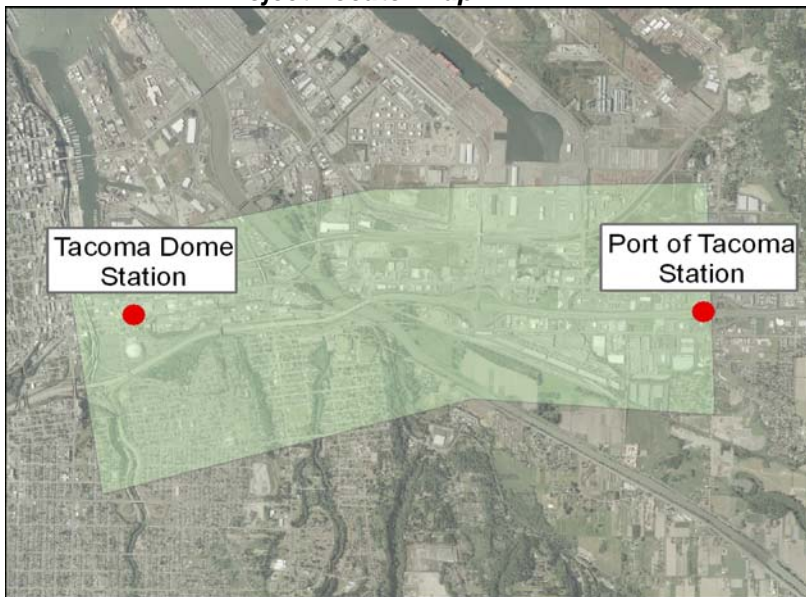


Link LRT: Preliminary Engineering from Port of Tacoma Station to Tacoma Dome Station

Project Number	S44
Subarea	Pierce
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	1.0
Date Last Modified	6/30/2006

Project Locator Map



Short Project Description

Complete environmental reviews and preliminary engineering for extending light rail from Port of Tacoma Station to Tacoma Dome Station. Approximately 3.5-mile long corridor.

Project Purpose: To establish the route and station locations and expedite construction under a future phase of Sound Transit system development.

Cost and Schedule

Cost (in Millions of 2005\$)

Schedule

	Low	High
Agency Admin	\$0.7	\$0.8
Environmental Clearance and PE	\$12.2	\$14.0
Final Design, Specs, Permitting	\$0.0	\$0.0
ROW Acquisition	\$0.0	\$0.0
Construction	\$0.0	\$0.0
Vehicles	\$0.0	\$0.0
Contingency	\$1.3	\$1.5
Total	\$14.2	\$16.3

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

Dependent on	Implementation of Link LRT from SeaTac Airport to Port of Tacoma Station
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Project Partners

Pierce Transit	
WSDOT	
Pierce County	
City of Milton	
City of Fife	
BNSF	
Port of Tacoma	
City of Tacoma	

Link LRT: Preliminary Engineering from Port of Tacoma Station to Tacoma Dome Station

Long Description

Description:

This project would complete environmental reviews and preliminary engineering for extending light rail from the Port of Tacoma Link Station to Tacoma Dome Station, to establish the route and station locations and expedite construction in a future phase of Sound Transit system development. The project also includes environmental reviews and preliminary engineering for expansion that may be needed of the Link LRT maintenance base capacity to serve the expanded Link LRT system.

Estimated costs reflect an approximately 3.5 mile segment of Link LRT. The estimated costs are based on 5% of the range of conceptual capital construction costs for the Port of Tacoma to Tacoma Dome Station segment of the prototypical Link LRT alignment developed for ST2 planning purposes. The estimated costs also include environmental reviews and preliminary engineering for expansion of the Link LRT maintenance base capacity to serve the expanded Link LRT system.

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:

- none

Mitigation:

- none

Exclusions:

- none

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	\$14.2 - \$16.3	in Millions of 2005\$
Annual Operating Cost	\$0.0	in Millions of 2005\$
Travel Time & Reliability	N/A	
Connectivity & Integration	N/A	
Land Use & Development	High	
Customer Experience	N/A	
Risk Avoidance	High	

Link LRT: Preliminary Engineering from Port of Tacoma Station to Tacoma Dome Station

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 in the final 5 years of the ST2 program to minimize that risk.

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 the cost estimates and establish a baseline scope and cost.