

FUNDING SCENARIOS REPORT



Bellevue Transit Master Plan

CITY OF BELLEVUE

May 2013

Transportation Department





BUS SERVICE SCENARIOS

The service element of the *Bellevue Transit Master Plan* will explore existing and future market conditions that influence transit performance in Bellevue. The outcome of this effort will be the identification of the city's transit service priorities—a refinement of the project principles adopted at the on-set of the project—including route-level recommendations that are responsive to different financial scenarios (reduced, stable, and growing resources) and attune to different time horizons (short-, medium-, and long-term). This report describes the three bus funding scenarios that will be considered in the *Bellevue Transit Master Plan* and defines the assumptions that were made to arrive at these results.

Time Horizons

The three time horizons that will be considered by the service vision have been defined as shown at the right. The short-term period will emphasize adjustments that can readily be made to routes, schedules, and connections in the next two years. This may include minor revisions deemed appropriate after ridership patterns of the current network—a result of the major Fall 2011 Eastside service restructure—have had the opportunity to mature, or it may involve more significant service restructuring depending on the financial situation of King County Metro. This time frame coincides with the period during which King County Metro will address its potential funding shortfall, which may require a reduction of about 17 percent of transit services county-wide beginning in 2014 if a stable transit funding source is not secured in the current legislative session.

The mid-term transit vision will prepare the City for the traffic circulation impacts associated with the East Link construction period, including closure and reconstruction of the South Bellevue Park & Ride and tunnelling on 110th Ave NE, construction work on SR-520 and I-405, potential I-90 tolling, and land use developments in Bellevue. The long-term transit vision will prepare the City for the start of East Link light rail operations, which represents a significant consideration in Bellevue’s future transit market. As Bellevue grows and matures, TMP strategies will become increasingly important to supporting the transportation system and level-of-service standards in Bellevue’s Comprehensive Plan.

Short-Term: 2013 – 2015

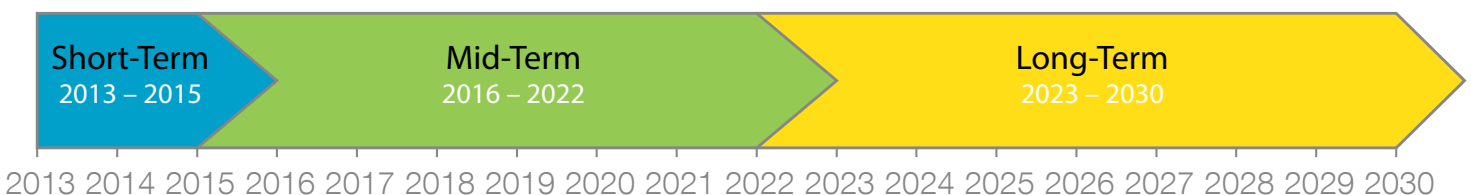
Planning for the next two years, including both minor adjustments that enable incremental steps toward the long-term service vision and potentially significant service reductions beginning in 2014.

Mid-Term: 2016 – 2022

Includes planning for the impacts on traffic circulation and transit operations of the construction of East Link, SR-520, I-405, potential I-90 tolling, and land use developments in Bellevue.

Long-Term: 2023 – 2030

Focuses on Bellevue’s transit needs in the context of considerable growth, the emergence of new activity centers (e.g. Bel-Red), the start of East Link light rail operations, and completion of major regional transportation investments.



Bus Funding Scenarios

Since the elimination of the Motor Vehicle Excise Tax (MVET) as a revenue source for local transit agencies in 1998, transit agencies have increasingly relied upon unstable local sales tax, the only substantial source available to them, as a means of supporting their transit service. Evidence of the instability of local sales tax occurred in the wake of the financial crisis that began in 2008-2009. All of the region's transit agencies were affected by this financial crisis with reduced local revenues. Each agency responded with some combination of raising fares, cutting transit service, and deferring planned services and facilities. The instability of local sales tax as a primary local revenue source makes future planning for transit service and facilities within reasonable fiscal constraints difficult to accomplish.

Because the state of transit funding cannot accurately be predicted at any of these time horizons, three distinct funding scenarios are considered for each time period to address the fullest range of potential outcomes. By planning for each of these potential scenarios, the proposals advanced by the *Bellevue Transit Master Plan* will be more readily adaptable to changing circumstances over the course of the plan's twenty-year implementation period.

The service projections presented here reflect yearly increments in the number of annual bus platform hours operated by King County Metro and Sound Transit (see Figure 2, Table 1, and Appendix 2). The particular assumptions made for future operations are different for the two agencies and are addressed in detail in subsequent sections. In general, the annual growth rates applied to each scenario are consistent with the expectations and needs identified by *Transportation 2040* (see Figure 1), the regional transportation plan developed by the Puget Sound Regional Council (PSRC), as interpreted by King County Metro (see Table 2). The



Figure 1 *Transportation 2040* is an action plan for transportation in the central Puget Sound region for the next 30 years, during which time the region is expected to grow by about 1.5 million people and support more than 1.2 million new jobs.

Figure 2 Projected Future Bus Service Funding Scenarios

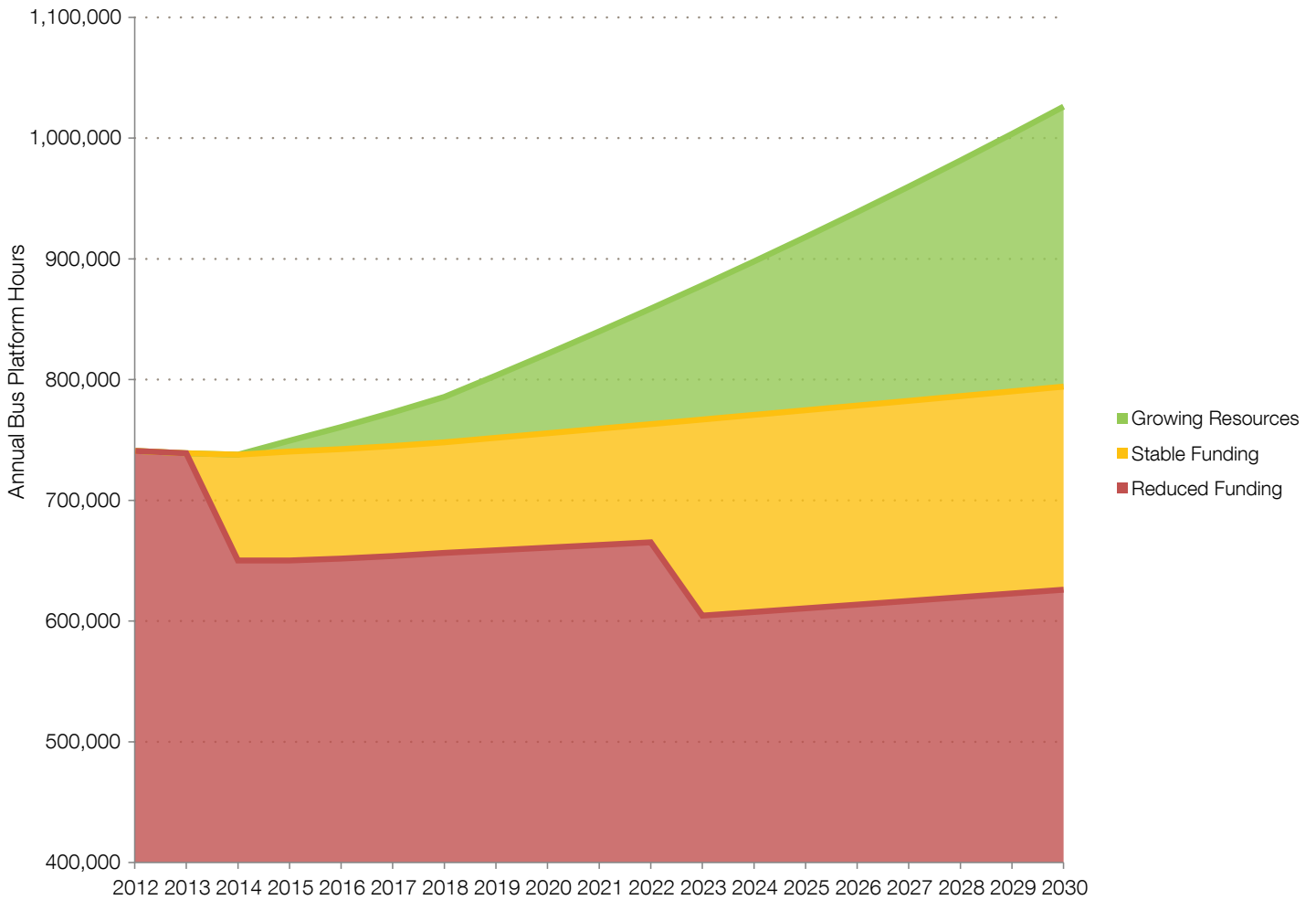


Table 1 City of Bellevue Projections

Scenario	Typ. Annual Growth Rate	Annual Bellevue Bus Platform Hours			
		Spring 2012	Est. 2016	Est. 2023	Est. 2030
Reduced Funding	0.5%	740,880	651,713	604,483	625,959
Stable Funding	0.5%	740,880	742,386	766,913	794,161
Growing Resources	2.25%	740,880	760,679	878,076	1,026,066

Table 2 Regional Projections

Scenario	Typ. Annual Growth Rate	Annual System-Wide Bus Platform Hours			
		Est. 2013	Est. 2020	Est. 2030	Est. 2040
Reduced Funding	0.5%	3,610,000	3,070,000	3,230,000	3,390,000
Stable Funding	0.5%	3,610,000	3,700,000	3,890,000	4,090,000
Growing Resources	2.25%	3,610,000	4,030,000	5,040,000	6,290,000

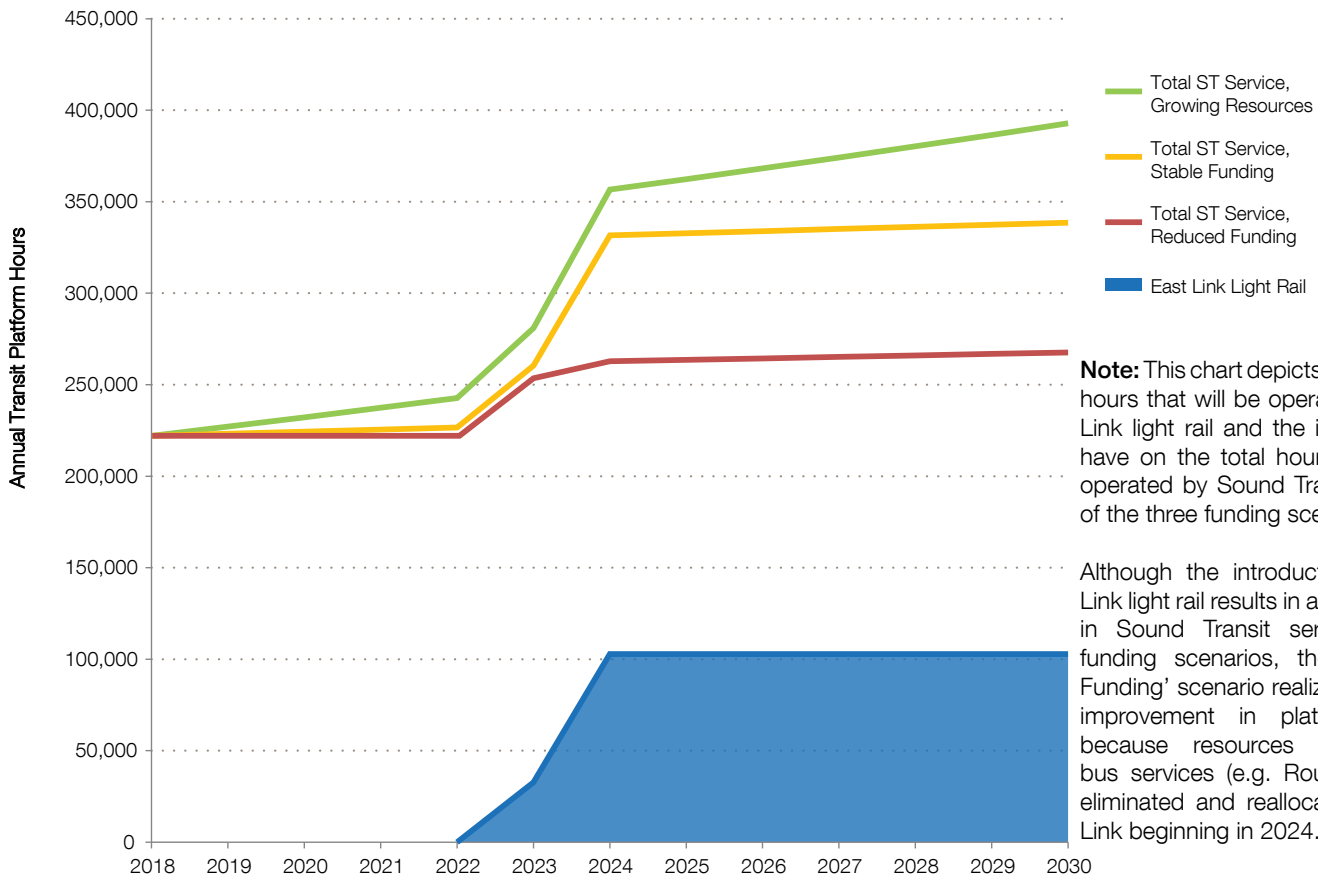
base number of bus service hours used in every projection scenario reflects the annualized platform hours of all services operated in Bellevue in Spring 2012 except Routes 219 and 925, both of which were later deleted as part of the Summer 2012 service change. Note that all platform hour figures presented here represent the total number of hours operated by Bellevue-serving bus routes, including the segments operating within and outside of Bellevue. (See Appendix 1 for a summary of Spring 2012 services and hours.)

Figure 3 illustrates potential Sound Transit service levels in Bellevue with the implementation of East Link. East Link will operate about 32,000 platform hours in 2023, followed by 102,800 platform hours annually beginning in 2024. This results in a net increase in Sound Transit service by all modes for all funding scenarios, compared with bus-only operations prior to 2023. Note that East Link

operations are not included in other projections presented in this document.

Potential new revenues such as the Sound Transit ST3 funding package, state transportation funding packages, local partnerships, or other possible new sources of supplemental transit funding, because they are more speculative and details about what may be included in such initiatives is not yet known. Planning for ST3 will begin in 2013 and could be on ballots for voter approval as early as 2016, while other initiatives may be introduced as deemed prudent by legislators and voters, or as made possible by the availability of state and federal grants. All scenarios presume that the hours associated with King County Metro routes operating along the I-90 Corridor (e.g. 210, 212, 218) would continue to be allocated to Bellevue service, although the nature of these routes will likely be changed to avoid duplication with East Link

Figure 3 Summary of All Sound Transit Service in Bellevue, 2018–2030



Note: This chart depicts the platform hours that will be operated by East Link light rail and the impact it will have on the total hours of service operated by Sound Transit in each of the three funding scenarios.

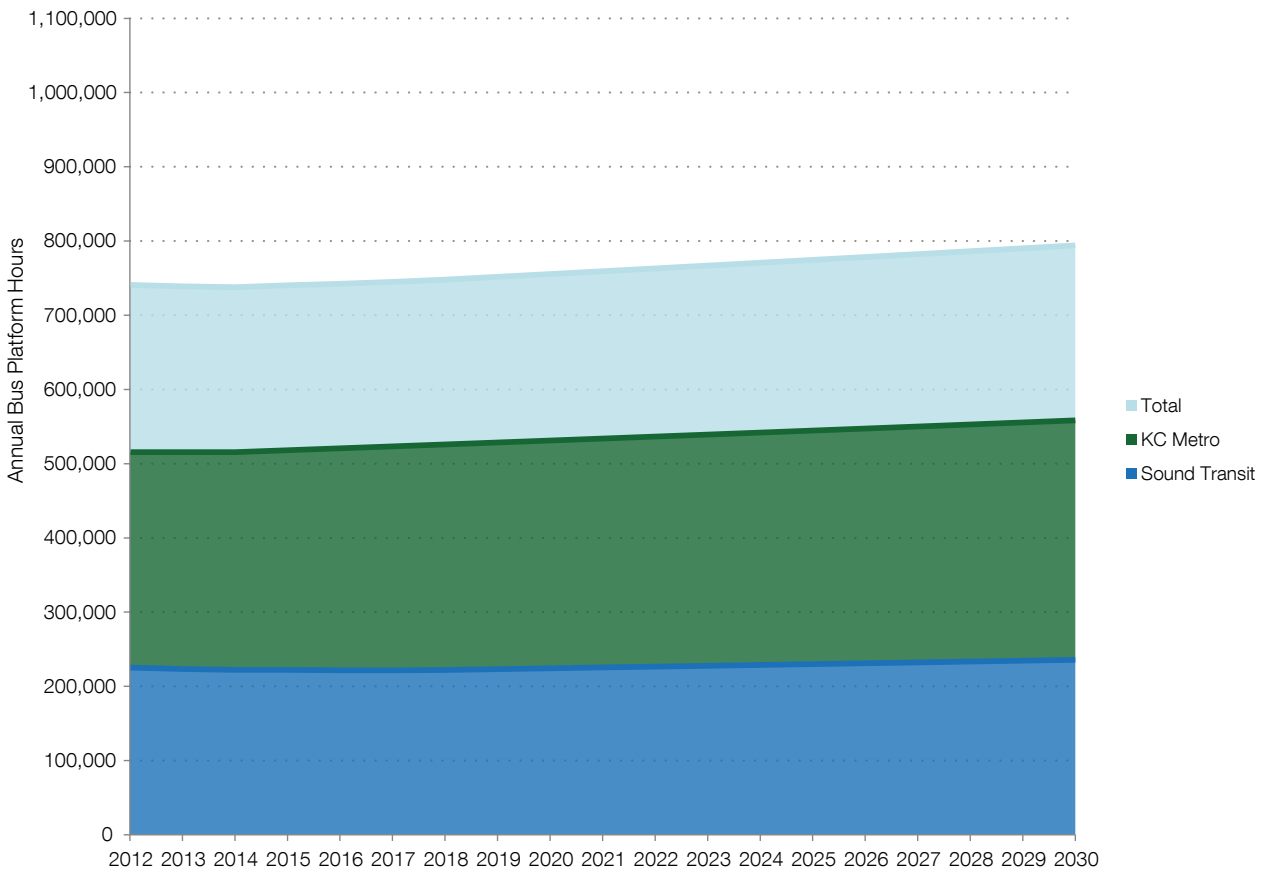
Although the introduction of East Link light rail results in a net increase in Sound Transit service for all funding scenarios, the 'Reduced Funding' scenario realizes a smaller improvement in platform hours because resources from some bus services (e.g. Route 550) are eliminated and reallocated to East Link beginning in 2024.

Stable Funding Scenario

west of Bellevue. For example, a route like 210 may be expected to connect riders from Sammamish and Issaquah to the future South Bellevue Station, where a frequent connection to Downtown Seattle will be possible via East Link light rail. The following sections describe the assumptions and outcomes of each funding scenario projection in greater detail. Tables of the associated data can be found in Appendices 1 and 2.

The 'Stable Funding' scenario can generally be considered a continuation of the status quo, with no significant reductions or expansions of transit resources and bus platform hours (see Figure 4). This scenario maintains Spring 2012 annualized platform hours between 2012 and 2014 for Metro, followed by an annual growth in platform hours of 0.5 percent beginning in 2015 to account for schedule maintenance. The Sound Transit projection delays schedule maintenance until 2019, conforming through 2018 with the platform hour projection presented in Sound Transit's *2013 Service Implementation Plan* (see Appendix 3). The 0.5 percent annual growth rate assumed for schedule maintenance is consistent with the growth rate projected for service county-wide by King County Metro, and though it is not known whether service in Bellevue will grow at the same rate as the county as a whole, this is assumed for the purpose

Figure 4 Stable Funding Scenario



Reduced Funding Scenario

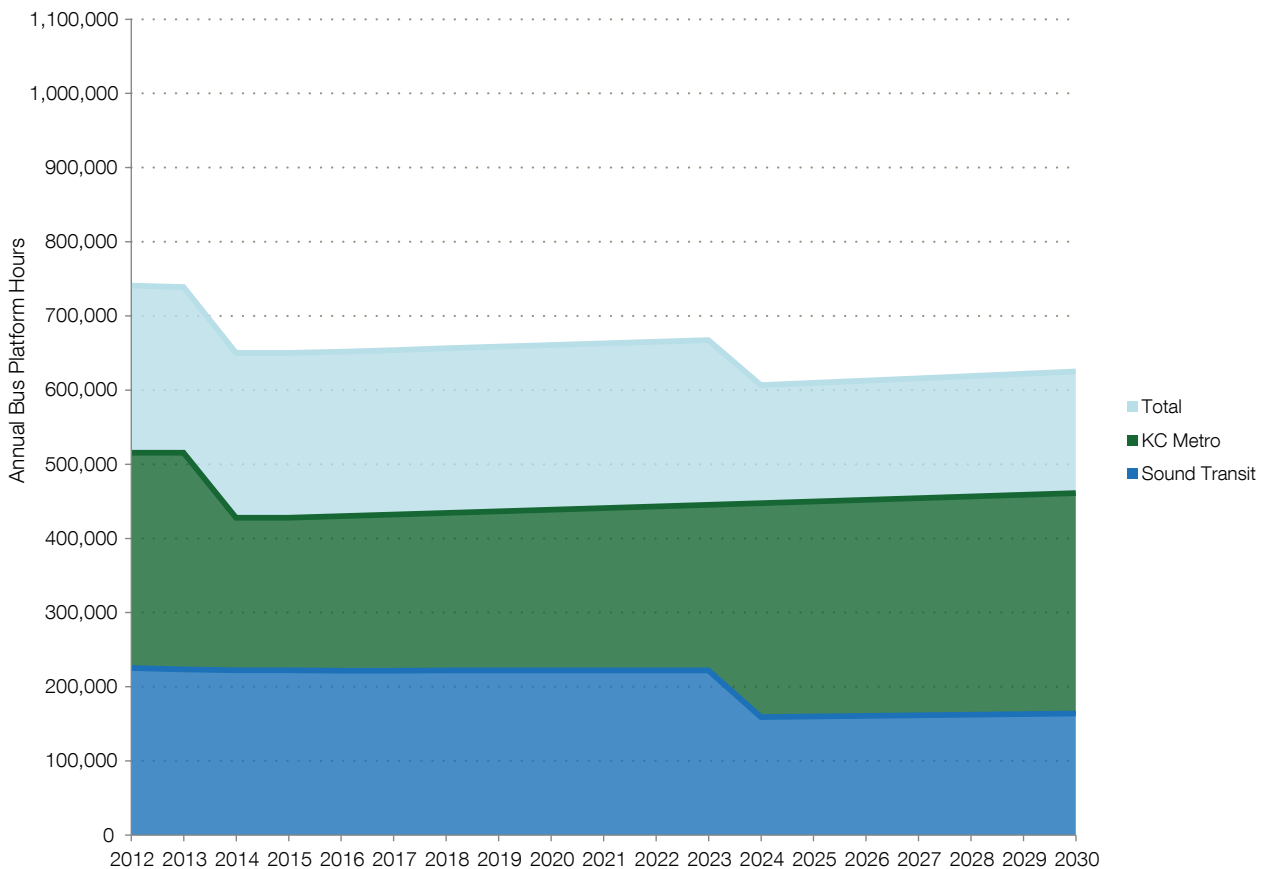
of this projection. As a result of this projection, there would be about 7.2 percent more annual platform hours of bus transit service operating in Bellevue in 2030 than in 2012 (see Appendix 2 for additional details). Note that this excludes service provided by East Link light rail beginning in 2023.

The primary difference in Sound Transit service between the 'Stable' and 'Reduced Funding' scenarios is that platform hours from Sound Transit Express Bus routes like 550 are here not eliminated beginning in 2023. This scenario assumes that the beginning of East Link service is considered to be in addition to existing bus service and hence has no impact on the number of platform hours operated, only on how those hours are allocated to Eastside service. As such, although Route 550 will no longer be in operation, its platform hours are here presumed to be reallocated to other Regional Express bus routes that serve Bellevue.

The 'Reduced Funding' scenario presents a more financially-constrained outlook for the future of bus service in Bellevue (see Figure 5). The King County Metro projection reflects a continuation of the Spring 2012 annualized platform hours operated in 2012 and 2013, while that for Sound Transit conforms through 2018 with the platform hour projection presented in Sound Transit's *2013 Service Implementation Plan* (see Appendix 3). The scenario includes two one-time reductions in annual service—a 17 percent reduction in King County Metro platform hours would take place in 2014, and a reduction in Sound Transit bus service of about 63,000 annual platform hours (-28.9%) would occur in 2024.

The 17 percent reduction in King County Metro service in 2014 is consistent with the figure cited by Metro as the number of platform hours that will need to be eliminated county-wide if additional

Figure 5 Reduced Funding Scenario



funding is not secured. It is not yet known how this 17 percent reduction will be distributed across various jurisdictions throughout the county—this will be determined by Metro service planners considering the King County Metro *Strategic Plan for Public Transportation 2011-2021* and *Service Guidelines*. The figures presented here assume that all jurisdictions including Bellevue will incur this 17 percent reduction equally. However, given that the City of Bellevue exhibits the second highest rate of transit use in King County, yet has generally less-productive service than routes serving Seattle, it is conceivable that Bellevue will ultimately see a greater reduction in service than Seattle but fewer reductions than most other suburban and outlying jurisdictions. Beginning in 2015, the annual growth rate for King County Metro service is 0.5 percent to account for schedule maintenance. This is consistent with the growth rate projected for service county-wide by King County Metro, and though it is not known whether service in Bellevue will grow at the same rate as the county as a whole, this is assumed for the purpose of this projection.

Sound Transit Express bus services experience a different trajectory. Platform hours are consistent through 2018 with those projected in the *Service Implementation Plan* (see Appendix 3). The reduction of about 30 percent of Sound Transit bus service in 2024 is derived from Sound Transit's *2012 Financial Plan*, which notes on page 16 that “as the new light rail corridor expansions become operational, redundant ST Express service will be reduced or phased out entirely. This process will leave about 486,000 platform hours of [bus] service annually [system-wide] after the ST2 light rail expansion is complete in 2024.” This reduction to 486,000 platform hours by 2024 represents a 30 percent decrease from the 698,000 bus platform hours operated before the introduction of East Link.

Based on this system-wide reduction of Sound Transit Express bus service and informal conversations with Sound Transit staff, it is projected that routes serving Bellevue will decrease from approximately 222,000 in 2023 to 159,000 platform hours in 2024. This is the result of eliminating Route 550 and eliminating or reducing service on other East King County Subarea routes to avoid service duplication with East Link light rail.

This scenario reflects the assumption that the beginning of East Link service is considered to be a replacement of existing bus service, not an addition to existing services. Consistent with guidance from Sound Transit's *2013 Service Implementation Plan* (Table A-3), the “Reduced Funding” scenario for Sound Transit Express bus service does not include an increase in schedule maintenance hours until after these reductions have taken effect. Therefore, whereas a 0.5 percent annual growth rate is assumed for King County Metro routes beginning in 2015, this growth rate is not applied to Sound Transit service until 2024.

As a result of these changes, there would be about 12.2 percent fewer annual platform hours of bus transit service operating in Bellevue in 2014 than in 2012, about 18.1 percent less in 2024, and about 15.6 percent less in 2030. Compared to the number of annual platform hours of bus transit service operating in Bellevue in the same year under the ‘Stable Funding’ scenario, there would be 12.2–12.8 percent less service between 2015–2023 and about 21.3 percent less service between 2024–2030 (see Appendix 2 for additional details). The 63,000 platform hour decrease in routes serving Bellevue in 2024 represents 30 percent of the 212,000 system-wide service reduction anticipated in Sound Transit's *2012 Financial Plan*. Note that these figures exclude service provided by East Link light rail beginning in 2023.

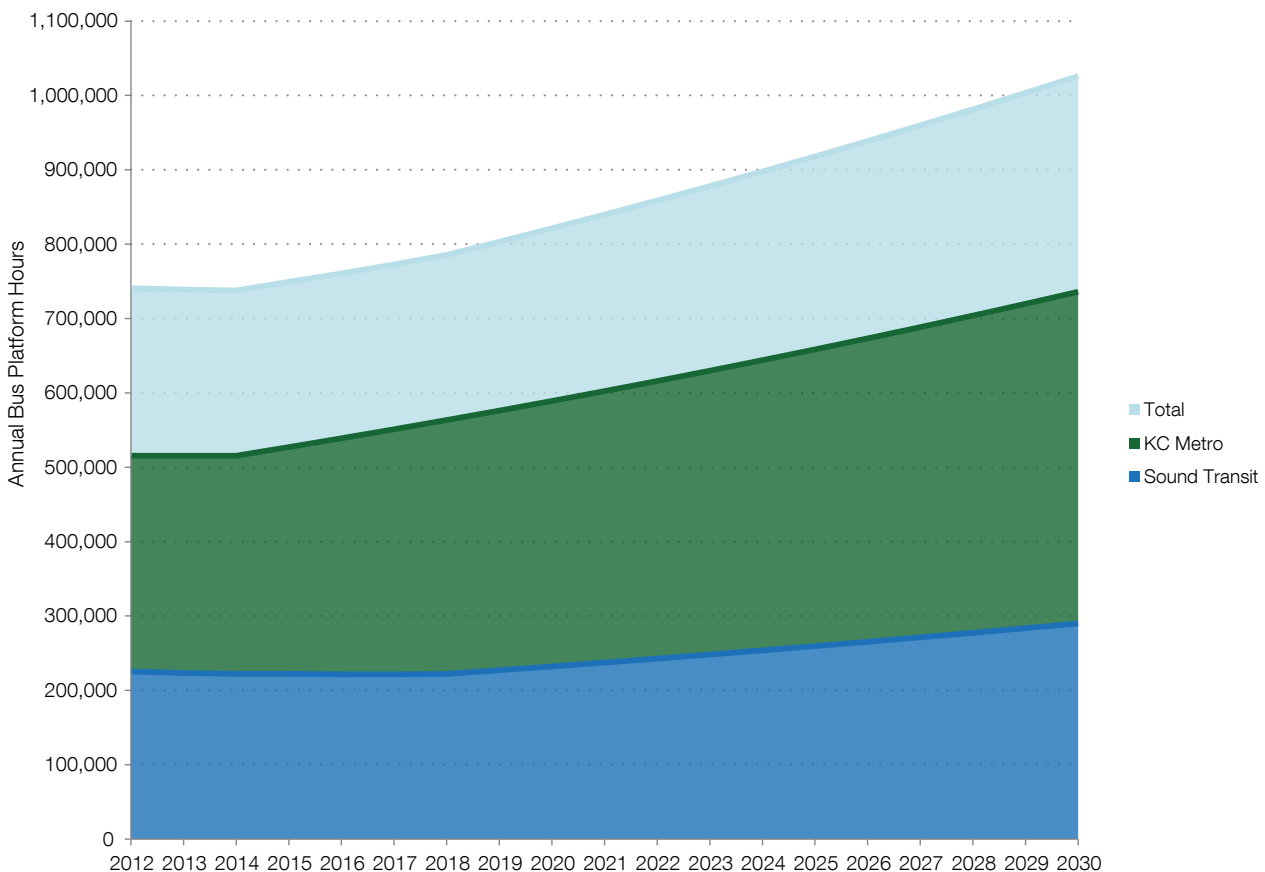
Growing Resources Scenario

The ‘Growing Resources’ scenario represents the most significant departure from the current transit system operating in Bellevue (see Figure 6). The projected growth rate of 2.25 percent assumed by this scenario reflects the annual increment needed to reach PSRC projections that suggest a near doubling of demand for transit (and the resources expended to meet this demand) by 2040. For King County Metro, this scenario reflects a continuation of the Spring 2012 annualized platform hours operated between 2012 and 2014, followed by an annual growth in platform hours of 2.25 percent beginning in 2015. This is consistent with the growth rate projected for service county-wide by King County Metro, and though it is not known whether service in Bellevue will grow at

the same rate as the county as a whole, this is assumed for the purpose of this projection. Sound Transit Express bus platform hours are consistent through 2018 with those projected in the *2013 Service Implementation Plan* (see Appendix 3), followed by an annual growth in platform hours of 2.25, consistent with Metro, beginning in 2019.

As a result of this projection, there would be about 38.5 percent more annual platform hours of bus transit service operating in Bellevue in 2030 than in 2012, and about 29.2 percent more than would be operating in Bellevue in 2030 under the ‘Stable Funding’ scenario (see Appendix 2 for additional details). Note that this excludes service provided by East Link light rail beginning in 2023.

Figure 6 Growing Resources Scenario



APPENDICES

Appendix 1 Spring 2012 Annualized Platform and Revenue Hours for Bellevue-Serving Bus Routes

Route	Agency	Spring 2012	
		Annualized Revenue Hours	Annualized Platform Hours
B Line	King County Metro	38,559	55,236
111	King County Metro	5,041	9,040
114	King County Metro	2,285	4,137
167	King County Metro	2,258	3,682
210	King County Metro	1,898	3,849
211	King County Metro	3,664	6,592
212	King County Metro	5,878	12,874
215	King County Metro	3,400	6,307
216	King County Metro	3,567	6,067
217	King County Metro	1,258	2,134
218	King County Metro	3,994	10,412
219	King County Metro	1,610	2,556
221	King County Metro	19,379	25,892
226	King County Metro	15,267	20,757
232	King County Metro	3,046	5,576
234	King County Metro	15,539	21,264
235	King County Metro	15,051	20,750
237	King County Metro	609	1,202
240	King County Metro	26,105	36,836
241	King County Metro	8,979	13,839
242	King County Metro	3,357	5,421
243	King County Metro	1,181	2,083
244	King County Metro	2,501	4,201
245	King County Metro	35,473	45,951
246	King County Metro	6,894	9,997
249	King County Metro	17,496	22,085
250	King County Metro	2,688	4,623
255	King County Metro	45,037	64,861
265	King County Metro	3,825	6,905
269	King County Metro	8,477	12,379
271	King County Metro	46,841	65,264
280	King County Metro	821	1,164
342	King County Metro	2,935	4,173
532	Sound Transit	10,566	17,438
535	Sound Transit	15,636	22,979
540	Sound Transit	6,928	10,689
550	Sound Transit	32,731	51,234
554	Sound Transit	23,398	33,006
555	Sound Transit	4,042	5,721
556	Sound Transit	5,024	7,612
560	Sound Transit	25,619	36,444
566	Sound Transit	23,197	37,984

Revenue hours are provided here in addition to platform hours for illustrative purposes only. Figures and charts throughout this document reflect platform hours only. Note that Routes 219 and 925 were not included in the base year service hour calculation because both were deleted as part of the Summer 2012 service change.

All hours depicted here reflect the total number of platform and revenue hours associated with each route that served one or more stops in Bellevue in Spring 2012. The hours depicted include all portions of these routes, including those operating both within and outside of Bellevue city limits.

It should also be noted that in 2009, WSDOT awarded King County Metro Regional Mobility Grant funds to increase Route 240 and 245 service frequencies. In June 2013 this grant expires necessitating a 4,600 annualized platform hour reduction to Route 240 and a 2,500 annualized platform hour reduction to Route 245.

Appendix 2 Projections of the Number of Annual Platform Hours of Bus Transit Service Operated in Bellevue Under Three Alternative Funding Scenarios

Year	Reduced Funding				Annual Platform Hours				Growing Resources				
	KC Metro	Sound Transit	Total	%Δ from 2012	%Δ from Stable	KC Metro	Sound Transit	Total	%Δ from 2012	KC Metro	Sound Transit	Total	%Δ from 2012
2012	515,554	225,326	740,880	—	—	515,554	225,326	740,880	—	515,554	225,326	740,880	—
2013	515,554	223,410	738,964	-0.3%	0.0%	515,554	223,410	738,964	-0.3%	515,554	223,410	738,964	-0.3%
2014	427,910	222,241	650,151	-12.2%	-11.9%	515,554	222,241	737,795	-0.4%	515,554	222,241	737,795	-0.4%
2015	427,910	222,241	650,151	-12.2%	-12.2%	518,131	222,241	740,372	-0.1%	527,154	222,241	749,395	1.1%
2016	430,049	221,664	651,713	-12.0%	-12.2%	520,722	221,664	742,386	0.2%	539,015	221,664	760,679	2.7%
2017	432,199	221,627	653,826	-11.7%	-12.2%	523,326	221,627	744,953	0.5%	551,142	221,627	772,769	4.3%
2018	434,360	222,082	656,442	-11.4%	-12.2%	525,942	222,082	748,024	1.0%	563,543	222,082	785,625	6.0%
2019	436,532	222,082	658,614	-11.1%	-12.4%	528,572	223,192	751,764	1.5%	576,223	227,079	803,302	8.4%
2020	438,715	222,082	660,797	-10.8%	-12.5%	531,215	224,308	755,523	2.0%	589,188	232,188	821,376	10.9%
2021	440,908	222,082	662,990	-10.5%	-12.7%	533,871	225,430	759,301	2.5%	602,445	237,412	839,857	13.4%
2022	443,113	222,082	665,195	-10.2%	-12.8%	536,540	226,557	763,097	3.0%	616,000	242,754	858,754	15.9%
2023	445,329	222,082	667,411	-9.9%	-13.0%	539,223	227,690	766,913	3.5%	629,860	248,216	878,076	18.5%
2024	447,555	159,154	606,709	-18.1%	-21.3%	541,919	228,828	770,747	4.0%	644,031	253,801	897,832	21.2%
2025	449,793	159,950	609,743	-17.7%	-21.3%	544,629	229,972	774,601	4.6%	658,522	259,511	918,034	23.9%
2026	452,042	160,750	612,791	-17.3%	-21.3%	547,352	231,122	778,474	5.1%	673,339	265,350	938,689	26.7%
2027	454,302	161,553	615,855	-16.9%	-21.3%	550,089	232,278	782,367	5.6%	688,489	271,321	959,810	29.6%
2028	456,574	162,361	618,935	-16.5%	-21.3%	552,839	233,439	786,278	6.1%	703,980	277,426	981,406	32.5%
2029	458,856	163,173	622,029	-16.0%	-21.3%	555,603	234,606	790,210	6.7%	719,820	283,668	1,003,487	35.4%
2030	461,151	163,989	625,139	-15.6%	-21.3%	558,391	235,780	794,161	7.2%	736,016	290,050	1,026,066	38.5%

Short-Term

Mid-Term

Long-Term

Appendix 3 Sound Transit Platform Hour Summary: 2011-2018

The table below is reproduced for reference from page 119 of Sound Transit’s *2013 Service Implementation Plan*. Appendix 1.4 on the following page aggregates the platform hours of all Bellevue-serving routes—whichever subarea they are allocated to below—to provide the total number of platform hours operated by Sound Transit routes that serve Bellevue.

Table A-3: Subarea Platform Hour Summary – ST Express

Route	Route Description	2011	2012	2013	2014	2015	2016	2017	2018
		Actual	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Snohomish									
510	Everett/Seattle	41,646	44,679	38,879	20,329	20,329	20,408	20,249	20,329
511	Lynnwood/Seattle	43,605	43,625	36,580	15,785	15,785	15,785	15,723	15,785
512	Everett/Lynnwood/Seattle	3,698	6,541	20,113	60,538	60,538	60,708	60,471	60,538
513	Eastmont/Seattle	5,780	5,385	6,339	9,504	9,504	9,504	9,467	9,467
532	Everett/Bellevue	10,059	11,193	11,085	11,085	11,085	11,085	11,042	11,042
535	Lynnwood/Bellevue	9,158	8,771	8,755	8,755	8,755	8,769	8,724	8,724
	Subarea Total	113,946	120,195	121,751	125,996	125,996	126,259	125,675	125,883
East King									
532	Everett/Bellevue	6,990	7,778	7,703	7,703	7,703	7,703	7,673	7,673
535	Lynnwood/Bellevue	15,594	14,935	14,908	14,908	14,908	14,932	14,854	14,854
522	Woodinville/Seattle	52,228	51,927	51,903	51,903	51,903	52,001	51,840	51,903
540	Kirkland/U. District	13,735	10,616	8,515	8,219	8,219	8,219	8,187	8,219
542	Redmond/U. District	19,067	18,574	18,611	18,611	18,611	18,611	18,538	18,611
545	Redmond/Seattle	70,387	69,589	70,183	70,475	70,475	70,549	70,305	70,475
550	Bellevue/Seattle	51,979	51,215	52,974	53,448	53,448	53,548	53,329	53,448
554	Issaquah/Seattle	35,531	33,068	33,049	33,049	33,049	33,104	32,998	33,049
555	Northgate/Issaquah	5,844	5,717	5,712	5,712	5,712	5,712	5,690	5,712
556	Issaquah/Northgate	7,774	7,590	7,927	7,977	7,977	7,977	7,946	7,977
560	West Seattle/Airport/Bellevue	20,483	20,244	19,205	18,555	18,555	18,584	18,524	18,555
566	Auburn/Overlake	25,208	25,656	20,464	16,473	16,473	15,804	15,511	14,878
567	Kent/Overlake	0	0	4,309	7,684	7,684	7,907	8,775	9,494
	Subarea Total	324,820	316,909	315,463	314,719	314,719	314,652	314,170	314,850
South King County									
560	West Seattle/Airport/Bellevue	18,554	15,906	16,164	16,454	16,454	16,480	16,427	16,454
566	Auburn/Overlake	9,947	12,637	11,694	10,532	10,532	10,104	10,021	9,919
567	Kent/Overlake	0	0	946	1,687	1,687	1,736	1,926	2,084
574	Lakewood/Sea-Tac	24,244	24,341	24,194	24,194	24,194	24,245	24,173	24,194
577	Federal Way/Seattle	14,246	15,750	16,566	16,982	16,982	17,014	16,956	16,982
	Subarea Total	66,991	68,634	69,564	69,849	69,849	69,578	69,502	69,633
Pierce County									
574	Lakewood/Sea-Tac	20,652	20,735	20,610	20,610	20,610	20,653	20,592	20,610
578	Seattle/Puyallup	28,337	29,142	29,361	29,361	29,361	29,421	29,332	29,361
586	Tacoma/U. District	11,158	11,085	10,967	10,967	10,967	10,925	10,921	10,967
590-595	Lakewood/Tacoma/Seattle	115,122	117,075	123,199	123,199	123,199	123,320	122,888	123,199
596	Sumner/Bonney Lake	0	1,519	2,837	3,154	3,154	3,247	3,518	3,532
599	Lakewood Sounder Connector	1,657	0	0	0	0	0	0	0
	Subarea Total	176,926	179,557	186,974	187,290	187,290	187,566	187,251	187,669
ST Express Total		682,683	685,295	693,752	697,854	697,854	698,055	696,598	698,035
Schedule Maintenance		0	12,705	4,248	146	146	-55	1,402	-35
TOTAL ST EXPRESS BUDGETED HOURS		682,683	698,000	698,000	698,000	698,000	698,000	698,000	698,000

Note: The *2013 Service Implementation Plan* is available online at:
http://www.soundtransit.org/Documents/pdf/planning/2013_SIP_Final_20130212.pdf

Appendix 4 Platform Hour Summary for Bellevue-Serving Bus Routes

The table below aggregates the platform hours of all Bellevue-serving Sound Transit Express bus routes—regardless of which subarea they are allocated to in Table A-3 in Appendix 1.3 above—to provide the total number of platform hours operated by Sound Transit routes that serve Bellevue.

Route	2011 (actual)	2012 (est)	2013 (est)	2014 (est)	2015 (est)	2016 (est)	2017 (est)	2018 (est)
532	17,049	18,971	18,788	18,788	18,788	18,788	18,715	18,715
535	24,752	23,706	23,663	23,663	23,663	23,701	23,578	23,578
540	13,735	10,616	8,515	8,219	8,219	8,219	8,187	8,219
550	51,979	51,215	52,974	53,448	53,448	53,548	53,329	53,448
554	35,531	33,068	33,049	33,049	33,049	33,104	32,998	33,049
555	5,844	5,717	5,712	5,712	5,712	5,712	5,690	5,712
556	7,774	7,590	7,927	7,977	7,977	7,977	7,946	7,977
560	39,037	36,150	35,369	35,009	35,009	35,064	34,951	35,009
566	35,155	38,293	32,158	27,005	27,005	25,908	25,532	24,797
567*	0	0	5,255	9,371	9,371	9,643	10,701	11,578
Total	230,856	225,326	223,410	222,241	222,241	221,664	221,627	222,082

Source: Data from the Sound Transit *2013 Service Implementation Plan*, Table A-3