

SOUND TRANSIT

MOTION NO. M99-4

**Route Allocations
BACKGROUND AND COMMENTS**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Board of Directors	1/14/99	Approval	Veronica Parker, Program Manager, Regional Bus Agnes Govern, Director, Regional Express	(206) 689-3533 (206) 684-1673

ACTION:

It is requested that the Board of Directors adopt the recommended route allocations based on the criteria listed below.

BACKGROUND:

The Sound Transit Board of Directors recently adopted Resolution 98-31 which directed staff to contract with the local agencies for Sound Transit Regional Express service.

Work on the Regional Express Bus service began in early 1996 with the assistance of the local agencies. This work culminated in the Regional Express Bus system in *Sound Move*. At that time, Community Transit, Everett Transit, King County Metro, and Pierce Transit performed tasks in their respective counties. At that time, decisions as to which routes would be operated by each agency had not been decided. The information was gathered and combined on intercounty services to provide input into *Sound Move*.

In September 1998, the Executive Committee discussed the criteria to be used in developing the recommendations for allocating routes among the region's transit agencies. The criteria is:

- Operator currently operating the existing service
In the instances where Sound Transit is taking over the funding of an existing route, we would negotiate a contract with the transit agency currently operating the route. This ensures that all redeployable service remains with that agency, avoids potential 13C issues, and makes the transfer of operations to Sound Transit transparent to the rider.
- Operating costs
By minimizing the operating costs of each route, Sound Transit can maximize the amount of service provided. This criterion allocates individual routes to the agency that can operate it at the lowest cost. The operating cost per route will require a detailed assessment of the cost per service-hour offered by each agency and other cost-related assumptions.

- Sub-Area equity
This criterion indicates that the transit agency within each subarea would operate a level of Sound Transit service that is generally proportionate to that subarea's Regional Express budget.
- Potential to maximize operational efficiencies
This criterion looks primarily at cost efficiencies based on fleet utilization, maintenance requirements, deadhead costs, facility capacity, and fleet impacts.
- Current operator within the given corridor
This criterion gives preference to the transit agency with the experience in a given corridor.
- Amount of local service of each operator expected to interface with, or complement, the regional route
Sound Move promised the region a “seamless” public transportation system. This criterion acknowledges the importance of service integration to the implementation of this system.
- Maintenance capacity
Sound Transit will be using both 40' and 60' buses to operate its service. This criterion assesses the ability of each transit agency to handle the maintenance needs of Sound Transit's fleet.
- Potential to minimize investment in non-revenue service expenditures
This criterion examines efficiencies in the areas of training, administration, and planning.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- ◆ Adoption of *Sound Move*, The Ten-Year Regional Transit System Plan (May 31, 1996).
- ◆ Resolution No. 98-31 (July 23, 1998).
(Resolution No. 98-31 grants the Executive Director authority to negotiate governmental agreements with Pierce Transit, King County Metro, Community Transit, and Everett Transit to operate and maintain the Regional Express bus service.)
- ◆ Executive Committee (September 18, 1998) directed staff to apply the criteria listed above and return with a recommendation allocating routes to specific transit agencies.

EXECUTIVE SUMMARY:

The allocation recommendations are contingent upon the successful completion of operating agreement negotiations with the transit agencies. It is recommended based on the above criteria that Sound Transit's Regional Express Bus Routes be allocated in the following manner:

Route	Operator	Reasoning
A Everett – Northgate	Community Transit	Current operator within corridor. Maximize operational efficiencies.
B Everett – Seattle	Community Transit	Currently operating the service.
C Everett – Bellevue	Community Transit	Current operator within corridor. Maximize operational efficiencies.
D Lynnwood – Bellevue	Community Transit	Current operator within corridor. Maximize operational efficiencies.
F Issaquah – Northgate	King County Metro	Minimize operating costs. Amount of local service expected to interface with, or complement the regional route. Route entirely within King County.
G1 Bellevue – Seattle	King County Metro	Minimize operating costs. Amount of local service expected to interface with, or complement the regional route. Route entirely within King County.
G2 Redmond – Seattle	King County Metro	Minimize operating costs. Amount of local service expected to interface with, or complement the regional route. Route entirely within King County.
H Bellevue – SeaTac	King County Metro	Minimize operating costs. Amount of local service expected to interface with, or complement the regional route. Route entirely within King County.
I Redmond – University	King County Metro	Minimize operating costs. Amount of local service expected to interface with, or complement the regional route. Route entirely within King County.
J Federal Way – Bellevue	King County Metro	Minimize operating costs. Amount of local service expected to interface with, or complement the regional route. Route entirely within King County.
M Seattle – West Seattle – SeaTac	King County Metro	Minimize operating costs. Amount of local service expected to interface with, or complement the regional route. Route entirely within King County.
N Tacoma – SeaTac	Pierce Transit	Minimize operating costs.
O/P Seattle Express	Pierce Transit	Currently operating the service.
Q Tacoma – Auburn	Pierce Transit	Minimize operating costs.
T Midcounty – Tacoma	Pierce Transit	Minimize operating costs. Amount of local service operator expected to interface with, or complement the regional route.
U Lakewood – Auburn	Pierce Transit	Minimize operating costs. Amount of local service expected to interface with, or complement the regional route.

Snohomish County Allocation

Two agencies provide transit service in Snohomish County -- Community Transit and Everett Transit. We have received a letter from Mayor Hansen citing Everett Transit's long history (over 100 years) of providing efficient and cost-effective transit service within the city. Even though this qualifies Everett Transit to be a service contractor to Sound Transit, the Mayor indicates that the city's "analysis suggests that the most efficient provision of regional express bus service within the Snohomish subarea may be through one operator. CT, PT, and KCM are experienced, well qualified, and already have supporting infrastructure in place to accommodate the Sound Transit bus routes. Thus, Everett Transit will not be competing to provide Sound Transit express bus service."

Subarea Equity

This recommendation results in the following:

Operator	Routes	% of Total O&M Costs		% of Total Regional Express O&M Bus Budget
CT	A, B, C, D	20%	Snohomish	16.8%
KCM	F, G1, G2, H, I, J, M	45%	East/South King	51.7%
PT	N, O/P, Q, T, U	35%	Pierce	31.5%

ALTERNATIVES:

Some reallocation of the above routes could be done at a potentially greater cost to Sound Transit.

CONSEQUENCES OF DELAY:

We need decisions on allocation of routes to begin negotiating service agreements with the transit operators. Delaying the negotiation process may delay implementation of Regional Express Bus service in September 1999.

SOUND TRANSIT

MOTION NO. M99-4

A motion of the Board of the Central Puget Sound Regional Transit Authority allocating the Regional Express Bus routes to the local agencies.

Background:

The Sound Transit Board of Directors recently adopted Resolution R98-31 which directed staff to contract with the local agencies for Sound Transit Regional Express service.

Work on the Regional Express Bus service began in early 1996 with the assistance of the local agencies. This work culminated in the Regional Express Bus system shown in *Sound Move*. At that time, Community Transit, King County Metro, and Pierce Transit performed tasks in their respective counties. Also, at that time, decisions as to which routes would be operated by each agency had not been decided. The information was gathered and combined on intercounty services to provide input into *Sound Move*.

In February 1998, some assumptions were made as to the agency that would operate each route. For the most part, it was assumed that inter-county services could be operated by either agency. For example, either Everett Transit or Community Transit could operate routes in those counties.

In September 1998, the Executive Committee discussed the criteria to be used in developing the recommendations for allocating routes among the region's transit agencies.

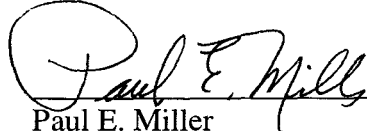
Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that Sound Transit allocate the routes to the following agencies:

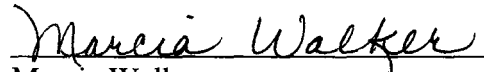
Route	Operator
A Everett – Northgate	Community Transit
B Everett – Seattle	Community Transit
C Everett – Bellevue	Community Transit
D Lynnwood – Bellevue	Community Transit
F Issaquah – Northgate	King County Metro
G1 Bellevue – Seattle	King County Metro
G2 Redmond – Seattle	King County Metro
H Bellevue – SeaTac	King County Metro
I Redmond – University	King County Metro
J Federal Way – Bellevue	King County Metro
M Seattle – West Seattle – SeaTac	King County Metro
N Tacoma – SeaTac	Pierce Transit
O/P Seattle Express	Pierce Transit

Q Tacoma – Auburn	Pierce Transit
T Midcounty – Tacoma	Pierce Transit
U Lakewood – Auburn	Pierce Transit

Approved by the Executive Committee on January 15, 1999 and ratified by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 28th day of January 1999.


Paul E. Miller
Board Chair

ATTEST:


Marcia Walker
Board Administrator