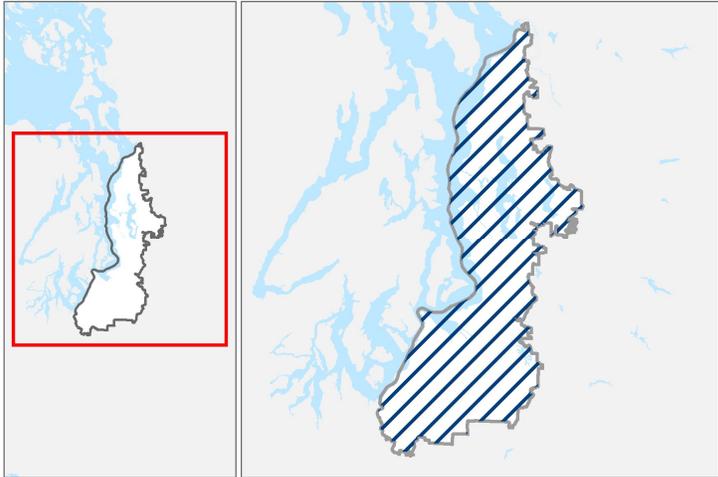


# Light Rail Vehicles

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

**PROJECT AREA AND REPRESENTATIVE ALIGNMENT**



**SHORT PROJECT DESCRIPTION**

This project would purchase new light rail vehicles required to operate the ST3 light rail system.

*Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.*

KEY ATTRIBUTES	
<b>REGIONAL LIGHT RAIL SPINE</b> <i>Does this project help complete the light rail spine?</i>	N/A
<b>CAPITAL COST</b> <i>Cost in Millions of 2014 \$</i>	\$1,270 — \$1,359
<b>RIDERSHIP</b> <i>2040 daily project riders</i>	N/A
<b>PROJECT ELEMENTS</b>	<ul style="list-style-type: none"> <li>• Purchase of 226 light rail vehicles</li> </ul>
<b>NOT INCLUDED</b>	<ul style="list-style-type: none"> <li>• See separate document titled "Common Project Elements"</li> </ul>
<b>ISSUES &amp; RISKS</b>	<ul style="list-style-type: none"> <li>• Schedule delays in the arrival of vehicles could impact the operation of the light rail system</li> </ul>

# Light Rail Vehicles

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 purchase 226 new light rail vehicles required to operate the ST3 light rail system.

**Assumptions:**

Vehicles assumed to be consistent with existing Sound Transit fleet.

**Environmental:**

N/A

**Utilities:**

N/A

**Right-of-Way and Property Acquisition:**

N/A

**Potential Permits/Approvals Needed:**

N/A

**Project Dependencies:**

This project requires construction of new operations and maintenance facilities to accommodate the additional vehicles.

**Potential Project Partners:**

N/A

# Light Rail Vehicles

## 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\$*

ITEM	COST	COST WITH RESERVE
Agency Administration	\$71.87	\$76.90
Preliminary Engineering & Environmental Review	\$0.00	\$0.00
Final Design & Specifications	\$0.00	\$0.00
Property Acquisition & Permits	\$0.00	\$0.00
Construction	\$0.00	\$0.00
Construction Management	\$0.00	\$0.00
Third Parties	\$0.00	\$0.00
Vehicles	\$1,197.80	\$1,281.65
Contingency	\$0.00	\$0.00
<b>Total</b>	<b>\$1,269.67</b>	<b>\$1,358.54</b>

**Design Basis:**

N/A

# Light Rail Vehicles

## Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 <b>Regional Light Rail Spine</b> <i>Does project help complete regional light rail spine?</i>	N/A	
 <b>Ridership</b> <i>2040 daily project riders</i>	N/A	
 <b>Capital Cost</b> <i>Cost in Millions of 2014 \$</i>	\$1,270 — \$1,359	
 <b>Annual O&amp;M Cost</b> <i>Cost in Millions of 2014 \$</i>	\$38	
 <b>Travel Time</b> <i>In-vehicle travel time along the project (segment)</i>	N/A	
 <b>Reliability</b> <i>Quantitative/qualitative assessment of alignment/route in exclusive right-of-way</i>	N/A	
 <b>System Integration</b> <i>Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities</i>	N/A	
	<b>Ease of Non-motorized Access</b> <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	N/A
	<b>Percent of Non-motorized Mode of Access</b> <i>Percent of daily boardings</i>	N/A
 <b>Connections to PSRC-designated Regional Centers</b> <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	N/A	
	<b>Land Use and Development/TOD Potential</b> <i>Quantitative/qualitative assessment of adopted Plans &amp; 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
	<b>Socioeconomic Benefits</b> <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>