



Motion No. M2024-18

Approving the Lynnwood Link Extension Service and Fare Equity Report

Meeting:	Date:	Type of action:	Staff contact:
Rider Experience and Operations Committee	04/04/2024	Recommend to Board	Maria Doucettperry, Chief Diversity, Equity and Inclusion Officer
Board	04/25/2024	Final action	Adrian Mejia, Title VI and Equity Program Manager

Proposed action

Approves the Lynnwood Link Extension Service and Fare Equity report.

Key features summary

- According to Federal Transit Administration (FTA) guidelines, Sound Transit (ST) must conduct service and fare equity analyses (SAFE) prior to implementing new starts and major service and/or fare changes to ensure planned changes will not disproportionately affect members of a group identified by race, color, or national origin.
- The Lynnwood Link Extension SAFE included analysis of the following:
 - Fare and major service changes;
 - Assessment of potential adverse effects to minority and low-income populations; and
 - Public outreach to inform the decision-making process.
- The service equity analysis concluded the Lynnwood Link Extension benefits the entire population in the service area and does not result in any disparate impact or disproportionate burden for minority or low-income populations.
- While fares will not change because of this link extension, the ST Board adopted a new fare structure for Link light rail service that will coincide with the opening of Lynnwood Link Extension. ST conducted a fare analysis of fare changes expected for riders resulting from Lynnwood Link Extension service changes and found no disproportionate burdens or disparate impacts.
- The SAFE analysis concluded the proposed changes to transit service comply with Title VI regulations.

Background

The Lynnwood Link Extension will extend the 1 Line eight and a half miles to Lynnwood and Snohomish County, serving four new stations: Shoreline South/148th, Shoreline North/185th, Mountlake Terrace, and Lynnwood City Center. Upon its opening in 2024, riders will enjoy fast, frequent, and reliable service between South Snohomish County and the University of Washington, downtown Seattle, Sea-Tac Airport, and more. As this project uses Federal Transit Administration Capital Investment Grants Program funding, Sound Transit conducted a service equity analysis for

the proposed Lynnwood Link Extension and coordinated bus restructure, following FTA requirements.

Fiscal information

There is no direct fiscal action associated with this action nor does this action impact the Agency's Finance Plan.

Title VI compliance

Section 601 of Title VI of the Civil Rights Act of 1964 states: No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

Sound Transit receives federal financial assistance to design and build the regional transit system through grants primarily awarded and administered by the Federal Transit Administration (FTA) of the U.S. Department of Transportation. As an FTA grant recipient, Sound Transit cannot, on the basis of race, color or national origin, either directly or through contractual means:

- Deny an individual any service, financial aid or benefit provided under the program to which they might otherwise be entitled;
- Make distinctions in the quality, quantity, or manner in which the service or benefit is provided; or
- Segregate or separately treat individuals in any matter related to the receipt of any service or benefit.

As a part of its ongoing Title VI obligations, Sound Transit must continue to ensure that it complies with Title VI of the Civil Rights Act of 1964, which protects individuals from discrimination on the basis of race, color and national origin in any program receiving federal funds.

Included among the Title VI obligations, Sound Transit must submit a Title VI Program for FTA approval, every three years, which requires inclusion of equity analyses performed by Sound Transit.

Public involvement

Sound Transit planned various outreach, communications, and engagement tactics to inform riders about proposed changes in the North Subarea, including Lynnwood Link Extension. These engagement activities included in-person and virtual engagement beginning in July 2023 and running through the end of the engagement period in mid-August. Sound Transit sought feedback from the public on Lynnwood Link Extension, together with feedback on proposed changes to Sounder North and ST Express Routes 510, 511, 512, and 513.

The System Engagement team worked with Web Design to create and host an easy-to-use online landing page where the public could share feedback on the 2024 Service Plan and SAFE analysis. Landing page and Online Open House website content were designed and tested for screen-reader accessibility and functionality and made available in Spanish and Mandarin Chinese (both Simplified and Traditional).

Time constraints

This document requires Board review prior to the Lynnwood Link Line Extension revenue service date of Fall 2024.

Prior Board/Committee actions

Resolution No. R2024-03: Established the second phase of the 2024 Service Plan, which includes major service changes to ST Express routes serving Snohomish County when the 1 Line service extends to Lynnwood in Fall 2024.

Resolution No. R2023-37: Established new rates of fare and fare structure for Link light rails service effective with the opening of 1 Line extension to Lynnwood City Center Station; and superseded rates of fare established in Resolution R2023-05.

Resolution No. R2023-31: Established the first phase of the 2024 Service Plan, which included extending 1 Line service to Lynnwood.

Resolution No. R2022-19: Established when the agency conducts equity analyses as required by the FTA and applies to major service changes, fare changes, and siting of maintenance facilities.

Environmental review – KH 3/18/24

Legal review – MT 3/26/24



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A motion of the Board of the Central Puget Sound Regional Transit Authority approving the Lynnwood Link Extension Service and Fare Equity report.

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According to Federal Transit Administration (FTA) guidelines, Sound Transit (ST) must conduct service and fare equity analyses (SAFE) prior to implementing new starts and major service and/or fare changes to ensure planned changes will not disproportionately affect members of a group identified by race, color, or national origin.

The Lynnwood Link Extension SAFE included analysis of the following:

- Fare and major service changes;
- Assessment of potential adverse effects to minority and low-income populations; and
- Public outreach to inform the decision-making process.

The service equity analysis concluded the Lynnwood Link Extension benefits the entire population in the service area and does not result in any disparate impact or disproportionate burden for minority or low-income populations.

While fares will not change because of this link extension, the ST Board adopted a new fare structure for Link light rail service that will coincide with the opening of Lynnwood Link Extension. ST conducted a fare analysis of fare changes expected for riders resulting from Lynnwood Link Extension service changes and found no disproportionate burdens or disparate impacts.

The SAFE analysis concluded the proposed changes to transit service comply with Title VI regulations.

Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Lynnwood Link Extension Service and Fare Equity report is approved.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 25, 2024.


Dow Constantine
Board Chair

Attest:


Kathryn Flores
Board Administrator