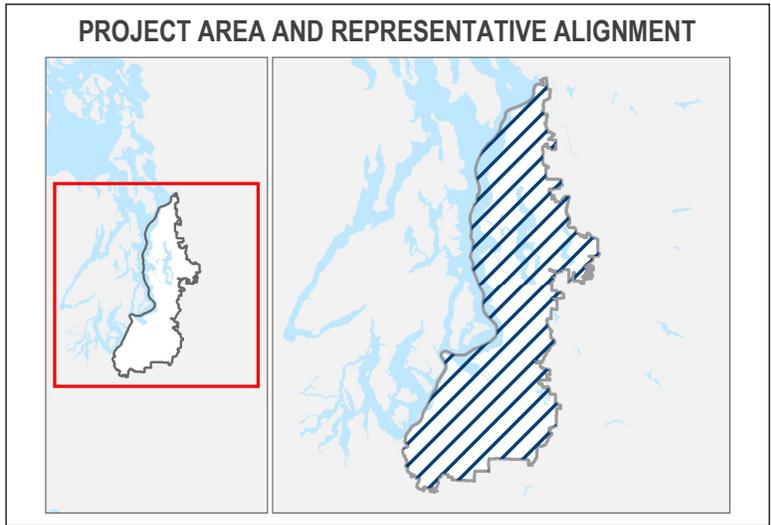


EARLY DELIVERABLES

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



SHORT PROJECT DESCRIPTION

This program would implement a series of improvements designed to improve existing transit services, reduce travel time through bus on shoulder operations and other related transit priority elements, and construct new park-and-ride facilities. These projects would be implemented as early deliverables within the ST3 System Plan.

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>	\$227
RIDERSHIP <i>2040 daily project riders</i>	N/A
PROJECT ELEMENTS	<ul style="list-style-type: none"> King County Metro RapidRide C and D and Madison Street Capital Improvements Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, SR 518, and SR 167 and related improvements North Sounder Parking North Sammamish Park-and-Ride
NOT INCLUDED	<ul style="list-style-type: none"> Funding for operations Enhanced aesthetic surface treatments Parking (except for North Sounder and North Sammamish parking) Transit-oriented development planning/due diligence and sustainability measures See "Common Project Elements"
ISSUES & RISKS	<ul style="list-style-type: none"> Feasibility of bus on shoulder improvements on freeways and state routes has not been identified Coordination and approval for bus on shoulder improvements and operations from the Federal Highway Administration Coordination required with WSDOT, FTA, FHWA, jurisdictions, and transit partners to determine feasible locations for bus on shoulder improvements Coordination with BNSF for North Sounder parking Coordination with King County Metro and the City of Sammamish regarding the location of the North Sammamish Park-and-Ride Coordination with King County Metro and the City of Seattle regarding RapidRide C and D and Madison Street Capital Improvements Risk to completing schedule for projects as early deliverables

EARLY DELIVERABLES

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 program would implement a series of improvements designed to improve existing transit services, reduce travel time through bus on shoulder operations and other related transit priority elements, and construct new park-and-ride facilities. These projects would be implemented as early deliverables within the ST3 System Plan. Program elements include:

- King County Metro RapidRide C and D and Madison Street Capital Improvements

This project would design and implement transit priority improvements along King County Metro's RapidRide C and D lines that provide service to Ballard and West Seattle as an early deliverable to provide improved speed and reliability, in advance of light rail starting operations to these areas. The project also includes a contribution to funding for Madison Street BRT in Seattle.

- Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, SR 518, and SR 167

This program proposes to enable buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT, and Federal Highway Administration in order to determine locations that may be feasible for this program.

- North Souder Parking and Access Improvements

This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Souder Stations and an opportunity for access improvements prioritized per Sound Transit's System Access Policy.

- North Sammamish Park-and-Ride

This project would construct a new surface park-and-ride facility in the city of Sammamish, at a location to be determined as part of project development. The site will include up to 200 spaces dependent on the property availability, acquisition costs, and site development costs.

Assumptions:

- Coordination and study with WSDOT to determine feasible locations for bus on shoulder will be required. Specific locations within the opportunity areas have not yet been identified for these type of treatments
- Improvements along RapidRide C and D routes would enable faster travel time and reliability for these services
- Contribution to the Madison Street BRT project to be applied to sections containing bus-only lanes
- The schedule for completing these project would be within the first 3-8 years of Sound Transit's System Plan
- North Souder improvements include parking, but other access improvements can be considered depending on the prioritization per the ST System Access Policy and in coordination with local jurisdictions

Environmental:

Sound Transit will complete project-level state and federal environmental reviews as necessary to 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 projects, including fiber options, sewer, overhead electric/communications, etc.

Right-of-Way and Property Acquisition:

Property acquisitions may be needed for transit capital improvements.

EARLY DELIVERABLES

Potential Permits/Approvals Needed:

- WSDOT approvals for modifications to a state route
- Approval by FHWA for bus on shoulder operation
- Building permits: Electrical, Mechanical, Plumbing
- Utility connection permits
- Right-of-way permits
- Construction-related permits (clearing and grading, stormwater management, street use, haul routes, use of city right-of-way)
- All required local, state, and federal environmental permits
- NEPA/SEPA and related regulations

Project Dependencies:

- Identification of locations where bus on shoulder operation is feasible
- Approval by FHWA and WSDOT for bus on shoulder operation
- Identification of improvements on RapidRide C and D lines that would improve travel time along these corridors

Potential Project Partners:

- Federal Highway Administration
- King County Metro
- Transit partners
- Washington Department of Transportation
- Cities and jurisdictions along the corridors
- City of Seattle
- City of Sammamish
- Federal Transit Administration
- BNSF

EARLY DELIVERABLES

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\$

RapidRide C and D and Madison BRT

ITEM	COST
Agency Administration	\$4
Preliminary Engineering & Environmental Review	
Final Design & Specifications	
Property Acquisition & Permits	
Construction	
Construction Management	
Third Parties	
Vehicles	
Early Deliverable Program	\$61
Contingency	
Total	\$65

Bus on Shoulder Program

ITEM	COST
Agency Administration	\$6
Preliminary Engineering & Environmental Review	
Final Design & Specifications	
Property Acquisition & Permits	
Construction	
Construction Management	
Third Parties	
Vehicles	
Early Deliverable Program	\$96
Contingency	
Total	\$102

EARLY DELIVERABLES

North Sounder Parking and Access Improvements

ITEM	COST
Agency Administration	\$2
Preliminary Engineering & Environmental Review	
Final Design & Specifications	
Property Acquisition & Permits	
Construction	
Construction Management	
Third Parties	
Vehicles	
Early Deliverable Program	\$38
Contingency	
Total	\$40

North Sammamish Park-and-Ride

ITEM	COST
Agency Administration	\$1
Preliminary Engineering & Environmental Review	
Final Design & Specifications	
Property Acquisition & Permits	
Construction	
Construction Management	
Third Parties	
Vehicles	
Early Deliverable Program	\$19
Contingency	
Total	\$20

Design Basis:

EARLY DELIVERABLES

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>	\$227	
 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</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 Access <i>Percentage 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 stations</i>	N/A
	Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential stations</i>	N/A
	<i>2014 and 2040 population within 0.5 mile of potential stations</i>	N/A
	<i>2014 and 2040 employment within 0.5 mile of potential stations</i>	N/A

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