

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	3.0
Date Last Modified	4/24/2008

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 2007\$

	Low	High
Agency Admin	\$11.5	\$13.2
Enviro, Engr, Permits	\$2.5	\$2.9
Final Design	\$37.8	\$43.5
ROW Acquisition	\$32.2	\$37.0
Construction	\$155.9	\$179.3
Vehicles	\$0.0	\$0.0
Contingency	\$52.0	\$59.8
Total	\$291.9	\$335.7

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	

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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 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.

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-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

Flexible Access to ST Facilities:

The goal of this project is to accommodate the future demand for ridership on transit services available at the station/center, by improving access/egress for this location. The scope of the transit parking components included in this project could be revised to include a range of strategies for providing rider access to the transit facility. Along with, or instead of parking for private vehicles or van pools, a mix of other investments could be accomplished through the budget for this project. These other strategies include:

- Pedestrian improvements within one-quarter mile of the S. 200th Street Station,
- Additional bus/transfer facilities at S. 200th Street Station,
- Bicycle improvements within one-half mile,
- Transit speed and reliability improvements on routes connecting to the facility,
- Expanded or new kiss-&-ride areas at S. 200th Street Station and/or
- Off-site parking along an existing bus route that connects frequently (20-minute or shorter headway) to S. 200th Street Station during the peak periods.

This flexible approach would permit ST staff to examine alternatives to expanded parking and could lead to even lower GHG emissions and less land consumed by parking. ST's highest priority for this project budget would remain meeting demand and riders' needs. The budget for flexible access will not exceed the Board-adopted budget for this project. Access and demand studies would be required prior to changing this project's scope. Determination of what level and mixture of investments would be most effective and affordable within the project's budget would be done through a planning effort that includes a more-detailed examination of demand and use, as well as coordination with affected jurisdictions and partner agencies, the community surrounding the station/center, and the users of the transit services available at the location. ST Board action is required to change a project's scope in this manner.

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.

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Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	See light rail system ridership forecasts
Capital Cost	\$291.9 - \$335.7	in Millions of 2007\$
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	

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.