

Express Bus: ST Express Maintenance and Operations Facilities and Fleet Expansion

Project Number	SYS-BUS
Subareas	Snohomish, East King, South King, Pierce
Primary Mode Impacted	ST Express
Facility Type	ST Express Service
Version Number	4.0
Date Last Modified	7/24/2008

Project Locator Map



Short Project Description

Construct new maintenance and operations facility capacity for existing and future ST Express services and expand the bus fleet.

Project Purpose: Provide sufficient capacity to operate, store, and maintain the existing and future ST Express buses projected through at least 2023, and provide additional bus fleet to support service expansion during ST2.

Cost

in Millions of 2007\$

Total	Low	High
Agency Admin	\$8.0	\$9.2
Environmental Clearance and PE	\$8.7	\$10.0
Final Design, Specs, Permitting	\$8.7	\$10.0
ROW Acquisition	\$31.4	\$36.1
Construction	\$73.0	\$83.9
Contingency	\$12.2	\$14.0
Maintenance Bases	\$142.0	\$163.3
Fleet	\$37.5	
Total Bases and Fleet	\$179.5	\$200.8

Design Basis	Conceptual
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Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

Relationship	Project
Impacts	Potential operating costs of ST Express routes

Project Partners

Agency	
Pierce County jurisdictions	
East King County jurisdictions	
Community Transit	
Pierce Transit	
King County Metro	

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Long Description

This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition, permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of the revenue operations.

Description:

ST Express buses are currently operated, stored, and maintained by the agency's transit partners - Community Transit, King County Metro, and Pierce Transit. This project will involve constructing new maintenance and operations capacity to accommodate up to at least 300 buses to support existing and future ST Express services through at least 2020. The cost estimate is based on the assumptions that one facility to accommodate up to 200 buses would be located in East King County to maintain Snohomish County, East King County, and South King County subarea bus services. A second facility would be located in Pierce County to accommodate maintenance of up to 100 buses serving the Pierce County subarea.

All heavy maintenance (i.e., paint/body work and component rebuild) for the entire ST Express fleet would occur at the East King County base. All other maintenance functions would be provided at each facility. Sites would be sized to allow for facility expansion over time to meet demand. The estimated costs and budget presented here might also be used to expand transit partner bases, tripper storage, or other interim or permanent maintenance and operations facilities in lieu or in addition to permanent Sound Transit-owned facilities.

This project also includes purchase of up to 60 additional buses to support ST Express service expansion during ST2 through 2023.

The following heavy maintenance functions will be located at East King County base only, but they will support the entire ST Express Fleet:

- Paint/body work shop
- Component rebuild (transmission rebuild, etc.)

Project Elements Included at each Base:

- Offices and support areas for bus maintenance activities
- Shop for bus maintenance
- Parts storage
- Fuel, wash, service areas
- Bus operations, dispatching and employee facilities
- Miscellaneous other building areas
- Bus parking
- Miscellaneous other agency vehicle parking
- Employee parking
- Visitor parking
- Space and equipment for secured entry to bus parking and maintenance areas
- Miscellaneous other site areas
- Illumination
- 1 percent for art per ST policy
- Allowances for:
 - Site circulation
 - Site landscaping / setbacks
 - Stormwater detention

Utilities at Each Base:

- Electrical, telephone, sewer, water. Extensions of public streets and utilities to the sites as needed.

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Right-of-Way and Property Acquisition at Each Base:

- Allowance for acquisition and relocation of existing uses as necessary. Locating a base in Bellevue in the vicinity of a potential Link maintenance facility could result in significant real estate costs that are beyond the standard allowance.

Mitigation at Each Base:

- The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions at Each Base:

- Non-structural architectural and aesthetic elements in excess of the ST art program
- Undergrounding of overhead utilities
- Community development funding
- Vehicle purchases
- Equipment other than that specifically identified on this project description or in the Space Program
- Space and equipment for alternative fuels
- Space and equipment for security monitoring
- Space and equipment (e.g., furnishings) for agency overhead function such as human resources, etc.

Permits Required at Each Base:

- Building, electrical, mechanical, utility, construction-related, and land use permits by local jurisdictions

Agreements Required:

- Jurisdictions in Pierce County
- Jurisdictions in East King County

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	
Capital Cost	\$179.5 - \$200.8	in Millions of 2007\$
Annual Operating Cost (for operations of both bases)	\$1.0	in Millions of 2007\$
Travel Time & Reliability	N/A	
Connectivity & Integration	N/A	
Land Use & Development	N/A	
Customer Experience	N/A	
Risk Avoidance	Low	

Key Issues and Benefits

Issues:

- Land parcels to accommodate new maintenance and operations base facilities is difficult to find, and these types of facilities are hard to site.
- No ROW or construction funds are provided in this project description for "tripper" fleet storage in the downtown Seattle area, but the ST Express base capacity expansion funds could potentially be used for this purpose.

Benefits:

- The project would provide capacity for Sound Transit to accommodate both the existing ST Express fleet as well as the future fleet needs under ST2.
- Sound Transit-owned bus base facilities would provide additional operations and contracting flexibility.