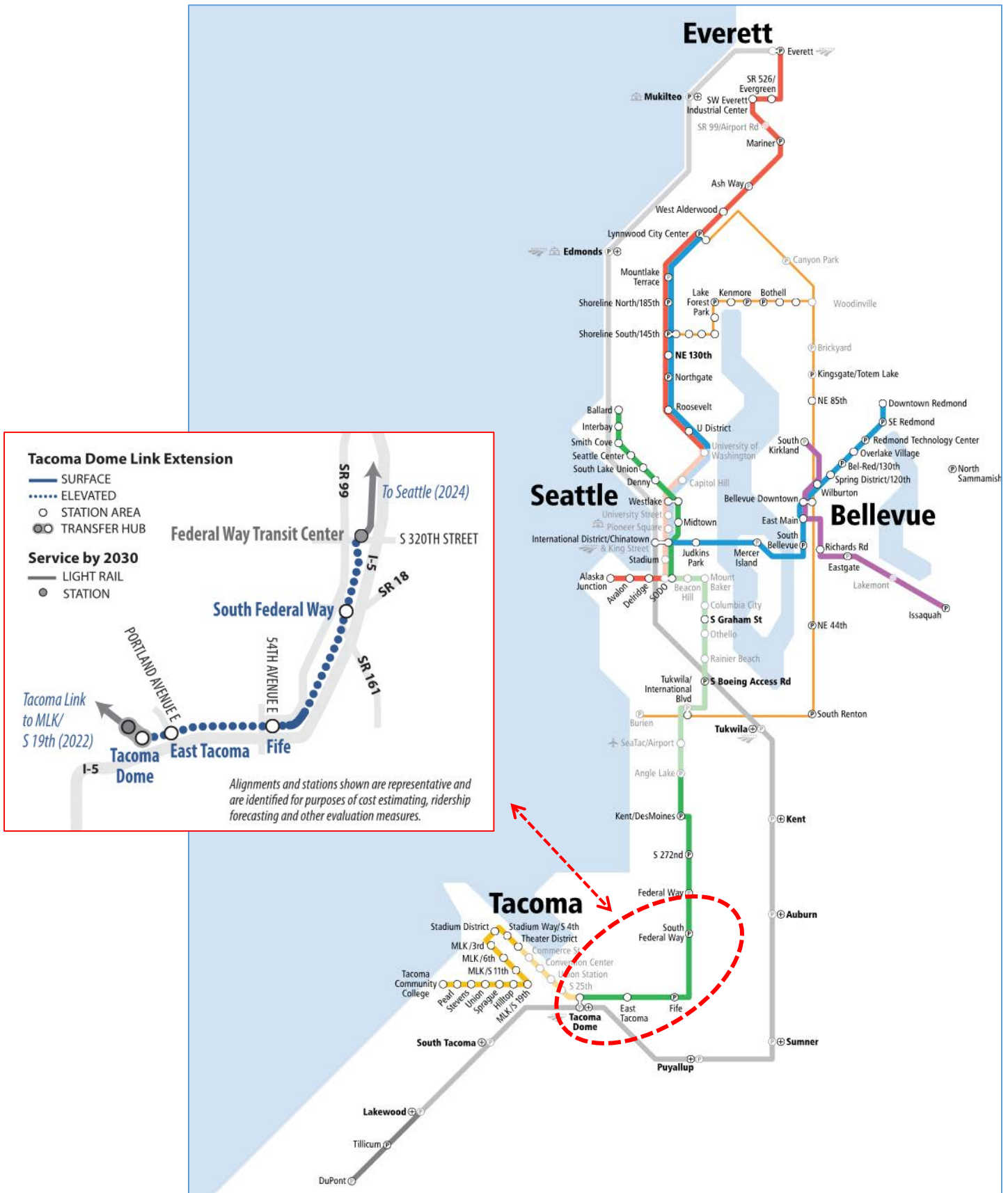


Sound Transit – ST3 System Expansion Map





Tacoma Dome

Link Extension

December 2017

Project Overview

The Tacoma Dome Link Extension will connect Pierce and South King County residents to the regional light rail network, including direct access to SeaTac Airport and downtown Seattle, with stations at Tacoma Dome, East Tacoma, Fife and South Federal Way. The Tacoma Dome station will serve as a multi-modal transit hub, with transfer options to and from Sounder service, Tacoma Link, and Pierce Transit and Sound Transit buses.

★ Planning phase

Alternatives development

Benefits

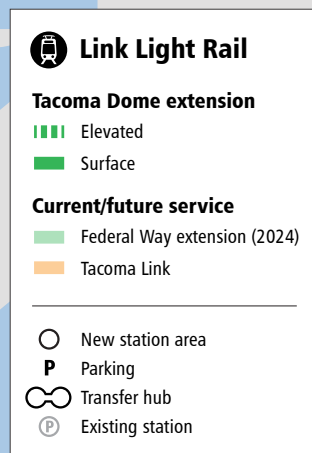
- › 9.7 new miles of light rail service connecting Pierce and South King County to the regional network.
- › 4 new light rail stations, from the Federal Way Transit Center station (2024) to Tacoma Dome station.
- › Parking garages at the South Federal Way and Fife stations; each with approximately 500 stalls.
- › Average projected daily riders by 2040: 27,000 – 37,000.
- › Open for service in 2030.

Stay informed

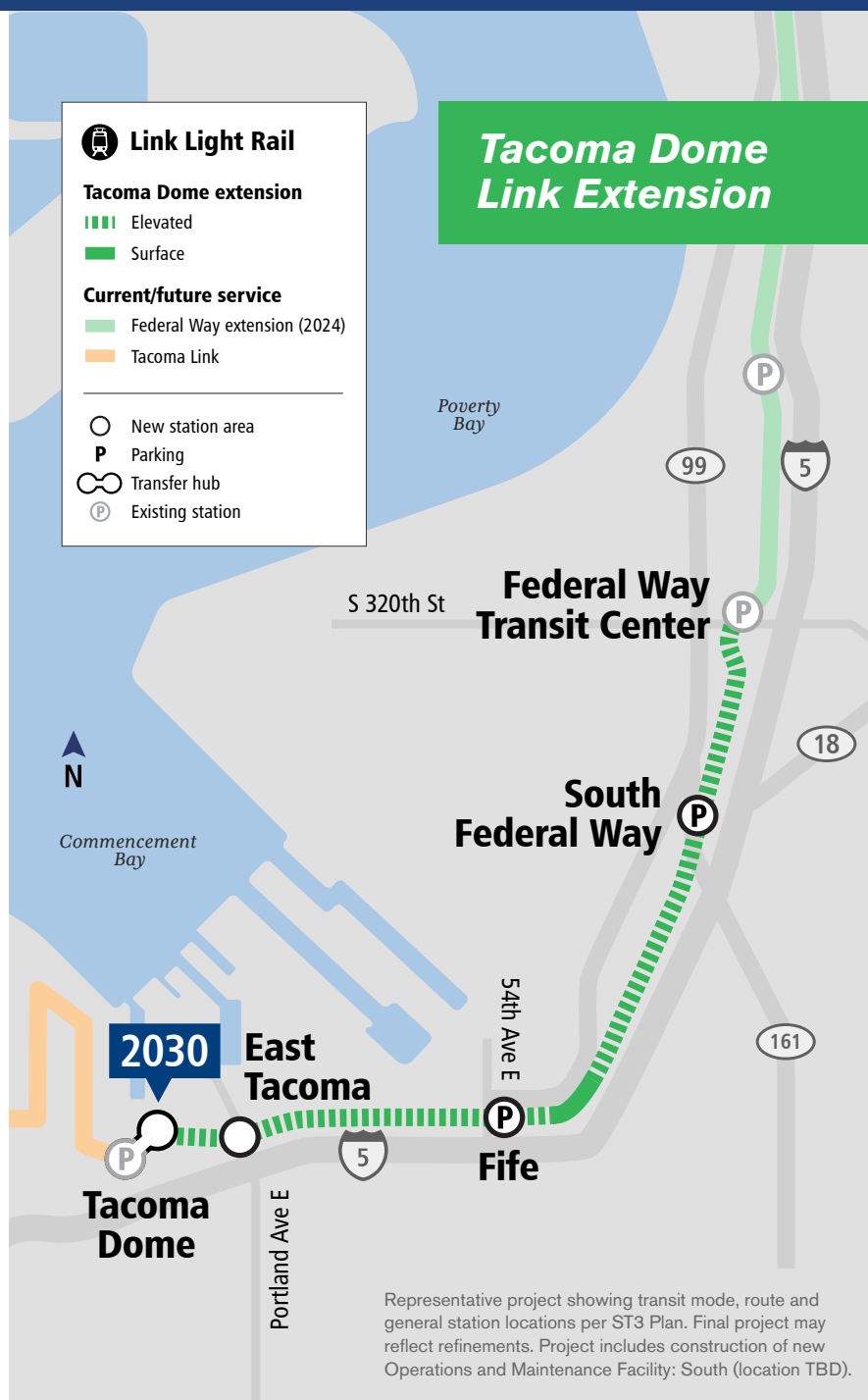
Get project updates: soundtransit.org/subscribe.

Contact Sound Transit's Community Outreach team at 206-370-5516 or via email at wilbert.santos@soundtransit.org.

Learn more about the project: soundtransit.org/tacomadomelink.



Tacoma Dome Link Extension



Fast and frequent service to destinations

- › Federal Way to Tacoma Dome station in 20 minutes.
- › Tacoma Dome station to SeaTac Airport in 35 minutes.
- › Federal Way to CenturyLink Field in 45 minutes.



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Sound Transit moves forward with Tacoma Dome light rail project

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Board approves contract with key consultant; public involvement to begin by mid-2018

The Sound Transit Board yesterday approved the Tacoma Dome Link Extension, establishing a \$125.7 million budget for preliminary engineering for the project and giving the green light to extend light rail further south from South King into Pierce County, one of the most rapidly growing areas in the region. In a related action, the Board executed a \$10.3 million consultant contract with HDR Engineering, Inc. to begin project development services.

"The Board took an exciting step forward to make light rail service a reality for the thousands of people who travel up and down the South Sound corridor every day," said Sound Transit Board Vice Chair and Tacoma Mayor Marilyn Strickland. "With more people choosing to live and work in Tacoma, our imperative to deliver light rail service to Pierce County is critical to supporting our quality of life and growing economy."

"Our commitment to build light rail further south, from Angle Lake to Federal Way and ultimately Tacoma, follows years of work to push ahead while traffic throughout the region only gets worse," said Sound Transit Board member and King County Councilmember Pete von Reichbauer. "Voters' investment in the Tacoma Dome Link Extension will pay huge dividends for South Sound communities."

"The light rail extension to Pierce County will be one of the first public transit projects to be delivered under our recently-approved system expansion plan," said Sound Transit Chief Executive Officer Peter Rogoff. "Delivering Link service to South Federal Way, Fife and the Tacoma Dome by 2030 will require Sound Transit, our partner cities, and the Puyallup Tribe to work closely together to gather community input and to make project decisions in an efficient manner. This will allow us to provide a safe and convenient transportation option for residents throughout the Puget Sound."

The Tacoma Dome Link Extension is part of the Sound Transit 3 (ST3) Plan approved by voters last November. The project extends light rail 9.7 miles to the cities of Federal Way, Milton, Fife, Tacoma and the Puyallup Tribe of Indians Reservation, with service beginning by 2030. Sound Transit will initiate technical work on the project next year, which will include an extensive community engagement to reach consensus on a Locally Preferred Alternative, and other alternatives, to study in the Environmental Impact Statement (EIS) to be completed by mid-2019.

Tacoma Dome Link Extension

This project will extend light rail from the Federal Way Transit Center to Tacoma on a primarily elevated guideway with a new rail-only fixed span crossing the Puyallup River. The plan calls for stations in South Federal Way, Fife and East Tacoma in the vicinity of Portland Avenue, with a terminus station at the Tacoma Dome. Approved by voters in the ST3 Plan, the representative project—which serves as the starting point for project development—includes two parking garages in South Federal Way and Fife, a pedestrian bridge connecting the Tacoma Dome Station to Freighthouse Square, and a new light rail bridge over the Puyallup River.

Operation and Maintenance Facility

The Tacoma Dome project includes the construction of a new light rail operations and maintenance facility (OMF) to accommodate additional fleet capacity of an expanded regional light rail system. The specific location of this facility will be determined during project development. The OMF needs to be ready to receive light rail vehicles before the start of revenue service on the Tacoma Dome and West Seattle Link Extensions. While the facility will be part of the Tacoma Dome Link Extension project, its design and size will support the operation of the Sound Transit Link light rail system as a whole.

Sound Transit's consultant team, HDR, will be responsible for providing planning, engineering, environmental and community outreach technical services to support the first phase of project development work for the Tacoma Dome Link Extension. Other firms on the HDR team include Parametrix and EnviroIssues.

More information about the Tacoma Dome Link Extension project, including how to sign up for project updates, is available at www.soundtransit.org/tacomadomelink.

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Federal Way Transit Center to Tacoma Dome Light Rail

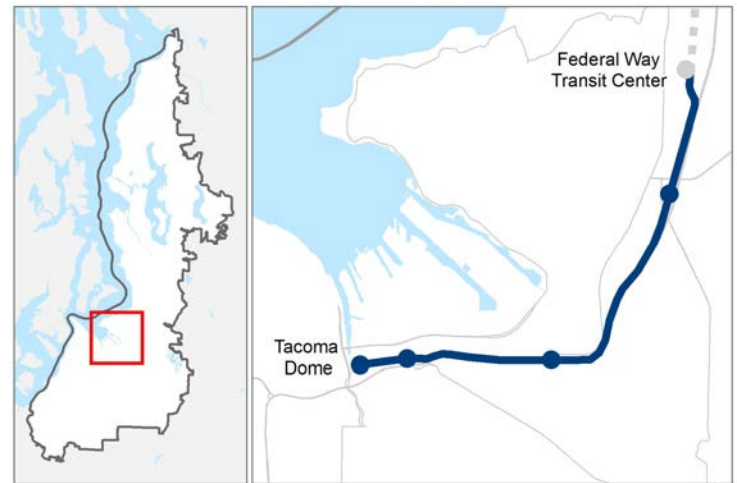
Subarea	South King/Pierce
Primary Mode	Light Rail
Facility Type	Corridor
Length	9.7 miles
Date Last Modified	July 1, 2016

SHORT PROJECT DESCRIPTION

This project would extend light rail from the Federal Way Transit Center to Tacoma adjacent to I-5 with three elevated stations at South Federal Way, Fife, and East Tacoma and one at-grade/retained station at Tacoma Dome.

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

PROJECT AREA AND REPRESENTATIVE ALIGNMENT



KEY ATTRIBUTES

REGIONAL LIGHT RAIL SPINE <i>Does this project help complete the light rail spine?</i>	Yes
CAPITAL COST <i>Cost in Millions of 2014 \$</i>	\$1,894 — \$2,026
RIDERSHIP <i>2040 daily project riders</i>	27,000 — 37,000
PROJECT ELEMENTS	<ul style="list-style-type: none"> • Approximately 9.7 miles of light rail in a mixture of at-grade and elevated guideway • 3 elevated stations: South Federal Way, Fife, and East Tacoma (in the vicinity of Portland Avenue), sized to accommodate 4-car trains • 1 at-grade/retained cut station: Tacoma Dome sized to accommodate 4-car trains • Parking garages at the South Federal Way and Fife stations, each with approximately 500 stalls; 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 • A pedestrian bridge connecting the Tacoma Dome Station to Freighthouse Square • A new light rail bridge over the Puyallup River • Peak headways: 6 minutes • 1 percent for art per Sound Transit policy • Non-motorized access facilities (bicycle/pedestrian), transit-oriented development (TOD)/planning due diligence, bus/rail integration facilities, and sustainability measures (see separate document titled "Common Project Elements")
NOT INCLUDED	<ul style="list-style-type: none"> • Light rail vehicles not included • Costs for operations and maintenance facility not included, but assumed to be built along corridor • See separate documents titled "Common Project Elements," "Light Rail Operations and Maintenance Facilities," and "Light Rail Vehicles"
ISSUES & RISKS	<ul style="list-style-type: none"> • Potential future WSDOT project at I-5/SR 161/SR 18 (Triangle project, Phase 2) and ongoing WSDOT planning for the Puget Sound Gateway Project (SR 167 Extension)

Federal Way Transit Center to Tacoma Dome Light Rail

KEY ATTRIBUTES	
ISSUES & RISKS	<ul style="list-style-type: none"> • Clearance of the Bonneville Power Administration high-voltage transmission lines • At-grade profiles included in this project could result in more potential conflicts with other modes; this could affect speed and reliability • Requires FHWA/WSDOT approvals for use of interstate right-of-way • Complexity of the Puyallup River bridge crossing will require coordination and approval from the Puyallup Tribe of Indians; the new bridge may also require coordination with Coast Guard if levee is impacted • Geotechnical challenges and potential archeological discoveries at/near the Puyallup River and Tacoma Dome area • Construction near active freight and passenger rail lines • Potential impacts of climate change and future sea level rise in the vicinity of the Puyallup River • Light rail is not currently a permitted use in Federal Way but is specifically defined as an essential public facility; the Comprehensive Plan includes light rail • Light rail is not currently a permitted use in Milton; Milton considers transit facilities special uses • In Fife, light rail is not defined as an essential public facility but would be permitted in certain zones as a conditional use under EPF definition; the Comprehensive Plan includes light rail. • Light rail currently operates in Tacoma and specific station area standards are codified; the Comprehensive Plan includes light rail

Federal Way Transit Center to Tacoma Dome Light Rail

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 Link light rail from the Federal Way Transit Center to the Tacoma Dome Station generally along or near I-5. The alignment would begin at the Federal Way Transit Center and have stations at South Federal Way, Fife, East Tacoma, and the Tacoma Dome. From the Federal Way Transit Center Station the alignment would curve east to meet I-5 near S 324th Street. It would have a short at-grade section from S 322nd Street to S 333rd Street in order to cross underneath the Bonneville Power Administration high-voltage transmission lines. The alignment would then parallel the west side of I-5 with the South Federal Way Station located just south of the I-5/SR 18 interchange at S 352nd Street. The station platform would be elevated and adjacent to a 500-stall parking garage.

The alignment would continue adjacent to the west side of I-5 and be elevated. The alignment would have short at-grade sections where I-5 curves to the west as it enters Fife, where the alignment would be located underneath the proposed WSDOT – Puget Sound Gateway Project (SR 167 Extension), and between approximately 70th Avenue E and 62nd Avenue E in Fife. The alignment would remain elevated. The Fife Station would be located east of 54th Avenue E above the I-5 southbound off-ramp, and a 500-stall parking garage would be located just west of the Emerald Queen Casino.

From the Fife Station, the alignment would remain elevated. It would follow I-5 until it crosses the Puyallup River where it would follow E Bay Street to a station in East Tacoma in the vicinity of E Portland Avenue. Alternatively, the East Tacoma Station could be located on E 27th Street and E Portland Avenue. A parking facility would not be associated with either East Tacoma Station location. The alignment would continue along East 26th Street to the Tacoma Dome Station area. The station is located parallel to the existing Tacoma Dome Station and Freighthouse Square on East 26th Street between East F Street and East D Street. The station has an at-grade/retained cut platform with a pedestrian bridge connecting to Freighthouse Square.

Assumptions:

- Reconstruction of the Federal Way/320th Park-and-Ride lot may be required; these anticipated costs are included in the cost estimate
- Raising the Bonneville Power Administration high-voltage transmission lines may be required; these anticipated costs are included in the cost estimate
- WSDOT noise wall replacement may be required, these anticipated costs are included in the cost estimate
- Completion of the WSDOT – Puget Sound Gateway Project (SR 167 Extension)
- A long span structure to cross the Puyallup River
- Reconstruction of E 26th Street may be required; these anticipated costs are included in the cost estimate
- Crossover and tail track storage are included
- For non-motorized station access allowances, the South Federal Way Station, the Fife Station, and the East Tacoma Station are categorized as Suburban stations and the Tacoma Dome station is characterized as an Urban station and an intermodal transit center
- For bus/rail integration, facilities have been assumed at the South Federal Way Station and the Fife Station
- Budget for operations is included in the cost estimate. An operations and a maintenance facility is assumed to be built along this corridor. (See project titled “Operations and Maintenance Facilities”)

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 and traction power substations

Federal Way Transit Center to Tacoma Dome Light Rail

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)
- Requires FHWA/WSDOT approvals for use of interstate right-of-way
- All required local, state and federal environmental permits
- NEPA/SEPA and related regulations
- US Coast Guard Bridge Permit
- Corps of Engineers Section 10

Project Dependencies:

- Completion of Link Extension to the Federal Way Transit Center
- Purchase of additional light rail vehicles is required to operate service on this corridor
- Construction of new operations and maintenance base capacity is required to accommodate the fleet required for this corridor

Potential Project Partners:

- | | |
|---|---|
| • City of Federal Way, Milton, Fife, and Tacoma | • King County |
| • Puyallup Tribe of Indians | • Pierce County |
| • WSDOT | • Coast Guard |
| • FTA | • Army Corps of Engineers |
| • FHWA | • Transit partners serving project: King County Metro, Pierce Transit |
| • Bonneville Power Administration | |

Federal Way Transit Center to Tacoma Dome Light Rail

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	\$100.14	\$107.15
Preliminary Engineering & Environmental Review	\$62.73	\$67.12
Final Design & Specifications	\$124.62	\$133.34
Property Acquisition & Permits	\$72.71	\$77.80
Construction	\$1,271.12	\$1,360.10
Construction Management	\$112.16	\$120.01
Third Parties	\$25.72	\$27.52
Vehicles	\$0.00	\$0.00
Contingency	\$124.62	\$133.34
Total	\$1,893.81	\$2,026.38

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	\$1.22	\$1.30
Sustainability	\$12.85	\$13.75
Parking access	\$52.22	\$55.87
Non-motorized (bicycle/pedestrian) access	\$31.85	\$34.08
Bus/rail integration facilities	\$5.50	\$5.89

Federal Way Transit Center to Tacoma Dome Light Rail

Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 Regional Light Rail Spine <i>Does project help complete regional light rail spine?</i>	Yes	
 Ridership <i>2040 daily project riders</i>	27,000 — 37,000	
 Capital Cost <i>Cost in Millions of 2014 \$</i>	\$1,894 — \$2,026	
 Annual O&M Cost <i>Cost in Millions of 2014 \$</i>	\$22	
 Travel Time <i>In-vehicle travel time along the project (segment)</i>	19 min	
 Reliability <i>Quantitative/qualitative assessment of alignment/route in exclusive right-of-way</i>	High	100% in exclusive right-of-way
 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 to medium-high number of existing daily transit connections; multi-modal integration opportunities at Tacoma Dome
 Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	Medium Low	Low to medium intersection density providing non-motorized access, freeways as barriers, improved arterial crossing of I-5 at 54 th Ave E
 Percent of Non-motorized Mode of Access <i>Percent of daily boardings</i>	20-35%	
 Connections to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	2 centers	Downtown Tacoma, Port of Tacoma MIC
 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> <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 Low Pop/acre: 2014: 2; 2040: 5 Emp/acre: 2014: 5; 2040: 7 Pop+Emp/acre: 2014: 7; 2040: 12	Moderate support in local and regional plans; approx. 35% land is compatibly zoned Limited 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 jobs within 0.5 mile of potential station areas</i>	44% Minority; 17% Low-Income Pop: 2014: 4,800; 2040: 9,200 Emp: 2014: 8,900; 2040: 14,700	

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

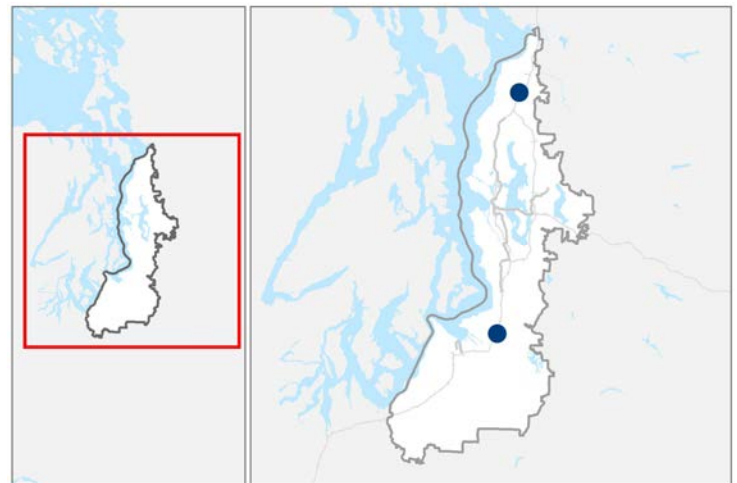
Light Rail Operations and Maintenance Facilities

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.

PROJECT AREA AND REPRESENTATIVE ALIGNMENT



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> <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>	N/A N/A N/A	
 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>	N/A N/A N/A	

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