



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

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April 11, 2023

Greg Spotts
Director
Seattle Department of Transportation
Seattle Municipal Tower
P.O. Box 34996
700 Fifth Avenue, Suite 3800
Seattle, WA 98124-4996

**Subject: Seattle Department of Transportation
Route 40 Transit-Plus Multimodal Corridor Project
National Environmental Policy Act
Documented Categorical Exclusion Confirmation**

Dear Mr. Spotts:

The Federal Transit Administration (FTA) has reviewed Seattle Department of Transportation's (SDOT) Categorical Exclusion Checklist and supporting materials, dated 11/22/2021 through 03/30/2023, for the Route 40 Transit-Plus Multimodal Corridor Project (Project). Based on this information, we understand that the SDOT proposes to use FTA funds to improve transit travel time and reliability on a corridor approximately 13.5 miles long between the Northgate Transit Center and Pioneer Square.

The Project would pass through the neighborhoods of Northgate, Crown Hill, Loyal Heights, Ballard, Fremont, Westlake, South Lake Union, Downtown Seattle, and Pioneer Square. The Project consists of a series of transit improvements including dedicated bus lanes and queue jumps, signal upgrades, channelization changes, turn restrictions, pavement spot improvements, and bus zone modifications, and includes four small acquisitions totaling approximately 102 square feet for curb and sidewalk repairs. Project elements that are anticipated to result in ground disturbance during construction include new curbs and sidewalk, road pavement renovations, utility relocation and installation, revised traffic signals and improvements, bus shelter relocations, and improved pedestrian crossings. City of Seattle property and roadway right-of-way would be used as staging areas for storage of equipment and materials. Temporary construction easements for staging may be required and would be identified during final design.

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The potential maximum depth of ground disturbance is estimated to be approximately 3 feet for curbs and sidewalks, up to 2 feet for pavement, up to 20 feet for stormwater utilities, 4 to 12 feet for electrical, 25 feet for traffic signals, and 4 feet for bus shelters. The depth of ground disturbance may be extended as deep as 30 feet below surface to avoid conflicts with existing utilities.

Under Section 106 of the National Historic Preservation Act, and pursuant to 36 CFR Part 800, FTA consulted with the Washington State Historic Preservation Officer (SHPO). On 03/02/2023, in correspondence to SHPO, FTA determined the Project would have no adverse effect on resources listed on, or eligible for, the National Register of Historic Places. FTA received SHPO concurrence with this determination on 03/07/2023.

Based on the information provided, FTA concurs that the Project qualifies as a categorical exclusion as described in the Department of Transportation's Final Rule concerning Environmental Impact and Related Procedures, 23 CFR Section 771.118(d)(6). Please ensure that you implement the mitigation measures described in Attachment A, *SDOT Route 40 TPMC Categorical Exclusion Worksheet Section X, Mitigation Measures* (attached). In addition, please be sure to comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) when acquiring property.

This action applies only to the Project as described in the above-referenced materials. Any changes that would result in potentially significant environmental impacts not identified in the Worksheet, including material new information or environmental concerns not previously identified, may require re-evaluation of this action. This confirmation of categorical exclusion does not provide FTA commitment that future Federal funds will be approved for this project. Any costs incurred under FTA pre-award authority must meet all Federal requirements prior to those costs being incurred in order to retain eligibility of those costs for future FTA grant assistance.

Please contact Barnabas Remington at 206-220-7966 and barney.remington@dot.gov if you require additional information.

Sincerely,

SCOT TANNER
RASTELLI



Digitally signed by SCOT
TANNER RASTELLI
Date: 2023.04.11
14:24:41 -07'00'

Scot Rastelli
Director, Office of Planning and Program Development

cc: Joel Hancock, SDOT

Attachment A: *SDOT Route 40 TPMC Categorical Exclusion Worksheet Section X, Mitigation Measures*

**FEDERAL TRANSIT ADMINISTRATION
REGION 10**

(covering Alaska, Idaho, Oregon, and Washington)

CATEGORICAL EXCLUSION / DOCUMENTED CATEGORICAL EXCLUSION WORKSHEET

The purpose of this worksheet is to assist project sponsoring transit agencies in the states of **Alaska, Idaho, Oregon, and Washington** in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA) – particularly for projects that may qualify as a Categorical Exclusion (CE) or Documented Categorical Exclusion (DCE) under [23 Code of Federal Regulations \(CFR\) Part 771.118](#) – to support a recommendation. The use and submission of this worksheet is NOT required. The worksheet is provided as a helpful tool for assembling information needed by the Federal Transit Administration (FTA) to determine the likelihood and magnitude of potential project impacts to the environment.

NOTE: Worksheet fields are expandable. Feel free to use more than a line or two, if needed. You may also reference and attach additional information such as technical memoranda, maps, or photographs for the project.

Submission of this worksheet does not satisfy NEPA requirements. FTA must concur in writing in the sponsoring agency's NEPA recommendation, as appropriate. Project activities may not begin until this process is complete and FTA has provided written concurrence. FTA encourages you to review the document "Guidance for Implementation of FTA's Categorical Exclusions (23 CFR 771.118)" available online here: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/guidance-implementation-ftas-categorical-exclusions>.

Please contact the FTA Region 10 office at (206) 220-7954 if you have any questions or require assistance. For submittal procedures, please see information at the end of this document. For links to other agencies or for further topical guidance, please go to FTA's website on Environmental Programs, <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/environmental-programs>.

DISCLAIMER: *The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees should refer to applicable regulations and statutes referenced in this document.*

| | | |
|--|---------------------------|---|
| I. Project Description | | |
| Sponsoring Agency Seattle Department of Transportation | Date Submitted 3/30/23 | FTA Grant Number(s) (if known) 1749-2022-1 |
| Project Title Route 40 - Transit-Plus Multimodal Corridor (TPMC) Project | | |
| Project Description (brief, 1-2 sentences) The Seattle Department of Transportation (SDOT) TPMC project between the Northgate Transit Center and Pioneer Square via the King County Metro (KCM) Route 40 would improve transit travel time and reliability. The Route 40 TPMC project consists of a series of transit improvements including dedicated bus lanes and queue jumps, a freight and bus lane as part of a pilot program, signal upgrades, channelization changes, turn restrictions, pavement spot improvements, and bus zone modifications. See Appendix A for location and proposed improvement maps. | | |
| Purpose and Need for Project (Please provide a brief statement. You may include this information as an attachment if the statement is lengthy.) | | |

The Purpose and Need of the project is to improve transit travel times, with a goal of 5 to 10 percent travel time savings over existing service, and improve transit service reliability through reduced headway variability during peak periods and reduced variability between peak versus off-peak travel times. In addition, the project would make it safer and easier for people to access transit along the project corridor.

Project Location (Please include street address, city, and state of the project location.)
Running north to south, Route 40 is approximately 13.5 miles long and passes through the neighborhoods of Northgate, Crown Hill, Loyal Heights, Ballard, Fremont, Westlake, South Lake Union, Downtown Seattle, and Pioneer Square. From the Northgate Transit Center, Route 40 travels south on 1st Ave NE and east on N 92nd St over Interstate 5. It then heads north on College Way N/Meridian Ave N passing North Seattle College before heading west on N Northgate Way/N 105th St/Holman Rd N to 15th Ave NW in Crown Hill. Route 40 then travels west on NW 85th St and south on 24th Ave NW through Loyal Heights and Ballard down to NW Market St. The route then travels east on NW Leary Way through Fremont and passes on the Fremont Bridge to Westlake Ave N. From Westlake the route travels through South Lake Union to Downtown Seattle on the Lenora St/Virginia St couplet to 3rd Ave with a terminus in Pioneer Square.

Project Contact (Please include the name, phone number, email address, and mailing address for the submitter of this worksheet.)

Joel Hancock, 206-947-1209, Joel.Hancock@Seattle.Gov, PO Box 34996 Seattle, WA 98124

If your project involves construction, please include the following as appropriate:

- Project vicinity map
- Project site plan(s) showing project features, access points, and project boundaries
- Other useful maps as appropriate (topographic maps, aerial photographs, Environmental Protection Agency [EPA] NEPAAssist maps, etc.)
- Photographs of the site if useful to illustrate important features
- Details on the depth and extent of soil excavation proposed for the project
- Additional information if the soil has been previously disturbed by prior construction or other activity
- List of parks or recreation areas within the project vicinity
- List of any previous consultations that might be relevant (e.g., with other federal, state, or local agencies)

II. NEPA Class of Action

Please answer the following questions to determine the project's potential NEPA Class of Action. If the answer to any of the questions in **Part II.A, questions A.1 through A.4 below** is "Yes", contact your assigned FTA Region 10 Grant Representative to discuss whether the project requires preparation of a NEPA Environmental Assessment (EA) or Environmental Impact Statement (EIS).

A.1 Will the project significantly impact the natural, social, and/or economic environment?

- Yes (If selected, please contact your assigned FTA Region 10 Grant Representative.)
 No

A.2 Is the significance of the project's social, economic, or environmental impacts unknown?

- Yes (If selected, please contact your assigned FTA Region 10 Grant Representative.)
 No

A.3 Is the project likely to require detailed evaluation of more than a few potential impacts?

- Yes (If selected, please contact your assigned FTA Region 10 Grant Representative.)
 No

A.4 Is the project likely to generate intense public discussion, concern, or controversy, even though it may be limited to a relatively small subset of the community?

- Yes (If selected, please contact your assigned FTA Region 10 Grant Representative.)
 No

B. Does the project type fall into any of the following Categorical Exclusions (CEs)?

- Yes (If selected AND there are no unusual circumstances, please check the applicable CE box below and continue to **Part III. Project Information Required for CEs and DCEs** of this form.)
 No (If selected, please continue to **Part II.C Does the project type appear similar to any of the following Documented Categorical Exclusion (DCE) examples?** of this form.)

The types of activities listed below describe actions which, when the corresponding conditions are met, are categorically excluded from further NEPA analysis under [23 CFR Part 771.118\(c\)](#). Unusual circumstances may prevent the use of these CEs, and may include, but are not limited to, the presence of wetlands, historic buildings and structures, parklands, or floodplains in the project area, or the potential for the project to impact other resources. (You may look up detailed descriptions of each type of activity, and corresponding conditions at the guidance document here: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/guidance-implementation-ftas-categorical-exclusions>.)

[23 CFR Part 771.118\(c\)\(1 through 16\)](#)

- (1) Utilities and Similar Appurtenances
 (2) Recreation, Pedestrian, or Bicycle Facilities
 (3) Environmental Mitigation or Maintenance of Environmental Quality and Site Aesthetics
 (4) Planning and Administrative Activities (No construction activities)
 (5) Activities Promoting Transportation Safety, Security, Accessibility, and Communication
 (6) Acquisition or Transfer of Real Property Interest
 (7) Acquisition, Rehabilitation, Maintenance of Vehicles or Equipment

- (8) Maintenance, Rehabilitation, Reconstruction of Facilities
- (9) Assembly or Construction of Facilities
- (10) Development of Facilities Adjacent to Existing Transit Facilities
- (11) Emergency Recovery Activities
(Several conditions are attached to this type of CE. Please consult with FTA Region 10 Office if you think this CE may apply to your project.)
- (12) Projects Entirely within the Existing Operational Right-of-Way
- (13) Projects with Limited Federal Funding
(Must be less than \$5 million in federal funding, or having a total estimated cost of not more than \$30,000,000 and federal funds comprising less than 15 percent of the total estimated project cost. Please consult with FTA if you think this CE may apply to your project.)
- (14) Bridge Removal and Related Activities
- (15) Preventative Maintenance to Certain Culverts and Channels
- (16) Geotechnical and Similar Investigations

C. Does the project type appear similar to any of the following Documented Categorical Exclusion (DCE) examples?

- Yes (If selected, please check the applicable DCE example box below and continue to **Part III. Project Information Required for CEs and DCEs** of this form.)
- No (If selected, please contact your assigned FTA Region 10 Grant Representative, as further discussion about the project may be necessary prior to initiating NEPA review.)

Projects that are categorical exclusions under [23 CFR Part 771.118\(d\)](#) require additional documentation demonstrating that the specific conditions or criteria for the categorical exclusions are satisfied and that significant effects will not result.

[23 CFR Part 771.118\(d\)\(1 through 8\)](#)

- (1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes.
- (2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.
- (3) Acquisition of land for hardship or protective purposes.
(Hardship and protective buying will be permitted only for one or a limited number of parcels, and only where it will not limit the evaluation of alternatives (including alignments) for planned construction projects.)
- (4) Acquisition of right-of-way.
(No project development such as final design or construction activities on the acquired right-of-way may begin until the NEPA review process for such

project development, including the consideration of alternatives, where appropriate, has been completed.)

(5) [Reserved]

- (6) Facility modernization through construction or replacement of existing components.
- (7) Minor transportation facility realignment for rail safety reasons.
- (8) Facility or structure modernization or minor expansion outside existing right-of-way.
- "Other" actions which meet the criteria for a CE in the CEQ regulations (40 CFR part 1508.4) and will not result in significant environmental effects. Actions must not: induce significant impacts to planned growth or land use; require the relocation of significant numbers of people; have a significant impact on any natural, cultural, recreational, historic or other resource; cause significant air, noise, or water quality impacts; have significant impacts on travel patterns; or otherwise have significant environmental impacts (either individually or cumulatively).

III. Project Information Required for CEs and DCEs

1. If you selected "Yes" in **Part II.B Does the project type fall into any of the following Categorical Exclusions (CEs)?** above, and checked any of the CE options under 23 CFR Part 771.118(c)(1 through 16):

- a) Complete **Part III.A Detailed Project Description** below.
- b) Review the remaining subject areas (**Part III.B Location and Zoning - Part III.AA Related Federal and State/Local Actions**). If any of these subject areas is relevant to demonstrating your project has no significant impacts or unusual circumstances, please enter a brief description within the box for that subject area, otherwise enter "N/A".
- c) Complete the "**Submitted By**" and "**Date**" boxes at the end of the form and submit electronically to your assigned FTA Region 10 Grant Representative according to the instructions at the end of this form.

2. If you selected "Yes" in **Part II.C Does the project type appear similar to any of the following Documented Categorical Exclusion (DCE) examples?** above, and checked any of the DCE examples under 23 CFR Part 771.118(d)(1 through 8):

- a) Complete **Part III.A Detailed Project Description** below.
- b) Complete each of the remaining subject areas (**Part III.B Location and Zoning - Part III.AA Related Federal and State/Local Actions**) that are relevant to your project. Depending on the details of your project, some of the subject areas may not be applicable. In such cases, no discussion is needed, simply enter "N/A". You may reference and attach documents prepared for other purposes (e.g., public meetings) if they are helpful.
- c) Complete the "**Submitted By**" and "**Date**" boxes at the end of the form and submit electronically to your assigned FTA Region 10 Grant Representative according to the instructions at the end of this form.

NOTE: The subject areas list below is not all-inclusive. If your project has the potential to cause impacts to resources which are not listed below, please provide supplemental information about those potential impacts.

A. Detailed Project Description

Please describe the project and explain how it satisfies the “Purpose and Need for Project”, as provided in **Part I. Project Description**.

The Route 40 TPMC project consists of a series of transit improvements including dedicated bus lanes and queue jumps, a freight and bus lane as part of a pilot program, signal upgrades, channelization changes, turn restrictions, and bus zone modifications. The following transit elements are proposed by neighborhood segment:

- North Seattle: Aurora Ave N/N 105th St – relocate eastbound bus stop and new amenities; Holman Rd N between NW 103rd St and 3rd Ave NW – northbound bus lane; and NW 85th St between 16th Ave NW and 15th Ave NW – markings improvements on eastbound approach.
- Ballard: NW Market St between 22nd Ave NW and 24th Ave NW – bus lanes, bus bulb extensions, new bus zone amenities, and turn restrictions; Leary Way NW between NW Market St and 20th Ave NW – northbound bus lane; Leary Way NW/20th Ave NW – new signal and markings improvements ; Leary Way NW/NW Dock Pl – relocate bus stop, bus boarding bulbs, and new bus zone amenities; and Leary Way NW between 17th Ave NW and 14th Ave NW – markings improvements on Leary Way NW, add turn pockets and signal upgrades.
- Fremont: 1st Ave NW/N 36th St – bus boarding bulb and stop amenities; Dayton Ave N/N 36th St – bus stop amenities; N 36th St between 2nd Ave NW and Fremont Ave N – southbound bus lane and signal upgrades; and Fremont Ave N between N 35th St and N 34th St – bus lanes, bus stop modifications, new bus zone amenities, and signal upgrades.
- South Lake Union: Westlake Ave N between Dexter Ave N (Fremont Bridge) and 9th Ave N – freight and bus lanes and signal upgrades; Westlake Ave N/9th Ave N – southbound left turn bus lane and signal upgrades; and Westlake Ave N/Mercer St – markings improvements. This segment is a designated major truck street that accommodates freight movement through the city and the pilot would improve freight regional mobility and local access.

In addition, signal upgrades to support Transit Signal Priority (TSP) are proposed at 14 intersections along the Route 40 corridor. In some locations, the anticipated benefits of the Route 40 TPMC improvements would extend to other KCM buses that share the same alignment and/or stops.

The Route 40 TPMC project would require pavement improvements in Ballard and Fremont to support proposed bus lanes and rechannelization, including:

- NW Market St between 22nd Ave NW and Ballard Ave – asphalt restoration as needed adjacent to extended bus bulbs.
- Leary Way NW near 17th Ave NW – concrete restoration to facilitate road diet and minimize further deterioration associated with the proposed lane line shift.
- Fremont Ave N between N 34th St and N 35th St – full depth, curb-to-curb concrete paving between existing concrete joint line south of N 34th St intersection and south curb line at N 35th St. Work would require sidewalk replacement to meet design standards for cross slope and curb height.

- Westlake Ave N near 4th Ave N – restoration of failing asphalt pavement in northbound curbside lane approaching the Fremont Bridge.

The Route 40 TPMC project would construct pedestrian improvements surrounding stations and at intersections. There would be Americans with Disabilities Act (ADA) -compliant curb ramps, pedestrian push buttons, and countdown pedestrian signal heads to control pedestrian traffic at intersections near station locations. There would also be intersection improvements to safety for pedestrians accessing the stations, including sidewalk repairs and crosswalk striping. Crossing enhancements to improve safety and access near transit stops would include:

- Leary Way NW north of 20th Ave NW – improve existing midblock crossing to replace overhead crosswalk beacon with flashing beacon and construct a median refuge island.
- Leary Way NW at 15th Ave NW – repair sidewalk and upgrade curb ramps and improve the timing for the east-west pedestrian crossings.
- N 36th St at Phinney Ave N and Dayton Ave N – construct curb bulbs on several corners to shorten crossing distances.
- Install accessible pedestrian signals at four locations, including Fremont Ave N and N 35th St which was received as a community request.

The Route 40 TPMC project also includes a number of improvements for bicyclists, including:

- Leary Way NW at 20th Ave NW/Vernon Pl NW – neighborhood greenway crossing including bicycle markings through intersection and bicycle detection on minor-leg approaches.
- Fremont Ave N between N 35th St and N 36th St – protected bike lane in northbound direction. At the time of writing, the decision on carrying this concept between N 34th St and N 35th St past 30% design is pending.
- 4th Ave N between Florentia St and Nickerson St – bike lane southbound and bike box.
- 9th Ave N between Westlake Ave N and Roy St – extend buffer of the southbound bike lane north to the crosswalk.

These project elements would improve safety and access to transit for people walking, biking, and rolling along the Route 40 corridor.

B. Location and Zoning

Attach a map identifying the project’s location and surrounding land uses. Identify any critical resource areas (historic, cultural, or environmental) or sensitive noise or vibration receptors (schools, hospitals, churches, residences, hotels, etc.). Briefly describe the project area’s zoning and indicate whether the proposed project is consistent with it. Briefly describe the community (geographic, demographic, economic, and population characteristics) in the project vicinity.

Running north to south, Route 40 passes through the neighborhoods of Northgate, Crown Hill, Loyal Heights, Ballard, Fremont, Westlake, South Lake Union, Downtown Seattle, and Pioneer Square. At the northern end of the project, single-family zoning, low-rise multifamily zoning, and neighborhood commercial zoning predominate from Northgate down to Ballard. Industrial zones are heavily concentrated between Fremont and Ballard. At the southern end of the project, mixed commercial and residential zoning with some maritime uses in the Westlake and South Lake Union neighborhoods transition to dense mixed uses to downtown. The project is adjacent to historic properties, peat settlement prone areas, potential liquefaction areas, steep slopes and streams, but work would primarily occur within right-of-way and no impacts to cultural and environmental resources are anticipated. There are schools, places of worship and residences directly adjacent to the project, but noise levels would not change beyond temporary construction impacts.

A demographic profile was developed using Census data (U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates) for all Census block groups within the project corridor. This included in part or in entirety 34 Census block groups, representing 63,098 residents and 33,125 housing units. The study area is comprised of Census block groups with primarily non-minority populations that range from 39 to 96 percent of residents. The minority population comprises 29 percent of residents in the project corridor and across Census block groups, ranges from 4 to 61 percent of residents. Of the 63,098 residents, approximately 4 percent speak a language at home other than English compared to 8 percent of City of Seattle residents. Across all 34 Census block groups, 9 percent of residents live below the poverty level, compared to 11 percent of City of Seattle residents. Approximately 44,667 people work within the project corridor and top job categories include professional, scientific, and technical services, educational services, and health care and social assistance. The percentage of people who live in the project corridor that commute via transit as of 2019 averages 25 percent as compared to the City of Seattle (23 percent). In total, 20 of the 34 Census block groups within the project corridor have a higher percentage who commute by transit than the City of Seattle average.

C. Traffic

Describe potential traffic and parking impacts, including whether the existing roadways have adequate capacity to handle increased bus or other vehicular traffic. Include a map or diagram if the project will modify existing roadway configurations. Describe connectivity to other transportation facilities and modes, and coordination with relevant agencies, if applicable.

Due to changes in operations and lane allocation along the corridor, SDOT anticipates that two intersections would experience a decrease in intersection level of service (LOS) from D or better to E or F. The traffic analysis indicates that there will be some delay increases at Leary Ave NW/Dock Pl NW and 4th Ave N/Nickerson St/Dexter Ave N/Westlake Ave N. The increase in overall intersection delay is anticipated to be minimal. The remaining project intersections would retain the same LOS or operate at a LOS not worsening from D or better to E or F in both AM and PM peak hours. The project would improve transit travel times by approximately 9 percent during peak periods. Proposed turn restrictions would require vehicles to use alternate routes, increasing travel times for those vehicles in some cases. Diversion traffic from turn restrictions is not anticipated to be an issue because alternative routes are expected to accommodate additional traffic.

The project is proposing freight and bus (FAB) lanes on designated Major Truck Streets (NW Market St, Leary Way NW, N 36th St, Fremont Ave N, and Westlake Ave N) but traffic conditions would not change substantially. On Westlake Ave N, between 4th Ave N and 9th Ave N, the project team is proposing to implement a pilot freight and bus lane in which freight, of a designated class, would be allowed to use the bus lane. Allowing freight trucks over 26,000 pounds to use the freight and bus lanes is anticipated to improve freight regional mobility and local access while maintaining uncongested travel for buses. For the pilot, the FAB lane would operate 24/7 because most of the truck traffic avoids peak bus travel demand, and uniform hours allows for easier messaging to the public and for clearer signing of the corridor. The addition of a small number of freight vehicles over 26,000 pounds with the buses would have limited negative effects on bus travel time, not dissimilar to right-turning vehicles using a bus lane. Due to the unique markets served by each major freight route in Seattle, any induced freight demand onto Westlake Ave N from other corridors due to the FAB lane is expected to be minimal. Based off existing bus and freight traffic volumes, the FAB lane is expected to have a very limited impact on transit operations. The pilot will include an evaluation period to ensure investments in this project provide and maintain the transit benefit.

The total parking impacts include the net loss of approximately seven on-street spaces with addition of the Ballard Bridge segment, including a net loss of nine paid spaces. The parking changes would occur in the Fremont segment with the loss of 6 on-street parking spaces including 3 paid parking spaces and the Ballard/Market segment with the loss of 6 on-street paid parking spaces. The Ballard Bridge segment would gain 5 on-street parking spaces. Side streets were observed to have excess on-street parking capacity along the project corridor and many adjacent businesses also provide off-street parking spaces. Overall, given the larger amount of street parking compared to the project impacts, the changes are not expected to have a major effect on access to the business and residential properties in these areas. For the two areas with paid street parking – downtown Ballard and Fremont – the SDOT Curbside Management team has an ongoing program to regularly analyze paid parking occupancy and make changes to the parking rates such that 1 to 2 parking spaces are open and available throughout the day. In that manner, changes to paid spaces – losses or additions – can be managed with changes to the parking rates to still ensure that City access and other transportation goals are met.

The project would not remove load zones. In addition, if short-term visitor parking is removed on commercial corridors, SDOT will look for opportunities to convert unpaid parking to paid parking where feasible to increase turnover and better support businesses. During construction there would be temporary parking removal that would be coordinated with affected neighborhoods. See Appendix B for the Transportation Technical Report.

The Transit Master Plan (TMP) identifies this corridor as a priority transit corridor to improve mobility throughout the city, with future connections with Northgate Link Light Rail. Route 40 was identified in the 2012 TMP as a Priority Bus Corridor and in the 2016 TMP Update as a RapidRide corridor. KCM identifies the Route 40 corridor as a future RapidRide corridor in METRO CONNECTS, the KCM long-range plan adopted in January 2017. Metro is currently defining funding, timeline and phasing for delivery of the countywide METRO CONNECTS RapidRide Program. SDOT and KCM anticipate implementing transit speed and reliability upgrades in this corridor in 2024, prior to KCM's future delivery of RapidRide.

D. Aesthetics

Will the project have an adverse effect on scenic views, or scenic viewpoints?

No

Yes

If Yes, please describe.

Will the project substantially degrade the existing visual character or quality of the site and its surroundings?

No

Yes

If Yes, please describe.

Will the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No

Yes

If Yes, please describe.

E. Air Quality

Does the project have the potential to have a negative impact on air quality?

No

Yes

If Yes, please describe.

Is the project located in an EPA-designated non-attainment or maintenance area? (For additional information, see the EPA webpage “Nonattainment Areas for Criteria Pollutants” here: <https://www.epa.gov/green-book>.)

No

Yes

If Yes, please indicate the criteria pollutant and contact your assigned FTA Region 10 Grant Representative to determine if a “hot spot analysis” is necessary.

Carbon Monoxide (CO)

Ozone (O₃)

Particulate Matter (PM₁₀ or PM_{2.5})

If the non-attainment area is also in a metropolitan area, was the project included in the MPO’s Transportation Improvement Program (TIP) air quality conformity analysis?

No

Yes

If Yes, please provide the date of U.S. Department of Transportation conformity finding.

F. Coastal Zone

Is the proposed project located in a designated coastal zone management area? (For additional information on Coastal Zones, see the Water Resources Standard Operating Procedures on FTA’s website here: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/water-resources-0>. Also, see the National Oceanic and Atmospheric Administration [NOAA] webpage “The National Coastal Zone Management Program” here: <https://coast.noaa.gov/czm/>.)

No

Yes

If Yes, please describe coordination with your appropriate State agency regarding consistency with the coastal zone management plan and attach the State finding, if available.

Coordination will occur with the Washington Department of Ecology for compliance with the Coastal Zone Management Act prior to construction.

G. Environmental Justice

Determine the presence of minority and low-income populations (business owners, land owners, and residents) within a quarter-mile of the project area. Indicate whether the project will have disproportionately high and adverse effects on minority or low-income populations. Describe any potential adverse effects. Describe outreach efforts targeted specifically at minority or low-income populations. Please see Environmental Justice Policy Guidance for Federal Transit Administration Recipients here:

<https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/environmental-justice-policy-guidance-federal-transit>.

The project corridor is comprised of Census block groups with primarily non-minority populations that range from 39 to 96 percent of residents. The minority population comprises 29 percent of residents in the project corridor compared to 33 percent in the City of Seattle, and across Census block groups in the project area ranges from 4 to 61 percent of residents. The highest percentage of minority populations are located in the Northgate, Westlake, South Lake Union, and Downtown neighborhoods. The minority populations with the highest percentages in the project corridor include Asian or Pacific Islander (17 percent), Hispanic or Latino (6 percent), and two or more races (6 percent). Of the 63,098 study area residents, approximately 4 percent speak a language at home other than English compared to 8 percent of City of Seattle residents. Across all 34 Census block groups, 9 percent of residents live below the poverty level, compared to 11 percent of City of Seattle residents. The percentage of people who live in the project corridor that commute via transit as of 2019 averages 25 percent as compared to the City of Seattle (23 percent). The project would have benefits including improved transit reliability and access and safety improvements. The project would have minor acquisitions for curb ramp improvements, but no residential or business displacements would occur. SDOT has translated materials into Spanish, Arabic, and Chinese, and has researched environmental justice businesses along the project corridor and included them in notifications and in targeted outreach. SDOT will continue to solicit community feedback from environmental justice populations through final design and construction.

H. Floodplains

Is the proposed project located within the Federal Emergency Management Agency (FEMA) 100-year floodplain? (For additional information on Floodplains, see the Water Resources Standard Operating Procedures on FTA’s website here:

<https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/water-resources-0>. Also, see the FEMA Flood Mapping Products webpage here:

<https://www.fema.gov/flood-mapping-products>.)

No

Yes

If Yes, please describe potential impacts, indicate if the project will impact the base flood elevation, and include or link to the FEMA Flood Insurance Rate Map (FIRM) with the project location identified.

I. Hazardous Materials

Is there any known or potential contamination at the project site? This may include, but is not limited to, lead/asbestos in existing facilities or building materials; above or below ground fuel storage tanks; or a history of industrial uses of the site.

No

If No, please describe steps taken to determine the absence of hazardous materials on the site.

There were 9 high-risk and 45 low-risk hazardous materials sites identified adjacent to the project corridor on private properties. Low-risk sites are defined as sites where contamination near the right-of-way has not been reported and/or no disturbance of contaminated soils or groundwater are anticipated during project construction near the property. High-risk sites are defined as sites where potential contamination may occur within or near the right-of-way. Construction depths for project improvements are generally up to 10 feet below ground surface within the right-of-way in specific sections for paving, curb ramp and stormwater improvements, and pole installation. It was determined from screening that no project improvements requiring ground disturbance would occur near high-risk properties, including near property acquisitions, and therefore there is no potential to affect contaminated soils or groundwater during construction. However, SDOT will identify high-risk sites in the project specifications, including publicly available information from the Washington State Department of Ecology. See Appendix C for the Hazardous Materials Memorandum.

Yes

If Yes, please describe steps taken to determine the presence of hazardous materials on the site. Please also describe any mitigation and clean-up measures that will be taken to remove hazardous materials from the project site. If the project includes property acquisition, identify if a Phase I Environmental Site Assessment for the land to be acquired has been completed and the results. (For additional information on Hazardous Materials, see the Consideration of Contaminated Properties including Brownfields Standard Operating Procedures on FTA's website here:

<https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/consideration-contaminated-properties-including>.

Also, for additional information on Phase I Environmental Site Assessments, see the ASTM International webpage "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" here:

<https://www.astm.org/Standards/E1527.htm>.)

J. Navigable Waterways

Does the proposed project cross or have the potential to impact a potentially navigable waterway? (Waterway navigability can be defined by the U.S. Army Corps of Engineers, the U.S. Coast Guard, Congress, or the federal courts. For additional information on Navigable Waterways, see the Water Resources Standard Operating Procedures on FTA's website here: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/water-resources-0>.)

No

Yes

If Yes, please describe potential impacts and any coordination with the U.S. Army Corps of Engineers or the U.S. Coast Guard.

The project crosses the Fremont Bridge over the Lake Washington Ship Canal but no improvements to the bridge are proposed. Therefore, no coordination with the U.S. Army Corps of Engineers or the U.S. Coast Guard is expected.

K. Noise and Vibration

Does the project have the potential to increase noise or vibration?

No

Yes, please describe the impact(s) and provide map(s) identifying sensitive receptors such as schools, hospitals, parks, residences, and hotels. If the project will result in a change in noise and/or vibration sources, you must conduct an analysis following the guidance in FTA's Transit Noise and Vibration Impact Assessment Manual here: <https://www.transit.dot.gov/research-innovation/transit-noise-and-vibration-impact-assessment-manual-report-0123>.

L. Prime and Unique Farmlands

Does the project involve the use of any prime or unique farmlands, as defined by the U.S. Department of Agriculture (USDA)? (For additional information, see the document "Prime and Unique Farmlands" at the USDA webpage here:

<https://efotg.sc.egov.usda.gov/references/public/VA/PrimeandUniqueFarmlands.pdf>.)

No

Yes

If Yes, please describe potential impacts and any coordination with the Natural Resources Conservation Service of the USDA.

M. Historic and Cultural Resources

Impacts to cultural, historic, or recreational properties may trigger Section 106 consultation, tribal consultations, and/or a Section 4(f) evaluation, requiring consideration of avoidance alternatives. (For additional information on Section 106, see the Section 106 Process Standard Operating Procedures on FTA’s website here: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/section-106-process-standard-operating-procedures>. For additional information on Section 4(f), see the Section 4(f) Evaluations Standard Operating Procedures on FTA’s website here: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/section-4f-evaluations>.)

Does the project involve any ground disturbing activities?

- No
- Yes

If Yes, please provide the approximate maximum ground disturbance depth and extent. Also, please provide information on any previous ground disturbance at the project site.

The Area of Potential Effects (APE) encompasses improvements within the right-of-way and, for those portions of the right-of-way with ground disturbance, the adjacent tax parcel or 200 feet, whichever is less. Ground disturbing activities would be limited to the right-of-way, except in four areas where small acquisitions would be needed (totaling approximately 102 square feet) for curb and sidewalk repairs. Project elements that are anticipated to result in ground disturbance during construction include new curbs and sidewalk, road pavement renovations, utility relocation and installation, revised traffic signals and improvements, bus shelter relocations, and improved pedestrian crossings. City of Seattle property and roadway right-of-way would be used as staging areas for storage of equipment and materials. Temporary construction easements for staging may be required and would be identified during final design. The potential maximum depth of ground disturbance is estimated to be approximately 3 feet for curbs and sidewalks, up to 2 feet for pavement, up to 20 feet for stormwater utilities, 4 to 12 feet for electrical, 25 feet for traffic signals, and 4 feet for bus shelters. If there are conflicts with existing utilities, there may be additional potential ground disturbance to 30 feet below surface.

Based on available information, it is possible that ground-disturbing activities of 2 to 4 feet could encounter old roadways or other historic infrastructure, while those impacts greater than 8 feet could encounter precontact cultural deposits. Project elements that might reach depths greater than 8 feet include electrical and stormwater utilities. Although traffic signals would go to greater depths, the construction method is unlikely to provide clear observation of buried cultural materials, if present. A project Monitoring and Inadvertent Discovery Plan (MIDP) is recommended for construction. See Appendix D for the Cultural Resources Study and a summary of agency and tribal coordination.

Are there any historic resources at the project site or in the vicinity of the project?

- No
- Yes

If Yes, please attach photographs of structures more than 45 years old that are within or adjacent to the project site and describe any direct or indirect impacts the project

may cause.

A historic property survey of historic-aged buildings and structures was conducted within the APE in June 2022. New Historic Property Inventory (HPI) forms were prepared for 12 previously undocumented historic properties and the existing HPI forms were updated for 33 additional historic properties in the APE. Eleven historic properties and one historic district within the APE have previously been evaluated. However, two previously evaluated properties were determined by DAHP to be Not Eligible more than 10 years ago and were reevaluated under the National Register of Historic Places (NRHP) criteria. The other nine properties and one historic district were not reevaluated. Twenty-six of the historic properties are Not Eligible for listing in the NRHP. Fourteen of the historic properties are Eligible for listing in the NRHP: 2 properties are Eligible under Criteria A, B, and C (broad patterns of history, historic person, and architectural qualities), 10 properties are Eligible under both Criteria A and C (broad patterns of history and architectural qualities), and 2 properties are Eligible under Criteria C (architectural qualities). Additionally, 5 historic properties are already considered contributing structures to the Ballard Avenue Historic District.

The proposed undertaking will not alter the location, design, setting, materials, workmanship, feeling, and association of the NRHP-eligible and NRHP-listed resources within the APE. Therefore, since the proposed undertaking will not directly or indirectly alter any of the characteristics of the resources recommended as eligible for listing in the NRHP or already listed in the NRHP, the proposed undertaking will have no adverse effect to NRHP-eligible or NRHP-listed resources. Additionally, the Project will have No Effect on the Ballard Avenue Historic District.

N. Biological Resources

Are there any species located within the project vicinity that are listed as threatened or endangered under the Endangered Species Act? Determine this by obtaining lists of threatened and endangered species and critical habitat from the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. (For additional information on Biological Resources, see the Biological Resources Standard Operating Procedures on FTA's website here: <https://www.transit.dot.gov/regulations-and-programs/environmental-programs/biological-resources-standard-operating-procedures>.)

No

Yes

If Yes, please identify the species, and also describe any critical habitat, essential fish habitat, or other ecologically sensitive areas within or near the project area.

According to U.S. Fish and Wildlife IPac, the following endangered species have the potential to occur near the project area: gray wolf, marbled murrelet, streaked horned lark, Yellow-billed Cuckoo, and monarch butterfly. The Lake Washington Ship Canal is a migratory corridor for five anadromous fish species: Chinook, coho, and sockeye salmon, and steelhead and bull trout. Chinook salmon, steelhead trout, and bull trout are all federally listed as Threatened. Bull trout critical habitat is also located in the Lake Washington Ship Canal. The Pacific coast salmon fishery coho salmon, and Chinook salmon are considered essential fish habitat in Lake Union where stormwater runoff from the project discharges.

The project area is located within a highly urbanized corridor that includes a mixture of commercial, industrial and residential uses. The project would primarily be within the existing right-of-way, much of which consists almost entirely of impervious surfaces. The exceptions are landscaped areas located within the sidewalk environment. Because of the urban development within the corridor, there is limited habitat. There would be no project improvements near Thornton Creek along 1st Ave NE and NE 100th St or Piper's Creek along Holman Rd NW between 7th Ave NW and 8th Ave NW. The project would require minor spot paving and stormwater improvements (e.g., catch basin/inlet upgrades) within about 150 feet north and south of the Fremont Bridge and the Lake Washington Ship Canal. The project would have no effect on federally listed species, critical habitat, or essential fish habitat. See Appendix E for more information on the ESA Screening Checklist, best management practices, and concurrence memorandum for ESA compliance.

O. Recreational Resources

Is the project located in or adjacent to a park or recreation area? (For additional information on Recreational Resources, see the Section 4(f) Evaluations Standard Operating Procedures on FTA's website here: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/section-4f-evaluations>.)

No

Yes

If Yes, please provide information on potential impacts to the park or recreation area. Please also indicate if the park involved Land and Water Conservation Fund Act funding (Section 6(f)) (For additional information on the Land and Water Conservation Fund Act, see the National Park Service's Land and Water Conservation Fund webpage here: <https://www.nps.gov/subjects/lwcf/index.htm>.)

The following parks or recreational resources are located adjacent to the project corridor: Mineral Springs Park, Crown Hill Park, Bergen Place, Westlake Greenbelt, Lake Union Park, Urban Triangle Park, City Hall Park, and Union Station Square. No parks or Section 4(f) or Section 6(f) resources are anticipated to be directly impacted since the project would primarily be within the existing right-of-way with limited traffic detours. There are recreation facilities adjacent to the project corridor, but minor construction work within the right-of-way is not expected to affect park users. No long-term impacts to recreational resources are anticipated.

P. Seismic and Soils

Are there any unusual seismic or unstable soil conditions in the project vicinity? If so, indicate on a project map and describe the seismic standards to which the project will be designed.

No

Yes

If Yes, please describe the conditions.

There are areas of peat settlement prone areas near Interstate 5, 2nd Ave S and 4th Ave S. There are potential liquefaction areas near Westlake Ave N and Valley St. Potential steep slopes occur adjacent to the west of Westlake Ave N. No impacts are anticipated because the project would primarily be within existing right-of-way and soils would have been compacted through previous roadway/sidewalk construction.

Q. Water Quality

Does the project have the potential to impact water quality, including during construction? (For additional information on Water Quality, see the Water Resources Standard Operating Procedures on FTA's website here:

[https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/water-resources-0.](https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/water-resources-0))

No

Yes

If Yes, please describe potential impacts as a result of the project and your agency's Best Management Practices to manage/mitigate these impacts.

The project corridor consists of existing roadway, sidewalks and a small amount of landscaping. The project crosses over Piper's Creek along Holman Rd NW between 7th Ave NW and 8th Ave NW and is adjacent to Thornton Creek along 1st Ave NE and NE 100th St. The project would also require minor spot paving and stormwater improvements adjacent to the Fremont Bridge and the Lake Washington Ship Canal. A Stormwater Pollution Prevention Plan will be prepared and identify best management practices consistent with the 2017 Stormwater Manual to minimize soil erosion and sediment entering the separated stormwater and combined sewer systems during construction.

Will there be an increase in new impervious surface or restored impervious surface?

No

Yes

If Yes, please describe potential impacts and proposed treatment for stormwater runoff.

The project is expected to result in an overall minor net increase in pervious surface areas, though in some project locations, the project will add impervious surface areas.

The total project area is approximately 157,500 square feet. The project will replace approximately 128,945 square feet of hard surfaces. For improvements at curb ramps, sidewalks and stations, the project will install approximately 3,015 square feet of new hard surfaces. However, the project will also add approximately 5,710 square feet of new pervious surfaces in these areas being improved, resulting in a net new pervious surface area of approximately 2,695 square feet. Stormwater would be collected and, if required, any new stormwater facilities would be constructed to meet the City's Stormwater and Drainage Code.

Is the project located within the vicinity of an EPA-designated Sole Source Aquifer (SSA)? (For additional information on Sole Source Aquifers including an interactive map, see the EPA's Sole Source Aquifers for Drinking Water webpage here:

[https://www.epa.gov/dwssa.](https://www.epa.gov/dwssa))

No

Yes

If Yes, please provide the name of the aquifer for which the project is located and describe any potential impacts to the aquifer. Also, please provide the approximate amount of new impervious surface created by the project. (Attach a completed FTA Region 10 SSA Worksheet and submit it along with this CE worksheet, if applicable.)

R. Wetlands

Will the project temporarily or permanently impact wetlands or require alterations to streams or waterways? (For additional information on Wetlands, see the Water Resources Standard Operating Procedures on FTA's website here: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/water-resources-0>.)

No

Yes

If Yes, please describe potential impacts.

S. Construction Impacts

Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, and staging areas. Address air and water quality impacts, safety and security issues, and disruptions to traffic and access to property.

No

Yes

If Yes, please describe potential impacts.

Construction impacts would include temporary increases in noise, visual impacts, dust, and traffic congestion associated with lane closures. Potential utility outages and utility construction could require temporary detours around construction activities. Construction in any one location is anticipated to be short in duration and a Traffic Control Plan (TCP) will be prepared and approved prior to construction. SDOT will communicate and coordinate with affected businesses and residents before and during project construction about expected construction impacts, such as access modifications, utility disruptions, parking restrictions, and traffic detours. Hazardous materials sites are located adjacent to the project corridor on private properties and any high-risk sites will be identified in the project specifications. Potential contamination encountered during construction will be properly handled, sampled, and disposed of consistent with City specifications. City of Seattle property and roadway right-of-way would be used as staging areas for storage of equipment and materials. Temporary construction easements for staging may be required and would be identified during final design. Prior to construction, the contractor will prepare and implement an SDOT-approved Stormwater Pollution Prevention Plan, Spill Plan, Waste Management Plan, and Health and Safety Plan. The majority of construction would occur during daytime, but if nighttime construction is required, the contractor would be required to obtain a noise variance.

T. Cumulative and Indirect Impacts

Are cumulative and indirect impacts likely?

No

Yes,

If Yes, please describe the reasonably foreseeable impacts:

a) **Cumulative impacts** (which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency – Federal or non-Federal – or person undertakes them. Cumulative impacts can result from individually minor but collectively significant actions taking place over a time period.)

None to minor cumulative impacts are anticipated. Potential cumulative impacts would be associated with construction traffic with other SDOT or private projects in the corridor if construction is in the same time period. SDOT will track projects and coordinate schedules with other projects along the corridor.

b) **Indirect impacts** (which are caused by the action but are later in time or farther removed in distance, yet are still reasonably foreseeable. Indirect impacts may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air, water, and other natural systems, including ecosystems.)

None to minor indirect impacts are anticipated to businesses due to changes in on-street parking and loading zones. If short-term visitor parking is removed on commercial corridors, SDOT will look for opportunities to convert unpaid parking to paid parking where feasible to increase turnover and better support businesses. If there is any loss of loading zones, SDOT will conduct outreach, both internally and externally, to identify a potential new loading zone nearby where feasible.

U. Property Acquisition

Will the project acquire any real properties?

- No
- Yes

If Yes, please indicate whether the property acquisition will result in relocation of businesses or individuals. (**Note:** For real property acquisitions valued over \$1,000,000, FTA concurrence in the property’s appraisal/valuation is required. Please contact your assigned FTA Region 10 Grant Representative if you have any questions.)

There would be four small property acquisitions required to accommodate curb ramp and sidewalk improvements at the following intersections:

- Leary Ave NW and 20th Ave NW at southeast corner
- NW Leary Way and 15th Ave NW at northeast and southeast corners
- Westlake Ave N and 8th Ave N at northwest corner

The Leary Ave NW and 20th Ave NW acquisition at 5227 Leary Ave NW would be approximately 83 square feet to accommodate the curb ramp improvements to comply with ADA. There is no known contamination on the property and there would be no impacts to the existing apartment building.

The NW Leary Way and 15th Ave NW acquisitions at 1450 and 1455 NW Leary Way would be approximately 7 square feet each to accommodate the curb ramp improvements to comply with ADA. There is no known contamination on either property and there would be no impacts to the existing private business or medical facility.

The Westlake Ave N and 8th Ave N acquisition at 1515 Westlake Ave N would be approximately 7 square feet to accommodate the curb ramp improvements to comply with ADA. There is no known contamination on the property and there would be no impacts to the existing private business.

V. Energy

Does the project include construction or reconstruction of a building, identify measures to conserve energy which will be employed? (This includes building materials and techniques used for construction; special innovative conservation features; fuel use for heating, cooling, and operations; and alternative renewable energy sources.)

- No
- Yes

If Yes, please describe.

W. Public Involvement

Please describe public outreach efforts undertaken on behalf of the project. Indicate opportunities for public meetings (e.g., board meetings, open houses, special hearings). Indicate any significant concerns expressed by agencies or the public regarding the project.

Outreach has included an online survey in spring 2020 which garnered more than 1,000 responses. There was also a ride-along survey with five KCM operators who drove the route in spring 2020. The project team also conducted an online live event in June 2020 that had about 40 participants.

To ensure equal participation in the process, KCM sent emails to their rider email list, posters were placed at 12 bus stops along the route, and emails were sent from community groups. Social media and conventional media were utilized to broaden our reach and translations was offered for all materials.

In the fall of 2020, the project team presented the initial concept plans to the modal advisory boards to obtain feedback. In the spring of 2021, the team followed up with the advisory groups, another online survey was conducted, and briefings with community groups along the corridor were held. SDOT conducted targeted business outreach in spring 2022 in the areas where the project design has been updated. An online open house survey was also promoted for 3 weeks in spring 2022 to share the updated project design and obtain feedback. This feedback will then help refine the project moving forward into final design. The survey was promoted through email updates, social media, bus stop signage, and door to door outreach.

SDOT outreach surveys have shown support for bus speed and reliability, pedestrian accessibility, reducing speed for traffic for safety, and keeping buses and freight moving.

In addition to broader community outreach, the outreach team has conducted some targeted outreach to businesses owners and stakeholder groups near the project corridor. This outreach was conducted with community groups such as the North Seattle Industrial Association, Mercer Corridor Stakeholder Committee, Ballard Alliance, Fremont Chamber of Commerce, Fremont Neighborhood Association, and Pellington Properties on Westlake Ave N.

In spring 2022, the outreach team began closely coordinating with the business community in the Fremont neighborhood. There have been requests from the business community to relocate the proposed bus zone in Fremont on Fremont Pl N and there is ongoing coordination with businesses and the public that will continue during final design outreach.

The outreach team has received requests for meetings, briefings, or formal responses to inquiries from the freight and industrial community since 2021. In response, SDOT held briefings, conducted and provided a traffic analysis report, held stakeholder meetings, and held several briefings with councilmembers. The following design changes to date have been made to address feedback from the freight community:

- A FAB lane will be included on Westlake Ave N to maintain freight mobility.
- A new load zone will be included on Westlake Ave N for freight deliveries.
- The intersection at 15th Ave NW and Leary Way NW in Ballard will be rechannelized to better accommodate turning movements for freight vehicles.
- A business driveway will be modified at 20th Ave NW and Leary Ave NW to better accommodate freight deliveries.

SDOT will continue to coordinate with the freight community during final design and construction.

X. Mitigation Measures

Please describe all measures to be taken to mitigate project impacts.

Traffic

SDOT will upgrade signals where required to minimize impacts to level of service along the project corridor. On N 36th St, SDOT is planning to optimize signal cycle length and coordination to mitigate increased delay for general purpose and freight traffic.

While the design plans do not currently show any impacts to load zones, if future design changes remove any load zones, SDOT will conduct outreach, both internally and externally, to identify a potential new load zone nearby where there is a load zone loss.

Hazardous Materials

SDOT will identify high-risk sites in the project specifications, including publicly available information from the Washington State Department of Ecology. Any unanticipated contamination encountered during construction will follow the City Standard Specifications for Road, Bridge, and Municipal Construction. Prior to construction, the contractor will prepare and implement an SDOT-approved Spill Plan, Waste Management Plan, and Health and Safety Plan.

Historic and Cultural Resources

A MIDP will be developed prior to construction. Other recommendations from FTA, Washington Department of Archeology and Historic Preservation, and tribes will be followed as part of the Section 106 process.

Biological Resources

The ESA Screening Checklist in Appendix E describes commitments for the required best management practices/conservation measures checklist. This includes measures to minimize exposed soil, conducting ground disturbance during the dry season, maintaining a setback from the Lake Washington Ship Canal, and complying with stormwater, erosion and contaminant control best management practices described in the checklist, Spill Plan and Stormwater Pollution Prevention Plan.

Water Quality

A Stormwater Pollution Prevention Plan will be prepared and identify best management practices consistent with the 2017 Stormwater Manual to minimize soil erosion and sediment entering the separated stormwater and combined sewer systems during construction.

Construction

A TCP will be prepared and approved prior to construction. The TCP will include detailed measures to address lane closures and pedestrian and bicycle detours and closures, information on flaggers and signal control, parking restrictions, and agency coordination plans.

SDOT will coordinate with other ongoing construction projects and advance coordination with special event planners to reduce impacts at periods of high travel demand. SDOT and KCM will work together to monitor the impact of construction on transit service and implement additional actions if needed. For areas where on-street parking and loading zones are temporarily affected during construction, SDOT will provide information to the neighborhood and businesses about other parking opportunities and available transportation options in lieu of driving.

Y. Other Federal Actions

Please provide a list of other federal NEPA actions related to the proposed project or in the vicinity, if applicable.

None

Z. State and Local Policies and Ordinances

Is the project in compliance with all applicable state and local policies and ordinances?

No

If No, please describe the non-compliance.

Yes

AA. Related Federal and State/Local Actions

Check all that apply below.

- Corps of Engineers Permit (e.g., Section 10 of the Rivers and Harbors Act of 1899, Section 404 of the Clean Water Act)
- Coastal Zone Management Certification
- Critical Area Ordinance Permit
- Endangered Species Act and Magnuson-Stevens Fishery Conservation and Management Act Consultation
- Floodplain Development Permit
- Forest Practices Act Permit
- Hydraulic Project Approval
- Local Building or Site Development Permits
- Local Clearing and Grubbing Permit
- National Pollutant Discharge Elimination System General Construction Permit
- Shoreline Permit
- Solid Waste Discharge Permit
- Sole Source Aquifer Consultation (Safe Drinking Water Act of 1974)
- Section 4(f) (Historic or Recreational Properties; Wildlife Refuges)
- Section 6(f) (Recreational Properties with Land and Water Conservation Fund Act funding)
- Section 106 Consultation (National Historic Preservation Act)
- Stormwater Site Plan (SSP)
- Temporary Erosion and Sediment Control Plan (TESC)
- U.S. Coast Guard Permit
- Water Rights Permit
- Water Quality Certification - Section 401 of the Clean Water Act
- Tribal Consultation or Permits (if any, describe below)
- Other

Others (Please describe, if applicable):

Please submit this completed form and any attachments electronically to fta.tro10mail@dot.gov and cc: your assigned FTA Region 10 Grant Representative. Please contact the FTA Region 10 Office if you are unsure about these procedures or have any questions.

Federal Transit Administration, Region 10

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