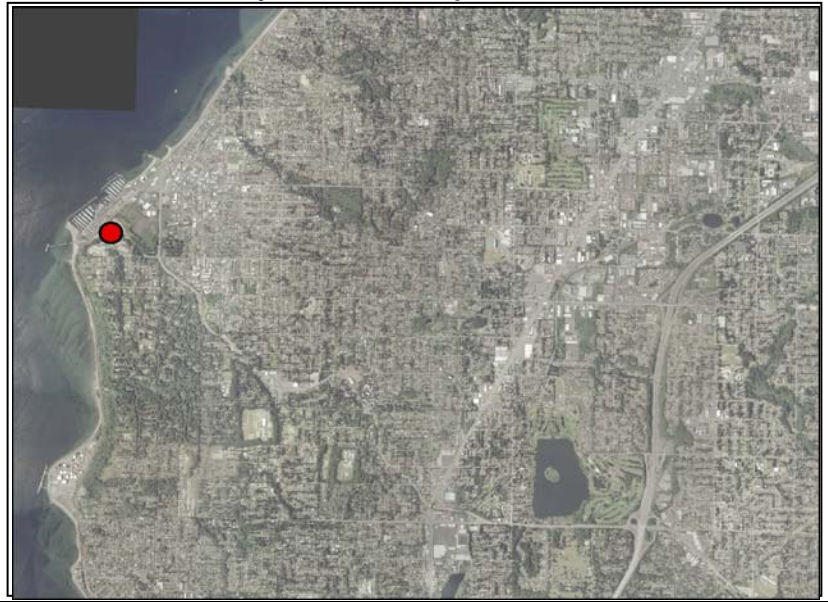


# Sounder: New Permanent Station at Edmonds

Project Number	N23a
Subarea	Snohomish
Primary Mode Impacted	Sounder
Facility Type	Station
Version Number	6.0
Date Last Modified	4/24/2008

Project Locator Map



## Short Project Description

Construct new permanent station and expand parking for Sounder riders to up to 300 structured stalls, potentially in conjunction with Washington State Ferries' Edmonds Crossing multimodal terminal project.

**Project Purpose:** to improve service integration between ferries and Sounder, and accommodate future Sounder parking demand.

## Cost

in Millions of 2007\$

	Low	High
Agency Admin	\$1.6	\$1.8
Environmental Clearance and PE	\$2.0	\$2.3
Final Design, Specs, Permitting	\$2.0	\$2.3
ROW Acquisition	\$4.3	\$4.9
Construction	\$10.5	\$12.0
Vehicles	\$0.0	\$0.0
Contingency	\$2.5	\$2.8
<b>Total</b>	<b>\$22.9</b>	<b>\$26.3</b>

## Design Basis

Conceptual

## Environmental Documentation Required

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

Note: WSDOT/WSF issued EIS for Edmonds Crossing, including Sounder facilities, in December 2004; FTA subsequently issued ROD

## Relationships to Other Projects

Relationship	Project
Dependent on	Edmonds Crossing multi-modal project (WSF project)
Dependent on	BNSF's relocation of mainline railroad tracks

## Project Partners

City of Edmonds
BNSF Railroad
WSF

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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:**

This project would relocate the interim station at Edmonds to the permanent location and expand parking by up to 300 structured stalls, in conjunction with Washington State Ferries' Edmonds Crossing multimodal terminal project. This project scope assumes that all other transit components not listed below are included in the WSF/Edmonds project scope. This project differs from project N23 in that it includes less parking, only part of the pedestrian bridge across the tracks (the other part would be part of the Washington State Ferries terminal), and does not include any bus transit facilities or connections independent of those provided for the ferry terminal. This project is an alternative to project N23 intended to more specifically separate the station components necessary for Sounder service that would be funded by Sound Transit from other components of the Edmonds Crossing multimodal terminal project that would be funded by other parties.

### **Project Elements Included:**

- Located adjacent to the new (future) WSDOT ferry terminal
- Two platforms (east and west side of tracks), each approximately 600 feet long
- Deep foundations and piles for platforms due to waterfront soil conditions
- Canopies and windscreens
- Signage
- Lighting
- Bicycle racks and lockers
- Security hut
- Static and dynamic customer information
- CCTV
- Ticket vending machines on both platforms
- Single-ended grade-separated pedestrian access across the tracks integrated with ferry foot passenger overhead loading walkway
- Up to 300 parking spaces for ST riders in a parking structure jointly funded with WSF and/or Edmonds
- Utilities (electrical, stormwater)
- 1 percent for art per ST policy

### **Utilities:**

- electrical, stormwater

### **Right-of-Way and Property Acquisition:**

- Payments to BNSF for ROW/property use

### **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
- Ferry terminal, dock, breakwater, vehicle access and holding facilities and other improvements and components not related to commuter rail service
- Public restrooms
- Signal improvements
- Facilities that would support AMTRAK operations (e.g., extra long platforms, ticket booths)
- Other bus transit facilities (e.g. transit center, passenger drop-off zone, bus layover, public and operator restrooms, etc.)

### **Permits Required:**

- Building permit
- Electrical permit
- Mechanical permit
- Utility connection permits
- Construction-related permits may include demolition, temporary road closures/detours
- Shoreline permit

### **Agreements Required:**

- City of Edmonds, BNSF, 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 Edmonds Crossing,
- Additional bus/transfer facilities at Edmonds Crossing,

# Sounder: New Permanent Station at Edmonds

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

## Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	500	
Capital Cost	\$22.9 - \$26.3	in Millions of 2007\$
Annual Operating Cost	\$0.6	in Millions of 2007\$
Travel Time & Reliability	N/A	
Connectivity & Integration	Medium	# transit routes: 1 ST (Sounder), 8 CT, 1 WSF
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

## Key Issues and Benefits

### Issues

- High likelihood that the parking structure will be built in concert with at least one public sector partner, complicating project delivery schedule and placing projected cost for that (and related) elements(s) at risk.
- Platform cost could be higher than normal due to potential seismic activity along waterfront.
- Potential need to share costs of remediation of UNOCAL site.
- Remaining Sound Move funds may negate or reduce the need for further investment in ST2.
- Project timing is controlled by the ability of WSF to fund/construct the multimodal terminal and the BNSF's ability to fund/construct track relocation through Edmonds, which is currently anticipated to begin construction during the summer of 2012.
- Ability to limit use of parking spaces to Sound Transit users is dependent on an unspecified enforcement program
- Assumes that BNSF track improvement project will include widening and interfencing
- Assumes that WSF will acquire all necessary ROW, and that ROW will be certified "clean" by Washington State Department of Ecology

### Benefits

- Relocating the Edmonds Sounder Station to the future "Edmonds Crossing" site will greatly simplify transfers to/from ferries and provide a more rider-friendly, weather-protected waiting environment.
- Added parking will accommodate forecasted future Sounder demand.
- Supports the City of Edmonds' long range goals for downtown/waterfront development.
- Integrates Sounder components with other components of the overall Edmonds Crossing multimodal center