

## Resolution No. R2023-31

### 2024 Service Plan Phase One

Meeting:	Date:	Type of action:	Staff contact:
Rider Experience and Operations Committee	10/5/2023	Recommend to Board	Don Billen, PEPD Executive Director
Board	10/26/2022	Final action	<b>Matt Shelden, Deputy Executive Director of Planning &amp; Integration, PEPD</b> <b>Brian de Place, Director of System Planning, PEPD</b>

### Proposed action

Adopts the first phase of the 2024 Service Plan, which includes major service changes of opening 2 Line service between Redmond Technology and South Bellevue Stations, extending 1 Line service to Lynnwood and restoring two daily round trips on Sounder N Line.

### Key features summary

- The 2024 Service Plan formalizes the major service changes associated with the opening of the 2 Line between Redmond Technology and South Bellevue Stations in Spring 2024, the extension of the 1 Line as part of Lynnwood Link and the restoration of two roundtrips on Sounder N Line in Fall 2024.
- In response to Board adoption of Resolution No. R2023-24, the adoption of a restructure of ST Express service around the Lynnwood Link extension has been postponed. Staff will continue to work closely with Community Transit to develop a recommended restructure and ask for Board approval in a second phase of the 2024 Service Plan anticipated in early 2024.
- Due to developing information about staffing levels at operating partners for ST Express, the first phase of the 2024 Service Plan does not include anticipated service levels or service changes to ST Express service. Service levels for ST Express established by the Board through the adoption of the 2023 Service Plan will remain as the target service levels until the Board approves different service levels in phase 2 of the 2024 Service Plan. However, the actual amount of service that can be delivered will continue to be constrained by partner staffing levels resulting in less service than budgeted in 2023. Staff will continue to monitor performance and make schedule adjustments while attempting to meet Board established service levels as a target.
- As staff receives more information about the operational capacity of each operating partner for ST Express, additional planning work will continue in late 2023 and early 2024. Service levels and any major service changes will be included in a second phase of the 2024 Service Plan anticipated in early 2024.
- Draft service changes were presented for public comment from July 10, 2023 through August 6, 2023. The public outreach focused on informing the public about draft service changes anticipated in 2024.

- The Service Plan includes the following major service changes to our rail modes, as defined by the Board adopted Disparate Impact and Disproportionate Burden Policy (Resolution No. R2022-19) which defines when a change to service requires Board approval and how a Title VI Service Equity Analysis should be conducted:

### **Spring 2024**

- **2 Line (Redmond Technology Station to South Bellevue Station):** new service to eight stations with trains operating every 10 minutes weekdays, Saturdays and Sundays for approximately 16 hours per day.

### **Fall 2024**

- **1 Line (Lynnwood City Center Station to Angle Lake Station):** extends the 1 Line north with four new stations: Shoreline South/148<sup>th</sup>, Shoreline North/185<sup>th</sup>, Mountlake Terrace and Lynnwood City Center. On weekdays trains will initially operate approximately every 10 minutes during rush hour, 10 minutes midday and evening, and 15 minutes early/late. Based on operational performance, rush hour service may operate between 8-10 minutes in the future. On Saturday and Sunday trains will operate approximately every 10 minutes during the day and evening, and 15 minutes early/late.
- **Souder N Line:** restore two weekday roundtrips in 2024 to offer additional transit capacity and travel options in the north corridor in response to anticipated 1 Line crowding and construction impacts. An exact schedule will be developed in coordination with operating partners, with a priority of offering service at times when travel demand and crowding are anticipated to be highest on the 1 Line.

## **Background**

Sound Transit evaluates service every year and proposes changes to improve performance, respond to ridership trends, and optimize resources. The annual Service Plan defines the following year's changes to how ST Express, Souder, and Link will operate considering changes in ridership, operating conditions, and restructures of service in response to new high-capacity transit. The Service Plan is also the vehicle for the Board to approve any "major service changes" as defined by Sound Transit-adopted policy and inform Sound Transit's operating budget.

The major rail service changes will comprise the first phase of the 2024 Service Plan. In August 2023, the Board approved Resolution No. R2023-24, which authorized the necessary expenditures to open passenger service on the East Link Starter Line in Spring 2024. In addition, the Lynnwood Link Extension of the 1 Line is anticipated to open for passenger service later in 2024.

For ST Express, Resolution No. R2023-24 also directed Sound Transit to defer the implementation of the ST Express restructure around the Lynnwood Link extension; instead of truncating ST Express service at Lynnwood Transit Center, the resolution directed staff to determine ways of continuing to serve downtown with ST Express Seattle to augment likely crowding challenges on the 1 Line. In addition, continuing staff shortages at our operating partners King County Metro, Community Transit and Pierce Transit is affecting our ability to implement the ST Express service levels defined in this year's service plan, and those challenges now appear likely to continue into 2024.

In response to Board direction around ST Express service levels and service design, we have divided the 2024 Service Plan into two phases to provide additional time to determine what levels of ST Express can be supported next year. The first phase of the Service Plan includes changes to Link and Souder rail service for Board consideration now. The second phase will propose changes to ST Express service and will be brought to the Board for consideration in early 2024 following additional work with our operating partners.

The draft plan was released to the public in July 2023, and feedback was collected around the major service changes, including the light rail extensions of the 2 Line from Downtown Bellevue to Redmond Technology Center, the 1 Line extension to Lynnwood, the ST Express restructure and ST Express service levels.

### Fiscal information

The 2024 Service Plan is funded by the transit mode budgets for each operating service – Link, Sounder, ST Express, and Tacoma Link. Those budgets are included in the Proposed 2024 Budget scheduled for Board consideration in December 2023. Budget authority will be granted with the adoption of the 2024 Budget, subject to any changes made by the Board.

The Proposed Budget for each mode is shown below (in thousands).

Modal Budget	2024 Proposed Budget (\$000)
Link	\$344,221
Sounder	\$101,070
ST Express	\$168,584
Tacoma Link	\$20,299
<b>Total</b>	<b>\$634,174</b>

### Disadvantaged and small business participation

Not applicable to this action.

### Title VI Compliance

Sound Transit conducts a Title VI service equity analysis to ensure that changes to transit service are consistent with Title VI policies defined by the FTA and by the Sound Transit Board. The FTA requires equity analyses of disparate impacts on minority populations and disproportionate burdens on low-income populations. Sound Transit Board policy defines two levels of analysis, an individual route analysis and a systemwide analysis. The following table summarizes the Title VI service equity analysis for individual major service proposed in the first phase of the 2024 Service Plan. Additional service equity analysis for both individual changes and all systemwide changes will be included in the second phase of the 2024 Service Plan.

Route	Major Service Change	Title VI Protected Populations	Adverse Effects	Mitigations
<b>2 Line</b>	<ul style="list-style-type: none"> <li>Open new service between Redmond Technology Station and South Bellevue Station</li> </ul>	<ul style="list-style-type: none"> <li><b>Minority Population:</b> ST District average: 42.7% 2 Line service area: 46.9%</li> <li><b>Low Income:</b> ST District average: 20.7%; 2 Line service area: 11.9%</li> </ul>	<ul style="list-style-type: none"> <li>No adverse effects</li> <li>No disparate impact</li> <li>No disproportionate burden</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>

		<ul style="list-style-type: none"> <li>• <b>Limited English Proficiency (LEP):</b> ST District average: 10.4% 2 Line service area: 11.8%</li> </ul>		
<b>1 Line</b>	<ul style="list-style-type: none"> <li>• Extend existing 1 Line service to Lynnwood City Center Station, adding four new stations.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Minority Population:</b> ST District average: 42.7%; 1 Line service area: 46.9% before the change in routing, 43.4% after the change in routing.</li> <li>• <b>Low-Income:</b> ST District average: 20.7%; 1 Line service area: 22.7% before the change in routing, 21.2% after the change in routing.</li> <li>• <b>LEP:</b> ST District average: 10.4% 1 Line service area: 11.4%</li> </ul>	<ul style="list-style-type: none"> <li>• No adverse effects</li> <li>• No disparate impact</li> <li>• No disproportionate burden</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>N Line</b>	<ul style="list-style-type: none"> <li>• Restore two weekday roundtrips</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Minority Population:</b> ST District average: 42.7% N Line service area: 37.5%</li> <li>• <b>Low Income:</b> ST District average: 20.7% N Line service area: 22.4%</li> <li>• <b>LEP:</b> ST District average: 10.4% N Line service area: 10.4%</li> </ul>	<ul style="list-style-type: none"> <li>• No adverse effects</li> <li>• No disparate impact</li> <li>• No disproportionate burden</li> </ul>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>

## Public involvement

In July and August 2023, the project team administered an online open house and survey to inform the public about draft service changes to ST Express, Sounder and Link service that would be included in the 2024 Service Plan. Riders were invited to provide comments and feedback throughout the summer of 2023 through a variety of engagement activities. The online open house and survey was translated into four languages.

Engagement websites for the 2024 Service Plan were launched on July 10, 2023. Websites were created for the North (North King and Snohomish County), East (East King County) and South (South

King and Pierce County) subareas. Each website provided specific information regarding proposed service changes within each area. For the North and East subareas, visitors were invited to respond to a survey regarding the service changes and to share their feedback. The survey was open from July 10 to August 6, 2023. We received 188 complete survey respondents.

Sound Transit held two virtual information sessions in which the public was invited to share feedback on the Service Plan and ask questions directly to the project team. The virtual information sessions were held Monday July 17 from 6 pm to 7 pm and on Wednesday July 26 from 6 pm to 7 pm. 14 members of the public attended the July 17 meeting and 16 attended the July 26 meeting. Meetings were held on the Zoom platform with no advance registration required. Information regarding the sessions along with Zoom link were provided on the 2024 Service Plan website, the Sound Transit Events calendar, two SMS/email passenger notices, a Sound Transit press release and geo-targeted paid ads place on Facebook in English, Spanish and simplified Chinese.

Sound Transit ambassadors were tasked with informing riders at high-traffic transit centers and stations about the Service Plan and about the opportunities available to share feedback about the plan. Ambassadors were dispatched to seven locations across the North and East subareas in July. In the North subarea, ambassadors were placed in pairs at Everett Station, South Everett Park and Ride, Ash Way Park and Ride, Lynnwood Transit Center, and Northgate Station. In the East subarea, ambassadors were sent to Bellevue Transit Center and two locations near the future Redmond Technology Station. In the month they were active, ambassadors met with over 1,100 riders.

## **Time constraints**

Delaying approval of the 2024 Service Plan past November 7, 2023 may impact the anticipated opening of 2 Line service between Redmond Technology and South Bellevue Stations in Spring 2024.

## **Prior Board/Committee actions**

Resolution No. R2022-28: Adopted the 2023 Service Plan, which retroactively formalized emergency major service changes implemented in November 2021 due to the severe operator shortage impacting Sound Transit services.

Resolution No. R2021-19: Adopted the 2022 Service Plan with major service change for implementation in March and September 2022, which included the major service changes to increase frequency on key South Sound routes.

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**Environmental review** – KH 9/19/23

**Legal review** – MT 9/22/23



## Resolution No. R2023-31

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting the first phase of the 2024 Service Plan, which includes major service changes of opening 2 Line service between Redmond Technology and South Bellevue Stations, extending 1 Line service to Lynnwood and restoring two daily round trips on Sounder N Line.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (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 Sound Transit 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, ongoing staffing shortages on ST Express have led to uncertainty around the level of service that can be provided combined with Resolution No. R2023-24, which directs Sound Transit to defer the restructure of ST Express bus service will be proposed to the Board in early 2024 as phase II of the 2024 Service Plan; and

WHEREAS, Resolution No. R2023-24 directs Sound Transit to include the Starter Line in the 2024 Service Plan;

WHEREAS, the proposed service changes included in the 2024 Service Plan are consistent with the proposed 2024 Agency Budget and Long-Range Financial Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that phase one of the 2024 Service Plan is adopted, and the following service changes are formalized:

### Spring 2024 Changes

**2 Line** (first phase of 2 Line service) will begin service to South Bellevue, East Main, Bellevue Downtown, Wilburton, Spring District, Bel-Red, Overlake Village, and Redmond Technology stations. Service frequency will be 10 minutes all day and weekends.

### Fall 2024 Changes

**1 Line** (Angle Lake – Northgate) will begin service to Lynnwood City Center, Mountlake Terrace, Shoreline North, and Shoreline South station; Service frequency will be between 8-10 minutes at peak hours, 10 minutes at midday and on weekends, and 15 minutes in the evening; final peak headway will be determined during pre-revenue service.

**Sounder North** (Seattle – Everett) will restore two roundtrips to operate up to 4 round trips every weekday. Restoration of trips will be coordinated with the extension of the 1 Line to Lynnwood City Center station.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 26, 2023.

A handwritten signature in black ink, reading "Dow Constantine", written over a horizontal line.

Dow Constantine  
Board Chair

**Attest:**

A handwritten signature in blue ink, reading "Kathryn Flores", written over a horizontal line.

Kathryn Flores  
Board Administrator