

SOUND TRANSIT

MOTION NO. M98-32

**1997 Annual Report and Six-Year Transit Development Plan
BACKGROUND AND COMMENTS**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	5/1/98	Recommend Board Approval	Barbara Gilliland, Program Manager, Systems Integration	684-1630
Board of Directors	5/14/98	Approval	Agnes Govern, Director, Regional Express	684-1673

ACTION:

Approve the submittal of the 1997 Annual Report and Six-Year Transit Development Plan 1998-2004 to the state Department of Transportation.

BACKGROUND:

This annual report is required by the state in order to present an overall picture of public transit investments within the State of Washington. This information is part of state transit planning requirements for all public transit agencies.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- Adoption of the 1993 Final Environmental Impact Statement on the Regional Transit System Plan.
- Motion 32 - Adoption of Sound Transit Implementation Guide
- Adoption of the 1998 Budget

KEY FEATURES:

- Describes accomplishments made in 1997.
- States how agency goals and commitments address state objectives.
- Outlines proposed actions for the next six years.

FUNDING:

Includes a budget review for the next six years based on Sound Transit plans and projections adopted as part of the Sound Transit budget process.

ALTERNATIVES:

Not applicable.

CONSEQUENCES OF DELAY:

Will not be contained in the summary report to the legislature on transit investments within the State of Washington.

SOUND TRANSIT
MOTION NO. M98-32

A motion of the Board of the Central Puget Sound Regional Transit Authority to approve the submittal of the 1997 Annual Report and Six-Year Transit Development Plan 1998-2004 to the state Department of Transportation.

Background:

This annual report is required by the state in order to present an overall picture of public transit investments within the State of Washington. This information is part of state transit planning requirements for all public transit agencies.

This annual report is supported by previous public comment and Board actions on the adoptions of:

- The 1993 Final Environmental Impact Statement for the Regional Transit System Plan
- The Sound Move Implementation Guide
- The 1998 Budget

Motion:


It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the 1997 Annual Report and Six-Year Transit Development Plan 1998-2004 be adopted for submittal to the state Department of Transportation.

Approved by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 14th day of May, 1998.



Bob Drewel
Board Chair

ATTEST:



Marcia Walker
Board Administrator



SOUNDTRANSIT

Central Puget Sound
Regional Transit Authority

Six-Year Transit Development Plan 1997 Update

DRAFT

May 14, 1998

Six-year Transit Development Plan – 1997 Update

INTRODUCTION

The Six-year Transit Development Plan – 1997 Update is intended to provide information to the State Legislature on the development of the various transit components being undertaken by Sound Transit – the Central Puget Sound Regional Transit Authority. Background information on the public transit agency, recent accomplishments, commitments and plans are presented.

SECTION I: ORGANIZATION

In 1992, the Washington State Legislature authorized King, Pierce, and Snohomish counties to create a single agency – the Central Puget Sound Regional Transit Authority, now known as Sound Transit – to plan, build, and operate a high-capacity transit system to ease the region’s jammed travel routes. Sound Transit’s taxing and service area boundary lines generally follow the urban growth boundaries created by each county in accordance with the state’s Growth Management Act.

On November 5, 1996, voters approved local funding for *Sound Move*, a 10-year transit plan, which included two tax increases – a 0.4 percent local tax and a 0.3 percent motor vehicle excise tax – to fund the regional bus and rail transit systems described in *Sound Move*.

In accordance with state law (RCW 81.112.030) the Sound Transit Board is comprised of the state Secretary of Transportation and local elected officials, including the three county executives, representation from the largest city in each county, and proportional representation from other cities and unincorporated areas of each county. At least one-half of all appointees from each county also serve on local transit boards. The current composition includes the state Secretary of Transportation; the King County Executive and four King County councilmembers; the Pierce County Executive and one Pierce County councilmember; the Snohomish County Executive; the mayors of Seattle, Everett, and Kent; and councilmembers from the cities of Tacoma, Seattle, Edmonds, Federal Way, Lakewood, and Kirkland. The Sound Transit organizational chart attached.

As of December 31, 1997, Sound Transit employed:

- Eight full-time equivalents in the Sounder Commuter Rail Department.
- Nineteen full-time equivalents in the Link Light Rail Department.
- Ten full-time equivalents in the Regional Express Department.
- Forty-five full-time equivalents in the administration and support departments.

SECTION II: PHYSICAL PLANT

Sound Transit leases administrative offices located at 1100 Second Avenue in Seattle. As of December 31, 1997, Sound Transit did not own or operate any maintenance or operations facilities. On May 22, 1997, the Sound Transit Board adopted a schedule, titled the Implementation Guide,

that outlines the sequence of construction projects and services included in *Sound Move*. The Implementation Guide provides the general framework for how over 100 separate, but interrelated, projects and services contained in *Sound Move* will be implemented over the next 10 years. The Implementation Guide is divided into three general time periods: 1998 to 2000, 2001 to 2003, and 2004 to 2006. The Implementation Guide is the predecessor to the more detailed development of Sound Transit's 1998 operating and six-year capital budget which was adopted in December 1997.

And as of December 31, 1997, Sound Transit did not own any vehicles or facilities, although it did contract with Pierce Transit for services using Pierce Transit vehicles.

SECTION III: SERVICE CHARACTERISTICS

Beginning September 15, 1997, Sound Transit initiated an agreement with Pierce Transit to enhance the Seattle Express bus service between Tacoma and Seattle. Also last year, Sound Transit funded 15 one-way weekday, midday, and evening trips and two one-way Saturday evening trips between Seattle and Tacoma. This is the first service funded by Sound Transit and has resulted in a 24 percent increase in ridership on Seattle Express bus services for the final four months of 1997 over the same time period in 1996.

The Seattle Express service operates as six express routes Monday through Friday from 4:30 a.m. to 11 p.m. Saturday service operates from 6:30 a.m. until 10:30 p.m. Sunday service begins at 7 a.m. and ends at 9:30 p.m. The routes are defined as follows:

- Downtown Tacoma to Tacoma Dome to downtown Seattle.
- Lakewood (SR-512 Park and Ride) to Tacoma Dome to downtown Seattle.
- Lakewood (SR-512 Park and Ride) to downtown Seattle.
- Downtown Tacoma to downtown Seattle.
- Lakewood (SR-512 Park and Ride) to downtown Tacoma to Tacoma Dome to downtown Seattle.
- Gig Harbor to Tacoma Community College to downtown Seattle.

Routes 590, 591, 592, 593 and 595 are peak-hour services generally operated in the same direction as peak-hour traffic. Route 594 operates during midday, peak periods in the off-peak direction, evenings, Saturdays, and Sundays.

The fare structure for the Seattle Express service is:

Cash Fare	\$2.50
Reduced Fare	\$1.25
Children five and under (accompanied by a fare-paying adult)	Free

The monthly pass rate for Seattle Express service is:

Regular Pass Rate	\$75
Reduced Pass Rate	\$37.50

To qualify for a reduced fare, the passenger must be at least 65 years of age or have a doctor-verified disability. Passengers eligible for the reduced fare must obtain a Regional Reduced Fare Permit. This permit can be purchased for \$3 upon proof of age, proof of disability, or a valid Medicare card.

Ticket books are also available. Each book contains 11 tickets that can be purchased for the price of 10 cash fares. Transfers to the local network are free and may be used on King County Metro services or local service within Pierce County.

Seattle Express does provide service within the downtown Seattle Ride Free Area. In agreement with the City of Seattle and King County Metro, passenger trips entirely within this area are provided at no charge.

SECTION IV: SERVICE CONNECTIONS

The Seattle Express provides service to the following public transportation facilities:

Seattle

King Street Station
Greyhound Bus Depot
Washington State Ferry Terminal

Tacoma

Amtrak Rail Station
Greyhound Bus Depot

Seattle Express also serves four park-and-ride lots:

- Tacoma Dome Station (E. G Street and Puyallup Avenue).
- Lakewood (SR-512 and I-5).
- North Gig Harbor (SR-16 and Kimball Drive).
- Narrows (6th Avenue and Skyline).

In addition, the Seattle Express provides service to the Tacoma Community College Transit Center and the major transit center (Commerce Street) in downtown Tacoma. Connections can be made to other regional providers in Tacoma (Olympia Express service operated by Pierce Transit and Intercity Transit) and Seattle (King County Metro and Community Transit).

SECTION V: ACTIVITIES IN 1997

In 1997, Sound Transit made substantial progress toward building a high-capacity transit system in the Puget Sound region. The agency started by laying a solid foundation of policies, procedures, staff, and specialized consultants necessary to implement the system.

The board of directors appointed an independent Citizen Oversight Panel to monitor Sound Transit's progress in achieving the commitments made to voters. The first report concluded that Sound Transit "is taking very seriously its commitments to meet high standards of quality, to create a dynamic and flexible operating environment, and to be lean and efficient in meeting schedules."

It was also important to initiate a streamlined financial management system to track the budget and expenses. With that accomplished now, Sound Transit can assure full accountability and fulfill the agency's subarea equity principle. Incidentally, the accounting firm of Deloitte & Touche gave Sound Transit a "clean" 1997 financial audit.

Last year also gave rise to innovative procurement policies and procedures designed to minimize costs and maximize the return on the investment of local dollars. The adopted policies and procedures also include opportunities for local, small, and Minority/Women/Disadvantaged Business Enterprise (M/W/DBE) firms. All individuals and firms working with Sound Transit have been accepted with those policies in mind.

Critical partnerships have also been formed in the agency's first year working on the new transit system. Agreements have been reached with the state Department of Transportation, Pierce Transit, and Community Transit. An agreement with King County Transit is being developed as well. The partnerships and agreements offer the opportunity to deliver services and facilities at the lowest cost and ensure coordinated services.

Sound Transit, the ports of Seattle and Tacoma, and the Burlington Northern Santa Fe Railroad have all agreed to design the infrastructure required to support both commuter rail and freight traffic. The agreement also supports the "Fast Corridor" project to improve rail traffic.

Sound Transit's more visible accomplishments came in several different forms. Last fall, Sound Transit celebrated the groundbreaking for the 1,000-stall Ash Way park-and-ride lot at I-5 near Lynnwood. It is expected to open early next year. And, as mentioned previously, 15 buses were added to the Tacoma-Seattle Express bus route – causing a 24 percent increase in ridership.

Puget Sound citizens also got into the act last year. As promised in *Sound Move*, Sound Transit created a citizen task force that presented an alternative route for the Link light rail line between downtown Seattle and the University District. The alternative will be studied along with the proposed Capitol Hill/First Hill route.

At the end of last year, over 1,000 citizens shared their views on Sound Transit's proposed light rail routes, environmental impacts, and what factors should be analyzed in Link light rail system. The agency has also received the public's comments during open houses and public meetings. And nearly every day, boardmembers and staff met with and listened to local citizens and businesses, also informing them of the agency's progress – an activity that continues today.

There is no doubt Sound Transit made many *sound moves* in 1997.

Meeting the mission

Clearly, Sound Transit is beyond planning for a regional transit system and is now committed to implementing the plan voters approved. Sound Transit's current mission statement reads:

Build and provide for the operation of the regional express bus, commuter rail, and light rail services and facilities described in *Sound Move* to create an integrated regional high-capacity transportation system serving the three-county [Sound Transit] District. Do so in partnership with public agencies and jurisdictions, relevant private-sector and other interests, and the citizens we serve.

SECTION VI: PUBLIC TRANSPORTATION OBJECTIVES FOR SIX YEARS

The impacts of Sound Transit's mission statement are reflected in recent actions by the Sound Transit Board. Some of these actions directly relate to the state's Public Transportation Objectives over the next six-year period. The following items reflect Sound Transit's commitments to the public, as well as the State's transit planning objectives.

Preservation. Preserving existing public transportation service, facilities, and equipment.

Preserve existing public transportation service levels.

Support the continuation of balanced, well-funded multimodal state and federal transportation programs. Sound Transit intends to support increased investments in the region and work cooperatively with other transportation agencies to not only maintain, but leverage, additional resources for public transportation systems.

Preserve existing public transportation facilities and equipment.

Assure that the existing level of transit investment is maintained through the reinvestment of local resources freed up by Sound Transit investments in additional local service and/or facilities necessary to support those services. The addition of Sound Transit services will represent an increase in the amount of service available within the Snohomish, King, and Pierce County areas.

Education and Technical Support. Promote the use, and ensure efficient and effective delivery, of public transportation services.

Implement state-of-the-art public transportation management to ensure efficient and effective service delivery.

- Develop projects that include innovative design and operating features that benefit transit users and attract new riders.
- Establish and maintain a Citizen Oversight Panel to monitor and provide recommendations concerning Sound Transit's performance in meeting its commitments.

Promote the use of public transportation.

- Develop a communications program that provides meaningful community involvement and participation in the development of Sound Transit services and facilities. Develop public identities for each transit mode.

Building Partnerships and Planning. Build partnerships in order to integrate public transportation services with other providers, jurisdictions, and agencies.

Build partnerships between federal, state, regional, local, and private sector public transportation entities to improve public transportation planning and coordinate service delivery.

- Develop agreements between Sound Transit and local jurisdictions, local transit agencies, the state Department of Transportation, and the Puget Sound Regional Council for the development, construction, and operation of various *Sound Move* investments.

- Strengthen Sound Transit's role in federal, state, and regional forums, including discussions regarding transportation funding strategies.
- Create partnerships which extend the benefits of Sound Transit's investment within and beyond the public transportation system.

Facilitate the integration of public transportation in the land-use development process, including permitting and environmental impact processes

- Create a Transit-oriented Development Task Force from the Sound Transit Board to develop policies and guidelines to encourage transit-compatible development around Sound Transit investments.

Improvement. Expand the use of public transportation through integration, development of multimodal facilities, and removing barriers.

- Create a fare and service integration program through working with local transit providers.
- Begin implementation of new services and facilities identified in the Regional Express bus and HOV access, Sounder commuter rail, and Link light rail programs.
- Work with other transit providers to develop a program to comply with the Americans with Disabilities Act and to address regional mobility needs.

SECTION VII: PROPOSED ACTION STRATEGIES, 1998 – 2004

The strategies below will guide the activities proposed in Section VII and will support the following state public transportation policy objectives:

Preservation of existing transportation service levels. We will continue to seek and use our local and federal revenue resources efficiently to continue and expand public transportation services.

Preservation of existing public transportation facilities and equipment. We will invest in existing facilities and use existing equipment as much as possible in carrying out our mission.

Integrate public transportation services into a coordinated system linked by intermodal facilities. Continue phase-in of Regional Express bus service. Design and begin construction of HOV access ramps and community connection projects that support Regional Express bus services. Design, construct, and begin operations of commuter rail service between Lakewood and Everett, starting with the Seattle-Tacoma segment. Design, construct, and begin operations of downtown Tacoma light rail line. Design and begin construction of central light rail segments.

Build partnerships between federal, state, regional, local, and private sector public transportation entities to improve public transportation planning and coordinate service delivery. We will develop agreements between Sound Transit and local jurisdictions, local transit agencies, the state Department of Transportation and the Puget Sound

Regional Council for the development, construction, and operation of various *Sound Move* investments. We will develop and execute interlocal agreements as necessary for the implementation of the Regional Express bus and HOV access, Sounder commuter rail, and Link light rail programs.

SECTION VIII: PROPOSED CHANGES, 1998 – 2004

1998	Preservation	Improvement
Services	No changes	Possibly increase bus service between Seattle and Tacoma. Look for other opportunities where fleet capacity exists, customer demand warrants, and funding allows early implementation of services.
Facilities	No changes.	Ash Way Park and Ride constructed. I-90 at Sunset (Issaquah) HOV access ROW acquisition. Tacoma Dome Station expansion ROW acquisition. Begin Tacoma light rail corridor ROW acquisition. Begin track, signal, and crossings improvements on the Tacoma to Seattle commuter rail corridor. Everett Multimodal commuter rail facility ROW acquisition. Mukilteo commuter rail station ROW acquisition. Edmonds commuter rail station ROW acquisition. King Street commuter rail station ROW acquisition and construction. Longacres (Tukwila) commuter rail station ROW acquisition and begin construction. Kent commuter rail station ROW acquisition. Auburn commuter rail station ROW acquisition. Sumner commuter rail station ROW acquisition. Puyallup commuter rail station ROW acquisition. Tacoma Dome commuter rail station ROW acquisition. South 56 th Street commuter rail station ROW acquisition. Lakewood commuter rail station ROW acquisition.
Equipment	No changes.	Purchase 10 locomotives and up to 58 passenger rail cars. Purchase up to 175 transit coaches.

1999	Preservation	Improvement
Services	Sound Transit funds Seattle to Tacoma Regional Express route.	Regional Express service begins on approximately 20 regional routes. Commuter rail service begins between Seattle and Tacoma.
Facilities	No change.	Overlake Transit Center construction begins. Begin Swamp Creek Park and Ride and HOV access construction. Mercer Island Station/Park and Ride ROW acquisition.

		<p>South Hill Park and Ride ROW acquisition. SR-512 Park and Ride expansion ROW acquisition. Pacific Avenue overpass (Everett) ROW acquisition. South Everett Transit Center ROW acquisition. Lynnwood Park and Ride (Enhancement) construction. SR-525 at 164th (Swamp Creek) HOV access ROW acquisition. I-405 at Bellevue HOV access ROW acquisition. I-90 at Sunset Interchange HOV improvements, construction begins. Tacoma light rail corridor construction begins. International District Station to Boeing Access Rd. light rail segment ROW acquisition begins. Boeing Access Road to SeaTac light rail segment ROW acquisition begins. Downtown Seattle to University District light rail segment ROW acquisition begins. Everett multimodal commuter rail facility construction begins. Mukilteo commuter rail station construction begins. Edmonds commuter rail station construction begins. Bond Street commuter rail station construction. Boeing Access Road commuter rail station ROW acquisition. Kent commuter rail station construction. Auburn commuter rail station construction. Sumner commuter rail station construction. Puyallup commuter rail station construction. Tacoma Dome commuter rail station construction. South 56th Street commuter rail station construction. Lakewood commuter rail station construction.</p>
Equipment	No change.	No change.

2000	Preservation	Improvement
Services	No change.	No change.
Facilities	No change.	<p>Overlake Transit Center construction complete. Swamp Creek Park and Ride construction complete. Mercer Island Station/Park and Ride construction. Tacoma Dome Station expansion construction. South Hill Park and Ride construction. SR-512 Park and Ride expansion construction. Pacific Avenue Overpass (Everett) construction. South Everett Transit Center construction. I-90 two-way center roadway ROW acquisition. I-90 at Sunset (Issaquah) HOV access construction. SR-525 at 164th HOV access construction. I-405 at Bellevue HOV access construction begins. Boeing Access Road commuter rail station construction begins.</p>
Equipment	No change.	Lease three to four light rail vehicles for Tacoma segment.

2001	Preservation	Improvement
Services	No change.	Tacoma light rail transit service begins. Commuter rail service between Seattle and Everett and Tacoma and Lakewood begins.
Facilities	No change.	Lynnwood Transit Center ROW acquisition. Mountlake Terrace Flyer Stop construction. I-90 two-way center roadway construction. I-5 at 164 th HOV access ROW acquisition. I-5 at Lynnwood Park and Ride HOV access ROW acquisition. I-5 at 112 th HOV access ROW acquisition. I-5 at 320 th HOV access ROW acquisition. I-405 @ Kirkland HOV access ROW acquisition. International District Station to Boeing Access Road light rail construction begins. Light rail heavy maintenance facility ROW acquisition and construction.
Equipment	No change.	No change.

2002	Preservation	Improvement
Services	No change.	No change.
Facilities	No change.	Lynnwood Transit Center construction. 112 th Street Park and Ride/Flyer Stop ROW acquisition. Downtown Seattle Transit Tunnel construction begins. I-5 at 164 th HOV access construction. I-5 at Lynnwood Park and Ride HOV access construction. I-5 at 112 th HOV access construction begins. I-5 at 272 nd HOV access ROW acquisition. I-405 at Southcenter HOV access ROW acquisition. I-405 at Park Ave. HOV access ROW acquisition. I-405 at Talbot Road HOV access ROW acquisition. I-90 at Eastgate Park and Ride HOV access ROW acquisition.
Equipment	No change.	No change.

2003	Preservation	Improvement
Services	No change.	No change.
Facilities	No change.	East Everett Park and Ride ROW acquisition. North Everett Transit Center construction. 112 th St. Park and Ride/Flyer Stop construction. I-405 at Southcenter HOV access construction begins. I-405 at Kirkland HOV access construction begins.
Equipment	No change.	Purchase approximately 50 light rail vehicles for Tacoma and South

		Seattle/Tukwila/SeaTac corridor.
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2004	Preservation	Improvement
Services	No change.	Downtown Seattle to Boeing Access Road service begins.
Facilities	No change.	I-5 at 320 th HOV access construction begins. I-405 at Park Avenue HOV access construction begins. I-405 at Talbot Road HOV access construction begins. I-90 at Eastgate Park and Ride HOV access construction begins.
Equipment	No change.	Begin purchase of approximately 30 additional light rail vehicles for north Seattle corridor.