

HCT Environmental Study: Bothell to Bellevue via Kirkland

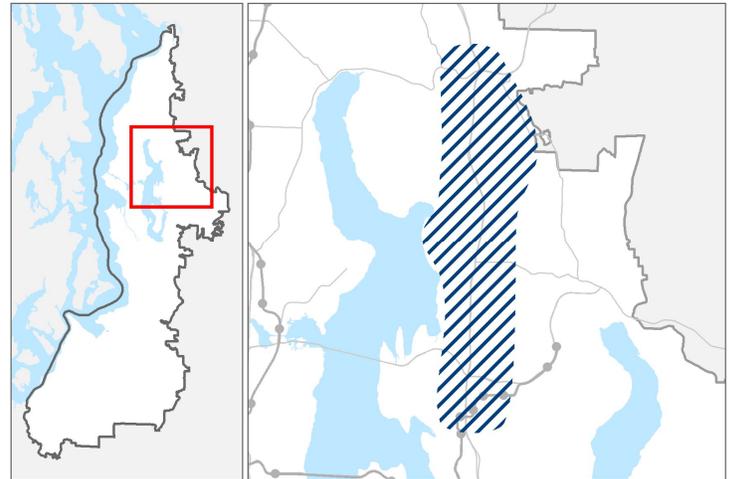
Subarea	East King
Primary Mode	HCT
Facility Type	Study
Length	N/A
Date Last Modified	July 1, 2016

SHORT PROJECT DESCRIPTION

This project-level environmental study of the Bothell to Bellevue via Kirkland corridor will identify the range of alternatives, evaluate potential routes and station locations and termini, inform local comprehensive planning, complete formal environmental review and conceptual engineering, and position the Sound Transit Board to determine the project alternative to potentially advance in future phases of high capacity transit investments in the region. The study will evaluate multiple north/south corridor options, including the Eastside Rail Corridor and I-405.

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>	\$19 — \$20
RIDERSHIP <i>2040 daily project riders</i>	N/A
PROJECT ELEMENTS	<ul style="list-style-type: none"> • HCT Environmental Study: Bothell to Bellevue via Kirkland: examine multiple north/south corridor options, including the Eastside Rail Corridor and I-405 • Completion of conceptual engineering and project development • NEPA/SEPA environmental review • Determine project alternative
NOT INCLUDED	<ul style="list-style-type: none"> • Preliminary Engineering on project selected for construction
ISSUES & RISKS	<ul style="list-style-type: none"> • Potential timing and coordination with a future system planning process • Coordination with jurisdictions and partner transit agencies

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Sound Transit developed a conceptual scope of work for this environmental study for the purpose of generating a representative range of study costs and scope elements. This information was developed to assist the Sound Transit Board as it developed the ST3 system plan, including phasing of investments and the financial plan, for voter consideration.

Long Description:

The environmental study of the Bothell to Bellevue via Kirkland corridor will identify the range of alternatives, evaluate potential routes and station locations and termini, inform local comprehensive planning, complete formal environmental review and conceptual engineering, and position the Sound Transit Board to determine the project alternative for this corridor. The study will evaluate multiple north/south corridor options, including the Eastside Rail Corridor and I-405. The environmental study will include public outreach, ridership forecasting, and cost estimating.

Assumptions:

The study would include the following elements:

- Public Involvement
- Planning
- Conceptual design
- Station area assessment
- Access considerations
- Appraisals and rights-of-entry as needed

Environmental:

Sound Transit will complete project-level state and federal environmental reviews as necessary and determine mitigation for significant impacts.

Utilities:

N/A

Right-of-Way and Property Acquisition:

N/A

Potential Permits/Approvals Needed:

N/A

Project Dependencies:

N/A

Potential Project Partners:

Project partners will include FTA, transit partners, cities of Bothell, Kirkland and Bellevue, King and Snohomish counties, and the Washington State Department of Transportation.

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Cost:
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In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$3.42	\$3.66
Preliminary Engineering & Environmental Review	\$13.57	\$14.52
Final Design & Specifications		
Property Acquisition & Permits		
Construction		
Construction Management		
Third Parties		
Vehicles		
Contingency	\$1.70	\$1.82
Total	\$18.69	\$20.00

Design Basis:

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>	N/A	
 Ridership <i>2040 daily project riders</i>	N/A	
 Capital Cost <i>Cost in Millions of 2014 \$</i>	\$19 — \$20	
 Annual O&M Cost <i>Cost in Millions of 2014 \$</i>	N/A	
 Travel Time <i>In-vehicle travel time along the project (segment)</i>	N/A	
 Reliability <i>Percentage of alignment/route in exclusive right-of-way</i>	N/A	
 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 Mode of 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>	N/A	
 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>	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
 Socioeconomic Benefits <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>