

Sounder: Sounder Yard and Shops Facility

Project Number	SYS-RAIL
Subareas	Snohomish, South King, Pierce
Primary Mode Impacted	Sounder
Facility Type	Sounder Service
Version Number	1.0
Date Last Modified	4/24/2008

Locator Map



Short Project Description

Construct new yard and shops facility capacity to support existing and future ST Sounder commuter rail service.

Project Purpose: Provide sufficient capacity to operate, store, and maintain the existing and future ST Sounder cars and locomotives projected for the year 2020.

Cost

in Millions of 2007\$

East King County Base	Low	High
Agency Admin	\$3.0	\$4.3
Environmental Clearance and PE	\$2.0	\$2.9
Final Design, Specs, Permitting	\$6.5	\$9.4
ROW Acquisition	\$40.0	\$40.0
Construction	\$67.3	\$78.7
Contingency	\$5.0	\$7.2
Total	\$123.8	\$142.5

Design Basis Conceptual

Environmental Documentation Required

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

Relationships to Other Projects

Relationship	Project
Impacts	Potential operating costs of ST Sounder service

Project Partners

Agency	
Local jurisdictions	
Affected railroad(s)	

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Long Description

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

Description:

ST Sounder locomotives and cars are currently stored and maintained by Amtrak at a facility located south of downtown Seattle. This project will involve constructing a yard and shop facility to accommodate the existing and future ST Sounder fleet projected for the year 2020, including growth anticipated under ST2. The facility would accommodate up to 13 locomotives and 70 cars that would serve Snohomish County, South King County, and Pierce County subareas.

The facility would be sized to allow for the ability to expand over time to meet demand.

Project Elements Included at the Facility:

- Offices and support areas for maintenance activities
- Shop for vehicle maintenance
- Parts storage
- Fuel, wash, service areas
- Miscellaneous other building areas
- Miscellaneous other agency vehicle parking
- Employee parking
- Visitor parking
- Space and equipment for secured entry to storage and maintenance areas
- Miscellaneous other site areas
- Illumination
- 1 percent for art per ST policy
- Allowances for:
 - Landscaping
 - Utilities (see below)
 - Special structures

Utilities:

- Electrical, telephone, sewer, water. Extensions of public streets and utilities to the site as needed.

Right-of-Way and Property Acquisition:

- Allowance for acquisition and relocation of existing uses as necessary. Locating the facility could result in significant real estate costs that are beyond the standard allowance.

Mitigation:

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

Exclusions:

- Non-structural architectural and aesthetic elements in excess of the STart program
- Undergrounding of overhead utilities
- Community development funding
- Vehicle purchases
- Equipment other than that specifically identified on this project description
- Space and equipment for security monitoring
- Space and equipment (e.g., furnishings) for agency overhead functions

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Permits Required:

- Building, electrical, mechanical, utility, construction-related, and land use permits by local jurisdictions

Agreements Required:

- With appropriate jurisdictions

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	
Capital Cost	\$123.8 - \$142.5	in Millions of 2007\$
Annual Operating Cost (for facility operations)	\$1.0	in Millions of 2007\$
Travel Time & Reliability	N/A	
Connectivity & Integration	N/A	
Land Use & Development	N/A	
Customer Experience	N/A	
Risk Avoidance	Low	

Key Issues and Benefits

Issues:

- There is limited availability of land parcels in the region to accommodate a new yard and shop facility.

Benefits:

- The project would provide capacity for Sound Transit to accommodate both the existing ST Sounder fleet as well as the future fleet needs under ST2.
- Sound Transit-owned commuter rail facility would provide additional operations and contracting flexibility.