Puget Sound Regional Council

Funding Application

Competition	Regional FHWA
Application Type	Corridors Serving Centers
Status	submitted
Submitted:	April 8th, 2024 3:06 PM
Prepopulated with screening form?	Yes

Project Information

1. **Project Title**
   Graham Street Station - Design
2. **Regional Transportation Plan ID**
   5680
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 complete the Design of the Graham Street Station, a new infill light rail station including landscaping, drainage, utilities, streetlights, pedestrian and bicycle safety improvements, and bus stop improvements. Graham Street Station is scheduled to open in 2031 and 3,900 to 4,400 riders are expected to use the station daily. Light rail service will be provided 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. Graham Street Station is located in an Equity Focus Area for all 6 demographic categories, improving access to the regional high-capacity transit system for

EFA populations.

In partnership with the City of Seattle and the community, the new Graham Street Station will bring light rail access with affordable housing and safety improvements. The Rainier Valley Homeownership Initiative (RVAHI) will provide at least 100 new permanently affordable homes for purchase in the Rainier Valley corridor by 2031. Within ½ mile of Graham Street Station, there are two sites with an estimated 60 affordable homes that will be constructed by 2031. Sound Transit and Seattle will explore additional affordable housing opportunities with the construction of Graham Street Station. Also, a series of At-Grade Safety improvements ($11.4M, funded by ST) will be implemented before the construction of Graham Street Station and Sound Transit continues to work with the community and the City of Seattle to identify and implement additional safety improvements in the corridor.

2. **Project Justification, Need, or Purpose**
   Graham Street Station is needed because:
   •Chronic roadway congestion delays today's travelers, including those using transit, and degrades the reliability of bus service. Bus service in the area (route 106) runs 27% late, all day.
   •These chronic, degraded roadway conditions are expected to continue to worsen as the region's population and employment grow.
   •Regional and local plans call for a light rail station at MLK and Graham Street, consistent with PSRC's VISION 2050 and Sound Transit's ST3 and Long-Range Plan.
   •Residents and communities, including EFA populations, need long-term regional mobility and multimodal connectivity, as called for in the Growth Management Act. Residents advocated for the addition of this station to Link for 25 years, an indication of the strong local support.
   •Regional and local plans call for increased residential and/or employment density at and around high-capacity stations and increased options for multi-modal access.
   •Sustainability goals in VISION 2050 and RTP include reducing greenhouse gas emissions by prioritizing transportation investments that decrease vehicle miles traveled.
   •Due to the distance between the nearest light rail stations and lack of safe walking conditions, few people in the project area can easily walk to the light rail line. As described in Puget Sound Sage's neighborhood planning process for the station area "pedestrian environment is unsafe, especially at the intersection of MLK and Graham. High car speeds, reckless driving resulting from unreliable traffic lights and crosswalk timing, and poor lighting lead to a complete lack of safety for people walking in the area." (page 29).

   Graham Street Station will:
   •Provide high quality, reliable light rail service as defined through local planning process and ST3.
   •Improve mobility by increasing accessibility and connectivity.
   •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**
   On the existing 1 Line, approx. at MLK Jr Way and Graham Street in the city of Seattle
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**
   Final_Maps-Graphics_Graham_St_Station.pdf

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.

Graham Street Station is specifically identified in the City of Seattle's current Comprehensive Plan as well as in the Mayors Recommended update to the Comprehensive Plan. Graham Street Station is located in the "Othello Urban Village/Urban Center" and is listed as a "Desired Link Infill Station" in the Comprehensive Plan. The Graham Street Station area is also part of the Planned Frequent Transit Service Network, Recommended Bicycle Network, and Pedestrian Priority Investment Area.

Page 80 of the City of Seattle Comprehensive Plan shows Graham Street Station as one of a set of "Desired Link Infill Stations."
http://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/SeattlesComprehensivePlan/ComprehensivePlanCouncilAdopted2021.pdf

Other policies that support light rail in Seattle's Comprehensive Plan
•QA-P35 Strive to provide high-capacity transit services, including light rail, to the urban center.
•O-P12 Use the light rail station as a gateway with appropriate transitions to the Othello Residential Urban Village.
•O-P29 Create safe pedestrian and bicycle access to light rail and bus service, and to the business district, especially from the east and west.
•O-P32 Design streets for pedestrian safety, especially at light rail crossings.
•O-G3 The core town center, around the light rail station, is economically strong and serves the multicultural community who live, work, and shop here.
•O-P1 Encourage dense urban development in the town center in a manner that creates a vibrant and active commercial district supportive of the community, along with residential infill development to increase the housing supply.

Graham Street Station is also included in the updated "Mayor's Recommended Seattle Transportation Plan" (Feb 28, 2024)
•ID # 45: "Improve access for people walking, rolling, biking, and taking transit to and from the future Graham St Link light rail station" (page I-102)
•"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)

Graham Street Station is included in the voter-approved ST3 plan and consistent with Sound Transit's Long-Range Plan. See "Sound Transit 3: The Regional Transit System Plan for Central Puget Sound" pages 3, 5 and 14.
https://www.soundtransit.org/sites/default/files/project-documents/st3-system-plan-2016.pdf

Graham Street Station is included in the Puget Sound Regional Council's VISION 2050 Plan and Regional Transportation Plan (Project ID 5680) and the station is supportive of the RTP's goal of having 65% of population growth and 75% of job growth near high-capacity transit and to triple transit boardings by 2050.

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).**
   Graham Street Station is located in a King Countywide Center and connects to 10 PSRC

Regional Growth Centers and 2 Manufacturing/Industrial Centers via high-capacity transit (Link light rail).

•Graham Street Station is located in the Othello "Urban Center" according to the City of Seattle's 2024 Draft One Seattle Plan. ("Urban Centers" are designated as Countywide Centers by the King County Growth Management Planning Council.) The walkshed of the Othello Urban Center at Graham Street is proposed to be expanded in the 2024 Comprehensive Plan update.
•PSRC designated Regional Growth Centers 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. Manufacturing/Industrial Centers connected by Link include: North Tukwila, and the Duwamish MIC.

Graham Street Station is located on the existing 1 Line (currently 25 miles, expanding to over 60 miles by 2026), serving five cities and major employment areas, educational and health care facilities, including downtown Seattle, the University of Washington, multiple hospitals, and Sea-Tac Airport. The 1 Line generally follows the I-5 corridor, the most congested highway in the state. Per WSDOT, I-5 is severely congested 84–95% of the time, and taking Link is often faster than driving or taking the bus.The 1 Line also serves major stadiums for the Mariners, Seahawks, Sounders, Reign, and University of Washington.These stadiums hold up to 70,000 fans and create significant congestion. Link relieves event-related congestion because a light rail train can hold approximately 1,000 passengers.

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) served by Graham Street Station include: People of Color, People with Low Incomes, People with Disabilities, People with Limited English Proficiency, Youth and Older Adults.
   Below please find a summary from the PSRC Project Selection Resource Map*:
   •People of Color (84%, above the 50% threshold),
   •People with Low Incomes (53%, above the 50% threshold),
   •People with Disabilities (17%, above the regional average of 11%),
   •People with limited English proficiency (LEP) (35%, above the regional average of 8.5%
   •Youth (20%, above the regional average 15.4%)
   •Older Adults (20%, above the regional average of 13.4%)
   •Intersectional Equity Focus Areas – 53% of the total population are People with Low Incomes and 84% are People of Color.
   * This is information from census tract 110.01. Graham St Station is located on the border between census tracts 110.01 and 111.01 (MLK Jr Way is the border). Both Census tracts 110.01 and 111.01 are considered an Area of Persistent Poverty, Historically Disadvantaged Communities and Opportunity Zones.

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 Graham Street Station area is an Intersectional Equity Focus Areas – 53% of the total population are People with Low Incomes and 84% are People of Color.
   •More than half of all renters in the neighborhood pay more than 1/3rd of their household income on housing costs.
   •Station area residents use transit at over twice the metro area rate (21% vs. 9%).
   •Residents have advocated for the addition of this station to Link for over 25 years (since 1999), demonstrating strong local support.
   •Graham Street Station will provide a much-needed high-capacity transit connection for residents of the Graham Street/Hillman City area and Rainier Valley, with projected ridership of up to 4,400 per day. From Graham Street Station, travel to Downtown Seattle or SeaTac Airport will take 18 minutes, saving residents time and money and access more job and educational opportunities as well as access health care facilities. Taking light rail can help improve people's mobility and accessibility and alleviate congestion on the area's road network.
   •The City expects over 3,500 additional people will make the four census tracts around the Graham St Station area their home in the next few years. Light rail service will be provided 20 hours per day. The station area has over 1,200 affordable housing units within walking

distance, including units specially designated for low-income families with special-needs children, as well as units for seniors. More affordable housing is planned.

Graham Street Station will provide access to fast, reliable, safe, and affordable light rail service, particularly for underserved and overburdened communities. Sound Transit provides:
•Free annual passes for people with very low income (80% or less of the federal poverty level).
•Free Transit for youth aged 18 and under.
•Discounted ORCA LIFT fares ($1) for people who make 200% or less of federal poverty level.
•$1 fares for Seniors and People who are Disabled.
•ORCA cards pre-loaded with $20 of free rides when registering for ORCA LIFT.
•Before opening the Graham Street 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.
•The cost of Link light rail ($1 reduced fare or $3 adult fare to go anywhere on a 60+ mile system) is much more reasonable than driving and parking. Street parking prices in downtown Seattle are $2.50-$4 per hour. For events, street parking is $8 per hour. Parking in a garage can cost $20-$50 per day.

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.**

   Graham Street Station supports planned housing and/or employment densities with the following:
   •The region's VISION 2050 Plan 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.
   •In Seattle's Current Comprehensive Plan, Graham Street Station is listed as a "Desired Link Infill Station" and is located in the Othello Urban Village/Urban Center. Ordinance 125791 changed the zoning in the station area to accommodate higher density development. The MLK Way corridor has been zoned for mixed-use development (NC2-55 [M] and NC2-75 [M]). Much of the adjoining neighborhood has been rezoned to allow for greater density via the same Ordinance.
   •Riders will benefit from light rail service every 8 minutes during peak hours, 10 minutes during off-peak and every 15 minutes during very late night/very early morning times. Service will be provided over 20 hours a day, from 5:00 AM to 1:30 AM.
   •Graham Street Station provides new access for residents to travel to major employment centers, such as downtown Seattle, First Hill/Capitol Hill, UW, SeaTac Airport and downtown Bellevue. 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."
   •The Graham Street Station area is rated "Low" on the "Opportunity Index." The new Station will provide more equitable access to jobs by decreasing costs and improving access to employment centers, health care facilities, educational opportunities and healthy sources of food and living-wage jobs (Source: PSRC, Growing Transit Communities, "Equity, Opportunity, And Sustainability in the Central Puget Sound Region").
   •People from other areas in the region can also access the ~190 registered businesses within a one-mile radius of Graham Street Station. Almost all these businesses, except for a few local franchises of national chains and public companies, are very small. More than half of the businesses report fewer than five employees and sales less than $500,000.
   •Equitable TOD (supportive of housing and employment densities) is planned around the Graham Street Station. Zoning in the neighborhood was changed in 2019 to accommodate the arrival of more businesses and multifamily housing.
   •Through the Rainier Valley Homeownership Initiative, the City of Seattle and Sound Transit are building at least 100 units of affordable housing in the Rainier Valley corridor, including the Graham Street Station area. Residents of these affordable units in the station area will have fast, easy access to multiple centers in the region.

   The 2024 Draft Seattle Comprehensive Plan states that Urban Centers:
   •GS 4.3: Allow a wide range of housing types in Urban Centers. Urban Centers should generally allow buildings of 3 to 8 stories. Buildings greater than 8 stories may be appropriate in Urban Centers near light rail stations.
   •GS 4.4: Allow a wide range of non-residential uses including office, retail, and entertainment uses in Urban Centers. Major office developments are appropriate in Urban Centers but should be encouraged primarily near light rail stations.
   •GS 4.5: Allow various sizes of Urban Centers based on local conditions, but generally include those areas within a 10-minute walk (half-mile) of a current or future light rail station or 8-

minute walk (2,000 feet) of the central intersection if no light rail exists.

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

Graham Street Station supports PSRC, Seattle and the Graham Street Community Vision plans:
•The PSRC's VISION 2050 Plan and Regional Housing Strategy have a goal of 65% of residential growth to be located near high-capacity transit stations. The Regional Housing Strategy states that "areas near high-capacity transit stations, such as light rail, should be zoned for the highest housing densities and prioritize housing and people-centered uses over automotive uses whenever possible."
•Sound Transit offers a minimum of 80% of its surplus property as housing for either transfer at no cost, sale, or long-term lease first to qualified entities that agree to develop affordable housing on the property, consistent with local land use and zoning laws. Qualified entities include local governments, housing authorities and nonprofit developers. If a qualified entity accepts the property through the offer, at least 80% of the housing units constructed must be affordable to those earning 80% of the area median income for the county in which the property is located. 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.
•Efforts to increase affordable housing have already begun with Sound Transit's no-cost transfer of 10 properties to the City of Seattle for the Rainier Valley Homeownership Initiative (RVAHI), which will provide at least 100 new permanently affordable homes for purchase in the Rainier Valley corridor by 2031, including the Graham Street Station area. The RVAHI is specifically designed to prevent displacement, advance racial equity, and build generational wealth for families who already live, work, or are otherwise established in the Rainier Valley. The City of Seattle's 2019 "community preference policy" allows housing developments to prioritize certain applicants in communities at high risk of displacement.
•Within ½ mile of Graham Street Station, there are two sites with an estimated 60 affordable homes that will be constructed by 2031. "Site 6" was included in the recent City of Seattle RFP and awarded to Habitat for Humanity and African Community Housing & Development to develop 30 homeownership units. The development budget is $12,719,250, including $3.6 million from the City of Seattle. "Site 12" has potential for up to 25 homes and will go out for RFP later this year. Sound Transit and the City of Seattle will explore additional affordable housing opportunities with the construction of Graham Street Station.
•Sites 6 and 12 were identified as properties Cham Refugees Community would like to see developed first predominately due to proximity to their community center and other assets in the neighborhood, such as schools and businesses. Cham Refugees Community first opened its doors to serve the ethnic Cham population from Vietnam and Cambodia more than 30 years ago. Today, it is a nonprofit agency serving the local Muslim refugee and immigrant communities in Seattle and the surrounding areas by providing family and community-focused services. Annually, the organization serves more than 1600 individuals and families in Seattle and South King County. Cham Refugees Community signed a letter of support for Graham Street Station.
•Graham Street Station has a community-driven neighborhood vision. The Graham Street Community Action Team (CAT) started meeting in early 2018 with a goal to develop a vision for the Graham Street neighborhood that placed existing stakeholders at the center of planning for a new light rail station. The Graham Street CAT is comprised of Cham Refugees Community, Filipino Community of Seattle, Co Lam Pagoda, Somali Community Services of Seattle, Bethany UCC, Tenants Union of WA, Debre Mihret Kidus Michael Ethiopian Orthodox Tewahedo Church, Somali Health Board, South Communities Organizing for Racial and Regional Equity, and Puget Sound Sage. Throughout the visioning process, over 2,000 people were reached and 500 directly participated.
•There are a significant number of vacant or underdeveloped properties and lots around the intersection of MLK Jr Way S and S. Graham St. These vacant properties present additional affordable housing opportunities around the Graham Street Station area("Graham Street: A Community Driven Neighborhood Vision," page 15).
•The City of Seattle will also have a station-area planning effort. The City's station-area planning work has not yet begun for this station.

Graham Street Station provides better transit access and connections between the Rainier Valley and nearly a dozen regional centers. Graham Street Station is located in the Othello Urban Village/Urban Center (a Countywide center) per the Seattle Comprehensive Plan. In 2019, the City of Seattle changed the zoning in the station area to accommodate higher-density development. The MLK Way corridor has been zoned for mixed-use development (NC2-55 [M] and NC2-75 [M]). Much of the adjoining neighborhood has been re-zoned to allow for greater density via the same Ordinance. The area's neighborhood plan includes the following goals and policies:
•O-G3 – The core town center, around the light rail station, is economically strong and serves the multicultural community who live, work and shop here.
•O-P3 – Encourage well-designed multifamily development to contribute to the development of a mixed-use town center development.
•O-P11 – Encourage a range of affordable and market-rate residential uses in mixed-use

development that is within short walking distance of a light rail station.
•O-P22 – Strive to develop pedestrian amenities to link commercial areas, transportation facilities, residential areas, and parks.
•O-G9 – The neighborhood has a safe and effective network of buses and trains that supports land use goals and adequately serves the community.
•O-G11 – There are safe and convenient pedestrian and bicycle transportation alternatives to and from residential areas, parks, schools, civic buildings, and commercial and employment areas.
•O-P28 – Mitigate the impact of arterial traffic on pedestrian activity and promote the safety of pedestrians by providing pedestrian amenities along arterials.
•O-P32 – Design streets for pedestrian safety, especially at light rail crossings.
•O-G15 – To support cultural diversity, there is improved access to education and employment training opportunities for all, including support specifically for immigrant and refugee families.

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

A lack of access to Link light rail and safe pedestrian conditions in the Graham Street Station area has limited EFA populations from accessing a number of high-wage, middle-wage, and living-wage jobs. A new infill light rail station, landscaping, drainage, utilities, streetlights, pedestrian and bicycle safety improvements, and bus stop improvements will address this limitation as well as the related improvements to safety and affordable housing in the corridor.
•Due to the distance between the nearest light rail stations (Othello and Columbia City), few people between S Graham St and S Orcas St can easily walk to the light rail line.
•An issue identified in Puget Sound Sage's neighborhood planning process for the station area was unsafe pedestrian conditions. As described in the report, the "pedestrian environment is unsafe, especially at the intersection of MLK and Graham. High car speeds, reckless driving resulting from unreliable traffic lights and crosswalk timing, and poor lighting lead to a complete lack of safety for people walking in the area" (Graham Street: A Community Driven Neighborhood Vision, pg 29).
•Bus service in the area can also be unreliable and is slower than rail. The station site is served by KCM route 106, which runs 26% late all day.

Graham Street Station brings improvements in mobility and community connectivity to EFA populations:
•New light rail infill station and direct light rail service to an area with relatively low transit service, eliminating the current 1.6-mile gap between light rail stations.
•Graham Street Station will include bus stops and other amenities so riders can seamlessly transfer to/from existing local King County Metro bus service (route 106) and a potential future east-west bus route. Bus stops for this new route serving Graham Street Station will be planned in partnership with King County Metro.
•The most conservative version of the current bike parking code paired with the estimated boardings would generate a range of 30–100 bike parking spaces at Graham Street Station. (Number will be finalized during Final Design). Bicycles are welcome on light rail vehicles and each car has designated space for 4 bicycles.
•The Graham Street Station includes a nonmotorized access allowance, which will fund bicycle and pedestrian improvements connecting to other local and regional nonmotorized facilities.

The neighborhood surrounding the project offers a diverse range of businesses and job opportunities. This includes grocery stores (Safeway at MLK/Othello), several restaurants (Rainier Restaurant and BBQ), government offices (DSHS at MLK/Graham), and several K-12 Schools are located with 1-mile radius of the Station. The variety of job types provides an economic ladder for people in the neighborhood to progress within their careers all within walking distance of transit stops and thousands of housing units.
•Per the Climate & Economic Justice Screening Tool, Graham Street Station is located in an area with low-income residents, high housing costs, and high levels of pollutants as compared to the rest of the United States. Per PSRC's Project Selection Mapping tool, Graham Street Station is located in an area (and will serve) all 6 EFA populations.
•By 2031, when Graham Street Station opens, the regional light rail system will span over 60 miles with 44 stations linking the region's growth centers. With service every 8 minutes in peak hours and service 20 hours a day, a rider using Graham Street Station can save significant time and cost by taking light rail instead of driving and paying for parking or taking local buses.
•From Graham Street Station: Link light rail is 12 minutes faster than existing KCM route 106 service (40% improvement) when traveling from Graham Street & MLK Jr to downtown Seattle (International District).
•Riders using Graham Street Station will have fast, reliable service, with travel times of 18 minutes to both Sea-Tac Airport and downtown Seattle.
•Taking light rail ($1 reduced fare or $3 adult fare) is often faster and is much more affordable than driving and parking in downtown Seattle or at Sea-Tac Airport.
•It will take less than 30 minutes for a rider using Graham Street Station to travel to University of Washington and UW Hospital/Medical Center (36,080 jobs and medical facilities) — often faster than driving and parking. Riders from Graham Street Station can also access Highline College, Seattle Central, and North Seattle Colleges.

Graham Street Station is located in an Intersectional Equity Focus Area, where 53% of the total population are People with Low Incomes and 84% are People of Color. The estimated 3,900–4,400 daily riders at Graham Street Station will have the following benefits:
•Link will operate frequent service and 20 hours of light rail service will be provided daily (266 trips per day). 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. This span of service helps EFA populations access a wide variety of high, middle and/or living wage jobs.
•Link light rail is 40% faster than existing bus service, reducing travel time by 12 minutes per trip to downtown Seattle, saving 211,306 hours of travel time annually.
•Graham Street Station and Link light rail provide connections to major employment centers currently employing over 466,000 people and providing access to over 105,000 net new jobs forecast in 2035.
•Graham Street Station provides access to ~190 small businesses in the neighborhood.
•Graham Street Station would connect with a new potential King County Metro east-west bus route that would be implemented in coordination with the station, opening up opportunities east and west of the station area.
•Taking light rail ($1 reduced fare or $3 adult fare) is often faster and is much more affordable than driving and parking, especially in downtown Seattle or at Sea-Tac Airport.

The project itself will have a direct impact on regional employment as well. Sound Transit has Apprenticeship and Preferred Entry job programs to help people, especially from disadvantaged communities, get family-wage-earnings careers.
•ST's apprenticeship utilization goal is 20% of the total construction hours worked and it is helping improve the region by ensuring that there are opportunities for workers who want to get into the construction trades and that there is a ready and able supply of trained candidates.
•ST's Preferred Entry program has successfully helped underserved and disadvantaged populations gain access to apprenticeship opportunities in the construction industry. By partnering with programs such as Seattle Vocational Institute, Apprenticeship & Nontraditional Employment for Women (ANEW) and Helmets to Hardhats, Sound Transit helps place veterans, women and people from disadvantaged backgrounds into family wage-earning careers.

According to a model developed by the Washington Office of Financial Management, construction of Graham Street Station is estimated to create 608 jobs (246 direct and 362 indirect). Sound Transit's capital expansion projects bring construction employment opportunities to communities across the Puget Sound region.

Sound Transit projects provide inclusive economic development, supporting 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.**

Graham Street Station and light rail service support access to jobs and long-term economic growth, in industries such as Aerospace, Information & Communication Technology, Maritime, Military & Defense, Life Sciences & Global Health, Clean Technology, 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."
Link light rail supports access to:
•Information & Communication Technology, as well as Business Services: Link directly serves large employers such as Microsoft and Amazon, served by the Redmond Technology Center Link Station and several Link stations in Bellevue (Bellevue has over 150,000 jobs).
•The Life Sciences & Global Health sector by providing service to University of Washington, Highline College and North and Central Seattle Colleges.
•Clean Technology - Link light rail runs on 100% carbon-free electricity. This was made possible through an innovative agreement with Puget Sound Energy to purchase wind energy directly from the utility's Green Direct program.
•Tourism- light rail directly serves SeaTac Airport, downtown Seattle cruise ship docks, attractions like Pike Place Market, major sporting venues and arts and cultural assets.
•Transportation & Logistics – Link serves SeaTac Airport, which drives more than 87,000 direct jobs (includes both direct airport activities and visitor impacts).
•Maritime industries – The station provides access to jobs at the Port of Seattle.
•Aerospace – In addition to fast access to SeaTac, King County International Airport/Boeing

Field and eventually to Paine Field Airport.
•Lab Sciences and Global Health – The Station will provide a fast connection to the medical and biotech firms in the South Lake Union area.

This project directly supports the Regional Economic Strategy including the following initiatives:
Q3: Improve the region's transportation system ("Expand access to affordable transportation options in underserved neighborhoods to connect the underserved populations with jobs.")
E1: Expand equity focus throughout economic development efforts ("Expand the use of community workforce agreements and priority hire programs to expand job access and job quality for underrepresented communities")
Q5: Ensure the region is a healthy place to live, work, and play for all residents ("Support built environment improvements identified in jurisdictions' ADA Transition Plans.")
Q6: Protect the global environment. ("Decrease reliance on fossil fuels for the region's land, sea and air transportation systems through the development and adoption of alternative energy technologies, including electrification and electric vehicle infrastructure.")
Source: Regional Economic Strategy (Dec 2021) https://www.psrc.org/media/1688

Sound Transit works with other transit agencies to provide ORCA cards and other transit passes through employers. The region has over 2,000 ORCA Business Accounts – where employers provide ORCA cards to employees/students. Approximately 50% of Sound Transit fare revenue is from ORCA Business Accounts by their employers. Taking light rail reduces the financial burden of commuting. As compared to driving and parking, transit riders can save over $10,000 each year in the Seattle area (APTA).
Graham Street Station will also reduce VMT in the region by approximately 25,736 per day, alleviating congestion on some of the region's busiest roadways.

Graham Street Station supports job establishment/retention by providing access to major employment centers, such as downtown Seattle and downtown Bellevue, SeaTac Airport, University of Washington, North Seattle, Central Seattle and Highline colleges. The project also supports the region's Economic Strategy initiative to "Expand access to affordable transportation options in underserved neighborhoods to connect the underserved populations with jobs."

People can also travel to the Graham Street Station area, supporting a diversity of local businesses. There are around 190 registered businesses within a one-mile radius of the station. Almost all these businesses are very small. More than half of the businesses report fewer than five employees and sales less than $500,000.

More Equitable Access to Jobs. This project decreases costs and improves access for people with transportation disadvantages through reliable and timely access to employment centers, education and training opportunities, and other basic needs of workers. Light rail serves areas rated "low" on the "Opportunity Index." Additional light rail service is expected to improve job opportunities and services, linking residents to employment centers while improving safety, providing additional modes and reducing emissions of air pollutants. This project connects communities to educational resources, career training resources, and healthy sources of food and living-wage jobs (Source: PSRC, Growing Transit Communities, "Equity, Opportunity, And Sustainability in the Central Puget Sound Region").

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 following user groups will benefit from Graham Street Station:
•Residents, including EFA populations-- Light rail service will be provided over 20 hours a 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 during very late night/very early morning hours. The station area has over 1,200 affordable housing units within walking distance, including units specially designated for low-income families with special-needs children, as well as units for seniors. More affordable housing is being developed. The City expects over 3,500 additional people will make the four census tracts around the Graham St Station area their home in the next few years.
•Commuters will benefit from light rail service every 8 minutes in peak hours, 20 hours per day. Taking light rail is faster and much less expensive than driving and parking in downtown Seattle. It will also allow riders to reach SeaTac Airport and downtown Seattle in 18 minutes. The project will reduce an estimated 25,736 VMT per day.
•Students and teachers and staff– several K-12 Schools are located with 1-mile radius of the Station: Aki Kurose Middle School, Seattle Nativity School, Impact Salish Sea Elementary, Martin Luther King Jr. Elementary, Graham Hill Elementary, Orca K-8 School, and Dearborn Park International School. Students benefit from the new Station and the reliable service, with connections to University of Washington and other educational institutions in the region.
•Park and trail users – can access Seward Park, Brighton Playfield, John C. Little Park and Community P-Patch, and others. Chief Sealth Regional Trail is only blocks away from the Graham Street Station.
•Travelers/SeaTac Airport users – the new Station allows for quick, direct access to SeaTac

Airport (a "one-seat ride") in 18 minutes, much faster and more reliable than driving in congested periods or taking existing bus service.
•Business owners (approximately 190) around the station area will benefit from the additional access to their business.
•Sports fans - The 1 Line serves major stadiums for UW, Mariners, Seahawks, Sounders and Reign. These stadiums hold up to 70,000 fans and create significant congestion. Link relieves event-related congestion because each train can hold approximately 1,000 passengers.
•People with disabilities – Graham Street Station will incorporate universal design, including improvements that go beyond ADA requirements. Seattle has one of the largest populations of deafblind residents. Sound Transit's new accessibility app to enhance wayfinding for passengers with vision disabilities will also improve access and passenger experience. 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.

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.**

•Graham Street Station improves access to major destinations by completing a physical gap and providing a missing mode. Graham Street Station eliminates the 1.6-mile gap that exists between stations in the Rainier Valley.
•Graham Street Station is an essential link in the Regional Transportation Plan transportation network, connecting the Othello Urban Center (a Countywide Center) with 10 PSRC Designated Regional Growth Centers and 2 MICs.
•Graham Street Station significantly improve mobility and enhances active transportation. By improving the pedestrian environment around the station area, this project will also improve walkability and ADA accessibility in a growing neighborhood. The scope of Graham Street Station includes modifications to existing sidewalks, landscaping, drainage, utilities, and streetlights near the station along MLK Jr Way S to create a more pedestrian-friendly environment. It will also add a new pedestrian signal and modifications to the MLK Jr Way S/Graham Street intersection to further improve walking conditions. The new station will include level boarding and other ADA improvements for safe and easy mobility for everyone, whether walking or rolling.

Graham Street Station improves access to a variety of modes, on a corridor where non-motorized improvements are needed. In the station area, MLK Jr Way S has 6 lanes of traffic with ADT of 37,500.
•According to the City of Seattle's Vision Zero Top to Bottom Review Full Report (pgs 40, 43, 45), nine people were killed on MLK Jr. Way S in the last three years. The report recommends the City of Seattle "partner with Sound Transit to implement a series of improvements along MLK Jr. Way S to enhance safety for all travelers." The Plan recommended collaboration between Seattle and Sound Transit to "implement safety improvements along MLK Jr Way S and improve the safety of walking, rolling, and biking access to light rail station areas."
•The City of Seattle and Sound Transit are improving at-grade crossings of the light rail corridor. A review of Link light rail collisions, near misses and close calls between 2009 and 2021 indicated that there were 43 rail safety events at the Graham Street intersection. Graham Street has been prioritized #1 due to safety events and collisions. The Graham Street intersection had the most total events at 43 and the most collisions at 13.
•A major priority of the Graham Street Station project is to provide safer access and mobility in the station area, starting with a series of At-Grade Safety improvements ($11.4M in total, funded by ST) to be implemented in the corridor before the construction of Graham Street Station.

Graham Street Station will improve multiple modes:
•Light Rail: a new infill light rail station
•Bus: Graham Street Station will include bus stops and other amenities so riders can seamlessly transfer to/from existing local King County Metro bus service (route 106) and a potential future east-west bus route. Bus stops for this new route serving Graham Street Station will be planned in partnership with King County Metro.
Pedestrian/bicycle Improvements:

•Modifications to existing sidewalks, landscaping, drainage, utilities, and streetlights near the station along MLK Jr Way S to create a more pedestrian-friendly environment.
•Adds a new pedestrian signal and modifications to the MLK Jr Way S/Graham Street intersection to further improve walking conditions.
•The new station will include level boarding and other ADA improvements for safe and easy mobility for everyone, whether walking or rolling.
•Bicycle parking for 30-100 bikes (number to be finalized in Final Design).

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.**

   Graham Street Station is 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 stations have a useful life of 40-50 years and can last much longer. Sound Transit has a dedicated revenue stream that is available in its entirety to finance Sound Transit projects and operations such as Graham Street Station. All aspects of the project are built to meet projected long-term travel demand to/from multiple regional centers. Sound Transit's financial plan shows that Sound Transit has the local funding to implement and operate the station through 2062.

   The platforms for Graham Street 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.
   •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.
   •Safety improvements planned for the corridor and station area can reduce incidents and blockages on the tracks, which can also improve the efficiency of the corridor.
   •Graham Street Station will have multiple ITS system improvements, include Passenger Information Management System (PIMS) and real-time arrival signage.

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).**

   Graham Street Station remedies a current or anticipated problem.
   •Incomplete network: Graham Street Station has been planned since 1999 and was included as part of the Central Link Environmental Impact Statement (EIS), however, the station was deferred to reduce systemwide costs. Now, the project has been restarted and, due to strong public support, prioritized as a "Tier 1" project to be completed in 2031.
   •In addition to closing the 1.6 mile gap between the Othello and Columbia City stations, the Graham Street Station will increase capacity and accessibility in a high-growth area. Graham Street Station supports the regional goal of attracting 65% of population growth to the region's growth centers and high-capacity transit station areas.
   •This project is a "logical segment" on the Regional Transportation System. Graham Street 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 the Graham Street Station and the light rail system will be able to connect to 10 Regional Growth Centers and 2 Manufacturing/Industrial Centers (MICs).
   •Need for better accessibility: Residents in the Station area already use transit at more than double the rates seen in other parts of the metro area (21% vs. 9%). KCM Route 106 offers service every 15 minutes in peak periods and every 30 minutes at night. Route 106 experiences reliability issues and was listed as "late" 26.7% of the time all day. Light rail service will be provided more frequently and more reliably - every 8 minutes during peak hours, 10 minutes in off-peak periods, every 15 minutes very late at night/ very early in the morning – a total of 20 hours per day.

   Addressing modal conflicts and Improving Safety: Graham Street Station addresses the safety issues that have been identified by the City and local residents as a major concern.
   •The project will improve safe access to a variety of modes, on a corridor where non-motorized improvements are needed. In the station area, the MLK Jr Way S roadway has six lanes of traffic with ADT up to 37,500.

•A major priority of this project is to provide safer access and mobility in the station area, starting with a series of At-Grade Safety improvements ($11.4M) is included in Sound Transit's 2024 Budget, to be implemented before the construction of Graham Street Station. Additional safety and accessibility improvements will be constructed with the construction of the station.
•Per Seattle's Vision Zero Top to Bottom Review Full Report (pgs 40, 43, 45), nine people were killed on MLK Jr. Way S in the last three years. The report recommends the City of Seattle "partner with Sound Transit to implement a series of improvements along MLK Jr. Way S to enhance safety for all travelers." The Plan recommended collaboration between Seattle and Sound Transit to "implement safety improvements along MLK Jr Way S and improve the safety of walking, rolling, and biking access to light rail station areas."
•The City of Seattle and Sound Transit are improving at-grade crossings of the light rail corridor. Graham Street has been prioritized #1 due to safety events and collisions. The Graham Street intersection had the most total events at 43 and the most collisions at 13.
•Removal of barriers to using the system: In addition to the access improvements around the station area, Sound Transit offers an a new accessibility app to enhance wayfinding for passengers with vision disabilities. Sound Transit plans to launch GoodMaps to all Link light rail stations.

As mentioned previously, low-income residents (and all 6 EFAs) serve as the EFA for this proposed project.
•The Graham Street Station project address disparities for EFAs by building a new infill station, which provides access to the high-capacity transit system. Residents have advocated for the addition of Graham Street Station to the Link light rail system for many years and the station has strong local support.
•Although residents in these 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 Graham Street Station will have reliable, fast transit service 20 hours a day (266 trips per day). Trains will run every 8 minutes in peak periods and every 10 minutes in off peak periods and weekends and every 15 minutes very late at night/very early in the morning.
•Light rail provides access to key educational institutions and employment centers and will have frequency and span to serve off peak hours. Graham Street 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.**

   Graham Street Station will include sidewalks, bike infrastructure , bus station improvements, and safe crossings, ensuring safety for the first/last mile to transit, encouraging active transportation. These improvements are being made on a corridor where safety has been identified as a high-priority concern.
   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. This project includes pedestrian and bicycle improvements at a busy arterial intersection where barriers to pedestrian movement and cycling exist.

   The Graham St Station includes modifications to existing sidewalks, landscaping, drainage, utilities and street lights along MLK Jr. Way in the station vicinity, to make a more pedestrian-friendly environment, and address serious safety concerns on the corridor. It will also add a new pedestrian signal, and modifications to the MLK Jr. Way/Graham Street intersection to further improve walking conditions. The new Station will include level boarding and other ADA improvements for safe and easy mobility for everyone – whether walking or rolling.

   Graham Street Station is near Van Asselt Playground and Brighton Playfield and Chief Sealth Regional Trail. The Chief Sealth Trail is a 4-mile greenway and provides an open space greenway through Seattle's southeast urban neighborhoods. The trail provides an excellent open-space experience and access to surrounding urban areas. It will also improve access to the nearby Chief Sealth Trail.

   Per PSRC's Active Transportation Plan, a 5% increase in neighborhood walkability is associated with 6.5% fewer vehicle miles traveled per capita and people who walk, bike and take transit are more likely to get needed physical activity daily versus those who drive.

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.**

   Graham Street Station will serve all 6 Equity Focus Area populations.
   •Graham Street Station is, by itself, a gap in the high-capacity transit system. Currently, due to

the distance (and lack of safe walking conditions) between the nearest light rail stations, few people can easily walk to the light rail line. As a local community activist, Abdi Yussuf described it, “They [neighborhood residents] haven’t seen the fruits of light rail,” as, “The two stations closest to them are so far away.” Source: https://southseattleemerald.com/2021/05/20/graham-street-station-light-rail-unknowns-frustrate-neighborhood/
•This project will design a new Link light rail station in close proximity to a large and growing population that has higher rates of transit use, who will benefit from the job and service access this station will provide. The project will eliminate the 1.6 mile gap between the Othello and Colombia City stations, and create easy access to high-capacity transit service in an area with high demand for transit.
•Additional affordable housing will also directly benefit the residents of the Graham Street/MLK corridor. Within ½ mile of Graham Street Station, there are two sites with an estimated 60 affordable homes that will be constructed by 2031. Sound Transit and the City of Seattle will explore additional affordable housing opportunities with the construction of Graham Street Station.
•This project will also include safety improvements. Unsafe pedestrian conditions were identified as a key issue in Puget Sound Sage’s neighborhood planning process for the station area. As described in the report, the “pedestrian environment is unsafe, especially at the intersection of MLK and Graham. High car speeds, reckless driving resulting from unreliable traffic lights and crosswalk timing, and poor lighting lead to a complete lack of safety for people walking in the area” (page 29). The project will improve sidewalks, intersection crossings, and add a new pedestrian signal to help improve these conditions. Sound Transit is also working with SDOT to assess the performance of at-grade crossings system wide and identify opportunities for enhancements and implement remedies.
•Sound Transit and Seattle DOT have an existing partnership agreement specifically to improve safety along this corridor. The Design of Graham Street Station will incorporate recommendations from its At-Grade Crossing Safety Program. Specific safety features include the following: New pedestrian signals; Dynamic message signs that say “ANOTHER TRAIN COMING,” and associated signage, striping, and other infrastructure; Improved crossings, with rubber filler in crossing panels, and improvements such as fencing, and associated signage/striping/infrastructure. Pedestrian swing gates (or automatic pedestrian gates) are also being evaluated.
•Riders with disabilities will also benefit from this project. Graham Street Station will incorporate universal design, with improvements that exceed basic ADA requirements.
•Sound Transit’s new GoodMaps accessibility app provides enhanced wayfinding for passengers with vision disabilities. Developed and tested in partnership with Lighthouse for the Blind, Hopelink, and Washington State's Department of Services for the Blind.
•Each new station in the ST3 plan 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 gathering places.

Criteria: Outreach and Displacement

1. **Describe the public outreach process that led to the development of the project.**
   To date, Graham Street Station has been included in three public outreach efforts: 1) as part of the ST3 Plan, 2) as part of the ST Realignment process and 3) Graham Street Station will have project-level public outreach. 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 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 ST3 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.

As part of the Sound Transit Realignment process in 2021, the ST Board adopted a realignment plan that will serve as a framework for delivering critical transit projects across the region as rapidly as possible. Under the realigned capital program, the Graham Street Station was moved from the Tier 4 category to Tier 1, in part due exceptionally strong local support.

During the Realignment process, 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 Graham Street Station to "Tier 1" – projects prioritized to move forward without delay.

Outreach at the project level: Graham Street Station is early in the project development process, but Equitable Outreach has already started. On March 20, 2024, Sound Transit Boardmember Girmay Zahilay and Seattle City Councilmember Tammy Morales co-hosted a town hall on safety on MLK Way and Graham Street Station. The town hall followed two "listening sessions" that Zahilay's office hosted virtually earlier this year as the councilmember was getting onboarded to the Sound Transit Board.

Graham Street Station is currently in the alternatives analysis phase, during which the project team evaluates potential station locations (within the Graham Street Station 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. For example, as part of the affordable homeownership initiative in the Rainier Valley, Sound Transit offered an online survey to reach those in the three most populous languages: Spanish, Vietnamese, and Chinese. The website included a phone number for anyone who preferred a different language to request a phone translation of the survey. In-person community meetings facilitated by Puget Sound Sage took place with Cham, Amharic, Somali, and Vietnamese -speaking populations. Sound Transit translated outreach materials into Amharic and Somali in addition to Spanish, Vietnamese, and Chinese for use during in-person meetings. Cham community representatives indicated a preference for oral translation (Rainier Valley Transit Oriented Development: Community Outreach Summary and Report, page 5).
•For the Rainier Valley Homeownership Initiative, letters were mailed to 1,481 addresses approximately 500 feet from surplus properties; signage posted on each site; and online content, including a dedicated webpage (which received about 850 unique visits), and a blog post on ST's The Platform blog.
•Targeted community meetings. Similar to the Rainier Valley Homeownership Initiative, through a contract with Puget Sound Sage, Sound Transit, and the Office of Housing, staff will

hold community meetings with member organizations of SouthCORE based in the Rainier Valley.Sound Transit will provide translated materials and coordinate each event with a host organization, which receives compensation for organizing efforts, providing a meeting space, supplying food, and facilitating interpretation services. Past meetings have taken place with the Cham Refugees Community, Co Lam Pagoda, East African Community Services, Horn of Africa Services, the Rainier Beach Action Coalition and Got Green, and St. Michael Ethiopian Orthodox Church.

Addressing racial equity:
Graham Street 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 hosted by Sound Transit.

Strong Community support. Support for building the Graham Street Station was driven by a ground-up push by community members and advocacy groups, who have been lobbying for the station for more than 25 years. SouthCore (short for South Communities Organizing for Racial & Regional Equity), a coalition of community advocacy groups, lobbied the City and Sound Transit for inclusion of the infill station in the 2016 ST3 plan. The local advocacy group Puget Sound Sage also conducted a planning process in 2018 and 2019 and found strong local support for the new light rail station.

A broad and diverse coalition of stakeholders, from the Seattle Chamber of Commerce and elected officials representing South Seattle and various community organizations and leaders such as Puget Sound Sage and neighborhood leaders, advocated for Graham Street Station to open. These collective voices lobbied the Board of Directors to maintain the schedule of the ST3 plan as the City of Seattle is preparing for a 2024 comprehensive plan update and any schedule delay could have caused harm to BIPOC communities in the area. Therefore, Debora Juarez, who is a Seattle City Councilmember, a Sound Transit Boardmember, and a PSRC Transportation Policy Alternate Boardmember, amended the realignment resolution to prioritize the Graham Street Station.

Sound Transit has received letters of support for Graham Street Station from the following community groups: Puget Sound Sage; Somali Health Board; Somali Community Services; Cham Refugee Community; Al-Noor Islamic Center; Seattle Children's Hospital; Transportation Choices Coalition; City of Seattle Councilmember Rob Saka (District 1); the City of Seattle and King County Metro.

The Graham Street Community Action Team (CAT) started meeting in early 2018 with a goal to develop a vision for the Graham Street neighborhood that placed existing stakeholders at the center of planning for a new light rail station. The Graham Street CAT is comprised of Cham

Refugees Community, Filipino Community of Seattle, Co Lam Pagoda, Somali Community Services of Seattle, Bethany UCC, Tenants Union of WA, Debre Mihret Kidus Michael Ethiopian Orthodox Tewahedo Church, Somali Health Board, South Communities Organizing for Racial and Regional Equity, and Puget Sound Sage. Throughout the visioning process, over 2,000 people were reached and 500 directly participated. This effort led to a document, "Graham Street: A Community Driven Neighborhood Vision," found here: https://www.pugetsoundsage.org/wp-content/uploads/2019/03/PSS-Graham-Street-Community-Vision.pdf

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

   Public outreach has strongly influenced 1) the schedule of this project (to open in 2031 and not be delayed); 2) the importance of safe pedestrian access to/from the station and in the corridor; and 3) the need for Equitable TOD development and affordable housing around the station, consistent with the Graham Street Community Vision and City of Seattle Comprehensive Plan.

   Graham Street Station will directly address some of the specific concerns noted in the planning and outreach process, including the "pedestrian environment is unsafe, especially at the intersection of MLK and Graham." Pedestrian and roadway improvements will address this issue directly. Graham Street Station project 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 gathering places.

   Another example of how outreach and public comment can influence a project: Following ST's community engagement effort for the Rainier Valley Home Ownership Initiative, Sound Transit heard support for the development of a Youth Achievement Center located at MLK Jr. Way S. and S. Angeline St. Over 2,000 emails supported the Youth Achievement Center. The new facility would provide residential space and wrap-around services for youth who are housing unstable or affected by the legal justice system. Sound Transit is now working with the community and our partners towards that goal.

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.**

   The HOP tool identifies the typology "Strengthen Access and Affordability" with the location of the project. According to the tool, the shared characteristics of neighborhoods like the Graham St Station area include: a strong housing market and high capacity for growth, with rents in these communities increasing faster than the regional average.

   The associated strategies recommended by the tool include leveraging market demand and growth capacity to provide more housing, and require long-term housing affordability to promote neighborhood stability. Consistent with the Seattle Comprehensive Plan, the Graham Street Station area will have upzones and rezones; tenant protections and community preference policies; incentive/inclusionary zoning; and relocation assistance. Seattle's Comprehensive Plan update states the following potential anti-displacement tools:
   •New requirements or incentives for affordable housing across the city.
   •Changes to make affordable housing and equitable development projects more feasible and maximize public investments.
   •Funding for community organizations to purchase property.
   •Stronger tenant protections, like relocation assistance.
   Source: OneSeattlePlanNov14PosterENGLISH.pdf

   Home values and rents have risen exponentially in Seattle, but particularly in South Seattle, and the City of Seattle's Department of Planning and Development's Displacement Risk Index gives the Rainier Valley area the highest rating possible. This project addresses these equity challenges by pairing access to public transportation (a new light rail station) with affordable housing being built around the station. Both Sound Transit and the City of Seattle are committed to ending institutional and structural racism. Both agencies have an Equity & Inclusion Policy and implement Equitable Engagement Tools and Racial Equity Tools. Graham Street Station is anticipated to improve equity and accessibility while addressing the risk of displacement. Sound Transit has partnered with the City of Seattle on the Rainier Valley Affordable Homeownership Initiative (RVAHI). The RVAHI is specifically designed to prevent displacement, advance racial equity, and build generational wealth for families who already live, work, or are otherwise established in the Rainier Valley.

   Similarly, Seattle's 2019 "community preference policy" allows housing developments to prioritize certain applicants when leasing or selling units in communities at high risk of displacement. Seattle adopted its community preference policy in 2019, and it permits the initiative to specifically benefit families who live, work, or are otherwise established in the Rainier Valley.
   •Seattle Executive Order 2019-02: "Actions to Increase Affordability and Address Residential Displacement," included a policy to allow community preference in high risk of displacement

neighborhoods. The Office of Housing Administrative & Financial Plan further outlined the permissive community preference policy for city-funded rental and homeownership housing located in high risk of displacement areas that intends to affirmatively further fair housing, address displacement, and foster and sustain inclusive communities.
•City of Seattle policy supports additional housing and economic development opportunities and investment in the surrounding community. Per the City of Seattle's Comprehensive Plan, Graham Street Station is located in the Othello Urban Village/Urban Center and is listed as a "Desired Link Infill Station." The Graham Street Station Area is part of the Planned Frequent Transit Service Network, Recommended Bicycle Network, and Pedestrian Priority Investment Area.

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:**

   Safety is a priority in the development of Graham Street Station and along the at-grade sections of the light rail corridor. On March 20, 2024, Sound Transit Boardmember Girmay Zahilay and Seattle City Councilmember Tammy Morales co-hosted a town hall on safety on MLK Way. The town hall followed two "listening sessions" that Zahilay's office hosted virtually earlier this year as the councilmember was getting onboarded to the Sound Transit Board.

   People living in the station area face substantial transportation safety issues, especially on the high-speed arterial of MLK Jr Way. In the project area, MLK Jr Way S has 6 lanes of traffic and S Graham Street has 4 lanes of traffic. As a major arterial road, MLK Jr Way S poses a higher risk of serious and fatal crashes, which this project helps address. In the City of Seattle's 2022 High Injury Network assessment, the MLK Jr Way corridor scored high. Crash data showed that there have been 305 collisions on MLK Jr Way S since 2016, which resulted in 152 people being hurt or seriously injured. While the speed limit on MLK Jr Way is 25 mph, data shows that most people drive over 35 mph on the corridor south of S Plum St (Source: MLK Jr Way Safety Project).

   Pedestrian safety has been identified as a concern and a barrier to non-motorized transportation.
   Graham Street Station will incorporate numerous strategies and interventions identified in FHWA's Proven Safety Countermeasures, the USDOT's "Safety for Pedestrians and Bicyclists Accessing Transit" report, Seattle DOT's Vision Zero Top to Bottom Review and the USDOT's Safe System Approach.

   Prior to the construction of the Graham Street Station, the following safety improvements will be implemented at Graham Street:
   •a new pedestrian signal;
   •dynamic message signs that say "ANOTHER TRAIN COMING,"
   •Associated signage/striping/infrastructure;
   •Rubber filler in crossing panels; and other civil improvements as needed, such as fencing.
   •Pedestrian swing gates or automatic pedestrian gates and associated signage/striping/infrastructure are also being evaluated.
   •Bike lanes and other safety infrastructure.

   Additional pedestrian access and safety improvements will be part of the scope of the construction of Graham Street Station. Sound Transit and Seattle DOT have an existing partnership agreement specifically to improve safety along this corridor. The Design of Graham Street Station will incorporate recommendations from Sound Transit's At-Grade Crossing Safety Program.

   The Graham Street Station project also addresses safety and security in the following ways:
   •The station will have platform and pathway lighting, CCTV security cameras and call boxes that connect directly with the system operator and/or police.
   •Planned street improvements include curb bulbs near bus stops to shorten travel distance to the station; widened sidewalks; bicycle lanes; and mid-block crossings.
   •Sound Transit stations are patrolled by security and transit police, with over 400 officers patrolling the system.
   •Light rail vehicles safety and security features include CCTV cameras and passenger emergency buttons, as well as silent alarms, and AVL 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 an incident.
   •The Station will be designed for seismic safety to withstand earthquakes.

   Additional safety and security features include:
   •ST has 480 Transit Security officers and 47 fare ambassadors covering the Link system. These officers and ambassadors come from diverse backgrounds and reflect the community

they serve. For fare ambassadors, 49% are People of Color and 25% are women. ST's 480 Transit Security officers are 78% People of Color and 11% women.
•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.
•Transit vehicle security systems — Link vehicles include video cameras, covert microphones, silent alarms, and AVL 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 an incident.
•Sound Transit has also been evaluating the addition of new technologies, including a collision avoidance system, into future light rail cars. 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.

Safety innovations along at-grade sections of light rail, including Graham Street Station area:
•Using real-time video analytics and AI: ST and Seattle are implementing technology based on real-time video analytics and AI, allowing safety messages to be broadcast to bicyclists and pedestrians, connected vehicles, warning devices, and advanced transportation controllers (SMART-grant funded).
•Eye tracking: Sound Transit has contracted with University of Washington to evaluate design and placement of Link light rail signage in the Rainier Valley Corridor and apply innovative research methodologies (e.g. eye-tracking) to understand passenger/pedestrian behavior at at-grade crossings. After building the domain-specific knowledge, students will utilize UX and human factors research and design principles to brainstorm, prototype, and validate a solution to enhance safety at at-grade crossings. The Rainier Valley Corridor is notable for its diverse passenger demographic, including a large proportion of passengers with Limited English Proficiency representing various cultural backgrounds.
•Innovation to assist deafblind passengers: Seattle has one of the largest populations of residents who are both deaf and blind. Sound Transit offers the GoodMaps app, a digital wayfinding tool for riders with vision or mobility challenges. Also, Sound Transit offers staff training on interacting with deafblind passengers, and front-line staff are testing braille badges to explain their role at the agency. (See ST University Course: Communicating with Travelers who are Deafblind.)

Sound Transit and Seattle DOT have been working together to improve safety conditions in the station area, paving the way for the introduction of an infill station accompanied by a comprehensive set of safety features along the corridor the station will serve. The City of Seattle is updating the street design on MLK Jr Way S, north of Graham Street Station, to reduce driving lanes, build protected bike lanes, slow average vehicle speeds, and create safer pedestrian connections to transit by widened sidewalks and new ADA-compliant curb ramps. The Seattle Transportation Plan also calls for bike facilities on MLK Jr Way from Rainier Ave S to the southern city limits, including through the Graham Street Station area. The number one priority of the roadway redesign is to improve safety.
•The "Link At-Grade Safety Project" (ST funded with $11.4M) included in the ST 2024 Budget will implement enhancements to existing Link at-grade stations to bring pedestrian crossings up to the established mitigation standards.
•This CMAQ request is for the Design of Graham Street Station. The Design of Graham Street Station will incorporate recommendations from the At-Grade Safety Project.
•The "SODO MLK HAZARD MITIGATION" project (ST funded with $3.1M) partners with SDOT to assess the performance of at-grade crossings system wide and identify opportunities for enhancements and implement remedies. The project is currently working on analyzing safety performance of at-grade crossing improvements, as well as planning and construction of them. Previous work on the project has included: Addressing illegal left turns along MLK, upgrading pedestrian warning signs, installing second train warning devices at busway and MLK stations. Other work includes acquiring a safety database to support operational hazard monitoring and assessment on the MLK corridor, implementation of outreach communications, and potential implementation of mitigations on at-grade crossings described in the DEA MLK safety analysis report. (2024 Financial Plan & Adopted Budget, pg 187)
•Through its System Access Fund, ST is partnering with local cities and counties to help pay for new sidewalks and walkways near four Link stations in the Rainier Valley and many other local projects.

Sound Transit's Agency Safety Plan complies with the FTA requirements and uses a Safety Management System (SMS) framework. The system includes a feedback process for continuous improvement. The SMS acts as a consolidated resource for all agency safety documentation. The Sound Transit Safety Plan has four components: Safety Management Policy, Safety Risk Management, Safety Assurance and Safety Promotion. Sound Transit also has Safety Measures & Targets. See the Sound Transit Safety Plan (updated 2023) https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/2023/Report%20-

%202023%20Agency%20Safety%20Plan%20Revision%2001-26-23.pdf

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.**

   This project will directly address safety challenges disproportionately faced by EFA populations. In the station area, MLK Jr Way S has 6 lanes of traffic and S Graham Street has 4 lanes of traffic. The Graham Street Station area has a high rate of residents with disabilities compared to the rest of the region. In partnership with the City of Seattle, Sound Transit is implementing several safety improvements benefitting EFAs:

   At Graham Street, the following safety improvements will be implemented: a new pedestrian signal; dynamic message signs that say “ANOTHER TRAIN COMING,” and associated signage/striping/infrastructure; rubber filler in crossing panels; and other civil improvements as needed, such as fencing. Pedestrian swing gates or automatic pedestrian gates and associated signage/striping/infrastructure are also being evaluated. Sound Transit and Seattle DOT have an existing partnership agreement specifically to improve safety along this corridor. Graham Street Station will incorporate recommendations from its At-Grade Crossing Safety Program.

   As mentioned previously, station area safety improvements are being implemented in tandem with similar efforts undertaken by the City of Seattle in the area. Seattle is updating the street design on MLK Jr Way S to reduce driving lanes, build protected bike lanes, slow down cars, and create safer pedestrian connections to transit by widening sidewalks and adding new ADA-compliant curb ramps. The Draft Seattle Transportation Plan calls for bike facilities on MLK Jr Way from Rainier Ave S to the southern city limits, including through the Graham Street Station area. The number one priority of the roadway redesign is to improve safety. The City of Seattle and Sound Transit are in the process of making safety improvements (over $11M total cost) along at-grade sections of the alignment. These improvements will be built prior to the construction of the Graham Street Station, improving safety before adding a new station.

   •Graham Street Station will address these disparities by providing high-capacity transit service for 20 hours per day (266 light rail trips per day).
   •Graham Street 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 and in Final Design.
   •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. ST’s 480 Transit Security officers are 78% People of Color and 11% women.
   •Light rail trains include Automatic Train Protection; between-car-barriers; transit vehicle security systems (video cameras, covert microphones, silent alarms, and AVL) to monitor and respond to situations onboard vehicles and along transit routes; and ST is evaluating the addition of new technologies, including a collision avoidance system, into future light rail cars.
   •Graham Street Station will incorporate universal design, including improvements that go beyond ADA requirements. Seattle has one of the largest populations of deafblind residents. Sound Transit also offers a new accessibility app, developed with representatives from Lighthouse for the Blind, Hopelink, and Washington State's Department of Services for the Blind.

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

   Sound Transit has an adopted Safety Policy. Resolution R2017-13 provides a commitment to the safety of passengers, employees, contractors, emergency responders and the public through the adoption of a Safety Policy. The policy was a key first step in establishing a Safety Management System (SMS) for the agency and focusing the agency’s safety management efforts on promoting a safety culture. The Sound Transit Safety Plan includes a Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion and Safety Performance Measures & Targets. Sound Transit’s Agency Safety Plan was developed through work with the FTA, operational partners, and research and inventory of internal processes.

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 Graham Street 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 has an adopted Agency Safety Plan and complies with FTA final rule on Agency Safety Plans.

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 Graham Street Station location. Graham Street Station will be a new Link station on Line 1.

   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 (with a 25 mile system). By 2031, when the Graham Street 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 Graham Street Station and Westlake Station is approximately 6.9 miles.
   •The distance between Graham Street Station and SeaTac Airport is approximately 9.1 miles.
   •The distance between Graham Street Station and U District Station is approximately 9.8 miles.
   •The distance between Graham Street Station and Highline College is approximately 14 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 Graham Street 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?**
   N/A

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 2, 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 train can hold approximately 1,000 passengers (with Series 3 light rail vehicles).

   Other amenities that will be provided with Graham Street Station: Passenger Information Management System 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:
   •Bicycle/pedestrian investments include curb bulbs near bus stops to shorten travel distance to the station; widened sidewalks; bicycle lanes; and mid-block crossings.
   •30-100 bike parking spaces (final number to be identified during project development).
   •Space for bicycle parking (4 spaces per car) on the light rail vehicles.
   •Bus Stop improvements to support seamless bus/rail integration.
   •The project includes cost and budget elements to support Equitable TOD planning during early project development.
   •Light rail vehicles have audio-visual arrival announcements.
   •Per ST's design standards, the Graham Street Station will be designed to LEED Gold Standards.

   Graham Street 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.

6. **What is the expected increase in transit ridership from the project?**
   3,900 to 4,400 riders are expected to use Graham Street Station daily. 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.

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.).**
   Graham Street Station boardings data were derived from the 2046 ST3 Realignment forecast for Initial Targets Schedule (November 2021).

   Other data used here was taken from planning efforts, studies and other documents, including those listed below:
   •Seattle's Vision Zero Top to Bottom Report.
   https://www.seattle.gov/documents/Departments/SDOT/VisionZero/ToptoBottomReview/SDOT-Vision-Zero-TopToBottomReview_FullReport.pdf
   •"Graham Street: A Community Driven Neighborhood Vision,"
   https://www.pugetsoundsage.org/wp-content/uploads/2019/03/PSS-Graham-Street-Community-Vision.pdf
   •"Graham Street Station Light Rail Unknowns Frustrate Neighborhood"
   https://southseattleemerald.com/2021/05/20/graham-street-station-light-rail-unknowns-frustrate-neighborhood/
   •Rainier Valley Transit Oriented Development: Community Outreach Summary and Report
   https://www.soundtransit.org/sites/default/files/documents/tod-rv-engagement-report-

2020.pdf

Total Estimated Project Cost and Schedule

1. **Estimated project completion date**
   Dec 2031
2. **Total project cost**
   $142,603,427.00

Funding Documentation

1. **Documents**
   Financial_Documentation_-_Graham_St_Station.docx, Maps_Design_GrahamSt_ST_2024.pdf, Graham_St_Station_letter_of_local_fundingPDF.pdf
2. **Please enter your description of your financial documentation in the text box below.**
   Sound Transit is requesting $8,200,000 to Design the Graham Street Station. Sound Transit's local funding for the project is reserved in the 2024 Financial Plan and Budget, approved by the Sound Transit Board of Directors in December 2023. The budget for the Graham Street Station is shown on page 78 of the Sound Transit 2024 Financial Plan and Budget.

   Sound Transit's 2024 Financial Plan and Budget reserves $142,603,427 in YOE$ ($118,385,000 in 2023$) for Graham Street Station. This budget matches the latest PSRC Regional Transportation Plan update. 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 Graham Street Station. More details about these taxes can be found on Sound Transit's website: https://www.soundtransit.org/About-Sound-Transit/regional-transit-taxes

   Designing the Graham Street Station is NEPA CE. Sound Transit is able to obligate funding in any year. The project could obligate funding as early as 2025. Sound Transit has committed local funding to match this request. The CMAQ/CRP grant request will not supplant local Sound Transit funding. This grant request is needed due to meet modest (approx. 20%) grant assumptions for capital projects in the Financial Plan and address higher construction costs experienced by projects around the region/state/country. High labor and construction costs have made federal assistance even more important to help complete voter-approved ST3 projects, such as Graham Street Station, on schedule for opening in 2031.

   Additional note: If a grant is awarded, ST believes it is possible for this project to receive any year of funding (2025, 2026, 2027 or 2028). As soon as the Project is included into the STIP (assumed to be January 2025), Sound Transit can request a transfer of CMAQ funds to FTA for administration. Once the transfer occurs, the CMAQ grant would be considered "obligated" according to WSDOT and PSRC. It is possible for the transfer to occur in the spring or summer of 2025.

   Per FTA rules, a grant for PE/Design of Graham Street Station would have pre-award authority to incur eligible costs as of the STIP date (Aug 2025). Sound Transit projects go through multiple stages of design and engineering (Phase 1: Alternatives Analysis; Phase 2: Conceptual Engineering; Phase 3: Preliminary Engineering and Final Design). Final Design work for Graham Street Station is scheduled to start in October 2025 and continue through 2028. I hope this helps clarify. Please let me know if you have additional questions on this.

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

Total Request: $8,200,000.00

Project Readiness: PE

PE

Funding Source	Secured/Unsecured	Amount
Local	Secured	$5,285,572.00
CMAQ	Unsecured	$8,200,000.00
		$13,485,572.00

Expected year of completion for this phase: 2025

ROW

Funding Source	Secured/Unsecured	Amount
Local	Secured	$50,247,721.00
		$50,247,721.00

Expected year of completion for this phase: 2028

Construction

Funding Source	Secured/Unsecured	Amount
Local	Secured	$70,920,373.00
		$70,920,373.00

Expected year of completion for this phase: 2031

Other

Funding Source	Secured/Unsecured	Amount
Local	Secured	$7,949,761.00
		$7,949,761.00

Expected year of completion for this phase: 2031

Summary

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   Yes
2. **What is the actual or estimated start date for preliminary engineering/design?**
   N/A
3. **Is preliminary engineering complete?**
   N/A
4. **What was the date of completion (month and year)?**
   N/A
5. **Have preliminary plans been submitted to WSDOT for approval?**
   N/A
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 projects go through multiple stages of design and engineering (Phase 1: Alternatives Analysis; Phase 2: Conceptual Engineering; Phase 3: Preliminary Engineering and Final Design). Final Design work for Graham Street Station is scheduled to start in October 2025 and continue through 2028.
7. **When are preliminary plans expected to be complete?**
   N/A

Project Readiness: NEPA

1. **Documents**
   Financial_Documentation_-_Graham_St_Station.docx, Maps_Design_GrahamSt_ST_2024.pdf, Graham_St_Station_letter_of_local_fundingPDF.pdf
2. **Please enter your description of your financial documentation in the text box below.**
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   Designing the Graham Street Station is NEPA CE. Sound Transit is able to obligate funding in any year. The project could obligate funding as early as 2025. Sound Transit has committed local funding to match this request. The CMAQ/CRP grant request will not supplant local Sound Transit funding. This grant request is needed due to meet modest (approx. 20%) grant assumptions for capital projects in the Financial Plan and address higher construction costs experienced by projects around the region/state/country. High labor and construction costs have made federal assistance even more important to help complete voter-approved ST3 projects, such as Graham Street Station, on schedule for opening in 2031.

   Additional note: If a grant is awarded, ST believes it is possible for this project to receive any year of funding (2025, 2026, 2027 or 2028). As soon as the Project is included into the STIP (assumed to be January 2025), Sound Transit can request a transfer of CMAQ funds to FTA for administration. Once the transfer occurs, the CMAQ grant would be considered "obligated" according to WSDOT and PSRC. It is possible for the transfer to occur in the spring or summer of 2025.

   Per FTA rules, a grant for PE/Design of Graham Street Station would have pre-award authority to incur eligible costs as of the STIP date (Aug 2025). Sound Transit projects go through multiple stages of design and engineering (Phase 1: Alternatives Analysis; Phase 2: Conceptual Engineering; Phase 3: Preliminary Engineering and Final Design). Final Design work for Graham Street Station is scheduled to start in October 2025 and continue through 2028. I hope this helps clarify. Please let me know if you have additional questions on this.

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

Spring 2024

Graham Street Station Project

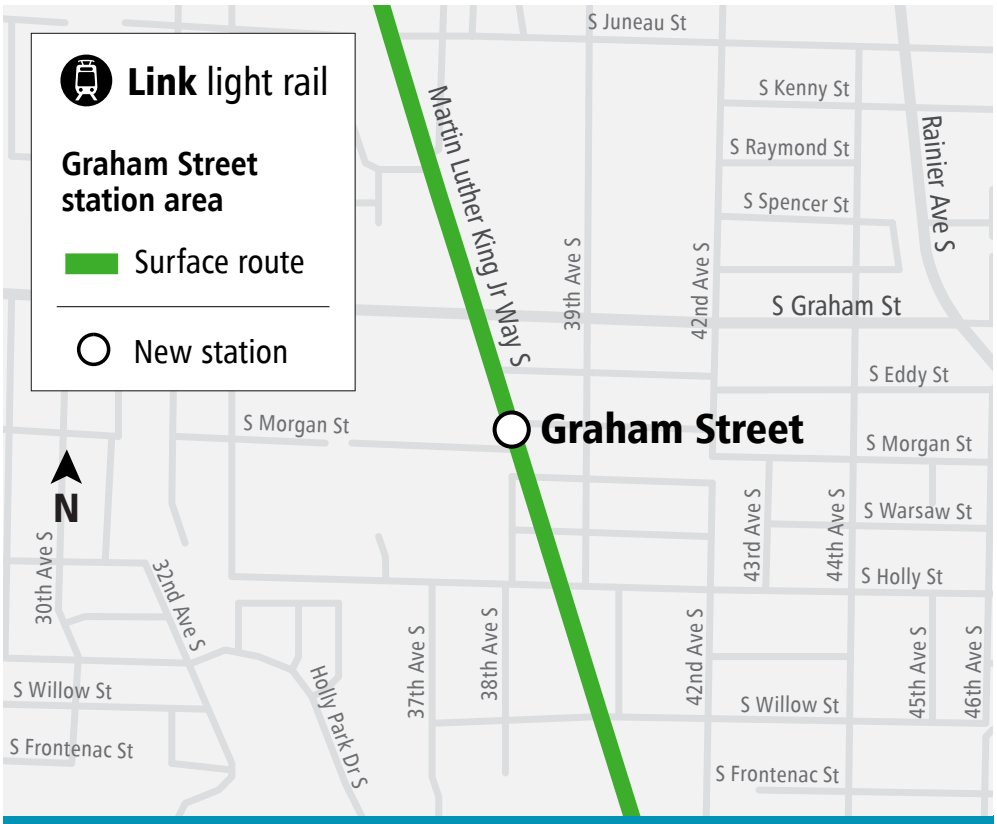
About the project

Sound Transit's Graham Street Station Project will add a new street-level station to the existing 1 Line of the Link light rail network on Martin Luther King Jr Way South in the vicinity of South Graham Street in the Rainier Valley. The station was studied as part of the 1 Line environmental review and included in the voter-approved Sound Transit 3 (ST3) system plan to enhance connectivity and accessibility in our region.

Project benefits and elements

Adding a new station on Martin Luther King Jr Way at South Graham Street will:

- **Bridge the 1.6-mile gap between the popular Columbia City and Othello stations**, expanding access to high-capacity transit in the region.
- **Help people get to the places they need to go daily** by increasing access to the 1 Line and larger Link light rail network.
- **Accommodate future growth** and planned transportation improvements in the project area.
- **Improve** station area roadways, sidewalks, and pedestrian crossings to support navigating to and from the station.



Fast and frequent service to destinations:

- Graham Street to Sea-Tac Airport: 18 minutes
- Graham Street to downtown Seattle: 18 minutes

Current project status:
Planning

Equity and inclusion

At Sound Transit, we are committed to becoming an anti-racist organization and creating the conditions necessary to achieve racial equality within our agency and the broader community. We are challenging ourselves to plan, build, and operate public transit that provides equitable access to housing, education, medical facilities, and job opportunities, especially for those who have been most harmed by institutional and systemic racism.

Learn more about the project and subscribe to email updates:

soundtransit.org/graham-st-station

401 S. Jackson St. | Seattle, WA 98104
800-201-4900 / TTY: 711 | main@soundtransit.org | soundtransit.org

SOUNDTRANSIT / Powering progress

Project timeline

Community engagement

The project is currently in the alternatives analysis phase, during which the project team evaluates potential station locations 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 your community. There will be several opportunities to engage throughout the project.

Related projects

Graham Street Station is one of many projects Sound Transit is building to enhance connectivity and accessibility in our region. Explore more projects at soundtransit.org/system-expansion.

Questions?

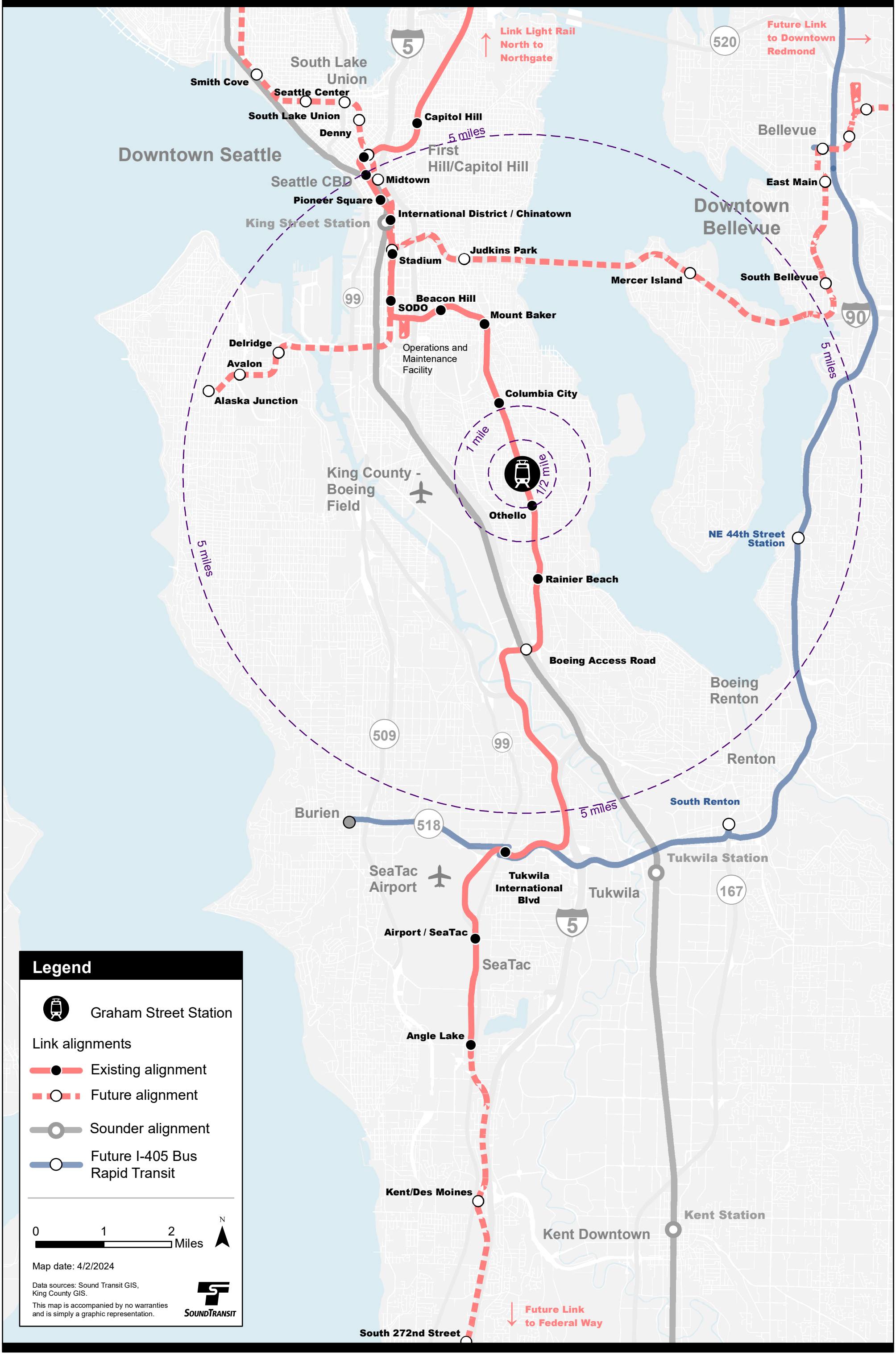
Contact our community engagement team:
Tamar Shuhendler, tamar.shuhendler@soundtransit.org, 206-293-9599

Interpreter 800-823-9230
Español 漢語 한국어 日本語
Tagalog русский язык Tiếng Việt

401 S. Jackson St., Seattle, WA 98104 | main@soundtransit.org | soundtransit.org | 888-889-6368/TTY: 711
To request information in alternative formats call 800-201-4900/TTY: 711 or email accessibility@soundtransit.org.

SOUNDTRANSIT

Graham Street Station - Regional Employment Centers



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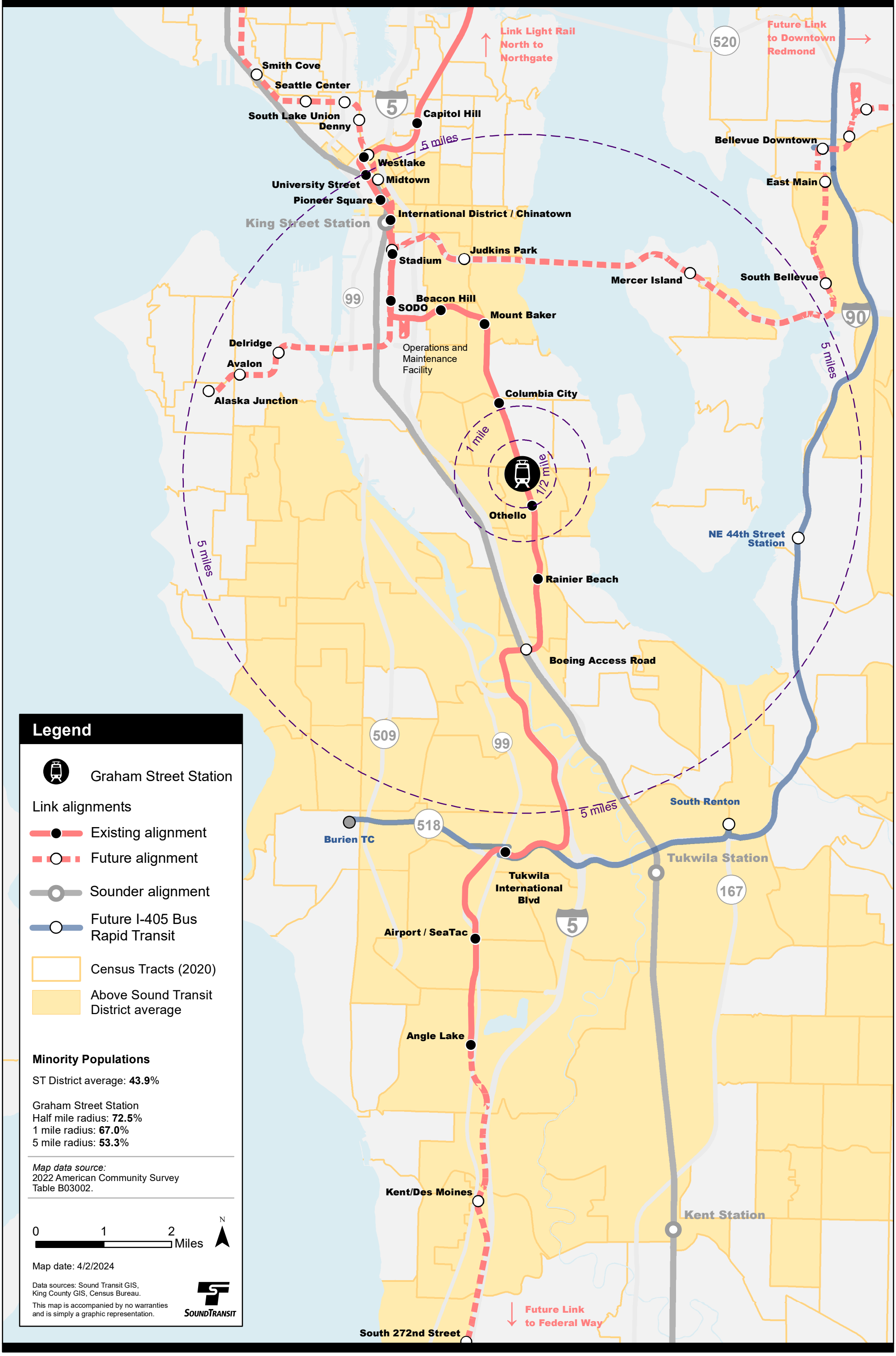
Graham Street Station - Minority Population



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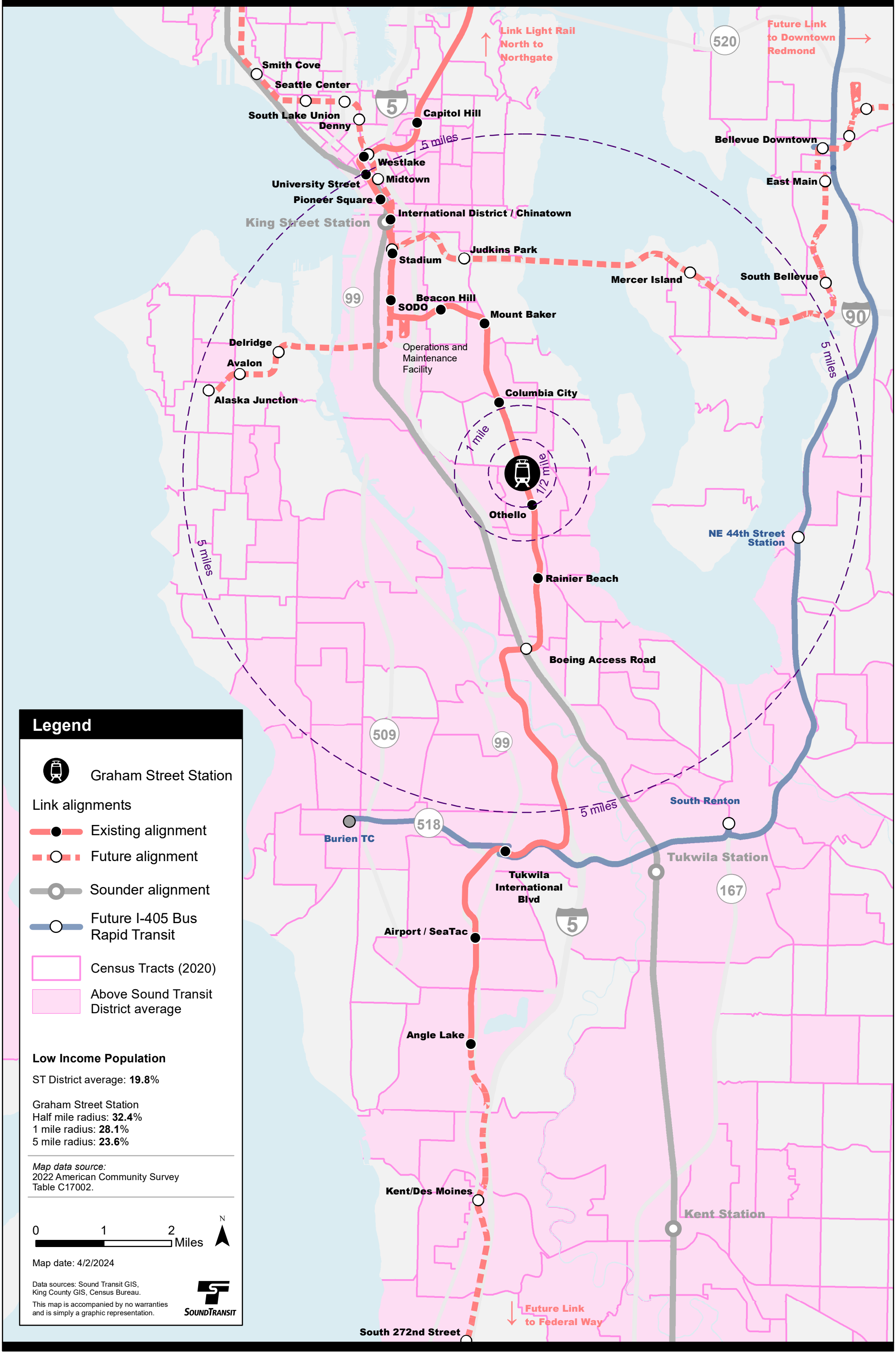
Graham Street Station - Low Income Population



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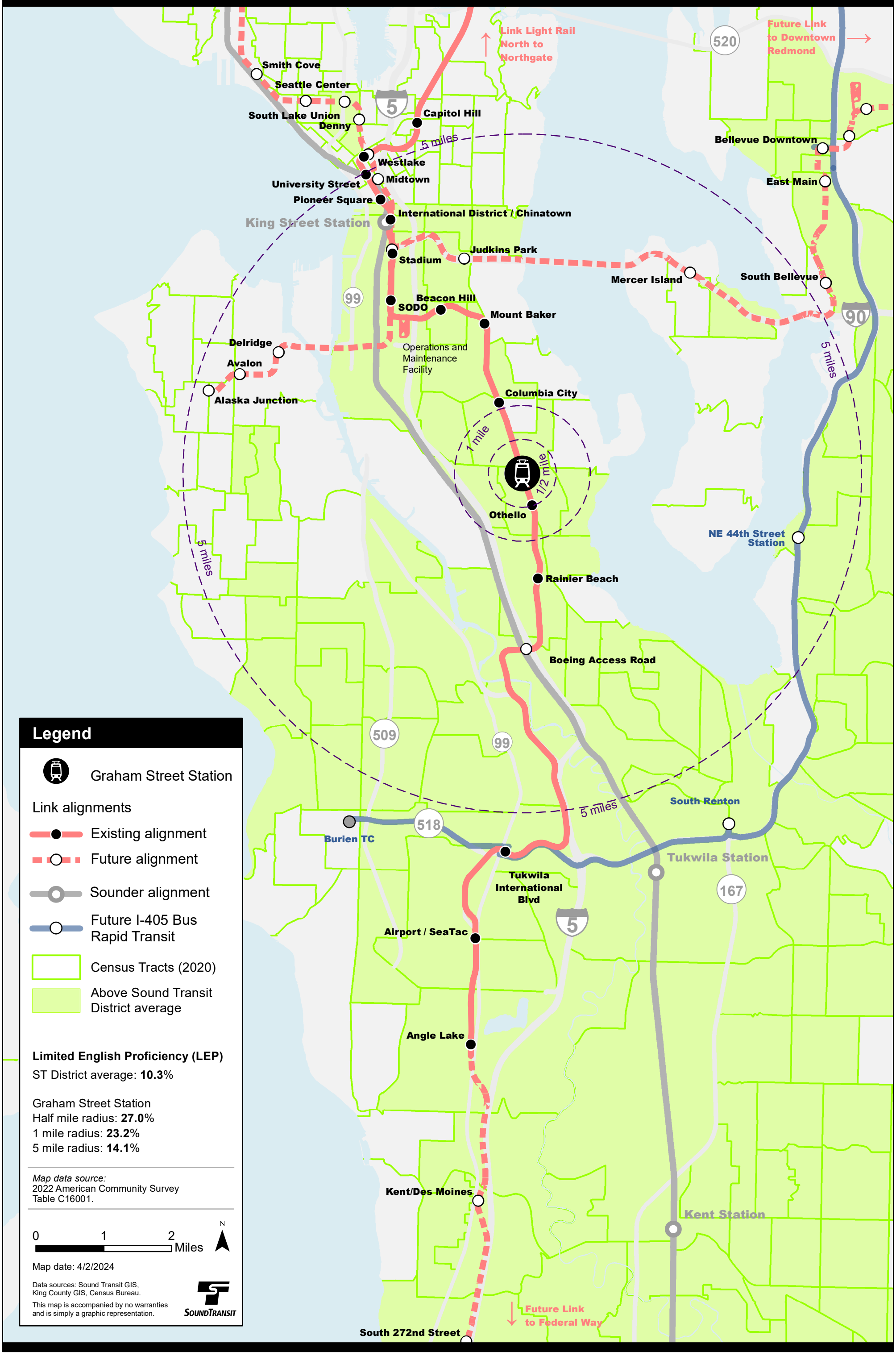
Graham Street Station - Limited English Proficiency (LEP)



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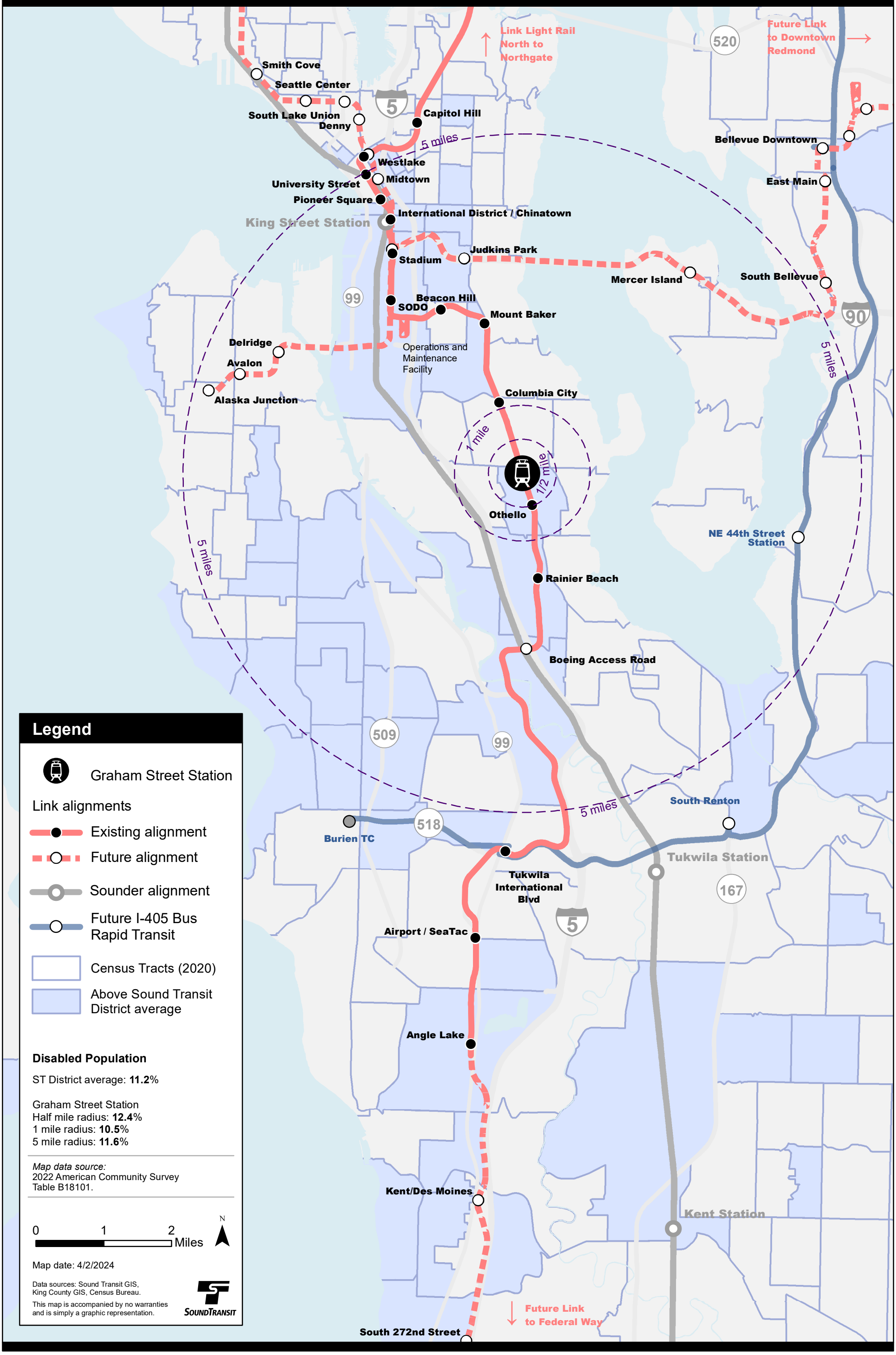
Graham Street Station - Disabled Population



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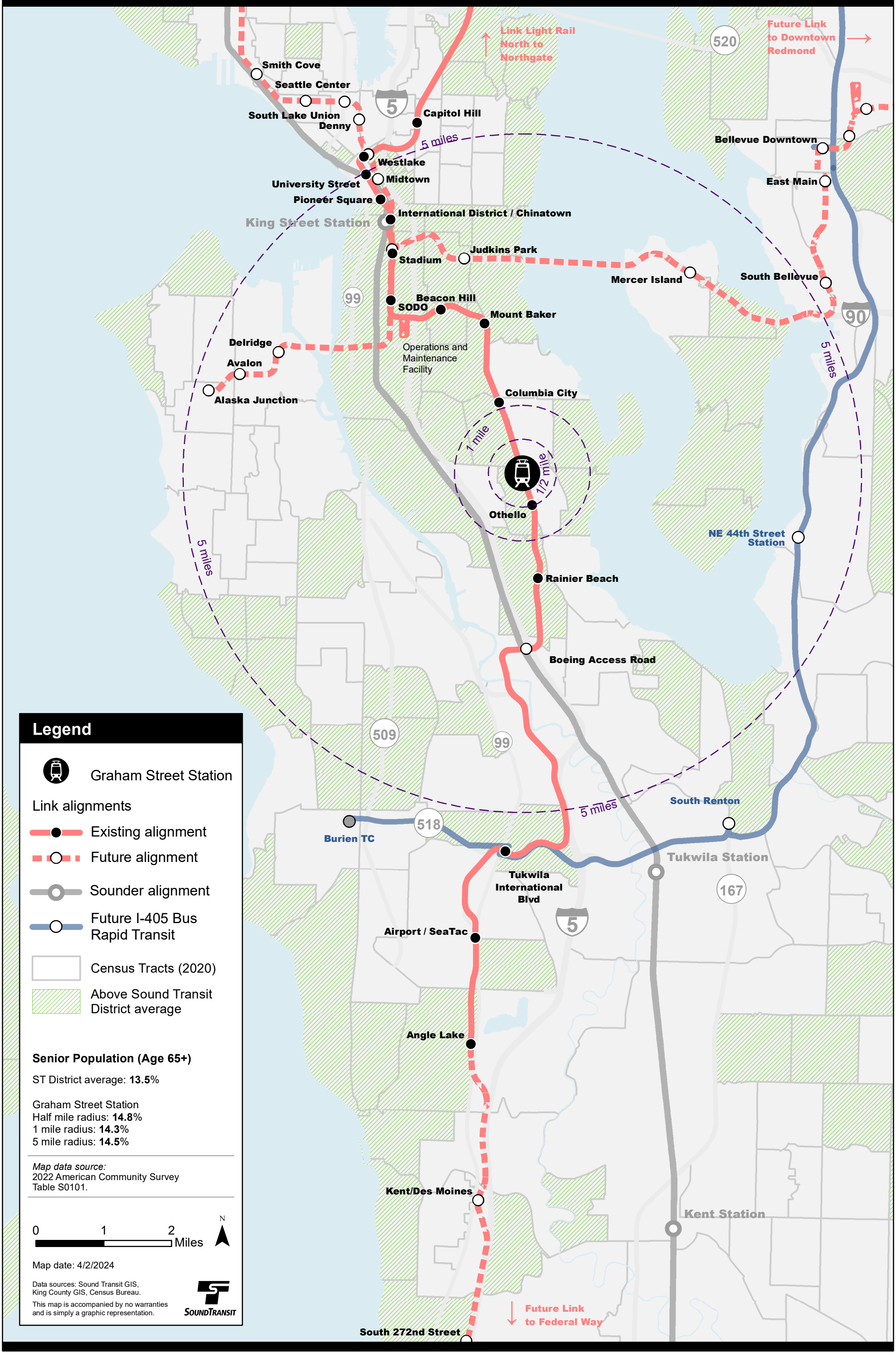
Graham Street Station - Senior Population (Age 65+)



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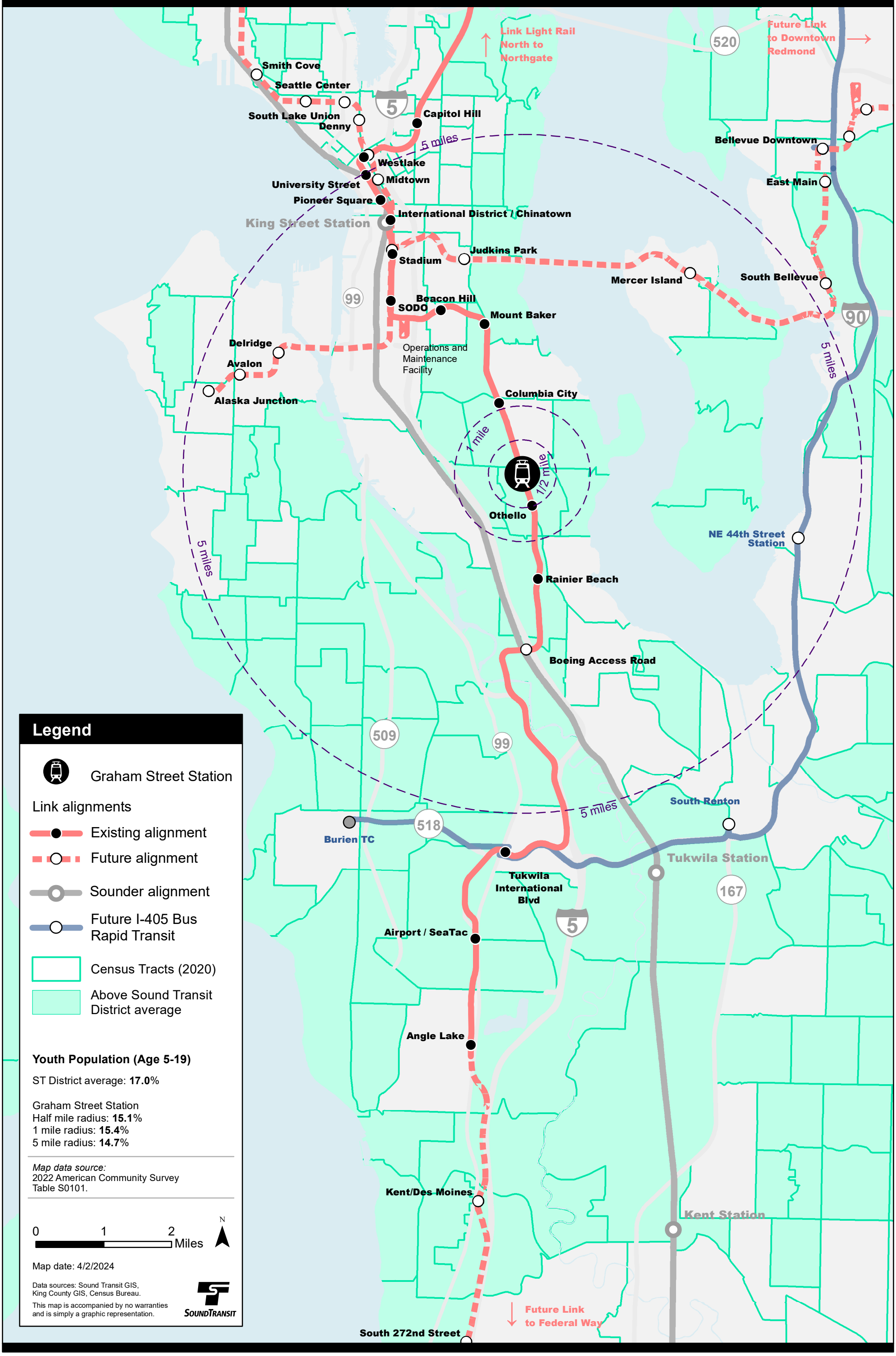
Graham Street Station - Youth Population (Age 5-19)



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Example of Conceptual Design of Station

TOD and Affordable Housing around Graham Street Station and in the Rainier Valley

In partnership with the City of Seattle and the community, the new Graham Street Station will bring light rail access with affordable housing. The *Rainier Valley Homeownership Initiative* (RVAHI) will provide at least 100 new permanently affordable homes for purchase in the Rainier Valley corridor by 2031.

Rainier Valley Affordable Homeownership

Location: Rainier Valley, Seattle
Site Area: ±1.65 acres across 10 sites
Status: Transferred to City of Seattle
Development Partner: Seattle Office of Housing
Program: 100-150 affordable homes available for purchase

- Project Webpage

- **Highlights**: Sound Transit transferred 10 sites to the City of Seattle at no cost to create affordable homeownership opportunities in 2021. The Seattle Office of Housing committed at least $10 million to support construction of those homes.
- The Office of Housing issued a competitive RFP for the first phase of the project in 2022 that included both property and funding for 8–10 homes on three sites. The sites were awarded to Habitat for Humanity Seattle-King & Kittias Counties and are anticipated to begin construction in 2023.
- The Office of Housing issued a competitive RFP for the second phase of the project in 2023 that included both property and funding for 72 homes on four sites. One site was awarded to Homestead Community Land trust, and three sites were awarded to African Community Housing Development and Habitat for Humanity Seattle-King & Kittias Counties. The four sites are expected to be completed in 2025 and 2026.

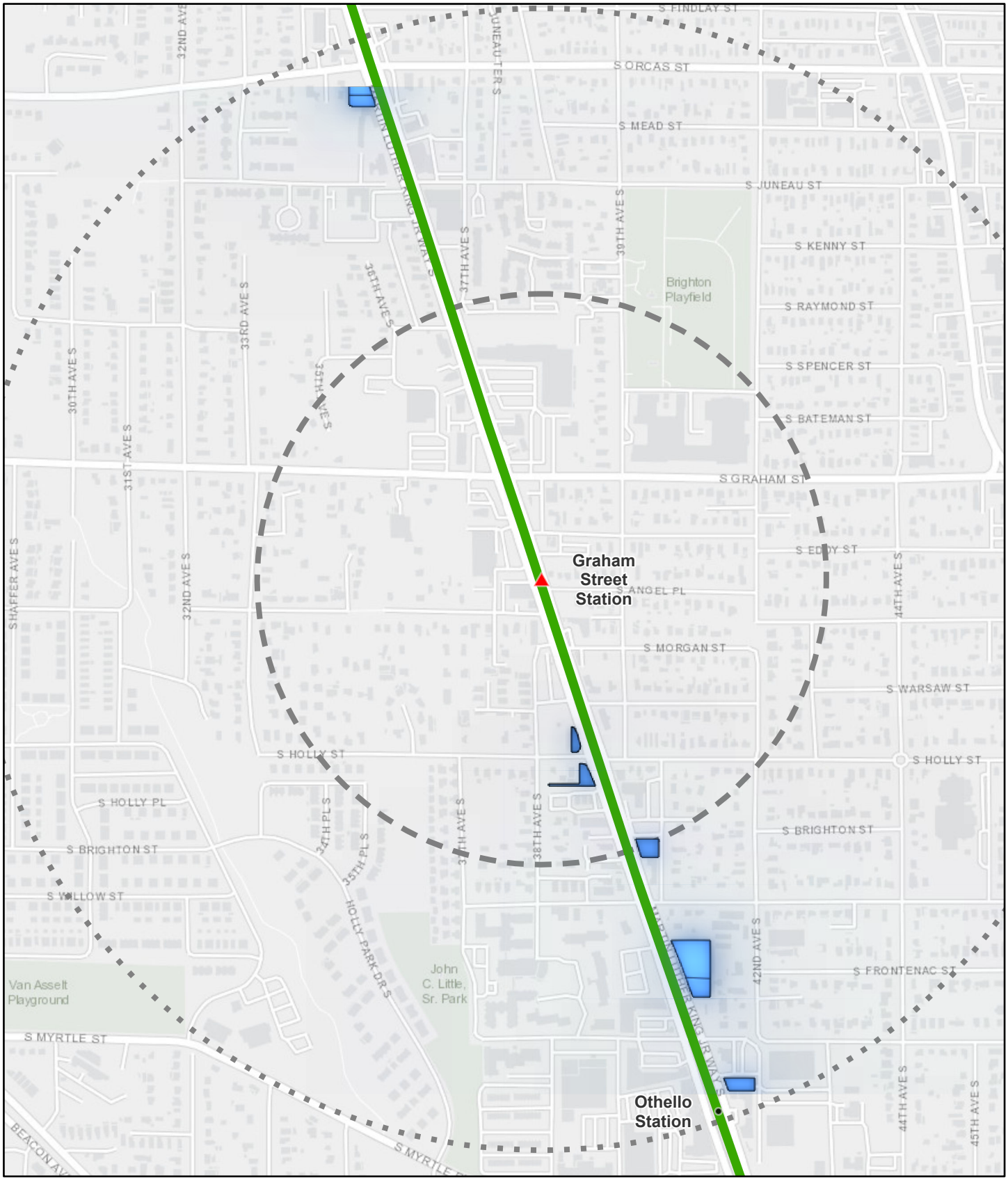
- **Upcoming Activities**: Support future Seattle Office of Housing RFPs for the remaining Rainier Valley Affordable Homeownership Initiative sites. An RFP for the remaining three sites will be released in 2024.

Within ½ mile of Graham Street Station, there are two sites with an estimated 60 affordable homes that will be constructed by 2031. Sound Transit and Seattle will explore additional affordable housing opportunities with the construction of Graham Street Station.

"Site 6" was included in the recent City of Seattle RFP and awarded to Habitat for Humanity and African Community Housing & Development to develop 30 homeownership units. "Site 12" has potential for up to 25 homes and will go out for RFP later this year. Sound Transit and the City of Seattle will explore additional affordable housing opportunities with the construction of Graham Street Station.

Sites 6 and 12 were identified as properties Cham Refugees Community would like to see developed first predominately due to proximity to their community center and other assets in the neighborhood, such as schools and businesses.

TOD Sites - Link Line 1 - Future Graham Street Station



1/11/2023

1:11,000

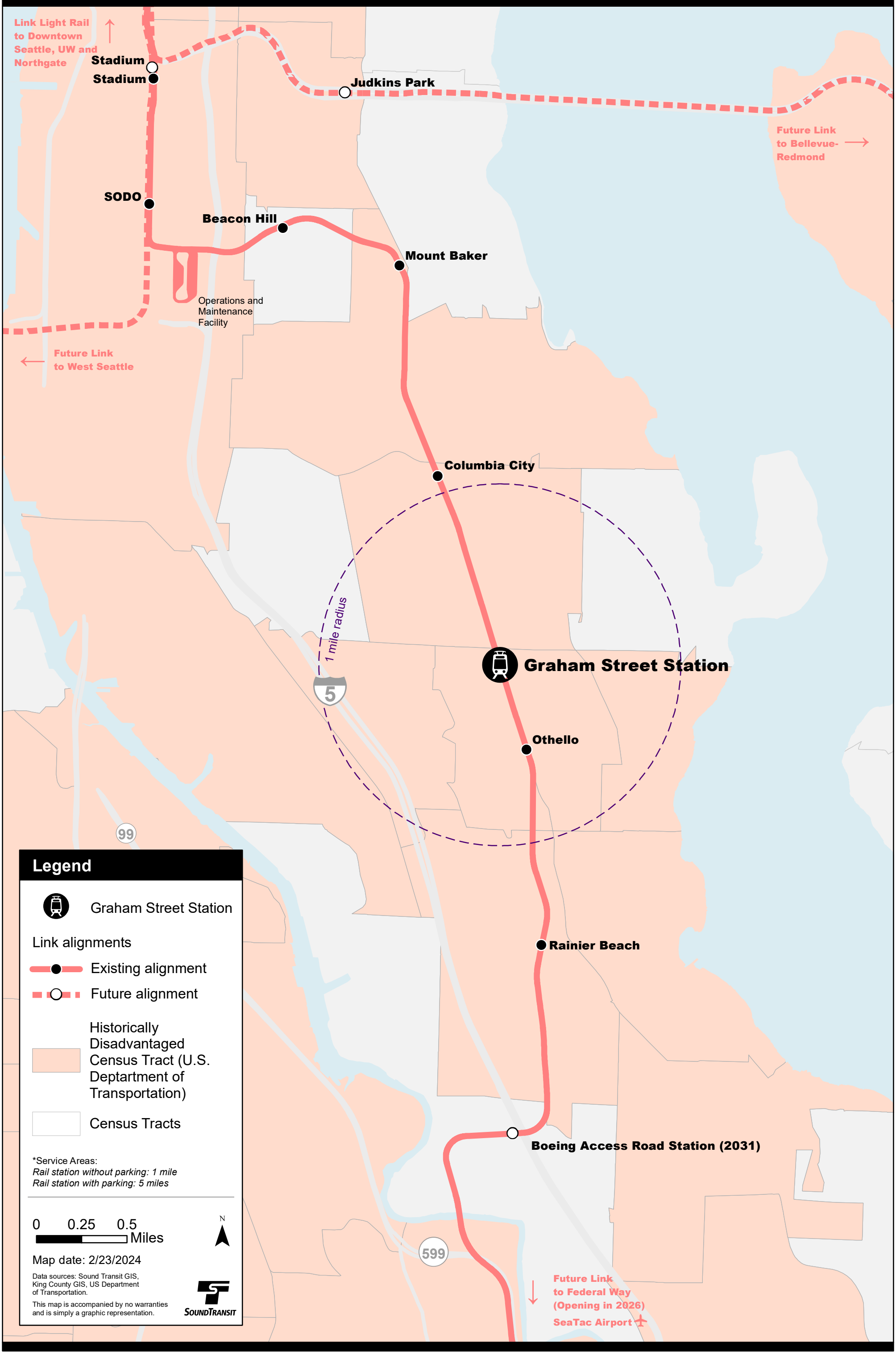
0 0.05 0.1 0.2 mi

0 0.1 0.2 0.4 km

- 1 Line Stations - Complete
- 1 Line Stations - Future
- 1 Line Alignment
- 1/2 Mile Radius
- 1/4 Mile Radius

City of Seattle, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA, Esri, HERE

Graham Street Station - Historically Disadvantaged Communities



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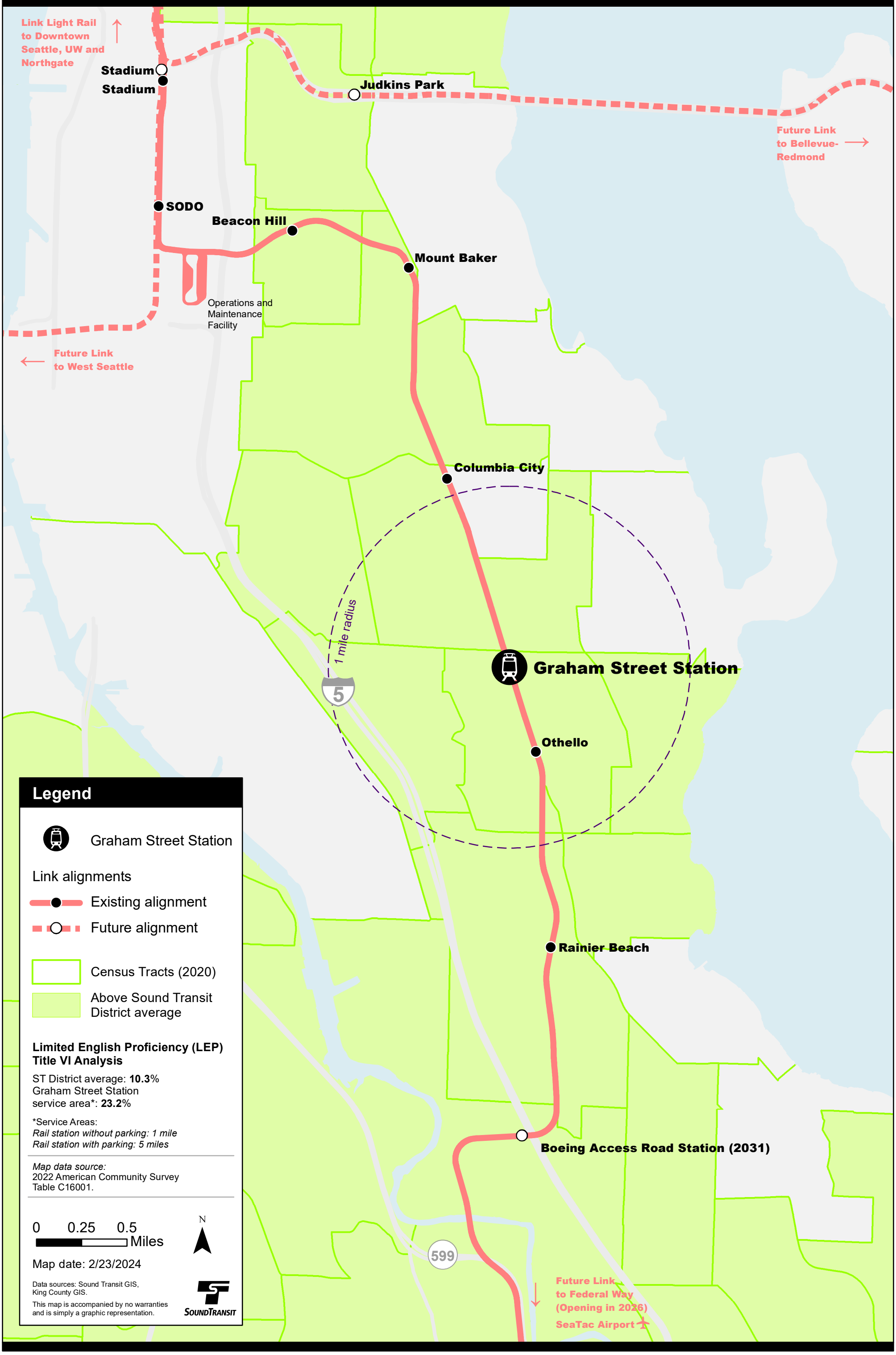
Graham Street Station - Limited English Proficiency (LEP)



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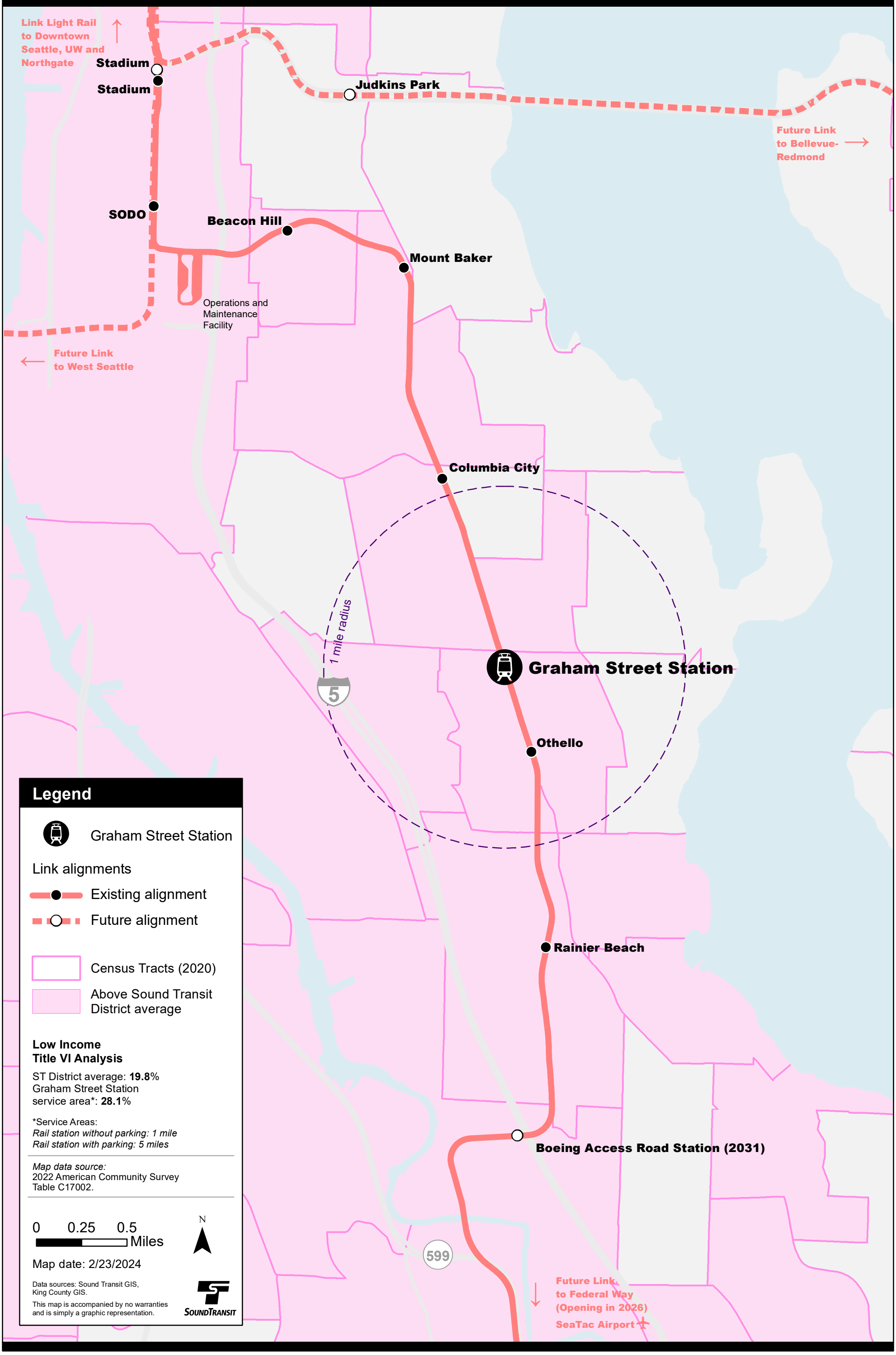
Graham Street Station - Low Income Population



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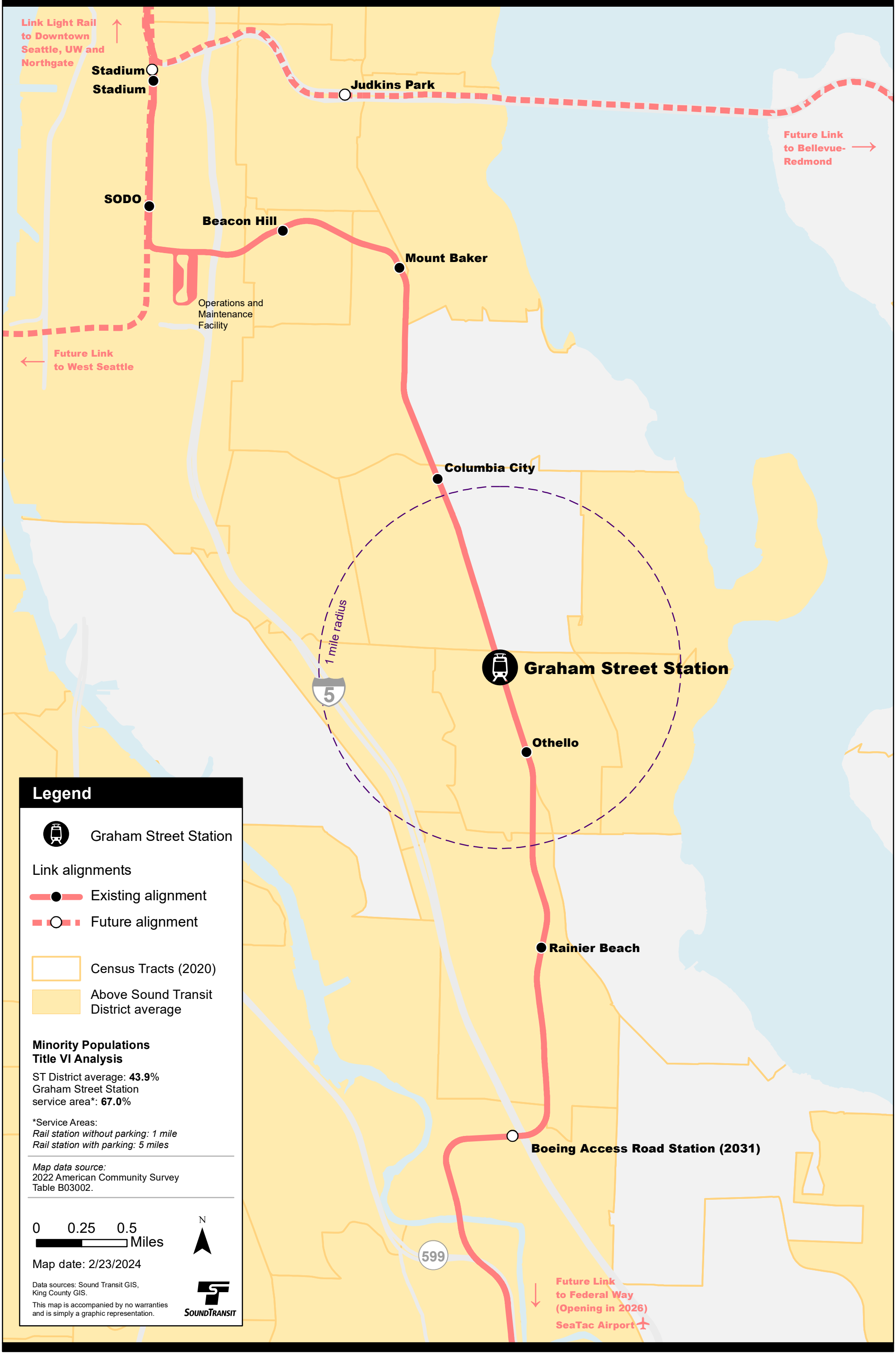
Graham Street Station - Minority Population



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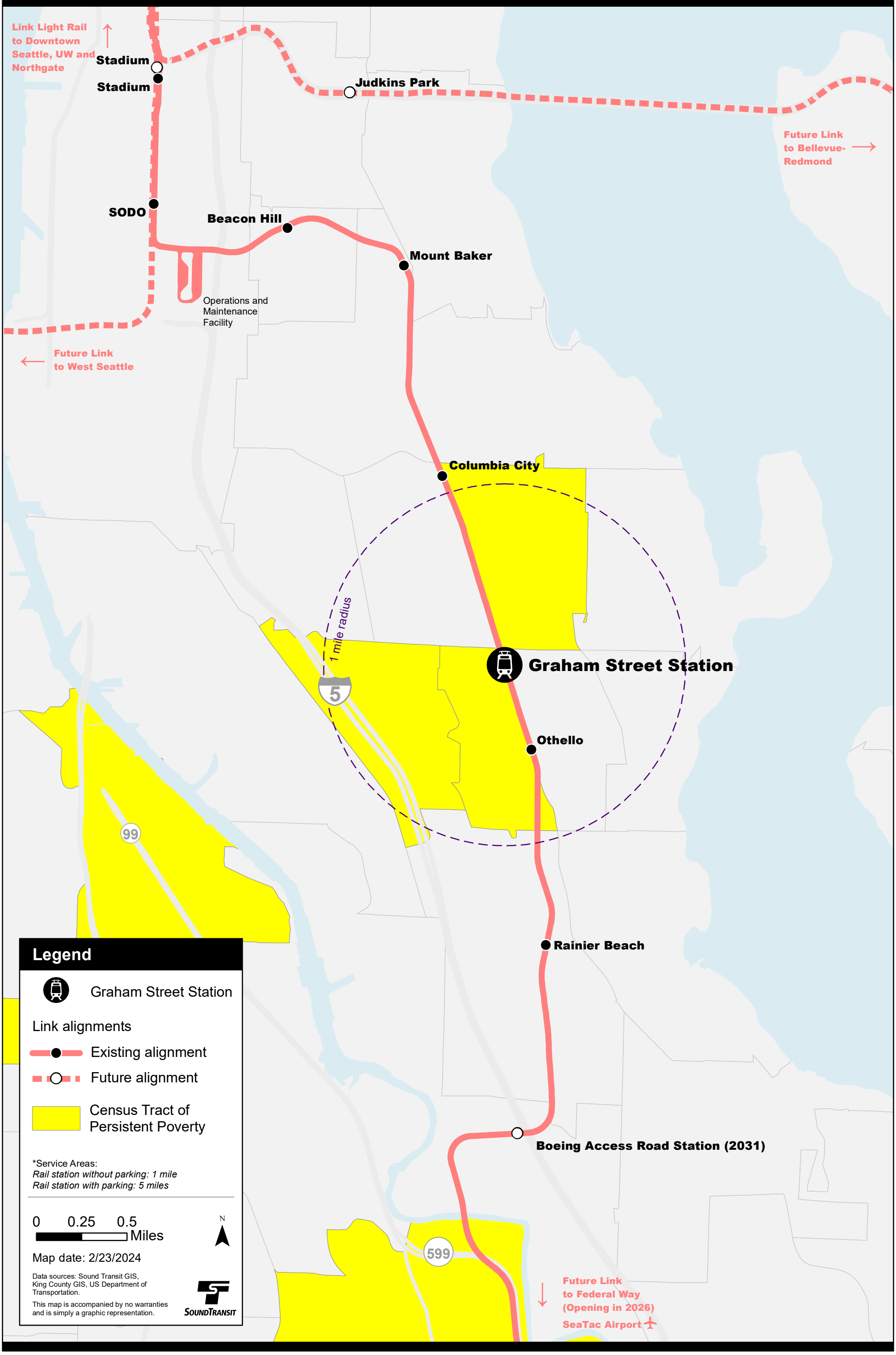
Graham Street Station - Persistent Poverty



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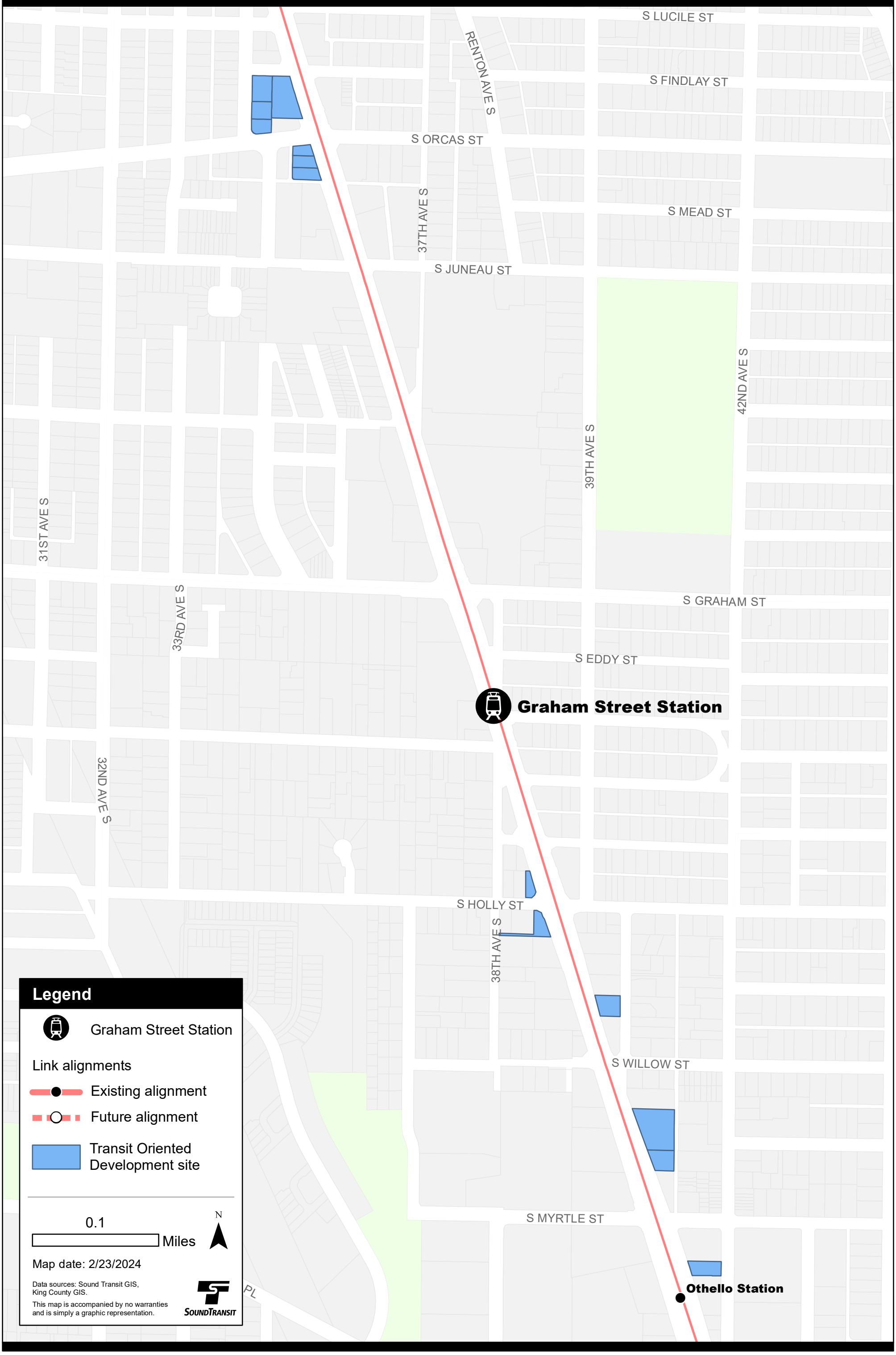
Graham Street Station - Transit Oriented Development Sites



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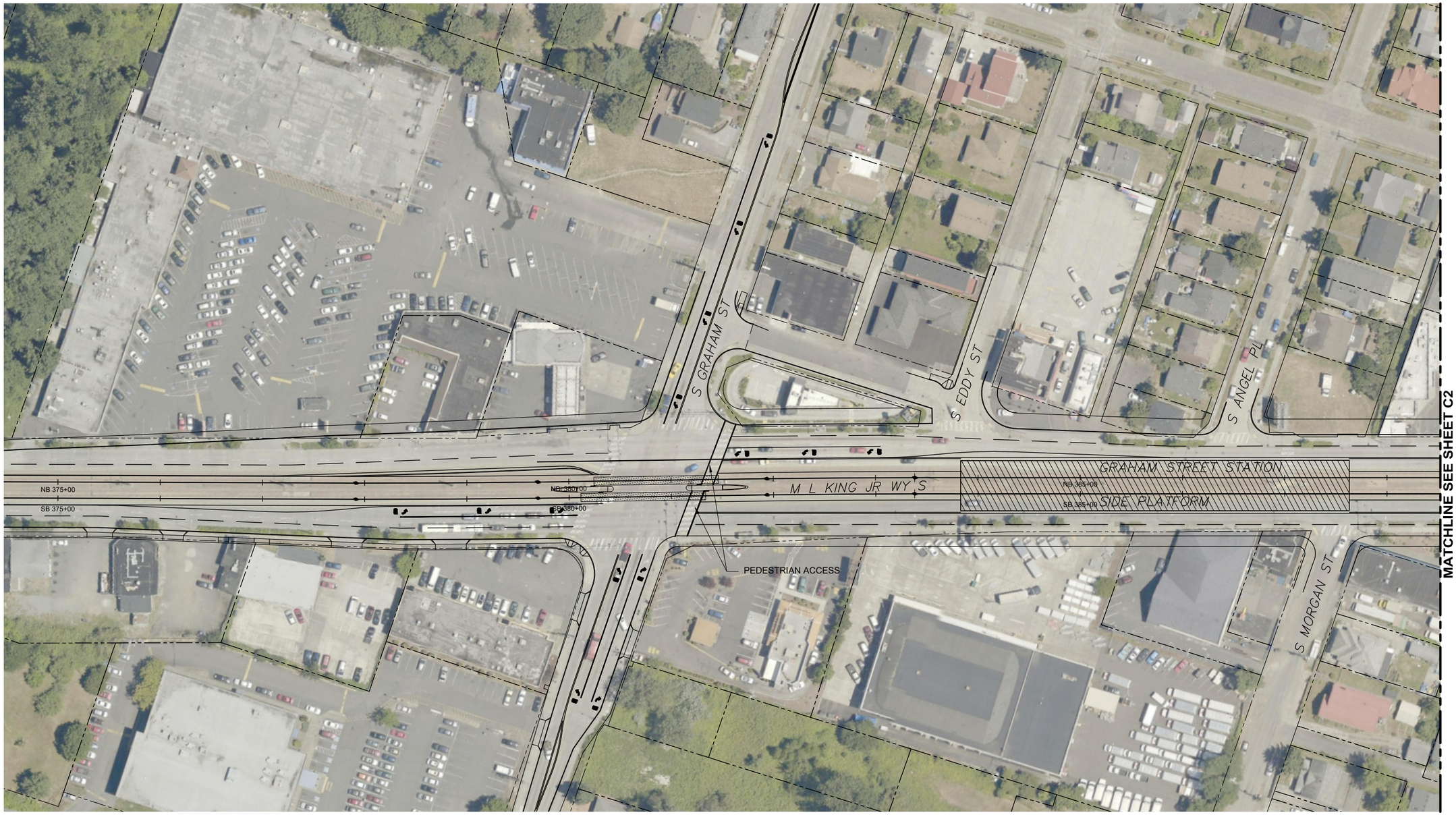

GRAHAM STREET INFILL STATION
SIDE PLATFORM
PLAN

SCALE IN FEET
0 50 100

SUBMITTAL					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

SUBMITTED BY: | DATE: | REVIEWED BY: | DATE:

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS SHOWN
FILENAME: PS1585046_GRAHAM
CONTRACT No.:
DATE: 8/12/15

GRAHAM STREET INFILL STATION

SITE PLAN

DRAWING No.:
LOCATION ID:
SHEET No.: 1 OF 3
REV:

08/13/15 | 10:40 AM | PURGABUT
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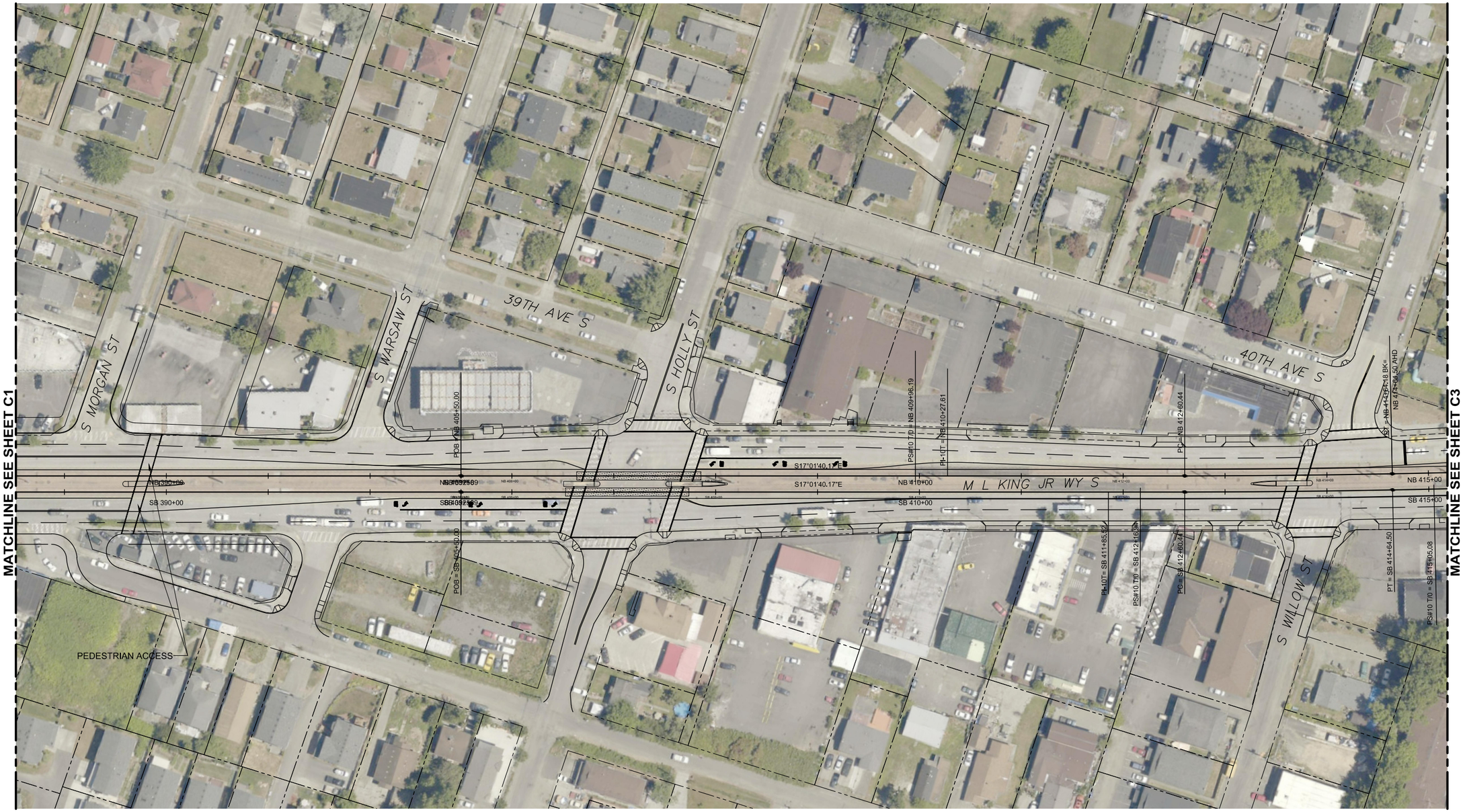
MATCHLINE SEE SHEET C1



MATCHLINE SEE SHEET C3

GRAHAM STREET INFILL STATION
SIDE PLATFORM
PLAN

SCALE IN FEET
0 50 100

SUBMITTAL					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

SUBMITTED BY: | DATE: | REVIEWED BY: | DATE:

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS SHOWN
FILENAME: PS1585046_GRAHAM
CONTRACT No.:
DATE: 8/12/15

GRAHAM STREET INFILL STATION

SITE PLAN

DRAWING No.:
LOCATION ID:
SHEET No.: 2 OF 3
REV:

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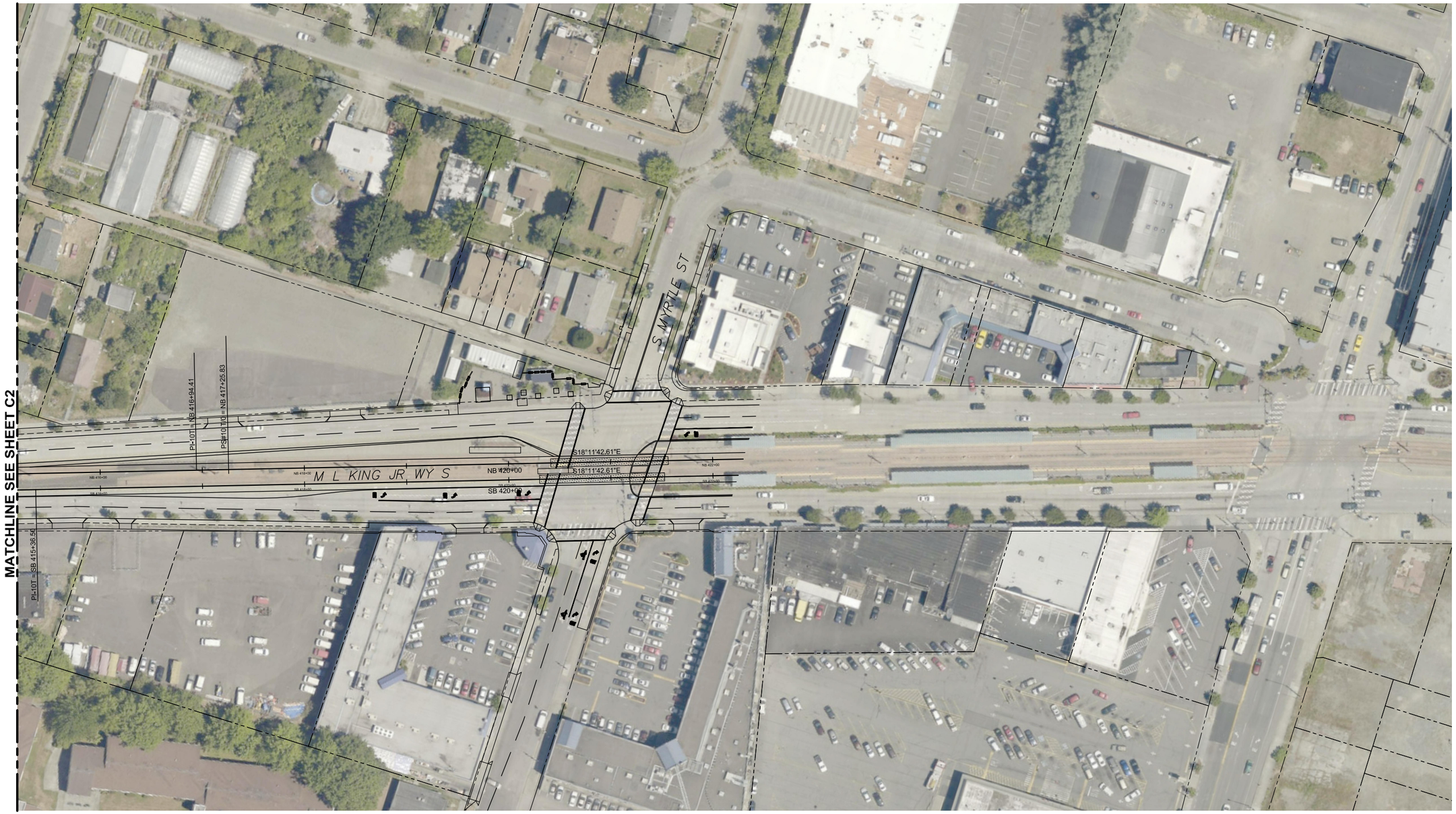

GRAHAM STREET INFILL STATION
SIDE PLATFORM
PLAN

SCALE IN FEET
0 50 100

SUBMITTAL					
No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
DRAWN BY:
CHECKED BY:
APPROVED BY:

SUBMITTED BY: | DATE: | REVIEWED BY: | DATE:

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: AS SHOWN
FILENAME: PS1585046_GRAHAM
CONTRACT No.:
DATE: 8/12/15

GRAHAM STREET INFILL STATION

SITE PLAN

DRAWING No.:
LOCATION ID:
SHEET No.: 3 OF 3
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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 is a snapshots of the Budget for Graham Street Station.

SYSTEM EXPANSION — **LINK**

T400136 — **GRAHAM ST INFILL STATION** — **Managed by: PED**

Scope: Plan, design, and construct a new Link light rail infill station in the vicinity of South Graham Street.

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 $1.3 million 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	$	2,935
Current Year TIP	$	4,218

In Service Year	
Baseline	TBD
Prior Year	2031
Current Year	2031

Financial Plan Project Estimate (2023 $000s)		
Voter-Approved Cost Estimate	$	110,201
Spring 2023 Cost Estimate	$	118,385
Fall 2023 Cost Estimate	$	118,385

Cashflow (YOE $000s)

Subarea	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
North King	158	1,809	1,627	624	0	0	0	0	4,218
SUBAREA ALLOCATION TOTAL	$ 158	$ 1,809	$ 1,627	$ 624	$ 0	$ 0	$ 0	$ 0	$ 4,218

Phase	Life to Date	2024	2025	2026	2027	2028	2029	Future	Total
(10) AGENCY ADMINISTRATION	157	315	245	70	0	0	0	0	787
(20) PRELIM ENGINEERING/ENV REVIEW	2	1,344	1,332	469	0	0	0	0	3,146
(35) THIRD PARTY	0	0	50	25	0	0	0	0	75
(40) ROW ACQUISITION+PERMITS	0	150	0	60	0	0	0	0	210
TOTAL PHASES	$ 158	$ 1,809	$ 1,627	$ 624	$ 0	$ 0	$ 0	$ 0	$ 4,218

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 Graham Street Station

Dear Ms. McGourty:

Sound Transit is applying for regional Congestion Mitigation and Air Quality (CMAQ)/Carbon Reduction Program (CRP) funds to design the *Graham Street Station* project, a new light rail station located on the existing light rail 1 Line, in the area at Martin Luther King Jr Way and Graham Street in the City of Seattle.

Sound Transit local funding for this project is reserved in Sound Transit's 2024 Financial Plan and Budget (page 78). Sound Transit's 2024 Financial Plan and Budget reserves $142,603,427 in YOE$ ($118,385,000 in 2023$) for Graham Street Station. This budget matches the latest PSRC Regional Transportation Plan update. 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 Graham Street Station.

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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INTERIM CHIEF EXECUTIVE OFFICER
Goran Sparrman

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

Sound Transit looks forward to continuing to work collaboratively with our partners and stakeholders 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