



Coordination Plan

August 2019

To request accommodations for persons with disabilities or information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or email accessibility@soundtransit.org.

Para información acerca del proyecto llame al: 1-800-823-9230

Звоните 1-800-823-9230, чтобы получить информацию о проекте

프로젝트에 관한 정보는 다음으로 연락하십시오: 1-800-823-9230

សម្រាប់ព័ត៌មានអំពីគម្រោងម្តេ: សូមទូរស័ព្ទមកលេខ: 1-800-823-9230

Để biết tin tức về dự án này, xin gọi: 1-800-823-9230

Table of Contents

1	INTRODUCTION	1
2	AGENCY AND TRIBAL COORDINATION GOALS AND OBJECTIVES	3
3	PROJECT DESCRIPTION.....	5
3.1	Study Area Context	5
3.2	Background	8
3.3	Draft Purpose and Need.....	8
3.4	Summary of Alternatives Development and Environmental Process	10
3.4.1	Alternatives Development and SEPA Early Scoping	11
3.4.2	EIS Scoping Process	11
3.4.3	EIS Process	12
3.4.4	Record of Decision	12
4	RANGE OF AGENCY AND TRIBAL INVOLVEMENT	15
4.1	Lead Agency	15
4.2	Cooperating Agencies	15
4.3	Participating Agencies.....	17
4.4	Tribal Coordination and Consultation	20
5	AGENCY AND TRIBAL COORDINATION PROCESS	21
5.1	Lead Agency	21
5.2	Cooperating and Participating Agencies and Tribes	22
5.2.1	Agency and Tribal Involvement in Alternatives Development and Environmental Process.....	22
5.2.2	Individual Agency Consultation.....	24
5.3	Consultation with Native American Tribes.....	24
5.4	Agency and Tribal Coordination Milestone Schedule.....	25
5.5	Project Contacts	25
6	PUBLIC INVOLVEMENT	27
6.1	Public Involvement Approach.....	27
6.2	Public Outreach to Minority and Low-Income Populations	28
	REFERENCES	31

Exhibits

Exhibit 1 Regional System Map6
Exhibit 2 Project Area Map and Potential Alternatives Considered During
EIS Scoping.....7
Exhibit 3 Regional Transit Planning8
Exhibit 4 ST3 Project Development Process..... 10
Exhibit 5 Tacoma Dome Link Extension Schedule 13
Exhibit 6 TDLE Agency Coordination and General Schedule26

Tables

Table 1 Invited Cooperating Agencies and Permits and Approvals 15
Table 2 Invited Participating Agencies with Permits, Approvals, or Potential
Interest in the Project 17

Appendices

Appendix A Community Engagement Guide
Appendix B Environmental Review Checklist

Acronyms and Abbreviations

Board	Sound Transit Board
BPA	Bonneville Power Administration
CFR	Code of Federal Regulations
EIS	environmental impact statement
EO	executive order
FTA	Federal Transit Administration
HCT	high-capacity transit
I-5	Interstate 5
NEPA	National Environmental Policy Act
NOI	Notice of Intent
PSRC	Puget Sound Regional Council
Puyallup Tribe of Indians	Puyallup Tribe of the Puyallup Reservation
RCW	Revised Code of Washington
ROD	Record of Decision
SEPA	State Environmental Policy Act
Sound Transit	Central Puget Sound Regional Transit Authority
SR 99	State Route 99
ST2	Sound Transit 2
ST3	Sound Transit 3
TDLE	Tacoma Dome Link Extension
USC	United States Code
WAC	Washington Administrative Code
Yakama Nation	Confederated Tribes and Bands of the Yakama Nation

This Page Intentionally Left Blank

1 INTRODUCTION

The Federal Transit Administration (FTA) and Central Puget Sound Regional Transit Authority (Sound Transit) have developed this Coordination Plan in accordance with 23 United States Code (USC) §139(g)(1) and following FTA policy with the objective of identifying key coordination points with agencies and tribes on the Tacoma Dome Link Extension (TDLE) during the environmental review process. FTA is the lead federal agency under the National Environmental Policy Act (NEPA) and Sound Transit is the lead agency under the State Environmental Policy Act (SEPA). This Coordination Plan will also be used by Sound Transit to fulfill applicable SEPA coordination requirements. This plan will be updated as needed, reacting to feedback and project changes. It will be used in parallel with the TDLE Community Engagement Guide, which guides the public involvement process for the project and is included as Appendix A.

The purpose of this Coordination Plan is to effectively support cooperating agencies, participating agencies, and tribes as they engage in the identification, analysis, and evaluation of TDLE alternatives throughout alternatives development and environmental review processes. This plan identifies key coordination points and activities for agencies, tribes, and the public, and it reviews the major steps in the NEPA and SEPA environmental review process. The environmental process began in April 2018 with an early scoping period under SEPA to inform the alternatives development process. In April 2019, the project entered formal scoping under both NEPA and SEPA for the environmental impact statement (EIS). The environmental process is anticipated to be completed in 2022 when a Final EIS and Record of Decision (ROD) are issued. As required by 23 USC §139(d)(8)(A), to the maximum extent practicable and consistent with federal law, all federal permits and reviews shall rely on the EIS prepared for this project.

This plan includes the following sections:

- 1 Introduction
- 2 Agency and Tribal Coordination Goals and Objectives
- 3 Project Description
- 4 Range of Agency and Tribal Involvement
- 5 Agency and Tribal Coordination Process
- 6 Public Involvement

Several agencies have jurisdiction within the project corridor where agreements, determinations, or consultation may be needed; these roles and approvals are summarized in Section 4.

This Page Intentionally Left Blank

2 AGENCY AND TRIBAL COORDINATION GOALS AND OBJECTIVES

The purpose of this Coordination Plan is to effectively support cooperating and participating agency and tribal participation in the identification, analysis, and evaluation of the TDLE alternatives throughout the alternatives development and environmental review processes. The following goals will help to define and structure the approaches in engaging agency and tribal involvement.

Goal 1:

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

Objective:

- Ensure that agencies' roles and associated time commitments are understood and agreed to within the schedule for environmental review.

Goal 2:

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

Objectives:

- Engage cooperating and participating agencies and tribes regarding the scoping of effects to be evaluated, alternatives to be considered, design development, and mitigation measures.
- Coordinate with agencies and tribes based on the positive relationships Sound Transit has developed to date and enhance those relationships through this project.
- Identify issues and concerns specific to the project that could affect an agency or tribal approval or permit decision. Clarify regulatory requirements and necessary timing for FTA and Sound Transit to gain agency approval.
- Identify tribal concerns and incorporate tribal interests into the process prior to decision-making.

Goal 3:

Stay on schedule by encouraging agencies and tribes to identify substantial design changes in early project stages.

Objective:

- Reach a solution on potential design changes stemming from agency and tribal feedback and concerns during project development, design, and mitigation through early and continual communication throughout the process.

Goal 4:

Provide agencies and tribes with information to facilitate their understanding of the alternatives and associated impacts.

Objectives:

- Inform agencies and tribes of what FTA and Sound Transit are proposing and provide opportunities to reflect on impacts and minimization and mitigation efforts prior to decision-making.
- Inform agencies and tribes of FTA and Sound Transit's interests, issues, needs, opportunities, and limitations.
- Request information about agency and tribal interests, issues, needs, opportunities, and limitations.

Goal 5:

Proactively meet statutory and regulatory requirements of cooperating and participating agencies and tribes to advance the project.

Objective:

- Proactively collaborate with agencies and the Puyallup Tribe of the Puyallup Reservation (Puyallup Tribe of Indians) so that approvals do not delay the project schedule.

3 PROJECT DESCRIPTION

The Sound Transit 3 (ST3) Plan, which voters approved in 2016, included a representative project that identified the mode, corridor, and station areas for the TDLE. It also informed the project's cost, schedule, and operating needs. **Exhibit 1** shows where the TDLE is located in relationship to the regional system.

The TDLE project is an approximately 10-mile light rail line with four stations connecting Federal Way to Tacoma. Stations would be located in the South Federal Way, Fife, East Tacoma, and Tacoma Dome areas. There are 500-space park-and-ride facilities planned at the South Federal Way and Fife stations. All light rail alternatives would also cross the lands of the Puyallup Tribe of Indians and the Puyallup River. **Exhibit 2** shows the potential alternatives being considered in the project corridor. The project would connect Pierce County and South King County residents to the regional light rail network, with direct access to Seattle-Tacoma International Airport and downtown Seattle.

3.1 Study Area Context

The TDLE will provide fast, reliable light rail connections to dense residential and job centers throughout the region, and to the Puyallup Indian Reservation. The project area connects the Puget Sound Regional Council (PSRC) designated Federal Way and Tacoma Downtown Regional Growth Centers, and Port of Tacoma Manufacturing/Industrial Centers. These designations indicate regional and local concurrence on plans for these areas to increase residential and/or employment density over the next 20 years or more.

Existing local transit connections in the corridor include bus and rail service. The Tacoma Dome Station would serve as a multimodal transit hub to regional transit services in the corridor. At this station, riders would have the option to transfer to and from Sounder service, Amtrak, Tacoma Link, and Pierce Transit and Sound Transit buses.

Extensions of light rail are planned or under construction north to Lynnwood, east to Bellevue and Redmond, and south to Federal Way. It is anticipated that these extensions will be operational before the TDLE.

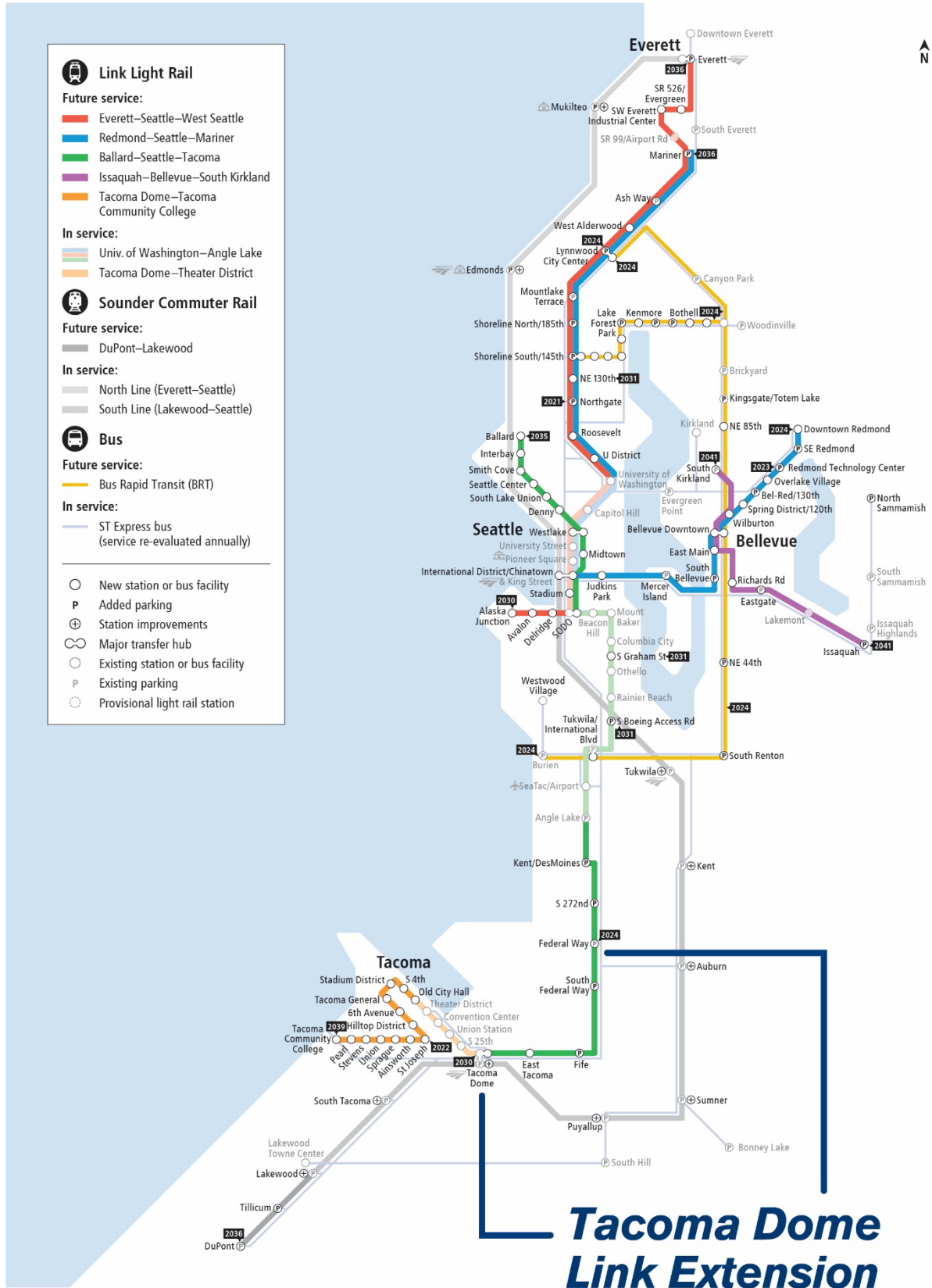


Exhibit 1. Regional System Map

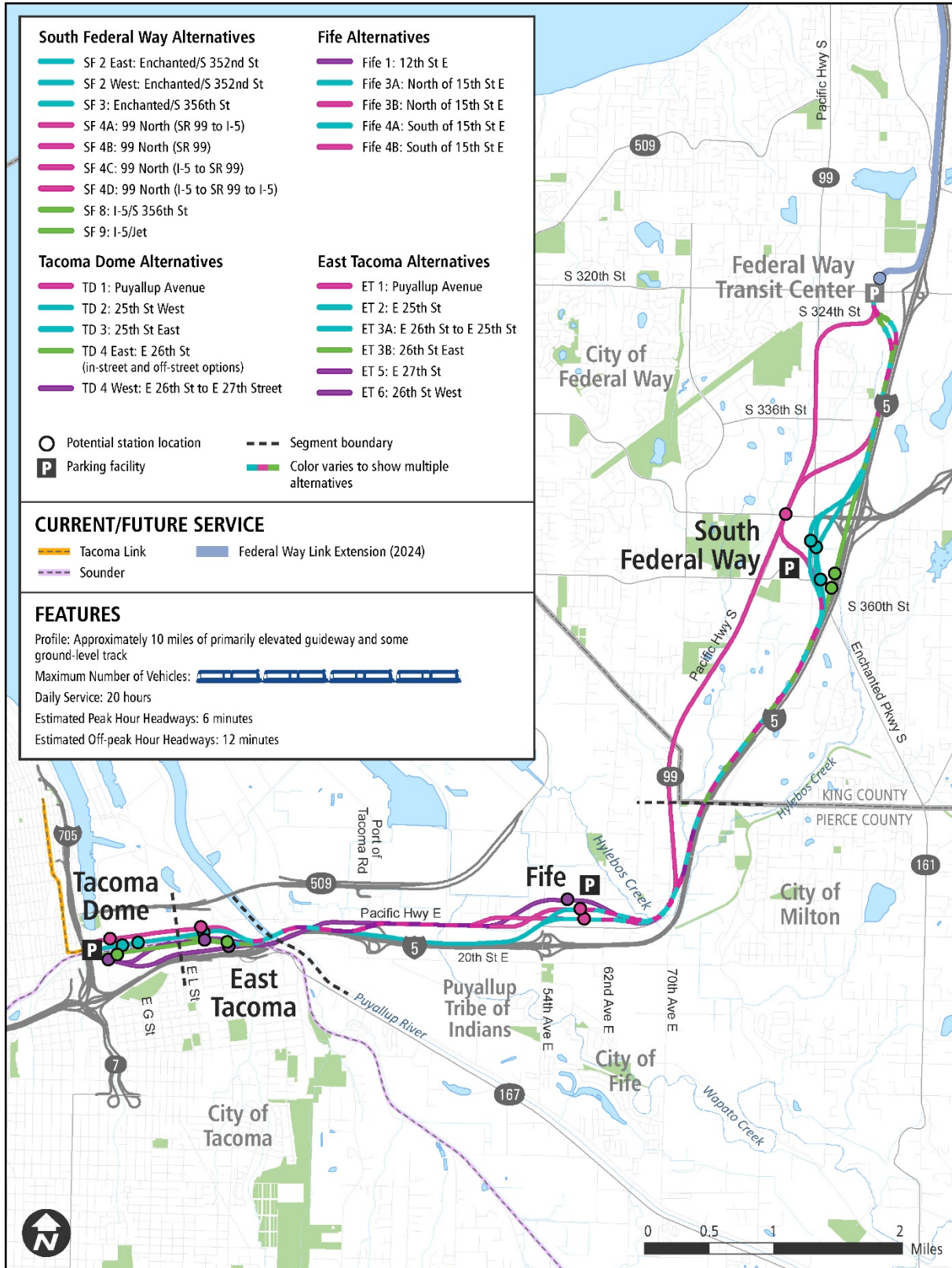


Exhibit 2. Project Area Map and Potential Alternatives Considered During EIS Scoping

3.2 Background

Since its creation in 1996 with voter approval of Sound Move, Sound Transit continues to move the region's mass transit system forward. **Exhibit 3** shows regional transit planning that has occurred over the years. Sound Move included implementation of the Central Link light rail system, which provided service between SeaTac, downtown Seattle, and the University of Washington. The second phase of investments, the Sound Transit 2 (ST2) System Plan, was subsequently approved by voters in 2008 and further extended light rail. It included light rail extensions from downtown Seattle to Bellevue and Redmond to the east and Northgate and Lynnwood to the north, and from SeaTac south to Federal Way.

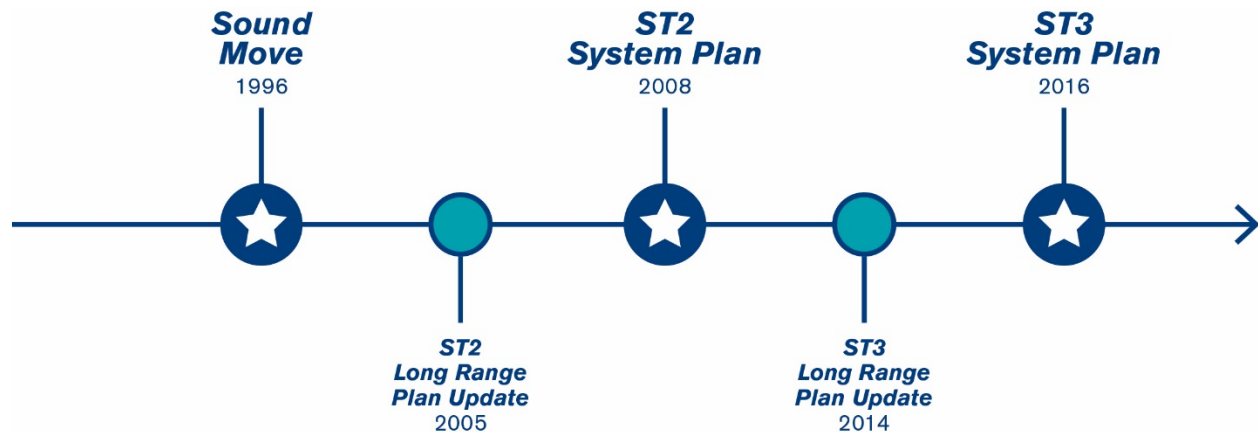


Exhibit 3. Regional Transit Planning

In 2013, Sound Transit began planning for the next phase of investments to follow ST2. This work included updating Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014) and associated environmental review under SEPA. Following system planning work to detail, evaluate, and prioritize the next round of regional transit system expansion, voters in 2016 authorized funding to extend the regional light rail system south to the Tacoma Dome as part of the ST3 Plan. The ST3 Plan also extends light rail to West Seattle, Ballard, Issaquah, Kirkland, and Everett.

3.3 Draft Purpose and Need

As part of EIS scoping, FTA and Sound Transit sought comments on the Draft Purpose and Need, which will be finalized as preparation of the Draft EIS begins.

The Draft Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with identifying a Preferred Alternative. The purpose of the TDLE project is to expand the Link light rail system from the Federal Way Transit Center to the Tacoma Dome Station area in order to:

- Provide high-quality rapid, reliable, and efficient light rail transit service to communities in the project corridor, as defined through the local planning process and reflected in the ST3 Plan (Sound Transit 2016).

- Improve regional mobility by increasing connectivity and capacity in the TDLE corridor from the Federal Way Transit Center to the Tacoma Dome Station area to meet projected transit demand.
- Connect communities of Federal Way, Milton, Fife, Tacoma, and the Puyallup Tribe of Indians to regional centers and destinations on the regional high-capacity transit (HCT) system as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, which include transit dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.
- Encourage convenient and safe nonmotorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments.

The project is needed because:

- Chronic roadway congestion on Interstate 5 (I-5) and State Route 99 (SR 99)—two primary highways connecting communities along the corridor—delays today's travelers, including those using transit, and degrades the reliability of bus service traversing the corridor, particularly during commute periods.
- These chronic, degraded conditions are expected to continue and worsen as the region's population and employment grows.
- Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for HCT in the corridor consistent with VISION 2040 (PSRC 2009) and Sound Transit's Regional Transit Long-Range Plan (Sound Transit 2014).
- South King and Pierce counties citizens and communities, including transit-dependent residents and low-income or minority populations, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around HCT stations, and increased options for multimodal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC's VISION 2040 and 2018 Regional Transportation Plan, include reducing greenhouse gas emissions by decreasing vehicle miles traveled.

3.4 Summary of Alternatives Development and Environmental Process

Throughout the SEPA early scoping and EIS scoping periods, FTA and Sound Transit have provided multiple opportunities for agency, tribal, and public involvement in defining the purpose and need, the range of alternatives to be considered, and areas of concern within the project area. After considering the alternatives development results and comments received during the EIS scoping period, FTA and Sound Transit will consider and identify the alternatives to be evaluated in the Draft EIS. In collaboration with FTA, the Sound Transit Board (Board) may identify a preferred alternative to study in the Draft EIS.

Sound Transit Board

The Board is an 18-member panel of elected representatives from each of the three county funding districts that support the development of regional commuter services.

After the Draft EIS is published, the public, agencies, and tribes will have an opportunity to provide comments on the impact analysis and the alternatives analyzed. Following the Draft EIS comment period, the Board may modify or reconfirm the Preferred Alternative for evaluation in the Final EIS. After publication of the Final EIS, the Board will select the project to be built and related facilities to be carried forward for final design and construction. The decision is coordinated with FTA and its preparation of the ROD. **Exhibit 4** shows the general steps in this process.

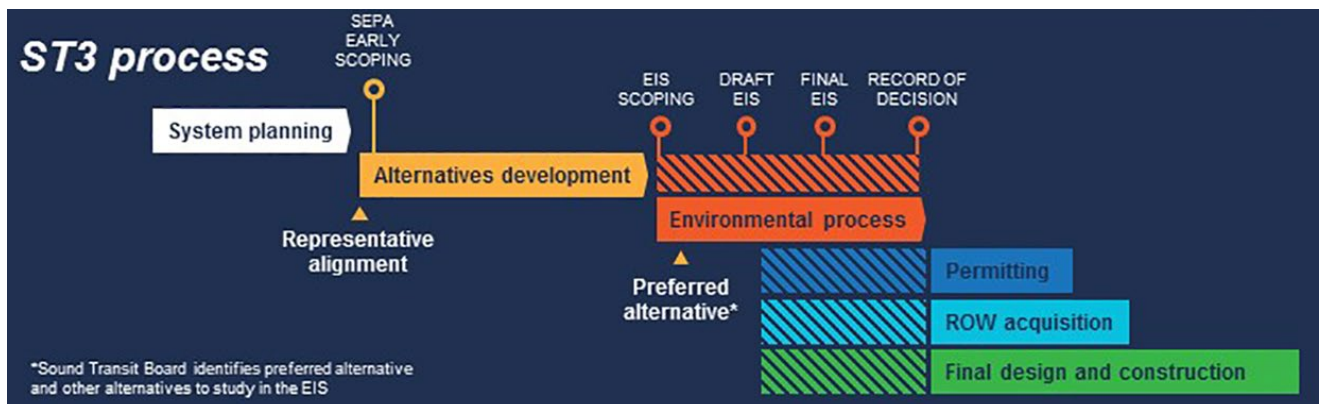


Exhibit 4. ST3 Project Development Process

The TDLE project requires a joint state and federal EIS level of review pursuant to 42 USC §4332(c) (NEPA) and the Revised Code of Washington (RCW) 43.21C (SEPA). The TDLE 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 and consistent with Washington Administrative Code (WAC) Chapter 197-11, SEPA Rules. FTA and Sound Transit will complete the alternatives development process and environmental review through the key milestones described in Sections 3.4.1 through 3.4.4.

3.4.1 Alternatives Development and SEPA Early Scoping

The ST3 representative project was used as a starting point for the alternatives development process. The alternatives development process included two levels of alternatives evaluation involving advisory groups representing agencies, tribes, corridor stakeholders, and the public, as well as open houses and other public outreach. The Pre-Screening and Level 1 Alternatives Report and the Level 2 Alternatives Evaluation Report (Sound Transit 2019a, 2019b) contain more details on the alternatives analysis, including alternatives evaluated and the findings of the technical analysis (see www.soundtransit.org/tdlink). The reports summarize the relative performance of the alternatives, based on technical evaluations and feedback from the project's three advisory groups and the public.

Alternatives development for the TDLE project began with SEPA early scoping in 2018. Early scoping is not required, but Sound Transit chose to initiate SEPA early scoping to involve and solicit input from the agencies, tribes, and public as early as possible. Between April 2 and May 3, 2018, Sound Transit received comments on the early planning for the project and alternatives from interested parties. The early scoping period included three public open houses and one agency meeting. Early scoping comments were received from one tribal government and 11 agencies, and included over 550 written comments from the public. The Early Scoping Summary Report contains further information about the comments received and is posted on the project website (Sound Transit 2018).

Sound Transit 3 Plan

The ST3 Plan is Sound Transit's long-range plan for system expansion. In summer 2015, thousands of people commented on a Draft Priority Project List, which was used to develop the Draft ST3 Plan. The public commented on the Draft ST3 Plan from March 29 through May 2, 2016. Sound Transit received 2,320 written comments and engaged with more than 1,250 attendees at seven open houses. The agency received 34,706 responses to an online survey. Public input was used in the development of the Final ST3 Plan and representative project list. Voters approved funding for the plan in November 2016.

3.4.2 EIS Scoping Process

FTA and Sound Transit initiated EIS scoping with the following steps:

- Publishing a Notice of Intent (NOI) in the Federal Register and a determination of significance in the SEPA Register, and providing public notice of EIS scoping through the project website, postcards, social media, advertisements in local newspapers, an email list serve, and community blogs. These notices include the locations, dates, and times of the scoping meetings.
- Providing opportunities for agency and tribal input on the purpose and need, range of alternatives, and issues to be addressed in the EIS through an agency and tribal scoping meeting. The range of agency and tribal involvement is further described in Section 3 of this document.
- Providing opportunities for public input on the purpose and need, range of alternatives, and issues to be addressed in the EIS through the project website, online and in-person open houses, and written comments accepted via mail or email.

The Level 2 Alternatives Evaluation Report and Scoping Information Report were made available on the project's website during the EIS scoping process (Sound Transit 2019b, 2019c). Scoping for an EIS provides an opportunity for agencies, tribes, and the public to learn about and provide comments on the project as it begins. Scoping is a public and agency outreach and involvement effort that supports the overall project planning, public involvement, and state and federal environmental processes for the TDLE project.

The comments received during the scoping period and input received from the Elected Leadership Group will be considered by FTA and Sound Transit as they determine the scope of the EIS and its related technical analyses. In collaboration with FTA, the Board is expected to confirm the purpose and need for the project and identify the alternatives to be evaluated in the Draft EIS. The Board may also identify a Preferred Alternative in summer 2019 to be evaluated in the Draft EIS.

3.4.3 EIS Process

An EIS is typically prepared through a multi-year process, beginning with scoping and ending in the release of the Final EIS and the lead agency's environmental determination (ROD). As described in this Coordination Plan, Sound Transit will meet with agencies and tribes throughout the environmental process. Community meetings and public involvement activities will also occur at major milestones. Pursuant to 23 CFR 771 and RCW 43.21C, FTA and Sound Transit will take the following steps to complete the EIS process:

- Confirm the Purpose and Need.
- Identify the range of alternatives to be analyzed in the EIS.
- Identify a Preferred Alternative.
- Coordinate with tribes and cooperating and participating agencies on proposed technical methodologies to be used in the preparation of the EIS.
- Finalize this Coordination Plan, including recording the responses of agencies and tribes invited to take part in developing the EIS.
- Prepare a Draft EIS.
- Solicit comments during a Draft EIS comment period.
- Prepare a Final EIS, including updated environmental information on the Preferred Alternative and other alternatives, responses to comments on the Draft EIS, and updated information on proposed mitigation measures.

Exhibit 5 shows the proposed schedule for the TDLE alternatives development and environmental review process, including the milestones listed above and where the environmental review is in this timeline.

3.4.4 Record of Decision

After publication of the Final EIS, FTA is expected to issue a ROD that will present the basis for the decision on the project and summarize any mitigation measures incorporated into the project.

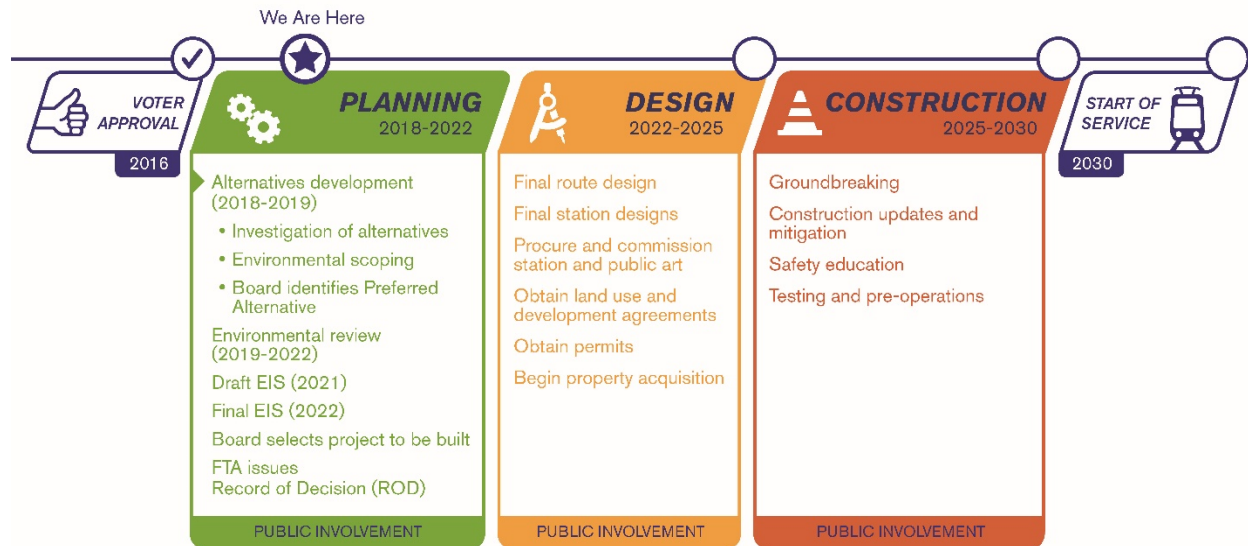


Exhibit 5. Tacoma Dome Link Extension Schedule

This Page Intentionally Left Blank

4 RANGE OF AGENCY AND TRIBAL INVOLVEMENT

NEPA emphasizes the importance of coordinating with agencies and tribes early in the environmental evaluation process and maintaining that coordination through project decisions. Three categories of agency participation have been delineated to facilitate coordination for projects led by the U.S. Department of Transportation agencies, including FTA: lead agencies, cooperating agencies, and participating agencies.

Appendix B includes an environmental review checklist prepared to identify potential natural, cultural, and historic resources in the project area and inform agency involvement in accordance with 23 USC §139.

4.1 Lead Agency

FTA is the lead federal agency under NEPA, and Sound Transit is the lead agency under SEPA. FTA and Sound Transit have invited the appropriate agencies to be cooperating and participating agencies during the EIS scoping process.

4.2 Cooperating Agencies

Cooperating agencies, per NEPA (40 CFR 1501.6 and 40 CFR 1508.5), are agencies with jurisdiction or special expertise with respect to environmental issues that should be addressed in the EIS. Cooperating agencies take part in developing information, preparing environmental analyses, and providing staff support to enhance the lead agency's interdisciplinary capability. Cooperating agencies are also expected to use the environmental process and documentation to address environmental issues of concern to the agency. **Table 1** identifies the agencies FTA and Sound Transit invited to be cooperating agencies, why they are identified as such, and their response to the invitation.

Table 1. Invited Cooperating Agencies and Permits and Approvals ¹

Cooperating Agencies	Role	Permits and Approvals (if applicable)	Response to Invitation ²
Federal			
Bonneville Power Administration (BPA)	Agency with jurisdiction	<ul style="list-style-type: none"> Approval related to crossing BPA powerlines 	No Response
Federal Highway Administration, Washington State Division	Agency with jurisdiction, property owner, special expertise on highways	<ul style="list-style-type: none"> Airspace Lease and other interstate modification or use approvals Operations and Maintenance Agreement ROD or other NEPA environmental determination 	Accepted
U.S. Army Corps of Engineers	Agency with jurisdiction	<ul style="list-style-type: none"> Clean Water Act, Sections 401 and 404 Rivers and Harbors Act, Section 10 and Section 14, Section 408 Permission (33 USC §§401 and 408) 	No Response

Table 1. Invited Cooperating Agencies and Permits and Approvals (continued)

Cooperating Agencies	Role	Permits and Approvals (if applicable)	Response to Invitation ²
State			
Washington State Department of Transportation	Agency with jurisdiction, property owner, special expertise on highways	<ul style="list-style-type: none"> • Airspace Lease: State Transportation Routes • Temporary Construction Airspace Lease • Construction Oversight Agreement • Design Documentation Package • General Permits • Access Revision Report • Survey Permits 	Accepted
Regional			
King County (Department of Natural Resource and Parks, Department of Development and Environmental Services)	Agency with jurisdiction, special expertise on the county facilities and operations	<ul style="list-style-type: none"> • None identified at this time 	No Response, King County Metro accepted as Participating Agency
Pierce County	Agency with jurisdiction, special expertise on the county facilities and operations	<ul style="list-style-type: none"> • Land Use Permit • Shoreline Application, including Joint Aquatic Resource Permit Application, EIS Checklist • Road Use Permit 	No Response
Local			
City of Federal Way	Agency with jurisdiction, property owner, special expertise on the city facilities and operations	<ul style="list-style-type: none"> • Master Land Use Permit • Environmentally Critical Areas Approval, including floodplain management • Shoreline Management Substantial Development, Conditional Use, or Variance Permit • Right-of-Way Permit 	Accepted
City of Fife	Agency with jurisdiction, property owner, special expertise on the city facilities and operations	<ul style="list-style-type: none"> • Master Land Use Permit, including Critical Areas (floodplain management) and Shoreline permits • Work in City Right-of-Way Permit 	Accepted
City of Milton	Agency with jurisdiction, property owner, special expertise on the city facilities and operations	<ul style="list-style-type: none"> • Master Land Use Permit • Street Work Permit • Shoreline Permit, including floodplain management 	Accepted
City of Tacoma	Agency with jurisdiction, property owner, special expertise on the city facilities and operations	<ul style="list-style-type: none"> • Land Use Permit • Critical Areas and Shoreline Permit, including floodplain management • Road Use Permit 	Accepted

¹ Government-to-government consultation has been initiated with four federally recognized tribes. Coordination with these tribes is further described in Sections 3.4 and 5.3.

² Response to Cooperating Agency invitations as of May 30, 2019.

4.3 Participating Agencies

Participating agencies, per NEPA (23 USC §139), are identified by the lead agency and include federal and non-federal agencies that may have an interest in the project but are not a lead or cooperating agency. Additionally, in implementing SEPA, appropriate agencies must be consulted in the EIS process as required by WAC 197-11-502.

Participating agencies are responsible for providing comments, responses, studies, or methodologies on those areas within the special expertise or jurisdiction of the agency. Participating agencies are also expected to use the environmental process and documentation to address environmental issues of concern to the agency and support future permit and approval efforts. **Table 2** identifies the agencies FTA and Sound Transit have invited to be participating agencies, why they are identified as such, and their response to the invitation.

Resource Agencies

State and federal agencies that provide regulatory guidance on local resources and may provide permits or other approvals for the project are defined as “resource agencies.” These include state agencies such as the Washington State Departments of:

- Archaeology and Historic Preservation
- Ecology
- Fish and Wildlife
- Natural Resources

These also includes federal agencies such as:

- U.S. Army Corps of Engineers
- U.S. Department of Fish and Wildlife

Table 2. Invited Participating Agencies with Permits, Approvals, or Potential Interest in the Project

Participating Agencies	Role	Permits, Approvals, or Potential Interest	Response to Invitation ¹
Federal			
Advisory Council on Historic Preservation	Special expertise on historic resources	• Potential interest	No Response
Federal Aviation Administration, Northwest Mountain Region	Agency with jurisdiction	• Potential interest	No Response
Federal Motor Carrier Safety Administration	Special expertise on vehicle safety	• Potential interest	No Response
Federal Railroad Administration	Special expertise on railroads	• Necessary permits and approvals to be identified in coordination with the Federal Railroad Administration	Accepted
Maritime Administration	Special expertise on maritime transportation	• Potential interest	No Response
National Oceanic and Atmospheric Administration Fisheries, West Coast Region	Agency with jurisdiction, special expertise on marine biological resources	• Endangered Species Act Review, Section 7 Consultation • Magnuson-Stevens Act Consultation	No Response
U.S. Bureau of Indian Affairs, Northwest Region	Special expertise on Native American interests	• Necessary permits and approvals to be identified in coordination with the Bureau of Indian Affairs	Accepted

Table 2. Invited Participating Agencies with Permits, Approvals, or Potential Interest in the Project (continued)

Participating Agencies	Role	Permits, Approvals, or Potential Interest	Response to Invitation ¹
U.S. Coast Guard ²	Agency with jurisdiction, special expertise on navigable waterways	<ul style="list-style-type: none"> Advance Approval Determination for bridge permitting process 	Declined
U.S. Environmental Protection Agency, Region 10	Special expertise on multiple environmental resources	<ul style="list-style-type: none"> Necessary permits and approvals to be identified in coordination with the U.S. Environmental Protection Agency 	Accepted
U.S. Federal Emergency Management Agency, Region 10	Special expertise on regulated floodplains	<ul style="list-style-type: none"> Potential interest 	No Response
U.S. Department of Homeland Security, Transportation Security Administration	Special expertise on security	<ul style="list-style-type: none"> Potential interest 	No Response
U.S. Department of Housing and Urban Development, Region 10	Special expertise on affordable housing	<ul style="list-style-type: none"> Potential interest 	No Response
U.S. Department of the Interior, Office of Environmental Policy and Compliance, Pacific Northwest Region (National Park Service)	Agency with jurisdiction	<ul style="list-style-type: none"> Section 106 of the National Historic Preservation Act (36 CFR Part 800) Section 4(f) of the U.S. Department of Transportation Act of 1966 	No Response
U.S. Fish and Wildlife Service	Special expertise on fish and wildlife (Endangered Species Act consultation)	<ul style="list-style-type: none"> Endangered Species Act Review, Section 7 Consultation 	No Response
Regional			
King County Metro	Special expertise on transit	<ul style="list-style-type: none"> Potential interest 	Accepted
Puget Sound Clean Air Agency	Agency with jurisdiction, special expertise on air quality	<ul style="list-style-type: none"> Notice of Construction (Air Quality) 	No Response
PSRC	Special expertise on regional growth, land use, transportation, economic and demographic conditions	<ul style="list-style-type: none"> Potential interest 	No Response
Pierce Transit	Special expertise on transit	<ul style="list-style-type: none"> Potential interest 	Accepted

Table 2. Invited Participating Agencies with Permits, Approvals, or Potential Interest in the Project (continued)

Participating Agencies	Role	Permits, Approvals, or Potential Interest	Response to Invitation ¹
State			
Washington State Department of Archaeology and Historic Preservation	Special expertise on archaeology and historic resources	<ul style="list-style-type: none"> • Section 106 of the National Historic Preservation Act (36 CFR Part 800) • Section 4(f) of the U.S. Department of Transportation Act of 1966 	Accepted
Washington State Department of Ecology	Agency with jurisdiction, special expertise on multiple environmental resources (air quality, water quality, contaminated sites)	<ul style="list-style-type: none"> • Coastal Zone Management Consistency Certification • Clean Water Act Section 402, National Pollutant Discharge Elimination System Stormwater Discharge Permit • Clean Water Act Section 401, Water Quality Certification • Wastewater Discharge Permit • Underground Storage Tank 30-day notice • Notice of Construction (Air Quality) 	No Response
Washington Department of Fish and Wildlife	Agency with jurisdiction, special expertise on fish and wildlife	<ul style="list-style-type: none"> • Hydraulic Project Approval 	Accepted
Washington Department of Natural Resources	Agency with jurisdiction, special expertise on natural resources	<ul style="list-style-type: none"> • Aquatic Lease 	Accepted
Washington State Recreation and Conservation Office	Agency with jurisdiction on certain recreation property with special funding	<ul style="list-style-type: none"> • Section 6(f) approvals • State funding approvals 	No Response
Local			
Port of Tacoma	Special expertise on freight movement	<ul style="list-style-type: none"> • Potential interest 	Accepted

¹ Response to Participating Agency invitations as of May 30, 2019.

² The U.S. Coast Guard provided a letter (October 1, 2018) to Sound Transit defining the construction of a new bridge as a minor approval due to the limited navigability of the Puyallup River.

4.4 Tribal Coordination and Consultation

FTA is consulting with four federally recognized tribes for the TDLE project:

- Puyallup Tribe of Indians
- Confederated Tribes and Bands of the Yakama Nation (Yakama Nation)
- Muckleshoot Indian Tribe
- Nisqually Indian Tribe

Government-to-government consultation with these tribes was initiated through consultation letters sent by FTA in February 2018, followed by a formal invitation to participate in NEPA EIS Scoping and the initiation of Section 106 consultation in April 2019. Through the consultation process, the tribes have the opportunity to develop information, prepare environmental analyses, and review and provide comments on Section 106 and the administrative draft of the EIS. Tribes with an interest in the project may participate in the cultural resources or environmental review processes and will be invited to participate throughout the process as described in Section 5.3.

The TDLE project includes construction and development of a light rail facility across the Puyallup Indian Reservation and may affect the Puyallup Tribe's court-adjudicated treaty rights. In addition to natural and cultural resources involvement during the project's environmental review, the project will address land use, property easements, and Tribal Employment Rights considerations with the Puyallup Tribe of Indians.

The Puyallup Tribe of Indians, Yakama Nation, Muckleshoot Indian Tribe, and Nisqually Indian Tribe were invited to be participating agencies. The Puyallup Tribe of Indians accepted an invitation to be a Participating Agency as part of the environmental review process. No responses were received from the other tribes.

5 AGENCY AND TRIBAL COORDINATION PROCESS

FTA and Sound Transit are leading agency consultation and coordination to ensure that the exchange of information occurs throughout the project. The intent of coordination is to work cooperatively to identify and resolve issues that could delay completion of the environmental review process or result in denial of approvals required for the project.

Early engagement with agencies and tribes will better prepare FTA and the Board to make informed and durable project decisions. This external engagement also supports transparency, accountability, and discipline on project scope, schedule, and budget. Through scoping and a variety of stakeholder and community meetings, the public involvement process provides feedback to FTA, Sound Transit, agencies, and tribes during early decision-making. Early decision-making by invested and engaged parties will best ensure the timely delivery of new transit service to the public.

The recommended approaches included herein generally cover the entire environmental review process but provide more detail on the scoping and EIS processes. As the project progresses, FTA and Sound Transit may update this plan to provide additional detail for the current and subsequent project phases, such as preparation of the Final EIS and permitting.

The agency and tribal coordination process is identified by the category of involvement described in Section 4, as follows:

- Lead Agency
- Cooperating Agencies
- Participating Agencies
- Tribal Coordination and Consultation

The approach for each of these methods is described in the following sections, including the type and frequency of coordination events. Agencies and tribes that have been invited to the coordination process are listed in Section 4.4; additional tribal coordination details are provided in Sections 5.2 and 5.3.

5.1 Lead Agency

As the lead agency under NEPA, FTA leads consultations on federal regulations, such as Section 106 of the National Historic Preservation Act and the Endangered Species Act. FTA is a potential funding partner for the project, and it also establishes national guidelines governing the planning, design, and construction of public transit in the United States, including those defining the New Starts funding process, the EIS process, preliminary engineering, and the final design process.

Durable Project Decisions

Durable project decisions mean agreement is reached on a preferred alternative and range of reasonable alternatives to advance into an EIS. This agreement is durable if decision-makers and local officials adhere to that scope despite political pressure from constituents who may be impacted and ask for other alternatives to be evaluated.

The following is the approach for lead agency coordination:

- FTA and Sound Transit will coordinate throughout the project, including through regular staff-to-staff communications, quarterly Sound Transit-FTA meetings, and when needed, through monthly conference calls with FTA Region 10 and headquarters staff.
- FTA and Sound Transit will coordinate to ensure that requirements for formal submittals and responses are met.
- FTA, with Sound Transit support, will lead coordination with individual federal agencies and tribes with jurisdiction throughout the development of documents for compliance with special-purpose laws, including the following:
 - Endangered Species Act, Section 7
 - Section 106 of the National Historic Preservation Act (36 CFR Part 800)
 - Section 4(f) of the U.S. Department of Transportation Act of 1966
 - Section 6(f) of the Land and Water Conservation Fund Act
 - Section 401 and Section 404 of the Clean Water Act
 - Section 10 and Section 14 of the Rivers and Harbors Act of 1899, Section 408 Permission (33 USC §§401 and 408)
- FTA and Sound Transit will coordinate with individual agencies to prepare and acquire the anticipated federal permits and approvals.

5.2 Cooperating and Participating Agencies and Tribes

FTA and Sound Transit have invited the appropriate agencies to be cooperating and participating agencies during the EIS scoping process. FTA, with Sound Transit support, will lead coordination with federal cooperating and participating agencies. FTA will also lead consultation with treaty tribes and all interested tribes during the environmental review process and as required under Section 106 of the National Historic Preservation Act regarding potential cultural resources.

5.2.1 Agency and Tribal Involvement in Alternatives Development and Environmental Process

Throughout the alternatives development process described in Section 3.4, meetings to coordinate and receive input have been conducted with the Elected Leadership Group, Stakeholders Group, and Interagency Group. Meetings with these groups are anticipated to continue throughout the project to share information and receive input.

Agency and tribal coordination will vary during the different stages of alternatives development and the environmental process, which include:

- **SEPA early scoping:** As part of the SEPA early scoping process (April 2 and May 3, 2018), Sound Transit hosted an agency and tribal meeting for federal, state, regional, and tribal governments, as well as multiple meetings for the public. These meetings provided participants with an overview of the project purpose and need, existing conditions in the project area, the ST3 representative project, and the

alternatives development process. During the meetings, Sound Transit requested input on the purpose and need, alternatives, and important considerations. The Early Scoping Summary Report, including a summary of agency comments received during the comment period, is posted on the project website: www.soundtransit.org/tdlink.

- **Alternatives development:** FTA and Sound Transit met with agencies and tribes throughout the alternatives development process between SEPA early scoping and EIS scoping to request agency and tribal feedback on alternatives and input on technical issues.
- **EIS scoping:** At the start of EIS scoping, FTA and Sound Transit sent letters to agencies and tribes notifying them of scoping and inviting them to be participating or cooperating agencies, as appropriate. FTA and Sound Transit also invited them to an agency scoping meeting. During scoping, FTA and Sound Transit sought agency input on the purpose and need of the project, the range of alternatives to be studied in the EIS, the identification of the Preferred Alternative, and environmental issues to be considered. The Scoping Information Report (Sound Transit 2019c) provided further information on the project.
- **EIS Analysis methodologies:** FTA and Sound Transit will provide the proposed analysis methodologies to cooperating and participating agencies for their review and comment prior to beginning EIS analysis. FTA and Sound Transit will offer to meet with agencies and tribes individually to discuss methodologies of interest to them.
- **Preliminary Draft EIS:** FTA and Sound Transit will provide a preliminary review draft for comment on the technical analysis sections of the EIS to cooperating agencies and tribes. FTA and Sound Transit will review comments, coordinate with cooperating agencies and tribes, and revise the Draft EIS prior to publication, as appropriate.
- **Draft EIS:** Sound Transit will distribute the Draft EIS to cooperating and participating agencies and tribes, and will provide a Notice of Availability to the public and others who have indicated an interest in the project. After the Notice of Availability of the Draft EIS is published in the Federal Register and the SEPA Register, a comment period will follow. During the comment period, Sound Transit will hold public meetings with information on the project and the results of the EIS analysis. Where appropriate, FTA and Sound Transit will meet with cooperating and participating agencies and tribes to discuss their Draft EIS comments.
- **Final EIS:** FTA and Sound Transit will coordinate with agencies and tribes, as needed, to provide an overview of the changes in the Final EIS from the Draft EIS and determine the mitigation proposed for the Preferred Alternative. The Final EIS will include responses to agency comments and will be sent electronically to the distribution list. FTA will publish a Notice of Availability in the Federal Register. The ROD will also be distributed to affected agencies and a Limitation on Claims notice 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.

5.2.2 Individual Agency Consultation

FTA and Sound Transit will meet with agencies and tribes individually throughout the environmental review process. The following is a list of individual agency consultations and the issues anticipated to be covered in individual meetings:

- **Key Agencies** (included within **Tables 1 and 2**): Input from key agency staff would be sought throughout the project to inform and review:
 - Design development as well as existing and future land use and transportation compatibility
 - Environmental resources within their jurisdiction
 - Station concepts
 - Traffic circulation
 - Construction strategies and techniques
 - Mitigation measures and design measures to avoid or minimize impacts

Agreements and concurrence for actions or shared understanding will be executed between Sound Transit and other agencies, as needed.

- **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.
- **Regulatory and Resource Agencies:** Sound Transit will coordinate with environmental regulatory agencies regarding agency and tribal involvement in alternatives development and the environmental process, as outlined in Section 5.2. The project team will also coordinate with regulatory agencies when the alternatives may affect resources within their jurisdiction. In addition, the team will coordinate with the resource agencies listed in **Table 1**, as needed.
- **Elected Officials:** Elected officials are critical in the decision-making process. Elected city officials include mayors and city council members, and some of these officials are also Board members. Meetings to receive input from the Elected Leadership Group were held throughout the alternatives development process and are anticipated to continue throughout the project to share information and receive input.
- **U.S. Coast Guard:** Coordination with the U.S. Coast Guard occurred during early scoping, and the U.S. Coast Guard provided a letter to Sound Transit defining the construction of a new bridge as a minor approval due to the limited navigability of the Puyallup River.

5.3 Consultation with Native American Tribes

As the lead agency with a federal trust responsibility, FTA has initiated government-to-government consultation with federally recognized tribes. FTA is leading the consultation with support from Sound Transit, which will continue throughout the project. FTA and Sound Transit will consult with the Puyallup Tribe of Indians on treaty fishing considerations

and alignment impacts to the tribe's reservation, including community and economic interests. FTA will engage interested tribes during the environmental review process, and as required under Section 106 of the National Historic Preservation Act regarding potential cultural resources. FTA and Sound Transit will meet with elected tribal councils at a government-to-government level to discuss the project.

Non-federally recognized tribes may be invited to participate in the Section 106 process because they may have an interest or 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 for compliance with Section 106 requirements.

5.4 Agency and Tribal Coordination Milestone Schedule

Exhibit 6 identifies major local and federal environmental review process milestones for the project. The schedule is preliminary and will be updated as the project progresses and based on input from agencies and tribes.

5.5 Project Contacts

Mark Assam
FTA, Region 10, Environmental Protection Specialist
206-220-4465
mark.assam@dot.gov

Elma Borbe
Sound Transit, Project Environmental Planner
206-398-5445
Elma.borbe@soundtransit.org

Sagar Ramachandra
Sound Transit, Community Outreach Specialist
206-398-5453
tdlink@soundtransit.org

	2019			2020				2021				2022			
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
NEPA Process															
Issue Notice of Intent followed by 30-Day Public and Agency Scoping Period	Yellow														
Cooperating Agency Review of EIS Methodologies		Yellow													
Board Identification of a Preferred Alternative and Other EIS Alternatives		Yellow													
Cooperating Agency and Tribal Review of Administrative Draft EIS						Yellow									
Notice of Availability and Publication of Draft EIS and 45-day Public Comment Period								Yellow	Yellow						
Notice of Availability and Publication of Final EIS														Yellow	
Board Confirms Project to be Built														Yellow	
FTA Issues Record of Decision														Yellow	Yellow
Section 106															
FTA Initiates Section 106 Consultation	Blue														
Department of Archaeology and Historic Preservation (DAHP) and Tribe Review of Archaeological Survey Plan		Blue													
Area of Potential Effect (APE) Review and Concurrence			Blue	Blue	Blue										
DAHP Review of Historic Property Eligibility Determinations and Concurrence			Blue	Blue	Blue										
DAHP Review of Draft EIS Cultural Resources Technical Report, Effect Determination Concurrence						Blue									
DAHP Review of Final EIS Cultural Resources Technical Report, Effect Determination Concurrence, Section 106 Concurrence/MOA												Blue	Blue	Blue	
Section 4(f)															
Legal Sufficiency, Department of Interior, and other agency review(s) of Section 4(f)												Green			
Final Section 4(f) Determination and Concurrence												Green			
ESA Consultation Process															
Initiate ESA Consultation											Purple				
U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA) Review of Biological Assessment												Purple	Purple	Purple	
USFWS and NOAA Endangered Species Act Concurrence/Issue Biological Opinion														Purple	

Exhibit 6. TDLE Agency Coordination and General Schedule

6 PUBLIC INVOLVEMENT

This section outlines the public involvement goals, types of outreach activities, and tools that will be used to engage the public, and the commitment to reach minority and low-income (environmental justice) populations that could be affected by the project. Appendix A contains the project's Community Engagement Guide.

6.1 Public Involvement Approach

The public involvement approach includes the following goals:

- 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 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 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.
- 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 project's needs, potential solutions, schedules, and budget information.
- Use information obtained through past and ongoing stakeholder interviews and public outreach efforts to enhance the project team's knowledge of the area, key stakeholders, and community leaders.
- 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.

Outreach Activities and Tools

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. Outreach activities will be coordinated between FTA, Sound Transit and the project team, which includes government relations, planning, design, environmental processes, media relations, communications, and outreach staff. The tools and activities being used or that will be used include the following:

- Public meetings and comment periods
- Printed materials (e.g., fact sheets)
- Online public meetings (e.g., webinar)
- Notifications (postcards, community calendars, email, online/print display advertisements)
- Community fairs and festivals
- Various comment tools (web-based questionnaire and comment forms, comment forms at meetings, email, 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 website

6.2 Public Outreach to Minority and Low-Income Populations

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. Sound Transit's community engagement procedures, EO 12898, U.S. Department of Transportation Order 5610.2(a), and FTA Circular C 4703.1 require Sound Transit to provide meaningful opportunities for minority, low-income, and limited-English proficiency groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin.

These directives make environmental justice a part of the decision-making process by identifying and addressing disproportionately high and adverse human health and environmental effects of Sound Transit's programs, policies, and activities on minority and low-income populations. Sound Transit conducted a preliminary demographic analysis to identify low-income, minority, and limited-English-proficiency populations. Based on this

analysis, Sound Transit used the following strategies to engage these populations during EIS scoping:

- Provide translated text on posters in Spanish and Korean
- Provide translated meeting handouts in Spanish, Korean, Vietnamese, Khmer, and Russian
- Publicize events online and in print with language-specific media publications
- Provide translated text on the online open house web pages, as well as the embedded Google Translate tool that can translate text into over 100 languages

Sound Transit will conduct interviews with community leaders, jurisdictions, and social service providers to seek input and identify additional ways to reach low-income, minority, and limited-English-proficiency populations as the project prepares its environmental documentation. A full description of public outreach specific to minority and low-income populations, including activities and outcomes, will be included as an appendix to the EIS.

This Page Intentionally Left Blank

References

- PSRC (Puget Sound Regional Council). 2009. VISION 2040. December 2009.
- Sound Transit. 2014. Regional Transit Long-Range Plan. Adopted December 18, 2014.
- Sound Transit. 2016. Sound Transit 3, The Regional Transit System Plan for the Central Puget Sound Region. June 2016.
- Sound Transit. 2018. Early Scoping Summary Report. Available at: www.soundtransit.org/system-expansion/tacoma-dome-link-extension. Prepared by Parametrix. June 2018.
- Sound Transit. 2019a. Pre-Screening and Level 1 Alternatives Report. Available at: www.soundtransit.org/system-expansion/tacoma-dome-link-extension. Prepared by Parametrix. April 2019.
- Sound Transit. 2019b. Level 2 Alternatives Evaluation Report. Available at: www.soundtransit.org/system-expansion/tacoma-dome-link-extension. Prepared by Parametrix. April 2019.
- Sound Transit. 2019c. Scoping Information Report. Available at: www.soundtransit.org/system-expansion/tacoma-dome-link-extension. Prepared by Parametrix, Seattle, WA. April 2019.

This Page Intentionally Left Blank



Tacoma Dome
Link Extension

APPENDIX A

Community Engagement Guide



Tacoma Dome

Link Extension

Community Engagement Guide

Summer 2018



Table of Contents



1	Overview
4	Engagement goals
5	Community snapshot
7	Equity and inclusion
8	Audiences
9	Engagement tools
11	How do I engage?
13	Roles and responsibilities
15	Community engagement and collaboration process
16	Get involved
17	Glossary of terms

NOTE: Since this guide was prepared, the OMF South is now a separate project that is being evaluated under SEPA.

Overview

Introduction

With the November 2016 voter approval of **Sound Transit 3 (ST3)**, Sound Transit will undertake an ambitious mass transit system expansion. The Tacoma Dome Link Extension (TDLE) is one piece of the expansion plan that will add 9.7 miles of light rail service connecting Pierce and South King County residents to the regional light rail network, and will site an essential operations and maintenance facility to support the regional network. The project travels through the cities of Federal Way, Milton, Fife, and Tacoma and the reservation of the Puyallup Tribe of Indians. The project includes stations at South Federal Way, Fife, East Tacoma and the Tacoma Dome Station area.

Planning for this project is underway and your participation is important. To get to construction more quickly, the project team has established an aggressive planning and environmental analysis timeline. Throughout the **alternatives development** phase, staff will engage the public in an intensive public involvement process that will lead to the Sound Transit Board identifying a **preferred alternative**, as well as other alternatives, to evaluate in an **Environmental Impact Statement (EIS)**.

During the alternatives development phase, we'll be asking you about several aspects of the project, such as the route, station locations, construction impacts, bus and rail integration, and bicycle/pedestrian connectivity. We strive to create outreach opportunities that are inclusive and meaningful, and will announce these opportunities through a variety of communications channels. We hope that you will join us in planning Link light rail extensions that are valuable to all.

This plan is your guide to engaging in the project. It explains:

- Sound Transit's goals and guiding principles for external engagement.
- How you can get involved.
- Sound Transit's methods for gathering feedback.
- Roles, responsibilities and how decisions will be made.

This plan will be updated as the project completes the planning phase and proceeds on to future phases.

What is a representative project?

The ST3 Plan approved by voters established the transit mode, corridor, number of stations, general station locations and related features. The TDLE representative project is the starting place from which project alternatives will be developed.

How was it developed?

The representative project itself is the result of extensive and years-long planning and public involvement work.

For more information about how the representative project and the ST3 plan were shaped by public input, visit soundtransit.org/st3

See a word in **bold**?

Find it in our glossary (page 17) for more information about that term.

**CHECK OUT THE GLOSSARY
PAGE 17 >**

Project background

Sound Transit is a public transit agency that plans, builds and operates express bus, light rail and commuter train services in the urban areas of King, Pierce and Snohomish counties. The Tacoma Dome Link Extension will provide fast, reliable light rail connections to residential and job centers throughout the region while providing capacity for the system to operate efficiently.

The project will allow for a direct connection to the South Sound with four stations: Tacoma Dome, East Tacoma, Fife and South Federal Way. In addition, an Operations and Maintenance Facility (OMF) is needed to support the overall system expansion. Tacoma Dome station will serve as a multi-modal transit hub, with transfer options to and from Sounder service, Tacoma Link and Pierce Transit and Sound Transit buses.

Looking for more information?

Looking for a full history of and details about the ST3 plan? Visit www.soundtransit.org/st3

GET INVOLVED

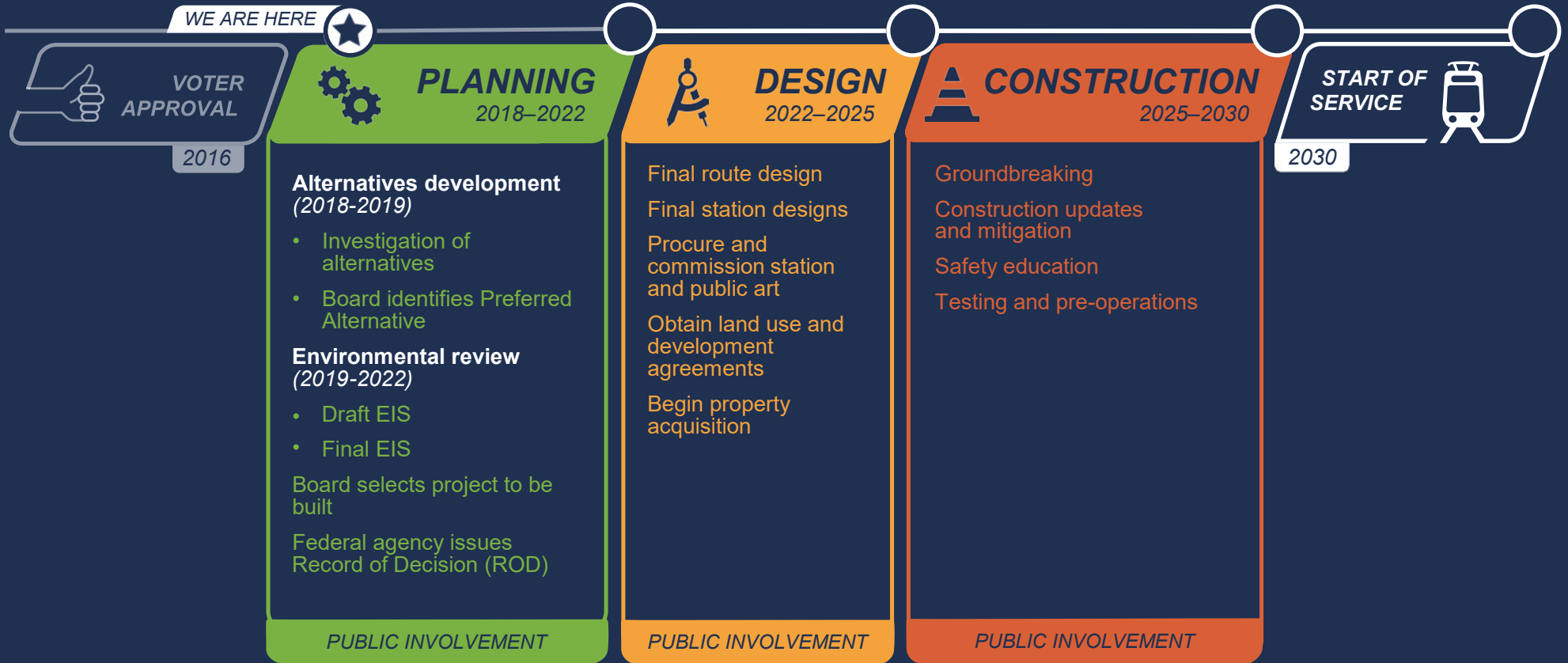
Visit web page and sign-up for project news
www.soundtransit.org/tdlink

Email tdlink@soundtransit.org

Call 206-903-7118



Anticipated project schedule



Engagement goals



Be proactive

Engage audiences, including the communities most affected by the project, in conversations that lead to an early agreement on a preferred alternative.

Our commitment to you: Through a wide range of communications channels, Sound Transit will let you know about opportunities to engage in the project as it progresses.



Be accountable

Ensure accountability by clearly communicating when, where and how public feedback was used to make project decisions.

Our commitment to you: Sound Transit will ask communities, including those most impacted by the project, and the public to provide feedback and input throughout the decision-making process and at key milestones. Sound Transit will review and analyze this feedback and report back on how it was considered and incorporated into the decision-making process.



Be transparent

Foster public trust through transparent communication, meaningful and inclusive **public engagement**, and timely responses to project questions and feedback.

Our commitment to you: Sound Transit will communicate to you in ways that are clear, consistent and accessible.



Ensure accessibility

Ensure accessibility by presenting project information in easy-to-read and understandable formats, including in-language documents, with an eye toward accessibility for all audiences.

Our commitment to you: Opportunities and methods for engagement shall be accessible and thoughtful to communities where they are held, e.g., through responsive online tools, or convenient times when events are held.



Encourage awareness

Encourage awareness of the benefits, effects and progress of the project.

Our commitment to you: Sound Transit will use a variety of communication tools to share information about the project and opportunities to get involved throughout the life of the project.

Community snapshot

The Tacoma Dome Link Extension project area serves four distinct cities: Tacoma, Federal Way, Fife and Milton, as well as the Puyallup Tribe of Indians Reservation. The region has a strong economic presence due to the Port of Tacoma and a thriving manufacturing, transportation and retail landscape. Demographically, the project area is diverse with significant foreign-born populations. The snapshots below explore these areas and groups in further detail.



Tacoma

Tacoma is the third largest city in the state of Washington, with a population of over 213,000. Tacoma is home to a variety of businesses, with major employment areas including healthcare, education, public administration, insurance, and social assistance. Almost a third of Tacoma residents commute outside of Pierce County to get to work. Tacoma is a major educational hub, as home to the University of Washington Tacoma, the University of Puget Sound, The Evergreen State College Tacoma campus, Bates Technical College, and other local colleges. The “City of Destiny” also draws regional visitors to destinations such as the Tacoma Dome, the Museum of Glass and Point Defiance Park.

Tacoma is diverse, with a population that is close to 11 percent Hispanic or Latino, 10 percent African American, nine percent Asian, and one percent American Indian or Alaska Native. Close to 9 percent of Tacoma residents identify as two or more races.

Federal Way

Today, the Federal Way community is residential and commercial with a population employed locally and in neighboring cities such as SeaTac, Kent, Tacoma, Bellevue and Seattle. In 2012, the retail and wholesale trade sectors were the largest in Federal Way.

Federal Way has a diverse population, with a foreign-born segment that accounts for 23 percent of its more than 96,000 residents. The largest representative groups within this population are of Korean, Hispanic, Russian and Ukrainian descent.

Fife

Fife was home to more than 10,000 people in 2017. Despite its relatively small population, almost 23 percent of Fife’s residents are foreign-born. Individuals of Asian and Hispanic heritage represent the largest portion of this international community. More than 32 percent of the population speaks a language other than English at home. Similar to Milton, Korean and Spanish are the most prominent non-English languages spoken in Fife.

The City of Fife has historically been an agriculture and food-processing center and is a thriving warehouse, distribution and transportation district; nearly 25 percent of all the city’s land is industrially-zoned. Many well-known firms have locations in Fife, including Milgard, Lusamerica, Mission Foods and American Fast Freight. As a result, the two largest employment sectors are transportation, and warehousing and manufacturing.

Milton

Milton began as a lumber-mill town at the beginning of the 20th century. The city is located near larger employment centers and provides a residential refuge for individuals employed in Tacoma, SeaTac, Kent and Seattle. As of 2017, Milton’s population was approximately 8,000 people. The demographic makeup includes 6 percent identifying as Asian descent and roughly 6.5 percent identifying as Hispanic. Of the 7.6 percent of the population that speaks a language other than English at home, Korean and Spanish are the most common languages. While Milton is primarily a residential community, its service industry accounted for a large portion of retail sales.

Puyallup Tribe of Indians

The Puyallup Tribe of Indians are a federally-recognized Native American tribe with reservation lands primarily in Pierce County. The TDLE project includes construction of light rail across the Puyallup Tribe of Indians Reservation and will span a section of the Puyallup River that is owned by the Tribe. The Puyallup Tribe have occupied this area for thousands of years, and continue to hunt, fish and gather here today. The Puyallup Reservation is one of the most urban reservations in the United States. As a result, the Puyallup Tribe has strong connections with the surrounding communities.

The Puyallup Tribe represents a significant economic presence in the region. The Tribe owns both locations of the Emerald Queen Casino, a major employer in the region with one location in Fife and one in Tacoma. The Puyallup Tribe also uses its economic development arm, Marine View Ventures, to invest in and expand on reservation resources.



Equity and inclusion

Sound Transit is committed to delivering projects that support an equitable transportation system. The Tacoma Dome Link Extension Project, like many ST3 projects, is large and complex, and will bring both benefits and impacts to the communities along the project route. Sound Transit will analyze project impacts and evaluate whether the project would result in disproportionately high and adverse effects on minority and/or low-income populations. If there are disproportionately high impacts, Sound Transit will look for ways to mitigate those impacts and/or offset them with community benefits. We strive to engage the public and underserved populations throughout the public involvement process, however, it is especially important during the alternatives development phase, when a preferred alternative will be identified.



In order to gather your ideas and feedback about various alternatives, Sound Transit will provide meaningful engagement opportunities that are designed to meet the unique needs of low-income, minority and non-English speaking groups. Some of those opportunities include:

- Conducting interviews with social service providers to better understand various populations in the project area.
- Providing translators at public meetings and community gatherings.
- Translating key materials into languages spoken along the project corridor.
- Holding smaller meetings focused on individual communities.
- Meeting communities where they gather, like houses of worship, community centers and people's homes.

In addition, Sound Transit will conduct an **environmental justice analysis** in compliance with federal regulations. The analysis will describe the demographics of the project corridor, evaluate whether the project would disproportionately impact minority and low-income communities, and document our efforts to involve minority and low-income populations in the planning process.

If you are interested in learning more about this project and how it may benefit and/or impact your community, please contact us at 206-903-7118 or tdlink@soundtransit.org. We will work with you to find an appropriate opportunity for providing project information.

Audiences

Sound Transit will actively engage a variety of audiences; however, we have broken them down into three key categories: neighborhood and community stakeholders, general public and the media. Roles for elected officials serving on the Sound Transit Board and Elected Leadership Group, as well as stakeholders serving on the Stakeholder Group, are described in the roles and responsibilities section.



Neighborhood and community stakeholders

- Advocacy groups
- Apartment complexes and rental office staff
- Businesses, including small and minority-owned businesses
- Communities of color
- Community-based organizations
- Cultural groups
- Current and future transit riders
- Immigrant and refugee populations
- Limited English-speaking populations
- Low-income households
- People with disabilities
- Renters and homeowners
- Social service organizations



Public

People who live, work and commute in, through and around the Puget Sound region.



Media

Print, digital and broadcast media, including community, local and ethnic media sources.



Engagement tools

Online

Website

The [project webpage](#), within the Sound Transit website, provides the hub for all up-to-date project information. The webpage will be updated frequently with the latest project information, opportunities to be involved, upcoming events and meetings, project materials and more.

E-newsletters

E-newsletters will be sent on a regular basis to the project's e-mail subscriber list. E-newsletters will include up-to-date information on the project and be sent to people who have opted-in. [Sign-up](#) on the project webpage.

Social media

Sound Transit will utilize existing social media platforms (Facebook, Twitter and Instagram) to share news and updates about the Tacoma Dome Link Extension. You can find us at @SoundTransit.



In person

Open houses (in-person and online open houses)

Open houses will be held at key milestones and decision points during the entirety of the project, including when public feedback is sought to help inform key decisions during the alternatives development process. In-person open houses will take place in various locations and will be accompanied by online open houses for those who can't or choose not to attend a meeting.

Briefings and meetings

Sound Transit will proactively reach out to community, business and interest groups to offer project updates. Any community, business or interest group may request a briefing from the project team by emailing tdlink@soundtransit.org or calling 206-903-7118. We will prioritize traditionally underrepresented groups and can join you in your workplace or training events to give quick project updates.

Fairs and festivals

During the spring, summer and fall, our outreach staff will be in communities around the region and along the project corridor at farmers markets, festivals and community events. We will be available to discuss the project in detail and answer your questions.

Pop-up outreach

Similar to fairs and festivals, Sound Transit may host pop-up outreach events, in coordination with key communities, so that project staff can reach neighbors in the locations they frequent, rather than asking them to come to Sound Transit.

Door-to-door outreach

Project team members may visit businesses and other entities along the corridor to share information in person.



Other ways to engage

Existing community engagement efforts

Sound Transit recognizes that there are many ongoing efforts to engage communities on a variety of topics. To make the best use of time, we will join existing efforts already underway to provide project updates.

English and translated materials

Fact sheets, infographics, presentations and other printed materials will be developed as needed throughout the project. Key materials will be translated into multiple languages. Materials may also include mailed notifications such as postcards or flyers. Streaming and interactive tools may also be used to enhance project reach.

Media

Media coverage can help reach audiences that might not otherwise know about the project or have an opportunity to be engaged through other means. Sound Transit will engage community, local, regional and ethnic media sources to ensure that accurate project information is shared and distributed via a variety of media outlets.



How do I engage?

Q How do I share my opinion?

There are many ways to share your opinion, including:

- Calling the project line at 206-903-7118.
- Emailing the project team at tdlink@soundtransit.org.
- Attending an open house.
- Visiting the [website](#), responding to online surveys and following Sound Transit on social media.

Sound Transit provides involvement opportunities in conjunction with key project milestones, such as early scoping, and prior to decision-making.

We strive to create outreach opportunities that are inclusive and meaningful, and will announce these opportunities through a variety of communications channels.

Q How will public input shape this phase?

Numerous opportunities will be identified for elected officials, community and business groups, and the public to weigh in with their priorities and ideas, and to shape which other alternatives should be studied as part of the EIS. In June 2019, it is anticipated the Sound Transit Board will identify a preferred alternative and other alternatives to study in the EIS. Public engagement will continue through all subsequent phases of the project.



Q What type of feedback are you looking for during the alternatives development phase?

During alternatives development, staff will assess the representative project included in the Sound Transit 3 Plan and, based on additional public feedback and technical analysis, further refine the specific route, station locations, and other project elements.

Areas for feedback include:

- Station locations
- Operations and Maintenance Facility locations
- Construction
- Bus and rail integration
- Bicycle and pedestrian connectivity

Q Why is it important for me to engage now?

Alternatives development is a critical time in which to engage because it is during this phase that route, station locations, construction impacts and ultimately the preferred alternative will be identified. It is difficult to stay on schedule and budget if decisions are revisited in future project phases.

Q Can you provide information about this project in other languages?

Yes, we have translated materials on the [website](#). If we are missing your language, please call our project line at 206-903-7118 and we will do our best to meet your needs. We will also provide translation services over the phone and at meetings if requested in advance.

Roles and responsibilities

Implementing this and other projects with the scope, budget and schedule approved by the voters will take extraordinary effort by Sound Transit and its federal, state and local partners. To meet the challenge of delivering projects as quickly as possible, Sound Transit developed a **System Expansion Implementation Plan** that embraces new ways of working together. Those adjustments include internal changes at Sound Transit, as well as new approaches to working with project partners, local jurisdictions, elected officials, community members and the public.



As a member of the public, your job is to communicate your ideas, concerns and questions about the project through a variety of communications channels:

- Learn about the project and ask questions.
- Provide feedback on topics and issues that interest you.
- Communicate to Sound Transit how you want to be engaged.
- Share information and discuss the project with your community.



The Stakeholder Group will provide a forum for community members to inform the development of alternatives for the project. The group includes residents, transit riders, business owners and representatives of business and community organizations throughout the corridor. Visit the [webpage](#) for more details. Stakeholder Group members will:

- Highlight issues and consider trade-offs along the route.
- Make recommendations on a preferred alternative to the Elected Leadership Group.



In addition to Stakeholder Group meetings, Sound Transit will convene three series of Station Area Workshop. In each geography, the Stakeholder Group will break out to take a deeper dive into each station area. Local agency staff will join them for conversations around specific station issues as well as the Operations and Maintenance Facility. Sound Transit may seek additional voices at the table from the communities around each station area. This group and workshop series will convene throughout the planning process until a preferred alternative is identified.



Elected Leadership Group

The Elected Leadership Group is comprised of a Puyallup Tribal Councilmember, the mayors of the cities along the project corridor, Sound Transit Board Members and a Washington State Department of Transportation representative. The purpose of this group is to reach local agreement around key decisions and work through project issues as needed. Visit the webpage for more details. The Elected Leadership Group will:

- Appoint Stakeholder Group members.
- Work with project staff to understand and evaluate trade-offs, such as cost, constructability, development potential, environmental impacts, ridership, and others.
- Recommend a preferred alternative to the Sound Transit Board based on the recommendations from the Stakeholder Group, public input and the voter-approved project scope, schedule and budget. This group will convene throughout the planning process until a preferred alternative is identified.



Sound Transit Board

The Sound Transit Board will oversee the implementation and delivery of the project, and have final voting authority on identification of the preferred alternative and other major decisions. The Board will consider recommendations and feedback from the Elected Leadership Group, Stakeholder Group and public when making decisions.



Interagency Group

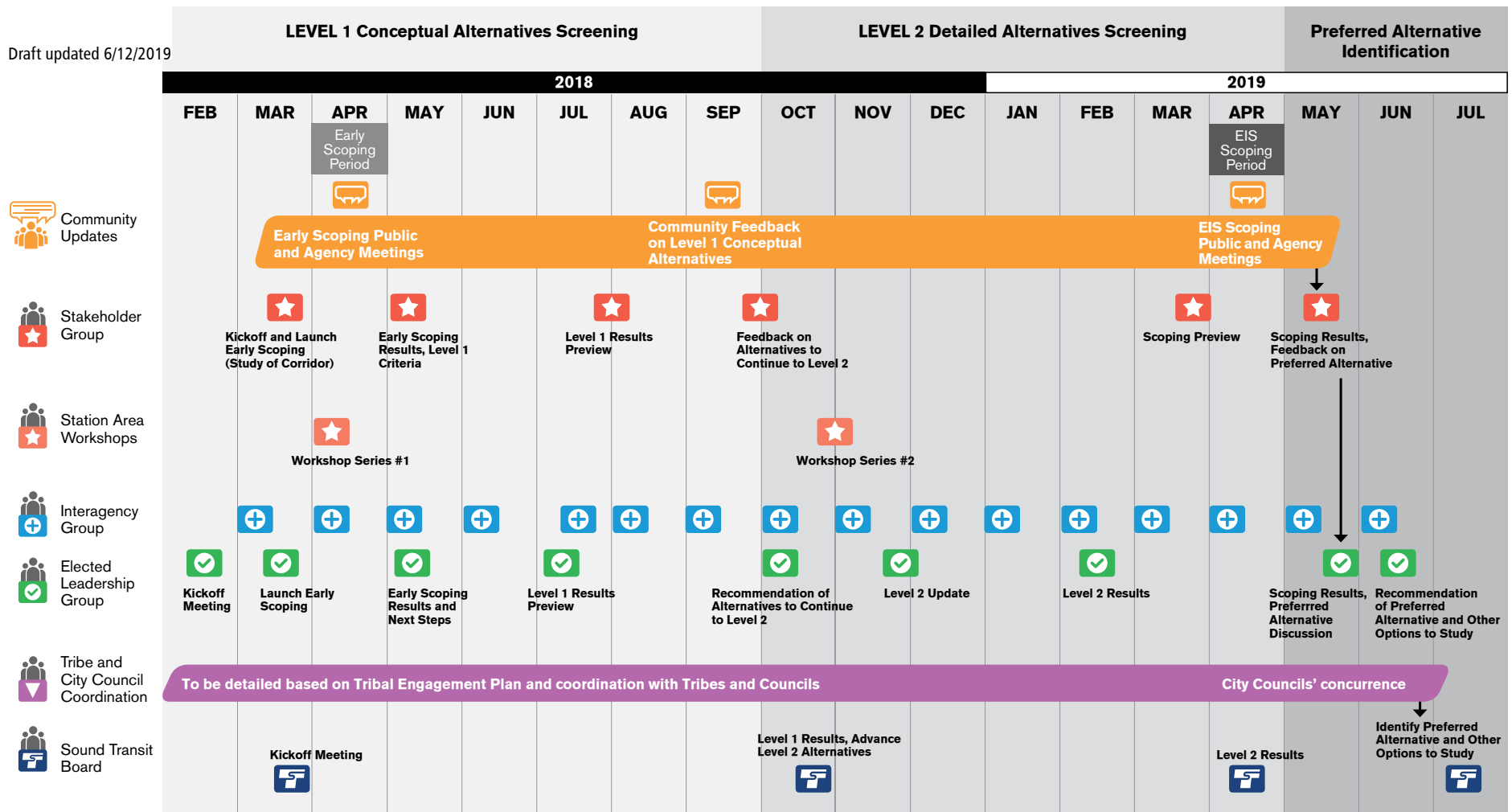
Sound Transit will work closely and coordinate with a number of agencies and governments as this project moves forward, including, but not limited to:

- Puyallup Tribe of Indians
- Federal Transit Administration
- City of Federal Way
- City of Fife
- City of Milton
- City of Tacoma
- King County
- Pierce County
- Port of Tacoma
- Washington State Department of Transportation
- Federal Highways Administration
- Pierce Transit
- King County Metro

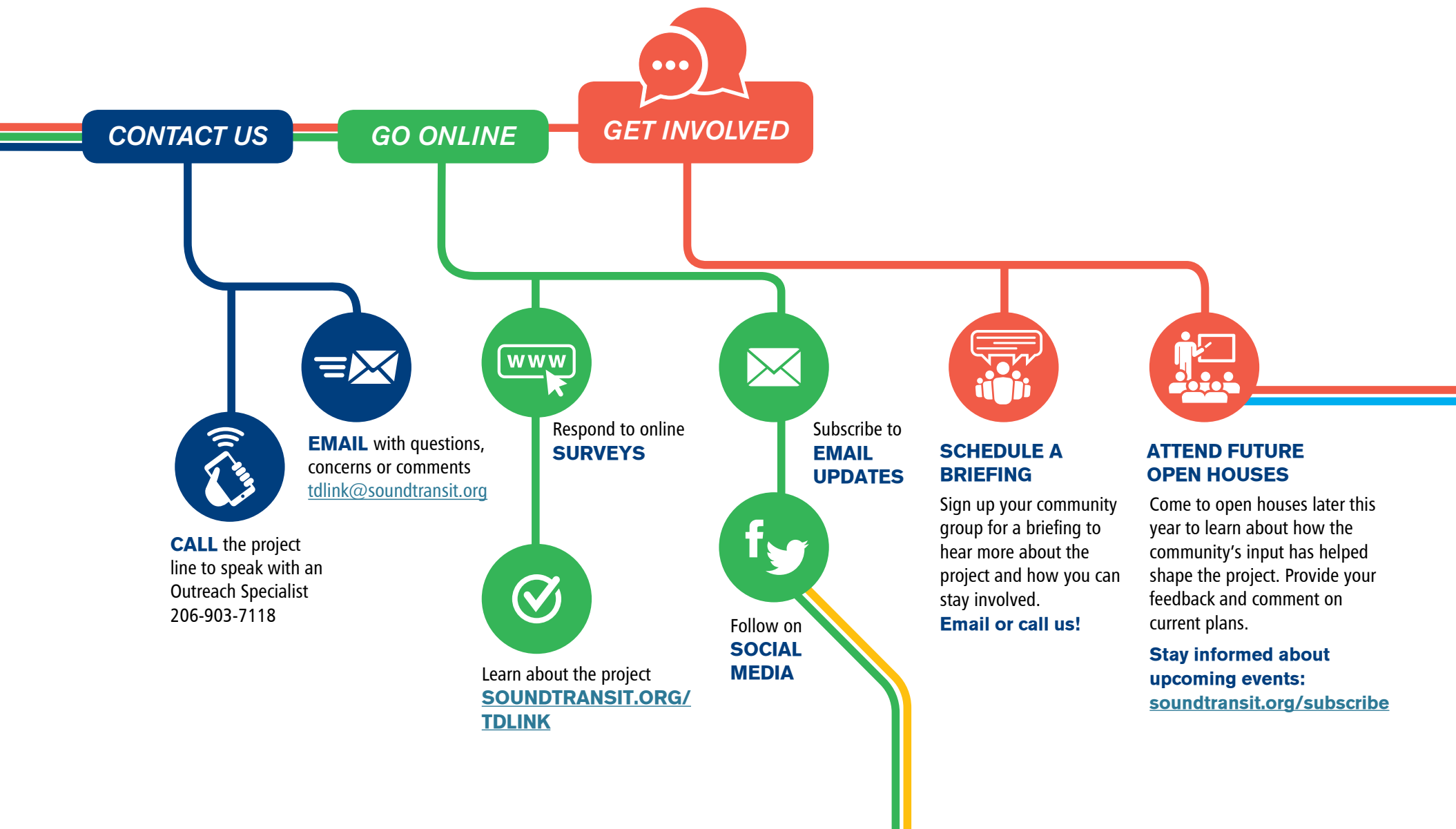
This group will convene throughout the planning process until a preferred alternative is identified.

Community engagement and collaboration process

The schedule below shows planned meetings across three levels of alternatives screening. Alternatives will be narrowed at each level until a preferred alternative is identified by the Sound Transit Board in summer 2019. Dates are subject to change.



Get involved



Glossary of terms

Alternatives development

Project phase during which staff will assess the representative project included in the ST3 Plan and, based on additional public engagement and technical analysis, further refine the specific route, station locations and other project elements.

Early scoping

Public process that engages the community to provide feedback and comments to help develop, evaluate and compare corridor alternatives as part of the alternatives analysis process.

Environmental Impact Statement (EIS)

A document used for decision-making that analyzes impacts of project alternatives.

Environmental justice analysis

An evaluation of whether a project would result in disproportionately high and adverse effects on minority and low-income populations after consideration of impacts, benefits and mitigation.

Environmental review

An evaluation of impacts and benefits to inform the public, agencies and decision makers about the environmental consequences of building and operating the project.

Preferred alternative

At the end of the alternatives development phase, the Sound Transit Board identifies a preferred alternative, including route and station options. The EIS further evaluates the preferred alternative as well as other alternatives. The final decision on the alternative to be built will not be made until after the Final EIS is issued.

Public engagement

A process that engages community members in a public dialogue about an issue that affects them.

Representative project

The representative projects were developed after years of public engagement and were included in the ST3 Plan to serve as starting points for developing more refined alternatives.

Sound Transit 3 (ST3)

The Sound Transit 3 Plan adds 62 new miles of light rail with 37 new stations. When complete, the Link light rail network will consist of 116 miles of light rail and 83 stations. The funding for ST3 was approved by voters in November 2016.

System Expansion Implementation Plan

A plan that describes Sound Transit's approach to delivering the expanded system of projects as well as needed reforms based on lessons learned from delivering major capital infrastructure to date.

CONTACT US

Visit our webpage and sign-up for project news
www.soundtransit.org/tdlink

Email tdlink@soundtransit.org

Call 206-903-7118





APPENDIX B

Environmental Review Checklist

U.S. DEPARTMENT OF TRANSPORTATION ENVIRONMENTAL REVIEW CHECKLIST

The Fixing America's Surface Transportation Act (FAST Act) requires the U.S. Department of Transportation (DOT or Department) and other Federal agencies of jurisdiction likely to have substantive review or approval responsibilities on transportation projects to develop a checklist to help project sponsors identify potential natural, cultural, and historic resources in the area of a proposed project.¹ The checklist, however, is intended to generally help project sponsors with the following: (1) identify agencies of jurisdiction and cooperating agencies; (2) develop the information needed for the purpose and need and alternatives for analysis; and (3) improve interagency collaboration to help expedite the permitting process for the lead agency and agencies of jurisdiction.²

Accordingly, DOT has created the checklist below. In Section I, the project sponsor should provide general information about the project, including a project description and location. Section II provides a series of questions to help the Department, lead agencies, project sponsors, and other interested parties identify potential natural, cultural, and historic resources in the area of a proposed project in order to help determine the requirements applicable to the proposed project and what permits, approvals or consultations may be required.³ The following categories of resources that a proposed project may impact include: (1) air quality; (2) water resources and wetlands; (3) wildlife; (4) historic and cultural resources; (5) social and economic impacts; (6) environmental justice; (7) hazardous and other contaminated materials; (8) greenhouse gas emissions and climate change; (9) noise and vibration; and (10) land. Section II also identifies potential agency or agencies of jurisdiction to facilitate the identification of cooperating or participating agencies. Early identification of these agencies will help facilitate interagency collaboration and outreach as well as expedite any required permitting processes. In particular, the Department can work with these agencies to help develop the National Environmental Policy Act (NEPA) purpose and need, and identify reasonable alternatives.⁴ For complex projects where multiple alternatives are under consideration, the Department may complete this checklist for each alternative to facilitate comparison of impacts.

Appendix A provides a list of acronyms and legal resources for the different types of proposed transportation projects.

¹ Pub. L. 112-141, § 1313(a) (codified at 49 U.S.C. § 310(c)). This section does not apply to any project subject to 23 U.S.C. § 139. 49 U.S.C. § 310(g).

² 49 U.S.C. § 310(c)(2).

³ Note, however, that because this checklist is intended to apply to a broad range of transportation projects, certain requirements that are specific to a proposed project may not be included; therefore, it is important to refer to the legal authorities and available guidance documents as well to ensure full compliance.

⁴ NEPA serves as the umbrella review process to achieve compliance with all environmental requirements.

I. PROJECT

Proposed Project Name: Tacoma Dome Link Extension (TDLE)
Project Sponsor (Name, Address, Phone Number, and Point of Contact): Sound Transit, 401 S Jackson St, Seattle, WA 98104; Curvie Hawkins PEPD Project Director, 206-689-4772
Project Location (e.g., City(ies), State(s); if available, include a map): Cities of Federal Way, Milton, Fife, and Tacoma, Washington
Project Description (A brief description of the proposed project (1-2 sentences)): The TDLE project is an approximately 10-mile light rail line connecting Federal Way to Tacoma with a new fixed-span crossing of the Puyallup River.

II. PERMITS, APPROVALS, CONSULTATIONS, AND OTHER REQUIREMENTS

1. Air Quality

Requirement	Whether Requirement Applies (Check all that apply)	Potential Cooperating (C) or Participating (P) Agencies (Identify the type by (C) or (P) next to the Agency's name)	Comments (Identify any potentially applicable programmatic agreements, merger agreements, etc. or other relevant notes.)
1.1 <u>Conformity Determination:</u> Under the Clean Air Act, is a conformity determination required to show that the project conforms to the applicable State or Tribal Implementation Plan?	<input checked="" type="checkbox"/> Yes, General Conformity <input type="checkbox"/> Yes, Transportation Conformity <input checked="" type="checkbox"/> No	<input type="checkbox"/> EPA () <input checked="" type="checkbox"/> Other: <u>See notes</u> <input type="checkbox"/> N/A	Washington State Department of Ecology (P) and Puget Sound Clean Air Agency (P) - construction

2. Water Resources and Wetlands

2.1. <u>Section 401 State Certification:</u> Under the Clean Water Act, is a Section 401 State Certification potentially required to show that the project will not cause or contribute to a violation of relevant State water quality standards?	<input checked="" type="checkbox"/> Yes, State/Commonwealth of <u>Washington</u> <input type="checkbox"/> No	<input type="checkbox"/> EPA () <input checked="" type="checkbox"/> Other: <u>See notes</u> <input type="checkbox"/> N/A	Ecology (P) and USACE (C). Project crosses over West Hylebos Creek, Hylebos Creek, Wapato Creek, and Puyallup River.
2.2 <u>Section 402 National Pollutant Discharge Elimination System (NPDES) Permit:</u> Under the Clean Water Act, is an EPA or State Section 402 permit required for the discharge of pollutants into the waters of the United States?	<input type="checkbox"/> Yes, EPA <input checked="" type="checkbox"/> Yes, State/Commonwealth of <u>Washington</u> <input type="checkbox"/> No	<input type="checkbox"/> EPA () <input checked="" type="checkbox"/> Other: <u>Ecology (P)</u> <input type="checkbox"/> N/A	Potential long-term and construction impacts will be analyzed corridor-wide
2.3 <u>Section 404 Permit:</u> Under the Clean Water Act, is a USACE Section 404 Permit required for the discharge of dredge and fill material?	<input type="checkbox"/> Yes, Individual <input checked="" type="checkbox"/> Yes, General—Nationwide <input type="checkbox"/> Yes, General—Regional <input type="checkbox"/> Yes, General—State <input type="checkbox"/> No	<input checked="" type="checkbox"/> USACE (C) <input type="checkbox"/> EPA () <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A	Project crosses over West Hylebos Creek, Hylebos Creek, Wapato Creek, and Puyallup River.
2.4 <u>Coastal Zone Management Act (CZMA) Federal Consistency Certification:</u>	<input checked="" type="checkbox"/> Yes, Consistency Certification to be submitted to the	<input type="checkbox"/> NOAA () <input type="checkbox"/> Other: <u>Ecology (P)</u> <input type="checkbox"/> N/A	Potential long-term and construction impacts will be analyzed corridor-wide

<p>Will the proposed project activities potentially occur within a coastal zone or affect any coastal use or natural resource of the coastal zone, requiring a Consistency Determination and Certification?</p>	<p>State/Commonwealth of <u>Washington</u></p> <p><input type="checkbox"/> No</p>		
<p>2.5 <u>Bridge Acts:</u> Under Section 9, Rivers and Harbors Appropriations Act of 1899, as amended (33 USC 401); the Act of March 23, 1906, amended (33 USC 491), the General Bridge Act of 1946, amended (33 USC 525); or the International Bridge Act of 1972 (33 USC 535), is a USCG Bridge Permit required for construction or reconstruction or modification of a bridge or causeway in or over navigable waters of the United States?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, exempt pursuant to 23 U.S.C. § 144(c). <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> USCG (P) <input checked="" type="checkbox"/> USACE (C) <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	<p>New light rail bridge over the Puyallup River.</p>
<p>2.6 <u>Section 10 Permit:</u> Under the Rivers and Harbors Act, is a USACE Section 10 Permit required for the building of a structure (e.g., wharf, pier, or jetty) or excavation or fill within any navigable waters of the United States?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> USCG (P) <input checked="" type="checkbox"/> USACE (C) <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	<p>Potential for construction activities within the Puyallup River, depending on design details yet to be defined</p>
<p>2.7 <u>Coastal Barrier Resources Act Consultation:</u> Will the proposed project potentially occur within the boundaries of a designated coastal barrier unit of the Coastal Barrier Resources System, requiring consultation with FWS?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> FWS () <input type="checkbox"/> Other _____ <input checked="" type="checkbox"/> N/A</p>	
<p>2.8 <u>Wild and Scenic Rivers Act Determination/Coordination:</u> Will the proposed project occur on a designated national wild and scenic river, a congressionally authorized study river, or upstream, downstream or on a tributary of such river, requiring coordination with, or a determination about potential adverse</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> NPS () <input type="checkbox"/> BLM () <input type="checkbox"/> FWS () <input type="checkbox"/> USFS () <input type="checkbox"/> Other _____ <input checked="" type="checkbox"/> N/A</p>	

effects on free-flow, water quality, and outstandingly remarkable river values by, BLM, FWS, NPS, or USFS?			
2.9 Nationwide Rivers Inventory: Are the proposed project actions likely to preclude future National Wild and Scenic River designation of a river included on the Nationwide Rivers Inventory requiring consultation with NPS?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> NPS () <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> N/A	
2.10 Section 103 Permit: Under the Marine Protection, Research, and Sanctuaries Act of 1972 (Ocean Dumping Act), is an EPA permit potentially required to release materials into ocean waters?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> EPA () <input type="checkbox"/> USCG () <input type="checkbox"/> DOI () <input type="checkbox"/> DOC () <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> N/A	
2.11 Section 408 Evaluation and Determination: Under the Rivers and Harbors Act, is USACE Section 408 permission potentially required to make alterations to, or temporarily or permanently occupy or use, any USACE federally authorized civil works project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> USACE (C) <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A	The project may affect levee banks on the Puyallup River in the vicinity of a bridge crossing.
2.12 Floodplains (E.O. 11988, as amended by E.O. 13690): Will the proposed project be located within a floodplain, potentially requiring a detailed analysis of the risks and impacts of the project and any proposed mitigation and alternatives?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> FEMA () <input type="checkbox"/> HUD () <input checked="" type="checkbox"/> Other: See notes <input type="checkbox"/> N/A	Fife (C), Tacoma (C), and Pierce County (C). Project will have potential encroachment into both the Hylebos Creek and Wapato Creek floodplains. The project will also cross the Puyallup River.
2.13 Wetlands (E.O. 11990) Will the proposed project be located in wetlands or affect wetlands, potentially requiring an alternatives analysis?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> FWS () <input checked="" type="checkbox"/> Other: See Notes <input type="checkbox"/> N/A	Potential impacts will be analyzed corridor-wide: USACE (C), Federal Way (C), Milton (C), Fife (C), Tacoma (C), King County (C), and Pierce County (C).
2.14 National Marine Sanctuaries: Are the proposed project actions likely to destroy, cause the loss of, or injure a sanctuary resource, requiring interagency	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> NOAA () <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> N/A	

consultation with NOAA?			
-------------------------	--	--	--

3. Wildlife

<p>3.1 Section 7 Consultation and Biological Opinion (Endangered Species Act): Is there an endangered or threatened species that the proposed action may affect, requiring, at a minimum, an informal consultation with FWS and NMFS?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> FWS (P) <input checked="" type="checkbox"/> NMFS (P) <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	
<p>3.2 Bald and Golden Eagle Protection Individual or Programmatic Take Permit: Will the proposed project potentially take (e.g., would kill or disturb) any bald or golden eagle, any bald or golden eagle on a recurring basis across a range of times and conditions of locations, or nest(s) (active or inactive) of such eagles, requiring an FWS permit?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> FWS (P) <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	If nest is present nearby, permit may be necessary
<p>3.3 Migratory Bird Treaty Act: Will the proposed project potentially take migratory birds, nests, or eggs, requiring an FWS permit?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> FWS (P) <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	Potential clearing of vegetation could affect migratory birds
<p>3.4 Fish and Wildlife Coordination— Consultation: Will the proposed project potentially deepen a channel or impound, divert, or otherwise control or modify the waters of any stream or other body of water; therefore, requiring consultation with FWS and the appropriate State wildlife agency?</p>	<p><input checked="" type="checkbox"/> Yes, State/Commonwealth of <u>Washington</u> (List State and Agency Name) <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> FWS (P) <input checked="" type="checkbox"/> NOAA (P) <input checked="" type="checkbox"/> Other: <u>WDFW (P)</u> <input type="checkbox"/> N/A</p>	Project crosses over West Hylebos Creek, Hylebos Creek, Wapato Creek, and Puyallup River. Likely HPS from WDFW.

<p>3.5 <u>Magnuson-Stevens Fishery Conservation and Management Essential Fish Habitat (EFH) Consultation:</u> Will the proposed project potentially adversely affect Essential Fish Habitat, requiring a consultation with NMFS?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input type="checkbox"/> FWS () <input checked="" type="checkbox"/> NMFS () <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	<p>Project crosses over West Hylebos Creek, Hylebos Creek, Wapato Creek, and Puyallup River</p>
<p>3.6 <u>Marine Mammal Protection Consultation:</u> Will the proposed project potentially take (e.g., harass, injure, kill) a marine mammal(s), requiring, at a minimum, an NMFS or FWS consultation?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> FWS () <input type="checkbox"/> NMFS () <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	
<p>3.7 <u>National Park Service Special Use Permit:</u> Will the proposed project potentially involve a short-term activity that takes place in a park area, requiring an NPS permit?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> NPS () <input type="checkbox"/> USFS () <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	
<p>3.8 <u>Fish and Wildlife Special Use Permit:</u> Will the proposed project action(s) potentially occur on or affect a national wildlife refuge, requiring an FWS Special Use Permit?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> FWS () <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	
<p>3.9 <u>Right of Way Authorization (Refuge Lands):</u> Will the proposed project actions potentially occur on refuge lands, requiring a FWS compatibility determination?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> FWS () <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A</p>	

4. *Historic and Cultural Resources*

<p>4.1 <u>Section 106 of the National Historic Preservation Act:</u> Is there the potential to affect resources eligible for or listed on the National Register of Historic Places that may require consultation with ACHP, SHPO, and THPO?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input type="checkbox"/> ACHP () <input checked="" type="checkbox"/> SHPO (P) <input checked="" type="checkbox"/> THPO (C) <input checked="" type="checkbox"/> Other: <u>See notes</u></p>	<p>Resources will be analyzed corridor-wide. Tribes with treaty rights will be consulted: Puyallup Tribe of Indians (C); Confederated Tribes and Bands of the Yakama Nation (C); Muckleshoot Indian Tribe (C); Nisqually Indian Tribe (C)</p>
--	--	--	---

<p>4.2 <u>Native American Graves Protection and Repatriation Act Compliance:</u> Will the proposed project potentially affect Native American burial sites, Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on Federal and tribal lands?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input type="checkbox"/> NPS () <input type="checkbox"/> BIA () <input checked="" type="checkbox"/> Other: <u>See notes</u> <input type="checkbox"/> N/A</p>	<p>- Puyallup Tribe of Indians (C) - Confederated Tribes and Bands of the Yakama Nation (C) - Muckleshoot Indian Tribe (C) - Nisqually Indian Tribe (C) - Others as identified</p>
<p>4.3 <u>Archeological and Historic Preservation:</u> Will the proposed project potentially result in the irreparable loss or destruction of significant scientific, prehistoric, historical, or archeological data, requiring notification to NPS?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> NPS () <input checked="" type="checkbox"/> Other: <u>SHPO</u> <input type="checkbox"/> N/A</p>	<p>Resources will be analyzed corridor-wide</p>

5. Social and Economic Impacts

<p>5.1 <u>Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act):</u> Will the proposed project potentially result in the displacement of persons or businesses?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> Other: <u>See notes</u> <input type="checkbox"/> N/A</p>	<p>Assistance will be provided corridor-wide, in the Cities of Federal Way (C), Milton (C), Fife (C), and Tacoma (C), and unincorporated Pierce County (C). Any potential displacements on Tribal properties will be coordinated with the Tribe.</p>
<p>5.2 <u>American Indian Religious Freedom Act:</u> Will the proposed project potentially affect places of religious significance to American Indians, Eskimos, Aleuts, and Native Hawaiians?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input type="checkbox"/> DOI () <input type="checkbox"/> NPS () <input type="checkbox"/> BIA () <input type="checkbox"/> USFS () <input checked="" type="checkbox"/> Other: <u>See notes</u> <input type="checkbox"/> N/A</p>	<p>- Puyallup Tribe of Indians - Confederated Tribes and Bands of the Yakama Nation - Muckleshoot Indian Tribe - Nisqually Indian Tribe</p>
<p>5.3 <u>Consultation and Coordination With Indian Tribal Governments (E.O. 13175):</u> Will the proposed project potentially have tribal implications, requiring coordination and DOT consultation with tribal officials?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input type="checkbox"/> BIA () <input checked="" type="checkbox"/> Other: <u>See notes</u> <input type="checkbox"/> N/A</p>	<p>- Puyallup Tribe of Indians - Confederated Tribes and Bands of the Yakama Nation - Muckleshoot Indian Tribe - Nisqually Indian Tribe</p>

6. Environmental Justice (E.O. 12898)

Will the proposed project potentially result in a disproportionately high and adverse human health or environmental effects on minority and low-income populations?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> HUD () <input type="checkbox"/> EPA () <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A	The project would occur in some areas with high minority and low-income populations.
---	--	---	--

7. Hazardous and Other Contaminated Materials

Will the proposed project potentially involve a site(s) contaminated by hazardous waste?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> EPA (<input checked="" type="checkbox"/>) <input checked="" type="checkbox"/> Other: Ecology _____ <input type="checkbox"/> N/A	
--	--	--	--

8. Greenhouse Gas Emissions and Climate Change

8.1 Will the proposed project potentially impact greenhouse gas emissions and climate change that would require a detailed analysis?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> N/A	The TDLE light rail project is anticipated to have long-term GHG benefits, but construction will involve GHG emissions.
8.2 Will the proposed project be affected by climate change impacts, potentially requiring an adaptation and/or resiliency analysis?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A	Potential impacts from sea-level rise or potential future changes in flooding rates due to climate change will be considered in design

9. Noise and Vibration

Will the proposed project potentially impact noise or vibration (or both types of) emissions that would require a detailed analysis?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> EPA () <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A	Potential impacts will be analyzed corridor-wide
--	--	---	--

10. Land

<p>10.1 Section 4(f): Under section 4(f), would there be a permanent, temporary, or constructive use of a 4(f) resource (park, recreation area, wildlife and waterfowl refuge, or historic site) that would not be considered de minimis?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> DOI () <input type="checkbox"/> NPS () <input type="checkbox"/> BLM () <input type="checkbox"/> FWS () <input type="checkbox"/> USDA () <input type="checkbox"/> USFS () <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A	<p>Potential impacts will be analyzed corridor-wide</p>
<p>10.2 National Trails System Act Coordination: Is the proposed project likely to have a direct and adverse effect on legislatively designated or potentially designated National Scenic and/or National Historic Trails, requiring coordination with DOI (NPS, BLM, and FWS) or USDA (USFS)?</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> DOI () <input type="checkbox"/> NPS () <input type="checkbox"/> BLM () <input type="checkbox"/> FWS () <input type="checkbox"/> USDA () <input type="checkbox"/> USFS () <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> N/A	
<p>10.3 Section 6(f): Will the proposed project involve a conversion of land or facilities funded under Section 6(f) of the Land and Water Conservation Fund Act?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> NPS () <input checked="" type="checkbox"/> DOI (P) <input type="checkbox"/> Other: _____ <input type="checkbox"/> N/A	<p>Resources will be analyzed corridor-wide</p>
<p>10.4 BIA Lease: Will the project potentially include possession of Indian land, requiring a BIA lease?</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> DOI, BIA () <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> N/A	
<p>10.5 Service Line Agreement: Will the proposed project potentially require the construction of a service line across Indian tribal land, requiring an agreement with the landowner or other legally authorized occupant or user?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> BIA () <input checked="" type="checkbox"/> Other: <u>Puyallup Tribe</u> <input type="checkbox"/> N/A	<p>The project crosses the Puyallup Tribe Reservation</p>

<p>10.6 Right of Way Authorization (Tribal Lands): Will the proposed project potentially require or include access, crossing, or providing services and utilities on Indian lands, requiring BIA authorization?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input checked="" type="checkbox"/> BIA () <input checked="" type="checkbox"/> Other: Puyallup Tribe <input type="checkbox"/> N/A</p>	<p>The project crosses the Puyallup Tribe Reservation</p>
<p>10.7 Right of Way Authorization (Public Lands): Will the proposed project potentially require a right-of-way over, upon, under, or through public lands?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p><input type="checkbox"/> BLM () <input checked="" type="checkbox"/> Other: See notes <input type="checkbox"/> N/A</p>	<p>FHWA (C), WSDOT (C), BPA (P), Federal Way (C), Milton (C), Fife (C), and Tacoma (C). Right-of-way along I-5, SR 99, local streets, and BPA's transmission lines may be needed, as well as easements for crossing over ramps.</p>
<p>10.8 Right of Way Authorization (Federal Lands): Will the proposed project activities potentially occur on Federal property, requiring BOR authorization?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> BOR () <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> N/A</p>	
<p>10.9 Notice of Proposed Construction: Will the proposed project potentially involve construction or alteration of structures that may affect air commerce (14 CFR 77.9), requiring submission of a Notice of Proposed Construction to FAA (Form 7460)?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> FAA () <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> N/A</p>	
<p>10.10 Aeronautic Study Determination: Will the proposed project potentially involve construction or alterations of structures that may interfere with air commerce (14 CFR 77.9), requiring an Aeronautical Study Determination?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p><input type="checkbox"/> FAA () <input type="checkbox"/> DOD () <input type="checkbox"/> DHS () <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> N/A</p>	

III. Other Potentially Impacted Resources

Include any other potentially impacted resources and potentially required permit(s) or other approval(s) not otherwise listed above (e.g., health impacts that may require disclosures and discussion of possible mitigation; the introduction and spread of invasive species; NPS lands; Prevention of Significant Deterioration permit):

Cities of Federal Way, Milton, Fife, and Tacoma

- Critical Areas Permit
- Master Use Permit
- Street Use Permit
- Other local permits as needed

Washington State Department of Ecology (Ecology)

- Wastewater Discharge Permit
- Underground Storage Tank (UST) 30-day notice

Washington Department of Fish and Wildlife

- Hydraulic Project Approval

US EPA and Ecology

- Coordination on Record of Decision

APPENDIX A: ABBREVIATIONS AND LEGAL RESOURCES

I. List of Agency Abbreviations

- Advisory Council on Historic Preservation (ACHP)
- Council on Environmental Quality (CEQ)
- State Historic Preservation Officer (SHPO)
- Tribal Historic Preservation Officer (THPO)
- United States (U.S.)
- U.S. Army Corps of Engineers (USACE)
- U.S. Bureau of Reclamation (BOR)
- U.S. Department of Agriculture (USDA)
 - Forest Service (Forest Service or USFS)
- U.S. Department of Commerce (DOC)
 - National Oceanic and Atmospheric Administration (NOAA)
 - o National Marine Fisheries Service (NMFS)
- U.S. Department of Housing and Urban Development (HUD)
- U.S. Department of the Interior (DOI)
 - Bureau of Indian Affairs (BIA)
 - Bureau of Land Management (BLM)
 - Bureau of Reclamation (BOR)
 - Fish and Wildlife Service (FWS)
 - National Park Service (NPS)
- U.S. Department of Homeland Security (DHS)
 - Federal Emergency Management Agency (FEMA)
 - U.S. Coast Guard (USCG)
- U.S. Department of Transportation (DOT or Department)
 - Federal Aviation Administration (FAA)
 - Federal Highway Administration (FHWA)
 - Federal Motor Carrier Safety Administration (FMCSA)
 - Federal Railroad Administration (FRA)
 - Federal Transit Administration (FTA)
 - Pipeline and Hazardous Materials Safety Administration (PHMSA)
- U.S. Environmental Protection Agency (EPA)

II. Legal Resources

A. APPLICABILITY

1. Fixing America’s Surface Transportation Act (FAST Act), Pub. L. 112-141.
2. National Environmental Policy Act (NEPA), 42 U.S.C. 4321–4347.
 - NEPA Implementing Regulations, 40 CFR parts 1500–1508.
 - Clean Air Act, Section 309, 42. U.S.C. § 7609.

B. AIR QUALITY

1. Clean Air Act (CAA), Section 176(c), 42 U.S.C. 7506(c)
 - 40 CFR part 51 subpart T and part 93 subpart A (Transportation Conformity).
 - (b) 40 CFR part 51 subpart W and part 93 subpart B (General Conformity).

C. WATER RESOURCES AND WETLANDS

1. Clean Water Act (CWA), 33 U.S.C. 251–1387.
 - Section 401, 33 U.S.C. 1341.
 - Section 402, 33 U.S.C. 1342.
 - 23 CFR part 650, subpart B.
 - 33 CFR parts 209, 320–330, 332, 335–338.
 - 40 CFR parts 121–125, 129–133, 135–136, and 230–233.
 - Section 404, 33 U.S.C. 1344
 - 33 CFR part 320
 - 40 CFR part 230.
2. Coastal Barrier Resources Act, 16 U.S.C. 3501–3510.
3. Coastal Zone Management Act, 16 U.S.C. 1451–1466.
 - 15 CFR parts 923 and 930.
4. Rivers and Harbors Act of 1899, 33 U.S.C. 401, 403, 404, 406–409, 411–416, 418, 502, 549, 686, and 687.
 - Section 9, 33 U.S.C. 401.
 - 33 CFR parts 114–116.
 - Section 10, 33 U.S.C. 403.
 - 33 CFR parts 320–322, 325–326, and 329–330.
5. Wild and Scenic Rivers Act, 16 U.S.C. 1271–1287.
 - 36 CFR part 297 (Forest Service).
 - 43 CFR part 8350 (BLM).
6. Emergency Wetlands Resources Act of 1986, 16 U.S.C. 3921–3932.
7. Marine Protection, Research, and Sanctuaries Act of 1972, 33 U.S.C. 1401-1445.
 - 33 CFR parts 320, 324–327, 330 and 335–336 (USACE).
 - 40 CFR parts 220–225, 227–229, and 230–231 (EPA).
8. National Marine Sanctuaries Act, 16 U.S.C. 1431–1445c.
 - 15 CFR part 922.
9. Executive Order 11988, “Floodplain Management” (May 24, 1977), as amended by Executive Order 13690 “Establishing a Federal Flood Risk Management Standard” (Jan. 30, 2015).
 - DOT Order 5650.2, “Floodplain Management and Protection.”

10. Executive Order 11990, “Protection of Wetlands” (May 24, 1977).
11. Nationwide Rivers Inventory, Presidential Directive (August 2, 1979); Council on Environmental Quality Procedures for Interagency Consultation to Avoid or Mitigate Adverse Effects on Rivers in the Nationwide Inventory (August 10, 1980).

D. WILDLIFE

1. Endangered Species Act (ESA), 16 U.S.C. 1531–1544.
 - Section 4, 16 U.S.C. 1533.
 - Section 7, 16 U.S.C. 1536.
 - Section 9, 16 U.S.C. 1538.
 - Section 10, 16 U.S.C. 1539.
 - 50 CFR parts 17, 223, 224, and 402.
2. Fish and Wildlife Conservation Act, 16 U.S.C. 2901–2912.
 - 50 CFR part 83.
3. Fish and Wildlife Coordination Act, 16 U.S.C. 661–667d.
4. Marine Mammal Protection Act, 16 U.S.C. 1361–1423h.
 - 15 CFR part 904 (NOAA).
 - 50 CFR parts 10, 18 and 82 (FWS).
 - 50 CFR parts 216, 217, 222, 229, and 230 (NMFS).
 - 50 CFR part 403 (FWS, NMFS, and NOAA joint regulation).
5. Magnuson-Stevens Fishery Conservation and Management Act, 16 U.S.C. 1801–1884.
 - 50 CFR part 600.
6. The Bald and Golden Eagle Protection Act of 1940, 16 U.S.C. 668–668d.
 - 50 CFR parts 13 and 22.
7. National Wildlife Refuge System Administration Act of 1966 as amended by the National Wildlife Refuge System Improvement Act of 1997, 16 U.S.C. 668dd-668ee.
 - 50 CFR parts 25, 26, and 29.
8. Executive Order 13112, “Invasive Species” (Feb. 3, 1999).
9. Executive Order 13186, “Responsibilities of Federal Agencies to Protect Migratory Birds” (Jan. 10, 2001).

E. HISTORIC AND CULTURAL RESOURCES

1. Section 4(f), 23 U.S.C. 138 and 49 U.S.C. 303 23 CFR part 774.
 - FHWA Section 4(f) Policy Paper, 77 FR 42802, July 20, 2012.
2. National Historic Preservation Act, 54 U.S.C. 300101 et seq. (formerly 16 U.S.C. 470–470x-6).
 - Section 106, 54 U.S.C. 306108 (formerly 16 U.S.C. 470f).
 - 36 CFR part 800.
 - 36 CFR part 60.
 - 36 CFR part 63.
3. Archaeological Resources Protection Act of 1979, 16 U.S.C. 470aa–470mm.
 - 43 CFR parts 7 and 79.
4. Archeological and Historic Preservation Act, 54 U.S.C. 312102-312107 (formerly 16 U.S.C. 469–469c).

- 43 CFR part 7.
- 5. Native American Graves Protection and Repatriation Act (NAGPRA), 25 U.S.C. 3001–3013; 18 U.S.C. 1170.
 - 43 CFR part 10.
- 6. Executive Order 13007, “Indian Sacred Sites” (May 24, 1996).
- 7. Executive Order 13287, “Preserve America” (Mar. 3, 2000).

F. SOCIAL AND ECONOMIC IMPACTS

1. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), 42 U.S.C. 4601–4655.
 - 49 CFR part 24.
2. American Indian Religious Freedom Act, 42 U.S.C. § 1996.
 - 43 CFR part 7 (DOI).
 - 36 CFR part 296 (USFS).
3. Executive Order 13175, “Consultation and Coordination With Indian Tribal Governments” (Nov. 6, 2000).
 - DOT Order 5301.1, “Department of Transportation Programs, Policies, and Procedures Affecting American Indians, Alaska Natives, and Tribes.
4. Executive Order 13045, “Protection of Children from Environmental Health Risks and Safety Risks (April 23, 1997).

G. CIVIL RIGHTS AND ENVIRONMENTAL JUSTICE

1. Civil Rights Act of 1964, Title VI, 42 U.S.C. 2000d et seq.
2. Executive Order 12898, “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” (Feb. 11, 1994).
 - DOT Order 5610.2(a), 77 FR 27534, May 10, 2012, updating Order 5610.2, 62 FR 18377, Apr. 15, 1997.
 - FHWA Order 6640.23A (June 14, 2012).
 - FTA Circular 4703.1 (Aug. 15, 2012).

H. HAZARDOUS AND OTHER CONTAMINATED MATERIALS

1. Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. 9601–9675.
 - 40 CFR parts 300–374.
 - 40 CFR part 300.
 - 43 CFR part 11.
 - 40 CFR part 35, Subpart O.
 - 40 CFR 35.6000-35.6820.
2. Superfund Amendments and Reauthorization Act of 1986 (SARA), 42 U.S.C. 9671-9675).
 - 42 U.S.C. 11001–11050.
 - 40 CFR parts 302, 350, 355, 370, and 374.
3. Small Business Liability Relief and Brownfields Revitalization Act, 42 U.S.C. 9601, 9604, 9605, 9607, 9628.
4. Resource Conservation and Recovery Act (RCRA), 42 U.S.C. 6901–6992k.

- 40 CFR parts 260–282.

I. GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

1. Executive Order 13693, “Planning for Federal Sustainability in the Next Decade (Mar. 19, 2015).

J. NOISE AND VIBRATION

1. Federal-Aid Highway Act of 1970, 23 U.S.C. 109.
 - 23 CFR part 772.
2. Noise Control Act of 1972, 42 U.S.C. 4901–4918.
 - 40 CFR parts 201-202 (EPA).
 - 49 CFR part 210 (FRA).
 - 49 CFR part 325 (FMCSA).
 - “Transit Noise and Vibration Impact Assessment” (May 2006) (FTA).
3. Airport Noise and Capacity Act of 1990, 49 U.S.C. 47521–47533.
 - 14 CFR part 161.
4. Aviation Safety and Noise Abatement Act of 1979, 49 U.S.C. 47501–47510.
 - 14 CFR part 150.

K. LAND

1. Section 6(f) of the Land and Water Conservation Fund Act of 1965, 54 U.S.C. 200301 et seq.
 - 36 CFR part 59.
2. Leases and Permits (BIA), 25 CFR part 162.
3. Federal Land Policy and Management Act of 1976, as amended, Title V, 43 U.S.C. 1763.
 - 43 CFR 2800.
4. Structures interfering with air commerce, 49 U.S.C. 44718.
 - 14 CFR part 77.
5. Sovereignty & Use of Airspace, 49 U.S.C. 40103.
6. NPS Organic Act, 54 U.S.C. 100101 et seq. (formerly codified at 16 U.S.C. 1a-1 et seq.)

soundtransit.org/tdlink

tdlink@soundtransit.org
206-903-7118

