# PSRC's 2006 FTA Regional Competition Application

This application is available on the PSRC Web site at http://www.psrc.org/projects/tip/index.htm.
Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of this competition is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21, 2006.

**14-page limit:** You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

**E-mail submissions are preferred:** Attach your completed application to an e-mail and send to tipFTA@psrc.org. Please name the file "FTA Competition: (Agency), (Project tile)" to help ensure your application is processed appropriately. If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lburris@psrc.org. All applications must be submitted by April 17, 2006.

**Definition of a project:** For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship. For questions, please contact Dick Callahan at 206-464-6171 or dcallahan@psrc.org.

## PROJECT DESCRIPTION INFORMATION

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| **1** | **Project title:** Airport Link: Extend Light Rail to SeaTac International Airport<br>Note: Please include facility name, limits, and any other identifying words. E.g., Peninsula Park & Ride (Gig Harbor) |
| **2** | **Destination 2030 ID#:** 2497<br>In order to be eligible for federal funding, a project must be in, or consistent with, *Destination 2030,* the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in *Destination 2030*, refer to Appendix 9 of *Destination 2030* at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org. |
| **3** | a. **Sponsoring agency:** Sound Transit<br>b. Co-sponsor(s) if applicable:<br>**Important:** For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.<br>c. Is your agency one of the following six designated recipients ☒ Yes: (check one) ☐ No (see below)<br>**Important:** If you checked "no" then your agency is a nondesignated recipient and must (1) be located all or partially inside the Seattle-Tacoma-Everett urbanized area (see map in Section 3), and (2) obtain a letter of preliminary support from one of the six designated recipients and include it when submitting your application. A list of the contact persons at the designated recipient agencies is provided in section 8 of the Call for Projects. |

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| **4** | **Project contact person:** Lisa Wolterink<br>Address: Union Station, 401 S Jackson St., Seattle, WA 98104<br>Phone: 206-689-3359<br>Fax: 206-398-5223<br>E-mail: wolterinkl@soundtransit.org |
| **5** | **Project description.** Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.<br><br>This project would buy 4 light rail vehicles and construct the extension of Link light rail to SeaTac International Airport, including a light rail station at the main terminal at SeaTac Airport. The Airport Link extension is 1.7 miles long (52% elevated, 48% at grade), connecting South 154th Street and SeaTac Airport. The Airport Station will have 2 major pedestrian connections into the Airport's main terminal and to the city of SeaTac's urban center. Bicycle facilities will also be provided at SeaTac Airport Station. The Airport Station alone is expected to serve 5,000 riders per day by 2030. The ridership for the light rail from Sea-Tac Airport to downtown Seattle's Westlake Station is estimated to be 47,000 per day in 2030. Rail service would start in 2009.<br>With this extension, the Central Link light rail line will cover a total of 15.6 miles from downtown Seattle to Sea-Tac Airport. By extending light rail to SeaTac Airport, the Airport Link project will significantly increase capacity to the regional transportation system. Airport Link will provide Central Puget Sound residents and visitors alike with a reliable alternative to congested roadways for transportation between the airport and downtown Seattle and other major regional activity centers.<br><br>Need for the project/Project Purpose: Sound Transit, the Port of Seattle and the City of SeaTac are partners in bringing new rail service to Sea-Tac Airport in December 2009. Sound Transit's goal is to have service running to and from the airport in time to enhance travel in the region due to the hundreds of thousands who are expected to visit this region during the 2010 Winter Olympics in Vancouver, B.C. Light rail from Westlake Station in Seattle to Tukwila is already under construction and 43% complete. The Airport Link extension is scheduled to be under construction this summer and scheduled to open in December 2009. |
| **6** | **Project location:** South 154th Street to SeaTac International Airport<br>a. County(ies) in which project is located: King County<br>**Answer the following questions if applicable:**<br>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): South 154th Street and International Boulevard<br>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): SeaTac International Airport Main Terminal |
| **7** | **Map:** 1. Include a legible 8½" x 11" project map with the completed application form.<br>2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").<br>**Note:** If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail. |

## PLAN CONSISTENCY INFORMATION

**Note:** Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

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| 9 | **Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)**<br>**Note:** The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org. |
| | a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.<br>• Certification Status: Certified<br>• Date of certification action (mm/dd/yy): 6/1/1996 |
| | b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.<br>☐ The project is located outside the designated urban growth area. (Refer to http://www.psrc.org/projects/tip/applications/reference.htm TIPINFO - 8 for more information.)<br>X☐ The project is located within the designated urban growth area.<br>X☐ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to http://www.psrc.org/projects/monitoring/rgc.htm for more information.)<br>The project is located in formally designated regional growth centers of SeaTac and Tukwila and the project directly serves downtown Seattle<br>X☐ The project is located in a locally designated center. Please indicate (1) the plan name, (2) relevant section(s), and (3) page number where it can be found:<br>The project is identified in Sound Move (page 17, A-6), Sound Transit's Six-Year Transportation Plan (page 18), The City of SeaTac's Comprehensive Plan and *City Center Subarea Plan, 1999, Station Area Planning.* The City of Tukwila Comprehensive Plan December 1995 pgs 96, 105, 106. |

# PROJECT EVALUATION

**Important:** Projects will be evaluated and scored based on the information provided in sections that follow. Refer to the "Evaluation Criteria for the PSRC's FTA Funds" (Section 4 of the Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

**Note:** Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at http://www.prosperitypartnership.org/clusters/index.htm. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

## A. Benefit to Centers (35 Points)

**10. Please explain how your project addresses the following:**

- Centers & user groups supported: Identify and describe the designated regional growth center(s), manufacturing industrial center(s), and/or the locally designated center(s) that the project will support. Does it support multiple centers? Describe the user groups that will benefit from the project (including commuters, residents, commercial users, , those groups identified in the President's Order for Environmental Justice [1]and/or areas experiencing high levels of unemployment or chronic underemployment).
- Growth: Describe how the project will support the potential for housing/employment densities in the center(s). Describe how the project will support the development/redevelopment plans and activities of the center.
- Plan & policies: Describe how the project furthers the objectives and aims of existing policies for the center(s); please provide a citation and copy of the corresponding policies.
- Adjacent land use: Describe land uses that are adjacent to and will be served by the project. Describe how the project contributes to a greater diversity of land uses and density.
- Parking: If the project has a parking component, describe how it has been designed to be compatible with creating or enhancing a more pedestrian and bicycling oriented environment, including any innovative parking management tools or programs that can increase overall transportation system efficiency.
- Long-Term Benefit: Describe how the project will provide a long-term solution to a clearly identified problem. Describe how the project will meet projected long-term travel demand to, from or within a center(s).
- Regional Economic Strategy: Will the project create, sustain or provide benefits to a targeted industry cluster business within a center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

**CENTERS/USER GROUPS SUPPORTED:** This project supports multiple centers, including Sea-Tac International Airport, the city of SeaTac and, the city of Tukwila. The project connects to downtown Seattle and eventually to Capitol Hill and the University District as part of the overall Central Link light rail system. Overall, Airport Link will serve 3 centers and at least 8 user groups including:
•Commuters - benefitting from the light rail stations and service
•SeaTac Airport passengers and employees – visitors and people including employees who need to get to/from the airport
•Residents - light rail service will be provided 20 hours per day, not just commute hours.
•Local and Express bus riders will benefit from the ST Express and local Metro bus connections at the station areas. Light Rail services will free-up existing bus hours which will be re-deployed for both local service and rail station feeder service.
•Pedestrians will benefit from the 2 pedestrian bridges connecting to the Airport's main terminal and SeaTac's city center.
•Bicyclists will benefit from the bike lockers provided at the Airport Station and bike storage areas on the light rail trains.
•Carpoorl/vanpool riders will benefit from the "kiss & ride" facilities at the SeaTac Airport Station
•Tourists/visitors can ride light rail from SeaTac Airport to attractions in downtown Seattle
•Sports fans - sports fans can ride Link light rail to Mariners and SeaHawk stadiums

**GROWTH - Supporting regional housing and employment densities and development plans:** The Central Link light rail line serves the most densely developed corridor in Washington State. The region's comprehensive plan and local comprehensive plans project even greater densities. In its most recent projections for the region in 2030, the PSRC forecasts: a population growth of 1.31 million (12% per decade); household growth of 680,000 (15% per decade); and employment growth of 819,000 (14% per decade). This growth, combined with increasing auto ownership and vehicle miles traveled per capita, will greatly increase the demands on the regional transportation system, resulting in a projected decrease in highway speeds of 8% per decade. Transit service will also suffer due to growth, with increasing passenger loads and buses increasingly stuck in traffic, leading to decreased bus speeds and schedule reliability. Also, regional growth will increase the demand for air travel at the airport, already the 15th busiest passenger airport in the United States, serving more than 26 million passengers a year and moving more than 375,000 metric tons of air cargo annually (Port of Seattle website, www.portofseattle.org/about/organization/). All regional plans (Sound Move, Destination 2030 and Vision 2020) incorporate light rail transit from downtown Seattle to SeaTac International Airport in order to serve current and projected transportation needs. High capacity transit is specifically noted as supporting increased housing and employment densities in centers.

[1] The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at http://www.psrc.org/datapubs/ej/index.htm, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

**Supporting the City of SeaTac's housing and employment densities and development plans:** The city of SeaTac's plan for the regional growth center envisions clusters of intensive development along International Boulevard (SR-99), each serving the needs of the adjoining mixed-use developments and nearby residential neighborhoods. The "Middle cluster" is located as a gateway area across International Boulevard from the airport terminal. This cluster would be developed as SeaTac's downtown, and would include high density, high-rise mixed use office, commercial, entertainment, retail, and residential uses. The "South cluster" would include an airport business center, offices, hotels, and multi-family residential use. The city's plans for the regional growth center envision Sound Transit Link light rail will connect to each of these clusters, providing the regional growth center with good connections to the regional transportation system. (Source: Central Puget Sound Regional Growth Centers: SeaTac) The Airport Link Station will have 2 pedestrian bridges. One bridge will directly connect with SeaTac's urban center.

The city of SeaTac is projected to grow by 60 percent over the next 25 years. Sea-Tac International Airport served nearly 29 million passengers in 2004. Sea-Tac Airport is one of the major employment centers in the region, with approximately 19,000 employees on-site and an estimated 33,000 airport-related jobs off-site.

The city of SeaTac's employment (31,899 covered jobs) is strongly influenced by SeaTac Airport. As of 2000, over 56% of the city's jobs were in the wholesale, transportation, communication, and utilities sector, with many of these jobs related to airlines, air cargo, and other aviation businesses. (Central Puget Sound Regional Growth Centers: SeaTac) The city of SeaTac is expected to have a 50 percent growth in jobs by 2010. Job growth in the urban center is projected to be 234% by year 2012 (Source: Urban Centers in the Central Puget Sound Region, PSRC). The proposed Airport Link light rail project will help people access the jobs available at SeaTac Airport and downtown Seattle.

**Supporting the City of Tukwila's housing and employment densities and development plans:** Tukwila has a population of about 15,000 and supports about 47,000 jobs. By 2020, it is expected to grow by 34,300 jobs. The City of Tukwila's Comprehensive Plan (page 81) states design objectives for light rail in Tukwila. These objectives include locating rail stations at key intersections for multi-modal transfer areas for buses, autos, pedestrians and/or rail. The Manufacturing/Industrial Center section of the Comprehensive Plan states that "Regional proposals for commuter rail and local rapid rail systems that include service to and through Tukwila could also provide travel alternatives for area employees and regional travelers." (Page 110, Tukwila Comprehensive Plan).

In the city of Tukwila there were 22,749 covered jobs (2000) in the Tukwila regional growth center. The city is planning for the Tukwila Regional Growth Center to become a high-density, regionally oriented, mixed use center that will contain fixed-rail transit service (ST) and other transit services, and pedestrian improvements. The center will include regional employment, limited mixed-use housing, shopping, offices, hotels, and recreational opportunities for business people, residents, and visitors. The plan will build connections between the regional growth center and ST's commuter and light rail stations and create a multi-modal transit center. (Central Puget Sound Regional Growth Centers: Tukwila, PSRC)

**PLANS AND POLICIES: The project has been incorporated into all applicable plans and policies.** The planning process for Airport Link has been underway since 1996 and cities along the corridor have incorporated light rail stations into zoning and comprehensive plans. These plans include increases in density, strengthening of pedestrian environments and connections, and bus connections for light rail access. ST has adopted the following policies and plans to support increased housing/employment densities around station areas, including Airport Link station areas:
•ST "Transit Oriented Development Criteria" (ST Board Motion 99-60) to evaluate potential TOD development projects.
•"Surplus Real Property Disposition Policy, Procedures and Guidelines" (ST Board Motion 99-35) This policy establishes policies, procedures and guidelines for the disposition of surplus real property. These policies allow ST to implement uniform and fair disposition of real property and encourage housing, commercial, mixed use development and TOD.
•Transit Oriented Development Program Plan (August 2000) – This program further analyzed station areas for development potential, conducting market studies.

The project is specifically listed in the following plans: Sound Move -The Ten-Year Regional Transit System Plan" approved by voters on November 5, 1996 (pages 14, 17, 22, and 29), the City of SeaTac's Comprehensive Plan and City Center Subarea Plan (1999), Station Area Planning and the City of Tukwila Comprehensive Plan December (1995, pgs 96, 105, 106), The City of Seattle's Comprehensive Plan and "The Regional Transit Long-Range Vision" page 10, 11 and 14 (RTA, adopted May 31, 1996).

PSRC's "Vision 2020" policies that support high capacity transit include the following: RT-8.39, RT-8.37, RT-8.23, RT-8.24 and RT-8.25. The Airport Link light rail project is shown on page 9 ("Regional Transit") of the Executive Summary of Destination 2030. Airport Link light rail is also specifically mentioned on page 51 (Ten Year Investment Program (2010 Action Strategy) and specifically listed in Appendix 9 of Destination 2030 (ID # is 2497, shown on page 76). The Airport Link project is also listed in the TIP and STIP identified as RTA-3C.

The project is specifically mentioned as part of the Regional Transit Component of the Metropolitan Transportation System (pages 68, A-4:14), is included in Sound Transit's Six-Year Transit Development Plan and is identified as a "project of statewide significance" under RCW 47.06.140. Light rail was confirmed in ST's 1997 "Major Investment Study," which reviewed the prior planning and community involvement efforts.

The City of SeaTac has updated its Comprehensive Plan and Zoning Code to support transit-oriented, pedestrian-friendly development within its urban center, adopted a City Center Plan in December 1999 to support redevelopment of part of its urban center, and has drafted station plans for areas that will be served by light rail. Specific station area redevelopment plans are also in place for the Airport Light Rail Station and South SeaTac Light Rail Station. These plans include increasing land use intensities and transit oriented development in response to light rail service

SeaTac's urban center is zoned for the type of mixed use and land use densities supportive of transit-oriented development. SeaTac 's Comprehensive Plan incorporates "HCT Districts." (Chapter 15.36 "Design Standards for High Capacity Transit Facilities.") The design standards for HCT facilities are intended to encourage: stations that are well designed; development of distinctive community focal points; connections between the HCT network, adjacent development, and community vehicular, pedestrian and bicycle routes; incorporation of pedestrian-oriented furnishings and a variety of public spaces and use of alternative travel modes to single occupant vehicles.(Ord. 99-1008 § 1)

**ADJACENT LAND USES:** SeaTac's Comprehensive Plan and Transit Supportive Land Use Master Plan support creation of a new city center served by light rail with 5,576 housing units, over 1.3 million square feet of retail and over 2.4 million square feet of office. SeaTac's City Center Plan and Standards promote the densities and employment/population growth called for in the Countywide policies and GMA.

The City of SeaTac's Comprehensive Plan (15.36.510 "Off-Site Improvements") promotes the development of high capacity transit facilities and pedestrian access improvements within a comfortable walking distance of each high capacity transit station. SeaTac also requires that HCT station areas be connected to nearby core commercial, residential and employment areas through pedestrian connections. Stations and Park-and-Ride facilities will be linked with existing and proposed bike routes and pedestrian trails. Station area improvements will include sidewalks, street trees, streetfront landscaping, improved lighting, and if applicable, bus stop and HOV lane improvements. (SeaTac Ord. 99-1008 § 1)

The proposed project will help SeaTac, Tukwila and Seattle meet their development goals by providing high capacity transit service, which has been shown to increase land use densities around station areas. Investing in the Airport Link light rail project is an investment in the Puget Sound region's long-term mobility and economic stability. Light rail from Sea-Tac Airport to downtown Seattle is expected to serve 47,000 riders per day. Within ½ mile of light rail stations from Sea-Tac Airport to downtown Seattle, light rail will serve approximately 45,000 residents and bring riders within walking distance to approximately 170,000 jobs.

Private development around the Central Link light rail stations has already started to occur with the construction of the Initial Segment of light rail. "Othello Station" is part of a 118-acre, 1,451 unit housing redevelopment of the old Holly Park public-housing project. The development is named after the light rail station that will be at its doorstep. The $350 million housing development is a planned neighborhood with single-family homes, cottages, townhomes, laced with parks and trails and close to shopping, a community center, library and community College. The Airport Link project has been incorporated into all regional and local plans and regionally designated centers served by Airport Link include transit-supportive development.

**PARKING:** Although not part of this application, the Airport Link light rail project connects to parking at the 154$^{th}$ Street/Tukwila Station (a 630 space P&R). The parking has been designed to be compatible with a more pedestrian and bicycling oriented environment. Sound Transit is committed to discouraging "hide and ride" parking around Link light rail stations. "Hide and ride" parking occurs when transit users park in neighborhoods surrounding transit stations. Based on community input, Sound Transit has a "hide and ride" mitigation plan which addresses appropriate parking controls around light rail stations. Sound Transit is working with affected cities to develop a parking plan for Airport Link stations so riders of the light rail system cannot use light rail park and ride lots as long-term airport parking.
Also, Sound Transit has adopted parking policies which reinforce that the priority use of Sound Transit's parking facilities is for persons using public transit and establish rules for their proper use.

**ENVIRONMENTAL JUSTICE**: For the entire Central Link light rail project, substantial benefits would accrue to minority and low-income populations through implementation of the project. The benefits include improved access to transit, travel time savings, expanded access to employment and other amenities, streetscaping and the potential for increased economic development. The analysis of demographic composition of the areas within one-half mile of the proposed stations indicates that 41 percent of residents living near proposed stations are likely to be minorities and 20 percent are likely to be low-income. Transit users would experience substantial travel time savings with the entire Central Link light rail system. The average savings for neighborhoods near all light rail stations is 8 minutes. Minority and low income residents would receive 38 percent and 25 percent, respectively, of the total travel time savings experienced by residents near light rail stations. The project would provide substantially better access to major employment and activity centers, such as downtown Seattle and Sea-Tac Airport. Minority and low income residents would receive 47 percent and 17 percent, respectively, of the total increased employment access experienced by people living near light rail stations.

Sound Transit policy requires that the workforce reflect this region's diverse population by using local and small businesses, minority women and disadvantaged businesses. Sound Transit maintains a diversity program and a FAST (Fair Access to Sound Transit) Jobs Coalition ensures that some of the training and union jobs in the construction, operation and maintenance of the Link project goes to low-income individuals, including youth of color, recent immigrants and women.

**Long-Term Benefit:** Airport Link provides a long-term solution to a clearly identified problem. Airport Link light rail would operate on entirely new and exclusive high capacity transit right of way. All of the newly created exclusive transit right of way for light rail will be owned by Sound Transit for the purposes of light rail public transportation *in perpetuity*. The basic trackway, station and park and ride improvements included in the proposed project will be available for public transit usage infinitely. This project also provides a very long term benefit for the region because, as the need grows, more train cars can be added and run more frequently. All facilities have been planned to accommodate the growth projected in the region.

Sound Transit has a dedicated revenue stream that is available in its entirety to finance Sound Transit projects and transit operations; no revenues will be drawn from sources that are used to support other services or projects.

The Airport Station alone is expected to serve 5,000 riders per day and light rail from Sea-Tac Airport to downtown Seattle's Westlake Station is estimated to be 47,000 per day in 2030. The light rail project is scheduled to open in 2009. The ridership and financial plan modeling for light rail has been reviewed and approved by FTA during the New Starts rating process. All aspects of the project (fleet plan, track capacity, etc) are built to meet projected long-term travel demand to/ from multiple regional centers - including SeaTac, Tukwila and downtown Seattle and on to Capitol Hill and University of Washington.

**Regional Economic Strategy**: According to the Prosperity Partnership, one of the goals of the Regional Economic Development Strategy is to "Support Sound Transit in funding the completion of phase one of the Link Light Rail project to Northgate and other regional high-capacity transit expansions. Work with Sound Transit to ensure that its phase two plan includes the highest priority extensions that best serve the travel needs of the region's clusters." (page 26, "A Regional Economic Strategy for the Central Puget Sound Region", PSRC) The project will create, sustain and provide benefits to 5 targeted industry clusters within three designated centers. Benefits of this proposed project are demonstrated through greatly improved access and travel time improvements for employees, customers, commuters and visitors.

**Airport Link creates, sustains and provides benefits to targeted cluster businesses within centers**.The Airport Link project supports multiple economic development clusters, including the Aerospace Cluster (at SeaTac Airport, Tukwila, South Seattle/Duwamish and downtown Seattle), Environmental and Alternative Energy Cluster (in downtown Seattle and South Seattle/Duwamish), the Information Technology Cluster (in Tukwila, South Seattle/Duwamish, downtown Seattle), the Life Sciences Cluster (in Tukwila, Duwamish and downtown Seattle), The Logistics and International Trade Cluster (SeaTac Airport, City of SeaTac, Tukwila, South Seattle/Duwamish and downtown Seattle). The Airport Link project supports the Regional Economic Development Strategy because it links to the regional multimodal transportation system, provides an investment in regional transit to support the region's growth strategy, and provides an infrastructure that supports travel to and from major employment centers.

Central Link light rail is already generating private development around station areas. "Othello Station" is part of a 118-acre, 1,451 unit housing redevelopment of the old Holly Park public-housing project. The development is named after the light rail station that will be at its doorstep. The $350 million housing development is a planned neighborhood with single-family homes, cottages, townhomes, laced with parks and trails and close to shopping, a community center, library and community college.

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**The Airport Link project improves access and travel times for employees, customers and visitors to the region:** Businesses located at or near Sea-Tac Airport will benefit from the Airport Link project. Sea-Tac International Airport is our region's primary commercial service airport, serving nearly 29 million passengers in 2004. Sea-Tac Airport is one of the major employment centers in the region, with approximately 19,000 employees on-site and an estimated 33,000 airport-related jobs off-site. Half of the estimated 5,000 daily riders estimated to use the Airport Light Rail Station are expected to be employees of Sea-Tac Airport and the other half is expected to be travelers using the airport.

Both Horizon and Alaska Airlines are headquartered in SeaTac Airport. The Boeing Spares Distribution Center distributes parts worldwide from SeaTac. Other major businesses/employers in Sea-Tac Airport: U.S. Postal Service, Northwest Airlines, Marriott Hotel, DoubleTree Hotel Seattle Airport, Port of Seattle, HOST International, and Hilton Seattle Airport & Conference Center.

The Airport Link project serves downtown Seattle, where there were 230,844 employees in 2003. Most of the region's largest public facilities are located in downtown Seattle, including: Qwest Field, Safeco Field, Key Arena, Seattle Art Museum, Experience Music Project, Benaroya Hall, Fifth Avenue Theatre, Paramount Theatre, McCaw Hall, Washington State Convention & Trade Center, and the new Seattle Central Public Library.

**Supporting Tourism**: The Airport Link light rail project will also help support the tourism industry. Sea-Tac International Airport brings in over 14,000 visitors to the Puget Sound region and the airport brings 78,000 visitor industry jobs to the area. (Southwest King County Chamber of Commerce). Airport Link will help visitors get fom the Airport to downtown Seattle's tourist attractions quickly and without traveling on I-5. The baseball and football stadiums, Pioneer Square, International District and Pike Place Market are all tourist destinations served by light rail. The Airport Link light rail project is scheduled for completion in late 2009, in time for the additional tourism expected due to the 2010 Winter Olympics in Vancouver, B.C.

The number of direct and indirect jobs created by the Central Link project is estimated to be 4,245. When Central Link is fully running from the University District to Sea-Tac Airport, about 475 employees will be needed to operate and maintain the system. Those jobs are expected to be "family-wage jobs," meaning they exceed the average annual wage for King County.

Investing in the Airport Link light rail project is an investment in the Puget Sound region's long-term mobility and economic stability. Light rail from Sea-Tac Airport to downtown Seattle is expected to serve 47,000 riders per day. Within ½ mile of light rail stations from Sea-Tac Airport to downtown Seattle, light rail will serve approximately 45,000 residents and bring riders within walking distance to approximately 170,000 jobs.

## B. Circulation, Mobility, and Accessibility (35 Points)

**11. Please explain how your project addresses the following:**

- System continuity: Does the project complete a physical gap, provide an essential link, or remove a barrier in transit service? Please describe. Describe how the project improves access to or within center(s).
- Intermodal connections: Describe how the project improves intermodal connections (e.g., between ferries, commuter rail, high capacity transit, monorail, bus, carpool, bicycle, pedestrian, etc.) to help achieve a "seamless" system.
- Pedestrian/bicycle accessibility: Describe how this project improves overall center and corridor transportation efficiency by increasing the ability of pedestrians and bicyclists to access transit service.
- Reliability & travel time: Describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.
- Transit use: Describe how the project increases transit use to or within center(s).
- Trip reduction: How does the project promote Commute Trip Reduction (CTR) opportunities?

SYSTEM CONTINUITY

The project closes a major gap and completes an essential link in the Central Link light rail system. Currently, the light rail system (under construction since November 2003) will terminate approximately 1.6 miles north of the SeaTac International Airport main terminal. The Airport Link proposed project will provide funding for the light rail connection to SeaTac Airport. Without the proposed Airport Link project, riders of the light rail system are unable to get to the airport without switching to a shuttle bus. Constructing the Airport Link project saves travel time for the rider.

PEDESTRIAN/BICYCLE ACCESSIBILITY: Sound Transit will implement pedestrian and bicycle improvements within the light rail station areas. Streets reconstructed as part of the construction of light rail would include pedestrian and bicycle facilities consistent with adopted policies of the local jurisdiction. A mix of bicycle storage lockers and locking racks would be provided at SeaTac Airport Station. Tie-down spaces for four bicycles is included on each light rail vehicle. Plus, cyclists can also roll their bikes on the low-floor light rail vehicle and just hold them during their trip, not using the formal bicycle tie-down spaces. The Airport Station will also include a pedestrian bridge connecting to the main airport terminal (via the existing parking garage) and another pedestrian bridge over International Blvd. connecting to the City of SeaTac's urban center.

Removal of barriers: As part of the community involvement process, ST formed a Citizens' Accessibility Advisory Committee comprised of individuals with disabilities, senior citizens and individuals with a strong interest in the transportation challenges for people in these two groups. The committee meets monthly to discuss access issues and review ST's plans for facilities and services including light rail station designs. The committee has members from each of the five ST district subareas in King (North, East and South), Pierce and Snohomish counties. The committee identifies factors inhibiting regional mobility, prioritizes issues and works to enhance transportation services for individuals who are disabled or elderly, and reviews and advises ST on service, signage, equipment, vehicle and facility design. Sound Transit released the first Regional Accessibility Transit Guide in March 2003. The Regional Accessibility Transit Guide was the first comprehensive guide to accessible transit, paratransit and Medicaid transportation information for the three-county Central Puget Sound Region. Sound Transit took the lead in assembling the guide with the help of its partner agencies.

INTERMODAL CONNECTIONS: Overall, the project provides intermodal connections between the following seven modes of travel:
Light Rail – the Airport Link project would extend with the Initial Segment light rail project currently under construction
Air Travel – the project provides high capacity transit connection to SeaTac airport
Local bus transit – the project provides a transit center for local bus service connections
Carpool/vanpool- the project provides "kiss and ride" facilities for carpools and ridesharing
Pedestrian – the project provides major pedestrian improvements a SeaTac Airport Station (2 major pedestrian bridges)
Bicycle – the project provides bicycle facilities in station areas.
Personal Auto - the project connects to approx. 630 spaces of park and ride capacity at South 154$^{th}$ \Tukwila Station.

In 2020, Central Link light rail riders are expected to represent about 35% of all the region's transit riders. Sound Transit will be closely integrated with King County Metro bus service and other bus operators in the region, the State's Ferry system and the operation of the States HOV system. Light rail passengers will be able to connect with Washington State ferry service and ferry service to British Columbia, Amtrak to Portland, Oregon and Vancouver B.C., major bike and pedestrian trail systems (Green River Trail, Burke Gilman Trail, Duwamish River Trail and the I-90 trail in Seattle), and to the rebuilt Seattle Monorail to Seattle Center.

RELIABILITY In 2020, Central Link light rail riders are expected to represent about 35% of the region's transit riders. Sound Transit estimates that by 2030, approximately 5,000 riders will board trains at the Airport Station each day, and that travel time between the new Sea-Tac Airport Station and the heart of downtown Seattle will be 33 minutes, regardless of traffic or weather conditions.

Airport Link is anticipated to operate 20 hours per day from 5:00 AM to 1:00 AM on weekdays and 7:00 AM and 1:00 AM on weekends with 6-minute headways in the peak hours in 2015 and 5-minute headways in the peak hours in 2030. This is better than service provided on the major bus routes in the project area. Currently, airport travelers and employees must wait 30 minutes between bus departures. Because light rail will be unaffected by traffic congestion, Airport Link will provide faster, more reliable transit service. Operating largely in its own right-of-way and given priority over other traffic in shared right-of-way, light rail will dramatically improve travel times over bus transit. Airport Link will operate at an average speed of 25 mph, versus Metro's current average bus speed of 14 mph. The PM peak transit travel time from SeaTac Airport to downtown Seattle on a route with local service is 54 minutes for bus versus 35 minutes for light rail. Light rail is expected to operate in the 95 to 99 percent on-time range, which is difficult for buses to achieve.

I-5 currently handles approximately 250,000 vehicles per day; operates at or over capacity for eight hours per weekday; and experiences average vehicle speeds from 15 to 35 mph during peak traffic. Between 1995 and 2001, I-5 experienced significant peak spreading, with an increase from three and one-half hours per weekday at or over capacity to eight hours per weekday. This is a 129% increase over just six years in the number of hours per weekday that it operated at or over capacity. The region's transit system is also severely strained by high demand and traffic congestion. Four different transit authorities operate an extensive bus transit system throughout the region, and currently, peak period bus service carries approximately 40% of the commuters bound for downtown Seattle. However, buses are subject to many of the same consequences of traffic congestion that other vehicles suffer. King County Metro reports that some peak hour bus service can run as much as 30 minutes behind schedule, its current system-wide average speed is approximately 14 mph and due to unreliable running times, it has been forced to add substantial layover time to its schedules at the ends of routes, thus increasing operating costs.

As an example, Metro's Route 174, the local service running between downtown Seattle and Sea-Tac International Airport, currently operates at an average speed of just under 14 mph during the PM peak. Metro's Route 194, the express service in this corridor operates largely on the freeway system, thus achieving an average speed of just under 23 mph during the PM peak. However, it is still subject to slowdowns due to traffic congestion and incident-related delays. Airport Link will be high-volume, high-speed, and independent of surface congestion, resulting in increased transit capacity, frequency, speed, and reliability for airport travelers and employees.

Light rail would provide frequent, convenient and reliable service, running 20 hours daily. Airport Link would substantially increase transit capacity in the central corridor and King County, decrease travel times, increase overall transit reliability and speed, increase comfort and potentially result in increase transit coverage in the metropolitan area. The Centrail Link light rail system will have an estimated 47,000 riders per day in 2020.

TRAVEL TIME SAVINGS: Compared to express bus service operating in congested traffic conditions, light rail would experience average travel time savings of 9 to 18 percent. The average travel time savings for neighborhoods near all light rail stations is 8 minutes per trip. During peak periods, Sound Transit expects light rail to operate in a 95 to 99 percent on-time range regardless of travel conditions on surrounding roads and highways. Because of the reliability of Link Light Rail service and the travel time savings, thousands of people will be taking transit and not driving on the congested I-5 or SR 518 freeways.

TRANSIT USE: The Airport Station alone is expected to serve 5,000 riders per day by 2030. The ridership for the light rail from Sea-Tac Airport to downtown Seattle's Westlake Station is estimated to be 47,000 per day in 2030. The light rail project is scheduled to open in 2009.

The project will also connect to the Mariner and SeaHawk stadiums. Mariner and SeaHawk games attract 45,000 and 70,000 people respectively. Light rail has the capacity to provide essential transportation linkages connecting downtown Seattle, the stadiums and SODO neighborhood, Beacon Hill, Rainier Valley, Tukwila and SeaTac. When comparing carpools, vanpools, bus service and light rail service, light rail service greatly increases person throughput -- very important when transporting crowds to/from baseball and football games and other events. A 60-foot bus has a seated capacity for 60 persons and a total load of 90 persons. A 3-Car Train has a seated capacity for 216 persons and a total load of 360–432 persons. A 4-Car Train has a seated capacity for 288 persons with a total load of 481–572 persons. (The light rail operating plan assumption is three-car trains for service in 2015 and four-car trains for service in 2030.) By constructing the Airport Link project, the person throughput in the I-5 and SR 518 transportation corridors is greatly increased over carpools, vanpools and local and express bus service.

COMMUTE TRIP REDUCTION: Airport Link supports Commute Trip Reduction because it promotes the use of regional transit, reducing dependence on single occupancy vehicles and improving quality of life by reducing traffic congestion, air pollution, and fuel consumption. The Airport Link project reduces congestion by decreasing the number of miles and hours traveled regionally. Modeling completed as part of the approved EIS for the Airport Link project concluded that the vehicle miles traveled and vehicle hours traveled within the region would be reduced by 3% with the Airport Link project as compared to "No-Build" conditions. Most of the VMT and VHT reductions would occur on the congested I-5 and SR 518 roadways.

## C. Safety and Security (10 Points)

**12. Please explain how your project addresses the following:**

- Safety and security: Describe how this project improves safety and/or security for transit passengers, and the equipment and/or facilities that support their travel needs, including associated pedestrian and bicycle facilities.

SAFETY AND SECURITY: Safety and access issues are being addressed at every level in the planning of Link Light rail. Link Light Rail has a "Fire/Life/Safety" committee which started in 1998 and is involved in every part of planning and designing Light Rail. Sound Transit engineers and designers have had meetings with the Port of Seattle, SeaTac, King County, Tukwila and Seattle planning, fire, police and building code officials. The designers of the light rail system present safety or code related details to the city for their concurrence. Sound Transit initiated the Link Safety Certification process in 1999 by compiling information on potential hazards from other US Transit properties.

Airport Link light rail station safety features will include lighting, Closed Circuit Television (CCTV), passenger assistance intercom for emergency situations, illuminated message signs, tactile warning at platform edge, Fire/emergency management console. Also, security at the Airport Light Rail Station would be coordinated with the SeaTac International Airport security.

Two pedestrian bridges will add to the pedestrian safety at and around SeaTac Airport Station. The pedestrian bridges will connect the light rail station to the airport's main terminal and connect to the City of SeaTac's urban center.

Aerial Guideway safety features include emergency access points, fire hydrants at emergency access points and stations, rescue train to evacuate passengers, emergency walking between tracks. Vehicle operation safety features include central control of train functions, emergency back-up of central control and emergency alarms on light rail vehicles.

Furthermore, safety education for Airport Link includes rail safety outreach to schools, pedestrians, drivers, community groups and transportation providers. ST will provide safety outreach through construction and operation, to English and non-English communities and to persons with disabilities. ST provides information in at least 9 different languages. Also, Sound Transit has immediate phone translation service that provides over-the-phone interpretation in 150 languages, 24 hours a day and seven days a week.

## D. Financial Plan/Project Schedule (10 Points)

**Introduction:** Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 13) and financial plan (question 14) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to use the requested PSRC funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor plans to use requested PSRC funding.
- The amount and source of available funding for the project.
- If the PSRC funds will complete the project or a phase of the project.

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**13. Project Readiness:** Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #13.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 13A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 13B, including the estimated schedule for completion.

**13A. Check <u>all items</u> that apply below.** Note: if no ROW is required for the project, select "not needed" for section b.

Already completed a. Final FTA approval of environmental documents including:

Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Already completed - Section 106 Concurrence.

Already completed - Environmental Impact Statement, Environmental Assessment or other

Already completed b. Right of Way secured (including approval of any plans, certifications, etc.)

Already completed c. Engineer's Estimate.

Already completed d. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**13B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

Sound Transit, the Port of Seattle, and the Federal Transit Administration issued the Airport Link Environmental Assessment/SEPA Addendum (EA) on May 26, 2005. Construction is scheduled to begin in the summer of 2006 and the project is scheduled to be completed by the end of 2009.

**14. Financial plan:** Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the PSRC funds being requested (Table A), as well as <u>ALL</u> other sources of available (Table B) and unavailable funds (Table C) needed to complete the project.

**<u>Guidelines:</u>**

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of PSRC and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding Commitment Letters must be provided for all financial partners.

**<u>Note:</u>** The definitions for available and unavailable funds may be found in the Evaluation Criteria, included in Section 4 of the Call for Projects.

**<u>Required Match:</u>** A minimum of 20% match is required for both 5307 and 5309 Fixed Guideway funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

**Table A: Funding Requested from Regional Competition**

| Phase | Estimated Obligation Date by Phase (mm/dd/yy) | PSRC Federal Funding Source (enter either 5307 or 5309 FG) | PSRC Federal Funds Amount |
|---|---|---|---|
| Procure 4 light rail vehicles | 12/2006 | Section 5307 | $7,875,000 |
| Construction | 12/2006 | Section 5307 | $7,875,000 |
| | | **Totals:** | $15,750,000 |

**Table B: Existing Available Funding**

| Phase | Estimated Obligation* date by Phase (mm/dd/yy) | Source | Amount |
|---|---|---|---|
| Planning: | Obligated | Local | $5,000,000 |
| PE | Obligated | 5307 | 3,774,542 |
| ROW | Programmed Year 2006<br>Est. Oblig.Date: 6/2006 | 5307/5309 FG | 7,563,897 |
| Final Design | Programmed Year 2007<br>Est. Oblig Date: 1/2007 | 5309 FG | 2,911,561 |
| PE | Obligated | Local | $4,225,458 |
| ROW | Obligated | Local | $15,436,103 |
| Final Design | Obligated | Local | $10,588,439 |
| Construction | 6/2006 | Local | $150,125,000 |
| Construction Services/Management | 6/2006 | Local | $10,500,000 |
| Vehicle Procurement | Obligated | Local | $9,125,000 |
| 3rd Party Agreements | Obligated | Local | $8,600,000 |
| | | **TOTAL:** | $227,850,000 |

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds.

**Table C: Needed future funding (unavailable)** Note: do not include the grant funds requested in Table A

| Phase | Estimated Obligation* date by Phase (mm/dd/yy) | Source | Amount |
|---|---|---|---|
| none | | | $ |
| | | **TOTAL:** | $ |

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds.

**Table D: Total Project Cost**

| Phase | Total estimated cost | Phase | Scheduled completion date (mm/dd/yy) |
|---|---|---|---|
| Planning: | $5,000,000 | Planning: | Completed |
| Preliminary Engineering/Design: | $8,000,000 | Preliminary Engineering/Design: | Completed |
| Final Design and Specification | $13,500,000 | Final Design and Specification | 8/31/2006 |
| Right of Way: | $23,000,000 | Right of Way: | |
| Construction: | $158,000,000 | Construction: | 5/04/2009 |
| Construction Services/Management | $10,500,000 | Construction Services/Management | 5/04/2009 |
| Vehicle Procurement | $17,000,000 | Vehicle Procurement | 5/04/2009 |
| Other (Specify) Third Party Agreements with SeaTac, Port of Seattle, etc.: | $8,600,000 | Other (specify ) Third Party Agreements: | 12/2009 |
| Total Project Cost: | $243.6m | Estimated date of completion (i.e. open for use) | 12/2009 |

**E. Identify the project phases (Planning, PE, ROW, CN, Equipment, etc.) that will be fully completed if requested funding is obtained:**

All project phases, including construction of the entire Airport Link project, will be completed if requested funding is obtained. With the requested grant funding, Sound Transit has assembled all of the funding needed to complete the project. Sound Transit will be able to obligate the federal funding as soon as the STIP is approved (estimated 12/2006).

- All local funds for the phases requested for federal funding will be available and all prerequisites for obligating federal funds to the vehicles/construction phases will be completed by 12/2006 (final STIP approval).

- The Sound Transit Board has formally approved a financing plan for the Airport Link project. The $243.6 million total project cost will be funded entirely through existing local Sound Transit revenues and grant funding. In the Sound Transit Board approved financing plan, Sound Transit assumes $30 million in grant funding (12% of the total project cost). Of the $30 million grant assumption, Sound Transit has already secured $14.25 million of FTA section 5307 funding. This $15.75m request is the final remaining part of the funding needed to completed the project.

**G. F. If unable to completely fill out Table D** (Total Project Cost), use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

## E. Air Quality (10 Points)

**15. Describe how your project will reduce emissions.** Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

The project will reduce trips and VMT by constructing a new light rail HCT mode connecting SeaTac International Airport with downtown Seattle. Sound Transit expects light rail to operate in a 95 to 99 percent on time range regardless of travel conditions on surrounding roads and highways. Because of the reliability of Link Light Rail service and the travel time savings, thousands of people will be taking transit and not driving on I-5.

**Airport Station only: 1,900 trips reduced and 75,000 VMT reduced per day by constructing Airport Station.**
Methodology:
- There are 5,000 daily boardings expected at the Airport Station.
- Sound Transit assumes that only 38% are new riders
- Assume that most of the riders are traveling from SeaTac Airport to downtown Seattle (ave. trip length of 15 miles)
- 5,000 boardings x 38% = 1,900 trips reduced daily
- 1,900 trips reduced x the 15 mile average trip length is 28,500 VMT reduction daily

Using default MOBILE and EPA Model emission and energy consumption rates from FTA's New Start Reporting guidelines, emission reductions for the Airport Link segment only are the following:
- CO = 128.93 tons reduced per year
- NOx = 9.05 tons reduced per year
- VOC = 12.82 tons reduced per year
- PM10 = .09 tons reduced per year
- Greenhouse gas emissions (CO2) = 3267.916711 tons reduced per year
- Energy (BTUs) = 42717.8655 million per year

**Airport-to-downtown Seattle: 17,860 trips reduced and 89,300 VMT reduced per day**
Because most people who travel on the Airport Link light rail segment are assumed to travel to downtown Seattle, the following air quality information is provided:
- Light rail from to downtown Seattle will have an estimated 47,000 riders per day in 2020.
- The estimated trips reduced is **17,860 per day** (38% of boardings are assumed to be new riders)
- Using an average trip length of only 5 miles in the corridor, light rail to downtown Seattle is estimated to reduce **89,300 VMT per day** (trips reduced x average trip length).

The Airport Link incremental ridership forecast annually is 1.37 million boardings. The Airport Link + Initial Segment systemwide ridership is 14.32 million boardings by 2020.

## F. Other Considerations (No Points)

**16. Please describe any additional aspects of your project** not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

The Central Link Light Rail segments have consistently rated as one of the top light rail projects in the United States in the FTA's stringent, New Starts Rating process. FTA's New Start rating process considers: transit supportive land use, environmental benefits, local financial commitment, cost effectiveness and operating efficiencies as factors in their extensive New Start rating process.

- The Link Initial Segment project was one of only two projects in the United States that received the "highly recommended" rating from the Federal Transit Administration.
- The "University Link" extention to Capitol Hill and the University of Washington also rated "highly recommended." The University Link project was the only project in the United States to receive this highly recommended rating.

Note: The Airport Link segment is not required to be rated in the New Starts rating process since this segment is not funded with a Full Funding Grant Agreement.

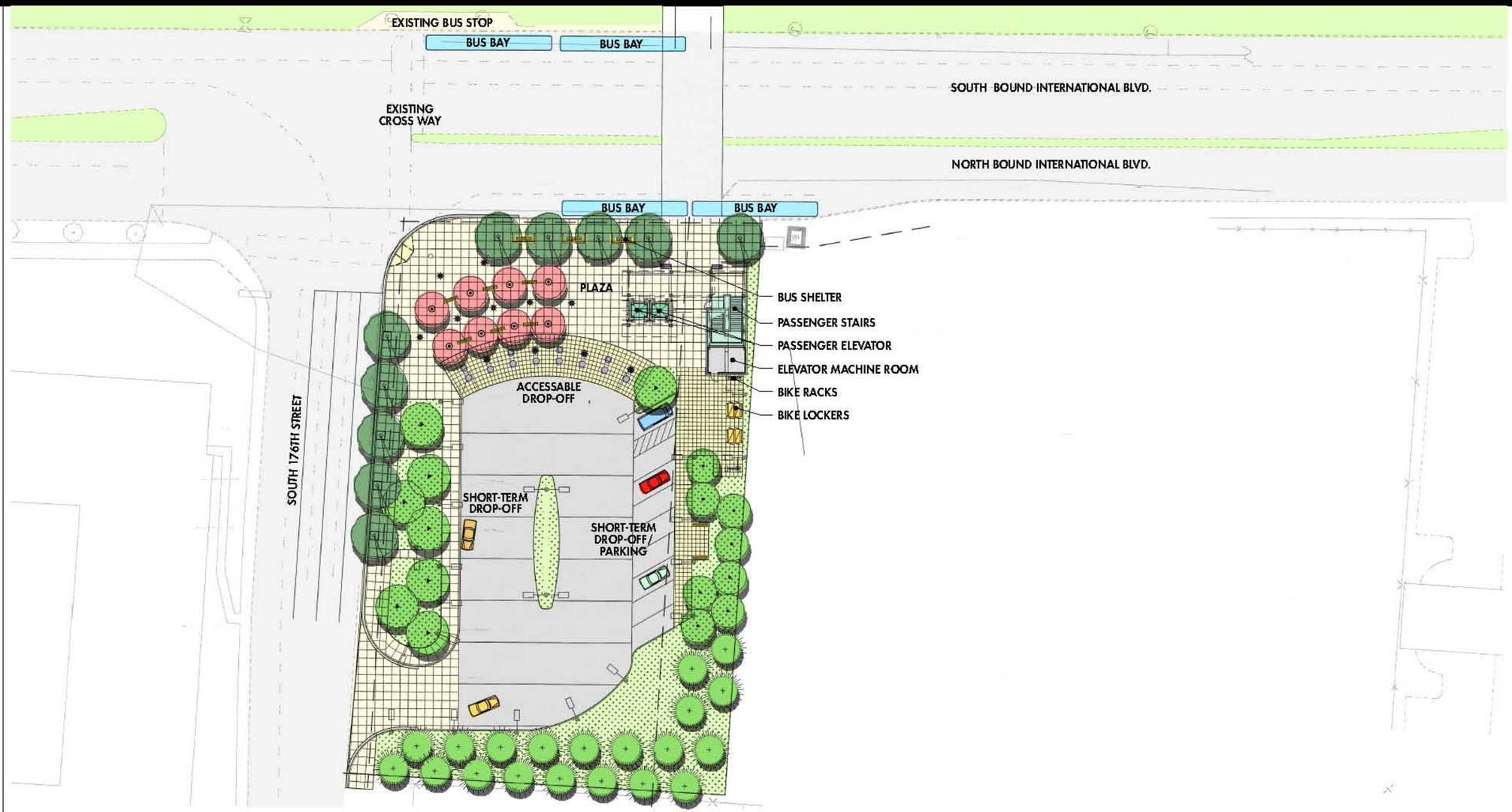
**Financial Contributions from Partnerships:** Sound Transit and the Port of Seattle completed an agreement after two years of intense planning and study, which shows that the light rail extension and road improvements can be completed by December 2009. The agreement defines both project and funding roles and responsibilities for each government agency. The Port of Seattle's airport road improvements include relocating the northbound lanes of North Airport Expressway, and creating an interchange at S. 160th St. for use by drivers circulating on the airport's baggage claim drive. The Port of Seattle has advanced design and construction of the N. Expressway Relocation Phase 1 project, with a cost of approx. $87 million, to enable the construction of the light rail guideway and associated infrastructure. There are also numerous Port of Seattle staff and consultants coordinating with Sound Transit on the light rail project. Also, the sale price for the easements Sound Transit will need to construct and maintain control of the system shall be 50% of the fair market value as established between the Port and Sound Transit

The City of SeaTac is expediting permit review. To meet the schedule of opening Link for revenue service for the 2010 Winter Olympics, the City of SeaTac is expediting permit review in order for permits to be issued in time for major contracts to go to bid. The Port and the city have also entered into an interlocal agreement to more efficiently process the permitting and inspection of projects with overlapping jurisdiction thereby eliminating redundancy and reducing schedule delay. The value of the permitting completed by the City of SeaTac is estimated at $450,000.

Together, these roadway and light rail projects represent over $330 million in investment for the region. The agreement highlights the coordination between three public agencies, which together will help make travel in the Puget Sound region less stressful.

# SeaTac/Airport Station

## OPEN HOUSE PRESENTATION
## LINK LIGHT RAIL

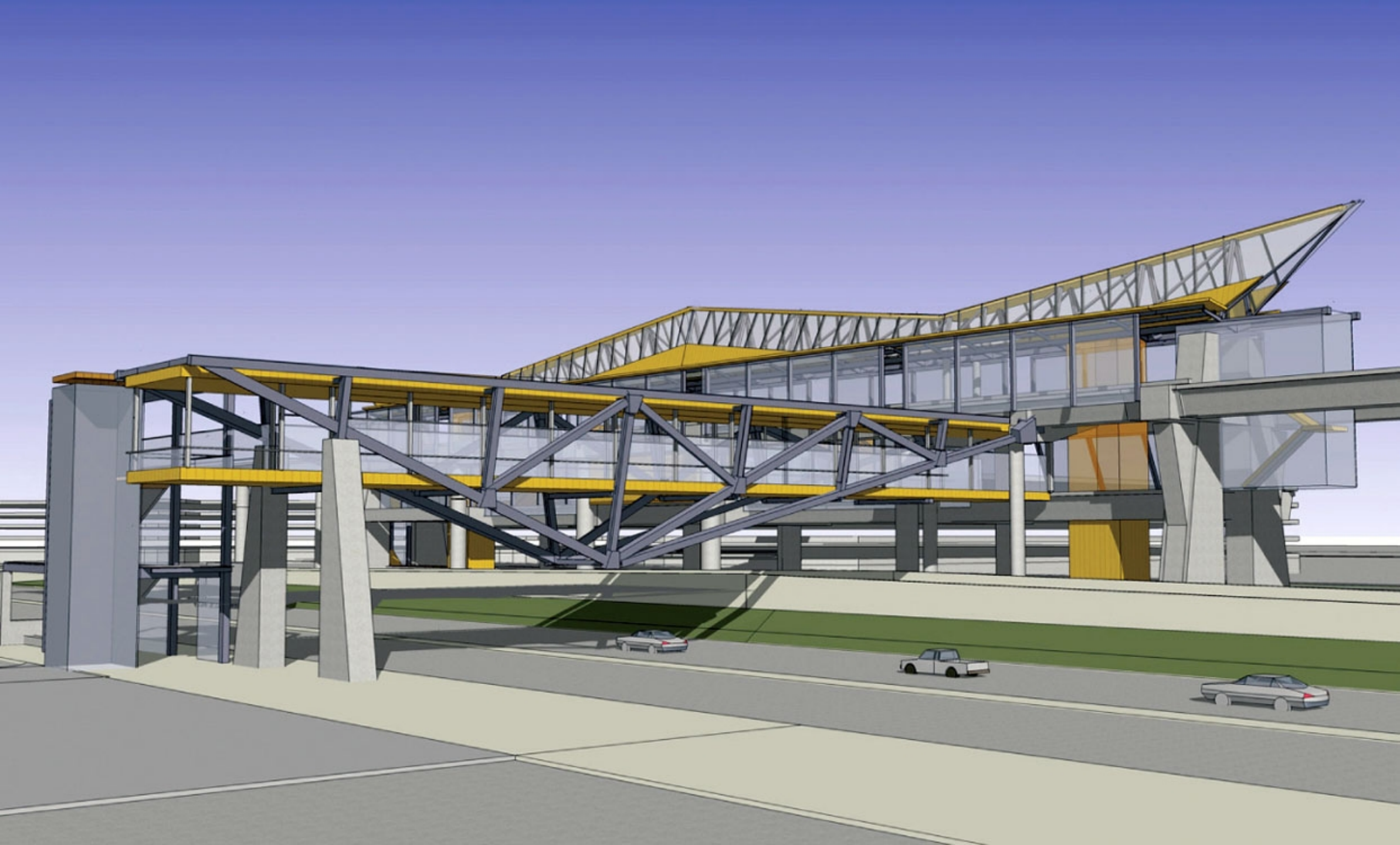



Plaza Plan 0 10 20 40

02.22.06

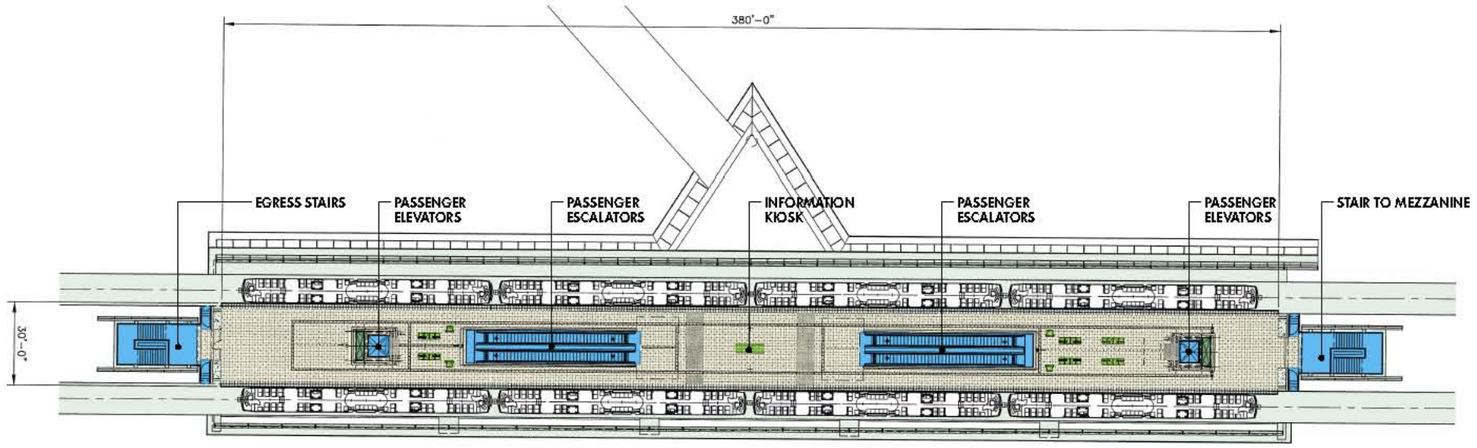
SOUNDTRANSIT

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

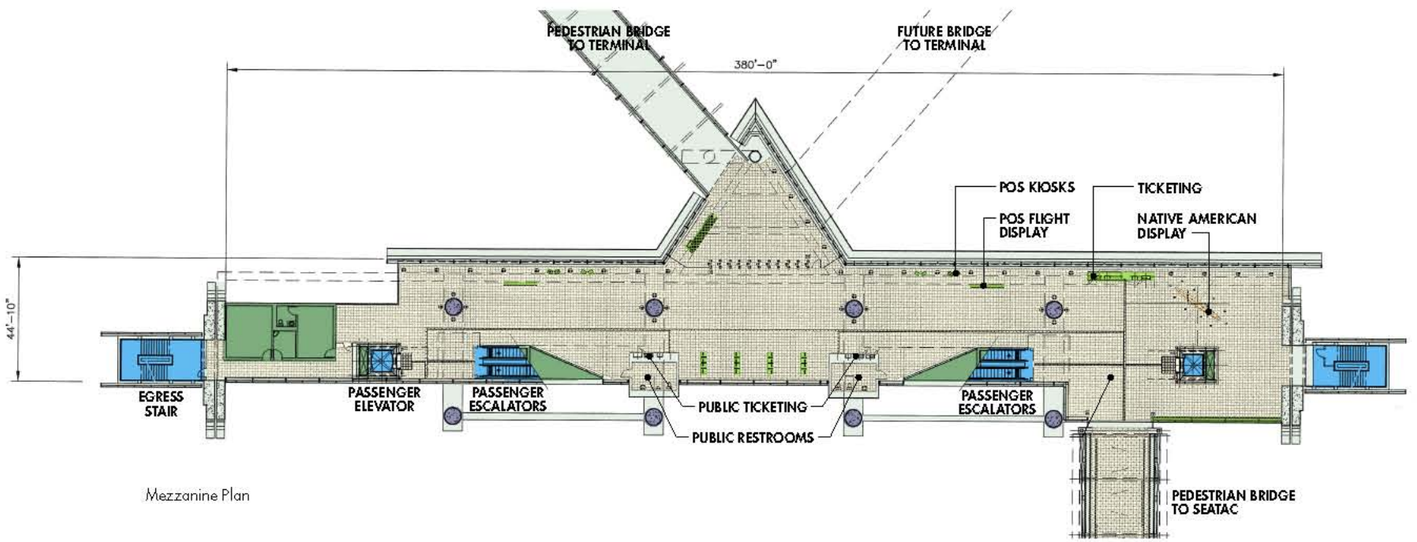


# SeaTac/Airport Station

## OPEN HOUSE PRESENTATION
## LINK LIGHT RAIL




Platform Plan




Mezzanine Plan

## Station Plans

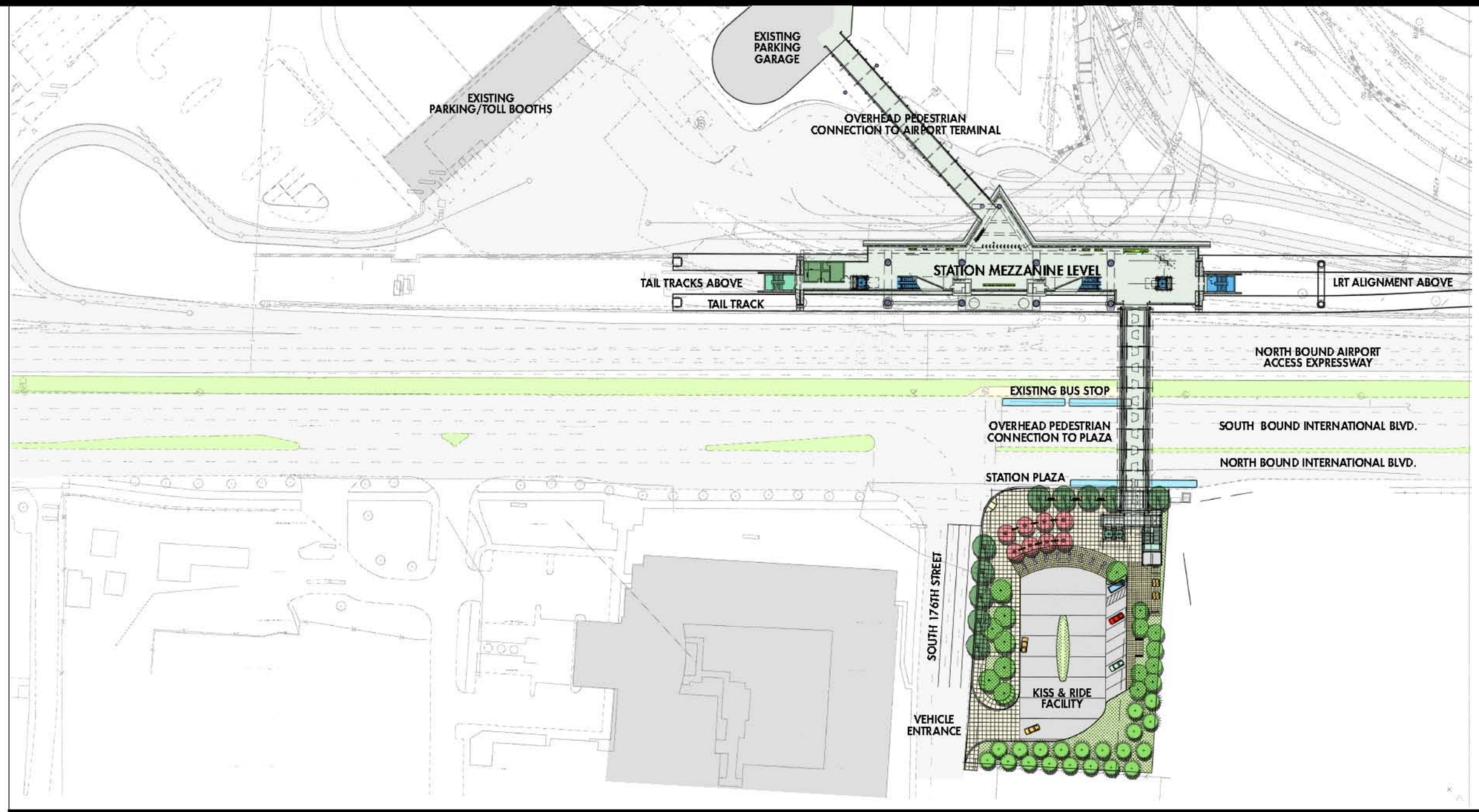
02.22.06

SOUNDTRANSIT

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

# SeaTac/Airport Station

## OPEN HOUSE PRESENTATION
## LINK LIGHT RAIL



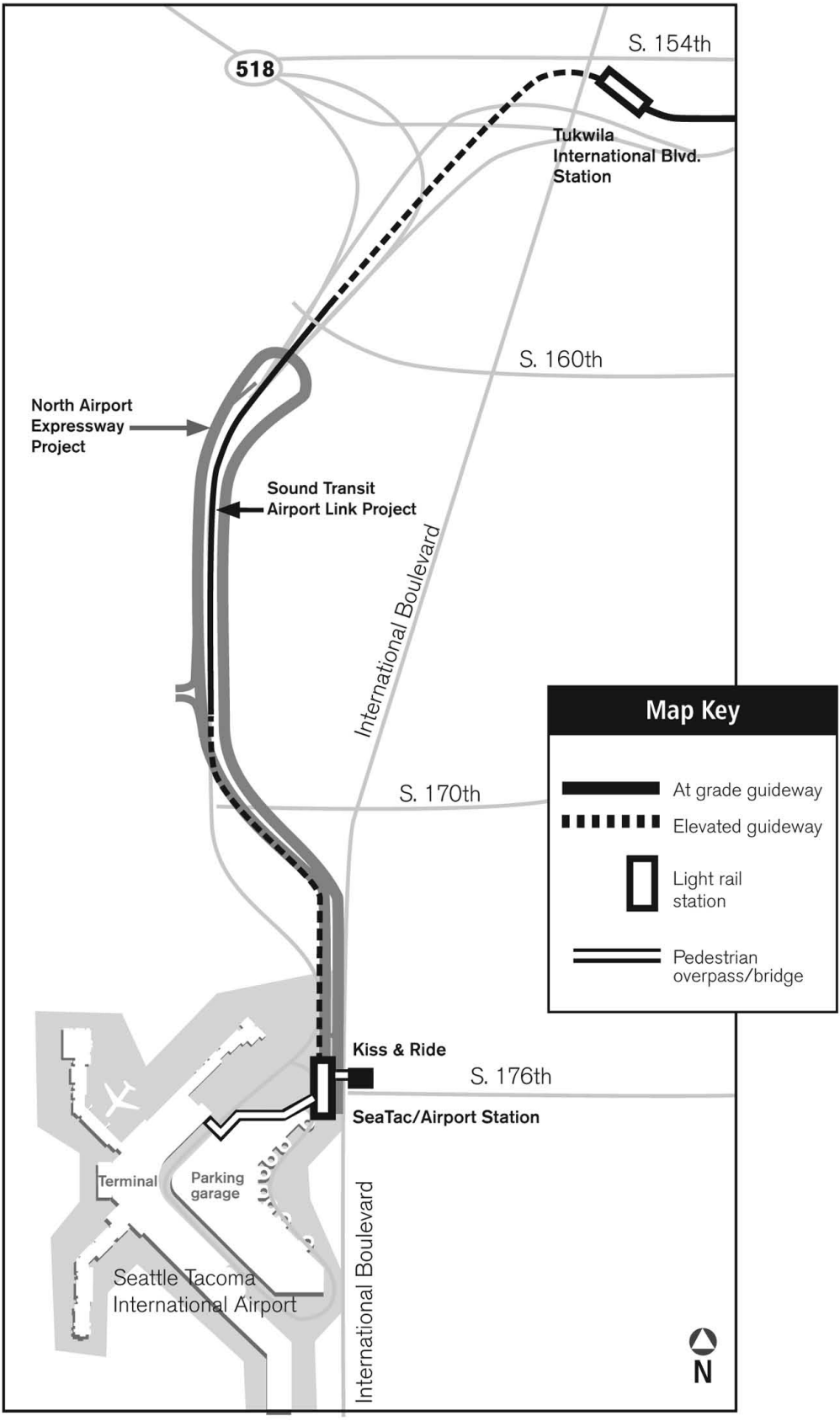

Station/Plaza Site Plan 0 200 400 800

02.22.06

SOUNDTRANSIT

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY

# LINK LIGHT RAIL AIRPORT EXTENSION




Northgate Way
Northgate
Park & Ride
Roosevelt
NE 65th St
North Link
NE 45th St
Brooklyn
University of Washington
University Link
Lake Union
Capitol Hill
Westlake
E Madison St
University Street
3rd Ave
Pioneer Square
International District/Chinatown
Seattle
Stadium
4th Ave S
Rainier Ave S
SODO
Mount Baker
S McClellan St
Link operations & maintenance facility
Beacon Hill
Columbia City
S Edmunds St
Martin Luther King Jr. Way S
Initial Segment
E Marginal Way S
Othello
S Othello St
S Henderson St
Rainier Beach
Boeing Access Road (deferred)
Tukwila
Interurban Ave S
Burien
SeaTac
Tukwila International Blvd
Park & Ride
Airport Link
SeaTac/Airport
S 176th St
S 188th St
S 200th Extension
South 200th
Park & Ride
N
Map Key
Initial segment route and stations (opens July 2009)
Airport extension (opens Dec. 2009)
Potential future extension and station options
3/06