

RESOLUTION NO. R2012-26
2013 Service Implementation Plan

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Operations and Administration Committee	12/06/12	Recommend to Board Final Action	Bonnie Todd, Director of Operations	206-398-5367
Board	12/20/12	Final Action	Mike Bergman, Service Planning Manager	206-398-5358

PROPOSED ACTION

Adopts the 2013 Service Implementation Plan, authorizes the chief executive officer to implement recommended service changes in 2013 and approves the use of preliminary 2014-2018 service changes for planning and forecasting purposes.

KEY FEATURES SUMMARY

- The Draft 2013 Service Implementation Plan (SIP) includes Sounder and ST Express service changes to be implemented in 2013, and preliminary service plans for 2014 through 2018. This action authorizes implementation of 2013 service changes only. Preliminary bus and rail service plans for 2014-2018 would be approved for planning and forecasting purposes.
- Recommended service changes include the addition of one weekday peak period round trip on the Sounder South Line; consolidating off-peak and reverse-peak service on Routes 510 and 511 into Route 512; adding ten peak period trips on Routes 510, 511 and/or 513; initiating new Route 567 between Kent Station and Overlake Transit Center; reducing peak and midday service on Route 566; deleting the Alaska Junction-White Center segment of Route 560; establishing a new West Seattle terminus for Route 560 at Westwood Village; adding peak period trips on Routes 545, 550 and 577.
- The Draft 2013 SIP was released October 12, 2012. As a result of feedback during the public outreach process, minor revisions to the original proposals for Routes 510 and 512 are recommended. These revisions are described in the Public Involvement section.

BACKGROUND

Each year, Sound Transit prepares the SIP, an annual update on the development of its express bus, commuter rail and light rail services. The Draft 2013 SIP recommends service changes proposed for 2013 and preliminary service proposals and financial projections for 2014 through 2018. The SIP also contains a status report on each bus and rail route and ridership and productivity performance objectives for the coming calendar year.

Proposed Sounder Service Changes

Additional service on the Sounder South Line was included in the voter-approved ST2 program, and the first of four new South Line round trips is proposed for implementation in fall 2013. The fall 2013 schedule would provide a new northbound A.M. peak trip from Lakewood to Seattle, and a corresponding new southbound P.M. peak trip from Seattle to Lakewood. Ridership data, survey results and other information will be collected during the first half of 2013 to help inform decisions on the detailed schedule to be developed. The two key objectives in planning this schedule will be to increase capacity where it is most needed, and to provide more schedule options for riders boarding at Lakewood and South Tacoma (some trains currently operate between Seattle and

Tacoma only). Existing train times will be adjusted slightly to balance loads and provide departures at regular intervals.

Proposed ST Express Bus Service Changes

Bus service levels are normally expressed in terms of bus platform hours--the time that buses depart from the operating base to the time they return to the base. The Draft SIP and current Sound Transit Finance Plan assume very modest growth in total bus hours over the next several years, increasing from 685,252 scheduled hours in 2012 to 696,658 scheduled hours in 2018 (an increase of 1.7 percent). However, Sound Transit's bus ridership forecasting model predicts that bus ridership will continue to grow significantly during this period, increasing from about 14.9 million boardings this year to about 16.7 million in 2018. Based on recent trends, most growth is expected to take place during weekday peak periods.

To address this growth with limited resources, staff is proposing four key strategies: 1) Reducing service where ridership is significantly below the system average; 2) Reducing service duplication with transit partner agencies; 3) Using the savings from these actions to add service on routes that are overcrowded and have growing ridership; 4) Delaying the retirement of up to 12 older Sound Transit buses that would otherwise be replaced in 2013, thus providing additional peak period capacity. The ST Express service change proposals in the Draft 2013 SIP described below are consistent with these strategies, and are cost-neutral in terms of platform hours.

Routes 510, 511, 512 and 513: This route group provides express service between downtown Seattle and Snohomish County. Peak period ridership has been steadily increasing and some trips are severely overcrowded. The recommended changes would:

- Consolidate off-peak and reverse-peak service on Routes 510 and 511 into one route, Route 512, which would operate every 15 minutes during the midday and early evening, every 15-20 minutes on Saturdays, and every 30 minutes nights and Sundays. Route 512 would also provide service every 15 minutes in the reverse-peak direction on weekdays (northbound A.M. peak, southbound P.M. peak).
- Delete Sound Transit service between downtown Everett and Everett Station, except before 6:00 A.M. and after 10:30 P.M. on weekdays when no connecting service is available. Community Transit and Everett Transit provide frequent connecting service between these points during most operating hours. (Note: The original SIP proposal deleted all Sound Transit service between downtown Everett and Everett Station; the revised proposal is the result of public feedback received during the SIP outreach process).
- Use the savings from these changes to add ten new trips on Routes 510, 511 and/or 513 during peak commute times to address overloads and ridership growth. The exact routes and trip times would be based on ridership monitoring and service observations conducted during the first half of 2013.

Routes 566 and 567: Route 566 is a 33-mile long route that operates between Auburn Station and the Overlake Transit Center, making ten intermediate stops in Kent, Renton, Kenndale, Newport Hills, and Bellevue. The predominant commuter demand is northbound in the morning towards Bellevue and Overlake, and southbound in the afternoon on the home-bound return trips. Route 566 is well-used during peak periods but unproductive during the midday compared with midday service on other ST Express routes. The recommended changes would:

- Implement a new "super express" commuter route (Route 567) that would operate non-stop between Kent Station and Bellevue/Overlake. Route 567 would be scheduled to

connect with Sounder trains at Kent Station, drawing commuters from as far away as Pierce County. There would be eight northbound morning trips and eight afternoon return trips. The service would be funded by converting existing Route 566 trips to Route 567 trips.

- Reduce peak period Route 566 service from every 8-15 minutes to every 15-30 minutes. Ridership data shows that almost half of existing Route 566 riders would use the faster Route 567 service during the peak, leaving ample capacity on remaining Route 566 service for riders making shorter trips.
- Delete midday service on Route 566 between about 9:30 A.M. to 1:30 P.M. southbound, and between 11:00 A.M. and 3:30 P.M. northbound. Evening service would be unchanged.
- The cost of Route 566 is shared between the East King and South King subareas. Consistent with the Board's subarea equity policy, the Route 566 midday savings would be used address overloads and increasing ridership on Routes 545 Redmond-Seattle, 550 Bellevue-Seattle and 577 Federal Way-Seattle. Similar to the Seattle-Snohomish County routes, the exact trip times of this added service would be determined based on ridership monitoring and service observations conducted during the first half of 2013.

Route 560: This express route operates between downtown Bellevue and Burien Transit Center, with intermediate stops at South Bellevue, Newport Hills, Kenndale, Renton and SeaTac Airport. During weekday peak periods, the route extends north of Burien to White Center, Fauntleroy and the Alaska Junction, making limited stops along the way. The segment between Alaska Junction and White Center duplicates King County Metro's RapidRide C Line. The recommended changes would:

- Delete the peak period segment of Route 560 that duplicates Metro's C Line between Alaska Junction and White Center.
- Establish a new full-time West Seattle terminus at Westwood Village Shopping Center, where several Metro routes converge, including the "C" Line. All Route 560 service would operate between Westwood Village and Bellevue throughout the day, seven days a week.

These changes are expected to increase ridership and connectivity, improve productivity and avoid duplication with partner agency service.

Title VI Assessment

Under the Title VI of the Civil Rights Act of 1964, the Federal Transit Administration requires that transit agencies assess the impact of major service changes on minority, low income and limited English proficiency populations. Based on the results of the Title VI assessment in the Draft 2013 SIP, no disparate impacts or disproportionate burdens to Title VI populations are expected as a result of the proposed service changes. The complete Title VI assessment is included in Appendix D of the Draft 2013 SIP.

FISCAL IMPACT

The 2013 SIP is funded by the service delivery operations budgets for each service—Sounder, ST Express, Tacoma Link and Central Link. The proposed budgets were developed on the basis of the services described in the 2013 SIP. Those budgets are included in the Proposed 2013 Budget

scheduled for Board action on December 20, 2012. Budget authority will be granted with the adoption of the 2013 Budget.

Budget numbers in the following table (shown in \$ thousands).

Action Item: Adoption of the 2013 Service Implementation Plan

Modal Budget	Proposed 2013 Budget
Sounder commuter rail	39,996
ST Express bus	109,739
Tacoma Link light rail	4,287
Central Link light rail	57,772
Total Service Delivery Budget	211,794

Notes:

Proposed 2013 budgets can be found on page 17 of the Proposed 2013 Budget book.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

APPRENTICE UTILIZATION COMMITMENT

Not applicable to this action.

PUBLIC INVOLVEMENT

The Draft 2013 SIP and its public information document, "Regional Transit News," were posted on the Sound Transit website October 12, 2012. "Regional Transit News" contains explanations and maps of each service change proposed in the SIP, and encourages riders and the general public to contact Sound Transit with their comments. Approximately 4,000 print copies of "Regional Transit News" were distributed on board Sounder trains and ST Express routes where service changes are proposed. Public open houses were held in Everett, Renton, West Seattle and downtown Seattle, and a public hearing was conducted on November 1, 2012. During October, staff briefed elected officials representing jurisdictions throughout the Sound Transit district, including Everett, Edmonds, Redmond, Kirkland, Bellevue, Renton, Kent, Federal Way and Tacoma. Two jurisdictions provided written comments: The City of Renton expressed opposition to the proposal to reduce service levels on Route 566, largely due to concerns about increased commuter demand from the Renton Boeing plant; the City of Kent supported the proposals for Route 566 and new Route 567 because they are consistent with the city's transportation plans and provide faster, more reliable express service on the SR 167 and I-405 corridors. As a result of customer feedback during the public outreach process, a minor change was made to the original Route 510/512 proposal. These routes will continue to connect downtown Everett with Everett Station on weekdays when no local service between these points is available (before 6:00 A.M. and after 10:30 P.M.).

TIME CONSTRAINTS

A one month delay would have little impact on the ability to implement the proposed 2013 service changes, which would be phased in beginning June 8, 2013.

PRIOR BOARD/COMMITTEE ACTIONS

Resolution R2011-21: Adopted the 2012 Service Implementation Plan, authorized the chief executive officer to implement recommended service changes in 2012 and approved the use of preliminary 2013-2017 service changes for planning and forecasting purposes.

ENVIRONMENTAL REVIEW

JI 11/20/2012

LEGAL REVIEW

JW 11/28/2012

RESOLUTION NO. R2012-26

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting the 2013 Service Implementation Plan, authorizing the chief executive officer to implement recommended service changes in 2013 and approving the use of preliminary 2014-2018 service changes for planning and forecasting purposes.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under RCW Chapters 81.104 and 81.112 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 and November 4, 2008, 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 services will be implemented in phases, providing a program for route implementation and service increases over time which meet and commitment in Sound Move and Sound Transit 2; and

WHEREAS, the proposed service changes included in the 2013 Service Implementation Plan are consistent with the 2013 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 2013 Service Implementation Plan is adopted, the use of the preliminary 2014-2018 service changes for planning and forecasting purposes is approved, and the chief executive officer is authorized to implement the 2013 service changes included in the plan as described below:

Sounder Commuter Rail

Initiate a new peak-period, peak-direction round trip on the South Line between Lakewood and King Street Station in Seattle.

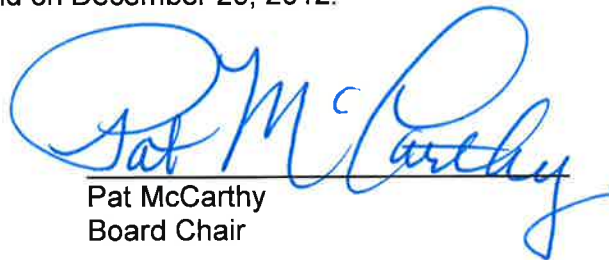
ST Express Bus

1. **Route 510 (Everett-Seattle), Route 511 (Ash Way-Seattle), Route 513 (Everett-Seattle via Eastmont):** Delete the segment of Route 510 between downtown Everett and Everett Station, except before 6:00 A.M. on weekdays. Delete all reverse-peak, midday, night and Saturday service on Routes 510 and 511. Implement ten additional peak-period, peak-directional trips on Routes 510 and 513, with the exact deployment of new trips by route and time based on ridership monitoring and service observations conducted during the first half of 2013. Add a new express bus stop for Route 510 near the intersection of Broadway and 33rd Street in Everett.
2. **Route 512 (Everett-Seattle via Lynnwood):** Implement Route 512 service during midday, night and Saturday time periods, and in the reverse-peak direction during peak periods on weekdays. Extend northbound trips from Everett Station to downtown Everett after 10:30 P.M. on weekdays. Operate Route 512 every 15 minutes during the midday, every 15 minutes in the reverse-peak direction on weekdays, every 15 to 20 minutes on Saturdays, and every 30 minutes at night and on Sundays. Add a new express bus stop for Route 512 near the intersection of Broadway and 33rd Street in Everett.
3. **Route 545 (Redmond-Seattle):** Implement an additional peak-period trip to address overcrowding, using savings from Route 566 midday service reduction.
4. **Route 550 (Bellevue-Seattle):** Implement an additional peak-period trip to address overcrowding, using savings from Route 566 midday service reduction.
5. **Route 560 (Bellevue-West Seattle via Renton):** Delete the peak-period only route segment between Alaska Junction and White Center. Establish a new West Seattle

terminus at Westwood Village Shopping Center. Operate service between Bellevue and Westwood Village all day, seven days a week.

6. **Route 566 (Auburn-Overlake via Renton):** Reduce peak-period, peak-direction service from every 8 to 15 minutes to every 15 to 30 minutes. Reduce midday service from every 30 minutes to every 60 minutes between about 9:30 a.m. and 1:30 p.m. southbound, and between about 11:00 a.m. and 3:30 p.m. northbound. Operate service between Auburn Station and Renton Transit Center during these time periods.
7. **NEW Route 567 (Kent-Overlake):** Initiate new route operating non-stop between Kent Station and Bellevue Transit Center, with final stop at Overlake Transit Center. Operate eight northbound A.M. peak trips and eight southbound P.M. peak trips, with connections coordinated with Sounder South Line trains at Kent Station.
8. **Route 577 (Federal Way-Seattle):** Implement an additional peak-period, peak-direction trip to address overcrowding, using savings from Route 566 midday service reduction.

ADOPTED by no less than a two-thirds affirmative vote of the entire membership of the Sound Transit Board at a regular meeting thereof held on December 20, 2012.



Pat McCarthy
Board Chair

ATTEST:



Marcia Walker
Board Administrator