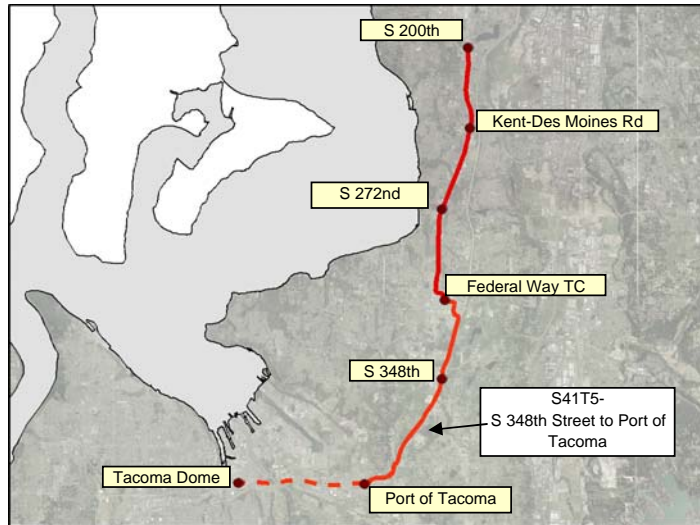


## Link LRT: Extension from S 348th Street to Port of Tacoma via I-5 - Terminal

<b>Project Number</b>	S41T5
<b>Subarea</b>	South King
<b>Primary Mode Impacted</b>	Link
<b>Facility Type</b>	Link Service
<b>Version Number</b>	3.0
<b>Date Last Modified</b>	12/14/2006

*Project Locator Map*



### Short Project Description

Extension of the Link light rail system for approximately 3.9 miles from S 348th Street to Port of Tacoma, including a new station.

For prototypical costing purposes, the alignment is assumed to be a mix of aerial, at-grade and retained cut and fill primarily along the western edge of I-5. The Port of Tacoma Station will include a new 500 stall regional park-and-ride. The final alignment and station locations will be determined through project level design and environmental review. Prototypical cost estimates for the alignment are presented here.

**Project Purpose:** To extend reliable high capacity transit service farther south from S 348th Street to the Port of Tacoma area.

### Cost and Schedule

**Cost (In Millions of 2006\$); conceptual estimate only**

	Low	High
Agency Admin	\$24.3	\$28.0
Environmental Clearance and PE	\$14.7	\$16.9
Final Design, Specs, and	\$36.8	\$42.3
ROW Acquisition	\$34.5	\$39.7
Construction	\$319.4	\$367.4
Vehicles	n/a	n/a
Contingency	\$29.4	\$33.9
<b>Total</b>	<b>\$459.3</b>	<b>\$528.1</b>

### Schedule

**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

<i>Relationship</i>	<i>Project</i>
Dependent on	Link LRT Extension from S 200th to Kent-Des Moines and all associated projects that this project is dependent on or impacted by.
Dependent on	Link LRT: Extension from Kent-Des Moines Road to S. 272nd St and all associated projects that this project is dependent on or impacted by.
Dependent on	Link LRT: Extension from S. 272nd St to Federal Way Transit Center and all associated projects that this project is dependent on or impacted by.
Dependent on	Project S40: Link LRT: Extension from Federal Way Transit Center to South Federal Way via I-5 and all associated projects that this project is dependent on or impacted by.
Dependent on	Construction of the Maintenance Facility and Vehicle Purchase (separate project)

## Link LRT: Extension from S 348th Street to Port of Tacoma via I-5 - Terminal

### Project Partners

#### Agency

WSDOT	
City of Federal Way	
Pierce Transit	
City of Fife	

### Long Description:

*This capital project scope and the companion capital cost estimate, are intended to include the entire project development cycle cost (agency and project administration, design, all aspects of property acquisitions, permits, agreements, construction, testing, commissioning, and contingencies) from project initiation through the start-up of revenue operations.*

At this stage of project development, a representative alignment was used to develop a cost estimate. The final alignment and station locations would be determined through project level design and environmental review. The base cost estimate includes design allowance contingency, construction change order contingency, and unallocated contingency.

### Project Description:

Construct an extension of Link light rail transit from South Federal Way to Port of Tacoma in the vicinity of 58th Avenue. For prototypical cost estimation purposes, the line is assumed to be a mix of aerial, at-grade and retained cut and fill primarily along the western edge of I-5, and would include a new station at in the vicinity of I-5 and 58th Avenue. The Port of Tacoma Station would serve as an interim terminus for the extension.

### Assumptions:

- 10-minute headways in peaks; 15 minutes in base period
- 4-car trains in peak; 3-car trains in base

### Project Elements Included:

- Link LRT service extended approximately 3.9 miles south from South Federal Way to the Port of Tacoma (extensions of Link light rail from S. 200th Station to South Federal Way have been defined and costed separately) .
- Alignment is assumed to be a mix of at-grade, retained cut and fill, and aerial.
- After leaving the South Federal Way Station, the representative alignment would continue in an southerly manner along the west side of I-5.
- The alignment would continue along the west side of I-5 up to the vicinity of I-5 and a potential interchange with SR 167. The alignment would follow a path located between I-5 and SR 99 to the new Port of Tacoma Station.
- A new Port of Tacoma Station would be provided between in the vicinity of I-5 and 58th Avenue. This station and its new 500-stall parking garage would serve the nearby employment and commercial areas.
- New pedestrian bridge connecting the Port of Tacoma Station with the parking garage.
- Passenger drop-off facilities at station (20 bays)
- Local bus transfer facilities at station (4 bays)
- 1 percent for art per ST policy.

Other design features assumed in the cost estimate include:

- One track crossover - north of the Port of Tacoma Station
- One tail track in the vicinity of the Port of Tacoma Station with a pocket track in between. The track would be long enough for a 4-car train

### Utilities

- Utility investigations have not been carried out. Relocation of standard utilities along the alignment has been assumed as part of the scope and has been estimated using an average per route-foot allowance.

### Right-of-Way

Property interests required for the prototypical alignment include fee acquisitions, partial takes, easements and interagency agreements. Right-of-way requirements include construction staging and contractor laydown areas. No specific provisions are made for contractor parking. Cost estimates include associated relocation, administration and legal costs, and contingency.

## Link LRT: Extension from S 348th Street to Port of Tacoma via I-5 - Terminal

### Mitigation

- The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

### Exclusions

- Major roadway reconstruction to accommodate support columns for the aerial track (only minor pavement reconstruction has been costed - up to 6 feet wide including striping and sidewalk replacement on one side of the street)
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Maintenance facility, LRT vehicles, and operations will be costed separately (refer to project description for systemwide elements)
- Public restrooms
- Track improvements
- Undergrounding of overhead utilities
- Community development funding
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Central command and control for operations

### Permits Required

- Building, electrical, mechanical, utility, construction-related

### Agreements Required

City of Federal Way

- Transitway agreement to operate within city streets

City of Fife

- Station Permits

- Transitway agreement to operate within city streets

*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	See light rail system ridership forecasts
Capital Cost	\$459.3 - \$528.1	in Millions of 2006\$
Annual Operating Cost	n/a	See project description for systemwide elements
Travel Time & Reliability	High	
Connectivity & Integration	Moderate	# transit routes: 1 Pierce Transit
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

### Key Issues and Benefits

#### Issues:

- The design of the guideway in the vicinity of I-5 and the potential extension of SR 167 will require close coordination with WSDOT.
- ROW along the alignment.

#### Benefits:

- Extends light rail service farther south; consistent with Sound Transit's Long-Range Plan.
- Serves Fife and the Port of Tacoma.
- New light rail station in Fife/Port of Tacoma.
- Increases job accessibility.