

P-01: Future System Planning (ST4)

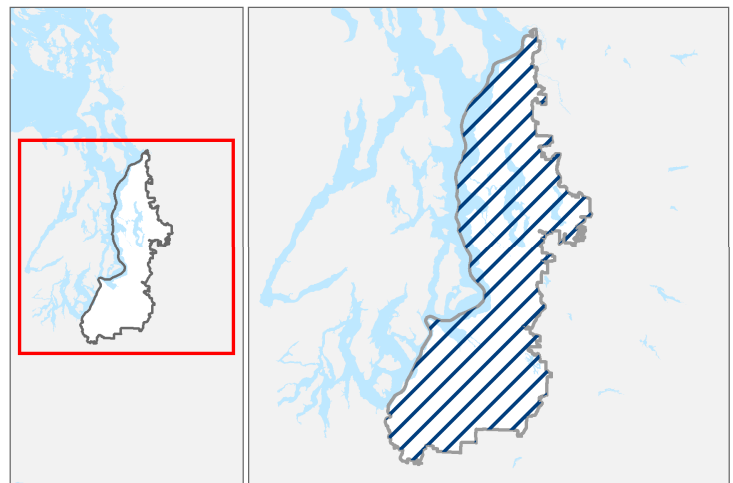
Project Number	P-01
Subarea	All
Primary Mode	Policies and Programs
Facility Type	N/A
Length	N/A
Version	ST Board Workshop
Date Last Modified	11-25-2015

SHORT PROJECT DESCRIPTION

This project would include funds for planning efforts supporting a potential future Sound Transit 4 ballot measure that continues progress toward implementing Sound Transit's Long-Range Plan.

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

PROJECT AREA AND REPRESENTATIVE ALIGNMENT



KEY ATTRIBUTES

REGIONAL LIGHT RAIL SPINE <i>Does this project help complete the light rail spine?</i>	N/A
CAPITAL COST <i>Cost in Millions of 2014 \$</i>	\$60 — \$64
RIDERSHIP <i>2040 daily boardings</i>	N/A
PROJECT ELEMENTS	<ul style="list-style-type: none"> Update of the 2014 Long-Range Plan, including Plan-level SEPA environmental review System planning activities related to a potential future Sound Transit 4 ballot measure
NOT INCLUDED	<ul style="list-style-type: none"> Environmental or project development activities beyond the system planning phase
ISSUES & RISKS	<ul style="list-style-type: none"> Timing of future potential system plan development Future potential legislative action that may be required for Sound Transit taxing authority

P-01: Future System Planning (ST4)

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, number of stations, 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 project would consist of planning studies, SEPA plan-level environmental review, updates to the Long-Range Plan, and system planning efforts. These efforts are intended to help narrow the range of alternatives, evaluate potential transit corridors and station locations, inform local comprehensive planning, lay the groundwork for future project development, and position the Sound Transit Board to evaluate options and establish the highest priorities for implementation of future phases of high-capacity transit investments in the region. Each of these planning efforts will include extensive public outreach, consideration of environmental effects, ridership forecasting, conceptual engineering, and cost estimating.

Assumptions:

ST4 effort and cost would be similar to ST3 study.

Environmental:

Sound Transit will complete a state-required plan-level environmental review that broadly considers potential impacts and mitigation measures for an updated Long-Range Plan.

Utilities:

N/A

Right-of-Way and Property Acquisition:

N/A

Potential Permits/Approvals Needed:

SEPA review for Long-Range Plan update

Project Dependencies:

N/A

Potential Project Partners:

- Transit agencies
- Local jurisdictions
- WSDOT (depending on specific locations/corridors where studies are focused)

P-01: Future System Planning (ST4)

Cost:

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, number of stations, 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.

In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$12.00	\$12.84
Preliminary Engineering & Environmental Review	\$40.01	\$42.81
Final Design & Specifications		
Property Acquisition & Permits	\$4.00	\$4.28
Construction		
Construction Management		
Third Parties		
Vehicles		
Contingency	\$4.00	\$4.28
Total	\$60.01	\$64.21

Design Basis:












Conceptual

The costs expressed above include allowances for TOD planning and due diligence, Sustainability, Bus/rail integration facilities, and Non-Motorized Access. These allowances, as well as the costs for Parking Access included above, are reflected in the following table. Property acquisition costs are not included in the table below, but are included within the total project cost above.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	N/A	N/A
Sustainability	N/A	N/A
Parking access	N/A	N/A
Non-motorized (bicycle/pedestrian) access	N/A	N/A
Bus/rail integration facilities	N/A	N/A

P-01: Future System Planning (ST4)

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 station boardings</i>	N/A	
 Capital Cost <i>Cost in Millions of 2014 \$</i>	\$60 — \$64	
 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>Quantitative/qualitative assessment 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 and potential future integration opportunities</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 Mode of Access <i>Percent 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 station areas</i>	N/A
	Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential station areas</i>	N/A
	<i>2014 and 2040 population within 0.5 mile of potential station areas</i>	N/A
	<i>2014 and 2040 employment within 0.5 mile of potential station areas</i>	N/A

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