



Resolution No. R2020-18

2021 Service Plan

Meeting:	Date:	Type of action:	Staff contact:
Rider Experience & Operations Committee	11/5/2020	Recommend to Board	Don Billen, Executive Director, PEPD
Board	11/19/2020	Final action	Brian de Place, Director of System Planning

Proposed action

Adopts the 2021 Service Plan with major service changes for implementation in March and September of 2021.

Key features summary

- The Draft 2021 Service Plan describes 13 major service changes for implementation in March of 2021 and eight major service changes for implementation in September of 2021.
- The 2021 Service Plan has been developed to respond to the ongoing COVID-19 pandemic. When the pandemic began in the Spring of 2020, reduced ridership, operator shortages and declining revenue required a series of emergency service reductions. As ridership increased, Sound Transit was able to restore some service in the Summer and at the September 2020 Service Change. Due to the ongoing impacts of the pandemic, the 2021 plan continues this level of service, while also anticipating the opening of Northgate Link Extension.
- This action seeks formal approval to implement the levels of service provided in the 2021 Service Plan.
- A draft Service Plan was presented for public comment from September 4 through September 25. After receiving a significant number of comments and coordination with partner transit agencies, changes were made to improve off-peak frequencies on Link, continue operating Route 586 and continue the suspension of Route 555, which would have duplicated King County Metro service.
- Major service changes:

March 2021 Proposed Changes

- Route 510: Formalize September 2020 service levels of 30 daily trips.
- Route 511: Formalize September 2020 service levels of 28 daily trips.
- Route 513: Formalize September 2020 service levels of 12 daily trips.
- Route 532: Formalize September 2020 service levels of 20 daily trips.
- Route 535: Formalize September 2020 service levels of 65 daily trips.
- Route 541: Continue route suspension.
- Route 544: Continue route suspension.
- Route 555: Continue route suspension.

- Route 556: Continue route suspension.
- Route 567: Continue route suspension.
- Route 595: Formalize September 2020 service levels of 6 daily trips. As a minor change, add stop at Tacoma Dome Station.
- Sounder South line: Formalize September 2020 service levels of 18 daily trips.
- Sounder North line: Formalize September 2020 service levels of 4 daily trips.

September 2021 Proposed Changes:

- Route 511: Truncate at Northgate Station. Daily trips reduced from 28 to 23. Resources shifted to Route 513, which will add stops to serve the same market as Route 511.
 - Route 512: Truncate at Northgate Station. Remove stop at NE 145th St. Sunday trips increased from 73 to 140.
 - Route 513: Truncate at Northgate Station. Add stops at Ash Way P&R and Lynnwood Transit Center. Add 9 daily trips for a total of 21 daily trips, with schedule coordinated with Route 511.
 - Route 522: Truncate at Roosevelt Station. Weekday trips increased from 98 to 153.
 - Route 542: Truncate at U District Station.
 - Route 555: Continue route suspension.
 - Route 556: Restore 19 daily trips and truncate at U District Station; Remove stop at Northgate Transit Center.
 - Link: Service begins to Northgate with service every 8 minutes at peak hours, 10 minutes midday and on weekends, and 15 minutes in the evenings.
- The 2021 service plan also includes a preliminary list of 12 minor service changes for implementation in March of 2021 and 2 minor service changes for implementation in September of 2021. These minor service changes primarily consist of smaller service reductions from pre-COVID levels, which will continue the service levels implemented in September 2020.

Background

Each year, Sound Transit prepares the service plan (formerly the Service Implementation Plan, or SIP), an annual update on the development of the Agency's light rail, commuter rail, and express bus services. The Draft 2021 service plan formalizes some emergency changes that were implemented in spring 2020 as a result of declining ridership, operator shortages, and revenue streams due to the COVID-19 pandemic. While temporary service changes are permitted during emergencies, major service changes lasting more than a year in duration require Board approval. The Draft 2021 service plan also leverages the opening of the Northgate Link extension in September 2021 to conserve resources and provide greater regional connections.

The draft plan was released to the public in September 2020. Since then, Sound Transit has revised some aspects of the proposed service plan in response to strong public feedback and further analysis.

Changes made since the draft proposal include:

- Removed a proposal to eliminate Route 586 in response to strong public opposition. That route will now remain and will add a stop at Federal Way Transit Center to increase ridership, to provide a travel option for a suspended King County Metro route and to provide extra capacity on ST Express

routes 577 and 578, which also serve Federal Way and are experiencing relatively higher loads. This change would be implemented in March. That proposal is a minor service change.

- Removed the proposal to restore Route 555 service between Bellevue Transit Center and U District Station. That proposal would duplicate the market served by King County Metro Route 271, an all-day, all-week route. Therefore, Route 555 is now proposed to continue its suspension. The savings from this change will help fund the Route 586 change.
- Improved the proposed midday and weekend Link service levels beginning in September 2021.

Sound Transit also received many comments from riders in Snohomish County who would like to retain peak-hour direct service to downtown Seattle on Routes 511 and 513. While Sound Transit sees the need to continue with plans to reroute service to Northgate Station in order to conserve resources and provide additional connections, Community Transit will continue providing peak-hour express service to downtown Seattle from stops currently served by Route 511, including Lynnwood Transit Center and Ash Way Park and Ride. Therefore, the proposal to reroute Routes 511 and 513 to Northgate Station has not been revised.

Additionally, Sound Transit received many comments from riders opposed to the removal of the 2:35 pm and 3:15 Sounder South trips, which was implemented in September 2020. These changes were necessary due to resource constraints, but Sound Transit will continue to monitor resource availability to determine if changes can be made.

Sound Transit received letters from the City of Bellevue, Board Member and Snohomish County Executive Dave Somers, and a transit advocacy coalition led by the Transportation Choices Coalition. Letter writers wrote about the need for more direct service from Snohomish County to downtown Seattle, staying flexible with the option to add more service before September 2021, and a more equitable and accessible transit system that prioritizes essential workers.

Fiscal information

The 2021 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 2021 Budget scheduled for Board consideration in December 2020. Budget authority will be granted with the adoption of the 2021 Budget, subject to any changes made by the Board.

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

Modal Budget	2021 Proposed Budget (\$000)
Link	167,868
Sounder	67,724
ST Express	138,496
Tacoma Link	6,519
Total	\$380,608

Disadvantaged and small business participation

Not applicable to this action.

Title VI compliance

Reductions listed below are compared to pre-COVID-19 (February 2020) service levels. Given the scale of service changes and reductions, many routes serving the most vulnerable and traditionally underrepresented communities are impacted. For each proposed change the Title VI analysis documents the adverse effects, identifies impacts to minority and low-income populations, and proposed potential mitigation options when a disparate impact and/or disproportionate burden are identified. Public input was used to help develop mitigation options and reduce impacts to riders.

The following table summarizes all major service changes resulting in disparate impacts and/or disproportionate burdens and includes reasoning for the proposal. Changes to routes not resulting in a disparate impact and/or disproportionate burden are not listed. The full service plan document includes more information on the methodology of this analysis, Sound Transit's policies and definitions, and detailed analysis for each change.

Route	Proposed Service Change Evaluated	Disparate Impact	Disproportionate Burden	Reasoning for Draft Proposal
510	March 2021: Continue reduced service levels from 42 to 30 daily trips.	No	Yes	Reduced rush hour demand.
512	March 2021: Maintain full service. September 2021: Re-route to Northgate Station and discontinue stop at 145th St.	No	Yes	Provides access to all Link stations, more reliable travel time during rush hour.
513	March 2021: Continue reduced service levels from 20 to 12 daily trips. September 2021: Re-route to Northgate Link Station, increase service levels.	No	Yes	Provides access to all Link stations, more reliable travel time during rush hour.
541	Continue service suspension.	Yes	No	Reduced rush hour demand. Route 542 available as alternative.
544	Continue service suspension.	Yes	No	Reduced rush hour demand; all-day Route 545 available as alternative.
567	Continue service suspension.	Yes	Yes	Reduced rush hour demand; all-day Route 566 available as alternative.
592	Continue reduced service levels from 31 to 24 daily trips.	Yes	Yes	Reduced rush hour demand.
595	Continue reduced service levels from 10 to 6 daily trips.	No	Yes	Reduced rush hour demand.
Link	March 2021: On weekdays, trains operate every 8 minutes during the morning and afternoon rush	Yes	Yes	Reduced demand.

	hours, every 15 minutes during the early morning, midday and early evening, and every 15 minutes late at night. On weekends, service operates every 15 minutes during the day and late nights. September 2021: Service to Northgate begins, improve midday service levels to every 10 minutes.			
Sounder North	Continue reduced service levels from 8 to 4 daily trips.	No	Yes	Low ridership during these trips Alternative ST Express trips available during these times.
Sounder South	Continue reduced service levels from 26 to 18 daily trips focused on rush hour commute, reduce the number of midday trips.	Yes	Yes	Low ridership during these trips Alternative ST Express trips available during these times.

Public involvement

The draft Service Plan was published on Soundtransit.org and a survey requesting feedback on the proposed changes was available in six languages plus English. The survey was open from August 31 to September 25. Over 1900 responses in six languages were received.

The public were notified of the opportunity to provide feedback on the service plan through in-person outreach at stations, via email, text and social media, as well as through paid advertising in seven languages targeting our three county service area. The survey asked respondents to identify demographic information, which was used to understand impacts to Title VI populations and inform the final equity analysis.

Time constraints

A one-month delay would create a significant impact to our operating partners' ability to deliver this service. Operating agencies require time to create and fill operator shifts and plan for maintenance.

Prior Board/Committee actions

Resolution No. R2019-27: Adopted the 2020 Service Implementation Plan with major service changes for implementation in March and September of 2020.

Environmental review – KH 10/20/20

Legal review – AJP 10/30/2020



Resolution No. R2020-18

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting the 2021 Service Plan, and authorizing the chief executive officer to implement recommended service changes in 2021.

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, the proposed service changes included in the 2021 Service Plan are consistent with the proposed 2021 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 2021 Service Plan is adopted, and the chief executive officer is authorized to implement the 2021 service changes included in the plan as described below:

March 2021

ST Express Bus

Route 510 (Everett – Seattle) will formalize service levels that were implemented in September 2020 of 30 daily trips.

Route 511 (Ash Way – Seattle) will formalize service levels that were implemented in September 2020 of 28 daily trips.

Route 513 (Seaway TC – Seattle) will formalize service levels that were implemented in September 2020 of 12 daily trips.

Route 532 (Everett – Bellevue) will formalize service levels that were implemented in September 2020 of 20 daily trips.

Route 535 (Lynnwood – Bellevue) will formalize service levels that were implemented in September 2020 of 46 daily trips.

Route 541 (Overlake – U District) will continue to be suspended.

Route 544 (Overlake – South Lake Union) will continue to be suspended.

Route 555 (Northgate – Bellevue) will continue to be suspended.

Route 556 (Issaquah – Northgate) will continue to be suspended.

Route 567 (Kent – Bellevue) will continue to be suspended.

Route 595 (Purdy – Seattle) will formalize service levels that were implemented in September 2020 of 6 daily trips.

Souder South Line (Seattle – Lakewood) will formalize service levels that were implemented in September 2020 of 18 daily trips.

Souder North Line (Seattle – Everett) will formalize service levels that were implemented in September 2020 of 4 daily trips.

September 2021

ST Express Bus

Route 511 (Ash Way – Seattle) will truncate at Northgate Station. Daily trips will be reduced from 28 to 23, and resources will shift to Route 513, which will add stops to serve Route 511 riders.

Route 512 (Everett – Seattle) will truncate at Northgate Station. The stop at NE 145th St will be deleted. Sunday service will increase from 73 to 140 daily trips.

Route 513 (Seaway TC – Seattle) will truncate at Northgate Station. Stops will be added at Ash Way P&R and Lynnwood Transit Center in order to serve Route 511 riders. Service levels will increase from 12 to 21 daily trips.

Route 522 (Woodinville – Seattle) will truncate at Roosevelt Station. Weekday service will increase from 98 daily trips to 153.

Route 542 (Redmond – Green Lake) will truncate at U District Station.

Route 555 (Northgate – Bellevue) will continue to be suspended.

Route 556 (Issaquah – Northgate) will be restored to 19 daily trips and will truncate at U District Station.

Link Light Rail (Angle Lake – UW) will begin service to Northgate, Roosevelt, and U District Stations. Service frequency will be 8 minutes at peak hours, 10 minutes at midday and on weekends, and 15 minutes in the evenings.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Kent Keel
Board Chair

Attest:

Kathryn Flores
Board Administrator