

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2003-01

Concurrence Approach for the 2003 SIP

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	1/9/03	Discussion/Possible Action	Agnes Govern, Director, Regional Express Mike Bergman, Project Manager, Regional Express	(206) 398-5037 (206) 398-5358

Contract/Agreement Type:	3	Requested Action:	3
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Memorandum of Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

4 Applicable to proposed transaction.

OBJECTIVE OF ACTION

- Provide information to the Executive Committee on the ability to reprogram funds within the existing ST Express bus budget for additional service.
- Obtain direction on a potential 2006 build-out scenario that assumes how the reprogrammed funds could be used for additional service, bringing the bus system closer to the 2006 service levels and ridership described in Sound Move.

ACTION

- Authorize the Executive Director to begin the 2003 Service Implementation Plan (SIP) public outreach process with the following direction:
 1. Assume that \$21.2 million from the Regional Mobility Fund and the 10% Reserve Funds within the ST Express bus budget will be reprogrammed for service and the purchase of additional buses to support the service; and
 2. Follow through on the 2002 SIP and the results of the ST Express Comprehensive Operational Analysis (COA) by developing service alternatives in two major freeway corridors (I-5 North and I-405/SR167).

KEY FEATURES

- Identifies approximately \$26.6 million (YOES) from the Regional Mobility Fund and 10% Reserve fund that could be reprogrammed for service and the purchase of additional buses between 2004 and 2006. The ST Express budget now includes both of these funds but they are not currently programmed for service or bus purchases.

- Presents a conceptual 2006 “build out” service plan that assumes that 80% of the identified funds are reprogrammed for service and bus fleet expansion, or \$21.2 million (YOE\$).
- Recommends that staff begin the public outreach process for the 2003 SIP, using the 2006 conceptual “build out” plan as a starting point for discussion.
- Recommends that staff work with transit agency partners and local jurisdictions to develop ST Express service alternatives along two major freeway corridors (I-5 North and I-405/SR-167), based on existing service deficiencies identified in the ST Express Comprehensive Operational Analysis.
- Board action on actual funding and service changes would occur in September 2003 as part of the 2003 SIP process.

BUDGET IMPACT SUMMARY

Project Description: Regional Bus Program

Current Status: Ongoing

Projected Completion Date: 2006

Action Outside of Adopted Budget:	Y/N	Y	Requires Comment
This Line of Business	N		
This Project	N		
This Phase	N		
This Task	N		
Budget amendment required	N		
Key Financial Indicators:	Y/N	Y	Requires Comment
Contingency funds required	N		
Subarea impacts	N		
Funding required from other parties other than what is already assumed in financial plan	N		

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

BUDGET DISCUSSION

The following table lists the funds from the Regional Mobility Fund and the 10% Reserve Fund that could be reprogrammed for service and bus fleet expansion. The table shows the breakdown of funds available by subarea at both the 100% and 80% levels. Staff recommends that work begin on the 2003 SIP assuming that 80% of the identified funds are reprogrammed for service and additions to the bus fleet, or \$21.2 million.

**Table 1
Potential Funds Available for Service**

(based on the Proposed 2003 Bus Budget) (millions YOES)				
Subarea	Regional Mobility Fund	10% Fund	Combined Funds	
			@ 100%	@ 80%
Snohomish	\$5.1	\$1.6	\$6.7	\$5.4
S. King	\$0.03	\$1.3	\$1.3	\$1.0
E. King	\$10.3	\$4.5	\$14.8	\$11.9
Pierce	-	\$3.6	\$3.6	\$2.9
Total	\$15.5	\$11.1	\$26.6	\$21.2

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action is consistent with the current Board-adopted budget and is affordable within Sound Transit’s current long-term financial plan and subarea financial capacity

M/W/DBE – SMALL BUSINESS PARTICIPATION

N/A

ALTERNATIVES

As an alternative to expanded ST Express bus service, the Executive Committee could consider reprogramming funds from the Regional Mobility Fund and the 10% Reserve Funds to Regional Express capital projects, LINK Light Rail, or Sounder Commuter Rail, consistent with the subarea equity policy.

Regional Express Capital Projects:

Approximately \$26.6 million could be reprogrammed to support Regional Express capital projects, broken down by subarea as follows:

- Snohomish: \$ 6.7M
- South King: \$ 1.3M
- East King: \$ 14.8M
- Pierce: \$ 3.6M

Regional Express capital needs vary depending on the project and subarea. A separate \$52.4 million reserve fund was approved for Regional Express capital projects in the 2003 Budget.

LINK Light Rail:

The Executive Committee could consider reprogramming the \$1.3 million in identified funds from the South King subarea to the LINK light rail project. Additional funds are needed to extend LINK to SeaTac Airport.

Souder Commuter Rail:

Funds from the Regional Mobility Fund and the 10% Reserve Funds could be reprogrammed to Souder commuter rail projects in those subareas where Souder service is planned or operating. The \$6.7 million available in Snohomish could be reprogrammed for the Everett-to-Seattle Souder service. Planned service levels in the South King subarea are currently funded. In Pierce, \$3.6 million could be reprogrammed to support the Souder extension to Lakewood.

HISTORY OF PROJECT**Initial Financial Plan Assumptions:**

When the financial plan for ST Express bus service was first developed in 1997-98, two funds were created within the program budget:

1. 15% was earmarked for paratransit in case Sound Transit was required to provide this service in areas served by ST Express routes; and
2. 10% was set aside for facilities maintenance, customer information/marketing and administrative expenses necessary to manage the system.

These earmarks were designated the "Regional Mobility Fund" and the "10% Reserve Fund," respectively. Because the funds were taken from the program budget up front, it meant that less money was available for providing ST Express bus service. This, in turn, has impacted Sound Transit's ability to meet the ridership and service level targets set in Sound Move.

Regional Mobility Fund:

In 1999, following discussions with the Federal Transit Administration, partner transit agencies, and other stakeholders, it was determined that Sound Transit was not obligated to provide paratransit service due to the limited access characteristics of ST Express bus routes. In May 2001, the Board approved using the Regional Mobility Fund for two programs:

1. The Mobility Initiative Program (MIP) was created to improve regional transportation for persons with disabilities. The MIP was provided with an \$8 million budget; and
2. The balance of the Regional Mobility Fund was set aside for future ST Express bus service needs.

Thus far, only \$1.1 million from the Regional Mobility Funds has actually been programmed for service improvements by the Board. This leaves approximately \$15.5 million available for reprogramming during the 2004-2006 period.

10% Reserve Fund:

For the 10% Reserve Fund, staff now projects an \$11.1 million surplus through 2006 based on over three years of actual operating experience with the bus system. This projection still allows adequate funding for the expenses that this fund was intended to address, including facilities maintenance, customer information and administration. Thus, the combined resources from the Regional Mobility Fund and the 10% Reserve Fund that could be reprogrammed total approximately \$26.6 million through 2006.

Moving Towards Sound Move Goals - The 2006 Concept Plan:

Reprogramming the remaining funds from the Regional Mobility Fund and the 10% Reserve Funds to the bus operating budget would allow ST Express bus to more closely approach the original service characteristics envisioned in Sound Move, fast, two-way, all-day service

connecting major regional centers with 15-30 minute frequencies throughout the day. It would also move the system closer to achieving the ridership goals set forth in Sound Move. To illustrate more clearly what might be possible with these funds, staff has prepared a conceptual 2006 service scenario that utilizes 80% of the reprogrammed funds, with 20% held in reserve for other potential agency needs. The potential reprogramming is shown in Table 1 of the "Budget Discussion" section. A summary of the 2006 "Build Out" service concept is included in Attachment A.

Comprehensive Operational Analysis (COA):

The Board-approved ST Express Service Standards and the 1999 Service Implementation Plan (SIP) called for Sound Transit to conduct a Comprehensive Operational Analysis (COA) of the bus system. The first system-wide COA, conducted during late 2001 and early 2002, identified the need to develop revised service alternatives in two major freeway corridors where some ST Express bus routes were failing to meet productivity standards. The corridors are I-5 North between Everett, Lynnwood, Northgate and downtown Seattle, and I-405/SR-167 between East King County and South King County. While the COA identified weak performing routes in these corridors, it also showed that some routes were overloaded or had steadily increasing ridership that would eventually require increases in service. Staff is seeking direction from the Executive Committee to follow through with the COA recommendations and develop revised service alternatives for these corridors, with improved productivity and ridership as the key objectives. Because this work would involve significant changes to existing service, the alternatives would be taken to the public for consultation as part of the overall 2003 SIP outreach process and would be included in the SIP draft submitted to the Board in September 2003.

Staff Recommendations:

- Staff recommends that work begin on the 2003 SIP public outreach process assuming that 80% of the funds from the Regional Mobility Fund and the 10% Reserve Funds are reprogrammed for service and additions to the bus fleet. This approach reflects the fact that the identified funds were originally intended for bus service, and that the reprogramming will allow Sound Transit to more closely approach the service and ridership levels projected in Sound Move.
- Staff recommends that Sound Transit work with our transit partners and local jurisdictions to develop restructuring alternatives in the I-5 North and I-405/SR-167 corridors, based on existing service deficiencies identified in the ST Express COA. The outreach process for evaluating these alternatives would be rolled into the overall public involvement plan for the 2003 SIP.

**Prior Board or Committee Actions
and Relevant Board Policies**

Motion or Resolution No.	Summary of Action	Date of Action
R98-46	Board adoption of 1998 Regional Express Bus System Plan, including a 10% fund for facilities O&M and administrative costs.	11/12/98
R99-15	Board adoption of 1999 SIP, including Service Standards and Performance Measures for ST Express bus.	07/08/99
R2001-04	Board adoption of 2001 SIP, including approval of the Mobility Initiative Program and its funding from the Regional Mobility Fund with the remaining funds allocated to ST Express services.	05/10/01
R2002-07	Board adoption of 2002 SIP, including reprogramming \$1.5 million from the Regional Mobility Fund to extend Route 554 to Issaquah Highlands.	05/09/02

CONSEQUENCES OF DELAY

The SIP is normally submitted to the Board in May of each year, and includes all service initiatives planned through 2006. In order to have sufficient time to consider funding alternatives and potential build-out service concepts, the SIP schedule has been delayed by about four months. This means that the 2003 SIP will be submitted to the Board in September 2003. The initial service changes resulting from approval of the SIP would be implemented in February 2004. Further delays in developing the SIP would result in another 4-6 month delay in implementing service revisions and would mean that the 2003 SIP process would slip into 2004. Also, delays in approval of the SIP would mean that services requiring additional buses would be delayed to late 2005 or early 2006 due to the 18-month lead time needed to acquire new vehicles.

REGIONAL PARTNERSHIP AND COOPERATION

Sound Transit will work closely with our partner transit agencies (Everett Transit, Community Transit, King County Metro and Pierce Transit) in developing service expansion alternatives for consideration by the Board. Consultation with local jurisdictions will also take place through the Eastside Transportation Partnership, the South King County Transportation Board and other forums.

PUBLIC INVOLVEMENT

Significant changes to existing service require a public involvement process. In addition, more than one service improvement alternative will be proposed in some corridors and public feedback is needed to help develop a preferred option. Service alternatives will be described to the public through the newsletter, "Regional Transit News," which will be distributed at key bus stops, by direct mail and at major employment sites. A mail-back survey form will be included with the newsletter. In addition, staff plans to conduct public open houses in the areas affected by the service change proposals. The estimated cost of the 2003 public outreach process is approximately \$72,000. The results of the process will be made available to the Board prior to Board action on the 2003 SIP.

LEGAL REVIEW

JW 12/24/02

SOUND TRANSIT

MOTION NO. M2003-01

A motion of the Executive Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to proceed with the development and public outreach process for the 2003 Service Implementation Plan (SIP), with development of the Plan based on reprogramming \$21.2 million (YOES) from the Regional Mobility Fund and the 10% Reserve Funds to support expanded service and the purchase of additional buses.

Background:

Regional Express is preparing to begin outreach activities to jurisdictions and the public on the 2003 SIP. This year's process will explore full 2006 build-out options. Staff recommends that work begin on the 2003 SIP based on the reprogramming of \$21.2 million (YOES) from the Regional Mobility Fund and the 10% Reserve Funds to support expanded service and the purchase of additional buses. These funds are currently in the SIP Financial Plan but are not yet programmed for service. The recommended planning approach reflects the fact that the identified funds were originally intended for bus service, and that the reprogramming will allow Sound Transit to more closely approximate the service and ridership levels projected in Sound Move.

Staff will work with our transit partners and local jurisdictions to develop service restructuring alternatives in the I-5 North and I-405/SR-167 corridors, based on existing service deficiencies identified in the ST Express Comprehensive Operational Analysis (COA). The key objectives are to develop alternatives that improve productivity and ridership. Because this may involve significant changes to existing service, the alternatives would be taken to the public as part of the overall 2003 SIP outreach process and a recommended plan would be included in the SIP draft submitted to the Board in September 2003.

Motion:

It is hereby moved by the Executive Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to begin the 2003 SIP public outreach process with the following direction:

1. Assume that \$21.2 million from the Regional Mobility Fund and the 10% Reserve Funds within the ST Express bus budget will be reprogrammed for service and the purchase of additional buses to support the service; and
2. Follow through on the 2002 SIP and the results of the ST Express COA by developing service alternatives in two major freeway corridors (I-5 North and I-405/SR167).
3. In the SIP development process, staff will identify the service alternatives that can be implemented by September 2003 using available funds and resources.

APPROVED by the Executive Committee of the Central Puget Sound Regional Transit Authority
at a regular meeting thereof held on January 9, 2003

A handwritten signature in black ink, appearing to read "Ron Sims", written over a horizontal line.

Ron Sims
Board Chair

ATTEST:

A handwritten signature in black ink, appearing to read "Marcia Walker", written over a horizontal line.

Marcia Walker
Board Administrator

Motion No. M2003-01

Amendment

Sponsored by Board Member Dave Earling:

In the Motion – add #3:

3. In the SIP development process staff will identify the service alternatives that can be implemented by September 2003 using available funds and resources

**Motion No. M2003-01
Attachment A**

ST Express Bus 2006 Conceptual Build-Out Plan Summary

Route	Proposed Change	Subarea
532 Everett-Bellevue	Peak period service improved from every 30 minutes to every 15 minutes.	Snohomish/ East King
535 Lynnwood-Bellevue	Extend from Bellevue to Eastgate P&R.	East King
545 Redmond-Seattle	Peak shoulder service added and peak period service improved from every 15 minutes to every 10 minutes.	East King
550 Bellevue-Seattle	Peak period service improved from every 8 minutes to every 6 minutes; later evening service added; Saturday daytime service improved from every 30 minutes to every 15 minutes.	East King
554 Issaquah Highlands-Seattle	Peak period service improved from every 30 minutes to every 15 minutes.	East King
565 Federal Way-Bellevue	Route extended from downtown Bellevue to Overlake Transit Center at NE 40th.	East King
586 Tacoma-U District	Service levels increased from 7 to 15 daily one-way trips.	Pierce
590-594 Lakewood-Tacoma-Seattle	Additional reverse-direction trips added during morning peak; early evening trips added on Route 592 serving Lakewood and DuPont; midday service between Seattle and Tacoma Dome improved from every 30 minutes to every 15 minutes.	Pierce
597 Federal Way-Seattle	New route providing peak period service every 15 minutes between Federal Way Transit Center/Park & Ride and downtown Seattle.	South King

**Alternative A
I-5 North (Everett-Lynnwood-Seattle) Restructuring**

Route	Proposed Change	Subarea
505/506 Everett-Northgate	Discontinued due to low ridership.	Snohomish
510 Everett-Downtown Seattle	Peak period service improved from every 15-30 minutes to every 10 minutes (peak direction service only).	Snohomish
511 Lynnwood-Downtown Seattle	Route discontinued due to much-expanded service on Route 512.	Snohomish

512 Everett-Lynnwood-Downtown Seattle	New peak service initiated operating every 15 minutes; midday service improved from every 60 minutes to every 15 minutes; weekend service improved from every 60 minutes to every 30 minutes.	Snohomish
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Alternative B

505/506 Everett-Northgate	Discontinued due to low ridership.	Snohomish
510 Everett-Downtown Seattle	Peak period/peak direction service improved from every 15-30 minutes to every 12 minutes; new midday, evening and weekend service operates every 60 minutes.	Snohomish
511 Lynnwood-Downtown Seattle	Peak service improved from every 30 minutes to every 15 minutes; new midday service added operating every 15 minutes; new eve/weekend service added operating every 30 minutes.	Snohomish
512 Everett-Lynnwood-Seattle	Route discontinued due to much-expanded service on Routes 510 and 511.	Snohomish

Alternative A

I-405/SR-167 (East King County - South King County) Restructuring

560 Bellevue-SeaTac/570 Int'l District-SeaTac	Delete Int'l District-West Seattle Junction segment of Route 570; combine Route 560 and 570 at SeaTac Airport; improve midday service on Route 570 from every 60 minutes to every 30 minutes and add weekend service operating every 60 minutes.	East King/ South King
565 Bellevue-Federal Way	Peak period service improved from every 30 minutes to every 15 minutes; midday service improved from every 60 minutes to every 30 minutes.	East King/ South King

Alternative B

Same as Alternative A except Route 565 improvement replaced by Route 585 improvement

585 Lakewood-Auburn	Extended from Auburn to Bellevue during peak periods.	East King/ South King
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