

RESOLUTION NO. R2018-46
2019 Service Implementation Plan

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Operations and Administration Committee	11/1/18	Recommend to Board	Bonnie Todd, Executive Director of Operations
Board	11/15/18	Final Action	Brian de Place, Director of Operations Support Services Michael Couvrette, Service Planning Manager

PROPOSED ACTION

Adopts the 2019 Service Implementation Plan with service changes for implementation in March 2019.

KEY FEATURES SUMMARY

- The Draft 2019 Service Implementation Plan (SIP) describes proposed major service changes for implementation in March 2019, and preliminary service plans for 2020 through 2024. Proposed service changes for implementation in September 2019 will be released as an amendment to the 2019 SIP in early 2019.
- Proposed service changes will allow ST Express to adapt to construction-related closures and growing traffic congestion in 2019. Additional resources (more service hours and additional buses) will be added, while staying within regional bus maintenance base capacity.
- To mitigate the most severe construction impacts to subareas, lower performing resources will be reallocated to higher performing routes, resulting in a minor decrease in service on selected routes.
- The 2019 SIP proposes five major service changes on ST Express routes:
 - Route 550 (Bellevue-Seattle) will shift operation to downtown Seattle surface streets when the Downtown Seattle Transit Tunnel (DSTT) converts to rail-only operations.
 - Routes 545 (Redmond-Seattle) and 555 (Northgate-Issaquah) will no longer serve Montlake Freeway Station as a result of WSDOT construction. To help mitigate this construction impact, Route 542 (Redmond-U District) will expand evening and weekend service to maintain connections between the Eastside and Montlake for six months until September 2019. The expanded service on Route 542 is partially funded by WSDOT.
 - Route 513 (Everett-Seattle) routing will be adjusted to begin at the new Seaway Transit Center in Everett, instead of Evergreen Way & 79th PI SE to provide new regional connections to local Everett Transit and Community Transit service. [In response to public feedback, Route 513 will also serve Casino Road & Evergreen Way in order to maintain service along Evergreen Way.](#)
 - On Route 580 (Lakewood-Puyallup), the low performing segment between Lakewood Station and South Hill will be discontinued when there is a corresponding Sounder trip traveling to or from Lakewood. Service to Lakewood would remain when connecting to Sounder trips starting or ending in Tacoma. Saved resources would be reallocated within Pierce County.
 - Route 555 (Northgate-Issaquah) would only operate between Northgate and Bellevue Transit Center with the lower-performing Bellevue-Issaquah segment eliminated. Saved resources would be reallocated to Route 554 (Issaquah-Seattle) to mitigate longer travel times due to congestion.

- No changes are proposed for Link, Tacoma Link, or Sounder.
- Preliminary bus and rail service concepts shown in the SIP for 2020-2024 are for planning and forecasting purposes only and are subject to revision. All future major changes to ST Express service require Board approval as part of future SIP documents.
- At a later date, the following actions will be requested:
 - Authorization and purchase of additional ST Express buses.
 - Authorization of transfer of Route 540 operation and maintenance from King County Metro to Community Transit beginning in March 2019, to create capacity to implement service changes adopted in the 2019 SIP.

BACKGROUND

Each year, Sound Transit prepares the SIP, an annual update on the development of the agency's light rail, commuter rail, and express bus services. The Draft 2019 SIP proposes major service changes in response to increased regional traffic congestion, construction projects, bus base capacity constraints, new facilities, and operational performance trends. It also previews proposed service restructures after the opening of Northgate Link Extension and East Link, as well as the opening of Bus Rapid Transit projects on I-405 and SR 522/NE 145th St.

Increased congestion has led to longer running times on nearly all ST Express routes over the last five years. As traffic congestion slows travel times, more buses are needed to maintain existing service levels. In response to increasing travel time, service changes in the last few SIPs have added more service hours and additional buses to maintain reliability and respond to regional congestion.

The DSTT will close to buses in March 2019 as a result of the Washington State Convention Center expansion as well as construction of East Link. Buses currently in the DSTT will shift to surface streets, resulting in increased bus volumes on surface streets and longer bus travel times through downtown Seattle. Link will remain in the DSTT. Additionally, WSDOT's "Rest of the West" construction project on SR 520 will close the Montlake Freeway Station from March 2019 through 2023, impacting ST Express Routes 545 and 555.

Due to constrained regional bus base maintenance capacity, only modest additional resources are available to address increasing travel times. Several changes proposed in the 2019 SIP identify lower performing trips and segments and reallocate those resources to higher performing services to address the impacts of construction and congestion. If necessary, in response to slower travel times due to regional congestion, minor schedule adjustments may be made on select routes to maintain and improve reliability within current fleet constraints. Exact schedules will be determined soon, but may result in up to ten fewer weekday trips in East King County.

FISCAL INFORMATION

The 2019 SIP is funded by the transit mode budgets for each operating service – Sounder, ST Express, Link and Tacoma Link. Those budgets are included in the Proposed 2019 Budget scheduled for Board action in December 2018. Budget authority will be granted with the adoption of the 2019 Budget. Any differences between the proposed budget and the proposed SIP will be reconciled in the Adopted 2019 Budget and the Adopted 2019 SIP.

Modal Budget	2019 Proposed Budget (\$000)
Link	137,794
Sounder	54,899
ST Express	147,741
Tacoma Link	5,005
Total	345,439

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Not applicable to this action.

TITLE VI COMPLIANCE

Three of the five proposed major service changes affect service areas with a higher than average minority or low-income population. This section briefly describes impacts and mitigation for each proposed change:

Route 550 (Bellevue – Seattle) moves to surface streets

- Customers will experience longer travel times and decreased reliability through downtown Seattle because surface streets are subject to more congestion than the Downtown Seattle Transit Tunnel (DSTT). Boarding and alighting locations will change.
- This routing adjustment will impact all 9,000 Route 550 customers riding to or from downtown Seattle (87% of total route ridership), and may decrease travel time reliability.
- As mitigation, additional buses and operating hours will be added to the route. These resources are expected to absorb additional run time and maintain reliability without eliminating Route 550 trips. In addition, targeted outreach will be conducted along the route with three street team shifts at all tunnel stations, including at midday when more diverse populations are likely traveling. Handouts will also be available onboard buses with translation information and a nondiscrimination policy.
- This routing change is inevitable due to the conversion of the DSTT to rail-only.

Route 513 (Everett – Seattle) begins at Seaway Transit Center in Everett

- Customers currently boarding at Evergreen & 79th in Everett will need to board at [a different stop: Casino Road and Evergreen Way \(0.3 miles away\)](#).
- This change will impact about 66 out of 636 daily riders (10%) who currently board at Evergreen & 79th.
- As mitigation, outreach teams will engage riders online, in person with street teams at the stop, and via signage and handouts at stations and onboard buses.
- [This change is necessary to better integrate service with partner agencies and provide better transfer opportunities to customers at the new Seaway Transit Center.](#)
- [The original proposal would not have served any stop on Evergreen Way. The stop at Casino Rd & Evergreen Way was added in response to public feedback during the outreach process.](#)

Route 580 (Lakewood – Puyallup) eliminates lower-performing segments

- Customers currently riding between Puyallup and Lakewood will need to ride Sounder or use Pierce Transit Route 4.
- This change will impact about 35 of 560 daily Route 580 customers (6%).

- As mitigation, outreach teams will engage riders online, in person with street teams in Lakewood, and via signage and handouts at stations and onboard buses to inform customers of alternative options.
- Resources saved will be invested into a new trip on Route 592 (Du Pont-Lakewood-Seattle) which serves Lakewood and the SR 512 park-and-ride and overlaps with some of the same service area where service was reduced.
- This change will allow inefficient service to be reallocated to higher-performing service to serve more riders where demand is greatest.

The following proposed changes affect service areas that do not have a higher than average minority or low-income population:

Route 555 (Northgate – Issaquah) truncates at Bellevue TC

- Customers currently riding east of Bellevue TC will need to use Metro Route 271 or 241 to reach their destination.
- This change will impact about 175 of 740 daily customers (24%).
- Resources saved will enhance service and reliability on Route 554.
- Outreach will engage customers online, in person with street teams at affected stops, and via signage and handouts onboard buses.
- This change will allow inefficient service to be reallocated to higher-performing service to serve more riders where demand is greatest.

Montlake Freeway Station (Seattle) closes

- Customers currently riding between Montlake Freeway Station and Redmond will have reduced frequency but can use extended evening and weekend service on Route 542 through September 2019. Route 555 customers can use Metro Route 271.
- This change will impact about 350 of 10,300 daily customers (3%) on Routes 545 and 555.
- Outreach will engage customers online, in person with street teams at the stop, and via signage and handouts onboard buses.
- This change is inevitable due to the WSDOT construction closure of the freeway station.

PUBLIC INVOLVEMENT

The Draft 2019 SIP was posted on the Sound Transit website on October 30th. A link to the SIP was emailed to individuals who signed up to receive Sound Transit reports and service planning alerts.

Sound Transit outreach staff will conduct street team outreach at affected stops in November. Handouts will be placed on buses to summarize changes and invite feedback.

A public open house will take place in the Union Station Great Hall on November 8, 2018. A public hearing will take place at Union Station on November 8, 2018.

TIME CONSTRAINTS

A one-month delay would create a significant impact to our operating partners' ability to deliver this service, particularly where resources are being added to mitigate impacts. Operating agencies require time to create and fill operator shifts and plan for maintenance.

PRIOR BOARD/COMMITTEE ACTIONS

Resolution R2017-38: Adopted the 2018 Service Implementation Plan.

ENVIRONMENTAL REVIEW

KH 10/26/18

LEGAL REVIEW

JW 10/26/18

RESOLUTION NO. R2019-46

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting the 2019 Service Implementation Plan, and authorizing the chief executive officer to implement recommended service changes in 2019.

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

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

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, express bus, commuter rail and light rail service will be implemented in phases, providing a program for route implementation and service increases over time which meet the commitments in Sound Move, Sound Transit 2, and Sound Transit 3; and

WHEREAS, the 2019 Service Implementation Plan includes additional information on future service plans for 2020-2024 including preliminary service changes to be used for planning and forecasting purposes; and

WHEREAS, the proposed service changes included in the 2019 Service Implementation Plan are consistent with the proposed 2019 Agency Budget and Long-Range Financial Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the 2019 Service Implementation Plan is adopted, and the chief executive officer is authorized to implement the 2019 service changes included in the plan as described below:

ST Express bus

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ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Dave Somers
Board Chair

ATTEST:

Kathryn Flores
Board Administrator