

ST3 Regional High-Capacity Transit System Plan
Addendum to Transit Ridership Forecasting
Methodology Report



April 2015

Contents

1	Inputs for ST3 System Plan -----	1
1.1	PSRC demographic forecasts-----	1
1.2	Non-transit inputs and assumptions -----	5
1.2.1	Highway congestion -----	5
1.2.2	Parking costs -----	5
1.2.3	Other costs and income-----	6
1.3	Transit service inputs and assumptions -----	6
1.3.1	Transit fares -----	6
1.3.2	Baseline transit service levels -----	6
2	Build-up Analysis-----	7
2.1	Build-up summary results for 2040 by stages -----	7
2.2	Build-up ridership tables -----	7
3	ST3 Baseline Results -----	11
3.1	Summary results for baseline on current year and 2040 -----	11

Tables

Table 1-1.	Total households, population, and employment forecasts for 2014 and 2040 -----	3
Table 2-1.	Build-up analysis: 2014 to 2040 PM peak transit trip ends by origins -----	8
Table 2-2.	Build-up analysis: 2014 to 2040 PM peak transit trip ends by destinations-----	9
Table 2-3.	Build-up analysis: 2014 to 2040 daily transit trip ends (in origin and destination format)-----	10
Table 3-1.	Systemwide daily transit ridership estimates -----	12

Figures

Figure 1-1.	ST3 baseline link system -----	2
Figure 1-2.	27-district boundary map-----	4

Attachment

Attachment A:

- FAZ-Level Land Use Forecasts
- Zonal Parking Cost
- Transit Fares

Acronyms and Abbreviations

AWV	Alaskan Way Viaduct
EIS	environmental impact statement
FAZ	forecast analysis zone
HOV	high-occupancy vehicle
LRT	light rail transit
PSRC	Puget Sound Regional Council
WSDOT	Washington State Department of Transportation

1 Inputs for ST3 System Plan

This addendum to the Transit Ridership Forecasting Methodology Report discusses the specific input data and assumptions used to perform staged forecasting analysis in support of the ST3 Regional High-Capacity Transit System Plan. Key input data assumptions include Current Year (2014) and Future Year (2040) staged forecasting analyses developed from the validated 2014 transit-trip tables. This addendum includes forecasts of the ST3 baseline condition only (i.e., forecasts of current year and future year ridership assuming completion of ST2 transit investments). The purpose of developing baseline forecasts is simply to illustrate the staged forecasting process. Materials included in this addendum will be incorporated into a ridership forecasting analysis results report upon completion of ridership forecasting analysis in support of the ST3 System Plan.

The staged ridership forecasts shown here include the effects of change in:

- Population and employment forecasts provided by the Puget Sound Regional Council (PSRC)
- Highway congestion, parking costs, bus speed degradation forecasts, and system tolling based on available PSRC, WSDOT, and ST model databases
- Transit fares and transit service levels assumed for completion of the ST2 Plan including 50-mile 34-station Link system and some related ST Express bus route modifications

Figure 1-1 illustrates the Link light rail system funded by ST2 to be completed by 2023. The Link system shown in this figure constitutes the baseline for the ST3 study.

The assumptions and input data used to produce Current Year and Future Year ridership forecasts are described in the following sections.

1.1 PSRC demographic forecasts

PSRC concluded an update of regional land use forecasts and released two sets of forecasts in April 2014:

- *Land Use Baseline Forecast*, using a land use simulation model (UrbanSim)
- *Land Use Targets Forecast*

The land use forecast from the UrbanSim model represents a likely future development pattern based on how the market would respond to development capacities established in the comprehensive plans of local jurisdictions prior to adoption of the *VISION 2040* regional growth strategy. In contrast, the *Land Use Targets Forecast* was developed using an allocation process, based on local growth targets being developed to align with the *VISION 2040* regional growth strategy. The *Land Use Targets Forecast* is used by Sound Transit to develop 2040 ridership forecasts for the ST3 System Plan.

Table 1-1 presents district-level 2014 and 2040 households, population, and employment for the four-county PSRC region. Figure 1-2 shows a map of the district boundaries. The growth rates between 2014 and 2040 in the Sound Transit district for the total households, population, and employment forecasts (shown in Table 1-1) are 1.37, 1.29, and 1.56, respectively. Land Use forecasts at the more detailed forecast analysis zone (FAZ) level are shown in Table A-1 in Attachment A.

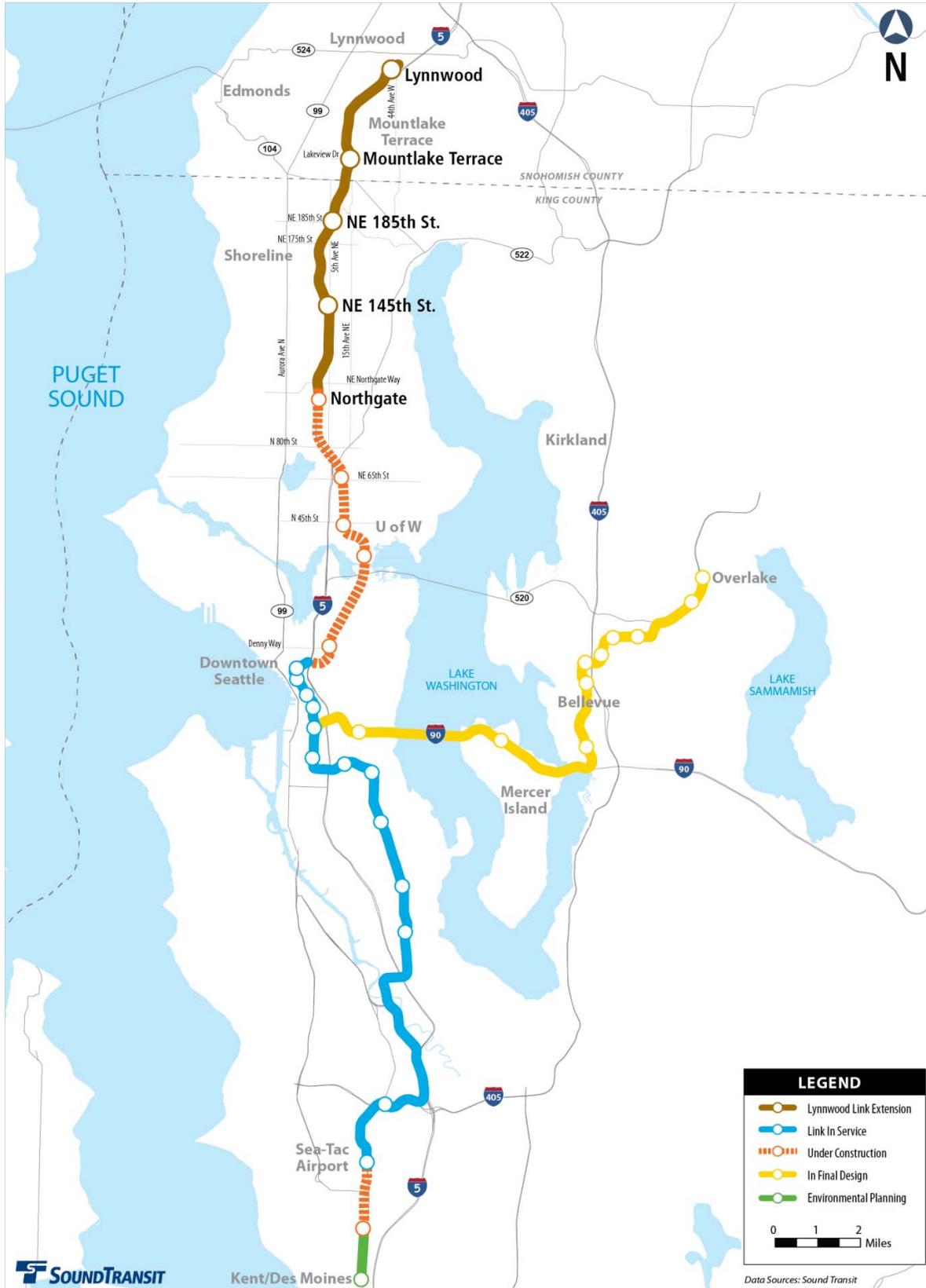


Figure 1-1. ST3 baseline link system

Table 1-1. Total households, population, and employment forecasts for 2014 and 2040

No.	District name	Base year (2014) ¹			2040			Growth factors: 2040 over 2014		
		Households	Population	Employment	Households	Population	Employment	Households	Population	Employment
1	North Everett	65,300	174,800	71,800	100,700	264,200	142,600	1.54	1.51	1.99
2	South Everett	37,100	93,000	68,000	51,800	128,400	103,700	1.40	1.38	1.53
3	Lynnwood	65,800	161,600	57,800	90,000	214,700	89,500	1.37	1.33	1.55
4	North Creek	112,600	314,400	69,200	149,400	409,300	104,900	1.33	1.30	1.52
5	Shoreline	27,800	67,900	20,700	34,100	77,600	27,300	1.23	1.14	1.32
6	Ballard	52,500	107,300	41,100	66,300	128,000	57,700	1.26	1.19	1.40
7	North Seattle	47,500	102,700	33,100	59,400	121,100	44,900	1.25	1.18	1.36
8	University District	19,200	51,700	47,900	24,100	61,300	61,400	1.26	1.19	1.28
9	Queen Anne	35,100	66,300	64,100	45,500	81,900	96,900	1.30	1.24	1.51
10	Capitol Hill	49,600	91,300	64,800	68,500	118,900	91,000	1.38	1.30	1.40
11	Seattle CBD	18,900	30,400	139,800	30,400	47,300	209,500	1.61	1.56	1.50
12	W Seattle	38,600	84,600	24,500	48,700	100,200	35,100	1.26	1.18	1.43
13	Rainier	35,200	94,700	85,600	48,100	115,800	117,000	1.37	1.22	1.37
14	Sea-Tac	50,800	133,400	59,500	68,100	168,200	121,300	1.34	1.26	2.04
15	Renton	56,900	144,700	106,300	79,900	189,700	163,900	1.40	1.31	1.54
16	Federal Way	48,100	130,000	38,100	63,200	159,400	61,500	1.31	1.23	1.61
17	Kent	112,200	307,200	127,900	149,000	379,300	184,500	1.33	1.23	1.44
18	Kirkland	71,400	174,200	74,100	96,700	220,800	120,500	1.35	1.27	1.63
19	Redmond	35,400	88,700	90,400	52,700	122,900	149,200	1.49	1.39	1.65
20	West Bellevue	25,100	56,500	64,200	35,300	73,300	100,300	1.41	1.30	1.56
21	Bellevue	42,700	108,200	76,500	55,200	131,300	112,000	1.29	1.21	1.46
22	Issaquah	54,400	146,400	44,500	66,600	166,000	73,200	1.22	1.13	1.64
23	North Tacoma	78,100	190,300	101,100	120,200	272,100	177,000	1.54	1.43	1.75
24	South Tacoma	36,400	98,100	37,300	58,200	141,400	65,000	1.60	1.44	1.74
25	Lakewood	76,000	197,700	107,200	103,900	250,600	146,900	1.37	1.27	1.37
26	Puyallup	128,000	346,900	78,600	182,500	458,300	138,300	1.43	1.32	1.76
27	Rest of Region	109,700	280,400	101,700	161,200	401,400	139,200	1.47	1.43	1.37
ST Area Total		1,420,700	3,563,000	1,794,100	1,948,500	4,602,000	2,795,100	1.37	1.29	1.56
PSRC 4-County Total		1,530,400	3,843,400	1,895,800	2,109,700	5,003,400	2,934,300	1.38	1.30	1.55

Source: PSRC's Land Use Targets Forecast Maintenance Release 1 (April 2014)

¹Year 2014 estimates were interpolated between 2010 and 2020 PSRC demographic forecasts.

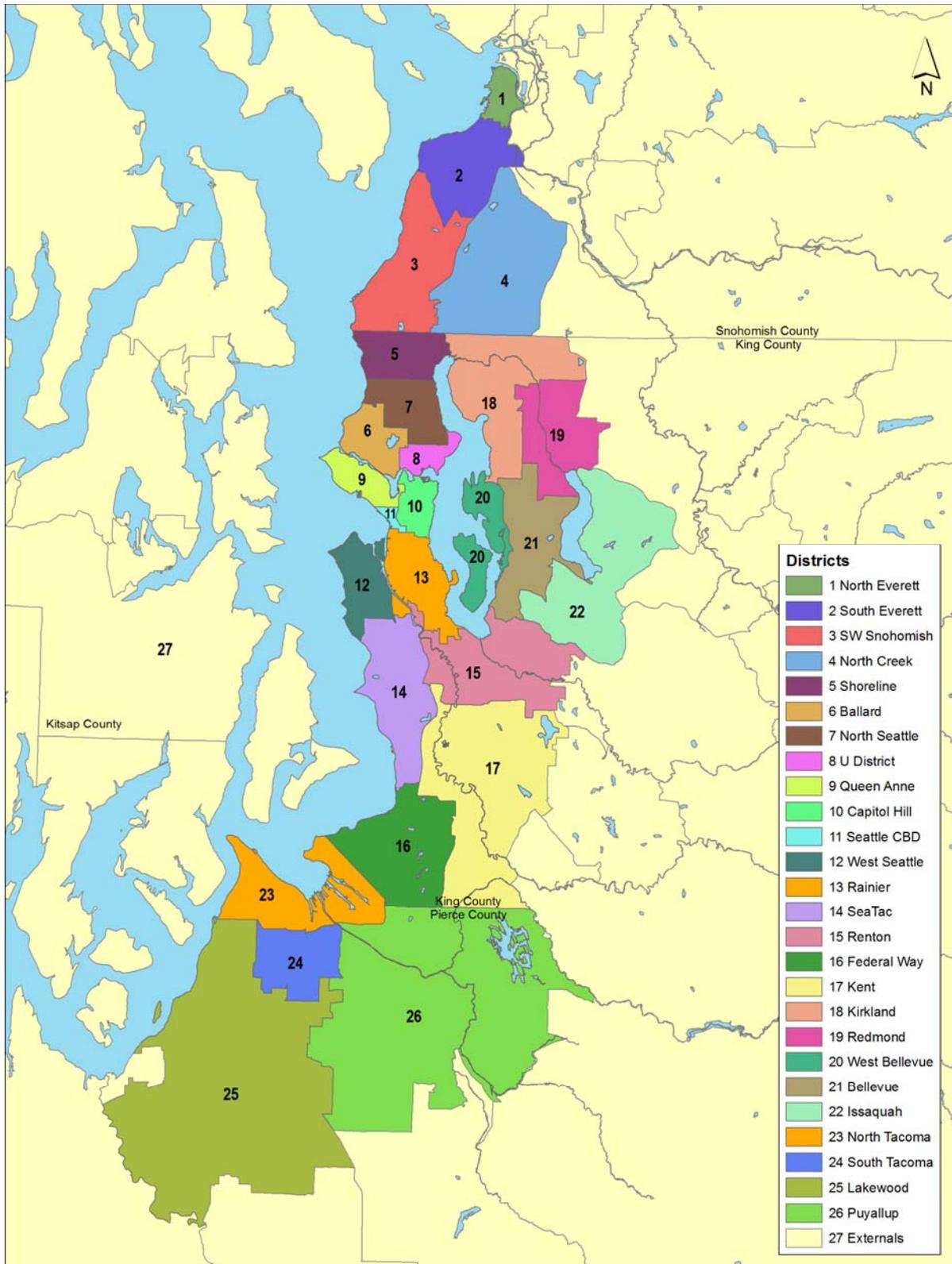


Figure 1-2. 27-district boundary map

1.2 Non-transit inputs and assumptions

1.2.1 Highway congestion

The current version of the PSRC model adopted by the Washington State Department of Transportation (WSDOT) for performing detailed travel and toll forecasting in support of two major capital projects (Final EIS Phase)—the SR 520 Bridge Replacement and high-occupancy vehicle (HOV) Project and the SR 99 Alaskan Way Viaduct (AWV) Replacement & Seawall Project—was used to produce peak and off-peak highway travel times. Region-wide tolling on all limited access highways is assumed in this model for 2040. Toll rates for 2040 are assumed to be set at levels which minimize freeway congestion rather than levels which would maximize revenue.

The future baseline network includes several major and minor highway and transit projects that were defined in PSRC's *Transportation 2040 Preferred Alternative (Constrained)* network. This network, therefore, includes some projects that are planned but not funded. A single baseline roadway network is used for the transit no-build and build alternatives since none of the build alternatives significantly affect the design of any roadways. Subsequently, model runs were performed to produce peak and off-peak highway travel times required for the 2040 Stage 2 ridership forecasting analyses.

System tolling and delay

PSRC Transportation 2040 assumes tolling all vehicles using all lanes (including HOV lanes) on all limited access facilities in the four-county region. The intent is to set tolls by time of day and direction of travel at levels sufficient to minimize congestion and maintain good traffic flow without unnecessarily diverting traffic to other facilities. PSRC models have been adapted to set tolls within the model that minimize overall network travel times.¹ This procedure was implemented in the version of the PSRC travel demand model that is in use for WSDOT project planning and tolling analysis. Application of the procedure results in a regional average peak-period toll rate of about 24 cents per mile in 2014 dollars.

Too small to measure

Recent sensitivity tests on the tolling features of the model indicate that regional tolling definitely affects transit ridership, causing increases of about 5 percent in 2040 regional totals. However, the same tolling features of the model mean that differences in transit ridership among 2040 transit scenarios would have to be extreme in order to affect highway delay in the model. When variable-rate tolling is assumed, any differences in delay for highway users related to transit ridership changes are simply too small to measure.

1.2.2 Parking costs

For the purpose of representing daily and hourly parking costs in Stage 2, a survey of parking costs scattered around the parts of the region that have paid parking was conducted in 2014. Based on the findings from this survey, base year (2014) daily parking costs were updated, and 30 percent of daily parking cost was used to represent off-peak parking costs. Parking costs for 2014 and 2040 are shown in Table A-2 in Attachment A.

Forecast increases in employment density are used to estimate future year changes in real parking costs. The average increase in parking cost in zones for which there are parking costs is around 1 percent annually, with the weighted average being considerably lower. Since these costs are normalized to an average regional income growth of 1-percent annual growth in real income, their effect on the transit ridership forecasts for future years is relatively small.

¹ "Puget Sound Regional Council Transportation Pricing Alternatives Study—Technical Memorandum 3 Simulating Congestion Pricing," issued by PSRC, February 19, 2000.

1.2.3 Other costs and income

Automobile operating costs for travel demand models are expressed in cents-per-mile. Automobile operating costs for these forecasts are assumed to remain constant in real terms, from 2014 to 2040, at about 24 cents-per-mile in 2014 dollars. Because the basic assumption is that the costs of driving will increase only at the rate of inflation, this input has very little effect on the ridership forecasts, other than the effect related to an assumed increase in regional real income.

PSRC does not forecast household income. Sound Transit ridership forecasts apply a forecast of regional average income to base-year zonal income in order to estimate future-year zonal income. The regional average income growth is currently forecast at about 1.0 percent per year. This is consistent with the long-term historical rate of real income growth in the Puget Sound region and with assumptions currently in use on WSDOT toll revenue forecasts. It has a tendency to lower estimates of future ridership as real income increases.

1.3 Transit service inputs and assumptions

1.3.1 Transit fares

In most model applications to date, fares have been assumed to increase at the same rate as the overall rate of inflation in the region. This is a policy assumption consistent with the local transit agencies' practices of periodically adjusting fares to keep up with inflation. Transit fares for future years have been recently updated to reflect prevailing transit fares in 2014. Base year (2014) and future year (2040) transit fares used in the Sound Transit model are identical for the ST3 analysis and are shown in Table A-3 in Attachment A.

1.3.2 Baseline transit service levels

For the ST3 Project, transit service levels for Sound Transit rail and express bus services are determined through an iterative equilibration with the ridership forecasts, followed by consultation with Sound Transit operations staff. For local bus services, service levels and descriptions have been provided by King County Metro, Pierce Transit, Everett Transit, and Community Transit.

Service levels for regional services

Current year and future year service levels on the Link rail system are equilibrated to the demand levels, using a capacity of 600 passengers per train. This implies a total capacity to seated capacity of about 2.0 as specified in the *Sound Transit Design Criteria Manual*. Sounder commuter rail service levels are set by agreements with BNSF and are not equilibrated for demand modeling. ST Express bus service levels are determined in consultation with Sound Transit operations staff, including assumptions on planned truncations of routes associated with rail extensions.

Since ridership forecasts for the Sound Transit district have been ongoing since 2004, this equilibration has been a long iterative process involving the Sound Transit rail operations staff. Most recently, these forecasts have been used for the *Sound Transit Link Rail Fleet Management Plan*, for a Draft EIS for a new satellite rail operations and maintenance facility, and for the Lynnwood Link Extension Final EIS and New Starts submittal to FTA. Overall forecast levels, maximum load points, and capacity levels for the Link system are now well established.

Service levels for local bus routes

For overall service levels on local bus routes, local operators have provided plans showing no overall increase in service hours over existing service hours, except for minimal increases in service hours to cover schedule maintenance and headway preservation, and for frequency increases in 2015 funded by the City of Seattle. In

limited cases where future rail extensions are presumed to supplant some local bus service, the saved future service hours are presumed to be available for reinvestment in local services within the same corridor or subarea.

2 Build-up Analysis

2.1 Build-up summary results for 2040 by stages

As discussed in detail in Chapter 2 of the *ST3 Transit Ridership Forecasting Methodology Report*, the Sound Transit ridership forecasting is performed in three separate stages. This process distinguishes and facilitates the evaluation of incremental changes to regional population and employment, changes in highway times and costs, and changes to transit service.

Stage 1 growth in the *Land Use Targets Forecasts* at the FAZ level prepared by PSRC are used to grow transit demand from a base year to a forecast year. In Stage 2 of the Sound Transit modeling process, the influence of changes in highway congestion, auto operating costs, parking costs, system tolling, and income are incorporated. Changes in transit service levels are considered in Stage 3. The staged forecasting analysis results for 2040 PM peak-period and daily ridership are summarized at 27 districts in Table 2-1 through Table 2-3. A map of the 27 district boundaries is shown above in Figure 1-2. These districts also will be used for summarizing results trip matrices.

2.2 Build-up ridership tables

The results of Stage 1 of the forecasting analysis indicate an increase of about 44 percent, between 2014 and 2040, in daily transit trips within the three-county region. Total households and employment for the three-county region are projected to increase by 37 and 56 percent, respectively, between 2014 and 2040. Overall growth in transit demand related to growth is balanced between the overall employment growth rate and the overall household growth rate and is also affected by the distribution of the growth forecast among areas of varying transit market strength.

Within the Seattle central business district (CBD), employment is projected by PSRC to increase by 50 percent between 2014 and 2040, while CBD households are projected to increase by 61 percent, reflecting continuation of the current trend of intense CBD residential development. Slightly higher percentages of the forecast future employment growth occur away from traditional transit markets (Table 1-1).

Table 2-1 shows the PM peak transit trip origins as they change through the staged build-up incremental forecast. For example, the Seattle CBD PM peak transit origins in Stage 1 of the forecast are shown to increase from 37,800 to 54,700. This is a growth of around 45 percent, reflecting the PSRC forecast increase in CBD employment.

Table 2-2 shows the PM peak transit trip destinations as they change through the staged build-up incremental forecast. For the same example, the Seattle CBD PM peak transit destinations in Stage 1 of the forecast are shown to increase from 6,000 to 9,500. This is a growth of around 58 percent, reflecting the higher PSRC forecast increase in CBD households but softened somewhat by the more modest increase in employment.

Table 2-3 shows the daily transit trip ends as they change through the staged build-up incremental forecast. In this model, as in most other models, off-peak trips and daily totals are balanced between origins and destinations, so it would be redundant to show daily origins and daily destinations separately.

Table 2-1. Build-up analysis: 2014 to 2040 PM peak transit trip ends by origins

District no.	District name	2014	2040		
			Stage 1	Stage 2	Stage 3 (Baseline)
1	North Everett	1,400	2,600	2,700	2,900
2	South Everett	1,800	2,700	2,700	3,200
3	Lynnwood	1,900	2,900	3,100	4,600
4	North Creek	600	800	800	1,100
5	Shoreline	900	1,200	1,200	2,200
6	Ballard	3,600	4,900	5,200	6,200
7	North Seattle	3,700	4,700	5,300	8,200
8	University District	10,700	13,100	13,300	18,600
9	Queen Anne	5,100	7,300	8,000	8,900
10	Capitol Hill	10,600	14,400	15,600	18,600
11	Seattle CBD	37,800	54,700	59,100	64,300
12	West Seattle	2,000	2,700	3,600	3,900
13	Rainier	8,700	11,700	13,100	14,700
14	Sea-Tac	2,700	5,100	7,800	9,000
15	Renton	2,700	4,000	5,000	5,400
16	Federal Way	1,100	1,700	1,800	2,000
17	Kent	2,600	3,500	4,200	4,600
18	Kirkland	1,600	2,600	2,700	3,000
19	Redmond	2,400	3,700	3,500	3,900
20	West Bellevue	3,700	5,600	6,400	7,800
21	Bellevue	2,600	3,600	4,100	5,400
22	Issaquah	600	1,000	1,000	1,000
23	North Tacoma	3,300	6,100	7,000	9,000
24	South Tacoma	1,800	3,000	2,900	3,500
25	Lakewood	1,900	2,700	2,700	3,200
26	Puyallup	800	1,200	1,200	1,300
27	External	400	500	300	400
Total PM Peak Transit Trips		117,000	168,000	184,300	216,900
%Change relative to 2014			44%	58%	85%
%Change relative to previous step in build-up analysis				10%	18%

Table 2-2. Build-up analysis: 2014 to 2040 PM peak transit trip ends by destinations

District no.	District name	2014	2040		
			Stage 1	Stage 2	Stage 3 (Baseline)
1	North Everett	1,800	3,600	4,700	5,800
2	South Everett	3,000	4,500	5,300	6,500
3	Lynnwood	4,700	6,900	8,000	11,100
4	North Creek	3,800	5,200	6,200	8,100
5	Shoreline	3,500	4,500	4,700	6,700
6	Ballard	9,800	13,000	12,400	13,500
7	North Seattle	8,300	10,700	10,300	12,400
8	University District	3,300	4,400	4,100	5,200
9	Queen Anne	4,800	6,500	6,300	6,700
10	Capitol Hill	9,000	12,800	12,500	15,200
11	Seattle CBD	6,100	9,500	9,300	11,500
12	West Seattle	4,700	6,200	6,200	6,800
13	Rainier	7,800	10,900	10,900	12,600
14	Sea-Tac	4,600	7,300	7,800	9,600
15	Renton	3,700	5,500	5,900	6,300
16	Federal Way	2,500	3,400	5,300	5,500
17	Kent	6,300	8,900	11,800	12,800
18	Kirkland	3,500	5,100	4,800	4,900
19	Redmond	3,100	4,900	4,400	4,800
20	West Bellevue	2,200	3,000	2,900	3,400
21	Bellevue	4,200	5,700	5,400	6,100
22	Issaquah	2,800	4,000	4,000	4,300
23	North Tacoma	3,700	6,400	10,100	12,500
24	South Tacoma	2,900	5,100	7,300	9,100
25	Lakewood	2,600	3,700	4,600	5,200
26	Puyallup	3,100	4,600	7,700	8,700
27	External	1,200	1,700	1,400	1,600
Total PM Peak Transit Trips		117,000	168,000	184,300	216,900
%Change Relative to 2014			44%	58%	85%
%Change Relative to Previous Step in Build-up Analysis				10%	18%

Table 2-3. Build-up analysis: 2014 to 2040 daily transit trip ends (in origin and destination format)

District no.	District name	2014	2040		
			Stage 1	Stage 2	Stage 3 (Baseline)
1	North Everett	5,200	10,100	11,200	13,300
2	South Everett	6,900	10,500	11,300	14,200
3	Lynnwood	9,500	14,200	15,400	22,900
4	North Creek	5,600	7,600	8,600	11,800
5	Shoreline	6,700	8,400	8,700	14,000
6	Ballard	23,500	31,200	30,900	37,200
7	North Seattle	19,100	24,700	25,000	34,500
8	University District	21,800	27,400	27,100	37,800
9	Queen Anne	17,700	25,000	25,300	28,600
10	Capitol Hill	37,100	51,500	52,300	66,300
11	Seattle CBD	74,200	110,100	114,300	132,700
12	West Seattle	12,000	16,100	17,100	19,400
13	Rainier	29,300	39,800	41,400	48,400
14	Sea-Tac	14,600	25,400	28,900	35,100
15	Renton	10,800	16,200	17,600	19,600
16	Federal Way	5,400	7,700	10,000	10,800
17	Kent	13,300	18,500	22,100	24,000
18	Kirkland	7,500	11,500	11,000	12,200
19	Redmond	8,200	12,800	11,800	14,100
20	West Bellevue	8,600	12,500	12,900	16,600
21	Bellevue	11,000	15,000	15,000	19,800
22	Issaquah	4,300	6,200	6,200	6,800
23	North Tacoma	12,100	21,700	27,000	34,300
24	South Tacoma	7,900	13,300	15,500	19,400
25	Lakewood	7,200	10,300	11,200	13,200
26	Puyallup	5,100	7,700	10,800	12,700
27	External	2,700	3,800	2,800	3,400
Total PM Peak Transit Trips		387,300	559,200	591,400	723,100
%Change relative to 2014			44%	53%	87%
%Change relative to previous step in build-up analysis				6%	22%

In Stage 2 of the forecasts, the analysis considers the combined effect of changes in auto operating costs, parking costs, highway congestion, system tolling, and income as discussed above and in Section 1. For consistency with the *PSRC Transportation 2040*, tolls were assumed on all limited access highways in the region. The tolling procedure in this model assumes tolls were estimated at rates which would maintain current level of highway congestion. Resulting toll rates were below revenue maximization level.

The direction of change in most variables in Stage 2 would be expected to produce an increase in transit ridership. In Table 2-1 through Table 2-3, these Stage 2 ridership changes result primarily from the assumption of regional tolling and from increasing parking costs, but these increases are modified somewhat

by the projected income growth. The percentage change in 2040 Stage 2 relative to Stage 1 is only about 6 percent overall (Table 2-3), most of which is related to the regional tolling assumption.

These modest effects of highway congestion and costs on transit ridership are noticeably smaller than seen in other models and in earlier versions of the highway model. The WSDOT version of the PSRC model, as used in Stage 2, has been improved in recent years through more project-level reasonableness validation checks and refinements, more rigorous convergence criteria, including more extensive model feedback loops, and more accurate network representation. These have tended to soften future road capacity effects on mode choice. This is especially true under an assumption of regional tolling which attempts to hold congestion levels minimized or unchanged.

In Stage 3 of the forecasting analysis, changes in transit service relative to the 2014 base are considered for the ST3 System Plan forecasts. The same changes in transit service are applied for both the Current Year (2014) estimate and the Future Year (2040) forecast. Both forecast years (2014 and 2040) have identical baseline transit networks, reflecting the projected completion of the ST2 program in 2023. Note that Stage 3 reflects the net combined effect of changes in transit service levels and transit speeds. No changes in transit fares are assumed for the purpose of the ST3 transit system plan evaluation. Table 2-1 through Table 2-3 show that these changes increase 2040 baseline daily transit trips by about 22 percent relative to the 2040 Stage 2 forecasts.

This 22 percent increase is a regional total and reflects the combined effects of the other Sound Move and ST2 transit investments assumed to be in service by 2024. ST2 investments assumed for the ST3 baseline but not yet in operation include, for example, the East Link project, the Federal Way Link Extension project (funded to Kent/Des Moines only), and the Lynnwood Link Extension project. Other projects under construction, but not yet in service by 2014, include University Link Extension, the South 200th Link Extension (Angle Lake Station), and the Northgate Link Extension. The University Link Extension and the South 200th Link Extension begin operation in 2016 and the Northgate Link Extension begins operation in 2021.

3 ST3 Baseline Results

3.1 Summary results for baseline on current year and 2040

Table 3-1 shows the summary Stage 3 transit ridership results using the ST3 baseline network on both Current Year (2014) and the Forecast Year (2040). Current Year estimates were based on using base year (2014) trip tables and thus did not require performing Stages 1 and 2 forecasting. The Current Year and Future Year ridership will constitute the starting point for evaluating ST3 investment alternatives and the final ST3 system plan.

Overall, a large projected increase in 2040 transit ridership over today (base year 2014) is evident—almost doubling daily transit trips and more than doubling daily transit passenger-miles. This increase is unrelated to possible ST3 investments. It derives from regional growth and from the already programmed ST2 investments.

The total daily transit trips for 2040 in the first row in Table 3-1 are directly from the totals in Table 2-3 from the build-up analysis. The assumed baseline network for the Current Year (2014) and Future Year (2040) are identical, so the 60-percent growth in transit trips between Current Year and Future Year is growth due to non-transit changes, primarily growth in regional population and employment.

Future Year (2040) transit passenger-miles estimate (Table 3-1) is higher by about 80 percent than its counterpart estimate for Current Year (2014). This reflects somewhat longer transit trip lengths as the region grows, plus some effect of the assumed tolling of all freeways in the region. This assumption tends to induce greater shift to transit for longer freeway-based trips.

For the changes between Current Year (2014) and Future Year (2040) ridership, the 70-percent growth in LRT boardings is only slightly higher than the 65-percent growth in total transit boardings. This closeness reflects the assumption of completed ST2 network for both cases.

Table 3-1. Systemwide daily transit ridership estimates

	Base year (2014)	Baseline network	
		Current year (2014)	2040
Total daily (24 hours) transit trips	387,300	449,300	723,100
Total daily passenger miles	3,592,000	4,625,000	8,354,000
Total daily transit boardings	569,000	721,900	1,194,000
Daily LRT boardings ¹	29,800	206,800	352,000
Daily Sounder boardings	13,600	18,500	48,000
Daily ST Express bus boardings	61,000	42,700	77,200

¹ This does not include boardings on Tacoma Link.

Attachment A:

- *FAZ-Level Land Use Forecasts*
- *Zonal Parking Cost*
- *Transit Fares*

Table A-1. Total households, population, and employment forecasts for 2014 and 2040

PSRC FAZ #	Location/Nearest City	Households			Population			Employment		
		2014	2040	% Growth	2014	2040	% Growth	2014	2040	% Growth
Sound Transit Area										
110	Tillicum / American Lakes Gardens	2,040	2,710	33%	4,840	5,960	23%	800	1,240	55%
120	Steilacoom area / Ketron	4,430	5,610	27%	10,480	12,320	18%	1,220	1,300	7%
135	Lakes	6,410	8,790	37%	15,530	19,550	26%	2,420	4,020	66%
136	Fort Steilacoom	4,600	5,530	20%	11,260	13,330	18%	4,800	9,270	93%
205	Monte Vista / Flett	5,020	7,110	42%	11,640	15,180	30%	10,430	15,830	52%
206	Lakewood area / Ponders Corner	5,940	10,230	72%	13,850	20,900	51%	6,780	10,710	58%
315	Parkland	5,370	6,540	22%	15,210	19,000	25%	5,860	8,260	41%
325	Midland	8,920	11,800	32%	23,610	29,640	26%	4,020	6,130	52%
405	Spanaway / Lake Park	7,640	10,110	32%	21,710	26,990	24%	3,630	5,730	58%
505	Frederickson / Berkeley	16,020	23,880	49%	47,880	64,410	35%	9,170	13,330	45%
506	Thun Field	8,750	15,370	76%	25,480	39,060	53%	3,870	5,090	32%
605	Clover Creek	7,560	9,320	23%	20,590	24,310	18%	3,300	4,820	46%
606	South Hill	7,170	9,710	35%	19,570	24,880	27%	3,280	4,630	41%
705	Orting / Prairie Ridge	7,660	14,820	93%	21,490	35,390	65%	2,480	7,580	206%
706	Buckley / S. Prairie / Wilkeson / Carbonado area	4,810	7,140	48%	13,450	19,360	44%	2,700	4,200	56%
805	Bonney Lake area	6,900	9,070	31%	19,770	24,450	24%	4,470	5,530	24%
806	Lake Tapps / Dieringer	10,580	13,060	23%	29,040	33,700	16%	2,990	4,640	55%
900	Sumner area	4,220	5,840	38%	9,910	12,890	30%	9,890	26,970	173%
1000	Lidford	3,940	4,590	16%	9,990	11,210	12%	2,400	3,700	54%
1115	Summit	4,410	5,330	21%	11,390	13,260	16%	4,650	7,040	51%
1116	Puyallup CBD	6,460	11,390	76%	15,530	26,060	68%	6,340	10,300	62%
1120	Wildwood / Shaw Road	12,120	16,390	35%	30,930	40,220	30%	11,160	18,450	65%
1130	North Puyallup	2,080	2,600	25%	4,400	5,300	20%	3,510	6,820	94%
1200	Milton area / Edgewood area	6,580	9,310	41%	16,340	21,510	32%	3,690	7,240	96%
1310	Fern Hill	9,760	14,060	44%	27,120	36,070	33%	5,190	8,620	66%
1320	Lincoln	6,740	9,070	35%	17,620	22,450	27%	3,900	7,130	83%
1330	Mckinley / Portland	7,700	11,560	50%	23,440	31,670	35%	5,030	8,370	66%

Table A-1. Total households, population, and employment forecasts for 2014 and 2040 (Continued)

PSRC FAZ #	Location/Nearest City	Households			Population			Employment		
		2014	2040	% Growth	2014	2040	% Growth	2014	2040	% Growth
1410	Orchard / Manitou	5,930	10,550	78%	14,630	23,440	60%	10,790	19,060	77%
1420	Tacoma Mall / South Tacoma	6,230	12,950	108%	15,290	27,800	82%	12,410	21,780	76%
1505	Fircrest area	7,940	11,050	39%	18,940	24,110	27%	4,870	7,800	60%
1506	University Park / Menlo Park	9,180	12,930	41%	21,840	28,580	31%	3,630	5,100	40%
1605	West End	7,580	10,070	33%	15,990	20,650	29%	6,330	9,590	52%
1606	Ruston / Point Defiance	5,320	7,170	35%	11,920	15,410	29%	2,050	4,170	103%
1710	Central	9,230	15,160	64%	22,500	33,930	51%	11,480	23,480	105%
1720	North Tacoma area	10,690	13,910	30%	25,540	32,220	26%	6,060	12,590	108%
1810	Tacoma CBD / Union Station	3,070	12,390	304%	8,240	26,320	219%	13,500	28,390	110%
1820	Tacoma CBD / Stadium	5,500	15,110	175%	8,640	26,180	203%	20,020	35,970	80%
1900	Port Of Tacoma	460	1,050	128%	2,120	3,920	85%	11,380	20,440	80%
2000	Fife area	4,230	5,070	20%	10,800	11,640	8%	11,880	19,720	66%
2100	Northeast Tacoma area	6,860	8,720	27%	18,570	22,570	22%	1,880	2,840	51%
2215	Fox Island / Tacoma Airport	6,760	8,010	18%	17,040	19,680	15%	5,540	6,630	20%
2216	Purdy / Rosedale / Arletta	6,740	7,970	18%	19,030	22,170	17%	2,960	3,610	22%
2225	Gig Harbor area	5,800	8,290	43%	13,630	18,220	34%	5,840	6,850	17%
2910	East Pierce County	1,370	2,020	47%	3,690	4,910	33%	560	830	48%
2925	Roy area	6,360	8,540	34%	17,130	21,350	25%	1,130	1,670	48%
2926	Graham area	8,740	10,530	20%	24,540	28,010	14%	1,590	2,060	30%
2927	Eatonville / Ashford / Elbe area	2,280	3,590	57%	5,800	8,040	39%	1,430	3,390	137%
2935	Fort Lewis / McChord	5,080	5,570	10%	19,820	21,170	7%	55,460	62,240	12%
2936	Dupont area	3,390	5,950	76%	8,940	13,810	54%	3,280	9,330	184%
2940	Key Peninsula / Islands	5,850	7,320	25%	16,290	19,190	18%	2,190	2,750	26%
3010	Twin Lakes	15,080	18,900	25%	41,770	49,060	17%	8,540	14,270	67%
3020	Central Federal Way	9,820	13,580	38%	24,410	31,290	28%	18,230	27,050	48%
3030	Lakeland	12,700	17,540	38%	36,620	46,960	28%	8,470	15,330	81%
3045	Redondo / Woodmont	10,510	13,200	26%	27,230	32,140	18%	2,830	4,900	73%
3046	Des Moines area	9,550	12,370	30%	23,970	28,860	20%	6,700	12,300	84%
3110	Algona area / Pacific area	3,100	3,290	6%	9,220	9,160	-1%	2,170	3,820	76%

Table A-1. Total households, population, and employment forecasts for 2014 and 2040 (Continued)

PSRC FAZ #	Location/Nearest City	Households			Population			Employment		
		2014	2040	% Growth	2014	2040	% Growth	2014	2040	% Growth
3120	Auburn South	9,040	11,730	30%	24,510	30,430	24%	14,980	23,640	58%
3130	Auburn North	7,410	12,030	62%	17,270	26,860	56%	20,740	35,520	71%
3200	Enumclaw Plateau	7,420	9,370	26%	19,430	22,990	18%	6,150	7,580	23%
3310	Black Diamond / Lake Sawyer	7,440	11,960	61%	21,090	30,420	44%	2,810	5,220	86%
3320	Covington area / Timberlane	9,810	11,640	19%	28,060	31,190	11%	4,240	5,760	36%
3330	Maple Valley area / Hobart	4,580	5,620	23%	11,830	13,550	15%	1,160	1,110	-4%
3413	Lake Youngs	2,800	3,440	23%	7,800	8,890	14%	970	960	-1%
3414	Kentridge	8,490	9,710	14%	25,700	28,150	10%	2,060	2,610	27%
3415	Panther Lake	8,980	12,080	35%	24,370	30,220	24%	4,200	5,920	41%
3416	Fairwood	9,030	10,810	20%	24,130	27,470	14%	3,250	4,310	33%
3425	Lake Heights	6,560	9,070	38%	18,390	23,660	29%	2,340	3,130	34%
3426	Southwest Soos Creek	6,020	7,980	33%	19,940	24,100	21%	2,370	3,260	38%
3427	Lake Meridian	8,030	10,170	27%	22,790	26,820	18%	4,990	5,800	16%
3505	Kent CBD / Kent East Hill	15,580	20,630	32%	40,300	49,430	23%	15,610	21,330	37%
3600	Kent Industrial	8,480	11,770	39%	20,570	27,460	33%	43,190	58,750	36%
3705	Sea-Tac area	12,050	19,090	58%	33,550	50,340	50%	31,110	71,430	130%
3706	Normandy Park area	6,180	7,420	20%	15,410	17,430	13%	2,690	4,960	84%
3815	Burien area / Seahurst	8,110	10,850	34%	19,600	24,470	25%	8,000	13,010	63%
3816	White Center / Shorewood	8,230	9,950	21%	22,640	25,530	13%	3,710	6,480	75%
3825	Boulevard Park	6,630	8,420	27%	18,220	21,560	18%	7,330	13,110	79%
3900	South Tukwila	2,530	4,730	87%	5,610	10,370	85%	20,160	29,070	44%
3905	North Tukwila / Riverton	3,460	5,300	53%	9,230	13,460	46%	20,650	30,490	48%
4005	Skyway / Bryn Mawr	4,730	5,870	24%	12,490	14,310	15%	1,640	1,940	18%
4110	Renton Industrial	8,010	11,270	41%	19,480	25,980	33%	28,140	43,420	54%
4120	Renton Highlands	7,980	10,380	30%	20,140	24,930	24%	3,080	6,120	99%
4130	Renton Airport / CBD	8,830	15,230	72%	19,320	31,190	61%	23,960	40,490	69%
4210	East Renton	8,740	11,730	34%	24,380	30,450	25%	3,840	6,300	64%
4225	Cougar Mountain	6,540	7,950	22%	16,920	19,270	14%	2,420	3,390	40%
4226	Newport Hills	6,130	7,560	23%	15,810	18,500	17%	3,000	4,630	54%

Table A-1. Total households, population, and employment forecasts for 2014 and 2040 (Continued)

PSRC FAZ #	Location/Nearest City	Households			Population			Employment		
		2014	2040	% Growth	2014	2040	% Growth	2014	2040	% Growth
4230	Renton Plateau	3,630	4,560	26%	9,920	11,500	16%	1,620	1,760	9%
4300	Issaquah area	4,520	5,410	20%	10,500	11,880	13%	9,640	23,640	145%
4400	Mercer Island	9,370	11,190	19%	23,090	25,660	11%	7,690	9,360	22%
4505	South Bellevue	5,340	6,080	14%	15,500	17,110	10%	1,530	2,030	33%
4506	Eastgate / Vasa Park	6,610	8,350	26%	16,690	19,810	19%	28,740	40,080	39%
4605	Klahanie / Pine Lake	9,710	11,070	14%	24,660	26,210	6%	14,470	24,190	67%
4606	Sahalee	8,210	9,200	12%	23,980	25,340	6%	2,890	3,890	35%
4607	Beaver Lake	8,970	12,100	35%	26,340	31,430	19%	5,390	7,260	35%
4706	North Bear Creek	5,220	6,120	17%	13,550	14,990	11%	1,780	1,920	8%
4810	West Bellevue	4,450	5,800	30%	10,190	12,590	24%	7,160	10,450	46%
4820	Northwest Bellevue	2,890	3,250	12%	6,430	7,050	10%	4,080	5,440	33%
4900	Bellevue CBD	5,310	11,790	122%	8,410	19,610	133%	43,680	73,310	68%
5010	Central Bellevue	7,890	9,090	15%	18,960	21,230	12%	9,940	14,130	42%
5020	East Bellevue / Lake Hills	10,290	12,190	18%	26,890	30,700	14%	7,350	9,840	34%
5100	Point Cities area	3,030	3,230	7%	8,400	8,380	0%	1,550	1,690	9%
5205	North Bellevue	6,460	11,960	85%	14,350	23,930	67%	25,950	41,240	59%
5305	Kirkland area / Houghton	11,760	14,990	27%	26,100	31,220	20%	19,270	35,690	85%
5306	Kirkland area / Totem Lake	10,370	13,220	27%	23,150	27,660	19%	15,270	23,280	52%
5415	Redmond area / Overlake	6,000	11,100	85%	14,670	24,760	69%	46,650	73,910	58%
5425	Redmond CBD	16,700	24,910	49%	39,100	55,540	42%	27,270	43,660	60%
5426	Redmond area / Union Hill	7,960	10,020	26%	21,100	24,720	17%	13,520	27,280	102%
5515	Juanita / Finn Hill	9,460	12,550	33%	23,000	28,010	22%	4,080	6,230	53%
5525	Norway Hill / North Kingsgate	5,710	7,950	39%	13,660	18,110	33%	4,840	7,680	59%
5535	Kenmore area / Inglewood	10,240	14,850	45%	25,790	35,140	36%	4,630	9,600	107%
5545	Kingsgate / Hollywood Hill	4,730	6,650	41%	13,810	17,890	30%	2,910	4,360	50%
5546	Woodinville area	6,190	8,800	42%	15,970	21,090	32%	8,950	14,760	65%
5600	Bothell area	6,110	9,510	56%	15,110	21,700	44%	12,410	16,740	35%
5715	Fauntleroy / Arbor Heights	7,620	9,040	19%	17,020	19,300	13%	2,310	3,010	30%
5716	Delridge / Highland Park	10,580	13,640	29%	26,590	31,550	19%	6,790	9,670	42%

Table A-1. Total households, population, and employment forecasts for 2014 and 2040 (Continued)

PSRC FAZ #	Location/Nearest City	Households			Population			Employment		
		2014	2040	% Growth	2014	2040	% Growth	2014	2040	% Growth
5720	Alki / Admiral	18,060	22,590	25%	36,490	43,270	19%	9,360	12,660	35%
5815	Lower Duwamish / Boeing Field	2,120	3,000	42%	5,500	6,890	25%	19,830	26,880	36%
5825	Industrial District	1,680	2,890	72%	4,210	6,080	44%	39,430	55,080	40%
5826	Upper Duwamish / Harbor Island	2,310	3,430	48%	4,470	6,100	36%	6,030	9,740	62%
5915	Rainier Beach	7,050	9,050	28%	20,550	24,080	17%	3,310	4,890	48%
5916	South Beacon Hill / Columbia	13,590	17,970	32%	38,610	46,050	19%	6,530	9,190	41%
5925	North Beacon Hill / Mount Baker	10,780	15,230	41%	25,830	32,700	27%	16,500	20,950	27%
6010	Seattle CBD	7,330	12,410	69%	13,600	21,390	57%	98,940	144,880	46%
6020	Denny Regrade	11,530	17,960	56%	16,840	25,950	54%	40,850	64,660	58%
6113	First Hill / Broadway	22,310	32,120	44%	35,120	49,140	40%	43,030	60,860	41%
6114	East Capitol Hill / Central Area	16,850	23,360	39%	35,000	44,740	28%	14,290	19,620	37%
6115	North Capitol Hill / Madison Park	10,480	13,040	24%	21,210	25,030	18%	7,450	10,510	41%
6123	Lake Union / Seattle Center	11,040	16,350	48%	17,680	25,240	43%	40,660	63,690	57%
6124	Queen Anne	14,070	17,200	22%	26,980	31,760	18%	11,840	17,210	45%
6125	Interbay	4,950	6,000	21%	10,060	11,720	17%	8,860	12,060	36%
6126	Magnolia	5,020	5,970	19%	11,610	13,160	13%	2,720	3,940	45%
6213	Wallingford / Fremont	9,960	13,080	31%	18,760	23,280	24%	13,060	18,440	41%
6214	University Of Washington	190	210	11%	5,890	7,210	22%	27,090	32,720	21%
6215	Ravenna / University District	12,690	16,330	29%	30,000	36,290	21%	10,440	14,420	38%
6216	Windermere / Laurelhurst	6,340	7,510	18%	15,800	17,830	13%	10,350	14,300	38%
6223	Lake City	12,660	16,040	27%	27,540	32,760	19%	5,720	8,310	45%
6224	Green Lake	10,030	12,540	25%	20,950	24,730	18%	5,930	8,900	50%
6225	Northgate	10,020	13,320	33%	20,000	24,870	24%	13,100	16,810	28%
6226	Wedgwood / View Ridge	13,150	15,730	20%	30,310	34,500	14%	5,750	8,200	43%
6316	Ballard	16,480	21,270	29%	31,780	38,800	22%	16,320	22,160	36%
6325	Greenwood / Crown Hill	16,000	19,380	21%	35,860	41,230	15%	5,740	8,260	44%
6326	Broadview / Haller Lake	11,630	14,320	23%	24,820	29,010	17%	8,570	11,560	35%
6410	Richmond Highlands	14,940	18,530	24%	36,390	42,110	16%	12,930	17,420	35%
6420	North City	12,910	15,590	21%	31,560	35,490	12%	7,750	9,910	28%

Table A-1. Total households, population, and employment forecasts for 2014 and 2040 (Continued)

PSRC FAZ #	Location/Nearest City	Households			Population			Employment		
		2014	2040	% Growth	2014	2040	% Growth	2014	2040	% Growth
6505	Fall City area / Preston area	4,930	6,380	29%	14,260	17,180	20%	3,050	3,100	2%
6506	North Bend area / Snoqualmie area	4,240	5,150	21%	11,340	12,940	14%	3,850	4,620	20%
6605	Duvall area	4,340	5,940	37%	12,370	15,850	28%	1,880	2,680	43%
6606	Carnation area	2,040	2,810	38%	5,500	6,990	27%	990	1,890	91%
6900	Cumberland / Southeast King County	3,090	4,110	33%	7,790	9,490	22%	1,060	1,180	11%
6910	East King County	2,710	3,670	35%	6,610	8,170	24%	1,600	2,000	25%
7015	Woodway area / Esperance	7,370	10,330	40%	17,390	23,420	35%	3,890	4,860	25%
7025	Edmonds South	9,190	11,130	21%	19,860	23,560	19%	8,460	10,090	19%
7026	Edmonds North	3,880	4,610	19%	10,060	11,580	15%	1,430	1,750	22%
7100	Mountlake Terrace area	8,690	11,440	32%	21,050	26,510	26%	7,610	11,450	50%
7205	Lynnwood West	5,370	8,060	50%	14,210	20,640	45%	5,110	8,680	70%
7206	Lynnwood East	7,970	13,150	65%	19,240	31,220	62%	11,350	21,240	87%
7315	Brier area	5,850	7,680	31%	15,890	19,920	25%	3,460	5,380	55%
7316	Hilltop	7,520	10,390	38%	20,290	27,340	35%	3,280	5,650	72%
7320	North Creek	11,190	15,570	39%	30,100	41,260	37%	6,500	8,160	26%
7335	Mill Creek area / Silver Lake	14,140	17,860	26%	35,600	44,490	25%	8,780	11,980	36%
7340	Eastmont	9,200	11,170	21%	26,960	32,360	20%	2,850	4,400	54%
7415	Canyon Park	4,140	5,700	38%	11,330	15,060	33%	10,570	15,090	43%
7425	Clearview / Silver Firs / Snohomish Cascade	9,980	12,450	25%	30,440	36,890	21%	3,190	4,240	33%
7435	Maltby / High Bridge	2,810	3,180	13%	7,950	8,860	11%	3,130	5,640	80%
7436	Cathcart	2,070	2,260	9%	5,790	6,250	8%	1,300	2,240	72%
7515	Alderwood Mall	2,040	3,360	65%	5,450	8,390	54%	6,900	12,850	86%
7525	Lake Serene / Norma Beach	5,910	7,660	30%	15,870	19,840	25%	1,700	2,730	61%
7526	Harbour Pointe	6,280	7,040	12%	15,940	17,670	11%	6,760	8,610	27%
7535	Swamp Creek	9,060	13,170	45%	22,510	31,910	42%	4,620	7,240	57%
7537	Paine Field	8,730	12,060	38%	22,190	30,170	36%	13,300	23,030	73%
7605	South Snohomish Valley	710	800	13%	1,910	2,120	11%	780	1,090	40%

Table A-1. Total households, population, and employment forecasts for 2014 and 2040 (Continued)

PSRC FAZ #	Location/Nearest City	Households			Population			Employment		
		2014	2040	% Growth	2014	2040	% Growth	2014	2040	% Growth
7606	North Snohomish Valley	1,250	1,910	53%	3,570	5,260	47%	870	1,340	54%
7700	Snohomish area	3,450	4,590	33%	8,400	11,050	32%	3,650	5,430	49%
7805	Machias / Cavalero Corner	6,980	9,790	40%	20,410	27,920	37%	1,810	2,540	40%
7806	Fobes Hill	1,770	2,590	46%	4,840	6,870	42%	1,140	1,680	47%
7905	Lake Stevens area / Frontier Village	8,080	12,080	50%	23,000	33,080	44%	4,300	7,660	78%
8000	Mukilteo area / Southwest Everett	5,150	6,950	35%	12,900	17,190	33%	35,650	46,600	31%
8115	Everett Mall	11,590	15,030	30%	28,530	36,990	30%	9,130	15,440	69%
8125	Forest Park / Beverly Park	6,610	9,480	43%	16,950	23,900	41%	4,440	7,890	78%
8126	Pinehurst / Lowell	5,050	8,240	63%	12,460	20,140	62%	5,480	10,750	96%
8210	Everett CBD	4,750	12,920	172%	11,550	31,670	174%	16,890	38,290	127%
8220	North Everett	8,560	14,370	68%	21,220	35,940	69%	15,480	22,110	43%
8310	Marysville area	12,010	18,120	51%	31,780	47,280	49%	8,240	20,340	147%
8320	North Marysville / Smokey Point	4,200	6,210	48%	12,170	17,440	43%	5,590	12,010	115%
8405	Getchell Hill	5,380	7,420	38%	16,350	21,720	33%	650	950	46%
8406	Sisco Heights	600	830	38%	1,620	2,220	37%	240	500	108%
8500	Arlington area	7,110	10,280	45%	19,370	27,870	44%	7,600	20,020	163%
8600	Monroe area	6,020	7,760	29%	20,450	27,020	32%	8,540	12,830	50%
8905	Meadow Lake / Woods Creek	3,480	4,080	17%	9,830	11,370	16%	840	980	17%
8906	Three Lakes	3,020	3,430	14%	8,440	9,460	12%	930	1,270	37%
8910	Skykomish Valley	5,590	7,410	33%	14,960	20,280	36%	1,810	3,880	114%
8925	Granite Falls area	5,300	8,720	65%	14,290	22,430	57%	1,440	3,460	140%
8926	Oso / Darrington area	5,280	6,920	31%	14,000	17,990	29%	1,150	2,010	75%
8927	Bryant	2,120	2,680	26%	5,860	7,230	23%	1,280	1,720	34%
8935	Stanwood area	4,790	7,610	59%	12,710	19,570	54%	4,060	7,210	78%
8936	Lakewood / Warm Beach	6,370	8,060	27%	17,020	21,220	25%	2,540	4,460	76%
8937	Tulalip	4,110	5,290	29%	11,180	14,100	26%	8,130	13,010	60%
ST Area Total		1,420,600	1,948,400	37%	3,563,300	4,602,100	29%	1,794,000	2,795,200	56%
Rest of the Region										
6930	Vashon Island	4,580	5,060	10%	10,590	11,320	7%	3,230	3,190	-1%

Table A-1. Total households, population, and employment forecasts for 2014 and 2040 (Continued)

PSRC FAZ #	Location/Nearest City	Households			Population			Employment		
		2014	2040	% Growth	2014	2040	% Growth	2014	2040	% Growth
9002	Port Orchard area	10,120	13,340	32%	25,970	33,290	28%	8,380	13,760	64%
9004	Gorst / Burley / Glenwood	7,920	17,570	122%	21,350	46,170	116%	3,300	4,000	21%
9005	Gold Mountain / Holly	2,280	2,900	27%	5,960	7,360	23%	250	250	0%
9006	Seabeck / Olympic View	3,740	4,690	25%	10,100	12,270	21%	930	1,270	37%
9009	Keyport / Brownsville	2,030	2,620	29%	5,100	6,410	26%	2,220	2,190	-1%
9011	Poulsbo area	3,940	6,280	59%	9,060	14,490	60%	5,040	6,520	29%
9015	Southworth / Manchester	5,660	6,640	17%	14,780	17,000	15%	1,260	1,190	-6%
9016	Ollala	4,200	5,210	24%	11,350	13,650	20%	1,360	1,710	26%
9017	Erlands Point / Chico	1,660	2,170	31%	4,190	5,320	27%	300	330	10%
9018	Silverdale area	6,550	11,690	78%	15,330	26,810	75%	11,350	20,310	79%
9019	Port Gamble area / Suquamish	6,510	8,500	31%	16,740	21,230	27%	4,170	5,130	23%
9020	Kingston area	6,420	8,990	40%	15,800	21,400	35%	2,400	3,570	49%
9900	Sheridan	3,180	4,850	53%	7,640	11,340	48%	1,640	2,350	43%
9901	Kitsap Lake	2,560	4,800	88%	6,500	11,480	77%	3,120	4,290	38%
9902	West Bremerton / CBD	9,920	16,230	64%	26,350	41,880	59%	25,580	33,280	30%
9904	Manette / View Ridge	5,010	7,320	46%	10,730	15,630	46%	5,740	7,780	36%
9908	Bangor	1,190	1,320	11%	6,100	6,900	13%	7,140	7,100	-1%
9909	Clear Creek	1,860	2,490	34%	5,020	6,490	29%	830	1,130	36%
9913	Winslow area	3,530	4,870	38%	7,520	10,330	37%	4,900	6,490	32%
9914	Bainbridge Island (rest of island)	6,560	9,010	37%	16,890	22,400	33%	2,990	3,760	26%
9915	Tracyton	5,880	8,390	43%	15,620	21,790	40%	3,360	6,020	79%
9916	Illahee	4,360	6,290	44%	11,740	16,460	40%	2,260	3,540	57%
Subtotal		109,700	161,200	47%	280,400	401,400	43%	101,800	139,200	37%
PSRC Four-County Total		1,530,300	2,109,600	38%	3,843,700	5,003,500	30%	1,895,800	2,934,400	55%

Table A-2. Zonal parking costs for base year (2014) and 2040 (in 2014 constant dollars)

Zone no.	Daily		Hourly	
	Base year (2014)	2040	Base year (2014)	2040
15	\$2.12	\$2.44	\$0.64	\$0.73
16	\$3.18	\$3.66	\$0.95	\$1.10
43	\$3.73	\$4.33	\$1.12	\$1.30
44	\$3.73	\$4.33	\$1.12	\$1.30
47	\$3.18	\$3.72	\$0.95	\$1.12
58	\$3.86	\$4.50	\$1.16	\$1.35
59	\$3.86	\$4.50	\$1.16	\$1.35
60	\$3.94	\$4.58	\$1.18	\$1.38
62	\$3.74	\$4.38	\$1.12	\$1.31
64	\$4.77	\$5.54	\$1.43	\$1.66
65	\$4.77	\$5.54	\$1.43	\$1.66
67	\$4.24	\$5.02	\$1.27	\$1.51
69	\$6.00	\$7.10	\$1.80	\$2.13
70	\$6.12	\$7.12	\$1.83	\$2.14
71	\$10.68	\$12.44	\$4.27	\$4.98
72	\$10.50	\$11.59	\$4.20	\$4.64
73	\$12.35	\$13.63	\$3.70	\$4.09
94	\$14.75	\$18.79	\$5.90	\$7.52
95	\$12.68	\$16.16	\$5.07	\$6.46
96	\$4.77	\$5.55	\$1.43	\$1.67
98	\$7.47	\$8.70	\$2.24	\$2.61
99	\$10.20	\$13.00	\$3.06	\$3.90
100	\$17.57	\$22.64	\$7.03	\$9.05
101	\$7.64	\$9.74	\$2.29	\$2.92
102	\$15.73	\$20.27	\$6.29	\$8.11
103	\$17.69	\$22.54	\$7.08	\$9.02
104	\$12.03	\$15.51	\$4.81	\$6.20
105	\$15.28	\$19.46	\$6.11	\$7.79

Zone no.	Daily		Hourly	
	Base year (2014)	2040	Base year (2014)	2040
106	\$14.96	\$19.28	\$5.98	\$7.71
107	\$15.00	\$18.17	\$6.00	\$7.27
108	\$14.06	\$17.04	\$5.63	\$6.81
109	\$7.32	\$8.72	\$2.20	\$2.62
114	\$4.34	\$5.16	\$1.30	\$1.55
115	\$4.45	\$5.30	\$1.34	\$1.59
116	\$12.68	\$16.34	\$5.07	\$6.53
117	\$15.63	\$20.14	\$6.25	\$8.06
118	\$10.99	\$14.17	\$4.40	\$5.67
119	\$14.16	\$18.25	\$5.66	\$7.30
120	\$16.90	\$20.96	\$6.76	\$8.38
121	\$18.78	\$23.29	\$7.51	\$9.32
122	\$18.68	\$23.16	\$7.47	\$9.26
123	\$16.90	\$20.95	\$6.76	\$8.38
124	\$18.20	\$22.56	\$7.28	\$9.03
125	\$19.21	\$23.82	\$7.68	\$9.53
126	\$17.76	\$22.02	\$7.10	\$8.81
127	\$17.21	\$21.35	\$6.89	\$8.54
128	\$15.46	\$19.17	\$6.18	\$7.67
129	\$22.30	\$27.02	\$8.92	\$10.81
130	\$14.72	\$17.83	\$5.89	\$7.13
131	\$17.19	\$21.31	\$6.88	\$8.53
132	\$18.00	\$22.32	\$7.20	\$8.93
133	\$20.97	\$26.00	\$8.39	\$10.40
134	\$19.01	\$23.57	\$7.60	\$9.43
135	\$24.00	\$29.76	\$9.60	\$11.91
136	\$16.70	\$20.71	\$6.68	\$8.28
137	\$7.92	\$9.59	\$2.38	\$2.88

Table A-2. Zonal parking costs for base year (2014) and 2040 (in 2014 constant dollars) (Continued)

Zone no.	Daily		Hourly	
	Base year (2014)	2040	Base year (2014)	2040
138	\$17.00	\$20.59	\$6.80	\$8.24
139	\$12.42	\$15.04	\$4.97	\$6.02
140	\$14.67	\$18.19	\$5.87	\$7.28
141	\$11.81	\$14.31	\$3.54	\$4.29
142	\$16.50	\$19.99	\$6.60	\$8.00
143	\$15.00	\$18.17	\$6.00	\$7.27
144	\$20.00	\$24.23	\$8.00	\$9.69
145	\$15.67	\$19.43	\$6.27	\$7.77
146	\$5.45	\$6.60	\$1.63	\$1.98
147	\$4.27	\$5.09	\$1.28	\$1.53
148	\$4.27	\$5.09	\$1.28	\$1.53
153	\$6.50	\$7.73	\$1.95	\$2.32
154	\$15.29	\$18.96	\$6.12	\$7.58
155	\$13.04	\$16.17	\$5.21	\$6.47
156	\$3.36	\$4.05	\$1.01	\$1.22
157	\$3.36	\$4.05	\$1.01	\$1.22
158	\$3.36	\$4.05	\$1.01	\$1.22
159	\$3.36	\$4.05	\$1.01	\$1.22
162	\$10.65	\$12.83	\$3.19	\$3.85
163	\$3.36	\$4.05	\$1.01	\$1.22
240	\$1.06	\$1.28	\$0.32	\$0.38
255	\$2.12	\$2.79	\$0.64	\$0.84
262	\$1.06	\$1.40	\$0.32	\$0.42
263	\$2.12	\$2.71	\$0.64	\$0.81
264	\$2.12	\$2.77	\$0.64	\$0.83
280	\$4.24	\$5.59	\$1.27	\$1.68
281	\$2.12	\$2.54	\$0.64	\$0.76
283	\$15.64	\$21.41	\$6.26	\$8.56
284	\$12.50	\$17.11	\$5.00	\$6.84

Zone no.	Daily		Hourly	
	Base year (2014)	2040	Base year (2014)	2040
309	\$2.12	\$2.86	\$0.64	\$0.86
310	\$2.12	\$2.86	\$0.64	\$0.86
325	\$2.12	\$2.64	\$0.64	\$0.79
351	\$3.18	\$4.92	\$0.95	\$1.48
355	\$16.41	\$25.41	\$4.92	\$7.62
356	\$1.06	\$1.64	\$0.32	\$0.49
357	\$1.06	\$1.64	\$0.32	\$0.49
361	\$1.06	\$1.64	\$0.32	\$0.49
362	\$1.06	\$1.64	\$0.32	\$0.49
363	\$1.06	\$1.64	\$0.32	\$0.49
364	\$1.06	\$1.64	\$0.32	\$0.49
392	\$2.12	\$2.59	\$0.64	\$0.78
398	\$3.18	\$3.89	\$0.95	\$1.17
418	\$5.13	\$5.84	\$1.54	\$1.75
423	\$1.06	\$1.40	\$0.32	\$0.42
430	\$1.06	\$1.36	\$0.32	\$0.41
436	\$4.24	\$4.76	\$1.27	\$1.43
448	\$2.12	\$2.71	\$0.64	\$0.81
466	\$1.06	\$1.36	\$0.32	\$0.41
467	\$2.12	\$2.77	\$0.64	\$0.83
468	\$2.12	\$2.80	\$0.64	\$0.84
475	\$4.24	\$5.18	\$1.27	\$1.56
476	\$2.12	\$2.59	\$0.64	\$0.78
484	\$13.48	\$18.45	\$5.39	\$7.38
485	\$15.50	\$21.21	\$6.20	\$8.48
487	\$16.41	\$25.41	\$4.92	\$7.62
488	\$4.24	\$4.97	\$1.27	\$1.49
501	\$3.18	\$4.20	\$0.95	\$1.26
503	\$2.12	\$2.94	\$0.64	\$0.88

Table A-2. Zonal parking costs for base year (2014) and 2040 (in 2014 constant dollars)

Zone no.	Daily		Hourly	
	Base year (2014)	2040	Base year (2014)	2040
504	\$4.24	\$5.89	\$1.27	\$1.77
505	\$2.12	\$2.77	\$0.64	\$0.83
511	\$2.12	\$3.56	\$0.64	\$1.07
512	\$3.73	\$6.27	\$1.12	\$1.88
513	\$3.73	\$6.27	\$1.12	\$1.88
522	\$1.06	\$1.22	\$0.32	\$0.37
535	\$1.06	\$1.37	\$0.32	\$0.41
537	\$1.06	\$1.37	\$0.32	\$0.41
561	\$2.12	\$2.94	\$0.64	\$0.88
564	\$1.06	\$1.49	\$0.32	\$0.45
586	\$1.06	\$1.22	\$0.32	\$0.37
587	\$1.06	\$1.22	\$0.32	\$0.37
598	\$2.12	\$2.77	\$0.64	\$0.83
603	\$3.18	\$4.47	\$0.95	\$1.34
609	\$1.38	\$1.78	\$0.41	\$0.53
610	\$1.38	\$1.78	\$0.41	\$0.53
629	\$1.42	\$2.03	\$0.42	\$0.61
630	\$1.46	\$2.09	\$0.44	\$0.63
631	\$7.42	\$12.83	\$2.22	\$3.85
632	\$7.42	\$12.83	\$2.22	\$3.85
633	\$4.32	\$6.48	\$1.30	\$1.95
634	\$4.32	\$6.48	\$1.30	\$1.95
635	\$7.94	\$11.92	\$2.38	\$3.58
636	\$7.94	\$11.92	\$2.38	\$3.58
637	\$8.16	\$14.12	\$2.45	\$4.24
638	\$8.16	\$14.12	\$2.45	\$4.24
639	\$1.06	\$1.52	\$0.32	\$0.46
657	\$1.06	\$1.52	\$0.32	\$0.45
672	\$1.06	\$1.42	\$0.32	\$0.43

Zone no.	Daily		Hourly	
	Base year (2014)	2040	Base year (2014)	2040
673	\$1.06	\$1.42	\$0.32	\$0.43
713	\$1.06	\$1.40	\$0.32	\$0.42
734	\$1.06	\$1.32	\$0.32	\$0.40
735	\$2.12	\$2.85	\$0.64	\$0.86
737	\$2.12	\$2.85	\$0.64	\$0.86
777	\$4.24	\$6.56	\$1.27	\$1.97
778	\$2.12	\$3.28	\$0.64	\$0.98
782	\$10.20	\$13.00	\$3.06	\$3.90
784	\$6.76	\$8.61	\$2.03	\$2.58
785	\$17.46	\$22.24	\$6.98	\$8.90

Table A-3. Base year (2014) and future year (2040) peak and off-peak transit fares (in 2014 constant dollars)

ORIGIN	DESTINATION	North Everett	South Everett	Lynnwood	North Creek	Shoreline	Ballard	North Seattle	U District	Queen Anne	Capitol Hill	Seattle CBD	West Seattle	Rainier	Sea-Tac	Renton	Federal Way	Kent	Kirkland	Redmond	West Seattle	Bellevue	Issaquah	North Tacoma	South Tacoma	Lakewood	Puyallup
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
North Everett	1	\$1.00	\$1.00	\$2.00	\$2.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
South Everett	2	\$1.00	\$1.00	\$2.00	\$2.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
Lynnwood	3	\$2.00	\$2.00	\$2.00	\$2.00	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
North Creek	4	\$2.00	\$2.00	\$2.00	\$2.00	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50
Shoreline	5	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
Ballard	6	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50
North Seattle	7	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50
U District	8	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50
Queen Anne	9	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50
Capitol Hill	10	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50
Seattle CBD	11	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50
West Seattle	12	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50
Rainier	13	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.50	\$3.50	\$3.50	\$3.50
Sea-Tac	14	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
Renton	15	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
Federal Way	16	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
Kent	17	\$3.50	\$3.50	\$3.50	\$3.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
Kirkland	18	\$3.50	\$3.50	\$3.50	\$3.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
Redmond	19	\$3.50	\$3.50	\$3.50	\$3.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
West Bellevue	20	\$3.50	\$3.50	\$3.50	\$3.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
Bellevue	21	\$3.50	\$3.50	\$3.50	\$3.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
Issaquah	22	\$3.50	\$3.50	\$3.50	\$3.50	\$2.50	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$3.00	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$3.50	\$3.50	\$3.50	\$3.50
North Tacoma	23	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$2.00	\$2.00	\$2.00	\$2.00
South Tacoma	24	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$2.00	\$2.00	\$2.00	\$2.00
Lakewood	25	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$2.00	\$2.00	\$2.00	\$2.00
Puyallup	26	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$3.50	\$2.00	\$2.00	\$2.00	\$2.00