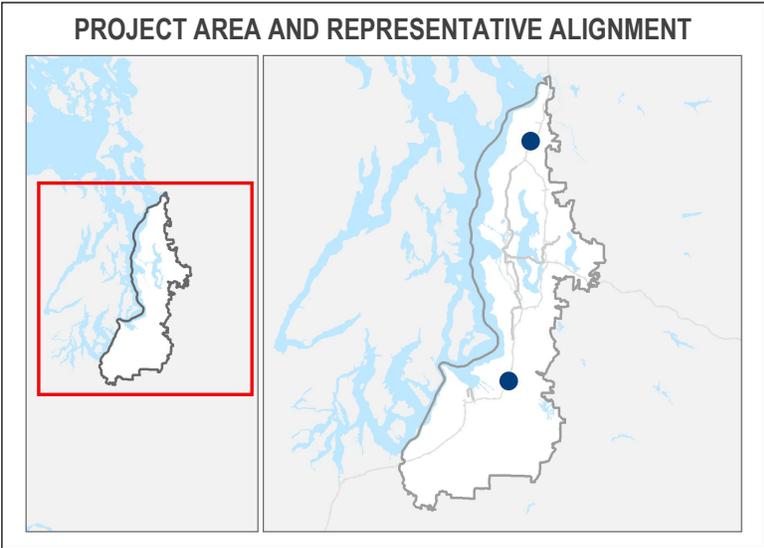


Light Rail Operations and Maintenance Facilities

| | |
|--------------------|--------------|
| Subarea | All |
| Primary Mode | Light Rail |
| Facility Type | N/A |
| Length | N/A |
| Date Last Modified | July 1, 2016 |



SHORT PROJECT DESCRIPTION

This project would construct two new light rail operations and maintenance facilities to accommodate additional fleet capacity. *Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.*

| KEY ATTRIBUTES | |
|--|--|
| REGIONAL LIGHT RAIL SPINE <i>Does this project help complete the light rail spine?</i> | N/A |
| CAPITAL COST <i>Cost in Millions of 2014 \$</i> | \$1,166 — \$1,248 |
| RIDERSHIP <i>2040 daily project riders</i> | N/A |
| PROJECT ELEMENTS | <ul style="list-style-type: none"> Two operations and maintenance facilities: one in Lynnwood to Everett corridor and one in Federal Way to Tacoma corridor |
| NOT INCLUDED | <ul style="list-style-type: none"> See separate document titled “Common Project Elements” |
| ISSUES & RISKS | <ul style="list-style-type: none"> Facility siting could be near existing residential and/or commercial uses Current zoning may not be compatible with use Noise generation Facility siting and design should consider potential future expansion needs Jurisdictional coordination will be required for implementation of this project |

Light Rail Operations and Maintenance Facilities

Sound Transit developed a conceptual scope of work for this project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information was developed to assist the Sound Transit Board as it developed the ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

Long Description:

This project would construct two new light rail operations and maintenance facilities: one in the Lynnwood to Everett corridor and one in the Federal Way to Tacoma corridor. Specific locations will be determined as part of light rail project development in each corridor.

Assumptions:

- North OMF would be sized to accommodate approximately 152 light rail vehicles
- South OMF would be sized to accommodate approximately 108 light rail vehicles
- Both facilities would be full service facilities and would include all heavy maintenance equipment
- Includes employee parking
- Additional future expansion could be accommodated

Environmental:

Sound Transit will complete project-level state and federal environmental reviews as necessary; provide mitigation for significant impacts; obtain and meet the conditions of all required permits and approvals; and strive to exceed compliance and continually improve its environmental performance.

Utilities:

Utility relocation as needed to complete the project, including fiber optics, sewer, water, overhead electric/communications, etc.

Right-of-Way and Property Acquisition:

Property acquisition required

Potential Permits/Approvals Needed:

- Building permits: Electrical, Mechanical, Plumbing
- Utility connection permits
- Construction-related permits (clearing and grading, stormwater management, street use, haul routes, use of city right-of-way)
- Land use approvals (Conditional use, design review, site plans, Comprehensive Plan or development code consistency, Special Use Permits)
- All required local, state, and federal environmental permits; NEPA/SEPA and related regulations.

Project Dependencies:

This project requires construction of the Lynnwood to Everett and Federal Way to Tacoma light rail projects.

Potential Project Partners:

- Local jurisdictions
- WSDOT

Light Rail Operations and Maintenance Facilities

Cost:

Sound Transit developed a conceptual scope of work for this project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information was developed to assist the Sound Transit Board as it developed the ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

In Millions of 2014\$

North OMF

| ITEM | COST | COST WITH RESERVE |
|--|-----------------|-------------------|
| Agency Administration | \$35.76 | \$38.27 |
| Preliminary Engineering & Environmental Review | \$16.14 | \$17.27 |
| Final Design & Specifications | \$32.29 | \$34.55 |
| Property Acquisition & Permits | \$182.79 | \$195.59 |
| Construction | \$329.31 | \$352.36 |
| Construction Management | \$29.06 | \$31.09 |
| Third Parties | \$6.46 | \$6.91 |
| Vehicles | \$0.00 | \$0.00 |
| Contingency | \$32.29 | \$34.55 |
| Total | \$664.09 | \$710.58 |

Design Basis:

Conceptual

The costs expressed above include allowances for TOD planning and due diligence, Sustainability, Bus/rail integration facilities, and Non-Motorized Access. These allowances, as well as the costs for Parking Access included above, are reflected in the following table. Property acquisition costs are not included in the table below, but are included within the total project cost above. For cost allowances that are not applicable for this project, "N/A" is indicated.

| ITEM | COST | COST WITH RESERVE |
|---|------|-------------------|
| TOD planning and due diligence | N/A | N/A |
| Sustainability | N/A | N/A |
| Parking access | N/A | N/A |
| Non-motorized (bicycle/pedestrian) access | N/A | N/A |
| Bus/rail integration facilities | N/A | N/A |

Light Rail Operations and Maintenance Facilities

South OMF

| ITEM | COST | COST WITH RESERVE |
|--|-----------------|-------------------|
| Agency Administration | \$26.59 | \$28.45 |
| Preliminary Engineering & Environmental Review | \$16.11 | \$17.24 |
| Final Design & Specifications | \$32.23 | \$34.48 |
| Property Acquisition & Permits | \$30.68 | \$32.83 |
| Construction | \$328.71 | \$351.72 |
| Construction Management | \$29.00 | \$31.03 |
| Third Parties | \$6.45 | \$6.90 |
| Vehicles | \$0.00 | \$0.00 |
| Contingency | \$32.23 | \$34.48 |
| Total | \$501.99 | \$537.13 |

Design Basis:

N/A

The costs expressed above include allowances for TOD planning and due diligence, Sustainability, Bus/rail integration facilities, and Non-Motorized Access. These allowances, as well as the costs for Parking Access included above, are reflected in the following table. Property acquisition costs are not included in the table below, but are included within the total project cost above. For cost allowances that are not applicable for this project, "N/A" is indicated.

| ITEM | COST | COST WITH RESERVE |
|---|--------|-------------------|
| TOD planning and due diligence | N/A | N/A |
| Sustainability | \$0.08 | \$0.08 |
| Parking access | N/A | N/A |
| Non-motorized (bicycle/pedestrian) access | N/A | N/A |
| Bus/rail integration facilities | N/A | N/A |

Light Rail Operations and Maintenance Facilities

Evaluation Measures:

| MEASURE | MEASUREMENT/RATING | NOTES |
|--|---|-------|
|  Regional Light Rail Spine <i>Does project help complete regional light rail spine?</i> | N/A | |
|  Ridership <i>2040 daily project riders</i> | N/A | |
|  Capital Cost <i>Cost in Millions of 2014 \$</i> | \$1,166 — \$1,248 | |
|  Annual O&M Cost <i>Cost in Millions of 2014 \$</i> | \$6 | |
|  Travel Time <i>In-vehicle travel time along the project (segment)</i> | N/A | |
|  Reliability <i>Quantitative/qualitative assessment of alignment/route in exclusive right-of-way</i> | N/A | |
|  System Integration <i>Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities</i> | N/A | |
|  | Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes</i> | N/A |
| | Percent of Non-motorized Mode of Access <i>Percent of daily boardings</i> | N/A |
|  Connections to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i> | N/A | |
|  | Land Use and Development/TOD Potential <i>Quantitative/qualitative assessment of adopted Plans & Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations</i> | N/A |
| | <i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i> | N/A |
| | <i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential station areas</i> | N/A |
|  | Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential station areas</i> | N/A |
| | <i>2014 and 2040 population within 0.5 mile of potential station areas</i> | N/A |
| | <i>2014 and 2040 employment within 0.5 mile of potential station areas</i> | N/A |

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>