

## SUPPLEMENTAL TRANSIT INFORMATION

### DSTT Use Agreement Summaries

Use of the DSTT is governed by a Joint Operating Agreement that is premised on the eventual exclusive use of the DSTT for Link Light Rail. Current plans call for extension of Link to Northgate by 2021 and then to Bellevue and Lynnwood in 2023. The FEIS uses 2021 as the baseline year when buses would leave the DSTT. The SPS refers to mid-2020 with the note that ST's East Link construction might require buses to leave in mid-2019.

Tunnel operations are governed by two agreements:

- (1) a Joint Operating Agreement approved by Ordinance 14396 - Agreement regarding the Design, Construction, Operation and Maintenance of the Downtown Seattle Transit Tunnel and Related Facilities between and among King County, the City of Seattle and the Central Puget Sound Regional Transit Authority – revised June 24, 2002

The Joint Operating Agreement repealed and replaced the failed Transfer Agreement which would have sold the DSTT to Sound Transit for exclusive light rail use. The new agreement provided for joint use and spelled out the terms of DSTT temporary closure and retrofit, joint use, and cost sharing.

Section 6.0 – Convention Place Station – addressed a potential Metro TOD project that never came to fruition and discussed ST use of the CPS area for construction staging.

Section 12 concerns Sound Transit service in the Tunnel after the Closure Period. 12.1 established initial Link and bus trips, 12.2 addressed the reduction and elimination of bus use.

Section 14.3 defines cost sharing of the DSTT debt service using a formula based on Sound Transit and County share of DSTT usage.

Section 16 provided that the County would operate Link under the terms of a Light Rail O&M agreement that would be negotiated and brought back to the County Council.

Section 30.0 provides that the – agreement remains in effect as long as the County operates Link.

- (2) Link Operating Agreement - Intergovernmental Agreement between Sound Transit and King County for the Operations and Maintenance of Central Link Light Rail, amended by the County Council June 2, 2003

This Agreement includes:

Section 3 – County performs all light rail work through a separate Rail Section of the Transit Division.

Section 4 – ST owns Central Link Light Rail, the County retains ownership of the DSTT.

## DSTT Usage by Link Light Rail, Metro Bus, ST Express Bus

This table shows the number of Light Rail vehicles, ST buses, and Metro buses using the DSTT over time (2007 – present) – in the period after the DSTT closure for retrofit to accommodate Light Rail. The table includes five milestone dates that show trends of bus and Link volumes, followed by notes and a route list for each milestone.

<b>Downtown Seattle Transit Tunnel (DSTT) Bus &amp; Link Volumes By Direction Northbound (NB) &amp; Southbound (SB) - PM Peak</b>					
	Sep'07	Sep '09	Sep '12	March '16	Sep '16
NB Metro	52	48	52	36	34
NB ST 550	4	5	5	6	6
<b>Total NB Bus</b>	56	53	57	42	40
NB LINK	0	8	8	10	10
SB Metro	47	45	39	26	22
SB ST 550	9	9	10	12	12
<b>Total SB Bus</b>	56	54	49	38	34
SB LINK	0	8	8	10	10

### **Notes:**

September 2007 - tunnel reopens for buses after 2 year closure for Link construction.

Tunnel Routes: 41, 71, 72, 73, 74, 174, 194, 212, 217, 225, 229, 255, 256, 301, ST 550

September 2009 - Link begins operating (between service changes) in July.

Tunnel Routes: 41, 71, 72, 73, 74, 194, 212, 217, 225, 229, 255, 256, 301, ST 550

September 2012 - to manage tunnel bus volumes, Routes 212, 217, and 301 relocate to surface.

Tunnel Routes: 41, 71, 72, 73, 74, 76, 77, 101, 102, 106, 150, 216, 218, 255, 316, ST 550

March 2016 - Link extension to Capitol Hill/UW - Additional routes relocate to surface or are revised.

Tunnel Routes: 41, 74, 101, 102, 106, 150, 255, ST 550

September 2016: Route 106 is relocated to surface as part of non-tunnel related restructure.

Tunnel Routes: 41, 74, 101, 102, 150, 255, ST 550

## Metro Bus Service Hour Impacts of Major Projects

The 2017-2018 biennium budget includes funding for additional hours of bus operations required due to large projects in the downtown Seattle area. The following table was presented during the Council's budget review; here are additional notes on where service hours would need to be invested.

**Table 2. Construction-Related Service Impacts**

Timing	Project	Added Hours	Action
Fall 2017	Convention Place Station (CPS) Interim Access	11,300	County sale of CPS
Fall 2017	CPS construction impacts – Olive Way	1,000	County sale of CPS
Spring 2018	D2 Roadway Closure (East Link I-90)	4,000	ST – East Link
Spring 2018	Alaskan Way Viaduct	23,000	WSDOT
Fall 2018	CPS – end of construction	-11,300	
Fall 2018	End of joint bus-rail DSTT use	40,300	County policy
	Net Total	68,300	

**DSTT** – The end of joint operations in the DSTT will require added running time to all routes currently operating in the DSTT because surface street operations are slower than DSTT operations. These hours are therefore likely to be spent to add time to Routes 41, 74, 101, 102, 150, 255, and Sound Transit 550.

Transit anticipates that there will be impacts to other routes as travel speeds slow due to a higher number of buses traveling on surface streets in downtown Seattle. There may also be changes in layover locations prompted by moving buses out of the DSTT. Because of the complexity of these changes, the full impacts and distribution of added hours to all routes will not be known until the final pathways of the DSTT routes and any other routing changes are determined. Transit is engaged with partner agencies to plan for this major system change and will focus hours where needed to maintain quality service for customers.

All service hour estimates in the table above are based on added travel time expected to result from a project. Estimates are based on existing routes at the time of analysis (the

network continually evolves, and some routes and service levels have changed since the original analysis was performed). Projected added travel time by time of day was applied to each route individually, allowing planners to identify the number of hours during the day and week when additional buses would be needed to maintain existing (at the time of the analysis) service levels.

Here is a brief description of anticipated impacts of each project:

Convention Place Station (CPS) Interim Access – Assumes that layover at Convention Place is moved as part of our Temporary Joint Use Agreement (TJUA) with the WSCC and access to/from the tunnel is provided via 9<sup>th</sup> Avenue to/from interim layover on Convention Place roadway (under the current convention center) provided by the WSCC beginning in 2017. Therefore current routes laying over at CPS would need to travel to this offsite layover and routes to/from the north would experience longer travel times to access CPS. Routes requiring resources: 41, 71, 101, 102, 150, 255.

CPS Construction Impacts - Olive Way – Includes added travel time along Olive Way as a result of construction activities at CPS impacting routes on Olive Way, beginning in 2017. Routes receiving resources: 252, 257, 268, 311

D2 Roadway Closure (East Link I-90) – Buses would no longer be able to use the D2 roadway as a result of Link construction and would need to exit I-90 at either Rainier Ave or 4<sup>th</sup> Ave, thereby adding travel time. Sound Transit has reached agreement with the Federal Highway Administration (FHWA) to close the D2 roadway to general HOVs in June 2017 and to close the D2 roadway to buses in September 2018. For Metro, this only impacts peak-only routes. Routes receiving resources: 111, 114, 212, 214, 216, 217, 218, 219

Alaskan Way Viaduct – Further degradation of travel times as a result of the mid-town Viaduct ramps being closed for Viaduct removal in Spring 2019. Routes receiving resources: C, 21X, 37, 55, 56, 57, 120, 121, 122, 123, 125

CPS - end of Construction – Zeroes out the CPS Interim Access/Construction Impacts investment October 2020.

End of joint bus-rail DSTT use – The end of bus-rail DSTT use and permanent removal of remaining buses from the tunnel is assumed in September 2018. This figure assumes full operation on surface streets for all routes being removed from the tunnel and operating on various surface street pathways. Routes receiving resources: 41, 71, 101, 102, 150, 255