**2022 FHWA REGIONAL COMPETITION: PROJECT SPONSOR FOLLOW-UP QUESTIONS**

**AGENCY:** Sound Transit  
**PROJECT:** Boeing Access Road Infill Station

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**Question #1:** Please provide additional details regarding engagement conducted with one or more of the population groups identified in question 1 of the Equity Criterion. Please elaborate on how the project supports the feedback received.

**Answer #1:**

The BARI Station will serve one of the most diverse areas in King County. According to the U.S. Census, residents in this service area, which is defined as a five-mile radius around the station, are 59.4% minority, much higher than the ST District average of 41.7%. In addition, almost 19% of residents have a first language other than English, almost twice the ST District average. Residents of the area also struggle financially, with 19% of residents living below the Federal poverty line, again almost double the ST District average.

Engagement with these population groups is a critical part of development and implementation as this project moves forward. As a key part of this effort, ST will engage with and listen and seek to understand what about the community and its history is important to these groups. It will be imperative to engage with these population groups who live closest to the station and those it will potentially affect. Throughout development of this project ST will invite the public to participate in a variety of involvement opportunities that will help inform development of this project, including station design.

ST goes beyond the minimum outreach requirements to ensure an inclusive approach that elicits participation from all communities and groups in project areas. ST’s Equitable Engagement Tool (EET) is designed to integrate an explicit consideration of equity and inclusion into ST’s community outreach and engagement efforts. The tool provides a framework and set of guiding questions that will help practitioners identify the appropriate level of outreach or engagement and develop equitable engagement strategies with a focus on building relationships with communities that have been institutionally or historically underserved. The EET builds upon previously established public participation best practices and formalized in ST’s Title VI program.

Sound Transit employs a team of experienced professionals to work with community members and businesses to provide information, hear concerns and work on solutions. Alex Ko is the Sound Transit Engagement Corridor Planning Manager for both the Boeing Access Road Infill Station and Graham Street Infill Station.

Sound Transit commitment to community outreach and engagement includes:
• Assist individuals with limited English skills by providing interpreter and translation services upon request for written materials and planned events.
• Work with businesses and residences to find solutions to construction-related impacts.
• In addition to keeping the community well informed, the outreach team also assists impacted businesses and residents through our construction mitigation efforts.
• Maintaining up-to-date project information on the Sound Transit Web site.
• Provide advance notification of construction activities.
• Maintain a 24-hour construction hotline 1-888-298-2395 as a quick and effective means to contact or report any construction related issues.
• Regular construction meetings for impacted neighborhoods.
• Regular written construction updates that are mailed to surrounding neighborhoods.

Community Engagement Guides are written for ST projects. Examples and links are below:

Everett Link Extension Community Engagement Guide
SR 522 BRT Community Engagement Guide
I-405 BRT Community Engagement Guide
Roosevelt TOD Summary of Community Engagement
Tacoma Dome Link Community Engagement Guide
Operations and Maintenance Facility South Community Engagement Guide

Groups included in outreach efforts include:
Mailers sent to addresses around the project area
Online open houses
Community briefings and workshops
Property owner webinars and meetings
Community Advisory Group meetings
Ads featured on radio, digital and print publications
Posts on social media platforms
Public Meetings
Community liaisons engaging area businesses

Question #2: Was the PSRC displacement risk map used to determine the level of displacement risk?

Answer #2: The response in the application should be corrected. Per PSRC displacement risk mapping tool (see below), the project is located within a “Moderate” area of displacement risk.

To mitigate any displacement risk, both the City of Tukwila and Sound Transit have supportive policies and incentives that support inclusive development, including affordable housing near high-capacity transit stations. The new Boeing Access Road Station will improve access to affordable housing and include equitable TOD.
• Sound Transit’s TOD policy includes a priority to offer surplus property for the development of affordable housing. Sound Transit offers 80% of its surplus property that is suitable for housing to qualified entities to develop housing affordable to families at 80% of area median income or less.

• To date, Sound Transit’s TOD program has built, is constructing, or is designing over 1,500 affordable housing units on Sound Transit surplus property, with over 80% of them affordable to those earning 80% of area median income or below.

• Amazon and Sound Transit are partnering to create up to 1,200 new affordable housing units on Sound Transit surplus properties. Amazon is committing $100 million in below-market funding to developers to help create and expedite the development of Sound Transit property offered for affordable housing.

• To incentivize affordable housing, the City of Tukwila offers permit fee reductions as established in their municipal code. Tukwila has also been recently involved in a Sub-Regional Housing Action Framework that evaluated existing incentives and potential strategies for affordable housing, followed by the September 2021 TOD Housing Strategies Plan. These will help inform the upcoming 2024 Comprehensive Plan update which could result in additional incentives for TOD/affordable housing.

Question #3: Please provide documentation of secured funds (Financial plan shows project costs). The ST Board Resolution or the Financial Plan and Budget mentioned in the application showing funds secured for this project would be sufficient.

Answer #3:

Adopted ST Board Resolution No. 2021-05 provides the documentation of secured funding for this project. A letter of funding commitment signed by the Sound Transit CFO was also provided as documentation of secured funding for the project.

The Boeing Infill Station project is included in ST's financial plan, which is Board-adopted, financially constrained and includes the most recent cost estimates and affordable project
schedules. ST's Board authorizes dollars according to certain milestones, which is why ST's current 2022 Adopted Budget/TIP does not show the project amounts by phases (e.g. Preliminary engineering). ST’s Board approves spending on initial phases of a project. As projects reach key milestones, requests for increases in authorized project allocation to complete the next project phase are presented for Board approval. Typical requests include funding for: Project development through preliminary engineering and environmental review, final design and right-of-way acquisition, and total expected project budget, or baseline.

The Boeing Infill Station project is included in ST's 2022 Financial Plan and Adopted Budget: refer to Appendix B pages 64-65

Sound Transit has the local funding secured and reserved to complete these projects, including preliminary engineering (as requested in the PSRC application). ST Board Resolution No. 2021-05 is a framework to implement ST projects that are not yet in construction (such as the Boeing Infill Station). Resolution No. R2021-05 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 (Sections 6 and 7) and the adopted TIP and Financial Plan are tools utilized to give all stakeholders assurance that ST has enough funding for all voter approved projects. The Boeing Infill Station affordable schedule is shown in Tier 1 of the adopted Realignment (Exhibit A attached).