

Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County cities and Sumner Sounder Station

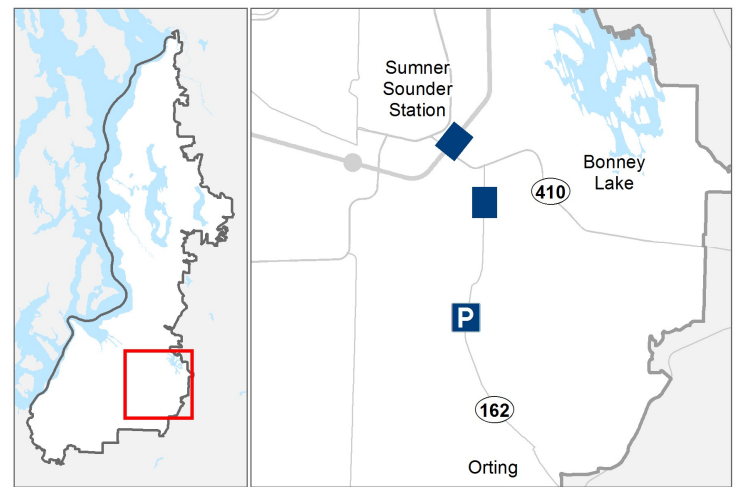
Subarea	Pierce
Primary Mode	Bus
Facility Type	ST Express
Length	N/A
Date Last Modified	July 1, 2016

SHORT PROJECT DESCRIPTION

This project would provide capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station.

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>	No
CAPITAL COST <i>Cost in Millions of 2014 \$</i>	\$31 — \$33
RIDERSHIP <i>2040 daily project riders</i>	<1,000
PROJECT ELEMENTS	<ul style="list-style-type: none"> • Transit signal priority at 11 signals between Orting, Bonney Lake, and Sumner • Transit queue jump lane at Traffic Avenue/East Main on the SR 410 off-ramp • Transit queue jump lanes at the Pioneer/SR162 intersection • 125 stall park and ride facility near 128th Street East in McMillin • 1 percent for art per Sound Transit Policy
NOT INCLUDED	<ul style="list-style-type: none"> • Purchase of new vehicles and operation and maintenance costs • See separate document titled "Common Project Elements"
ISSUES & RISKS	<ul style="list-style-type: none"> • City of Sumner is preparing an Interchange Justification Report for the SR 410 interchange at Traffic Avenue/East Main • WSDOT will be preparing a planning study for the SR 162 corridor.

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Sound Transit developed a conceptual scope of work for this 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 was developed to assist the Sound Transit Board as it developed the ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, 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 make a capital contribution to help fund improvements at SR 410 to facilitate the efficient flow of buses at Traffic Ave/East Main in the Sumner area, for the purpose of supporting new and expanded bus connections to Sumner Station.

Assumptions:

Bus service could be provided as part of ST Express Service.

Environmental:

Sound Transit will complete project-level state and federal environmental reviews as necessary; provide mitigation for significant impacts; obtain and meet the conditions of all required permits and approvals; and strive to exceed compliance and continually improve its environmental performance.

Utilities:

Utility relocation as needed to complete the project, including fiber optics, sewer, water, overhead electric/communications, etc.

Right-of-Way and Property Acquisition:

Minimal right-of-way acquisition to accommodate transit-only queue jump lanes will be required.

Potential Permits/Approvals Needed:

- Right-of-way permits
- WSDOT approval for work within the SR 162 and SR 410 ROW
- Utility connection permits
- Construction-related permits (clearing and grading, stormwater management, street use, haul routes, use of city right-of-way)
- All required local, state, and federal environmental permits
- NEPA/SEPA and related regulations

Project Dependencies:

The project would need to coordinate with WSDOT's SR 162 Corridor Study expected to start in late 2015.

Potential Project Partners:

- WSDOT
- Cities of Sumner, Bonney Lake, Orting
- Pierce County
- Pierce Transit

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Cost:

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In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$1.92	\$2.05
Preliminary Engineering & Environmental Review	\$1.64	\$1.75
Final Design & Specifications	\$2.67	\$2.86
Property Acquisition & Permits	\$2.77	\$2.96
Construction	\$17.59	\$18.82
Construction Management	\$2.41	\$2.58
Third Parties	\$0.34	\$0.37
Vehicles	\$0.00	\$0.00
Contingency	\$1.72	\$1.85
Total	\$31.07	\$33.25

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. For cost allowances that are not applicable for this project, "N/A" is indicated.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	N/A	N/A
Sustainability	N/A	N/A
Parking access	\$1.44	\$1.54
Non-motorized (bicycle/pedestrian) access	N/A	N/A
Bus/rail integration facilities	N/A	N/A

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Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 Regional Light Rail Spine <i>Does project help complete regional light rail spine?</i>	No	
 Ridership <i>2040 daily project riders</i>	<1,000	
 Capital Cost <i>Cost in Millions of 2014 \$</i>	\$31 — \$33	
 Annual O&M Cost <i>Cost in Millions of 2014 \$</i>	N/A	Bus service could be provided as part of ST Express Service
 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>	Low	Improved intersections; limited bus-only facilities
 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 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>	0 centers	
 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> <i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i> <i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations</i>	N/A	
 Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential stations</i> <i>2014 and 2040 population within 0.5 mile of potential stations</i> <i>2014 and 2040 employment within 0.5 mile of potential stations</i>	N/A	

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