

**RESOLUTION NO. R2018-06**  
**2018 Service Implementation Plan Amendment**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Operations and Administration Committee	03/01/18	Recommend to Board	Bonnie Todd, Executive Director of Operations
Board	03/22/18	Final Action	David Huffaker, Deputy Executive Director of Operations Support Services <b>Michael Couvrette, Service Planning Manager</b>

**PROPOSED ACTION**

Amends the Adopted 2018 Service Implementation Plan.

**KEY FEATURES SUMMARY**

- The Rainier Freeway Station and the D-2 Roadway will both close in September 2018 for East Link construction. ST Express routes 550 (Bellevue to Seattle) and 554 (Issaquah via Eastgate to Seattle) will no longer be able to serve and use these facilities.
- Once the Rainier Freeway Station closes, the 2018 Service Implementation Plan Amendment proposes the following changes:
  - ST Express Route 550 will stay on the I-90 mainline and use surface streets to access the Downtown Seattle Transit Tunnel
  - ST Express route 554 will exit I-90 at Rainier Avenue to serve a new stop at Rainier Avenue & S Charles Street, 0.3 miles north of Rainier Freeway Station, then run express into downtown via Rainier Avenue and Dearborn Street. Local Metro service will also serve the Rainier Avenue and S Charles Street stop.
- Longer running times are anticipated for both routes. Due to regional constraints on maintenance capacity that preclude implementing additional operating hours, slight frequency reductions are expected on both routes.
- Board members, stakeholders and customers were engaged early in the project for feedback on proposed changes.

**BACKGROUND**

The new Judkins Park Link station will be built on the site of the existing Rainier Freeway Station at I-90. The freeway station, which currently serves ST Express routes 550 and 554, along with many Metro commuter routes, will permanently close to make room for new construction. The Rainier Freeway Station closure will affect the Rainier Valley, a Title VI community, and therefore the closure needs to be mitigated to ensure the impact is not disproportionate.

Meanwhile, the D-2 roadway, a transit-only roadway between the Rainier Freeway Station and the DSTT, will also close for construction staging. The I-90 mainline will remain open. The closure of the D-2 Roadway is expected to impact travel times for all riders traveling to Downtown Seattle.

Service planning has coordinated with Metro to develop a service change proposal that mitigates the closure of the Rainier Freeway Station while minimizing increases to travel times. Service planning is also striving to maintain fast, frequent service for Eastside communities. After evaluating several mitigation options for their impact on customers in different communities, service

planning chose an alternative that prioritizes Title VI communities while minimizing impact on other riders.

## **FISCAL INFORMATION**

The proposed service change is cost- and bus-neutral, due to current constraints of fleet availability as well as regional constraints on maintenance and bus base capacity that restrict additional operating hours.

## **SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION**

Not applicable to this action.

## **TITLE VI COMPLIANCE**

The area surrounding the Rainier Freeway Station has a higher proportion of minority, Limited English Proficient, and low-income individuals than the 550 or 554 service areas as well as the ST Express service area as a whole. Service planning has given special consideration to the service change to ensure that these changes are mitigated to the greatest extent feasible.

The stop proposed to substitute for the Rainier Freeway Station is the closest possible stop to the station, 0.3 miles away. Currently, customers alighting at the Rainier Freeway Station must change grade and walk approximately 400 feet down a ramp to access Rainier Avenue buses. With the new stop, a grade change will not be necessary but customers will need to cross the street when transferring between Eastside and Rainier Valley bus service. Approximately six percent of existing riders on the 554 would need to use the new stop, adding an additional five minute walk to their trip. In addition, approximately six percent of 550 riders currently travel between the Rainier Valley and Bellevue via the Rainier Freeway Station. These riders would need to either board the 554 at the new Rainier Avenue and S. Charles Street stop and transfer to the 550 at Mercer Island or ride from the Rainier Valley to the International District Station and then board the 550.

Due to the disproportionate share of Title VI communities near the Rainier Freeway Station, Sound Transit chose the service change alternative that caused the least impact to these communities while still being operationally feasible. The proposed restructure will continue to maintain a vital transit connection to the Rainier Valley while balancing the need to maintain fast, efficient service in and out of Downtown Seattle. Planners also considered not serving the Rainier Freeway Station area at all, and requiring riders to transfer downtown between Eastside and Rainier Valley service. However, when it was determined that this would significantly increase travel time for Rainier Freeway Station users, this option was dismissed.

The 2018 Service Implementation Plan (SIP) Amendment explains these changes and their Title VI implications in greater detail.

## **PUBLIC INVOLVEMENT**

Stakeholders and the public were engaged early in this process. An interdepartmental team at Sound Transit began briefing stakeholders in Fall 2017, including the City of Bellevue, the City of Mercer Island, and the Lighthouse for the Blind. In addition, the outreach team made calls to over 50 community organizations, employers, and transportation management associations to inform them of changes and send them materials to disburse to their clients.

Public involvement accelerated in January 2018 with the launch of the Online Open House, a comprehensive source for information about changes to each route, trip planning advice, and contact information for project staff. Sound Transit staff and consultants also organized three “drop-in sessions” at transit centers where riders could talk to service planners in person and take home flyers summarizing key changes and inviting them to visit the Online Open House. Spanish speaking staff attended each session. Staff also conducted seven street team sessions where they distributed flyers. Flyers were professionally translated into eight key languages and the Online Open House was made available in over 100 languages.

A Public Hearing will take place March 1, 2018 right before the Operations and Administration Committee’s meeting.

**TIME CONSTRAINTS**

This service change must be implemented by September 2018 in order to close the Rainier Freeway Station and keep East Link construction on the critical path.

A one-month delay would not create a significant impact to the project schedule.

**PRIOR BOARD/COMMITTEE ACTIONS**

Resolution R2017-38: Adopted the 2018 Service Implementation Plan

**ENVIRONMENTAL REVIEW**

KH 2/23/18

**LEGAL REVIEW**

AJP 2/23/18



## RESOLUTION NO. R2018-06

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the Adopted 2018 Service Implementation Plan, and authorizing the chief executive officer to implement the recommended service changes in 2018.

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 commitment in Sound Move and Sound Transit 2; and

WHEREAS, the 2018 Service Implementation Plan included additional information on future service plans for 2019-2023 including preliminary service changes to be used for planning and forecasting purposes; and

WHEREAS, the 2018 Service Implementation Plan contained no major service changes for 2018 but noted that amendments will be presented in spring 2018 to services on the I-90 corridor as a result of East Link construction; and

WHEREAS, amendments to the 2018 Service Implementation Plan have been developed and reviewed to restructure ST Express routes 550 and 554 on the I-90 corridor to allow for East Link construction.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the 2018 Service Implementation Plan is amended, and the chief executive officer is authorized to implement the service changes included in the amended plan as described below:

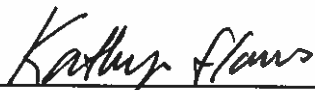
**ST Express Bus Changes:** ST Express Route 550 will stay on the I-90 mainline and use surface streets to access the Downtown Seattle Transit Tunnel; and ST Express route 554 will exit I-90 at Rainier Avenue to serve a new stop at Rainier Avenue & S Charles Street, then run express into downtown.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on March 22, 2018.



Dave Somers  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator