Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
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Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   Boeing Access Rd Station - Vehicles
2. **Regional Transportation Plan ID**
   5681
3. **Sponsoring Agency**
   Sound Transit
4. **Cosponsors**
   N/A
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes
6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

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Project Description

1. **Project Scope**
   This request will buy two light rail vehicles (LRVs) required to serve the Boeing Access Road (BAR) Station in the City of Tukwila, as well as other stations along the light rail system. Similar to other transit expansions, adding new stations generally requires additional vehicles to serve the expansion. Adding an infill station adds “run time” to a light rail line (additional time the train needs to stop at the station and pick up/drop off passengers), so it takes longer for a train to get from the start to the end of the line. When infill stations are added to the 1 Line, additional LRVs are required to maintain existing service levels. A total of 6 LRVs are needed to serve 3 infill stations (2 LRVs per infill station). The additional LRVs are needed to maintain

service at least every 8 minutes in peak periods. This request for two additional LRVs is consistent with the proportion of vehicles needed to add BAR Station. Each new “Series 3” light rail vehicle can carry 233-254 passengers (a 3-12% improved capacity compared to existing LRVs). A 4-car train can carry a total of 930-1,000 passengers. Sound Transit has a goal to reduce weight of the vehicles by 3-5% for better fuel efficiency and sustainability and are considering a driver assist system to improve safety with wayside traffic on street running areas. Overall interior layout will focus on enhanced customer experience and accessibility.

The BAR Station is projected to serve approximately 1,000 daily riders and includes a bus transfer and layover facility, a new 300-stall surface parking facility, and pedestrian and bicycle access investments. The new, elevated infill station is included in the ST3 Plan with a scheduled opening in 2031. This infill station bridges the 5.5-mile gap between Rainier Beach and Tukwila International Boulevard Stations on the Link 1 Line and provides access to the regional light rail system.

2. **Project Justification, Need, or Purpose**

   Without additional LRVs, Link will not meet its performance targets and 8-minute headways. As a significant source of employment and economic activity, the MIC is important not only to Tukwila, but also the region. In terms of employee access to transit, North Tukwila is limited, with only 38% of employees within a 1/4 mile walk of transit. Transportation access has been identified as a challenge. By 2035, the North Tukwila MIC is estimated to have nearly 25,000 people working in the center, a 40% increase over current figures, further compounding transportation challenges. Congestion is also a problem and adopted policy calls for improving transportation flow by reducing reliance on SOV trips. A key strategy is the BAR Station.

   The southern third of King County International Airport (KCIA) occupies 175 acres of the MIC. People and firms benefiting from KCIA include travelers as well Boeing, UPS, and others. Transit is an especially important at KCIA due to the high number of employees. The airport is supported by several bus routes; however, these are located just over one mile away to the north of the terminal. The PSRC Regional Aviation Baseline Study included a drive-time analysis of KCIA and found congestion limits 60-minute drive-time coverage to the airport. Improving employee access to jobs via transit will help access to airport facilities.

   BAR Station/LRVs are needed because:
   • Regional and local plans call for a light rail station at Boeing Access Road, consistent with VISION 2050, ST3 and ST’s Long-Range Plan.
   • Communities, including EFA populations, need long-term mobility and multimodal connectivity, as called for in the Growth Management Act.
   • Sustainability goals in VISION 2050 and RTP include reducing greenhouse gas emissions by prioritizing transportation investments that decrease vehicle miles traveled.

   BAR Station and the LRVs will:
   • Provide high quality, reliable light rail service as defined through local planning process and ST3.
   • Improve mobility by increasing accessibility and connectivity. In the area, buses experience reliability issues, with 18%-25% of trips late.
   • Connect regional centers as described in PSRC’s adopted regional and local land use, transportation and economic development plans and ST’s Long-Range Plan.
   • Expand mobility, including explicit consideration for EFA populations. Service will be provided 20 hours per day.
   • Encourage equitable TOD consistent with local land use plans and policies.
   • Encourage convenient, safe and equitable non-motorized access to stations.

Project Location

1. **Project Location**

   This project is on the Link 1 Line, near S Boeing Access Rd/E Marginal Way S/I-5 Area

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**

   King

3. **Crossroad/landmark nearest the beginning of the project**

   NA

4. **Crossroad/landmark nearest the end of the project**

   NA

5. **Map and project graphics**

   N/A

Local Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes
2. **If yes, please indicate the (1) plan name(s), (2) relevant section(s), and (3) page number(s) where the relevant information can be found.**
   The Boeing Access Road Station is specifically identified in the City of Tukwila's Comprehensive Plan. https://www.tukwilawa.gov/wp-content/uploads/DCD-Comprehensive-Plan.pdf

   Implementation Strategies: "Pursue light rail and commuter rail stops in the vicinity of Boeing Access Road" (PAGE 11-9)

   Transit Policies: Policy 13.4.1 "Support and encourage the location of a light rail stop at Boeing Access Road" (PAGE 13-18)

   Policy 13.4.8. "Encourage and support public transportation services, including: "Continued development of commuter and light rail, particularly with service to Southcenter and the Manufacturing/Industrial Center."

   Goal 11.1 - Support for existing industrial activities in the Manufacturing/Industrial Center and development of new industrial activity, in order to maximize the employment and economic benefits to the people of Tukwila and the region, while minimizing impacts on residential neighborhoods.(page 11-5)

   Improve Transportation Flow –
   Policy 11.1.9 Reduce reliance on the single-occupancy vehicle for transportation of employees in and out of the MIC. Implementation strategies include "regional/rapid rail service to the MIC." (page 11-8)

   Continue Intergovernmental Coordination –
   Policy 11.1.11 Work with other jurisdictions to bring about necessary changes in laws and regulations and to develop other approaches to solving common problems. Implementation strategies include "pursue light rail and commuter rail stops in the vicinity of Boeing Access Road." (page 11-9)

   The Boeing Access Road Station will be located within the City of Tukwila, but the station access area will extend into Seattle. The BAR Station is also included in the City of Seattle's Mayor's Recommended Seattle Transportation Plan.
   • "Partner with Sound Transit to support delivery of future Link light rail expansions and improvements to Sounder commuter rail, including improved service frequency, construction of infill stations, and station access improvements." (page I-59)
   • Make investments near light rail stations and busy transit stops that make it safer to walk and bike to transit. (Supports TEF 40.1, 40.2, and 43.4) – (page I-42)
   • Develop station access plans for future light rail stations and enhance the experience and quality of existing facilities that connect people walking, biking, and rolling along and across major transit corridors. (Supports TEF 40.1, 40.2, and 43.4) (page I-42)

   As part of the alternative analysis for the design of the Boeing Access Road Station, Sound Transit and the City of Tukwila will evaluate whether any of the property acquired to build and operate the station would be available for transit-oriented development (TOD) following construction of the station and park-and-ride. Due to the zoning and location of the station, it would likely be industrial/commercial.
3. **If no, please describe how the project is consistent with the applicable local comprehensive plan(s), including specific local policies and provisions the project supports. In addition, for a transit project please describe how the project is consistent with a transit agency plan or state plan.**
   N/A

Federal Functional Classification

1. **Functional class name**
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support.**

Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).

The LRVs will operate on the Link 1 Line which connects to 10 PSRC Regional Growth Centers and 2 Manufacturing/Industrial Centers (MICs) via high-capacity transit. By 2031, the following PSRC Regional Growth Centers are connected by the Link: Lynnwood, Seattle Northgate, Seattle University Community, Seattle First Hill/Capitol Hill, Seattle Downtown, SeaTac, Federal Way, Bellevue, Redmond-Overlake and Redmond Downtown. MICs connected by Link include: North Tukwila, and the Duwamish MIC.

The BAR Station is located in the North Tukwila MIC, in the vicinity of Boeing Access Road, East Marginal Way, and I-5, immediately adjacent to the Duwamish MIC. The BAR Station will directly serve the North Tukwila MIC and increase light rail access in southern Seattle and northern Tukwila neighborhoods. With a land area just under 1,000 acres, this MIC is characterized by light to heavy manufacturing uses and includes the southern third of King County International Airport/Boeing Field and has a total employment of 11,280 (72% industrial jobs).

Identification of Population Groups

1. **Using the resources provided in the Call for Projects, identify the equity populations (i.e. Equity Focus Areas (EFAs)) to be served by the project with supportive data. PSRC's defined equity populations are: people of color, people with low incomes, older adults, youth, people with disabilities, and people with Limited English Proficiency.**

   The equity focus areas (EFAs) for the BAR Station includes People of Color, People with Limited English Proficiency, Persons with Disabilities, Youth and Older Adults. These findings come from the census tract where the BAR Station is located. Below is a summary from the PSRC Project Selection Resource Map:
   • People of Color: 74% of total population; above regional average of 35.9%.
   • People with Limited English Proficiency (LEP): 19% of total population; above regional average of
   • 8.5%.
   • Persons with Disabilities: 12% of total population; above regional average of 11%
   • Youth: 17% of total population; above regional average of 15.4%
   • Older adults: 14% of total population; above regional average of 13.4%
   • Intersectional Equity Focus Areas: 20% of the total population in this census tract are People with Low Incomes and 74% are People of Color.

   The catchment area for a light rail station is estimated to be at least 1 mile (PSRC uses a catchment area of 1 mile for FTA Equity Formula Funding calculations). Within a 1-mile radius of the BAR station is: 67% People of Color; 23.2% LEP; and 28.1% People with Low Income – all well above the regional averages.

   The 2 additional LRVs in this request will serve not only the BAR Station, but the entire Link system, which serves all 6 EFA populations. See attached maps showing EFA census tracts served by Link.

2. **Further identify the MOST impacted or marginalized populations within the project area. For example, areas with a higher percentage of both people of color and people with low incomes, and/or other areas of intersectionality across equity populations. These intersections with equity populations may also include areas with low access to opportunity, areas disproportionately impacted by pollution, etc.**

   The most impacted or marginalized populations within the project area are People of Color, People with Low Income and People with Limited English Proficiency. BAR Station is located in an Intersectional Equity Focus Area where 20% of the total population are People with Low Incomes and 74% are People of Color. These populations are in a census tract that also bears the highest impact of air pollution while tending to have greater socioeconomic challenges. PSRC's online resources show the area having very low opportunity.

   Analysis by Sound Transit's GIS staff shows that, within a 1-mile catchment area of the BAR Station is: 67% People of Color; 23.2% LEP; and 28.1% People with Low Income – all well above the regional averages.

Criteria: Development of Regional Growth and/or Manufacturing / Industrial Centers

1. **Describe how this project will support the existing and planned housing and/or employment densities in one or more regional growth and/or manufacturing/industrial centers.**

BAR Station and the 2 new LRVs support the region's VISION 2050 Plan, which sets a goal of attracting 65% of the region's population growth and 75% of the region's job growth into regional centers and near high-capacity transit. VISION 2050 also includes a goal to reduce greenhouse gas emissions to 80% below 1990 levels.

• Riders at BAR Station and throughout the Link system will benefit from light rail service every 8 minutes during peak hours, 10 minutes during off-peak. Service will be provided from 5:00 AM to 1:30 AM (over 20 hours), allowing people who work non-traditional working hours to use transit. The North Tukwila MIC is almost fully employment oriented (98% jobs/2% residents). Pursuant to PSRC's Regional Centers Framework, the city is planning for at least 20,000 jobs, almost double the amount of employment over current number. Industrial jobs represent over 72% of the 11,280 jobs in the MIC.

• With its impact shaping land use by providing the infrastructure required to improve accessibility and mobility, BAR Station will support employment growth in the North Tukwila MIC while improving accessibility to the regional light rail system by bridging the current 5.5-mile gap between Rainier Beach and Tukwila International Boulevard stations. Adding the BAR Station, and the LRVs needed to support the addition of a new station, provides significant travel time savings as compared to existing local bus service and is consistent with existing and planned employment densities. The project supports the implementation of numerous objectives/policies cited in the Tukwila Comprehensive Plan, a focus of which is to redevelop and reinvigorate the industrial uses in the MIC. In terms of economic development needs, the plan calls for the establishment of coordinated transit hubs throughout the city, including the MIC, that efficiently mix modes of travel and stimulate development of real estate associated with transportation facilities.

Element 11 of the Tukwila Comprehensive Plan (page 213) is focused on the MIC and includes Goal 11.1 - Support for existing industrial activities in the MIC and development of new industrial activity, to maximize the employment and economic benefits to the people of Tukwila and the region, while minimizing impacts on residential neighborhoods. Policies to support that goal include:

Improve transportation flow (11.1.9) - implementation strategies include:
• Regional/rapid rail service to the MIC

Continue intergovernmental coordination (11.1.10 and 11.1.11) – implementation strategies include:
• Pursue light rail and commuter rail stops in the vicinity of Boeing Access Road

Element 13 of the Tukwila Comprehensive Plan (page 245) is focused on Transportation and includes Goal 13.4 - Efficient transit capacity that will reduce single-occupancy vehicle trips to, from and through Tukwila, and provide public transportation options for all Tukwila residents. Policies to support that goal include:

• Support and encourage the location of a light rail stop at Boeing Access Road (13.4.1).
• Encourage and support public transportation services including continued development of commuter and light rail, particularly with service to Southcenter and the MIC (13.4.8).
• The development and extension of any light rail or commuter rail system shall meet the following objectives - Such systems shall be located in a manner that provides multi-modal connections to Tukwila's urban center, Manufacturing and Industrial Center, and transit centers, so as to encourage development in the manner contemplated by this Plan and the Countywide Planning Policies (13.4.9).

The City of Tukwila is in the process of updating their comprehensive plan with adoption slated for late summer/early fall 2024. Draft sections of the plan have been posted on the city's website and the land use section includes the following goal related to the Boeing Access Road Station Area Subarea – "The Boeing Access Road Infill Station is supported by planning efforts and accompanying development regulations which encourage employment growth within and around the Manufacturing Industrial Center and foster supporting uses." Policies to support that goal include:

• "Zoning and development regulations will be evaluated, and amended to anticipate and adapt to impacts on the area with consideration for long-term vision, compatibility, and equity."
• "Prioritize non-motorized connections from nearby job centers and residential uses to the station area."
• "Collaborate with King County Metro and Sound Transit to ensure areas that are currently underserved by transit benefit from the new station."
• "Engage with neighboring jurisdictions, and regional bodies, to ensure coordination regarding planned infrastructure improvements, including station supportive bike and transit infrastructure."

• "Consider changing infrastructure needs in capital improvement planning."

As the project is designed, the City of Tukwila and Sound Transit will evaluate whether any of the property acquired to build and operate the BAR Station would be available for Equitable TOD following construction of the station and park-and-ride. This development would likely be industrial/commercial, consistent with zoning in the station area.

2. **Describe how the project will support the development/redevelopment plans and activities of the center.**

   BAR Station and the 2 new LRVs support the plans of the North Tukwila MIC and other local and regional plans. Almost 12,000 people are employed in the North Tukwila MIC (2022). The Boeing Company is a major employer, along with King County Metro (South Base), Kaiser Permanente, the US Postal Service, the Museum of Flight and Raisbeck Aviation High School. Tukwila boasts businesses of all sizes. There are many small businesses with few employees and over 50 businesses that each employ over 100 people. Compared to the rest of King County, Tukwila has the highest jobs to housing ratio but according to the most recent King County Urban Growth Capacity Report (June 2021), at its current rate, Tukwila is under the pace needed to meet its 2035 jobs growth target. The city has identified the use of infrastructure investment to attract new firms and development to designated areas that will support the city in its efforts to meet its jobs target. Light rail riders benefit from significant travel time savings as compared to the bus or driving, especially during periods of congestion. Travel on light rail from the BAR Station to SeaTac Airport can save 35 minutes per trip as compared to existing bus service. The BAR Station will attract new firms and support development/redevelopment plans.

   In a letter to the Sound Transit Board of Directors, the mayor of Tukwila described this area as a "transportation desert." Residents are reliant on a passenger vehicle and/or infrequent local bus service. According to PSRC, less than 10% of the people who work in the MIC live there, requiring employees to commute in passenger vehicles to get to work. In terms of employee access to transit, North Tukwila MIC has limited access, with only 38 percent of employees within a 1/4 mile walk to a transit stop. Transportation access has been identified as one of several challenges for the center. Although the North Tukwila MIC is a major distribution hub with a robust suite of transportation facilities, congestion is a problem, partly owing to the high number of SOV trips.

   Tukwila's Comprehensive Plan calls for improving transportation flow by working with other governmental agencies to support strategies that reduce reliance on SOV trips. A key implementation strategy is to bring the BAR Station to the North Tukwila MIC (Tukwila Comprehensive Plan and PSRC Regional Centers Profile). The Regional Economic Strategy identifies the importance of expanding access to affordable transportation options in under-resourced neighborhoods to connect the underserved populations with jobs. A light rail station at Boeing Access Road will not only serve historically underserved populations but a job center, with a much needed high-capacity transit option. The North Tukwila MIC is the only designated regional center that has light rail passing directly through it without a stop. The BAR Station will break up the longest nonstop stretch of Link's 1 Line. To facilitate first- and last-mile connections for workers, Sound Transit will be coordinating with King County Metro to provide space for fixed route and flexible services and potentially accommodating pick-up/drop-off for private shuttles.

   The LRVs included in this request are also supportive of policies in the Transportation Element of Tukwila's Draft Comprehensive Plan. Draft policy 3.16 states "Continue to provide assistance to King County Metro, Sound Transit, Washington State Department of Transportation, King County and other agencies in increasing people-carrying capacity of vehicles and reducing vehicular trips."

   Draft policy 3.12 states "The development and extension of any light rail or commuter rail system shall meet the following objectives:
   • Any commuter or light rail system serving Tukwila, Seattle, South King County and/or Sea-Tac Airport should be located in a manner which promotes the coordinated short term and long-term use of alternative transportation systems, such as carpools, transit, biking and walking.
   • Such systems shall be located so as to allow for future extensions to commuter and/ or light rail service to East King County and Southeast King County, and shall be coordinated with other transit service.
   • Such systems shall be located in a manner that provides multi-modal connections to Tukwila's urban center, Manufacturing and Industrial Center, and transit centers, so as to encourage development in the manner contemplated by this Plan and the Countywide Planning Policies.
   • Work with King County Metro and Sound Transit to provide amenities for transit riders, encourage transit use, and enhance multi-modal connections to transit.

3. **Describe how the project will expand access to high, middle and/or living wage jobs for the Equity Focus Areas (EFAs) identified above.**

   Currently, there is a 5.5-mile gap between Link 1 Line's Rainier Beach and Tukwila

International Boulevard Stations. A lack of a high-capacity light rail station in south Seattle and North Tukwila areas has limited People of Color from accessing high, middle, and living-wage jobs. A lack of transit options, particularly at off-peak hours, means that people who work irregular schedules often have no safe and reliable way to get to and from work. Sound Transit will operate 266 light rail trips per day, providing a significant improvement in service. With service every 8 minutes in peak periods and 10 minutes in off-peak periods, and every 15 minutes in the very late night/very early hours, 20 hours a day, a rider using the BAR Station can save considerable time and cost by taking light rail instead of driving and paying for parking or taking less reliable local buses, while having access to multiple major employment centers connected by light rail.

The new BAR Station will have approx. 300 parking stalls and pedestrian and bicycle access improvements that will also provide additional access to the light rail system. Compared to bus stops, light rail stations catchment areas attract riders from farther away (at least 1 mile catchment area). BAR Station supports access to Transportation & Logistics and Aerospace jobs at Boeing Field and Boeing Co. facilities in the station area and Tourism jobs at the Museum of Flight. To facilitate first- and last-mile connections for workers, Sound Transit will be coordinating with King County Metro to provide space for fixed route and flexible services and potentially accommodating pick-up/drop-off for private shuttles.

The lack of a high-capacity light rail station also presents a barrier for People with Limited English Proficiency needing to access economic opportunities. For an individual LEP resident, poor language access could mean getting on the wrong bus, missing the intended stop, getting lost, or being late - scenarios which cause stress and a tangible loss of time (or potentially even wages or employment). In addition to the expanded access described above, Sound Transit provides over-the-phone interpreter services to LEP persons on an individualized basis. Ticket vending machines are available in English, Chinese, Korean, Russian, Spanish, Tagalog, and Vietnamese. Frontline staff who speak languages other than English carry cards or wear buttons that let passengers know what languages they speak. All front-line staff can also provide language assistance cards to help LEP passengers get information in other languages.

The 2 new LRVs included in this request will be new “Series 3” light rail vehicles. Improving passenger capacity is one of the key goals for Series 3 LRV procurement. Sound Transit is actively pursuing the elimination of duplicate cabs in LRVs as a basic design requirement and is evaluating several vehicle configurations. Depending on whether a married pair or an open gangway design fits the infrastructure, we are estimating a 3%-12% improvement in passenger capacity. Each 95-foot long section of Series 3 LRV are expected to carry 233-254 passengers, 3-12% improved capacity compared to Series 2 LRVs. Trains with Series 3 LRVs will have capacity for approximately, 930-1,000 passengers, as compared to approximately 900 passengers in a 2-car consist of Series 2 LRVs. Sound Transit has a goal to reduce weight of the vehicles by 2-5% for better fuel efficiency and sustainability. Also, ST is considering a driver assist system to minimize collisions with wayside traffic on street running areas and help improve safety. Overall interior appointments and layout of the new vehicles will focus on enhanced customer experience, accessibility, maintainability, and sustainability – important for all passengers, but particularly important for People with Disabilities and other EFA populations.

Sound Transit’s capital expansion projects bring construction employment opportunities to communities across the Puget Sound region. According to a model developed by the Washington Office of Financial Management, construction of BAR Station is estimated to create 2,143 jobs (874 direct and 1,269 indirect).

Sound Transit Board-adopted policies support inclusive economic development. Sound Transit projects (such as BAR Station and LRVs), support Minority Business Enterprises, Minority-Owned Businesses, Woman-Owned Businesses, and Veteran Owned Businesses. In 2023, Sound Transit’s construction projects directly employed more than 7,598 people who worked 3.6 million hours and earned $198 million in wages. Total hours worked on Sound Transit job sites in 2023:
• 41.3% by people of color.
• 7.5% by women (as compared to 3% nationally).
• $50.3 million to DBE firms in FY2023.

4. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy. In addition, describe how the project supports a diversity of business types and sizes within the community.**

BAR Station and the 2 new LRVs will provide access to jobs in the station area, as well as other centers along the light rail system. According to PSRC, less than 10% of the people who work in the North Tukwila MIC live there, many traveling from south and west Seattle, Renton, and Kent to work in Tukwila. Employment within Tukwila is distributed among several different sectors. Services comprised the largest percentage of jobs in 2010, with 32% of all jobs. Manufacturing (25%); Retail (14%); and Warehousing, Transportation and Utilities (12%) also

make up sizable shares of Tukwila's employment. By 2035, the North Tukwila MIC is estimated to have nearly 25,000 people working in the center. A light rail station will expand travel options for employees traveling to the North Tukwila MIC for work while also serving as another mode of transportation for people living in Tukwila's nearby Allentown and Ryan Hill neighborhoods and Unincorporated King County's Bryn Mawr-Skyway neighborhood.

Just to the north of the BAR Station, King County International Airport (KCIA) averages 180,000 takeoffs and landings each year, supporting $3.5 billion in local business. This in turn supports more than 16,000 jobs, creating $2 billion in labor income in King County. 150 tenants directly support more than 5,000 jobs in the regional economy (King County website). According to a PSRC study, transit is an especially important link at KCIA due to the high number of employees in the area as the location of the airport near the urban core is where there is more congestion on roadways. The airport is supported by several King County Metro bus routes; however, these are located just over one mile away to the north of the terminal building. The study included a drive-time analysis of KCIA for existing conditions and found congestion limits 60-minute drive-time coverage to the airport. Improving employee access to jobs via transit should help all areas of ground access by improving the number of transportation options open to the different users of airport facilities (Regional Aviation Baseline Study, 2019). When constructed, the BAR Station will support the North Tukwila MIC and KCIA with fast, reliable, light rail service 20 hours a day. As of this fall, Sound Transit will operate 266 light rail trips per day.

The Regional Economic Strategy is organized around three main goals:
• Expanding economic opportunity
• Global competitiveness
• Quality of life

Expanding economic opportunity. The BAR Station will support the economic strategy's goal of expanding economic opportunity for the region's residents by investing in communities for job growth. Many communities throughout the region need increased infrastructure investments, including transportation, utilities, and housing to support job growth targets.

Global competitiveness. Road traffic in the region is projected to grow, increasing congestion around regional ports, and creating challenges for goods movement. To address that challenge, the strategy calls for investments in infrastructure that support industrial areas, military facilities, and maritime sites, and better connects them with their markets and workers.

Quality of life. The region needs to continue to invest in a transportation system that moves people and goods throughout the region on roadways, transit, ferries, as well as bike and pedestrian infrastructure. Investing in transit corridors consistent with zoning that maximizes regional transit accessibility for a diverse and equitable mix of residents and businesses will support the region in meeting that goal.

The new economic strategy is designed to support key strategic clusters, including Aerospace and companies like Boeing. At 5,597 employees (city of Tukwila Annual Financial Report), the aerospace giant is one of Tukwila's top employers. Congestion in the North Tukwila MIC is a problem, in part due to a high number of SOV trips and the BAR Station will mitigate that congestion by expanding transportation options for employees.

Major employers in the North Tukwila MIC include:
• Boeing – there are several Boeing buildings in the vicinity of the BAR Station, including the Boeing Commercial Talent Team Center; Boeing Seattle Truck Inspection; Boeing Military Delivery Center.
• Museum of Flight – as of 2022, the Museum of Flight had 369,773 visitors, 161 full time employees and 485 volunteers. The Museum of Flight also has the Aeronautical Science Pathway, an afterschool program for high school students interested in becoming pilots or other careers in aviation. Students can earn up to 60 college credits through this program.
• Raisbeck Aviation High School – a public high school with an aviation and aerospace-themed STEM program, with 410 students and 19 staff.
• Kaiser Permanente of Washington, Normac Inc. and Allied Mechanical Services
• Travel Time savings to other employment centers: Travel on light rail from the BAR Station to SeaTac Airport can save 35 minutes per trip as compared to existing bus service.

BAR Station and the 2 LRVs support access to jobs and long-term economic growth, in industries such as Aerospace, Military & Defense, Tourism, Transportation & Logistics, and Business Services. The project supports the region's Economic Strategy initiative to "Expand access to affordable transportation options in underserved neighborhoods to connect the underserved populations with jobs." BAR Station and LRVs support access to: Transportation & Logistics and Aerospace jobs at KCIA/Boeing Field and Boeing Co. facilities in the area and Tourism, at the Museum of Flight.

In outreach associated with the development of the draft Tukwila Transit Plan Update, the BAR Station was the most frequently requested capital project.

5. **Describe how the project will benefit a variety of user groups, including**

commuters, residents, and/or commercial users and the movement of freight.

The BAR Station and 2 LRVs will benefit several user groups.
• Residents, including EFA populations-- Described as “transportation deserts,” the Allentown and Ryan Hill neighborhoods will benefit from frequent, reliable transit service via the BAR Station. The North Tukwila MIC is the only designated regional center that has light rail passing directly through it without a stop. Light rail service will be provided over 20 hours a day (266 trips per day), from 5:00 AM to 1:30 AM on weekdays and Saturdays and from 5:30 AM to 12:30 AM on Sundays. Service will be provided every 8 minutes in peak periods and every 10 minutes in off-peak periods and every 15 minutes late at night/very early in the morning.
• Commuters - Currently, most employees traveling to jobs in the North Tukwila MIC are traveling by SOV, compounding congestion and potential conflicts with freight and goods movement. With trains arriving every 8-10 minutes, the BAR Station will benefit those commuters who want a lower cost, less stressful trip to work.
• Park and Ride users - BAR Station includes a new parking facility with approximately 300 stalls.
• Pedestrian and bicycle improvements around the station to improve safety and accessibility. Bicycle parking for 30-100 bikes will be provided at the BAR station (these numbers will be updated once the station ridership is updated during Project Development and City code updates are adopted.
• Students, teachers and staff - Raisbeck Aviation High School, part of the Highline School District, is located near BAR Station. The school is an aviation- and aerospace-themed STEM school focused on preparing students for college, careers, and citizenship. Youth (18 and under) ride transit free.
• Tourists/Visitors - BAR Station serves the Museum of Flight. The Museum of Flight strongly supports adding this station and is considering offering a shuttle from the station to the museum. The station also provides a quick, direct, one-seat 10-minute trip to SeaTac Airport.
• Open Space Users – The BAR Station will provide access to Cecil Moses Memorial Park, Duwamish Riverbend Hill Park, and the Green River Regional Trail.
• Freight/Commercial - Providing employees with access to jobs via transit should help all areas of ground access, including freight, by improving the number of transportation options open to the different users of airport facilities (Regional Aviation Baseline Study, 2019). Transit investments reduce roadway congestion for cars and trucks, shortening commutes and improving freight movement and goods delivery.
• People with low incomes - According to PSRC, 47% of the region’s population qualifies for some form of reduced transit fares (e.g., low-income, senior/disabled, youth). Benefiting a variety of user groups, Sound Transit provides:
o Free annual passes for people with very low income (80% or less of the federal poverty level).
o Free Youth Transit for youth aged 18 and under.
o Discounted ORCA LIFT fares ($1) for people who make 200% or less of federal poverty level.
o $1 fares for Seniors and People who are Disabled
o ORCA cards pre-loaded with $20 of free rides when registering for ORCA LIFT.
o Before opening the BAR station, a service and fare equity analysis will be completed, which will provide an assessment of potential effects on people of color and low-income communities and include a robust public engagement to help identify and inform any equity issues.
o The cost of Link light rail ($1 or $3 to go anywhere on a 60+ mile system) is much more reasonable than driving and parking.

Criteria: Mobility and Accessibility

1. **Describe how the project improves mobility and access to the center(s), such as completing a physical gap, providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.**

   BAR Station completes a gap in the light rail system and removes barriers to accessing high-capacity transit by adding a new station in one of the region’s largest MICs. The BAR Station will break up the longest nonstop stretch of Link’s 1 Line, a 5.5-mile gap between Rainier Beach and Tukwila International Boulevard Stations. BAR Station and the 2 LRVs provide an essential link in the transportation network, connecting the North Tukwila MIC with 10 Regional Growth Centers and 1 other MIC.

   This project improves access to a variety of modes:
   • Light Rail: the new BAR infill light rail station is a missing mode for this area. This request will buy 2 new Series 3 LRVs needed for BAR Station. The new LRVs will also provide capacity for the system. Each new Series 3 LRV can carry 233-254 passengers, improving capacity by 3-12% as compared to existing LRVs. The interior layout of the new LRVs will focus on enhanced customer experience and accessibility.
   • Bus: BAR Station will include bus stops and other amenities so riders can seamlessly transfer to/from Link light rail to King County Metro bus service (existing route 124 and potentially three routes in the future). Bus stops serving BAR Station will be planned in

partnership with King County Metro.
• P&R access improvements: BAR Station will have a P&R with 300 parking stalls.
• Pedestrian/bicycle Improvements: The new station will include bicycle and pedestrian improvements (specifically identified in Final Design), level boarding and other ADA improvements for safe and easy mobility for everyone, whether walking or rolling.
• Bicycle parking for 30-100 bikes (these numbers will be updated once the station ridership is updated during Project Development and City code updates are adopted). The LRVs will have space for 4 bicycles in each car. Bicycles are welcome on light rail vehicles.

Link will provide more service as compared to existing bus service.
• Currently KCM Route 124 has all day 15-minute service, 30-minute headways on weekday evenings and 68-minute headways late night service. On weekend late nights, route 124 has 30-minute headways for all day service, 80-minute headways on weekend late nights.
• Link will have 8 minute peak service, 10 minute off-peak service and 15 minute very late night/very early morning service. Link operates 20 hours of service (266 trips) every day.
• Sound Transit is working closely with King County Metro on future bus network assumptions and are currently guided by the Metro Connects 2050 network. Sound Transit will coordinate with Metro as Metro updates its Metro Connects vision in 2025-2027 and develops a RapidRide Prioritization Plan in the next few years.

2. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor. This may include, for example, TDM activities, ITS improvements, improved public transit speed and reliability, etc.**

BAR Station and the 2 LRVs are a part of the voter-approved light rail system, which is a long-term strategy for the region's mobility. Per FTA guidelines, light rail vehicles have a useful life of 31 years and light rail stations have a useful life of 40-50 years. Both assets can remain in a state of good repair for much longer. Sound Transit has a dedicated revenue stream that is available in its entirety to finance projects and operations such as the LRVs and the BAR Station. All aspects of the project are built to meet projected long-term travel demand to/from multiple regional centers. The financial plan shows the agency has local funding to implement and operate the station through 2062.

The entire light rail system, including the platforms for BAR Station, will be designed to accommodate 4-car trains, providing a significant increase in transit capacity as compared to existing bus service, improving transit speed and reliability in the corridor.

Series 3 LRVs are estimated to be a 3%-12% improvement in passenger capacity, maximizing the efficiency in the corridor. Trains with Series 3 LRVs will have capacity for approximately, 930-1,000 passengers, as compared to approximately 900 passengers in a 2-car consist of Series 2 LRVs. Sound Transit has a goal to reduce weight of the vehicles by 2-5% for better fuel efficiency and sustainability. Also, ST is considering a driver assist system to minimize collisions with wayside traffic on street running areas and help improve safety. Overall interior appointments and layout of the new vehicles will focus on enhanced customer experience, accessibility, maintainability, and sustainability. Sound Transit is the first light rail system to achieve carbon-free operations (100% fueled by hydroelectricity and wind). Link runs on 100% carbon-free electricity through agreements for renewable energy from Puget Sound Energy and Seattle City Light.

Due to rising population, congestion will very seldom reduce from today's levels, but without high-capacity transit, it would be worse. Link light rail offers a faster, more reliable commute to thousands of riders every day, benefiting all travelers as well as supporting the region in its efforts to reduce fuel consumption and mitigate negative impacts to the environment. An estimated 1,000 riders will use BAR Station daily. The 2 LRVs included in this request have the total capacity to carry 123,956 passengers per day (calculations: 233 passengers per LRV x 2 LRVs x 266 trips per weekday).

These improvements will reduce vehicle miles traveled in the highly congested I-5 and adjacent designated major freight streets such as E. Marginal Way S and Airport Way S, increasing the efficiency of the corridor. With reliable, fast service 20 hours a day and trains running every 8-10 minutes, light rail will be an attractive option for shifting trips from SOV to transit.

Ways in which Sounds Transit promotes TDM include:
• Station area planning is done in close partnership with King County Metro to plan for easy bus/rail transfers.
• BAR Station will have pick-up/drop off areas for people taking employer shuttles, Metro Flex, TNCs, such as Lyft and Uber to the station.
• The BAR Station will have bicycle parking and storage options, including on-demand lockers and free bike racks. On-demand bicycle parking will provide users with a smart card that unlocks any available on-demand locker on a first come, first-served basis. Lockers are accessible 24 hours a day and can be rented for up to 10 days.
• The 2 new LRVs can accommodate 4 bicycles per car.
• ITS elements of the project include Passenger Information Management System (PIMS), which provides schedules, connections to other modes of transit, and real-time arrival information.

• Working with other transit agencies to provide ORCA cards and passes through employers. Over 2,200 “Business Accounts” provide free or reduced cost ORCA cards as a benefit for their employees. Approximately 50% of light rail riders use an ORCA card provided by their employer.
• ORCA cards provide seamless transfers between modes and seven transit agencies in the region. If a travel trip involves more than one mode or agency, the ORCA card automatically calculates the transfer. Regionally, there is an adopted free 2-hour transfer window.

3. **Describe how the project remedies a current or anticipated problem (e.g., addressing incomplete networks, inadequate transit service/facilities, modal conflicts, the preservation of essential freight movement, addressing bottlenecks, removal of barriers, addressing redundancies in the system, and/or improving individual resilience and adaptability to changes or issues with the transportation system).**

   This project completes a gap in the light rail system and removes barriers to accessing high-capacity transit by adding a new station in one of the region’s largest MICs. The BAR Station will break up the longest nonstop stretch of Link’s 1 Line, a 5.5-mile gap between Rainier Beach and Tukwila International Boulevard Stations.

   Incomplete network: BAR Station was included in the 1996 Sound Move Plan and the 1999 Central Link Environmental Impact Statement (EIS) however, the station was deferred to reduce costs. The project has been restarted and, due to strong public support, prioritized as a “Tier 1” project to be completed in 2031. This project is a “logical segment” on the Regional Transportation System. BAR Station is part of the regional high-capacity transit system, which will include 116 miles of light rail including more than 80 high-capacity transit stations. By 2031, riders using BAR Station and the light rail system will be able to connect to 10 regional growth centers and 2 MICs.

   Removal of barriers to using the system: In addition to the access improvements around the BAR Station area, Sound Transit offers a new accessibility app to enhance wayfinding for passengers with vision disabilities that will benefit riders. In October 2023, representatives from Sound Transit, Lighthouse for the Blind, Hopelink, and Washington State's Department of Services for the Blind participated in a preview of GoodMaps, a new wayfinding app designed for people with vision disabilities. GoodMaps uses LiDAR mapping technology to create highly accurate 3D maps of large public spaces’ interiors, like transit stations, malls, and airports. Using smartphone camera-based positioning, GoodMaps can locate a user within a room at an accuracy of up to two inches. That level of precision is unparalleled by existing GPS and Bluetooth trilateration technologies that measure in meters. The developers used the LiDAR technology to map the interiors of Westlake and International District/Chinatown stations on the 1 Line. GoodMaps also supports different languages and integrations with different modes of transit. Sound Transit plans to launch GoodMaps to all Link light rail stations.

   BAR Station address disparities for EFAs by building a new infill station, which provides access to the high-capacity transit system. Communities have advocated for the addition of this station to the Link light rail system for 25 years. The 2 new LRVs will help maintain the service levels/headways when infill stations are added to the system.

   Although residents in EFA communities disproportionately attend school and work later in the evening, these communities currently do not have access to high-capacity transit, to access educational or employment opportunities during off peak hours. People using BAR Station will have reliable, fast transit service 20 hours a day. Link will run 266 trips per day. Trains will run every 8 minutes in peak periods and every 10 minutes in off peak periods and weekends. Light rail provides access to key educational institutions and employment centers and will have frequency and span to serve off peak hours. BAR Station is located in an area of low income and affordable housing where an individual will be able to walk or bike within 5 minutes to access high-capacity transit service.

4. **Describe how the project provides opportunities for active transportation that can lead to public health benefits.**

   BAR Station will include sidewalks, bike infrastructure, bus stop improvements, and safe crossings, ensuring safety for the first/last mile to transit, encouraging active transportation. According to the PSRC Household Travel Survey, the majority (more than 88%) of people who board transit walked to access their transit service. Transit use is correlated with improved health outcomes due to increased walking, and this project’s pedestrian infrastructure improvements will increase and encourage the walkability of the area.
   Project elements that provide opportunities for active transportation include:
   • Improvements to pedestrian, bicycle, and bus facilities in the station area. Specific improvements will be identified in Final Design. Connections to the Green River Trail (approx. ½ mile away) will be considered. BAR Station has an access allowance of up to $4.5 million (2014$) to create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses and community connections.
   • Bicycle parking and storage options, including on-demand lockers and free bike racks. On-demand bicycle parking will provide users with a smart card that unlocks any available on-

demand locker on a first come, first-served basis. Lockers are accessible 24 hours a day and can be rented for up to 10 days. A range of 30-100 bike parking spaces will be provided at BAR Station (these numbers will be updated once the station ridership is updated during Project Development and City code updates are adopted).
• The new LRVs will have designated spaces for four bicycles per car.

Tukwila's Walk and Roll plan identifies the Boeing Access Road corridor, from 51st Avenue S. westward through the North Tukwila MIC area as a bicycle friendly route, with additional dedicated bicycle lanes listed as a priority. The Green River Regional Trail, a shared-use path, is within a half-mile of the station. The Green River Trail connects several large employers in the North Tukwila MIC as well as large employers and activity centers to the northwest and south not currently served by high-capacity transit.

5. **Identify the existing disparities or gaps in the transportation system or services for the Equity Focus Areas (EFAs) identified above that need to be addressed. Describe how the project is addressing those disparities or gaps and will provide benefits or positive impacts to these equity populations by improving their mobility.**

   BAR Station itself (including nonmotorized improvements around the station) is a gap in the light rail system. BAR Station was included in the 1996 Sound Move Plan and the 1999 Central Link EIS but was deferred. As mentioned above, People of Color, People with Limited English Proficiency, and People with Low Incomes serve as the EFAs for the project area. For People of Color, unreliable transit, high transportation costs, and unequal access have contributed to longstanding structural racism. People with Limited English Proficiency and Low Incomes can face challenges getting and keeping jobs due to unreliable transportation. Upon being hired, they are more likely to be in hourly jobs, working irregular hours, reliant on less reliable and frequent local bus service. BAR Station and the 2 LRVs needed for the station will address these disparities by providing high-capacity transit service, 20 hours a day, that is affordable, sustainable, efficient, safe, while providing access to multiple large employment centers and key educational opportunities along the Link 1 Line. Other improvements addressing gaps in the system:

   • Riders with disabilities will benefit from the universal design of the BAR Station, with improvements that exceed basic ADA requirements.
   • The GoodMaps app provides enhanced wayfinding for passengers with vision disabilities.
   • BAR Station has an access allowance of up to $4.5 million to create safe, direct walking and bicycling routes around the Station.
   • The span and frequency of service will be greatly improved as compared to bus service.
   o Currently bus route 124 has all day 15-minute service, 30-minute headways on weekday evenings and 60-minute headways late night service. On weekend late nights, route 124 has 30-minute headways for all day service, 80-minute headways on weekend late nights.
   o Link will have 8 minute peak service, 10 minute off-peak service and 15 minute very late night/very early morning service. Link operates 20 hours of service (266 trips) every day.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**

   To date, BAR Station public outreach process involves three efforts: 1) as part of the ST3 Plan, 2) as part of the ST Realignment process and 3) project-level public outreach as project advances. As part of the all three Equitable Outreach processes, Sound Transit includes Best Practices from PSRC's Equitable Engagement Guidance, such as, compensating community members for their input, addressing language barriers, and partnering and co-creating with community-based organizations.

   Public outreach as part of the ST3 Plan:

   In 2015 the community came together to advocate for the inclusion of the BAR Station in ST3. The ST3 Plan had more than two years of public involvement. Early in the public outreach process, ST identified as one of its key priorities a commitment to social-economic equity. There was particular attention on potential avenues to increase diversity in demographics for the online survey and geographic distribution of participation, with success. Examples of methods employed are detailed below.
   • Developed ST 3 website, designed for accessibility with a range of devices. The website generated 183,800 unique page views.
   • Offered a comment form and translated content in seven languages the project website, with translated social media and ethnic media pointing to this availability. This garnered over 1,000 clicks on translated social ads, and 104 comments to non-English comment forms.
   • Distributed a direct mailer to approximately 980,000 registered voter households in the district, encouraging people to attend a meeting and to take the survey. The mailer was listed most frequently among survey takers as a source of information about the survey.
   • Provided email notification to transportation planning staff at all partner agencies and jurisdictions in the region, providing content to extend notifications to their distribution lists.

• Sent emails to more than 42,000 contacts who have signed up to receive information about system expansion, capital projects and rider alerts.
• Conducted over 50 briefings across the district to city councils and other stakeholder groups.
• Ran a robust advertising effort involving online, print, social and mobile app media as well as distributing more than 1,000 posters at locations around Puget Sound. In a first for the agency, television advertising was used as a channel to promote public involvement. Information was also shared with local community calendars and blogs.
• Supplemented advertising with translated advertisements in ethnic media publications and distributed posters at locations frequented by traditionally under-represented populations.
• Staffed a project information phone line to provide information and answer questions about the ST3 process.
• Ensured ST3 information was available at other events hosted by ST during the comment period, such as employer transportation fair tables.

Sound Transit's Equity and Inclusion Policy describes the agency's commitment to equity and inclusion. Through that policy, ST is committed to integrating equity and inclusion into all policies, programs, operations, and practices, while applying a racial equity lens to decision-making. Sound Transit considers equity implications in the system expansion program and use of capital funds, striving to ensure equitable access to the transit system. In 2020, Sound Transit strengthened this commitment by declaring the agency will embark on a journey to becoming antiracist.

Public outreach as part of the realignment process:

As part of the Sound Transit's 2021 realignment process, the ST Board adopted a realignment plan that serves as a framework for delivering critical transit projects across the region as rapidly as possible. Under the realigned capital program, the BAR Station moved from the Tier 4 category to Tier 1, in part due to exceptionally strong local support. A coalition of 46 Tukwila organizations, businesses, elected officials and community members signed a letter in support of the BAR Station. The letter was signed by representatives from Sabey Corporation, Seattle Southside Chamber of Commerce, Georgetown Merchant Association, Raisbeck Engineering, Seattle Southside Regional Tourism Authority, BECU, Museum of Flight, Tukwila School District, Starfire Sports, Seattle Chocolates and WHCA as well as the Tukwila Mayor and Councilmembers and residents from the Allentown and Duwamish neighborhoods. The ST Board received many support emails and messages from individual neighborhood residents.

Sound Transit incorporated socio-economic equity criteria to rate each capital project on how it serves key populations based on a demographic analysis within a one-mile radius of station areas. Key populations include: 1) Black and Indigenous populations; 2) non-Black, non-Indigenous populations of color; 3) LEP populations; 4) low-income populations; 5) very low-income seniors; 6) populations with disabilities. The Sound Transit Board prioritized BAR Station to "Tier 1" in its Realignment process – projects prioritized to move forward without delay.

Public outreach at the project level:

BAR Station is still early in the project development process, but Equitable Outreach has already started. The project is currently in the alternatives analysis phase, during which the project team evaluates potential station locations (within the Boeing Access Rd project area) and associated elements. Along with technical considerations, community feedback will inform the identification of the preferred station location and associated elements. Community engagement and input ahead of key decisions helps Sound Transit plan and design a system that reflects the needs and desires of the community. There will be several opportunities to engage throughout the development of the project.

Sound Transit is committed to proactively seeking public feedback during all stages of project development. The goals for stakeholder involvement are to foster public trust and build relationships through transparent communication, meaningful involvement, and responsiveness to comments. Sound Transit's open, inclusive, and ongoing stakeholder involvement program will include a variety of tools and techniques to inform and engage the public:

• Sound Transit's "Community Engagement and Communications Plan" will describe the public participation opportunities that will be conducted during the project, including public meetings, charrettes, property owner and other briefings, project websites, printed materials, project hotlines, dedicated outreach staff, and other tools to engage the public.
• Sound Transit used a variety of methods to inform the community of the project and alert them to upcoming opportunities for engagement, including letters; targeted community meetings with community-based organizations; and online surveys, including Translated versions of the survey (Chinese, Spanish, and Vietnamese) promoted in translated materials and notices.

Addressing racial equity:

BAR Station serves a diverse population and this project will use Sound Transit's Racial Equity Tool and Equitable Engagement Tool for outreach and decision-making. Sound Transit's Equity and Inclusion Policy describes the agency's commitment to equity and inclusion. Through that policy, Sound Transit committed to integrating equity and inclusion into all of its policies, programs, operations, and practices and applied a racial equity lens to decision-making. Sound Transit also has two equity tools to ensure the agency's approach is grounded in our commitment to upholding equity.

• The Racial Equity Tool (RET) integrates an explicit consideration of racial equity in decision-making related to projects, policies, programs, and practices.The tool provides a framework and setofguiding questions thatproactively analyze thelegacy of institutional and structural racism anditsimpact on communities of color.The RET makes Sound Transit better able todevelopstrategies andactions to reduceand eliminateracial inequities.
• The Equitable Engagement Tool (EET) isdesignedto integrate an explicit consideration of equity andinclusioninto community outreach and engagement efforts. The tool helps practitionersidentify the appropriate level ofoutreachor engagement and develop equitable engagementstrategies, focusedonbuildingrelationshipswith institutionallyor historically underserved communities.TheEETbuilds upon previously established public participation bestpractices and is formalized inour Title VI program.

Sound Transit continually works to refine the reach and effectiveness of its efforts to promote public awareness and involvement. There was particular attention on potential avenues to increase diversity in demographics for the online survey and geographic distribution of participation, with success. Methods employed are detailed below.

• Project website, designed for accessibility with a range of devices.
• Comment form and translated content in 7 languages the project website, with translated social media and ethnic media pointing to this availability.
• Direct mailers to households in project area, encouraging people to attend a meeting and to take the survey.
• Email notifications to transportation planning staff at all partner agencies and jurisdictions in the region, providing content to extend notifications to their distribution lists.
• Emails to contacts who have signed up to receive information about projects and rider alerts.
• Briefings across the district to city councils and other stakeholder groups.
• Advertising involving online, print, social and mobile app media as well as distributing posters. Information will also be shared with local community calendars and blogs.
• Supplementing advertising with translated advertisements in ethnic media publications and distributed posters at locations frequented by traditionally under-represented populations.
• Ensure project information is available at community events.

2. **Describe how this outreach influenced the development of the project.**

To date, public outreach has strongly influenced 1) the schedule of this project (opening in 2031; 2) the importance of pick-up/drop-off areas for potential employer shuttles to/from the station and 3) slight adjustments to the location of the station to facilitate better connections with King County Metro bus service.

In outreach associated with the development of the draft Tukwila Transit Plan Update, the BAR Station was the most frequently requested capital project. To facilitate first- and last-mile connections for workers, Sound Transit will be coordinating with King County Metro to provide space for fixed route and flexible services and potentially accommodating pick-up/drop-off for private shuttles.

As the BAR Station goes through final design, further equitable engagement will offer much more opportunity to provide input into the design of the station, including bicycle and pedestrian and bus stop improvements at/around the station. BAR Station has an access allowance of up to $4.5 million (2014$) to create safe, direct walking and bicycling routes around the station. The Green River Trail and Chief Sealth Trail and several parks are located within 1 mile of the BAR Station. Specific nonmotorized improvements will be identified in the Final Design phase.

Before opening the BAR Station, a service and fare equity analysis will be completed, which will provide an assessment of potential effects on people of color and low-income communities and include a robust public engagement to help identify and inform any lingering equity issues.

3. **Using PSRC's Housing Opportunities by Place (HOP) tool, identify the typology associated with the location of the project and identify the strategies the jurisdiction uses to reduce the risk of displacement that are aligned with those listed for the typology.**

PSRC's HOP tool identifies the BAR Station area as being the "Transform and Diversify" typology. In the immediate station area, the Draft Tukwila Comprehensive Plan states "The Boeing Access Road Infill Station is supported by planning efforts and accompanying

development regulations which encourage employment growth within and around the Manufacturing Industrial Center and foster supporting uses." Policies to support that goal include:
• "Zoning and development regulations will be evaluated, and amended to anticipate and adapt to impacts on the area with consideration for long-term vision, compatibility, and equity."
• "Prioritize non-motorized connections from nearby job centers and residential uses to the station area."
• "Collaborate with King County Metro and Sound Transit to ensure areas that are currently underserved by transit benefit from the new station."
• "Engage with neighboring jurisdictions, and regional bodies, to ensure coordination regarding planned infrastructure improvements, including station supportive bike and transit infrastructure."
• Consider changing infrastructure needs in capital improvement planning."

The catchment area for a light rail station is estimated to be at least 1 mile, which includes several residential areas in the cities of Tukwila and Seattle. In a 2021 letter from the City of Tukwila in support of the BAR Station and keeping the schedule for opening in 2031, the letter states that the Station will serve the north Renton, Skyway, Georgetown, and South Park areas. Both Seattle and Tukwila have policies that intend to "Transform and Diversify" housing, including: regulatory streamlining, encouraging middle density housing, addressing parking requirements, upzones and rezones, tenant protections and community preference policies, incentive/inclusionary zoning, and relocation assistance. For example, in Skyway, the Comprehensive Plan land use map designates 71% of Skyway-West Hill for medium density residential (4 to 12 dwelling units per acre) and high-density residential (12 or more dwelling units per acre) land uses. There are approximately 6,900 housing units in Skyway-West Hill. (Skyway-West Hill Community Service Area Subarea Plan, page 31). Skyway Policies that "Transform and Diversify" include:
• SWH-16 Promote access to diverse housing choices for residents at a variety of income levels, ages, household sizes, and lifestyles to address the housing needs of the Skyway-West Hill community.
• SWH-17 Preserve and improve existing affordable housing and increase the supply of affordable housing in Skyway-West Hill through tools such as: a. Inclusionary zoning; b. Community land trusts and other models of permanently affordable, shared equity homeownership; c. Property tax exemptions, such as the multifamily tax exemption (MFTE); and d. Funding equitable, community-driven affordable housing.
• SWH-18 Expand homeownership opportunities for Skyway-West Hill residents, through tools such as down payment assistance and redevelopment assistance.
• SWH-19 Utilize a range of strategies to reduce residential displacement in Skyway-West Hill such as adopting a tenant relocation assistance policy and implementing right to return and/or community preference policies. (Skyway-West Hill Community Service Area Subarea Plan, Page 34).
• SWH-20 Require or incentivize residential development that serves a range of household sizes, types, and incomes, including 2 or more-bedroom units for families, and affordable culturally specific housing for elders in Skyway-West Hill.
• SWH-21 Support development of and access to housing suitable and affordable for households with special needs, low-, very low-, and extremely low-incomes.
• SWH-22 Promote safe and healthy homes by implementing strategies, programs, and regulations to address dilapidated or unsafe properties, or potentially prevent declining conditions, so Skyway-West Hill residents can remain in their homes.
• SWH-23 Prevent displacement of mobile home residents by preserving existing mobile home parks and requiring that any redevelopment proposal of these properties include evaluation and mitigation of residential displacement impacts.

When the project is further along in design, Sound Transit will evaluate whether any of the property acquired to build and operate the BAR Station would be available for Equitable TOD following completion of construction of the station and park-and-ride. Sound Transit offers at least 80% of its surplus property that is suitable for the development of housing first to qualified entities for affordable housing. Sound Transit partners with both private and nonprofit developers to create more affordable housing. Community engagement helps set priorities for affordable housing and other uses that benefit the public. As of Q4 2023, Sound Transit's equitable TOD program has created 3,300 total homes built or in process and over 2,325 affordable units built or in process systemwide.

The 2 LRVs included in this proposal will maintain 8-minute peak headways and serve 10 regional growth centers. The 10 Regional Growth Centers also have supportive policies intended to "Transform and Diversify" housing.

Criteria: Safety and Security

1. **Describe how the project addresses safety and security. Identify if the project incorporates one or more of [FHWA's Proven Safety Countermeasures], and specifically address the following:**

This project will be consistent with USDOT's "Safety for Pedestrians and Bicyclists Accessing Transit" guidance while design of the roadway and station elements will be grounded in USDOT's "Safe System Approach." To ensure the project supports local safety planning efforts, Sound Transit will track the development and adoption of Tukwila's Comprehensive Road Safety Plan which is scheduled to be completed in December 2025. Consistent with the voter approved ST3 plan, the BAR Station is planned to be an elevated station, avoiding conflicts between light rail and other travel modes.

The 2 LRVs included in this request will address safety and security in the following ways:
• Link light rail trains use Automatic Train Protection. This is a system which displays the maximum allowable speed for the affected section of track. If trains get too close, the computer system will automatically apply the train's brakes to maintain separation.
• Link light rail cars and stations feature between-car-barriers, which are designed to protect visually impaired passengers from mistaking the space between railcars as a doorway and inadvertently stepping off the platform between cars.
• Link vehicles include video cameras, covert microphones, silent alarms, and Automatic Vehicle Location to monitor and respond to situations onboard vehicles and along transit routes. These technologies can be used in combination to pinpoint a vehicle's location during an incident and assist in providing a real-time or recorded comprehensive view of a security incident.
• Sound Transit is evaluating the addition of new technologies, including a collision avoidance system, into future Series 3 LRVs. The collision avoidance warning system is an emerging technology designed to detect and prevent potential collisions. Camera detectors provide coverage of easy-to-miss zones where vulnerable road users may be hidden from the driver's view and alerts drivers to avoid potential collisions.
• BAR Station will have platform and pathway lighting, CCTV security cameras and call boxes that connect directly with the system operator and/or police.
• For safety and accessibility, Sound Transit offers the GoodMaps app as a digital wayfinding tool for riders with vision or mobility challenges. Sound Transit also offers staff training on interacting with deafblind passengers, and front-line staff are testing braille badges to explain their role at the agency.
• Board adopted Service Standard and Performance Measures are used to monitor and manage the performance and service quality of the Link light rail system. Quarterly, Sound Transit reports service delivery for various measures associated with Link, including preventable accidents per 100,000 miles.
• The agency's Security, Law Enforcement, and Emergency Management Policy (Resolution EgR2017-14) enhances Sound Transit's commitment to providing a safe and secure transit system, requiring the systemic identification and mitigation of risk to the agency's assets, and directing the agency to optimize resilience to natural and manmade disasters.

Over the past year, ST has significantly increased the security levels in our system. This is part of a comprehensive effort to make you riders feel more comfortable and safe riding on the system. The Sound Transit Board approved an increased budget including four new security contracts in early 2023. On-site security presence across the system is now more than twice as large as it was in 2022. There are more than 480 Transit Security officers in total. This is in addition to more than 65 King County Sheriff's officers who serve as the agency's transit police. For many areas, security officers have a direct eye on the system and can immediately respond to and prevent security issues as they occur. Although safety/security incidents are relatively low, ST is working hard to reduce them even more. ST's increased security staffing includes a new team of Public Safety and Security Field Activity Specialists in the system 24 hours a day, seven days a week, which has decreased our average response time to incidents by more than half, from 10 minutes to five minutes. Riding transit remains very safe.

2. **Specific to the Equity Focus Areas (EFAs) identified above, describe how the project will improve safety and/or address safety issues currently being experienced by these communities.**

For EFA populations, a lack of reliable transit options, particularly at off-peak hours, means that people who work irregular schedules often have no safe way to get to work. When accounting for miles traveled during biking, walking, or driving, Black and Hispanic Americans experience higher motor vehicle-related death rates than White Americans or Asian Americans (Harvard School of Public Health). Public transit is one of the few ways Youth have to independently navigate to school or work, but they don't always feel safe doing so. Youth of color in particular experience physical or verbal harassment on trains or feel unwelcome if they speak a language other than English in a public space. They pick their routes to avoid poorly lit roads and are told by family members to be on guard and cautious in public (UW School of Public Health).

• The project will address these disparities by providing high-capacity transit service for 20 hours per day (266 light rail trips per day).
• BAR Station will have an access allowance of up to $4.5 million to create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses and community gathering places. Specific nonmotorized improvements to be done with the allowance will be identified through the station planning process in coordination with the city of Tukwila.
• Sound Transit's fare ambassador onboarding process includes training in everything from

implicit bias awareness and anti-bias methods to de-escalation, assisting people in distress, disabilities sensitivity, CPR, mental health first aid and more.
• Sound Transit provides over-the-phone interpreter services to LEP persons on an individualized basis. Ticket vending machines are available in English, Chinese, Korean, Russian, Spanish, Tagalog, and Vietnamese. Frontline staff who speak languages other than English carry cards or wear buttons that let passengers know what languages they speak. All front-line staff can also provide language assistance cards to LEP passengers that provide information on how to get information in other languages to safely arrive at their destination.
• Over the past year, ST has significantly increased the security levels in our system. This is part of a comprehensive effort to make riders feel more comfortable and safe riding on our system.
• ST's 480 Transit Security officers and 47 fare ambassadors come from diverse backgrounds and reflect the community they serve. For fare ambassadors, 49% are People of Color and 25% are women. Sound Transit's security officers are 78% People of Color and 11% women. Between Jan. 1 and Dec. 15, 2023, the number of officers increased from approximately 170 to 482 officers.

3. **Does your agency have an adopted safety policy? How did the policy/policies inform the development of the project?**

   Sound Transit does have an adopted safety policy. In April 2017, the ST Board adopted Resolution R2017-13 establishing a commitment to the safety of passengers, employees, contractors, emergency responders and the public through the adoption of a Safety Policy. Sound Transit is committed to following guidance from the FTA on how transit agencies should structure their safety programs. The policy was a key first step in establishing a Safety Management System (SMS) for the agency. The SMS approach is the basis for adoption of a safety policy to establish structure to identify and address safety and risks through proactive, real-time, and data-driven actions and decision making.

   Sound Transit has an adopted Agency Safety Plan that complies with FTA final rule on Agency Safety Plans. FTA requires rail transit agencies to develop and maintain a Public Transportation Agency Safety Plan utilizing a Safety Management System framework. Sound Transit's Agency Safety Plan was developed through work with the FTA, internal and external operational partners and research and inventory of internal processes. The Plan is organized by federal plan requirements using the Safety Management System framework: Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. Originally adopted in 2020, the plan includes a feedback process for continuous improvement. Sound Transit's Safety Plan can be found at this link: https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2023/Report%20-%202023%20Agency%20Safety%20Plan%20Revision%2001-26-23.pdf

   WSDOT's State Safety Oversight Program helps ensure that rail transit agencies in Washington implement and comply with their safety programs. The State Safety Oversight Program coordinates with ST, FTA and a project management oversight consultant on integrating efforts to safety certify near-term projects, including Northgate Link, Hilltop Tacoma Extension and others. The State Safety Oversight Program is responsible for reviewing safety certification materials and activities. The goal of this review is to issue a concurrence that ST's certification of projects entering service complies with state and federal safety and security requirements. WSDOT's State Safety Oversight Program will review the BAR Station for safety certification prior to opening in 2031.

4. **(not scored) USDOT is developing a framework for assessing how projects align with the Safe System Approach, and PSRC is developing a Regional Safety Action Plan due in early 2025. Does your agency commit to adhering to the forthcoming guidance and continuing to work towards planning and implementation actions under a Safe System Approach to reduce fatalities and serious injuries?**

   Yes. Safety is a strategic priority at Sound Transit. Sound Transit commits to adhering to a Safety Management System framework.

   Sound Transit has its own Safety Plan as required by FTA. FTA requires all rail transit agencies to develop and maintain a Public Transportation Agency Safety Plan utilizing a Safety Management System framework. Sound Transit's Agency Safety Plan was developed through work with the FTA, internal and external operational partners and research and inventory of internal processes. The Plan is organized by federal plan requirements using the Safety Management System framework: Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. Originally adopted in 2020, the plan includes a feedback process for continuous improvement. The plan covers Link, Tacoma Link, and ST Express modes. Sounder commuter rail safety program requirements are documented in the current Safety Program Plan, which complies with the Federal Railroad Administration.

Criteria: Air Quality and Climate Change

1. **Please select one or more elements in the list below that are included in the**

project's scope of work, and provide the requested information in the pages to follow.

Transit and Ferry Service

Air Quality and Climate Change: Transit and Ferry Service

1. **What is the current transit ridership for the affected transit stops or routes?**

   Currently, there is no light rail ridership at the affected stop. The BAR Station will be a new Line 1 station, closing the 5.5-mile gap between the Rainier Beach and Tukwila International Boulevard Stations.

   Systemwide, Link ridership continues to grow and is exceeding 2019 (pre-COVID) levels. In 2023, Link ridership was approximately 90,000 riders on the average weekday. In 2024, ridership on the 1 Line after the extension to Lynnwood is forecasted to be 101,000–136,000 average weekday boardings.

2. **What is the average transit trip length for the affected routes?**

   This application assumes the PSRC default value of 8.66 miles as the average trip length. Currently, Link Line 1 has an average trip length of 7 miles (within a 25 mile system). By 2031, when BAR Station opens, the Link system will be significantly longer (over 60 miles) with Line 1 stretching from Lynnwood to Federal Way and out to Downtown Redmond, with the average trip length expected to increase.

   For comparison:
   • The distance between BAR Station and downtown Seattle (Westlake Station) is approximately 9 miles.
   • The distance between BAR Station and SeaTac Airport is approximately 7 miles.
   • The distance between BAR Station and U District Station is approximately 12 miles.
   • The distance between BAR Station and Highline College is approximately 11 miles.

3. **What is the average transit trip length of the entire system?**

   Sound Transit assumes the PSRC default value of 8.66 miles as the average trip length. Currently, Link Line 1 has an average trip length of 7 miles, with a 25 mile system. By 2031, when the BAR Station opens, the regional light rail system will span over 60 miles with 44 stations and ST is projecting longer trips on light rail.

4. **If the project includes a park and ride, how many new stalls are being provided?**

   Approximately 300

5. **Are there other amenities included to encourage new transit ridership? If so, please describe.**

   Link will operate frequent service - 266 trips per day.

   20 hours of service will be provided:
   • On Weekdays and Saturdays, service is provided from 5:00 AM to 1:30 AM.
   • On Sundays, service is provided from 5:30 AM to 12:30 AM.

   Frequency of Service (aka Headways):
   • Every 8 minutes in peak periods.
   • Every 10 minutes during the day and evening.
   • Every 15 minutes during very late night/very early morning

   For events that have large crowds (concerts, sports, etc.), Sound Transit provides additional trains (called "gap trains") to add capacity to the system to carry more passengers. There will be two 4-car gap trains available for each line. (Two trains for the 1 Line and Two trains for the 2 Line.) Link relieves event-related congestion because each gap train can hold approximately 1,000 passengers.

   Other amenities that will be provided with BAR Station: Passenger Information Management System (PIMS) and real-time arrival signage and audio-visual arrival announcements; call-boxes for emergency assistance; protection from the weather and seating. Improvements to the surrounding station area will also including pedestrian and bicycle improvements, such as sidewalk improvements, landscaping, street lights and pedestrian crossing improvements. All stations and vehicles are fully ADA-accessible, with level boarding.

   Other amenities to encourage new transit ridership include:
   • As identified during project development, 30-100 bike parking spaces will be provided.
   • Space for bicycle parking (4 spaces per car) on the light rail vehicles.
   • At-grade park and ride lot with up to 300 stalls.
   • Bus stop improvements to support seamless bus/rail integration.
   • The project includes cost and budget elements to support TOD planning during early project development. Planning work will take into consideration that TOD near stations

located in or near manufacturing/industrial centers needs to function differently with different uses than other centers to maintain a focus on protecting industrial zoning, jobs, and the region's overall economic vitality (PSRC Plan Review Report & Certification Recommendation for North Tukwila MIC, Dec 2020).
• Light rail vehicles have audio-visual arrival announcements as well as space for passengers to ride with their bicycles.
• BAR Station will also include station art. STart, Sound Transit's art program, features artworks by nationally known artists as well as emerging public artists. Many live in the Pacific Northwest. Their work represents a diverse range of style, scale and perspective that creates welcoming and engaging places.
• The BAR Station will be designed to LEED Gold Standards.

6. **What is the expected increase in transit ridership from the project?**
   The BAR Station is expected to have approximately 1,000 daily riders. This estimate counts only light rail ridership and does not count any additional bus riders due to the bus stop or other improvements planned for the station area.

   Improving passenger capacity is one of the key goals for Series 3 LRV procurement. Sound Transit is actively pursuing the elimination of duplicate cabs in LRVs as a basic design requirement and is evaluating several vehicle configurations. Depending on whether a married pair or an open gangway design fits the infrastructure, we are estimating a 3%-12% improvement in passenger capacity. Each 95-foot long section of Series 3 LRV are expected to carry 233-254 passengers, 3-12% improved capacity compared to Series 2 LRVs. Trains with Series 3 LRVs will have capacity for approximately, 930-1,000 passengers, as compared to approximately 900 passengers in a 2-car consist of Series 2 LRVs. Sound Transit has a goal to reduce weight of the vehicles by 2-5% for better fuel efficiency and sustainability. Also, ST is considering a driver assist system to minimize collisions with wayside traffic on street running areas and help improve safety. Overall interior appointments and layout of the new vehicles will focus on enhanced customer experience, accessibility, maintainability, and sustainability. The 2 LRVs included in this request have the potential capacity to carry 123,956 passengers per day (calculations: 233-246 passengers per LRV x 2 LRVs x 266 trips per weekday).
7. **If a new or expanded ferry service, what is the length of the driving route being replaced?**
   N/A
8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).**
   BAR Station boardings data were derived from the 2046 ST3 Realignment forecast for Initial Targets Schedule (November 2021).

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
   2031
2. **Total project cost**
   $280,839,166.00

Funding Documentation

1. **Documents**
   Financial_Documentation_-_Boeing_Access_Rd_Station.docx
2. **Please enter your description of your financial documentation in the text box below.**
   Sound Transit is requesting $8,200,000 of CMAQ/CRP grant funding to procure 2 light rail vehicles needed to serve the Boeing Access Road Station. The cost of a "Series 3" light rail vehicle (95-ft long) is estimated to be approximately $10,000,000 each. The cost estimate is the fully loaded rate for all associated services, staff cost and contingency.

   The $8,200,000 request for CMAQ/CRP funding is 41% of the cost of the 2 light rail vehicles. Sound Transit local funds will provide 59% of the costs. Sound Transit's local funding for Boeing Access Road Station and light rail vehicles is reserved in the 2024 Financial Plan and Budget, approved by the Sound Transit Board of Directors in December 2023.

   Sound Transit's 2024 Financial Plan and Budget reserves $260,839,166 (2023$) for the

Boeing Access Road Station and approximately $20,000,000 for 2 light rail vehicles, for a grand total of $280,839,166. This budget matches the PSRC's Regional Transportation Plan update. The budget for the Boeing Access Road Station is shown on page 79 and the budget for Series 3 Light Rail Vehicles is shown on page 71 of the Sound Transit 2024 Financial Plan and Budget.

This request is to procure 2 light rail vehicles, which is a NEPA CE. Sound Transit has the local match available and the project could obligate as early as 2025. Sound Transit local funds include dedicated voter-approved taxes of Sales tax, Motor Vehicle Excise Tax (MVET) and Property tax. In 1996, 2008 and 2016 voters within the Sound Transit District approved these tax increases to build and operate the regional mass transit system, including Boeing Access Road Station. More details about these taxes can be found on Sound Transit's website: https://www.soundtransit.org/About-Sound-Transit/regional-transit-taxes

This grant request will not supplant local Sound Transit funding. This grant request is needed due to meet modest (approx. 20%) grant assumptions for the capital projects in the Financial Plan and address higher construction costs experienced by projects around the region/state/country. High labor and construction costs, including buying new vehicles, have made federal assistance even more important to help complete voter-approved ST3 projects, such as Boeing Access Road Station, on schedule for opening in 2031.

Phase	Year	Alternate Year	Amount
other	2027		$8,200,000.00

Total Request: $8,200,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	$14,480,686.00
CMAQ	Secured	$8,230,000.00
		$22,710,686.00

Expected year of completion for this phase: 2025

ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	$29,196,031.00
		$29,196,031.00

Expected year of completion for this phase: 2028

Construction

Funding Source	Secured/Unsecured	Amount
Local	Secured	$176,540,331.00
		$176,540,331.00

Expected year of completion for this phase: 2031

Other

Funding Source	Secured/Unsecured	Amount
Local	Secured	$44,192,118.00
CMAQ	Unsecured	$8,200,000.00

$52,392,118.00

Expected year of completion for this phase: 2031

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No
2. **What is the actual or estimated start date for preliminary engineering/design?**
   2025
3. **Is preliminary engineering complete?**
   No
4. **What was the date of completion (month and year)?**
   N/A
5. **Have preliminary plans been submitted to WSDOT for approval?**
   No
6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   Sound Transit recently hired a Design Consultant to perform Alternative Development (Phase I) and Conceptual
   Engineering (Phase II). The Design Consultant is currently developing contract schedule that will be incorporated into this project's Integrated Master Schedule. Subsequent project phases will be developed further as the Project Team progresses through tasks such as alternative analysis, constructability reviews, risk & value engineering workshops, etc.
7. **When are preliminary plans expected to be complete?**
   2025

Project Readiness: NEPA

1. **Documents**
   Financial_Documentation_-_Boeing_Access_Rd_Station.docx
2. **Please enter your description of your financial documentation in the text box below.**
   Sound Transit is requesting $8,200,000 of CMAQ/CRP grant funding to procure 2 light rail vehicles needed to serve the Boeing Access Road Station. The cost of a "Series 3" light rail vehicle (95-ft long) is estimated to be approximately $10,000,000 each. The cost estimate is the fully loaded rate for all associated services, staff cost and contingency.

   The $8,200,000 request for CMAQ/CRP funding is 41% of the cost of the 2 light rail vehicles. Sound Transit local funds will provide 59% of the costs. Sound Transit's local funding for Boeing Access Road Station and light rail vehicles is reserved in the 2024 Financial Plan and Budget, approved by the Sound Transit Board of Directors in December 2023.

   Sound Transit's 2024 Financial Plan and Budget reserves $260,839,166 (2023$) for the Boeing Access Road Station and approximately $20,000,000 for 2 light rail vehicles, for a grand total of $280,839,166. This budget matches the PSRC's Regional Transportation Plan update. The budget for the Boeing Access Road Station is shown on page 79 and the budget for Series 3 Light Rail Vehicles is shown on page 71 of the Sound Transit 2024 Financial Plan and Budget.

   This request is to procure 2 light rail vehicles, which is a NEPA CE. Sound Transit has the local match available and the project could obligate as early as 2025. Sound Transit local funds include dedicated voter-approved taxes of Sales tax, Motor Vehicle Excise Tax (MVET) and Property tax. In 1996, 2008 and 2016 voters within the Sound Transit District approved these tax increases to build and operate the regional mass transit system, including Boeing Access Road Station. More details about these taxes can be found on Sound Transit's website: https://www.soundtransit.org/About-Sound-Transit/regional-transit-taxes

   This grant request will not supplant local Sound Transit funding. This grant request is needed due to meet modest (approx. 20%) grant assumptions for the capital projects in the Financial Plan and address higher construction costs experienced by projects around the region/state/country. High labor and construction costs, including buying new vehicles, have made federal assistance even more important to help complete voter-approved ST3 projects,

such as Boeing Access Road Station, on schedule for opening in 2031.

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   N/A
2. **What is the actual or estimated start date for right of way?**
   Dec 2026
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   Dec 2026
4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   ROW involves the acquisition of a range of property interests which includes compensable (e.g. fee
   acquisitions; permanent and temporary construction easements) and non-compensable rights
   (e.g. rights of entry).
5. **What is the zoning in the project area?**
   N/A
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   N/A
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   N/A
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   N/A

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Documented Categorical Exclusion (DCE)
2. **Has the NEPA documentation been approved?**
   No
3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**
   Aug 2025

Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**
   N/A
2. **What is the actual or estimated start date for right of way?**
   Dec 2026
3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**
   Dec 2026

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**
   ROW involves the acquisition of a range of property interests which includes compensable (e.g. fee
   acquisitions; permanent and temporary construction easements) and non-compensable rights
   (e.g. rights of entry).
5. **What is the zoning in the project area?**
   N/A
6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**
   N/A
7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**
   N/A
8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**
   N/A
9. **In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.**
   N/A

Project Readiness: Construction

1. **Are funds being requested for construction?**
   No
2. **Do you have an engineer's estimate?**
   N/A
3. **Engineers estimate document**
   N/A
4. **Identify the environmental permits needed for the project and when they are scheduled to be acquired.**
   N/A
5. **Are Plans, Specifications & Estimates (PS&E) approved?**
   N/A
6. **Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).**
   N/A
7. **When is the project scheduled to go to ad (month and year)?**
   N/A

Boeing Access Road Station - Regional Growth and Manufacturing-Industrial Centers

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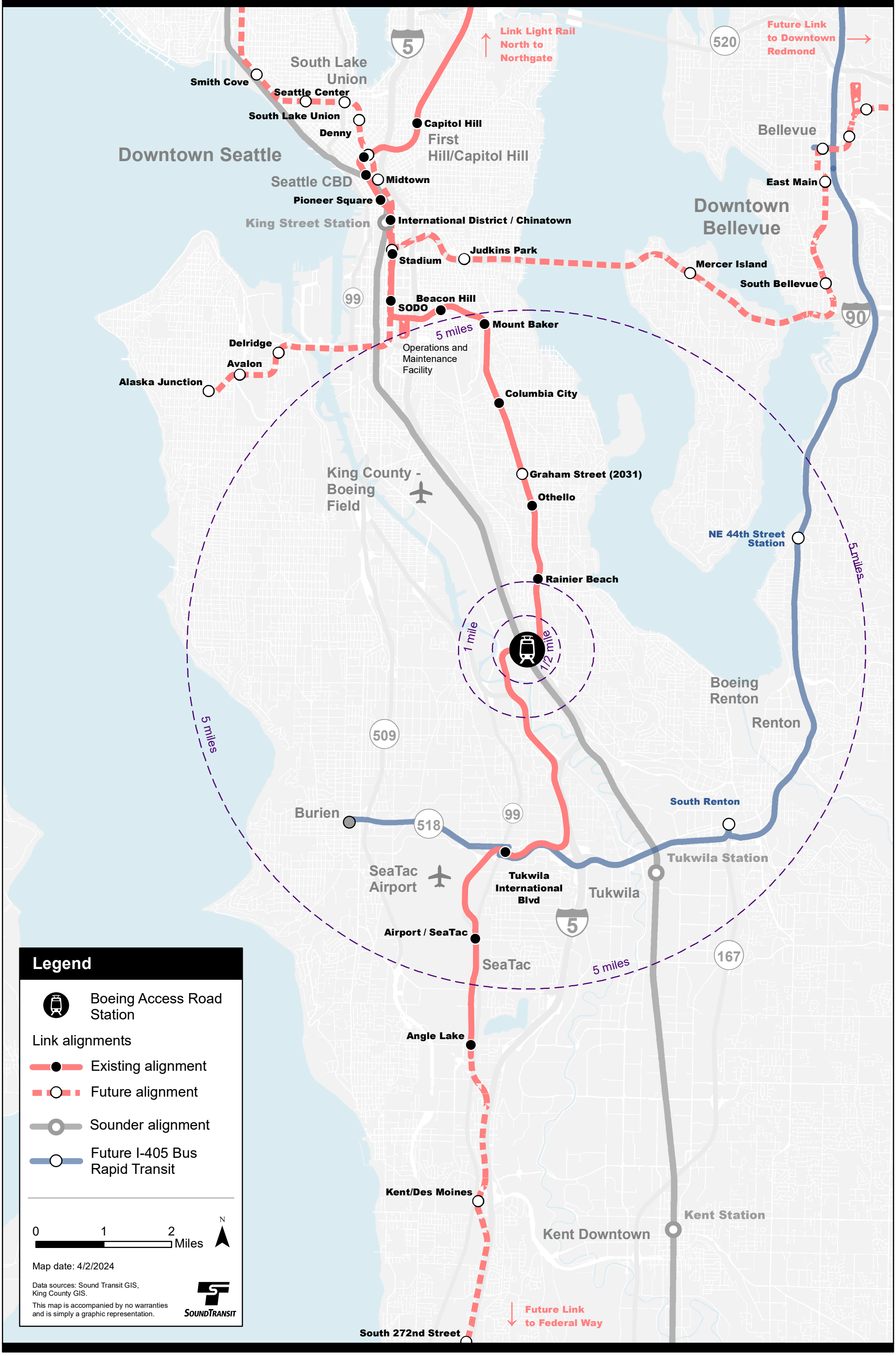
Boeing Access Road Station - Regional Employment Centers



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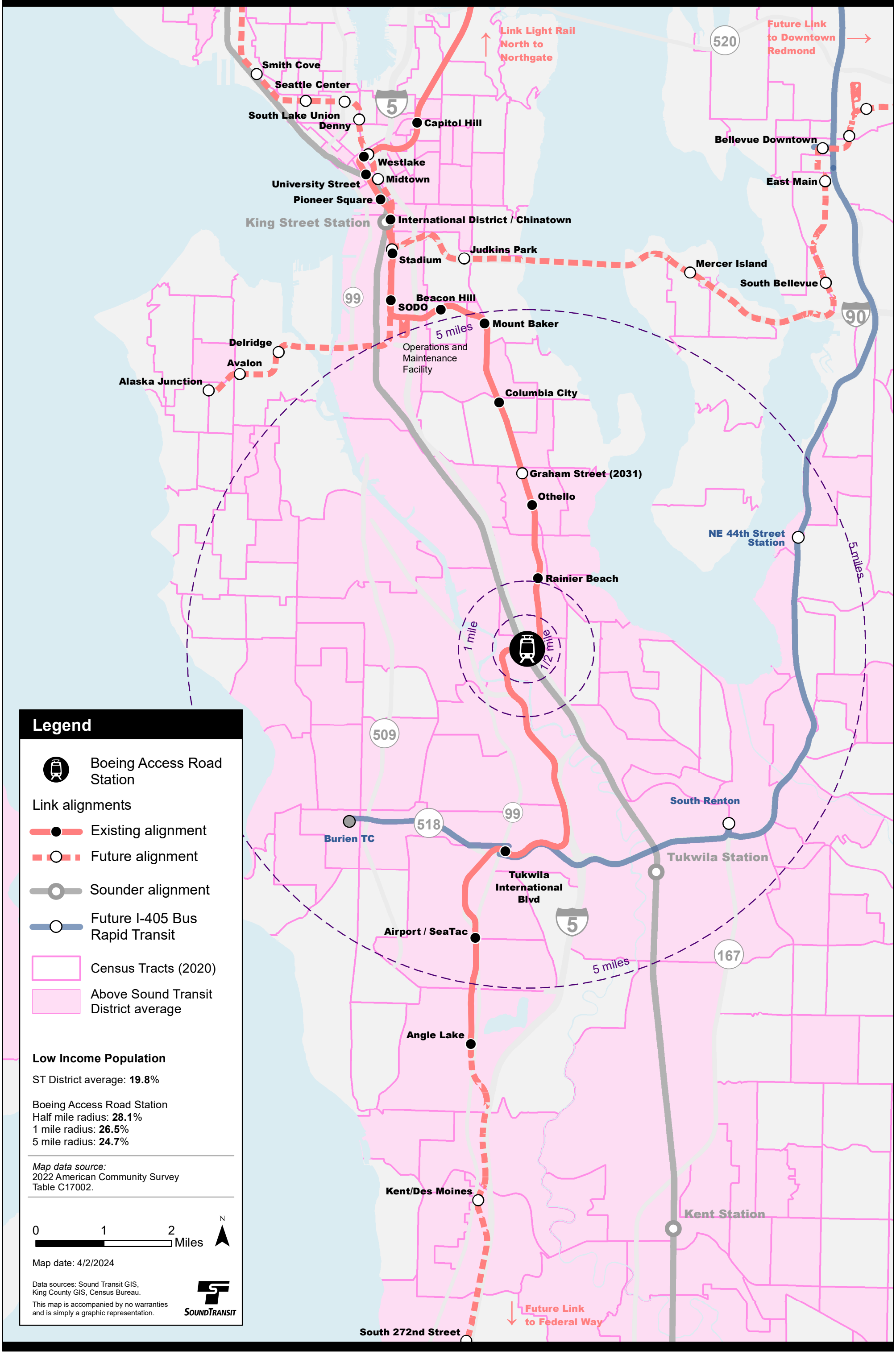
Boeing Access Road Station - Low Income Population



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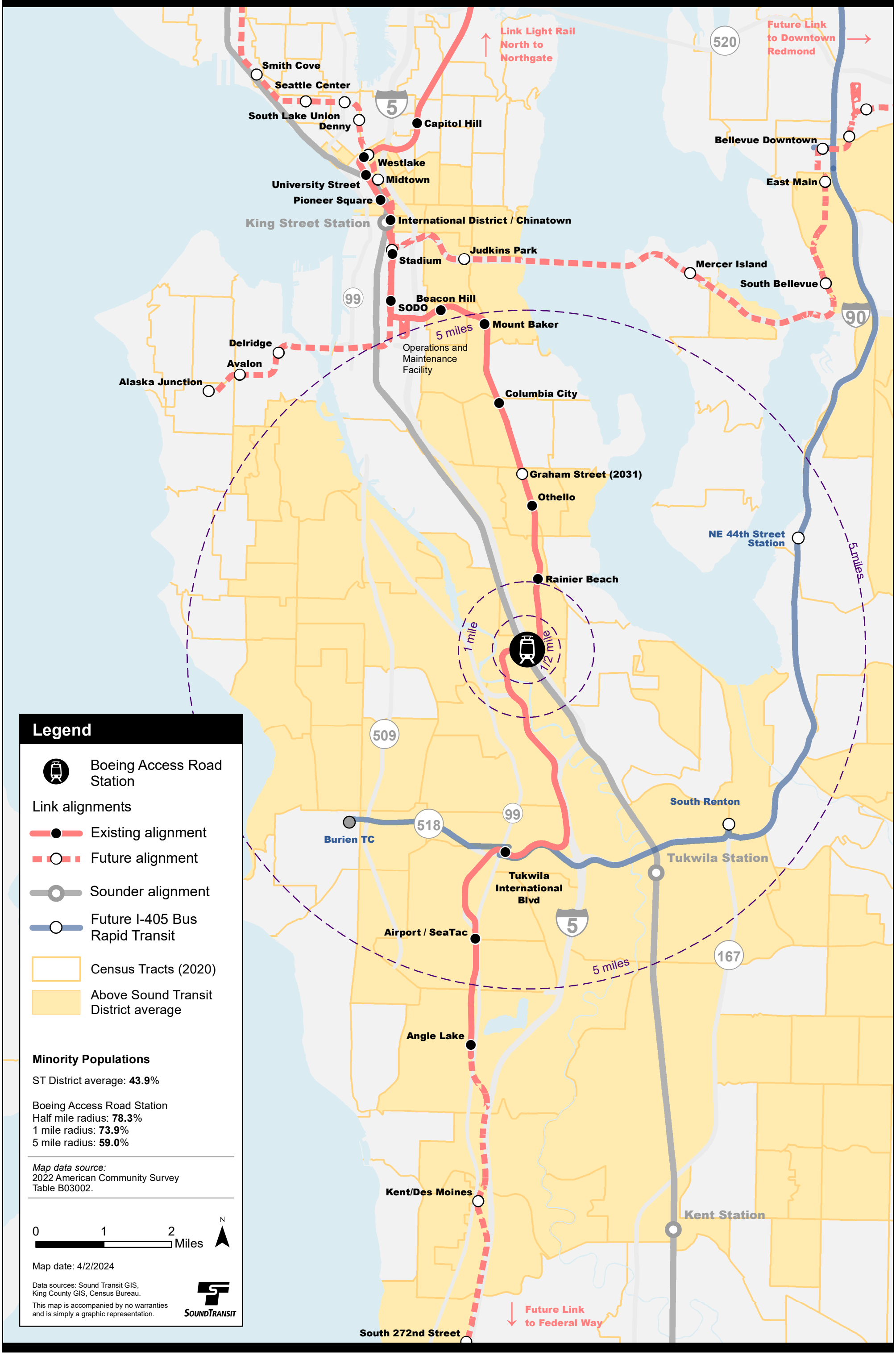
Boeing Access Road Station - Minority Population



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Boeing Access Road Station - Limited English Proficiency (LEP)

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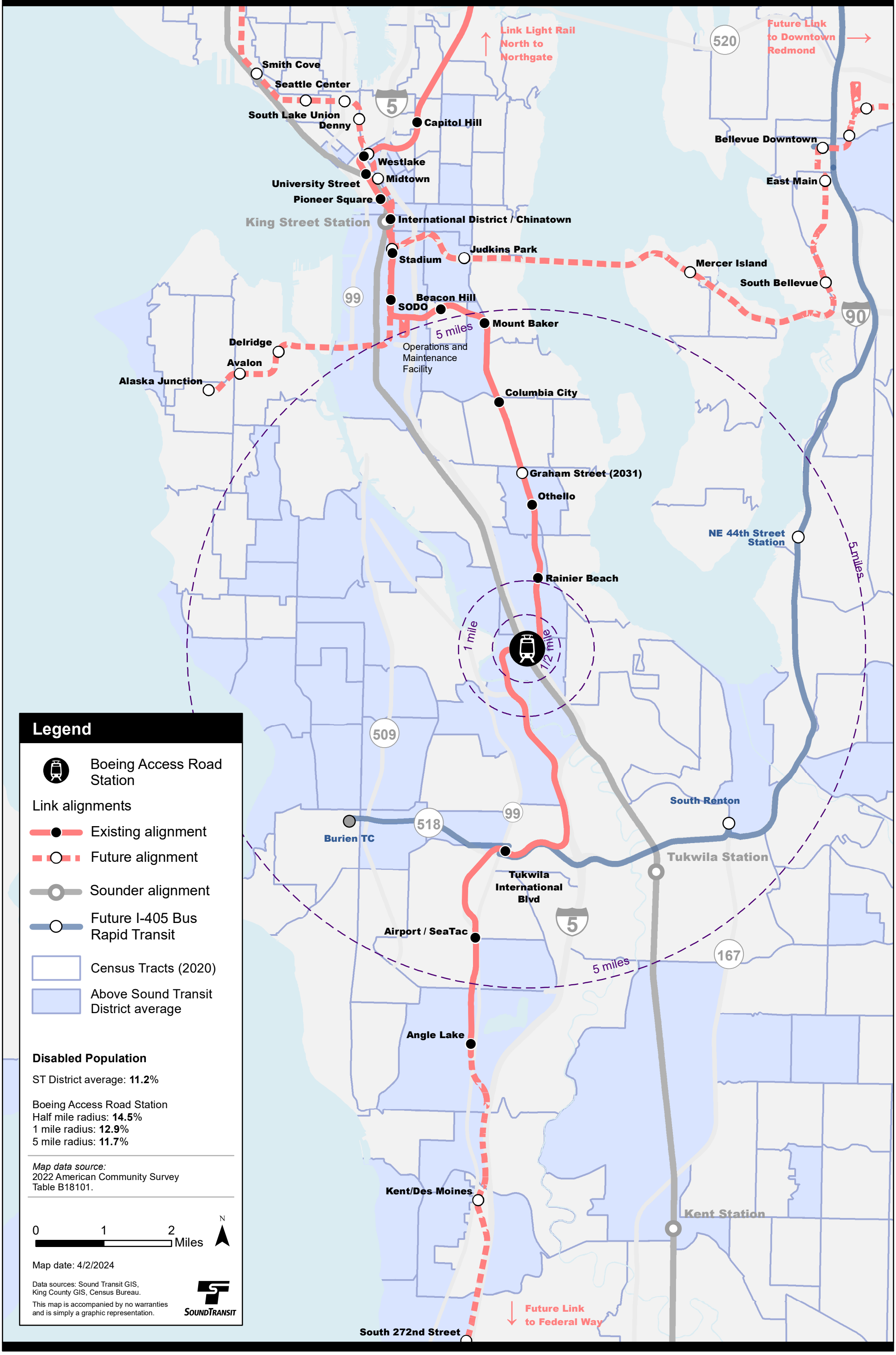
Boeing Access Road Station - Disabled Population



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Boeing Access Road Station - Senior Population (Age 65+)

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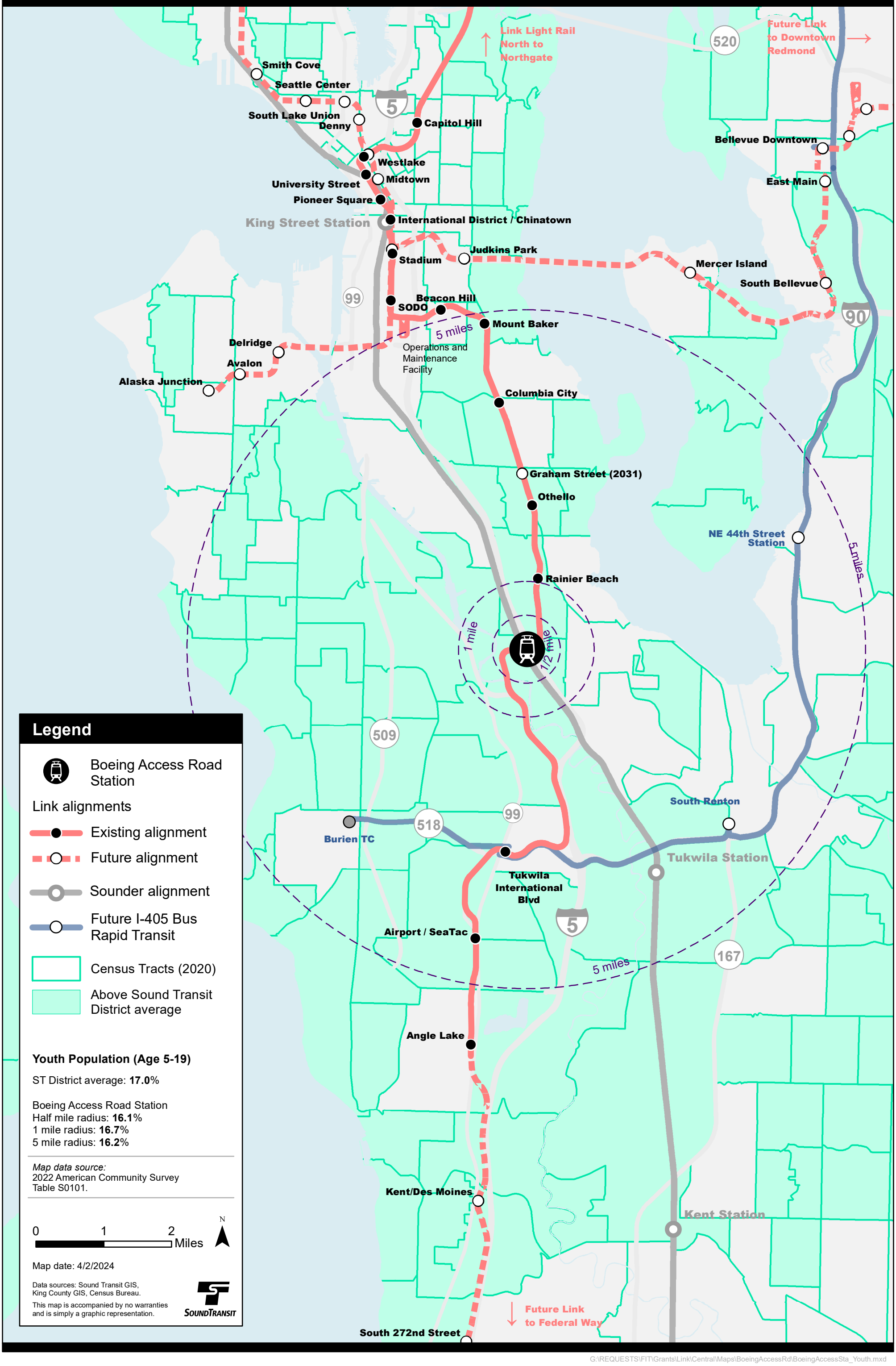
Boeing Access Road Station - Youth Population (Age 5-19)



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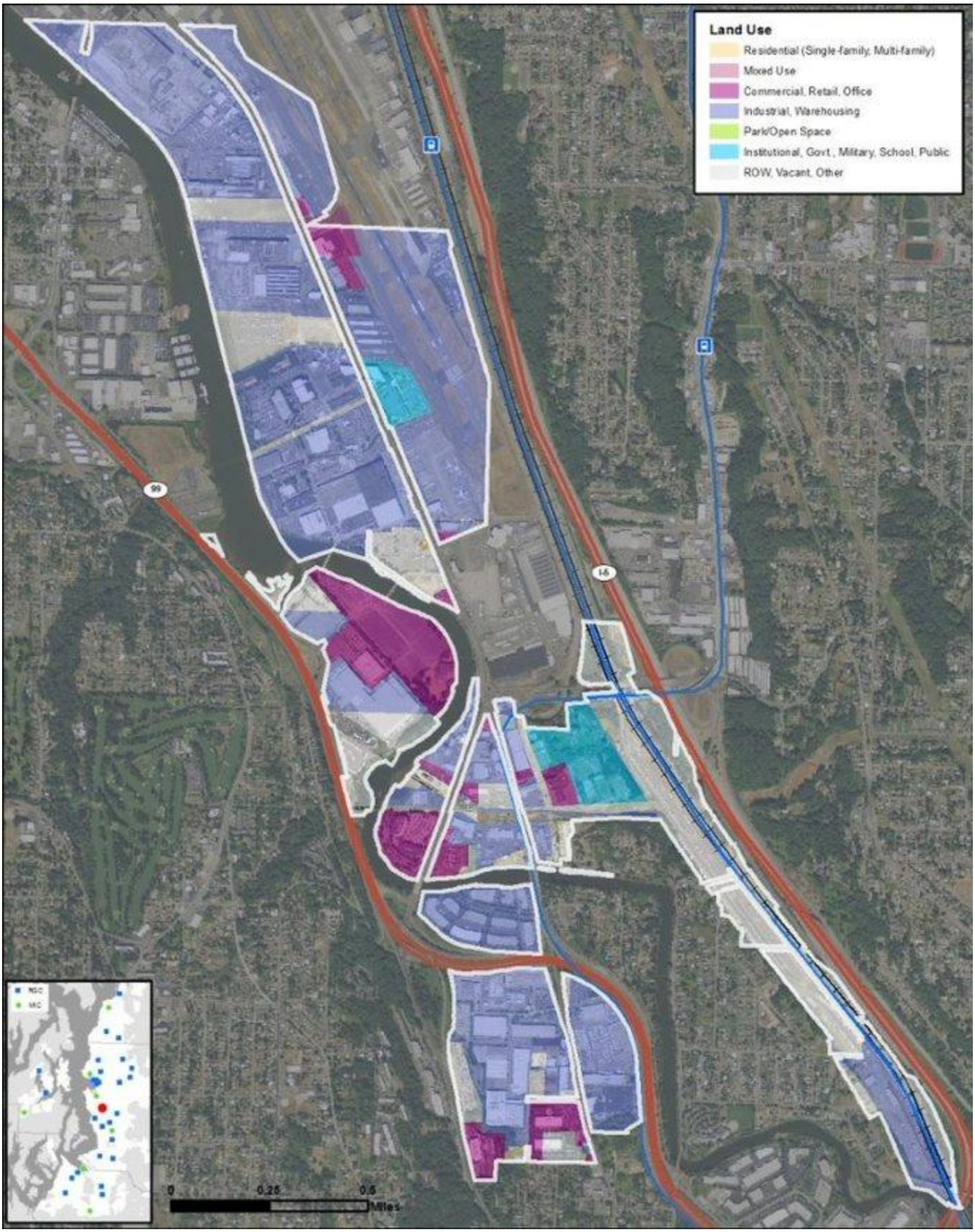
BOEING ACCESS ROAD STATION – AERIAL VIEW OF STATION AREA


Land Use
Residential (Single-family, Multi-family)
Mixed Use
Commercial, Retail, Office
Industrial, Warehousing
Park/Open Space
Institutional, Govt., Military, School, Public
ROW, Vacant, Other
99
16
0
0.25
0.5
Miles

BOEING ACCESS ROAD STATION – DESIGN SCHEMATIC

Design Drawings for new "Series 3" Light Rail Vehicles (LRVs)

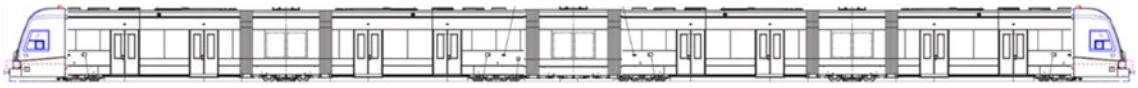
Improving passenger capacity is one of the key goals for Series 3 LRV procurement. Sound Transit is actively pursuing the elimination of duplicate cabs in LRVs as a basic design requirement and is evaluating several vehicle configurations. Depending on whether a married pair or an open gangway design fits the infrastructure, we are estimating a 3%-12% improvement in passenger capacity.

Each 95-foot long section of Series 3 LRV are expected to carry 233-254 passengers, 3-12% improved capacity compared to Series 2 LRVs. Trains with Series 3 LRVs will have capacity for approximately, 930-1,000 passengers, as compared to approximately 900 passengers in a 2-car consist of Series 2 LRVs.

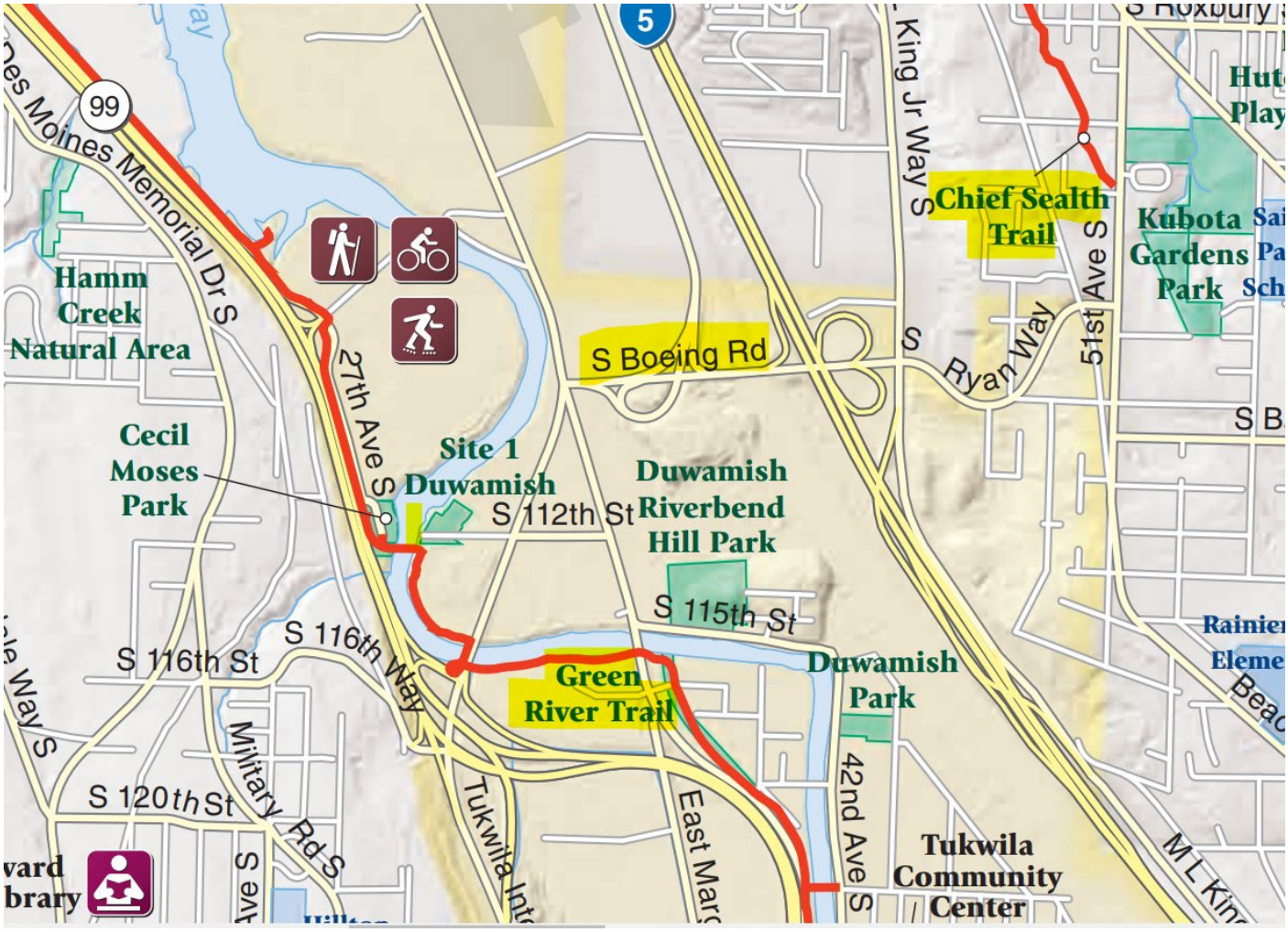
Sound Transit has a goal to reduce weight of the vehicles by 2-5% for better fuel efficiency and sustainability. Also, ST is considering a driver assist system to minimize collisions with wayside traffic on street running areas and help improve safety. Overall interior appointments and layout of the new vehicles will focus on enhanced customer experience, accessibility, maintainability, and sustainability.

General configuration for a married pair or 190-ft long car. (Current LRVs are 95-ft)

General configuration for an open gangway, 190-foot long car. (Current LRVs are 95-ft)



BOEING ACCESS ROAD STATION – ACCESS TO REGIONAL TRAILS



T400137 BOEING ACCESS RD INFILL STATION Managed by: PED

Scope: Plan, design, and construct a new Link light rail infill station in the vicinity of South Boeing Access Road and I-5.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by $759 thousand to support advancement of project development through phase 3 preliminary engineering.

Budget year activities: Continue alternative analysis, commence and complete conceptual engineering/environmental assessment. Execute a change order with the consultant to begin preliminary engineering.

Authorized Project Allocation (YOE $000s)		
Baseline	$	0
Prior Year TIP	$	8,640
Current Year TIP	$	9,399

In Service Year	
Baseline	TBD
Prior Year	2031
Current Year	2031

Financial Plan Project Estimate (2023 $000s)		
Voter-Approved Cost Estimate	$	195,848
Spring 2023 Cost Estimate	$	260,767
Fall 2023 Cost Estimate	$	260,839

Cashflow (YOE $000s)

Subarea	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
South King	299	3,739	3,600	1,761	0	0	0	0	9,399
SUBAREA ALLOCATION TOTAL	$ 299	$ 3,739	$ 3,600	$ 1,761	$ 0	$ 0	$ 0	$ 0	$ 9,399

Phase	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
(10) AGENCY ADMINISTRATION	296	610	543	150	0	0	0	0	1,599
(20) PRELIM ENGINEERING/ENV REVIEW	3	2,919	2,917	1,311	0	0	0	0	7,150
(35) THIRD PARTY	0	210	140	300	0	0	0	0	650
TOTAL PHASES	$ 299	$ 3,739	$ 3,600	$ 1,761	$ 0	$ 0	$ 0	$ 0	$ 9,399

Scope: Plan, design, procure, inspect and test approximately 100 light rail vehicles (LRVs) with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Lynnwood, Bellevue/Redmond and Federal Way, and future extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah, as well as infill stations.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: Early design concepts, peer review of Series 3 specifications, fatal flaw study for car length, predictive maintenance technology and publish request for proposal for car builders.

Authorized Project Allocation (YOE $000s)		
Baseline	$	0
Prior Year TIP	$	33,000
Current Year TIP	$	33,000

In Service Year	
Baseline	TBD
Prior Year	2041
Current Year	2046

Financial Plan Project Estimate (2023 $000s)		
Voter-Approved Cost Estimate	$	1,879,671
Spring 2023 Cost Estimate	$	2,038,179
Fall 2023 Cost Estimate	$	2,038,179

Cashflow (YOE $000s)

Subarea	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
Systemwide	1,113	8,473	5,855	4,025	3,506	10,029	0	0	33,000
SUBAREA ALLOCATION TOTAL	$ 1,113	$ 8,473	$ 5,855	$ 4,025	$ 3,506	$ 10,029	$ 0	$ 0	$ 33,000

Phase	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
(10) AGENCY ADMINISTRATION	347	1,300	2,617	1,775	1,000	825	0	0	7,863
(55) CONSTRUCTION SERVICES	539	3,500	1,567	2,250	1,506	9,203	0	0	18,565
(70) VEHICLES	227	3,673	1,671	0	1,000	0	0	0	6,571
TOTAL PHASES	$ 1,113	$ 8,473	$ 5,855	$ 4,025	$ 3,506	$ 10,029	$ 0	$ 0	$ 33,000

SOUNDTRANSIT

March 14, 2024

Kelly McGourty
Director of Transportation Planning
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035

Subject: Local Funding Commitment for Sound Transit's Boeing Access Road Station

Dear Ms. McGourty:

Sound Transit is applying for regional Congestion Mitigation and Air Quality (CMAQ)/Carbon Reduction Program (CRP) funding for the Boeing Access Road Station project. The CMAQ/CRP funds will be used to procure two light rail vehicles needed to serve the new Boeing light rail station located in the vicinity of S. Boeing Access Road, East Marginal Way S., and I-5 in north Tukwila.

Sound Transit is requesting $8,200,000 of CMAQ/CRP grant funding to procure the two light rail vehicles. The cost of a "Series 3" light rail vehicle is estimated to be approximately $10,000,000 each. The $8,200,000 request for CMAQ/CRP funding is 41% of the cost of the two light rail vehicles. Sound Transit local funds will provide 59% of the costs. Sound Transit's local funding for Boeing Access Road Station and light rail vehicles is reserved in the 2024 Financial Plan and Budget, approved by the Sound Transit Board of Directors in December 2023.

Sound Transit's 2024 Financial Plan and Budget reserves $260,839,166 (2023$) for the Boeing Access Road Station and approximately $20,000,000 for two light rail vehicles, for a total of $280,839,166. The budget for the Boeing Access Road Station is shown on page 79 and the budget for Series 3 Light Rail Vehicles is shown on page 71 of the Sound Transit 2024 Financial Plan and Budget.

Federal funding sources are extremely important for the financing of Sound Transit projects and allow Sound Transit to keep projects on schedule. The COVID-19 pandemic and higher rates of inflation and construction costs have made federal assistance, such as this CMAQ/CRP grant, more important to help complete voter-approved projects and operate service, as scheduled, without delays. This CMAQ/CRP request will not supplant local Sound Transit funding and is needed to meet the modest (20%) federal grant assumptions for the Sound Transit capital program.

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www.soundtransit.org

Sound Transit looks forward to continuing to work cooperatively with our partners toward implementing this project. Thank you for considering this project.

Sincerely,

John S. Henry
Chief Financial Officer

cc: Lisa Wolterink, Deputy Executive Director of Fares, Grants and Revenue

Financial Documentation of the 2024 Adopted Sound Transit Financial Plan and Budget

Sound Transit's 2024 Adopted Financial Plan and Budget is shown on ST's website: https://www.soundtransit.org/get-to-know-us/documents-reports/financial

Below are snapshots of the Budget for Boeing Access Road Station and Series 3 Light Rail Vehicles.

SYSTEM EXPANSION — **LINK**

T400137 — **BOEING ACCESS RD INFILL STATIO** — **Managed by: PED**

Scope: Plan, design, and construct a new Link light rail infill station in the vicinity of South Boeing Access Road and I-5. The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: Increased by $759 thousand to support advancement of project development through phase 3 preliminary engineering.

Budget year activities: Continue alternative analysis, commence and complete conceptual engineering/environmental assessment. Execute a change order with the consultant to begin preliminary engineering.

Authorized Project Allocation (YOE $000s)		
Baseline	$	0
Prior Year TIP	$	8,640
Current Year TIP	$	9,399

In Service Year	
Baseline	TBD
Prior Year	2031
Current Year	2031

Financial Plan Project Estimate (2023 $000s)		
Voter-Approved Cost Estimate	$	195,848
Spring 2023 Cost Estimate	$	260,767
Fall 2023 Cost Estimate	$	260,639

Cashflow (YOE $000s)

Subarea	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
South King	299	3,739	3,600	1,761	0	0	0	0	9,399
SUBAREA ALLOCATION TOTAL	$ 299	$ 3,739	$ 3,600	$ 1,761	$ 0	$ 0	$ 0	$ 0	$ 9,399

Phase	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
(10) AGENCY ADMINISTRATION	296	610	543	150	0	0	0	0	1,599
(20) PRELIM ENGINEERING/ENV REVIEW	3	2,919	2,917	1,311	0	0	0	0	7,150
(35) THIRD PARTY	0	210	140	300	0	0	0	0	650
TOTAL PHASES	$ 299	$ 3,739	$ 3,600	$ 1,761	$ 0	$ 0	$ 0	$ 0	$ 9,399

T400037 SERIES 3 LRV Managed by: OPS

Scope: Plan, design, procure, inspect and test approximately 100 light rail vehicles (LRVs) with options for additional LRVs. Vehicles will support revenue service for future operations of the existing system, extensions under construction to Lynnwood, Bellevue/Redmond and Federal Way, and future extensions to Tacoma Dome, West Seattle, Ballard, Everett, and South Kirkland to Issaquah.

The agency's affordable long-range financial plan fully funds the project's full cost estimate as shown in the "Financial Plan Project Cost Estimate" to open at the "In Service" date identified below.

Changes to authorized allocation: None.

Budget year activities: EDC, Peer review of Series 3 Spec, Fatal flaw study for car length, predictive maintenance technology, Publish RFP for car builders

Authorized Project Allocation (YOE $000s)		
Baseline	$	0
Prior Year TIP	$	33,000
Current Year TIP	$	33,000

In Service Year	
Baseline	TBD
Prior Year	2041
Current Year	2046

Financial Plan Project Estimate (2023 $000s)		
Voter-Approved Cost Estimate	$	1,879,671
Spring 2023 Cost Estimate	$	2,038,179
Fall 2023 Cost Estimate	$	2,038,179

Cashflow (YOE $000s)

Subarea	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
Systemwide	1,113	8,473	5,856	4,025	3,506	10,029	0	0	33,000
SUBAREA ALLOCATION TOTAL	$ 1,113	$ 8,473	$ 5,856	$ 4,025	$ 3,506	$ 10,029	$ 0	$ 0	$ 33,000

Phase	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
(10) AGENCY ADMINISTRATION	347	1,300	2,817	1,775	1,000	625	0	0	7,863
(55) CONSTRUCTION SERVICES	539	3,500	1,567	2,250	1,506	9,203	0	0	18,565
(70) VEHICLES	227	3,673	1,671	0	1,000	0	0	0	6,571
TOTAL PHASES	$ 1,113	$ 8,473	$ 5,856	$ 4,025	$ 3,506	$ 10,029	$ 0	$ 0	$ 33,000