
Attachment D

Environmental Justice and Outreach

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Indicate whether the project will have disproportionately high and adverse impacts on minority or low-income populations. Describe any potential adverse effects.

The Sounder Yard and Shops Facility Project is located at the Sounder Century Yard, which is located between Steilacoom Boulevard SW and 100th Street SW at approximately 40th Avenue SW in Lakewood, Washington. Adjacent properties north of 100th Street SW are primarily industrial, commercial, and institutional including the Clover Park Technical College located west of the project site. Land use south of 100th Street SW is primarily residential with Southgate Elementary School located just east of the railroad right-of-way. The City of Lakewood International Business District is located a quarter mile east of the existing Century Yard. The immediate project area is not distinguished by a specific cultural or community character.

Minority and Low Income Populations

Table 1 below provides demographic data for the area located within approximately 0.25 mile surrounding the Sounder Yard and Shops Facility Project site. Four census tracts are totally or partially within this 0.25-mile buffer area. The study area total population is the sum of the population within these four census tracts. Data presented is total population, minority population (all minority races plus White Hispanic persons), low-income population (households at or below poverty), and households with limited-English proficiency.

Table 1. Population and Demographic Characteristics of the Project Area

Characteristic	Census Tract 718.03 Block Group 1	Census Tract 718.05 Block Group 1	Census Tract 718.07 Block Group 1	Census Tract 718.07 Block Group 2	Study Area (0.25 Mile)	City of Lakewood	Sound Transit District
Total Population	1,940	885	1,839	1,692	6,356	58,762	2,866,120
Minority Population	50.0%	67.2%	49.0%	47.7%	51.5%	35.1%	31.1%
Low-Income Population	11.3%	15.5%	8.2%	5.9%	9.6%	19.7%	11.2%
Limited-English Proficiency Households	4.3%	5.8%	3.4%	8.8%	5.3%	5.7%	4.9%

Sources: U.S. Census Bureau, 2009-2015 5-Year American Community Survey; Sound Transit Title VI Demographic and Service Profile Maps and Charts, July 2013 (based on 2010 U.S. Census).

There are approximately 6,356 people that reside within the block groups located within a 0.25 mile radius of the project area. The study area population is slightly greater than 50 percent minority residents (non-White and White Hispanic persons), about 10 percent low-income, with 5 percent limited-English proficiency households. The minority population within the study area is higher than that

of the City of Lakewood and the Sound Transit District - 52 percent compared to 35 percent and 31 percent, respectively. However, the low-income population is substantially lower, less than 10 percent compared to almost 20 percent for Lakewood and 11 percent for the Sound Transit District. The limited-English proficiency population is similar for all of the geographies.

Summary of Potential Impacts

Sound Transit does not anticipate the proposed project would result in disproportionately high and adverse impacts on minority and/or low-income populations in the study area with proposed mitigation included as part of the project. The project would be constructed within the existing Century Yard site with the exception of two additional parcels at the northern end of the existing yard near Steilacoom Boulevard SW. The parcels would be acquired to accommodate the maintenance building and vehicle parking, and include one vacant lot and a commercial vehicle and truck-towing business. The property acquisitions would not result in the displacement of any residences or impact any community resources or services. The proposed project acquisition immediately adjacent to the long-time railroad use of the site would not affect existing community cohesion.

The types of maintenance activities associated with the Sounder Yard and Shops Facility Project would require a small four-person nighttime crew to move the trains stored overnight at Century Yard such that individual train cars requiring maintenance work are positioned inside of the maintenance building prior to the early morning start time of the daytime crew. This activity would require trains to cross back and forth across 100th Street SW up to approximately 12 times per night with approximately 3-minute blockages of 100th Street SW. This blockage is similar to existing blockages with through trains across this intersection. Moderate noise impacts are expected at 12 multi-family units and 4 single-family residences as a result of the warning devices sounding for the train movements at the 100th Street SW crossing, and the project includes mitigation as described in the *Noise and Vibration Technical Memorandum* and the SEPA Environmental Checklist.

There would be no weekday peak hour LOS impacts resulting from the Sounder Yard and Shops Facility Project. The nighttime train switching activity required for train access into the yard and shop area would occur during the lowest volume periods of the day (8 PM to 4 AM). Delays of approximately 3 minutes due to switching maneuvers would affect traffic, non-motorized trips, bus service, emergency response vehicles, and freight trucks on 100th Street SW during this time, although volumes decline considerably after 9 to 10 PM. Moreover, alternative routes are available via Steilacoom Boulevard SW to the north and 108th Street SW to the south, as well as Lakeview Avenue SW immediately west and South Tacoma Way to the east. As such, the project would not notably impact general-purpose traffic, non-motorized travel, emergency response vehicles, or freight.

Public transit near the project is provided by Pierce Transit. The three bus routes include: Route 3 along Steilacoom Boulevard SW, Route 48 along 100th Street SW, and Route 300 along South Tacoma Way. Minor delays to Route 48 may be caused by train switching activity across 100th Street SW for up to three weekday bus trips during evening hours based on information received from Pierce Transit in January 2016. However, the service hours end at approximately 9 PM, while train switching would likely occur between 8 PM and 4 AM. As such, bus route delays due to train switching movements would be minimal. Evening deadheading buses (non-revenue service trips) also travel on 100th Street SW to the Pierce Transit bus maintenance base on 96th Street SW east of Century Yard. Blockages are not anticipated to substantially delay or add travel time, and alternative routing is available. Sound Transit's

Route 574, operated by Pierce Transit, currently departs the Pierce Transit maintenance base in the very early morning hours and could be affected by the train movements across 100th Street SW prior to 4AM as buses travel to the southern terminus of the route at the Lakewood Transit Center.

Construction activities would result in temporary increased levels of dust, noise, and traffic impacts, which would be mitigated using construction best management practices to minimize impacts.

Outreach

Sound Transit has provided opportunities for public involvement by community members including minority and low-income populations during project planning and development. In conjunction with outreach efforts for the Sounder Yard Expansion in September 2013, Sound Transit staff hand-delivered a flier to residences and businesses in the project area. This flier included discussion of the proposed Sounder Yard Expansion Project as well as the upcoming environmental review for the maintenance facility. In December 2015, Sound Transit mailed a project update to area businesses and residents.

Sound Transit staff met with representatives of the City of Lakewood, Tacoma Public Utilities (TPU), and affected property owners during the conceptual design and environmental review phases of the project. Coordination with the City, TPU, and affected property owners will continue throughout design and construction. Sound Transit also has coordinated with Pierce Transit during the environmental review phase.

With the publication of this SEPA Environmental Checklist, Sound Transit sent notification to area residents and businesses informing them that the SEPA Environmental Checklist and Threshold Determination are available for review within the 14-day comment period. As required under SEPA, Sound Transit published a legal notice in the local newspaper and a notice in the SEPA Register. Sound Transit posted the SEPA Environmental Checklist and updated project information on the agency website.

Sound Transit will host an open house on March 28, 2016 in order to provide an update of the project. Sound Transit mailed postcards announcing the open house to businesses and residences within a 0.5-mile radius of the project site and using Sound Transit's standard public outreach language block (7 languages). The meeting announcement was posted on the Sound Transit website and posters were placed at City Hall, the Lakewood Library, Barnes and Noble bookstore, and the Department of Social and Health Services building.

Conclusion

In conclusion, with included mitigation and construction best management practices, the project does not have adverse impacts. Therefore, the project does not have disproportionately high and adverse impacts on minority or low-income populations.

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