Link Light Rail - South

The capital cost estimates included in this document were developed for the Sound Transit 2 Link Light Rail Transit (LRT) extension project between SeaTac Airport and Tacoma Dome Station.

The cost estimates were developed from a prototypical alignment and representative transit stations for an LRT system between the SeaTac Airport station and a terminal station at Tacoma Dome Station. The prototypical alignment was defined for the purpose of cost estimating and does not presume a preferred alignment has been selected for the corridor.

The LRT corridor is described as follows:

LRT System from SeaTac Airport to Tacoma Dome Station:

S27 SeaTac Airport to South 200th Street

S28 South 200th Street to Des Moines/Kent via SR 99

S29a Des Moines/Kent via SR 99 to Redondo/Star Lake via SR 99

S30 Redondo/Star Lake to Federal Way Transit Center via SR 99

S40 Federal Way Transit Center to South Federal Way via I-5

S41 South Federal Way to Port of Tacoma/Fife via I-5

S42T6 Port of Tacoma/Fife to Tacoma Dome Station via I-5

The alignment, stations, and transit facilities for the LRT alignment are presented in detailed project description(s) listed above. Maintenance facility, light rail vehicle, and operating cost assumptions supporting the LRT alignment are documented in a separate project description for LRT systemwide elements.

It is anticipated that this initial alignment and cost estimating effort will be supplemented by environmental studies, alternatives analyses and additional engineering as the project advances.

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. The scope definition(s) should not be construed as a commitment that all defined features will be included in the final developed project(s).

Link LRT: Extension from Sea-Tac Airport to South 200th Street

Project Number	S27
Subarea	South King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	2.0
Date Last Modified	5/24/2007

Project Locator Map

Short Project Description

Extend Link LRT service south approximately 2.0 miles from Airport Station to S. 200th Station along 28th Avenue S. to a station located at S. 200th Street and 28th Avenue S.

Project Purpose: To extend high capacity transit connection from the SeaTac Airport Station farther into South King County.

Cost

In Millions of 2006$

	Low	High
Agency Admin	$11.0	$12.7
Enviro, Engr, Permits	$2.4	$2.8
Final Design	$36.3	$41.7
ROW Acquisition	$15.6	$17.9
Construction	$181.3	$208.5
Vehicles	n/a	n/a
Contingency	$16.5	$19.0
Total	**$263.1**	**$302.6**

Design Basis	>Conceptual

Environmental Documentation Required

- ☐ Environmental Impact Statement Required
- ☑ Environmental Assessment Completed, May 2005
- ☐ Environmental Checklist Required

Relationships to Other Projects

Relationship	***Project***
Dependent on	Partnership with private developer for the construction of 630-space multi-level parking garage.

Project Partners

Agency	
City of SeaTac	
Port of Seattle	
King County Metro	

Link LRT: Extension from Sea-Tac Airport to South 200th Street

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.

Description:
Extend Link LRT service south from SeaTac/Airport Station to S. 200th Street along 28th Avenue S. The project will include transit center, kiss-and-ride facility, and 630-space park-and-ride facility in multi-level parking garage.

Project Elements Included:
- Link LRT service extended approximately 2.0 miles south from SeaTac/Airport Station to S. 200th Station.
- Alignment is to be aerial.
- Column placement on the east side of 28th Avenue S. consistent with future right of way of the Port of Seattle South Link and South Access Project.
- After leaving SeaTac Airport Station, the route would continue in an aerial configuration along the west side of International Blvd, turn southwest to cross S. 188th Street, and continue in an aerial configuration along the west side of 28th Avenue S. to S. 200th Street.
- The S. 200th Station would straddle S. 200th Street and include the provisions for leasing 630 park and ride spaces on adjacent property located at the southwest corner of S. 200th Street and 28th Avenue S. involving a two or four story structure.
- Bus transfer areas are to be located to the north of S. 200th Street underneath the station, with entrances accessible from International Blvd. and S. 200th Street.
- A kiss and ride facility will be located adjacent to the bus transfer area and share a signalized entrance off S. 200th Street with bus routes
- A signalized driveway intersection at 27th Avenue S. would provide the primary access to the park and ride facility.
- Pedestrian and bicycle improvements will be provided at the station including bike lanes on S. 200th and bike racks and lockers at station.
- Pedestrians would also be able to cross at-grade or via the elevated platform which provides a pedestrian overpass over S. 200th.
- Other crosswalks are to be provided at the future 27th Avenues S. intersection with S. 200th Street.
- The station plaza also has the potential to support public restrooms, concessions area and security facility.
- A traction power substation would be sited near the station.
- 1 percent for art per ST policy
- Crossover track north of the S. 200th station

Utilities
-The project would include appropriate measures and would comply with applicable ordinances and procedures to prevent or minimize potential impacts for any proposed alternatives on utilities.

Right-of-Way
-Right-of-way south of the SeaTac/Airport Station needed for roadway widening along 28th Avenue S.
- The project would require the full acquisition of 14 parcels including 10 commercial properties. The project would require the partial acquisition of 12 commercial properties, 6 public institutional properties and 1 multi-family residence. extension of S. 198th Street with limited access.

Mitigation
- Sound Transit will work with the City of SeaTac to determine appropriate improvements as mitigation at S. 200th Street, including the potential addition of a second southbound left-turn lane by the year 2015 and the additional of a second westbound left-turn lane by the year 2030.
-Measures to minimize airport passenger and employee use of the S. 200th station and park and ride would include strict enforcement of a no overnight parking policy, signage and lot closure when light rail is not in service.
- Sound Transit would compensate affected property owners according to the provisions specified in Sound Transit's adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines.

Link LRT: Extension from Sea-Tac Airport to South 200th Street

-Sound Transit will provide reasonable and feasible noise mitigation in an effort to reduce noise levels at properties identified with noise impacts attributed to Airport Link to below the FTA or City of SeaTac criteria, as applicable. The one potential noise impact at the S. 200th Station would be mitigated with a noise wall along the park-and-ride west property line. All noise walls would be designed to be effective at reducing noise levels at the affected areas to below the FTA criteria.
- Sound Transit and the Port would construct stormwater detention and water quality treatment facilities for Airport Link, including its associated roadway elements, meeting the requirements of the applicable federal, state and local rules, regulations and permits.
- Sound Transit would implement its Safety and Security Management Plan (2001), which involves the continual development and reevaluation of safety and security procedures throughout project design, construction, and operation.
- Construction impact avoidance measures would be incorporated within the project, and Sound Transit will comply with local regulations governing construction traffic control and construction truck routing.

Exclusions
- Non-structural architectural and aesthetic elements in excess of the ST art program
- LRT vehicles, maintenance base, and operations have been costed separately (refer to Project SYS-LRT description for systemwide elements)
- Central command and control for operations
- Community development funding

Permits Required
- Essential Public Facility-Conditional Use Permit
- Building, electrical, mechanical, utility, street use, right of way permits

Agreement Required
City of SeaTac, Port of Seattle

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, 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	$263.1 - $302.6	in Millions of 2006$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
Travel Time & Reliability	High	
Connectivity & Integration	High	# transit routes: 3 ST, 4 Metro
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Medium	

Link LRT: Extension from Sea-Tac Airport to South 200th Street

Key Issues and Benefits

Issues:

- Sharing costs of right of way acquisition with Port of Seattle is necessary.
- Impacts to hotel properties abutting alignment along 28th Avenue South
- Project has already undergone Environmental Assessment (EA) and received a Record of Decision from the Federal Transit Administration on September 13, 2005. Depending on the implementation schedule, the EA may need to be updated in future.
- Cost estimate based on a design level greater than conceptual (but not at a preliminary engineering level).

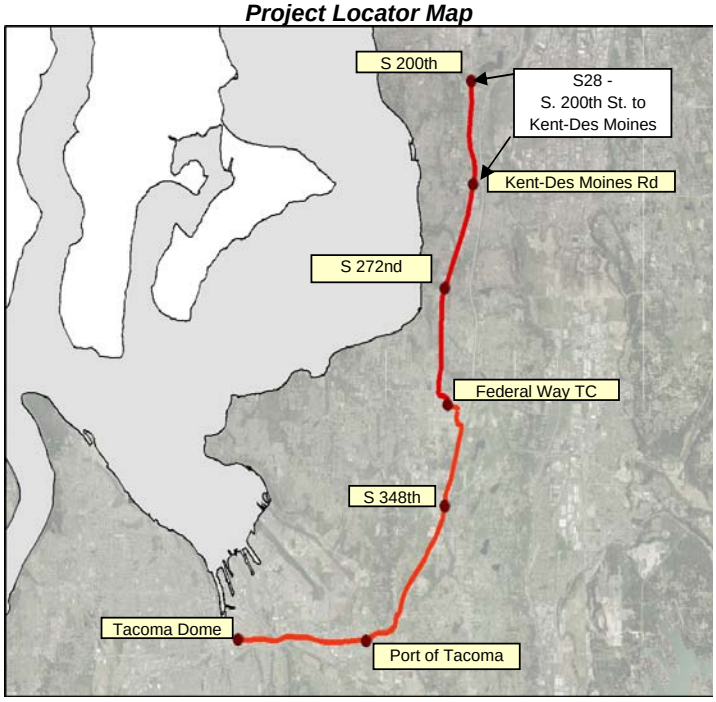
Benefits:

- Completes connection of Seattle and S. 200th Street area with light rail transit, consistent with Sound Transit's Long Range Plan.
- New southern light rail terminus increases transit accessibility to south SeaTac and north Des Moines areas, and reduces future parking demand at Tukwila/International Blvd. Station.

Link LRT: Extension from South 200th to Kent-Des Moines Road via SR 99

Project Number	S28
Subarea	South King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	5/24/2007

Project Locator Map



Short Project Description

Construct an approximately 2.3 mile extension of the Central Link light rail system from S. 200th Street to a new station near Kent-Des Moines Road (S. 240th St). The project will include all necessary components such as infrastructure, systems, and stations. For prototypical cost estimating purposes, the alignment is assumed to be aerial structure primarily along SR-99. The Kent-Des Moines Station will include a new 500 stall regional park-and-ride. The final alignment and station location 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 connection from Sea-Tac Airport farther into South King County.

Cost

In Millions of 2006$

	Low	High
Agency Admin	$17.7	$20.3
Environmental Clearance and PE	$9.9	$11.4
Final Design, Specs, and	$24.8	$28.5
ROW Acquisition	$44.7	$51.4
Construction	$215.0	$247.2
Vehicles	$0.0	$0.0
Contingency	$19.8	$22.8
Total	**$331.8**	**$381.5**

Design Basis	Conceptual

Environmental Documentation Required

- [x] Environmental Impact Statement Required
- [ ] Environmental Assessment Required
- [ ] Environmental Checklist Required

Relationships to Other Projects

Relationship	***Project***
Dependent on	Project S27: *Link LRT Extension from Sea-Tac Airport to S. 200th Station* 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)
Impacted by	Alignment crosses route of planned extension of SR 509. Need to coordinate with WSDOT on use of right-of-way.

Link LRT: Extension from South 200th to Kent-Des Moines Road via SR 99

Project Partners

Agency

KC Metro	
WSDOT UCO	
WSDOT Public Transportation	
City of SeaTac	
City of Kent	
City of Des Moines	
Highline Community College	

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:
Extend Link LRT service south from S. 200th Station to Kent-Des Moines Road Station along SR-99 to a station located adjacent to Highline Community College (between SR 516 and S. 240th).
This project is related and similar to project S28-T1 (terminal station scenario at Kent-Des Moines Station).

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

Representative Alignment Project Elements:
- Link LRT service extended approximately 2.3 miles south from S. 200th Station to south of Kent-Des Moines Road
- Alignment is assumed to be aerial
- After leaving S. 200th St Station, the alignment would continue along the west side of SR 99 with an aerial profile
- Column placement in the west side of the SR 99/ International Boulevard 100-foot right-of-way is assumed to require realigning the sidewalks to the west of the column. Modification to driveway access will also be required
- In the Kent-Des Moines area, a center platform aerial station with a ground level plaza (similar to Airport Station) would be located near the Highline Community College site
- Park-and-ride capacity of 500 spaces for use by light rail patrons
- Features at the park-and-ride garage to limit use of the facility to Link riders
- Passenger Drop Off facilities at station (20 bays)
- Local bus transfer facilities at station (four bays)
- Elevated pedestrian walkway between the parking garage and station
- 1 percent for art per ST policy
- Vehicular access improvements at the Kent-Des Moines Station including one new traffic signal and one upgrade of an existing traffic signal.
- Road widening and traffic signal modifications at four SR 99 intersections at S. 208th St., S. 216th St., S. 220th St., and Kent-Des Moines Road

Other design features assumed in the cost estimate include:
- One track crossover in the vicinity of the Kent-Des Moines Station

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 South 200th to Kent-Des Moines Road via SR 99

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)
• Additional maintenance facility capacity
• LRT vehicles, maintenance base, and operations have been costed separately (refer to Project SYS-LRT description for systemwide elements)
• Non-structural architectural and aesthetic elements in excess of the ST art program
• Public restrooms
• Underground of utilities
• Community development funding
• Central command and control for operations

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

Agreements Required
City of SeaTac
• Transitway agreement to operate within city streets
City of Kent agreements:
• Transitway agreement to operate within city streets
• Station Permits
City of Des Moines agreements:
• Transitway agreement to operate within city streets
Highline Community College
• Parking Structure within Highline Community College property
WSDOT:
• Transitway agreement to cross over the proposed SR 509 project

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, 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	$331.8 - $381.5	in Millions of 2006$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
Travel Time & Reliability	High	
Connectivity & Integration	High	# transit routes: 1 ST; 7 Metro
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Medium	

Key Issues and Benefits

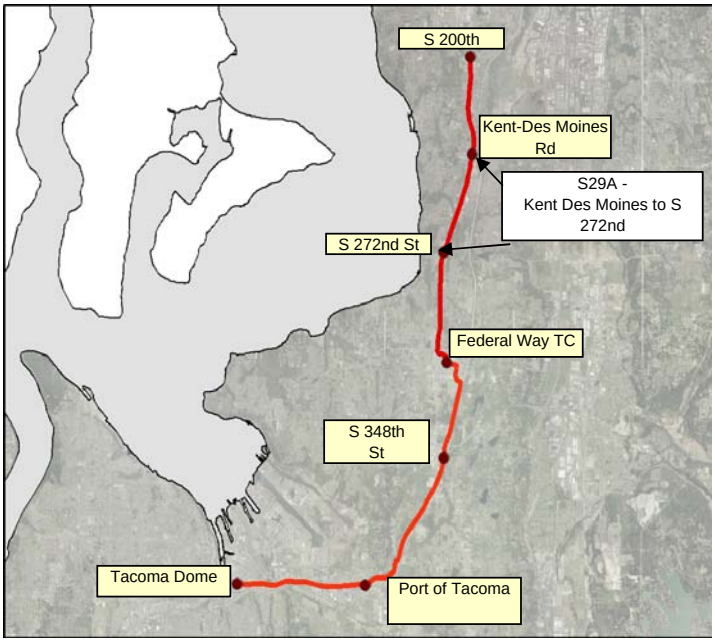
Issues:
- An aerial alignment along SR 99 was selected as the representative alignment for estimation purposes in order to account for the potentially greater impacts and costs of constructing a light rail system along a highly developed and urbanized corridor.
- Due to column placement, aerial alignment along SR 99/Pacific Highway would impact property access and parking
- Alternative alignment following SR 509 and I-5 would reduce impacts to SR 99, but make serving Highline Community College more difficult.
- Ability to limit use of the park-and-ride spaces to Sound Transit users is dependent on an unspecified enforcement program.
- ROW along the alignment

Benefits:
- Provides connection between Seattle and Kent-Des Moines area with light rail transit, consistent with Sound Transit's Long-Range Plan.
- New light rail station near Highline Community College increases transit accessibility to a large activity center and traffic generator.
- Increases job accessibility

Link LRT: Extension from Kent-Des Moines Road to S 272nd Street via SR 99

Project Number	S29A
Subarea	South King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	5/24/2007

Project Locator Map



Short Project Description

Continue extension of the Central Link light rail system for 2.5 miles (approx) from Kent-Des Moines Station (S. 240th St) to S. 272nd Street (at existing Redondo Heights Park-and-Ride lot), including a new station at S. 272nd Street. The project will include all necessary components such as infrastructure, systems, and stations. For prototypical costing purposes, the alignment is assumed to be aerial along SR 99. The S. 272nd St Station will include a new 500 stall garage (within Redondo Heights 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 240th St to S 272nd Street.

Cost

In Millions of 2006$ conceptual estimate only

	Low	High
Agency Admin	$18.9	$21.7
Environmental Clearance and PE	$10.7	$12.3
Final Design, Specs, and	$26.7	$30.7
ROW Acquisition	$45.4	$52.2
Construction	$231.6	$266.3
Vehicles	$0.0	$0.0
Contingency	$21.4	$24.6
Total	**$354.6**	**$407.7**

Design Basis Conceptual

Environmental Documentation Required

- [x] Environmental Impact Statement Required
- [ ] Environmental Assessment Required
- [ ] Environmental Checklist Required

Relationships to Other Projects

Relationship	***Project***
Dependent on	Project S28: *Link LRT: Extension from South 200th to Kent-Des Moines Road via SR 99* and all associated projects that this project is dependent on or impacted by.
Dependent on	Construction of maintenance facility and vehicle purchase (separate project)

Link LRT: Extension from Kent-Des Moines Road to S 272nd Street via SR 99

Project Partners

Agency

KC Metro	
WSDOT	
City of Kent	
City of Des Moines	
Highline Community College	
City of Federal Way	

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 the Kent-Des Moines area/Highline Community College (see Project S28) to S. 272nd Street (vicinity of existing Redondo Heights Park-and-Ride). For cost estimation purposes, the line is assumed to be elevated, primarily following an SR 99 alignment, and would include one new light rail station in Federal Way at S. 272nd Street and SR 99.

Assumptions

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

Representative Alignment - Project Elements Included:

- Link LRT service extended approximately 2.5 miles south from Kent-Des Moines Station to S. 272nd Street at the existing Redondo Heights Park-and-Ride lot (an extension of Link light rail from S. 200th Station to Kent-Des Moines Station has been defined and costed separately; Project S28).
- Alignment is assumed to be aerial.
- After leaving Kent-Des Moines Station, the representative alignment would continue along the west side of SR 99/Pacific Highway with an aerial profile.
- Column placement in the west side of the SR 99 100-foot right-of-way is assumed to require realigning the sidewalks to the west of the column. Modification to driveway access will also be required
- A station would be provided on Pacific Highway south of S 272nd Street to serve the existing Redondo Heights Park-and-Ride facility. The aerial station is assumed to be center platform with ground level plaza.
- New 500-space parking structure for use by light rail patrons using the S. 272nd Street Station. It is proposed that the new parking structure will be constructed within the existing Redondo Heights Park-and-Ride right-of-way. (The existing surface park-and-ride lot has 697 stalls)
- New pedestrian bridge across SR 99, connecting the S. 272nd Street Station with the parking structure
- 1 percent for art per ST policy
- Passenger Drop Off facilities at station (20 bays)

Other design features assumed in the cost estimate include:

- One track crossover in the vicinity of the S. 272nd Station

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.

Mitigation

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

Link LRT: Extension from Kent-Des Moines Road to S 272nd Street via SR 99

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)
• LRT vehicles, maintenance base, and operations have been costed separately (refer to Project SYS-LRT description for systemwide elements)
• Non-structural architectural and aesthetic elements in excess of the ST art program
• Public restrooms
• Track improvements
• Undergrounding of overhead utilities
• Community development funding
• Central command and control for operations

Permits Required

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

Agreements Required

City of Kent agreements:
• Transitway agreement to operate within city streets
City of Federal Way
• Station Permits
• Transitway agreement to operate within city streets
King County Metro
Parking Structure within the existing Redondo Heights Park-and-Ride right-of-way

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, 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	$354.6 - $407.7	in Millions of 2006$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
Travel Time & Reliability	High	
Connectivity & Integration	High	# of transit routes: 5 Metro
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Key Issues and Benefits

Issues:

- An aerial alignment along SR 99 was selected as the representative alignment for estimation purposes in order to account for the potentially greater impacts and costs of constructing a light rail system along a highly developed and urbanized traffic corridor.
- Due to column placement, aerial alignment along SR 99/Pacific Highway would impact property access and parking.
- Alternative alignment following I-5 would reduce impacts to SR 99 but would make serving communities along SR 99 more difficult.
- Some costs associated with rebuilding sidewalks and curbs to shift the street centerline to the east are included; costs associated with major street reconstruction are not included.
- ROW along the alignment

Benefits:

- Extends light rail service farther south; consistent with Sound Transit's Long-Range Plan.
- Serves the north area of Federal Way.
- New light rail station at S. 272nd St
- Increases job accessibility

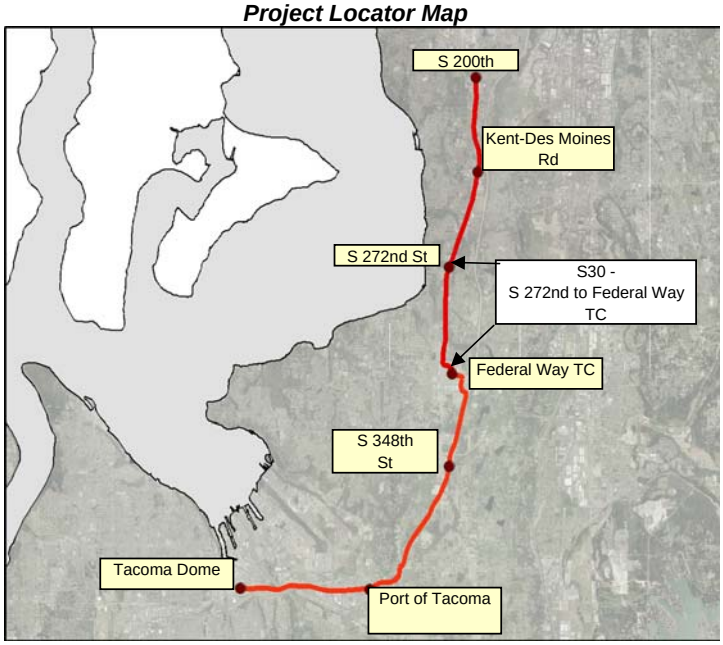
Link LRT: Extension from S 272nd Street to Federal Way Transit Center via SR 99

Project Number	S30
Subarea	South King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	5/24/2007

Continue extension of the Central Link light rail system for approximately 2.8 miles from S. 272nd Street to Federal Way (S. 317th St) in the vicinity of existing Federal Way Transit Center, including a new station in Federal Way. The project will include all necessary components such as infrastructure, systems, and stations. For prototypical costing purposes, the alignment is assumed to be aerial primarily along SR 99. 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. 272nd St to Federal Way.

Project Locator Map



Cost

In Millions of 2006$; conceptual estimate only

	Low	High
Agency Admin	$19.4	$22.3
Environmental Clearance and PE	$11.2	$12.9
Final Design, Specs, and	$28.0	$32.2
ROW Acquisition	$41.5	$47.7
Construction	$242.7	$279.1
Vehicles	$0.0	$0.0
Contingency	$22.4	$25.7
Total	**$365.0**	**$419.8**

Design Basis	Conceptual

Environmental Documentation Required

- [x] Environmental Impact Statement Required
- [ ] Environmental Assessment Required
- [ ] Environmental Checklist Required

Relationships to Other Projects

Relationship	***Project***
Dependent on	Project S29A: *Link LRT: Extension from Kent-Des Moines Road to S. 272nd St via SR 99* 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 272nd Street to Federal Way Transit Center via SR 99

Project Partners

Agency

KC Metro	
WSDOT	
City of Kent	
City of Des Moines	
Highline Community College	
City of Federal Way	

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 S 272nd Street (in the vicinity of existing Redondo Heights park-and-ride lot) to the Federal Way Transit Center (317th St). For cost estimation purposes, the line is assumed to be elevated, primarily following an SR 99 alignment, and would include one new light rail station in Federal Way near the existing Federal Way Transit Center.

Assumptions

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

Representative Alignment Project Elements Included:

- Link LRT service extended approximately 2.8 miles south from S 272nd Street Station to the Federal Way Transit Center. (Extensions of Link light rail from S. 200th Station to S 272nd Street have been defined and costed separately; Projects S28 and S29A)
- Alignment is assumed to be aerial
- After leaving the S. 272nd Street Station, the alignment would continue along the east side of SR 99 to S. 316th Street. The alignment would then continue easterly in an alignment between S 312th and S 316th Street until it reaches the vicinity of the Federal Way Transit Center located at S. 317th Street
- Column placement in the west side of the SR 99 100-foot right-of-way is assumed to require realigning the sidewalks to the west of the column. Modification to driveway access will also be required
- One new aerial station is assumed in the vicinity of the existing Federal Way Transit Center with an aerial center platform/ground level plaza
- New pedestrian bridge connecting the new Link station with the existing parking structure at the Federal Way Transit Center
- 1 percent for art per ST policy
- Passenger Drop Off facilities at station (20 bays)
- Local bus transfer facilities at station (four bays)
- Roadway modifications for sidewalk and curb reconstruction to shift roadway centerline to the west to accommodate column placements on the east side of the street within the right-of-way

Other design features assumed in the cost estimate include:

- One track crossover in the vicinity of the Federal Way Transit Center Station

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 272nd Street to Federal Way Transit Center via SR 99

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 - including striping and sidewalk replacement on one side of the street)
• LRT vehicles, maintenance base, and operations have been costed separately (refer to Project SYS-LRT description for systemwide elements)
• Non-structural architectural and aesthetic elements in excess of the ST art program
• Public restrooms
• Track improvements
• Undergrounding of overhead utilities
• Community development funding
• Central command and control for operations

Permits Required

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

Agreements Required

City of Federal Way
• 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, phasing of investments, 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	$365.0 - $419.8	in Millions of 2006$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
Travel Time & Reliability	High	
Connectivity & Integration	High	# of transit routes: ST 3; Pierce Transit 3; Metro 9
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Medium	

Key Issues and Benefits

Issues:

- An aerial alignment along SR 99 was selected as the representative alignment for estimation purposes in order to account for the potentially greater impacts and costs of constructing a light rail system along a highly developed and urbanized corridor.
- Due to column placement, aerial alignment along SR 99/Pacific Highway would impact property access and parking.
- Alternative alignment following I-5 would reduce impacts to SR 99 but would make serving communities along SR 99 more difficult.
- Some costs associated with rebuilding sidewalks and curbs to shift the street centerline to the east are included; costs associated with major street reconstruction are not included.
- ROW along the alignment

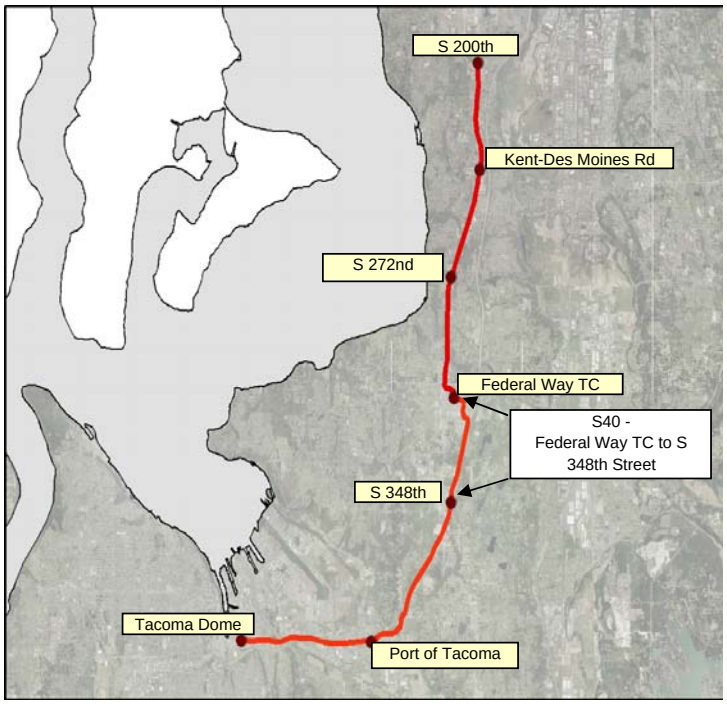
Benefits:

- Extends light rail service farther south; consistent with Sound Transit's Long-Range Plan.
- Serves the central area of Federal Way.
- New light rail station in Federal Way (S. 317th St)
- Increases job accessibility

Link LRT: Extension from Federal Way Transit Center to S 348th Street via I-5

Project Number	S40
Subarea	South King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	5/24/2007

Project Locator Map



Short Project Description

Extension of the Link light rail system for approximately 2.1 miles from Federal Way Transit Center to S 348th Street, including a new station. The project will include all necessary components such as infrastructure, systems, and stations.

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 S 348th Street 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. This project is a 2.1 mile (approx) component of the total proposed 17.5 mile LRT line extension from S. 200th to Tacoma Dome Station.

Project Purpose: To extend reliable high capacity transit service farther south from Federal Way Transit Center to South Federal Way.

Cost

In Millions of 2006$; conceptual estimate only

	Low	High
Agency Admin	$16.0	$18.4
Environmental Clearance and PE	$10.0	$11.5
Final Design, Specs, and	$25.1	$28.8
ROW Acquisition	$14.0	$16.1
Construction	$217.7	$250.3
Vehicles	n/a	n/a
Contingency	$20.1	$23.1
Total	**$302.8**	**$348.2**

Design Basis	Conceptual

* In Millions of 2005 dollars

Environmental Documentation Required

- [x] Environmental Impact Statement Required
- [ ] Environmental Assessment Required
- [ ] Environmental Checklist Required

Relationships to Other Projects

Relationship	***Project***
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	Construction of the Maintenance Facility and Vehicle Purchase (separate project)

Link LRT: Extension from Federal Way Transit Center to S 348th Street via I-5

Project Partners

Agency

WSDOT	
KC Metro	
Pierce Transit	
Bonneville Power Administration	
City of Federal Way	

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 Federal Way (vicinity of the existing Federal Way Transit Center) to South Federal Way. 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 in the vicinity of I-5 and S 348th Street.

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 2.1 miles to South Federal Way from Federal Way Transit Center Station (extensions of Link light rail from S. 200th Station to Federal Way Transit Center 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 Federal Way Transit Center Station, the representative alignment would continue in a southerly manner along the west side of I-5.
- The alignment would continue along the west side of I-5 to the vicinity of S 348th Street.
- To address the existing transmission lines south of the Federal Way Transit Center Station, an allowance has been identified. This allowance relates to necessary modifications to the transmission lines to allow the aerial transitway.
- A new station in South Federal Way would be provided in the vicinity of I-5 and S 348th Street. This station would serve the immediate, primarily commercial area.
- New 500-stall parking garage adjacent to the Link station; compensation for loss of parking during construction.
- New pedestrian bridge connecting the South Federal Way Station with the parking structure
- 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 South Federal Way Station

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 Federal Way Transit Center to S 348th Street via I-5

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
• LRT vehicles, maintenance base, and operations have been costed separately (refer to Project SYS-LRT 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
• 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, phasing of investments, 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	$302.8 - $348.2	in Millions of 2006$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
Travel Time & Reliability	High	
Connectivity & Integration	High	# transit routes: 5 Metro
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Key Issues and Benefits

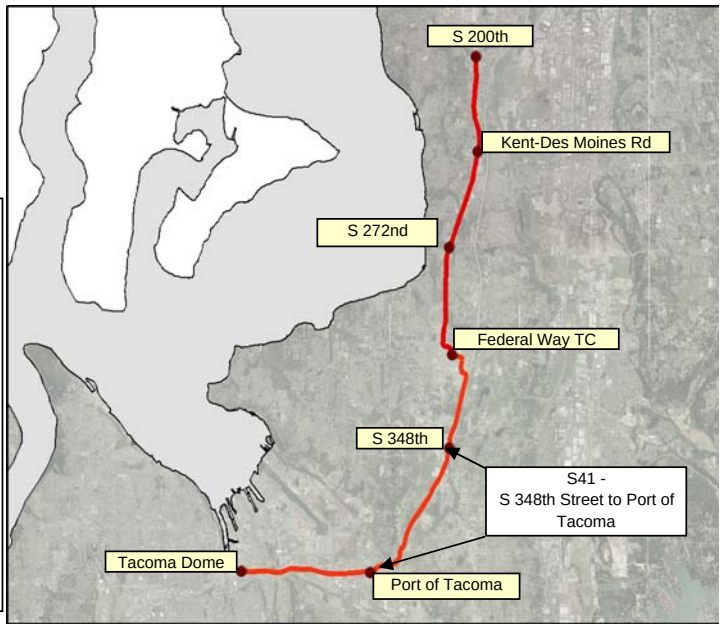
Issues:
- The design of the guideway in the vicinity of the existing Federal Way Transit Center will require close coordination with the City of Federal Way and WSDOT.
- ROW along the alignment.

Benefits:
- Extends light rail service farther south; consistent with Sound Transit's Long-Range Plan.
- Serves the central area of Federal Way.
- New light rail station in South Federal Way (S. 348th St).
- Increases job accessibility.

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

Project Number	S41
Subarea	South King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	5/24/2007

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	$24.1	$27.7
Environmental Clearance and PE	$14.5	$16.7
Final Design, Specs, and	$36.4	$41.8
ROW Acquisition	$34.5	$39.7
Construction	$315.6	$362.9
Vehicles	n/a	n/a
Contingency	$29.1	$33.5
Total	**$454.1**	**$522.2**

Schedule

Proposed
Schedule Not Yet Developed

Design Basis Conceptual

Environmental Documentation Required

- [x] Environmental Impact Statement Required
- [ ] Environmental Assessment Required
- [ ] Environmental Checklist Required

Relationships to Other Projects

Relationship	***Project***
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

Project Partners

Agency

WSDOT	
Pierce Transit	
City of Fife	
City of Federal Way	

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.

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 identified in separate project descriptions).
- 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 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

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

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
• LRT vehicles and operations have been costed separately (refer to Project SYS-LRT 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, phasing of investments, 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	$454.1 - $522.2	in Millions of 2006$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
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

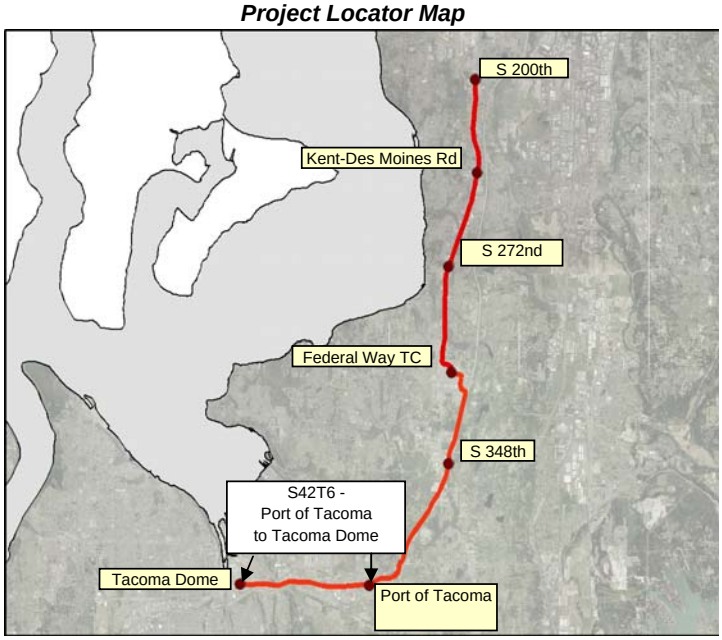
Issues:
- The design of the guideway in the vicinity of I-5 and the potential extension of SR 167 will require close coordination with WSDOT.
- ROW along the alignment.

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.

Link LRT: Extension from Port of Tacoma to Tacoma Dome Station via I-5 - Terminal

Project Number	S42T6
Subarea	South King
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	3.0
Date Last Modified	5/24/2007

Project Locator Map



Short Project Description

Extension of the Link light rail system for approximately 3.4 miles from Port of Tacoma to Tacoma Dome Station, including a new station.

For prototypical costing purposes, the alignment is assumed to be a mix of at-grade and aerial guideway primarily along the northern edge of I-5. 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 from the Port of Tacoma area to the Tacoma Dome Station.

Cost

In Millions of 2006$; conceptual estimate only

\	Low	High
Agency Admin	$20.9	$24.0
Environmental Clearance and PE	$12.6	$14.5
Final Design, Specs, and	$31.5	$36.2
ROW Acquisition	$30.6	$35.2
Construction	$273.1	$314.1
Vehicles	n/a	n/a
Contingency	$25.2	$29.0
Total	**$393.8**	**$452.9**

Design Basis	Conceptual

Environmental Documentation Required

- [x] Environmental Impact Statement Required
- [ ] Environmental Assessment Required
- [ ] Environmental Checklist Required

Relationships to Other Projects

Relationship	***Project***
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 40: *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	Project 41: *Link LRT: Extension from South Federal Way to Port of Tacoma 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 Port of Tacoma to Tacoma Dome Station via I-5 - Terminal

Project Partners

Agency

WSDOT	
Puyallup Tribe of Indians	
Pierce Transit	
City of Fife	
City of Tacoma	

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 Port of Tacoma to Tacoma in the vicinity of the existing Tacoma Link Station. For prototypical cost estimation purposes, the line is assumed to be a mix of at-grade and aerial guideway following the north side of I-5 to the Puyallup River. After crossing the Puyallup River, the aerial alignment would follow East Bay Street, the Tacoma Rail railroad tracks, and East 25th Street to a new Link station located southeast of the Tacoma Dome parking garages.

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 3.4 miles west from Port of Tacoma to Tacoma Dome Station (extensions of Link light rail from S. 200th Station to Port of Tacoma have been defined and costed separately).
- Alignment is assumed to be a mix of at-grade and aerial guideway.
- After leaving the Port of Tacoma Station, the representative alignment would continue in a westerly manner along the north side of I-5.
- The alignment would continue along the west (north) side of I-5 to the Puyallup River. Under the prototypical alignment, the transitway would be located on a separate bridge. After crossing the Puyallup River, the alignment would follow a path located along East Bay Street, the Tacoma Rail railroad tracks, and East 25th Street to a new Tacoma Dome Station.
- A new Tacoma Dome Link LRT Station would be provided southeast of the existing Tacoma Dome Park-and-Ride garages. This light rail station would serve the nearby employment and commercial areas, the existing Tacoma Link and Sounder stations as well as the existing adjacent parking garages (total capacity of approximately 2,400 stalls).
- New pedestrian bridge connecting the Tacoma Dome Station with the easternmost parking garage
- 1 percent for art per ST policy

Other design features assumed in the cost estimate include:

- One track crossover - west of the Tacoma Dome Station
- One tail track in the vicinity of the Tacoma Dome 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 Port of Tacoma to Tacoma Dome Station 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
• LRT vehicles, maintenance base, and operations have been costed separately (refer to Project SYS-LRT 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
• Additional parking at Tacoma Dome Station

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

Agreements Required
City of Fife
• Transitway agreement to operate within city streets
Puyallup Tribe of Indians
• Transitway agreement to cross the Puyallup River
City of Tacoma
• 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, phasing of investments, 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	$393.8 - $452.9	in Millions of 2006$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
Travel Time & Reliability	High	
Connectivity & Integration	High	# transit routes: 7 Pierce Transit, 2 Intercity Transit, 6 ST Express, and Sounder rail.
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Key Issues and Benefits

Issues:
- The location and design of a potential new bridge across the Puyallup River will need to be closely coordinated with affected parties, including the Puyallup Tribe of Indians.
- ROW along the alignment.

Benefits:
- Extends light rail service to Tacoma Dome Station; consistent with Sound Transit's Long-Range Plan.
- New light rail station in Tacoma.
- Increases job accessibility.