

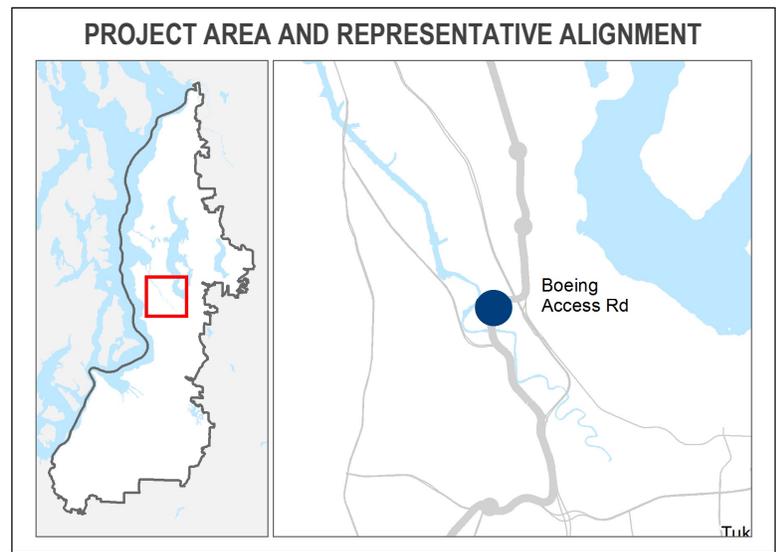
# Infill Light Rail Station: Boeing Access Road

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

**SHORT PROJECT DESCRIPTION**

This project would provide a new infill station on the Central Link light rail line in the vicinity of Boeing Access Road, East Marginal Way, 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>	\$122 — \$131
<b>RIDERSHIP</b> <i>2040 daily project riders</i>	1,500 – 2,000
<b>PROJECT ELEMENTS</b>	<ul style="list-style-type: none"> <li>• One elevated station</li> <li>• Station would be approximately 400 feet long to accommodate 4-car trains</li> <li>• Peak headways: 6 minutes</li> <li>• Bus transfer and layover facility</li> <li>• At-grade Park and Ride lot with 300 stalls</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>• Light rail vehicles not included</li> <li>• See separate documents titled “Common Project Elements” and “Light Rail Vehicles”</li> </ul>
<b>ISSUES &amp; RISKS</b>	<ul style="list-style-type: none"> <li>• This project would require the construction of a new station while maintaining operations on the existing Central Link light rail line</li> <li>• Traffic analysis would be required to examine impact bus and general traffic accessing the station entrance on traffic flow at nearby ramps to I-5</li> <li>• Light rail exists in Tukwila and is a permitted use; light rail is mentioned in the Comprehensive plan</li> </ul>

# Infill Light Rail Station: Boeing Access Road

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 a new station in the vicinity of Boeing Access Road. Key project elements include the following:

- Aerial station on Central Link light rail with side platforms
- Bus transfer and layover facility
- 300 stall at-grade parking lot
- Pedestrian and vehicle access to the station potentially including a new signal

## Assumptions:

- Construction could be accomplished with an active Central Link light rail service
- For non-motorized station access allowances, the Boeing Access Road is categorized as a Suburban station
- For bus/rail integration, facilities have been assumed at the Boeing Access Road station

## 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 for this proposed infill station

## 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:

None

## Potential Project Partners:

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

# Infill Light Rail Station: Boeing Access Road

## Cost:

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In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$6.48	\$6.94
Preliminary Engineering & Environmental Review	\$3.84	\$4.10
Final Design & Specifications	\$7.64	\$8.17
Property Acquisition & Permits	\$10.08	\$10.78
Construction	\$77.90	\$83.35
Construction Management	\$6.87	\$7.35
Third Parties	\$1.73	\$1.85
Vehicles	\$0.00	\$0.00
Contingency	\$7.64	\$8.17
<b>Total</b>	<b>\$122.17</b>	<b>\$130.72</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. For cost allowances that are not applicable for this project, "N/A" is indicated.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	\$0.22	\$0.23
Sustainability	\$2.74	\$2.93
Parking access	\$3.08	\$3.30
Non-motorized (bicycle/pedestrian) access	\$8.79	\$9.40
Bus transfer facilities	\$2.75	\$2.94

# Infill Light Rail 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	Adds a new station to the light rail spine	
 <b>Ridership</b> <i>2040 daily project riders</i>	1,500 – 2,000	Reflects a reduction in ridership at adjacent stations	
 <b>Capital Cost</b> <i>Cost in Millions of 2014 \$</i>	\$122 — \$131		
 <b>Annual O&amp;M Cost</b> <i>Cost in Millions of 2014 \$</i>	\$2		
 <b>Travel Time</b> <i>In-vehicle travel time along the project (segment)</i>	1 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	Medium-low number of existing daily transit connections vicinity of Boeing Access Road	
 <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>	Low	Very limited support in local and regional plans; approx. 0% land is compatibly zoned	
	<i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i>	Medium-Low	Limited market support
	<i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential station areas</i>	Pop/acre: 2014: 3; 2040: 4 Emp/acre: 2014: 3; 2040: 6 Pop+Emp/acre: 2014: 7; 2040: 10	
 <b>Socioeconomic Benefits</b> <i>Existing minority / low-income populations within 0.5 mile of potential station areas</i>	83% Minority; 12% Low-Income		
<i>2014 and 2040 population within 0.5 mile of potential station areas</i>	Pop: 2014: 1,600; 2040: 1,900		
<i>2014 and 2040 employment within 0.5 mile of potential station areas</i>	Emp: 2014: 1,700; 2040: 3,100		

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