Study Workplan
BNSF Eastside Commuter Rail Feasibility Study

Purpose: Per SHB 3224, Sound Transit (ST) and PSRC shall review existing studies and consider other relevant information for the purpose of determining whether commuter rail service between eastern Snohomish county and eastern King county, based on commuter needs, can be a meaningful component of the region’s future transportation system.

Scope: Two concepts will be evaluated:
A. Long term commuter rail service using i) Standard Sounder service operations (Locomotives with passenger cars) or ii) Stand-alone Diesel-Multiple-Unit (DMU) operations
B. Shorter term demonstration project with lesser level of track, station, yard and grade crossing improvements than option A.

TASKS
Phase I – Review Existing Studies
1. Review and summarize work done to date on commuter rail options in the BNSF Eastside rail corridor (ST)
   a. Inventory of existing information and data
   b. Identify data needed for an evaluation of commuter rail feasibility
   c. Identify information on comparable BRT or other HCT modes in corridor (I-405 BRT)
   d. Identify gaps in data.

Phase II – Feasibility Study
2. Community and Stakeholder Involvement (PSRC)
   a. Establish and staff Advisory Committee
   b. Venues for public input
   c. Website

3. Develop Feasibility Evaluation Criteria (joint)
   Study evaluation criteria will be consistent with the Evaluation Criteria for the ST 2 Update and Destination 2030 Update. (Such as ridership, cost, cost effectiveness, performance comparison with existing plans for I-405 BRT, community impacts, etc…)

4. Technical Data Development (ST)
   a. Track, signals, crossings, yards and shops condition and rehabilitation needs
   b. Station locations
   c. Conceptual vehicle specification and costs
   d. Conceptual commuter rail operations plan including coordination with freight operations and how tourism might be affected (recreational passenger rail service)
   e. Community mitigation needs
      i. Noise
      ii. Grade crossings
   f. Ridership Estimation
   g. Cost Estimates for Commuter Rail and for concurrent bicycle and pedestrian pathway

5. Conclusions and Feasibility Findings
6. Report Preparation and Presentation to State Legislature

Organization: Sound Transit and PSRC shall collaborate on scope with PSRC performing the agency and public outreach, and Sound Transit performing the technical work. PSRC and ST will jointly issue the final report to the Legislature by February 2009.

Funding: Per SHB 3224, WSDOT will release $100,000 in funds to PSRC for the study after July 1st. PSRC will fund jurisdictional outreach, ridership forecasting and support staff time and forward the remainder to augment Sound Transit’s $200,000 for the technical work to be done at ST, including the work to be done through ST’s on-call High Capacity Transit planning consultant, PB Americas.