

# Bus Operations and Maintenance Facility

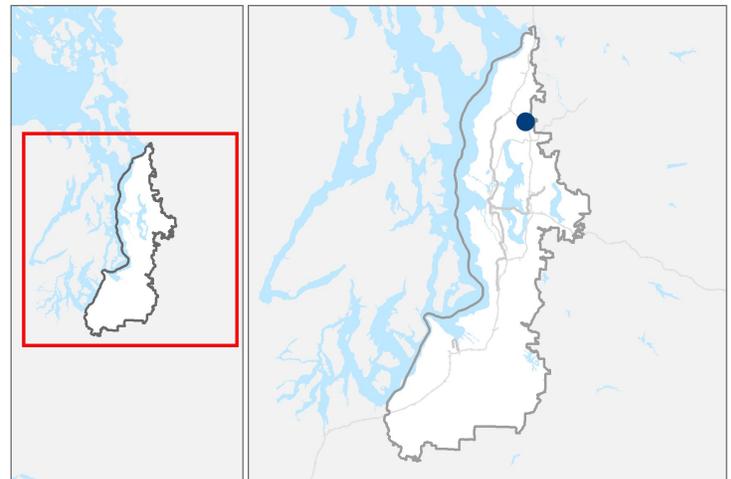
Subarea	All
Primary Mode	Bus
Facility Type	N/A
Length	N/A
Date Last Modified	July 1, 2016

## SHORT PROJECT DESCRIPTION

This project would construct a new bus operations and maintenance facility to accommodate a portion of the existing and future bus fleet required for ST3 BRT and ST Express bus service. The facility would be located in the vicinity of the I-405/SR 522 corridors.

*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

<b>REGIONAL LIGHT RAIL SPINE</b> <i>Does this project help complete the light rail spine?</i>	N/A
<b>CAPITAL COST</b> <i>Cost in Millions of 2014 \$</i>	\$139 — \$149
<b>RIDERSHIP</b> <i>2040 daily project riders</i>	N/A
<b>PROJECT ELEMENTS</b>	<ul style="list-style-type: none"> <li>Operations and maintenance facility along the I-405 BRT/SR 522 corridors</li> </ul>
<b>NOT INCLUDED</b>	<ul style="list-style-type: none"> <li>See separate document titled "Common Project Elements"</li> <li>Non-structural architectural and aesthetic elements in excess of the Sound Transit art program</li> </ul>
<b>ISSUES &amp; RISKS</b>	<ul style="list-style-type: none"> <li>Facility siting could be near existing residential and/or commercial uses</li> <li>Current zoning may not be compatible with OMF use</li> <li>Noise generation</li> <li>Facility siting and design should consider potential future expansion needs</li> <li>Jurisdictional coordination will be required for implementation of this project</li> </ul>

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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 construct a new bus operations and maintenance facility to accommodate a portion of the existing and future bus fleet required for ST3 BRT and ST Express bus service. The facility would be located in the vicinity of the I-405/SR 522 corridors. Capital funding for heavy maintenance (i.e., paint/body work and component rebuild) is provided by an ST2 bus base project.

## Assumptions:

- Facility would be sized to accommodate approximately 60 buses and be expandable to 80 buses in a future (unfunded) phase.
- Capital funding for heavy maintenance (i.e., paint/body work and component rebuild) is provided by the ST2 project
- The ST3 project provides funding for additional storage and light maintenance functions only, which would include the following:
  - Offices and support areas for bus maintenance activities
  - Shop for bus maintenance
  - Parts storage
  - Fuel, wash, service areas
  - Bus operations, dispatching and employee facilities
  - Bus parking
  - Employee and visitor parking
  - Space and equipment for secure entry to bus parking and maintenance areas
  - 1 percent for art per Sound Transit policy
  - Allowances for:
    - Illumination
    - Site circulation
    - Site landscaping/setbacks
    - Stormwater detention and treatment

## 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 improvements as needed to complete the project, including fiber optics, sewer, water, electric/communications, etc.

## Right-of-Way and Property Acquisition:

Property acquisition required. Approximately 12 acres of relatively flat property in the vicinity of I-405/SR 522 corridors is required.

## Potential Permits/Approvals Needed:

- Building permits: Electrical, Mechanical, Plumbing
- Utility connection permits
- Construction-related permits (clearing and grading, stormwater management, street use, haul routes, use of city right-of-way)
- Land use approvals (Conditional use, design review, site plans, Comprehensive Plan or development code consistency, Special Use Permits)
- All required local, state, and federal environmental permits; NEPA/SEPA and related regulations.

## Project Dependencies:

- This project should be ready for service by the time of full development of 145<sup>th</sup>/SR 522 and I-405 BRT programs
- Details of the scope of the project should be developed in coordination with the ST2-funded bus base

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**Potential Project Partners:**

- Local jurisdictions

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## Cost:

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In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$7.53	\$8.06
Preliminary Engineering & Environmental Review	\$3.24	\$3.47
Final Design & Specifications	\$6.49	\$6.94
Property Acquisition & Permits	\$42.43	\$45.40
Construction	\$66.17	\$70.81
Construction Management	\$5.84	\$6.25
Third Parties	\$1.30	\$1.39
Vehicles	\$0.00	\$0.00
Contingency	\$6.49	\$6.94
<b>Total</b>	<b>\$139.49</b>	<b>\$149.26</b>

## 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	N/A	N/A
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
 <b>Regional Light Rail Spine</b> <i>Does project help complete regional light rail spine?</i>	N/A	
 <b>Ridership</b> <i>2040 daily project riders</i>	N/A	
 <b>Capital Cost</b> <i>Cost in Millions of 2014 \$</i>	\$139 — \$149	
 <b>Annual O&amp;M Cost</b> <i>Cost in Millions of 2014 \$</i>	\$6	
 <b>Travel Time</b> <i>In-vehicle travel time along the project (segment)</i>	N/A	
 <b>Reliability</b> <i>Quantitative/qualitative assessment of alignment/route in exclusive right-of-way</i>	N/A	
 <b>System Integration</b> <i>Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities</i>	N/A	
	<b>Ease of Non-motorized Access</b> <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	N/A
	<b>Percent of Non-motorized Mode of Access</b> <i>Percent of daily boardings</i>	N/A
 <b>Connections to PSRC-designated Regional Centers</b> <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	N/A	
	<b>Land Use and Development/TOD Potential</b> <i>Quantitative/qualitative assessment of adopted Plans &amp; 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
	<b>Socioeconomic Benefits</b> <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>