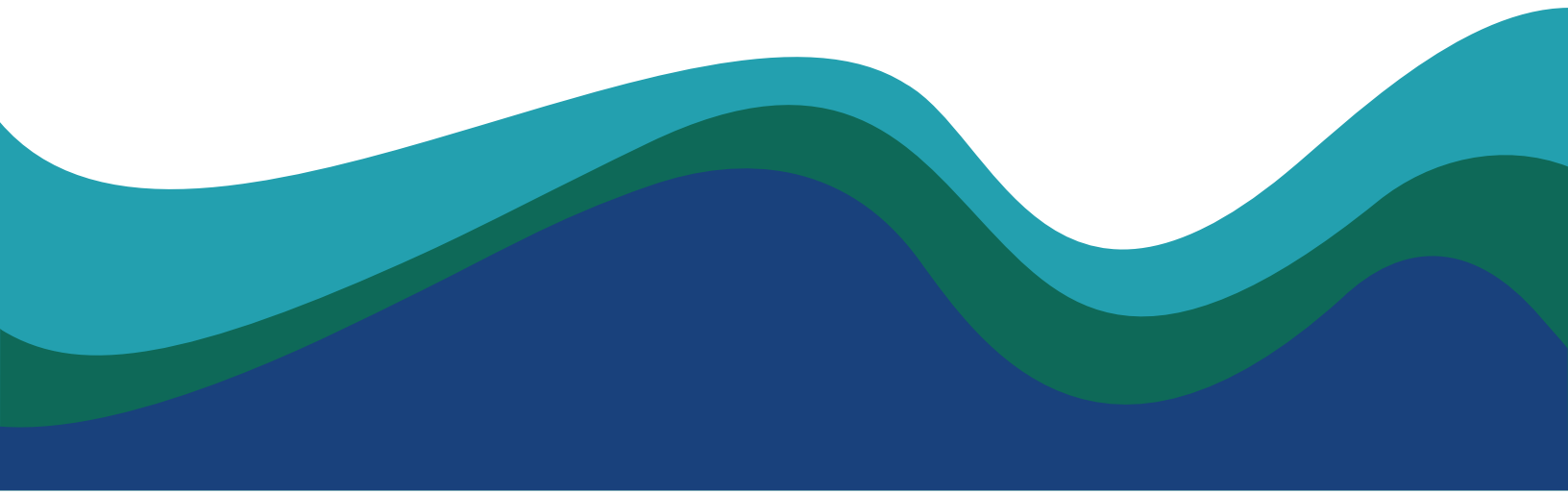




North Corridor Transit Project  
**Draft Coordination Plan**

SEPTEMBER 2011





## **PURPOSE OF THE COORDINATION PLAN**

Sound Transit and the Federal Transit Administration (FTA) have prepared this Coordination Plan to guide their efforts for coordinating the participation of the public, agencies, and tribes in the environmental review of the North Corridor Transit Project. The plan responds to federal requirements for transportation projects reviewed under the National Environmental Policy Act (NEPA) within the jurisdiction of the U.S. Department of Transportation (USDOT).

Sound Transit and the FTA are preparing an Environmental Impact Statement (EIS) for the North Corridor Transit Project in King and Snohomish counties in the metropolitan Puget Sound region. FTA is the federal lead agency under NEPA, and Sound Transit is the local lead agency.

This plan and the EIS it supports are being prepared in accordance with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) signed into law on August 10, 2005. SAFETEA-LU Section 139(g)(1) states that the lead agency shall establish a plan for coordinating public and agency participation in and comment on the environmental review process.

This project began with early scoping for an Alternatives Analysis (AA) in fall 2010. The AA was conducted in response to Title 49 United States Code (U.S.C.) 5309, which currently requires an AA for major capital transit projects seeking investment through FTA. The AA is a locally managed study process that helps local agencies and the FTA identify the problems to be solved for a corridor, their underlying causes, the viable options for addressing the problems, and the resulting costs and benefits. Through the AA process, Sound Transit developed and evaluated a wide range of potential transit investments, including the type of mass transit service that could be offered, as well as the routes, stations, and operating characteristics of transit improvements.

Sound Transit has completed the AA phase and published the North Corridor Transit Project Alternatives Analysis Report and SEPA Addendum in September 2011. The Alternatives Analysis Report documents the alternatives Sound Transit considers to have the most promise for satisfying the project's purpose and need statement. The AA Report also serves as an addendum under the Washington State Environmental Policy Act (SEPA) to Sound Transit's Supplemental EIS on the Regional Transit Long-Range Plan (June 2005). Sound Transit and FTA have initiated an EIS process beginning with environmental scoping in fall 2011, and continuing through the preparation of the Draft EIS, public review and comment, and preparation of a Final EIS. The process is anticipated to end with a NEPA determination in the form of a Record of Decision from FTA.

This plan is currently in draft form during the EIS scoping period. This and other scoping activities and information (including announcements, public and agency meetings, and a

*Scoping Information Report*) support the outreach being conducted to encourage comments and involvement from agencies and the public about the North Corridor project, its schedule, and its public coordination and decision-making processes. This document will be updated based on comments received and as the project progresses, and will be available for review throughout the project.

For further information about this plan or to be placed on the project e-mail list, please contact Lauren Swift at (206) 398-5301 or email at [lauren.swift@soundtransit.org](mailto:lauren.swift@soundtransit.org)

## **Introduction to the North Corridor Transit Project**

The North Corridor Transit Project is part of the Sound Transit 2 (ST2) Plan approved by voters in 2008. The proposed project begins at the regional light rail system in the Northgate neighborhood of Seattle and would extend northward within the cities of Shoreline, Mountlake Terrace, and Lynnwood.

In addition to the summary information about the project provided here, a *Scoping Information Report* provides further detail and can be found at:

**<http://soundtransit.org/NCTP>**

The North Corridor Transit Project is an element of the region's Metropolitan Transportation Plan, the Puget Sound Regional Council's *Transportation 2040*, and Sound Transit's Long-Range Transit Plan. These plans anticipate the eventual extension of mass transit service north to Everett.

The proposed North Corridor Transit Project would begin at Northgate in north Seattle and end at the Lynnwood Transit Center in Snohomish County. The corridor generally follows Interstate 5 (I-5), the major north-south route through Washington State. I-5, with State Route (SR) 99 to the west, serves a large commuter market that travels between communities in Snohomish and King counties, toward the city of Seattle or north to Everett, where many of the region's jobs are located. These are the only two major north-south routes to serve the North Corridor, which encompasses one of the most populated areas in the Pacific Northwest, and are part of a longer north-south transportation corridor connecting Tacoma, Seattle, and Everett.

The North Corridor is bounded by Puget Sound to the west and Lake Washington to the east. The limited routes and the north-south nature of most trips have helped make the North Corridor one of the region's most productive markets for transit. However, roadways in the North Corridor, including I-5, experience high levels of congestion throughout large portions of the day, which creates long and unreliable travel times.

The North Corridor Transit Project would connect to North Link and University Link—the sections of the Central Link light rail system now being developed from downtown Seattle to

Northgate. With the connection to Central Link, the North Corridor Transit Project would serve the large and growing travel market between Lynnwood, Snohomish County, and north King County and the other major activity and/or urban growth centers that are currently served by, or will be served by, regional light rail to the south and east—including Northgate, the University of Washington, Capitol Hill, downtown Seattle, South Seattle, Tukwila, SeaTac, Bellevue, and Redmond.

### ***Sound Transit and the Region’s Mass Transit System***

The state legislature created Sound Transit to build a mass transit system to improve transportation between the major regional job and housing centers in King, Pierce, and Snohomish counties. Voters in 1996 approved *Sound Move*, the first phase of investment in a mass transit system that includes regional express buses, commuter rail, and light rail. When voters approved the ST2 Plan in 2008, which includes the North Corridor Transit Project, the second phase of investment in the region’s mass transit system began.

Sound Transit began operating the first phase of the Central Link light rail system with the line from downtown Seattle south to Tukwila in July 2009, and service to Seattle-Tacoma International Airport in the city of SeaTac began in December 2009. The line north from downtown Seattle to Capitol Hill and the University of Washington is now under construction and is scheduled to open in 2016. The section from the University of Washington to Northgate, also approved as part of the ST2 program, is now in final design with operation to begin in 2021.

## **ENVIRONMENTAL PROCESS AND TIMELINE**

An EIS is typically prepared through a several year process, beginning with scoping and ending with the release of a Final EIS and the lead agency’s environmental determination (Record of Decision). The process is designed to encourage agency and public participation and coordination at major milestones as well as through ongoing information and involvement activities.

As required by 23 Code of Federal Regulations (CFR) Part 771 (the USDOT’s regulations implementing NEPA), FTA and Sound Transit must take the following steps to complete the EIS process:

- Publish Notice of Intent in the Federal Register
- Develop a project Purpose and Need Statement
- Conduct scoping, which seek public comment on purpose and need, the range of alternatives, and help identify areas of potential impacts and significant issues to be addressed in the EIS

- Identify alternatives to be addressed in the Draft EIS, potentially including a Locally Preferred Alternative
- Prepare and release a Draft EIS
- Conduct a comment period on the Draft EIS, including holding public meetings
- Confirm or modify the definition of the Locally Preferred Alternative (if previously identified at the Draft EIS stage), or identify the Locally Preferred Alternative for the Final EIS
- Prepare and release a Final EIS
- Issue a Record of Decision

### ***Notice of Intent and Scoping***

With scoping, a required part of the EIS process, FTA and Sound Transit invited participating agencies and the public to participate in determining the purpose and need for a project as well as the range of alternatives and environmental issues to be considered.

The project initiated environmental scoping with Notices of Intent published in the Federal Register as well as the Washington State Environmental Policy Act (SEPA) Register on September 30<sup>th</sup>, 2011. Sound Transit placed advertisements in area newspapers and used a variety of other media to provide notices of the meetings, including municipal Web sites, blogs, e-mail, Facebook, and Twitter. Sound Transit sent postcard notices to over 100,000 addresses in and adjacent to the project area and emails to its project list of over 1,000 contacts. FTA and Sound Transit also sent letters inviting government agencies and tribes to participate in the EIS.

The EIS scoping process being conducted by Sound Transit and FTA continues to involve agencies that have taken part in the project during its earlier planning and AA phases. The AA phase also helped define a preliminary purpose and need statement for the project. The agencies that have been involved include the Washington State Department of Transportation; the Federal Highway Administration; the cities of Seattle, Shoreline, Mountlake Terrace, Edmonds, and Lynnwood; King and Snohomish counties; Community Transit; King County Metro Transit; affected tribes; and other regional state and federal agencies.

### ***Identifying the Draft EIS Alternatives***

The findings from the AA phase helped define the alternatives to be considering during scoping for the Draft EIS. The Sound Transit Board will consider the AA results and public scoping comments to identify the alternatives to be considered in the Draft EIS.

Following the EIS scoping process, Sound Transit will develop and release a Scoping Summary Report. The report will summarize the comments Sound Transit and FTA have received about the purpose and need, alternatives, and environmental issues to be considered in the EIS. The scoping comments will be used by Sound Transit and FTA as they continue into the EIS process. For example, in late 2011 or early 2012, the Sound Transit Board is expected to consider a motion confirming the purpose and need for the project, the scope of environmental review, and the alternatives for the Draft EIS, possibly including identification of a Locally Preferred Alternative. The Sound Transit Board will take the public scoping comments into account when it considers the motion.

### ***Preparing the Draft EIS***

To prepare the Draft EIS, Sound Transit will use the scoping comments to support its work to confirm the purpose and need, develop analysis methods, conduct further engineering, analyze environmental effects, and continue public involvement and agency coordination. Sound Transit and FTA will then publish the Draft EIS and provide a public review and comment period of at least 45 days, including public meetings and a public hearing. Issuance of the Draft EIS marks the EIS's formal period for public review and comment.

A Federal Register notice will announce the availability of the Draft EIS, provide a deadline for submission of comments on the Draft EIS, and include meeting dates and locations for the public hearings. This information will also be published in a local newspaper of general circulation (for the North Corridor, the Seattle Times) and by other available means, including local community papers and other publications. The public hearings will be held during the public review/circulation period for the Draft EIS. Notices of Availability will also be provided to all parties providing comments during scoping, cooperating and participating agencies, and other agencies or parties with an interest in the project.

The announcements will provide information on how to obtain copies of the Draft EIS, which will be available in a variety of formats, including electronically via the Sound Transit Web site, on CDs, at libraries, at Sound Transit's offices, and in printed or alternative formats upon request.

### ***Preparing the Final EIS***

After the Draft EIS public comment period ends, Sound Transit will consider comments and the Draft EIS findings. If the Board has previously identified a Locally Preferred Alternative (LPA) for the Draft EIS, the Board is expected to confirm or modify the definition of the LPA for the Final EIS, including identifying preferred station, alignment, or design options that help the project maximize benefits, minimize impacts, and maintain cost-effectiveness. Otherwise, if the Board had not identified an LPA for the Draft EIS, it would identify one at this time. The Final EIS will then update the environmental information for the LPA and other alternatives,

including any alternative refinements and modifications. It will also include responses to Draft EIS comments as well as further definition of mitigation measures for the LPA.

As part of the Final EIS, Sound Transit and FTA will respond to all substantive written comments and testimony received during the Draft EIS public comment period. As with the Draft EIS, the notice of availability will be placed in the Federal Register and advertised in the Seattle Times and other publications; the Final EIS will be available in a variety of media and locations. The Final EIS will be distributed to all cooperating and participating agencies. Notices of the Final EIS availability will also be sent to all parties who provided comments on the Draft EIS.

### ***Environmental Approvals, Final Design, Construction and Operation***

Following the release of the Final EIS, the Sound Transit Board will formally select the project to be built and operated in the North Corridor. FTA will then issue a federal Record of Decision with accompanying environmental commitments. The project would then enter its final design and permitting phase, to be followed by construction, and finally operation.

## **AGENCY COORDINATION**

NEPA and SAFETEA-LU emphasize the importance of agency coordination early in the NEPA process. SAFETEA-LU identified specific processes for involving cooperating or participating agencies. As the federal NEPA lead agency, FTA invites the involvement of federal agencies and tribes; Sound Transit, as the local lead agency under SEPA, invites state and local agencies. These invitations were made as part of the scoping announcements to agencies listed on Table 1. (This includes the agencies that were previously invited to take part in the early scoping process conducted for the AA.)

SAFETEA-LU defined the following roles and responsibilities for cooperating agencies and participating agencies:

- ***Cooperating Agency.*** This is a federal, state, tribal, or local agency having special expertise with respect to an environmental issue or jurisdiction by law. A cooperating agency has the responsibility to assist the lead agency by participating in the NEPA process at the earliest possible time, including participating in the scoping process; developing information and preparing environmental analyses including portions of the EIS concerning which cooperating agency has special expertise; reviewing and commenting on the preliminary Draft EIS, and/or technical reports associated with it prior to public issuance; and making available staff support at the lead agency's request to enhance the lead agency's interdisciplinary capabilities.
- ***Participating Agency.*** Participating agencies, which is a category of agency involvement defined for USDOT agencies by SAFETEA-LU Section 6002: Section 139(d),



are federal and non-federal agencies that may have an interest in the project, even if they do not have specific jurisdiction by law. Such agencies are invited to participate in the environmental review process.

Cooperating agencies have a higher degree of responsibility and involvement in the environmental review process than participating agencies may have, but cooperating agencies by definition are also participating agencies.

Sound Transit and FTA developed the following list (Table 1) to identify and invite agencies and tribes that may be interested in being either a cooperating or participating agency. This list is based on the general corridor and the alternatives now under consideration and the parties likely to have jurisdiction of or interests in implementation or other approvals of the project. It also considers regulatory requirements under NEPA and SEPA, and the anticipated environmental issues to be addressed in the EIS.

Agencies can accept the invitation to be a cooperating or participating agency, they can ask to change from cooperating to participating (or vice versa), they can decline, or they can ask to be involved or contacted at a later time. To be considered a cooperating or participating agency, state and local agencies are asked to respond in writing in the affirmative by the invitation deadline (usually 30 days). Federal agencies that are invited to be cooperating agencies but decline or do not respond will become participating agencies, unless they inform FTA or Sound Transit by the established deadline that they have no jurisdiction or authority with respect to the project, have no expertise or information relevant to the project, and they do not intend to submit comments on the project.

An agency that declines in writing or does not respond still has the opportunity to participate in the EIS process through its formal public review and comment periods, as described above.

**Table 1. Invited Cooperating and Participating Agencies**

<i>Invited Cooperating Agencies</i>	<i>Invited Participating Agencies and Tribes</i>
<ul style="list-style-type: none"> <li>• Federal Highway Administration (FHWA)</li> <li>• Washington State Department of Transportation (WSDOT)</li> <li>• U.S. Army Corps of Engineers (USACE)</li> <li>• City of Edmonds</li> <li>• City of Lynnwood</li> <li>• City of Mountlake Terrace</li> <li>• City of Seattle</li> <li>• City of Shoreline</li> <li>• King County</li> <li>• Snohomish County</li> </ul>	<ul style="list-style-type: none"> <li>• Department of Interior (DOI)</li> <li>• U.S. Fish and Wildlife Service (USFWS)</li> <li>• U.S. Environmental Protection Agency (EPA)</li> <li>• National Oceanic and Atmospheric Administration (NOAA)</li> <li>• Homeland Security/Transportation Security Administration</li> <li>• Advisory Council on Historic Preservation</li> <li>• Bureau of Indian Affairs</li> <li>• Federal Emergency Management Agency</li> <li>• Federal Railroad Administration</li> <li>• National Park Service</li> <li>• Duwamish Tribe*</li> <li>• Muckleshoot Indian Tribe</li> <li>• Seattle City Light</li> <li>• Snohomish Tribe*</li> <li>• Snohomish County Public Utility District</li> <li>• Snoqualmie Tribe</li> <li>• Suquamish Tribe</li> <li>• Tulalip Tribes</li> <li>• Yakama Nation</li> <li>• Washington Department of Archaeology and Historic Preservation (DAHP)</li> <li>• Washington Department of Natural Resources</li> <li>• Washington Department of Fish and Wildlife</li> <li>• Washington State Department of Ecology</li> <li>• Puget Sound Regional Council (PSRC)</li> <li>• Puget Sound Clean Air Agency (PSCAA)</li> <li>• King County Metro Transit</li> <li>• Community Transit</li> <li>• Everett Transit</li> <li>• Pierce Transit</li> <li>• City of Mill Creek</li> <li>• City of Mukilteo</li> </ul>

\* Non-federally recognized tribes

## ***Agency Coordination and Consultation Approach***

Sound Transit and FTA have identified the following approach to coordination for the EIS, in addition to the public review and comment opportunities formally provided by the EIS process and its related regulatory requirements:

- Provide a copy of proposed methodologies for pertinent sections and chapters of the Draft EIS for participating and cooperating agency review and comment. The reviewing agencies will be provided 21 days to submit their comments.
- Provide a preliminary review copy of pertinent sections and chapters of the Draft EIS for cooperating agency review and comment. The cooperating agencies will be provided 21 days to submit their comments.
- Provide a preliminary review copy of the pertinent sections and chapters of the Final EIS for cooperating agency review and comment. The cooperating agencies will be provided 21 days to submit their comments.
- Document official communications and agreements with resource agencies.
- Meet with agency staff to discuss relevant project issues as they arise during environmental analysis to clarify permitting requirements, review impacts, and explore opportunities to avoid and minimize impacts as appropriate.

FTA will lead federal-to-federal agency coordination, with support from Sound Transit. As required under Section 106 of the National Historic Preservation Act of 1966, as amended, FTA will also lead the consultations with the State Historic Preservation Officer (SHPO), which in Washington State is the Department of Archaeology and Historic Preservation (DAHP). Sound Transit will lead coordination and involvement with all other state and local agencies.

This approach is designed to allow an early and continuous exchange of information with the interested agencies. The overall intent of coordination is to work cooperatively to identify potential environmental concerns and to identify and resolve issues that could delay the successful completion of the environmental review process or could result in denial of any approvals required for the project.

## ***Tribal Coordination and Consultation Approach***

The project area does not include any tribal lands, but tribes are expected to have interests regarding natural and cultural resources based on treaty rights and information from DAHP. The project is within the larger Puget Sound geographical area previously inhabited by the tribes signing the Point Elliott Treaty of 1855. Descendants of the tribes signing the treaty are members of the federally recognized tribes that are being invited to participate in the EIS and its related consultations. The list of affected tribes was also identified as previous

consultations for other Sound Transit projects in the region, including Central Link. Because of the government-to-government consultation responsibilities associated with federally-recognized tribes, FTA initiated consultation with these tribes and invited them to become participating agencies as part of scoping. FTA will lead consultation with federally-recognized tribes with support from Sound Transit. Sound Transit will conduct coordination with non-federally recognized tribes. FTA and Sound Transit will also consult with the tribes as required under Section 106 of the National Historic Preservation Act of 1966, as amended, regarding potential cultural resource impacts of concern to the tribes throughout project development. Non-federally recognized tribes will also be invited to participate because their members may have information regarding the potential for encountering sites containing cultural or archaeological resources. Communications and agreements with the tribes will be documented as part of the environmental record and for compliance with Section 106 requirements.

### ***Building on the Alternatives Analysis***

The EIS's Coordination Plan is building on earlier plans for agency coordination and public involvement that Sound Transit developed for the AA phase. Further detail on the AA phase is provided in the Alternatives Analysis Report completed by Sound Transit in September 2011.

The AA Agency Coordination Plan focused on the identification, analysis, and evaluation of potential alternatives for the North Corridor Transit Project during the AA phase. It also addressed coordination activities with the governmental entities and representatives within the project area that have an interest, including the Congressional delegation, Washington State legislators, Washington State Department of Transportation, Puget Sound Regional Council, counties, cities, and transit agencies.

The goals of the Agency Coordination Plan during the AA continue to apply during the EIS, which included:

- Ensure all agencies have similar levels of understanding surrounding proposed alternatives and associated issues.
- Clearly define and agree on Sound Transit and agency roles and responsibilities.
- Provide opportunities for agencies to provide effective feedback and review at key decision points from the AA phase through the Final EIS, including through formal review and comment periods, as well as through scheduled coordination meetings, briefings, and staff-to-staff contacts.
- Encourage agencies with legally defined coordination and/or approval roles to meet all statutory and regulatory requirements to allow the project to go forward.

### **Policy Advisory Committee**

Prior to the formal start of Sound Transit's North Corridor Transit Project, a group of senior staff and department heads from cities, counties, and transit agencies formed on their own to provide a forum for discussing policy issues related to the project among themselves as well as with Sound Transit. This group is known as the North Corridor Policy Advisory Committee (PAC). The PAC has been meeting since early 2010.

North Corridor PAC member agencies include:

- City of Seattle
- City of Shoreline
- City of Mountlake Terrace
- City of Edmonds
- City of Lynnwood
- City of Everett
- Snohomish County
- Community Transit

### **Interagency Technical Working Group**

The Interagency Technical Working Group (ITWG) was convened by Sound Transit as the AA was initiated, and Sound Transit anticipates continuing the group for the EIS. For the AA phase, the group consisted of technical staff from local agencies and regional and state transportation agencies. The intention was to integrate technical expertise with a particular focus on transportation or land use, which are primary elements of the North Corridor Transit Project's purpose and need. The ITWG is also designed to foster cooperative dialogue among local, regional, and state agencies, with the understanding that this is a regional project and decisions or issues from one jurisdiction can have implications and consequences in other jurisdictions. The ITWG provided an avenue for sharing technical information about the AA portion of the project and providing feedback on work in progress. For the EIS phase, the ITWG is expected to continue, but other approaches or working groups may be considered based on the technical issues encountered as the EIS develops.

The ITWG member agencies include:

- City of Seattle
- Community Transit
- King County, including King County Metro
- Snohomish County

- City of Mountlake Terrace
- City of Shoreline
- City of Edmonds
- City of Lynnwood
- Puget Sound Regional Council
- Washington State Department of Transportation

## **PUBLIC INVOLVEMENT APPROACH**

This North Corridor Transit Project Coordination Plan incorporates a Public Involvement Plan that outlines the goals, strategies, and tools the project is using to engage the public in the EIS process and ongoing project development. The Public Involvement Plan, which was originally developed as the project initiated the AA, now covers public involvement through the EIS. It also builds on the high level of public outreach conducted during the ST2 planning process, which culminated in a positive public vote to approve ST2 in 2008. While the ST2 effort was regional, the AA process and now the EIS project-specific outreach effort are focusing specifically on the communities affected by the North Corridor Transit Project. Additional details on the public involvement activities conducted for the AA are described in the Alternatives Analysis Report.

The Public Involvement Plan defines the following goals for the North Corridor project:

- Inform the public of the project's purpose and need, and identify and communicate the process and schedule for public participation.
- Actively seek public input throughout all project stages of planning, environmental review, project development, and design.
- Research and respond to public inquiries, suggestions, and ideas in the decision-making process.
- Provide opportunities for the public to affect major decisions before they are finalized.
- Publicize all programs and activities through a variety of diverse communication vehicles and make the proceedings and records available for public review.
- Provide the public with different and innovative opportunities and methods for accessing project information throughout each project phase.
- Ensure diverse populations, including minority and low-income populations and persons with disabilities, are engaged in the planning and development process by making materials available in multiple formats, holding meetings in accessible facilities, and providing meeting and project information to underserved populations.

- Clearly communicate the need and process for obtaining FTA New Starts grant funding.
- Communicate key project milestones and accomplishments to show progress toward project completion and the start of service. Ensure transparency of the process by communicating the needs, potential solutions, schedules, and budget information.
- Use information obtained through past and ongoing North Corridor stakeholder interviews and public outreach efforts to enhance the project team's knowledge of the area, key stakeholders, and community leaders.
- Work closely with Sound Transit government and community relations staff and the project team to ensure public outreach efforts and government-elected official tribal involvement efforts are coordinated.
- Create a project record of public input, responses, and outreach activities.
- Continuously monitor and adapt outreach activities and tools to help reach affected and interested populations and interests.

### ***Tools and Activities***

The project has already begun to implement the outreach activities and tools identified below, and will continue to apply and adapt them as work continues. Some of the activities will be focused on specific milestones, but many will be applied on an ongoing basis. All outreach activities will be coordinated between an intra-agency team at Sound Transit that includes government relations, planning, design, environmental, media relations, communications, and outreach staff. The tools and activities being used or will be used include the following:

- Public meetings and comment period
- Printed materials (e.g., factsheets)
- Online public meeting (e.g., Webinar)
- Notification (postcards, community calendars, e-mail, online/print display advertisements)
- Community fairs and festivals
- Various comment tools (Web-based questionnaire and comment forms, comment forms at meetings, e-mail, mail)
- Social media
- Briefings (public, agency, and elected officials, including briefings to city or county councils)
- Stakeholder interviews
- Rider outreach

- Legal notices
- Sound Transit Web page
- Interactive maps on Web site

### **Public Outreach to Minority and Low-Income Populations (“Environmental Justice”)**

The project’s public involvement efforts are designed to help identify and involve minority and low-income populations that could benefit from the project or be affected by the project. Title VI of the Civil Rights Act of 1964 requires that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Executive Order 12898, signed by President Clinton in 1994, renews the focus on Title VI with respect to minority populations, and adds emphasis on low-income populations. It directs federal agencies to make achieving “Environmental Justice” part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

The project’s initial analysis of the larger corridor area, first conducted at the AA stage, applied available U.S. Census data to identify areas of the corridor likely to contain members of a number of minority groups, including people identifying themselves as Asian or Hispanic and areas with low-income populations.

With the newly available 2010 U.S. Census data, translation and consultant staff have identified four languages ([Spanish](#), [traditional Chinese](#), [Korean](#) and [Russian](#)) that they used to translate notification information for EIS scoping and to offer interpretation services. Interpretation services will continue to be offered on the project’s public notices, including postcard notices, such as the postcards Sound Transit used to invite public participation in early scoping and environmental scoping.

Sound Transit’s North Corridor Transit Project staff will work to identify minority, low-income, and/or limited-English-speaking populations. They will also continue to utilize public participation tools and strategies and direct work within the community to engage low-income and minority populations. Project staff, in conjunction with the overall EIS development efforts, will also identify alternatives and mitigation strategies to address potential disproportionate effects.

The following is an initial list of parties Sound Transit is involving entering the EIS scoping phase, focusing on the public outreach activities to low-income and minority communities. This list will be updated and increased as the project progresses.



- Refugee and Immigrant Services Northwest
- Department of Social and Health Services (DSHS), Department of Vocational Rehabilitation
- Alliance of People with Disabilities
- Seattle Deaf Blind Service Center
- Northwest Paralyzed Veterans
- Arab Center of Washington
- King County Housing Authority
- North Seattle Family Center
- Northgate Community Services for the Blind
- Islamic Idriss Mosque
- Seattle Goodwill
- Lake City North Helpline Food Bank
- Center for Human Services
- United Way Snohomish County
- Senior Services of Snohomish County
- Catholic Community Services
- Familias Unidas
- Housing Hope
- Snohomish County Housing Authority
- Everett Housing Authority
- DSHS, Alderwood Office
- Worksource Lynnwood
- Korean Women's Association
- Shoreline Senior Center

With EIS scoping and subsequent community outreach and involvement efforts, Sound Transit will continue to develop its strategy and outreach to low-income and minority populations as the project prepares its environmental documentation.

## **Plan Update Process and Issue Identification and Resolution Approach**

FTA and Sound Transit will use this plan to guide coordination activities to facilitate early and ongoing identification of environmental issues that could be avoided or minimized through

planning, or that could substantially delay or prevent project approval. As the project continues, Sound Transit and FTA will update this plan and make current versions available on the project Web site.

If the project encounters issues or disagreements among the cooperating or participating agencies that cannot be resolved at the staff level with assigned staff from the involved agencies, Sound Transit may request FTA to convene issue resolution meetings. If resolution of issues cannot be achieved, FTA must notify the Governor, Congress, and the Council on Environmental Quality (CEQ). FTA will also publish any unresolved issues in the Federal Register (SAFETEA-LU Section 6002: Section 139(h)) at the time of notices of availability for either the Draft EIS or Final EIS.

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