

## **SOUND TRANSIT**

### **RESOLUTION NO. R2000-06**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting and authorizing the Executive Director of Sound Transit to implement the 2000 Regional Express Bus Service Implementation Plan.

WHEREAS, a regional transit authority ("Sound Transit") has been created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.11.030; and

WHEREAS, on November 5, 1996, Central Puget Sound area voters approved local funding for Sound Move, the ten-year plan for regional high-capacity transit in the Central Puget Sound Region; and

WHEREAS, Sound Move called for new high-speed regional express bus routes to offer frequent two-way service throughout the day, serving major regional centers and destinations and providing connections to other transportation components of Sound Move; and

WHEREAS, Sound Move included \$361 million (in 1995\$) to fund regional express bus service and associated capital investments; and

WHEREAS, Sound Move represented Sound Transit's preferred system based on extensive system-level planning and public involvement conducted to date; and

WHEREAS, on July 8, 1999, by Resolution No. R99-15, the Sound Transit Board of Directors adopted the 1999 Service Implementation Plan; and

WHEREAS, Regional Express routes will be implemented in a phased manner, and provide a program for route implementation and service increases over time which meets the commitment in Sound Move in a cost-effective manner; and

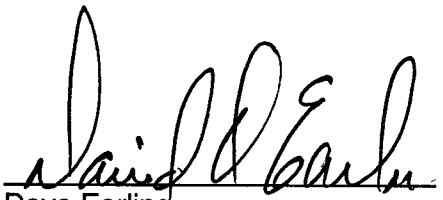
WHEREAS, Sound Transit has continued to seek input from the public and to work with its regional transit partners to develop service that meets regional transportation needs, and, in that regard, has amended its proposed Service Implementation Plan for Route 546 to provide

interim routing that services high-capacity destinations as detailed in Attachment A, and with the understanding that Route 546 will be discontinued when the Overlake Transit Center is completed; and


WHEREAS, the Sound Transit Board has further determined it is in the best interest of the citizens of the region to adopt the 2000 Regional Express Service Implementation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of the Central Puget Sound Regional Transit Authority hereby adopts and authorizes the Executive Director of Sound Transit to implement the 2000 Regional Express Service Implementation Plan.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 8th day of June, 2000.

  
Dave Earling  
Board Chair

ATTEST:

  
Marcia Walker  
Board Administrator

## STAFF REPORT

### SOUND TRANSIT RESOLUTION NO. R2000-06

#### Adoption of the 2000 Regional Express Bus Service Implementation Plan

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance	5/18/00	Discussion	Gloria Overgaard, Deputy Director, Regional Express	206-689-4949
Executive	5/19/00	Discussion		
Finance	6/01/00	Canceled	Agnes Govern, Director Regional Express	206-398-5037
Executive	6/02/00	Action to Recommend		
Board	6/08/00	Board Approval Action		

#### **PROPOSED ACTION:**

Recommend Sound Transit Board's approval of the 2000 Regional Express Bus Service Implementation Plan (SIP).

#### **KEY FEATURES**

##### **Highlights of Proposed Action:**

- ◆ Refines and expands the 1999 SIP adopted by the Board, based on work with the other transit agencies, extensive public outreach, and discussions with subarea forums.
- ◆ Four new routes and expansion of service on existing routes are proposed to begin in May and September of 2000.
- ◆ Major changes from the 1999 SIP include: starting the Bellevue-SeaTac service one year early, while delaying the Issaquah-Northgate service one year; adding two special services, Pierce County's Downtown Connector service and Snohomish Feeder Service, to the SIP.
- ◆ Increases service hours from 3.3 million hours to 3.6 million hours. Increases SIP costs by \$12.3 million over the 2000 adopted budget, primarily in East King County to cover the addition of schedule maintenance hours. These increased costs are expected to be covered by the programming of unanticipated East King County revenues.

##### **Discussion of Proposed Action:**

In Sound Move, a blueprint for regional bus service was outlined. Sound Move established a conceptual network of 20 ST Express bus routes, including the corridors and major centers to be served, a timeline for phasing in service, general service characteristics, and flexibility for Sound Transit to make beneficial changes as conditions and technologies change.

In 1998, the first SIP was adopted providing a more detailed plan for implementation and a financial plan, including the number of vehicles needed. The 1999 Plan refined the network of

bus routes to 18 and expanded the earlier plan by incorporating detailed route descriptions and reflecting service improvements made by the transit partner agencies. Two of the routes in Sound Move (Puyallup to Bellevue and Lakewood to Tacoma) will be served by extending other ST Express routes. One of the routes from Sound Move (South Hill to Dupont) is deferred until road construction (cross-base highway) is complete. The Board approved both plans. The plan is updated annually, and this action requests approval of the 2000 SIP.

In September 1999 nine Regional Express bus routes were implemented. The 2000 SIP outlines the remaining nine routes to be implemented with four new routes in 2000, three new routes in 2001, and two new routes in 2002. The Plan further defines the service phase through 2006. In March, the Board approved early implementation for one route, one route deferral, and service additions for May 2000.

## **STAFF RECOMMENDATION FOR 2000 SERVICE IMPLEMENTATION PLAN**

### **Approved by the Board for Early 2000 Implementation – May 2000**

#### **Snohomish County**

- Implement weekday, peak-hour service on the **Everett-Northgate Express (new Route 505)** four months early.
- Phase in Sunday service on existing **Everett-Seattle Express** (Route 512) two years early.

#### **Pierce County/South King County**

- Phase in weekend and evening service on existing **Pierce County-SeaTac Express** (Route 574) four months early.
- Defer implementation of the **Lakewood-Auburn Express (new Route 585)** until the opening of the new South Hill Park-and-Ride Lot in Puyallup from September 2000 to 2001.

### **Proposed for September 2000 Implementation**

#### **East King County**

- Daily, all day service connecting Redmond, Kirkland, and the University District: **Redmond-University District Express (new Route 540)**.
- Weekday, all-day service connecting Redmond, Overlake, and downtown Seattle: **Redmond-Downtown Seattle Express (new Routes 545 and 546)**. The routes will be combined when Overlake Transit Center opens in 2001 and provides a transfer point for connecting services.

#### **East King County/South King County**

- Daily service connecting downtown Bellevue, Renton, and SeaTac Airport: **Bellevue-SeaTac Express (new Route 560)**. Early implementation from September 2001 to September 2000.
- The staff recommendation to implement Route 560 early is a change from the SIP, which called for the **Issaquah-Northgate Express** (Route 555) to be started in 2000. This recommendation provides an opportunity to work with King County Metro Transit to review the I-90 corridor, develop a comprehensive transportation approach, and work with the affected communities. The early implementation of the **Bellevue-SeaTac** route will allow more transit service overall as King County Metro can redeploy resources freed up by eliminating duplicate service.

### **South King County**

- Add the weekday, midday service for the **Westside Express** (Route 570). Staff is also recommending that weekend service on this route be deferred until 2004, instead of 2001 and 2003. This will help alleviate the additional cost to South King County of beginning implementation of the **Bellevue-SeaTac Express** one year earlier. It also allows more time for ridership to develop before implementing future phases.

### **Pierce County**

- Fund the Pierce LINK which replaces the Downtown Connector providing service between the Tacoma Dome Station and downtown Tacoma and parallels the future Tacoma LINK light rail segment. This service is designed to start building the market for LINK and to enhance the market for ST Express bus and Sounder who operate from the Tacoma Dome Station. The Pierce LINK will be funded from schedule maintenance hours until Tacoma LINK is operational in September 2002. This is a new addition to the SIP.

### **Snohomish County**

- Fund the Snohomish Feeder to provide additional local service to the **Lynnwood Park-and-Ride Lot** until the Community Connections project, which will add 320 parking stalls, is completed. The lot is currently at capacity thus limiting ridership growth potential for regional bus service. The funds provided by Sound Transit allow Community Transit to add more service, which increases the transportation options for Snohomish County residents. The funding is from schedule maintenance hours and the service ends in September 2003. This is a new addition to the SIP.

In conclusion, the staff recommends Board approval of the above outlined service additions and new routes, as described in the 2000 SIP. This recommendation increases the total number of hours to 3,594,077 (the 1999 SIP included 3,319,049 hours).

## **BUDGET**

All costs in this section are in constant 1995 dollars.

### **Snohomish County**

- Community Transit's hourly rate is anticipated to be less expensive than the modeling assumption in the 1999 SIP. As a result, the proposed 2000 SIP includes approximately 59,000 additional funded platform hours compared to the 1999 SIP (11% increase). Snohomish's overall costs match the Adopted 2000 Budget, and the subarea's \$200,000 O&M budget surplus is used to offset the subarea's \$200,000 capital deficit.

### **East King County**

- Costs in East King are substantially higher than the 2000 Budget and are expected to be funded through the programming of unanticipated East King County revenues. The total platform hours for East King increased by 10% over 1999 SIP (1.3 million hours in 1999 SIP v. 1.4 million hours in 2000 SIP). Capital costs have increased by \$2 million over 2000 Budget levels, and O&M costs have increased by \$10 million. The overall cost increase for the subarea is \$12 million above the 2000 Budget (a total of \$24 million more than the original Sound Move baseline). The cost increase in the 2000 SIP is due to adding 5% schedule maintenance hours (1999 SIP had none), increased fleet needs, and increased route hours. In the 1999 SIP and 2000 Budget, the Board approved a spending plan of \$12.3 million over Sound Move for East King. In staff consultations with the Eastside

Transportation Partnership (ETP), we have included a proposal for an additional \$16 million for schedule maintenance costs in East King. The \$16 million figure estimate was based on a higher level of schedule maintenance hours than the level used in the current proposal (was 15%, proposal is now 5%). Unanticipated revenues would be needed to fund the additional costs proposed for East King.

### **South King County**

- Costs in South King are approximately \$400,000 higher than the 2000 Budget and \$1.5 million higher than the Sound Move baseline. Total platform hours have remained the same compared to 1999 SIP. Increased costs are due to minor changes in modeling assumptions, vehicle assignment adjustments, and an increase in King County Metro's hourly rate for one fleet type that exceeded modeling assumptions in the 1999 SIP. There are still no schedule maintenance hours in the Proposed 2000 SIP. South King is not projected to have any unanticipated revenue. Staff proposes addressing budget shortfalls by using any excess regional mobility budget, potentially applying advertising revenue to the shortfall, and by vigilantly monitoring costs.

### **Pierce County**

- Pierce Transit's current hourly rate is less expensive than the modeling assumption in the 1999 SIP. Additionally, the \$5 million subarea surplus in the 1999 SIP has been programmed into additional service hours. As a result, the Proposed 2000 SIP includes 90,000 more hours than the 1999 SIP (8% increase). Schedule maintenance hours in Pierce have increased to 12% of all programmed hours (compared to 9% in the 1999 SIP). The overall costs in the Pierce County subarea are the same as the 2000 Budget levels, with a \$5 million capital surplus being used to offset a \$5 million O&M deficit.

## **ALTERNATIVES**

Staff developed three alternatives and reviewed them with the transit partner agencies, in public meetings, outreach events with the communities most directly affected by the proposed alternatives, and with interested planning/civic organizations. Each of the three alternatives offered options for phasing in of services with different trade-offs for the communities and transit partner agencies. The alternative selected by staff for recommendation to the Board alters the 1999 SIP but stays within the parameters of Sound Move by providing for service to new markets, working with our transit partner agencies to avoid duplicative services, and meeting the service needs of the current and potential customers.

## **CONSEQUENCES OF DELAY**

Staff has been working closely with our transit partner agencies on planning and start-up activities. A significant delay in adopting the 2000 SIP would negatively affect the implementation of service in September 2000.

## **REGIONAL PARTNERSHIP AND COOPERATION**

Sound Transit Regional Express staff worked closely with transit planners and other staff from Community Transit, Everett Transit, King County Metro, and Pierce Transit. When public meetings were held in their counties, representatives from our transit partner agencies attended and answered questions about how Sound Transit proposals would affect their service. Proposals were also discussed at the Transit Integration Group (TIG).

## **PUBLIC INVOLVEMENT**

Sound Transit staff discussed the proposed plan with the Eastside Transportation Partnership, Seashore Transportation Forum, and South County Area Transportation Board. In addition, five formal public meetings/open houses were held in Everett, Lakewood, Bellevue, SeaTac, and Shoreline. Riders were met where they ride and live with 20 early morning visits to park-and-ride lots and visits to malls and stores. Presentations were also made to Rotary and Kiwanas groups on the Eastside.

A publication called Regional Transit News, which contained all the proposed changes and options, was handed out at all outreach events and was mailed to more than 40,000 people. The public could mail in the survey in the Transit News or go online to share their comments and suggestions. Of the 2,200 questionnaires returned, about 50% of them included written comments. Other responses included 320 to the online questionnaire; 80 individuals or organizations sent comments via letter, e-mail or phone; and 35 individuals attended the public meetings. King County Metro has prepared the public outreach summary, which is available.

## **LEGAL REVIEW**

MBL 5/3/00.