

Sounder: Mukilteo Station Access

Project Number	N22
Subarea	Snohomish
Primary Mode Impacted	Sounder
Facility Type	Park & Ride
Version Number	7.0
Date Last Modified	4/24/2008

Project Locator Map



Short Project Description

Provide funding to construct up to 130 structured parking stalls for Sounder riders in a joint-use parking garage developed as part of Washington State Ferries' Mukilteo Landing multimodal terminal project or other access improvements.

Project Purpose: to accommodate future Sounder parking demand.

Cost

in Millions of 2007\$

	Low	High
Agency Admin	\$0.5	\$0.6
Environmental Clearance and PE	\$0.6	\$0.7
Final Design, Specs, Permitting	\$0.6	\$0.7
ROW Acquisition	\$2.1	\$2.5
Construction	\$4.8	\$5.5
Vehicles	\$0.0	\$0.0
Contingency	\$0.8	\$0.9
Total	\$9.4	\$10.8

Design Basis

Conceptual

Environmental Documentation Required

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

Note: WSDOT/WSF is expected to issue draft EIS for Mukilteo multimodal terminal project in Spring 2007.

Relationships to Other Projects

Relationship	Project
Dependent on	Mukilteo Landing multi-modal terminal (WSF project)

Project Partners

WSDOT
City of Mukilteo
BNSF Railroad

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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 the revenue operations.

Description:

Provide funding to construct up to 130 parking spaces for ST transit riders in a joint-use parking garage developed with Washington State Ferries and the City of Mukilteo at the Mukilteo Landing multi-modal terminal. This project scope assumes that all other transit facility components of the multi-modal terminal, aside from those already funded in Sound Move, are funded by others.

Project Elements Included:

- Up to 130 parking spaces for ST transit riders in structure
- 1 percent for art per ST policy

Utilities:

- Electrical, stormwater

Right-of-Way and Property Acquisition:

- Miscellaneous easements

Mitigation:

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

Exclusions:

- Non-structural architectural and aesthetic elements in excess of the ST art program
- Public restrooms
- Modifications to the local street network
- Any portion of the bus transit center to be co-located with the garage
- Items not directly related to adding stalls to the already planned garage
- Additional bike storage, lockers, and racks

Permits Required:

- Building permit
- Electrical permit
- Mechanical permit
- Utility connection permits
- Shoreline permit

Agreements Required:

- City of Mukilteo, WSF

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 Mukilteo Station,
- Additional bus/transfer facilities at Mukilteo Station,
- Bicycle improvements within one-half mile,
- Transit speed and reliability improvements on routes connecting to the facility,
- Expanded or new kiss-&-ride areas at Mukilteo Station, and/or
- Off-site parking along an existing bus route that connects frequently (20-minute or shorter headway) to Mukilteo 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

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	
Capital Cost	\$9.4 - \$10.8	in Millions of 2007\$
Annual Operating Cost	\$0.4	in Millions of 2007\$
Travel Time & Reliability	N/A	
Connectivity & Integration	Medium	# transit routes: 1 ST (Sounder), 5 CT, 1 ET, 1 WSF
Land Use & Development	High	
Customer Experience	Medium	
Risk Avoidance	Low	

Key Issues and Benefits

Issues

- This project must be done at the same time that the parking garage for the WSF Mukilteo Landing project is built, and timing is dependent on that project, which is currently anticipated to begin construction in 2008.
- Ability to limit use of the spaces to Sounder Transit users is dependent on an unspecified enforcement program.

Benefits

- Parking will accommodate forecasted future Sounder demand.
- Co-developed parking might be less costly than developing a garage independently and minimizes the real estate demands on the waterfront.
- Supports the City of Mukilteo's long range goals for downtown/waterfront redevelopment.