

EARLY DELIVERABLES

Subarea	Systemwide
Primary Mode	N/A
Facility Type	N/A
Length	N/A
Version	Draft ST3 Plan
Date Last Modified	March 28, 2016

SHORT PROJECT DESCRIPTION

This program would implement a series of improvements designed to improve passenger access and amenities, existing transit services, travel time through bus on shoulder operations and other related transit priority elements. These projects would be implemented as early deliverables within the Draft ST3 System Plan.

PROJECT AREA AND REPRESENTATIVE ALIGNMENT



KEY ATTRIBUTES

REGIONAL LIGHT RAIL SPINE <i>Does this project help complete the light rail spine?</i>	No
CAPITAL COST <i>Cost in Millions of 2014 \$</i>	\$232
RIDERSHIP <i>2040 daily project riders</i>	N/A
PROJECT ELEMENTS	<ul style="list-style-type: none"> King County Metro Rapid Ride C and D Capital Improvements Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, SR 518, and SR 167 and related improvements North Sounder Parking Improved Passenger Amenities at Stations and Stops, which could be completed in coordination with the ST3 System Access Program and ST3 System Innovation and Research Fund.
NOT INCLUDED	<ul style="list-style-type: none"> Funding for operations Enhanced aesthetic surface treatments Parking (aside from North Sounder parking) Transit-oriented development planning/due diligence and sustainability measures See "Common Project Elements"
ISSUES & RISKS	<ul style="list-style-type: none"> Feasibility of bus on shoulder improvements on freeways and state routes has not been identified Coordination and approval for bus on shoulder improvements and operations from the Federal Highway Administration Coordination required with WSDOT, FTA, FHWA, and transit partners to determine feasible locations for bus on shoulder improvements Risk to completing schedule for projects as early deliverables

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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. Final decisions on project elements (e.g., alignment, profile, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. 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 program would implement a series of improvements designed to improve passenger access and amenities, existing transit services, travel time through bus-on-shoulder and other related transit priority elements. These projects would be implemented as early deliverables within the ST3 System Plan. Program elements include:

- King County Metro Rapid Ride C and D Capital Improvements

This project would design and implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide service to Ballard and West Seattle as an early deliverable to provide improved speed and reliability, in advance of light rail starting operations to these areas. This project would be completed in coordination with King County Metro.

- Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, SR 518, and SR 167

This program proposes to enable buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT, and Federal Highway Administration in order to determine locations that may be feasible for this program.

- North Sounder Parking and Access Improvements

This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Sounder Stations and an opportunity for access improvements prioritized per Sound Transit's System Access Policy.

- Improved Passenger Amenities at Stations and Stops

This program would provide improved passenger amenities at stations and stops, including access improvements for bikes/pedestrian access, real time information expansion at stations/stops; Expanded use of ORCA and/or Mobile Pay options; Access for drop-off and pick-up capacity at stations, transit services, car share services, and private vehicles.

Assumptions:

- Coordination and study with WSDOT to determine feasible locations for bus on shoulder will be required. Specific locations within the opportunity areas have not yet been identified for these type of treatments
- Improvements along RapidRide C and D routes would enable faster travel time and reliability for these services
- The schedule for completing these project would be within the first 3-8 years of Sound Transit's System Plan
- North Sounder improvements include parking, but other access improvements can be considered depending on the prioritization per the ST System Access Policy and in coordination with local jurisdictions

Environmental:

Sound Transit will complete project-level state and federal environmental reviews as necessary to provide mitigation for significant impacts, obtain and meet the conditions of all required permits and approvals, and strive to exceed compliance and continually improve its environmental performance.

Utilities:

Utility relocation as needed to complete projects, including fiber options, sewer, overhead electric/communications, etc.

Right-of-Way and Property Acquisition:

Property acquisitions may be needed for transit capital improvements.

Potential Permits/Approvals Needed:

- WSDOT approvals for modifications to a state route
- Approval by FHWA for bus on shoulder operation
- Building permits: Electrical, Mechanical, Plumbing

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- Utility connection permits
- Right-of-way permits
- Construction-related permits (clearing and grading, stormwater management, street use, haul routes, use of city right-of-way)
- All required local, state, and federal environmental permits
- NEPA/SEPA and related regulations

Project Dependencies:

- Identification of locations where bus on shoulder operation is feasible
- Approval by FHWA and WSDOT for bus on shoulder operation
- Identification of improvements on Rapid Ride C and D lines that would improve travel time along these corridors

Potential Project Partners:

- Federal Highway Administration
- King County Metro
- Transit partners
- Washington Department of Transportation
- Cities and jurisdictions along the corridors
- Federal Transit Administration
- BNSF

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Cost:

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In Millions of 2014\$












ITEM	COST
Agency Administration	\$13
Preliminary Engineering & Environmental Review	
Final Design & Specifications	
Property Acquisition & Permits	
Construction	
Construction Management	
Third Parties	
Vehicles	
Early Deliverable Program	\$219
Contingency	
Total	\$232

Design Basis:

N/A

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Evaluation Measures:

MEASURE		MEASUREMENT/RATING	NOTES
	Regional Light Rail Spine <i>Does project help complete regional light rail spine?</i>	N/A	
	Ridership <i>2040 daily project riders</i>	N/A	
	Capital Cost <i>Cost in Millions of 2014 \$</i>	\$232	
	Annual O&M Cost <i>Cost in Millions of 2014 \$</i>	N/A	
	Travel Time <i>In-vehicle travel time along the project (segment)</i>	N/A	
	Reliability <i>Percentage of alignment/route in exclusive right-of-way</i>	N/A	
	System Integration <i>Qualitative assessment of issues and effects related to connections to existing local bus service</i>	N/A	
	Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	N/A	
	Percent of Non-motorized Access <i>Percentage of daily boardings</i>	N/A	
	Connections to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	N/A	
	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>	N/A	
	<i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i>	N/A	
	<i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations</i>	N/A	
	Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential stations</i>	N/A	
	<i>2014 and 2040 population within 0.5 mile of potential stations</i>	N/A	
	<i>2014 and 2040 employment within 0.5 mile of potential stations</i>	N/A	

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