

October 7, 1998
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Introduced By: ROB MCKENNA
Maggi Fimia

Proposed No.: 98-624

MOTION NO. **10584**

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2 A MOTION adopting service redeployment guidelines for
3 reinvestment of resources freed-up as a result of the
4 implementation of Central Puget Sound Regional Transit
5 Authority services.
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7 WHEREAS, the Central Puget Sound Regional Transit Authority (Sound Transit)
8 is preparing to implement a system of regional express bus routes, commuter rail and light
9 rail-services, and

10 WHEREAS, implementation of these services may lead to the redeployment of
11 services operated by King County Metro, and

12 WHEREAS, Sound Transit, with the assistance of local transit operators, has
13 developed a set of guidelines for service redeployment, and

14 WHEREAS, these guidelines have been reviewed and recommended by the
15 Regional Transit Committee of King County;

10584

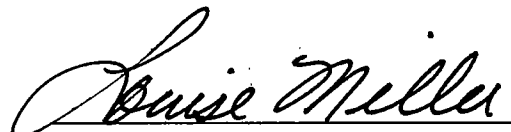
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NOW, THEREFORE BE IT MOVED by the Council of King County:

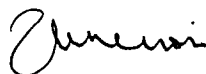
The service redeployment guidelines, substantially in the form shown in Attachment A to this ordinance, are adopted and shall be used by King County Metro in developing and recommending service changes that result from the implementation of Sound Transit services and the subsequent redeployment of King County services.

PASSED by a vote of 11 to 0 this 26th day of October,
1998.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON


Chair

ATTEST:


Clerk of the Council

Attachment: Service Redeployment Guidelines

ATTACHMENT A
SERVICE REDEPLOYMENT GUIDELINES

These guidelines are based on the overall regional goal of improving mobility and increasing transit ridership and the commitment to providing the region's residents with a "seamless" regional transit system. They have been developed to determine the best uses of redeployed resources, those resources freed up as a result of the implementation of *Sound Move*.

Many of the proposed Sound Transit rail and bus services will replace, in whole or in part, existing bus routes. Transit agencies will then have the opportunity to redeploy resources that are currently used to operate those routes. The resources consist of the vehicles and funding sources that are used for those routes. There may not be a one-for-one replacement of service hours, but this confirms the assumption that Sound Transit services are meant to add to, rather than replace, the existing services provided by transit agencies in the region.

It is understood that the service decisions that will be made once we are in the position to reallocate hours must recognize that we develop seamless services and also respect the local input process. Service planning and allocation decisions involve community input, participation by affected jurisdictions, as well as current bus patrons among others. Agency governing boards have the final authority where, when, and how services are operated.

The following priorities should guide the use of redeployed resources by the region's transit agencies:

1. Maintain local service in those portions of corridors served by Sound Transit where riders would otherwise experience a net loss in transit service.
2. Service improvements that connect with regional service, to enhance service integration.
Examples include:
 - New feeder or circulator routes.
 - Improved frequencies and/or spans of service on existing connecting routes, especially improvements that increase the consistency of headways and/or service spans between local and regional service.
3. Service improvements that do not directly connect with Sound Transit service, to enhance transit service. Examples include:
 - Additional service to meet ridership growth.
 - Expansion of service to new areas.
 - Longer spans of service.
 - Limited stop or express service in corridors other than those identified as Sound Transit corridors.

Additional guidelines for redeployed resources are as follows:

- The use of redeployed resources should be consistent with each operating agency's Six-Year Plan, service guidelines, and/or financial policies.
- Redeployed resources should not be used for service that duplicates any Sound Transit service, or competes for the same travel market, unless Sound Transit and the partner agency agree to jointly improve service levels along a corridor.

PROPOSED PROCESS

After review by the Regional Transit Executives' group, the guidelines will be presented to each of the transit agency's governing boards for approval. The following monitoring process is suggested to ensure adherence to the approved guidelines.

Service changes, in connection to the redeployment of hours, will be reviewed for consistency with the adopted guidelines by the Transit Operators' Committee of the PSRC. This will occur annually as redeployment takes place and will not need to be revisited thereafter. A report outlining how the guidelines have been followed will be prepared by the Transit Operators' Committee and presented to the PSRC Transportation Policy Board and the governing boards of each transit agency. Sound Transit, in cooperation with the other transit agencies, will prepare a final report on the use of redeployed hours at full service implementation of Regional Express, Sounder, and Link.