

Capital Contribution: Transit Center and Parking Garage (Bothell)

Project Number	E20b
Subarea	East King
Primary Mode Impacted	ST Express
Facility Type	Park & Ride
Version Number	1.0
Date Last Modified	4/24/2008

Project Locator Map



Short Project Description

Capital contribution to transit center/park-and-ride project in the vicinity of SR 527/Bothell Way NE and NE 185th Street in the downtown Bothell area.

Project Purpose: Improve rider access to transit service serving Bothell and operating in the SR 522 corridor through capital contribution to a transit center/park-and-ride project in downtown Bothell.

Cost

in Millions of 2007\$

Agency Admin		
Environmental Clearance and PE		
Final Design, Specs, Permitting		
ROW Acquisition		
Construction		
Vehicles		
Contingency		
Total	\$5.0	\$5.0

Contribution

Environmental Documentation Required

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

Relationships to Other Projects

Relationship	Project
Alternative to	E20 Bothell parking garage/transit center

Project Partners

City of Bothell
King County Metro
Community Transit

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Long Description

Description:

Capital contribution to a future parking garage and transit center, as described in project template E20. Sound Transit and the City of Bothell would enter into an agreement confirming the responsibilities of each party, the project capital component(s) to receive funding and the schedule for the contribution to the project.

Project Elements Included:

•Capital contribution to components of the project including property and right-of-way and/or other capital components of the project.

Utilities:

N/A

Right-of-Way and Property Acquisition:

Capital contribution may be considered for right-of-way and property acquisition.

Mitigation:

N/A

Exclusions:

- Preliminary engineering
- NEPA/SEPA documentation
- Contributions to non-capital components of the project

Permits Required:

N/A

Agreements Required:

• Agreement with City of Bothell regarding the elements of the project to receive Sound Transit funding and the contribution and completion of the agreed-upon components of the project.

Flexible Access to ST Facilities:

The goal of this project is to accommodate the future demand for ridership on transit services available at the station/center, by improving access/egress for this location. The scope of the transit parking components included in this project could be revised to include a range of strategies for providing rider access to the transit facility. Along with, or instead of parking for private vehicles or van pools, a mix of other investments could be accomplished through the budget for this project. These other strategies include:

- Pedestrian improvements within one-quarter mile of the facility,
- Additional bus/transfer facilities at the station,
- Bicycle improvements within one-half mile,
- Additional bus service connecting to the facility frequently during peak periods,
- Expanded or new kiss-&-ride areas at the station, and/or
- Off-site parking along an existing bus route that connects frequently (20-minute or shorter headway) to the station during the peak periods.

This flexible approach would permit ST staff to examine alternatives to expanded parking and could lead to even lower GHG emissions and less land consumed by parking. ST's highest priority for this project budget would remain meeting demand and riders' needs. The budget for flexible access will not exceed the Board-adopted budget for this project. Access and demand studies would be required prior to changing this project's scope. Determination of what level and mixture of investments would be most effective and affordable within the project's budget would be done through a planning effort that includes a more-detailed examination of demand and use, as well as coordination with affected jurisdictions and partner agencies, the community surrounding the station/center, and the users of the transit services available at the location. ST Board action is required to change a project's scope in this manner.

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, 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.

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Evaluation Measures

<i>Measure</i>	<i>Measurement/ Rating</i>	<i>Notes</i>
Average Weekday Ridership		
Capital Cost	\$5.0	in Millions of 2007\$
Annual Operating Cost		
Travel Time & Reliability		
Connectivity & Integration		
Land Use & Development		
Customer Experience		
Risk Avoidance		

Key Issues and Benefits

Issues:

- Capital contribution would provide for advancement of the parking garage/transit center project.

Benefits:

- Contributes to the provision of additional parking along the SR 522 corridor and adjacent to the SR 527 corridor and improved access to transit service.