

Regional Transit Authority
Motion No. 37

A motion of the Board of the Regional Transit Authority for the Pierce, King and Snohomish counties region stating its intent to include funding for four projects as part of the 1997 and 1998 budget, authorizing the executive director to begin the development of interlocal agreements on these projects, and committing to developing the necessary cost sharing arrangements and agreements for these projects. This motion is not a commitment to the full funding levels indicated in Sound Move.

Background:

With the adoption of the Implementation Guide for Sound Move at its May 22, 1997 board meeting, the RTA is now in a position to make preliminary decisions on how to proceed with project development. The development of that Implementation Guide provided the RTA a better understanding of the current status of the various projects that are included in Sound Move - The Ten-Year Regional Transit System Plan.

There were several themes among the comments received on the Guide:

- ◆ some projects are ready to be implemented now; and
- ◆ projects of other agencies are underway now, presenting opportunities for integration with related RTA projects; and
- ◆ the RTA needs to show progress on its commitments to the public.

In response to these comments, the Public and Government Affairs Committee requested the staff to identify candidate projects in Sound Move for early implementation, provided those projects fall within the adopted financial framework.

Motion:

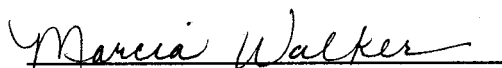
It is hereby moved by the Board of the Regional Transit Authority that it is the intent of the board to include funding for projects referred to as "First Moves" (on Attachment A) as part of the budget for the remainder of 1997 and 1998. The executive director is authorized to begin the development of interlocal agreements on these projects and ensure that costs are reflected in upcoming budget reviews and approvals. This motion is not a commitment to the full funding levels indicated in Sound Move, but to develop the cost sharing arrangements and agreements that will be acted upon by the board later this year.

Approved by the RTA Board on May 22, 1997.



Bob Drewel
Board Chair

ATTEST:


Marcia Walker
Board Administrator



Regional Transit Authority

“First Moves”

Attachment A

June 12, 1997



***Sound Move's* First Moves — putting the regional transit system in place**

Background

In the six months since receiving voter approval for *Sound Move — The Ten-Year Regional Transit System Plan*, the Central Puget Sound Regional Transit Authority has been taking the steps needed to begin putting the pieces in place for the new system. Those steps have included:

- appointing a Citizen Oversight Panel — an independent citizen review panel charged with monitoring and reporting on the agency's performance against its commitments.
- adopting a strategic Implementation Guide that outlines the schedule for building and implementing RTA-financed services and facilities.
- beginning community involvement efforts, specifically in communities to be served by the light rail system.
- preparing to request proposals for Architecture and Engineering contracts so work can begin in the fall.

Now the agency is well on its way to create the new regional rail and express bus system. The system is made up of roughly a hundred individual projects including rail stations, new express bus routes, park-and-ride lots, bus/carpool ramps to high-occupancy-vehicle lanes and transit flyer stops.

Every year for the next several years, more pieces of the system will be put in place and ready for the public to use. Some components will rely on other components before they can be used. For example, new light rail tracks must be in place before stations can open. But, many of the new facilities and services can begin operating as soon as they're ready.

Sound Move's "first moves" toward the full regional system will be ready to go this summer.

First Moves

Ash Way Park-and-Ride Lot

The RTA will contribute funds to help pay for a 1000-stall park-and-ride lot being developed by Community Transit and the state Department of Transportation at Interstate 5 and 164th Street near Ash Way north of Lynnwood. Other park-and-ride lots in the area are at capacity. The state Transportation Department will begin building the lot in August. The RTA will contribute up to \$2 million towards the cost of the project. The RTA will also evaluate whether to begin Regional Express bus service between Everett and Seattle to coincide with the lot's opening in fall of 1998.

Added bus service on the Tacoma–Seattle Express

The RTA will pay for adding six trips to the Tacoma/Lakewood to Seattle express bus route. Buses on the route are currently overcrowded. The new service will be added in the fall when a new Tacoma Dome park-and-ride lot opens. The RTA will begin funding the service in January. The RTA will contribute \$542,000 for operating the additional trips in 1998. Pierce Transit coaches will be used for the service during the first two years.

Overlake Transit Center and Park-and-Ride Lot

The RTA will contribute up to \$5 million to build a new transit center for bus connections and an accompanying park-and-ride lot at N.E. 40th Street and 156th Street in Redmond. Construction of the Transit Center was originally scheduled to begin in 2003. Microsoft has indicated its willingness to advance funding for some costs so construction can begin by late 1997 or early 1998. The RTA will reimburse Microsoft for the costs.

Auburn Commuter Rail Station property acquisition

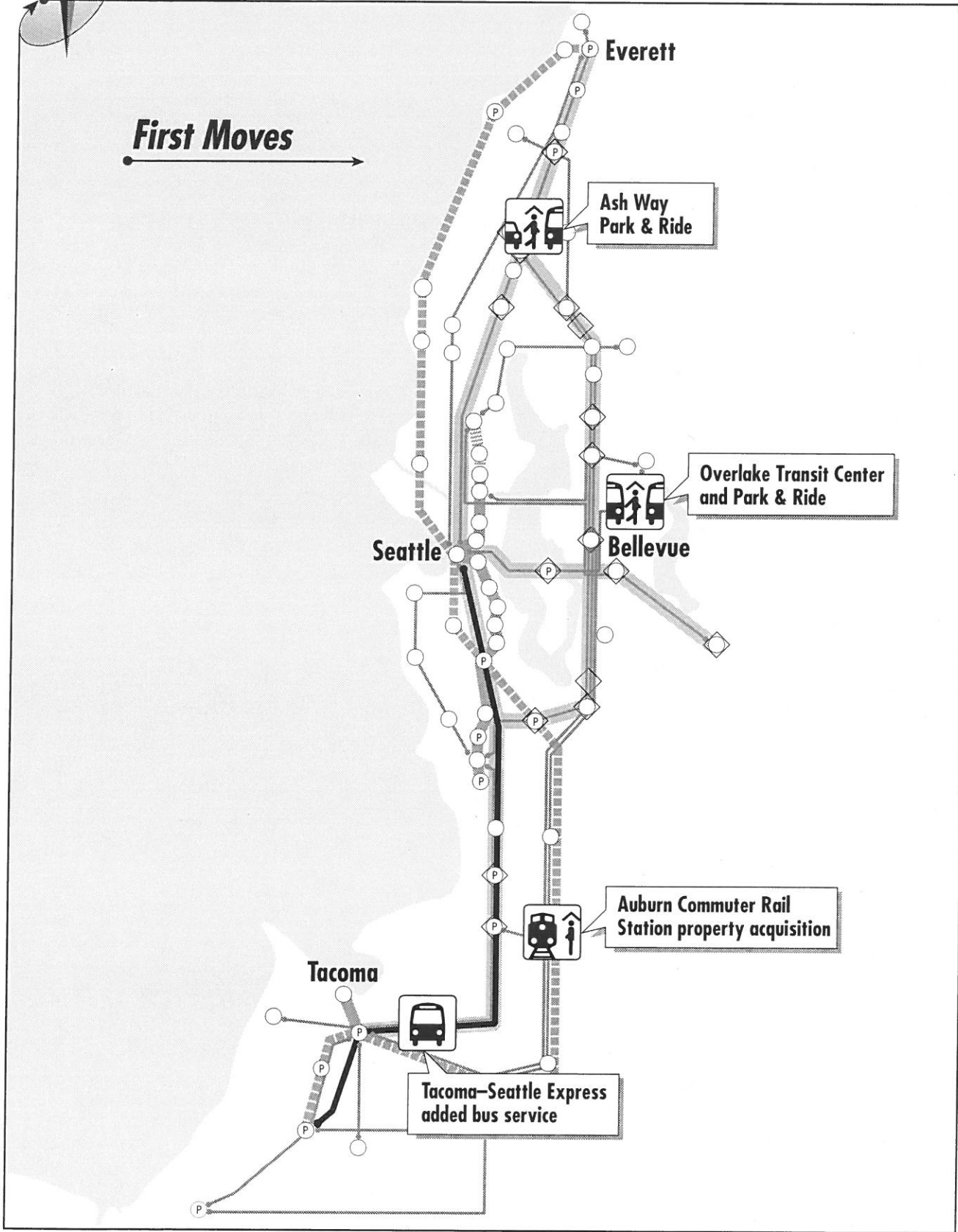
The RTA will begin advance property acquisition for an Auburn Commuter Rail station at a site to be determined in downtown Auburn. The RTA will consult with the City of Auburn and King County Metro regarding the property acquisition. Both jurisdictions have capital projects planned which must be coordinated with the commuter rail station development. The cost of the property acquisition will be determined once appraisal firms are selected to evaluate possible station locations.

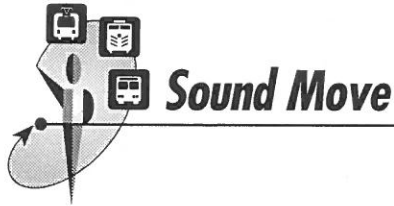


Sound Move

First Moves →

5/21/97





First Moves

Ash Way Park-and-Ride Lot

Project description:

Construct a 1000-stall park-and-ride lot in the northwest quadrant of I-5 and 164th Street S.W. in the vicinity of Ash Way north of Lynnwood. This project is included in *Sound Move — the Ten-Year Regional Transit System Plan*.

There is a critical need for additional park-and-ride capacity in this vicinity. The Swamp Creek park-and-ride lot west of this site at 164th Street S.W. and SR 525 is currently being used to its maximum capacity.

Community Transit and the state Department of Transportation have been working on the development and design of the new park-and-ride lot. The WSDOT has completed the design and will be responsible for construction. Construction would begin in August; completion would be scheduled for Fall 1998.

Community Transit will run bus service to and from this park-and-ride lot once it is completed. The RTA's regional express bus service will also use this facility. The Implementation Guide calls for that service to begin operating in 1999 (see related issue below). The park-and-ride lot sign will carry the logos of Community Transit, WSDOT and the RTA.

Costs and funding:

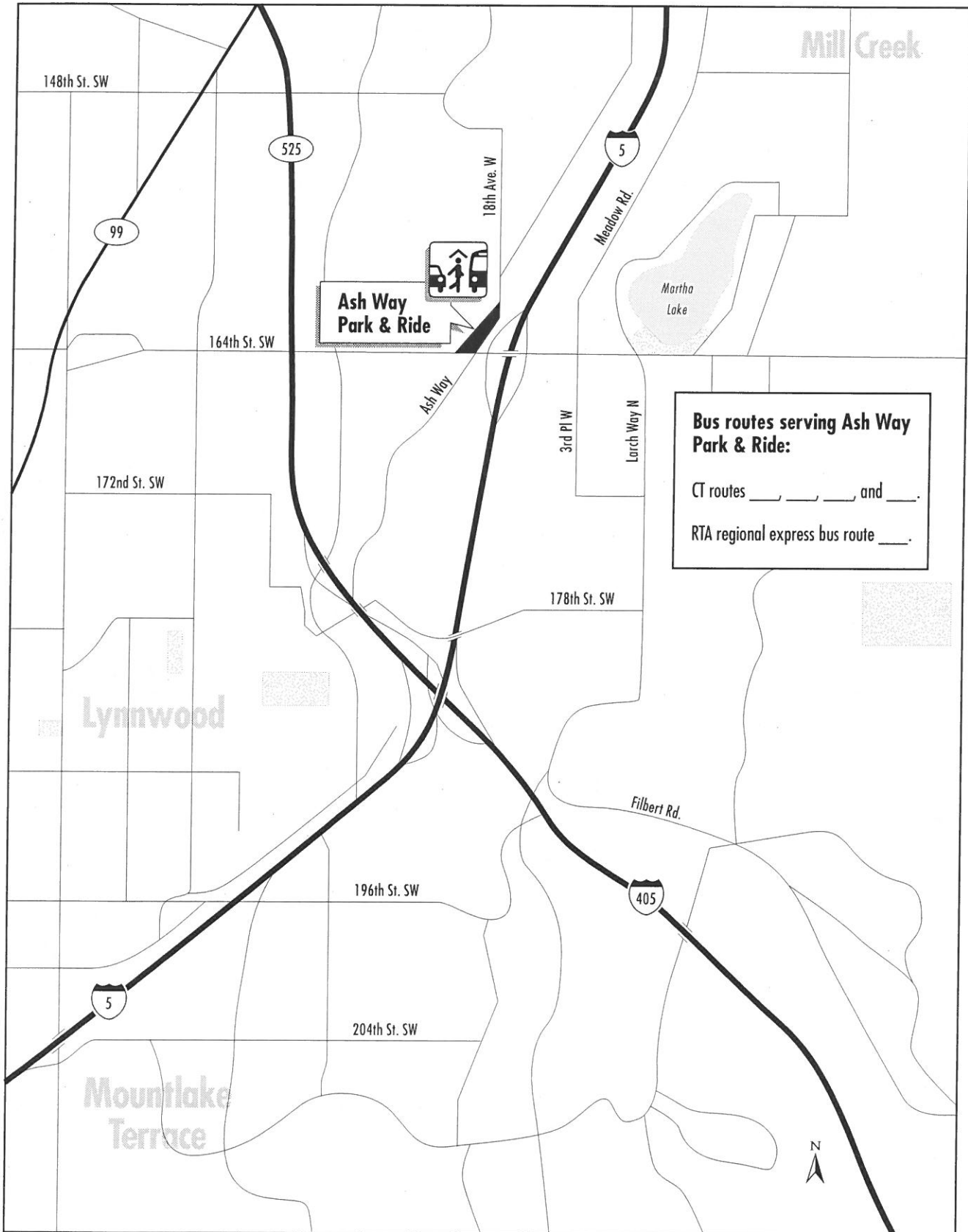
The total cost for the project is approximately \$5 million, of which \$3 million is already funded. The RTA's contribution would be up to \$2.0 million depending upon the final construction estimates. *Sound Move* includes a budget of \$2.0 million for the RTA's share. It is possible that payment could be made in 1997 or 1998.

Related projects or issues:

Sound Move includes regional express bus service that would serve this park-and-ride lot. The Implementation Guide assumes this service would begin in 1999. The RTA may want to evaluate the merits of beginning that service in Fall 1998 to coincide with the opening of the lot. The extra year of full operation of this service would cost an additional \$3 million. This extra cost would begin at the end of 1998 through 1999. Options for making up the extra cost include a cost-sharing arrangement with Community Transit, or delaying implementation of other budgeted service.

Ash Way Park & Ride

5/21/97



Bus routes serving Ash Way Park & Ride:

CT routes _____ and _____.

RTA regional express bus route _____.



First Moves

Overlake Transit Center and Park-and-Ride Lot

Project description:

Construct a new transit center for bus connections and an accompanying park-and-ride lot at N.E. 40th Street and 156th Avenue N.E. in Redmond. This project is included in *Sound Move — the Ten-Year Regional Transit System Plan*. The Implementation Guide calls for this project in the first implementation stage.

Microsoft contributed the land to the City of Redmond for the facility. The facility would include pull-out bays and layover space on 156th Avenue N.E.

This transit center and park-and-ride lot will interface with WSDOT improvements currently in design and scheduled for completion by the end of 1999: a new interchange and transit flyer stops on SR-520 at NE 40th Street. The transit center will serve as a hub for both Metro bus routes serving this area, as well as the RTA's express bus service (see related issue below).

Cost:

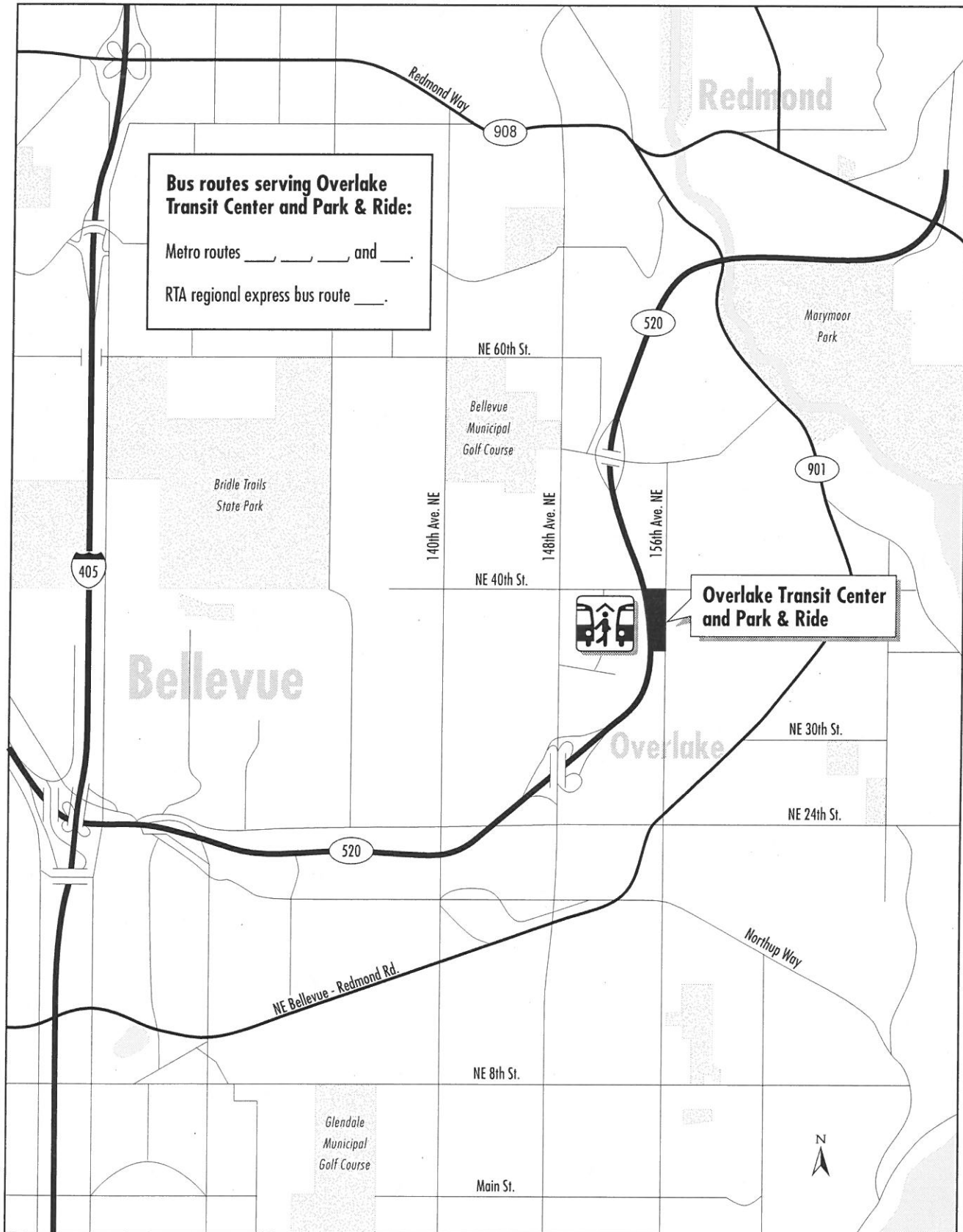
The amount of the RTA's contribution to this project is up to \$5 million which is the amount budgeted in *Sound Move*. The proposal is for Microsoft to advance funding for the project upon agreement that the RTA would repay the funds consistent with the timing in the Implementation Guide (1999). Microsoft has stated its desire to proceed with the design as well as permitting with an expectation it could be completed within six to nine months. If Microsoft advances funds to get the project underway construction could begin in late 1997 and completed by 1998.

Related projects or issues:

The Implementation Guide calls for RTA regional express bus service to begin operating in this area in 1999. The RTA could consider the merits of moving this schedule up one year so that service could begin upon completion of the transit center and park-and-ride lot.

Overlake Transit Center and Park & Ride

5/21/97



Bus routes serving Overlake Transit Center and Park & Ride:
 Metro routes _____ and _____.
 RTA regional express bus route _____.

Overlake Transit Center and Park & Ride



First Moves

Tacoma-Seattle Express — additional service

Project description:

Add six new trips to the existing Tacoma-Seattle express bus service beginning in January 1998. This would accelerate the initiation of the additional service which is called for in *Sound Move*. The Implementation Guide schedules this service to begin in 1999.

Pierce Transit coaches will be used for the additional service at no charge to the RTA for the first two years of service or until the RTA assumes the full responsibility for operating this service.

This proposal addresses immediate needs for more capacity on this well-used route. The current service level is overcrowded. This condition is expected to worsen upon opening of a new Tacoma Dome Park-and-Ride lot this Fall (1997).

Cost:

The RTA would cover \$542,000 for operation in 1998. The additional cost associated with accelerating this service a year earlier than planned has been evaluated against the bus costs for the entire ten-year program for Pierce County. These costs would be offset by delaying other bus service implementation.

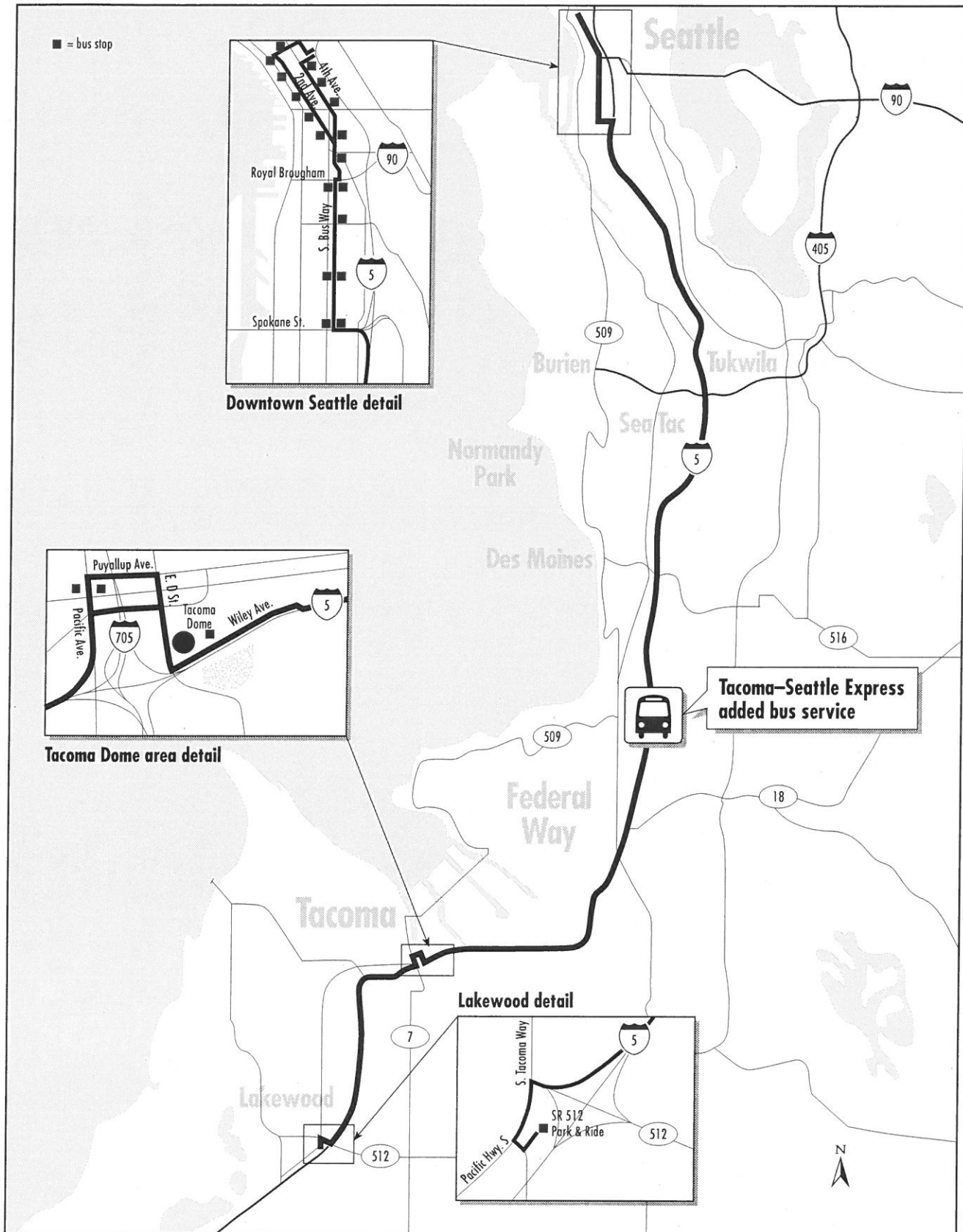
In order to begin bus service upon completion of the Tacoma Dome park-and-ride lot in fall 1997, Pierce Transit will pay the cost of operating the service for the three months before RTA funding begins.

Related projects or issues:

The RTA needs to determine how the RTA should be identified as the sponsor of this additional service and work with Pierce Transit to communicate that identity.

Tacoma–Seattle Express added bus service

5/21/97





First Moves

Auburn Commuter Rail Station Property Acquisition

Project description:

Begin advance property acquisition for an Auburn Commuter Rail station at a site to be determined in downtown Auburn. This project is included in *Sound Move — the Ten-Year Regional Transit System Plan*.

Commuter rail service between Tacoma and Seattle is scheduled to begin by the end of 1999. Among the many tasks in implementing the service is acquisition of all real property eventually necessary for stations, commuter parking, bus bays, and other access facilities.

Work on the Auburn commuter rail station is ready to move forward first. Metro has \$600,000 budgeted for, and is beginning work on developing an Auburn bus hub as part of its six-year plan. Also, the City of Auburn has a \$1 million grant for transportation improvements in downtown Auburn. By moving ahead on RTA station siting and property acquisition now, there is an opportunity to bring these three projects together into an integrated set of investments.

The process of acquiring property for the Auburn station will involve several steps including advertisement, selection and contracting with local property appraisal firms.

Cost:

The cost of property acquisition will be determined once appraisal firms are selected to evaluate possible station locations. *Sound Move* includes a budget of \$9 million for the total costs of an Auburn commuter rail station.

Related projects or issues:

The RTA will consult with the City of Auburn and King County Metro regarding the property acquisition. Both jurisdictions have capital projects planned which must be coordinated with the commuter rail station development.