

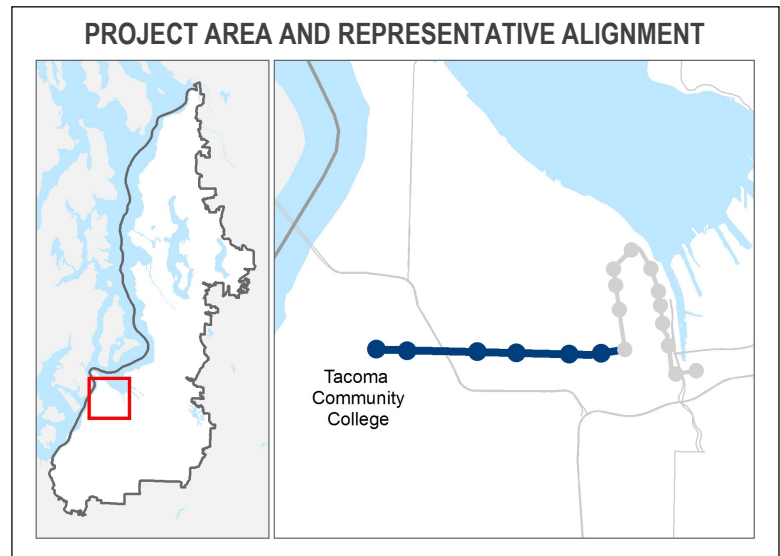
Tacoma Link Extension to Tacoma Community College

Subarea	Pierce
Primary Mode	Light Rail
Facility Type	Corridor
Length	4.4 miles
Date Last Modified	July 1, 2016

SHORT PROJECT DESCRIPTION

This project would extend Tacoma Link from Downtown Tacoma to Tacoma Community College and include modifications to existing and planned Tacoma Link infrastructure.

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>	No
CAPITAL COST <i>Cost in Millions of 2014 \$</i>	\$447 — \$478
RIDERSHIP <i>2040 daily project riders</i>	13,000 — 18,000
PROJECT ELEMENTS	<ul style="list-style-type: none"> • Approximately 3.5 miles of mostly at-grade light rail, with a portion of elevated track over SR-16 • Four center platform stations: Sprague, Union, Stevens, and Tacoma Community College (TCC) • Two side platform stations: Pearl and Hilltop (in the vicinity of S Ainsworth Avenue) • Stations accommodate 1-car trains • Use of existing travel lanes to provide for a combination of exclusive and mixed traffic, center-running track along S 19th Street from MLK Jr Way to SR 16. From SR 16 to TCC, the track will run parallel to S 19th Street, to the north, within exclusive ROW; the crossing of SR 16 will be on an independent bridge • This project will operate principally in its own right-of-way. • Reconstruction/expansion of S 19th Street from S Wilkeson Street to SR 16 • Grind and overlay existing roadway from MLK Jr Way to S Wilkeson Street • Expansion of O & M facility and new vehicle storage facility at the project terminus • Add 0.9 miles of northbound track from Union Station to the Tacoma Dome Station via Puyallup Avenue • Purchase of 8 light rail vehicles • Peak headways: 6 minutes • 1 percent for art per ST policy • Non-motorized access facilities (bicycle/pedestrian), transit-oriented development (TOD)/planning due diligence, and sustainability measures (see separate document titled “Common Project Elements”)
NOT INCLUDED	See separate document titled “Common Project Elements”
ISSUES & RISKS	<ul style="list-style-type: none"> • Light rail currently operates in Tacoma and specific station area standards are codified; light rail mentioned in the Comprehensive Plan • Integration of service with ST2 planned extension and roadway operations along S 19th Street

Tacoma Link Extension to Tacoma Community College

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 an extension of Tacoma Link from Downtown Tacoma to Tacoma Community College. Leaving the planned MLK/S 19th Street station near St. Joseph Medical Center, the alignment would follow MLK Jr Way to S 19th Street. It would then travel along S 19th Street to the existing transit center at Tacoma Community College (S 19th Street and S Mildred Street).

Assumptions:

- Service would operate at 6 minute headways during the peak periods and 10 minute headways during the off peak periods
- Existing single track alignment is not sufficient for operations; installation of a second track from Union Station to the Tacoma Dome Station via Puyallup Avenue
- Stations include: shelters, signage, lighting, seating, ticket vending machines, CCTVs
- Center platform stations were used where possible
- Side platforms were used when alignment is side running
- Active signal control is used to minimize delay at signalized intersections
- For non-motorized station access allowances, all stations are categorized as Urban stations

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 acquisitions anticipated at stations, for the vehicle storage, and traction power substations

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:

Completion of Tacoma Link Expansion project to MLK/S 19th Street station

Potential Project Partners:

- City of Tacoma
- Transit partners serving project: Pierce Transit
- Tacoma Community College
- Federal Transit Administration
- Washington State Department of Transportation

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Cost:

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In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$23.90	\$25.57
Preliminary Engineering & Environmental Review	\$12.88	\$13.78
Final Design & Specifications	\$24.63	\$26.35
Property Acquisition & Permits	\$38.15	\$40.82
Construction	\$251.23	\$268.82
Construction Management	\$22.17	\$23.72
Third Parties	\$5.13	\$5.48
Vehicles	\$44.06	\$47.15
Contingency	\$24.63	\$26.35
Total	\$446.78	\$478.05

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	\$0.76	\$0.82
Sustainability	\$3.74	\$4.00
Parking access	N/A	N/A
Non-motorized (bicycle/pedestrian) access	\$6.59	\$7.05
Bus/rail integration facilities	N/A	N/A

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Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES	
 Regional Light Rail Spine <i>Does project help complete regional light rail spine?</i>	No		
 Ridership <i>2040 daily project riders</i>	13,000 — 18,000		
 Capital Cost <i>Cost in Millions of 2014 \$</i>	\$447 — \$478		
 Annual O&M Cost <i>Cost in Millions of 2014 \$</i>	\$12		
 Travel Time <i>In-vehicle travel time along the project (segment)</i>	14 min		
 Reliability <i>Quantitative/qualitative assessment of alignment/route in exclusive right-of-way</i>	Medium High	At-grade crossings	
 System Integration <i>Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities</i>	Medium Low	Low to medium-low number of existing daily transit connections from Tacoma Community College to S Trafton Street	
	Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	Medium Low	Medium to low intersection density providing non-motorized access, with large parcels as barriers
	Percent of Non-motorized Mode of Access <i>Percent of daily boardings</i>	70-80%	
 Connections to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	2 centers	Regional growth centers: Tacoma Downtown, University Place	
	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>	Medium Low	Moderate support in local and regional plans; approx. 25% land is compatibly zoned
	<i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i> <i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential station areas</i>	Medium Pop/acre = 2014: 7; 2040: 11 Emp/acre = 2014: 5; 2040: 8 Pop + Emp/acre = 2014: 12; 2040: 19	Moderate market support
 Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential station areas</i> <i>2014 and 2040 population within 0.5 mile of potential station areas</i> <i>2014 and 2040 employment within 0.5 mile of potential station areas</i>	38% Minority; 17% Low-Income Pop: 2014: 15,700; 2040: 25,700 Emp: 2014: 12,100; 2040: 19,100		

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