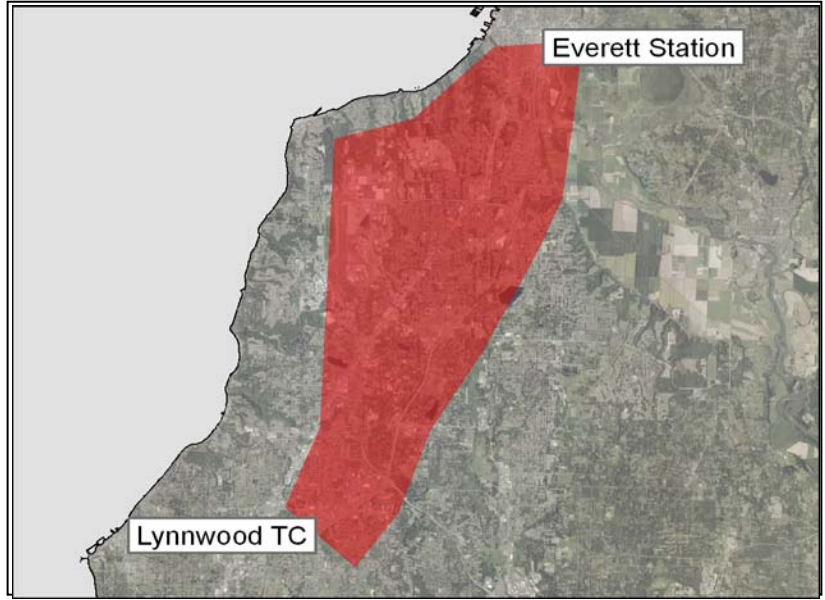


Link LRT: Environmental Documentation, Preliminary Engineering, and Right-of-Way Preservation from Lynnwood to Everett

Project Number	N37
Subarea	Snohomish
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	12/14/2006

Project Locator Map



Short Project Description

Complete environmental reviews and preliminary engineering for extending light rail from Lynnwood TC to Everett Station, and preserve key rights-of-way.

Project Purpose: to establish the preferred route and expedite construction in a future phase of Sound Transit system development.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$0.0	\$0.0
Environmental Clearance and PE	\$80.5	\$80.5
Final Design, Specs, Permitting	\$0.0	\$0.0
ROW Acquisition	\$37.0	\$37.0
Construction	\$0.0	\$0.0
Vehicles	\$0.0	\$0.0
Contingency	\$0.0	\$0.0
Total	\$117.5	\$117.5

Proposed Schedule Not Yet Developed

Design Basis

Conceptual

Environmental Documentation Required

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

Relationships to Other Projects

Relationship	Project
Impacted by	N2 Link LRT: Planning Study from Lynnwood TC to Everett Station

Project Partners

WSDOT
Utilities
Cities of Lynnwood, Everett, Mill Creek, and Mukilteo
FTA
FHWA
Snohomish County

Link LRT: Environmental Documentation, Preliminary Engineering, and Right-of-Way Preservation from Lynnwood to Everett

Long Description

Description:

This project would complete environmental reviews and preliminary engineering for extending light rail from Lynnwood TC to Everett Station, to establish the preferred route and expedite construction in a future phase of Sound Transit system development. Project would also include preservation of key rights-of-way and properties necessary for future light rail extension to Everett..

Estimated costs reflect an approximately 12-mile segment from Lynnwood TC to Everett Station.

Project Elements Included:

- Conduct alternatives screening
- Complete environmental reviews assuming current NEPA/SEPA process requirements, including scoping, draft and final environmental impact statements, and record of decision
- Perform conceptual engineering for DEIS alternatives
- Perform preliminary engineering for the preferred alternative
- Prepare project definition and budget to support a potential future ballot measure to fund final design and construction

Utilities:

- none

Right-of-Way and Property Acquisition:

- ROW preservation.

Mitigation:

- none

Exclusions:

- Any light rail construction

Permits Required:

- none

Agreements Required:

- none

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, 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	\$117.5	in Millions of 2006\$
Annual Operating Cost	\$0.0	
Travel Time & Reliability	N/A	
Connectivity & Integration	N/A	
Land Use & Development	High	
Customer Experience	N/A	
Risk Avoidance	High	

Link LRT: Environmental Documentation, Preliminary Engineering, and Right-of-Way Preservation from Lynnwood to Everett

Key Issues and Benefits

Issues:

- If the project is performed too far in advance of final design and construction (which would require approval of a future phase ballot proposal), there is high risk that much or all of it would have to be re-done to reflect changed conditions and regulations. This project should be performed late in the ST2 program to minimize that risk.
- Potential alignments that could be included for study include service to the Paine Field Area, which could stimulate debate about light rail - airport linkages and effects

Benefits:

- Completes necessary environmental and engineering to allow quicker progression to final design and construction in a future phase.
- Preserves opportunity to seek future federal funding for construction.
- Completing this work would strengthen current cost estimates and establish a baseline scope and cost.