

Motion No. M2025-14

Identifying the East Marginal Way location as the proposed location of the South Boeing Access Road Infill Station for environmental review

| Meeting: | Date: | Type of action: | Staff contact: |
|----------------------------------|--------------------------|------------------------------------|--|
| System Expansion Committee Board | 03/13/2025 03/27/2025 | Recommend to Board Final action | Terri Mestas, Deputy CEO, Capital Delivery Brad Owen, Executive Director, Capital Delivery Sandra Fann, Acting Executive Corridor Director Brian Macik, Senior Project Manager |

Proposed action

Identifies the East Marginal Way location as the proposed location of the South Boeing Access Road Infill Station for environmental review.

Key features summary

- This action identifies the proposed location for environmental review from two alternatives evaluated during the alternatives analysis phase of project development.
- The Representative Project in the voter approved ST3 Plan was defined as a new infill station on the Central Link light rail line (now the 1 Line) in the vicinity of Boeing Access Road, East Marginal Way, and I-5.
- The alternatives under consideration were refined through three evaluation levels during the Alternatives Analysis phase: Fatal Flaw Analysis, Level 1 analysis, and Level 2 analysis. Recommendations by the Interagency Group (IAG) were received. The IAG consisted of the City of Tukwila, the City of Seattle, the Washington State Department of Transportation, King County Metro, and the Port of Seattle. Public, Tribal, and agency input was also received during this phase (January 2024 through February 2025).
- The project used Sound Transit's Racial Equity Tool (RET) and Equitable Engagement Tool (EET) during alternatives analysis to improve consideration of equity in engagement and alternatives evaluation. The project will continue to use the RET and EET in the next phase to inform the outreach and engagement process and conceptual design.
- The location proposed for study will undergo conceptual engineering to inform the environmental review process. During the design and environmental review of the project, Sound Transit will continue to engage affected communities in the project development process and get feedback on station design options and other concerns.

Alternatives for consideration

The Alternatives Analysis phase resulted in two locations to be considered for inclusion in the environmental review process:

- **Boeing Access Road Location (ST3 Representative Site)** – This location would add an elevated station with side platforms on the existing 1 Line just south of S Boeing Access Road between I-5 and the BNSF railway.
- **East Marginal Way Location** – This location would add an elevated station with side platforms on the existing 1 Line just west of East Marginal Way S, north of South 112th St.

During the fatal flaw portion of alternatives analysis, a third potential location was analyzed and was found to physically impact an important documented component of a known Traditional Cultural Place (TCP)¹. This location was removed from evaluation, in part, as a result of these impacts. Details of the Alternative Analysis phase are described in the Boeing Access Road Alternatives Development and Evaluation Report (March 2025).

Staff Recommendation

Staff recommends the East Marginal Way location as the proposed location to advance into environmental review. Staff does not recommend advancing the Boeing Access Road location (ST3 Representative Site) into environmental review. Conceptual engineering will include analysis of different station design options for off-street parking and a bus facility at the East Marginal Way location. One station design option (i.e., off-street parking and bus facility) will be evaluated through environmental review.

Staff recommends the East Marginal Way location as the proposed location because it is flat and accessible for construction, is in a previously disturbed area, offers good opportunities for multimodal access, and has community support. It also would avoid potential WSDOT, railroad, and wetland impacts. In addition, a Sounder station proposed near the Boeing Access Road location (ST3 Representative Site) was removed from Sound Move by the ST Board in 2001; therefore, an ability to integrate a Boeing Access Road Sounder station was not included as a criterion in Alternatives Analysis.

The next anticipated Board action will be to amend the project budget and execute a contract option for Phase 3, Preliminary Engineering, in Fall 2025. The Board is anticipated to select the project to build following completion of environmental review.

Equity considerations

The project team is using Sound Transit’s RET to integrate an explicit consideration of racial equity in project decision making and its EET to ensure the full consideration of concerns in the affected community. The needs and priorities identified during this engagement were enhancing safety and access, minimizing construction disruptions, providing parking and pick-up/drop-off area, and addressing personal safety and security at transit stations. There was also support for a station located along E Marginal Way. The community’s needs and priorities then were used to establish the project’s desired racial equity outcomes, alternatives analysis criteria, and proposed station location recommendation.

Alternatives evaluation included an equity analysis of each station location using criteria that measured potential effects on community resources in the study area, as well as opportunities for supporting equitable community development and access outcomes. Both station locations would improve access to the regional transit system for communities in North Tukwila and South Seattle. The proposed station location on E Marginal Way S has the potential to create safer biking, walking, and transit access to the station for surrounding communities.

¹ The term “Traditional Cultural Property” or “Traditional Cultural Place” (TCP) is used in the context of the National Register of Historic Places to identify a property “that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that a) are rooted in that community’s history, and b) are important in maintaining the continuing cultural identity of the community.” ([FHWA, 2024](#))

During the Alternatives Analysis phase, the project team initiated early engagement with area Native American Tribes. This engagement was intended to integrate an explicit consideration of Tribal priorities and concerns. The project heard from Tribes that both locations would impact the TCP and the Tribes would likely seek mitigation. Both remaining station locations are within a known TCP and could have potential effects on this TCP and archaeological resources.

During the next phase, the project team will continue to engage proactively and meaningfully with the Tribes and the community through the use of the RET, EET, and other means. The project team will continue to engage with and understand Tribal and community needs and priorities, confirm the previously identified needs and priorities and desired RET outcomes, and evaluate how different station design options meet those needs, priorities, and outcomes. Tribal input will be used to help site and/or configure the station in this area in ways that honor the traditional importance of this area.

Background

The voter-approved Sound Transit 3 Regional Transit System Plan for Central Puget Sound included funding for a new infill station on the Central Link (now 1 Line) light rail line in the vicinity of Boeing Access Rd, E Marginal Way, and I-5. This new station would bridge the approximately 5.5-mile gap between Rainier Beach Station and Tukwila International Blvd Station, provide transit access to employers in the North Tukwila and Duwamish Manufacturing/Industrial Centers, and increase light rail access in southern Seattle and northern Tukwila neighborhoods. The project includes an elevated station with side platforms, a bus transfer facility, a 300-stall at-grade parking lot, pedestrian and vehicle access to the station, and potentially a new traffic signal.

In November 2023, the System Expansion Committee in Motion No. M2023-101 approved a Project Development Services contract award for the South Boeing Access Road Infill Station project, which included Phase 1 (Alternatives Analysis), Phase 2 (Conceptual Engineering/Environmental Review), and an option for Phase 3 (Preliminary Engineering). Under that contract, staff has completed Phase 1 and identified and evaluated two potential station locations.

The local planning and alternatives analysis processes included technical analysis, public engagement, and input from affected local, state, and federal agencies and Tribes. Sound Transit developed an initial range of station design options from the ST3 representative project and from agency and public input during Alternatives Analysis from March 2024 through February 2025.

The project has been using Sound Transit's Racial Equity Tool (RET) since alternatives development began in January 2024 to ensure non-discriminatory decision-making and to identify new opportunities to assist the affected communities. Applying the RET resulted in enhanced engagement practices that identify issues that may disproportionately adversely impact historically disadvantaged communities. Use of the RET does not replace other federally required analyses.

The Board adopted schedule for the project opening is 2031.

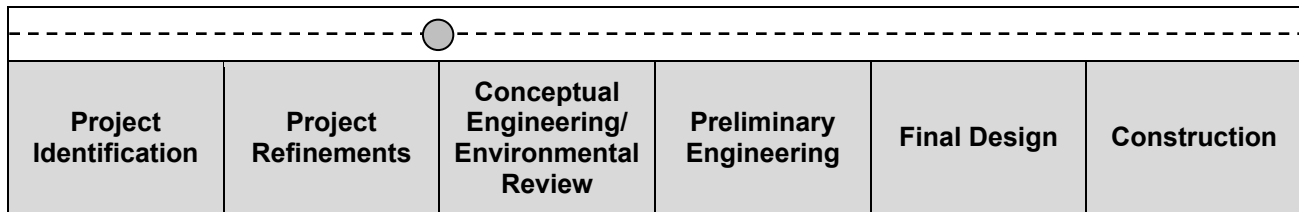
Environmental Review

A Link light rail station at S Boeing Access Road was originally evaluated in the Central Link Final EIS in 1999. The environmental review process under the National and State Environmental Policy Acts (NEPA and SEPA) for the currently proposed South Boeing Access Road Infill Station project will be determined in coordination with the Federal Transit Administration (FTA).

Future related actions

The projected date for the Sound Transit Board to Select the Project to be Built is early 2026.

Project status



Projected completion date for Phase 1 Alternatives Analysis: 1Q 2025.

Project scope, schedule and budget summary are located on the [Sound Transit website](#).

Fiscal information

The Fall 2024 Financial Plan Estimate for the South Boeing Access Road Infill Station project is \$267 million in 2024\$ with an assumed in-service date of 2031. As this project is pre-baselined, both the authorized project allocation for project development work and a forecasted cost estimate for the remaining project delivery and construction work are reasonably assumed in the existing Long Range Financial Plan forecast.

There is no direct fiscal impact associated with the proposed action. Once the proposed station location has been identified for environmental review, the project team will conduct a detailed cost estimate analysis to compare the Opinion of Probable Cost with the Financial Plan value. Based on cost trends, future cost estimates may exceed the Financial Plan estimate.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Sound Transit conducted several engagement activities in 2024 and 2025 to involve community members.

In March through May 2024, staff conducted seven community interviews. The goal of these interviews was to share project information, build relationships with the surrounding communities, and inform the Community Engagement and Communications Plan. Staff spoke with community members and representatives of community-based organizations. During the interviews, people shared their desire for accessibility to the station, through bus connections and shuttles to key destinations.

The project team hosted an online open house and survey from July 2 through July 28, 2024. The online open house shared project information, including site selection considerations. The survey gathered input on community members' priorities and concerns and had 279 respondents.

Survey respondents noted that enhanced access and safety for people walking, biking, or taking transit are the most important design considerations and would make it easier for people to get to the station. Respondents also noted that the station design should minimize the duration of construction and disruptions to the existing light rail service. Respondents noted that maximizing parking availability was an important design consideration.

Corresponding with the online open house, Sound Transit also hosted an in-person open house and attended two community events, engaging over 125 people. Attendees of the events expressed overall support for a station in the vicinity of Boeing Access Road, East Marginal Way, and I-5. Many people shared their preference for the proposed station site on East Marginal Way S. Attendees also said that security, safety, and access should be prioritized for people traveling to and at the station, including bus

connections and weather protection. Staff also heard that people were interested in parking and a pick-up/drop-off area at the station.

In late 2024/early 2025, the project team provided several community briefings that included project updates, reporting out community feedback, informing the community about how to provide additional feedback, and project next steps, culminating in a briefing and question/answer session to the Tukwila community on January 28, 2025.

Time constraints

The pre-baselined project schedule identifies completion of Phase 1 (Alternatives Analysis) in February 2025. Timely concurrence with the staff recommendation would adhere to the assumed start of Phase 2 (Conceptual Engineering/Environmental Review) and minimize project delay.

Prior Board/Committee actions

Motion No. M2023-101: Authorized the chief executive officer to execute a contract with Kimley-Horn & Associates, Inc. to provide Project Development Services for the South Graham Street Infill Station and South Boeing Access Road Infill Station projects in the amount of \$6,129,133, with a 10 percent contingency of \$612,913, for a total authorized contract amount not to exceed \$6,742,046.

Environmental review – KH 3/6/25

Legal review – PW 3/7/25



Motion No. M2025-14

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the East Marginal Way location as the proposed location of the South Boeing Access Road Infill Station for environmental review.

Background

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Use of the RET does not replace other federally required analyses.

The Board adopted schedule for the project opening is 2031.

Environmental Review

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Future related actions

The projected date for the Sound Transit Board to Select the Project to be Built is early 2026.

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Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the East Marginal Way location is identified as the proposed location of the South Boeing Access Road Infill Station for environmental review.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator