

Resolution No. R2025-11

Adoption of At-Grade Crossings Master Plan and Amendment of the Adopted 2025 Budget for the At-Grade Crossing Program

Meeting:	Date:	Type of action:	Staff contact:
Rider Experience and Operations Committee Board	06/5/2025 06/26/2025	Recommend to Board Final action	Moises Gutierrez, Agency Oversight Deputy CEO Andrea Trepadean, Acting Chief Safety Officer Victoria Morris, Hazard Mitigation Implementation Director

Proposed action

(1) Adopts the 2025-2029 At-Grade Crossings Program Master Plan and merges existing TIP projects to create one program and (2) amends the adopted 2025 Budget to allow the At-Grade Crossings Program to continue progressing current project work through implementation by a) increasing the authorized program allocation by \$70,800,000 from \$18,379,900 to \$89,179,900 and b) increasing the program's 2025 annual spend by \$3,300,000 from \$9,806,416 to \$13,106,416.

Key features summary

- This action will adopt the 2025-2029 At-Grade Crossings Program Master Plan which establishes Program priorities and processes to continuously identify, evaluate, prioritize, and implement potential safety enhancements.
- The Master Plan outlines the current Program portfolio which comprises an initial set of seven different safety enhancement projects on the 1 Line, three planning projects that include an assessment of Sounder at-grade crossings on the Lakewood Subdivision, and development and strengthening of T Line design standards. At this time, there are no identified safety enhancements for the 2 Line.
- The \$70,800,000 budget request will allow the At-Grade Crossings Program to continue progressing current Program work uninterrupted and consists of near- and mid-term projects that fall into the following categories:
 - Planning (crossing evaluations, standards development)
 - Train Enhancement (i.e. alternating “wig wag” train headlights)
 - Technology (i.e. AI video detection)
 - Infrastructure (i.e. automatic pedestrian gates)
- The \$70,800,000 budget request will support project delivery from planning through implementation and includes budget for continued communications and engagement efforts, as well as other program support costs.
- Future Program budget requests beyond the \$70,800,000 being currently requested will be submitted through the annual agency budget process.

- Staff will provide quarterly reports to the Rider Experience and Operations Committee on the Program.

Background

The At-Grade Crossing Program (Program) was launched in August 2021 to enhance safety near designated at-grade crossings, focusing on reducing unintentional acts where trains intersect on the same level with people walking, biking, and rolling, as well as vehicles. The Program scope includes all current and future planned Link lines and the Sound Transit-owned Lakewood Subdivision on which Sounder operates. However, safety enhancements in the Rainier Valley are a priority and have been the Program's initial focus, as this area has experienced the highest concentration of at-grade incidents since Link service began in 2009.

In July 2024, the Sound Transit Board adopted Motion No. M2024-45, which directed the agency to accelerate current at-grade crossing projects and deliver a Program Master Plan. The At-Grade Crossings Program has developed the 2025–2029 At-Grade Crossing Program Master Plan which supports the development and implementation of near- and medium-term safety enhancement projects within Sound Transit authority while providing transparency in the Program's approach and project decisions. It establishes Program priorities and processes to continuously identify, evaluate, and prioritize potential safety enhancements while allowing for the continuous development and implementation of projects throughout its duration. In alignment with the motion, the draft At-Grade Crossing Program Master Plan was presented to the Board in November 2024.

The Master Plan outlines the current Program portfolio which comprises an initial set of seven different safety enhancement projects on the 1 Line, three planning projects that include an assessment of Sounder at-grade crossings on the Lakewood Subdivision, and work to develop T Line design standards. These projects are outlined in the table below:

Table 1 Current At-Grade Crossing Program Projects

Project Type:	Project Name / Status:	Estimated Risk-Based Cost:	Target Completion Date:
Planning	Crossing evaluation and safety analysis at Bridgeport Way S, S 74 th St., S 56 th St. (Sounder Lakewood Subdivision)	\$250k	Q1 2026
Planning	Crossing evaluation and safety analysis on 16 at-grade crossings (Sounder Lakewood Subdivision)	\$1M	Q1 2026
Pavement Marking	Dynamic Envelope Pavement Markings Pilot	\$800k	Q3 2025
Technology	SMART Grant: Rainier Valley Safe Project Pilot, Phase 1 & Phase 2	\$2.5M (Ph 1) \$15M (Ph 2)	Q4 2025 (Ph 1) Q3 2027 (Ph 2)
Planning	Data collection, inventory, input on new standards (T Line)	\$750k	Q4 2026
Train Enhancement	Alternating (Wig Wag) Train Headlights	\$5M	Q4 2026
Infrastructure	Automatic Pedestrian Gates, Stadium Station	\$9M	Q1 2028 – Q2 2028
Infrastructure	1-Line Enhancements	\$15M	Q1 2028 – Q2 2028
Infrastructure	Automatic Pedestrian Gate Pilot, Columbia City and Othello	\$14.2M	Q2 2028 – Q4 2029
Infrastructure	Automatic Pedestrian Gate Pilot, Rainier Beach	\$11M	Q3 2028 – Q2 2029

The projected cost to implement the 2025-2029 AGC Master Plan projects shown in Table 1 above is \$74.5M. A risk-based cost assessment was conducted using initial project cost ranges to develop each project's final cost estimate and schedule. The Program's remaining uncommitted budget as of May 2025 is \$3.7M, therefore the Program is asking the Board to approve a budget amendment to increase the Program's authorized allocation by \$70.8M to provide funding to continue project work through implementation (which includes increasing the 2025 annual spend by \$3,300,000 from \$9,806,416 to \$13,106,416). As new projects are identified, future budget requests will be submitted through the annual agency budget process.

The agency will include longer-term considerations for future updates to its long-range transit plan, led by the Chief Strategy Officer (i.e. advanced separately). In the interim, the Program will continue engaging the community, exploring innovative mitigation strategies, and continuing to focus on implementing the identified short- and mid-term safety enhancements. The projects shown in Table 1 are exempt from review under the State Environmental Policy Act (SEPA) as planning studies and/or minor new construction of safety structures and equipment. The Federal Transit Administration similarly determined in 2023 that 1 Line improvements for safety and communications at the at-grade crossings were exempt from the National Environmental Policy Act (NEPA). As the Master Plan / At-Grade Crossing Program is implemented, additional improvements that may be identified will be reviewed for compliance with SEPA prior to construction or installation of new facilities.

In parallel with the Master Plan development, the At-Grade Crossings Program has continued to accelerate the delivery of the current projects in the Program's portfolio. In partnership with the Seattle Department of Transportation (SDOT), the Program has completed ten at-grade safety enhancement projects in the Rainier Valley segment between 2021 and 2024. Early data indicates positive findings in incident reduction are occurring as the agency targets zero incidents.

Fiscal information

This amendment requests that six existing TIP projects merge into one program called At-Grade Crossings Program. The projects, known as Sounder At Grade, Link at Grade, Safety OpEx SOGR Program, SODO MLK Hazard Mitigation, At Grade Dynamic Warning Signs, Crossings Pre-project & Outreach will remain as subprojects beneath the At-Grade Crossings Program. The lifetime authorized program allocation is \$18,379,000 and the 2025 annual budget is \$9,806,416.

Authorized Allocation (in thousands)	Project						
	300038 - SOUNDER AT GRADE	400033 - LINK AT GRADE	600004 - SAFETY OPEX SOGR PROGRAM	600085 - SODO MLK HAZARD MITIGATION	700879 - AT GRADE DYNAMIC WARNING SIGNS	700888 - CROSSINGS PREPROJECT & OUTREACH	Grand Total
Phase							
OPERATION+MAINTENANCE	1,700	105	75	-	-	936	2,816
AGENCY ADMINISTRATION	-	1,467	-	1,617	383	-	3,466
PRELIM ENGINEERING/ENV REVIEW	-	4,437	-	-	-	-	4,437
FINAL DESIGN+SPECIFICATIONS	-	1,898	-	-	48	-	1,946
THIRD PARTY	-	-	-	-	-	-	-
CONSTRUCTION	-	3,498	-	1,519	634	-	5,651
CONSTRUCTION SERVICES	-	-	-	-	63	-	63
CONTINGENCY	-	-	-	-	-	-	-
Grand Total	1,700	11,406	75	3,136	1,127	936	18,380

2025 Budget (in thousands)	Project						
	300038 - SOUNDER AT GRADE	400033 - LINK AT GRADE	600004 - SAFETY OPEX SOGR PROGRAM	600085 - SODO MLK HAZARD MITIGATION	700879 - AT GRADE DYNAMIC WARNING SIGNS	700888 - CROSSINGS PREPROJECT & OUTREACH	Grand Total
Phase							
OPERATION+MAINTENANCE	545	100	52	-	-	632	1,329
AGENCY ADMINISTRATION	-	859	-	1,334	189	-	2,382
PRELIM ENGINEERING/ENV REVIEW	-	605	-	-	-	-	605
FINAL DESIGN+SPECIFICATIONS	-	1,295	-	-	48	-	1,343
THIRD PARTY	-	-	-	-	-	-	-
CONSTRUCTION	-	3,498	-	334	283	-	4,115
CONSTRUCTION SERVICES	-	-	-	-	33	-	33
CONTINGENCY	-	-	-	-	-	-	-
Grand Total	545	6,357	52	1,668	553	632	9,806

Funding the 2025-2029 At-Grade Crossings Program Master Plan to continue progressing current project work through implementation will increase the authorized project allocation of the At-Grade Crossings Program in the amount of \$70,800,000 from \$18,379,900 to \$89,179,901. There is an increase in the 2025 annual project budget of \$3,300,000 from \$9,806,416 to \$13,106,416. The agency has sufficient allocated forecast in the long-term service delivery projects forecast to fund these projects.

At-grade Crossings Program

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation		
	Adopted 2025 Annual Project Budget	Budget Revision	Revised 2025 Annual Project Budget	Authorized Project Allocation (Current)	Allocation Change	Authorized Project Allocation (New)
Operations + Maintenance	1,329	-	1,329	2,816	-	2,816
Agency Administration	2,382	200	2,582	3,466	5,134	8,600
Preliminary Engineering	605	180	785	4,437	4,934	9,371
Final Design	1,343	420	1,763	1,946	7,656	9,602
Third Party Agreements	-	450	450	-	2,155	2,155
Right of Way	-	-	-	-	-	-
Construction	4,115	1,580	5,695	5,651	40,179	45,830
Construction Services	33	470	503	63	10,742	10,805
Vehicles	-	-	-	-	-	-
Contingency	-	-	-	-	-	-
Total	\$9,806	\$3,300	\$13,106	\$18,380	\$70,800	\$89,180

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

A key Program goal is to meaningfully engage with the community while prioritizing safety as a top Sound Transit concern and core value. The Program aims to build long-term relationships, enhance two-way communication, and establish the agency as a dedicated and trusted part of the community. The Program strives to achieve targeted safety outcomes by using accessible and convenient ways to connect with people where they are.

The At-Grade Crossings Program finalized a three-year Communications and Engagement Plan in late 2024 which builds on and expands the Program's engagement efforts. The plan focuses on three key elements:

- Draft Master Plan Engagement.
- Project Development and Construction Outreach and Communications.
- Safety Awareness and Education.

The Program prioritizes engaging communities that are directly impacted by at-grade service, in the immediate vicinity of the service areas, and those disproportionately impacted by safety incidents. Centering impacted communities is critical for the success of these engagement efforts. The Program is committed to dedicating appropriate resources and providing meaningful and varied ways for the community to learn about the Program and shape the Master Plan with planned and future projects.

Recent engagement strategies have included a safety survey, online forum, community briefings, targeted canvassing near SODO and the Rainier Valley station locations, and a safety fair. The primary objective of the engagement has been to bring awareness to safety enhancement projects, gather feedback, inspire dialogue around unique needs and specific considerations of communities that frequently interact with at-grade crossings, and educate the public about the Program and at-grade crossing safety.

Time constraints

A one-month delay would impact the project by delaying project procurement and delivery activities.

Prior Board/Committee actions

Motion No. M2024-54: Ratifying the chief executive officer's finding of the existence of an emergency to expedite At-Grade Crossing Program work by engaging consultant services.

Motion No. M2024-45: Directing the chief executive officer to: (1) expand the geographic scope of Sound Transit's At-Grade Crossing Program to not only include all Link light rail at-grade crossings, but also Tacoma Link and Sound Transit-owned Sounder at-grade crossings while still prioritizing improvements in the Rainier Valley; (2) accelerate current at-grade projects, and expand projects as needed (3) conduct a comprehensive study of at-grade crossings in the Rainier Valley identifying short-, mid-, and long-term at-grade crossing safety improvements; and (4) deliver a Rainier Valley Safety Master Plan of potential at-grade crossing safety improvements to the Board in October 2024 that prioritizes at-grade crossing safety improvements where the most collisions occur (e.g., along MLK Jr. Way S. in the Rainier Valley), followed by a systemwide at-grade crossing safety plan in November 2024, and provide regular progress reporting to the Rider Experience and Operations and System Expansion Committees until the safety master plans are transmitted.

Environmental Review – KH 5/29/25

Legal review – JW 5/29/25

Resolution No. R2025-11

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) Adopting the 2025-2029 At-Grade Crossings Program Master Plan and merging existing TIP projects to create one program and (2) amending the adopted 2025 Budget to allow the At-Grade Crossings Program to continue progressing current project work through implementation by a) increasing the authorized program allocation by \$70,800,000 from \$18,379,900 to \$89,179,900 and b) increasing the program's 2025 annual spend by \$3,300,000 from \$9,806,416 to \$13,106,416.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, the At-Grade Crossing Program (Program) was launched in August 2021 to enhance safety near designated at-grade crossings, focusing on reducing unintentional acts where trains intersect on the same level with people walking, biking, and rolling, as well as vehicles; and

WHEREAS, the Program scope includes all current and future planned Link lines and the Sound Transit-owned Lakewood Subdivision on which Sounder operates. However, safety enhancements in the Rainier Valley are a priority and have been the Program's initial focus as this area has experienced the highest concentration of at-grade incidents since Link service began in 2009; and

WHEREAS, in July 2024, the Sound Transit Board adopted Motion No. M2024-45, which directed the agency to accelerate current at-grade crossing projects and deliver a Program Master Plan; and

WHEREAS, the At-Grade Crossings Program has developed the 2025–2029 At-Grade Crossing Program Master Plan which supports the development and implementation of near- and medium-term safety enhancement projects within Sound Transit authority; and

WHEREAS, the Master Plan outlines the current Program portfolio which comprises an initial set of seven different safety enhancement projects on the 1 Line, three planning projects that include an assessment of Sounder at-grade crossings on the Lakewood Subdivision, and development and strengthening of T Line design standards; and

WHEREAS, this action merges six existing TIP projects into one program called the At-Grade Crossings Program; and

WHEREAS, a budget amendment is needed to fund the 2025-2029 At-Grade Crossings Program Master Plan to continue progressing current project work through implementation; and

WHEREAS, this action will increase the authorized project allocation of the At-Grade Crossings Program in the amount of \$70,800,000 from \$18,379,900 to \$89,179,901; and

WHEREAS, the At-Grade Crossings Program finalized a three-year Communications and Engagement Plan in late 2024 which builds on and expands the Program's engagement efforts; and

WHEREAS, recent engagement strategies have included a safety survey, online forum, community briefings, targeted canvassing near SODO and the Rainier Valley station locations, and a safety fair, and

WHEREAS, in November 2024, the Board approved Resolution No. R2024-25, adopting an annual budget for the period January 1 through December 31, 2025 and adopting the 2025 Transit Improvement Plan.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1. The 2025-2029 At-Grade Crossings Program Master Plan is adopted and the existing TIP projects are merged to create one program.

Section 2: The adopted 2025 Budget is amended to allow the At-Grade Crossings Program to continue progressing current project work through implementation by a) increasing the authorized program allocation by \$70,800,000 from \$18,379,900 to \$89,179,900 and b) increasing the program's 2025 annual spend by \$3,300,000 from \$9,806,416 to \$13,106,416.

ADOPTED by a supermajority vote of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 26, 2025



Dave Somers
Board Chair

Attest:



Kathryn Flores
Board Administrator