

**Agenda Item: 6
RESOLUTION NO. 06****Staff Contact: David Kalberer
Phone No.: 684-1409****FUTURE ACTION:**

Approve Resolution No. 06 authorizing the submittal of a Project Justification Report identifying an initial segment of the recommended rapid rail system for federal funding support. This action:

- Puts the RTA in line to request federal funds.
- Does not obligate the RTA to request federal funds.
- Defines an initial rail segment for federal funding but does not preclude redefinition of that segment.
- Does not preclude planning on other rail segments using other funding source.

DISCUSSION:

The Intermodal Surface Transportation Efficiency Act (ISTEA) authorization for 1992-97 earmarks \$325 million of Section 3, New Start funds for the rail component of the Regional Transit Project. While a portion of the \$25 million identified for commuter rail has been appropriated, none of the \$300 million identified for rapid rail has been appropriated. Submittal of a Project Justification Report is prerequisite to the congressional appropriation of federal funding for the rapid rail program in the 1994 appropriations cycle. The proposed submittal would put the RTA in a position to request funding but would not obligate it to make such a request. The appropriations process is summarized in Attachment A.

The Project Justification Report must define a proposed segment of the rail system for federal funding. To compete best with requests from other regions in the county, the RTA should propose that segment of the system which would be the most cost-effective based upon federal criteria. Such a segment would have the greatest potential for generating the most federal funds toward implementation of the full system. This action would be consistent with the JRPC's recommendations that federal funds be pursued and that a sequential build-out phasing approach be followed.

The RTA may decide to perform various planning studies necessary to place the RTA in a position to request federal funding for an initial rail segment by October 1994. Such studies could be designed to help resolve issues that could preclude the RTA from being in a position to make such a request by October 1994. These could include review of locations other than those in the recommended system plan that could be served by the regional rapid rail component of the system.

Staff will draft a report and discuss this action with local agency staff in the region before consideration by the RTA.

BUDGET ISSUES:

The RTA would need to submit the Project Justification Report by mid-November, 1993 to qualify for 1995 appropriations. Should the RTA elect not to submit a Project Justification Report until the 1996 appropriations cycle, the ability to draw down on the \$300 million appropriation will be significantly reduced. Also, the schedule for revenue service for the initial rail segment would be delayed at least one year.

ATTACHMENT A

Summary of Appropriation Process for FTA Grant

- *Mid-November, 1993:* Submit updated System Profile and Project Justification Report to FTA. The Central Corridor segment extending from approximately 65th Street on the north to the vicinity of Boeing Access Road in the south was selected because of its transportation benefits and competitiveness in the federal process. It is however, a "space-saver" in the process whose scope can subsequently be adjusted.
- *January 20, 1994:* The Secretary of Transportation submits his report on funding levels and allocations of funds to the President in response to Section 3(j) of the Federal Transit Act, as amended.
- *Early February, 1994:* President presents his budget request to congress; doesn't include a breakdown of FTA Section 3 funds by city; refers to 3(j) report.
- *February to May, 1994:* Hearings in House and Senate. Agency representatives meet with congressional delegation and testify at hearings; scope of request can be changed.
- *May through June, 1994:* House Appropriations Subcommittee drafts bill; key step - most projects identified for funding at this level.
- *July through August, 1994:* Same as above for House.
- *July/August, 1994:* RTA submits grant request if it so chooses.
- *August, 1994:* Bills go to full committee, House floor and Senate floor; projects can still be added or modified at this point.
- *August Recess, 1994:* DOT bill usually passed by House and Senate.
- *Early September, 1994:* Conference Committee meets and finalizes budget request.
- *By October 1, 1994:* President signs bill and FY95 funding is available.
- *After October, 1994:* Grant request for FY95 can be approved by FTA.

REGIONAL TRANSIT AUTHORITY

RESOLUTION NO. 6

- A RESOLUTION of the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region authorizing submittal of an updated system profile to the Federal Transit Authority for the rail component of the Regional Transit System Project and authorizing submittal of a Project Justification Report for the Central Corridor.

WHEREAS, pursuant to Chapters 81.104 and 81.112 RCW, the Regional Transit Authority ("RTA"), is responsible for finalizing and implementing a system and financing plan for high capacity transportation within the RTA's service area; and

WHEREAS, as provided by RCW 81.112.030(1), the Joint Regional Policy Committee for High Capacity Transportation has adopted and recommended a system and financing plan entitled Regional Transit System Plan ("Plan") to the RTA for its consideration; and

WHEREAS, the recommended Plan includes rapid rail service as a component of an integrated public transportation system which Plan being subject to modification by the RTA; and

WHEREAS, such Plan envisions that funding to implement a regional transit system must include federal grants and recommends that the RTA pursue such grants as well as other potential sources; and

WHEREAS, the current Intermodal Surface Transportation Efficiency Act (ISTEA) authorization (1992-1997) designates \$325 million from the Section 3, New Start funding category for the rail component of the Regional Transit Project; and

WHEREAS, of this amount \$25 million has been appropriated by Congress for the commuter rail component but the remaining \$300 million, which is identified for the rapid rail component of the Project, has not yet been appropriated; and

WHEREAS, submittal of a Project Justification Report is prerequisite to Congressional appropriation of federal funding for the rapid rail component in the 1994 appropriations cycle; and

WHEREAS, submittal of this document would put the RTA in a position to request funding from such an appropriation but would not obligate the RTA to make such a funding request; and

WHEREAS, the deadline prescribed by the Federal Transit Authority for submittal of this document for consideration in the 1994 appropriations cycle is mid-November, 1993; and

WHEREAS, the required Project Justification Report must include specific definition of a project for which the requested funding would be used and to receive the highest possible federal ranking for grant approval, the defined project should be the most cost-effective segment of the envisioned regional rapid rail system based upon federal criteria; and

WHEREAS, based upon the regional transit system planning information developed by the Joint Regional Policy Committee, the rapid rail segment included in the recommended Plan determined to be the most cost-effective by federal criteria is that segment generally located between the Roosevelt District in the northern portion of Seattle and the vicinity of the Boeing Access Road interchange with Interstate 5 south of Seattle; and

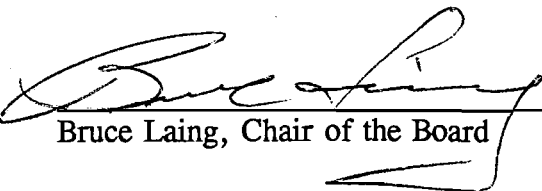
WHEREAS, adoption of this resolution by the RTA Board does not obligate the RTA to proceed with a grant request for FTA funding and does not preclude the RTA from redefining the scope of the project for which such a grant would be used if the RTA does proceed with a grant request;

NOW, THEREFORE, BE IT RESOLVED by the Board of the Regional Transit Authority as follows:


Section 1. The RTA Board hereby authorizes submittal to the Federal Transit Administration of a Project Justification Report defining that segment located generally between the Roosevelt District in the northern portion of Seattle and the vicinity of the interchange of the Boeing Access Road with Interstate 5 south of Seattle as the initial rail segment for federal funding.

Section 2. The RTA Board recognizes that approval of this resolution does not: obligate the Board to proceed with a federal grant request to implement an initial rail segment; preclude a redefinition of the scope of the initial segment for federal funding; or preclude the RTA Board from performing project level planning studies on other segments of the recommended regional system using other funding sources. It also does not preclude the RTA Board from proceeding with planning for commuter rail or for other non-rail portions of the system (such as exclusive bus transitways, improved bus service, infrastructure improvements, or HOV lanes), especially in areas not directly served by rail, based on priorities identified by those areas.

ADOPTED by the Board of the Regional Transit Authority for Pierce, King and Snohomish Counties region this 12th day of November, 1993.


Bruce Laing, Chair of the Board

ATTEST:


Clerk of the Board