

# Sounder: Permanent Station at Tukwila

Project Number	S17
Subarea	South King
Primary Mode Impacted	Sounder
Facility Type	Station
Version Number	3.0
Date Last Modified	5/27/2008

**Project Locator Map**



## Short Project Description

Build permanent station facilities, bus loading area, and new parking facilities (up to 400 surface stalls) at Tukwila Sounder Station. A preferred concept plan (including schedule and costs) for this project is currently under development. An initial phase (or certain) elements of this project may be funded through *Sound Move*.

### Project Purpose:

To provide permanent station, transit and parking facilities at this Sounder Station.

## Cost

*In Millions of 2007\$*

	Low	High
Agency Admin	\$1.7	\$1.9
Environmental Clearance and PE	\$0.0	\$0.0
Final Design, Specs, Permitting	\$2.7	\$3.1
ROW Acquisition	\$0.0	\$0.0
Construction	\$22.5	\$25.8
Vehicles	\$0.0	\$0.0
Contingency	\$2.5	\$2.9
<b>Total*</b>	<b>\$29.3</b>	<b>\$33.7</b>

\*includes *Sound Move* -funded portion

<b>Design Basis</b>	Conceptual
---------------------	------------

## Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

## Relationships to Other Projects

Relationship	Project
Impacted by	Final design of project dependant upon relocation of UP tracks eastward to be adjacent to BNSF tracks, and extension of Strander Boulevard over BNSF and relocated UP tracks. Funding and management of both projects by City of Renton.
Impacted by	Design of the project could be influenced by whether expansion of parking at other Sounder stations is implemented under ST2 (see Project S18, S19 and S20).

## Project Partners

City of Tukwila
City of Renton
KC Metro
UPRR
BNSF
Amtrak

# Sounder: Permanent Station at Tukwila

## Long Description

*This project scope and accompanying capital cost estimate are intended to include the entire project development cycle (administration, environmental clearance, design, all aspects of property acquisition, construction, testing, commissioning, and contingencies) from project initiation through start-up of operations.*

### **Description:**

Provide permanent station facilities, bus loading area, and new parking facilities for ST riders at Tukwila Station.

### **Project Elements Included:**

- Station footprint within existing ST property lines.
- Relocation of UP tracks, funded by City of Renton.
- Two 685 foot platforms with canopies, shelters, leaning rails and benches.
- New surface parking lot with up to 400 stalls.
- Pedestrian tunnel, including stairwells and lighting, under BNSF and relocated UP tracks connecting platforms to parking area. Ramps and stairs at platform ends of tunnel. Portion of tunnel under UP tracks funded under City of Renton relocation project.
- Signage (including signs for Amtrak Cascades), lighting, CCTV cameras, customer variable message signs, public announcement system.
- Transit center, including bus stops, shelters, public telephones and information kiosks.
- Additional Sounder ticket vending machines.
- Bicycle lockers and racks.
- Landscaping.
- Janitor room with storage, communications/electrical room.
- Demolition of existing ST facilities.
- Soil quality evaluation and potential mitigation.
- 2nd access point and on extended Strander Boulevard to facilitate right (westbound) turns in and out of the facility.
- Allowance for special traffic control to address working under and adjacent to active railroad track.
- Construction phasing to maintain operation of the station, including alternate routing of Metro and ST buses.
- 1 percent for art per ST policy.

### **Utilities:**

- New drainage system including stormwater detention and water quality.
- Relocation of utilities as needed to complete the project.

### **Right-of-Way and Property Acquisition:**

- Station and parking area will be constructed on property owned by Sound Transit (approx. 9 acres).

### **Mitigation:**

- The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

### **Exclusions:**

- Future relocation of UP tracks and any associated structures, including associated agreements, permits, remediation, costs, etc. (i.e., the project will accommodate the future UPRR relocation but will not fund it).
- Preliminary engineering and environmental review (funded under Sound Move).
- Separation of BNSF tracks to 18 feet with fencing and embankment widening. Project accommodates separation to allow third track through station area, but does not fund this element.
- Reconstruction of BNSF trestle over Longacres Way.
- Curb, gutter and sidewalks on West Valley Highway frontage.
- Intersection improvements outside of project site.
- Future extension of Strander Boulevard.
- Potential future transit oriented development (TOD).
- Public restrooms.
- Non-structural architectural and aesthetic elements in excess of the ST art program.
- Compensation for freight rail disruption during track reconstruction.

# Sounder: Permanent Station at Tukwila

**Permits Required:** building, electrical, mechanical, utility, land use and construction-related, BNSF

**Agreements Required:** station agreement with Amtrak, City of Tukwila, City of Renton, King County Metro, BNSF, UP.

## **Flexible Access to ST Facilities:**

The goal of this project is to accommodate the future demand for ridership on transit services available at the station/center, by improving access/egress for this location. 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. These other strategies include:

- Pedestrian improvements within one-quarter mile of the Tacoma Dome Station,
- Additional bus/transfer facilities at Tacoma Dome Station,
- Bicycle improvements within one-half mile,
- Additional bus service connecting to the facility frequently during peak periods,
- Expanded or new kiss-&-ride areas at Tacoma Dome Station and/or
- Off-site parking along an existing bus route that connects frequently (20-minute or shorter headway) to Tacoma Dome Station during the peak periods.

This flexible approach would permit ST staff to examine alternatives to expanded parking and could lead to even lower GHG emissions and less land consumed by parking. ST's highest priority for this project budget would remain meeting demand and riders' needs. The budget for flexible access will not exceed the Board-adopted budget for this project. Access and demand studies would be required prior to changing this project's scope. Determination of what level and mixture of investments would be most effective and affordable within the project's budget would be done through a planning effort that includes a more-detailed examination of demand and use, as well as coordination with affected jurisdictions and partner agencies, the community surrounding the station/center, and the users of the transit services available at the location. ST Board action is required to change a project's scope in this manner.

*ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.*

## **Evaluation Measures**

<b>Measure</b>	<b>Measurement/ Rating</b>	<b>Notes</b>
Average Weekday Ridership	N/A	
Capital Cost	\$29.3 - \$33.7	in Millions of 2007\$
Annual Operating Cost	\$0.2	in Millions of 2007\$
Travel Time & Reliability	N/A	
Connectivity & Integration	High	# transit routes: 1 ST (Sounder), 3 KC Metro
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	High	

## **Key Issues and Benefits**

### **Issues:**

ST is currently developing a preferred concept plan in coordination with the cities of Renton and Tukwila. Identification of specific station improvements, including scheduling and cost estimates, have will be developed as part of the concept planning process. A first phase or some elements of the project may be partially funded through *Sound Move*.

### **Benefits:**

This project will provide enhanced station amenities and expanded parking at the Tukwila Sounder Station.