

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



April 2015

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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.

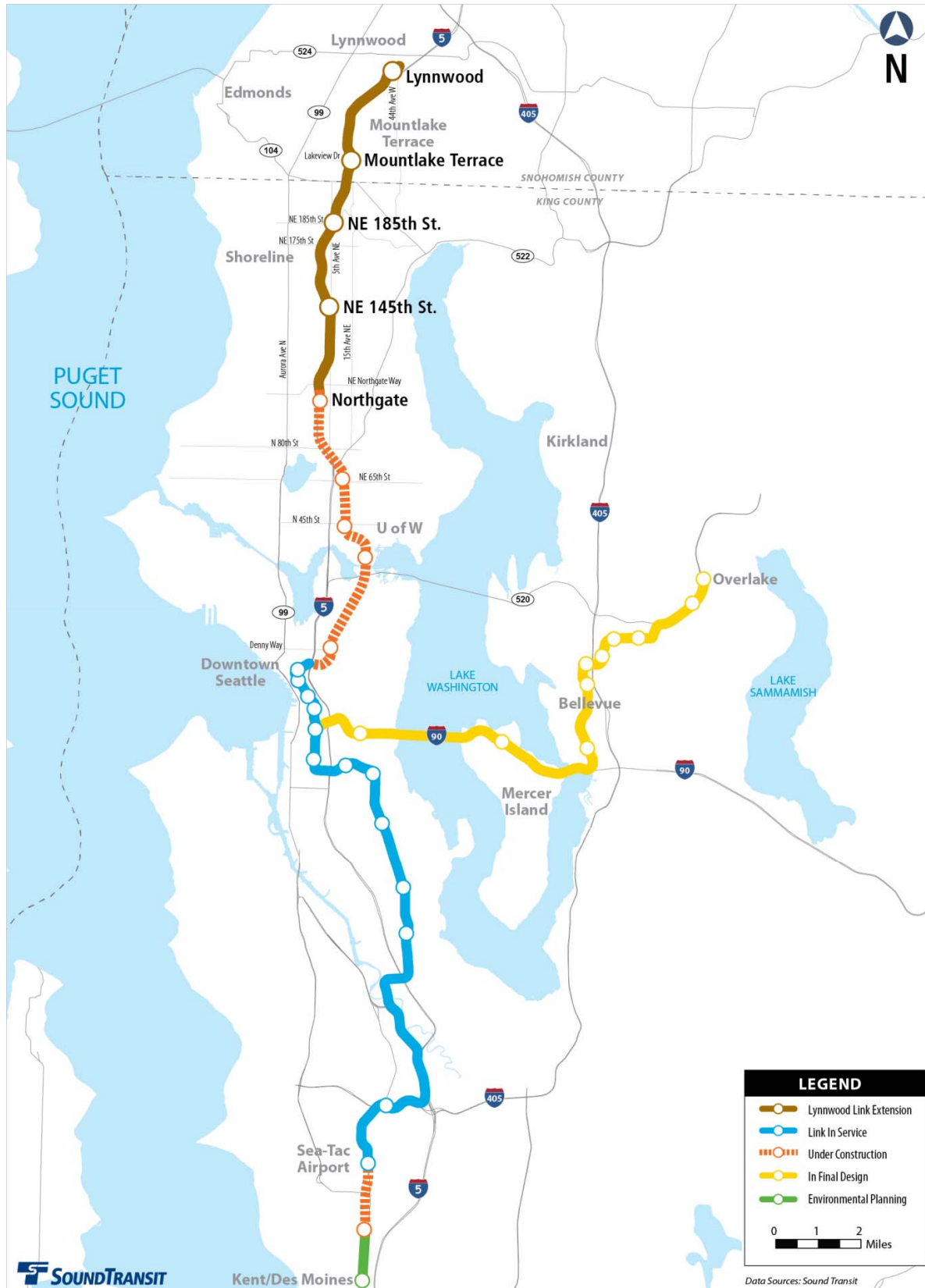


Figure 1-1. ST3 baseline link system

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.

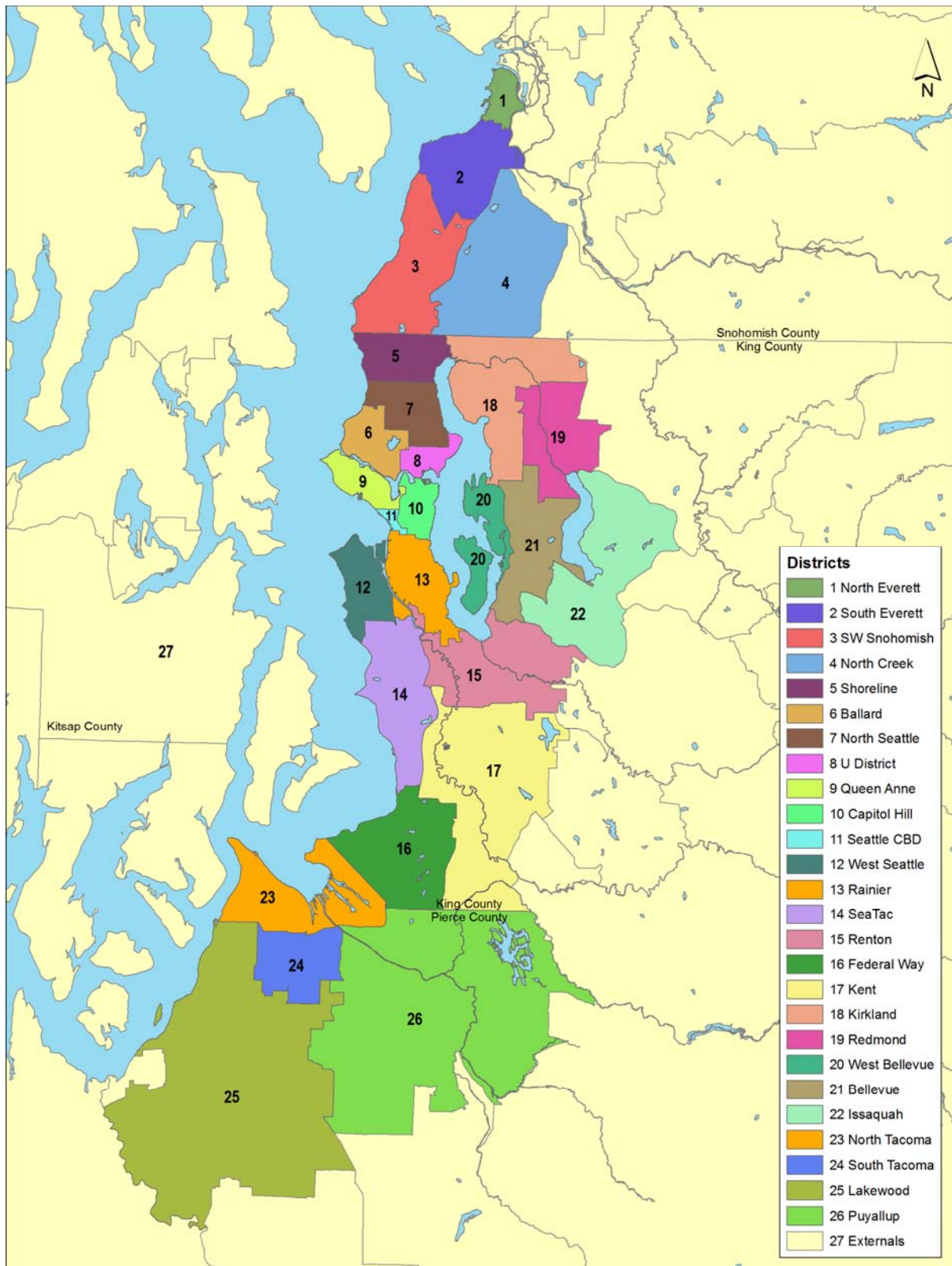


Figure 1-2. 27-district boundary map

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 |