






Effective Collaboration for Regional Transit Project Delivery



Presented by









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Project Overview

Sound Transit future service

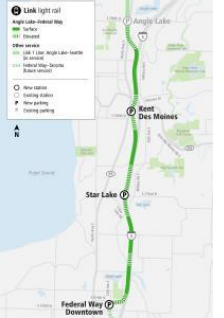


Sound Transit

- Regional transit service throughout the urban areas of Pierce, King, and Snohomish Counties
- Services: Link light rail, Sounder trains, STExpress Bus, Tacoma Link light Rail and soon, BusRapid Transit

Link Light Rail

- Existing Routes
 - Line 1
 - T Line
- Expansions:
 - East Link/Starter Line (this month)
 - Lynnwood Link
 - Federal Way Link





Federal Way Link Extension

- Open: 2026
- Length: 7.8 miles, 3 stations
- Service: Every 6-8 minutes in peak hours
- Projected travel times:
 - Federal Way Transit Center to Sea-Tac Airport: 15 minutes
 - Kent/Des Moines to downtown Seattle: 42 minutes
- Projected ridership: 29,000 – 34,000 daily riders by 2026

FWLE Traffic Mitigation Project (F210)

- 10 project sites
- Located within 2 local cities (Kent, Federal Way) and 1 within King County
- Varied site improvements such as roadway widening, turn pockets, storm drainage, retaining walls, signals, sidewalks/ADA improvements, etc.
- 6 AHJ's
- Project is a requirement from the Record of Decision (ROD) for FWLE




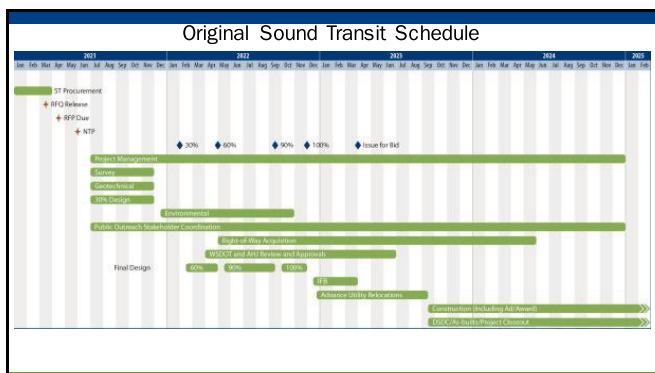


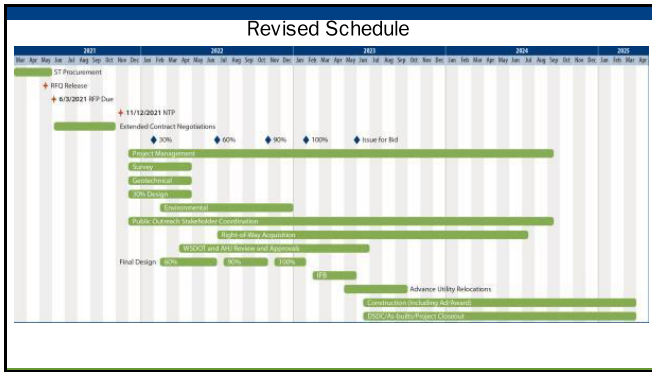
DEA and ST Collaboration

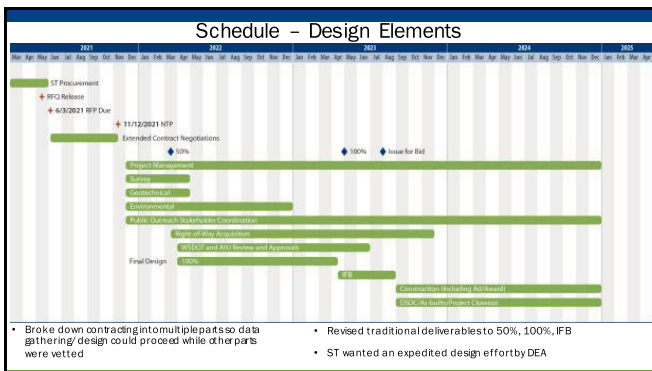
Agency-Consultant Collaboration

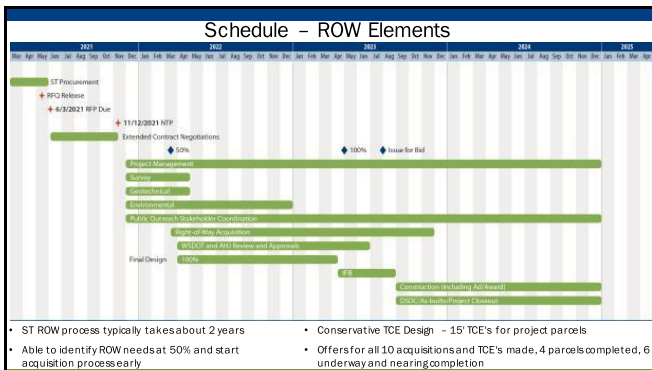
- Challenging delivery of PS&E package within the existing schedule
- Not just a "roadway project" - Sound Transit is the project owner, but approvals and final ownership by multiple AHJ's
 - AHJ involvement was essential for "no surprises"
- Initial Challenges:
 - Entire project started behind schedule
 - Original scope of improvements not clearly defined in the ROD and with the AHJ's
 - 2017 ROD requirements vs. 2021 design updates reflect different needs at two of the original 10 locations
 - Opportunity: savings on schedule and overall project cost
 - Construction of FWLE TM project to be completed before FWLE opening

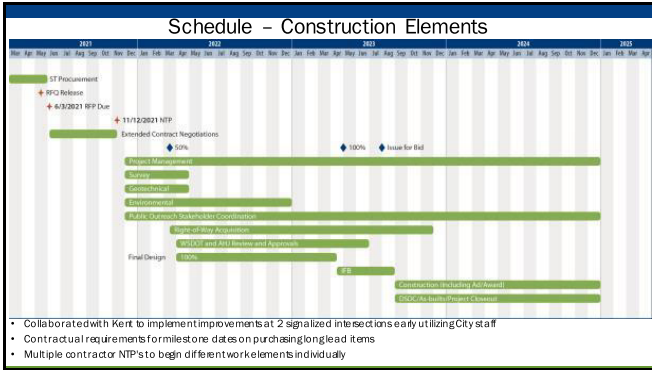













Stakeholders Collaboration

WSDOT

- Intersection Control Evaluation (ICE)
 - Mitigation is a 200' turn lane
 - All improvements within WSDOT Limited Access required analysis of a roundabout
- Complete Streets
 - Major pedestrian increase around stations, particularly at the KDM & SR99 intersection
 - Reduced lane widths along SR 99 to minimize crossing distance
 - Although a "Traffic Mitigation" project, design decisions were evaluated for multi-modal impacts/benefit
- SR 99, SR 516, and I-5 Ramp Locations
 - Differing design standards, ownership, maintenance, etc.



Effective Collab Takeaway: Understanding an AHJ's required needs including documentation, should be identified early in the project development.

Kent

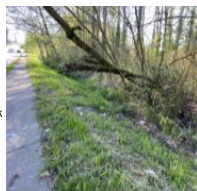
- Creative/Collaborative Process
 - 272nd Stormwater Solution
 - Reduced size=>pervious concrete
 - Utility impacts/relocations
 - Eliminate 272nd impacts via Pond SLB
 - Schedule
 - Cost savings
 - SR 516/KDM large tree protection
 - 272nd & Star Lake road lane variance
 - 2 signal-only FYA modifications (Kent complete construction for these improvements)
 - By the City doing this work - there was a cost savings for the project and taxpayers
 - Military location removal
 - Design Standards (WSDOT curb verse Kent standards)



Effective Collab Takeaway: Collaboration is a 2waystreet - typically with concessions on both sides. In the end, both sides are successful.

Federal Way

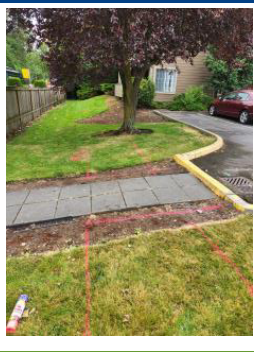
- Reduced Lanes on SR 99/272nd
 - o Improved Pedestrian safety (no added crossing distance)
 - o Minimizing impacts to AROO
- SR 99/272nd Storm Pipe
 - o Make connection to CB in Kent jurisdiction rather than replacing trunk line from Federal Way side of jurisdictional boundary line
- Wetlands
 - o Wall to reduce wetland impacts would be built in Federal Way, but become Kent's structure after ROW dedication
 - o Ecology/Corps - F210 was able to cross utilize the F200 mitigation site as part of the overall FWLE program
- 320th site removal
 - o Alternatives that reduced crossing lengths, size/shape of traffic island, pedestrian facilities, utilities, and property impacts
 - o Most alternatives had major impacts on utilities, the bank, and the City's "Gateway Feature"
 - o Originally a borderline mitigation need. Updated traffic analysis eliminated the mitigation need, but required FHWA + FTA re-evaluation for re-approval



Effective Collab Takeaway: Through tough technical challenges, collaboration allowed for consensus building

King County Housing Authority

- On-site with multiple field visits
- Cooperation from Kent on lane widths to reduce impacts to KCHA
- Cooperation from KC Metro to site bus stop as far as possible from residential structure and residences.
- Carefully coordinated TCE to reduce parking impacts.
- Lessons learned from F200 resulted in reduced ROW procurement time for F210




Effective Collab Takeaway: Meeting onsite and identifying impacts to property owners allowed for efficient TCE and ROW acquisition

King County Metro

- F210 built on the previous F200 coordination to continue efficient collaboration
- Coordination on Bus Stop relocations
 - KDM & SR 99
 - Star Lake Road & 272nd – shifting so not in alignment with apartment windows
- Coordination on location of RapidRide Bus Stop on SR99 (Tool Town)
- Coordination on early opening of Federal Way Downtown Station (FWDS) Bus Loop and Layover
- Coordination on new bus stop facilities/amenities





 Effective Collab Takeaway: Leveraging existing relationships to expedite project development of public transit facilities

Utilities

- ST responsible for utility relocation costs
- Service Agreements with Utilities
- PSE Electric
 - Ground, aerial, transmission
 - By removing 320th and Military – eliminated need to relocate transmission line and other aerial and underground conflicts
- Highline Water District
 - New waterline (Emergency Repair) along 272nd mid design
- PSE Gas
 - Avoid HP relocation from 272nd detention vault/piping
- Zayo/Federal Way Fiber
 - 272nd & SR 99 project collaboration and milestones
 - Finding common connection points between projects



 Effective Collab Takeaway: Early utility involvement meant ontime agreements prior to construction



Closing

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- Started behind schedule
 - Look at process for opportunity to shorten schedule
 - Having a continuously updated integrated program schedule that blended design efforts, ROW, utilities, permitting, F200, etc.
- To create a successful outcome, transit agencies must collaborate with stakeholders and project partners throughout the entire project
- Honest and open discussion to develop needed solutions
- Good stewards = reduced taxpayer \$\$
