

X-XX: NAME OF CANDIDATE PROJECT

Project Number	X-XX
Subarea	X
Primary Mode	X
Facility Type	X
Length	XX miles
Version Number	X
Date Last Modified	X-X-2015

PROJECT AREA AND REPRESENTATIVE ALIGNMENT

SHORT PROJECT DESCRIPTION

This section provides a short description of the representative project.

Note: the elements included in this representative project will be refined during future phases of project development and are subject to change.

KEY ATTRIBUTES	
RIDERSHIP <i>2040 daily boardings</i>	X,XXX—X,XXX
CAPITAL COST <i>Cost in Millions of 2014 \$</i>	\$X,XXX — \$X,XXX
PROJECT ELEMENTS	<ul style="list-style-type: none"> For the representative project, this section will list assumptions about length of corridor, profile and alignment, parking, and other project elements. X X X X
NOT INCLUDED	<ul style="list-style-type: none"> This section will indicate elements not included in this representative project. X X X
ISSUES & RISKS	<ul style="list-style-type: none"> This section will summarize risks or other issues. X X X X

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Sound Transit has developed a conceptual scope of work for this candidate project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Representative project elements (e.g., alignment, profile, number of stations, station locations, and number of parking stalls) are subject to refinement as the project is designed and implemented. Final decisions on specific project elements will be determined through environmental review and engineering following approval by voters, with opportunities for public participation. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

Long Description:

This section will include a longer description of the representative project.

Assumptions:

- Assumptions, such as the assumed use of parking lanes, are listed in this section.

Environmental:

- This section will describe known environment issues, if any, or environmental analysis that will occur during project level reviews.

Utilities:

- General utilities issues, if any, will be identified here.

Right-of-Way and Property Acquisition:

- Known right-of-way and property acquisition issues, if any, will be identified here.

Permits:

- General anticipated permit requirements, if any, will be identified here.

Project Dependencies:

- This section will identify projects that this project is dependent upon (for example, the completion of other light rail sections and the provision of maintenance and operations facilities)

Potential Project Partners:

- Anticipated project partners will be identified here. • X
- X • X

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Cost:

In Millions of 2014\$

ITEM	LOW	HIGH
Agency Administration	\$XX.XX	\$XX.XX
Preliminary Engineering & Environmental Review	\$XX.XX	\$XX.XX
Final Design & Specifications	\$XX.XX	\$XX.XX
Property Acquisition & Permits	\$XX.XX	\$XX.XX
Construction	\$XX.XX	\$XX.XX
Construction Management	\$XX.XX	\$XX.XX
Third Parties	\$XX.XX	\$XX.XX
Vehicles	\$XX.XX	\$XX.XX
Contingency	\$XX.XX	\$XX.XX
Total	\$X,XXX.XX	\$X,XXX.XX

Design Basis:

The costs expressed above include allowances for TOD planning, Sustainability and Access, as reflected in the following table.

ITEM	LOW	HIGH
TOD planning and due diligence	\$XX.XX	\$XX.XX
Sustainability	\$XX.XX	\$XX.XX
Parking access	\$XX.XX	\$XX.XX
Non-motorized (bicycle/pedestrian) access	\$XX.XX	\$XX.XX

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Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 <p>Regional Light Rail Spine <i>Does project help complete regional light rail spine?</i></p>	Yes/No	
 <p>Ridership <i>2040 daily station boardings</i></p>	X,XXX—X,XXX	
 <p>Capital Cost <i>Cost in Millions of 2014 \$</i></p>	\$X,XXX — \$X,XXX	
 <p>Annual O&M Cost <i>Cost in Millions of 2014 \$</i></p>	\$X	
 <p>Travel Time <i>In-vehicle travel time along the project (segment)</i></p>	X min	
 <p>Reliability <i>Percentage of alignment/route in exclusive right-of-way</i></p>	X%	
 <p>System Integration <i>Qualitative assessment of issues and effects related to connections to existing local bus service</i></p>	Low to High	
	<p>Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes</i></p>	Low to High
	<p>Percent of Non-motorized Access <i>Percentage of daily boardings</i></p>	XX-XX%
 <p>Connections to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i></p>	X centers	
	<p>Land Use and Development/TOD Potential <i>Quantitative/qualitative assessment of adopted Plans & Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations</i></p>	Low to High
	<p><i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i></p>	Low to High
	<p><i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations</i></p>	Pop/acre: 2014: XX; 2040: XX Emp/acre: 2014: XX; 2040: XX Pop+Emp/acre: 2014: XX; 2040: XX
 <p>Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential stations</i></p> <p><i>2014 and 2040 population within 0.5 mile of potential stations</i></p> <p><i>2014 and 2040 employment within 0.5 mile of potential stations</i></p>	XX% minority; XX% low-income Pop: 2014: XX,XXX; 2040: XX,XXX Emp: 2014: XX,XXX; 2040: XX,XXX	

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>