Infill Light Rail Station: 130th Street

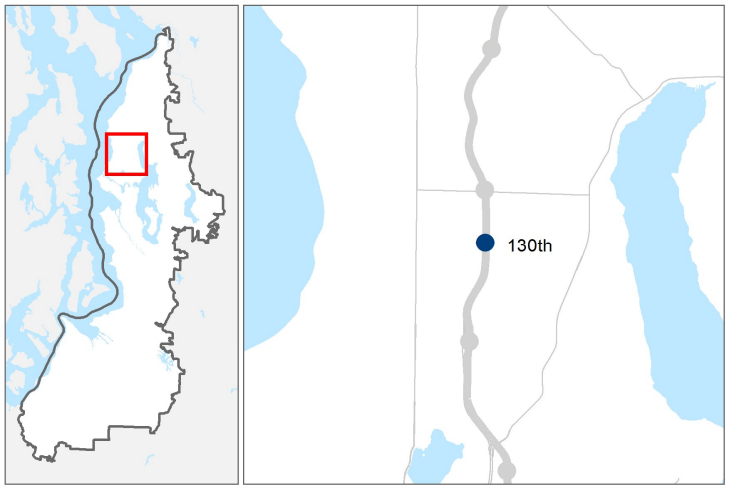
Subarea	North King
Primary Mode	Light Rail
Facility Type	Station
Length	N/A
Date Last Modified	July 1, 2016

SHORT PROJECT DESCRIPTION

This project would be constructed as an elevated station at I-5 and NE 130th Street along the Lynnwood Link Extension corridor.

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 *Does this project help complete the light rail spine?*	No
CAPITAL COST *Cost in Millions of 2014 $*	$63 — $67
RIDERSHIP *2040 daily project riders*	<1,000
PROJECT ELEMENTS	• One elevated station: north of NE 130th Street • Street-level plaza along 5th Avenue NE and NE 130th Street • Station accommodates 4-car trains • Peak headways: 3 minutes • 1 percent for art per Sound Transit 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	• Additional parking not included • Light rail vehicles not included • See separate document titled "Common Project Elements" and "Light Rail Vehicles"
ISSUES & RISKS	• Potential complexity of building station while maintaining service • Operation of this project results in an increase in travel time across the system; ridership gained with the addition of this station could be offset by ridership reductions at closest stations • Light rail currently operates in Seattle and specific station area standards are codified; light rail is included in the Comprehensive Plan and other planning documents

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Project elements are defined here based on State and federal environmental project-level environmental reviews that were completed for this project as part of the Lynnwood Link Extension Project. Specific project elements assumed here for cost estimating and evaluation purposes are subject to change since final decisions on specific project elements will be determined following system planning additional environmental review if necessary, and final engineering and design efforts. Additional opportunities for public participation will be provided at that time.

Long Description:
As defined in the Lynnwood Link Extension project, this elevated light rail station would be located just north of NE 130th Street on the east side of I-5. The elevated light rail alignment being constructed as part of the ST2-funded Lynnwood Link Extension project would be designed to accommodate future construction of a station at this location. The station would include a street-level plaza along 5th Avenue NE and NE 130th Street.

Assumptions:
- Elevated light rail station
- Guideway being constructed as part of the Lynnwood Link Extension would be designed to accommodate station
- For non-motorized station access allowances, the NE 130th Street Station is categorized as an urban station

Environmental:
This station was previously included in alternatives considered in the Lynnwood Link Final EIS. Sound Transit will complete any additional project-level state and federal environmental reviews. Sound Transit will also obtain and meet the conditions of all required local, state, and federal permits and approvals; provide mitigation for significant impacts; and strive to exceed compliance and continually improve its environmental performance.

Utilities:
Utility connections as needed to complete the project, including fiber optics, sewer, water, overhead electric/communications, etc.

Right-of-Way and Property Acquisition:
Space for future infill station is being acquired by Lynnwood Link Extension

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:
Lynnwood Link Extension

Potential Project Partners:
- City of Seattle
- WSDOT
- FHWA
- FTA
- King County
- Transit partners serving this station: King County Metro

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Cost:
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In Millions of 2014$

ITEM	COST	COST WITH RESERVE
Agency Administration	$3.30	$3.53
Preliminary Engineering & Environmental Review	$2.17	$2.32
Final Design & Specifications	$4.27	$4.57
Property Acquisition & Permits	$0.00	$0.00
Construction	$43.60	$46.65
Construction Management	$3.85	$4.12
Third Parties	$1.05	$1.13
Vehicles	$0.00	$0.00
Contingency	$4.27	$4.57
Total	**$62.52**	**$66.89**

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	$0.23	$0.25
Sustainability	$2.74	$2.93
Parking access	N/A	N/A
Non-motorized (bicycle/pedestrian) access	$4.39	$4.70
Bus/rail integration facilities	N/A	N/A

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Evaluation Measures:

MEASURE		MEASUREMENT/RATING	NOTES
	**Regional Light Rail Spine** *Does project help complete regional light rail spine?*	No	Adds a new station to the light rail spine
	**Ridership** *2040 daily project riders*	<1,000	Reflects a reduction in ridership at adjacent stations
	**Capital Cost** *Cost in Millions of 2014 $*	$63 — $67	
	**Annual O&M Cost** *Cost in Millions of 2014 $*	$1	
	**Travel Time** *In-vehicle travel time along the project (segment)*	1 min	Approximate travel time added to corridor due to additional station
	**Reliability** *Quantitative/qualitative assessment of alignment/route in exclusive right-of-way*	N/A	
	**System Integration** *Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities*	Medium	Low number of existing daily transit connections in vicinity of NE 130th Street (Seattle); opportunities for integration with potential future realigned bus service
	**Ease of Non-motorized Access** *Qualitative assessment of issues and effects related to non-motorized modes*	Medium-Low	Medium to low intersection density providing non-motorized access, with I-5 and open space as barriers
	Percent of Non-motorized Mode of Access *Percent of daily boardings*	70-80%	
	**Connections to PSRC-designated Regional Centers** *Number of PSRC-designated regional growth and manufacturing/industrial centers served*	No centers	
	**Land Use and Development/TOD Potential** *Quantitative/qualitative assessment of adopted Plans & Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations* *Qualitative assessment of real estate market support for development within 1 mile of potential corridor* *Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential station areas*	Medium-Low Medium-Low Pop/acre: 2014: 9; 2040: 10 Emp/acre: 2014: 1; 2040: 2 Pop+Emp/acre: 2014: 10; 2040: 12	Very limited support in local and regional plans; approx. 5% land is compatibly zoned Limited Market Support
	**Socioeconomic Benefits** *Existing minority / low-income populations within 0.5 mile of potential station areas* *2014 and 2040 population within 0.5 mile of potential station areas* *2014 and 2040 jobs within 0.5 mile of potential station areas*	34% minority; 11% low-income Pop: 2014: 4,400; 2040: 5,100 Emp: 2014: 700; 2040: 1,000	

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