

June 2013

FEDERAL WAY TRANSIT EXTENSION

Agency Coordination Plan



CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

Contents

1.0	Introduction	1-1
2.0	Project Description	2-1
2.1	Study Area Context	2-1
2.2	Background	2-1
2.3	Summary of Project Purpose	2-3
2.4	Summary of Project Need	2-3
3.0	Range of Agency Involvement	3-1
3.1	Lead Agency	3-1
3.2	Cooperating Agencies	3-1
3.3	Agencies with Jurisdiction	3-1
3.4	Elected Officials	3-2
3.5	Tribal Coordination and Consultation	3-3
4.0	Agency Coordination Goals and Objectives	4-1
5.0	Agency Consultation Process	5-1
5.1	Lead Agency Coordination	5-1
5.2	Alternatives Analysis and Environmental Process Meetings.....	5-2
5.3	Interagency Working Group (IWG)	5-4
5.3.1	IWG Membership	5-4
5.3.2	IWG Meeting Format.....	5-5
5.4	Individual Agency Consultation (including Resource Agencies).....	5-6
5.5	Consultation with Native American Tribes.....	5-7

Appendices

A	Elected Officials
B	Resource and Permitting Agencies
C	Interagency Working Group

Figures

1	Project Area Map	2-2
2	Schedule of FWTE	2-6
3	Agency Consultation Process	5-2

1.0 Introduction

Sound Transit has developed this Agency Coordination Plan with the objective of soliciting early and continued feedback from agencies on the Federal Way Transit Extension (FWTE). This plan provides an outline on the roles of agencies and the objectives of and the approaches to integrate interested and affected agency input on the planning and analysis of the FWTE alternatives. The plan outlines activities that will take place during the joint National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) environmental review process. The environmental process begins with scoping to inform the alternatives analysis and ends with a Environmental Impact Statement and Record of Decision. Under NEPA, a decision is issued in the form of a Record of Decision from the Federal Transit Administration (FTA). This plan will be expanded to include specific agency coordination and public involvement activities that will occur during project permitting and construction.

For the purposes of this plan, “agencies” are the governmental entities with interest in the project area: the FTA, Washington State Department of Transportation (WSDOT), Puget Sound Regional Council (PSRC), counties, cities, resource agencies, and transit agencies. Sound Transit is reaching out to the agencies’ key staff and elected officials as well as representatives of local transportation boards.

This plan includes the following sections:

- 2.0 Project Description
- 3.0 Environmental Review Process and Schedule
- 4.0 Range of Agency Involvement
- 5.0 Agency Coordination Goals and Objectives
- 6.0 Agency Consultation Approaches

This document is intended to be a living document, capable of reacting to feedback and project changes as needed, and is intended for use in parallel with the Federal Way Transit Extension Public Involvement Plan, which will guide the public involvement process for the project.

Sound Transit conducted an early scoping process to collect information about the study area and potential alternatives to be considered. Using information from the early scoping process, Sound Transit has completed an alternatives analysis for the Federal Way Transit Extension. Both public and agency comments from the early scoping period were summarized in the Early Scoping Summary Report, which can be accessed at the following link: <http://www.soundtransit.org/Projects-and-Plans/Federal-Way-Transit-Extension/Federal-Way-document-archive>. Agency and public early scoping comments were used to inform the two-level alternatives analysis screening. In addition, reports on the alternatives analysis are available to the public and agencies via the website above and can be commented on during the NEPA scoping process. The NEPA scoping process is a valuable period during which the public and agencies can provide input on the development of potential alternatives, offer insights on the range of alternatives to be considered, and suggest issues to study during the environmental review of project alternatives. After the NEPA scoping period, the results of the

alternatives analysis, along with the information from the scoping process, will be presented to the Sound Transit Board who will identify the alternatives to be carried forward in the EIS.

For further information about this plan or to be placed on the project mailing list, please contact Tralayne Meyers, the Community Outreach Specialist, at 206-398-5014 or tralayne.meyers@soundtransit.org.

2.0 Project Description

The FWTE corridor is approximately 7.6 miles long and extends from the future Angle Lake Station light rail station (at S. 200th Street) in SeaTac, Washington, to the Federal Way Transit Center (at approximately S. 316th Street) in Federal Way, Washington (Figure 1). The project corridor parallels State Route 99 (SR 99) and Interstate 5 (I-5) and generally follows a topographic ridge between Puget Sound and the Green River Valley where the city limits of SeaTac, Des Moines, Kent, and Federal Way meet. These two routes are the only continuous north-south travel routes and are separated by a distance of between 0.15 and 0.75 mile. Principal east-west arterials include SR 516 (Kent-Des Moines Road), South 272nd Street, and South 320th Street.

2.1 Study Area Context

Major activity centers within the corridor include Highline Community College (S. 240th Street) with 17,900 students and 1,065 staff, and downtown Federal Way (in the vicinity of the transit center) which has a concentration of retail and multifamily residential uses. Land uses along the corridor include primarily commercial uses along SR 99 and a mix of single-family and multifamily residential beyond one block east and west of SR 99 and along the west side of I-5. Key north-south transit service in the corridor includes King County Metro RapidRide A Line (bus rapid transit) service along SR 99 and Sound Transit Express bus service (Routes 574 and 577/578) along I-5. Other local bus service is also present in the corridor.

2.2 Background

Sound Move, the first phase of regional transit investments, was approved and funded by voters in 1996. Sound Transit is now completing its implementation. It includes light rail, commuter rail, and regional express bus infrastructure and service, including the Central Link light rail system. In 2009, Sound Transit began light rail operations between downtown Seattle and Seattle-Tacoma International (Sea-Tac) Airport, and an extension north to the University of Washington is under construction and scheduled to open in 2016.

In 2004, Sound Transit began planning for the next phase of investment to follow *Sound Move*. This work included updating Sound Transit's *Regional Transit Long-Range Plan*¹ (the Long-Range Plan) and associated environmental review. Following several years of system planning work to detail, evaluate, and prioritize the next round of regional transit system expansion, voters in 2008 authorized funding to extend the regional light rail system south to Federal Way as part of the Sound Transit 2 (ST2) Plan.

¹ http://www.soundtransit.org/Documents/pdf/projects/seis/Long-Range_Plan_7-7-05.pdf.

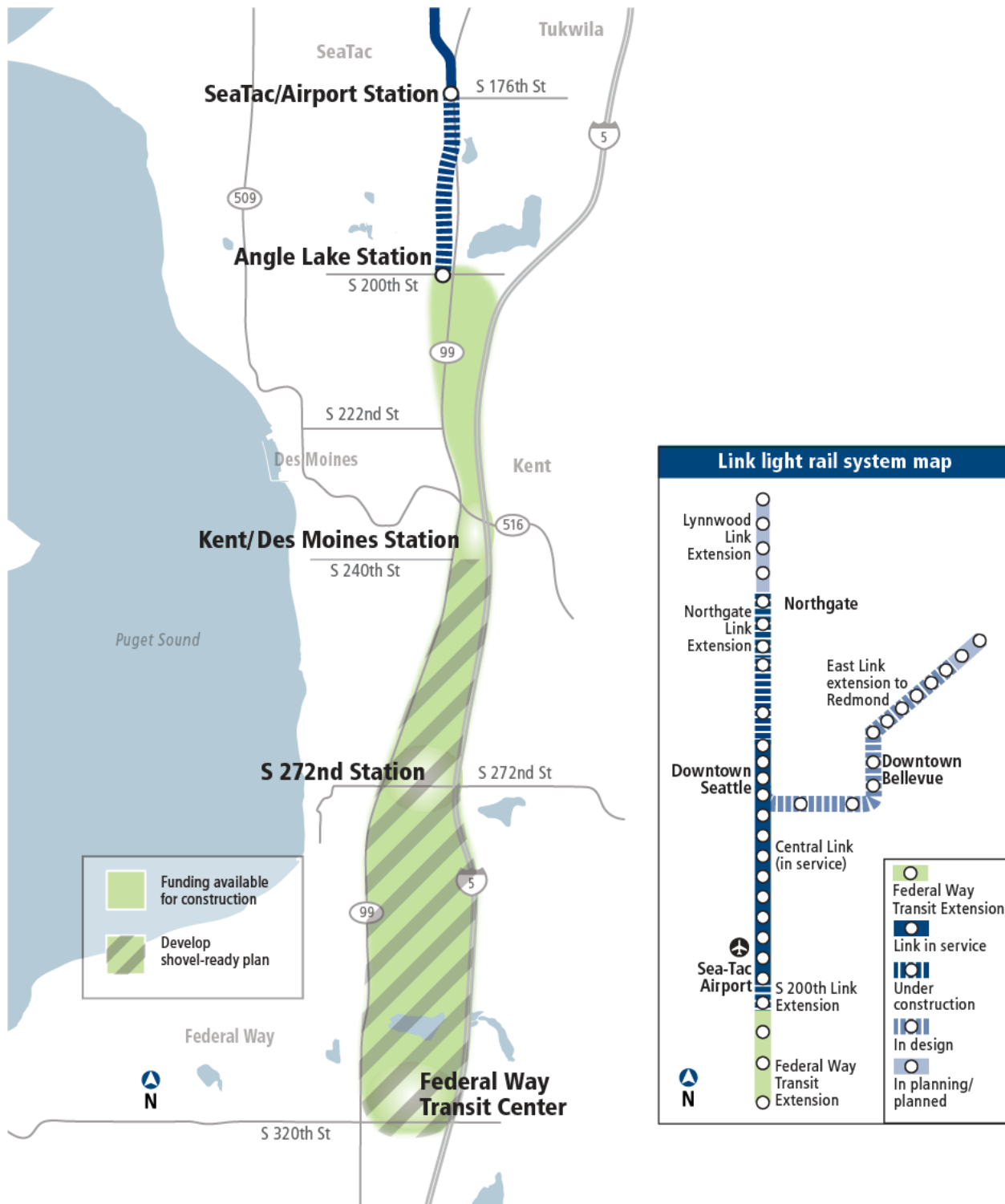


FIGURE 1
Project Area Map

Link light rail south from Sea-Tac Airport to S. 200th Street is now under construction and is scheduled to open in 2016. The ST2 Plan also would extend light rail from downtown Seattle to Bellevue and Redmond to the east, and to Northgate and Lynnwood to the north.

2.3 Summary of Project Purpose

The purpose of the Federal Way Transit Extension is to expand the Sound Transit Link light rail system from SeaTac to the cities of Des Moines, Kent, and Federal Way in King County in order to meet the following objectives:

- Provide a rapid, reliable, accessible, and efficient alternative for travel to and from the corridor and other urban growth and activity centers in the region with sufficient capacity to meet projected demand.
- Expand mobility alternatives to traveling on congested roadways and improve connections to the regional multimodal transportation system with peak and off-peak service.
- Provide the high-capacity transit (HCT) infrastructure to support adopted regional and local land use, transportation, and economic development plans.
- Advance the long-range vision, goals, and objectives for transit service established by the Long-Range Plan for high-quality regional transit service connecting major activity centers in King, Pierce, and Snohomish counties.
- Implement a financially feasible system that seeks to preserve and promote a healthy environment.

2.4 Summary of Project Need

The project purpose responds to a growing number of transportation and community needs in the FWTE corridor. This corridor is also a vital link in the development of a three-county (Pierce, King, and Snohomish) regional HCT service needed to efficiently connect regional destinations. The following conditions within the project corridor demonstrate the project need:

- North-south transit demand is expected to grow by 30 to 40 percent by 2035 as a result of residential and employment growth in the FWTE corridor and regionally.
- The FWTE corridor population is a highly transit-dependent population with needs for efficient, reliable regional connectivity.
- Congestion on I-5 and on the key corridor arterials leading in and out of the study area will increase and further degrade existing transit performance and reliability.
- There is a lack of reliable and efficient peak and off-peak transit service connecting persons in the FWTE corridor with the region's growth centers.
- Regional and local plans call for HCT in the corridor consistent with PSRC's VISION 2040 and the Long-Range Plan.

- Implementing the project will help meet environmental and sustainability goals of the state and region, including reduced vehicle miles traveled and greenhouse gas emissions

The Federal Way Transit Extension will require an environmental impact statement (EIS) level of review pursuant to 42 U.S. Code (U.S.C.) 4332(c) (NEPA). In addition to meeting federal requirements, the EIS will provide a state-level environmental review of the FWTE pursuant to Revised Code of Washington (RCW) 43.21C (SEPA). The FWTE EIS process will proceed consistent with 23 Code of Federal Regulations (CFR) 771, Environmental Impact and Related Procedures for the U.S. Department of Transportation. Sound Transit intends to complete the alternatives analysis and environmental review through the following key milestones (some of which have already been completed):

- **Early scoping:** Early scoping is not required, but Sound Transit and FTA chose to engage in early scoping to involve and solicit input on the project purpose and need, range of reasonable alternatives to be considered, and issues to be studied in the EIS from the public and agencies as early as possible. Early scoping was conducted under the NEPA in accordance with applicable federal regulations and guidance and under the SEPA rules regarding expanded scoping (Washington Administrative Code [WAC] 197-11-410).

Sound Transit and FTA conducted early scoping from October 18 through November 19, 2012. An Early Scoping Summary Report was published in February 2013, which describes the early scoping process and provides a summary of comments received from the public and local and regulatory agencies. The Early Scoping Summary Report and can be accessed at the following link:

<http://www.soundtransit.org/Projects-and-Plans/Federal-Way-Transit-Extension/Federal-Way-document-archive>.

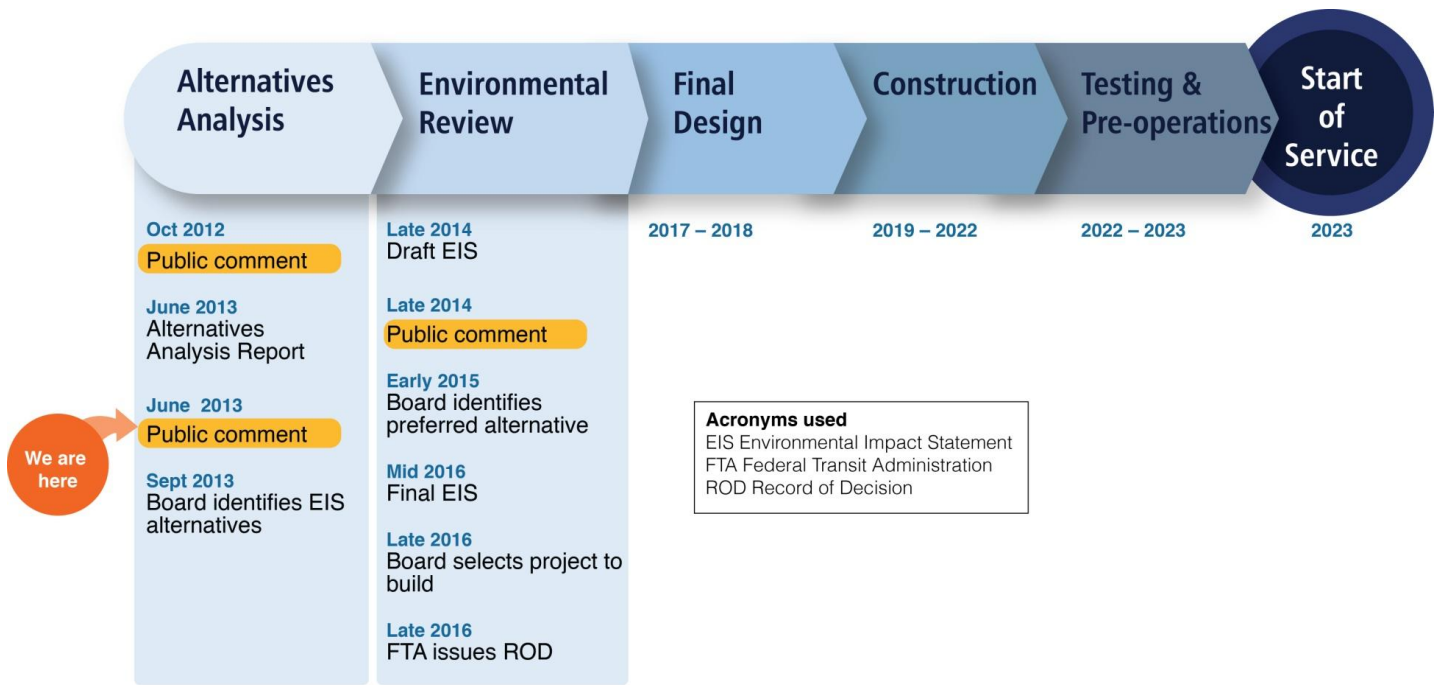
- **Alternatives analysis:** The alternatives analysis process is frequently used to narrow the list of possible alternatives in order to identify which alternatives in an EIS. This process can be used to screen out modes and alignments that do not meet the project purpose and need, do not have the desired performance criteria, or have severe environmental or engineering constraints. The screening process for an alternatives analysis involves defining and applying measurable criteria to a range of reasonable alternatives to determine which alternatives meet the criteria and which do not. Sound Transit has conducted a two-tier alternatives analysis using increasing levels of detailed screening criteria to define a list of reasonable alternatives that could be considered in the EIS. The Level 1 and Level 2 screening reports are available at the following link:
<http://www.soundtransit.org/Projects-and-Plans/Federal-Way-Transit-Extension/Federal-Way-document-archive>.
- **NEPA and SEPA scoping process:** Sound Transit, in coordination with identified project co-leads, will take the following steps to complete the NEPA scoping process:
 - Publish a Notice of Intent in the Federal Register and a Determination of Significance in the SEPA register and publish a legal notice of the scoping process. These will include the date and time of the scoping meetings.

- Complete a scoping process, which will provide input opportunities on purpose and need, the range of alternatives, and issues to be addressed in the EIS. The results of the alternatives analysis will be available during scoping to provide information on the range of alternatives that were previously considered.
- **EIS process:** Pursuant to 23 CFR 771 and RCW 43.21C, Sound Transit, in coordination with identified project co-leads, will take the following steps to complete the EIS process:
 - Scoping process (see NEPA and SEPA Scoping Process above)
 - Prepare a Draft Environmental Impact Statement.
 - Solicit comments during a Draft EIS comment period.
 - Identify the Preferred Alternative.
 - Prepare a Final Environmental Impact Statement.

Sound Transit will continue to provide opportunities for involvement by agencies and the public in defining the purpose and need for the project, the range of alternatives to be considered, and areas of concern within the study area. This involvement has occurred during early scoping and the NEPA scoping processes. Additionally, there are several points at which the Sound Transit Board will reflect on the alternatives and environmental evaluation. The Sound Transit Board is an 18-member panel of representatives from each of the three county funding districts that support the development of cross-county commuter services. Upon reviewing the alternatives analysis results and considering the comments received during the scoping period, the Sound Transit Board will identify the alternatives to be carried forward for further consideration in the Draft EIS. Following a review of public comment on the Draft EIS, the Sound Transit Board will identify a preferred alternative in advance of publishing the Final EIS. Finally, the Sound Transit Board will adopt a project route and related facilities to be carried forward for final design and construction. This decision is coordinated with FTA and their preparation of the Record of Decision.

- **Record of Decision:** After publication of the Final EIS, FTA is expected to issue a Record of Decision, which will present the basis for the decision on the project and summarize any mitigation measures incorporated into the project.

Figure 2 shows the proposed schedule for the FWTE alternatives analysis and EIS process, including the milestones listed above and where the environmental review is in this timeline.



ST = Sound Transit

FIGURE 2
Schedule of FWTE

3.0 Range of Agency Involvement

NEPA emphasizes the importance of agency coordination early in the environmental evaluation process. Three categories of interagency participation have been delineated to facilitate this cooperation: lead or co-lead agencies, cooperating agencies, and agencies with jurisdiction. Sound Transit will collaborate with FTA to invite agencies as appropriate to participate as co-lead, cooperating agencies, and participating agencies. Equally important, Sound Transit will identify key staff and elected officials at agencies who have jurisdiction on decisions or permits affecting the development of the project at the beginning of the environmental review process prior to scoping.

3.1 Lead Agency

FTA is the federal lead agency under NEPA. Sound Transit is the lead agency under SEPA.

3.2 Cooperating Agencies

Cooperating agencies, per NEPA, are any other federal agency with jurisdiction or special expertise with respect to any environmental issues that should be addressed in the EIS. Sound Transit will invite such agencies to serve as cooperating agencies, which includes responsibility for developing information and preparing environmental analyses and making staff support available to enhance the lead agency's interdisciplinary capability.

3.3 Participating Agencies

In implementing SEPA, appropriate agencies must be consulted in the EIS process as required by Washington Administrative Code (WAC) 197-11-502. Additionally, under USDOT NEPA regulations, participating agencies are those federal and non-federal agencies that may have an interest in the project, but who are not a lead or cooperating agency. Such agencies are invited to participate in the environmental review process. Agencies with jurisdiction will be provided updates at key milestones and asked to provide their input. Depending on the issue, Sound Transit will engage these entities in individual agency coordination meetings to obtain information and/or complete regulatory processes.

The following federal, state, and local agencies have been identified as affected agencies based on the natural, cultural, and socioeconomic resources in the project area and agency jurisdiction and expertise. Sound Transit will coordinate with FTA to invite each of these agencies to become cooperating agencies pursuant to CEQ Regulations Section 1501.6. Those agencies that decline cooperating agency status will remain involved as agencies with jurisdiction.

Affected Agencies with Jurisdiction:

- Federal Highway Administration (FHWA)
- U.S. Army Corps of Engineers (USACE)
- WSDOT
- City of SeaTac

- City of Des Moines
- City of Kent
- City of Federal Way

Other Agencies with Interest:

- Department of Interior/National Park Service (DOI/NPS)
- U.S. Fish and Wildlife Service (USFWS)
- U.S. Environmental Protection Agency (USEPA)
- National Oceanic and Atmospheric Administration Fisheries (NOAA Fisheries)
- Advisory Council on Historic Preservation (ACHP)
- Washington Department of Archaeology and Historic Preservation (DAHP)
- Washington Department of Natural Resources (WDNR)
- Washington Department of Fish and Wildlife (WDFW)
- Washington Department of Ecology (Ecology)
- Puget Sound Clean Air Agency (PSCAA)
- Puget Sound Regional Council (PSRC)
- King County
- King County Metro Transit
- Pierce Transit
- Highline Community College
- Seattle Public Utilities

3.4 Elected Officials

Elected officials are critical in the decision-making process. Federal and state government representatives include all elected officials such as the U.S. Congressional delegation, Washington State legislators, and the Governor's office. Elected city officials include mayors, and council members. Many of these officials are also Sound Transit Board members (refer to Appendix A for a complete listing of local elected officials with whom Sound Transit is coordinating).

Sound Transit will coordinate with federal and state government officials at appropriate milestones or at the request of officials. Sound Transit's Government and Community Relations division is Sound Transit's primary contact with the Congressional delegation and also supports its interactions with the regional and national FTA offices. This division also provides expertise in state relations to the FWTE project team as appropriate, such as briefing State legislators and the Governor's office on project developments.

Communication with elected officials for the local jurisdictions will be parallel (if not a precursor) to engagement activities with agency key staff representatives.

3.5 Tribal Coordination and Consultation

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 who signed the Point Elliott Treaty of 1855. These tribes are members of the federally recognized tribes that are being invited to participate in the EIS and its related consultations.

The following federally and non-federally recognized tribes have been identified to have a potential interest in the project area and will be invited to participate in the EIS process:

- Confederated Tribes and Bands of the Yakama Indian Nation
- Muckleshoot Indian Tribe
- Puyallup Tribe of Indians
- Duwamish Tribe (not federally recognized)
- Snohomish Tribe
- Snoqualmie Tribe
- Stillaguamish Tribe
- Suquamish Tribe

4.0 Agency Coordination Goals and Objectives

The purpose of this plan is to effectively support agency participation in the identification, analysis, and evaluation of the FWTE alternatives throughout the alternatives analysis and EIS processes. The goals help to define and structure the approaches in engaging agency involvement.

Goal 1:

Sound Transit and agency roles and responsibilities are clearly defined and agreed to.

Objective:

- Make sure that agencies have realistic expectations and commitment for the project and their respective roles consistent with the agreed schedule considerations.

Goal 2:

Facilitate the open exchange of information, ideas, and concerns among FTA, Sound Transit, and the cooperating agencies and agencies with jurisdiction about the project, its potential impacts, and appropriate mitigation.

Objectives:

- Engage resource agencies regarding the scoping of effects to be evaluated, alternatives to be considered, design development, and mitigation measures.
- Coordinate with resource agencies based on the positive relationships Sound Transit has developed to date and enhance those relationships through this project.

Goal 3:

Increase efficiency in the environmental process through avoidance of substantial design changes in future stages of the project.

Objective:

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

Goal 4:

Ensure that all agencies have the appropriate level of understanding regarding proposed alternatives and associated issues.

Objectives:

- Ensure that agencies know and understand what Sound Transit is proposing and have opportunities to reflect on impacts and minimization and mitigation efforts prior to decision-making.

- Ensure that agencies know and understand Sound Transit's interests, issues, needs, opportunities, and limitations.
- Ensure that Sound Transit knows and understands agencies' interests, issues, needs, opportunities, and limitations.

Goal 5:

Proactively meet all statutory and regulatory requirements of agencies with legally defined coordination roles to advance the project.

Objective:

- Collaborate with agencies to identify and coordinate approvals needed to keep the project on schedule.

5.0 Agency Consultation Process

Agency consultation will be led by Sound Transit or FTA to ensure an early and continuous exchange of information with the appropriate agencies. The intent of coordination is to work cooperatively to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project.

The recommended approaches included herein generally cover the entire NEPA/SEPA process, but provide more detail for Phases 1 and 2, which are the scoping process and the environmental impact statement (EIS) process, respectively. As the project progresses, this plan may continue to be updated to provide additional detail for Phase 2, such as preparation of the Draft EIS and Final EIS.

Agency consultation will include the following:

- Lead agency coordination
- Environmental process meetings
- Inter-agency working groups
- Individual agency consultation, including elected officials
- Consultation with Native American tribes

The approach for each of these methods is described below, including the types of coordination events that will occur as well as the frequency. Figure 3 shows how agencies will be involved during the environmental review process.

5.1 Lead Agency Coordination

FTA is a major Sound Transit funding partner and also establishes national guidelines governing the planning, design, and construction of public transit in the United States, including those defining the alternatives analysis process, the New Starts funding process, the NEPA EIS process, preliminary engineering, and the final design process. Sound Transit must have FTA's agreement to publish a Notice of Intent in the *Federal Register* declaring the intent to prepare an EIS under NEPA. FTA is also the lead federal agency for purposes of consulting with other federal agencies, with tribes, and with state agencies when consulting on federal regulations, such as Section 106 of the National Historic Preservation Act. The approach for lead agency coordination is to:

- Keep FTA informed every step of the way, preferably through regular staff-to-staff communications, quarterly Sound Transit-FTA meetings, and participation in a monthly conference call with both FTA Region X and headquarters staff.
- Coordinate with FTA to ensure that requirements for formal submittal(s) and response(s) are met.
- Coordinate with FTA and the agency with jurisdiction throughout development of documents for compliance with special-purpose laws, including, but not limited to:
 - Endangered Species Act

- Section 106 of the National Historic Preservation Act
- Section 4(f) of the USDOT Act
- Section 404 of the Clean Water Act

Environmental Process Steps	FTA & Sound Transit (Lead Agencies)	Environmental Process Meetings	Interagency Working Group	Individual Agency Consultation	Elected Officials	Tribal Consultation
Scoping						
- Review of Scoping Input	●	★	●		●	●
Draft EIS Preparation						
- Analysis Methodologies	◆		●			
- Administrative Draft EIS	●	★	●			
Publish Draft EIS	◆	★			●	
Final EIS Preparation						
- Comment Themes on DEIS	◆	★	●		●	●
- Design Review	●	★	●		●	●
Notice of Availability of Final EIS	◆				●	
Record of Decision	◆					
Final Design, Permitting, and Construction						

◆ Approve ● Review/Feedback ★ Briefing/Overview - - - Design and environmental review opportunities as needed

FIGURE 3
Agency Consultation Process

5.2 Alternatives Analysis and Environmental Process Meetings

The purpose of these meetings is to update interested agencies at key milestones during the alternatives analysis, NEPA, and SEPA processes. All cooperating agencies and regulatory agencies will be invited to attend these meetings. These agencies and key staff are listed in Appendix B. The milestones at which these meetings will occur include:

- **Early scoping:** Sound Transit published early scoping notices in the Federal Register and SEPA Register on October 18, 2012, which initiated early scoping and started the 30-day public comment period. In addition, Sound Transit prepared an Early Scoping Information Report to provide details on the early scoping period, project background, next steps in the project timeline, ways to provide comment, and the draft purpose and need for the project.

As part of the early scoping process, Sound Transit hosted an online early scoping meeting for federal, state, regional, and tribal governments on Wednesday, November 7, 2012, from 2 p.m. to 3 p.m. Meeting invitations were distributed to approximately 68 agency representatives. Participants

convened in real time using GoTo Webinar software from Citrix Online. This meeting provided agencies with an overview of the project purpose and need, existing conditions in the project area, potential alternatives analysis evaluation criteria, and modes and alignments under consideration. The early scoping comment period ended November 19, 2012. A copy of the Early Scoping Summary Report, which includes a summary of agency comments received during the comment period can be found at: <http://www.soundtransit.org/Projects-and-Plans/Federal-Way-Transit-Extension/Federal-Way-document-archive/>.

- **Alternatives definition for alternatives analysis:** Early scoping provided an opportunity for the public and agencies to propose alternative alignments, station concepts, and important considerations in the development of alternatives. Following early scoping, Sound Transit provided a preliminary definition of alternatives (including maps) to the agencies for review and comment. This update also included a review of criteria for the alternatives analysis and process. The alternatives developed in this phase were carried into the alternatives analysis (see bullet below).
- **Alternatives screening:** There were two screening steps using increasing levels of detailed screening criteria: Level 1 screening and Level 2 screening. Project objectives measured each alternative's performance or effect at each level to assist decision-makers in determining whether the alternative should be carried forward for further consideration. An initial screening occurred before Level 1, the purpose of which was to screen out conceptual alignments that do not meet the purpose and need or present such major impacts as to not be a reasonable alternative for further consideration. Level 1 and Level 2 screenings provided a comparative analysis among the alternatives to determine if some alternatives are duplicative yet result in higher than desirable effects and therefore can be eliminated without further environmental analysis. This two-level alternatives screening has been completed and published online at the following link: <http://www.soundtransit.org/Projects-and-Plans/Federal-Way-Transit-Extension/Federal-Way-document-archive/>.

Agencies will have an opportunity to review the alternatives analysis methodology and to provide feedback on preliminary screening data results during the NEPA scoping process prior to preparation of the Draft EIS. Additional alternatives may be identified and alternatives may be refined during the NEPA scoping period.

- **NEPA scoping:** FTA published a Notice of Intent (NOI) which began a 30-day NEPA scoping period starting on June 14, 2013. A NEPA scoping meeting held during this period will provide agencies with an overview of the alternatives being considered for the EIS process, and will provide a forum for other alternatives to be considered. Cooperating agencies and agencies with jurisdiction have been contacted and invited to an agency scoping meeting at which Sound Transit will seek agency involvement on the project purpose and need of the project, the range of alternatives to be carried forward for further study, preliminary impacts, and significant issues to be considered. A scoping information report will be prepared and made available to the agencies prior to the agency scoping meeting to provide a general understanding of the project. The scoping meeting will be held within the 30-day scoping comment period, during which comments may be submitted to Sound Transit.

Sound Transit's Board of Directors and FTA will use information from the alternatives analysis and a summary of scoping input to identify the range of alternatives that will be carried forward into the Draft EIS.

- **Alternatives definition process for Draft EIS:** This alternatives definition meeting will provide agencies with an overview of the alternatives to be analyzed in the Draft EIS and will seek input on resource-specific concerns in the project corridor. An overview of project design development will be shared with agencies at this phase to identify concerns or local planning considerations.
- **Analysis methodologies:** Sound Transit will provide proposed analysis methodologies to the appropriate agencies for their review and comment prior to beginning NEPA analysis.
- **Draft EIS overview:** This meeting will provide agencies an overview of the impact analysis results and mitigation that will be presented in the Draft EIS. Cooperating agencies will receive a preliminary Draft EIS for review and comment prior to publication of the document. Sound Transit will work with FTA to address comments received on the preliminary draft. Affected agencies will be included on the distribution list for the Draft EIS. A 45-day EIS comment period will follow publication of the Draft EIS. A Notice of Availability will be published in the *Federal Register*.
- **Final EIS overview:** This meeting will provide agencies an overview of the changes in the Final EIS from the Draft EIS and the mitigation proposed for the Preferred Alternative. The Final EIS will include responses to any agency comments and will be sent to the distribution list. A Notice of Availability will be published in the *Federal Register*. The Record of Decision will also be distributed to affected agencies, and a Notice of Availability will be published in the *Federal Register*.
- **Final design and project construction:** Sound Transit will continue to coordinate with affected agencies throughout final design and construction, and a supplemental plan will address the coordination processes during that phase of project development.

5.3 Interagency Working Group (IWG)

The IWG provides an ongoing avenue for sharing technical information about the project and receiving feedback at key decision points. A key objective is to maintain consistency of members and participation throughout the process. The IWG operates with the understanding that this is a regional project and decisions or issues from one jurisdiction can have implications and consequences in other jurisdictions.

IWG meetings occurred prior to the start of early scoping and have been ongoing since then. Meetings were designed to obtain input from the IWG and understand specific concerns related to alternatives development and evaluation.

5.3.1 IWG Membership

Priority for membership on the IWG includes those jurisdictions or entities that would be directly affected by project development. Members provide informed review and comment on behalf of their agency and have a technical background in transportation and/or land use and economic development.

These representatives are also invited to attend the environmental process meetings listed above, but the IWG meets more frequently to assist in the development of alternatives and, as design evolves, to help develop avoidance and minimization approaches for environmental impacts. This group is not intended to provide official recommendations on policy-related decisions. Representatives also have good access to staff within their organizations who are involved with planning, engineering, utilities, permitting, and economic development.

The IWG representatives are listed in Appendix C, and include the following entities:

- WSDOT
- PSRC
- King County Metro
- City of SeaTac
- City of Des Moines
- City of Kent
- City of Federal Way
- Highline Community College

Responsibilities of IWG members are as follows:

- Attend IWG meetings as scheduled. Each member is encouraged to appoint an alternate if the member cannot attend. Meeting topics include, but are not limited to:
 - Review of EIS Scoping input
 - Identification of Draft EIS alternatives
 - Development of design details of alternatives as they affect the agencies' areas of jurisdiction.
 - Comments and concerns related to of Draft EIS findings
 - Comments and concerns related to the Final EIS findings
- Act as conduit between the Sound Transit team and member agency staff, gathering information and/or disseminating information as requested by the project team.
- Review materials that will be presented to the public.
- Provide early and informal feedback on project issues.
- Assist Sound Transit in presenting project development progress to their own governing agencies.

5.3.2 IWG Meeting Format

In general, IWG meetings are conducted to encourage information exchange, feedback and agency involvement in project development and assist in considering environmental issues. Relevant materials are presented by the Sound Transit project team and an interactive session follows. When possible, briefing materials are sent to the IWG prior to a meeting.

Results of meetings, particularly action items, are recorded and sent to members for confirmation and follow-up.

5.4 Individual Agency Consultation (including Resource Agencies)

There are several purposes for consulting an individual agency in an agency-to-agency meeting format. In efforts to find design solutions to avoid and minimize effects on the existing environment, agencies with jurisdiction will be consulted as necessary on design development. The following is a list of individual agency consultations and the issues that would be best covered in individual meetings:

- **Key agency staff:** Key agency staff insight will be sought throughout the project development process for the following:
 - Project design development to review existing and future land use and transportation compatibility
 - Review of station placement and traffic circulation design concepts
 - Consultation on parks and recreational resources
 - Review of construction strategies that will be used in the environmental analysis
 - Review of design and measures to avoid and minimize harm as well as mitigation measures
- **Elected officials:** Elected officials will be briefed at major decision points through one-on-one briefings, city council briefings, or Sound Transit Board meetings. Major decision points include:
 - Identification of initial alternatives for evaluation
 - Presentation of preliminary alternatives to the public (request letter from cities)
 - Conclusion of the alternatives analysis evaluation
 - Identification of the Draft EIS alternatives (request letter from cities)
- **Transit agencies:** Meetings with transit agencies will be held periodically to review transit integration plans and station design concepts as well as confirm operational characteristics.
- **Washington State Department of Transportation:** Meeting early with WSDOT is important to establish a working understanding between Sound Transit and WSDOT at the highest level regarding the inter-relationship of future I-5, SR 509, and SR 99 improvements and the FWTE. The FWTE team will work through Sound Transit's lead when approaching WSDOT's assigned staff lead for coordination on project development issues that involve WSDOT right-of-way. These staff representatives should have decision-making capacity and access to other WSDOT staff including, but not limited to, planning, engineering, environmental, and maintenance. Routine individual meetings are recommended to:
 - Keep agency leads informed, preferably through regular staff-to-staff communication; for day-to-day technical work, the FWTE team will work directly with technical staff.

- Decide on the role of WSDOT and FHWA in the NEPA process, most likely as cooperating agencies.
- Review right-of-way, utility, and environmental constraints and opportunities to share or achieve mutual benefit in design development.
- **Environmental regulatory agencies:** Depending on the role and level of involvement of environmental regulatory agencies, there may be a need to coordinate with environmental regulatory agencies individually at key milestones of the NEPA/SEPA process as outlined under *Alternative Analysis and Environmental Process Meetings* in section 5.2 of this plan. However, the FWTE team will also coordinate with regulatory agencies when the project alternatives may affect the resources within their jurisdiction, such as:
 - Section 106 consultation with the State Historic Preservation Officer
 - Section 404 consultation with the USACE
 - Section 4(f) or Critical Areas consultation with local jurisdiction
 - Endangered Species Act Section 7 consultation with USFWS and/or NOAA Fisheries

This section may be expanded in the future in coordination with the agency of jurisdiction to outline key coordination steps to meet the regulatory requirements. This will occur once resource-specific issues are identified.

5.5 Consultation with Native American Tribes

Because of the government-to-government consultation responsibilities associated with federally recognized tribes, FTA will initiate consultation with these tribes and invite them to become participating agencies as part of scoping. FTA will lead the consultation with federally-recognized tribes with support from Sound Transit throughout the project development. FTA and Sound Transit will also consult with these tribes throughout project development as required under Section 106 of the National Historic Preservation Act regarding potential cultural resource impacts of concern to them.

There are no government-to-government responsibilities to non-federally recognized tribes. However, non-federally recognized tribes may 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 these tribes will be documented as part of the environmental record and for compliance with Section 106 requirements.

Appendix A

Elected Officials

Appendix A

Elected Officials

Government	Elected Position	First Name	Last Name
City of Des Moines	Mayor	Dave	Kaplan
	Mayor Pro Tem	Matt	Pina
	Council Member	Jeanette	Burrage
	Council Member	Melissa	Musser
	Council Member	Bob	Sheckler
City of Federal Way	Mayor	Skip	Priest
	Deputy Mayor	Jim	Ferrell
	Council Member	Jeanne	Burbidge
	Council Member	Bob	Celski
	Council Member	Dini	Duclos
	Council Member	Susan	Honda
	Council Member	Kelly	Maloney
	Council Member	Diana	Noble-Gulliford
City of Kent	Mayor	Suzette	Cooke
	Council President	Dennis	Higgins
	Council Member	Elizabeth	Albertson
	Council Member	Bill	Boyce
	Council Member	Jamie	Perry
	Council Member	Dana	Ralph
	Council Member	Deborah	Ranniger
	Council Member	Les	Thomas
City of SeaTac	Mayor	Tony	Anderson
	Deputy Mayor	Mia	Gregerson
	Council Member	Terry	Anderson
	Council Member	Dave	Bush
	Council Member	Pam	Fernald
	Council Member	Rick	Forschler
	Council Member	Barry	Ladenburg
Sound Transit	Board Chair	Pat	McCarthy
	Board Vice Chair	Julia	Patterson
	Board Vice Chair	Aaron	Reardon
	Board Member	Claudia	Balducci
	Board Member	Fred	Butler
	Board Member	Richard	Conlin
	Board Member	Dow	Constantine

Government	Elected Position	First Name	Last Name
	Board Member	Dave	Earling
	Board Member	David	Enslow
	Board Member	John	Marchione
	Board Member	Joe	McDermott
	Board Member	Mike	McGinn
	Board Member	Mary	Moss
	Board Member	Lynn	Peterson
	Board Member	Larry	Phillips
	Board Member	Pete	von Reichbauer
	Board Member	Paul	Roberts
	Board Member	Marilyn	Strickland

Appendix B

Resource and Permitting Agencies

Appendix B

Resource and Permitting Agencies

The following personnel have been invited to participate in the Agency consultation process:

Agency	First Name	Last Name
<u>Federal</u>		
Advisory Council on Historic Preservation (ACHP)	John M.	Fowler
National Oceanic and Atmospheric Administration Fisheries (NOAA Fisheries)	Matthew	Longenbaugh
U.S. Army Corps of Engineers (USACE)	Matthew	Bennett
U.S. Department of Interior (DOI)	Willie R.	Taylor
U.S. Environmental Protection Agency (USEPA)	Dennis	McLerran
U.S. Fish and Wildlife Service (USFWS)	Ken	Berg
U.S. Federal Transit Administration (FTA)	Richard	Krochalis
U.S. National Park Service (NPS)	Kelley	Powell
<u>State</u>		
Washington Department of Archaeology and Historic Preservation (DAHP)	Allyson	Brooks
DAHP	Matthew	Sterner
Washington Department of Natural Resources (WDNR)	Derrick	Toba
Washington Department of Fish and Wildlife (WDFW)	Larry	Fisher
Washington Department of Ecology (Ecology)	Jeannie	Summerhays
Washington Department of Transportation (WSDOT)	Dylan	Counts
<u>Regional</u>		
Puget Sound Clean Air Agency (PSCAA)	Craig T.	Kenworthy
Pierce Transit	Justin	Leighton
Seattle Public Utilities (SPU)	Jeff	Neuner
<u>Tribes</u>		
Confederated Tribes and Bands of the Yakama Indian Nation	Harry	Smiskin
Duwamish Tribe (not federally recognized)	Cecile A.	Hansen
Muckleshoot Indian Tribe	Virginia	Cross
Puyallup Tribe of Indians	Herman	Dillon, Sr.
Snohomish Tribe	Michael	Evans
Snoqualmie Tribe	Shelley	Burch
Suquamish Tribe	Leonard	Forsman
Stillaguamish Tribe	Shawn	Yanity

Appendix C

Interagency Working Group

Interagency Working Group

Organization	First Name	Last Name
City of Des Moines	Grant	Fredricks
City of Des Moines	Denise	Lathrop
City of Federal Way	Issac	Conlen
City of Federal Way	Rick	Perez
City of Federal Way	Cary	Roe
City of Kent	Charlene	Anderson
City of Kent	Gloria	Gould-Wessen
City of Kent	Cathy	Mooney
City of Kent	Steve	Mullen
City of SeaTac	Soraya	Lowry
City of SeaTac	Ali	Shasti
City of SeaTac	Gwen	Voelpel
Highline Community College	Larry	Yok
PSRC	Gil	Cerise
King County Metro	Lisa	Shafer
WSDOT	Celine	Cloquet
WSDOT	Dylan	Counts

