

June 2016

SOUND TRANSIT 3

APPENDIX D

Social, Economic and Environmental Impacts;
Integration with Regional Land Use;
Transit-Oriented Development

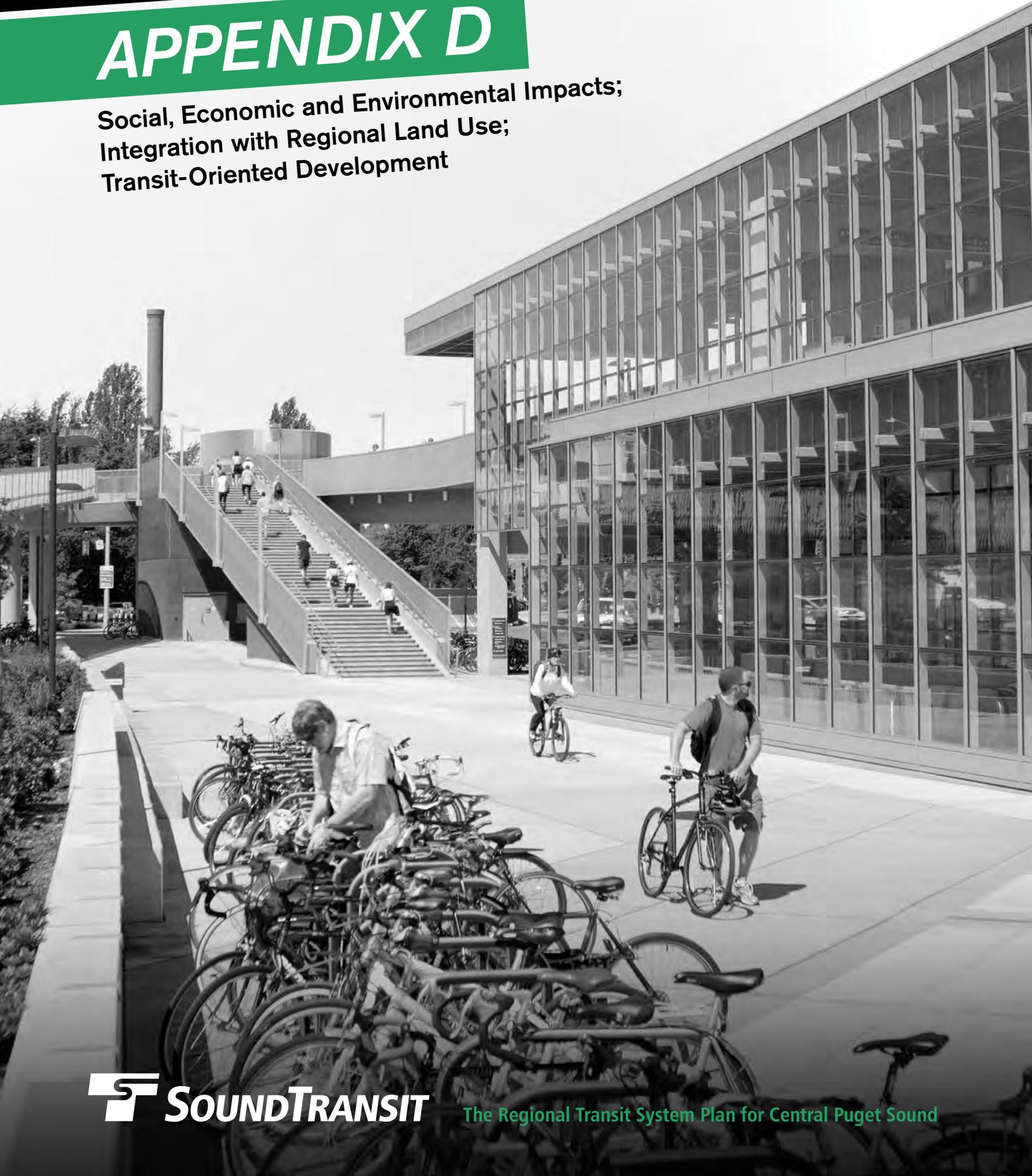


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More information at:



Sound Transit plans, builds and operates regional transit systems and services to improve mobility for central Puget Sound.



SOCIAL, ECONOMIC AND ENVIRONMENTAL IMPACTS OF SOUND TRANSIT 3 (ST3)



Sound Transit's mission to build, operate and expand regional transit is essential to central Puget Sound's sustainable future. The agency is committed to making long-term transit investments and choices that sustain and improve the region's economy, communities and environment. The ST3 projects enable more people to travel more affordably and reliably throughout the area's growing communities on environmentally friendly buses and trains.

Social Benefits and Impacts

► Increased accessibility and mobility options for all residents

Sound Transit 3 provides the next phase of high-capacity transit improvements for central Puget Sound, with the light rail system doubling to 116 miles with over 70 stations. When complete, the system will connect 16 cities with light rail, 30 cities with Bus Rapid Transit/ST Express bus and 12 cities with commuter rail across Pierce, King and Snohomish counties.

The proposed expansion will extend the regional light rail system to improve community connectivity, enhance multi-modal access, connect the region's designated growth centers and provide improved connections to the system by coordinating with local transit partners. Also included in Sound Transit 3 are high-capacity transit studies to examine options for future expansion of the regional system. The addition of Bus Rapid Transit in major corridors, expanded capacity and access improvements for Sounder commuter rail and continued ST Express services will expand opportunities for workers to commute to their jobs. Together, these improvements can provide access to a variety of destinations throughout the region and substantial benefits to all within the region, including minority, low-income, disabled, elderly, transit dependent residents and those who are unable to or who prefer not to drive.

Many populations will have greater access to transportation options and mobility with the ST3 plan.

According to the American Community Survey, 12.4 percent of the Sound Transit District's current population is classified as low-income, and about 9 percent of all households in the district do not have access to a car. About 10.5 percent of the current population has a disability, and by 2020 just over 20 percent of the population in each of the region's three counties will be seniors aged 60 and older. Compared to others, all of these individuals tend to have lower incomes and are less likely to have a car available to them.

For low-income households, Sound Transit 3 investments may make it possible to reduce the number of cars per household, and/or to reduce the annual number of miles driven and costs of operating and maintaining a car. For those who cannot drive or afford an automobile, Sound Transit 3 investments will greatly expand their ability to travel quickly and reliably throughout the region.

Transportation is the second largest monthly expense after housing for working families. When residents can access transit and other services without using their cars, they spend less money on transportation and consume less gasoline, which can help reduce air pollution and greenhouse gas emissions.

► Enhancing mobility and access

Using current demographic data (2014) from the American Community Survey conducted by the United States Census and recent studies from Pierce, Snohomish and King counties, the following illustrate populations that could have improved mobility and access after completion of the Sound Transit 3 Plan.

- **People of color:** Over 38 percent of the population within a mile of Sound Transit stations and stops, including ST3 stations and stops, are people of color.
- **Low-income residents:** The proportion of the low-income population within one-mile of future Sound Transit service, including ST3 stations and stops, is 14.3 percent. Within the Sound Transit District, a higher percentage of those at the poverty level use public transportation compared to commuters overall.
- **Seniors:** People 60 years and older made up 17 percent of the population of King, Snohomish and Pierce counties in 2014 and have been a growing portion of the population over time. This trend is expected to continue as the general population ages and life expectancy increases. By 2020, all three counties anticipate that over 20 percent of their total population will be 60 or older.
- **Subsidized housing residents:** When the Sound Transit 3 system expansion is complete, Sound Transit will serve over 52,000 units of subsidized housing within one mile of all stations and stops.
- **Renters:** Renters, who tend to use transit more frequently than homeowners, will have greater mobility options as a result of ST3. Renters make up 53 percent of the population within one mile of future Sound Transit service, including ST3 stations and stops.
- **Zero-vehicle households:** Today, nearly 9 percent of households in the Sound Transit District do not have access to a car.

► Enhancing access to regional services and amenities

When completed, ST3 projects will enhance access to numerous regional amenities and services. Residents will be able to access services within a half-mile of stations and stops to reach the following places:

- **Educational institutions:** Additional public transit options will improve access to educational facilities for students of all ages, especially those who might not have access to a vehicle. Analyzing the ST3 Plan in relation to current educational institutions shows that ST3 stations and stops will provide access to 14 more K-12 educational facilities, as well as additional higher education institutions. When the ST3 Plan is fully built, students will be able to access 135 K-12 facilities and 31 higher education institutions.
- **Community facilities:** ST3 will also provide access to 51 more community facilities, which include hospitals and medical centers, public health clinics, libraries, museums, park-and-rides, parks and recreation facilities and shopping centers. Altogether, the full system will make 633 community facilities accessible by Sound Transit service.
- **Sports and event venues:** Several major sports and event venues like Husky Stadium, the Washington State Convention Center, ShoWare Center, Safeco Field and CenturyLink Field already enjoy accessibility by several modes of public transit. Sound Transit 3 would not only expand that access to reach a broader number of attendees, but would also replace some current ST Express bus service with more reliable service via Link light rail. Specifically, ST3 will provide access to six more venues via Link light rail. After ST3 is built, 16 major sports facilities and event venues in the region will be accessible via Sound Transit services, 12 of those by light rail, including the Tacoma Dome, Everett Event Center and Xfinity Arena.

► Improving public health and reducing healthcare costs

Expanding transit can help reduce transportation-related air pollution and the diseases associated with them.

This is especially critical for vulnerable populations like seniors, children and those with respiratory illnesses. A national study of pollution and health estimated that each ton of air pollution reduced from transportation emissions would reduce the incidence of respiratory illnesses and result in \$570,000 in one-time health cost benefits in the Seattle area. A national study also documented a link between particulate matter and ozone air pollution from road transportation and premature cardiovascular and pulmonary disease-related deaths.

► Promoting physical activity through active travel

Regular physical activity can reduce risk factors for several chronic conditions, including heart disease, obesity, cancer, anxiety and depression. Public transit can increase physical activity, since it is usually paired with either walking or cycling to reach a final destination. A national study shows that public transit users walk about three times as much as non-transit users and are more likely to meet guidelines for daily physical activity. One study found that nearly a third of transit riders gets the recommended 30 minutes or more of daily physical activity from walking to and from transit.

► System safety

Sound Transit is establishing a Safety Management System. This system is developed on the framework established by the Federal Transit Administration to ensure that safety programs are cohesive and procedures are effective. Designed to be comprehensive, the program interfaces with every element of Sound Transit - from operations, to capital construction to human resources. It enables Sound Transit to be proactive rather than reactive to safety-related incidents. This system will continue and be updated as required during the Sound Transit 3 Plan.

► Traffic safety

Transportation improvements and compact, mixed-use development that often accompanies public transit may increase traffic safety by reducing vehicle miles travelled (VMT).

A national study indicates that road safety is increased by reducing overall miles driven, slowing traffic speeds and providing more travel options to avoid high risk driving.

Economic Benefits and Impacts

The ST3 Plan will provide all-day, reliable connections for travelers in the region's most congested corridors. The economic benefits of the ST3 Plan will be realized in many ways, some of which can be quantified and others that are more difficult to measure.

► Cutting travel time and costs

Travel time savings are shown in Appendix C for both transit riders and non-transit users. Transit users save money by using transit instead of driving and the region as a whole realizes economic benefits. The region's residents also save substantial costs related to owning and operating a car.

- National data indicate that a \$10 million investment in public transit infrastructure saves local highway drivers and transit users \$15 million through reduced fuel and lost productivity costs.
- It's estimated that regional residents riding the expanded ST3 system will save the equivalent of up to 89 million gallons of gasoline annually.

► Supporting jobs and the regional economy

Improving the reach and reliability of regional transit directly supports the region's economy. It gives employers access to a broader base of workers, and it gives individuals greater choice in where to live, work, shop and conduct personal business. It also gives businesses better access to goods and services and allows more people across the region, especially those without access to a car, to reach job opportunities.

Currently, the regional population within the Sound Transit District is 2.9 million people, with 1.8 million jobs. By 2040, that population is expected to grow by 27 percent reaching nearly 3.7 million people. According to the Puget Sound Regional Council:

- By 2040, the number of jobs within the Sound Transit service area is expected to grow by 45 percent, reaching nearly 2.6 million.
- The combined regional rail and BRT access map in Appendix C depicts approximately 84 percent of Sound Transit District residents and 93 percent of district employees would have convenient access to the region's high-reliability rail system in 2040. This includes residents and employees within 2½ miles of rail stations with park-and-ride access, ¾-mile of other rail stations, and ¼-mile of existing local bus services that would allow access to the rail system with one transfer.

► Supporting jobs

Investment in public transit supports the economy as a whole by bolstering the businesses that provide the goods and services needed to build public transit infrastructure.

According to the State of Washington Office of Financial Management, transit investment also flows through the construction workers and other personnel to local businesses where they spend their wages, supporting indirect jobs.

- According to the model developed by the Washington State Office of Financial Management, ST3 would support over 78,000 direct jobs and more than 144,000 indirect jobs over the 25-year period of construction, for a total of over 223,000 jobs. A job is defined as full-time employment of one person for one year.
- Additionally, a national economic study found that every \$1 of public transit investment generates \$4 in economic returns when considering business sales, revenues and new private investment.

► Increasing job access and productivity

A national study also indicates that businesses located near transit have lower employee absenteeism and turnover.

These and other benefits may contribute to increased productivity; a national study found that transit investments provide more than twice the increase in worker productivity as highway spending. Additionally, local businesses indicated to the Puget Sound Regional Council that a lack of transportation choices and congestion were among the top constraints to doing business in the region.

Environmental Benefits and Impacts

► Environmental review

As part of the November 2014 update to the Long-Range Plan, Sound Transit conducted an environmental impact review that includes the impacts of the ST3 Plan. In November 2014, Sound Transit issued a plan-level Supplemental Environmental Impact Statement (SEIS) for updating the agency's Regional Transit Long-Range Plan in accordance with the State Environmental Policy Act. The SEIS describes existing conditions and evaluates the environmental impacts and benefits of adopting and implementing

an updated Regional Transit Long-Range Plan, including potential ST3 Plan investments. Effects on the environment as well as possible mitigation measures are discussed in the 2014 SEIS at a level of detail appropriate for long-term planning. In addition, the 2014 SEIS broadly describes potential impacts in the areas of transportation, noise and vibration, water quality, ecosystems, visual quality, parks and recreation, historic and cultural resources and other areas. Sound Transit 3 Plan investments support the Puget Sound Regional Council's Vision 2040 directive to concentrate growth and denser development in urbanized areas rather than rural areas, thus helping to preserve high value habitat, wetlands and water quality.

In addition to this environmental review, a more detailed environmental review is required before constructing any ST3 projects. If financing for ST3 is approved by voters, Sound Transit will complete project-level environmental reviews and identify potential mitigation measures for significant adverse environmental impacts. To the extent that they apply, the 2014 SEIS and other planning documents developed in support of the ST3 Plan may be incorporated by reference during project-level environmental reviews in accordance with the provisions for integrating planning and environmental reviews as set forth in federal statutes and mandates that address linking planning and National Environmental Policy Act (NEPA).

► Quantifying environmental benefits and impacts

The ST3 Plan investments are expected to have a positive impact on the central Puget Sound's environment. Transit reduces vehicle miles travelled, which generally corresponds with reduced energy consumption, air pollution and greenhouse gas emissions.

► Reducing regional energy consumption

The ST3 Plan will help reduce transportation-related energy consumption in central Puget Sound. According to the Washington Department of Commerce, cars and trucks account for the majority of total daily energy consumption in the region and gasoline accounts for over half of transportation energy use in Washington. By shifting personal car trips to transit trips and reducing vehicle miles traveled, it is expected that less fuel will be consumed to move those same residents throughout the region.

► Improving regional air quality and greenhouse gas emissions

Regional air quality is improved when people choose transit instead of driving alone. Burning fuel to operate motor vehicles results in air pollutant emissions that contribute to climate change and are harmful to human and environmental health. Overall, the ST3 Plan will help reduce vehicle miles traveled (VMT) on the region's roadways, which in turn reduces air pollution and greenhouse gas (GHG) emissions.

Traveling on transit produces less air pollution than driving. A national study shows that riding on transit with others instead of driving alone reduces pollution per passenger mile traveled nearly in half, depending on the pollutant. Using methodologies approved by the Federal Transit Administration for analyzing air quality, overall air pollution from ground transportation is expected to be lower in the region with the ST3 Plan compared to not building the ST3 Plan. Traveling on Sound Transit's electric powered light rail trains and upgraded diesel commuter rail locomotives is also less polluting on a per passenger mile basis than standard rail vehicles.

Traveling on transit produces fewer greenhouse gas emissions than driving. In central Puget Sound, transportation-related emissions are the largest source of greenhouse gas emissions. The ST3 Plan represents an important step towards addressing the challenges of climate change by offering a reliable, low carbon transportation choice.

► Greenhouse gas emissions savings: Sound Transit 3 Plan only

Sound Transit 3 projects alone are projected to annually reduce the number of auto vehicle miles traveled (VMT) by 362 million miles by 2040 (the middle of the range of 314-411 million miles annually). This would reduce greenhouse gas emissions by more than 130,000 metric tons annually. These savings are based on the Federal Transit Administration's New Starts methodology. This approach calculates emissions and vehicular mile reductions due only to the Sound Transit 3 Plan. These greenhouse gas savings are equal to the annual greenhouse gas emissions from:

- Burning more than 14.6 million gallons of gasoline;
- Powering the electricity for more than 19,000 homes for a year;

- Burning over 690 railcars of coal,
- Sequestering the carbon equal to growing more than 3.3 million tree seedlings for 10 years.

The annual value of reducing these emissions is over \$5.3 million, based on a \$38/ton estimate of the social cost of carbon, which is used by federal agencies for estimating the climate benefits of federal air quality regulations.

► Greenhouse gas emission savings: Entire Sound Transit system in 2040, including ST3

With the completion of Sound Transit 3 by 2040 the entire Sound Transit system will save an estimated 793,000 metric tons of greenhouse gas emissions annually. This average estimate follows guidance from the American Public Transportation Association and is the approach used by Sound Transit and King County in annual reports to quantify the reduction in emissions for these respective transit systems.¹

These savings are equal to the annual greenhouse gas emissions from (see illustration on page D-6):

- Burning more than 89 million gallons of gasoline;
- Powering the electricity for nearly 117,000 homes for a year;
- Burning more than 4,200 railcars of coal;
- Sequestering the carbon equal to growing 20.5 million tree seedlings for 10 years.

► Reducing Sound Transit generated air pollution and greenhouse gas emissions

In addition to enabling regional residents to improve air quality by taking transit rather than driving, Sound Transit is committed to reducing its own environmental impacts. The agency is working to integrate energy efficient operating practices at existing and new facilities. The agency will continue to procure and manage fleets that demonstrate increasing fuel efficiency, including alternative fuels and low-and no-emission vehicles. The agency will also work to make its electricity use carbon-neutral and maximize energy efficiency. Furthermore, the agency is committed to reducing the greenhouse gas emissions and air pollution generated during construction of the ST3 Plan.

¹The American Public Transportation Association's methodology also considers secondary effects of transit, including reductions due to congestion relief and land use changes. These secondary environmental benefits of the transit system are not included in New Starts, and explain the difference between final outputs of both models.

Sound Transit's recent efficiency and pollution reduction efforts provide a strong foundation for reaching these goals under ST3. The agency has a strong track record of substantially reducing air pollution from its buses and trains. In 2015 alone, Sound Transit reduced the particulate emissions that cause respiratory disease by 21 percent for Sounder commuter train engines.

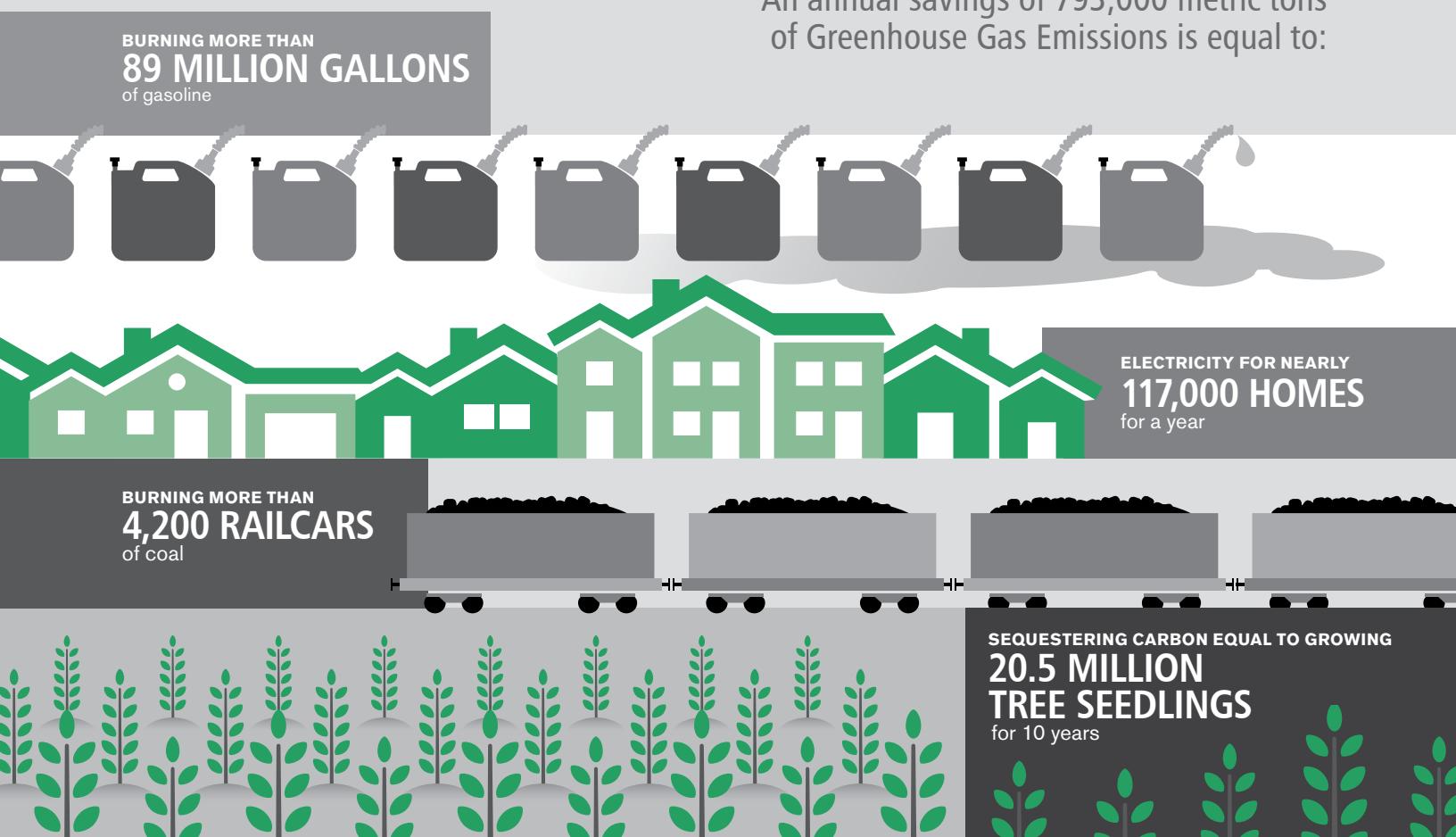
Finally, Sound Transit's role in reducing greenhouse gas emissions and air pollution supports regional climate change goals. The City of Seattle, King County and the State of Washington maintain aggressive greenhouse gas emissions reduction goals that rely on substantial reductions in air pollution from the region's transportation sector. The Puget Sound Regional Council's (PSRC) *Transportation 2040*, the region's action plan for transportation, illustrates how ST3 services are a key component of these efforts. One strategy to reduce

greenhouse gas emissions indicates that ST3's extension of light rail to Everett, Tacoma and Redmond as well as bicycle and pedestrian access investments, together could result in a 9 percent decrease in regional greenhouse gas (GHG) emissions.

► Supporting transit system resiliency

To safeguard the long-term sustainability of agency infrastructure and operations, Sound Transit also strives to plan, design and deliver an ST3 System that demonstrates resilience in the face of projected changes in development patterns and demographics, climate change and extreme weather patterns and natural disasters.

GHG emission savings: Entire Sound Transit system in 2040, including ST3



INTEGRATION WITH REGIONAL LAND USE PLANNING



Puget Sound Regional Council's Regional Plan

ST3 investments are consistent with the vision and goals in the region's land use, growth management and transportation plans. Light rail, commuter rail, Bus Rapid Transit (BRT) and express bus services will carry hundreds of thousands of people daily in the region's most dense and highly congested corridors delivering people to regional downtowns, jobs and other activity centers.

VISION 2040, adopted by the Puget Sound Regional Council (PSRC) in 2009, is the integrated, long-range vision for how and where the region will accommodate a substantial growth in population and employment over the next 25 years. The concept of people, planet and prosperity is a central theme to VISION 2040 as evidenced by the regional goals set forth in the plan.

- **Environment:** Protect and restore natural systems, conserve habitat, improve water quality, reduce greenhouse gas emissions and air pollutants and address potential climate change impacts.
- **Development patterns:** Focus growth within already urbanized areas to create walkable, compact and transit-oriented communities.
- **Housing:** Preserve, improve and expand housing stock to provide a range of affordable, healthy and safe housing choices.
- **Economy:** Promote a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality and creating great central places, diverse communities and high quality of life.
- **Transportation:** Provide a safe, cleaner, integrated, sustainable and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality and contributes to better public health.
- **Public Services:** Support development with adequate public facilities and services.

Achieving VISION 2040

Sound Transit's system plans are incorporated into PSRC's regional plan. Sound Transit 3 contributes to the region's ability to achieve many of the above-mentioned goals established in VISION 2040.

Between now and 2040, population within the urbanized portions of Pierce, King and Snohomish counties is expected to grow approximately 25 percent, with a projected 45 percent growth in employment and a 30 percent increase in vehicle miles traveled. This means that this area will need to accommodate about 800,000 new residents. Successfully focusing growth within already urbanized areas will depend on the region's ability to develop adequate infrastructure to support more dense development.

VISION 2040's transportation goals are integral to the region's land use vision, which includes linking places of concentrated, transit-oriented development with an efficient multimodal transportation system. In particular, VISION 2040 calls for high-capacity transit system (HCT) links between and within major urban centers.

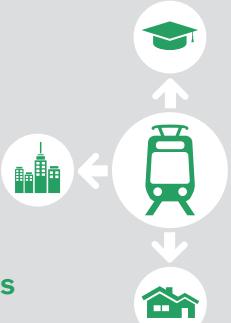
Sound Transit 3 expands the region's HCT system, providing a key piece of the transportation components necessary to implement the transportation element of VISION 2040. Transportation 2040 calls for completing ST2 projects and additional light rail and other HCT projects, such as to Everett, Tacoma, Redmond, Ballard, West Seattle, Issaquah and along I-405 and SR 522.

Through the implementation of HCT in key corridors, ST3 supports the VISION 2040 strategy of concentrating growth within regional growth centers, and supporting that growth with robust mass transportation alternatives. The ultimate goal of this growth strategy is to promote the well-being of people and communities, economic vitality and a healthy environment. By 2040, the ST3 program of investments, when combined with the investments in Sound Move and ST2, will provide light rail, commuter rail or bus connections to 39 cities in the region. The expanded HCT system in the ST3 Plan will provide an effective and reliable alternative to driving and an efficient way for people to move throughout the region.

TRANSIT-ORIENTED DEVELOPMENT INTEGRATION

Transit-oriented development focuses development growth within one-half mile of transit stations. Concentrating growth in station areas creates multiple regional benefits, including but not limited to:

- ✓ Increased tax base in communities served by transit
- ✓ Increased transit ridership
- ✓ Increased regional access to goods and services
- ✓ Opportunities for less automobile-dependent lifestyles
- ✓ Improved access to housing and jobs
- ✓ Emphasis on pedestrian infrastructure in station areas



Background

Transit-oriented development is a programmatic component of the ST3 system plan that complements capital project development and guides the disposition of surplus property.

Sound Transit completed a TOD Program Strategic Plan in 2010, which introduced the policy framework for the TOD work program within the context of Sound Transit's mission to implement regional high capacity transit.

Sound Transit's Board adopted a Transit-Oriented Development Policy in December 2012 through Resolution No. R2012-24. This provides the policy foundation for how the agency approaches integrating transit infrastructure and local and regional land use development.

The TOD Policy guides the agency to work toward the following goals:

- Increase the value and effectiveness of transit by increasing transit ridership;
- Support economic development efforts;
- Further implement state, regional and local growth plans, policies and strategies;
- Foster relationships with regional and local stakeholders;
- Encourage creation of housing options including market-rate and affordable units;
- Advance related Sound Transit plans and policies, with an emphasis on the agency's Sustainability Plan;
- Protect and enhance Sound Transit's assets and investments;
- Encourage convenient, safe multi-modal access to the transit system, with an emphasis on non-motorized access.

Sound Transit updated its TOD strategic plan in 2014 to reflect the 2012 TOD Policy.

Regional plans and policies, including those of the Puget Sound Regional Council (PSRC), encourage equitable transit communities. The PSRC's *Growing Transit Communities Strategy* (GTCS), adopted in 2013 and to which Sound Transit is a signatory, defines "transit community" as the approximately one-half mile area around a high-capacity transit station. **Equitable transit communities are further described as:**

"...mixed-use, transit-served neighborhoods that provide housing and transportation choices and greater social and economic opportunity for current and future residents. Although generally defined by a half-mile walking distance around high-capacity transit stations, they exist within the context of larger neighborhoods with existing residents and businesses. These communities promote local community and economic development by providing housing types at a range of densities and affordability levels, commercial and retail spaces, community services, and other amenities that are integrated into safe, walkable neighborhoods." (PSRC *Growing Transit Communities Strategy*)

The state legislature amended Sound Transit's enabling legislation in July 2015, directing the agency to advance transit-oriented development goals, setting forth specific financial and procedural requirements, and giving new tools to the agency to advance equitable development through prioritizing affordable housing in surplus property disposition.

TOD Components within ST3

► Transit planning and transit project development

Consistent with the 2015 amendments to the Sound Transit enabling legislation (RCW 81.112.350), Sound Transit will "implement a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed-income communities consistent with TOD plans developed with community input by any regional transportation planning organization within the regional transit authority boundaries." This strategy includes transit planning and project development.

Sound Transit 3 distributes \$12 million (2014\$) among identified capital projects to support inclusive and collaborative planning for TOD during the transit project planning and development stages. These funds will be available for:

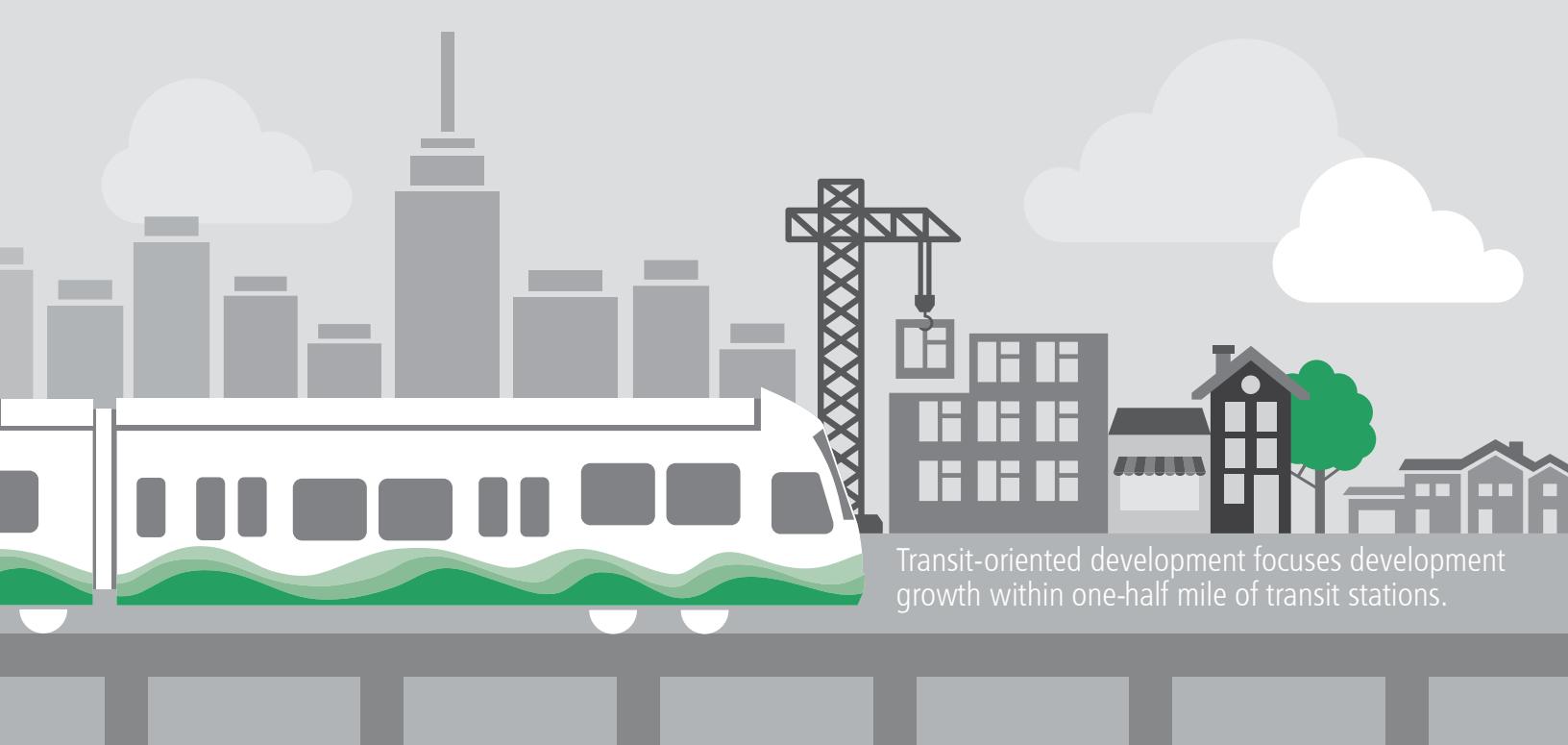
- Considering TOD opportunities throughout the alternatives analysis, conceptual station design and preliminary engineering processes.
- Where appropriate during the property acquisition phase, considering TOD potential on property that is necessary to construct or operate the transit facility, but that may later become surplus to construction-related or ongoing transit operations to increase the likelihood that it is supportive of being used for TOD.
- Evaluating alternative land development strategies that meet Sound Transit's ongoing and construction property needs and facilitates for the realization of equitable transit-oriented development in station areas.
- Using TOD objectives adopted by the Sound Transit Board, including consideration of local government TOD supportive land use policy and regulation, to analyze and inform alignment and station location decisions in order to support development of mixed-income, mixed-use communities around transit stations.
- Developing station design policies that appropriately facilitate and accommodate TOD on and adjacent to agency-owned properties in light of the space needs of transit-supportive facilities and services as well as local community development plans and priorities. This includes planning for station areas designed to evolve over time as the communities Sound Transit serves mature and transition from auto-dependent to multimodal station access.

- Working with local jurisdictions on station area planning, zoning, and/or other opportunities to leverage the ST3 transit investment to support local and regional growth plans.
- Seeking input through public engagement that informs, involves and empowers people and communities. Inviting people to play an active role in shaping Sound Transit alignment and station design plans. Sound Transit will make efforts to include organizations and affordable housing developers who represent communities most at risk for displacement, including low-income communities, communities of color and immigrants and refugees.

► Surplus property

During acquisition of land sufficient to construct and operate the transit facility, Sound Transit will consider how potential surplus property after construction may be used for TOD, including such factors as size, configuration and relationship to the future transit facility. Sound Transit 3 allocates \$20 million (\$2014) to support TOD program activities with respect to planning and pre-development activities on surplus property, air rights and joint development sites. Sound Transit 3 provides funding for TOD analysis and support beyond the early project development phase of transit capital development. The program will fund pre-development activities, community engagement and planning activities required to prepare TOD surplus properties or air rights for sale, lease or transfer.

As required in RCW 81.112.350(1)(b)(i), when Sound Transit disposes or transfers any surplus property, regardless of the date of acquisition, a minimum of 80 percent of the surplus property to be disposed or transferred, including air rights, that is suitable for development as housing, will be offered 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. A "qualified entity" is a local government, housing authority or nonprofit developer. "Affordable housing" is long-term housing for persons, families or unrelated persons living together whose adjusted income is at or below 80 percent of the median income, adjusted for household size, for the county where the housing is located.



Transit-oriented development focuses development growth within one-half mile of transit stations.

As required in RCW 81.112.350(1)(b)(ii), if a qualified entity receives surplus property after Sound Transit offers the property as provided in RCW 81.112.350(1)(b)(i):

- Sound Transit will require that a minimum of 80 percent of the housing units constructed on the property be dedicated to affordable housing.
- If a qualified entity sells property or development rights obtained through RCW 81.112.350(1)(b) it must use the proceeds from the sale to construct affordable housing within one-half mile of a light rail station or transit station.

The surplus property disposition requirements described above will not apply to property to be transferred to governments or third parties in order to facilitate permitting, construction or mitigation of high-capacity transportation facilities and services. Sound Transit will work in good faith to implement all the requirements of RCW 81.112.350, but it is not required to comply with a requirement of RCW 81.112.350(1)(b)(i) or (ii) imposing surplus property disposition requirements, if the requirement is in conflict — as determined by the relevant federal agency — with provisions of the applicable Federal Transit Administration master grant agreement, Federal Transit Administration Full Funding Grant Agreement with Sound Transit, or the equivalent Federal Railroad Administration agreement necessary to establish or maintain eligibility for a federal grant program.

Sound Transit will send a report to the appropriate legislative committee and post a report on its website at the end of each fiscal quarter detailing the following activities:

- Any transfers of property that have occurred in the previous fiscal quarter pursuant to RCW 81.112.350(1)(b).
- Any progress in implementing the agency's regional equitable transit-oriented development strategy for diverse, vibrant, mixed-use and mixed-income communities as set forth in the ST3 Plan.

Sound Transit will advance equitable TOD projects on surplus property, air rights and joint development sites by:

- Working with local governments, housing authorities, non-profit developers community organizations and others to implement a regional equitable transit-oriented development strategy for diverse, mixed-use, mixed-income communities as required under RCW 81.112.350, consistent with the *Growing Transit Communities Strategy* and other applicable regional and local plans and policies.
- Incorporating TOD objectives adopted by the Sound Transit Board as part of the selection criteria during land acquisition to ensure that, where possible, property that is necessary to construct or operate the transit facility, but that may later become surplus is supportive of its reuse for TOD.

- Offering surplus properties that it deems suitable for housing to be offered for either transfer at no cost, sale, or long-term lease first to local governments, housing authorities and non-profit developers to develop affordable housing, regardless of acquisition date, in accordance with RCW 81.112.350.
- Sound Transit will seek input through public engagement that informs, involves and empowers people and communities. Inviting people to play an active role in shaping criteria to govern the development of surplus property in the community. Sound Transit will make efforts to include organizations and affordable housing developers who represent communities most at risk for displacement, including low-income communities, communities of color, immigrants and refugees.
- Developing policies that evaluate proposals to develop surplus property. The evaluation criteria may consider whether the development plan includes space for small businesses or other uses that comprise a diverse, vibrant, mixed use, mixed-income TOD. The developer selection criteria may also consider the types of business and whether jobs proposed for the development pay prevailing wages to the extent consistent with law and the retention of federal grant funds, where appropriate.
- Funding TOD activities in capital projects to ensure appropriate consideration and planning for development have occurred.

► Affordable housing funding

Sound Transit will contribute a total of \$20 million (\$4 million annually for five consecutive years beginning within three years of voter approval of the ST3 plan; year of expenditure dollars) to a revolving loan fund to support development of affordable housing opportunities related to equitable transit-oriented development within the boundaries of the Sound Transit District.

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