

2024 Service Plan

Phase 1 – Rail Service Plan

Board of Directors

10/26/2023



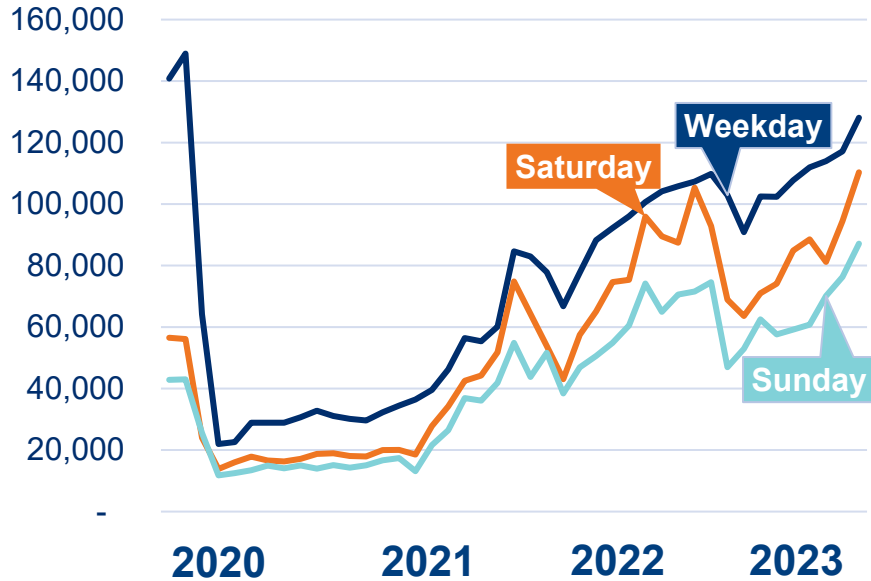
Why we are here

- Provide an overview of draft 2024 Rail Service Plan.
- Request Board approval of 2024 major rail service changes.

Riders continue to return to transit

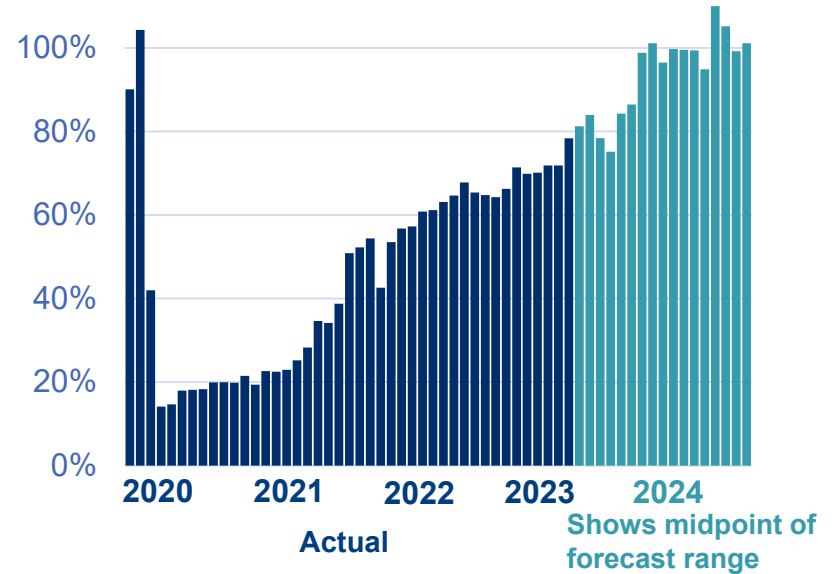
Systemwide ridership continues to grow for all types of trips

Average Boardings by Day Type



New light rail openings will drive ridership growth in 2024

Percent of 2019 Monthly Boardings



Board touchpoints for 2024 service plan

- January Board direction to study feasibility of Starter Line
- April briefing on vehicle storage shortage and Lynnwood service levels
- May briefing on early service concepts for 2024 Service Plan, including ST Express staffing challenges, 1 Line crowding and 2 Line service span
- August Board direction to include Starter Line in Service Plan, address 1 Line crowding by postponing ST Express Lynnwood restructure
- September briefing on crowding and passenger experience in 2024 and through ST2 completion

New rail service coming online in 2024

1 Lynnwood to Angle Lake

<i>Timing</i>	Fall 2024	
<i>Service levels</i>	8-10 min	3-4 cars



2 South Bellevue to Redmond Technology Center

<i>Timing</i>	Spring 2024	
<i>Service levels</i>	10 min	2 cars

First phase of the 2 Line

6.3 mile light rail line will serve 8 new stations

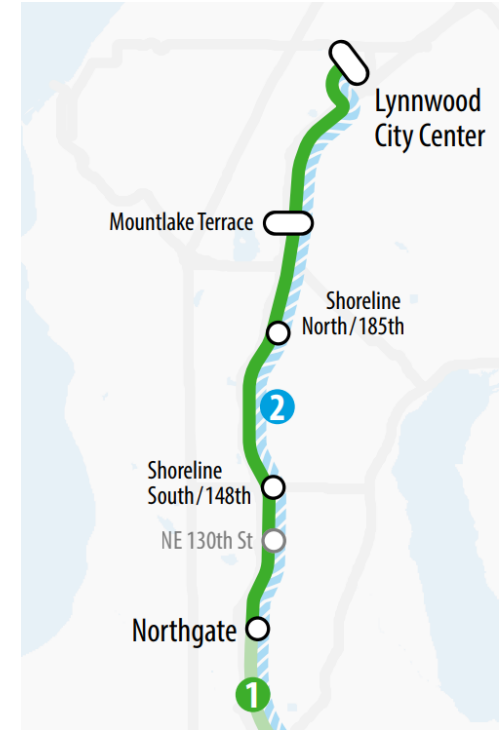
- 10 minute all day headway with 2 car trains is simple and supports bus transfers.
- Service span of ~16 hours to start ~5:30am, based on operational constraints.
- Hours of service selected based on nearby bus routes, public input and ridership potential.



1 Line extension to Lynnwood

4 new stations served by the 1 Line extension to Snohomish County

- 8-10 minute peak headway currently anticipated
 - Final peak headway will be determined in spring 2024 based on pre-revenue testing and status of fleet availability.
- 10 minute headway during mid-day and weekends; 15 minute headway early morning and late evening.
- Likely crowding between Northgate and Westlake.



Address crowding challenges on 1 Line

Add trips on Sounder North

- Restore two remaining round trips on Sounder N to maximize travel options on I-5 North corridor.
- \$2.5M to fund additional capacity of 300-350 riders per hour.
- Additional trips would provide 4 round trips total, approximately 30-minute frequency during rush hour.

Propose new I-5 N ST Express plans in early 2024

- Temporarily postpone Lynnwood Link ST Express restructure consistent with R2023-24.
- Reallocate service to downtown Seattle; evaluation underway.
- Assessment of reliable staffing levels ongoing as Operations coordinates with partners around anticipated 2024 service levels.

Outreach results

- Online open house, survey, two virtual information sessions, social media, and in-person outreach at transit hubs. Included materials in multiple languages.
- Support for first phase of 2 Line. Strong majority indicated they would use it during the proposed span of service.
- Support for 1 Line extension to Lynnwood
 - Support for restoring two roundtrip Sounder N Line trips.
 - Some concern about crowding and the how the now-postponed ST Express restructure would impact rider experience.



1,300+

**Riders
reached**



188

**Survey
responses**

2024 Service Plan: Leverage benefits of HCT projects

Today: Request Board approval of Rail Plan

- 2** Open first phase of East Link from South Bellevue to Redmond Technology Center (**10 min** all day, weekends); service for 16hrs starting ~5:30am.
- 1** Extend service to Lynnwood Transit Center; **8-10 min** peak, **10 min** mid-day and weekend; to be finalized during pre-revenue service.
- N** Restore 2 roundtrips, provides additional capacity on I-5 North to alleviate some crowding on 1 Line.

Early 2024: Request Board approval of Bus Plan

ST
Express

Current Board-adopted service levels will remain as target until different service levels are adopted. Actual service delivered will be constrained by staffing levels while attempting to meet target service levels.

Results of Title VI analysis

- Board policy requires equity analysis for each major service change.
- Title VI evaluations help ensure that ST activities do not result in disparate impacts for minority communities or represent a disproportionate burden on low-income populations.
- No disparate impacts or disproportionate burdens identified; no mitigations required.

Today's Recommendation

Today's Actions

- Request approval of 2024 major rail service changes for Board approval.

Next Steps

- **Ongoing:** Evaluate I-5 North ST Express service designs; continue to understand operational capacity on ST Express system wide.
- **Early 2024:** Propose ST Express service plan for Board adoption.

Thank you.



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