

S-15: South Sounder Access Program

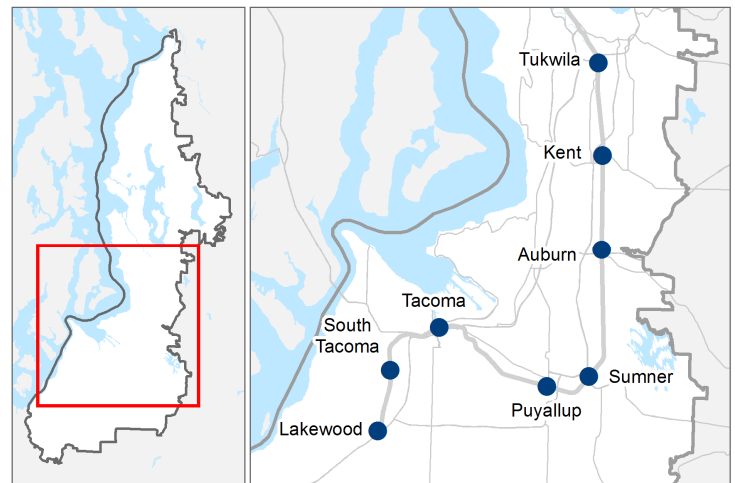
Project Number	S-15
Subarea	South King/ Pierce
Primary Mode	Commuter Rail
Facility Type	Service
Length	N/A
Version	ST Board Workshop
Date Last Modified	11-25-2015

SHORT PROJECT DESCRIPTION

This project would fund planning and implementation of investments to improve access to South Sounder train stations, including improvements for pedestrians, bicyclists, buses, and private vehicles. Funds would be prioritized per Sound Transit's System Access Policy.

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>	\$291 — \$311
RIDERSHIP <i>2040 daily boardings</i>	N/A
PROJECT ELEMENTS	Project elements may include, but are not limited to: • Pedestrian improvements within one-quarter mile of the stations • Bicycle storage infrastructure for station users, and bicycle access improvements within one-half mile of the stations • Transit speed and reliability improvements on routes connecting to the stations • Off-site parking along bus routes with frequent connections to South Sounder stations during peak periods • Expanded or new drop off/pick up areas at the stations • Additional bus/transfer facilities at the stations • Expanded parking capacity of 4,000 structured stalls • 1 percent for art per Sound Transit Policy • Non-motorized access facilities (bicycle/pedestrian)(See separate document titled "Common Project Elements")
NOT INCLUDED	• Stormwater requirements for leased temporary stalls • Payments to jurisdictions for use of existing jurisdiction-owned parking stalls for temporary parking during construction • Retail uses in new structures; transit-oriented development • See separate document titled "Common Project Elements"
ISSUES & RISKS	• The overall station area development agreements with jurisdictions, King County Metro, and/or BNSF may need to be amended

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KEY ATTRIBUTES	
ISSUES & RISKS	• Poor soil conditions are present in the study and hazardous materials remediation may be required • Special traffic control to address confined site and working near an active rail line • BNSF agreement needed to permit construction • Impacted by inclusion of R-05, S-09, S-10 in ST3 system plan; design and scale of the project could be influenced by station access improvements included in these projects

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Sound Transit has developed a conceptual scope of work for this candidate 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 is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, number of stations, 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 fund planning and implementation of investments to improve access to the South Sounder train stations, including improvements for pedestrians, bicyclists, buses, and private vehicles. Funds would be prioritized per Sound Transit's System Access Policy.

Assumptions:

- Existing Sounder platforms would remain open during the construction period of any access improvements and would be protected during construction
- Construction of access improvements should be phased to maintain operation of the stations, including alternate routing of Metro, Pierce Transit and ST buses
- Special traffic control will be needed during construction of access improvements to address confined sites and working near an active railroad
- For non-motorized station access allowances, the Tacoma Dome Station is categorized as an Urban LRT station and all other stations are categorized as Suburban LRT stations

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:

- Purchase of nearby properties for new parking facilities and/or other access improvements
- Costs associated with obtaining waiver(s) of jurisdictions' zoning requirements related to height of parking structures and inclusion of other uses in parking structures, such as street-level retail

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)
- Master use
- 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:

Amendments may be required to existing agreements with the jurisdictions, BNSF, King County Metro and/or Pierce Transit to facilitate construction

Potential Project Partners:

- Cities of Lakewood, Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila
- Transit partners serving project: Pierce Transit, King County Metro
- BNSF
- FTA
- Amtrak
- WSDOT

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Cost:

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In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$15.36	\$16.44
Preliminary Engineering & Environmental Review	\$9.68	\$10.36
Final Design & Specifications	\$19.36	\$20.71
Property Acquisition & Permits	\$8.25	\$8.83
Construction	\$197.44	\$211.26
Construction Management	\$17.42	\$18.64
Third Parties	\$3.87	\$4.14
Vehicles	\$0.00	\$0.00
Contingency	\$19.36	\$20.71
Total	\$290.74	\$311.09

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.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	N/A	N/A
Sustainability	N/A	N/A
Parking access	\$206.24	\$220.68
Non-motorized (bicycle/pedestrian) access	\$68.10	\$72.87
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 station boardings</i>	N/A	
 Capital Cost <i>Cost in Millions of 2014 \$</i>	\$291 — \$311	
 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>Quantitative/qualitative assessment 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>	10 centers	Manufacturing and Industrial Centers: Kent, North Tukwila and Port of Tacoma Regional Growth Centers: Auburn, Kent, Lakewood, Puyallup Downtown, Seattle CBD, Tacoma Downtown and Tukwila
 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 station areas</i>	N/A	
 Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential station areas</i> <i>2014 and 2040 population within 0.5 mile of potential station areas</i> <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>