

EAST LINK PROJECT

Updated Coordination Plan



CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

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Introduction

This document is an update to the Coordination Plan that was published in February 2007. The purpose of this Plan is to guide the Sound Transit's East Link Project team to coordinate agency and public involvement activities during the joint National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) environmental review process for the East Link project. East Link is Sound Transit's proposal to construct and operate a light rail system that connects downtown Seattle, Mercer Island, Bellevue and Redmond via I-90.

The Plan is designed to solicit early and continued feedback from agencies and the public to ensure that input will be incorporated into the decision making process for East Link. The document is intended to be a living document, capable of responding to feedback and project changes as needed. The 2007 Plan outlined the public involvement activities during the scoping process and development of the Draft EIS. This revised Plan includes updated information of the project and outlines activities that will take place during the public review of the Draft EIS and ending with a NEPA determination in the form of a Record of Decision from the Federal Transit Administration (FTA). Additional information about public involvement and agency coordination is also available in the Draft Environmental Impact Statement (EIS) for East Link Project, Appendix B. To review more materials associated with East Link, please visit the website at www.soundtransit.org/eastlink.

This Plan complies with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) signed into law on August 10, 2005, Section 6002, as a plan for coordination (SAFETEA-LU Section 6002: Section 139(g)(1)). This Plan also mentions the agency coordination required by federal regulations outlined in Section 4(f), Section 6(f), and Section 106.

Project Background and Description

Project Background

Current population and employment levels are causing longer hours of congestion for traffic crossing Lake Washington in both directions. To help relieve congestion, reduce environmental impacts in the community including decreasing green house gas emissions, while fostering economic growth, Sound Transit is proposing the East Link Project. East Link will connect the major growth centers of Redmond, Bellevue and Mercer Island with downtown Seattle.

This Project is an outgrowth of nearly 40 years of extensive analyses and coordination among agencies and local jurisdictions. The history of this work can be found in the *East Corridor High Capacity Transit Mode Analysis History* (August 2006) report, which is available on the Sound Transit website and local libraries.

After adoption of the Long-Range Plan in July 2005, Sound Transit began developing the next phase of transit investments for implementation. After consideration of public and agency comment, the Sound Transit Board developed Sound Transit 2 (ST2) package that includes extension of light rail east to Overlake Transit Center in Redmond via Bellevue and I-90 and identifies a possible extension to downtown Redmond subject to securing additional funding or cost savings. Funding to implement Sound Transit 2

Additional Information is Available:

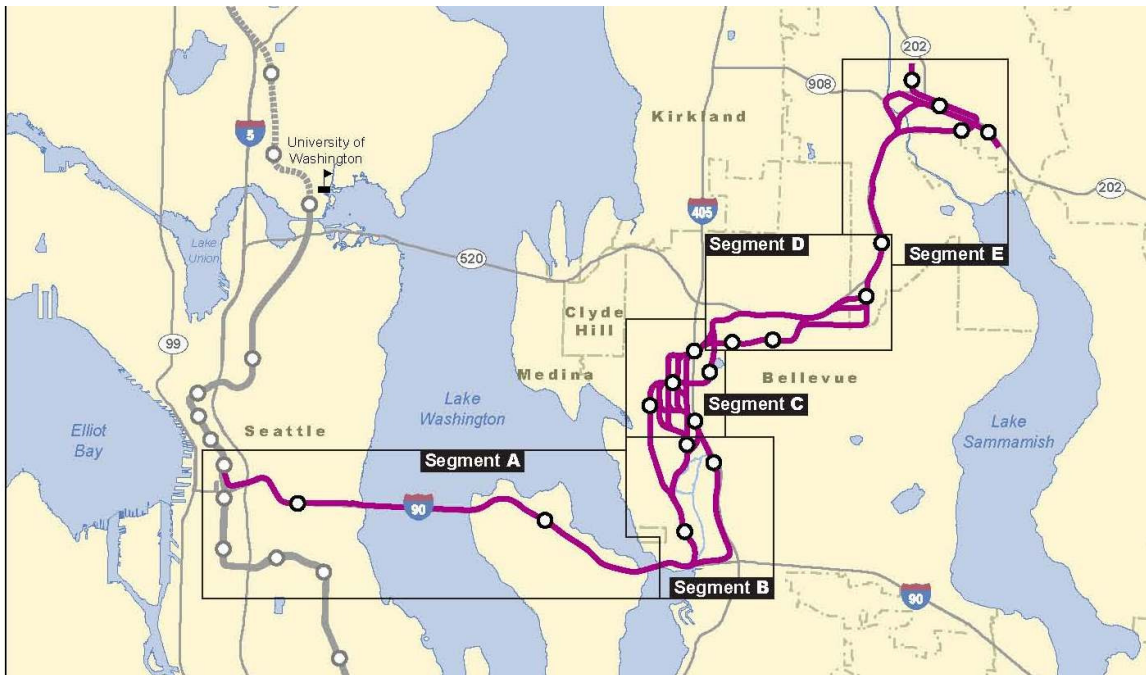
- For information about this Plan, contact Elma Borbe at (206) 398-5445 or elma.borbe@soundtransit.org.
- For information about the East Link Project, visit the website at www.soundtransit.org/eastlink

was submitted to the voters within the Sound Transit District in 2007, alongside a companion package of regional road investments. However, this funding package was not approved by the voters.

In mid 2008, the Sound Transit Board decided to resubmit a transit-only funding package for voters' approval in fall 2008. This new ballot, called the Mass Transit Expansion Proposal (Sound Transit 2), includes funding to build East Link project from Seattle to Mercer Island, Bellevue and Redmond's Overlake Transit Center. It also supports continued environmental review and preliminary engineering work from Overlake Transit Center to downtown Redmond (Segment E). Voters approved this funding package in November 2008.

Project Location

The East Link project consists of an 18-mile corridor from downtown Seattle, Mercer Island, Bellevue and Redmond via I-90. The project will serve the transit destinations of downtown Seattle, downtown Bellevue, Overlake and downtown Redmond. Additional transit markets to be served include Seattle's Rainier Valley, Mercer Island, south Bellevue, and the Bel-Red corridor. Depending on the alternative selected, there could be as low as 10 stations to 13 stations along the corridor.



The project is divided into five segments with 19 alternative routes:

- Segment A: Seattle (International District Station) to South Bellevue in the center lanes of I-90
- Segment B: South Bellevue to SE 6th Street
- Segment C: Downtown Bellevue -- SE 6th Street to 116th Avenue NE or BNSF railroad and NE 12th Street.
- Segment D: 116th Avenue NE to Overlake Transit Center (NE 40th Street and SR 520)
- Segment E: Overlake Transit Center to downtown Redmond

Project Components

The project will consist of aerial, at-grade, and possibly tunnel alignments of electric light rail connecting between 10 and 13 stations in elevated, at-grade and possibly underground

configurations. The final length and number of stations is dependent upon the alternative route selected for a particular segment. The project will also include a 15 to 20 acre maintenance facility to provide light rail vehicle storage, operator report facilities, light vehicle maintenance, and maintenance of way facilities. The segment alternatives would be linked to create a complete, operable light rail system that would connect with the Central Link light rail system at the Chinatown/International District Stations in downtown Seattle.

Coordinated Environmental Review Process

The East Link project has and continues to undergo environmental review in accordance with NEPA, following FTA regulations and policies including the new SAFETEA-LU requirements in Section 6002, Efficient Environmental Reviews for Project Decision-making. The environmental review process has also been designed to be consistent with SEPA. The Draft EIS for the East Link Project is anticipated to be available in fall 2008. The graphics to the right highlights the milestones of an EIS process.

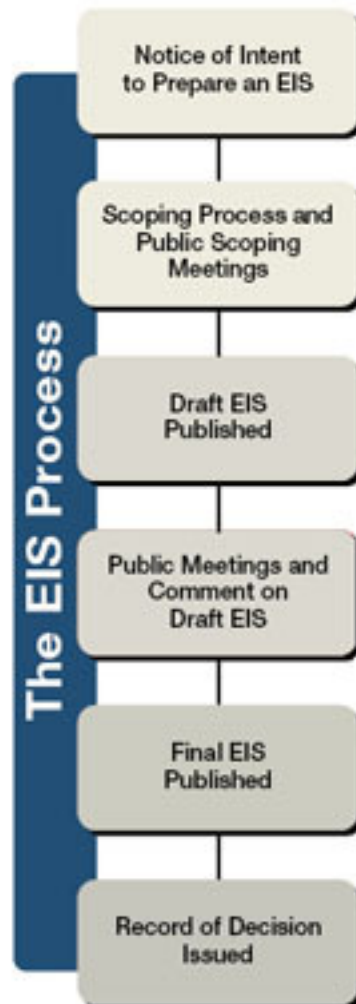
Sound Transit and the Washington State Department of Transportation (WSDOT) have different procedures and practices for implementing SEPA and related environmental processes and requirements. To streamline and develop uniform and mutually agreed-upon procedures for Sound Transit Regional Express Projects, the agencies formed an “Environmental Action Team” (EAT). Through EAT, the agencies developed a series of “Issue Papers” that outline how the agencies will proceed with regard to environmental processes and requirements for Regional Express projects. Because East Link will also involve highway components, WSDOT is acting as a SEPA co-lead. Sound Transit and WSDOT has used the Issue Papers as a starting point to address inconsistencies in their environmental processes and requirements where applicable.

Invitations for Agency Participation

NEPA and SAFETEA-LU emphasize the importance of agency coordination early in the NEPA process. Three categories of interagency participation have been delineated to facilitate this cooperation. FTA invited federal agencies and tribes and Sound Transit invited state and local agencies, as appropriate, to participate as cooperating or participating agencies at the beginning of the environmental review process.

Lead Agency FTA is the federal lead agency supervising the preparation of the EIS by Sound Transit. Sound Transit is the nominal lead agency, with the Washington State Department of Transportation functioning as a co-lead with Sound Transit for purposes of SEPA.

Cooperating Agency Cooperating agencies are any other federal, tribal governments, state, and local public agencies with jurisdiction or special expertise with respect to any environmental issues which should be addressed in the EIS. Such agencies have been invited to serve as cooperating agencies.



Participating Agency Participating agencies, according to SAFETEA-LU Section 6002: Section 139(d), are those Federal and non-Federal agencies that may have an interest in the project. Such agencies have been invited to participate in the environmental review process.

Because Cooperating Agencies are by definition Participating Agencies but with a higher degree of responsibility and involvement in the environmental review process, references below to Participating Agencies include Cooperating Agencies.

East Link EIS Process

The East Link EIS will be a combined document under NEPA and SEPA. The EIS process will proceed consistent with 23CFR771, Environmental Impact and Related Procedures for the Department of Transportation, and SAFETEA-LU as well as Chapter 197.11 of the Washington Administrative Code.

Project Initiation As required by SAFETEA-LU Section 6002: Section 139(e), Sound Transit notified the Secretary of the U.S. Department of Transportation of the type of work, termini, length and general location of the proposed project as well as anticipated Federal approvals required.

EIS Process Pursuant to 23CFR771, Sound Transit and FTA, in coordination with WSDOT, have completed the following steps as part of the EIS process:

- Publish Notice of Intent in the Federal Register
- Develop a project Purpose and Need Statement
- Scoping, which will identify the range of alternatives and impacts and significant issues to be addressed in the EIS
- Prepare Draft Environmental Impact Statement

Sound Transit and FTA, in coordination with WSDOT, will take the following steps to complete the EIS process:

- Conduct the Draft EIS comment period
- Prepare Final Environmental Impact Statement
- Record of Decision

As required by SAFETEA-LU Section 6002: Section 139(f), Sound Transit has and will continue to provide opportunity, as early as practicable, for comment by participating agencies and the public on the purpose and need for the project and the range of alternatives to be considered. This involvement was accomplished during the scoping process. A separate report, *East Corridor High Capacity Transit Mode Analysis History* (August 2006) includes a summary of agency and public involvement that occurred for the East Link project prior to formally beginning the NEPA process. This summary addresses outreach that occurred as part of the Sound Transit Long Range Plan update and Sound Transit 2 (ST2), the second phase of transit investments for the Puget Sound region, of which the East Link Project is an important component.

Record of Decision After publication of the Final EIS, the FTA is expected to issue a Record of Decision, which will present FTA's specific project environmental decisions and approvals and itemize any mitigation measures incorporated into the project.

Project Funding

Project funding was approved by voters in November 2008 with passage of the Mass Transit Expansion Proposal (Sound Transit 2). Federal grants sources other than New Starts funding and other sources of funding may also be used. The Sound Transit 2 includes funding to build the portion

of East Link from Seattle to Mercer Island, Bellevue and Redmond's Overlake Transit Center. The package also includes continued support for environmental review and preliminary engineering work on Segment E of the proposed corridor to downtown Redmond.

Project capital cost estimates has been developed as part of conceptual engineering and included in the Draft EIS for purposes of comparing the costs of various alternatives. These cost estimates will then be refined based on preliminary engineering as well as peer review consistent with the cost estimate process employed for Sound Transit's Initial Segment and University Link projects. The East Link project is anticipated to be constructed in phases, depending on available funding and projected costs.

Project Team Structure

Four primary organizations make up the East Link project team:

- FTA
- Sound Transit
- WSDOT
- Project Consultants

FTA FTA has lead Federal agency status for the project. The FTA contact is John Witmer, Community Planner.

Sound Transit Although FTA is the lead Federal agency for the project, Sound Transit staff is in charge of project management and guides the project team. Sound Transit serves as the nominal co-lead for State Environmental Policy Act (SEPA) compliance. The following Sound Transit staff members are involved with facilitation and review of the project:

- Project Manager – Don Billen
- Environmental Manager – James Irish
- Community Outreach Manager – Brooke Belman
- Sue Comis – Segment Manager, Seattle through downtown Bellevue
- Leonard McGhee – Segment Manager, downtown Bellevue to Redmond

Sound Transit, as a regional transit authority, is required by state legislation to be governed by a Board of Directors. The 18-member Sound Transit Board consists of 17 local elected officials and the Washington State Department of Transportation Secretary. The Sound Transit Board of Directors is the authority's governing body. The Board establishes policy, provides direction, and performs oversight. The Sound Transit Board has identified the project alternatives to be included in the draft EIS. The Board will identify the preferred alternative after the Draft EIS comment period, and select the project to be built after completion of the Final EIS.

WSDOT WSDOT is a co-lead agency with Sound Transit for SEPA. WSDOT works with Sound Transit to review and prepare the EIS document for SEPA purposes. WSDOT is a Cooperating Agency under NEPA. The following WSDOT staff members are involved in the facilitation and review of the project:

- Project Manager – Dylan Counts
- Environmental Lead – Paul Krueger
- Traffic Manager – Mark Bandy

If issues among co-leads can not be resolved at the staff level with assigned staff from the co-lead agencies, they will be raised to the Executive Sponsorship Team (EST), an existing body consisting of representatives from FTA, FHWA, WSDOT, and Sound Transit. The EST is also available for consultation regarding unresolved issues with resource agencies.

Project Consultants Sound Transit has contracted with CH2M Hill as the lead consultant for the project. CH2M Hill is assisted by several subconsultants. The consultant team conducts environmental analysis, civil design and architecture, systems design, operations planning, and transportation engineering.

Subconsultants working for CH2M Hill on this project include the following:

- Parsons Transportation Group – Civil and systems engineering
- Inca Engineering – Structural engineering
- IBI Group - Architecture
- Mirai Associates – Traffic engineering and modeling
- Grijalva Engineering -- Traffic Engineering
- Entech – Air quality analysis
- Michael Minor and Associates – Noise and vibration analysis
- HMMH – Noise and vibration analysis
- HRA – Cultural resource analysis
- PRR – Public involvement
- KBA – Cost Estimating
- Bolima – CADD mapping

Agency Consultation

Agency consultation is led by FTA with Sound Transit to include an early and continuous exchange of information with the appropriate agencies. FTA and Sound Transit have and continue to invite WSDOT to participate at agency consultation activities. The intent of coordination is to work cooperatively to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project.

Leads/co-leads

As project lead and co-leads, FTA, Sound Transit, and WSDOT are responsible for preparing the EIS. In addition, pursuant to SAFTEA-LU Section 6002, lead agencies must identify and involve participating agencies, develop coordination plans, provide opportunities for public and participating agency involvement in defining the purpose and need and determining the range of alternatives; and collaborate with participating agencies in determining methodologies and the level of detail for the analysis of alternatives. In addition, lead agencies must provide increased oversight in managing the process and resolving issues.

Affected Agencies – cooperating agencies and participating agencies

FTA and Sound Transit invited affected agencies to become Cooperating or Participating agencies as appropriate as early as practicable in the environmental review process (SAFETEA-LU Section 6002: Section 139(d)(2)). Those federal agencies invited to become Cooperating agencies that declined this role became Participating agencies unless that agency informed FTA or Sound Transit by the established deadline that the invited agency has no jurisdiction or authority with respect to the project, has no expertise or information relevant to the project, and does not intend to submit comments on the project. State and local agencies were to respond in writing in the affirmative by the invitation deadline in order to be considered a Participating Agency.

The following federal, state, and local agencies were identified as affected agencies based on the natural, cultural, and socioeconomic resources in the project area and agency jurisdiction and expertise. The Table 1 lists the Cooperating and Participating Agencies.

TABLE 1: Cooperating and Participating Agencies

Cooperating Agencies
Federal Highway Administration (FHWA)
Washington Department of Transportation (WSDOT)
U.S. Army Corps of Engineers (USACE)
US Coast Guard (USCG)
City of Bellevue
City of Mercer Island
City of Redmond
City of Seattle
King County
Participating Agencies
Department of Interior (DOI)
National Park Service (NPS)
U.S. Fish and Wildlife Service (USFWS)
U.S. Environmental Protection Agency (EPA)
National Oceanic and Atmospheric Administration (NOAA)
Federal Railroad Administration
Homeland Security
USDOT Motor Carriers
Advisory Council on Historic Preservation
Bureau of Indian Affairs
Federal Emergency Management Agency
Affected Tribes (see below)
Washington Department of Archaeology and Historic Preservation (DAHP)
Washington Department of Natural Resources
Washington Department of Fish and Wildlife
Washington Department of Ecology (DOE)
Puget Sound Regional Council (PSRC)
Puget Sound Clean Air Agency (PSCAA)
Community Transit
City of Clyde Hill
City of Medina
City of Kirkland
City of Issaquah
Town of Beaux Arts Village

East Link Interagency Team

An Interagency Team that includes representatives from lead agencies and Cooperating Agencies was formed to provide a forum for coordination at key project milestones. Members of the Interagency Team may use this forum to identify, as early in the process as possible, issues regarding the project’s potential impacts or that could substantially delay or prevent project approval. However, it is not necessary to use this forum to identify and resolve issues, and contact with Sound Transit project staff is encouraged at all times.

Agency Coordination Goals

Goal A: Ensure the open exchange of information, ideas and concerns between FTA, Sound Transit, WSDOT and the Cooperating and Participating Agencies about the project, its potential impacts, and appropriate mitigation.

Objective – Engage affected agencies regarding the scoping of effects to be evaluated, alternatives to be considered, design development, mitigation measures, and project purpose and need.

Objective – Coordinate with resource agencies based on the positive relationships Sound Transit and WSDOT have developed to date and enhance those relationships through this project.

Goal B: Avoid substantial design changes during permit review.

Objective – Address resource agency feedback and concerns during project development, design and mitigation through early and continuous communication throughout the process.

Agency Coordination Approach

The general approach to agency coordination for the East Link project is outlined below.

- Identify affected and interested agencies
- Make official contact with affected agencies to invite their participation as Cooperating Agencies and provide general project information (see attached agency contact list)
- Invite those agencies with interest to become Participating Agencies
- Form an Interagency Team that includes representatives from lead agencies and Cooperating Agencies to provide a forum for coordination at key project milestones
- Hold an agency scoping meeting for the EIS. A 30-day comment period will be provided for providing input on scoping, project purpose and need, and project alternatives to assist project schedule progress. The scoping meeting and comment period will be announced in a Notice of Intent in the Federal Register.
- Coordinate with Cooperating and Participating Agencies on EIS analysis methodology as appropriate
- Meet with representatives of Cooperating and Participating agencies as needed throughout EIS and project development to review issues.
- Provide a preliminary review copy of the Draft EIS for Cooperating Agency review and comment
- Seek to resolve major issues as early as practicable in the environmental review process and during all phases of project development prior to permit submittals
- Document official communications and agreements with resource agencies
- Provide copies of Draft EIS, along with Executive Summaries, technical reports and drawings, for continued review and comment by Cooperating Agencies during the official comment period and at public hearings.

Milestones of Agency Coordination

At each of the major project milestones, the lead agencies have and will continue to coordinate with the affected agencies as follows:

- **NEPA Scoping:** Affected agencies have been contacted and invited to become Participating or Cooperating agencies as well as invited to an agency scoping meeting at which Sound Transit will sought agency involvement on the project purpose and need and the range of alternatives, impacts, and significant issues to be considered (SAFETEA-LU Section 6002: Section 139(f)(1-2) and (4)). A scoping information report was prepared and distributed to the agencies prior to the start of the 30-day scoping period to provide a general understanding of the project. The scoping meeting was held within the 30-day scoping comment period during which comments were submitted to Sound Transit.
- **Finalized Scope** of the EIS based on scoping period comments from agencies and the public. Document comments have been included in a final Scoping Report.

- **Analysis of resource methodologies:** Sound Transit provided proposed analysis methodologies to Cooperating and Participating Agencies for a 30-day review period on the methodologies and level of detail prior to beginning analysis (SAFETEA-LU Section 6002: Section 139(4)(C)).
- **Information provided by agencies:** Partner agencies have been helpful in providing data, resource identification, and determination of regulatory compliance requirements. Agencies will continue to provide information and evaluation through the completion of the Draft EIS.
- **Section 4(f)/6(f), and Section 106** letters of preliminary views and concurrences: Sound Transit coordinated between FTA and State Historic Preservation Office regarding the presence and eligibility of cultural resources, in compliance with Section 106. Also, Sound Transit consulted with jurisdictions where parks are potentially impacted by the project.
- **Draft EIS:** Lead agencies have reviewed and approved the Draft EIS. Cooperating agencies received a preliminary Draft EIS for a 30-day review period prior to publication of the document. Sound Transit has worked with FTA and WSDOT to address comments received from these agencies on the preliminary draft. Participating Agencies were included on the distribution list for the Draft EIS.
- **A 75-day EIS comment period,** an extension from the required 45 day comment period, will follow publication of the Draft EIS. Since the East Link EIS is a NEPA and SEPA EIS, the notice of availability has been published both in the Federal Register and SEPA Register.
- The Sound Transit Board is expected to identify a preferred alternative based on the Draft EIS, public and agency comment received during the Draft EIS comment period, and other agency input. The preferred alternative is expected to be included in the Final EIS.
- **Final EIS:** The Final EIS will include responses to all agency comments received on the Draft EIS and will be sent to the distribution list. A notice of availability will be published in the Federal Register and SEPA Register.
- After publication of the Final EIS, the Sound Transit Board will select the project alternative, station locations and a maintenance base alternative to be built.
- **Record of Decision (ROD):** After the 30-days no action period has elapsed since the issuance of the Final EIS, FTA would issue a ROD containing its specific environmental decisions and approvals on the project and itemizing any mitigation measures incorporated into the project per 40 CFR 1505.2. It will incorporate any comments received on the Final EIS and responses to those comments. The ROD will be distributed to affected agencies, and a Notice of Final Federal Agency Action will be published in the Federal Register. With the Federal Register notice, a claim seeking judicial review of the Federal agency action will be barred unless the claim is filed within 180 days after publication in the Federal Register per Section 6002(a) of SAFETEA-LU, codified as 23 U.S.C. §139(l).
- **Begin Final Design and Project Construction:** Sound Transit will continue to coordinate throughout final design and construction with affected agencies to obtain permits and other approvals.

Tribes

Sound Transit staff contacted the Washington Department of Archaeology and Historic Preservation and the Bureau of Indian Affairs to determine which tribes have interests in the project area and should be invited to participate in the EIS process. The tribes identified are as follows:

- Muckleshoot Tribe
- Snoqualmie Tribe

- Suquamish Tribe
- Tulalip Tribe
- Yakama Tribe
- Duwamish Tribe (not federally recognized)

The project area does not include any tribal lands, but the tribes are expected to have interests regarding natural and cultural resources. Therefore, because of the government-to-government consultation responsibilities associated with Tribes, FTA initiated consultation with these Tribes and invited them to become Participating Agencies. The Tribes have been invited to attend the agency scoping meetings and ecosystem resource meeting. Sound Transit has also provided preliminary drafts of the historic and archaeological resources chapter and technical report. Most recently the Draft DEIS, Ecosystems and Historic and Archaeological Resources Technical Reports were transmitted to the Tribes. FTA, Sound Transit, and WSDOT will continue to consult with the tribes as required under Section 106 of the National Historic Preservation Act of 1966, as amended, regarding potential cultural resource impacts of concern to the tribes throughout project development. Communications and agreements with the Tribes will be documented.

Public Involvement/Community Outreach

Public Involvement Goals

Sound Transit is committed to working with local public transportation agencies, local jurisdictions, and agencies to create an open public involvement process with ample opportunities to inform and involve the public. Citizens and groups will have extensive opportunities to interact with, and receive responses from, project team members on issues of interest or concern throughout each phase of the East Link project. Sound Transit has established the following goals and principles to guide the process:

- Goal A: Seek public input on the project's proposed purpose and need via scoping.
- Goal B: Actively seek public input throughout all project stages of planning and development, and engineering.
- Goal C: Consider, answer and account for public inquiries, suggestions and ideas in the decision-making process.
- Goal D: Provide opportunities for the public to affect major decisions before they are finalized.
- Goal E: Publicize programs and activities through a variety of diverse communication vehicles to accommodate the diverse communities within the project area and meet environmental justice requirements and limited English proficiency needs and make the proceedings and records available for public review.
- Goal F: Provide the public with different opportunities and methods of accessing project information throughout each project phase.
- Goal G: Ensure diverse populations are engaged early in the planning and development process by making materials available in multiple formats and holding meetings in accessible facilities.

Public Involvement Approach

Public involvement/community outreach is the act of engaging, involving and informing agencies, key stakeholders, community members and the general public about the planning, design and development of Sound Transit's East Link Project. This plan is intended to demonstrate a consistent level of public participation throughout the project's different phases, milestones and decisions.

Sound Transit staff will manage the public participation plan and each technical environmental discipline of the project team will be involved in the public process. Public involvement/community outreach activities will be coordinated with FTA and WSDOT, as well as the local jurisdictions throughout the project area.

Individual public participation/community outreach plans will be developed, customized and implemented to best serve the goals of the project phase and the unique characteristics of each community. The East Link public participation plans will be drafted to be broad and encompassing, while remaining flexible to respond to unique and emerging issues.

Sound Transit believes in building relationships with both the general public and with the communities in its service area. Sound Transit plans on holding public meetings and hearings throughout the East Link project area and offering multiple ways for people to participate in the project. Sound Transit will offer a variety of tools and materials so that the public can participate in the project at their comfort level. A timeline of milestones and the public outreach tools to be employed is provided below.

Community members, organizations and businesses will have extensive opportunities to learn about the East Link project throughout the different phases of design and development. They will be asked to provide input on the project's purpose and need, range of alternatives and impacts to be considered, and design options. In addition, the public will have multiple opportunities to discuss broad or specific project details with the project team. The input received from the public will be considered at key decision points.

Sound Transit aims to include people of diverse economic, cultural, racial and ethnic backgrounds. This includes new immigrants with an extensive range of first languages and communities with special needs associated with age, health and disabilities. Sound Transit will provide specific opportunities and materials to reach these communities within the project area and other potentially affected markets.

The public involvement activities will be sequenced to coincide with major project milestones, specifically:

- Scoping
- Draft EIS
- Final EIS
- Record of Decision

Milestones of Public Involvement

Scoping

In September 2006, Sound Transit prepared and distributed the Environmental Scoping Information Report. The report described the preliminary Purpose and Need statement, project planning history, proposed project alternatives, and environmental resources to be evaluated in the EIS, and the project schedule and public involvement process. The report was available at the public scoping meetings, agency scoping meeting, and on the Sound Transit website for public's review and input.

Sound Transit held four public scoping meetings (listed below) in the East Link project area in order to provide diversity and flexibility in locations and dates. These meetings followed the Notice of Intent (NOI) to prepare an EIS. The purpose of the meetings were to allow the public a 30-day period to provide information about potential significant environmental issues related to the alternatives to

be evaluated in the EIS. The scoping process also provided the public an opportunity to contribute to the development of the project purpose and need, and the determination of the range of alternatives.

Each public scoping meeting was held from 4:30 to 7:30 p.m.:

Wednesday, September 13, 2006, Meydenbauer Center, 11100 NE 6th Street, Room #407

Thursday, September 14, 2006, Old Redmond School House Community Center, 16600 NE 80th Street

Wednesday, September 20, 2006, Union Station, Ruth Fisher Board Room, 401 S. Jackson Street,

Thursday, September 21, 2006 Community Center at Mercer View, 8236 SE 24th Street, Mercer Island

A project postcard notifying the public of the scoping meetings was mailed to a carrier route list of addresses throughout the project area for receipt one to two weeks prior to the first scoping meeting. The mailing was also sent to Sound Transit's eastside mailing list. An electronic version of the mailer was emailed out to Sound Transit's electronic mailing list, as well as to community groups and organizations. Over 150,000 postcards were mailed to residents and businesses. Posters announcing the meetings were hung at libraries and other public venues throughout the corridor area. Display advertisements announcing the meetings also ran in local publications.

Sound Transit met or corresponded with affected local, regional, state and federal agencies; tribes; and other organizations about issues within their jurisdiction or concern. Sound Transit also reviewed approximately 300 written and oral comments made at the scoping meetings or received during the scoping period and, as appropriate, refined the proposed alternatives, issues, and public involvement program. In October 2006, a Public Scoping Summary Report containing EIS scoping comments from affected agencies and the public was prepared following the 30-day comment period. A summary of this report was provided to Sound Transit Board members to consider in their identification of alternatives to be analyzed in the EIS. In addition, a Board Briefing Book that documents proposed alternatives was distributed to Board members prior to their identification of alternatives for the EIS. Board meetings are open to the public and public comment is taken on agenda action items. These materials are available to the public on the Sound Transit website.

Following the public scoping process, the Sound Transit Board identified the alternatives to be evaluated in the EIS at its December 14, 2006 meeting. In early 2007, Sound Transit hosted five community focused workshops to engage community members in refining the route and station alternatives being evaluated in the Draft EIS. At these workshops, community members were asked about important neighborhood features, known resources, and other elements for consideration, such as walking routes, traffic, and important views. The workshops were held in each project segment and each focused on the area in which it was held.

The following lists the workshop meeting dates and locations.

- Tuesday, March 27, 2007 Bellevue City Hall, Bellevue, WA
- Wednesday, March 28, 2007 Rainier Vista Neighborhood House, Seattle, WA
- Thursday, April 5, 2007 Community Center at Mercer View, Mercer Island, WA
- Friday, April 6, 2007 Highland Park Community Center, Bellevue, WA
- Tuesday, April 10, 2007 Redmond City Hall, Redmond, WA

Draft EIS

The Draft EIS has been issued by FTA, Sound Transit and WSDOT and released to the public with a Notice of Availability (NOA) in the Federal Register, SEPA Register, legal advertisements in local newspapers and posting on the Sound Transit website. About 81,000 notices were mailed using the post office carrier routes and over 2,500 notices were sent using the East Link Projects e-mail distribution list. In addition, about 1,100 letters were mailed to owners whose properties may be potentially affected by the project. The comment period is 75-days, an extension from the minimum 45 day period.

FTA Headquarters recently announced a new policy statement that specifies that unless a specific request is made, FTA will distribute only an executive summary of environmental documents, along with a CD of the complete EIS. In compliance with this new policy and unless otherwise requested, Sound Transit will mail a paper copy of the executive summary of the Draft EIS and a CD of the complete Draft EIS to the project's distribution list. Cooperating agencies and local libraries will receive a complete set of the Draft EIS documents. A postcard/project update will be mailed to an interested parties list, Sound Transit lists, and to a post office carrier route list. An electronic version of the mailer will be emailed out to Sound Transit's mailing list, as well as to community groups and organizations. The mailer will identify the locations where the document is available, announce public hearings, and list a Sound Transit point of contact.

The Public is Invited to Participate

Five public hearings have been scheduled to formally present the Draft EIS findings, including alternatives and associated environmental impacts, for public comment. The hearings will consist of an open house where project team members will be on hand to answer questions and talk to the public. The hearing will also include a transcribed formal hearing. The Draft EIS, drawings and maps, and technical reports will also be available in CD format and on the Sound Transit website. Comments will be accepted both in writing, transcribed to a court reporter, or through email. A separately bound Executive Summary will also be available. Posters announcing the availability of the Draft EIS and hearings will be hung at libraries and other public venues throughout the corridor area. Display advertisements announcing the open house and public hearings will also run in local and minority population publications.

The public is invited to attend the following Draft EIS open houses and public hearings:

- Wednesday, January 21, 2009, Open House 4 to 7pm, Public Hearing starts at 5pm,
Old Redmond Schoolhouse Community Center, 16600 NE 80th Street, Redmond, WA
- Thursday, January 22, 2009, Open House 4 to 7pm, Public Hearing starts at 5pm,
Thurgood Marshall Elementary School 2401 S Irving Street, Seattle, WA
- Tuesday, January 27, 2009, Open House 4 to 7pm, Public Hearing starts at 5pm
Community Center at Mercer View 8236 SE 24th Street, Mercer Island, WA
- Wednesday, January 28, 2009, Open House 5:30 to 8:30 pm, Public Hearing starts at 6:00pm
Bellevue High School 10416 Wolverine Way, Bellevue, WA
- Thursday, January 29, 2009, Open House 3:30 to 6:30 pm, Public Hearing starts at 4:30pm
Bellevue City Hall 450 110th Ave NE, Bellevue, WA

In addition to attending the public hearings above, the public is also invited to submit comments by:

Mail to: Attn: East Link Draft EIS Comments
Sound Transit, 401 South Jackson St, Seattle, WA 98104
Email to: eastlink.deis@soundtransit.org

Final EIS publication

After the public comment period, the Sound Transit Board is expected to identify a preferred alternative for East Link. A Final EIS will be issued by FTA, Sound Transit, and WSDOT and released to the public with an NOA in the Federal Register, SEPA Register, legal advertisements in local newspapers, and a notice on the Sound Transit website. Additional notification of the Final EIS will be sent out to the project's distribution list of interested parties, agencies, Sound Transit's mailing lists, and a carrier route list of addresses throughout the project area.

In compliance with this FTA's new policy and unless otherwise requested, Sound Transit will mail a paper copy of the executive summary of the Draft EIS and a CD of the complete Draft EIS to the project's distribution list, commenters on the Draft EIS, and interested parties. Cooperating agencies and local libraries will receive a complete set of the Draft EIS. The Final EIS will include a separate appendix with comments received by Sound Transit, along with responses to comments.

Complete Final EISs will be available for review at Sound Transit's offices, local libraries, and local jurisdictions. The complete Final EIS will also be available on the Sound Transit website.

Record of Decision (ROD)

After the 30-day no action period has elapsed since the issuance of the Final EIS, FTA would issue a ROD containing its specific environmental decisions and approvals on the project and itemizing any mitigation measures incorporated into the project per 40 CFR 1505.2. The ROD is a FTA decision document. It will incorporate any comments received on the Final EIS and responses to those comments. The ROD will be available on the Sound Transit website, and a Notice of Final Federal Agency Action will be published in the Federal Register. With the Federal Register notice, a claim seeking judicial review of the Federal agency action will be barred unless the claim is filed within 180 days after publication in the Federal Register per Section 6002(a) of SAFETEA-LU, codified as 23 U.S.C. §139(l).

Public Involvement Activities and Tools

Public hearings, meetings, project briefings, and communication tools and materials are used to obtain input and share project information. Public meetings, open houses, and other events offer hands-on opportunities to engage citizens in individual communities in learning about Link light rail, identifying community issues, and reviewing design options or resolving construction issues. Public events can be coordinated with local jurisdictions to synchronize efforts and offer well-rounded information. Project materials such as updates or fact sheets allow Sound Transit to keep the general public informed about the project's status, schedule and upcoming involvement opportunities.

- Public hearings
- Open houses
- Project website and email address
- Alignment and station workshops
- Facility tours
- Community briefings/speaker's bureau
- Elected official briefings
- One-on-one briefings
- Environmental justice outreach
- Project updates and mailings
- Fact sheets and handouts
- Community events
- Public comment database
- Public comment summaries
- Posters
- Display advertisements
- Website and email addresses
- Media Interface

To successfully engage and communicate with the public, a multitude of events and tools will be employed. The tools and events that will be part of the East Link project strategy include:

Public Hearings

Objective: Inform the public about the project as described in the Draft EIS and allow comments to be made formally to project team members, Sound Transit Board member(s) and to other members of the public.

Approach: Hold a series of public hearings throughout the project area during the Draft EIS comment period. Provide meaningful materials that clearly state project information, design,

environmental impacts and any related issues. Provide an opportunity to receive feedback through multiple vehicles such as a court reporter, written comments and electronic comments.

When: During the Draft EIS comment period.

Open Houses

Objective: Provide opportunities for the public to view display boards showing the project's impacts, alternatives, progress and other project related information. Allow the public an opportunity to talk to team members about various project related disciplines such as environmental, engineering/planning, architecture and real estate.

Approach: Hold a series of meetings throughout the project area during scoping and in conjunction with the Draft EIS public hearings, allowing the public choices of dates and locations. The meetings will be held during a 2-3 hour timeframe to accommodate diverse schedules.

When: At key milestones and during any required public hearing process.

Website and E-mail Address

Objective: Maximize public access to timely project information. Provide interactive opportunities and online information to support public meetings. Communicate with interested parties through electronic project updates.

Approach: Create electronic versions of project materials to be turned into both emails and WebPages. Constantly look at ways of providing interactive elements that educate and engage the public.

When: Launched prior to scoping and updated throughout the project.

Station Workshops

Objective: Provide opportunities for the public to both learn about and influence proposed station locations and configurations and station impacts.

Approach: Hold workshops in facilities near each proposed station at the onset of conceptual engineering. Present basic footprint and layout of the station by using architect and engineering drawings as well as examples of similar type stations. Offer the public opportunity to provide meaningful feedback to the next step of the process and be clear on how their input can affect the design process.

When: During the Conceptual Engineering.

Facility Tours

Objective: To educate community members, agency staff and elected officials with a first-hand account of topics such as light rail operations, at-grade, elevated, and tunnel construction, and mitigation. Visiting light rail systems and construction projects will allow elected officials and agency staff to better understand and explain to the public the details involved, and community members will have the opportunity to see how light rail construction, operation, and mitigation in order to better understand what their community will undergo.

Approach: Identify projects or systems that will give target audiences a good understanding of a project element being proposed. Arrange a tour of the system or project to allow community members a first-hand account of actual operations or work involved.

When: Throughout the project and at key decision points.

Community briefings/speaker's bureau

Objective: Recognizing the need to reach members of the public and community members at their regularly scheduled meetings and events, provide project briefings throughout the project area.

Approach: Identify business, community and interest groups/organizations throughout the project area whose membership has interest in the project. Solicit time on regularly scheduled meeting agendas to provide a project briefing. Work with project team on identifying relevant information to be included in the briefing. Provide current project information, schedule and process and allow

time to answer questions. The project will also respond to relevant invitations to attend community briefings.

When: Throughout the project development process.

Elected Official Briefings

Objective: Have an informed elected body that can communicate project details directly to constituents and also have timely and accurate information to feed into the decision making process.

Approach: Provide an opportunity to discuss project details or emerging issues either with elected officials or their staff. Continually provide elected officials information materials throughout the project to maintain awareness and understanding about the project.

When: In preparation for each project development milestone or as events demonstrate a need.

One-on-One Briefings

Objective: Provide an opportunity for community members and businesses to meet with appropriate project staff to discuss emerging project issues or impacts. Resolution of emerging issues during the design process and collaboration with impacted parties.

Approach: Continually monitor project's progress, paying particular attention to potential impacts to community members, residents and businesses. Hold a meeting with potentially impacted parties to address concerns and talk in detail about specific issues.

When: Upon identification of specific project-related issues.

Environmental Justice Outreach

Objective: Involvement of minority/low income populations in the environmental planning and design process for the project. Obtain an identification and understanding of how these communities rely on the existing transit system and environment.

Approach: Identify social service providers and groups representing minority/low income populations throughout the project area. Contact groups and request a meeting to both talk about the project and possible impacts and find out from them how to best reach their communities, provide project information and keep those populations involved in the planning process.

When: Prior to determining potential project effects and throughout the project development and environmental process.

Project Updates and Mailings

Objective: Provide project information and notification of project milestones and public events through a project update or mailer.

Approach: Provide consistent information about public involvement opportunities, project status and development, milestones and key decision points in a clear communications vehicle. Project update and/or mailer will be sent to carrier routes throughout the project area, the project's distribution list and Sound Transit's internal mailing lists.

When: Throughout the project development process at project milestones.

Fact sheets/Handouts

Objective: Provide information about the project, focusing on key topics such as frequently asked questions, preferred route, station design, and project status.

Approach: Prepare and update fact sheets and handouts as technical information becomes available about issues of importance to the public, businesses and property owners. Distribute fact sheets and handouts at community briefings, public events, on project web page, and public meetings.

When: Developed to as key project milestones issues arise and updated as appropriate.

Community Events

Objective: Provide project information at local community events and festivals to reach the general public, especially those that may not attend scheduled Sound Transit or community group events.

Approach: Research local community events to solicit opportunities to participate with a staffed information table.

When: Throughout the project as opportunities are available.

Public Comment Database

Objective: One consistent tool of all comments received that will produce monthly reports and allow the project team members to keep track of community concerns.

Approach: Identify needs from public comments, including reports, and build a database that will allow team members to quickly access information.

When: Throughout the project development process.

Public Comment Summaries

Objective: Consolidate and summarize public input to educate the project team and decision makers about the public's values and concerns.

Approach: Enter public input into the project's comment database, tracking issues raised, and summarize, on a monthly basis, key issues raised by public comments.

When: After the scoping process, Draft EIS comment period, and monthly as comments are provided to the public comment database.

Posters

Objective: Increased project awareness by placing posters with project information in highly visible and high traffic locations, including business districts, neighborhood centers, and public buildings.

Approach: Create posters that contain clear and concise project information. Place posters prior to public hearings in locations throughout the project area.

When: Prior to the scoping meetings and public hearings.

Display Advertisements










Objective: Notify the public about events and opportunities for input about the project through publication of display advertisements in local and community print publications.

Approach: Place display advertisements in local and community print publications to notify the public about events and opportunities for input about the project.

When: Prior to start of the scoping period, Draft EIS publication, and other public meetings held at major milestones.

Media Interface

Sound Transit works to keep the public informed about all Link light rail projects via the news media. News media representatives are regularly provided with current information via approaches including news releases, briefings and tours. Media relations staff members are available 24-hours a day to respond to inquiries. Sound Transit's media relations approach focuses on providing timely and accurate information about projects and on promoting community understanding of Sound Transit's work.

Outreach Tools Used for East Link Project										
Time-frame	Project Milestone	Public Outreach Tools								
										
		Stakeholder Briefings	Public Meetings Open houses	Public Hearing	Mailings	Fact Sheets Handouts	Community Events	Database	Webpage	News Media
Summer 2006	Preliminary Stakeholder Meetings and Community Briefings	•				•	•	•		
Summer / Fall 2006	NEPA/SEPA EIS Scoping/ Comment on Project Purpose and Need and Alternatives	•	•		•	•	•	•	•	•
2007	Alternative Development							•	•	•
2008	Draft EIS	•	•	•	•	•	•	•	•	•
2010	Final EIS	•			•	•	•	•	•	•
late 2010	Record of Decision (ROD)	•							•	•

Environmental Justice

EO 12898, issued by President Clinton in 1994, provides that “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 and low-income populations.” In the accompanying memorandum, President Clinton urged federal agencies to incorporate environmental justice principles into analyses prepared under the National Environmental Policy Act (NEPA) and emphasized the importance of public participation in the NEPA process.

In response to EO 12898, the U.S. Department of Transportation issued the DOT Order, which outlines how environmental justice analyses should be performed and how transportation project decisions should be made to avoid disproportionately high and adverse effects on minority and low-income populations. The DOT Order requires agencies to do two things: (1) explicitly consider human health and environmental effects related to transportation projects that may have a disproportionately high and adverse effect on minority or low-income populations; and (2) implement procedures to provide “meaningful opportunities for public involvement” by members of those populations during project planning and development (DOT Order § 5(b)(1)).

Prior to scoping, Sound Transit reviewed the race and income characteristics of the population in the project area to identify the minority groups and low-income populations in the project area. Based on this information, public involvement as described above in this coordination plan will include outreach at key milestones specific to those groups using the public involvement tools described.

Issue Identification and Resolution

FTA, Sound Transit, WSDOT, and Cooperating and Participating Agencies are provided the opportunity through coordination activities defined in this plan for early and on-going identification of environmental issues that could substantially delay or prevent project approval.

If issues among co-leads can not be resolved at the staff level with assigned staff from the co-lead agencies, they will be raised to the Executive Sponsorship Team (EST) that consists of representatives from FTA, FHWA, WSDOT, and Sound Transit.

Sound Transit or WSDOT may request the FTA to convene issue resolution meetings to resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project. If resolution of issues cannot be achieved, FTA must notify the Governor, Congress, and the Council on Environmental Quality (CEQ). FTA would publish any unresolved issues in the Federal Register (SAFETEA-LU Section 6002: Section 139(h)).