

**Regional Transit Authority
Motion No. 32**

A motion of the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region adopting the Implementation Guide for *Sound Move* -- The Ten-Year Regional Transit System Plan.

Background:

On November 5, 1996 the citizens of the three county RTA District authorized tax increases to fund the development of a high-capacity transit system for the central Puget Sound area. The plan, adopted by the RTA Board on May 31, 1996, includes a mix of improvements: regional express bus routes operating on an improved HOV Expressway system, light rail, commuter rail, and community gateways to enhance access to RTA and other public transit services.

With the passage of the proposal by the voters the RTA now is beginning the process of phasing the ten-year package of improvements. This phasing will provide a general blueprint for the overall sequencing of the more than 100 separate but interrelated capital and service elements of the plan.

In February the RTA began the phasing discussion with the various agencies and jurisdictions in the region. This provided initial feedback on generally how the various RTA projects would fit with other related projects currently being pursued by others. The discussion draft provided additional information about how projects would be implemented over time given the financial principles also adopted as a part of the plan.

After the initial review a public review draft was produced the end of March. This document was designed to solicit public input on the general phasing of the elements of the plan. The projects were grouped into three time frames, each with a focus on a particular element of the plan.

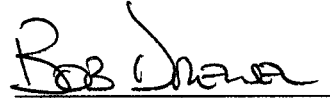
The comments that have been received on each of the drafts have refined the RTA's phasing plan. These changes have been incorporated as a part of the final document now being adopted.

The guide as adopted is a general blueprint for how the RTA will implement the many projects that are part of the plan. It will focus the RTA efforts in order to move forward on implementation. It will guide the development of the detailed, project-by-project yearly and multi-yearly capital and operation budgets soon to be developed. It will also serve as a tool for coordinating the RTA projects and services with those of our partners from other agencies and jurisdictions. Finally it will provide the baseline for measuring progress and making decisions and adjustment that will inevitably be necessary for the RTA to deliver *Sound Move* services and facilities on schedule and within the financial framework adopted as a part of the plan.

Motion:

It is hereby moved by the Board of the Regional Transit Authority that the attached Implementation Guide that provides a blueprint for the general sequencing of projects is adopted. The Executive Director is authorized to begin the project development process for beginning implementation and the development of the detailed budgets for Board approval.

Approved by the RTA Board on May 22nd, 1997.



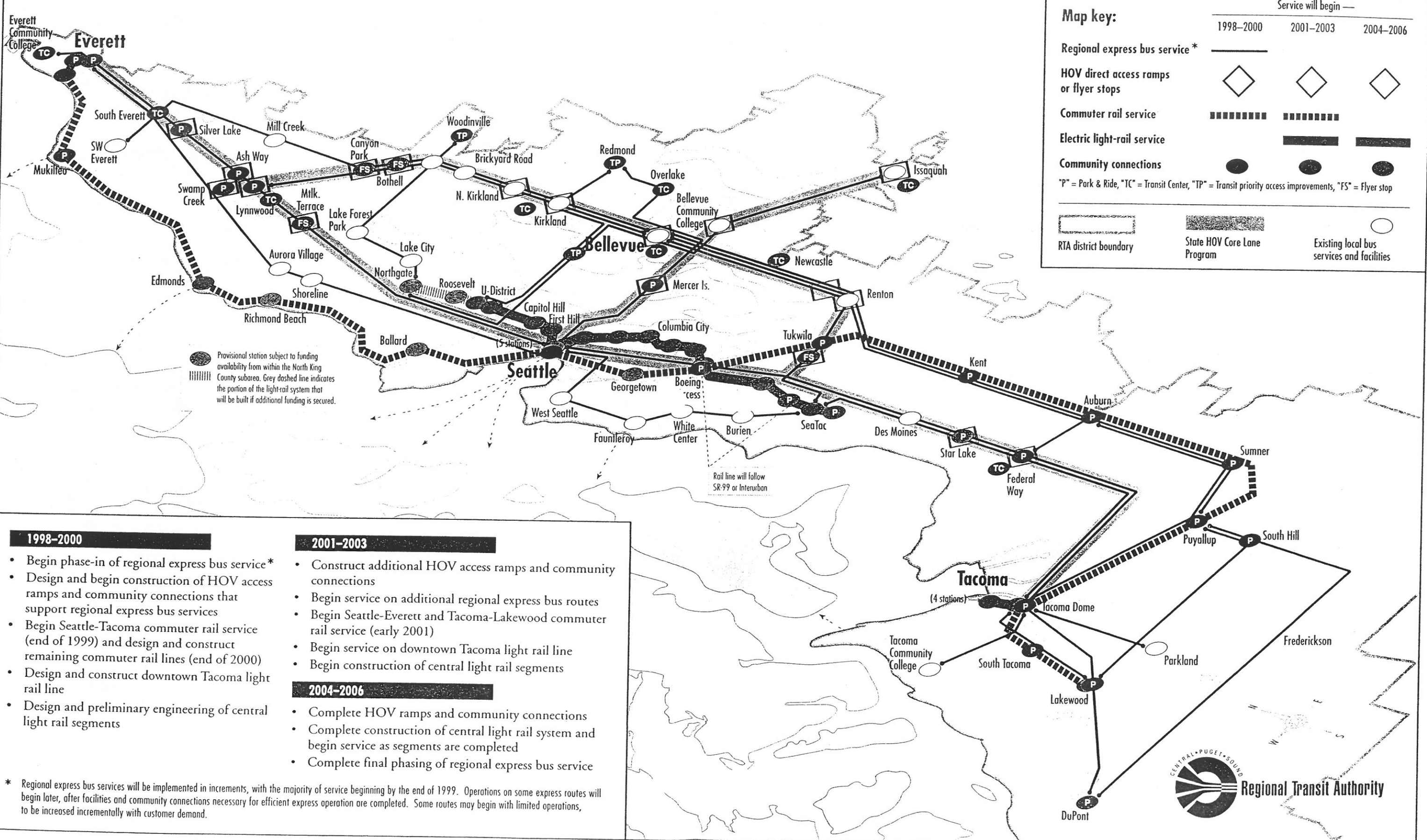
Bob Drewel
Board Chair

ATTEST:



Marcia Walker
Board Administrator

Implementation Guide for Sound Move: The Ten-Year Regional Transit System Plan



Map key:

	Service will begin —		
	1998–2000	2001–2003	2004–2006
Regional express bus service*	—	—	—
HOV direct access ramps or flyer stops	◊	◊	◊
Commuter rail service	▬▬▬▬▬▬	▬▬▬▬▬▬	▬▬▬▬▬▬
Electric light-rail service	▬▬▬▬▬▬	▬▬▬▬▬▬	▬▬▬▬▬▬
Community connections	●	●	●
"P" = Park & Ride, "TC" = Transit Center, "TP" = Transit priority access improvements, "FS" = Flyer stop			
RTA district boundary	▭		
State HOV Core Lane Program	▨		
Existing local bus services and facilities	○		

- | 1998–2000 | 2001–2003 | 2004–2006 |
|---|---|--|
| <ul style="list-style-type: none"> • Begin phase-in of regional express bus service* • Design and begin construction of HOV access ramps and community connections that support regional express bus services • Begin Seattle-Tacoma commuter rail service (end of 1999) and design and construct remaining commuter rail lines (end of 2000) • Design and construct downtown Tacoma light rail line • Design and preliminary engineering of central light rail segments | <ul style="list-style-type: none"> • Construct additional HOV access ramps and community connections • Begin service on additional regional express bus routes • Begin Seattle-Everett and Tacoma-Lakewood commuter rail service (early 2001) • Begin service on downtown Tacoma light rail line • Begin construction of central light rail segments | <ul style="list-style-type: none"> • Complete HOV ramps and community connections • Complete construction of central light rail system and begin service as segments are completed • Complete final phasing of regional express bus service |
- * Regional express bus services will be implemented in increments, with the majority of service beginning by the end of 1999. Operations on some express routes will begin later, after facilities and community connections necessary for efficient express operation are completed. Some routes may begin with limited operations, to be increased incrementally with customer demand.



period. The Implementation Guide is based on the funding assumptions in the plan:

- \$1.98 billion in local tax revenues (0.4 percent sales tax and 0.3 percent Motor Vehicle Excise Tax);
- \$1.05 billion from bond sales;
- \$727 million in federal grants (approx. 20 percent of all revenues);
- \$155 million from fares, interest and miscellaneous sources.

Project steps and public involvement

Each project requires three steps: design, construction, and operation. For some projects, the RTA may choose to begin design work early even if construction is scheduled in later years. This will help coordinate RTA projects with other community projects proceeding on an earlier schedule. The public will be involved in the decisionmaking at every stage, including decisions about location and design of facilities and routes, community impacts and how new regional services are integrated with existing transit services.

More extensive or complex projects — such as light rail and parts of commuter rail service — will require more design and construction time and must be coordinated with the availability of federal grants. High-occupancy vehicle improvements must be coordinated with state plans and projects for maximum efficiency. There is greater flexibility in the scheduling of individual express bus facilities and community connections; however a number of those facilities must be in place to put the “express” into the implementation of regional express bus service.

A living document

The Implementation Guide is just that — a guide that sets the course for the ten-year implementation process. As the RTA and its partners move into the process it is inevitable that there will be unanticipated challenges and unexpected opportunities. The Implementation Guide provides a flexible framework where the implications of unanticipated changes can be measured and accommodated.

The RTA Board will review the Implementation Guide annually, and establish criteria for evaluating proposed changes and additions. Evaluation criteria will address such issues as a new project’s consistency with the adopted system plan and budget, its impact on other projects and schedules, and the status of project funding and design. The criteria will also consider a proposed project’s potential to leverage non-RTA funds, or to foreclose other future opportunities.

What’s next?

The RTA Board approved the Implementation Guide in May. The guide will provide the basis for developing the 1998 budget and work program and will focus the RTA’s efforts in the remainder of 1997. Here are some of the activities to take place:

- develop working agreements with local jurisdictions, transit agencies and state Transportation Department;
- establish contracts with architecture and engineering consultants;
- launch community involvement processes;
- begin negotiations with commuter rail partners.



Sound Move

Implementation Guide for *Sound Move*: The Ten-Year Regional Transit System Plan

When voters approved local financing for *Sound Move: The Ten-Year Regional Transit System Plan* on November 5, 1996, they set in motion a challenging and ambitious regional effort to put the services and facilities detailed in the plan in place. *Sound Move* is a comprehensive regional transit plan made up of more than 100 separate but interrelated capital and service projects. Each project will have a life of its own, yet all the pieces must fit together. The Regional Transit Authority is responsible for putting *Sound Move* in place, but it is going to take the hard work and cooperation of many people, jurisdictions, agencies, and public and private partners to transform vision into reality.

What is the Implementation Guide?

This Implementation Guide is a blueprint to guide the RTA in scheduling the design, construction and operation of the many projects that make up *Sound Move* over the next ten years. The guide will be reviewed each year by the RTA Board and periodic adjustments made to respond to changing circumstances, public directives, and potential opportunities. The Implementation Guide will:

- provide the basis for the RTA’s annual capital and operating budgets;
- help coordinate projects and services with local jurisdictions and other agencies;
- provide a baseline for measuring progress and making the decisions and adjustments necessary for RTA to deliver services on schedule and consistent with RTA-adopted financial policies.

Funding assumptions

The Implementation Guide directly reflects the commitments included in the financial policies adopted as a part of *Sound Move*. Implementing and operating *Sound Move* components will cost a total of \$3.9 billion (\$1995) over the ten-year

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The RTA’s “First Moves”

The RTA’s “first moves” toward the full regional system will begin in mid-1997. Four projects will be launched:



Ash Way park-and-ride lot

A 1000-stall facility being developed by Community Transit and the state Department of Transportation north of Lynnwood near I-5 at 164th Street. Construction will begin in August. Both CT and RTA buses will serve this facility.



Added Tacoma-Seattle Express bus service

Additional trips on Pierce Transit’s highly successful Lakewood-Tacoma-Seattle express bus routes. The new service will begin in fall, 1997, coinciding with the opening of a new Tacoma Dome park-and-ride lot.



Overlake Transit Center and park-and-ride lot

A new transit center for Metro and RTA bus connections and accompanying park-and-ride lot in Redmond at N.E. 40th and 156th street to be developed in partnership with Microsoft Corp., the City of Redmond and King County Metro. This project will coincide with completion of the state Department of Transportation’s new interchange and bus flyer stops at SR-520 and N.E. 40th Street.



Auburn commuter rail station property acquisition

Acquire property for a transit hub and commuter rail station in downtown Auburn that will be served by Metro and the RTA’s commuter trains and express buses.



Implementation Guide