

# Common Project Elements

## Overview

A number of elements are common to many projects. Below are descriptions of the representative nature of projects; funding allowances for STart, Sustainability, System Access, TOD Planning; System Integration including funding allowances for Bus/Rail facilities; and a summary of elements that are generally not included in projects.

## Representative Projects

Sound Transit developed a conceptual scope of work for each 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, each project's scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

## STart: 1 Percent for Art per Sound Transit Policy

The Sound Transit Board policy related to public art (R2010-21) sets aside a portion of ST2 project construction costs to art (1 percent of project capital construction costs, excluding tunneling costs). The cost estimates included in the project detail summaries assume a continuation of this policy for ST3. STart works with local communities, design professionals and transit partners to select artists and artworks appropriate for each project.

## Sustainability, System Access, TOD Planning

The 2014 update to Sound Transit's Long-Range Plan stated that "Project cost estimates developed during system planning should include funding for access, TOD planning, and sustainability-related elements." Consistent with Sound Transit's Long-Range Plan and other agency policies and guidelines, the cost estimates for most projects (e.g., those that include high capacity transit stations) include cost allowances for the application of such policies and guidelines as described below.

- Sustainability:** The baseline cost estimates include the sustainable design and infrastructure features that are currently required as part of the agency's design criteria. Additionally, the estimates include green building and infrastructure certification standards (examples include Sustainable Site Initiative, LEED, ENVISION, etc.), alternative energy generation as appropriate, advanced low impact development techniques, the use of green materials, and sustainable construction approaches. The estimates also allow for innovative features and approaches that reach beyond current requirements, but that are consistent with industry best practices. Therefore the cost estimates adequately ensure that ST3 incorporates appropriate sustainable design and infrastructure approaches in order to meet agency sustainability goals and evolving national standards over a long-term program. The sustainability allowance is applied to at-grade and aerial rail guideways and stations.
- System Access:** Project cost estimates include funding to provide access to stations for pedestrians, bicyclists, connecting transit, and private vehicles in accordance with the System Access Policy (Resolution No. R2013-03). Augmenting past practices, cost estimates for ST3 projects that include HCT stations include an "Access Allowance" for additional pedestrian and bicycle access investments outside the footprint of the station with the potential to increase ridership. During future project implementation, costs for permit requirements identified by third parties that are not normal and customary would be subtracted from this allowance. The table below presents the access allowances for facilities such as sidewalks and bicycle lanes based on the character of representative station areas and the need to remove impediments to

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access. The total cost, including contingencies and professional services that are not included below, can be found within the lowermost cost table in project detail sheets.

TYPE	NON-MOTORIZED ACCESS ALLOWANCE		
	Light Rail	Freeway Bus Rapid Transit	Arterial Bus Rapid Transit
Urban Station	\$2,000,000*	\$200,000	\$100,000
Urban/CBD Station	\$2,500,000	\$250,000	\$125,000
Suburban Station	\$4,000,000	\$400,000	\$200,000
Major Bicycle Intercept	+ \$500,000	+ \$50,000	+ \$50,000
Intermodal Transit Center	+ \$500,000	+ \$50,000	+ \$50,000

\* \$500,000 applied to Tacoma Link stations

- **TOD Planning and Due Diligence:** For projects where there is potential TOD, the project includes cost and budget elements to support Transit-Oriented Development (TOD) during early project development, in accordance with Sound Transit TOD Policy (Resolution No. R2012-14). As appropriate, applicable activities necessary to render a parcel available for development in the real estate marketplace include, but are not limited to:
  - Early planning (e.g., during development of a project level EIS; in support of the ST Board's identification of a preferred alternative, including the preferred alignment and station locations)
  - Community and Agency station-area TOD planning
  - Station-area and corridor market studies
  - Pre-development activities to support potential Agency TOD to bring surplus properties to the market
  - Determination of the suitability of ST-owned parcels for housing
  - Evaluation of suitability and feasibility of Agency TOD sites for affordable housing as a component of a mixed-use TOD project program or consisting entirely of subsidized housing; and
  - Analysis for the potential of TOD in the surplus air rights of ST properties

In addition, funding to support TOD during later stages of project development (exclusive of TOD construction) are included in the systemwide TOD planning program.

## System Integration

Sound Transit worked collaboratively with transit partners to develop plans that use the agencies' collective resources efficiently and effectively to operate an integrated system across all modes in order to provide reliable connections for our customers. Many project cost estimates include an allowance for bus/rail integration that could provide for improved, off-street bus facilities at key station areas. These representative locations are identified within the project detail sheets.

## Excluded Project Elements

Unless specifically identified within a specific project's detailed information, these types of facilities have not been included within the representative project scopes and cost estimates of the ST3 projects:

- Parking
- Utility undergrounding
- Modifications to the local street network
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Replacement of displaced on-street parking

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- Public restrooms
- Demolition of closed bus zones and other costs of stop consolidation
- New traffic signal(s) or modifications
- With the exception of improvements that could be funded through the non-motorized access or bus/rail integration allowances, project scopes do not include: street, sidewalk, grade-separated pedestrian crossings, and utility upgrades or betterments that are not directly needed to support LRT facilities and operations (in accordance with the Sound Transit Scope Control Policy)