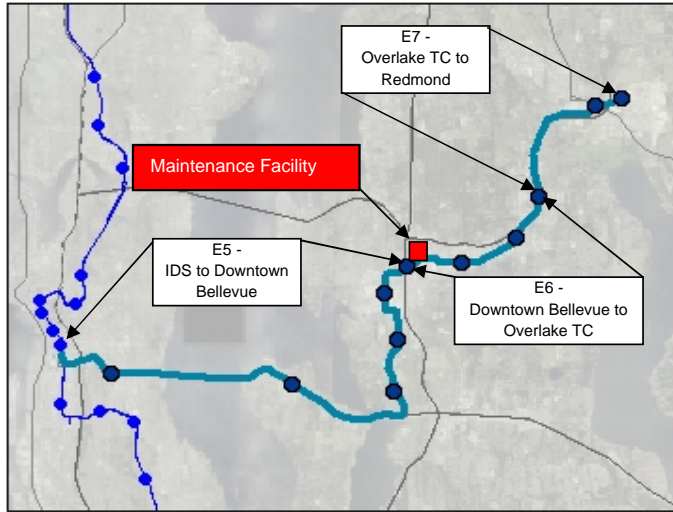


HCT-RC BRT: Maintenance Facility and Vehicles

Project Number	E8
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	BRT Facility
Version Number	3.0
Date Last Modified	5/19/2006

Project Locator Map



Short Project Description

Project Purpose:
 Provide a RC BRT Maintenance Facility to service the East Corridor RC BRT alignment (Seattle to Redmond) proposed in Projects E5, E6 and E7.
 Provide 45 BRT vehicles for the East Corridor alignment

Cost and Schedule

Cost (in Millions of 2005\$)

	Low	High
Agency Admin	\$10.2	\$11.7
Environmental Clearances and PE	\$2.1	\$2.4
Final Design, Specs, Permitting	\$5.3	\$6.0
ROW Acquisition	\$76.1	\$87.5
Construction	\$45.6	\$52.4
Vehicles	\$40.2	\$46.2
Contingency	\$3.2	\$3.7
Total Cost	\$182.5	\$209.9

Schedule

Proposed Schedule Not Yet Developed

Design Basis

Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

<i>Relationship</i>	<i>Project</i>
Dependent on	Project E5: RC BRT Line and Stations from Seattle (IDS) to downtown Bellevue and all associated projects that this project is dependent on or impacted by
Dependent on	Project E6: RC BRT Line and Stations from downtown Bellevue to Overlake TC and all associated projects that this project is dependent on or impacted by
Dependent on	Project E7: RC BRT Line and Stations from Overlake TC to Redmond Terminal Station and all associated projects that this project is dependent on or impacted by

Project Partners

Agency

WSDOT
KC Metro
City of Bellevue
City of Redmond

HCT-RC BRT: Maintenance Facility and Vehicles

Long Description

This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.

This project description is to provide a RC BRT maintenance facility and 45 BRT vehicles (special order vehicles with doors on both side of the vehicle) for the East Corridor alignment from Seattle to Redmond.

At this stage of project development, a representative site was used to develop a cost estimate. The final site location would be determined through project level design and environmental review. The base cost estimate includes design allowance contingency, construction change order contingency, and unallocated contingency.

Representative Alignment Project Elements

- 15-20 acre site located centrally within the RC BRT corridor
- Vehicle barn
- Bus washer
- Parking and storage area
- Environmental mitigation
- 45 BRT vehicles (special order vehicles with doors on both sides)

Utilities

Utility investigations have not been carried out. Relocation of standard utilities along the alignment has been assumed as part of the scope and has been estimated using an average per route-foot allowance.

ROW

Property interests required for the prototypical alignment include fee acquisitions, partial takes, easements and interagency agreements. Right-of-way requirements include construction staging and contractor laydown areas. No specific provisions are made for contractor parking. Cost estimates include associated relocation, administration and legal costs, and contingency.

Mitigation:

The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions

- Access from the RC BRT guideway main alignment for both the aerial and the underground alignment options has been included in the capital cost for project E5

Permits

BNSF permits / easements for:

- Access to the Maintenance facility

City of Bellevue agreements:

- Transitway agreement

Others:

- Potential operating agreement with King County Metro

Project Dependencies

- Refer to E5 and E6

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

HCT-RC BRT: Maintenance Facility and Vehicles

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	
Capital Cost	\$182.5 - \$209.9	in Millions of 2005\$
Annual Operating Cost	Included elsewhere	in Millions of 2005\$. O&M costs for this project are subject to change and will be recalculated when the full extent of the operation of the ST2 bus system for all of the Sound Transit subareas is known.
Travel Time & Reliability	N/A	
Connectivity & Integration	N/A	
Land Use & Development	N/A	
Customer Experience	N/A	
Risk Avoidance	Low	

Key Issues and Benefits

Issues:

- System shut-down during conversion/time required to convert to LRT operations.
The estimated capital cost range to convert the prototypical RC BRT alignment to LRT operations between downtown Seattle and Redmond Terminal Station is **\$772.9 million to \$892.2 million** (2005\$). The conversion cost is dependant on the amount of LRT infrastructure provided at the time of RC BRT implementation, the construction schedule for conversion, the level of bus operations provided during the conversion period and assumes the HCT guideway is closed for the duration of conversion. It is anticipated that further analysis will be completed to define the conversion process and that the conversion cost will be refined.
- Locating 15-20 acre site near the RC BRT alignment
- Impact of City of Bellevue Bellevue-Redmond Road corridor study on zoning and cost of ROW
- Size of maintenance facility and vehicle requirements dependent upon eastern terminus of RC BRT project
- Location of temporary maintenance facility during conversion to LRT operations

Benefits:

- Facility is necessary to support the RC BRT project from Seattle to Redmond