

# HCT Planning Studies

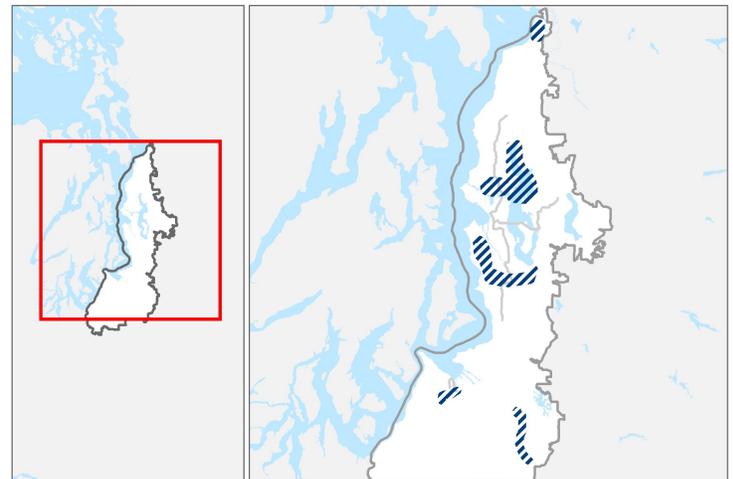
Subarea	Systemwide
Primary Mode	HCT
Facility Type	Study
Length	N/A
Date Last Modified	July 1, 2016

## SHORT PROJECT DESCRIPTION

The planning studies will help to identify the range of alternatives, evaluate potential routes and station locations and terminals, inform local comprehensive planning, prepare for formal environmental review and engineering, and position the Sound Transit Board to evaluate options and establish priorities for implementation in future phases of high capacity transit investments in the region.

*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>	\$23 — \$25
<b>RIDERSHIP</b> <i>2040 daily project riders</i>	N/A
<b>PROJECT ELEMENTS</b>	<ul style="list-style-type: none"> <li>• HCT Study: Light Rail Extending from West Seattle to Burien, connecting to Renton via Tukwila</li> <li>• HCT Study: Northern Lake Washington</li> <li>• HCT Study: Commuter Rail to Orting</li> <li>• HCT Study: Connections from Everett to North Everett</li> <li>• HCT Study: Tacoma Dome to Tacoma Mall</li> </ul>
<b>NOT INCLUDED</b>	<ul style="list-style-type: none"> <li>• Completion of Preliminary Engineering and project development</li> <li>• NEPA/SEPA environmental documentation</li> <li>• Identification of a preferred alternative</li> </ul>
<b>ISSUES &amp; RISKS</b>	<ul style="list-style-type: none"> <li>• Potential timing and coordination with a future system planning process</li> <li>• Coordination with jurisdictions and partner transit agencies</li> </ul>

# HCT Planning Studies

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:

The planning studies would help to identify the range of alternatives, evaluate potential routes and station locations and terminals, inform local comprehensive planning, prepare for formal environmental review and engineering, and position the Sound Transit Board to evaluate options and establish priorities for implementation in future phases of high capacity transit investments in the region. The studies will include public outreach, preliminary environmental assessment, ridership forecasting, and conceptual engineering and cost estimating.

The studies include:

- HCT Study: Light Rail Extending from West Seattle to Burien, connecting to Renton via Tukwila

This study would examine a light rail extension from West Seattle to Renton via Burien and Tukwila. The study would be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.

- HCT Study: Northern Lake Washington

This study would examine options for expanding light rail transit connections across northern Lake Washington that may be needed when ridership demand exceeds available capacity. This study would examine alternatives including and parallel to SR 522 and SR 520, as well as connections from Ballard to Kirkland, Sand Point to Kirkland, and Redmond and/or Bellevue. This study would also examine connections to the University of Washington. This study can consider potential upgrades in existing service and/or improved connections. It should be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.

- HCT Study: Commuter Rail from Puyallup to Orting

This study would examine a future extension of a commuter rail connection from Orting to the existing South Sounder System.

- HCT Study: Connections from Everett to North Everett

This study would examine a future extension of light rail from Everett to North Everett.

- HCT Study: Connections from Tacoma Dome to Tacoma Mall

This study would examine a future extension of light rail from the Tacoma Dome to the Tacoma Mall.

## Assumptions:

The studies could include the following elements:

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

## Environmental:

No environmental analysis will be completed as part of the studies.

## Utilities:

N/A

## Right-of-Way and Property Acquisition:

N/A

# HCT Planning Studies

**Potential Permits/Approvals Needed:**

N/A

**Project Dependencies:**

N/A

**Potential Project Partners:**

Project partners will include transit agencies, local jurisdictions & the Washington State Department of Transportation based on the specific locations/corridors where the studies are focused.

# HCT Planning Studies

**Cost:**  
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*In Millions of 2014\$*

ITEM	COST	COST WITH RESERVE
Agency Administration	\$4.28	\$4.58
Preliminary Engineering & Environmental Review	\$16.96	\$18.15
Final Design & Specifications		
Property Acquisition & Permits		
Construction		
Construction Management		
Third Parties		
Vehicles		
Contingency	\$2.12	\$2.27
<b>Total</b>	<b>\$23.36</b>	<b>\$25.00</b>

**Design Basis:** N/A

# HCT Planning Studies

## 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>	\$23 — \$25	
 <b>Annual O&amp;M Cost</b> <i>Cost in Millions of 2014 \$</i>	N/A	
 <b>Travel Time</b> <i>In-vehicle travel time along the project (segment)</i>	N/A	
 <b>Reliability</b> <i>Percentage 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>