The Department of Transportation is committed to ensuring that information is available in appropriate alternative formats to meet the requirements of persons who have a disability. If you require an alternative version of this file, please contact FTAWebAccessibility@dot.gov.
## Attachment N.5F Agency and Tribal Consultation Letters

### Index

<table>
<thead>
<tr>
<th>Date</th>
<th>Format</th>
<th>From</th>
<th>To</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 2-5, 2018</td>
<td>Letter</td>
<td>FTA</td>
<td>Muckleshoot Indian Tribe, Snoqualmie Indian Tribe,                Initiation of government-to-government consultation</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation</td>
<td></td>
</tr>
<tr>
<td>February 6, 2018</td>
<td>Letter</td>
<td>Sound Transit</td>
<td>Duwamish, Snohomish</td>
<td>Invitation to participate in SEPA early scoping</td>
</tr>
<tr>
<td>February 8, 2018</td>
<td>Email</td>
<td>Snoqualmie Indian Tribe</td>
<td>FTA</td>
<td>Letter indicating cultural resources concern are requesting cultural resources survey</td>
</tr>
<tr>
<td>February 12, 2018</td>
<td>Email</td>
<td>Sound Transit</td>
<td>Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation</td>
<td>Invitation to participate in SEPA early scoping</td>
</tr>
<tr>
<td>February 14, 2019</td>
<td>Letter</td>
<td>Sound Transit</td>
<td>Duwamish Tribe, Snohomish Tribe</td>
<td>Scoping notification and invitation to participate in the environmental review process</td>
</tr>
<tr>
<td>February 15, 2019</td>
<td>Email</td>
<td>Sound Transit</td>
<td>Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer</td>
<td>Transmittal of SEPA Determination of Significance and scoping meeting invitation</td>
</tr>
<tr>
<td>February 25, 2019</td>
<td>Letter</td>
<td>FTA</td>
<td>Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer</td>
<td>Section 106 initiation and invitation to participate in environmental review process</td>
</tr>
<tr>
<td>Date</td>
<td>Format</td>
<td>From</td>
<td>To</td>
<td>Description</td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------</td>
<td>-------------------------------------</td>
<td>-----------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>March 5, 2019</td>
<td>Email/Form</td>
<td>The State Historic Preservation Officer</td>
<td>FTA</td>
<td>Participating agency acceptance letter</td>
</tr>
<tr>
<td>May 10, 2019</td>
<td>Letter</td>
<td>FTA</td>
<td>Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer</td>
<td>Transmittal of Agency Coordination Plan and request for concurrence with proposed schedule</td>
</tr>
<tr>
<td>May 10, 2019</td>
<td>Email</td>
<td>Sound Transit</td>
<td>Duwamish Tribe, Snohomish Tribe</td>
<td>Transmittal of Agency Coordination Plan and request for concurrence with proposed schedule</td>
</tr>
<tr>
<td>May 21, 2019</td>
<td>Letter</td>
<td>The State Historic Preservation Officer</td>
<td>FTA</td>
<td>Concurrence with schedule proposed in the Agency Coordination Plan</td>
</tr>
<tr>
<td>July 23, 2019</td>
<td>Letter</td>
<td>FTA</td>
<td>Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer</td>
<td>Request for concurrence with area of potential effects and No Adverse Effects determination for geotechnical investigation</td>
</tr>
<tr>
<td>July 24, 2019</td>
<td>Email</td>
<td>Sound Transit</td>
<td>Duwamish Tribe, Snohomish Tribe</td>
<td>Request for concurrence with area of potential effects and No Adverse Effects determination for geotechnical investigation</td>
</tr>
<tr>
<td>August 9, 2019</td>
<td>Letter</td>
<td>The State Historic Preservation Officer</td>
<td>FTA</td>
<td>Area of potential effects and No Adverse Effects determination concurrence for geotechnical investigation</td>
</tr>
<tr>
<td>September 9, 2019</td>
<td>Letter</td>
<td>Sound Transit</td>
<td>Duwamish Tribe, Snohomish Tribe, the State Historic Preservation Officer</td>
<td>Request for Environmental Impact Statement methodology review</td>
</tr>
<tr>
<td>September 10, 2019</td>
<td>Letter</td>
<td>FTA</td>
<td>Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation</td>
<td>Request for Environmental Impact Statement methodology review</td>
</tr>
<tr>
<td>Date</td>
<td>Format</td>
<td>From</td>
<td>To</td>
<td>Description</td>
</tr>
<tr>
<td>------------------</td>
<td>----------</td>
<td>-------------------------------------------</td>
<td>-----------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>September 26, 2019</td>
<td>Letter</td>
<td>The State Historic Preservation Officer</td>
<td>Sound Transit</td>
<td>Environmental Impact Statement methodology comment letter</td>
</tr>
<tr>
<td>February 12, 2020</td>
<td>Letter</td>
<td>FTA</td>
<td>Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation, the State Historic Preservation Officer</td>
<td>Request for comments on area of potential effects and Archaeological Survey and Inventory Plan</td>
</tr>
<tr>
<td>February 20, 2020</td>
<td>Letter</td>
<td>Sound Transit</td>
<td>Duwamish Tribe, Snohomish Tribe</td>
<td>Request for comments on area of potential effects and Archaeological Survey and Inventory Plan</td>
</tr>
<tr>
<td>February 25, 2020</td>
<td>Letter</td>
<td>The State Historic Preservation Officer</td>
<td>FTA</td>
<td>Area of potential effects concurrence and archaeological inventory methodology comments</td>
</tr>
<tr>
<td>April 21, 2020</td>
<td>Email</td>
<td>FTA</td>
<td>The State Historic Preservation Officer</td>
<td>Transmittal on the Built Environment Inventory Plan</td>
</tr>
<tr>
<td>April 23, 2020</td>
<td>Email</td>
<td>The State Historic Preservation Officer</td>
<td>FTA</td>
<td>Concurrence with Built Environment Inventory Plan</td>
</tr>
<tr>
<td>August 31, 2020</td>
<td>Letter</td>
<td>FTA</td>
<td>Freeway Park Association, City of Seattle Historic Preservation Office, Martin Smith Inc., Alliance for Pioneer Square King County Historic Preservation Program, Historic Seattle, Historic South Downtown Community Preservation and Development Authority, Washington Trust for Historic Preservation, Seattle Center, Seattle Chinatown International District Preservation and Development Authority,</td>
<td>Section 106 consulting party invitation</td>
</tr>
<tr>
<td>September 14, 2020</td>
<td>Email</td>
<td>City Historic Preservation Officer</td>
<td>FTA</td>
<td>Consulting party acceptance letter and FTA response</td>
</tr>
<tr>
<td>September 23, 2020</td>
<td>Email</td>
<td>Historic Seattle</td>
<td>FTA</td>
<td>Consulting party acceptance letter</td>
</tr>
<tr>
<td>September 24, 2020</td>
<td>Email</td>
<td>Washington Trust for Historic Preservation</td>
<td>FTA</td>
<td>Consulting party acceptance letter</td>
</tr>
<tr>
<td>September 29, 2020</td>
<td>Email</td>
<td>Alliance for Pioneer Square</td>
<td>FTA</td>
<td>Consulting party acceptance letter and comment on APE</td>
</tr>
<tr>
<td>Date</td>
<td>Format</td>
<td>From</td>
<td>To</td>
<td>Description</td>
</tr>
<tr>
<td>------------------</td>
<td>--------</td>
<td>----------------------------------------------------------------------</td>
<td>---------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>September 29, 2020</td>
<td>Email</td>
<td>Seattle Chinatown International District Preservation &amp; Development Authority</td>
<td>FTA</td>
<td>Consulting party acceptance letter and comment on APE</td>
</tr>
<tr>
<td>September 29, 2020</td>
<td>Letter</td>
<td>Historic South Downtown Community Preservation and Development Authority</td>
<td>FTA</td>
<td>Consulting party acceptance letter and comment on APE</td>
</tr>
<tr>
<td>September 30, 2020</td>
<td>Email</td>
<td>Martin Smith Inc.</td>
<td>FTA</td>
<td>Consulting party acceptance letter and comment on APE</td>
</tr>
<tr>
<td>December 7, 2020</td>
<td>Letter</td>
<td>FTA</td>
<td>Southwest Seattle Historical Society, InterIm Community Development Association</td>
<td>Section 106 consulting party invitation</td>
</tr>
<tr>
<td>December 21, 2020</td>
<td>Letter</td>
<td>InterIm Community Development Association</td>
<td>FTA</td>
<td>Consulting party acceptance letter and comment on area of potential effects</td>
</tr>
<tr>
<td>December 29, 2020</td>
<td>Email</td>
<td>Southwest Seattle Historical Society</td>
<td>FTA</td>
<td>Consulting party acceptance letter</td>
</tr>
<tr>
<td>March 22, 2021</td>
<td>Email</td>
<td>FTA</td>
<td>City Historic Preservation Officer, Historic Seattle, Historic South Downtown Community Preservation and Development Authority, InterIm Community Development Association, King County Historic Preservation Program, Martin Smith Inc., Alliance for Pioneer Square, Seattle Chinatown International District Preservation &amp; Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation</td>
<td>N.H.P.A. Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan</td>
</tr>
<tr>
<td>March 22, 2021</td>
<td>Email</td>
<td>FTA</td>
<td>The State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation</td>
<td>N.H.P.A. Section 106 Consulting Party Kickoff Meeting Notice and Coordination Plan</td>
</tr>
<tr>
<td>Date</td>
<td>Format</td>
<td>From</td>
<td>To</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------</td>
<td>-----------------------</td>
<td>-------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>March 25, 2021</td>
<td>Letter</td>
<td>FTA</td>
<td>Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, InterIm Community Development Association, King County Historic Preservation Program, Martin Smith, Inc., Seattle Chinatown International District Preservation &amp; Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation, The State Historic Preservation Officer</td>
<td>N.H.P.A. Section 106 Area of Potential Effects Amendment</td>
</tr>
<tr>
<td>March 25, 2021</td>
<td>Letter</td>
<td>FTA</td>
<td>Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation</td>
<td>N.H.P.A. Section 106 Area of Potential Effects Amendment; and National Environmental Policy Act, Administrative Draft Environmental Impact Statement</td>
</tr>
<tr>
<td>March 26, 2021</td>
<td>Letter</td>
<td>The State Historic Preservation Officer</td>
<td>FTA</td>
<td>Area of potential effects concurrence</td>
</tr>
<tr>
<td>April 30, 2021</td>
<td>Letter</td>
<td>InterIm Community Development Association</td>
<td>FTA</td>
<td>Section 106 Consultation Comments</td>
</tr>
<tr>
<td>September 3, 2021</td>
<td>Letter</td>
<td>FTA</td>
<td>Historic Seattle, Alliance for Pioneer Square, City Historic Preservation Officer, Historic South Downtown Community Preservation and Development Authority, InterIm Community Development Association, King County Historic Preservation Program, Martin Smith, Inc., Seattle Chinatown International District Preservation &amp; Development Authority, Southwest Seattle Historical Society, Washington Trust for Historic Preservation</td>
<td>N.H.P.A Section 106 Area of Potential Effects Amendment and N.R.H.P Eligibility Determinations</td>
</tr>
<tr>
<td>Date</td>
<td>Format</td>
<td>From</td>
<td>To</td>
<td>Description</td>
</tr>
<tr>
<td>------------------</td>
<td>--------</td>
<td>-----------------------</td>
<td>------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>September 3, 2021</td>
<td>Letter</td>
<td>FTA</td>
<td>The State Historic Preservation Officer, Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, Confederated Tribes and Bands of the Yakama Nation</td>
<td>N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations</td>
</tr>
<tr>
<td>September 20, 2021</td>
<td>Letter</td>
<td>Sound Transit</td>
<td>Duwamish Tribe</td>
<td>N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations</td>
</tr>
<tr>
<td>September 27, 2021</td>
<td>Email</td>
<td>Duwamish Tribe</td>
<td>Sound Transit</td>
<td>Re: APE Amendments and N.R.H.P Eligibility Determinations</td>
</tr>
<tr>
<td>October 5, 2021</td>
<td>Letter</td>
<td>The State Historic Preservation Officer</td>
<td>FTA</td>
<td>Re: Revised APE Comments</td>
</tr>
<tr>
<td>October 6, 2021</td>
<td>Email</td>
<td>City Historic Preservation Officer</td>
<td>FTA</td>
<td>Re: N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations</td>
</tr>
<tr>
<td>October 6, 2021</td>
<td>Letter</td>
<td>Alliance for Pioneer Square</td>
<td>FTA</td>
<td>Re: N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations</td>
</tr>
<tr>
<td>October 6, 2021</td>
<td>Letter</td>
<td>Historic South Downtown Community Preservation and Development Authority</td>
<td>FTA</td>
<td>Re: N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations</td>
</tr>
<tr>
<td>October 7, 2021</td>
<td>Letter</td>
<td>Martin Smith, Inc.</td>
<td>FTA</td>
<td>Re: N.H.P.A. Section 106 Area of Potential Effects Amendment and N.R.H.P. Eligibility Determinations</td>
</tr>
<tr>
<td>November 9, 2021</td>
<td>Letter</td>
<td>The State Historic Preservation Officer</td>
<td>FTA</td>
<td>Built Environment Determinations of Eligibility</td>
</tr>
</tbody>
</table>

APE = area of potential effects  
FTA = Federal Transit Administration  
N.H.P.A. = National Historic Preservation Act  
N.R.H.P = National Register of Historic Places  
SEPA = State Environmental Policy Act
February 2, 2018

The Honorable Virginia Cross  
Chairwoman  
Muckleshoot Indian Tribe  
39015 172nd Avenue Southeast  
Auburn, WA 98092  

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation  

Dear Chairwoman Cross:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Muckleshoot Indian Tribe on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description  
The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle’s Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard’s Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation  
During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study.
in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Muckleshoot Indian Tribe consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Laura Murphy, Muckleshoot Indian Tribe
    Karen Walter, Muckleshoot Indian Tribe
    Cathal Ridge, Sound Transit
    Lauren Swift, Sound Transit
    Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map
February 5, 2018

The Honorable Sunny Clear  
Snoqualmie Indian Tribe  
P.O. Box 969  
Snoqualmie, WA 98065

Subject:  West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairwoman Clear:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Snoqualmie Indian Tribe on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description
The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle’s Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard’s Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation
During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study.
in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Snoqualmie Indian Tribe consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,
Linda M. Gehrke
Regional Administrator

cc: Cindy Spiry, Snoqualmie Indian Tribe
Steve Mullen-Moses, Snoqualmie Indian Tribe
Cathal Ridge, Sound Transit
Lauren Swift, Sound Transit
Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map
February 2, 2018

The Honorable Shawn Yanity
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0277

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairman Yanity:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Stillaguamish Tribe of Indians of Washington on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description
The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle’s Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard’s Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation
During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study.
in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Stillaguamish Tribe of Indians of Washington consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Pat Stevenson, Stillaguamish Tribe of Indians of Washington
Kerry Lyste, Stillaguamish Tribe of Indians of Washington
Cathal Ridge, Sound Transit
Lauren Swift, Sound Transit
Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map
February 5, 2018

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairman Forsman:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Suquamish Indian Tribe of the Port Madison Reservation on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description
The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle’s Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard’s Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation
During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study.
in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Suquamish Indian Tribe of the Port Madison Reservation consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Alison O'Sullivan, Suquamish Indian Tribe of the Port Madison Reservation
    Dennis Lewarch, Suquamish Indian Tribe of the Port Madison Reservation
    Cathal Ridge, Sound Transit
    Lauren Swift, Sound Transit
    Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map
The Honorable Marie Zackuse  
Chairwoman  
Tulalip Tribes of Washington  
6406 Marine Drive Northwest  
Tulalip, WA 98271  

Subject:  West Seattle and Ballard Link Extensions Initiation of Consultation  

Dear Chairwoman Zackuse:  

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Tulalip Tribes of Washington on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description  
The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle’s Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard’s Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation  
During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study
in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Tulalip Tribes of Washington consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Kurt Nelson, Tulalip Tribes of Washington
    Richard Young, Tulalip Tribes of Washington
    Cathal Ridge, Sound Transit
    Lauren Swift, Sound Transit
    Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map
February 5, 2018

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

Subject: West Seattle and Ballard Link Extensions Initiation of Consultation

Dear Chairman Goudy:

The Federal Transit Administration (FTA) is sending this letter to initiate government-to-government consultation with the Confederated Tribes and Bands of the Yakama Nation on the Sound Transit West Seattle and Ballard Link Extensions in King County, Washington described below. FTA is anticipated to be the lead federal agency under the National Environmental Policy Act (NEPA). Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and is conducting the local planning process. Sound Transit is beginning the alternatives development phase to identify alternatives to study in an Environmental Impact Statement (EIS).

Project Description
The West Seattle and Ballard Link Extensions seek to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, and to increase capacity and connectivity for regional connections. Through an extensive planning process, Sound Transit developed representative projects that formed the basis of the Sound Transit 3 (ST3) plan, and established project transit mode, corridor, general station locations, budget, and schedule. The West Seattle representative project would extend light rail 4.7 miles from West Seattle’s Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard’s Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Initiation of Consultation
During the alternatives development phase, Sound Transit will evaluate the costs, benefits, and impacts of the ST3 representative projects and other potential alternatives. At the end of this phase, the Sound Transit Board is expected to identify a preferred alternative and other alternatives to study...
in an EIS. Your input during this phase is critical to help Sound Transit evaluate impacts and inform the alternatives that are carried forward.

Sound Transit will be contacting you to invite your participation throughout this process. From February 2nd to March 5th, Sound Transit is conducting a SEPA early scoping process. This process will include public and agency meetings to which your tribe will be invited to participate. FTA and Sound Transit may also hold a NEPA early scoping process later in 2018. We anticipate that about one year from now, in early 2019, the NEPA process will formally begin with a Notice of Intent issued in the Federal Register. At that time, we would request that the Confederated Tribes and Bands of the Yakama Nation consult with us under Section 106 of the National Historic Preservation Act.

FTA would also like to extend an offer to meet with your tribe at your convenience. Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Lauren Swift with Sound Transit will be reaching out to you to discuss the project. Lauren can be contacted at 206-398-5301 or lauren.swift@soundtransit.org. We look forward to working with you on this project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Phillip Rigdon, Confederated Tribes and Bands of the Yakama Nation
Johnson Meninick, Confederated Tribes and Bands of the Yakama Nation
Cathal Ridge, Sound Transit
Lauren Swift, Sound Transit
Allyson Brooks, Department of Archaeology and Historic Preservation

Enclosure: Representative Alignment Map
Subject: West Seattle and Ballard Link Extensions Early Scoping

Dear Chair Hansen,

Sound Transit is sending this early scoping notice to inform the Duwamish Tribe that it will be exploring alternatives for extending Link light rail from downtown Seattle to West Seattle and Ballard in King County, Washington (the West Seattle and Ballard Link Extensions). Early scoping is being conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (WAC 197-11-410). Sound Transit is the lead agency under SEPA.

Early scoping supports the alternatives development process during which Sound Transit will evaluate the costs, benefits, and impacts of a range of light rail alternatives. Alternatives will include the Sound Transit 3 (ST3) representative project and other potential alternative alignment, station, and design configurations that could meet the project's purpose and need. At the end of the alternatives development process, Sound Transit anticipates narrowing the range of alternatives for further environmental review, and the Sound Transit Board is expected to identify a Preferred Alternative.

A description of the ST3 representative project and the project's purpose and need are included in the enclosed Early Scoping Information Report. Additional information is also available on Sound Transit's website at: www.soundtransit.org/WSRLink. The West Seattle representative project would extend light rail 4.7 miles from West Seattle's Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard's Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving the International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Sound Transit invites comments on the project purpose and need, the ST3 representative project, potential alternatives, and the transportation and community impacts and benefits to be considered. If there is a potential for significant environmental impacts requiring an environmental impact statement (EIS), the Federal Transit Administration (FTA) and Sound Transit will publish a Notice of Intent to prepare an EIS in the Federal Register and invite comments on the scope of the EIS. This is expected to occur in early 2019.
Sound Transit invites you and/or representatives of your organization to attend the early scoping meetings and provide comments. Information on the early scoping meetings and ways to provide comments are described below.

**MEETINGS**

**Public Meetings:**
- February 13, 2018, 6:30 pm to 8:30 pm
  Alki Masonic Center, 4736 40th Ave SW, Seattle 98116
- February 15, 2018, 6:30 pm to 8:30 pm
  Leif Erikson Lodge, 2245 NW 57th St, Seattle 98107
- February 20, 2018, 5:30 pm to 7:30 pm
  Union Station, 401 S Jackson St, Seattle 98104

**Agency/Tribe Meeting:**
- February 21, 2018, 1:30 pm to 3:00 pm
  Sante Fe Room, Union Station, 401 South Jackson Street, Seattle

To participate remotely by internet and phone:
1. Go to: [https://HNTB.WEBEX.COM](https://HNTB.WEBEX.COM)
2. Enter the meeting number: 749 506 920
3. Press join.
4. Enter the meeting password: 863 214 94
5. Enter your name and email address and press join
6. For audio connection, select “I Will Call In”
7. Call US toll free: +1-855-797-9485
8. Enter attendee access code: 863 214 94 #
9. To indicate that you are not the host, press #
10. When asked for your Attendee ID number, enter the Attendee ID provided online or press #

**COMMENTS**

Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

- **Mailing Address:** WSB Link Extension
  (c/o Lauren Swift, Senior Environmental Planner)
  Sound Transit
  401 S Jackson Street
  Seattle, WA 98104-2826

- **Email Address:** WSBLink@soundtransit.org

- **Online Comment Form:** [wsblink.participate.online](http://wsblink.participate_online)

If you have any questions related to this early scoping notice or need additional information, please contact me at (206) 398-5301 or at lauren.swift@soundtransit.org.

Sincerely,

Lauren Swift
Senior Environmental Planner

enclosure: Early Scoping Information Report
February 6, 2018

The Honorable Mike Evans  
Chairman  
Snohomish Tribe  
9792 Edmonds Way #267  
Edmonds, WA 98020

Subject: West Seattle and Ballard Link Extensions Early Scoping

Dear Chair Evans,

Sound Transit is sending this early scoping notice to inform the Snohomish Tribe that it will be exploring alternatives for extending Link light rail from downtown Seattle to West Seattle and Ballard in King County, Washington (the West Seattle and Ballard Link Extensions). Early scoping is being conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (WAC 197-11-410). Sound Transit is the lead agency under SEPA.

Early scoping supports the alternatives development process during which Sound Transit will evaluate the costs, benefits, and impacts of a range of light rail alternatives. Alternatives will include the Sound Transit 3 (ST3) representative project and other potential alternative alignment, station, and design configurations that could meet the project’s purpose and need. At the end of the alternatives development process, Sound Transit anticipates narrowing the range of alternatives for further environmental review, and the Sound Transit Board is expected to identify a Preferred Alternative.

A description of the ST3 representative project and the project’s purpose and need are included in the enclosed Early Scoping Information Report. Additional information is also available on Sound Transit’s website at: www.soundtransit.org/WSBLink. The West Seattle representative project would extend light rail 4.7 miles from West Seattle’s Alaska Junction neighborhood to downtown Seattle. It includes a bridge over the Duwamish River and stations serving Alaska Junction, Avalon, Delridge, SODO, and the downtown stadiums. The Ballard representative project would extend light rail 7.1 miles from Ballard’s Market Street area to downtown Seattle. It includes a new downtown tunnel, a bridge over Salmon Bay, and stations serving the International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

Sound Transit invites comments on the project purpose and need, the ST3 representative project, potential alternatives, and the transportation and community impacts and benefits to be considered. If there is a potential for significant environmental impacts requiring an environmental impact statement (EIS), the Federal Transit Administration (FTA) and Sound Transit will publish a Notice of Intent to prepare an EIS in the Federal Register and invite comments on the scope of the EIS. This is expected to occur in early 2019.

CHAIR  
Dave Somers  
Snohomish County Executive

VICE CHAIRS  
John Marchione  
Redmond Mayor  
Marilyn Strickland  
Tacoma Mayor

BOARD MEMBERS  
Nancy Backus  
Auburn Mayor  
Claudia Balducci  
King County Councilmember  
Fred Butler  
Issaquah Mayor  
Dow Constantine  
King County Executive  
Bruce Dammeier  
Pierce County Executive  
Jenny Durkan  
Seattle Mayor  
Dave Earling  
Edmonds Mayor  
Rob Johnson  
Seattle Councilmember  
Kent Keel  
University Place Mayor Pro Tem  
Joe McDermott  
King County Council Chair  
Roger Miller  
Washington State Secretary of Transportation  
Mary Moss  
Lakewood Councilmember  
Paul Roberts  
Everett Councilmember  
Dave Upthegrove  
King County Councilmember  
Peter von Reichbauer  
King County Councilmember

CHIEF EXECUTIVE OFFICER  
Peter M. Rogoff
Sound Transit invites you and/or representatives of your organization to attend the early scoping meetings and provide comments. Information on the early scoping meetings and ways to provide comments are described below.

**MEETINGS**

**Public Meetings:**
- February 13, 2018, 6:30 pm to 8:30 pm  
  Alki Masonic Center, 4736 40th Ave SW, Seattle 98116
- February 15, 2018, 6:30 pm to 8:30 pm  
  Leif Erikson Lodge, 2245 NW 57th St, Seattle 98107
- February 20, 2018, 5:30 pm to 7:30 pm  
  Union Station, 401 S Jackson St, Seattle 98104

**Agency/Tribe Meeting:**
- February 21, 2018, 1:30 pm to 3:00 pm  
  Sante Fe Room, Union Station, 401 South Jackson Street, Seattle

To participate remotely by internet and phone:
1. Go to: [https://HNTB.WEBEX.COM](https://HNTB.WEBEX.COM)
2. Enter the meeting number: **749 506 920**
3. Press join.
4. Enter the meeting password: **863 214 94**
5. Enter your name and email address and press join
6. For audio connection, select “I Will Call In”
7. Call US toll free: **+1-855-797-9485**
8. Enter attendee access code: **863 214 94 #**
9. To indicate that you are not the host, press #
10. When asked for your Attendee ID number, enter the **Attendee ID** provided online or press #

**COMMENTS**

Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

- **Mailing Address:**  
  WSB Link Extension  
  (c/o Lauren Swift, Senior Environmental Planner)  
  Sound Transit  
  401 S Jackson Street  
  Seattle, WA 98104-2826

- **Email Address:**  
  [WSBLink@soundtransit.org](mailto:WSBLink@soundtransit.org)

- **Online Comment Form:** [wsblink.participate.online](http://wsblink.participate.online)

If you have any questions related to this early scoping notice or need additional information, please contact me at (206) 398-5301 or at lauren.swift@soundtransit.org.

Sincerely,

Lauren Swift  
Senior Environmental Planner

enclosure: Early Scoping Information Report
From: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Sent: Thursday, February 08, 2018 2:09 PM
To: Swift, Lauren; Hale, Kent
Cc: Changchien, Amy (FTA); Horwitz, Jennifer
Subject: FW: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

FYI...

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

From: Adam Osbekoff [mailto:adam@snoqualmietribe.us]
Sent: Thursday, February 08, 2018 1:37 PM
To: Assam, Mark (FTA) <Mark.Assam@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Hello Mark
The Snoqualmie Indian Tribes Department of Archaeology and Historic Preservation have cultural resource concerns and request that a cultural resource survey be completed in ground disturbing areas of potential effect.
Thank you for your time.
Adam

Adam Osbekoff
Cultural Resource Compliance Manager
adam@snoqualmietribe.us
425-753-0388
9416 384th Ave SE
PO Box 969
Snoqualmie WA 98065
Dear Chairwoman Cross:

As noted in the Federal Transit Administration’s February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

February 21, 2018, 1:30 pm to 3:00 pm, Sante Fe Room, Union Station, 401 South Jackson Street, Seattle.

To participate remotely by internet and phone:
1. Go to: https://HNTB.WEBEX.COM
2. Enter the meeting number: 749 506 920
3. Press join.
4. Enter the meeting password: 863 214 94
5. Enter your name and email address and press join
6. For audio connection, select “I Will Call In”
7. Call US toll free: +1-855-797-9485
8. Enter attendee access code: 863 214 94 #
10. To indicate that you are not the host, press #
11. When asked for your Attendee ID number, enter the Attendee ID provided online or press #

COMMENTS
Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

Mailing Address: WSB Link Extension
(c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online

Lauren Swift, AICP
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
Dear Chairwoman Cross:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov
Dear Chairwoman Clear:

As noted in the Federal Transit Administration’s February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. We are in receipt of Adam Osbekoff’s email regarding cultural resource survey in response to FTA’s February 5th transmittal, and we will include that in the early scoping comments. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

February 21, 2018, 1:30 pm to 3:00 pm, Sante Fe Room, Union Station, 401 South Jackson Street, Seattle.

To participate remotely by internet and phone:
1. Go to: https://HNTB.WEBEX.COM
2. Enter the meeting number: 749 506 920
3. Press join.
4. Enter the meeting password: 863 214 94
5. Enter your name and email address and press join
6. For audio connection, select “I Will Call In”
7. Call US toll free: +1-855-797-9485
8. Enter attendee access code: 863 214 94 #
9. To indicate that you are not the host, press #
10. When asked for your Attendee ID number, enter the Attendee ID provided online or press #

COMMENTS
Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

Mailing Address: WSB Link Extension (c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online
From: Assam, Mark (FTA) [mailto:Mark.Assam@dot.gov]
Sent: Monday, February 05, 2018 3:26 PM
To: sunny.clear@snoqualmietribe.us
Cc: Cindy@snoqualmietribe.us; Steve@snoqualmietribe.us; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allyson.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Dear Chairwoman Clear:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov
Dear Chairman Yanity:

As noted in the Federal Transit Administration’s February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

February 21, 2018, 1:30 pm to 3:00 pm, Sante Fe Room, Union Station, 401 South Jackson Street, Seattle.

To participate remotely by internet and phone:

1. Go to: https://HNTB.WEBEX.COM
2. Enter the meeting number: 749 506 920
3. Press join.
4. Enter the meeting password: 863 214 94
5. Enter your name and email address and press join
6. For audio connection, select “I Will Call In”
7. Call US toll free: +1-855-797-9485
8. Enter attendee access code: 863 214 94 #
10. To indicate that you are not the host, press #
11. When asked for your Attendee ID number, enter the Attendee ID provided online or press #

COMMENTS

Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

Mailing Address: WSB Link Extension
(c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online

Lauren Swift, AICP
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
From: Assam, Mark (FTA) [mailto:Mark.Assam@dot.gov]
Sent: Monday, February 05, 2018 3:26 PM
To: syanity stillaguamish.com <syanity@stillaguamish.com>
Cc: pstevenson@stillaguamish.com; KLYste@stillaguamish.com; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allison.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Dear Chairman Yanity:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov
Dear Chairman Forsman:

As noted in the Federal Transit Administration’s February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

February 21, 2018, 1:30 pm to 3:00 pm, Sante Fe Room, Union Station, 401 South Jackson Street, Seattle.

To participate remotely by internet and phone:
1. Go to: https://HNTB.WEBEX.COM
2. Enter the meeting number: 749 506 920
3. Press join.
4. Enter the meeting password: 863 214 94
5. Enter your name and email address and press join
7. For audio connection, select “I Will Call In”
8. Call US toll free: +1-855-797-9485
9. Enter attendee access code: 863 214 94 #
10. To indicate that you are not the host, press #
11. When asked for your Attendee ID number, enter the Attendee ID provided online or press #

COMMENTS
Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

Mailing Address: WSB Link Extension
 (c/o Lauren Swift, Senior Environmental Planner)
 Sound Transit
 401 S Jackson Street
 Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online

Lauren Swift, AICP
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
From: Assam, Mark (FTA) [mailto:Mark.Assam@dot.gov]
Sent: Monday, February 05, 2018 3:26 PM
To: lforsman suquamish.nsn.us <lforsman@suquamish.nsn.us>
Cc: aosullivan@suquamish.nsn.us; dlewarch@suquamish.nsn.us; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allyson.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Dear Chairman Forsman:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov
Dear Chairwoman Zackuse:

As noted in the Federal Transit Administration’s February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

February 21, 2018, 1:30 pm to 3:00 pm, Sante Fe Room, Union Station, 401 South Jackson Street, Seattle.

To participate remotely by internet and phone:
1. Go to: https://HNTB.WEBEX.COM
2. Enter the meeting number: 749 506 920
3. Press join.
4. Enter the meeting password: 863 214 94
5. Enter your name and email address and press join
7. For audio connection, select “I Will Call In”
8. Call US toll free: +1-855-797-9485
9. Enter attendee access code: 863 214 94 #
10. To indicate that you are not the host, press #
11. When asked for your Attendee ID number, enter the Attendee ID provided online or press #

COMMENTS
Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

Mailing Address: WSB Link Extension
(c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online

Lauren Swift, AICP
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
From: Assam, Mark (FTA) [mailto:Mark.Assam@dot.gov]
Sent: Monday, February 05, 2018 3:26 PM
To: mzackuse@tulaliptribes-nsn.gov
Cc: knelson@tulaliptribes-nsn.gov; ryoung@tulaliptribes-nsn.gov; Ridge, Cathal <cathal.ridge@soundtransit.org>; Swift, Lauren <lauren.swift@soundtransit.org>; Brooks, Allyson (DAHP) <Allyson.Brooks@DAHP.WA.GOV>; Sterner, Matthew (DAHP) <Matthew.Sterner@DAHP.WA.GOV>; Changchien, Amy (FTA) <Amy.Changchien@dot.gov>; Horwitz, Jennifer <jhorwitz@anchorqea.com>; Witmer, John (FTA) <John.Witmer@dot.gov>
Subject: West Seattle and Ballard Link Extensions - Initiation of Government-to-Government Consultation

Dear Chairwoman Zackuse:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov
Dear Chairman Goudy:

As noted in the Federal Transit Administration’s February 5th letter requesting initiation of Government to Government consultation, I am following up to provide the West Seattle and Ballard Link Extensions Early Scoping Information report, which includes additional project information. Sound Transit would like to invite you and staff to attend the Agency and Tribal Early Scoping meeting and provide comments as described below. Sound Transit looks forward to consulting with the Tribe and FTA as the project moves forward.

February 21, 2018, 1:30 pm to 3:00 pm, Sante Fe Room, Union Station, 401 South Jackson Street, Seattle.

To participate remotely by internet and phone:
1. Go to: https://HNTB.WEBEX.COM
2. Enter the meeting number: 749 506 920
3. Press join.
4. Enter the meeting password: 863 214 94
5. Enter your name and email address and press join
7. For audio connection, select “I Will Call In”
8. Call US toll free: +1-855-797-9485
9. Enter attendee access code: 863 214 94#
10. To indicate that you are not the host, press #
11. When asked for your Attendee ID number, enter the Attendee ID provided online or press #

COMMENTS
Written scoping comments are requested by March 5, 2018 and can be mailed or emailed to the address below, submitted at the public meetings, or provided via the online comment form.

Mailing Address: WSB Link Extension
(c/o Lauren Swift, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Email Address: WSBLink@soundtransit.org

Online Comment Form: wsblink.participate.online
Dear Chairman Goudy:

Please see the attached Government-to-Government Consultation Initiation letter. A hardcopy is also being delivered via U.S. Mail.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov
February 14, 2019

The Honorable Cecile A. Hansen  
Chairwoman  
Duwamish Tribe  
4705 West Marginal Way SW  
Seattle, WA 98106  

RE: Sound Transit West Seattle and Ballard Extensions Project  
Invitation to Participate in the Environmental Review Process and Scoping

Dear Chairwoman Hansen:  

Sound Transit and the Federal Transit Administration (FTA) are initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA.

The WSBLE Project seeks to expand Link light rail service from downtown Seattle to West Seattle’s Alaska Junction area and to Ballard’s Market Street area in Seattle, King County, Washington. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project is part of the Sound Transit 3 (ST3) Plan of regional transit system investments, approved for funding by voters in the region in 2016. It is needed to provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.

The SEPA Determination of Significance and a Scoping Information Report that provides information on the Project including a map of potential alternatives, possible topics to be evaluated in the EIS, a preliminary schedule for the EIS process, and a preliminary purpose and need statement is enclosed. Additional information is available on Sound Transit’s website at www.soundtransit.org/WSBLLink.

Invitation to Participate in the Environmental Review Process  
Section 139 of title 23, U.S. Code (U.S.C), as amended by section 1304 of the Fixing America’s Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.
We have preliminarily identified the Duwamish Tribe as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:
- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of alternatives.
- Identify, as early as practicable, any issues of concern regarding the Project’s potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing. In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019. Your will be treated as a participating agency unless we receive your written response declining to such designations outlined above by March 18, 2019.

FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC 139(g)(1) with the objective of identifying key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and request your concurrence with the schedule pursuant to 23 USC 139(g)(1)(B).

In addition, pursuant to 36 Code of Federal Regulations (CFR) Part 800, Protection of Historic Properties, implementing Section 106 of the National Historic Preservation Act (NHPA), Sound Transit in coordination with FTA will consult with you under Section 106. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties through consultation with parties having an interest in the effects of an action on historic properties in the early stages of project planning.

**Scoping**

Sound Transit previously conducted “early scoping” under SEPA for the alternatives development phase of the Project from February 2nd through March 5th, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments which were received. The report can be accessed on Sound Transit’s website at: [https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report](https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report).

Sound Transit invites you or a delegate to attend the agency and tribe scoping meeting on March 5, 2019 at Sound Transit’s Sante Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: [http://bit.ly/WSBscoping](http://bit.ly/WSBscoping). After registering, you will receive a confirmation email containing information about joining the webinar.

The scoping period will extend to March 18, 2019. Scoping comments are requested on the Project’s preliminary Purpose and Need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be included in the EIS.
If you have any questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please contact me at Sound Transit at 206-398-5301 or lauren.swift@soundtransit.org.

Sincerely,

Lauren Swift  
Central Corridor Environmental Manager

cc: Mark Assam, FTA

Enclosures: SEPA Determination of Significance  
Scoping Information Report  
Participating Agency Designation Form
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Duwamish Tribe wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) project.

☐ No, the Duwamish Tribe does not wish to be designated as a participating agency for the WSBLE project because:

☐ agency has no jurisdiction or authority with respect to the project

☐ agency has no expertise or information relevant to the project

☐ agency does not intend to submit comments on the project*

__________________________________________ (Sign – Authorized Representative)

__________________________________________ (Print)

__________________________________________ (Title)

__________________________________________ (Date)

Please return by March 18, 2019 to:

Lauren Swift
Central Corridor Environmental Manager
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
Phone: (206) 398-5301
February 14, 2019

The Honorable Michael didahalqid Evans
Chairman
Snohomish Tribe
PO Box 267
Edmonds, WA 98020

RE: Sound Transit West Seattle and Ballard Extensions Project
Invitation to Participate in the Environmental Review Process and Scoping

Dear Chairman Evans:

Sound Transit and the Federal Transit Administration (FTA) are initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA.

The WSBLE Project seeks to expand Link light rail service from downtown Seattle to West Seattle’s Alaska Junction area and to Ballard’s Market Street area in Seattle, King County, Washington. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project is part of the Sound Transit 3 (ST3) Plan of regional transit system investments, approved for funding by voters in the region in 2016. It is needed to provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.

The SEPA Determination of Significance and a Scoping Information Report that provides information on the Project including a map of potential alternatives, possible topics to be evaluated in the EIS, a preliminary schedule for the EIS process, and a preliminary purpose and need statement is enclosed. Additional information is available on Sound Transit’s website at www.soundtransit.org/WSBLLink.

Invitation to Participate in the Environmental Review Process

Section 139 of title 23, U.S. Code (U.S.C), as amended by section 1304 of the Fixing America’s Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.
We have preliminarily identified the Snohomish Tribe as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:
- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of alternatives.
- Identify, as early as practicable, any issues of concern regarding the Project’s potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing. In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019. Your will be treated as a participating agency unless we receive your written response declining to such designations outlined above by March 18, 2019.

FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC 139(g)(1) with the objective of identifying key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and request your concurrence with the schedule pursuant to 23 USC 139(g)(1)(B).

In addition, pursuant to 36 Code of Federal Regulations (CFR) Part 800, Protection of Historic Properties, implementing Section 106 of the National Historic Preservation Act (NHPA), Sound Transit in coordination with FTA will consult with you under Section 106. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic properties through consultation with parties having an interest in the effects of an action on historic properties in the early stages of project planning.

**Scoping**

Sound Transit previously conducted “early scoping” under SEPA for the alternatives development phase of the Project from February 2nd through March 5th, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments which were received. The report can be accessed on Sound Transit’s website at: [https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report](https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report).

Sound Transit invites you or a delegate to attend the agency and tribe scoping meeting on March 5, 2019 at Sound Transit’s Sante Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: [http://bit.ly/WSBscoping](http://bit.ly/WSBscoping). After registering, you will receive a confirmation email containing information about joining the webinar.

The scoping period will extend to March 18, 2019. Scoping comments are requested on the Project’s preliminary Purpose and Need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be included in the EIS.
If you have any questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please contact me at Sound Transit at 206-398-5301 or lauren.swift@soundtransit.org.

Sincerely,

Lauren Swift
Central Corridor Environmental Manager

cc: Mark Assam, FTA

Enclosures: SEPA Determination of Significance
Scoping Information Report
Participating Agency Designation Form
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Snohomish Tribe wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) project.

☐ No, the Snohomish Tribe does not wish to be designated as a participating agency for the WSBLE project because:

☐ agency has no jurisdiction or authority with respect to the project

☐ agency has no expertise or information relevant to the project

☐ agency does not intend to submit comments on the project*

__________________________________________ (Sign – Authorized Representative)

__________________________________________ (Print)

__________________________________________ (Title)

__________________________________________ (Date)

Please return by March 18, 2019 to:

Lauren Swift
Central Corridor Environmental Manager
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826
Phone: (206) 398-5301
Karen and Laura:
The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle’s Alaska Junction area and to Ballard’s Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairwoman Cross with you as a cc inviting the Muckleshoot Indian Tribe to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit’s website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit
Mr. Mullen-Moses and Ms. Spiry:

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle’s Alaska Junction area and to Ballard’s Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairman Robert de los Angeles with you as a cc inviting the Snoqualmie Indian Tribe to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit’s website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us facebook.com/SoundTransit
Kerry and Pat,

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle’s Alaska Junction area and to Ballard’s Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairman Yanity with you as a cc inviting the Stillaguamish Tribe of Indians of Washington to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit’s website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit
Alison, Rich, and Dennis:

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle’s Alaska Junction area and to Ballard’s Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairman Forsman with you as a cc inviting the Suquamish Tribe to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit’s website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions. Thank you for your ongoing coordination on the project!

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
Mr. Nelson and Mr. Young:

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle’s Alaska Junction area and to Ballard’s Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairwoman Zackuse with you as a cc inviting Tulalip Tribe to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit’s website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,

Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit
Mr. Rigdon and Mr. Johnson:

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle’s Alaska Junction area and to Ballard’s Market Street area in Seattle, King County Washington. FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the lead SEPA agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. FTA will be sending a letter to Chairman Goudy with you as a cc inviting the Confederated Tribes and Bands of the Yakama Nation to participate in the environmental review process and initiating consultation under Section 106.

The FTA letter will include an invitation to attend a tribe and agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit’s website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465, Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit
Good Afternoon,

The Federal Transit Administration (FTA) and Sound Transit are initiating preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions Project. The Project will extend Link light rail from downtown Seattle to West Seattle’s Alaska Junction area and to Ballard’s Market Street area in Seattle, King County, Washington. FTA and Sound Transit will prepare the EIS in accordance with National Environmental Policy Act (NEPA) and Washington State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA and Sound Transit is the lead agency under the SEPA.

As the SEPA lead agency, Sound Transit is sending the attached SEPA Determination of Significance (DS). The DS includes information on the project and the scoping comment period that extends to March 18th. Your agency will also be receiving a letter from FTA inviting you to participate in the environmental review process.

The FTA letter will include an invitation to attend an agency scoping meeting on March 5th from 1:00 – 3:00 p.m. PST. The meeting will be held in the Sound Transit Sante Fe Room located at Union Station, 401 South Jackson Street, Seattle, WA 98104. You can also participate online through GoToWebinar. To participate online, please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar and the option to add an Outlook appointment to your calendar.

More information on the Project is available on Sound Transit’s website at: www.soundtransit.org/WSBLink. Please contact me or Mark Assam at FTA (206-220-4465; Mark.Assam@dot.gov) if you have any questions.

Thank you,
Erin

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
February 25, 2019

The Honorable Virginia Cross  
Chairwoman  
Muckleshoot Indian Tribe  
39015 172nd Avenue Southeast  
Auburn, WA 98092

RE:  Sound Transit West Seattle and Ballard Link Extensions Project  
Invitation to Participate in the Environmental Review Process and  
Initiation of Section 106 Consultation

Dear Chairwoman Cross:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Muckleshoot Indian Tribe in a letter dated February 2, 2018.

Project Description

In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.
Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit’s website at www.soundtransit.org/WSBLink.

Initiation of Section 106 Consultation
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

Invitation to Participate in the Environmental Review Process
23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America’s Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or federally-recognized Indian Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Muckleshoot Indian Tribe as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:
• Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
• Identify, as early as practicable, any issues of concern regarding the Project’s potential impacts.
• Provide meaningful and timely input on unresolved issues.
• Participate in the EIS scoping process.
• Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing pursuant to 23 USC Section 139(d)(3). In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019. Your tribe will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

To guide agency and tribal review during the environmental process, FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1). The objective of the plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).
Alternatives Development and Scoping
Sound Transit previously conducted an “early scoping” process under SEPA to develop an initial range of potential alternatives between February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. We appreciate the feedback we received from your staff during the early scoping process. The report can be accessed on Sound Transit’s website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

FTA and Sound Transit will conduct the EIS scoping process under NEPA and SEPA from February 15 to March 18, 2019. We are requesting scoping comments on the Project’s preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be studied in the EIS. We appreciate receiving your comments by March 18, 2019.

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on March 5, 2019 at Sound Transit’s Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any questions or concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Erin Green with Sound Transit will be reaching out to your staff to continue discussions on this project. Erin can be reached at 206-398-5464 or erin.green@soundtransit.org.

We look forward to continuing to work with you on this project.

Sincerely,
LINDA M GEHRKE
Regional Administrator

cc: Karen Walter, Muckleshoot Indian Tribe
    Glen St. Amant, Muckleshoot Indian Tribe
    Laura Murphy, Muckleshoot Indian Tribe
    Dennis Wardlaw, DAHP
    Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Muckleshoot Indian Tribe wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Muckleshoot Indian Tribe does not wish to be designated as a participating agency for the WSBLE Project.

_____________________________________ (Sign – Authorized Representative)

_____________________________________ (Print)

_____________________________________ (Title)

_____________________________________ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA  98174
Phone: (206) 220-4465
Fax: (206) 220-7518
February 25, 2019

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P O Box 969
Snoqualmie, WA 98065

RE: Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Snoqualmie Indian Tribe in a letter dated February 2, 2018.

Project Description
In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.
Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit’s website at [www.soundtransit.org/WSBLink](http://www.soundtransit.org/WSBLink).

**Initiation of Section 106 Consultation**
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

**Invitation to Participate in the Environmental Review Process**
23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America’s Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or federally-recognized Indian Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Snoqualmie Indian Tribe as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:
- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project’s potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing pursuant to 23 USC Section 139(d)(3). In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. **Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019.** Your tribe will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

To guide agency and tribal review during the environmental process, FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1). The objective of the plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).
Alternatives Development and Scoping
Sound Transit previously conducted an “early scoping” process under SEPA to develop an initial range of potential alternatives between February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. The report can be accessed on Sound Transit’s website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

FTA and Sound Transit will conduct the EIS scoping process under NEPA and SEPA from February 15 to March 18, 2019. We are requesting scoping comments on the Project’s preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be studied in the EIS. We appreciate receiving your comments by March 18, 2019.

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on March 5, 2019 at Sound Transit’s Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any questions or concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Erin Green with Sound Transit will be reaching out to your staff to continue discussions on this project. Erin can be reached at 206-398-5464 or erin.green@soundtransit.org. We look forward to continuing to work with you on this project.

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Steven Mullen-Moses, Snoqualmie Indian Tribe
    Cindy Spiry, Snoqualmie Indian Tribe
    Dennis Wardlaw, DAHP
    Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Snoqualmie Indian Tribe wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Snoqualmie Indian Tribe does not wish to be designated as a participating agency for the WSBLE Project.

_____________________________________ (Sign – Authorized Representative)

_____________________________________ (Print)

_____________________________________ (Title)

_____________________________________ (Date)

Please return by March 18, 2019 to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA  98174
Phone: (206) 220-4465
Fax: (206) 220-7518
February 25, 2019

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
PO Box 277
Arlington, WA 98223-0277

RE: Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Stillaguamish Tribe of Indians of Washington in a letter dated February 2, 2018.

Project Description
In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.
Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit’s website at www.soundtransit.org/WSBLink.

Initiation of Section 106 Consultation
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

Invitation to Participate in the Environmental Review Process
23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America’s Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or federally-recognized Indian Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Stillaguamish Tribe of Indians of Washington as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:
- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project’s potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing pursuant to 23 USC Section 139(d)(3). In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019. Your tribe will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

To guide agency and tribal review during the environmental process, FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1). The objective of the plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).
Alternatives Development and Scoping
Sound Transit previously conducted an “early scoping” process under SEPA to develop an initial range of potential alternatives between February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. The report can be accessed on Sound Transit’s website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

FTA and Sound Transit will conduct the EIS scoping process under NEPA and SEPA from February 15 to March 18, 2019. We are requesting scoping comments on the Project’s preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be studied in the EIS. We appreciate receiving your comments by March 18, 2019.

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on March 5, 2019 at Sound Transit’s Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any questions or concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Erin Green with Sound Transit will be reaching out to your staff to continue discussions on this project. Erin can be reached at 206-398-5464 or erin.green@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M GEHRKE
Digitally signed by
LINDA M GEHRKE
Date: 2019.02.25
14:20:53 -08'00'

Linda M. Gehrke
Regional Administrator

c:  Kerry Lyste, Stillaguamish Tribe of Indians of Washington
Pat Stevenson, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, DAHP
Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Stillaguamish Tribe of Indians of Washington wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Stillaguamish Tribe of Indians of Washington does not wish to be designated as a participating agency for the WSBLE Project.

_____________________________________ (Sign – Authorized Representative)

_____________________________________ (Print)

_____________________________________ (Title)

_____________________________________ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA  98174
Phone: (206) 220-4465
Fax: (206) 220-7518
February 25, 2019

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
PO Box 498
Suquamish, WA 98392-0498

RE: Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Suquamish Indian Tribe of the Port Madison Reservation in a letter dated February 2, 2018.

Project Description
In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.
Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit’s website at www.soundtransit.org/WSBLink.

**Initiation of Section 106 Consultation**
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

**Invitation to Participate in the Environmental Review Process**
23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America’s Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or federally-recognized Indian Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Suquamish Indian Tribe of the Port Madison Reservation as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:
- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project’s potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing pursuant to 23 USC Section 139(d)(3). In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019. Your tribe will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

To guide agency and tribal review during the environmental process, FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1). The objective of the plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).
Alternatives Development and Scoping
Sound Transit previously conducted an “early scoping” process under SEPA to develop an initial range of potential alternatives between February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. The report can be accessed on Sound Transit’s website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

FTA and Sound Transit will conduct the EIS scoping process under NEPA and SEPA from February 15 to March 18, 2019. We are requesting scoping comments on the Project’s preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be studied in the EIS. We appreciate receiving your comments by March 18, 2019.

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on March 5, 2019 at Sound Transit’s Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any questions or concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Erin Green with Sound Transit will be reaching out to your staff to continue discussions on this project. Erin can be reached at 206-398-5464 or erin.green@soundtransit.org. We look forward to continuing to work with you on this project.

Sincerely,
LINDA M. GEHRKE
Regional Administrator

cc: Alison O'Sullivan, Suquamish Indian Tribe of the Port Madison Reservation
    Rich Brooks, Suquamish Indian Tribe of the Port Madison Reservation
    Dennis Lewarch, Suquamish Indian Tribe of the Port Madison Reservation
    Dennis Wardlaw, DAHP
    Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☑ Yes, the Suquamish Indian Tribe of the Port Madison Reservation wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Suquamish Indian Tribe of the Port Madison Reservation does not wish to be designated as a participating agency for the WSBLE Project.

_____________________________________ (Sign – Authorized Representative)

_____________________________________ (Print)

_____________________________________ (Title)

_____________________________________ (Date)

Please return by March 18, 2019 to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518
February 25, 2019

The Honorable Marie Zackuse  
Chairwoman  
Tulalip Tribes of Washington  
6406 Marine Drive Northwest  
Tulalip, WA 98271

RE:  Sound Transit West Seattle and Ballard Link Extensions Project  
Invitation to Participate in the Environmental Review Process and  
Initiation of Section 106 Consultation

Dear Chairwoman Zackuse:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government consultation on the WSBLE Project with the Tulalip Tribes of Washington in a letter dated February 2, 2018.

Project Description

In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.
Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit’s website at www.soundtransit.org/WSBLINK.

Initiation of Section 106 Consultation
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

Invitation to Participate in the Environmental Review Process
23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America’s Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or federally-recognized Indian Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Tulalip Tribes of Washington as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:
• Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
• Identify, as early as practicable, any issues of concern regarding the Project’s potential impacts.
• Provide meaningful and timely input on unresolved issues.
• Participate in the EIS scoping process.
• Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing pursuant to 23 USC Section 139(d)(3). In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019. Your tribe will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

To guide agency and tribal review during the environmental process, FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1). The objective of the plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).
Alternatives Development and Scoping
Sound Transit previously conducted an “early scoping” process under SEPA to develop an initial range of potential alternatives between February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. The report can be accessed on Sound Transit’s website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

FTA and Sound Transit will conduct the EIS scoping process under NEPA and SEPA from February 15 to March 18, 2019. We are requesting scoping comments on the Project’s preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be studied in the EIS. We appreciate receiving your comments by March 18, 2019.

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on March 5, 2019 at Sound Transit’s Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any questions or concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Erin Green with Sound Transit will be reaching out to your staff to continue discussions on this project. Erin can be reached at 206-398-5464 or erin.green@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Kurt Nelson, Tulalip Tribes of Washington
    Richard Young, Tulalip Tribes of Washington
    Dennis Wardlaw, DAHP
    Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form
YES, the Tulalip Tribes of Washington wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ NO, the Tulalip Tribes of Washington does not wish to be designated as a participating agency for the WSBLE Project.

_____________________________________ (Sign – Authorized Representative)
_____________________________________ (Print)
_____________________________________ (Title)
_____________________________________ (Date)

Please return by March 18, 2019 to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA  98174
Phone: (206) 220-4465
Fax: (206) 220-7518
February 25, 2019

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
PO BOX 151
Toppenish, WA 98948

RE: Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process and
Initiation of Section 106 Consultation

Dear Chairman Goudy:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the
preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link
Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The
EIS will be a combined document under NEPA and the Washington State Environmental Policy
Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency
under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project,
making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code
of Federal Regulations (CFR) Part 800]. FTA previously initiated government-to-government
consultation on the WSBLE Project with the Confederated Tribes and Bands of the Yakama

Project Description
In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan
of regional transit system investments. The ST3 Plan included representative projects depicting
light rail transit extensions from downtown Seattle to West Seattle’s Alaska Junction area, and to
Ballard’s Market Street area in Seattle, King County, Washington. The WSBLE Project was
developed from the representative projects contained in the ST3 Plan, and accordingly would
expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project
corridor is approximately 11.8 miles long and includes fourteen stations that serve the following
areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International
District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove,
Interbay, and Ballard. The Project would provide a dependable and efficient connection along the
corridor and respond to a growing number of transportation and community needs.
Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit’s website at [www.soundtransit.org/WSBLink](http://www.soundtransit.org/WSBLink).

**Initiation of Section 106 Consultation**

To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is now also initiating formal Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

**Invitation to Participate in the Environmental Review Process**

23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America’s Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other Federal, State, local or federally-recognized Indian Tribal government that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Confederated Tribes and Bands of the Yakama Nation as potentially interested in the WSBLE Project and invite you to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:
- Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
- Identify, as early as practicable, any issues of concern regarding the Project’s potential impacts.
- Provide meaningful and timely input on unresolved issues.
- Participate in the EIS scoping process.
- Concur with the schedule in the Agency and Tribal Coordination Plan.

You do not have to accept this invitation. If, however, you elect not to become a participating agency we request that you decline this invitation in writing pursuant to 23 USC Section 139(d)(3). In order to give agencies and tribes adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not requested until the close of the scoping process. **Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019.** Your tribe will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

To guide agency and tribal review during the environmental process, FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1). The objective of the plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).
Alternatives Development and Scoping

Sound Transit previously conducted an “early scoping” process under SEPA to develop an initial range of potential alternatives between February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. The report can be accessed on Sound Transit’s website at: https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report.

FTA and Sound Transit will conduct the EIS scoping process under NEPA and SEPA from February 15 to March 18, 2019. We are requesting scoping comments on the Project’s preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be studied in the EIS. We appreciate receiving your comments by March 18, 2019.

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on **March 5, 2019 at Sound Transit’s Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm**. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: http://bit.ly/WSBscoping. After registering, you will receive a confirmation email containing information about joining the webinar.

Please do not hesitate to contact me directly at 206-220-7957 or linda.gehrke@dot.gov if you have any questions or concerns. You may also contact Mark Assam, of my staff, at 206-220-4465 or mark.assam@dot.gov. Erin Green with Sound Transit will be reaching out to your staff to continue discussions on this project. Erin can be reached at 206-398-5464 or erin.green@soundtransit.org. We look forward to working with you on this project.

Sincerely,

LINDA M GEHRKE
Regional Administrator

cc: Philip Rigdon, Confederated Tribes and Bands of the Yakama Nation
    Johnson Meninick, Confederated Tribes and Bands of the Yakama Nation
    Dennis Wardlaw, DAHP
    Erin Green, Sound Transit

Enclosures: Participating Agency Designation Form
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Confederated Tribes and Bands of the Yakama Nation wishes to be designated as a participating agency for the proposed West Seattle and Ballard Link Extensions (WSBLE) Project.

☐ No, the Confederated Tribes and Bands of the Yakama Nation does not wish to be designated as a participating agency for the WSBLE Project.

_____________________________________ (Sign – Authorized Representative)

_____________________________________ (Print)

_____________________________________ (Title)

_____________________________________ (Date)

Please return by **March 18, 2019** to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518
February 25, 2019

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

RE: Sound Transit West Seattle and Ballard Link Extensions Project
Invitation to Participate in the Environmental Review Process, &
Initiation of Section 106 Consultation

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is initiating the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA). The EIS will be a combined document under NEPA and the Washington State Environmental Policy Act (SEPA). FTA will be the lead agency under NEPA, and Sound Transit will be the lead agency under SEPA. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to Section 106 of the National Historic Preservation Act [36 Code of Federal Regulations (CFR) Part 800].

Project Description
In 2016, voters in the Puget Sound region approved financing for the Sound Transit 3 (ST3) Plan of regional transit system investments. The ST3 Plan included representative projects depicting light rail transit extensions from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. The WSBLE Project was developed from the representative projects contained in the ST3 Plan, and accordingly would expand Link light rail service from downtown Seattle to West Seattle and to Ballard. The Project corridor is approximately 11.8 miles long and includes fourteen stations that serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The Project would provide a dependable and efficient connection along the corridor and respond to a growing number of transportation and community needs.
Additional Project information, including the Sound Transit Determination of Significance under SEPA and a Scoping Information Report that provides a map of potential alternatives, possible topics to be evaluated in the EIS, and a preliminary purpose and need statement, is available on Sound Transit’s website at www.soundtransit.org/WSBLink.

Initiation of Section 106 Consultation
To ensure that we account for any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, FTA is initiating Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

Invitation to Participate in the Environmental Review Process
23 U.S. Code (USC) Section 139, as amended by section 1304 of the Fixing America’s Surface Transportation (FAST) Act, enhances the environmental review process for certain FTA projects, including this one, providing more transparency and defining opportunities for participation. Therefore, the lead agencies must identify any other agencies that may have an interest in the Project and invite them to become participating or cooperating agencies in the environmental review process.

We have preliminarily identified the Washington Department of Archaeology and Historic Preservation (DAHP) as an agency that may be interested in the WSBLE Project because of potential effects to historic and archaeological resources. Accordingly, we invite DAHP to become actively involved as a participating agency in the environmental review process.

As a participating agency, you will be asked to:
  • Participate in the NEPA process starting at the earliest possible time, especially in regard to the development of the purpose and need statement, range of alternatives, EIS analysis methodologies, and the level of detail for the analysis of impacts.
  • Identify, as early as practicable, any issues of concern regarding the Project’s potential impacts.
  • Provide meaningful and timely input on unresolved issues.
  • Participate in the EIS scoping process.
  • Concur with the schedule in the Agency and Tribal Coordination Plan.

Your agency does not have to accept this invitation. If, however, you elect not to become a participating agency you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the Project, no expertise or information relevant to the Project, and does not intend to submit comments on the Project pursuant to 23 USC Section 139(d)(3).

In order to give agencies adequate opportunity to weigh the relevance of their participation in this environmental review process, written responses to this invitation are not due until the close of the scoping process. **Please use the attached Agency Designation form to accept or decline this invitation by March 18, 2019.** Your agency will be treated as a participating agency unless we receive your written response declining such a designation as outlined above by March 18, 2019.

FTA and Sound Transit will prepare an Agency and Tribal Coordination Plan in accordance with 23 USC Section 139(g)(1) with the objective of identifying key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. If you elect
to become a participating agency, we will send you the Agency and Tribal Coordination Plan and seek your concurrence with the schedule pursuant to 23 USC Section 139(g)(1)(B).

**Scoping**

Sound Transit previously conducted “early scoping” under SEPA for the alternatives development phase of the Project from February 2 through March 5, 2018. The Early Scoping Summary Report describes the early scoping process and provides a summary of the comments that were received. The report can be accessed on Sound Transit’s website at: [https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report](https://www.soundtransit.org/get-to-know-us/documents-reports/west-seattle-ballard-link-extensions-early-scoping-summary-report).

FTA and Sound Transit invite you or a delegate to attend the agency and tribe scoping meeting on **March 5, 2019 at Sound Transit’s Santa Fe Room, Union Station, 401 South Jackson Street, Seattle, Washington 98104 from 1:00 to 3:00 pm**. If you are unable to attend in person, you can participate online through GoToWebinar. To participate online please register before the meeting at: [http://bit.ly/WSBscoping](http://bit.ly/WSBscoping). After registering, you will receive a confirmation email containing information about joining the webinar.

The scoping period will extend to March 18, 2019. Scoping comments are requested on the Project’s preliminary purpose and need statement, proposed range of alternatives, the probable significant impacts, and detail of analysis on specific environmental impacts to be included in the EIS.

We appreciate all of your coordination on the Project during the local planning process and look forward to continuing to work with you. If you have any questions or would like to discuss our agencies’ respective roles and responsibilities during the preparation of the EIS, please contact Mark Assam at FTA (206-220-4465 or mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301 or lauren.swift@soundtransit.org).

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Dennis Wardlaw, DAHP
Holly Borth, DAHP
Lauren Swift, Sound Transit

Enclosures: Participating Agency Designation Form
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Washington Department of Archaeology and Historic Preservation wishes to be designated as a participating agency.

☐ No, the Washington Department of Archaeology and Historic Preservation does not wish to be designated as a participating agency because:

☐ Agency has no jurisdiction or authority with respect to the Project

☐ Agency has no expertise or information relevant to the Project

☐ Agency does not intend to submit comments on the Project

_____________________________________ (Sign – Authorized Representative)

_____________________________________ (Print)

_____________________________________ (Title)

_____________________________________ (Date)

Please return by March 18, 2019 to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518
Hi Mark,

Good afternoon. Attached is our signed participating agency designation sheet for the West Seattle to Ballard Light Rail Extension Project. Please let me know if you have any questions.

Regards,

Dennis

Dennis Wardlaw, M.A.
Transportation Archaeologist
Dept. of Archaeology and Historic Preservation
1110 Capitol Way South, Suite 30
Olympia, WA 98501
Voice: 360-586-3085
Cell: 360-485-5014
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT
PARTICIPATING AGENCY DESIGNATION

☐ Yes, the Washington Department of Archaeology and Historic Preservation wishes to be
designated as a participating agency.

☐ No, the Washington Department of Archaeology and Historic Preservation does not wish to be
designated as a participating agency because:

☐ Agency has no jurisdiction or authority with respect to the Project

☐ Agency has no expertise or information relevant to the Project

☐ Agency does not intend to submit comments on the Project

(Sign – Authorized Representative)

(Print)

(Title)

(Date)

Please return by March 18, 2019 to:

Mark Assam
Federal Transit Administration, Region 10
915 Second Ave., Suite 3142
Seattle, WA 98174
Phone: (206) 220-4465
Fax: (206) 220-7518
May 10, 2019

The Honorable Jaison Elkins  
Chairman  
Muckleshoot Indian Tribe  
39015 172nd Avenue Southeast  
Auburn, WA 98092

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
Agency Coordination Plan and Request for Concurrence with Project Schedule

Dear Chairman Elkins:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Muckleshoot Indian Tribe to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Muckleshoot Indian Tribe will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;
May 10, 2019
Page 2

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc:  Karen Walter, Muckleshoot Indian Tribe
     Glen St. Amant, Muckleshoot Indian Tribe
     Laura Murphy, Muckleshoot Indian Tribe
     Lauren Swift, Sound Transit

Enclosure:  West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019
May 10, 2019

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P O Box 969
Snoqualmie, WA 98065

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Snoqualmie Indian Tribe to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Snoqualmie Indian Tribe will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;
mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Cindy Spiry, Snoqualmie Indian Tribe
    Steven Mullen-Moses, Snoqualmie Indian Tribe
    Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019
May 10, 2019

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
PO Box 277
Arlington, WA 98223-0277

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule

Dear Chairman Yanity:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Stillaguamish Tribe of Indians of Washington to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Stillaguamish Tribe of Indians of Washington will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;
May 10, 2019

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Stillaguamish Tribe of Indians of Washington
    Pat Stevenson, Stillaguamish Tribe of Indians of Washington
    Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019
May 10, 2019

The Honorable Leonard Forsman  
Chairman  
Suquamish Indian Tribe of the Port Madison Reservation  
PO Box 498  
Suquamish, WA 98392-0498

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
Agency Coordination Plan and Request for Concurrence with Project Schedule

Dear Chairman Forsman:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Suquamish Indian Tribe of the Port Madison Reservation to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Suquamish Indian Tribe of the Port Madison Reservation will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;
mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Alison O’Sullivan, Suquamish Indian Tribe of the Port Madison Reservation
    Rich Brooks, Suquamish Indian Tribe of the Port Madison Reservation
    Dennis Lewarch, Suquamish Indian Tribe of the Port Madison Reservation
    Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019
May 10, 2019

The Honorable Marie Zackuse
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive Northwest
Tulalip, WA 98271

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule

Dear Chairwoman Zackuse:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Tulalip Tribes of Washington to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Tulalip Tribes of Washington will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;
May 10, 2019
Page 2

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; 
lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Kurt Nelson, Tulalip Tribes of Washington
    Richard Young, Tulalip Tribes of Washington
    Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, 
May 2019
May 10, 2019

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
PO BOX 151
Toppenish, WA 98948

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule

Dear Chairman Goudy:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Confederated Tribes and Bands of the Yakama Nation to participate in the environmental review process as a participating agency. Since FTA did not receive a response, the Confederated Tribes and Bands of the Yakama Nation will be included as a participating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;
May 10, 2019

mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; 
lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Philip Rigdon, Confederated Tribes and Bands of the Yakama Nation
    Johnson Meninick, Confederated Tribes and Bands of the Yakama Nation
    Lauren Swift, Sound Transit

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019
May 10, 2019

Allyson Brooks
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Subject:  Sound Transit
West Seattle and Ballard Link Extensions Project
Agency Coordination Plan and Request for Concurrence with Project Schedule

Dear Dr. Brooks:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. FTA invited the Department of Archaeology and Historic Preservation to participate in the environmental review process as a participating agency. Thank you for your response accepting this invitation.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the enclosed Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule within 30 days of receipt of this letter. If FTA does not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the Agency and Tribal Coordination Plan or schedule, please contact Mark Assam at FTA (206-220-4465;
mark.assam@dot.gov) or Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org). We look forward to working with you on the WSBLE Project.

Sincerely,

for Linda M. Gehrke
Regional Administrator

cc: Lauren Swift, Sound Transit
Dennis Wardlaw, Department of Archaeology and Historic Preservation

Enclosure: West Seattle and Ballard Link Extensions Agency and Tribal Coordination Plan, May 2019
Chairwoman Hansen:
The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. At that time, Sound Transit invited the Duwamish Tribe to participate in the environmental review process as a participating or cooperating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the attached Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule by June 10th. If we do not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the WSBLE Project, Agency and Tribal Coordination Plan, or schedule, please contact Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org) or Mark Assam at FTA (206-220-4465; mark.assam@dot.gov).

Thank you,
Erin

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

Sound Transit
Chairman Evans:

The Federal Transit Administration (FTA) and Sound Transit initiated the preparation of an Environmental Impact Statement (EIS) for the West Seattle and Ballard Link Extensions (WSBLE) Project, pursuant to the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) in February 2019. At that time, Sound Transit invited the Snohomish Tribe to participate in the environmental review process as a participating or cooperating agency.

In accordance with 23 United States Code (USC) Section 139(g)(1), FTA and Sound Transit have prepared the attached Agency and Tribal Coordination Plan. The objective of the Agency and Tribal Coordination Plan is to identify key coordination points to solicit continued feedback on the WSBLE Project during the environmental review process. The Agency and Tribal Coordination Plan includes a schedule in Section 5.4, Agency and Tribal Coordination Milestone Schedule. Pursuant to 23 USC Section 139(g)(1)(B), FTA and Sound Transit request your concurrence with the proposed schedule by June 10th. If we do not receive a response from your agency within the above timeframe, we will assume that you concur with the schedule.

If you have any questions or would like to discuss any details of the WSBLE Project, Agency and Tribal Coordination Plan, or schedule, please contact Lauren Swift at Sound Transit (206-398-5301; lauren.swift@soundtransit.org) or Mark Assam at FTA (206-220-4465; mark.assam@dot.gov).

Thank you,

Erin

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit
May 21, 2019

Ms. Linda Gehrke
Deputy Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle to Ballard Light Rail Extension
Re: Agency and Tribal Coordination Plan Review Comments

Dear Ms. Gehrke:

Thank you for contacting the Department of Archaeology and Historic Preservation (DAHP) and providing the Agency and Tribal Coordination Plan for the above referenced project. I have reviewed the plan and concur with the schedule provided in Section 5.4.

We appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 586-3085
dennis.wardlaw@dahp.wa.gov
July 23, 2019

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue Southeast
Auburn, WA 98092

Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination

Dear Chairman Elkins:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit’s consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.
Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI1765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent
Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

**Historic Resources**

There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.

It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

**Determinations**

Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have **no adverse effect** on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.
Thank you for your consultation on the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
        and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019
July 23, 2019

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination

Dear Chairman de los Angeles:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit’s consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.
Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent
Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

**Historic Resources**

There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.

It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

**Determinations**

Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have no adverse effect on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.
Thank you for your consultation on the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archaeology and Historic Preservation, Snoqualmie Indian Tribe
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019
July 23, 2019

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination

Dear Chairman Yanity:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit’s consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.
Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent
Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

**Historic Resources**

There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.

It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

**Determinations**

Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have **no adverse effect** on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.
Thank you for your consultation on the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, THPO, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019
July 23, 2019

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination

Dear Chairman Forsman:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit’s consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.
**Undertaking Description**

The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

**Cultural Resources Evaluation**

The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

*Archaeological Resources*

There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent
Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

**Historic Resources**

There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.

It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

**Determinations**

Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have no adverse effect on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.
Thank you for your consultation on the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Lewarch, Cultural Resources, Suquamish Indian Tribe of the Port Madison Reservation
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019
July 23, 2019

The Honorable Teri Gobin  
Chairwoman  
Tulalip Tribes of Washington  
6406 Marine Drive  
Tulalip, WA 98271

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Geotechnical Investigation Project  
National Historic Preservation Act, Section 106  
Eligibility and Effects Determination

Dear Chairwoman Gobin:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit’s consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.
Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI1765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent
Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

**Historic Resources**

There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.

It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

**Determinations**

Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have **no adverse effect** on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.
Thank you for your consultation on the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve, Tulalip Tribes of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019
July 23, 2019

The Honorable JoDe Goudy
Chairman
Confederated Tribes and Bands of the Yakama Nation
P.O. Box 151
Toppenish, WA 98948

Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination

Dear Chairman Goudy:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with your tribe for the West Seattle and Ballard Link Extensions Project as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, and requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit’s consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.
Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent
Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

Historic Resources

There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.

It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

Determinations

Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have no adverse effect on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.
Thank you for your consultation on the Project.

Sincerely,

LINDA M
GEHRKE

Linda M. Gehrke
Regional Administrator

cc: Kate Valdez, THPO, Confederated Tribes and Bands of the Yakama Nation
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
    and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent
          Discovery Plan, July 2019
July 23, 2019

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

Subject: Sound Transit
West Seattle and Ballard Link Extensions Geotechnical Investigation Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination

Dear Dr. Brooks:

On February 25, 2019, the Federal Transit Administration (FTA) initiated Section 106 consultation with the Washington State Historic Preservation Officer (SHPO) for the West Seattle and Ballard Link Extensions Project (Project Tracking Code: 2018-02-01062) as proposed by Sound Transit. In May 2019, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter initiates Section 106 consultation, requests your feedback on the proposed Area of Potential Effects (APE), and requests your concurrence with the proposed Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit’s consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural
Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

**Undertaking Description**

The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

**Cultural Resources Evaluation**

The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

*Archaeological Resources*

There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.
Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

**Historic Resources**

There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.

As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources.

It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

**Determinations**

Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have no adverse effect on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA is seeking SHPO concurrence with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.
Thank you for your consultation on the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019
July 24, 2019

The Honorable Cecile Hansen  
Chairwoman  
Duwamish Tribe  
4705 W Marginal Way SW  
Seattle, WA 98106

Subject: West Seattle and Ballard Link Extension Geotechnical Investigation  
National Historic Preservation Act, Section 106  
Eligibility and Effects Determination

Dear Chair Hansen:

On February 14, 2018, Sound Transit invited the Duwamish Tribe to participate in the environmental review process for the West Seattle and Ballard Link Extensions Project. In May 2019, the Sound Transit Board, in coordination with the Federal Transit Administration (FTA), identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit’s consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

Undertaking Description

The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a truck- or track-mounted drill rig. The general work area for
each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

Historic Resources
There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.
As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources. It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

Determinations
Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have no adverse effect on resources on or eligible for the NRHP.

We respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact me at (206) 398-5464 or erin.green@soundtransit.org.

Sincerely,

Erin Green
Senior Environmental Planner

Enclosure: CD of Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019
July 24, 2019

The Honorable Michael didahalqid Evans
Chairman
Snohomish Tribe
9792 Edmonds Way Box 267
Edmonds, WA 98020

Subject: West Seattle and Ballard Link Extension Geotechnical Investigation
National Historic Preservation Act, Section 106
Eligibility and Effects Determination

Dear Chair Evans:

On February 14, 2018, Sound Transit invited the Snohomish Tribe to participate in the environmental review process for the West Seattle and Ballard Link Extensions Project. In May 2019, the Sound Transit Board, in coordination with the Federal Transit Administration (FTA), identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS. To support the forthcoming EIS, FTA and Sound Transit now propose the West Seattle and Ballard Link Extensions Geotechnical Investigation Project (Project). The Project is comprised of a series of geotechnical borings which will support the ongoing design and environmental analysis of the overall West Seattle and Ballard Link Extensions Project, but is being treated as a separate federal undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter requests your comments on the proposed Area of Potential Effects (APE), and Eligibility and Effects Determinations for the Project.

To support the evaluation of the Project, Sound Transit's consultant Jacobs Engineering Group, Inc. (Jacobs) has prepared West Seattle and Ballard Link Extensions Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, dated July 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

Undertaking Description
The Project proposes up to 482 geotechnical borings located along the light rail extension alternatives to be studied in the EIS. Most of the borings will be approximately four to eight inches in diameter, and vary in depth from approximately 100 to 350 feet. Drilling methods will include hollow-stem auger, mud-rotary, and sonic. Drilling will be completed using either a track- or track-mounted drill rig. The general work area for
each boring will be approximately 60 feet long and 10 to 12 feet wide, to accommodate the drill rig and associated work space. There will also be trial pump tests at two boring locations (one on 5th Avenue and one on 6th Avenue, to either side of Pine Street). The pump tests will involve drilling in an air rotary hole larger than the geotechnical borings at approximately 12 inches for the pumping well, and four monitoring wells around each of the well holes. Borings will be backfilled with bentonite, and the drilling contractor will restore the property after work is completed. Boring locations are shown in Appendix A of the enclosed Cultural Resources Report. Boring locations may shift slightly based on the locations of underground utilities and access constraints.

The proposed APE for the Project includes the footprint of each boring and extends in a 75-foot radius around each boring (see Figure 2-1 of the enclosed Cultural Resources Report). The APE includes the work area for the borings, which will be approximately 60 feet long and 10 to 12 feet wide to accommodate the drill rig and associated work space, support equipment, and a 15-foot buffer.

Cultural Resources Evaluation
The enclosed Cultural Resources Report documents the results of the background research conducted for the Project by Jacobs archaeologists and architectural historians. Jacobs staff reviewed geological mapping (including LiDAR), the WISAARD database, the Washington Statewide Archaeology Predictive Model, ethnographic place name locations, and historical-based archival records and previous studies within the vicinity of the geotechnical investigation proposed by the Project.

Archaeological Resources
There is one previously recorded historic archaeological site (45KI765) within the Project APE that is more than 50 feet away from a proposed geotechnical boring. Archaeological site 45KI765 was determined not eligible for listing in the National Register of Historic Places (NRHP) in 2005. There are also two precontact archaeological sites (45KI1353 and 45KI52) within 1,000 feet of the APE and four historic archaeological sites (45KI765, 45KI958, 45KI1223, and 45KI1185) within 500 feet. Section 6 of the Cultural Resources Report describes these sites, along with archaeological sensitivity areas. Archaeological monitoring is proposed for the 59 borings that are located in areas with moderate to high sensitivity for precontact/ethnographic archaeological resources, or historical archaeological resources (see Section 8 and Appendices A, B, and C of the Cultural Resources Report). The archaeological monitoring will also help inform the subsequent EIS evaluations for the overall West Seattle and Ballard Link Extensions Project.

Archaeological monitoring will follow the Archaeological Monitoring Plan, which is described in Appendix J of the Cultural Resources Report. This appendix also includes the Inadvertent Discovery Plan which will be implemented during Project execution to address the potential to encounter cultural materials. The results of the archaeological monitoring will be documented in a historic and archaeological technical report that will be an appendix to the subsequent EIS for the overall West Seattle and Ballard Link Extensions Project.

Historic Resources
There are 85 borings located within 75 feet of built environment properties that are either NRHP-listed or eligible for listing. These borings and the proximal NRHP-listed or -eligible resources are listed in Appendix F of the Cultural Resources Report. Of these, three borings are located outside of the public right-of-way and within the property boundary of the NRHP-eligible Memorial Stadium. Additionally, 46 borings are located within the public right-of-way within the Seattle Chinatown National Historic District and the Pioneer Square-Skid Row National Historic District; 11 of these borings are located in both districts. All other borings within 75 feet of built environment properties that are NRHP-listed or eligible for listing are located within the public right-of-way and not within the physical property boundary of the resources.
As described above, all borings are temporary in nature. Borings located in Memorial Stadium will not adversely affect the historic property because no aspect of the integrity will be altered or diminished. Borings located in the public right-of-way will not directly or indirectly affect built environment historic resources. It is possible that other NHRP-eligible resources that have not yet been identified, evaluated, and recorded are within 75 feet of the proposed borings. However, these borings would be in public right-of-way or parking lots, and would not have the potential to directly or indirectly affect additional historic properties, if any exist.

**Determinations**

Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project is limited to a 75-foot radius around each boring location as depicted on Figure 2-1 of the enclosed Cultural Resources Report.
- There are 26 resources listed on, or eligible for, the NRHP within the APE as outlined in Table 4-1 of the enclosed Cultural Resources Report.
- The Project would have no adverse effect on resources on or eligible for the NRHP.

We respectfully requests any comments you may have with these determinations within 30 days of receipt of this letter. If you have any questions, please contact me at (206) 398-5464 or erin.green@soundtransit.org.

Sincerely,

Erin Green  
Senior Environmental Planner

Enclosure: CD of Geotechnical Investigation Cultural Resources Assessment and Inadvertent Discovery Plan, July 2019
August 9, 2019

Ms. Linda Gehrke
Deputy Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code:     2019-02-01457
Property: King County_ West Seattle To Ballard Light Rail Extension_ Geotechnical Investigation
Re:          NO Adverse Effect

Dear Ms. Gehrke:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication.

First, we agree with the Area of Potential Effect (APE) as mapped in the survey report. We also concur that the current project as proposed will have "NO ADVERSE EFFECT" on historic properties within the APE that are listed in, or determined eligible for listing in, the National Register of Historic Places. As a result of our concurrence, further contact with DAHP on this proposal is not necessary.

However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 586-3085
dennis.wardlaw@dahp.wa.gov
Dear Chair Hansen:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions project, consistent with the provisions of 23 United States Code 139 and 23 Code of Federal Regulations 771.111. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources
- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request
your review on those topic areas within your area of expertise. The draft Environmental Methodology Report is attached to this email (WSBLE_EISMethodologies_Aug2019.pdf). FTA and Sound Transit respectfully request that you consolidate your comments and record them in the attached comment form (WSBLE_EISMethodologies_Comments.xlsx).

Please provide comments via email by **October 9, 2019**. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

Please contact me or Lauren Swift ([lauren.swift@soundtransit.org](mailto:lauren.swift@soundtransit.org) or 206-398-5301) if you have any questions.

Thank you,

**Erin Green**  
Senior Environmental Planner  
Environmental Affairs and Sustainability  
Sound Transit  
(206) 398-5464  

Connect with us  
[facebook.com/SoundTransit](https://facebook.com/SoundTransit)  
[twitter.com/SoundTransit](https://twitter.com/SoundTransit)
Dear Chair Evans:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions project, consistent with the provisions of 23 United States Code 139 and 23 Code of Federal Regulations 771.111. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources
- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request
your review on those topic areas within your area of expertise. The draft Environmental Methodology Report is attached to this email (WSBLE_EISMethodologies_Aug2019.pdf). FTA and Sound Transit respectfully request that you consolidate your comments and record them in the attached comment form (WSBLE_EISMethodologies_Comments.xlsx).

Please provide comments via email by **October 9, 2019**. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

Please contact me or Lauren Swift ([lauren.swift@soundtransit.org](mailto:lauren.swift@soundtransit.org) or 206-398-5301) if you have any questions.

Thank you,

Erin

**Erin Green**  
Senior Environmental Planner  
Environmental Affairs and Sustainability  
Sound Transit  
(206) 398-5464

Connect with us  
[facebook.com/SoundTransit](http://facebook.com/SoundTransit)  
[twitter.com/SoundTransit](http://twitter.com/SoundTransit)
Greetings:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited your agency to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions project, consistent with the provisions of 23 United States Code 139 and 23 Code of Federal Regulations 771.111. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to identify if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite your agency to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources
- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
Transportation
Utilities
Visual and Aesthetic Resources
Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request your review on those topic areas within your agency’s area of expertise. The draft Environmental Methodology Report is attached to this email (WSBLE_EISMethodologies_Aug2019.pdf). FTA and Sound Transit respectfully request that you consolidate your agency comments and record them in the attached comment form (WSBLE_EISMethodologies_Comments.xlsx).

Please provide your agency’s consolidated comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by September 30, 2019. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions or would like to discuss our agencies’ respective roles and responsibilities during preparation of the EIS, please contact Lauren Swift at 206-398-5301 or lauren.swift@soundtransit.org or Mark Assam, FTA, at 206-220-4463 or mark.assam@dot.gov.

Thank you,
Erin

Erin Green
Senior Environmental Planner
Environmental Affairs and Sustainability
Sound Transit
(206) 398-5464

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit
September 10, 2019

The Honorable Jaison Elkins  
Chairman  
Muckleshoot Indian Tribe  
39015 - 172nd Avenue SE  
Auburn, WA 98092

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
Invitation to Review Environmental Impact Statement Technical Methodologies

Dear Chairman Elkins:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources
September 10, 2019
Page 2

- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request your review on those topic areas of interest or within your area of expertise. The draft Environmental Methodology Report is being distributed via email with this letter (WSBLE_EISMethodologies_Aug2019.pdf). For your convenience, also provided via email is a comment form (WSBLE_EISMethodologies_Comments.xlsx).

We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by October 7, 2019. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE

Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
    and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
           Environmental Impact Statement Methodologies Report Comment Form
September 10, 2019

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Invitation to Review Environmental Impact Statement Technical Methodologies

Dear Chairman de los Angeles:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources
September 10, 2019
Page 2

- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request your review on those topic areas of interest or within your area of expertise. The draft Environmental Methodology Report is being distributed via email with this letter (WSBLE_EISMethologies_Aug2019.pdf). For your convenience, also provided via email is a comment form (WSBLE_EISMethologies_Comments.xlsx).

We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by October 7, 2019. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M

GEHRKE

Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
        Environmental Impact Statement Methodologies Report Comment Form
September 10, 2019

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Invitation to Review Environmental Impact Statement Technical Methodologies

Dear Chairman Yanity:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources
September 10, 2019
Page 2

- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request your review on those topic areas of interest or within your area of expertise. The draft Environmental Methodology Report is being distributed via email with this letter (WSBLE_EISMethodologies_Aug2019.pdf). For your convenience, also provided via email is a comment form (WSBLE_EISMethodologies_Comments.xlsx).

We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by October 7, 2019. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE

Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Tribal Historic Preservation Officer, Stillaguamish Tribe of Indians of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form
September 10, 2019

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
Invitation to Review Environmental Impact Statement Technical Methodologies

Dear Chairman Forsman:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources
September 10, 2019
Page 2

- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request your review on those topic areas of interest or within your area of expertise. The draft Environmental Methodology Report is being distributed via email with this letter (WSBLE_EISMethodologies_Aug2019.pdf). For your convenience, also provided via email is a comment form (WSBLE_EISMethodologies_Comments.xlsx).

We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by October 7, 2019. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Dennis Lewarch, Cultural Resources, Suquamish Indian Tribe of the Port Madison Reservation
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form
September 10, 2019

The Honorable Teri Gobin  
Chairwoman  
Tulalip Tribes of Washington  
6406 Marine Drive  
Tulalip, WA 98271

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
Invitation to Review Environmental Impact Statement Technical Methodologies

Dear Chairwoman Gobin:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations  
- Air Quality  
- Economics  
- Ecosystem Resources  
- Electromagnetic Fields  
- Energy  
- Environmental Justice  
- Geology and Soils  
- Hazardous Materials  
- Historic and Archaeological Resources
September 10, 2019

Page 2

- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request your review on those topic areas of interest or within your area of expertise. The draft Environmental Methodology Report is being distributed via email with this letter (WSBLE_EISMethodologies_Aug2019.pdf). For your convenience, also provided via email is a comment form (WSBLE_EISMethodologies_Comments.xlsx).

We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by October 7, 2019. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE

Linda M. Gehrke
Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve, Tulalip Tribes of Washington
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form
September 10, 2019

The Honorable JoDe Goudy  
Chairman  
Confederated Tribes and Bands of the Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
Invitation to Review Environmental Impact Statement Technical Methodologies

Dear Chairman Goudy:

In February 2019, the Federal Transit Administration (FTA) and Sound Transit invited you to participate in the environmental review process for the Sound Transit West Seattle and Ballard Link Extensions Project. Scoping was completed on April 2, 2019, and in May, the Sound Transit Board, in coordination with FTA, identified alternatives to study in an Environmental Impact Statement (EIS). This fall, the Sound Transit Board and FTA plan to determine if other alternatives suggested during the scoping process will be studied in the EIS.

At this time, FTA and Sound Transit invite you to review the methodologies proposed for environmental analysis in the EIS. The EIS is being prepared as a combined National Environmental Policy Act and State Environmental Policy Act document, and will include the following topic areas:

- Acquisitions, Displacements, and Relocations
- Air Quality
- Economics
- Ecosystem Resources
- Electromagnetic Fields
- Energy
- Environmental Justice
- Geology and Soils
- Hazardous Materials
- Historic and Archaeological Resources
September 10, 2019
Page 2

- Land Use
- Noise and Vibration
- Park and Recreational Resources
- Public Services
- Section 4(f)
- Section 6(f) and Resource Conservation Office
- Social Resources, Community Facilities, and Neighborhoods
- Transportation
- Utilities
- Visual and Aesthetic Resources
- Water Resources

The proposed technical methodologies address these topics areas. FTA and Sound Transit request your review on those topic areas of interest or within your area of expertise. The draft Environmental Methodology Report is being distributed via email with this letter (WSBLE_EISMethologies_Aug2019.pdf). For your convenience, also provided via email is a comment form (WSBLE_EISMethologies_Comments.xlsx).

We respectfully request that you provide comments via email to mark.assam@dot.gov and lauren.swift@soundtransit.org by October 7, 2019. FTA and Sound Transit staff are available to meet with you to discuss the methodologies at your request. After receipt of comments, FTA and Sound Transit will revise the methodologies, as appropriate, and make the final report available.

If you have any questions, please contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Lauren Swift, Sound Transit, at (206) 398-5301 or lauren.swift@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE

Linda M. Gehrke
Regional Administrator

cc: Kate Valdez, Tribal Historic Preservation Officer, Confederated Tribes and Bands of the Yakama Nation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit

Enclosure: Environmental Methodology Report, August 2019
Environmental Impact Statement Methodologies Report Comment Form
September 26, 2019

Ms. Lauren Swift
Project Development Coordinator
Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA. 98104-2826

In future correspondence please refer to:
Project Tracking Code: 2019-02-01457
Property: King County_ West Seattle To Ballard Light Rail Extension
Re: EIS Methodology Review Comments

Dear Ms. Swift:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. In response, we have reviewed the materials you provided for this project. Our agency has reviewed the material provided and has the following comments regarding the cultural resource methodology:

- DAHP has concerns regarding cumulative impacts in relation to the up-zoning and long-term alteration to the scale and character of the neighborhoods being impacted. Furthermore, up-zoning could lead to significant detrimental impacts on legacy businesses as we have seen in other areas of the City. Substantial demolition and highly speculative development may occur resulting in complete loss of historic resources and should be addressed and mitigated.

- Regarding evaluations of identified historic resources in the project APE, per Section 106 regulations, only eligibility for the National Register of Historic Places is relevant for DAHP concurrence. Please ensure that discussions of eligibility for other potential listings, including the Washington Heritage Register, are separate from National Register evaluations. This is intended to improve DAHP’s review time of the Historic Property Inventory forms in order to respond in the most expedient manner possible for FTA.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
February 12, 2020

The Honorable Jaison Elkins
Chairman
Muckleshoot Indian Tribe
39015 - 172nd Avenue SE
Auburn, WA 98092

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457

Dear Chairman Elkins:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description
The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Definition of APE
As shown on the enclosed APE Map Set, the proposed APE generally extends from elements of the Project alternatives (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to Project elements. One parcel is a standard APE extent for linear transportation projects, because potential direct and indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen’s Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

Archaeological Survey and Inventory Plan
FTA and Sound Transit will identify potential direct and indirect effects of the Project on historic built environment and archaeological resources within the APE that are listed on, or determined eligible for, the National Register of Historic Places (NRHP). This effort will include previously recorded NRHP-listed or -eligible resources, as well as those identified during archaeological and historic built environment resources survey and inventory.

The proposed Archaeological Survey and Inventory Plan (Plan) is enclosed, for your review. The Plan describes the proposed archaeological inventory process that would be conducted to identify and assess the potential for intact archaeological deposits. Due to limitations on access, such as property ownership, physical inaccessibility, or other reasons, FTA and Sound Transit propose the following phased approach to the investigation:

- **Phase 1, Draft Environmental Impact Statement (EIS):** The first phase would occur during preparation of the Draft EIS. This phase includes archaeological monitoring of geotechnical borings and geo-archaeological surveys where access is available.
- **Phase 2, Final EIS:** The second phase would occur during preparation of the Final EIS. It would focus on the Preferred Alternative and would include pedestrian surveys, near-surface surveys, and geo-archaeological surveys if access to property becomes available.
- **Phase 3, Final Design:** The third phase would occur during Project final design, after publication of the Final EIS and Record of Decision. As property is acquired prior to construction, hand exploration strategies, geo-archaeological survey, and mechanical excavation would occur.
- **Phase 4, Construction:** The fourth phase would occur during Project construction. This would include archaeological monitoring of construction activities in areas that were inaccessible before construction because of physical obstructions or other constraints.
February 12, 2020
Page 3

Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

[Signature]

Linda M. Gehrke
Regional Administrator

cc: Laura Murphy, Cultural Resources, Muckleshoot Indian Tribe
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit
    Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures:  West Seattle and Ballard Link Extensions Vicinity Map
             Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
             Archaeological Survey and Inventory Plan – Phase 1, January 2020
February 12, 2020

The Honorable Robert de los Angeles
Chairman
Snoqualmie Indian Tribe
P.O. Box 969
Snoqualmie, WA 98065

Subject:  Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457

Dear Chairman de los Angeles:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

**Project Description**
The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Definition of APE
As shown on the enclosed APE Map Set, the proposed APE generally extends from elements of the Project alternatives (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to Project elements. One parcel is a standard APE extent for linear transportation projects, because potential direct and indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen’s Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

Archaeological Survey and Inventory Plan
FTA and Sound Transit will identify potential direct and indirect effects of the Project on historic built environment and archaeological resources within the APE that are listed on, or determined eligible for, the National Register of Historic Places (NRHP). This effort will include previously recorded NRHP-listed or -eligible resources, as well as those identified during archaeological and historic built environment resources survey and inventory.

The proposed Archaeological Survey and Inventory Plan (Plan) is enclosed, for your review. The Plan describes the proposed archaeological inventory process that would be conducted to identify and assess the potential for intact archaeological deposits. Due to limitations on access, such as property ownership, physical inaccessibility, or other reasons, FTA and Sound Transit propose the following phased approach to the investigation:

- **Phase 1, Draft Environmental Impact Statement (EIS):** The first phase would occur during preparation of the Draft EIS. This phase includes archaeological monitoring of geotechnical borings and geo-archaeological surveys where access is available.
- **Phase 2, Final EIS:** The second phase would occur during preparation of the Final EIS. It would focus on the Preferred Alternative and would include pedestrian surveys, near-surface surveys, and geo-archaeological surveys if access to property becomes available.
- **Phase 3, Final Design:** The third phase would occur during Project final design, after publication of the Final EIS and Record of Decision. As property is acquired prior to construction, hand exploration strategies, geo-archaeological survey, and mechanical excavation would occur.
- **Phase 4, Construction:** The fourth phase would occur during Project construction. This would include archaeological monitoring of construction activities in areas that were inaccessible before construction because of physical obstructions or other constraints.
Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

[Signature]

Linda M. Gehrke
Regional Administrator

cc: Steven Mullen-Moses, Director, Archeology and Historic Preservation, Snoqualmie Indian Tribe
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit
    Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
            Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
            Archaeological Survey and Inventory Plan – Phase 1, January 2020
February 12, 2020

The Honorable Shawn Yanity
Chairman
Stillaguamish Tribe of Indians of Washington
P.O. Box 277
Arlington, WA 98223-0297

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457

Dear Chairman Yanity:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description
The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Definition of APE
As shown on the enclosed APE Map Set, the proposed APE generally extends from elements of the Project alternatives (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to Project elements. One parcel is a standard APE extent for linear transportation projects, because potential direct and indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen’s Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

Archaeological Survey and Inventory Plan
FTA and Sound Transit will identify potential direct and indirect effects of the Project on historic built environment and archaeological resources within the APE that are listed on, or determined eligible for, the National Register of Historic Places (NRHP). This effort will include previously recorded NRHP-listed or -eligible resources, as well as those identified during archaeological and historic built environment resources survey and inventory.

The proposed Archaeological Survey and Inventory Plan (Plan) is enclosed, for your review. The Plan describes the proposed archaeological inventory process that would be conducted to identify and assess the potential for intact archaeological deposits. Due to limitations on access, such as property ownership, physical inaccessibility, or other reasons, FTA and Sound Transit propose the following phased approach to the investigation:

- **Phase 1, Draft Environmental Impact Statement (EIS):** The first phase would occur during preparation of the Draft EIS. This phase includes archaeological monitoring of geotechnical borings and geo-archaeological surveys where access is available.
- **Phase 2, Final EIS:** The second phase would occur during preparation of the Final EIS. It would focus on the Preferred Alternative and would include pedestrian surveys, near-surface surveys, and geo-archaeological surveys if access to property becomes available.
- **Phase 3, Final Design:** The third phase would occur during Project final design, after publication of the Final EIS and Record of Decision. As property is acquired prior to construction, hand exploration strategies, geo-archaeological survey, and mechanical excavation would occur.
- **Phase 4, Construction:** The fourth phase would occur during Project construction. This would include archaeological monitoring of construction activities in areas that were inaccessible before construction because of physical obstructions or other constraints.
Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

[Signature]

Linda M. Gehrke
Regional Administrator

cc: Kerry Lyste, Tribal Historic Preservation Officer, Stillaguamish Tribe of Indians of Washington
    Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit
    Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
            Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
            Archaeological Survey and Inventory Plan – Phase 1, January 2020
February 12, 2020

The Honorable Leonard Forsman
Chairman
Suquamish Indian Tribe of the Port Madison Reservation
P.O. Box 498
Suquamish, WA 98392-0498

Subject:  Sound Transit
          West Seattle and Ballard Link Extensions Project
          National Historic Preservation Act, Section 106
          Area of Potential Effects and Archaeological Survey and Inventory Plan
          SHPO Project Tracking Code: 2019-02-01457

Dear Chairman Forsman:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description
The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Definition of APE
As shown on the enclosed APE Map Set, the proposed APE generally extends from elements of the Project alternatives (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to Project elements. One parcel is a standard APE extent for linear transportation projects, because potential direct and indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen’s Terminal.
- SW Genessee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genessee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

Archaeological Survey and Inventory Plan
FTA and Sound Transit will identify potential direct and indirect effects of the Project on historic built environment and archaeological resources within the APE that are listed on, or determined eligible for, the National Register of Historic Places (NRHP). This effort will include previously recorded NRHP-listed or -eligible resources, as well as those identified during archaeological and historic built environment resources survey and inventory.

The proposed Archaeological Survey and Inventory Plan (Plan) is enclosed, for your review. The Plan describes the proposed archaeological inventory process that would be conducted to identify and assess the potential for intact archaeological deposits. Due to limitations on access, such as property ownership, physical inaccessibility, or other reasons, FTA and Sound Transit propose the following phased approach to the investigation:

- **Phase 1, Draft Environmental Impact Statement (EIS):** The first phase would occur during preparation of the Draft EIS. This phase includes archaeological monitoring of geotechnical borings and geo-archaeological surveys where access is available.
- **Phase 2, Final EIS:** The second phase would occur during preparation of the Final EIS. It would focus on the Preferred Alternative and would include pedestrian surveys, near-surface surveys, and geo-archaeological surveys if access to property becomes available.
- **Phase 3, Final Design:** The third phase would occur during Project final design, after publication of the Final EIS and Record of Decision. As property is acquired prior to construction, hand exploration strategies, geo-archaeological survey, and mechanical excavation would occur.
- **Phase 4, Construction:** The fourth phase would occur during Project construction. This would include archaeological monitoring of construction activities in areas that were inaccessible before construction because of physical obstructions or other constraints.
February 12, 2020
Page 3

Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

[Signature]

Linda M. Gehrke
Regional Administrator

cc: Dennis Lewarch, Tribal Historic Preservation Officer, Suquamish Indian Tribe of the Port Madison Reservation
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
Archaeological Survey and Inventory Plan – Phase 1, January 2020
February 12, 2020

The Honorable Teri Gobin
Chairwoman
Tulalip Tribes of Washington
6406 Marine Drive
Tulalip, WA 98271

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457

Dear Chairwoman Gobin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description
The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Definition of APE
As shown on the enclosed APE Map Set, the proposed APE generally extends from elements of
the Project alternatives (e.g., guideway, station locations, and construction staging areas) to the
nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to Project
elements. One parcel is a standard APE extent for linear transportation projects, because
potential direct and indirect effects to historic properties typically do not extend beyond one
parcel. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE
  extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW
  and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard
  Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street)
  and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project
  alternative includes high guideway height, the APE extends to two parcels to the north of
  SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street
  and South Lander Street to cross over the existing and proposed light rail alignments, the
  APE extends one additional parcel from the guideway.

Archaeological Survey and Inventory Plan
FTA and Sound Transit will identify potential direct and indirect effects of the Project on historic
built environment and archaeological resources within the APE that are listed on, or determined
eligible for, the National Register of Historic Places (NRHP). This effort will include previously
recorded NRHP-listed or -eligible resources, as well as those identified during archaeological
and historic built environment resources survey and inventory.

The proposed Archaeological Survey and Inventory Plan (Plan) is enclosed, for your review. The
Plan describes the proposed archaeological inventory process that would be conducted to identify
and assess the potential for intact archaeological deposits. Due to limitations on access, such as
property ownership, physical inaccessibility, or other reasons, FTA and Sound Transit propose
the following phased approach to the investigation:

- **Phase 1, Draft Environmental Impact Statement (EIS):** The first phase would occur
during preparation of the Draft EIS. This phase includes archaeological monitoring of
geotechnical borings and geo-archaeological surveys where access is available.
- **Phase 2, Final EIS:** The second phase would occur during preparation of the Final EIS.
  It would focus on the Preferred Alternative and would include pedestrian surveys,
  near-surface surveys, and geo-archaeological surveys if access to property becomes available.
- **Phase 3, Final Design:** The third phase would occur during Project final design, after
  publication of the Final EIS and Record of Decision. As property is acquired prior to
  construction, hand exploration strategies, geo-archaeological survey, and mechanical
  excavation would occur.
- **Phase 4, Construction:** The fourth phase would occur during Project construction. This
  would include archaeological monitoring of construction activities in areas that were
  inaccessible before construction because of physical obstructions or other constraints.
Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Richard Young, Cultural Resources, Hibulb Cultural Center & Natural History Preserve, Tulalip Tribes of Washington
Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
Archaeological Survey and Inventory Plan – Phase 1, January 2020
February 12, 2020

The Honorable JoDe Goudy  
Chairman  
Confederated Tribes and Bands of the Yakama Nation  
P.O. Box 151  
Toppenish, WA 98948

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
National Historic Preservation Act, Section 106  
Area of Potential Effects and Archaeological Survey and Inventory Plan  
SHPO Project Tracking Code: 2019-02-01457

Dear Chairman Goudy:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with your Tribe under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description
The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Definition of APE
As shown on the enclosed APE Map Set, the proposed APE generally extends from elements of the Project alternatives (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to Project elements. One parcel is a standard APE extent for linear transportation projects, because potential direct and indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen’s Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

Archaeological Survey and Inventory Plan
FTA and Sound Transit will identify potential direct and indirect effects of the Project on historic built environment and archaeological resources within the APE that are listed on, or determined eligible for, the National Register of Historic Places (NRHP). This effort will include previously recorded NRHP-listed or -eligible resources, as well as those identified during archaeological and historic built environment resources survey and inventory.

The proposed Archaeological Survey and Inventory Plan (Plan) is enclosed, for your review. The Plan describes the proposed archaeological inventory process that would be conducted to identify and assess the potential for intact archaeological deposits. Due to limitations on access, such as property ownership, physical inaccessibility, or other reasons, FTA and Sound Transit propose the following phased approach to the investigation:

- **Phase 1, Draft Environmental Impact Statement (EIS):** The first phase would occur during preparation of the Draft EIS. This phase includes archaeological monitoring of geotechnical borings and geo-archaeological surveys where access is available.
- **Phase 2, Final EIS:** The second phase would occur during preparation of the Final EIS. It would focus on the Preferred Alternative and would include pedestrian surveys, near-surface surveys, and geo-archaeological surveys if access to property becomes available.
- **Phase 3, Final Design:** The third phase would occur during Project final design, after publication of the Final EIS and Record of Decision. As property is acquired prior to construction, hand exploration strategies, geo-archaeological survey, and mechanical excavation would occur.
- **Phase 4, Construction:** The fourth phase would occur during Project construction. This would include archaeological monitoring of construction activities in areas that were inaccessible before construction because of physical obstructions or other constraints.
February 12, 2020
Page 3

Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

[Signature]

Linda M. Gehrke
Regional Administrator

cc: Kate Valdez, Tribal Historic Preservation Officer, Confederated Tribes and Bands of the Yakama Nation
     Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
     Lauren Swift, Central Corridor Environmental Manager, Sound Transit
     Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
            Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
            Archaeological Survey and Inventory Plan – Phase 1, January 2020
February 12, 2020

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Area of Potential Effects and Archaeological Survey and Inventory Plan
SHPO Project Tracking Code: 2019-02-01457

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is continuing consultation with the Washington State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800, for the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle’s Alaska Junction area, and to Ballard’s Market Street area in Seattle, King County, Washington. This letter requests comments on the proposed Area of Potential Effects (APE) and the proposed Archaeological Survey and Inventory Plan.

Project Description
The Project would extend Link light rail service approximately 11.8 miles from Downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
**Definition of APE**

As shown on the enclosed APE Map Set, the proposed APE generally extends from elements of the Project alternatives (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to Project elements. One parcel is a standard APE extent for linear transportation projects, because potential direct and indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen’s Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

**Archaeological Survey and Inventory Plan**

FTA and Sound Transit will identify potential direct and indirect effects of the Project on historic built environment and archaeological resources within the APE that are listed on, or determined eligible for, the National Register of Historic Places (NRHP). This effort will include previously recorded NRHP-listed or -eligible resources, as well as those identified during archaeological and historic built environment resources survey and inventory.

The proposed Archaeological Survey and Inventory Plan (Plan) is enclosed, for your review. The Plan describes the proposed archaeological inventory process that would be conducted to identify and assess the potential for intact archaeological deposits. Due to limitations on access, such as property ownership, physical inaccessibility, or other reasons, FTA and Sound Transit propose the following phased approach to the investigation:

- **Phase 1, Draft Environmental Impact Statement (EIS):** The first phase would occur during preparation of the Draft EIS. This phase includes archaeological monitoring of geotechnical borings and geo-archaeological surveys where access is available.
- **Phase 2, Final EIS:** The second phase would occur during preparation of the Final EIS. It would focus on the Preferred Alternative and would include pedestrian surveys, near-surface surveys, and geo-archaeological surveys if access to property becomes available.
- **Phase 3, Final Design:** The third phase would occur during Project final design, after publication of the Final EIS and Record of Decision. As property is acquired prior to construction, hand exploration strategies, geo-archaeological survey, and mechanical excavation would occur.
- **Phase 4, Construction:** The fourth phase would occur during Project construction. This would include archaeological monitoring of construction activities in areas that were inaccessible before construction because of physical obstructions or other constraints.
February 12, 2020

Page 3

Request for Comment
Pursuant to 36 CFR Part 800, FTA invites your comments on the proposed APE and the Archaeological Survey and Inventory Plan within 30 days of receipt of this letter. If FTA can provide any assistance or additional information which would aid in your prompt reply, please feel free to contact Mark Assam, FTA, at (206) 220-4465 or mark.assam@dot.gov, or Alex Stevenson, Sound Transit, at (206) 553-3655 or alex.stevenson@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

[Signature]

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
   Lauren Swift, Central Corridor Environmental Manager, Sound Transit
   Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: West Seattle and Ballard Link Extensions Vicinity Map
            Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)
            Archaeological Survey and Inventory Plan – Phase 1, January 2020
February 20, 2020  
Honorable Cecile Hansen  
Tribal Chair  
Duwamish Tribe  
4708 W Marginal Way SW  
Seattle, WA 98106

Subject: Sound Transit West Seattle and Ballard Link Extensions Project, National Historic Preservation Act, Section 106 Area of Potential Effect and Archaeological Survey and Inventory Plan SHPO Project Tracking Code 2019-02-01457

Dear Chairwoman Hansen:

I am writing this letter to the Duwamish Tribe on behalf of Sound Transit’s Tribal Relations Program and the West Seattle and Ballard Link Extensions Project (Project). As you are aware, in February of 2018 Sound Transit invited the Duwamish to be a participating party in the environmental review and Section 106 process for the Project (please see the attached Project engagement information). This letter is a continuation of the engagement on the project initiated in 2018.

This letter is to follow up in order to provide you with updated project specific information and includes:

1) A definition of the Area of Potential Effects (APE) - (please see description below and documents included on the enclosed CD); and
2) A Cultural Resources Survey and Inventory plan focused on archaeological investigation that outlines a phased approach for cultural resources investigation (included on enclosed CD).

Definition of APE

The Federal Transit Administration has define the APE consistent with 36 CFR 800.16(d), the APE represents the area within which the undertaking may “directly or indirectly cause alternations in the character or use of historic properties, if such properties exist.” As shown in the enclosed APE Figure, the APE generally extends from the project elements (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to project elements One parcel is a standard APE extent for transportation projects, because indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high level fixed bridge, the APE extends a 0.25 mile from the center of the proposed high level bridges at 14th Ave NW and 15th Ave NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Ave W and the Shoreline, north of W Nickerson Street) and includes all of Fisherman’s Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
• SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway

If there are any questions about this transmittal, or if you would like information on the project schedule, please contact me:
Dezerae Hayes – Sound Transit’s Director of Tribal Relations by phone at: 253-509-3806 or via email at: Dezerae.hayes@soundtransit.org. You may also contact Alex Stevenson - Sound Transit’s Cultural Resource Manager by phone: 206-553-3655 or via email at: Alex.stevenson@soundtransit.org.

Thank you in advance for your collaboration.

Sincerely,

Dezerae Hayes
Director of Tribal Relations

Enclosure: West Seattle and Ballard Link Extension Project Cultural Resource Survey Plan - CD

cc: Alexander Stevenson, Sound Transit
    Erin Green, Sound Transit
    Lauren Swift, Sound Transit
February 20, 2020
Tribal Chair
Snohomish Tribe
9792 Edmonds Way #267
Edmonds, WA 98020

Subject: Sound Transit West Seattle and Ballard Link Extensions Project, National Historic Preservation Act, Section 106 Area of Potential Effect and Archaeological Survey and Inventory Plan SHPO Project Tracking Code 2019-02-01457

Dear Tribal Chair:

I am writing this letter to the Snohomish Tribe on behalf of Sound Transit’s Tribal Relations Program and the West Seattle and Ballard Link Extensions Project (Project). As you are aware, in February of 2018 Sound Transit invited the Duwamish to be a participating party in the environmental review and Section 106 process for the Project (please see the attached Project engagement information). This letter is a continuation of the engagement on the project initiated in 2018.

This letter is to follow up in order to provide you with updated project specific information and includes:

1) A definition of the Area of Potential Effects (APE) - (please see description below and documents included on the enclosed CD); and
2) A Cultural Resources Survey and Inventory plan focused on archaeological investigation that outlines a phased approach for cultural resources investigation (included on enclosed CD).

Definition of APE
The Federal Transit Administration has define the APE consistent with 36 CFR 800.16(d), the APE represents the area within which the undertaking may “directly or indirectly cause alterations in the character or use of historic properties, if such properties exist.” As shown in the enclosed APE Figure, the APE generally extends from the project elements (e.g., guideway, station locations, and construction staging areas) to the nearest tax parcel or a maximum of 200 feet where large tax parcels are adjacent to project elements One parcel is a standard APE extent for transportation projects, because indirect effects to historic properties typically do not extend beyond one parcel. The APE is larger in the following areas to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high level fixed bridge, the APE extends a 0.25 mile from the center of the proposed high level bridges at 14th Ave NW and 15th Ave NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Ave W and the Shoreline, north of W Nickerson Street) and includes all of Fisherman’s Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
• SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

If there are any questions about this transmittal, or if you would like information on the project schedule, please contact me:

Dezerae Hayes – Sound Transit’s Director of Tribal Relations by phone at: 253-509-3806 or via email at: Dezerae.hayes@soundtransit.org. You may also contact Alex Stevenson - Sound Transit’s Cultural Resource Manager by phone: 206-553-3655 or via email at: Alex.stevenson@soundtransit.org.

Thank you in advance for your collaboration.

Sincerely,

Dezerae Hayes  
Director of Tribal Relations

Enclosure: West Seattle and Ballard Link Extension Project Cultural Resource Survey Plan - CD

cc: Alexander Stevenson, Sound Transit  
    Erin Green, Sound Transit  
    Lauren Swift, Sound Transit
February 25, 2020

Ms. Linda Gehrke  
Regional Administrator  
Federal Transit Administration  
915 Second Avenue  
Suite 3142  
Seattle, WA. 98174-1002

In future correspondence please refer to:  
Project Tracking Code: 2019-02-01457  
Property: King County_ West Seattle to Ballard Light Rail Extension  
Re: APE Concur

Dear Ms. Gehrke:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced project. In response, we have reviewed your description and map of the area of potential effect (APE). We concur with your definition of the APE. We have also reviewed your methodology for the archaeological inventory. At this time we have no comments on the archaeological inventory methodology. However, DAHP is requesting that FTA provide the methodology for the built environment inventory efforts as well as a discussion on how these inventory efforts articulate to the phased approach of this project. Also, please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw  
Transportation Archaeologist  
(360) 586-3085  
dennis.wardlaw@dahp.wa.gov
Hi Dennis,

As you requested in your February 25, 2020 letter, attached is the Built Environment Inventory Plan for the West Seattle and Ballard Link Extensions Project for Sound Transit (Project Tracking Code: 2019-02-01457). Please let me know if you have comments or questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov

Hi Mark,

Good afternoon. Attached please find our letter for the project referenced in the subject line. Please let me know if you have any questions.

Regards,
Dennis
Hi Mark,

Thanks for sending this over. The BEU has reviewed the Inventory Plan and are in agreement with built environment methodology.

Regards,
Dennis

---

Hi Dennis,

As you requested in your February 25, 2020 letter, attached is the Built Environment Inventory Plan for the West Seattle and Ballard Link Extensions Project for Sound Transit (Project Tracking Code: 2019-02-01457). Please let me know if you have comments or questions.

Thanks,

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov
Hi Mark,

Good afternoon. Attached please find our letter for the project referenced in the subject line. Please let me know if you have any questions.

Regards,
Dennis

Dennis Wardlaw, M.A.
Transportation Archaeologist
Dept. of Archaeology and Historic Preservation
1110 Capitol Way South, Suite 30
Olympia, WA 98501
Voice: 360-586-3085
Cell: 360-485-5014

please consider the environment before printing this email
Hi Dennis,

As part of our continuing efforts to coordinate closely with your office on the West Seattle and Ballard Link Extensions Project (SHPO Project Tracking Code: 2019-02-01457), Sound Transit has uploaded 376 historic property inventory (HPI) forms for properties within the Area of Potential Effects (APE) using Sound Transit’s FTP site (see access instructions below). These forms were submitted in the following three files/batches:

1. WSBLE HPIs Batch 1 Updated 20200402RS (Ballard)
2. WSBLE HPIs Batch 2 Updated 20200402RS (Interbay)
3. WSBLE HPIs Batch 3 Updated 20200402RS (Lower Queen Anne)

The files can be accessed at the link below using the username and password shown below:

- Username: TempHold
- Password: TempHold

As we discussed during our teleconference on March 13, 2020, I am attaching an Excel file for your use in reviewing and commenting on the HPI forms, as well as a map set showing the location of each historic property within the geographic “HPI batches” throughout the entire project corridor.

We request that you review the forms and comment on: (1) the level of documentation; and (2) the recommended determinations of eligibility. FTA will formally determine eligibility and effect for all historic properties within the APE later in the Section 106 process. The current coordination is intended to make sure that the documentation is consistent with your expectations.

Thank you for your assistance.

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Avenue, Suite 3142 | Seattle, WA 98174-1002
(206) 220-4465 | mark.assam@dot.gov | www.transit.dot.gov
August 31, 2020

Riisa Conklin
Executive Director
Freeway Park Association
601 Union Street, Suite 310
Seattle, WA 98101

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation

Dear Ms. Conklin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description
The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects
The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in...
which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set
August 31, 2020

Sarah Sodt
City Historic Preservation Officer
City of Seattle Historic Preservation Office
P.O. Box 94649
Seattle, WA 98124-4649

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation

Dear Ms. Sodt:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description
The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects

The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role

FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in
which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit
    Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
            Area of Potential Effects Map Set
August 31, 2020

Ryan Smith  
Principal  
Martin Smith, Inc.  
1932 1st Avenue, Suite 1000  
Seattle, WA 98101  

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
National Historic Preservation Act, Section 106  
Consulting Party Invitation

Dear Mr. Smith:  

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description  
The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects
The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in
which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set
August 31, 2020

Lisa Howard  
Executive Director  
Alliance for Pioneer Square  
P.O. Box 4507  
Seattle, WA 98194

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
National Historic Preservation Act, Section 106  
Consulting Party Invitation

Dear Ms. Howard:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description

The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects
The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in
which you may have an interest. Properties of interest include those buildings, structures,
objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide
any comments on the APE within 30 days of receipt of this letter. Should you require additional
information or have questions, please contact Mark Assam at 206-220-4465 or
mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology
and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set
August 31, 2020

Jennifer Meisner  
Preservation Officer  
King County Historic Preservation Program  
201 South Jackson Street, Suite 700  
Seattle, WA 98104

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
National Historic Preservation Act, Section 106  
Consulting Party Invitation

Dear Ms. Meisner:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description

The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects

The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role

FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in
which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit
    Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
            Area of Potential Effects Map Set
August 31, 2020

Kji Kelly
Executive Director
Historic Seattle
1117 Minor Avenue
Seattle, WA 98101

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation

Dear Mr. Kelly:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description
The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects
The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in...
which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit
    Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
            Area of Potential Effects Map Set
August 31, 2020

Kathleen Barry Johnson  
Executive Director  
Historic South Downtown Community Preservation and Development Authority  
409B Maynard Avenue South  
Seattle, WA 98107

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
National Historic Preservation Act, Section 106  
Consulting Party Invitation

Dear Ms. Barry Johnson:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description
The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects
The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in
which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

LINDA M. GEHRKE
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit
    Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures:  Project Vicinity Maps
             Area of Potential Effects Map Set
August 31, 2020

Chris Moore
Executive Director
Washington Trust for Historic Preservation
1204 Minor Avenue
Seattle, WA 98101

Subject: Sound Transit
West Seattle and Ballard Link Extensions Project
National Historic Preservation Act, Section 106
Consulting Party Invitation

Dear Mr. Moore:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description
The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects

The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role

FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in
which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit
    Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
            Area of Potential Effects Map Set
August 31, 2020

Julia Levitt  
Strategic Advisor  
Seattle Center  
305 Harrison Street  
Seattle, WA 98109

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
National Historic Preservation Act, Section 106  
Consulting Party Invitation

Dear Ms. Levitt:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description
The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects
The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen's Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in
which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Lauren Swift, Central Corridor Environmental Manager, Sound Transit
Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
Area of Potential Effects Map Set
August 31, 2020

Maiko Winkler-Chin  
Executive Director  
Seattle Chinatown International District Preservation and Development Authority  
P.O. Box 3302  
Seattle, WA 98114

Subject: Sound Transit  
West Seattle and Ballard Link Extensions Project  
National Historic Preservation Act, Section 106  
Consulting Party Invitation

Dear Ms. Winkler-Chin:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the West Seattle and Ballard Link Extensions Project (Project). The Project would extend Link light rail service from downtown Seattle to West Seattle's Alaska Junction area, and to Ballard's Market Street area, in Seattle, King County, Washington. Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. This letter invites your organization to participate in the Section 106 consultation process for the Project as a consulting party.

Project Description
The Project would extend Link light rail service 11.8 miles from downtown Seattle to both West Seattle and Ballard (see enclosed Project Vicinity Maps). The Project includes light rail guideway with elevated, at-grade, and tunnel profiles. It also includes 14 stations that would either be elevated, at-grade, or in a tunnel. The stations would serve the following areas in Seattle: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, Chinatown/International District, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.
Area of Potential Effects
The Area of Potential Effects (APE) for the Project is illustrated in the enclosed APE Map Set. The APE includes all areas where ground disturbance may occur, including excavation, grading, curb removal, utilities, etc. The APE includes areas where stations, transit centers, and other improvements are planned. It also includes possible construction staging areas.

The APE also includes areas where the potential exists for historic properties to be indirectly affected by the Project. Where station construction, signal upgrades, and other highly visible improvements are planned, the APE extends on either side of the right-of-way to the nearest tax parcel, or to a maximum of 200 feet where large tax parcels are adjacent to Project elements. The APE is larger in the following areas, to account for potential visual effects:

- Salmon Bay, where some Project alternatives include a high-level fixed bridge, the APE extends 0.25 mile from the center of the proposed high-level bridges at 14th Avenue NW and 15th Avenue NW. It also extends to parcels on the southwest side of the Ballard Bridge (between 21st Avenue West and the shoreline, north of West Nickerson Street) and includes all of Fishermen’s Terminal.
- SW Genesee Street between 26th Avenue SW and 30th Avenue SW, where one Project alternative includes high guideway height, the APE extends to two parcels to the north of SW Genesee Street.
- SODO, where some of the Project alternatives would reconstruct South Holgate Street and South Lander Street to cross over the existing and proposed light rail alignments, the APE extends one additional parcel from the guideway.

A survey for historic resources is currently underway to identify buildings, structures, sites, objects, and districts constructed in 1980 or earlier that are within the APE or on parcels crossed by the APE, and to assess their potential to be affected by the Project. Historic resources identified during the survey will be documented in the Washington Information System for Architectural and Archaeological Records Data (WISAARD) database, and evaluated for eligibility for listing on the National Register of Historic Places (NRHP).

An archaeological survey will also be conducted within the APE that includes a pedestrian survey and shovel testing to identify and assess the potential for intact archaeological deposits. Shovel testing will be focused where ground disturbance is planned in areas that have not been previously disturbed. Where archaeological high-probability areas identified within the APE cannot be tested prior to Project construction, archaeological monitoring during construction will be recommended.

Consulting Party Role
FTA invites your organization to participate as a consulting party because you may have an interest in the Project and in its potential effects on historic and cultural properties. As you may know, Section 106 is a process that may not result in preservation in all instances but seeks to balance a full range of public values and perspectives to avoid, minimize, or mitigate adverse effects on historic properties. Consulting party status entitles you to comment on aspects of the Project that would potentially affect historic properties. As a consulting party, you would receive information about historic properties within the APE, and potential effects to those properties in
which you may have an interest. Properties of interest include those buildings, structures, objects, sites, and districts that are either listed, or eligible for listing, on the NRHP.

If you elect to participate as a consulting party, please inform FTA of your decision and provide any comments on the APE within 30 days of receipt of this letter. Should you require additional information or have questions, please contact Mark Assam at 206-220-4465 or mark.assam@dot.gov.

Thank you for your interest in the Project.

Sincerely,

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
    Lauren Swift, Central Corridor Environmental Manager, Sound Transit
    Alex Stevenson, Cultural Resources Program Manager, Sound Transit

Enclosures: Project Vicinity Maps
            Area of Potential Effects Map Set
Area of Potential Effects (APE) for the Sound Transit West Seattle and Ballard Link Extensions (November 2019)

- Stations
- Alternatives, Track Location
- Other Draft EIS Alternatives, At-Grade
- Other Draft EIS Alternatives, Elevated
- Other Draft EIS Alternatives, Tunnel
- Preferred Alternatives, At-Grade
- Preferred Alternatives, Elevated
- Preferred Alternatives, Tunnel
- Preferred Alts. With 3rd Party Funding, At-Grade
- Preferred Alts. With 3rd Party Funding, Elevated
- Preferred Alts. With 3rd Party Funding, Tunnel
- Area Of Potential Effects (APE)
- Parcels in APE

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community