over the entire distance to provide a very time-competitive trip. With the September 2009 service change, King County Metro modified Route 179 to serve the Federal Way Transit Center, augmenting Route 577 express service between the transit center and downtown Seattle during peak periods. This change addressed “peak of the peak” overloads on Route 577 and allowed room for future ridership growth.

As part of the major bus-rail service restructuring in February 2010, Routes 577 and 578 replaced all the Seattle-Federal Way service formerly provided by Metro Route 194. To accomplish this transition, service levels on Route 577 were expanded to provide hourly headways on Saturdays and Sundays. Together with service on Route 578, this provides 30-minute combined service between downtown Seattle and Federal Way on weekends.

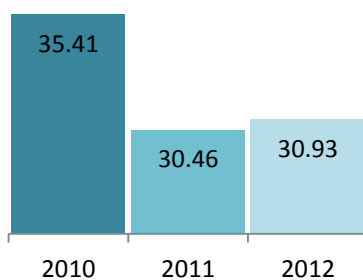
As resources have become available, weekday peak-period, peak-direction trips have been added over the past two years to address peak period overcrowding. Overall the route has a rating of “Satisfactory,” performing within the expected range for ST Express services. Weekend service is among the lower performers, but weekday performance is strong and ridership continues to increase.



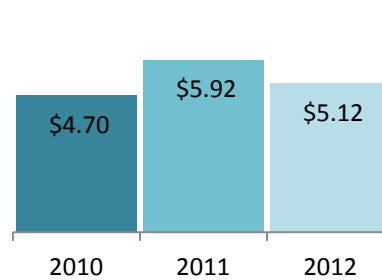
Boardings Per Hour



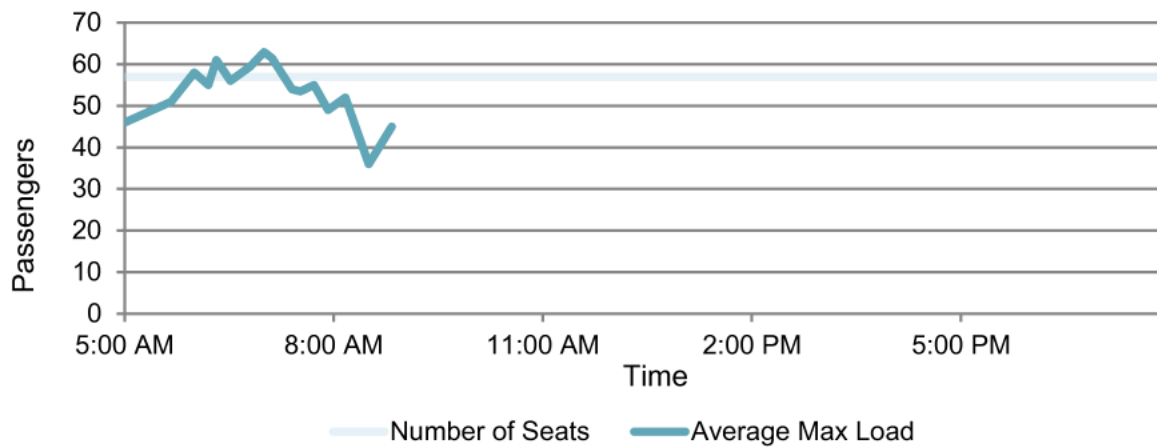
Boardings Per Trip



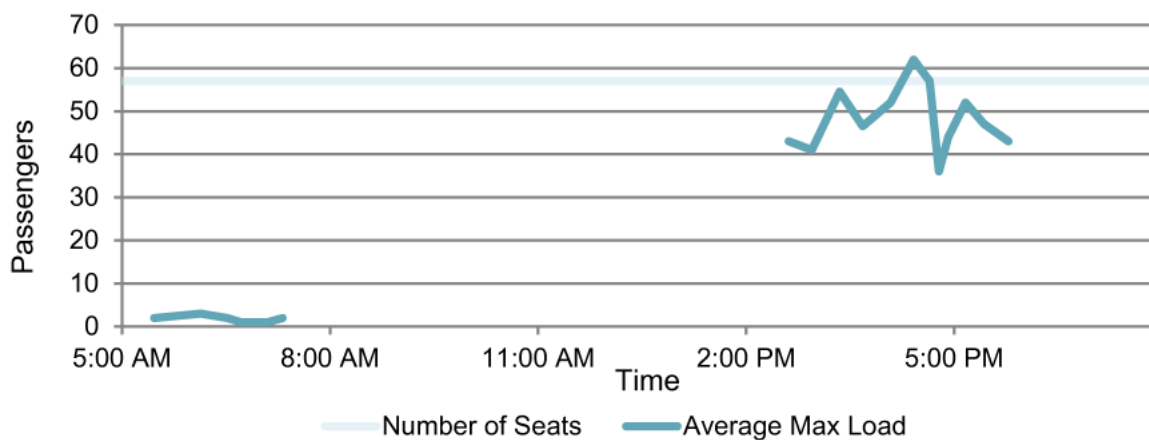
Purchased Cost per Boarding



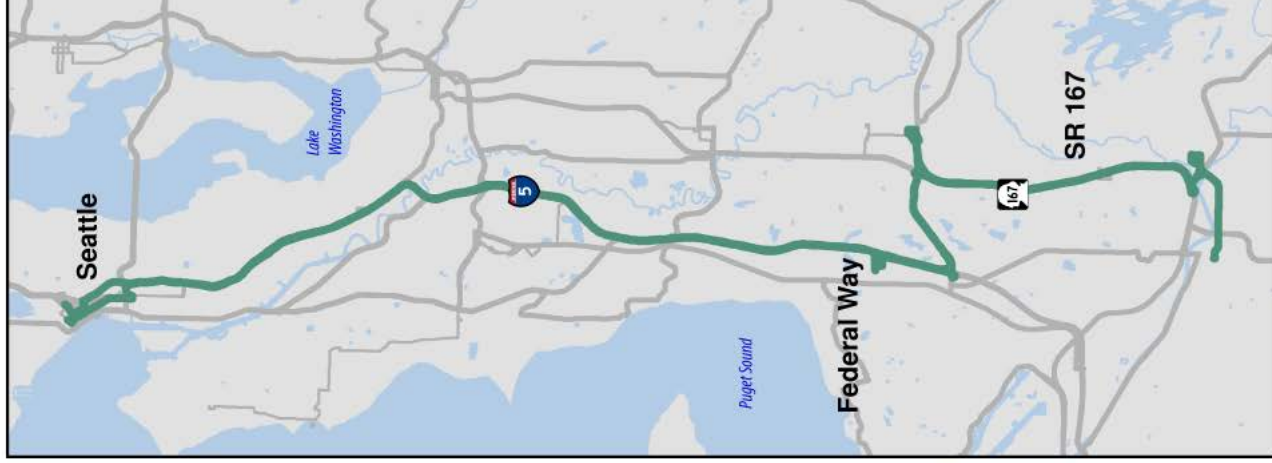
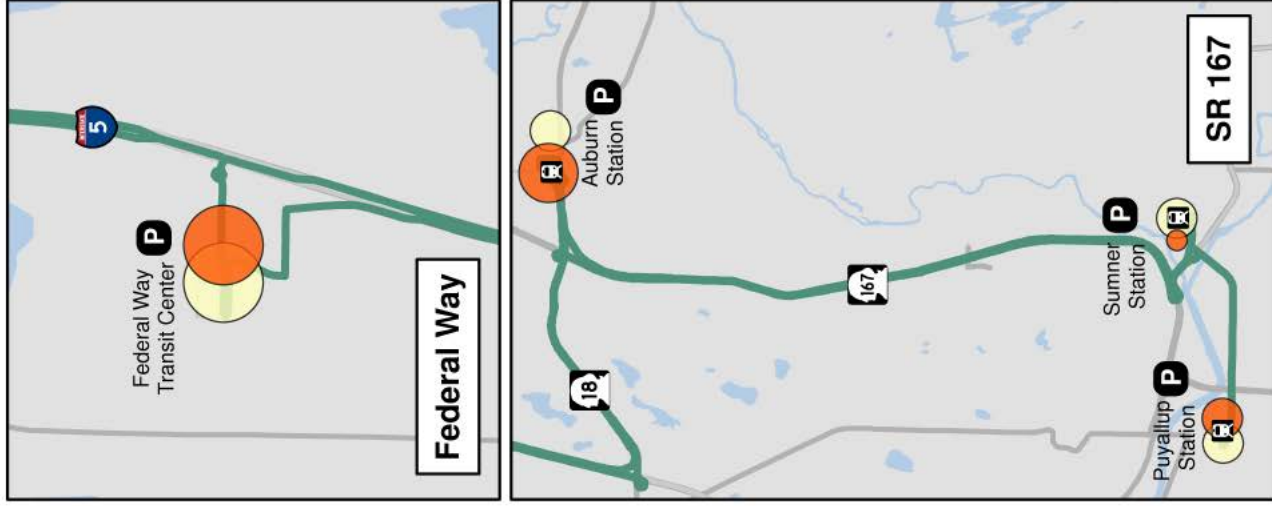
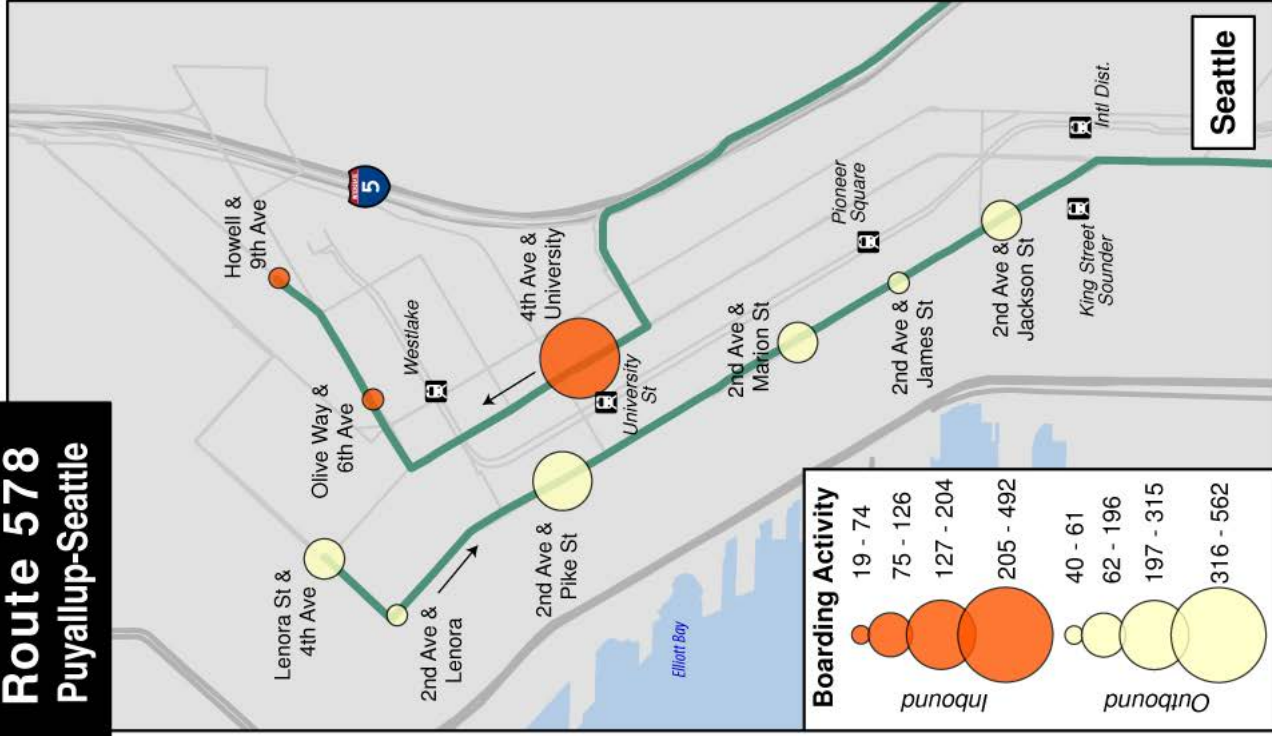
577 Weekday Northbound Passenger Loads



577 Weekday Southbound Passenger Loads



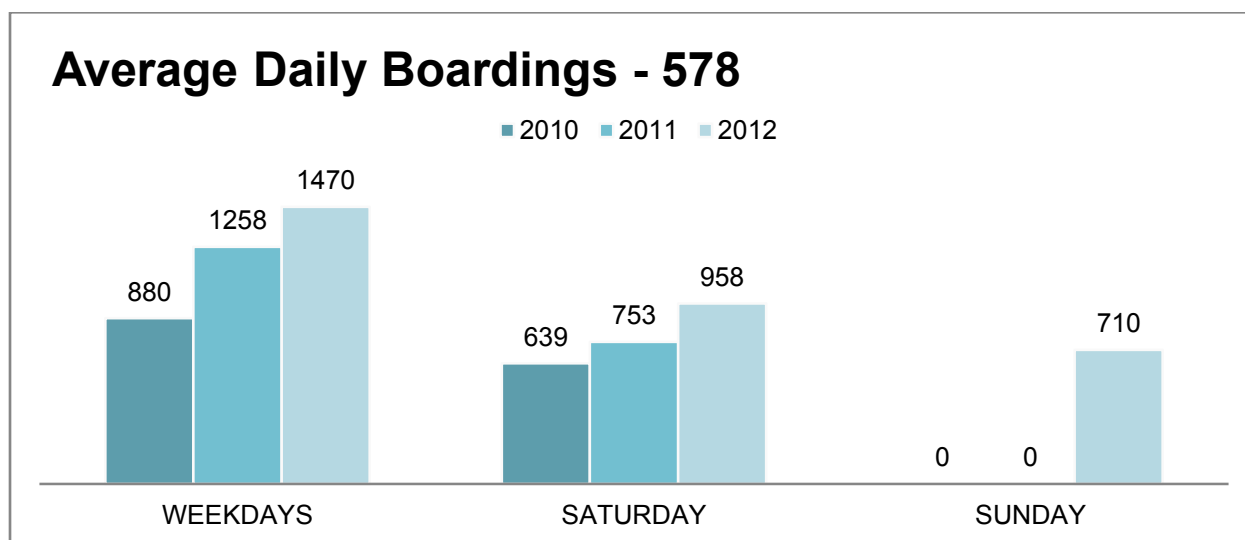
Route 578 Puyallup-Seattle



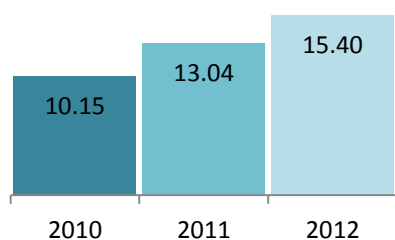
Route 578 began in June 2009 with one early evening weekday trip, intended as an alternative for Sounder customers who formerly rode the cancelled 6:45 p.m. train trip from Seattle. This single one-way trip was the beginning of an important express route that now serves many different functions in the South Corridor. Operating non-stop between downtown Seattle and Federal Way Transit Center, Route 578 provides a fast, auto-competitive trip between these points using the I-5 HOV lanes. The route continues from Federal Way to Auburn Station, Sumner Station and Puyallup Station, functioning as a “shadow” service when Sounder trains are not scheduled to operate, and thus providing a full range of schedule options for South Line riders.

With the February 2010 service restructuring, Route 578 was expanded to provide off-peak direction trips and two-way midday and evening trips on weekdays. Schedules are designed to complement rather than duplicate Sounder train service, and Route 578 is carefully coordinated with Route 577 schedules to provide full-time service between Seattle and Federal Way. Beginning in June 2010, Saturday service was inaugurated on a 60-minute headway, and Sunday service was implemented two years later in June of 2012, alternating with Route 577 trips to provide a combined 30-minute service between Federal Way Transit Center and Seattle.

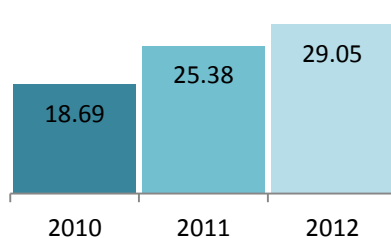
Ridership on Route 578 has continued to increase significantly since it became an all-day route in 2010. Weekend service is also trending upward. The route’s “Unsatisfactory” rating should be viewed with the understanding that it is a very long route that provides no peak direction rush hour service, a situation unique in the ST Express network. The busiest times on weekday Route 578 are just before and after the rush hour service on Route 577.



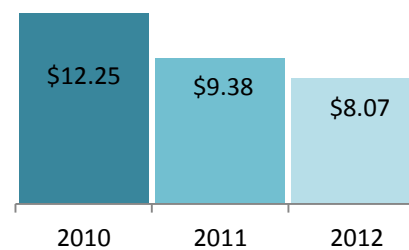
Boardings Per Hour

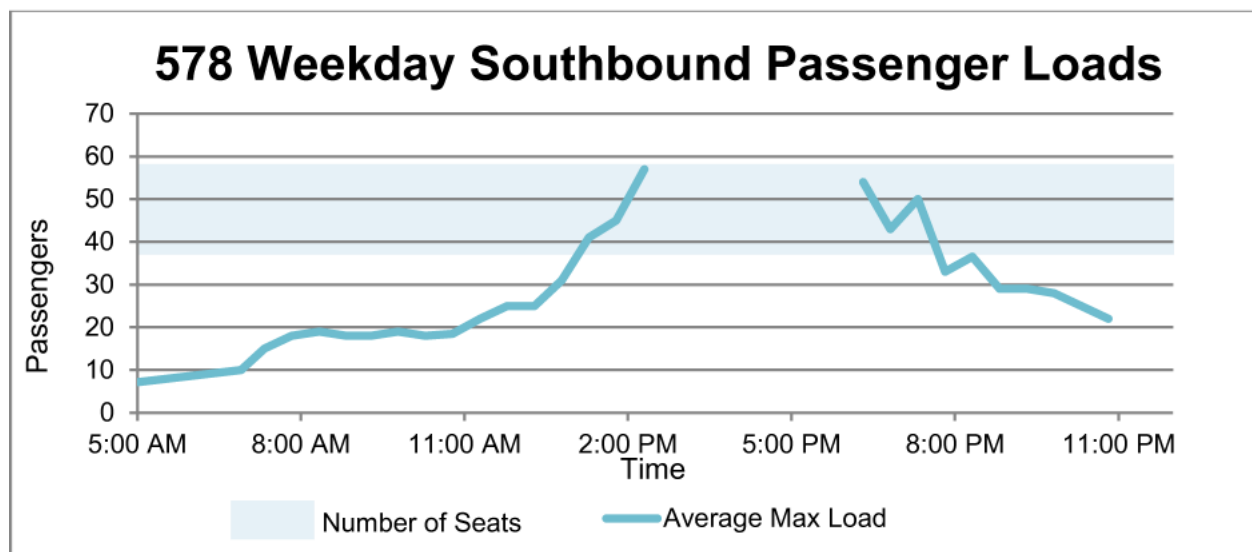
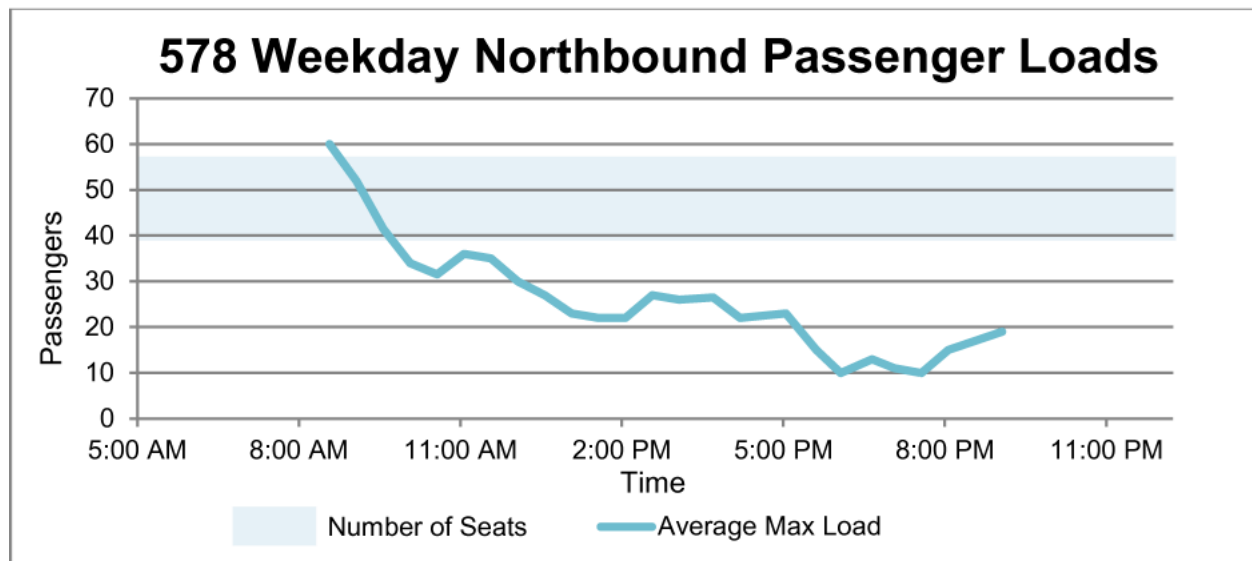


Boardings Per Trip

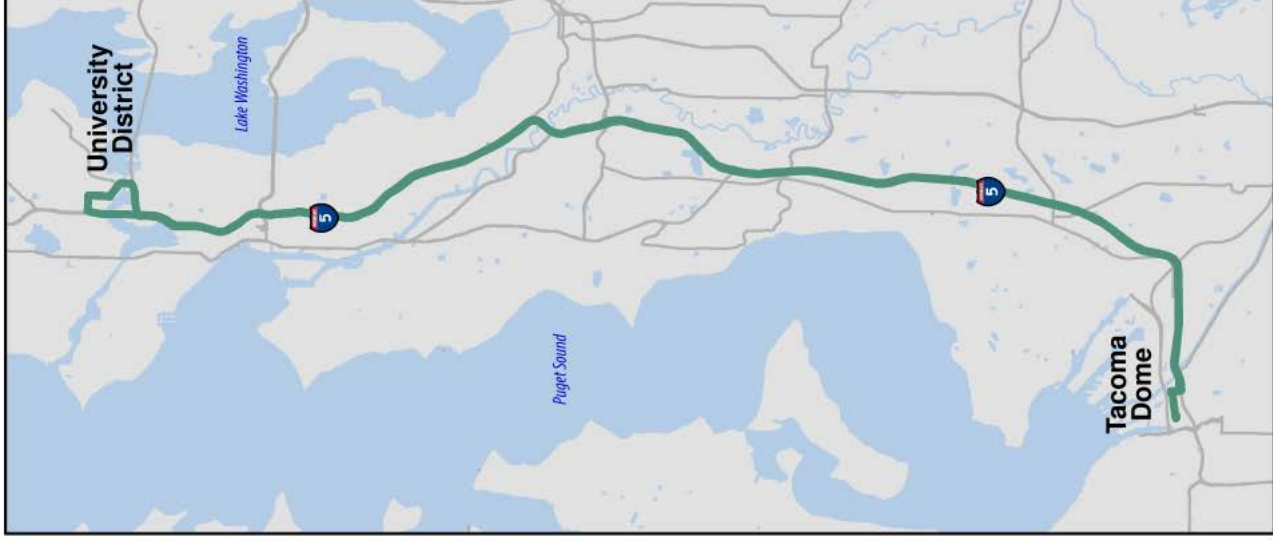
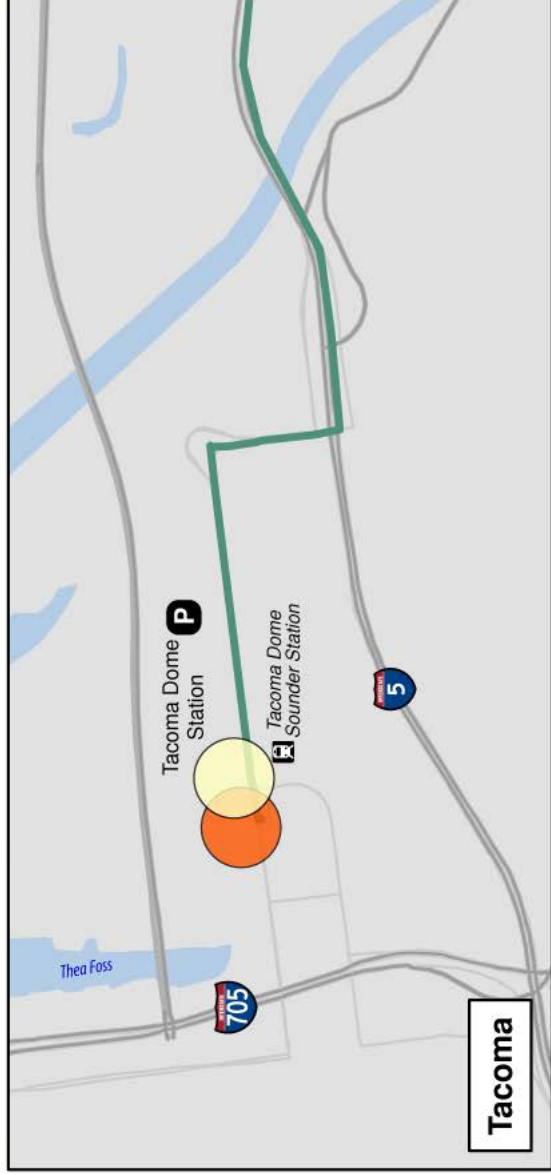
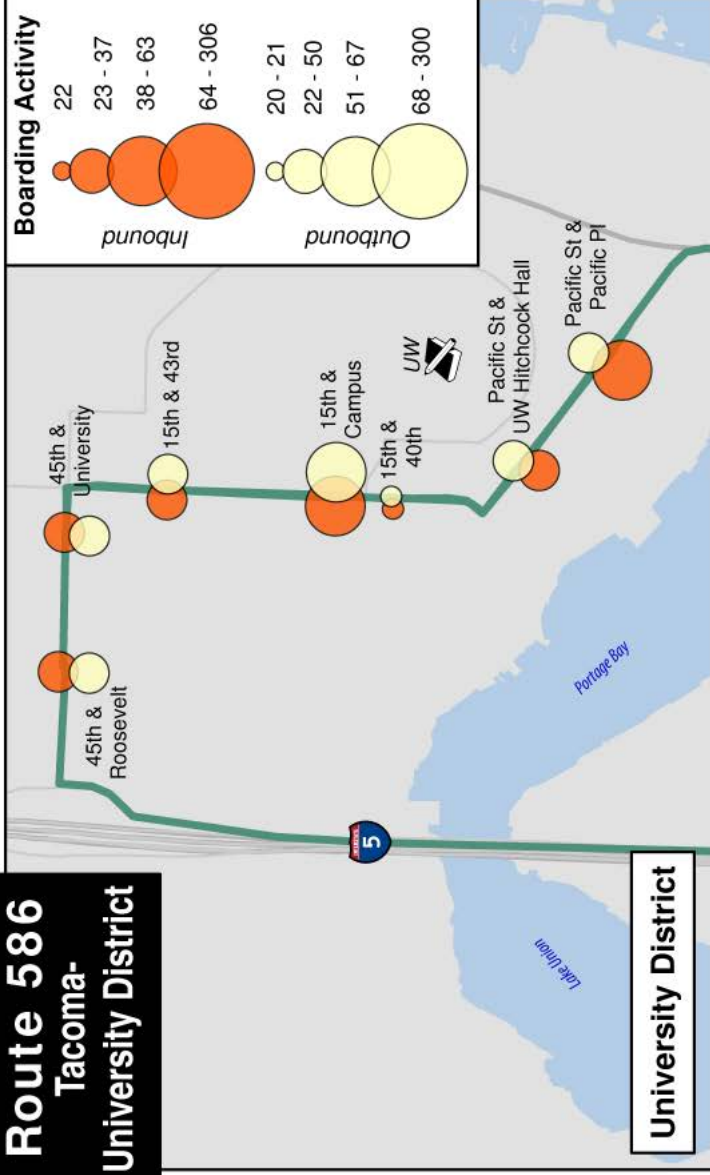


Purchased Cost per Boarding



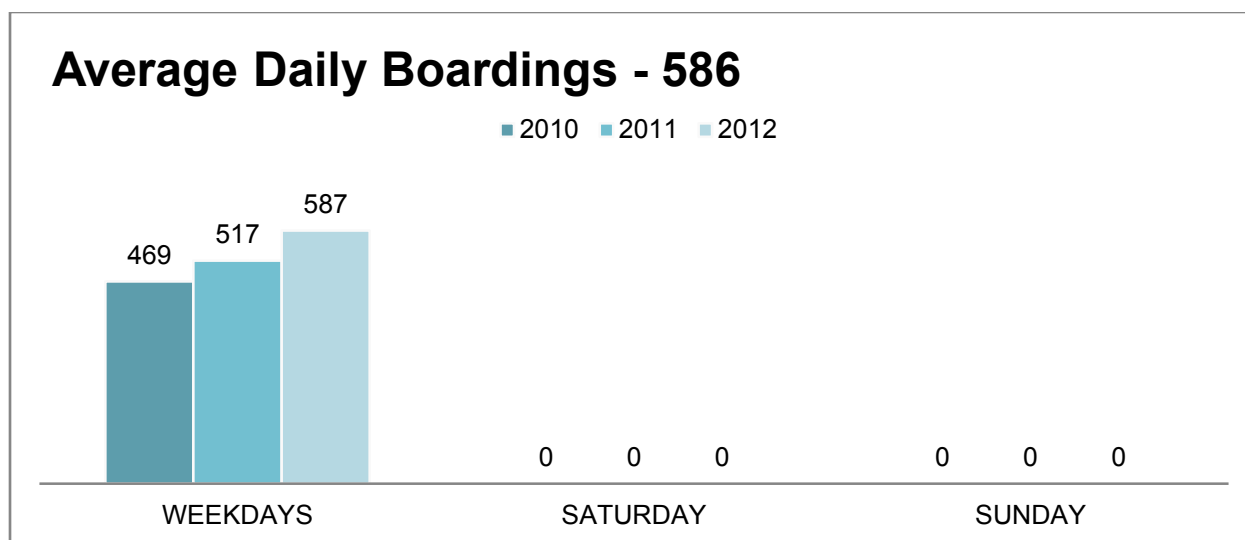


Route 586 Tacoma- University District

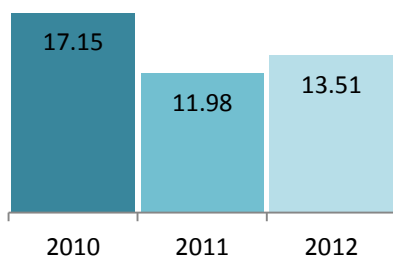


The Tacoma to University District Express began service in September 2002. It operates along the I-5 corridor between Tacoma Dome Station and the U-District. Service operates weekdays only in the peak direction: northbound in the morning and southbound in the afternoon. As a cost-saving measure, Sound Transit temporarily suspended four midday trips during the summer service period when the University of Washington was not in session in 2004 and 2005. This practice was discontinued in 2006 but reinstated in 2011. The current full service schedule (October-June) offers 9 trips from Tacoma to the U-District and 10 return trips, with 7 and 8 trips, respectively, offered June through September. To avoid duplication with other services and improve productivity, Sound Transit deleted the segment of Route 586 between Tacoma Dome Station and downtown Tacoma in September 2012.

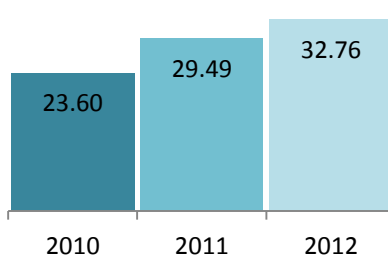
Steady increases in ridership on Route 586 have led to the use of high capacity MCI coaches on most trips, but due to the long distance and relatively small market served, the route's performance rating falls in the "Marginal" category.



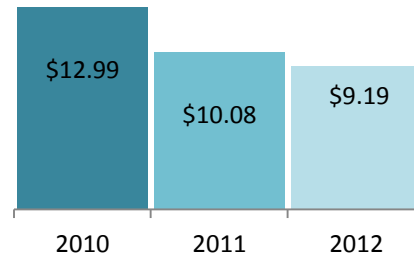
Boardings Per Hour

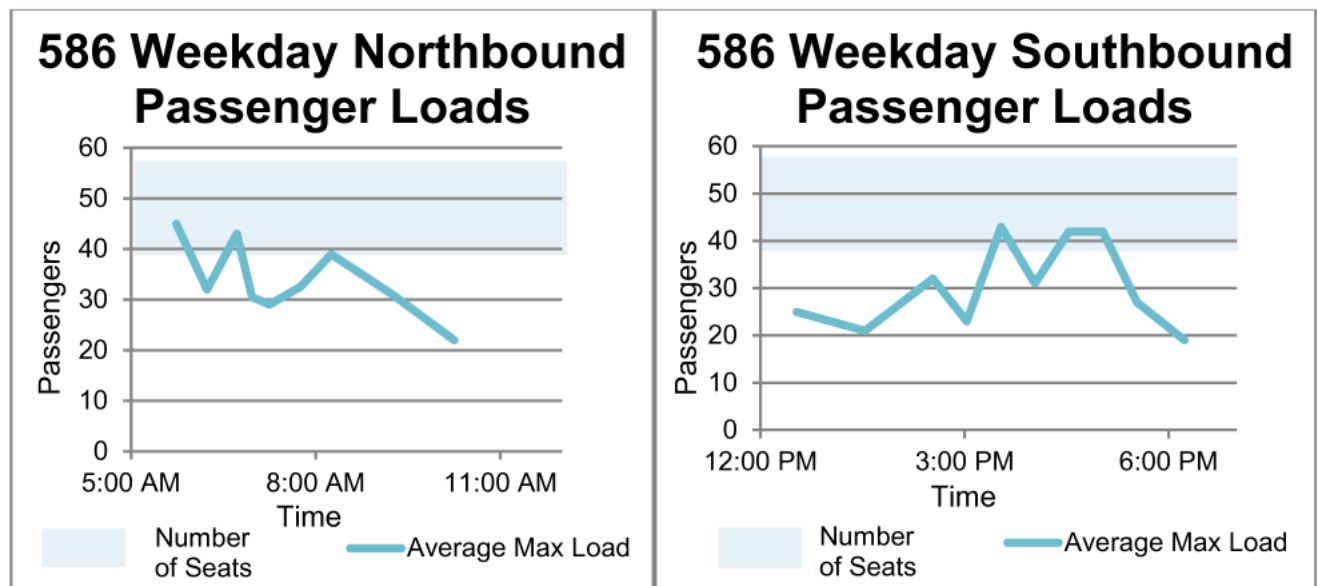


Boardings Per Trip

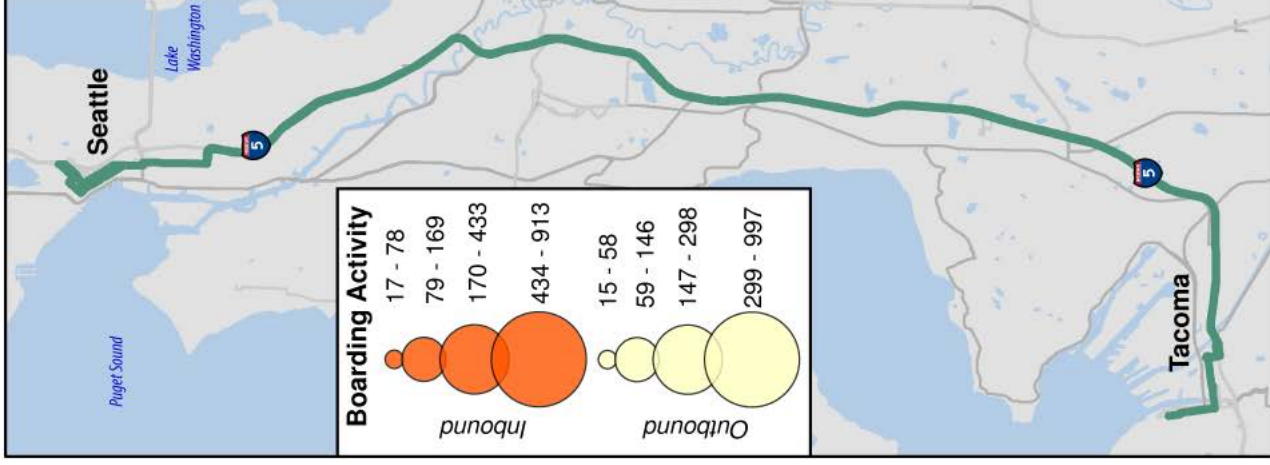
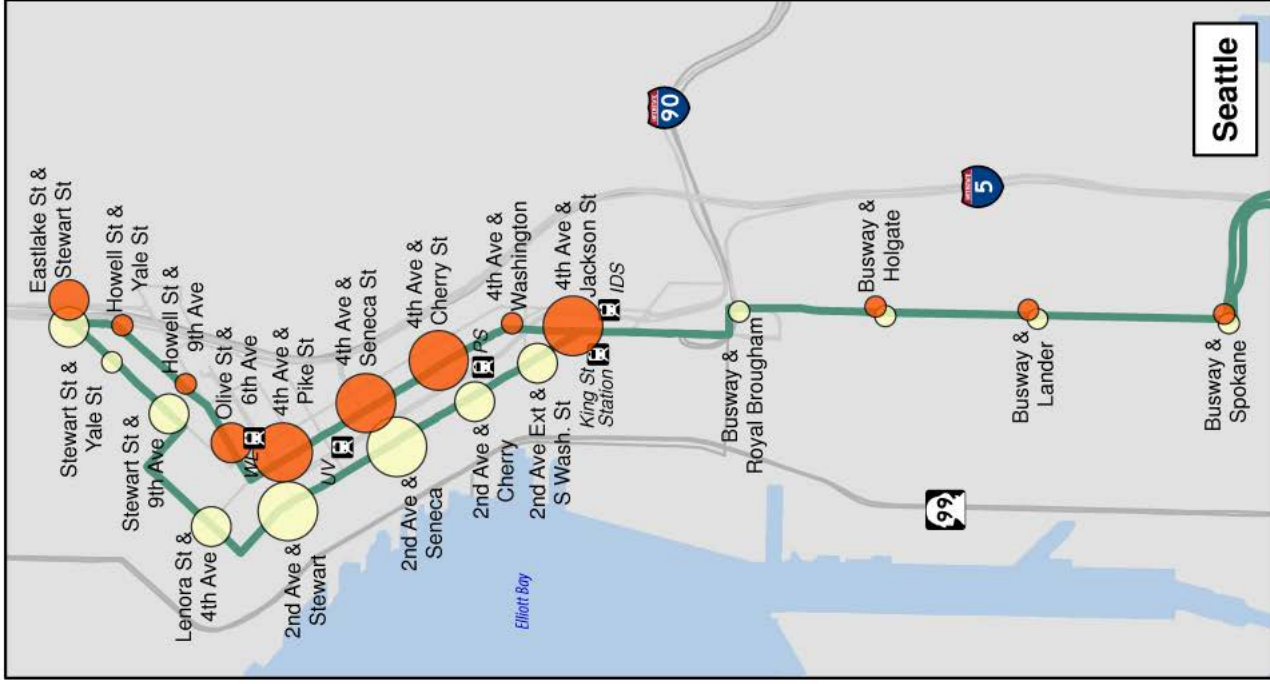


Purchased Cost per Boarding



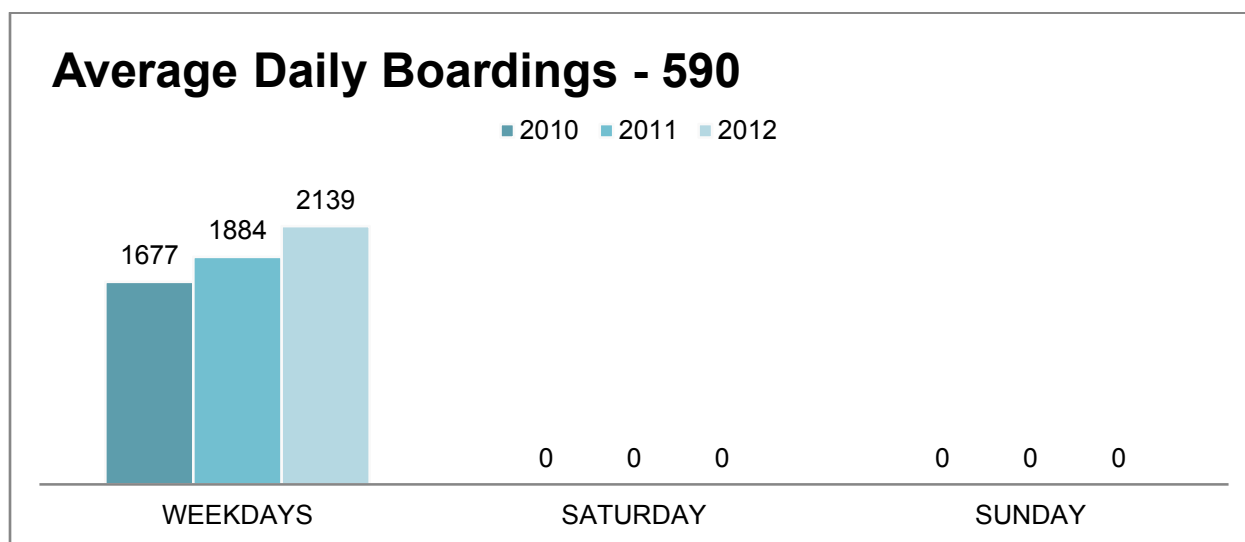


Route 590 Tacoma-Seattle

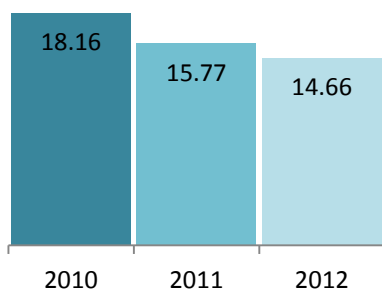


The Tacoma-Seattle Express began as a Pierce Transit service in 1991 and was incorporated into Sound Transit's regional express network in September 1999. Route 590 currently operates frequently during peak periods, making stops in downtown Tacoma and at the Tacoma Dome Station. In February 2009, Route 593 was created to serve the then-new South Tacoma Station. Designated as an interim route by the Sound Transit Board, Route 593 trips were converted to Route 590 service when Sounder trains started serving South Tacoma in October 2012. In addition to the 14 converted 593 trips, Sound Transit added 15 additional weekday trips to Route 590 in September 2012 to address ridership growth between Tacoma and Seattle.

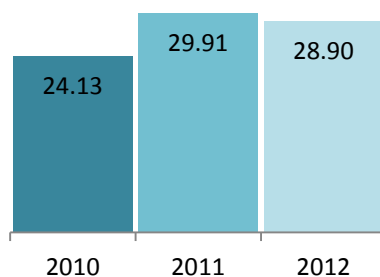
While overall ridership has grown on the route, ridership displays an interesting trend of lower per-trip peak period ridership in the southbound direction than in the northbound direction. Staff believes that this is due to greater unpredictability in southbound I-5 congestion and travel times, leading many customers to choose Sounder commuter rail service in the afternoons. While select peak trips are at capacity, overall the service has a "Marginal" rating.



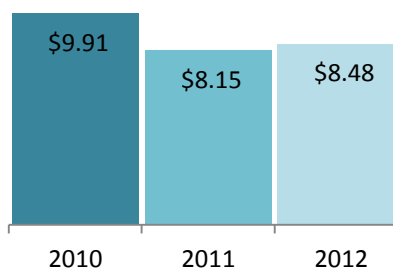
Boardings Per Hour

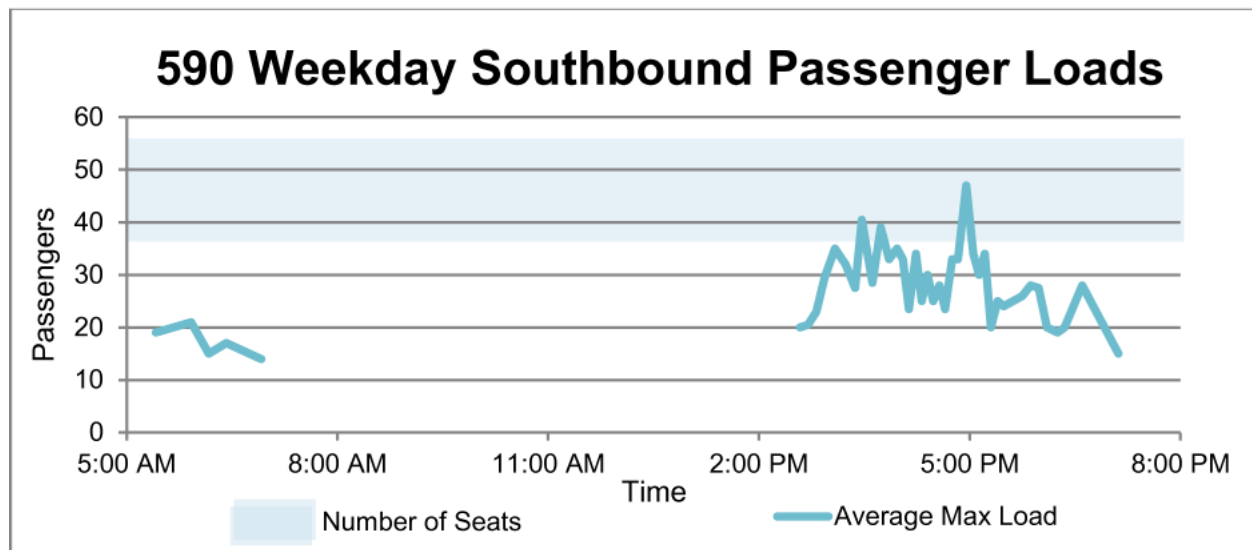
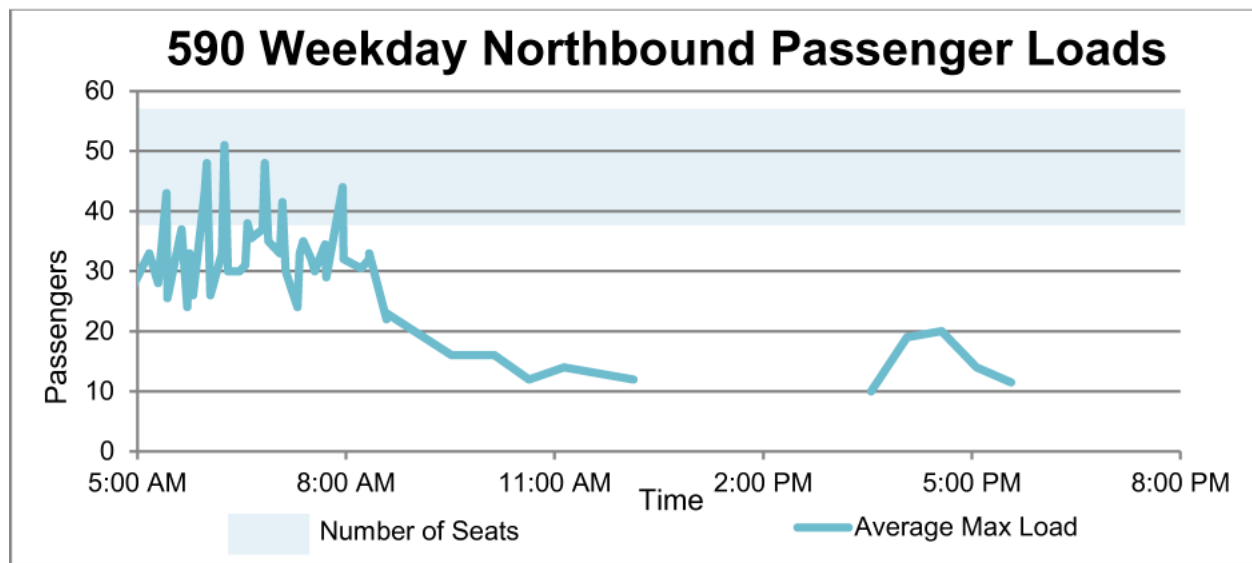


Boardings Per Trip

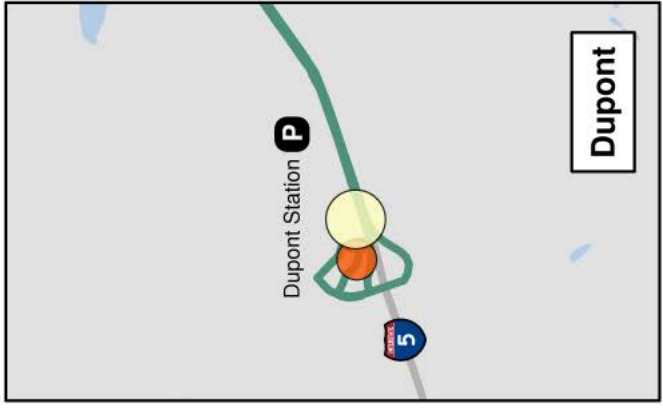
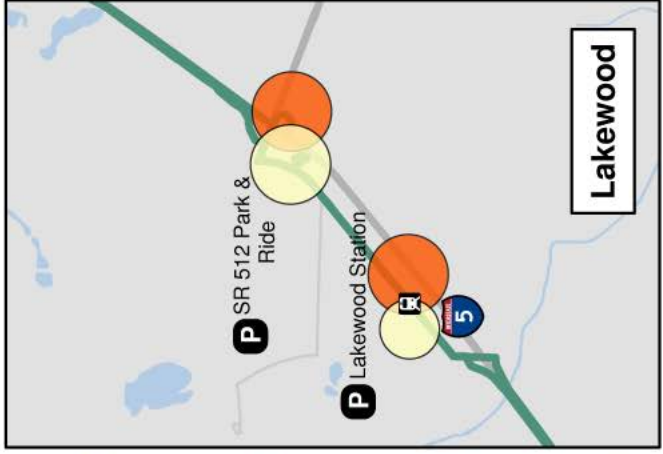
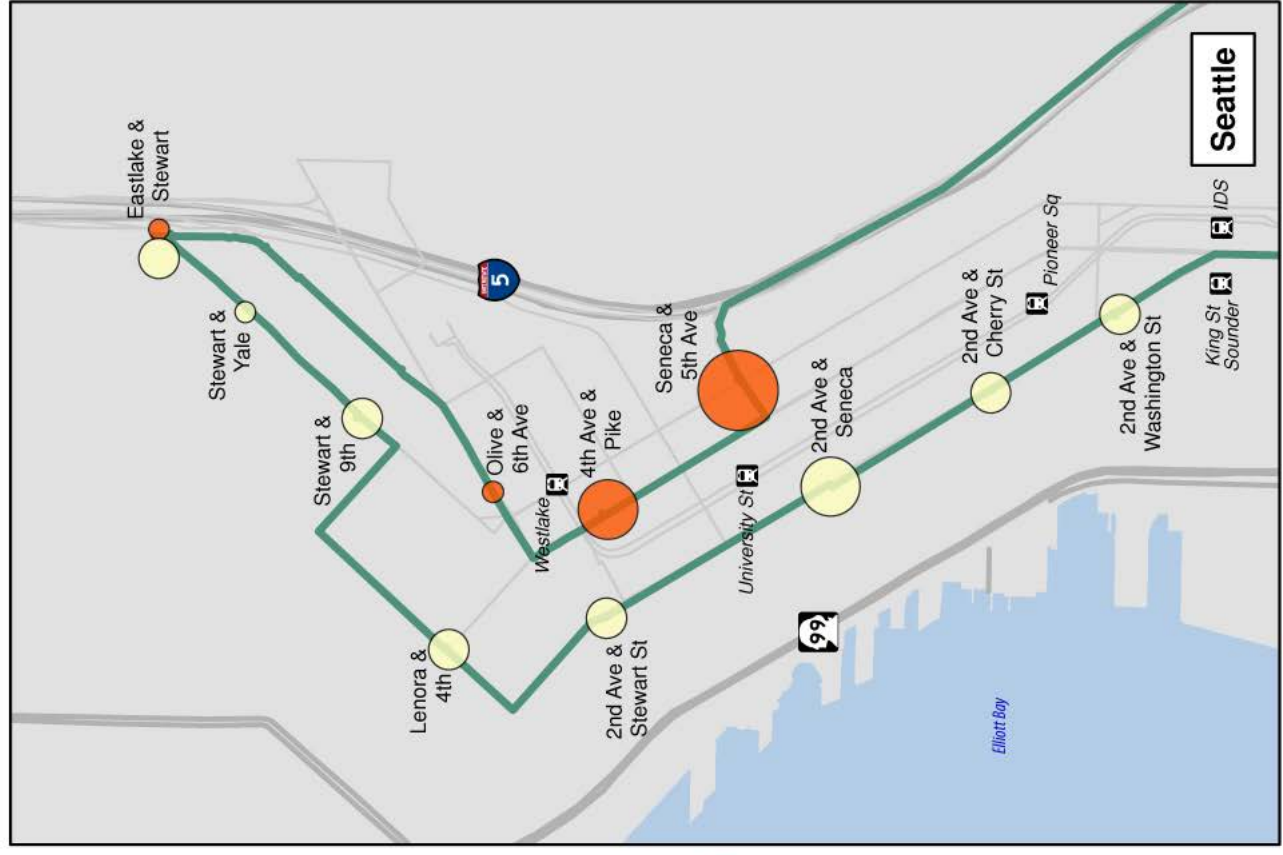
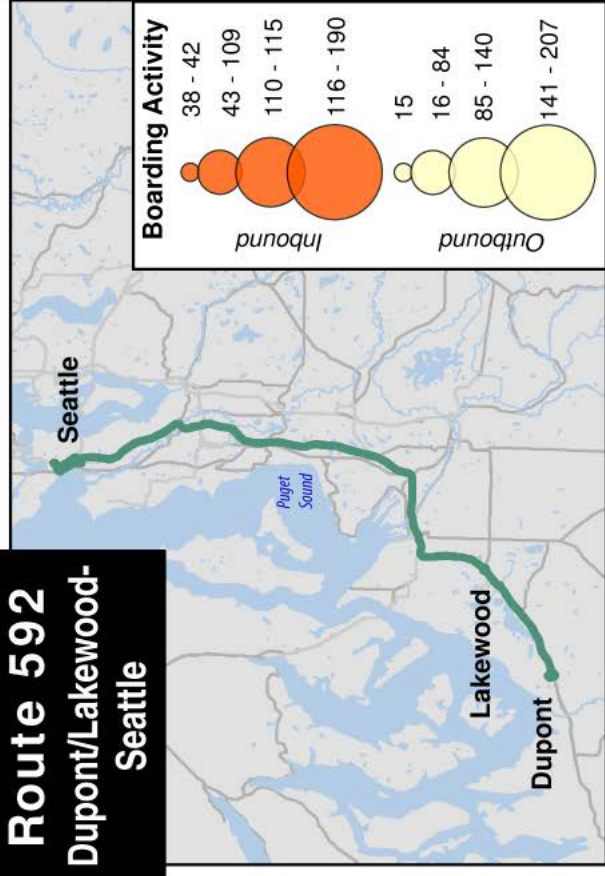


Purchased Cost per Boarding



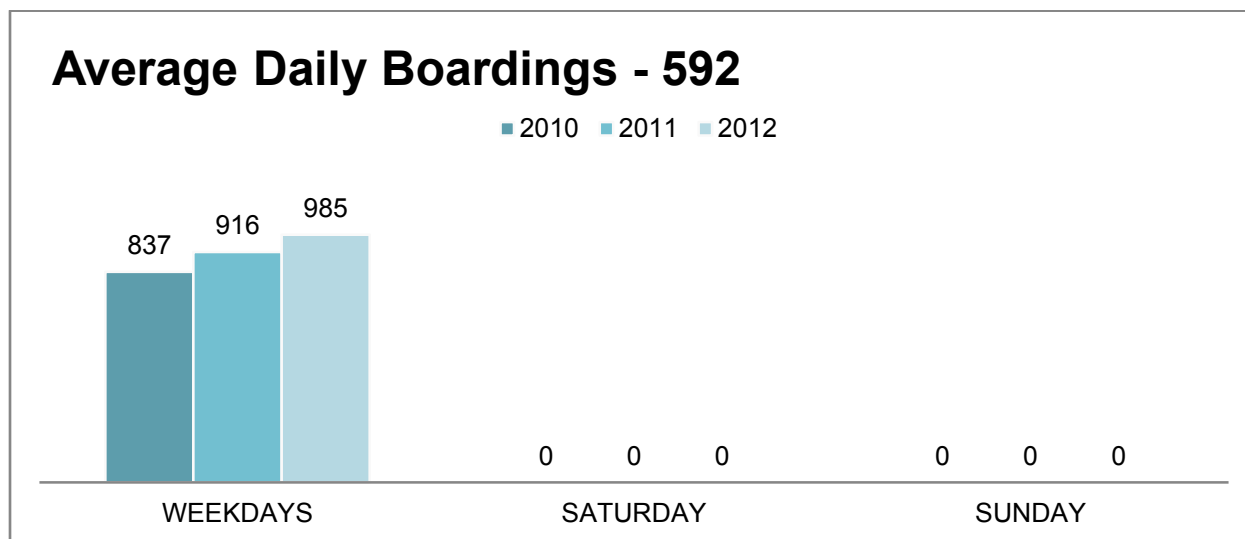


Route 592 Dupont/Lakewood- Seattle

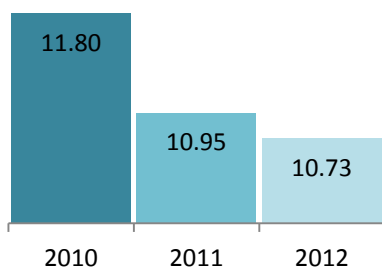


Route 592 operates on weekdays only during peak periods serving intermediate stops at Lakewood Station and the SR-512 Park-and-Ride. In September 2012, with the introduction of Sounder service to Lakewood, Sound Transit reduced peak service levels on Route 592 from every 10 minutes to every 15 minutes, while starting and ending all trips in DuPont (previously the route terminated at Lakewood Station with selected trips extended to DuPont). At the same time, the Seattle end of Route 592 was streamlined for faster operation to and from the downtown core, both speeding up service and reducing operating costs. In September 2013, six round trips were extended to downtown Olympia with intermediate stops near the state capitol and at Hawks Prairie Park-and-Ride in Lacey. The Olympia extension is funded by a state Regional Mobility Grant that was awarded to Intercity Transit. At the time of this writing, no ridership results were available for the extension.

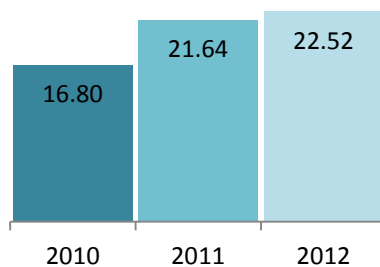
Although average daily boardings on Route 592 have increased over the past three years, the route still falls into the “Unsatisfactory” rating overall. Per-trip ridership on Route 592 has seen an increase since the fall 2012 service reduction, improving productivity. Like Route 590, per-trip boardings are higher in the morning, likely due to some customers choosing Sounder for the afternoon commute.



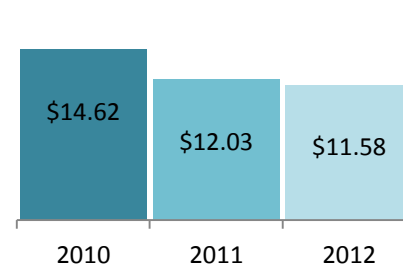
Boardings Per Hour

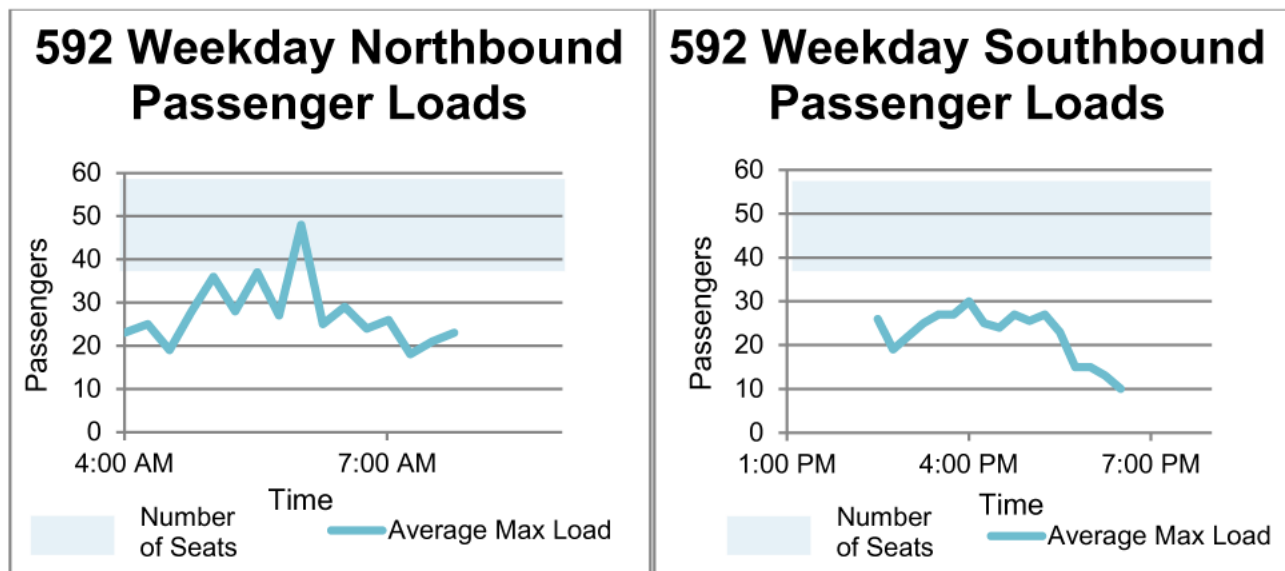


Boardings Per Trip

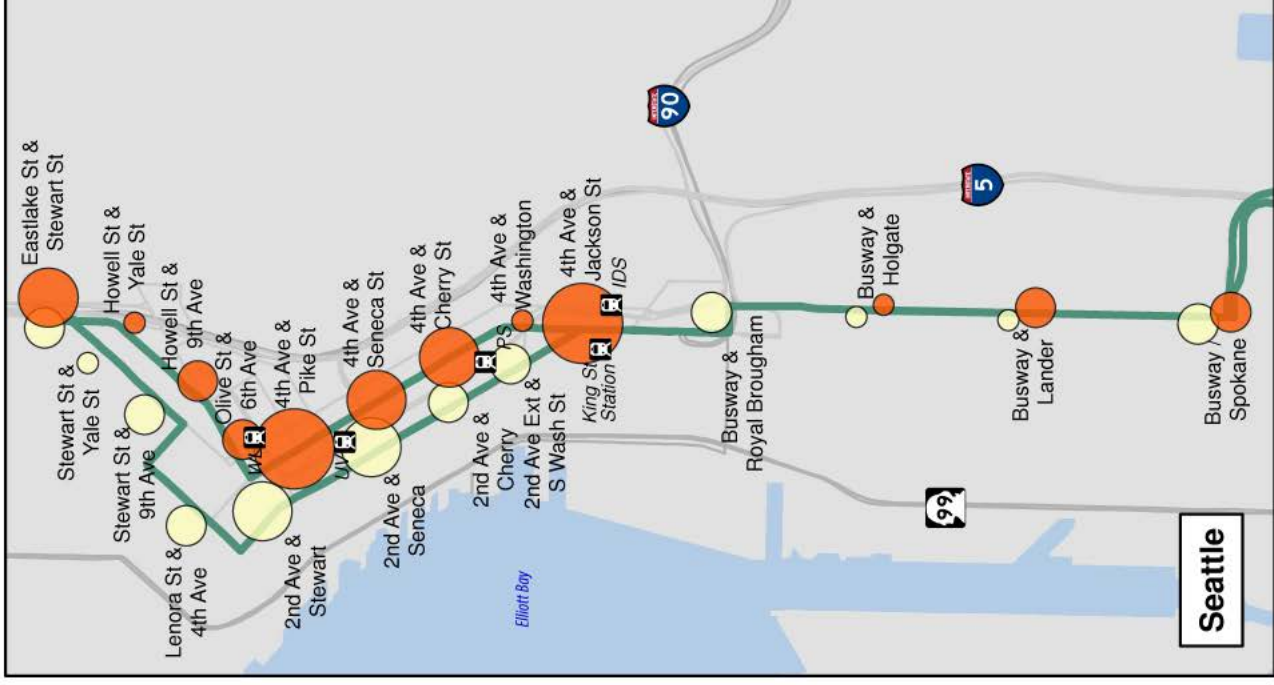
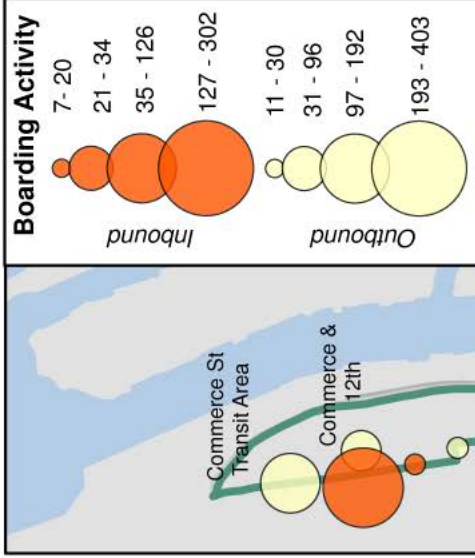
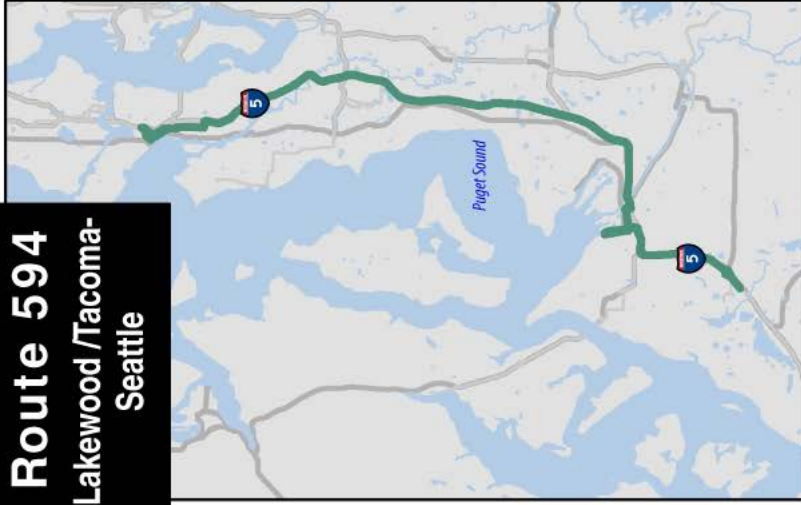


Purchased Cost per Boarding



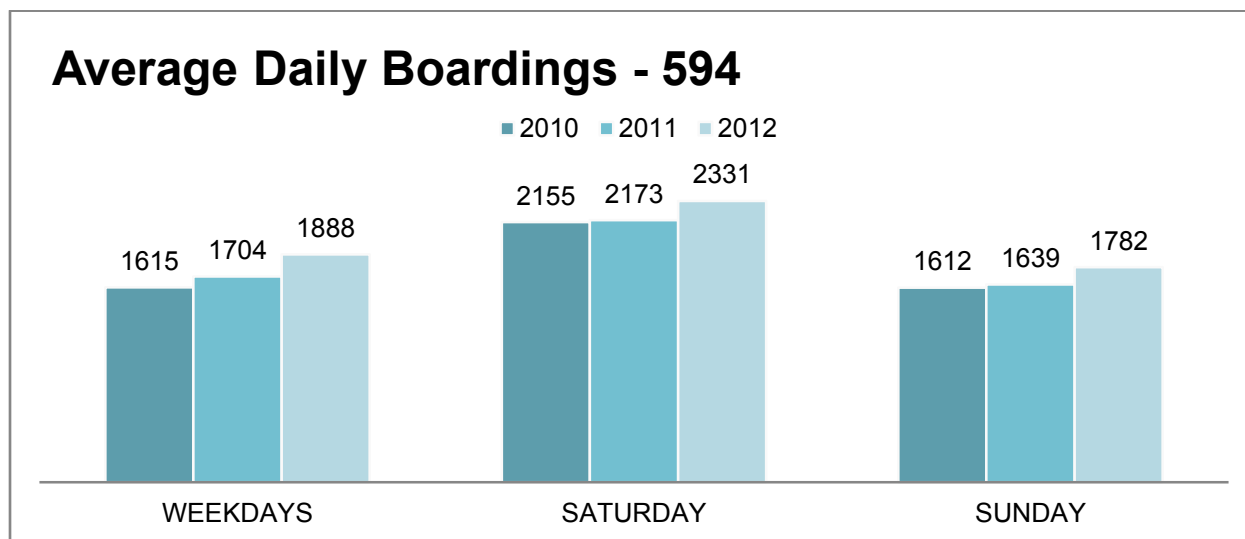


Route 594 Lakewood/Tacoma- Seattle

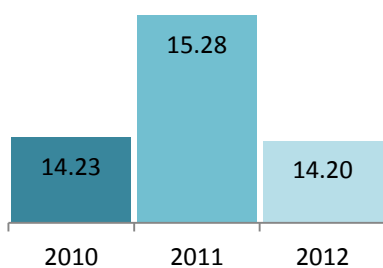


Route 594 operates during off-peak times and in the off-peak direction during rush hours, making stops at Lakewood Station, SR-512 Park-and-Ride, downtown Tacoma, and the Tacoma Dome Station. The route has seen frequency and span of service improvements since its inception, the latest occurring in September 2012, when trips were added to Route 594 in order to provide a combined frequency of 15 minutes with Route 590 during non-peak but high demand times of day.

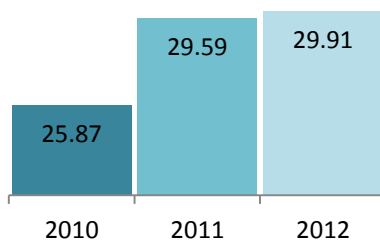
The route has shown strong growth, particularly between 2011 and 2012, with Saturday service surpassing weekday ridership (most weekday peak period riders use Routes 590 and 592), and strong Sunday ridership as well. However, due to its length and high levels of service (15-30 minute frequencies for most of the day, seven days a week), the route is still overall an “Unsatisfactory” performer.



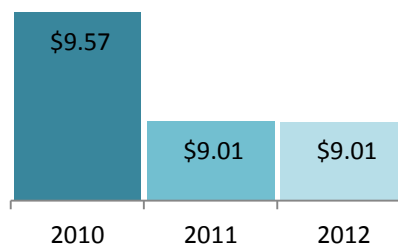
Boardings Per Hour



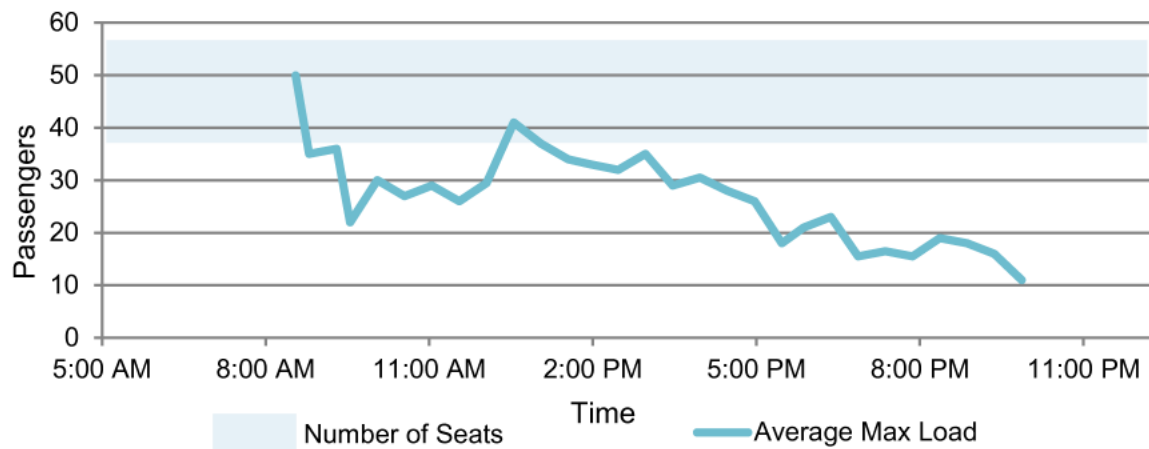
Boardings Per Trip



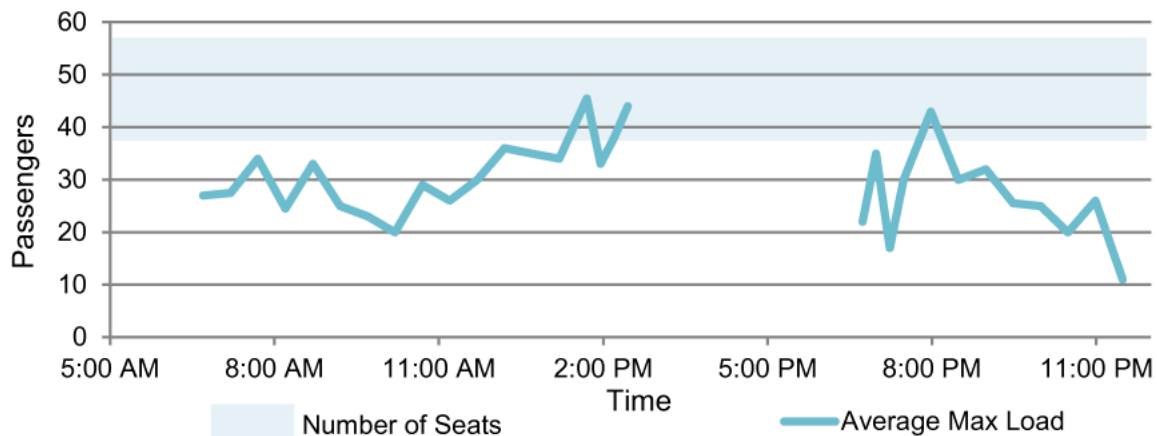
Purchased Cost per Boarding



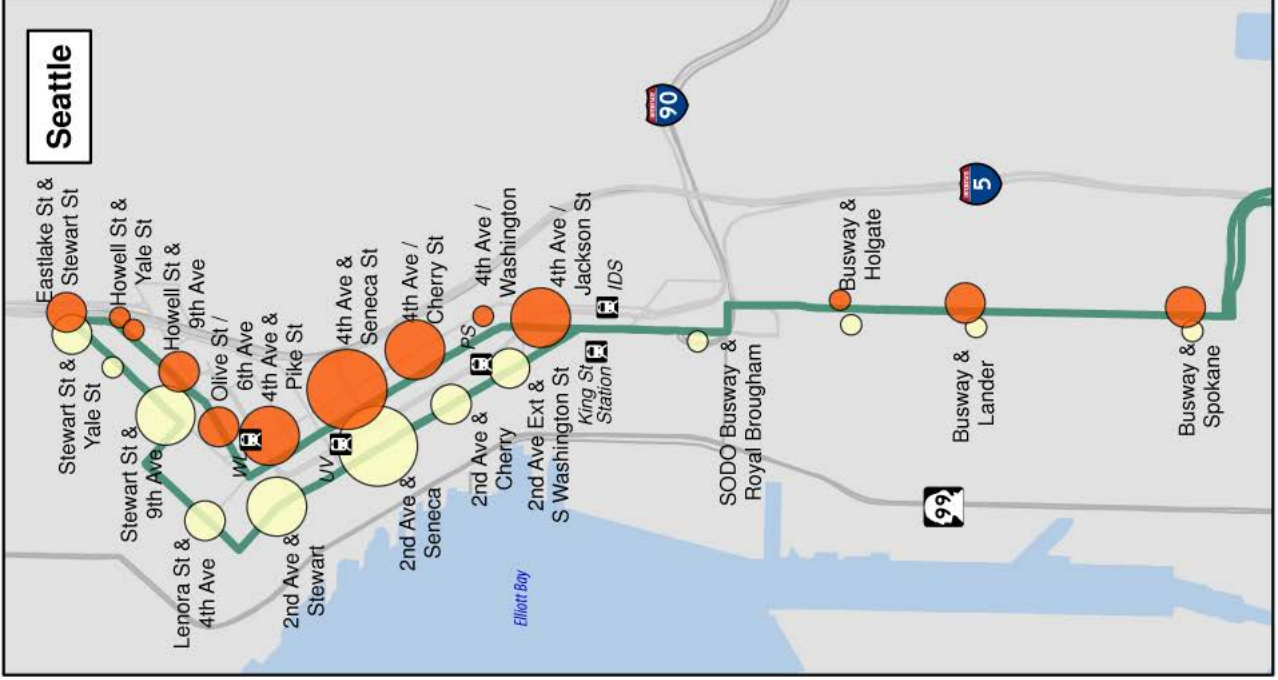
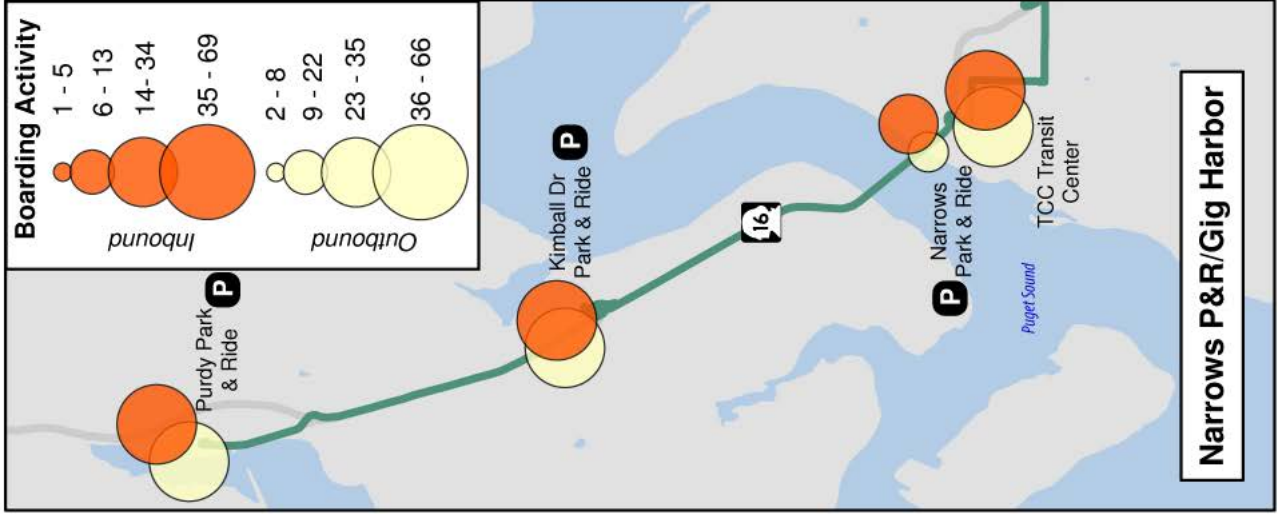
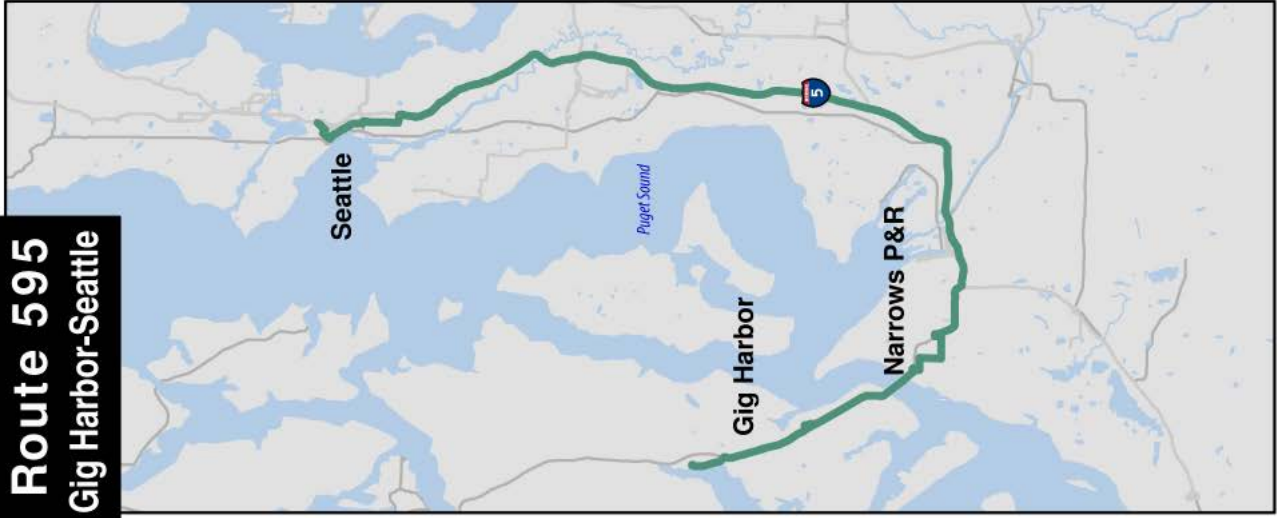
594 Weekday Northbound Passenger Loads



594 Weekday Southbound Passenger Loads

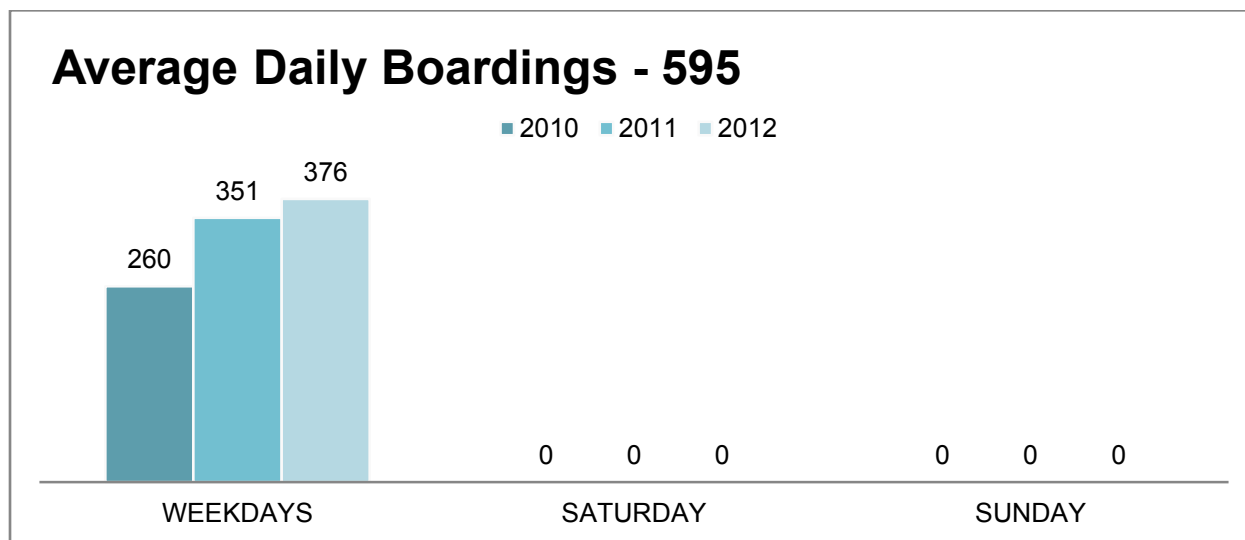


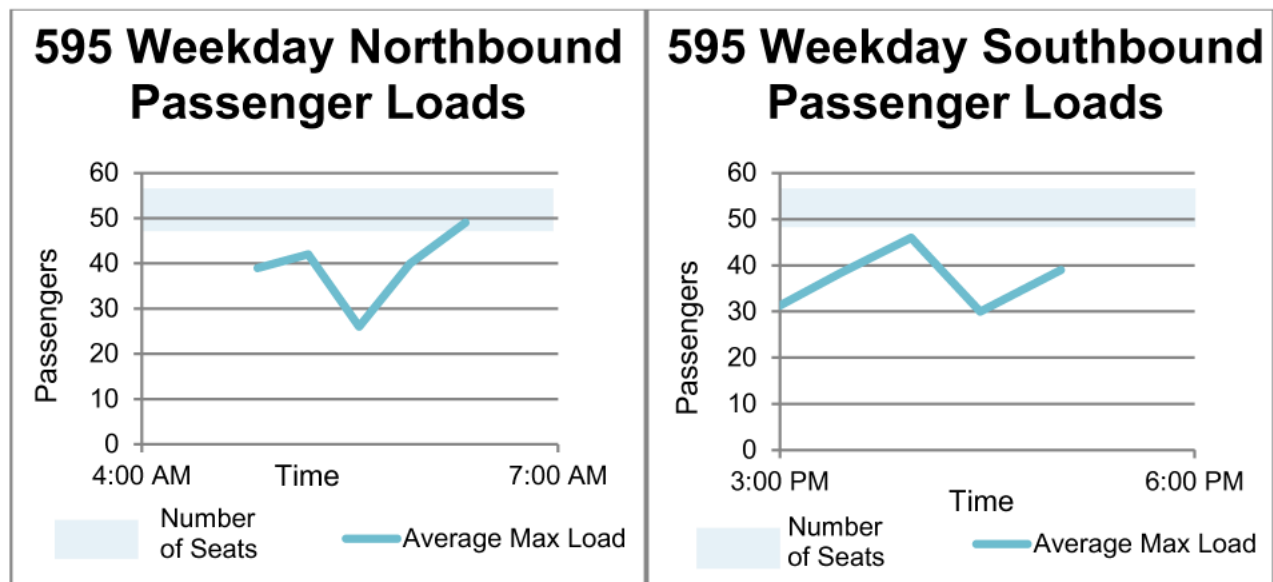
Route 595 Gig Harbor-Seattle



Route 595 serves peak period commuters along the SR-16 corridor, including the Purdy Park-and-Ride, Gig Harbor Park-and-Ride, the Narrows Park-and-Ride and Tacoma Community College Transit Center. The segment of Route 595 west of the Tacoma Narrows is funded by Pierce Transit since the Gig Harbor/Purdy area is outside of the Sound Transit district.

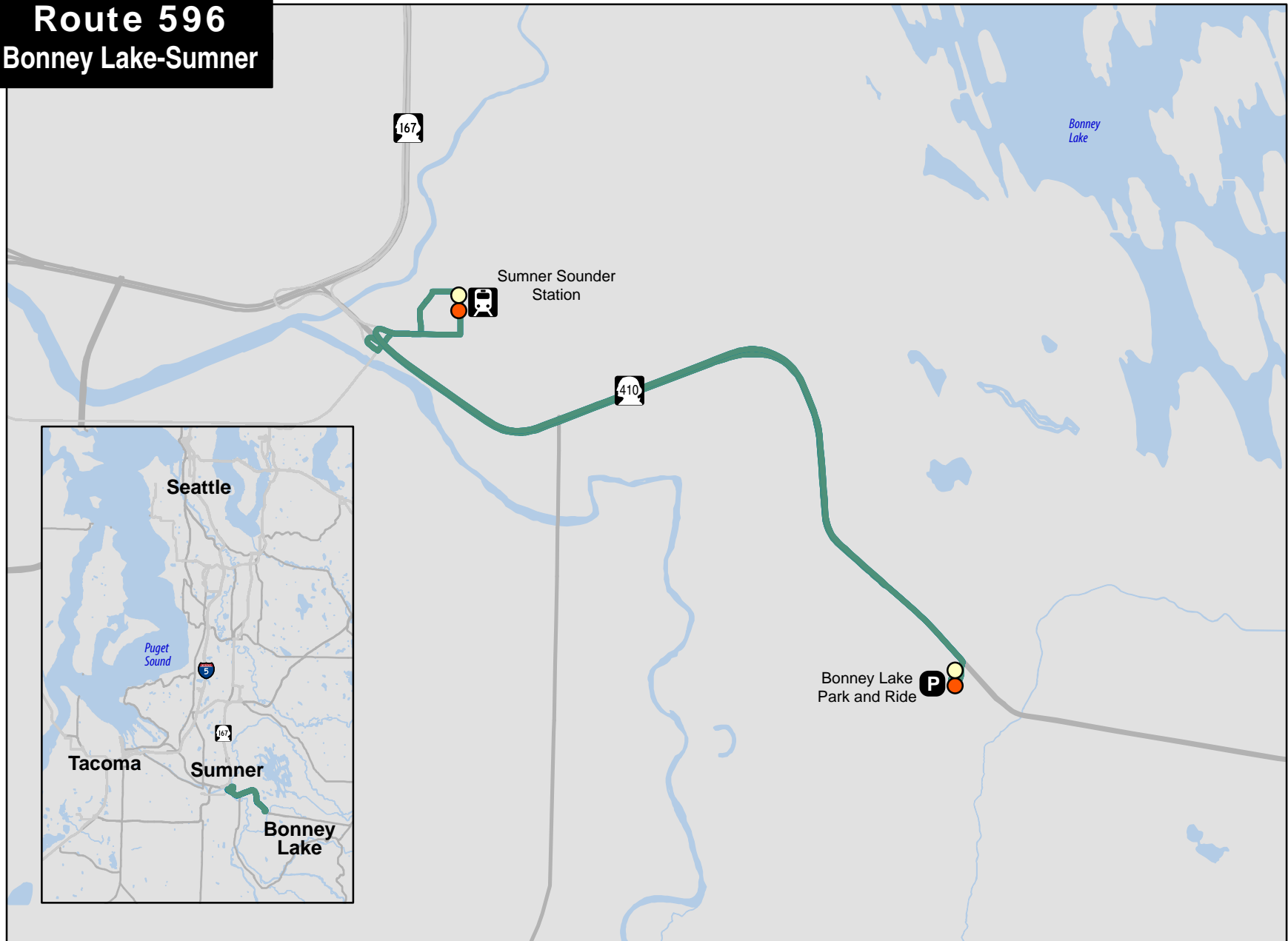
Despite increasing ridership over the past three years, Route 595 is rated as “Marginal” within the ST Express system, serving a highly specific market of commuters. High capacity coaches have been assigned to most trips to accommodate relatively high average per-trip loads, and to avoid having standees on the 55-minute non-stop segment between Seattle and northwest Tacoma.





Route 596

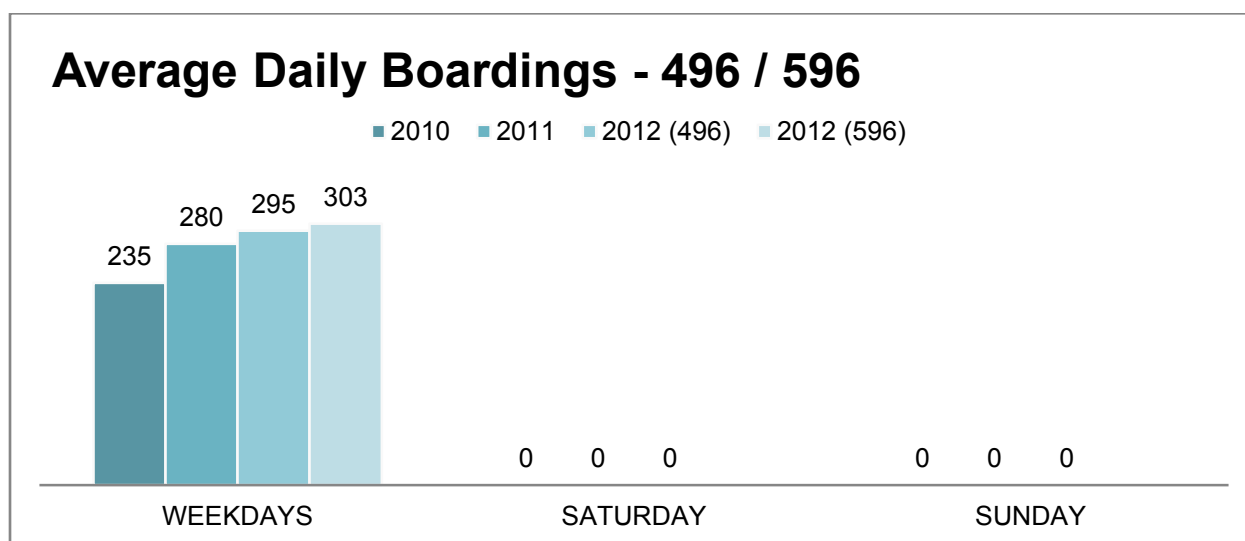
Bonney Lake-Sumner



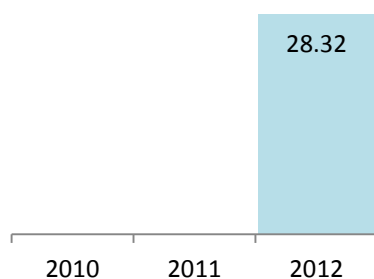
Pierce Transit (PT) initiated Route 496 in September 2007 to supplement ST Express service between Tacoma and Bonney Lake (ST Express 582). Route 496 was scheduled specifically to connect to Sounder trains at Sumner Station and had only one pick-up location at the Bonney Lake Park-and-Ride. Sound Transit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

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

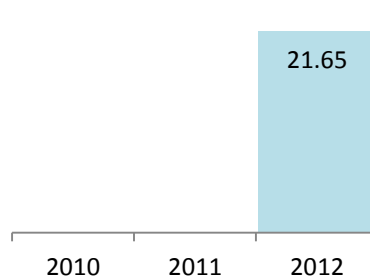
Average daily boardings on Routes 496/596 have increased steadily as the popularity of Sounder has increased and parking in Sumner has become more constrained. With relatively short trips, Route 596 rates highly in terms of passengers per revenue hour, and has an overall rating of “Satisfactory.” An additional morning and afternoon trip was added in September 2013 in coordination with expanded Sounder schedules, ensuring Route 596 connections with every peak-direction train.



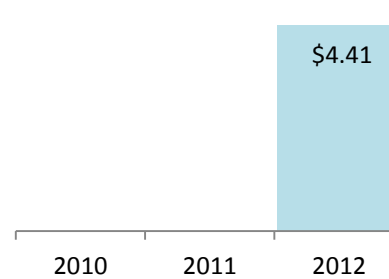
Boardings Per Hour

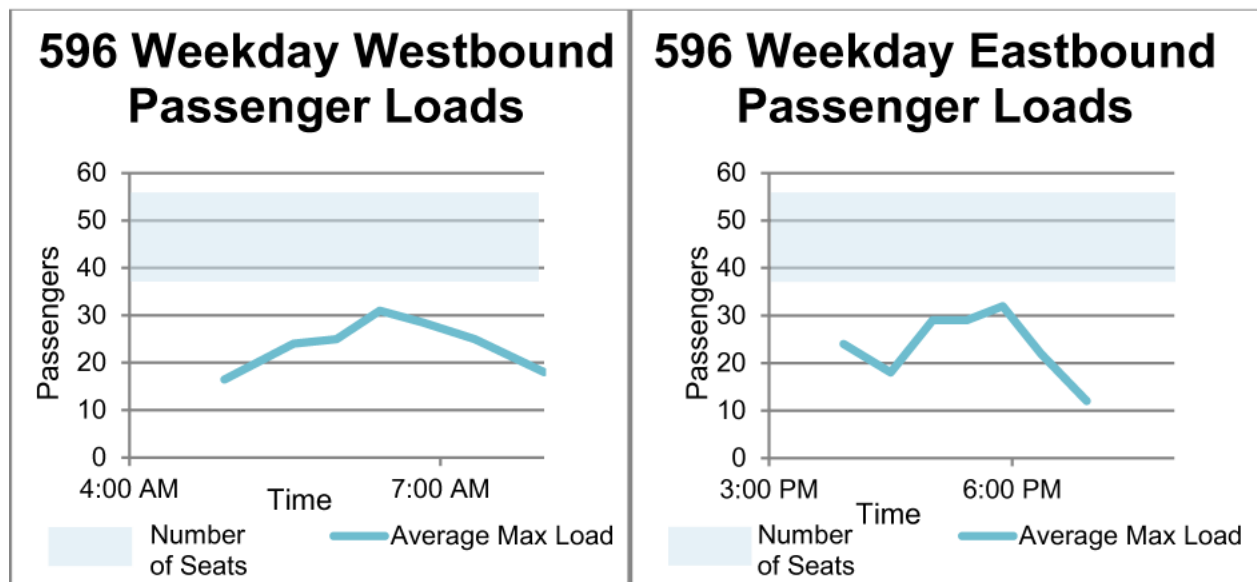


Boardings Per Trip



Purchased Cost per Boarding





CHAPTER 3. TITLE VI EVALUATION

Introduction

The Federal Transit Administration (FTA) is responsible for ensuring that federally supported transit services and related benefits are distributed by applicants and recipients of FTA assistance in a manner consistent with Title VI., Section 601 of Title VI of the Civil Rights Act of 1964, which states:

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

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

Any one or combination of these factors define a "major" service change that would be included in the SIP decision package for Board member review and action.

Because there are no major changes proposed for 2014, Sound Transit did not perform a Title VI analysis for the 2014 Service Implementation Plan.

CHAPTER 4. PRELIMINARY SERVICE PLAN 2015-2019

Tacoma Link

Tacoma Link service levels are expected to remain stable through 2019. Large-scale special events, such as Tacoma Dome and Convention Center activities, may result in the need for additional service from time to time.

Central Link

Central Link service levels are expected to remain stable through 2015. Extra trains may be operated for large-scale public events. Minor schedule and running time refinements are likely as ridership continues to increase and more experience is gained with operations.

Table 4. Link light rail service schedule for 2013 – 2015 (For planning purposes only)

Weekday	Time	Headway (min.)
Early/Late	5:00 a.m. to 6:00 a.m.	15
AM Peak	6:00 a.m. to 9:00 a.m.	7 to 8
Base	9:00 a.m. to 3:00 p.m.	10
PM Peak	3:00 p.m. to 6:30 p.m.	7 to 8
Base	6:30 p.m. to 10:00 p.m.	10
Early/Late	10:00 p.m. to 1:00 a.m.	15
Saturday	Time	Headway (min.)
Early/Late	5:00 a.m. to 8:00 a.m.	15
Base	8:00 a.m. to 10:00 p.m.	10
Early/Late	10:00 p.m. to 1:00 a.m.	15
Sunday	Time	Headway (min.)
Early/Late	6:00 a.m. to 8:00 a.m.	15
Base	8:00 a.m. to 10:00 p.m.	10
Early/Late	10:00 p.m. to 12:00 a.m.	15

Central Link Extensions

The University Link Extension will add 3.15 route miles and two new stations to Central Link. Capitol Hill Station will serve the state's most densely populated urban area, and the University of Washington Station will serve the largest educational institution in the Northwest. Together, the two stations will significantly increase ridership on Central Link and require increased passenger capacity.

On the south end of Central Link, construction of a 1.6 mile extension from Sea-Tac/Airport Station to a new terminus at South 200th Street is underway. The South 200th Street station, now officially named Angle Lake Station, will include a park-and-ride lot with approximately 600 stalls. For purposes of preliminary planning, the

2014 SIP assumes that both the UW and South 200th extensions will be opened for service at approximately the same time in 2016.

The preliminary operations plan for the South 200th-to-UW Link service is summarized in Table 5 (from: “*ST Link Light Rail Project, Central Link Rail Fleet Management Plan 2010 to 2019, University of Washington to SeaTac/Airport With an Extension to S 200th Street*” dated December 4, 2011).

Table 5. 2014-2019 Central Link Service: Angle Lake to UW Operations Summary

	Pine Street Stub to SeaTac/Airport		University of Washington to Angle Lake			
	2014	2015	2016	2017	2018	2019
Alignment Length	15.3	15.3	19.9	19.9	19.9	19.9
Stations	13	13	16	16	16	16
Projected End-to-End Travel Times	40	40	49	49	49	49
Minimum Cycle (turnaround) Time	92	92	114	114	114	114
Actual Cycle (turnaround) Time	98	98	114	114	114	114
Peak Headway	7.5	7.5	6	6	6	6
Number of Train Sets	13	13	19	19	19	19
Train Length:	2	2	2	2	2	2
Peak Cars in Service:	30	30	42	42	42	42
Fleet Size:	62	62	62	62	62	62
Spare Ratio:	107%	107%	48%	48%	48%	48%
Peak 1 Hour Ridership Demand	1,700	1,800	2,600	2,900	3,000	3,100
Peak 1 hour Capacity	2,368	2,368	2,960	2,960	2,960	2,960
Design Load Factor	2.00	2.00	2.00	2.00	2.00	2.00
Actual Load Factor	1.44	1.62	1.76	1.96	2.03	2.09

Sounder

North Line

Service levels are expected to remain unchanged on the North Line through 2019.

South Line

Table 6. Sounder South Line Service Implementation Schedule

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

Under an agreement between Sound Transit and BNSF Railway reached in 2010, four new South Line weekday round trips will be phased in between 2013 and 2017. The first new round trip was implemented in September 2013, increasing service from nine to ten round trips. The preliminary implementation schedule for the remaining three round trips is shown in Table 6 above, and the Sounder ridership/revenue estimates in the SIP reflect these start dates. The Tacoma-Lakewood segment of the South Line is largely single track, and there is limited platform space at King Street Station, so changes to some existing train times may be necessary as trips are added to accommodate train meets at passing sidings. Capital projects are in the planning stages to double track the South Line segment between the L Street Yard and Tacoma Dome Station (the Tacoma Trestle replacement project), and the segment between the 66th Street bridge in Tacoma and Bridgeport Way in Lakewood. These improvements are scheduled for completion in 2017, in time for the final new round trip.

ST Express

Preliminary ST Express service change concepts for 2015 through 2019 are described below. These proposals are shown for preliminary planning purposes and are subject to change.

2015

Sound Transit staff will continue to monitor the performance of routes that changed significantly in 2013 (560, 566, 567, 510, 511, 512, and 513), and will make adjustments if needed in mid-to-late 2014 and 2015. During 2015, new SR 520 freeway stations are expected to open at Evergreen Point and Yarrow Point, served by ST Express Routes 540, 542, 545, 555 and 556. New direct access HOV ramps are also expected to open on SR 520 connecting to 108th Avenue NE near the South Kirkland Park-and-Ride. These ramps will be used by ST Express Route 540, allowing the route to bypass traffic congestion on the general-purpose ramps.

2016

University Link Bus-Rail Integration

The extension of Link light rail to the University of Washington and Angle Lake is planned for 2016. Peak train frequency will increase from every 7.5 minutes to every 6 minutes, and travel time between Westlake Station and UW Station is expected to be just 8 minutes. Staff will evaluate the feasibility of at least two bus-rail service integration concepts: Restructuring ST Express Route 586 (Tacoma to UW) to operate via I-5 and the Seneca Street exit to Westlake Station, where connections would be made to the UW via light rail; and a potential restructure of SR 520 bus service that would make connections with light rail at UW Station and begin to develop ridership on the Northgate Link extension.

Angle Lake Link Bus-Rail Integration

With full-time service on South 188th Street now provided by King County Metro, the opening of Angle Lake Station provides an opportunity to evaluate the routing of ST Express Route 574 (Lakewood to Sea-Tac Airport) in the City of SeaTac. In addition to serving the new station, the potential re-route could serve major employment centers near International Boulevard and South 200th Street, such as the Federal Detention Center and the Alaska Airlines corporate headquarters.

East Link Construction

Construction of East Link in the last half of the decade will impact all bus service in the I-90 corridor and potentially increase travel times and delays on ST Express routes 550 and 554. The impacts result from the permanent closure of the D2 Roadway (an HOV-only roadway in the center of I-90 between Rainier Avenue and downtown Seattle), temporary closures of the I-90/Bellevue Way HOV ramps, and lane closures on Bellevue Way northbound between I-90 and 112th Avenue SE. Peak-direction travel times may increase when the reversible I-90 roadway closes for East Link construction and buses shift to the new HOV lanes on the outer roadways. However, some peak travel time improvements will be realized eastbound in the morning and westbound in the afternoon, since two-way HOV lanes will be provided for the first time.

Along I-90, construction impacts would occur for bus service at Rainier Avenue South and at Mercer Island. Bus service would continue at these locations during the East Link Construction, but buses would use the outer I-90 mainline roadways to access the Rainier Avenue South at Mercer Island stops. During light rail construction, buses would be rerouted to the I-90 mainline and this would likely affect on-time performance.

In addition to the travel time impacts to I-90 bus service, the existing 519-stall South Bellevue Park-and-Ride will close for an extended period during construction of the South Bellevue Link Station and its adjacent park-and-ride garage. Interim parking locations are being sought and it appears likely that a bus stop for Route 550 and King County Metro routes will be maintained at the South Bellevue site as a transfer point and to provide transit access to the adjacent neighborhood.

East Link construction at the Overlake Transit Center will also affect ST Express. The current plan is to maintain transit center operations during construction, but to close the park-and-ride. Sound Transit staff are researching alternative parking locations for the loss of 222 parking stalls at Overlake Transit Center. Until alternative parking arrangements are found, there are no plans to change the service levels of existing Sound Transit routes serving Overlake Transit Center.

Sound Transit, together with King County Metro, WSDOT and the cities of Seattle, Mercer Island, Bellevue and Redmond will be working jointly to develop mitigation plans for transit service during East Link construction. Details of these plans will be included in future Service Implementation Plans.

Seattle Transit Operations

Several major projects will impact ST Express operations in Seattle starting in 2016, including:

- Completion of the SR 99 highway tunnel beneath downtown Seattle, the demolition of the Alaska Way Viaduct and the construction of a new waterfront surface arterial will affect all surface street traffic in downtown Seattle. Tolls required to use the tunnel will result in some SR 99 traffic diversion to downtown streets. Traffic from the Elliott Avenue corridor cannot use the tunnel, so it will likely shift either to downtown streets or the new waterfront surface arterial.
- The opening of University Link in 2016 requires more frequent light rail service in the Downtown Seattle Transit Tunnel to meet expected demand (see Table 5 in this chapter). The current volume of buses and trains in the tunnel during peak periods is not optimal and service delays are frequent. Clearly, some reduction in tunnel bus volume will be needed to accommodate expanded Link service, requiring an operations plan for buses that are moved to surface streets.
- The Seattle end of the SR 520 project is expected to be under construction during the 2016-2019 timeframe. The project will result in the closure of the Montlake Freeway Station, but it will eventually provide direct access HOV ramps at Montlake to and from the east and continuous SR 520 HOV lanes in both directions connecting with Interstate 5. Construction activity and the final build-out will require revisions and potential restructuring of ST

Express service. The timing of these changes depends on the funding plan and construction schedule for the project, which has not been finalized as of this writing.

2017-2019

Specific proposals for 2017-2019 are still under development. However, based on Sound Transit's ridership forecasts, Table 7 identifies potential services that should be added now and by 2019 to meet the Board-adopted 2010 *Service Standards and Performance Measures*. Table 7 indicates the number of added trips needed to lower the average maximum load to 100% during each half-hour period in the peak hours. The list also indicates needed trips that would bring the average maximum load to 80% during each hourly period during off-peak hours.

Table 7. Unfunded ST Express service needs to meet existing and projected demand

Route/Line	Day	Immediate Need	Need By 2019
510 Everett-Seattle	Weekday	Add 4 SB trips between 5:00 and 7:00	Add 1 SB trip between 8:00 and 9:00
511 Ash Way-Seattle	Weekday	On watch due to restructure	Add 1 SB trip between 5:15 and 5:45 Add 1 NB trip between 17:00 and 17:30
512 Everett-Seattle	Weekday	On watch due to restructure	Add 2 NB trips between 13:00 and 14:30 Add 3 NB trips between 20:00 and 23:00
512 Everett-Seattle	Saturday	On watch due to restructure	Add 6 NB trips between 16:00 and 22:00 Add 5 SB trips between 7:00 and 12:00
512 Everett-Seattle	Sunday	Add 3 NB trips between 16:00 and 19:00	Add 1 NB trip between 15:00 and 16:00 Add 1 SB trip between 10:00 and 11:00
522 Woodinville-Seattle	Weekday	Add 1 SB trip between 4:30 and 5:00 Add 1 SB trip between 6:45 and 7:15 Add 1 SB trip between 8:00 and 9:00 Add 1 NB trip between 16:30 and 17:00 Add 2 NB trips between 18:00 and 20:00 Add 1 NB trip between 22:00 and 23:00	Add 2 SB trips between 7:30 and 9:00 Add 1 NB trip between 15:30 and 16:00 Add 1 NB trip between 17:00 and 17:30
522 Woodinville-Seattle	Saturday	Add 1 NB trip between 22:00 and 23:00	Add 1 SB trip between 8:00 and 9:00 Add 1 NB trip between 15:00 and 16:00 Add 1 NB trip between 17:00 and 18:00
532 Everett-Bellevue	Weekday	None	Add 1 NB trip between 15:30 and 16:00
535 Lynnwood-Bellevue	Weekday	Add 1 SB trip between 6:30 and 7:00 Add 2 SB trips between 7:30 and 8:30	Add 4 NB trips between 15:00 and 18:00 Add 1 SB trip between 6:00 and 6:30 Add 1 SB trip between 7:00 and 7:30 Add 1 SB trip between 8:30 and 9:00
542 Redmond-U. District	Weekday	Convert to articulated bus operation	None
545 Redmond-Seattle	Weekday	Add 5 WB trips between 7:00 and 10:00 Add 2 WB trips between 16:30 and 17:30 Add 2 EB trips between 7:30 and 8:30 Add 2 EB trips between 17:30 and 19:00	None
545 Redmond-Seattle	Saturday	Add 1 WB trip between 11:00 and 12:00 Add 1 EB trip between 16:00 and 17:00	None
545 Redmond-Seattle	Sunday	Convert to articulated bus operation	None

Table 7, continued

Route/Line	Day	Immediate Need	Need By 2019
550 Bellevue-Seattle	Weekday	Add 1 WB trip between 5:00 and 6:00 Add 1 EB trip between 17:00 and 17:30	Add 1 WB trip between 7:00 and 7:30 Add 1 WB trip between 8:00 and 8:30 Add 1 WB trip between 17:30 and 18:00 Add 1 EB trip between 9:00 and 10:00 Add 1 EB trip between 18:00 and 19:00
550 Bellevue-Seattle	Saturday	None	Add 1 EB trip between 19:00 and 20:00
550 Bellevue-Seattle	Sunday	Add 1 WB trip between 12:00 and 13:00 Add 1 WB trip between 19:00 and 20:00 Add 1 EB trip between 10:00 and 11:00 Add 1 EB trip between 13:00 and 14:00 Add 4 EB trips between 15:00 and 19:00	Add 1 EB trip between 11:00 and 12:00
554 Issaquah-Seattle	Weekday	Add 1 WB trip between 8:30 and 9:00 Add 1 EB trip between 17:00 and 17:30	Add 1 WB trips between 8:00 and 8:30 Add 1 WB trip between 9:00 and 10:00
556 Issaquah-Northgate	Weekday	Add 1 WB trip between 7:00 and 7:30	None
560 West Seattle-Bellevue	Saturday	Operate with high-floor 40-foot buses	Add 1 EB trip between 8:00 and 9:00 Replace low-floor 40-foot buses with high capacity coaches
574 Lakewood-SeaTac	Weekday	Operate with high-floor 40-foot buses	Replace low-floor 40-foot buses with higher capacity coaches
577 Federal Way-Seattle	Weekday	Add 1 NB trip between 5:00 and 6:00 Add 1 NB trip between 6:30 and 7:00	Add 1 NB trip between 6:00 and 6:30 Add 1 NB trip between 7:00 and 7:30 Add 1 SB trip between 15:00 and 15:30 Add 1 SB trip between 16:00 and 16:30
578 Puyallup-Seattle	Weekday	Add 3 NB trips between 8:30 and 11:00 Add 1 SB trip between 14:00 and 14:30 Add 1 SB trip between 19:00 and 20:00	Add 1 NB trip between 11:00 and 12:00 Add 1 SB trip between 13:00 and 14:00
594 Lakewood-Seattle	Weekday	Add 1 SB trip between 13:00 and 14:00	None

CHAPTER 5: FINANCIAL PLAN AND RIDERSHIP/REVENUE FORECAST

Ridership Forecasts

Ridership forecasts for Sound Transit services are developed through various modeling processes conducted and reviewed by an internal team of finance, long-range planning, modeling, service planning, and operations staff. The assumptions for each method of forecasting are summarized below.

Tacoma Link ridership forecasts through 2019 are based on a 1% annual growth rate, and assume no changes in service levels or fares. The Sound Transit Board recently approved a \$1 adult fare for Tacoma Link that will begin in September 2014, and the ridership and revenue forecasts will be revised in the Final 2014 SIP to reflect this change.

Ridership forecasts for Central Link are provided by Planning, Environment and Project Development Department staff. Estimates are based on historical ridership growth, service levels operated and planned, assumed opening of the University Link and S. 200th Link extensions in 2016, and assumed levels of service on local and regional bus routes operating in the vicinity of the Link alignment.

Ridership forecasts for Sounder commuter rail are based on a regression model developed by a consultant under contract with the Planning, Environment, and Project Development department. The model accounts for the following variables: Historical ridership data, seasonal variability in ridership, number of platform hours operated and planned, fuel price, employment, and fares.

Ridership forecasts for ST Express are based on a regression model developed by a consultant under contract with the Planning, Environment, and Project Development department. The model accounts for the following variables: Historical ridership data, seasonal variability in ridership, number of platform hours operated and planned, fuel price, employment, fares, parking supply, and Lake Washington bridge tolls.

Paratransit ridership is estimated on the basis of historical system performance in the Link system area, which represents a three-quarter mile linear corridor along the Link alignment. An annual growth rate of 3% is used to forecast ridership in the corridor. After the Link expansion to the University of Washington campus and South 200th Street in the City of SeaTac, paratransit ridership is assumed to grow in proportion to the new service area of the expanded Link system.

Annual boardings and average weekday boardings for 2012 and forecasts for 2013-2019 are shown for each mode of service in Table 8 and Table 9, respectively.

Table 8. Annual Boardings, 2012-2019 (millions)

	Actual	Forecast						
Mode	2012	2013	2014	2015	2016	2017	2018	2019
Tacoma Link	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9
Central Link	8.7	9.2	10.0	10.3	11.5	18.0	20.0	22.0
Sounder	2.8	3.0	3.0	3.1	3.2	3.2	3.3	3.4
ST Express	15.4	16.5	17.1	17.2	17.4	17.1	17.4	17.7
Paratransit	0.063	0.064	0.065	0.067	0.069	0.101	0.104	0.108
Total	28.0	29.8	31.2	31.6	33.1	39.3	41.7	44.1

Table 9. Average Weekday Boardings, 2012-2019

	Actual	Forecast						
Mode	2012	2013	2014	2015	2016	2017	2018	2019
Tacoma Link	3,476	3,483	3,345	2,924	2,931	2,903	2,932	2,961
Central Link	25,990	27,900	30,500	31,400	34,700	56,000	62,000	68,000
Sounder	10,584	11,042	11,470	11,628	11,882	12,114	12,400	12,676
ST Express	53,098	56,900	58,405	58,795	59,616	58,598	59,555	60,432
Paratransit	172	174	179	184	190	278	286	295
Total	93,320	99,499	103,899	104,931	109,319	129,893	137,173	144,364

Projected Fares and Fare Revenue

Fare Revenue Assumptions

On Tacoma Link, no fares are currently collected. The Sound Transit Board recently approved a \$1 adult fare to take effect in September 2014, and the ridership and fare revenue forecasts will be revised in the Final 2014 SIP to reflect this change.

Link, Sounder and ST Express fare revenue projections are based on ridership forecasts together with estimates of the average fare per boarding (AFB).

There is no fare revenue associated with paratransit operations.

Fare Structure

ST Express bus fare structure is zone-based; each county in the Sound Transit district is one zone. Single-ride fares for adult riders are currently \$2.50 for rides within one county and \$3.50 for inter-county travel.

Corresponding monthly pass prices are \$90.00 and \$126.00. Senior/disabled fares are \$0.75 for travel within one

county and \$1.50 for inter-county travel. Monthly passes are priced at \$27.00 and \$54.00, respectively. Youth fares are discounted 50 percent from the adult fare. For 2014, the average fare per boarding is estimated at approximately \$2.00.

On Sounder, the fare structure was revised in June 2007 from a zone system to station-to-station fares. The fare is a base \$2.55 and 5.5-cents per mile rounded to the nearest quarter. Regular adult fares range from \$2.75 to \$5.25. Monthly pass prices range from \$99.00 to \$189.00. Senior/disabled fares are approximately 50 percent of the adult fare and youth fares are discounted about 25 percent from the adult fare. The average fare per boarding in 2014 is estimated at approximately \$3.15

Central Link light rail fares were established in 2009 using a station-to-station fare structure. A fare increase went into effect on June 1, 2011 that revised the base fare to \$2.00 and five cents per mile rounded to the nearest quarter. Regular adult fares range from \$2.00 to \$2.75. Monthly pass prices range from \$72.00 to \$99.00. Senior/disabled fares are \$0.75 and monthly passes are available for \$27.00. Youth fares are \$1.25 and monthly passes are \$45.00. For 2014, fares for Central Link are estimated to have an average fare per boarding of \$1.57. Fare revenue projections are provided by the Finance Department.

Table 10. Annual Fare Revenue 2012-2019 (\$ thousands)

	Actual	Forecast						
Mode	2012	2013	2014	2015	2016	2017	2018	2019
Tacoma Link	0	0	147	530	612	853	862	871
Central Link	14,013	14,444	15,400	15,862	17,825	28,620	32,200	35,420
Sounder	9,481	8,343	9,588	9,719	9,931	10,126	10,364	10,596
ST Express	30,652	30,600	33,174	33,368	33,756	33,174	33,756	34,338
Total	54,146	53,387	58,309	59,479	62,124	72,773	77,182	81,225

Operations and Maintenance Costs

Tacoma Link

Financial projections are based on annual Consumer Price Index (CPI) increases as provided by the Finance Department. Projections are broken down by salaries, services, materials, supplies, insurance, and agency overhead. There is no additional service assumed during the SIP six-year planning horizon (2014 – 2019).

Central Link

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

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

Downtown Seattle Transit Tunnel (DSTT)

Sound Transit's share of the DSTT operations and maintenance and debt service costs is 46 percent based on a negotiated agreement with King County. The O&M and debt service costs are split between ST Express and Central Link in proportion to the amount of service operated in the tunnel (currently 42.5% ST Express/57.5% Link). Link operating and maintenance costs are shown in Table 11. Operating and Maintenance Costs (\$ thousands).

Sounder Commuter Rail

Expenditures for operations and maintenance increase each year at the estimated rate of inflation, together with the cost of any added service. Expenditure projections also include Purchased Transportation costs (the costs billed to Sound Transit for the provision of commuter rail service by BNSF Railroad), maintenance of rail vehicles by Amtrak, services, materials and supplies, facilities maintenance, insurance, and administration. Sounder operating and maintenance costs are shown in Table 11. Operating and Maintenance Costs (\$ thousands).

ST Express Bus

Purchased Transportation costs comprise the majority of operating and maintenance costs for ST Express. These are the costs billed to Sound Transit for the operation and maintenance of ST Express buses by Sound Transit's partner agencies. Every fall, Sound Transit staff provides an estimate of platform hours to be operated the following calendar year and each transit partner develops a total cost estimate for their assigned routes based on these hours. The final costs are negotiated with the transit partners to establish annual baseline costs. Bus

Contingency hours are not included in the estimates and the Bus Contingency budget is managed by Sound Transit directly.

Other costs include Operations Department staff salaries and benefits, other staff costs (such as rent, office supplies, etc.), and costs allocated to Service Delivery by support departments (Executive, Board Administration, Facilities Maintenance, Legal, Communications, DECM and Finance & Information Technology). Costs also include a portion of DSTT debt service costs and operations and maintenance costs (see Central Link section above). Bus operating and maintenance costs are shown in Table 11. Operating and Maintenance Costs (\$ thousands).

Paratransit

Sound Transit is responsible for 50 percent of the trip costs of the paratransit trips having both origin and destination within the Central Link paratransit service area corridor and 50 percent of the registration and certification costs for those registered paratransit riders within the Central Link paratransit service corridor. The average system trip cost for all King County paratransit trips is used for trips within the Central Link service area. Paratransit operating and maintenance costs are shown in Table 11. Operating and Maintenance Costs (\$ thousands).

Table 11. Operating and Maintenance Costs (\$ thousands)

	Actual	Adopted	Estimate					
Mode	2012	2013	2014	2015	2016	2017	2018	2019
Tacoma Link	3,856	4,287	4,246	4,738	4,854	4,982	5,046	7,933
Central Link	51,654	55,972	58,948	62,367	77,286	79,963	81,292	83,499
Sounder	33,189	40,152	41,844	43,368	47,502	51,559	54,024	55,364
ST Express	101,483	109,739	114,165	117,565	121,066	123,276	126,949	130,689
Paratransit	1,029	1,800	1,748	1,722	2,469	2,528	2,589	2,650
Total	191,211	211,950	220,951	229,760	253,177	262,309	269,900	280,134

ABBREVIATIONS

BNSF – Burlington Northern Santa Fe (Railway)

DSTT – Downtown Seattle Transit Tunnel

O&M – Operations and Maintenance

SIP – Service Implementation Plan

ST2 – Sound Transit 2, the voter-approved program of transit improvements passed in 2008

TIP – Transit Improvement Plan

GLOSSARY OF TERMS

Average Maximum Load: The average number of passengers on board a bus or train when it is at its most crowded point on a particular trip.

Boarding: A boarding is counted every time a person gets on a Sound Transit bus or train. For example, a person who rides Link from Rainier Beach to International District Station and transfers to Route 550 to go to Bellevue in the morning and does the opposite in the afternoon is counted as four boardings on the day of travel.

Deadhead time: The total time a transit vehicle is traveling from the operating base to the first passenger stop of the day, between the last stop and base, or when maneuvering between the last stop on one trip and the first stop on the next trip.

Directly operated: Transportation service provided directly by a transit agency, using their employees to supply the necessary labor to operate the revenue vehicles.

In-service hour: The time in which a transit vehicle is scheduled on a trip from the first timepoint to the last timepoint in the public timetable.

Layover time: The time between trips that allows an operator to get back on schedule before beginning the next trip. Sometimes this is referred to as “recovery time.”

Operating partner: With the exception of Tacoma Link, Sound Transit services are contracted to a third party to operate. At the time of writing, the four operating partners with whom Sound Transit contracts are Burlington Northern Santa Fe Railway (Sonder), King County Metro (ST Express and Central Link), Community Transit (ST Express), and Pierce Transit (ST Express). Tacoma Link is directly operated.

Pass-up: When an operator declines boarding to a transit customer because the transit vehicle is at passenger capacity (seated and standing).

Peak direction: The direction of service in which the heaviest passenger loads are experienced. This direction is usually associated with a time of day, e.g., on Pierce County-Seattle routes, the peak direction is northbound in the morning and southbound in the afternoon.

Peak period: The time during which the heaviest passenger loads are experienced; it is generally defined as 6:00 a.m. – 9:00 a.m. and 3:00 p.m. – 6:00 p.m. on weekdays, but can vary by transit agency.

Platform hour: The total time a transit vehicle is providing service, which includes in-service hours, deadhead hours and layover hours. Typically, this is the total amount of time the transit vehicle is away from the operating base.

Purchased transportation cost: The total cost paid to the contracted operator of a service (e.g., King County Metro, Pierce Transit, BNSF).

Revenue hour: An hour in which a transit vehicle is in revenue service, i.e., picking up, dropping off, and/or carrying passengers. Vehicles are *not* in revenue service between base and their first stop, between their last stop and base, or when maneuvering between the last stop on one trip and the first stop on the next trip.

Revenue service: The time when a vehicle is available to the general public and there is an expectation of carrying passengers.

Revenue vehicle: Vehicle used to provide revenue service to passengers.

Service change: Thrice-yearly process of updating the transit system, which corresponds with transit operator shift changes. Service change can refer to the actual date(s) that changes go into effect or the entire period during which service operates in between two service change dates. Also referred to as a “shakeup.”

Street team: Customer outreach method in which staff communicates with customers through face-to-face interactions

Title VI: Title VI of the Civil Rights Act of 1964, which prevents transit agencies receiving federal assistance from discriminating in the provision of services on the grounds of race, color or national origin

Timepoint: A geographic location where a transit vehicle is scheduled at a particular time.

Transit partner: See Operating Partner

Trip: The one-way route traveled by a transit vehicle, typically in one direction, between its first and last passenger stops, typically identified by the time it departs its first timepoint.

Turnback trip: A trip that operates over a portion of a route that turns around at some midpoint to meet demand where more service is needed, but is not needed on the entire length of the route. Sometimes called a “short turn”

APPENDIX A. MODAL HOURS AND MILES SUMMARY TABLES

Appendix A includes four tables that show the planned operations for each mode through 2019. For Sounder commuter rail, Tacoma Link and Central Link light rail, information includes revenue miles and hours, and platform hours and miles by train and passenger coach. ST Express information includes platform hours and includes total platform hours by each subarea.

Table A-1a. Train Hours and Miles Summary – Tacoma Link

	Train Statistics				Passenger Car Statistics			
	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles
2012 Actual	9,822	9,975	75,897	76,328	9,822	9,975	75,897	76,328
2013 Estimated	9,770	9,904	75,718	75,998	9,770	9,904	75,718	75,998
2014 Estimated	9,770	9,904	75,718	75,998	9,770	9,904	75,718	75,998
2015 Estimated	9,770	9,904	75,718	75,998	9,770	9,904	75,718	75,998
2016 Estimated	9,799	9,933	75,944	76,225	9,799	9,933	75,944	76,225
2017 Estimated	9,748	9,881	75,544	75,824	9,748	9,881	75,544	75,824
2018 Estimated	9,770	9,904	75,718	75,998	9,770	9,904	75,718	75,998
2019 Estimated	9,770	9,904	75,718	75,998	9,770	9,904	75,718	75,998

Table A-1b Train Hours and Miles Summary – Central Link

	Train Statistics				Passenger Car Statistics			
	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles
2012 Actual	72,240	77,907	1,355,955	1,439,385	136,167	149,824	2,552,647	2,667,415
2013 Estimated	71,800	75,621	1,352,146	1,340,611	141,000	163,892	2,622,600	2,741,379
2014 Estimated	71,800	75,621	1,352,146	1,340,611	141,000	163,892	2,622,600	2,741,379
2015 Estimated	71,800	75,621	1,352,146	1,340,611	141,000	163,892	2,622,600	2,741,379
2016 Estimated	80,039	83,138	1,495,487	1,530,840	155,798	162,394	2,949,451	3,004,703
2017 Estimated	85,374	89,216	1,815,645	1,866,916	237,231	248,161	5,044,233	5,190,506
2018 Estimated	85,408	89,255	1,816,371	1,867,714	237,565	248,519	5,051,337	5,197,929
2019 Estimated	85,408	89,255	1,816,371	1,867,714	237,565	248,519	5,051,337	5,197,929

Table A-2. Train Miles and Hours Summary – Sounder

	Train Statistics				Passenger Car Statistics			
	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles	Revenue Hours	Platform Hours	Revenue Miles	Platform Miles
North Line								
2012 Actual	1,917	2,412	65,898	67,308	5,934	7,465	204,055	209,186
2013 Estimated	2,751	2,919	71,820	73,500	8,410	8,924	219,564	224,700
2014 Estimated	2,751	2,919	71,820	73,500	7,074	7,506	184,680	189,000
2015 Estimated	2,751	2,919	71,820	73,500	7,074	7,506	184,680	189,000
2016 Estimated	2,751	2,919	71,820	73,500	7,074	7,506	184,680	189,000
2017 Estimated	2,741	2,908	71,546	73,220	5,717	6,066	149,249	152,740
2018 Estimated	2,751	2,919	71,820	73,500	5,738	6,088	149,796	153,300
2019 Estimated	2,751	2,919	71,820	73,500	5,738	6,088	149,796	153,300
South Line								
2012 Actual	4,717	5,750	186,243	188,785	33,017	40,249	1,303,702	1,321,495
2013 Estimated	5,770	6,383	210,692	212,079	40,241	45,757	1,473,058	1,352,810
2014 Estimated	7,039	7,567	229,530	235,122	49,308	53,019	1,608,359	1,647,247
2015 Estimated	7,039	7,567	229,530	235,122	49,308	53,019	1,608,359	1,647,247
2016 Estimated	6,995	7,592	235,528	240,200	49,001	53,194	1,650,342	1,682,792
2017 Estimated	7,204	8,010	264,820	266,682	50,468	56,110	1,855,386	1,868,164
2018 Estimated	8,358	9,167	302,358	304,227	58,547	64,211	2,118,155	2,130,982
2019 Estimated	8,358	9,167	302,358	304,227	58,547	64,211	2,118,155	2,130,982
Sounder Total								
2012 Actual	6,634	8,162	252,141	256,093	38,951	47,714	1,507,757	1,530,681
2013 Estimated	8,534	9,302	282,512	285,579	48,651	54,681	1,692,622	1,577,510
2014 Estimated	9,790	10,486	301,350	308,622	56,382	60,525	1,793,039	1,836,247
2015 Estimated	9,790	10,486	301,350	308,622	56,382	60,525	1,793,039	1,836,247
2016 Estimated	9,746	10,511	307,348	313,700	56,075	60,700	1,835,022	1,871,792
2017 Estimated	9,945	10,917	336,366	339,902	56,185	62,176	2,004,635	2,020,904
2018 Estimated	11,110	12,086	374,178	377,727	64,285	70,299	2,267,951	2,284,282
2019 Estimated	11,110	12,086	374,178	377,727	64,285	70,299	2,267,951	2,284,282

Table A-3a. Platform Hours Summary – ST Express

Route	Description	Annual Platform Hours							
		2012 Actual	2013 Estimated	2014 Estimated	2015 Estimated	2016 Estimated	2017 Estimated	2018 Estimated	2019 Estimated
510	Everett/Seattle	41,803	38,022	16,914	16,914	16,980	16,848	16,914	16,914
511	Lynnwood/Seattle	43,573	36,532	15,593	15,593	15,593	15,532	15,593	15,593
512	Everett/Lynnwood/Seattle	7,025	19,459	57,950	57,950	58,104	57,886	57,950	57,950
513	Eastmont/Seattle	5,751	6,290	9,308	9,308	9,308	9,271	9,308	9,308
522	Woodinville/Seattle	52,592	51,882	51,882	51,882	51,979	51,818	51,882	51,882
532	Everett/Bellevue	17,250	18,788	17,877	17,934	17,934	17,864	17,934	17,934
535	Lynnwood/Bellevue	23,055	22,644	22,644	22,644	22,681	22,562	22,644	22,644
540	Kirkland/U. District	10,633	9,928	8,216	8,216	8,216	8,184	8,216	8,216
542	Redmond/U. District	18,756	18,679	18,679	18,679	18,679	18,606	18,679	18,679
545	Redmond/Seattle	70,605	69,501	69,302	69,302	69,376	69,136	69,302	69,302
550	Bellevue/Seattle	52,267	52,886	54,849	54,849	54,949	54,735	54,849	54,849
554	Issaquah/Seattle	33,446	33,124	33,555	33,555	33,611	33,504	33,555	33,555
555	Northgate/Issaquah	5,848	5,771	5,771	5,771	5,771	5,748	5,771	5,771
556	Issaquah/Northgate	7,793	8,174	8,025	8,025	8,025	7,993	8,025	8,025
560	West Seattle/Airport/Bellevue	36,430	36,157	38,668	38,668	38,727	38,601	38,668	38,668
566	Auburn/Overlake	38,273	33,268	29,243	29,243	28,972	27,762	27,036	27,036
567	Kent/Overlake	0	5,175	10,052	10,052	10,323	11,379	12,259	12,259
574	Lakewood/Sea-Tac	45,257	43,672	42,800	42,800	42,893	42,767	42,800	42,800
577	Federal Way/Seattle	15,789	16,518	17,069	17,069	17,100	17,042	17,069	17,069
578	Seattle/Puyallup	29,135	29,286	30,599	30,599	30,655	30,559	30,599	30,599
586	Tacoma/U. District	11,086	10,685	10,537	10,537	10,487	10,492	10,537	10,537
590-595	Lakewood/Tacoma/Seattle	120,934	122,932	124,755	124,755	124,881	124,446	124,755	124,755
596	Sumner/Bonney Lake	1,520	2,857	3,233	3,233	3,307	3,518	3,532	3,532
RL	Red Lot Service	651	452	523	523	523	521	523	523
ST EXPRESS TOTAL		689,472	692,683	698,042	698,099	699,074	696,774	698,398	698,398
Schedule Maintenance		0	9,317	3,958	3,901	2,926	5,226	3,602	3,602
Total ST Express Budgeted Hours		689,472	702,000	702,000	702,000	702,000	702,000	702,000	702,000

Table A-3b: Platform Hours Summary by Subarea – ST Express

Subarea	Annual Platform Hours							
	2012 Actual	2013 Estimated	2014 Estimated	2015 Estimated	2016 Estimated	2017 Estimated	2018 Estimated	2019 Estimated
Snohomish County	117,102	120,724	119,986	120,043	120,280	119,712	120,043	120,043
East King County	320,105	316,391	317,789	317,789	318,155	317,042	317,960	317,960
South King County	68,122	69,351	71,276	71,276	71,402	71,154	71,105	71,105
Pierce County	184,145	186,302	189,335	189,335	189,584	189,209	189,633	189,633
ST EXPRESS TOTAL	689,472	692,769	698,386	698,444	699,420	697,117	698,742	698,742

APPENDIX B. FLEET PLANS

Appendix B includes four tables that show the fleet plan for each mode through 2019. Each table includes a projection of total fleet size, maximum peak pull, number of spares and the spare ratio.

Table B-1a. Tacoma Link Fleet

	Vehicle Number	Manufacturer	Year in Service	Type	2012	2013	2014	2015	2016	2017	2018	2019
Existing Fleet	1001-1003	Skoda	2003	66-foot LR	3	3	3	3	3	3	3	3
	Peak Vehicle Requirements (including ready reserve):				2	2	2	2	2	2	2	2
	Spares:				1	1	1	1	1	1	1	1
	Spare Ratio (in assigned fleet):				50%	50%	50%	50%	50%	50%	50%	50%

Table B-1b. Tacoma Link Fleet

	Vehicle Number	Manufacturer	Year in Service	Type	2012	2013	2014	2015	2016	2017	2018	2019
Existing Fleet	101-135	Kinkisharyo	2009	95-foot LR	35	35	35	35	35	35	35	35
	136-162	Kinkisharyo	2011	95-foot LR	27	27	27	27	27	27	27	27
	Total Assigned Fleet				62	62	62	62	62	62	62	62
	Peak Vehicle Requirements (including ready reserve):				30	30	30	30	42	42	42	42
	Spares:				32	32	32	32	20	20	20	20
	Spare Ratio (in assigned fleet):				107%	107%	107%	107%	48%	48%	48%	48%

Table B-2. Sounder Commuter Rail Fleet

	Vehicle Number	Manufacturer	Year in Service	Type	2012	2013	2014	2015	2016	2017	2018	2019
Existing Fleet	901-911	GM	2000-2001	Locomotive	11	11	11	11	11	11	11	11
	101-111, 301-307	Bombardier	2000-2003	Cab Car	18	18	18	18	18	18	18	18
	201-240, 401-410	Bombardier	2000-2003	Coach	40	40	40	40	40	40	40	40
	921-923	MotivePower	2012	Locomotive	3	3	3	3	3	3	3	3
Planned Fleet	308-310		2014	Cab Car			3	3	3	3	3	3
	411-414		2014	Coach			4	4	4	4	4	4
	415-421		2015	Coach				3	3	3	3	3
Fleet Statistics	Total Locomotives on Property:				14	14	14	14	14	14	14	14
	Peak Vehicle Requirements (including ready reserve):				10	11	11	11	12	12	12	12
	Spares:				4	3	3	3	2	2	2	2
	Spare Ratio (in assigned fleet):				40%	27%	27%	27%	17%	17%	17%	17%
	Total Passenger Cars on Property:				58	58	65	68	68	68	68	68
	Peak Vehicle Requirements (including ready reserve):				49	52	52	52	57	57	57	57
	Spares:				9	6	13	16	11	11	11	11
	Spare Ratio (in assigned fleet):				18%	12%	25%	31%	19%	19%	19%	19%

Table B-3. ST Express Bus Fleet

	Coach Number	Make	Year in Service	Type	2012	2013	2014	2015	2016	2017	2018	2019
Existing Fleet	8000-8012	Gillig	1999	40-foot Diesel		12						
	9037-9042	Gillig	1999	40-foot Diesel	6							
	9505 - 9519	New Flyer	1999	60-foot Diesel	7	4	4					
	9525-9536	New Flyer	2000	60-foot Diesel	12	5	1					
	9070-9089	Gillig	2001	40-foot Diesel	20	11						
	9400-9419	New Flyer	2001	40-foot LF CNG	20	20	17					
	9200	New Flyer	2003	40-foot LF Hybrid	1	1	1	1	1			
	9537-9552	New Flyer	2004	60-foot Diesel	16	16	16	16				
	9600-9621	New Flyer	2004	60-foot Hybrid	22	22	22	22				
	9090-9091	Gillig	2005	40-foot Diesel	2	2	2	2	2			
	9700-9712	MCI	2005	45-foot Diesel	13	13	13	13	13	13	13	13
	9092-9121	Gillig	2008	40-foot Diesel	30	30	30	30	30	30	30	30
	9622-9623	New Flyer	2008	60-foot Hybrid	2	2	2	2	2	2	2	2
	9713-9719	MCI	2008	45-foot Diesel	7	7	7	7	7	7	7	7
	9720-9722	MCI	2009	45-foot Diesel	3	3	3	3	3	3	3	3
	9624-9647	New Flyer	2010	60-foot Hybrid	24	24	24	24	24	24	24	24
	9553-9565	New Flyer	2010	60-foot Diesel	13	13	13	13	13	13	13	13
	9723-9739	MCI	2010	45-foot Diesel	17	17	17	17	17	17	17	17
	9566-9596	New Flyer	2011	60-foot Diesel	31	31	31	31	31	31	31	31
	9648-9651	New Flyer	2011	60-foot Hybrid	4	4	4	4	4	4	4	4
Planned Fleet	9201-9222	Gillig	2012	40-foot LF Hybrid	22	22	22	22	22	22	22	22
	9122-9123	Gillig	2012	40-foot LF Diesel	2	2	2	2	2	2	2	2
	9800-9813	New Flyer	2012	60-foot Diesel	14	14	14	14	14	14	14	14
	51214-51218	New Flyer	2012	60-foot Diesel	5	5	5	5	5	5	5	5
			2014	60-foot Hybrid			15	15	15	15	15	15
			2014	40-foot Diesel			7	7	7	7	7	7
			2014	40-foot Hybrid			3	3	3	3	3	3
			2015	40-foot CNG				17	17	17	17	17
			2015	42-foot Double Deck				5	5	5	5	5
			2016	60-foot Hybrid					38	38	38	38
			2017	40-foot Diesel						3	3	3

		2012	2013	2014	2015	2016	2017	2018	2019
Fleet Statistics	Total Assigned Fleet:	293	280	280	280	280	280	280	280
	Peak Bus Requirements:	227	227	235	235	235	235	235	235
	Spares:	56	53	45	45	45	45	45	45
	Spare Ratio (in assigned fleet):	29%	23%	19%	19%	19%	19%	19%	19%

APPENDIX C. PUBLIC OUTREACH SUMMARY REPORT

No major Sound Transit service changes are proposed for 2014, and as a result, no public outreach process or Title VI Impact Analysis is included in the 2014 Service Implementation Plan (SIP).

APPENDIX D. TRANSIT FACILITY/STOP AND ROUTE PASSENGER DATA

Following are total weekday passenger activity data (i.e. boardings and alightings) in both directions for many major transit facilities served by multiple Sound Transit services, with information from the Spring 2013 service change period. (Note that the data presented are only for Sound Transit modes and do not include any partner agency transit services serving these locations.)

Note that service in downtown Seattle is served by 14 ST Express routes, two Sounder lines and Central Link light rail among dozens of stops and stations. Below is boarding information for downtown stops adjacent to Central Link stations, otherwise refer to the relevant route list starting on page 140 for other locations in downtown Seattle. Similar situations of multiple stop locations exist for service to the University District, downtown Tacoma, central Everett, and Renton. (However, data are included here for Montlake Freeway Station, Tacoma Dome Station, Everett Station, and Renton Transit Center.)

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

Transit Facility Weekday Passenger Data

Ash Way Park-and-Ride		
Route	Boardings	Alightings
511	618	671
532	260	252
TOTAL	878	923

Auburn Station		
Route	Boardings	Alightings
566	228	174
578	208	192
Sounder	1244	1206
TOTAL	1680	1572

Bellevue Transit Center		
Route	Boardings	Alightings
532	610	624
535	335	481
550	1398	1409
555	231	223
556	183	216
560	372	411
566	750	811
TOTAL	3879	4175

Bothell Park-and-Ride		
Route	Boardings	Alightings
522	200	206
535	68	51
TOTAL	268	257

Brickyard Park-and-Ride		
Route	Boardings	Alightings
532	4	4
535	79	59
TOTAL	83	63

Canyon Park Freeway Station		
Route	Boardings	Alightings
532	226	234
535	108	95
TOTAL	334	329

Eastgate Freeway Station / Eastgate Park-and-Ride		
Route	Boardings	Alightings
554	789	830
555	20	18
556	67	72
TOTAL	876	920

Everett Station		
Route	Boardings	Alightings
510	874	880
532	165	168
Sounder	139	212
TOTAL	1478	1260

Evergreen Point Freeway Station		
Route	Boardings	Alightings
540	59	30
542	52	34
545	112	158
555	11	5
556	13	16
TOTAL	247	243

Federal Way Transit Center		
Route	Boardings	Alightings
574	444	409
577	859	596
578	498	556
TOTAL	1801	1561

I-90/Rainier Ave Freeway Station		
Route	Boardings	Alightings
550	263	290
554	89	72
TOTAL	352	362

Issaquah Highlands Park-and-Ride		
Route	Boardings	Alightings
554	232	255
555	17	18
556	84	126
TOTAL	333	399

Issaquah Transit Center		
Route	Boardings	Alightings
554	455	445
555	25	20
556	147	149
TOTAL	627	614

Kent Station		
Route	Boardings	Alightings
566	447	416
Souder	1394	1488
TOTAL	1841	1904

King Street Hub (King Street Station, Int'l District/Chinatown Station)		
Route	Boardings	Alightings
510	253	191
511	318	244
513	13	16
522	296	271
545	560	493

550	953	1156
554	390	401
577	22	21
578	140	9
590	91	74
592	34	9
594	100	172
595	24	26
Central Link	2255	2710
South Line	4344	4015
North Line	577	497
TOTAL	8115	7594

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

Lakewood Station		
Route	Boardings	Alightings
592	192	138
594	122	116
Sounder	126	176
TOTAL	440	430

Lynnwood Transit Center		
Route	Boardings	Alightings
511	785	826
535	248	136
TOTAL	1033	962

Mercer Island Park-and-Ride		
Route	Boardings	Alightings
550	886	1009
554	259	161
TOTAL	1145	1170

Montlake Freeway Station		
Route	Boardings	Alightings
540*	16	18
542*	59	50
545	434	424
555	25	36
556*	5	10
TOTAL	539	538

*Montlake Blvd near SR-520

Mountlake Terrace Freeway Station		
Route	Boardings	Alightings
511	384	386
513	88	60
TOTAL	472	446

Overlake Transit Center		
Route	Boardings	Alightings
542	269	323
545	1545	1756
566	318	290
TOTAL	2132	2,369

Pioneer Square Station		
Route	Boardings	Alightings
550	562	612
Central Link	1660	1724
TOTAL	2222	2336

Puyallup Station		
Route	Boardings	Alightings
578	117	124
Sounder	1112	1073
TOTAL	1229	1197

Renton Transit Center		
Route	Boardings	Alightings
560	204	202
566	417	435
TOTAL	621	637

Sea-Tac Airport (Terminal)		
Route	Boardings	Alightings
560	182	273
574	645	480
TOTAL	827	753

Sodo Station		
Route	Boardings	Alightings
590	66	67
594	31	33
595	10	7
Central Link	916	871
TOTAL	1022	978

South Bellevue Park-and-Ride		
Route	Boardings	Alightings
550	757	778
555	20	0
556	35	22
560	79	62
TOTAL	891	862

South Everett Freeway Station		
Route	Boardings	Alightings
510	348	396
532	107	96
TOTAL	455	492

SR-512 Park-and-Ride		
Route	Boardings	Alightings
574	235	219
592	182	204
594	171	135
TOTAL	588	558

Stadium Station		
Route	Boardings	Alightings
522	90	No data
545	189	No data
590	39	49
594	63	50
595	2	2
Central Link	719	826
TOTAL	1,102	927

Sumner Station		
Route	Boardings	Alightings
578	77	86
596	174	161
Sounder	1022	965
TOTAL	1273	1212

Tacoma Dome Station		
Route	Boardings	Alightings
574	396	367
586	306	300
590	1,346	998
594	300	407
Sounder	567	734
Tacoma Link	1,044	1,073
TOTAL	3957	3875

Totem Lake Freeway Station		
Route	Boardings	Alightings
532	171	169
535	141	130
TOTAL	312	299

University Street Station		
Route	Boardings	Alightings
550	930	964
Central Link	2047	2113
TOTAL	2977	3077

UW Bothell / Cascadia Community College		
Route	Boardings	Alightings
522	249	246
535	178	181
TOTAL	427	427

Westlake Hub		
Route	Boardings	Alightings
510	324	465
511	413	585
513	30	41
522	567	624

545	864	1,049
550	1,476	1,237
554	233	303
577	260	221
578	311	59
590	235	131
592	82	118
594	190	217
595	35	24
Central Link	5,463	4,876
TOTAL	10,483	9,950

Transit Route Weekday Passenger Data

Tacoma Link light rail		
Northbound	Boardings	Alightings
Tacoma Dome Station	1,044	0
South 25 th St	226	67
Union Station/South 19 th St	378	406
Convention Center/South 15 th St	70	261
Commerce St/South 11 th St	133	554
Theater District/South 9 th St	0	488
TOTAL	1851	1776

Tacoma Link light rail		
Southbound	Boardings	Alightings
Theater District/South 9 th St	419	0
Commerce St/South 11 th St	437	45
Convention Center/South 15 th St	270	37
Union Station/South 19 th St	434	348
South 25 th St	151	355
Tacoma Dome Station	0	1,073
TOTAL	1711	1858

Central Link light rail		
Northbound	Boardings	Alightings
SeaTac/Airport Station	4,385	0
Tukwila/International Blvd Station	1,809	360
Rainier Beach Station	876	301

Othello Station	1,182	405
Columbia City Station	1,097	349
Mount Baker Station	883	682
Beacon Hill Station	1,018	531
SODO Station	463	421
Stadium Station	302	436
International District/Chinatown Station	873	1,699
Pioneer Square Station	310	1,392
University Street Station	181	1,928
Westlake Station	0	4,876
TOTAL	12479	13380

Central Link light rail		
Southbound	Boardings	Alightings
Westlake Station	5463	0
University Street Station	1866	185
Pioneer Square Station	1350	332
International District/Chinatown Station	1382	1011
Stadium Station	417	390
SODO Station	453	450
Beacon Hill Station	570	1201
Mount Baker Station	781	861
Columbia City Station	371	1105
Othello Station	461	1253
Rainier Beach Station	313	903
Tukwila/International Blvd Station	371	2130
SeaTac/Airport Station	0	3975
TOTAL	13798	13796

Sounder North		
Northbound	Boardings	Alightings
King Street	577	0
Edmonds	22	259
Mukilteo	6	149
Everett	0	212
TOTAL	605	620

Sunder North		
Southbound	Boardings	Alightings
Everett	139	0
Mukilteo	131	9
Edmonds	244	52
King Street	0	497
TOTAL	514	558

Sunder South		
Northbound	Boardings	Alightings
Lakewood	126	0
South Tacoma	72	10
Tacoma Dome	536	25
Puyallup	1069	42
Sumner	959	57
Auburn	1103	124
Kent	1060	344
Tukwila	311	705
King Street	0	4016
TOTAL	5327	5322

Sunder South		
Southbound	Boardings	Alightings
King Street	4344	0
Tukwila	538	340
Kent	333	1144
Auburn	141	1082
Sumner	63	908
Puyallup	43	1030
Tacoma Dome	31	709
South Tacoma	6	87
Lakewood	0	176
TOTAL	5500	5475

Route 510		
Northbound	Boardings	Alightings
4th Ave S at S Jackson St	249	0
4th Ave S at S Washington St	45	2
4th Ave at Cherry St	153	22
4th Ave at Seneca St	220	20
4th Ave at Pike St	282	33
Olive Wy at 6th Ave^	236	12
Howell St at 9th Ave*	86	4
Olive Way at Terry Ave*	63	6
I-5 at NE 45 th St*	75	16
I-5 at NE 145 th St *	1	0
South Everett Freeway Station	29	381
Everett Station	18	864
Pacific Ave at Rockefeller Ave	1	41
Wetmore Ave at Wall St	1	55
Hewitt Ave at Lombard Ave	4	24
Hewitt Ave at Virginia Ave	0	19
Southbound	Boardings	Alightings
Hewitt Ave at Virginia Ave	45	0
Hewitt Ave at Lombard Ave	18	1
Wetmore Ave at Wall St	69	1
Pacific Ave at Rockefeller Ave	31	0
Everett Station Bay	856	16
South Everett Freeway Station	319	15
I-5 at NE 145 th St *	14	31
I-5 at NE 45 th St*	25	87
Stewart St at Yale Ave	23	143
Stewart St at 9th Ave	13	88
Stewart St at 7th Ave	11	105
5th Ave at Pine St	42	432
5th Ave at Seneca St	18	125
5th Ave at Marion St	7	131
5th Ave at Jefferson St	14	78
5th Ave S at Jackson St	0	178

*Not served in peak-period, peak-direction

^Only served in peak-period, peak-direction

Route 511		
Northbound	Boardings	Alightings
4th Ave S at S Jackson St	312	0
4th Ave S at S Washington St	39	2
4th Ave at Cherry St	209	44
4th Ave at Seneca St	334	38
4th Ave at Pike St	349	48
Olive Way at 6th Ave	347	21
Howell St at 9th Ave^	97	5
Olive Wy at Terry Ave*	109	14
I-5 at NE 45 th St *	168	49
I-5 at NE 145 th St*	0	0
Mountlake Terrace Freeway Station	41	366
Lynnwood Transit Center	45	802
Ash Way Park-and-Ride	0	671
Southbound	Boardings	Alightings
Ash Way Park-and-Ride	617	0
Lynnwood Transit Center	740	24
Mountlake Terrace Freeway Station	343	20
I-5 at NE 145 th St*	30	19
I-5 at NE 45 th St *	59	150
Stewart St at Yale Ave	35	191
Stewart St at 9th Ave	21	119
Stewart St at 7th Ave	18	142
5th Ave at Pine St	64	537
5th Ave at Seneca St	32	218
5th Ave at Marion St	17	178
5th Ave at Jefferson St	20	86
5th Ave S at S Jackson St	0	230

*Not served in peak-period, peak-direction

^Only served in peak-period, peak-direction

Route 513		
Northbound	Boardings	Alightings
4th Ave S at S Jackson St	12	0
4th Ave S at S Washington St	1	0
4th Ave at Cherry St	21	1
4th Ave at Seneca St	35	1
Olive Way at 6th Ave	25	1
Howell St at 9th Ave	23	0

Howell St at Yale Ave	16	0
Mountlake Terrace Freeway Station	1	59
Eastmont Park-and-Ride	1	72
Evergreen Way at 79th PI SE	0	25
Southbound	Boardings	Alightings
Evergreen Way at 79th PI SE	28	0
Eastmont Park-and-Ride	21	3
Mountlake Terrace Freeway Station	87	1
Stewart St at Yale Ave	3	28
Stewart St at 9th Ave	2	17
Stewart St at 7th Ave	2	26
5th Ave at Pine St	5	40
5th Ave at Seneca St	4	35
5th Ave at Marion St	1	31
5th Ave at Jefferson St	2	10
5th Ave S at S Jackson St	0	15

Route 522		
Northbound	Boardings	Alightings
6th Ave S at S Atlantic St	90	0
4th Ave S at S Jackson St	296	13
4th Ave at James St	154	17
4th Ave at Madison St	281	33
4th Ave at University St	490	42
Pike St at 6th Ave	564	29
Lake City Way NE at NE 125 th St	118	263
Lake City Way NE at NE 130 th St	77	105
Lake City Way NE at NE 137 th St	14	116
Bothell Way NE at NE 145 th St	28	149
Bothell Way NE at NE 153 rd St	5	48
Bothell Way NE at NE 165 th St	2	30
Bothell Way NE at Lake Forest Park	11	95
Bothell Way NE at Ballinger Way NE	9	14
NE Bothell Way at 61 st Ave NE	8	82
NE Bothell Way at 68 th Ave NE	59	134
NE Bothell Way at 73 rd Ave NE (Kenmore Park-and-Ride)	21	283
Ne Bothell Way at 80 th Ave NE	12	59
Bothell Way NE at NE 180 th St	7	68
Main St at 103 rd Ave NE (Bothell Park-and-Ride)	8	197
UW Bothell/Cascadia CC	38	213

Beardslee Blvd & Ne 195th St	4	56
SR 522 at 132 nd Ave NE	0	32
Woodinville-Snohomish Rd at 139 th Ave NE	1	30
NE 178 th Pl at 138 th Pl NE	13	74
Woodinville Park-and-Ride	0	189
Southbound	Boardings	Alightings
Woodinville Park-and-Ride	164	0
NE 178 th Pl at 138 th Pl NE	18	0
Woodinville-Snohomish Rd at 139 th Ave NE	28	0
SR 522 at 132 nd Ave NE	20	0
Beardslee Blvd at Ross Rd	33	1
Campus Way NE at UW Bothell Bookstore	7	5
UW Bothell/Cascadia CC	204	28
Woodinville Dr at Kaysner Way (Bothell Park-and-Ride)	192	9
Bothell Way NE at Ormbrek St	79	10
Ne Bothell Way at 80 th Ave NE	53	10
NE Bothell Way at 73 rd Ave NE (Kenmore Park-and-Ride)	365	36
NE Bothell Way at 68 th Ave NE	134	27
NE Bothell Way at 61 st Ave NE	87	7
Bothell Way NE at Ballinger Way NE	36	7
Bothell Way NE at Lake Forest Park	76	6
Bothell Way NE at NE 165 th St	30	1
Bothell Way NE at NE 153 rd St	58	7
Bothell Way NE at NE 145 th St	162	24
Lake City Way NE at NE 137 th St	132	12
Lake City Way NE at NE 130 th St	125	66
Lake City Way NE at NE 125 th St	266	100
Union St at 6th Ave	15	763
Union St at 4th Ave	3	595
2nd Ave at Marion St	11	213
2nd Ave at James St	1	92
2 Ave Ext S at S Jackson St	0	258
6 th Ave S at S Royal Brougham Way	No data	No data

Route 532		
Northbound	Boardings	Alightings
NE 10 th St at 102 nd Ave NE	50	0
NE 10 th St at 108 th Ave NE	33	0
Bellevue Transit Center	600	8
Totem Lake Freeway Station	73	102
I-405 at NE 160 th St (Brickyard Park-and-Ride)	2	1
I-405 at NE 195 th St*	1	5
Canyon Park Park-and-Ride	42	207
Ash Way Park-and-Ride	25	234
South Everett Freeway Station	6	94
Broadway at 33 rd St	0	15
Everett Station	0	167
Southbound	Boardings	Alightings
Everett Station	165	0
Broadway at 34 th St	10	0
South Everett Freeway Station Bay 2	101	2
Ash Way Park & Ride Bay 3	235	18
Canyon Park Fwy Station Bay 3	184	27
I-405 at NE 195 th St ⁺	4	1
I-405 at NE 160 th St (Brickyard Park-and-Ride)	2	3
Totem Lake Freeway Station	98	67
Bellevue Transit Center	10	616
NE 8 th St at 106 th Ave NE	1	44
NE 8 th St at 102 nd Ave NE	0	10
NE 10 th St at 102 nd Ave NE	0	16

*Mornings only (reverse-peak direction)

⁺ Afternoons only (reverse-peak direction)

Route 535		
Northbound	Boardings	Alightings
NE 10 th St at 102 nd Ave NE	26	0
NE 10 th St at 108 th Ave NE	6	0
Bellevue Transit Center	330	7
Totem Lake Freeway Station	44	71
I-405 at NE 160 th St (Brickyard Park-and-Ride)	10	45
Beardslee Blvd at Sunrise Dr (Bothell Park-and-Ride)	6	44
UW Bothell /Cascadia CC	79	71
I-405 at NE 195 th St	10	13
Canyon Park Park-and-Ride	20	63

Alderwood Mall Blvd at 184 th St SW	4	72
Alderwood Mall Blvd at Beech Rd	2	14
Lynnwood Transit Center	0	136
Southbound	Boardings	Alightings
Lynnwood Transit Center	248	0
Alderwood Mall Blvd at Beech Rd	19	5
Alderwood Mall Blvd at 184 th St SW	75	4
Canyon Park Park-and-Ride	88	32
Beardslee Blvd at Ross Rd	13	12
UW Bothell /Cascadia CC	99	110
Kaysner Way at Woodinville Dr (Bothell Park-and-Ride)	62	7
I-405 at NE 160 th St (Brickyard Park-and-Ride)	69	14
Totem Lake Freeway Station	97	59
Bellevue Transit Center	5	474
NE 8 th St at 106 th Ave NE	0	14
NE 8 th St at 102 nd Ave NE	0	11
NE 10 th St at 102 nd Ave NE	0	20

Route 540		
Eastbound	Boardings	Alightings
Stevens Way at Memorial Way	20	6
Stevens Way at Pend Oreille Rd	23	3
Stevens Way at Benton Ln	33	1
Stevens Way at Garfield Ln	8	2
Grant Ln at Stevens Way	20	8
15 th Ave NE at NE 40 th St	52	5
NE Pacific St at 15 th Ave NE	35	1
NE Pacific St at NE Pacific Pl	77	2
Montlake Blvd E at SR-520	14	8
Evergreen Point Freeway Station	15	23
South Kirkland Park-and-Ride	5	107
108 th Ave NE at NE 58 th St	1	15
6 th St S at NE 68 th St	1	39
Kirkland Transit Center	0	85
Westbound	Boardings	Alightings
Kirkland Transit Center	71	0
6 th St S at 9 th Ave S	42	1
108 th Ave NE at NE 58 th St	14	0
South Kirkland Park-and-Ride	124	4
Yarrow Point Freeway Station	2	0

Evergreen Point Freeway Station	44	7
Montlake Blvd E at E Shelby St	2	10
NE Pacific St at NE Pacific Pl	8	107
NE Pacific St at 15 th Ave NE	4	25
15 th Ave NE at NE Campus Pkwy	2	68
15 th Ave NE at NE 42 nd St	0	50
Stevens Way at Memorial Way	2	12
Stevens Way at Pend Oreille Rd	5	8
Stevens Way at Benton Ln	1	10
Stevens Way at Garfield Ln	1	5
Grant Ln at Stevens Way	0	10

Route 542		
Eastbound	Boardings	Alightings
Ne 65 th St at Oswego Pl NE	183	0
NE 50 th St at University Way NE	58	0
15 th Ave NE at NE 45 th St	47	4
15 th Ave NE at NE 43 rd St	83	10
15 th Ave NE at NE Campus Pkwy	89	12
15 th Ave NE at NE 40 th St	64	10
NE Pacific St at 15 th Ave NE	62	27
NE Pacific St at NE Pacific Pl	121	29
Montlake Blvd E at SR-520	56	8
Evergreen Point Freeway Station	20	25
SR-520 at NE 40 th St (Overlake Transit Center)	20	313
SR-520 at NE 51 st St	2	65
West Lk Sammamish Pk at Leary Way	0	26
NE 85 th St at 154 th Ave NE	0	24
NE 85 th St at 161 st Ave NE	0	79
Redmond Transit Center	0	161
Westbound	Boardings	Alightings
Redmond Transit Center	166	0
NE 85 th St at 160 th Ave NE	67	1
154 th Ave NE at NE 85 th St	24	0
West Lk Sammamish Pk at Leary Way	36	0
SR-520 at NE 51 st St	91	2
SR-520 at NE 40 th St (Overlake Transit Center)	249	10
Yarrow Point Freeway Station	1	1
Evergreen Point Freeway Station	32	9
Montlake Blvd E at E Shelby St	3	42

NE Pacific St at NE Pacific Pl	38	160
NE Pacific St at 15 th Ave NE	20	39
15 th Ave NE at NE Campus Pkwy	19	145
15 th Ave NE at NE 42 nd St	12	87
15 th Ave NE at NE 45 th St	5	45
NE 50 th St at University Way NE	1	55
Ne 65 th St at Oswego Pl NE	0	166

Route 545		
Eastbound	Boardings	Alightings
6th Ave S at S Atlantic St	189	0
4th Ave S at S Jackson St	560	35
4th Ave at James St	214	49
4th Ave at Madison St	337	109
4th Ave at University St	516	102
4th Ave at Pike St	759	92
Olive Way at 8th Ave	442	54
Olive Way at Terry Ave	338	34
Bellevue Ave at E Olive St*	440	10
Montlake Freeway Station	361	71
Evergreen Point Freeway Station	61	76
SR-520 at NE 40 th St (Overlake Transit Center)	131	1635
SR-520 at NE 51 st St	25	318
West Lake Sammamish Pkwy at Leary Way	5	143
NE 85 th St at 154 th Ave NE	2	95
NE 85 th St at 161 st Ave NE	10	275
Redmond Transit Center	60	548
Cleveland St at 166 th Ave NE	6	122
NE 76 th St at 177 th Pl NE	27	250
Bear Creek Park-and-Ride	0	361
Westbound	Boardings	Alightings
Bear Creek Park-and-Ride	473	0
NE 76 th St at 177 th Pl NE	136	3
NE Redmond Way at NE 79 th St	102	8
Redmond Transit Center	605	52
Ne 85 th St at 160 th Ave NE	267	14
154 th Ave NE at NE 85 th St	68	3
West Lk Sammamish Pk & Leary Way	152	5
SR-520 at NE 51 st St	360	29
Overlake Transit Center ⁺	570	47

SR-520 at NE 40 th St (Overlake Transit Center)	844	74
Yarrow Point Freeway Station	12	4
Evergreen Point Freeway Station	51	82
Montlake Freeway Station	73	353
Stewart St at Yale Ave	72	685
Stewart St at 9th Ave	38	327
Stewart St at 7th Ave	36	238
5th Ave at Pine St	105	957
5th Ave at Seneca St	56	331
5th Ave at Marion St	29	335
5th Ave at Jefferson St	35	169
5th Ave S at S Jackson St	0	458
6 th Ave S at S Royal Brougham Way	No data	No data

*Stop served until 10:45 am

*Stop served after 12:00pm

Route 550		
Eastbound	Boardings	Alightings
Convention Place Station	444	0
Westlake Station	1431	36
University Street Station	897	33
Pioneer Square Station	498	61
International District/Chinatown Station	744	275
I-90/Rainier Freeway Station	213	81
Mercer Island Park & Ride	173	863
South Bellevue Park & Ride	85	679
Bellevue Way SE at SE 16th St	14	68
Bellevue Way SE at SE 10th St	10	41
Bellevue Way SE at SE 3rd St	76	92
Bellevue Way NE at Main St	27	211
NE 4th St at 105th Ave NE	30	617
Bellevue Transit Center	32	1353
NE 12th St at 110th Ave NE	0	419
Westbound	Boardings	Alightings
110th Ave NE at NE 12th St	470	0
Bellevue Transit Center	1366	56
NE 4th St at 108th Ave NE	240	5
Bellevue Way NE at NE 4th St	358	23
Bellevue Way NE at NE 1st St	57	11
Bellevue Way SE at Main St	134	18
Bellevue Way SE at SE 3rd St	96	48

Bellevue Way SE at SE 11th St	31	11
Bellevue Way SE at SE 16th St	56	13
South Bellevue Park & Ride	672	99
Mercer Island Park & Ride	713	146
I-90/Rainier Freeway Station	50	209
International District/Chinatown Station	209	881
Pioneer Square Station	64	551
University Street Station	33	931
Westlake Station	45	1201
Convention Place Station	0	452

Route 554		
Eastbound	Boardings	Alightings
Lenora St at 4th Ave	196	0
2nd Ave at Stewart St	219	4
2nd Ave at Seneca St	337	5
2nd Ave at Cherry St	157	5
S Washington St at 4th Ave S	51	7
5th Ave S at S Jackson St	378	12
I-90/Rainier Freeway Station	78	5
Mercer Island Park & Ride	71	94
Eastgate Freeway Station	132	713
Issaquah Transit Center	23	425
E Sunset Way at Rainier Blvd S	15	136
Highlands Dr NE at NE Ellis Dr	0	34
Issaquah Highlands Park & Ride	14	254
Issaquah-Pine Lake Rd at Issaquah-Fall City Rd*	0	1
Issaquah Pine Lk Rd at SE 40th Pl*	0	0
Issaquah Pine Lk Rd at SE 37th Pl*	0	2
South Sammamish Park & Ride*	0	7
228th Ave SE at SE 8th St*	0	3
228th Ave NE at NE 8th St*	0	3
228th Ave NE at NE 25th Way*	0	1
NE Redmond Way & 185th Ave NE*	0	8
Westbound	Boardings	Alightings
NE Redmond Way at 185th Ave NE*	1	0
228th Ave NE at NE 25th Way*	1	0
228th Ave NE at NE 8th St*	2	0
South Sammamish Park & Ride*	2	0
Issaquah Pine Lk Rd at SE 37th Pl*	1	0

Issaquah Highlands Park & Ride	218	1
9th Ave NE at NE Ellis Dr	30	6
E Sunset Way at 1st Ave NE	141	13
Issaquah Transit Center	432	20
Eastgate Freeway Station	657	117
Mercer Island Park & Ride	188	67
I-90/Rainier Freeway Station	11	67
5th Ave S & S Jackson St	12	389
4th Ave S & S Washington St	4	41
4th Ave & Cherry St	15	195
4th Ave & Seneca St	3	240
4th Ave & Pike St	4	299
4th Ave & Stewart St	1	58
4th Ave & Lenora St	0	159

*Eastbound stops served by five night trips only. Westbound stops served by two early morning trips only.

Routes 555/556						
	Route 555		Route 556		Total	
Eastbound	Boardings	Alightings	Boardings	Alightings	Boardings	Alightings
Northgate Transit Center	205	0	23	0	228	0
NE 50th St at University Way NE			3	1	3	1
15th Ave NE at NE 45th St			16	1	16	1
15th Ave NE at NE 43rd St			47	1	47	1
15th Ave NE at NE Campus Pkwy			60	1	60	1
15th Ave NE at NE 40th St			23	0	23	0
NE Pacific St at NE Pacific Pl			41	3	41	3
Montlake Blvd E at SR-520			61	3	61	3
Montlake Blvd E at Lk Washington Blvd			4	7	4	7
Montlake Freeway Station	20	6			20	6
Evergreen Point Freeway Station	6	2	2	15	8	17
Bellevue Transit Center	32	188	145	70	177	258
112th Ave SE at SE 4th St	0	9	2	4	2	13
112th Ave SE at SE 15th St	1	6	2	3	3	9
South Bellevue Park & Ride	4	0	3	20	7	20
SE Eastgate Way & Richards Rd	2	18			2	18
Eastgate Park & Ride	6	15			6	15
142nd Pl SE at SE 32nd St (Bellevue College)	1	6			1	6
Eastgate Freeway Station			22	58	22	58
Issaquah Transit Center	1	19	5	147	6	166

Highlands Dr NE at NE Ellis Dr	0	2	0	18	0	20
Issaquah Highlands Park & Ride	0	18	0	126	0	144
	Route 555		Route 556		Total	
Westbound	Boardings	Alightings	Boardings	Alightings	Boardings	Alightings
Issaquah Highlands Park & Ride	17	0	84	0	101	0
9th Ave NE at NE Ellis Dr	2	0	8	0	10	0
Issaquah Transit Center	24	1	142	2	166	3
Eastgate Freeway Station			45	14	45	14
142nd Pl SE at SE 32nd St (Bellevue College)	3	4			3	4
Eastgate Park & Ride	14	3			14	3
I-90 at Richards Rd	16	0			16	0
South Bellevue Park & Ride	1	5	32	2	33	7
112th Ave SE at SE 15th St	7	1	1	3	8	4
112th Ave SE at SE 4th St	10	0	1	3	11	3
Bellevue Transit Center	199	35	38	146	238	181
Yarrow Point Freeway Station	1	0	0	0	1	0
Evergreen Point Freeway Station	5	3	11	1	16	4
Montlake Freeway Station	4	20			4	20
Montlake Blvd E at E Shelby St			1	3	1	3
NE Pacific St at NE Pacific Pl.			1	67	1	67
NE Pacific St at 15th Ave. NE			0	23	0	23
15th Ave NE at NE Campus Pkwy			1	47	1	47
15th Ave NE at NE 42nd St.			2	32	2	32
15th Ave NE at NE 45th St.			2	10	2	10
NE 50th St at University Way NE			3	1	3	1
Northgate Transit Center	0	211	0	28	0	239

Route 560		
Eastbound	Boardings	Alightings
Alaska Junction	43	0
California Ave SW at SW Dawson St	3	0
Fauntleroy Way SW at California Ave SW	12	1
Fauntleroy Ferry Terminal	28	2
35th Ave SW at SW Barton St	10	1
SW Roxbury St at 28th Ave SW	10	2
SW Roxbury St at 20th Ave SW	1	1
White Center Transfer Point	24	3
16th Ave SW at SW 116th St	14	1
Ambaum Blvd SW at SW 128th St	15	1

Ambaum Blvd SW at SW 136th St	13	3
Burien Transit Center	103	50
Sea-Tac Airport	131	74
International Blvd at S 176th St (Seatac/Airport Station)	123	23
Rainier Ave S at S 7th St	19	28
Renton Transit Center	109	83
Park Ave N at N 6th St	18	7
Park Ave N at N 8th St	12	26
Park Ave N at Garden Ave N	21	8
I-405 at N 30th St (Kennydale Freeway Station)	46	17
I-405 at 112th Ave SE (Newport Hills Park & Ride)	23	9
South Bellevue Park & Ride	17	52
112th Ave SE at SE 15th St	3	8
112th Ave SE at SE 4th St	3	21
Bellevue Transit Center	0	411
105 th Ave NE at NE 2 nd St	No data	No data
Westbound	Boardings	Alightings
105 th Ave NE at NE 2 nd St	No data	No data
Bellevue Transit Center	372	0
112th Ave SE & SE 4th St	19	3
112th Ave SE & SE 15th St	8	4
South Bellevue Park & Ride	62	10
I-405 & Lk Washington Blvd S	13	20
I-405 At N 30th St (Kennydale Freeway Station)	16	44
Park Ave N at Logan Ave N	7	17
Park Ave N at N 8th St	29	12
Park Ave N at N 6th St	9	18
Renton Transit Center	95	119
Rainier Ave S at SW 7 th St	20	11
Sea-Tac Airport	51	199
International Blvd at S 176th St (Seatac/Airport Station)	39	61
Burien Transit Center	33	131
Ambaum Blvd SW at SW 136th St	4	8
Ambaum Blvd SW at SW 128th St	3	8
Ambaum Blvd SW at SW 116th St	1	7
White Center Transfer Point	6	19
SW Roxbury St at 20th Ave SW	0	1
SW Roxbury St at 28th Ave SW	2	8
SW Barton St at 35th Ave SW	1	6
SW Wildwood Pl at 45th Ave SW	0	2

Fauntleroy Ferry Terminal	1	14
California Ave SW at Fauntleroy Way SW	1	9
California Ave SW at SW Dawson St	0	5
Alaska Junction	0	36

Route 566		
Northbound	Boardings	Alightings
Auburn Station	466	0
Auburn Park & Ride	54	3
W Smith St at 4th Ave N	11	6
Kent Station	412	35
Central Ave N at S 228th St	40	17
Rainier Ave S at S 7th St	54	35
Renton Transit Center	298	94
Park Ave N at N 6th St	46	14
Park Ave N at N 8th St	20	23
Park Ave N at Garden Ave N	38	9
Bellevue Transit Center	114	691
SR-520 at NE 40th St (Overlake Transit Center)	0	121
Southbound	Boardings	Alightings
Overlake Transit Center	202	0
SR-520 at NE 40th St	121	2
Bellevue Transit Center	636	120
Park Ave N at Lake Washington Blvd N	20	42
Park Ave N at N 8th St	11	34
Park Ave N at N 6th St	28	42
Renton Transit Center	120	340
Rainier Ave S at SW 7th St	27	34
Central Ave N at S 228th St	18	35
Kent Station	35	381
4th Ave N at W Smith St	3	14
Auburn Park & Ride	9	57
Auburn Station	0	114

Route 574		
Northbound	Boardings	Alightings
Lakewood Transit Center	282	0
SR-512 Park & Ride	216	15
E 'D' St at E 26th St	4	17
Tacoma Dome Station	323	49
Federal Way Transit Center	267	149
Star Lake Freeway Station	28	13
Kent-Des Moines Freeway Station	27	36
S 188th St at Military Rd S	4	7
S 188th St at 42nd Ave S	4	5
S 188th St at 36th Ave S	2	4
International Blvd at S 188th St	4	33
International Blvd at S 180th St	1	24
International Blvd at S 176th St (Seatac/Airport Station)	4	139
Sea-Tac Airport	0	480
Southbound	Boardings	Alightings
Sea-Tac Airport	645	0
International Blvd at S 176th St (Seatac/Airport Station)	63	2
International Blvd at Airport Entrance	35	2
S 188th St at International Blvd	27	4
S 188th St at 36th Ave S	2	4
S 188th St at 42nd Ave S	3	3
S 188th St at 46th Ave S	10	6
Kent-Des Moines Freeway Station	45	19
Star Lake Freeway Station	3	3
Federal Way Transit Center	177	260
Tacoma Dome Station	73	319
E 'D' St at E 26th St	2	4
SR-512 Park & Ride	18	204
Lakewood Transit Center	0	243

Route 577		
Northbound	Boardings	Alightings
Federal Way Transit Center	858	0
Seneca St at 5th Ave	0	311
4th Ave at University St	0	125
Pine St at 3 rd Ave	0	180
2nd Ave at Pike St	2	22
2nd Ave at Marion St	1	19
2nd Ave at James St	0	8
2nd Ave Ext S at S Jackson St	0	12
Southbound	Boardings	Alightings
Seneca St at 5th Ave*	4	0
4th Ave at University St*	1	0
Pine St at 3 rd Ave*	3	0
Lenora St at 4th Ave^	126	1
2nd Ave at Lenora St^	54	0
2nd Ave at Pike St	256	20
2nd Ave at Marion St	96	24
2nd Ave at James St	43	26
2nd Ave Ext S at S Jackson St	32	9
Federal Way Transit Center	0	596

*Some morning trips only.

^ Afternoons only.

Route 578		
Northbound	Boardings	Alightings
Puyallup Station	118	0
Sumner Station	49	25
Auburn Station	171	33
Federal Way Transit Center	432	61
4th Ave at University St	7	443
Olive Way at 6th Ave	1	55
Howell St at 9th Ave	0	18
Southbound	Boardings	Alightings
Lenora St at 4th Ave	90	0
2nd Ave at Lenora St	39	1
2nd Ave at Pike St	311	4
2nd Ave at Marion St	101	3
2nd Ave at James St	44	4
2nd Ave Ext S at S Jackson St	140	9

Federal Way Transit Center	66	496
Auburn Station	37	160
Sumner Station	28	61
Puyallup Station	0	124

Route 586		
Northbound	Boardings	Alightings
Tacoma Dome Station	306	0
NE 45th St at Roosevelt Way NE	3	33
NE 45th St at University Way NE	1	31
15th Ave NE at NE 43rd St	1	34
15th Ave NE at NE Campus Pkwy	2	61
15th Ave NE at NE 40th St	2	20
NE Pacific St at 15th Ave NE	0	37
NE Pacific St at NE Pacific Place	0	56
Southbound	Boardings	Alightings
NE 45th St at Roosevelt Way NE	42	0
NE 45th St at University Way NE	48	0
15th Ave at NE 43rd St	50	1
15th Ave at NE Campus Pkwy	66	1
15th Ave at NE 40th St	19	1
NE Pacific St at 15th Ave NE	45	2
NE Pacific St at NE Pacific Place	39	2
Tacoma Dome Station	0	300

Route 590		
Northbound	Boardings	Alightings
Commerce St at S 10th St	157	0
Commerce St at S 12th St	16	0
Pacific Ave at S 14th St	18	0
Pacific Ave at UW Campus	43	1
S 24th St at Pacific Ave	34	1
Tacoma Dome Station	1,303	44
SODO Busway at S Spokane St	13	60
SODO Busway at S Lander St (SODO Station)	15	63
SODO Busway at S Holgate St	9	25
SODO Busway at S Royal Brougham Way (Stadium Station)	4	44
4th Ave S at Jackson St	118	200
4th Ave S at Washington St	5	54

4th Ave at Cherry St	9	344
4th Ave at Seneca St	5	289
4th Ave at Pike St	6	280
Olive Way at 6th Ave	7	118
Howell St at 9th Ave	1	60
Howell St. at Yale Ave	0	31
Eastlake Ave at Stewart St	0	55
Southbound	Boardings	Alightings
Eastlake Ave at Stewart St	33	4
Stewart St at Yale Ave	42	1
Stewart St at 9th Ave	140	6
Lenora St at 4th Ave	88	11
2nd Ave at Stewart St	228	13
2nd Ave at Seneca St	289	9
2nd Ave at Cherry St	128	6
2nd Ave Extension S at S Washington St	86	20
SODO Busway at S Royal Brougham Way (Stadium Station)	35	5
SODO Busway at S Holgate St	20	3
SODO Busway at S Lander St (SODO Station)	51	4
SODO Busway at S Spokane St	52	6
Tacoma Dome Station	44	953
Pacific Ave at S 24th St	1	16
Pacific Ave at UW Campus	1	24
Pacific Ave at S 15th St	1	14
Commerce St at S 12th St	1	35
Commerce St at S 10th St	0	83

Route 592		
Northbound	Boardings	Alightings
DuPont Station	111	0
Lakewood Station	184	6
SR-512 Park & Ride	172	6
5th Ave at Seneca St	1	177
4th Ave at Pike St	2	114
Olive Way at 6th Ave	2	36
Howell St at 9th Ave	0	19
Howell St at Yale Ave	0	11
Eastlake Ave at Stewart St	0	12
Southbound	Boardings	Alightings

Eastlake Ave at Stewart St	13	0
Stewart St at Yale Ave	51	2
Stewart St at 9th Ave	15	0
Lenora St at 4th Ave	41	3
2nd Ave at Stewart St	80	4
2nd Ave at Seneca St	124	3
2nd Ave at Cherry St	55	2
2nd Ave Extension S at S Washington St	34	9
SR-512 Park & Ride	10	197
Lakewood Station	8	131
DuPont Station	0	101

Route 594		
Northbound	Boardings	Alightings
Lakewood Station	122	0
SR-512 Park & Ride	167	6
Commerce St at S 10th St	164	11
Commerce St at S 12th St	13	1
Pacific Ave at S 14th St	16	1
Pacific Ave at UW Campus	80	4
S 24th St at Pacific Ave	28	1
Tacoma Dome Station	281	22
SODO Busway at S Spokane St	4	31
SODO Busway at S Lander St (SODO Station)	4	30
SODO Busway at S Holgate St	4	16
SODO Busway at S Royal Brougham Way (Stadium Station)	4	47
4th Ave S at Jackson St	10	165
4th Ave S at Washington St	1	17
4th Ave at Cherry St	7	73
4th Ave at Seneca St	2	74
4th Ave at Union St	4	212
Olive Way at 6th Ave	1	28
Howell St at 9th Ave	1	23
Howell St at Yale Ave	0	7
Eastlake Ave. at Stewart St	0	9
Southbound	Boardings	Alightings
Eastlake Ave. at Stewart St	11	0
Stewart St at Yale Ave	93	3
Stewart St at 9th Ave	23	1

Lenora St at 4th Ave	48	5
2nd Ave at Stewart St	184	7
2nd Ave at Seneca St	187	5
2nd Ave at Cherry St	80	4
2nd Ave Extension S at S Washington St	90	7
SODO Busway at S Royal Brougham Way (Stadium Station)	59	3
SODO Busway at S Holgate St	15	2
SODO Busway at S Lander St (SODO Station)	27	3
SODO Busway at S Spokane St	43	3
Tacoma Dome Station	19	385
Pacific Ave at S 24th St	1	24
Pacific Ave at UW Campus	3	64
Pacific Ave at S 15th St	0	11
Commerce St at S 12th St	1	49
Commerce St at S 10th St	8	105
SR-512 Park & Ride	4	129
Lakewood Station	0	116

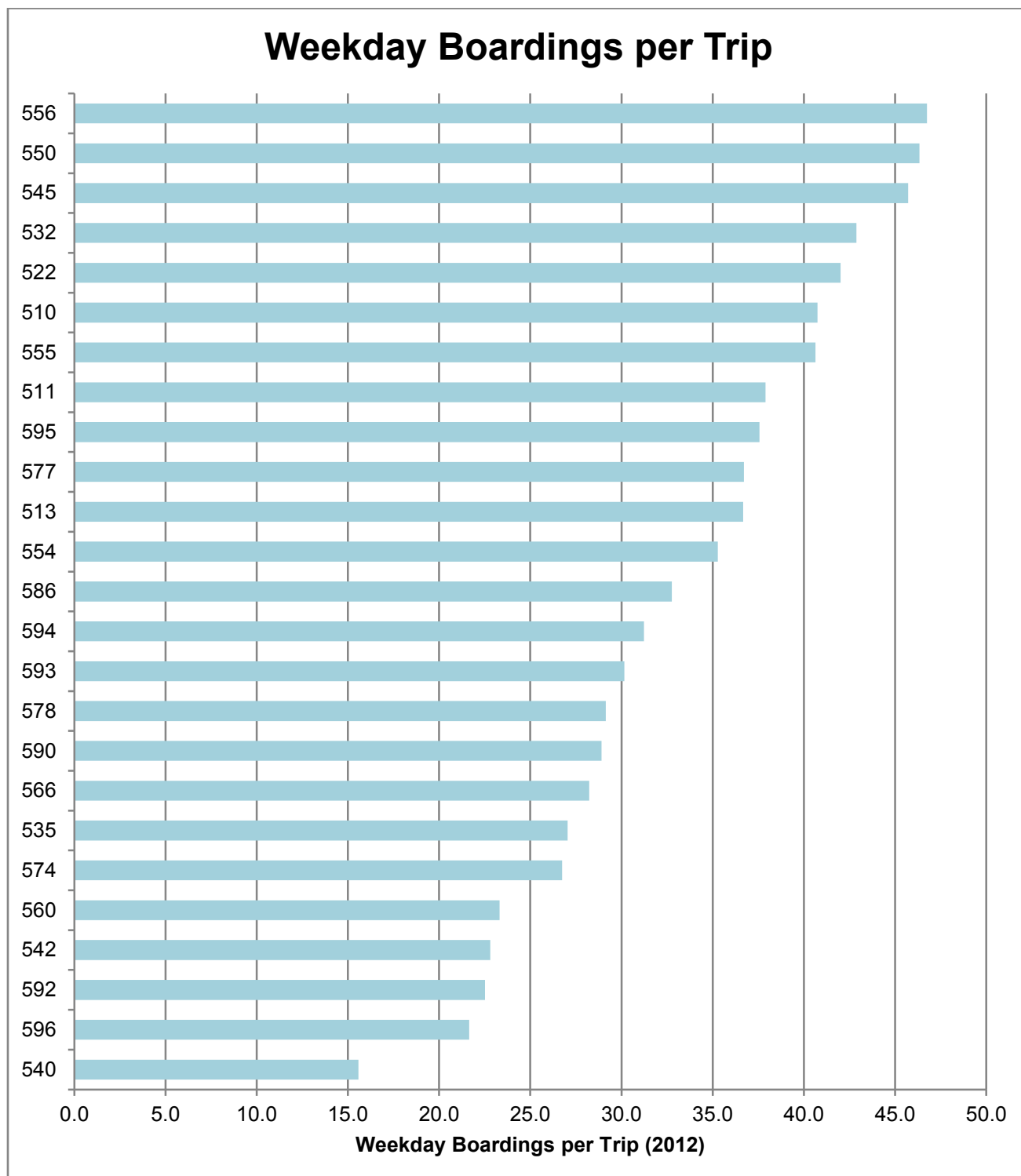
Route 595		
Northbound	Boardings	Alightings
Purdy Park & Ride	58	0
Kimball Dr Park & Ride	68	1
Narrows Park & Ride	25	1
TCC Transit Center	49	8
SODO Busway at S Spokane St	2	11
SODO Busway at S Lander St (SODO Station)	1	7
SODO Busway at S Holgate St	1	4
SODO Busway at S Royal Brougham Way (Stadium Station)	0	2
4th Ave S at Jackson St	9	25
4th Ave S at Washington St	0	3
4th Ave at Cherry St	0	34
4th Ave at Seneca St	0	48
4th Ave at Pike St	0	24
Olive Way at 6th Ave	0	13
Howell St at 9th Ave	0	10
Howell St at Yale Ave	0	3
Eastlake Ave. at Stewart St	0	2
Southbound	Boardings	Alightings
Eastlake Ave. at Stewart St	4	0

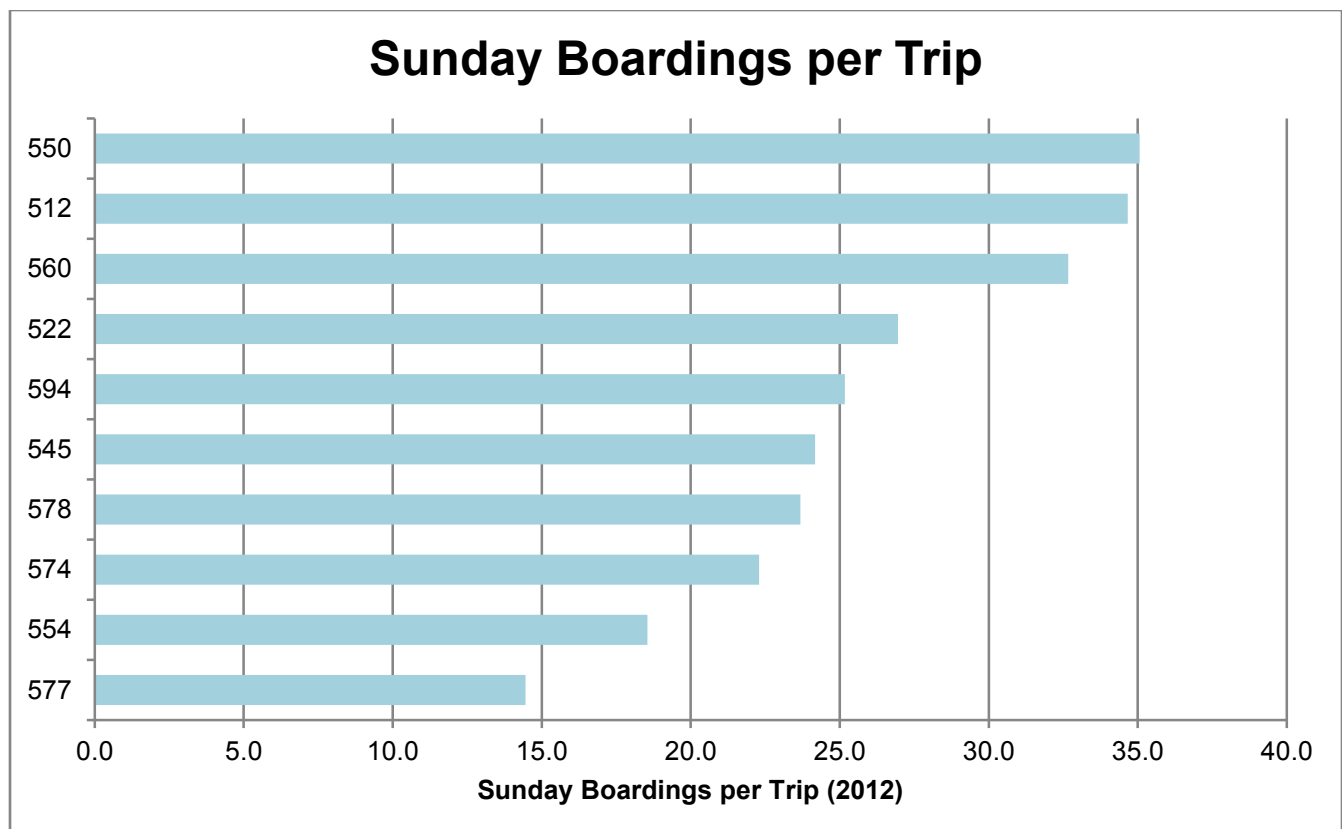
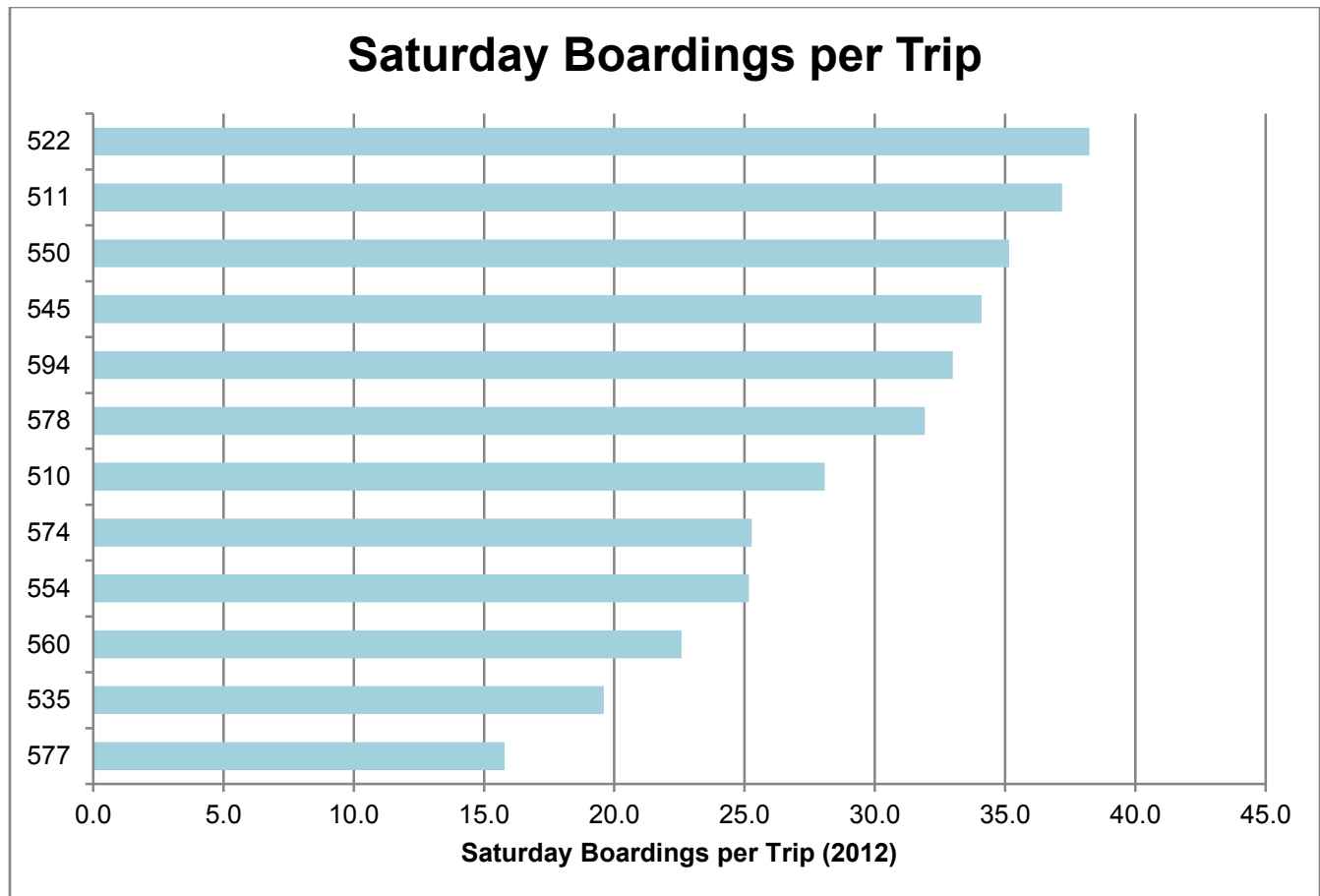
Stewart St at Yale Ave	2	0
Stewart St at 9th Ave	27	1
Lenora St at 4th Ave	12	1
2nd Ave at Stewart St	35	1
2nd Ave at Seneca St	50	1
2nd Ave at Cherry St	15	0
2nd Ave Extension S at S Washington St	15	1
SODO Busway at S Royal Brougham Way (Stadium Station)	2	0
SODO Busway at S Holgate St	5	0
SODO Busway at S Lander St (SODO Station)	8	0
SODO Busway at S Spokane St	8	0
TCC Transit Center	3	46
Narrows Park & Ride	0	22
Kimball Dr Park & Ride	1	48
Purdy Park & Ride	0	68

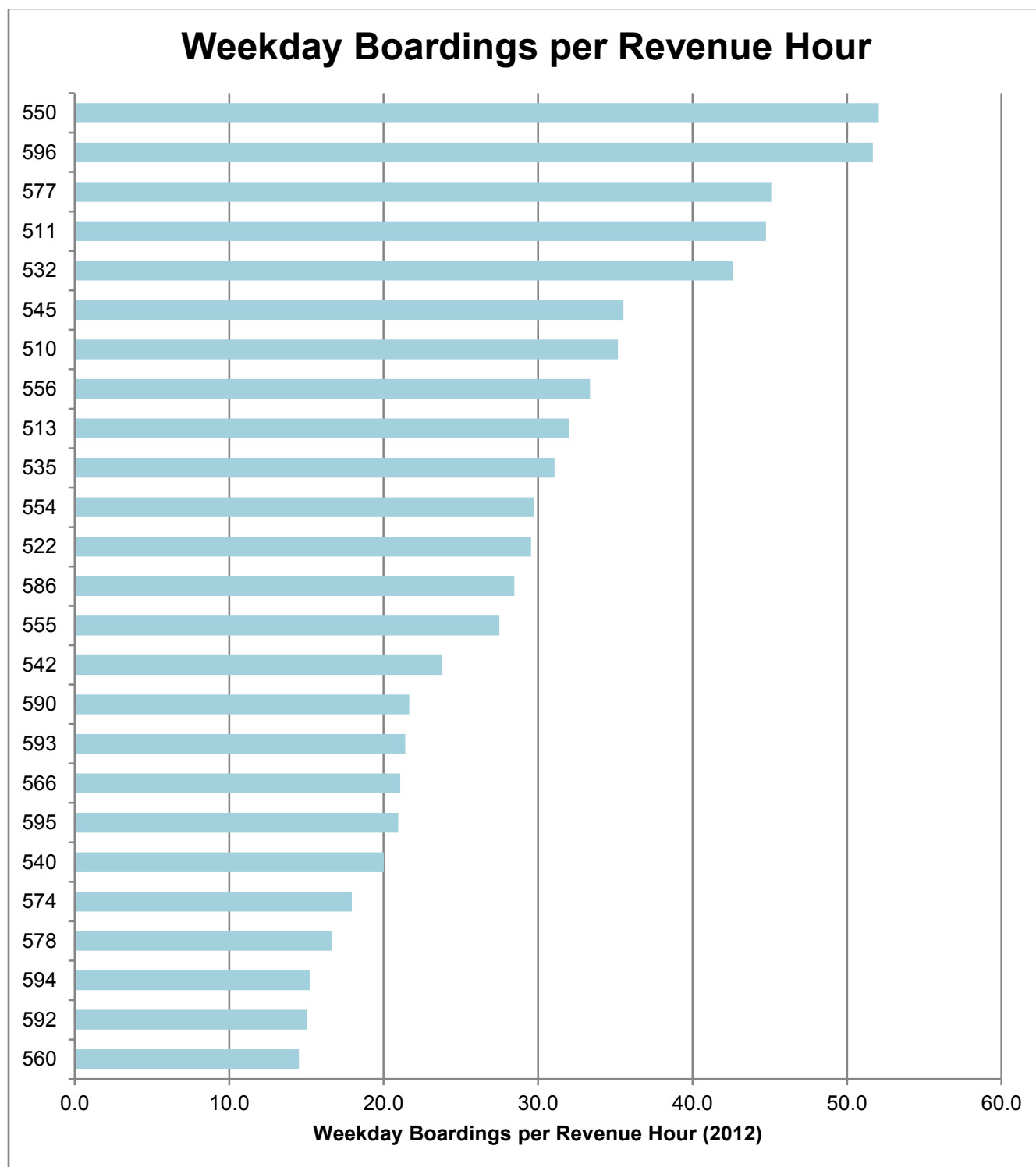
Route 596		
Northbound	Boardings	Alightings
Bonney Lake Park-and-Ride	165	0
Sumner Station	0	161
Southbound	Boardings	Alightings
Sumner Station	174	0
Bonney Lake Park-and-Ride	0	165

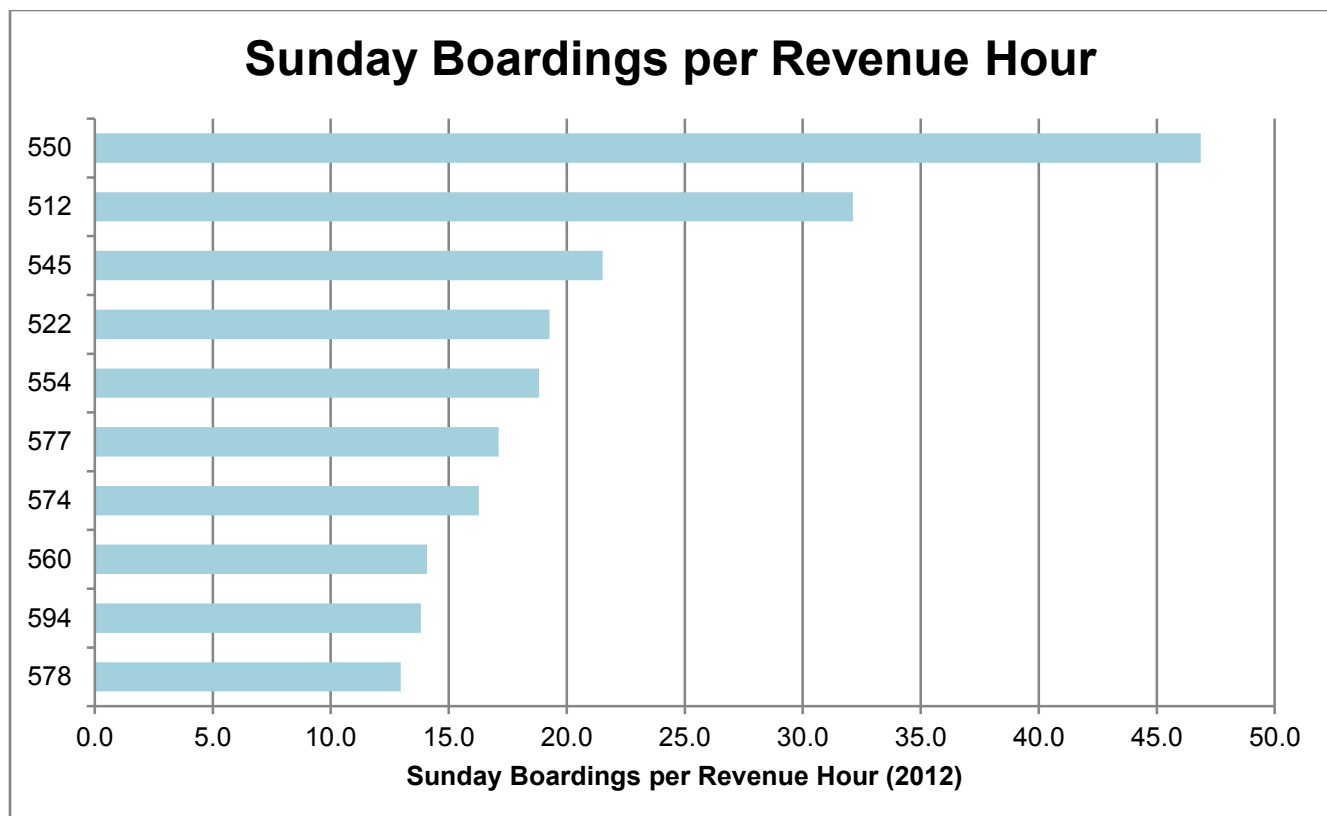
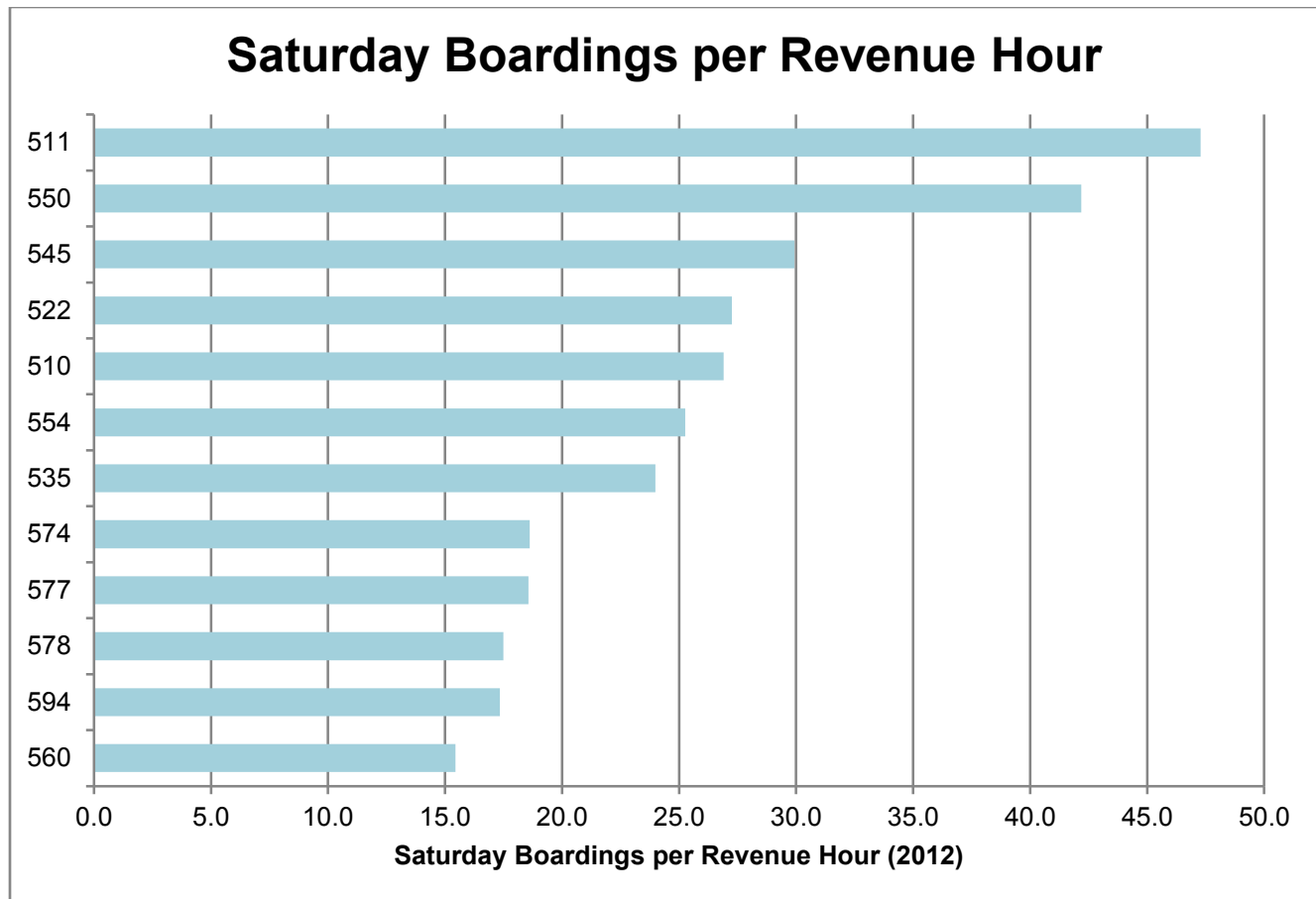
APPENDIX E. ST EXPRESS PERFORMANCE BY DAY TYPE

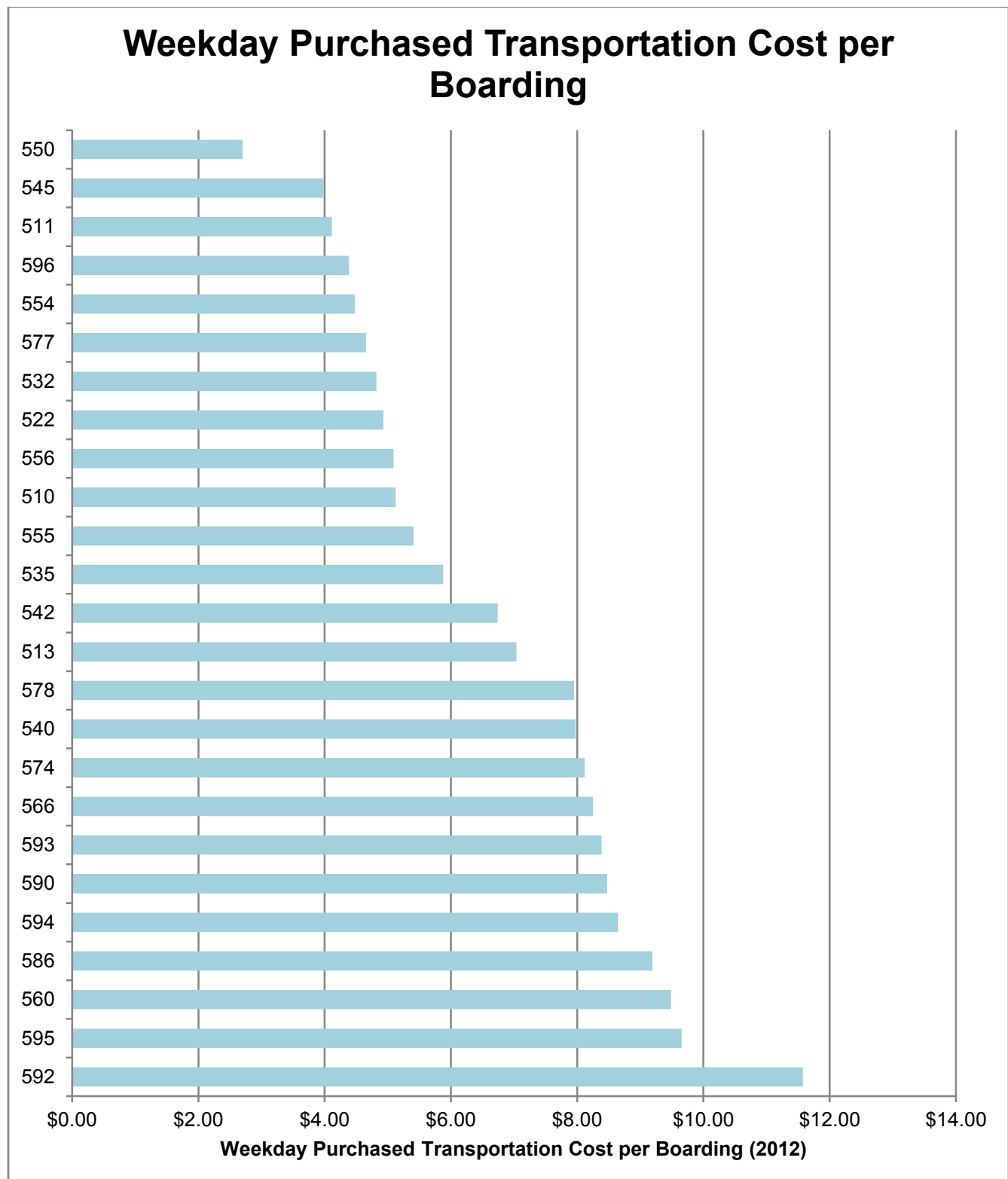
Sound Transit's Service Standards and Performance Measures call for evaluation of ST Express service on three key performance measures – passengers per platform hour, passengers per trip, and purchased transportation cost per boarding – overall and by each of three day types: weekday, Saturday, and Sunday. Chapter 2 provides the overall performance for ST Express service by route for 2012. This appendix provides a chart for each day type and key performance measure for each route in the ST Express system.



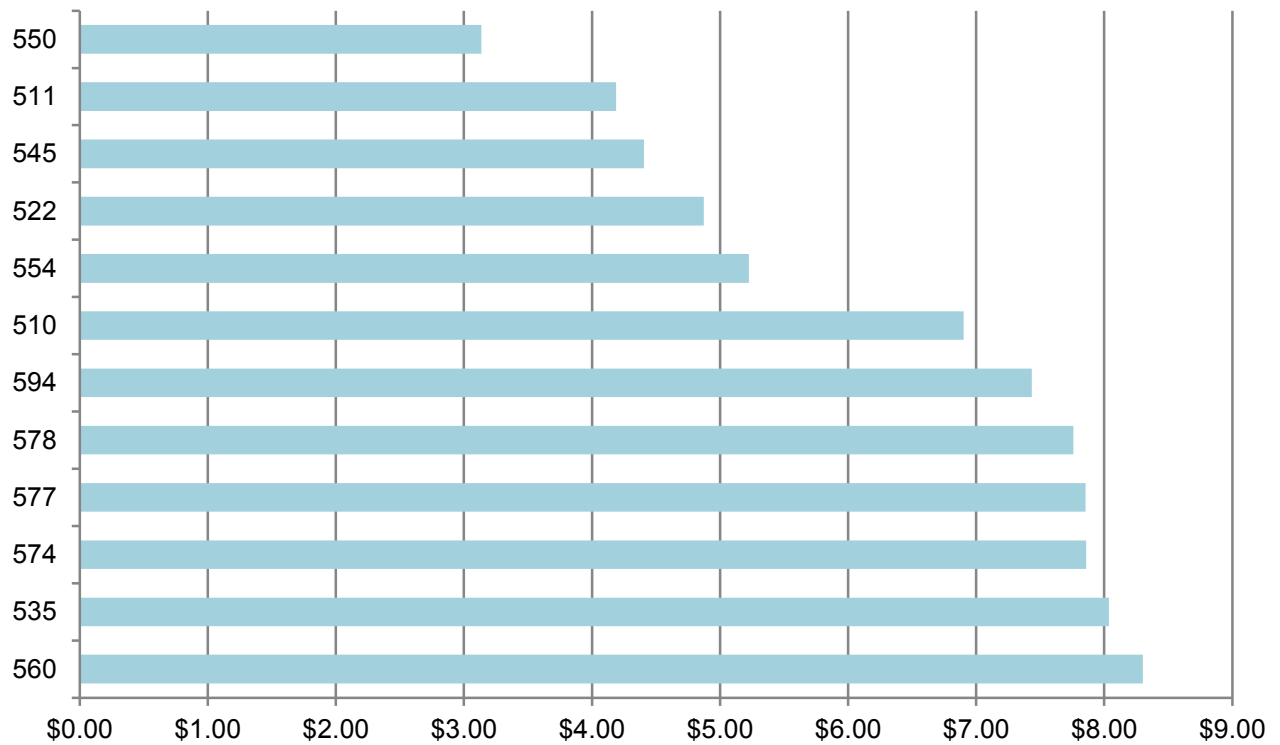








Saturday Purchased Transportation Cost per Boarding



Sunday Purchased Transportation Cost per Boarding

