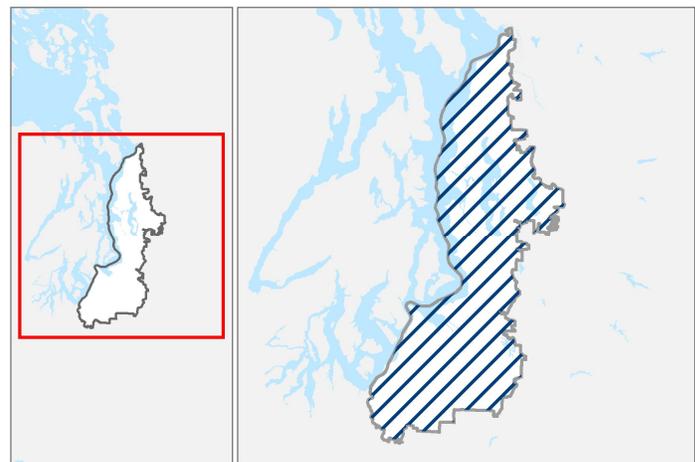


# ST Express Service

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

## PROJECT AREA AND REPRESENTATIVE ALIGNMENT



### SHORT DESCRIPTION

This investment would fund up to 107,000 annual platform hours of ST Express regional bus service to provide interim express bus service in corridors not served by rail or Bus Rapid Transit. These hours are in addition to the bus service hours provided for the I-405 and SR 522/NE 145th Street BRT projects, and also in addition to the Regional Express bus service hours assumed in the financial plan as part of ST2. Total annual bus service hours (including the two BRT projects and ST2 bus service hours) are approximately 800,000 in 2024, tapering to approximately 660,000 in 2040 as light rail segments open for service. This project includes coordination with Sound Transit’s transit partners.

*Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.*

### 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>	\$19.2
<b>RIDERSHIP</b> <i>2040 daily project riders</i>	N/A
<b>PROJECT ELEMENTS</b>	<ul style="list-style-type: none"> <li>• Bus fleet purchase of 10 coaches</li> <li>• Peak headways will vary by route</li> <li>• Emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs</li> <li>• Service improvements from Lakewood to Tacoma Dome</li> <li>• Service will be proposed and reviewed as part of the annual Service Implementation Plan (SIP) process</li> </ul>
<b>NOT INCLUDED</b>	<ul style="list-style-type: none"> <li>• Non-motorized access facilities (bicycle/pedestrian), sustainability measures, bus/rail integration facilities and transit-oriented development (TOD)/planning due diligence (see separate document titled “Common Project Elements”)</li> </ul>
<b>ISSUES &amp; RISKS</b>	<ul style="list-style-type: none"> <li>• Requires coordination with transit partners</li> <li>• Capacity for bus storage and maintenance</li> </ul>

# ST Express Service

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 investment would fund platform hours of ST Express interim regional bus service. Beginning in 2024, these funds would provide 107,000 annual platform hours to maintain bus service at current levels. These hours are in addition to the bus service hours provided for the I-405 and SR 522/NE 145th Street BRT projects (see I-405 Bus Rapid Transit and 145th/SR 522 Bus Rapid Transit templates), and also in addition to the Regional Express bus service hours assumed in the financial plan as part of ST2 (490,000 annual service hours from 2024 through 2030, then 355,000 annual service hours in the years beyond). The 107,000 supplemental ST3 hours extend through 2040. Total annual bus service hours (including the two BRT projects and ST2 bus service hours) are approximately 800,000 in 2024, tapering to approximately 660,000 in 2040 as light rail segments open for service. Changes to ST Express routes will be proposed and reviewed annually as part of the Service Implementation Plan (SIP) process. Consistent with Sound Transit's 2014 Service Standards and Performance Measures guidelines, which were adopted by the Sound Transit Board, service changes will be based on an evaluation of route performance, ridership patterns, trends, and customer input. An initial assumption is that ST Express bus routes will continue to serve urban centers in Snohomish, King and Pierce Counties in the near to mid-term, serving cities and job centers that will not yet be served by light rail (e.g., Everett, Kirkland, Issaquah, and Tacoma, among other locations). As light rail corridors open for service, the bus service funding for those corridors will be reallocated to operating costs for light rail services. In addition, this project includes improved service from Lakewood to Tacoma Dome. This project includes coordination with Sound Transit's transit partners.

## Assumptions:

- The emphasis will be on long-haul connections between population and employment centers and providing riders with access to rail hubs
- Beginning in 2024, these funds would provide up to 107,000 annual platform hours to maintain interim express bus service at current levels
- As light rail corridors are built and extended, Sound Transit bus service funding for those corridors will be reallocated to operating costs for light rail services
- Improved service between Lakewood and Tacoma Dome
- Coordination regarding integration with transit partners will be important

## Environmental:

N/A

## Utilities:

N/A

## Right-of-Way and Property Acquisition:

N/A

## Potential Permits/Approvals Needed:

N/A

## Project Dependencies:

N/A

## Potential Project Partners:

- Transit partners: Community Transit, King County Metro and Pierce Transit
- WSDOT

# ST Express Service

## Cost:

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.

In Millions of 2014\$

ITEM	COST
Agency Administration	\$1.0
Preliminary Engineering & Environmental Review	
Final Design & Specifications	
Property Acquisition & Permits	
Construction	
Construction Management	
Third Parties	
Vehicles	\$18.2
Contingency	
<b>Total</b>	<b>\$19.2</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

# ST Express Service

Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 <p><b>Regional Light Rail Spine</b> <i>Does project help complete regional light rail spine?</i></p>	N/A	
 <p><b>Ridership</b> <i>2040 daily project riders</i></p>	N/A	Express bus routes and levels of service will evolve as the transit system matures, and working in partnership with transit agencies throughout the region.
 <p><b>Capital Cost</b> <i>Cost in Millions of 2014 \$</i></p>	\$19	
 <p><b>Annual O&amp;M Cost</b> <i>Cost in Millions of 2014 \$</i></p>	\$17.9	
 <p><b>Travel Time</b> <i>In-vehicle travel time along the project (segment)</i></p>	N/A	
 <p><b>Reliability</b> <i>Percentage of alignment/route in exclusive right-of-way</i></p>	N/A	
 <p><b>System Integration</b> <i>Qualitative assessment of issues and effects related to connections to existing local bus service</i></p>	N/A	Routes and schedules will be developed in close coordination with partner services to provide high-quality transit service within available resources throughout the region.
	<p><b>Ease of Non-motorized Access</b> <i>Qualitative assessment of issues and effects related to non-motorized modes</i></p>	N/A
	<p><b>Percent of Non-motorized Access</b> <i>Percentage of daily boardings</i></p>	N/A
 <p><b>Connections to PSRC-designated Regional Centers</b> <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i></p>	N/A	
	<p><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></p>	N/A
	<p><i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i></p>	N/A
	<p><i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations</i></p>	N/A
	<p><b>Socioeconomic Benefits</b> <i>Existing minority / low-income populations within 0.5 mile of potential stations</i></p>	N/A
	<p><i>2014 and 2040 population within 0.5 mile of potential stations</i></p>	N/A
	<p><i>2014 and 2040 employment within 0.5 mile of potential stations</i></p>	N/A

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