Funding Application

Competition: Regional FHWA
Application Type: Corridors Serving Centers
Status: submitted
Submitted: April 11th, 2022 2:11 PM
Prepopulated with screening form?: Yes

Project Information

1. Project Title
   Graham St Infill Station

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 CMAQ request will fund the design of a new light rail station in the City of Seattle on Martin Luther King Jr. Way between Graham Street and Morgan Street along the existing Link light rail Line 1. The new Graham Street Station will be located between the existing Columbia City and Othello stations and built to accommodate 4-car trains, increasing access in the Rainier Valley and serving the growing Hillman City neighborhood. Trains will run every 6 minutes in peak periods, serving an estimated 2,500 riders per day at Graham St Station, reducing VMT in the region by 21,650 per day. The Station will also include pedestrian and bicycle improvements in the station area.

   Project elements include:
   • Design of a new light rail station
   • Pedestrian and bicycle improvements such as modifications to existing sidewalks, landscaping, drainage, utilities and street lights along MLK Jr. Way in the station vicinity.
   • New pedestrian signal and modifications to the MLK Jr. Way/Graham Street intersection.
   • Graham Street Station is included in the voter approved ST3 plan with a planned start date in 2024 and opening in 2031. This new station will provide additional access to the regional high-capacity transit system and support equitable access to multiple regional centers and MICs, including Seattle Downtown, University District Community, SeaTac Airport and others.

   Sound Transit is opening five Link light rail extensions in the next three years. By 2031, when the Graham Street Station opens, the regional light rail system will span over 60 miles with 44 stations linking the region’s growth centers, per PSRC’s Regional Transportation Plan and Regional Growth Strategy.

2. Project Justification, Need, or Purpose
   The new station will break up one of the longest gaps in the regional light rail system — the 1.7-mile stretch between the existing Columbia City and Othello Street stations. This Project will bring fast light rail service to a diverse neighborhood currently underserved by light rail. Residents advocated for the addition of this station to Link for 15 years, an indication of the strong local support that exists for this project.

   Only one bus route currently serves the planned Graham Street station area: King County Metro’s route 106 runs along MLK Way from Downtown Seattle, through the International District and Rainier Valley, to the Renton Transit Center. KCM Route 106 service is 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. (Metro consider routes whose buses arrive late more than 20% of the time all day to be candidates for investment). Link light rail will operate service every 6 minutes in peak periods, 20 hours a day and will operate 95% or more on time. It will also reduce an estimated 21,650 VMT per day.

   With over 1,200 units of low-income housing in the station area, and PSRC Opportunity Index ratings of high and moderate in adjoining census tracts, the area’s residents are more likely to use transit and apt to need good transit service. Furthermore, residents of the four census tracts surrounding the site of the new station already use transit at more than double the rates seen in other parts of the metro area (21% vs. 9%).

   This Project will also improve the pedestrian environment in the station area, improving safety and reducing barriers to walking – a necessary change, according to a 2019 community
The Graham Street Station was included in the Final EIS for the Link “Initial Segment” that opened in 2009, but the station was deferred. As part of its Realignment of the capital program, Sound Transit incorporated socio-economic equity criteria to rate each project on how it serves key populations based on a demographic analysis within a one-mile radius of station areas. Completed in August 2021, the Realignment process included Graham Street Station in the “Tier 1” group of projects, all of which are slated to move forward without delay.

Project Location

1. Project Location
Intersection of Martin Luther King and S. Angel Pl, 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
Intersection of Martin Luther King and S. Angel Pl, Seattle

4. Crossroad/landmark nearest the end of the project
Intersection of Martin Luther King and S. Angel Pl, Seattle

5. Map and project graphics
GrahamStreetStation_Maps.pdf, GrahamStStation_ZoningMap.pdf

Plan Consistency

1. Is the project specifically identified in a local comprehensive plan?
Yes

2. If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.
This project was included in the ST3 plan, approved by voters in 2016. https://st32.blob.core.windows.net/media/Default/InteractiveMap/Templates/july1/Summary/ST3_Graham_Station.pdf


On PDF page 80 (PDF page 85), the map shows Graham Street Station as one of a set of “Desired Link Infill Stations.”

Page 274 (PDF page 279)
Policy DT-TP1 states: “Recognize the critical role that high-capacity transit corridors play, including the transit tunnel, in supporting the distribution of development density and the movement of goods and people within and through Downtown. Seek to improve the system, through actions by the City, with Sound Transit and King County Metro Transit, and other transit agencies that:
1. provide capacity to meet forecast transit growth;
2. reduce travel time by transit;
3. reduce transit rider crowding on sidewalks;
4. reduce diesel bus noise and odor; and
5. provide an attractive and pleasant street environment for the pedestrian and transit rider.”

3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.
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).
Located in the vicinity of the Hillman City, New Holly and Seward Park neighborhoods, the proposed Graham Street Station will be on a high-capacity transit line that directly serves multiple centers.

Located on the Link “1 Line”, this new station (opening in 2031) will be part of a network that connects multiple regional growth centers from Lynnwood to Federal Way and Seattle to Bellevue and Redmond.

PSRC’s Regional Growth Strategy has a goal of attracting 65% of population growth to the region’s growth centers and high-capacity transit station areas. The plan also supports increased density near appropriate transit stations and seeks to implement the Growing Transit Communities Strategy and the Regional Centers Framework. In 2010, there will be over 80 light rail stations.

By 2031, riders using the Graham Street Station and the light rail system will be able to connect to 11 regional growth centers and Manufacturing/Industrial Centers (MICs).
(Lynnwood, Northgate, Seattle University Community, First Hill/Capitol Hill, Seattle Downtown, Duvamish and North Tukwila MICs, Tukwila, SeaTac, Federal Way, Bellevue, Redmond-Overlake and Redmond Downtown.)

Graham Street Station will provide a much-needed high-capacity transit connection for residents of the Graham Street/Hillman City area and Rainier Valley. From Graham Street Station, travel to Downtown Seattle or SeaTac Airport will take 18 minutes, saving residents time and money, and helping to alleviate congestion on the area’s road network.

The Station is in an area designated as a Residential Urban Village by the City of Seattle. These areas combine housing with employment opportunities, shops, and services, all in

planning process carried out by Puget Sound Sage, which identified pedestrian safety as an issue of concern in the area. Sound Transit is planning strategic improvements to enhance safety along the MLK corridor. (This is a separate project in the Sound Transit budget called “SODO MLK Hazard Mitigation.”)


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1. Describe how this project will benefit or support the housing and employment development in a regional growth center(s) and/or employment growth in a manufacturing/industrial center(s). Does it support multiple centers? Please provide a citation of the relevant policies or clarifying project references in a subarea plan or in the comprehensive plan.

The Graham Street Station will be on the “Line 1” light rail corridor directly serving Lynnwood, Northgate, Seattle University Community, First Hill/Capitol Hill, Seattle Downtown, Tukwila, SeaTac and Federal Way growth centers as well as the North Tukwila and Duwamish Manufacturing and Industrial Centers. These and other regional centers sit within a short ride of the new station. Link will provide more frequent (every 6 minutes in peak periods) and faster service as compared to current bus service. Graham Street Station will have an estimated 2,500 riders per day.

The Graham Street Infill Station is listed as a “Desired Link Infill Station” on the City of Seattle’s Priority Corridors for Transit Investments in their Comprehensive Plan (link below, Page 80). The station area is an Existing Residential Urban Village (intended to combine housing, employment opportunities, shops, and services, all in compact environments that encourage walking and transit use) and proposed as a potential Urban Village in Seattle’s Comprehensive Plan. As described in the Plan, these areas have “Zoning that emphasizes mixed-use development for commercial and retail services for the village and surrounding area” (page 25). The City and community have already begun planning for higher commercial and residential densities, and more affordable housing with walkable connections to frequent light rail and bus service. Seattle Comp Plan Link:


Housing, Employment and Population
• The four census tracts immediately surrounding the station housed 20,057 residents (2020) and are projected to grow 18% to 21,570 by 2040.
• Though the area is largely residential, there are approx 190 local businesses near the station. Employment in the four census tracts adjacent to the new station contained 5,186 jobs in 2020 and projected to grow 15% to 5,982 by 2040. (Source: https://seattlecitygis.maps.arcgis.com/apps/webappviewer/index.html?id=0e21f8a70894d0bbf67639a1c3ba9d2).

Prominent land uses within the station area currently include single-family housing, parks and open space, institutions, and public facilities. There are some concentrations of multifamily housing and commercial/mixed-uses (housing, retail, and offices). In the near future, there will be more dense development in the station area. In 2019, as discussed below, Seattle changed the zoning in the station area to allow for greater density, and there are projects underway to build mixed-use developments on vacant or underutilized lots in the area.

The Seattle 2035 Plan places a greater emphasis on growth near transit. Specifically, housing in urban villages with “very good transit service” is expected to grow at a greater rate than housing in areas without that service. (“Very good transit” means either a light rail station or a RapidRide bus stop plus at least one other frequent bus route.)

2. Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.

The Graham Street Infill Station sits in the Othello Urban Village, as shown on page 368 (PDF page 363) of the Seattle Comprehensive Plan. Urban Villages are designated local growth centers, where mixed-use development is encouraged.

In April 2019, the City of Seattle passed Ordinance 125791, which changed the zoning in the station area to accommodate higher density development. The MLK Way corridor has been zoned for mixed-use development (NC2-35 [M] and NC2-75 [M]), changing it from a lower-density, more restrictive C1-65 zoning. Much of the adjoining neighborhood has been rezoned to allow for greater density via the same Ordinance.

Similarly, 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 developments 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-G8 – 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 travel 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. A zoning map is attached for reference.

Rainier Valley TOD and Affordable Homeownership - Sound Transit is working with the Seattle Office of Housing on 12 Transit Oriented Development (TOD) sites in the Rainier Valley to support affordable housing outcomes. Based on community feedback we heard during our community effort in the summer of 2019, Sound Transit and the Seattle Office of Housing are pursuing opportunities to make Sites 2 and 4-12 available for the development of affordable homes for purchase. In October 2020, the Sound Transit Board adopted Resolution 2020-17, which declared the sites suitable for housing and authorized staff to negotiate a no cost transfer of the sites to the City of Seattle for that purpose. The goal is to exceed the target of at least 80% of homes on the sites affordable to families at 80% of area median income or below.

In Q4 2021, Sound Transit transferred 10 sites to the City of Seattle at no cost to create affordable homeownership opportunities. The Seattle Office of Housing committed at least $10 million to support construction of those homes. The Seattle Office of Housing will issue a request for proposals for the first phase of the project in spring 2022 that will include both property and funding. More than 100 affordable housing units will be available for purchase.

Two of the 12 TOD sites are located very near the future Graham Street Station:
• Site 6: (67601 MLK Jr Way S) - Potential for 38 homes
• Site 12: (67601 MLK Jr Way S) - Potential for 20 homes

Site 6 sits directly adjacent to St. Michaels Ethiopian Orthodox Church, who stated their interest in pursuing a partnership with Seattle Office of Housing and Sound Transit in the
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.

Sound Transit is supportive of TOD and affordable housing around all ST station areas. Sound Transit will be able to efforts through its TOD program. ST3 directed the agency to implement a regional equitable TOD strategy to create vibrant, diverse, and affordable income communities adjacent to Sound Transit stations. In April 2018, the Board adopted the new Equitable TOD Policy. The Board's TOD policy includes a priority to offer surplus property for the development of affordable housing. Sound Transit offers surplus property that is suitable for development 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 are government agencies 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 is also contributing $20 million into a revolving loan fund to create affordable housing near high-capacity transit stations.

Sources: Sound Transit 4th Quarter 2021 TOD Report. 
TOD in the Rainier Valley
https://www.soundtransit.org/system-expansion/creating-vibrant-stations/transit-oriented-development/rainier-valley
Rainier Valley Transit-Oriented Development: Community Outreach Summary and Report

3. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

The Graham Street Station will serve a variety of user groups:

- **Commuters** – 2,500 riders are expected to use the station daily. Commuters will benefit from light rail service every 6 minutes in peak hours, 20 minutes per day. Travel times from Graham Street Station to downtown Seattle are 18 minutes – compared to a 24-30 minutes’ drive during peak hours, a significant reduction in travel time. Taking light rail is faster and more reliable than driving and parking in downtown Seattle. It will also allow riders to reach SeaTac Airport in 18 minutes. The project will reduce an estimated 21,650 VMT per day.
- **Residents** – including low-income households – 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, not just during commute hours. The 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.
- **Students** – several K-12 Schools are located with 1-mile radius of the Station: Aki Kurose Middle School, Seattle Academy, 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 Seath Park trail is only blocks away from the Graham St Station.
- **Travelers/SeaTac Airport users** – the new Station allows for quick, direct access to SeaTac Airport (“a one-seat ride”). Travel time to SeaTac Airport is 18 Minutes, much faster and more reliable than driving in congested periods or taking existing bus service.
- **Business owners** around the station will benefit from the additional access to their business. There are approximately 190 businesses within a one-mile radius of the station.
- **Sports fans** – sports fans can ride light rail to the new Northgate community ice rink, Husky, Mariners, Seahawks & Sounders FC games. Fans taking transit as part of their trip to Seattle Kraken. The agreement offers the option for all events at Climate Pledge Arena and the option to provide free transit to Seattle Storm games has recently been finalized and should be in effect for the 2022 season.

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.

This project builds on the region’s Economic Strategy initiative to “Expand access to affordable transportation options in underserved neighborhoods to connect the underserved populations with jobs.”

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 access to 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 health and welfare services. Access to jobs and living-wage jobs (Source: PSRC, Growing Transit Communities, "Opportunity, Equity, And Sustainability in the Central Puget Sound Region”).

Though the new Graham Street Station, due to the surrounding area being largely residential, will serve primarily as an access point for people traveling to employment centers to the north and south, there are also around 190 businesses within a one-mile radius of the 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.

Mixed-use TOD around the station will also help create opportunities for businesses. The zoning around the station was changed in 2019 to accommodate the arrival of more businesses and multifamily housing.
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 $12,432 (2019$) each year in the Seattle area (APTA).

Light rail riders also have significant travel time savings as compared to driving or taking the bus, especially during the periods of congestion. Travel on light rail to downtown Seattle can save between 6-12 minutes per trip as compared to driving. Compared to taking existing bus service (KCM 106) a rider would save at least 11 minutes per trip by taking light rail.

The project will also reduce VMT in the region by approximately 21,650 per day, alleviating congestion on some of the State’s busiest roadways.

This project supports the Regional Economic Strategy including the following initiatives:

Q3: Inen (“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 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 deconstruction and adoption of alternative energy technologies, including electrification and electric vehicle infrastructure.”)

Source: Regional Economic Strategy (Dec 2021)

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. Link light rail supports access to:

- Information & Communication Technology
- Link directly serves large employers such as Microsoft and Amazon. Microsoft’s world headquarters is served by the Redmond Technology Center
- Link also will serve Bellevue (with over 150,000 jobs). Amazon has announced plans to bring 25,000 new jobs to downtown Bellevue.
- Two new office towers, directly adjacent to the Stride BRT and Link light rail station, are under construction and will accommodate more than 7,000 Amazon employees.
- The Life Sciences & Global Health sector is growing and developing service to University of Washington.
- Clean Technology - Link light rail runs on 100% carbon-free electricity - the first major light rail system in the nation to go completely green. This was made possible through an innovative agreement with Puget Sound Energy (PSE) 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 (including both direct airport activities and visitor impacts).

Graham Street Station is located in a designated “Opportunity Zone”, a program designed to provide tax incentives to investors who fund businesses in underserved communities. “Opportunity Zone” status, enables special federal tax breaks to encourage development and job growth. To qualify for Opportunity Zone status, a census tract must have an individual poverty rate of at least 20% and median family income up to 80% of the area median. The City of Seattle, Sound Transit TOD and Opportunity Zone tax incentives can increase equitable development around the Graham Street Station. A nearby example: the Othello Square project, which includes market-rate apartments, a community clinic, a housing co-op for families making less than 80% of the area median income, and affordable commercial space. Adjacent to the Othello light rail station, Othello Square co-locates a mix of vital amenities in four buildings on one campus. The campus will include affordable retail space, a early learning center, a high school, a business incubator, cooperatively owned and mixed-income housing, a health clinic, and a multicultural center on one 3.2-acre campus.

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.

Criteria: Circulation, Mobility, and Accessibility

1. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor, including TDM and activities and ITS improvements that use advanced technologies or innovative approaches to improve traffic flow. Describe the problem and how this project will remedy it.

This new station puts more residents within a short walk of high-capacity transit, eliminating the 1.7 mile gap between stations that exists in the area currently. By connecting a predominantly residential area via light rail service to major employment areas such as SeaTac Airport, Northgate, University of Washington/U District and downtown Seattle, downtown Bellevue, Kirkland, and other regional centers, the project gives a fast, efficient transportation alternative to riders who would otherwise be adding to congestion on the I-5 and I-90 corridors. By improving the pedestrian environment around the station area, this project will also improve walkability and ADA accessibility in a growing neighborhood, facilitating the use of non-motorized transportation.

This project provides long-term improvements along a regional high capacity transit corridor. 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.

Traditionally, TDM has been narrowly defined as commuter ridesharing efforts, however, a more contemporary definition of TDM consists of providing travelers with effective choices to improve travel reliability. The Graham Street Station gives riders choices for their travel and a much more reliable travel time. Riders using Graham Street Station will have reliable, fast transit service 20 hours a day, with trains running every 6 minutes.

Sound Transit supports and participates in a variety of TDM activities. Along with the ORCA
Business Accounts, where employers provide ORCA cards to their employees, Sound Transit will offer additional outreach that helps riders make seamless bus/rail transfers with ORCA. If more than one mode is needed to get to a destination, ORCA automatically calculates the transfer.

Sound Transit also supports TDM activities designed to mitigate travel disruptions during the construction period. For example, during “Connect 2020” (where ST connected the existing Link line to the new East Link line), free bus shuttles replaced Link trains between SODO and Capitol Hill. For the construction of infill stations, Sound Transit could continue to operate a shuttle service when single-tracking to avoid closure of the line.

Graham Street Station will have multiple ITS system improvements, include Passenger Information Management System (PIMS) and real-time arrival signage.

2. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.

Located on the Link “1 Line”, this new station (opening in 2031) will be part of a network that connects multiple regional growth centers from Lynnwood to Federal Way and Seattle to Bellevue and Redmond.

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.

This project closes the 1.7 mile gap between light rail stations that currently exists in the Rainier Valley between the Othello and Columbia City stations. 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. The Graham Street Station also connects to the Regional Trails System, by connecting to the Chief Sealth Trail.

By 2031, riders using the Graham Street Station and the light rail system will be able to connect to 11 regional growth centers and Manufacturing/Industrial Centers (MICS).

3. Describe how the project fills in a missing link or removes barriers to/from a center.

The new Graham Street Station fills a missing link and removes barriers to accessing high-capacity transit. The Graham Street Station was included in the Final EIS for the Link Initial Segment that opened in 2009, but the station was deferred. In 2021, the Sound Transit Board prioritized this station to “Tier 1” in its Realignment process.

Building the Graham Street Station allows riders to have access to more frequent (every 6 minutes) and faster transit service, as compared to current bus service, which operates every 15 minutes in the peak periods.

Taking light rail from Graham St Station downtown Seattle is at least 11 minutes faster than taking the bus. It takes 29 minutes on Metro Route 106 (per schedule) to go from Graham St Station to the International District Station. On Link, the same trip takes 18 minutes.

It currently takes 35 minutes to travel from Graham Street to SeaTac Airport (via KCM Route 106 and Link). If the Graham Street Station was built, a rider would have a one-seat ride and arrive at SeaTac in 18 minutes. With the new Graham St Station, a trip to the airport would be at least 17 minutes faster.

This project extends access to the light rail system to residents who live farther than a comfortable walking distance from the existing stations. It also improves pedestrian access and safety in an area with sub-optimal pedestrian conditions.

Graham Street Station and Link service also remove a financial barrier for underserved and overburdened communities. According to PSRC, 47% of the region’s population qualifies for some form of reduced transit fares (e.g., low-income, senior/disabled, youth). For riders with low income, Sound Transit provides:

- Sound Transit, as well as many of our transit partners, will be considering providing free fares for Youth 18 and under. The Sound Transit Board is scheduled to consider free fares for Youth before October 1, 2022.
- Sound Transit provides Free Annual Passes for people with very low income (80% or less federal poverty level).
- Lower ORCA LIFT fares ($1.50) are offered for people with incomes of 200% or less of federal poverty level. (The Sound Transit Board is also currently considering lowering the ORCA LIFT fare to $1.00.)
- ORCA LIFT cards are pre-loaded with $10-20 of free rides as incentive to register for ORCA LIFT.

4. Describe how this project will relieve pressure or remove a bottleneck on the regional transportation system and how this will positively impact system performance.

The Link system removes pressure on the I-5 and I-90 corridors, that have some of the worst congestion in the state. By making the system accessible to more residents, Graham Street Station will boost ridership and induce fewer vehicle trips in areas where congestion has been a consistent problem. The 2,500 estimated daily users of the station will reduce the burden on the road network by opting not to drive. Graham Street Station is estimated to reduce 21,650 VMT per day.

In addition to faster travel times than taking existing bus service and driving (especially when parking is factored in) Link offers greater reliability (95% or more on time) and consistency in delivering riders to their destinations, unimpeded by vehicle traffic.

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

Graham Street Station will include sidewalks and safe crossings at bus stops, ensuring safety for the first/last mile to transit.

According to the 2014 PSRC Household Travel Survey, 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. 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.

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.
6. Describe how the project provides or benefits a range of travel modes to users traveling to/from centers, or if it provides a missing mode.

Graham Street Station will improve mobility for a range of travel modes:
- **Per ST’s System Access Policy (Board Resolution No. R2013-03)**, when designing facilities and services, Sound Transit maximizes pedestrian, bicycle, and local transit access.
- **Link light rail stations have level boarding**, making it safe and easy for people using wheelchairs or other mobility devices to travel the region.
- Pedestrian improvements will help boost the neighborhood’s walkability, with better access to the station and reduced conflicts between drivers and those traveling on foot.
- The station will have bicycle parking and storage options including leased bicycle lockers and free bike racks. Bicycles are welcome on light rail vehicles.
- The Graham Street Station is approx 3 blocks from Chief Sealth Regional Trail. The new station improves the linkage between the light rail system and the regional trail system.
- Link stations include easy connections to bus service. The design of Graham Street Station will include design of bus stops and other amenities for riders to seamlessly transfer to/from local Metro bus service (route 106).
- Transportation Network Companies (TNCs): Link light rail stations include pick-up/drop-off locations for Uber, Lyft and Via. Via to Transit already serves several Link Stations, including Othello, Rainier Beach, and Tukwila. The cost for Via to Transit is the same as riding the bus: $2.75 adult, $1.50 ORCA LIFT and youth, $1.00 RRFP, free for children 5 and under—and there is no extra cost transferring between your bus or light rail, and Via. You can pay using your ORCA card, a Transit GO Ticket, or using a credit/debit card in the Via app/call center.
- The reduction in vehicle trips facilitated by this project will curb congestion on area roadways, as the growing light rail network connects residents to destinations around the central Puget Sound.

Criteria: Equity

1. Identify the population groups to be served by the project.

Graham Street Station will serve historically underserved communities and communities of color – significantly more than the Sound Transit District as a whole. The area surrounding the Graham Street Station is one of the city’s more diverse neighborhoods. The four Census Tracts surrounding the station where the station will be located includes over 75% people of color, including 24% African American and 40% Asian American.

In 2018 and 2019, the organization Puget Sound Sage (PSS) undertook a local planning process, centered on the area surrounding the future Graham Street Station at the intersection of MLK and Graham St. The goal of this process was to help the community around the new station benefit from the growth and development opportunities light rail will bring, and to mitigate economic pressures on low-income residents, small businesses, and cultural institutions. As stated in the report’s introduction, the plan seeks to guide the neighborhood towards “a future Graham Street where both the existing community and new people can all benefit from the station and other public investment” (page 6). As part of this neighborhood planning process PSS reached out to over 2,000 people, with over 500 direct participants.

The report on this planning effort lays out the area’s unique demographics, which set the neighborhood apart from other parts of the city. They found that the neighborhood has a higher percentage of young (under 20 years old) and (over 75) residents, and that over 50% of them reported speaking a language other than English (compared to only 20% citywide) (page 14).

Residents also have larger-than-average households compared to the city as a whole, with an average family size of four, compared to a citywide average that is less than three people (page 14). This likely reflects the higher presence of multi-generational households in the neighborhood.

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 the 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 (see Safety section for more info).

Bus service in the area is also limited and can be significantly slower than rail. The new station site is served by one bus route (KCM route 106), which runs along MLK Way from Downtown Seattle, the International District, passing through the Rainier Valley, and Skyway, to the Renton Transit Center. This route has been identified as running late over 26% of the time, all day.

2. Identify the disparities or gaps in the transportation system/services for these populations that need to be addressed.

Currently, due to the distance between the nearest light rail stations (Othello and Columbia City), 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://seattle.nwsws.com/2021/05/20/graham-street-station-light-rail-unknowns-frustrate-neighborhood/

Also, 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” (page 29). The project will improve sidewalks, intersection crossings, and add a new pedestrian signal to help improve the conditions.

3. Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under question 1 above.

This project brings a new station and light rail service directly to an area with relatively low transit service, with a community that is more likely to reap benefits from this mode, eliminating the current 1.7-mile gap between stations. The Graham Street Station allows for more frequent, faster and more reliable service as compared to existing bus service.

Velma R. Veloria, a former state representative speaking during public comment for the project, said that Sound Transit should “affirm its commitment to equity and justice” by not delaying the South Graham Street Station. “The Graham Street neighborhood is a community that has been historically ignored by Sound Transit,” Veloria said. “There are many community anchors that are waiting for the opportunities that come with the light rail.”
The population in the four census tracts surrounding the station area are projected to grow 18% between 2020 and 2040, from 20,057 to 23,570 residents. Similarly, employment in the four tracts is projected to grow 15%, from 5,186 to 5,982.

Low-income residents will benefit from Graham Street Station and access to free/low fare programs, in addition to the affordable housing opportunities in the area.

- The ST Board is scheduled to consider free fares for Youth (18 and under) before October 1, 2022.
- ST offers Free Annual Passes for people with very low income (80% or less federal poverty level).
- Lower ORCA LIFT fares ($1.50) for people with incomes of 200% or less of federal poverty level.
- The ST Board is also currently considering lowering the ORCA LIFT fare to $1.00.
- ORCA LIFT cards are pre-loaded with $10-20 of free rides as incentive to register for ORCA LIFT.

Sound Transit will be better able to develop strategies and actions that reduce and eliminate and structural racism and its impact on communities of color. Through the use of the RET framework and set of guiding questions that proactively analyzes the legacy of institutional decision-making related to projects, policies, programs and practices. The tool provides a range of devices. Website generated more than 183,800 unique page views, more than three times a similar period in 2015.

- Offered a comment form and translated content in seven languages the project website, which is projected to grow 15%, from 5,186 to 5,982.
- Distributed a direct mailer to approximately 980,000 registered voter households in the
- 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. For the first time on ST3 outreach, television advertising was used as a channel to promote public involvement.
- Launched website, designed for accessibility with a range of devices. Website submitted by mail, email and comment forms; more than 1,250 attendees at seven open houses; and 34,706 responses to a non-scientific online survey. Of these survey submissions, 18,032 offered narrative “open-end” commentary as part of that engagement tool. The overall survey response was a 40% increase over responses received to establish candidate projects in summer 2015. In addition to broad public involvement, Sound Transit received 90+ letters and comments from local jurisdictions, agencies and stakeholder organizations. As quantified through zip code information provided by respondents to the online survey, every corridor saw a dramatic increase in respondents over the 2015 ST3 Draft Priority Project List engagement.

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.

- Developed ST3 website, designed for accessibility with a range of devices. Website submitted by mail, email and comment forms; more than 1,250 attendees at seven open houses; and 34,706 responses to a non-scientific online survey. Of these survey submissions, 18,032 offered narrative “open-end” commentary as part of that engagement tool. The overall survey response was a 40% increase over responses received to establish candidate projects in summer 2015. In addition to broad public involvement, Sound Transit received 90+ letters and comments from local jurisdictions, agencies and stakeholder organizations. As quantified through zip code information provided by respondents to the online survey, every corridor saw a dramatic increase in respondents over the 2015 ST3 Draft Priority Project List engagement.

Sound Transit’s Equity and Inclusion Policy describes ST’s commitment to equity and inclusion. Through that policy, Sound Transit committed to integrating equity and inclusion into all of its policies, programs and practices and applying a racial equity lens to decision-making. Sound Transit also considers equity implications in the system expansion program in the planning process and use of capital funds and strives to ensure equitable access to the transit system. In 2020, Sound Transit strengthened this commitment by

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Sources:
5. Describe how this outreach influenced the development of the project.

In 2020-2021, faced with increased costs and declining revenue due to the COVID pandemic, Sound Transit was forced to realign its project priorities. The steep rise in real estate and construction costs in the region have driven up cost estimates for future transit expansion projects, contributing to a $6.5 billion affordability gap for delivering projects on earlier schedules.

To address the budget gap, some projects were delayed, and others were considered higher-priority and kept on schedule. Local advocates and community members expressed concern that the Graham Street Infill project would be one of the delayed projects. Hieu Tran, a co-founder of the Co Lam Pagoda and part of the team that created the neighborhood vision for the station area, said, “The community is very upset at the news of the possible displacement along MLK Way, and the neighborhood plan relies on light rail coming. Tran added, “We’ve been working for years, all for nothing. That isn’t right.” Similarly, Puget Sound Sage – when leading a recent community planning effort in the neighborhood – found strong local support for the new station.

Due to local support and demonstrated need for the project, the Graham Street Infill Station project was prioritized and is scheduled to be completed in 2031. The project also directly addresses some of the specific concerns noted in the planning and outreach process. For instance, one of the issues identified in the planning process was 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). Pedestrian and roadway improvements will address this issue directly, at one of the areas’ busier intersections.

Sources:
Realignment: https://www.soundtransit.org/system-expansion/realignment
https://southseattleemerald.com/2021/05/20/graham-street-station-light-rail-unknowns-frustrate-neighborhood/

6. Is the project in an area of low, medium, or high displacement risk?

The project location is in an area of high displacement risk.

7. If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

The City of Seattle is promoting aggressive investment strategies to preserve and expand housing affordability, which will help ensure that people with low incomes can afford to stay in their communities. These strategies include acquiring and renovating existing affordable housing, providing tax incentives to keep rents low, and building new affordable housing developments in neighborhoods at high risk of displacement. In addition, the City has incorporated racial and social equity values and anti-displacement policies in the Seattle 2035 Comprehensive Plan, which will guide density, investments and growth in a manner that takes into account the risk of displacement caused by policy changes.

The City has made proximity to light rail stations a priority for affordable housing investments. This is likely to spur the interest of affordable housing developers in sites near light rail stations. Also, Sound Transit had made affordability a priority for any surplus property they may have after construction is completed.

Source:
https://www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/NE130thAnd145thStationAreaPlanning/130th145thStationAreaPlanningFAQ.pdf

The City of Seattle and Sound Transit are working together to mitigate displacement risk. The City is proactively addressing potential displacement impacts through enactment of affordable housing requirements for new development around the station area. There are already over 1,200 affordable housing units in the area providing housing support to residents in need, and more is being built through the city’s affordable housing program. New residential and mixed-use developments in the area are required to either include a minimum amount of affordable housing units, or to pay into a City fund used for new affordable housing units as part of the City’s Housing Levy and Mandatory Housing Affordability initiatives.

In 2019, the City changed the zoning in the area around the station to allow for denser, transit-friendly development. As described in the Puget Sound Sage neighborhood plan report, “There are a significant number of vacant properties and lots around the intersection of MLK Way and S. Graham St. According to the Seattle Department of Construction and Inspections, several permits have already been approved” (page 15). These new development opportunities will all include affordable housing requirements, where developers must either provide a share of affordable units in their new complex, or opt to pay into a fund for new affordable housing in the area.

In October 2021, the City of Seattle and Sound Transit finalized the transfer of ten sites in the Rainier Valley from Sound Transit to the Seattle Office of Housing, at no cost to the City, for the development of permanently affordable for-sale homes. The ten sites, originally purchased for Sound Transit construction purposes, are located in an area at high risk of displacement along Martin Luther King Jr. Way South, spanning from the Mount Baker Link light rail station to the Rainier Beach Link light rail station. This transfer will create hundreds of new affordable homes in the Rainier Valley and prevent displacement of residents earning low- and moderate-incomes. This will also ensure community members have access to jobs, education, and foster long-term community stability through homeownership.

The City of Seattle has committed approximately $10 million to the Rainier Valley Homeownership Initiative, which will support the development of at least 100 new permanently affordable for-sale homes on the properties. Future homeownership opportunities developed on these sites will range in housing type and serve homeowners earning at or below 80 percent area median income, or less than $92,560 for a household of four.

Criteria: Safety and Security

1. Describe how the project addresses safety and security.

This project will improve pedestrian safety with improved street crossing infrastructure, new pedestrian signaling, and sidewalk improvements. Pedestrian safety has been identified as a concern and a barrier to non-motorized transportation.

This Graham Street Station project 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.
- 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.
• Light rail vehicles safety and security features include CCTV cameras and passenger emergency buttons.
• The station will be designed for seismic safety to withstand earthquakes.
• Sound Transit uses Board adopted Service Standard and Performance Measures to monitor and manage the performance and service quality of the Sound Transit system. Quarterly, Sound Transit reports service delivery for various measures associated with Link, including preventable accidents per 100,000 miles.

The agency’s Security, Law Enforcement, and Emergency Management Policy (Resolution R2017-14) enhances Sound Transit’s commitment to providing a safe and secure transit system, requiring the systemic identification and mitigation of risk to the agency’s assets, and directing the agency to optimize resilience to natural and manmade disasters.

Additionally, Sound Transit is currently wrapping up a crossing safety study of the MLK corridor that has suggestions for treatments that other transit agencies have used to increase safety. These treatments are still being analyzed and evaluated before committing to design and construction activities.

Sound Transit’s adopted 2022 Budget includes the “SODO MLK HAZARD MITIGATION” project. The Board approved $3,136,000 to partner with SDOT to assess the performance of at-grade system wide and identify opportunities for enhancements and implement remedies. 2022 Budget year activities include: Addressing illegal left turns along MLK, upgrade pedestrian warning signs, install 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. (see 2022 Financial Plan & Adopted Budget, page 183)

In 2019 Sound Transit announced recipients of the first round of System Access Fund grants for projects that make it easier and more convenient to get to transit. With funding totaling more than $46 million in this initial round of grants, 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.

Public transportation is a safe and secure mode of transport.
• Each new station in the ST3 plan has an access allowance based on the type of station of up to $4.5 million (2014$) to create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses and community gathering places. Sound Transit will, where possible and appropriate, improve pedestrian and bicycle access to new and existing Sound Transit facilities by designing facilities that meet adopted wayfinding, lighting, safety design and disability access standards, consistent with FTA guidance. More specifically this project will include modifications to existing sidewalks, landscaping, drainage, utilities and street lights along Martin Luther King Jr. Way in the station vicinities, provide new pedestrian signals and modifications to the Martin Luther King Jr. Way/Graham Street intersection.

The project’s estimated VMT reduction of 21,650 per day also will improve safety by reducing the likelihood of traffic accidents.

2. Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

As mentioned earlier, Sound Transit and SDOT are assessing the performance and potential implementation of mitigations on at-grade crossings described in the DEA MLK safety analysis report. (See “SODO MLK HAZARD MITIGATION” project in ST’s 2022 Financial Plan & Adopted Budget, page 183)

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More specifically this project will include modifications to existing sidewalks, landscaping, drainage, utilities and street lights along Martin Luther King Jr. Way in the station vicinity, provide new pedestrian signals and modifications to the Martin Luther King Jr. Way/Graham Street intersection.

The project’s estimated VMT reduction of 21,650 per day also will improve safety by reducing the likelihood of traffic accidents.

3. Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

A major part of this project is to design safer access and mobility in the Graham Street Station area. New pedestrian signals and modifications to the MLK/Graham Street intersection are planned.

ST and SDOT are partnering on an existing project (SODO MLK HAZARD MITIGATION project) to assess the performance of at-grade crossings system wide and identify opportunities for enhancements and implement remedies.

Several potential improvements would reduce the reliance on enforcement, including design solutions to address illegal left turns along MLK, upgraded pedestrian warning signs, installing second train warning devices. The project includes 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.

4. Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

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.

In 2017, the Sound Transit Board adopted Resolution R2017-13 establishing a commitment to the safety of passengers, employees, contractors, emergency responders and the public through the adoption of a Safety Policy. The policy was a key first step in establishing a Safety Management System (SMS) for the agency and focusing the agency's safety management activities.
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, internal and external engagement partners and research and inventory of internal processes. The Safety Plan is organized by federal plan requirements using the Safety Management System framework: Safety Risk Management, Safety Assurance, and Safety Promotion. Originally adopted in 2020, the plan is updated annually. The plan covers Link, Tacoma Link, and ST Express modes. (Sounder commuter rail safety program requirements are documented in the current Safety Program Plan, which complies with the Federal Railroad Administration).

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 began coordinating with Sound Transit, FTA and a project management oversight consultant on integrating efforts to safety certify near-term Sound Transit projects, including Northgate Link, Tacoma’s Hilltop Link 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 Sound Transit’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 St Station for safety certification prior to opening in 2031.

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 little Link ridership in the Graham Street Station area. Graham Street Station will be a new Link station located between the existing Columbia City and Othello stations. In 2019, Link light rail carried about 80,000 daily riders. Ridership continues to rebound from the COVID-19 pandemic. Q4 2021, ridership on Link light rail was at 83% of 2019 levels.

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. In 2031, however, the Link system will be significantly longer (Line 1 will stretch from Lynnwood to Federal Way) and the average trip length is expected to increase.

3. What is the average transit trip length of the entire system?
   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. By 2031, when the Graham Street Station opens, the regional light rail system will span over 60 miles with 44 stations.

4. If the project includes a park and ride, how many new stalls are being provided?
   0 (N/A)

5. Are there other amenities included to encourage new transit ridership? If so, please describe.
   Graham Street Station will have Passenger Information Management System (PIMS) and real-time arrival signage. Other amenities will be call-boxes for emergency assistance, protection from the weather and seating.

   Improvements to the surrounding station area including pedestrian and bicycle improvements, such as sidewalk improvements, landscaping, street lights and pedestrian crossing improvements.

   Light rail vehicles have audio-visual arrival announcements as well as space for passengers to ride with their bicycles. All stations and vehicles are fully ADA-accessible, with level boarding.

   Graham Street Station will also include station art. S|Star, 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?
   Graham Street Station is estimated to have 2,500 light rail riders per day.

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.).
   The estimates were initially provided as part of the ST3 planning process, created by Sound Transit planning staff.

Air Quality and Climate Change: CMAQ Questions

1. For CMAQ projects: PSRC will utilize the “Useful Life” table included in the “Air Quality Guidance” document contained in the Call for Projects. If you have an alternative useful life figure for your project, please explain and provide the appropriate documentation supporting the deviation from the approved Useful Life table.

2. For CMAQ projects: Is the project located as a 7 of 10 for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map?
   Yes. Of the four adjoining census tracts around the station area: two are at level 10/10 for diesel pollution and disproportionate impacts, and the other two are 9/10.

   In addition, the area has a higher proportion of young and elderly residents than the city as a whole.
Results from PSRC emissions tool:

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Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested?
   - CMAQ

2. Has this project received PSRC funds previously?
   - No

3. If yes, please provide the project's PSRC TIP ID
   - N/A

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Total Request: $8,230,000.00

Total Estimated Project Cost and Schedule

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<td>Local Secured</td>
<td>$10,685,000.00</td>
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Expected year of completion for this phase: 2031

Summary

1. Estimated project completion date
   - Dec 2031
2. Total project cost
   - $140,126,000.00

Funding Documentation

1. Documents
   - Graham_St_Station_letter_of_local_funding_4-11-22.pdf

2. Please enter your description of your financial documentation in the text box below.

Sound Transit has the local funding secured a reserved to complete the Design of the Graham Street Infill Station project. ST Board Resolution No. 2021-05 is a framework to implement ST projects that are not yet in construction (such as Graham Street Station and Boeing Access Station). Resolution No. R2021-05 (Exhibit A) fully funds the ST capital expansion program and includes an affordable schedule for projects to ensure that funding remains available to complete all voter approved projects. The Realignment Board action (See link below, Sections 6 and 7) and the adopted TIP and Financial Plan are tools utilized to give all stakeholders assurance that ST has enough funding to get through Project Development for all voter approved projects. Graham Street Station and Boeing Access Station affordable schedules are shown in Tier 1 of the adopted Realignment. Link to Realignment board action: https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/ActiveDocuments/Resolution%20R2021-05-As%20Adopted%208-5-21.pdf

Please see the attached commitment of local funding letter signed by ST’s Acting CFO.

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 grant, more
inflation and construction costs have made federal assistance, such as this CMAQ grant, more important to help complete voter-approved projects and operate service, as scheduled, without delays. This CMAQ 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.

Project Readiness: PE

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.
   - N/A

7. When are preliminary plans expected to be complete?
   - N/A

Other Considerations

1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
   Under the ST realigned capital program, the Graham Street Infill Station was included in the Tier 1 category, giving priority to the project. This decision was made based on strong local support for the project, and indications that need for this new station is great.

   SouthCore (short for South Communities Organizing for Racial & Regional Equity), a coalition of community advocacy groups, lobbied the City and Sound Transit for initial inclusion of the infill station in the 2016 ST3 plan. More recently (in 2018 and 2019) 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.

2. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
   Sound Transit's Link light rail system runs on 100% carbon-free electricity - the first major light rail system in the country to go completely green. This was made possible through an innovative agreement with Puget Sound Energy to purchase wind energy directly from the utility's Green Direct program.

   The Green Direct program supplies renewable energy to customers from the largest wind project in western Washington, the Skookumchuk Wind Facility. Green Direct provides renewable energy directly to six Link Light Rail accounts that serve the Airport Station and Angle Lake Station. These six accounts alone account for just over 70 percent of the agency's greenhouse gas emissions from electricity.

   Because the rest of the Link system is powered by Seattle City Light, the nation's first carbon neutral electric utility, all of Link light rail now runs on carbon-free and renewable energy.

3. Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.
   This project is included in the ST3 Plan. A full benefit-cost analysis was conducted on the ST3 investment package. Sound Transit’s planning assumptions align closely with PSRC plans. Details on ST3 Benefit-Cost analysis can be found here: https://www.soundtransit.org/sites/default/files/project-documents/st3-system-plan-2016-appendix-c.pdf

4. Describe the jurisdiction’s Apprenticeship Utilization Program / Ordinance in place for projects over $1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.
   Sound Transit’s Project Labor Agreement (PLA) includes a goal of 20% for hiring Washington Station Apprenticeship Council approved apprentices.

   Preferred Entry - This 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.

   Regional Apprenticeship Preparation Integrated Delivery System (RAPID) Program - Also known as the "Nickel an Hour Fund", RAPID helps prepare unemployed and underemployed populations compete for entry-level positions as preferred entry apprentices in the building and construction trades. Unions and contractors actively recruit RAPID graduates for entrance to and successful completion of State Apprenticeship Council approved apprenticeship programs.


5. Final documents
   GrahamStStation_ZoningMap.pdf
April 11, 2022

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 Infill Station

Dear Ms. McGourty:

Sound Transit is applying for regional Congestion Mitigation / Air Quality (CMAQ) funding to design the Graham Street Infill Station project. CMAQ funds will design a new light rail station in the vicinity of S. Boeing Access Road, East Marginal Way S., and I-5 in north Tukwila.

Sound Transit will provide $1,681,000 in local funds to complete the Design of this project. Sound Transit local funding for this project is reserved in Sound Transit’s 2022 Financial Plan and Budget (page 65).

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 grant, more important to help complete voter-approved projects and operate service, as scheduled, without delays. This CMAQ 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.

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

Sincerely,

Mary Cummings
Chief Administrative Officer, Acting Chief Financial Officer

cc: Lisa Wolterink, Deputy Executive Director of Fares, Grants and Revenue
Boeing Access Road Station Service Area - Low Income Population

Legend

- Graham Street Station
- Link alignments
  - Existing alignment
  - Future alignment
- Sounder alignment
- Future I-405 Bus Rapid Transit
- Census Tracts (2020)
- Above Sound Transit District average

Low Income Title VI Analysis

ST District average: 14.4%
Graham Street Station service area*: 23.0%

*Service Areas:
Rail station without parking: 1 mile
Rail station with parking: 5 miles

Map date: 4/9/2022

Map data source: 2020 American Community Survey Table C17002.
Zoning Map

Graham Street Infill Station Location