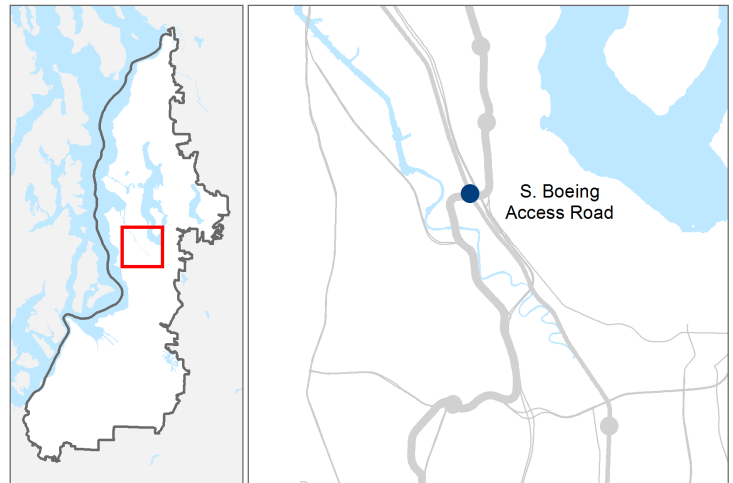


# C-10: Infill Sounder Station: Boeing Access Road

<b>Project Number</b>	C-10
<b>Subarea</b>	North King
<b>Primary Mode</b>	Commuter Rail
<b>Facility Type</b>	Infill Station
<b>Length</b>	N/A
<b>Version</b>	ST Board Workshop
<b>Date Last Modified</b>	11-25-2015

## PROJECT AREA AND REPRESENTATIVE ALIGNMENT



### SHORT PROJECT DESCRIPTION

This project would provide a new infill station on the Sounder commuter rail line in the vicinity of Boeing Access Road and I-5.

*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>	No
<b>CAPITAL COST</b> <i>Cost in Millions of 2014 \$</i>	\$94 — \$100
<b>RIDERSHIP</b> <i>2040 daily boardings</i>	1,000 — 2,000
<b>PROJECT ELEMENTS</b>	<ul style="list-style-type: none"> <li>• One station</li> <li>• Station would be approximately 1,000 feet long to accommodate 10-car trains</li> <li>• Purchase of 1 commuter rail vehicle</li> <li>• Peak headways: 20 minutes</li> <li>• 1 percent for art per Sound Transit policy</li> <li>• 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”)</li> </ul>
<b>NOT INCLUDED</b>	<ul style="list-style-type: none"> <li>• Parking not included</li> <li>• See separate document titled “Common Project Elements”</li> </ul>
<b>ISSUES &amp; RISKS</b>	<ul style="list-style-type: none"> <li>• Requires coordination, negotiation and construction next to active tracks</li> <li>• This project would require the construction of a new station while maintaining operations on the existing Sounder commuter rail line</li> <li>• The project is located on and adjacent to active railway lines</li> <li>• Design and construction would require coordination with BNSF and potential modifications to train timetables</li> </ul>

## C-10: Infill Souder Station: Boeing Access Road

Sound Transit has developed a conceptual scope of work for this candidate 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 is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, number of stations, 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 a new station just south of Boeing Access Road. Key project elements include the following:

- Station platform and canopy
- Siding tracks and turnouts so the station is located off the main line
- New pedestrian connection to potential new Boeing Access Road Central Link light rail station (see project C-09); the pedestrian connection would include vertical circulation and a new bridge over an active railway

### Assumptions:

- Construction could be accomplished with an active Souder commuter rail and BNSF rail line
- For non-motorized station access allowances, the Boeing Access Road is categorized as a Suburban station

### Environmental:

State and federal project-level environmental review for this project was included in the Tacoma-to-Seattle Commuter Rail Environmental Assessment (June 1998). Additional environmental review may be required. Sound Transit will complete additional 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 for this proposed infill station, including BNSF

### 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)
- Master use
- 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
- BNSF operating rights

### Project Dependencies:

Related to a new infill station on Central Link to facilitate intermodal transfers (see project C-09).

### Potential Project Partners:

- |  |        |
|--|--------|
| • Cities of Seattle and Tukwila                      | • FHWA |
| • WSDOT  | • UPRR |
| • Transit partner serving project: King County Metro | • BNSF |
| • FTA  |        |

## C-10: Infill Souder Station: Boeing Access Road

### Cost:

Sound Transit has developed a conceptual scope of work for this candidate 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 is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, number of stations, 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	\$5.02	\$5.37
Preliminary Engineering & Environmental Review	\$2.63	\$2.81
Final Design & Specifications	\$5.23	\$5.59
Property Acquisition & Permits	\$12.40	\$13.27
Construction	\$53.32	\$57.05
Construction Management	\$4.70	\$5.03
Third Parties	\$1.25	\$1.33
Vehicles	\$4.09	\$4.38
Contingency	\$5.23	\$5.59
<b>Total</b>	<b>\$93.87</b>	<b>\$100.44</b>

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.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	\$0.22	\$0.23
Sustainability	\$2.01	\$2.15
Parking access	N/A	N/A
Non-motorized (bicycle/pedestrian) access	\$8.79	\$9.40
Bus transfer facilities	N/A	N/A

# C-10: Infill Sounder Station: Boeing Access Road

## Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 <b>Regional Light Rail Spine</b> <i>Does project help complete regional light rail spine?</i>	No	
 <b>Ridership</b> <i>2040 daily station boardings</i>	1,000 — 2,000	Ridership would decrease without light rail station (C-09)
 <b>Capital Cost</b> <i>Cost in Millions of 2014 \$</i>	\$94 — \$100	
 <b>Annual O&amp;M Cost</b> <i>Cost in Millions of 2014 \$</i>	\$.61	
 <b>Travel Time</b> <i>In-vehicle travel time along the project (segment)</i>	1.5 min	Approximate travel time added to corridor due to additional station
 <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>	Medium-Low	Medium-low number of existing daily transit connections vicinity of Boeing Access Road; future opportunities for integration would improve with C-09
 <b>Ease of Non-motorized Access</b> <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	Low	Low intersection density providing non-motorized access with SR 900 and open space as barriers
	<b>Percent of Non-motorized Mode of Access</b> <i>Percent of daily boardings</i>	25-35%
 <b>Connections to PSRC-designated Regional Centers</b> <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	2 centers	North Tukwila and Duwamish MICs
 <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>  <i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i>	Low	Very limited support in local and regional plans; approx. 0% land is compatibly zoned
	<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: 3; 2040: 4 Emp/acre: 2014: 2; 2040: 3 Pop+Emp/acre: 2014: 5; 2040: 7
 <b>Socioeconomic Benefits</b> <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>	83% minority; 12% low-income  Pop: 2014: 1,600; 2040: 2,100  Emp: 2014: 900; 2040: 1,700	

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