



Motion No. M2024-60

Approving the Downtown Redmond Link Extension Line Service and Fare Equity Report

Meeting:	Date:	Type of action:	Staff contact:
Rider Experience and Operations Committee	10/03/2024	Recommend to Board	Daphne Cross, Interim Chief Diversity, Equity and Inclusion Officer
Board	10/24/2024	Final action	Adrian Mejia, Title VI Equity Program Manager

Proposed action

Approves the Downtown Redmond Link Extension Service and Fare Equity report.

Key features summary

- According to Federal Transit Administration (FTA) guidelines and Sound Transit's Title VI policy, Sound Transit 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 Downtown Redmond Link Extension SAFE included analysis of the following:
 - 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 Downtown Redmond Link Extension benefits the entire population in the area served by the extension, of which the minority population is above the system average. The low-income population in the area served by the Downtown Redmond Link Extension is a lower percentage than the low-income population in the Sound Transit district, therefore a relatively lower proportion of low-income individuals will accrue benefits, but the analysis found no adverse effects on protected populations. Accordingly, there are no disparate impacts or disproportionate burdens.
- The systemwide analysis did not identify any adverse effects on protected populations.
- Since there are no fare changes associated with the implementation of the Downtown Redmond Link Extension a fare equity analysis is not necessary.
- The SAFE analysis concluded the proposed changes to transit service comply with Title VI regulations.

Background

The Downtown Redmond Link Extension will extend the 2 Line 3.4 miles from Redmond Technology along SR 520 and into southeast Redmond with stations at Marymoor Village and in Downtown Redmond. Upon its opening in 2025, riders will enjoy frequent and reliable service between the residential and retail cores of Downtown Redmond and Downtown Bellevue. No bus restructurings

are planned with the DRLE. When the entire East Link Extension opens riders will have direct service from Downtown Redmond to Overlake, Bellevue, Mercer Island, downtown Seattle, the University of Washington, Northgate, and Lynnwood. As this project uses Federal Transit Administration Capital Investment Grants Program funding, Sound Transit conducted a service equity analysis for the proposed Downtown Redmond Link Extension 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 he or she 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 conducted by Sound Transit.

Public involvement

The 2024 and 2025 Service Plans both included the Downtown Redmond Link Extension in their messaging and engagement.

The 2024 Service Plan included key messages about the estimated construction timeline of the full 2 Line, including the future expected opening of the Downtown Redmond Link Extension. The 2024 Service Plan was presented to the public on the Annual Service Plan website and translated into Spanish, Chinese (Traditional), and Chinese (Simplified). The Engagement team invited the public to comment on the 2 Line and DRLE, receiving 186 comments from East Side participants. Nearly all comments mentioning the 2 Line were positive, with nine directly expressing support or enthusiasm for expanding the 2 Line to Downtown Redmond.

The Public Information Officer published a press release when the ST Express survey went public. Riders subscribed to SMS/Email Rider Alerts for the affected routes received two Rider Alerts inviting them to learn about the 2024 Service Plan and share their feedback on the 2 Line and

DRLE. The System Engagement team held two Virtual Information Sessions for the public to share feedback and ask questions directly to the Service Plan project team. The System Engagement team dispatched Sound Transit staff Ambassadors to Bellevue Transit Center and two bus stop locations near Redmond Technology Station to collect public comments about the 2 Line and DRLE. The Social Media team also placed geo-targeted paid ads on Facebook in English, Spanish, and Simplified Chinese. The paid ads asked riders to share their feedback with the Service Planning team online and invited them to the Virtual Information Sessions.

The 2025 Service Plan also included the expected opening of the DRLE as a key topic for the East Subarea. The engagement team hosted the 2025 Service Plan on the Annual Service Plan website. The project team translated the website text into six languages: Spanish, Vietnamese, Tagalog, Russian, Chinese (Traditional), and Chinese (Simplified). The purpose of the engagement was to inform riders of the opening timeline of the DRLE; those with comments were invited to share them by emailing servicechanges@soundtransit.org. The project team received no emailed comments regarding the DRLE. The Public Information Officer published a press release when the ST Express survey went public. Riders subscribed to SMS/Email Rider Alerts for the affected routes received two Rider Alerts inviting them to learn about the 2025 Service Plan.

The Engagement team provided CBOs with a toolkit containing key project messages, sample newsletter and social media content, and a flyer for distribution at community events. CBOs included MoveRedmond, TransManage, the City of Bellevue, and the City of Redmond. The team also published an article in the August edition of the TransManage newsletter. The Capital Projects Engagement team staffed several events in Redmond, sharing information about DRLE and its inclusion in the 2025 Service Plan.

Time constraints

This document requires Board review prior to the Downtown Redmond Link Extension revenue service date of Spring 2025.

Prior Board/Committee actions

Resolution No. R2023-24: Authorized the chief executive officer to implement the phased opening of the East Link Extension via the East Link Starter Line using funds authorized in the approved budget for the East Link Extension, inclusive of \$6 million authorized by Resolution No. R2023-06.

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 – [EG 9/16/24](#)

Legal review – [MT 9/26/24](#)



Motion No. M2024-60

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

Background

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According to Federal Transit Administration (FTA) guidelines and Sound Transit's Title VI policy, Sound Transit 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 Downtown Redmond Link Extension SAFE included analysis of the following: service changes, assessment of potential adverse effects to minority and low-income populations, and public outreach to inform the decision-making process.

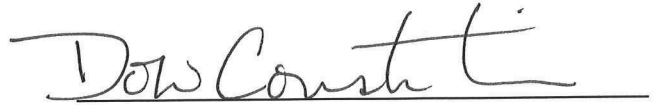
The service equity analysis concluded the Downtown Redmond Link Extension benefits the entire population in the area served by the extension, of which the minority population is above the system average. The low-income population in the area served by the Downtown Redmond Link Extension is a lower percentage than the low-income population in the Sound Transit district, therefore a relatively lower proportion of low-income individuals will accrue benefits, but the analysis found no adverse effects on protected populations. Accordingly, there are no disparate impacts or disproportionate burdens.

The systemwide analysis did not identify any adverse effects on protected populations. Since there are no fare changes associated with the implementation of the Downtown Redmond Link Extension a fare equity analysis is not necessary. 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 approves the Downtown Redmond Link Extension Service and Fare Equity report.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 24, 2024.



Dow Constantine
Board Chair

Attest:



Kathryn Flores
Board Administrator