

Station Access Allowance Overview

*System Expansion Committee
05/11/2023*



Why we are here

- Provide the Committee an overview of access funding included in ST3 capital projects.
- Share our programmatic approach to use that funding.
- Give a project-by-project status review and preview upcoming actions to commit access funding in NE 130th Infill Station and Stride.
- Information only, no action required.

ST3 access funding resources

Funding to support system performance & expansion

- The ST3 System Plan provides significant resources to implement the Board's policy direction
 - *System Access Fund*
 - *Nonmotorized access allowance*
 - *Bus-rail integration allowance*
 - *Parking access*

Station access allowances background

Station Access Allowances in ST3 (in \$M of 2023\$)

Dedicated funding in ST3

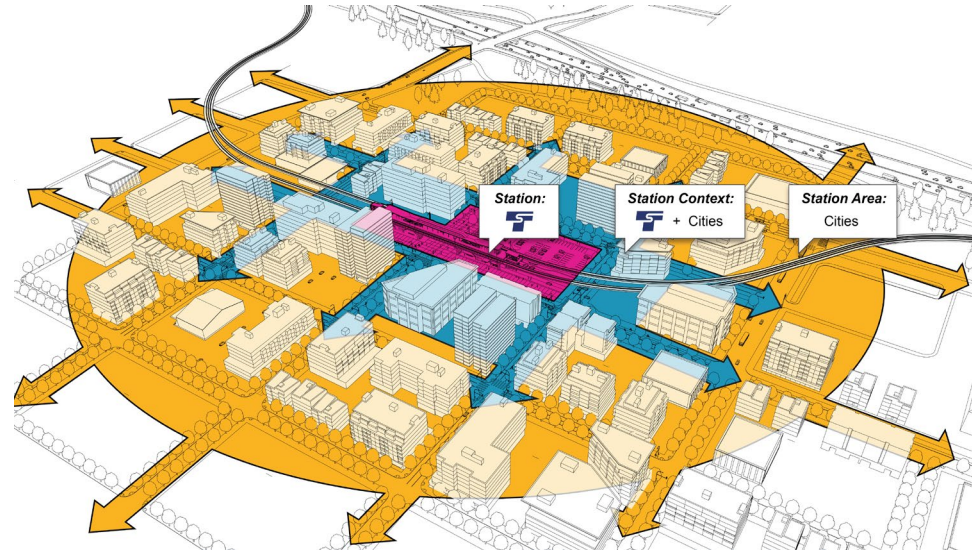
- ST3 included dedicated funding for nonmotorized access and bus-rail integration.
- All projects include funding for nonmotorized access.
- Bus-rail integration features to be defined with transit partners and delivered by project.
- Today's focus will be on the nonmotorized access allowance.

ST3 Project	Nonmotorized Access Allowance	Bus-Rail Integration Allowance
West Seattle-Ballard Link	\$95	\$15
I-405 BRT	\$11	--
SR-522 / NE 145th BRT	\$7	--
Tacoma Dome Link	\$44	\$7.5
Everett Link	\$59	\$4
NE 130th Street Infill	\$4.9	--
Boeing Access Road Infill	\$12	\$4
Graham Street Infill	\$5.5	--
Lakewood-DuPont Sounder	\$25	\$4
Tacoma Link TCC	\$10	--
S Kirkland-Issaquah Link	\$42.5	\$7.5
Total	\$316	\$42

Access & the system expansion program

Project definition

- Providing clarity on defining the core HCT project and its access elements vs. what is eligible for access allowance funds.
- High-quality passenger access is a collaborative effort – implementation depends on all partners.
- Defining a clear and transparent process with expectations for ST and partner roles.



Key access allowance features

To support funding administration

- Funding to be administered on a corridor-wide basis.
- Allowance funds generally support access improvements outside of core project scope and what might otherwise be considered “betterments.”
- Delivery of access improvements by partner jurisdictions.
- Capped contributions and cost sharing to leverage Sound Transit funding.
- Reserve ability to use allowance funds to offset permit conditions.
- Map key activities and decision-making to project milestones.

Access allowances by capital project phase



- Identifying access needs, gaps, opportunities, and challenges.
- Documenting existing conditions and planned improvements.

- Developing and screening candidate access improvement projects.
- Progressing station design and key elements of project scope.

- Further defining scope of candidate access improvement projects.
- Evaluating and prioritizing candidate access improvement projects.

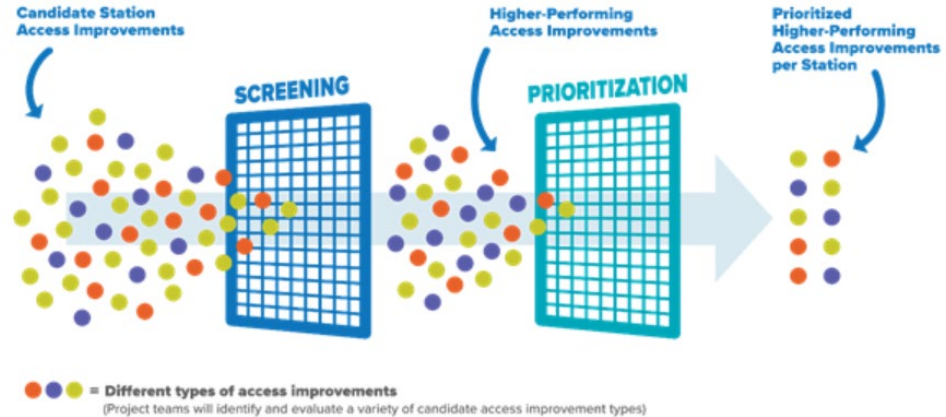
- Confirming implementation approach for prioritized access projects.
- Board approval to execute funding agreements with third parties to deliver projects.

- Execute agreements to commit funding.
- Monitor implementation of access improvements and regularly report to the Board on progress.

Evaluation & prioritization framework

Approach for administering the nonmotorized access allowance

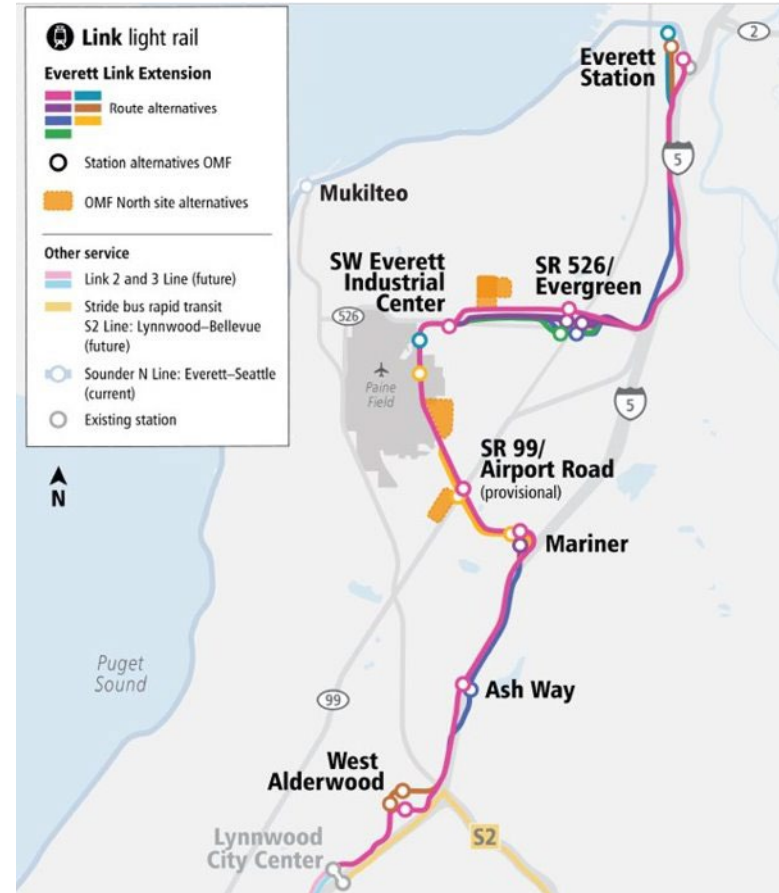
- Standard process across capital projects.
- Consistent evaluation criteria based on program objectives:
 - *Grow transit ridership*
 - *Increase connectivity*
 - *Improve safety & human health*
 - *Enhance the passenger experience*
 - *Advance social equity*
- Leverage project-level engagement activities to receive input that informs funding recommendation to the Board.



Capital project review

Everett Link

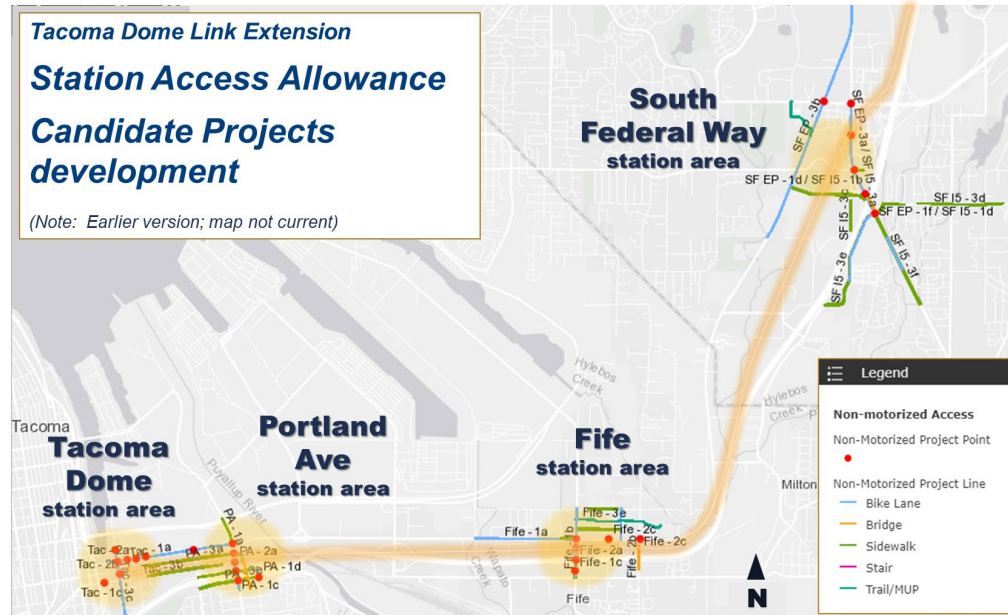
- Amount available: \$59M
- Number of stations: 7 stations
- Jurisdiction partners: Lynnwood, Everett, and Snohomish County.
- Reviewing local planned and funded pedestrian and bicycle projects.
- Identifying barriers and gaps and developing candidate access improvement projects.



Capital project review

Tacoma Dome Link

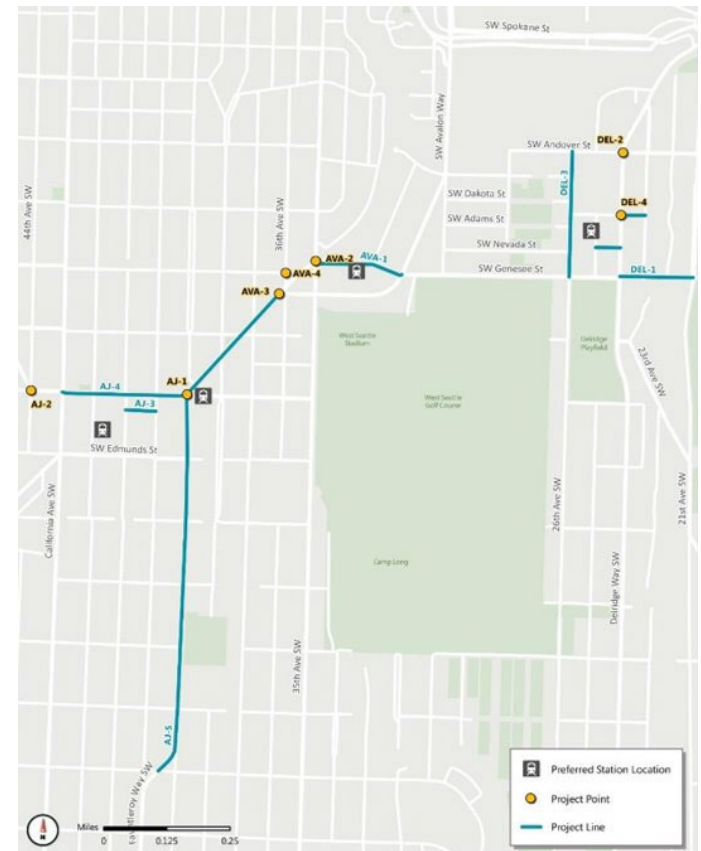
- Amount available: \$44M.
- Number of stations: 4 stations.
- Jurisdiction partners: Federal Way, Fife, Tacoma.
- Identified ~60 candidate access projects in coordination with partners.
- Conducted initial engagement in fall 2020 on candidate projects.



Capital project review

West Seattle & Ballard Link

- Amount available: \$95M.
- Number of stations: 13 stations.
- Jurisdiction partner: Seattle.
- Identified and screened candidate access improvement projects during phase 2.
- Actively reviewing and refining projects with the City of Seattle.
- Anticipating public engagement in Q3 2023.



West Seattle Link candidate access improvement projects

Capital project review

Stride

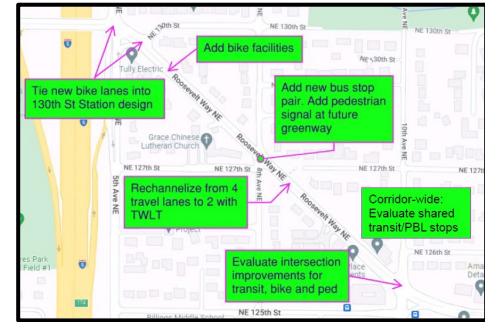
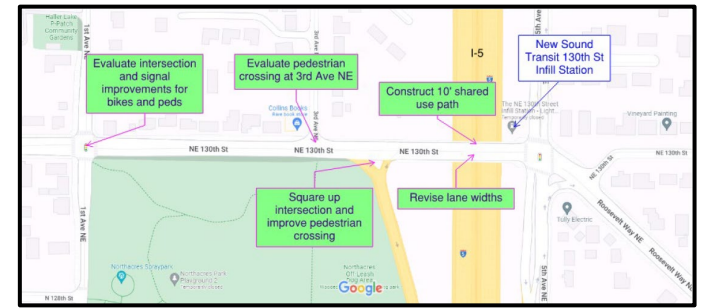
- Amount available: \$18M across the program.
- Number of stations: 22 stations.
- Jurisdiction partners: 12 cities across three Stride lines.
- Working with jurisdiction partners to confirm scope, delivery, and funding contributions.
- Projects are smaller in scope (e.g., sidewalks, crosswalks, ADA curb ramps, pedestrian signals, and bike lanes) given funding available and number of jurisdictions.



Capital project review

NE 130th Infill Station

- Amount available: \$4.9M.
- Number of stations: 1 station.
- Jurisdiction partner: Seattle.
- Seattle is developing the NE 130th St/NE 125th St corridor improvements project.
- Seattle has secured ~\$15M in local, state, and federal funds with access allowance funding to supplement.
- Multiple, discrete improvements under design consideration.



Next steps

Upcoming Board actions

- We anticipate bringing an action regarding the NE 130th Infill Station Project as soon as July 2023.
- We anticipate bringing an action regarding Stride in Q3/Q4 2023.
- We will continue to advance work on the West Seattle, Ballard, Tacoma Dome, and Everett Link extensions accordingly.

Thank you.



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