FEDERAL TRANSIT ADMINISTRATION
UNITED STATES DEPARTMENT OF TRANSPORTATION

RECORD OF DECISION

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)
Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and Ride Expansion
Pierce County, Washington

The Federal Transit Administration (FTA), pursuant to 23 Code of Federal Regulations (CFR) Section 771.127 and by this environmental Record of Decision (ROD), finds that the requirements of the National Environmental Policy Act (NEPA) have been satisfied, as noted herein, for the construction and operation of the project known as the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion Project by the Central Puget Sound Regional Transit Authority (Sound Transit). The project consists of an approximately 12-mile commuter rail system between East "D" Street in the City of Tacoma and Camp Murray, Washington, associated rail improvements, commuter rail stations in South Tacoma and Lakewood, and the expansion of the SR-512 Park-and Ride in Lakewood. The project also includes the development of a new train storage facility at Camp Murray, Washington. Approximately 1.2 miles of the 12-mile rail corridor will consist of new track to be constructed primarily within City of Tacoma right-of-way to be acquired by Sound Transit; the remaining rail corridor improvements will be constructed in existing Burlington Northern Santa Fe (BNSF) Railway Company right-of-way. This project will serve the Cities of Tacoma and Lakewood, Washington, and the surrounding areas.

This Record of Decision is based on close monitoring of the process followed by Sound Transit in setting forth and considering the effects of the project and the available alternatives and the issuance of the Draft and Final Environmental Impact Statements (dated June 2000 and June 2002, respectively, both incorporated by reference) and the determinations made herein. This process included the preparation of a Draft Environmental Impact Statement (EIS), Sound Transit's identification of the Locally Preferred Alternative and the preparation of a Final EIS. The Federal Highway Administration is a Cooperating Agency for the project under NEPA.

LAKEWOOD-to-TACOMA COMMUTER RAIL and SR 512 PARK-and-RIDE EXPANSION/LOCALLY PREFERRED ALTERNATIVE

The Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion project for which this ROD applies will consist of construction and operation of peak-hour and possible special-event commuter rail service between Bridgeport Way SW in the City of Lakewood and East "D" Street in the City of Tacoma, related stations in Tacoma and Lakewood, corridor improvements needed to ensure that the commuter rail operations do not adversely affect freight

mobility, the expansion of the SR-512 Park-and-Ride, and the development of a new train storage facility in Camp Murray, Washington. The commuter rail service will operate along Sound Transit and BNSF railroad rights-of-way and will provide connections to Sound Transit's Tacoma-to-Seattle commuter rail service. Ultimately, the project will provide connection to the Everett-to-Seattle commuter rail service, the Tacoma Link Light rail transit line in downtown Tacoma, and, the Central Link Light Rail project.

The primary components of the project are described below. A more detailed description of the project is included in the Executive Summary of the Final EIS approved in June 2002, where it is identified as the Preferred Alternative.

Rail Operations and Improvements

The project will provide for the operation of a portion of the Sounder commuter rail system from East "D" Street in the City of Tacoma to approximately Bridgeport Way SW in the City of Lakewood. This service will connect Lakewood with Tacoma and Seattle. Commuter rail operations will consist of up to 18 peak-hour trains every weekday, providing service between approximately 5:00 a.m. and 9:00 a.m, and 3:30 p.m. to 7:30 p.m. Headway times will be 30 minutes and each train will consist of six to ten cars (500 to 900 feet in length). Occasional special event service may also occur.

The commuter rail service will require the use of an approximately 12-mile rail corridor between the City of Lakewood and East "D" Street in the City of Tacoma. Much of the rail corridor will consist of upgraded BNSF right-of-way. Rail improvements that will be implemented as part of the project will occur primarily within the BNSF right-of-way, and may include the installation of fiber optic/communication cable along the length of the tracks for operational systems such as Central Traffic Control and Closed Circuit Security Television.

The project will also require the development of an approximately 1.2-mile segment of new track between East "D" Street and South "M" Street in the City of Tacoma. This new connection, which will be built primarily within City of Tacoma right-of-way, will be designed and built in accordance with Federal Rail Administration requirements. It shall be constructed of 9-foot by 9-inch by 7-inch wood ties or other materials as specified and 136-pound continuous-welded rail, mostly within existing rail and street rights-of-way.

Station Improvements

The project includes the development of commuter rail stations in South Tacoma and Lakewood. Both will include station platform areas, surrounding landscape improvements, transit pullouts, passenger drop-off areas, passenger shelters and platforms, pedestrian access and/or passenger waiting areas, and pedestrian crossings. Station features will be designed and built consistent with FTA requirements. The South Tacoma Station will include surface parking for 200 to 300 cars.

The station platforms will be up to 1,000 feet long and 16 to 20 feet wide, with 13-inch "mini-high" elevated platforms to accommodate Americans with Disabilities Act (ADA) train boarding

and deboarding requirements. Ramps will provide access from the station platform to the mini-high platform. Passenger platforms will have partial overhead weather protection, wind screens, and pedestrian railings. Each station will have facilities for disabled passengers, such as fully accessible pedestrian paths, signs, and a warning device at platform edges. Other station features include lighting, benches, public telephones, bicycle racks and lockers, and trash receptacles. Fares will be collected through ticket vending machines (TVM), with change machines available.

Train Storage Facility

The project also includes the development of a new train storage facility at Camp Murray, Washington, located approximately five miles south of the Lakewood Station. The train storage facility will consist of three or four double-ended tracks for storage of four trains with six to ten cars each, and small office/storage buildings for the commuter rail crew. Train storage, light interior cleaning of the railcars, and daily preparational activities (e.g., electrical checks and inspections) will be conducted at the facility. Hotel (locomotive generated power) or land-based power will be provided on site. Heavy maintenance will be conducted at the Amtrak maintenance facility in Seattle. Sound Transit currently contracts with Amtrak to perform heavy maintenance duties for the Sounder service.

General Park-and-Ride Improvements

The project includes a capacity expansion of the SR-512 Park-and-Ride Lot, which will improve customer access to Sound Transit Express and Pierce Transit Services. Up to 850 new parking spaces at the expanded facility will serve commuter rail users. The expansion will also include coordination with other transit needs, specifically commuter rail, parking, pedestrian access, access for cars and buses, HOV access, and possible future Washington State Department of Transportation (WSDOT) improvements. Design of the Park-and-Ride expansion will include standard and ADA stall dimensions, landscaping, and surface water management facilities.

BACKGROUND

The Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion project is a major element of the ten-year Regional Transit Plan called *Sound Move,* completed in 1993. This 10-year plan is the product of decades of mass transit planning in the Puget Sound region. In 1996, the voters in the Central Puget Sound area, which includes King, Pierce and Snohomish counties, approved local financing for *Sound Move*. This local financing package includes a 0.4 percent sales tax and 0.3 percent motor vehicle excise tax. In May 1997, the Major Investment Study (MIS) for the *Sound Move* plan was completed and approved by the metropolitan planning organization, the Puget Sound Regional Council (PSRC). *Sound Move* is a component of the Metropolitan Transportation Plan (MTP) for the Puget Sound Region.

ALTERNATIVES CONSIDERED

No Action Alternative

The No Action Alternative for this project includes no construction or operation of commuter rail and stations between East "D" Street (Tacoma) and Lakewood, and no expansion of parking capacity at or in the vicinity of the existing SR-512 Park-and-Ride. Therefore, some goals and objectives of the MTP would not be met and continued traffic congestion and over-capacity at the SR-512 Park-and-Ride would continue.

Build Alternatives

Sound Transit undertook an extensive outreach and consultation effort in order to screen potential project alternatives and to identify reasonable project alternatives for detailed study in the EIS. In order to facilitate the understanding and consideration of project alternatives, the project was described in three sections: Tacoma, South Tacoma, and Lakewood. The following paragraphs summarize the alternatives and improvements analyzed for each section. The Final EIS provides detailed analyses of the options in Chapters 2.0, 3.0 and 4.0, respectively.

Tacoma Section Summary

The Tacoma Section extends approximately 1.2 miles from East "D" Street to South "M" Street at South Tacoma Way. The Final EIS considers three Action Alternatives for the Tacoma Section, each consisting of a different proposed rail alignment configuration. Each alternative would require the construction of a new approximately 1.2-mile, single-track line connection between East "D" Street to the BNSF Lakeview Line near the Yakima Avenue overpass and South "M" Street. Section 2.0 of the Final EIS provides detailed descriptions of the project alternatives for the Tacoma Section.

For the Preferred Alternative, a portion of Delin Street would be vacated and regraded. New signals and a median would also be constructed. Under the Preferred Alternative, one private business would be displaced and easements through four private parking areas would be acquired. For the other two alternatives, some businesses and/or their accesses on the north side of South Tacoma Way would be removed. No residential property would be removed under any alternative. There are small areas of natural habitat within the rail corridor; however, no critical area habitat or natural surface water features exist. Fairly extensive grading to retain the slope along South Tacoma Way is expected for this portion of the project under all alternatives.

South Tacoma Section Summary

The South Tacoma Section is located in the southern portion of the City of Tacoma, encompassing an approximately four-mile section of the existing BNSF railroad right-of-way between South "M" Street at the northern end of the section and South 80th Street at the southern end. The Final EIS considers three Action Alternatives for the South Tacoma Section. The alternatives include three different proposed station locations: South 52nd Street, South 56th Street and South 58th Street, with the same rail configuration for each alternative, except at or near the stations. The rail improvements within the South Tacoma Section include new and upgraded track, signals, and passing sidings. All station alternatives include landscaping, parking facilities for 200 to 300 vehicles in surface lots, and connections to other transit services.

Section 3.0 of the Final EIS provides detailed descriptions of the project alternatives for the South Tacoma Section.

This section of the project is located in mostly industrial and commercial areas, with some residential uses. There are small areas of natural habitat adjacent to the rail corridor and at the station locations; no critical area habitat or surface water features exist within the project area. Minimal grading is expected for this portion of the project under any of the three alternatives.

Lakewood Section Summary

The Lakewood Section has five Action Alternatives, all located in the City of Lakewood. The Lakewood section is mainly located within commercial and industrial areas, with some residential uses. The nearest critical habitat is Flett Creek, which is over 100 feet from the existing rail line near 82nd Street. The existing rail line from Bridgeport Way SW to the train storage facility at Camp Murray, however, crosses two streams, Clover Creek and Murray Creek, with potential critical habitat. No in-water work would be conducted. Over-water work would occur at Clover Creek. Minimal grading is expected for this portion of the project under any of the five alternatives.

For all alternatives, the rail line that would carry commuter rail passengers would encompass three miles of the existing BNSF railroad tracks from South 80th Street to Bridgeport Way SW in Lakewood. All alternatives include the development of a Lakewood Transportation Center, consisting of a commuter rail station; up to 1,700 parking spaces, sufficient capacity for the proposed commuter rail station and an expanded SR-512 Park-and-Ride; and an express bus facility to be operated by Pierce Transit. Under all alternatives, parking could be provided in both surface and structured (up to six stories) facilities. Parking needs during construction would be addressed through the development of an interim surface parking lot or through the maintenance of the current SR-512 Park-and-Ride, depending on the alternative.

All Lakewood alternatives include a new train storage facility for commuter rail trains at Camp Murray, approximately five miles south of Bridgeport Way SW. No passengers would be boarded or de-boarded at Camp Murray and no passenger facilities would be provided. Section 4.0 of the Final EIS provides detailed descriptions of the project alternatives for the Lakewood Section.

Sound Transit's Project Selection

On December 12, 2002, the Sound Transit Board formally selected the Lakewood-to-Tacoma Commuter Rail and SR-512 Park and Ride Expansion Preferred Alternative as the project to be built. The components of the project include the following:

A. Rail Corridor Improvements. Corridor improvements that will be implemented include the completion of rail improvements identified in the Final EIS as the Preferred Alternative between Tacoma and Lakewood, including a new approximately 1.2-mile track segment to be located between Freighthouse Square in Tacoma and the BNSF Lakeview Branch. Other corridor improvements may include the installation of fiber optic/communication

cable along the length of the tracks for operational systems such as central traffic control and closed circuit security television and communications.

B. Station Facilities. The project will include the development of a commuter rail station in South Tacoma located between 56th Street and 60th Street along the BNSF track, along with up to 300 parking spaces and accommodation for local bus service, identified in the Final EIS as the Preferred Hybrid Alternative. The project also includes a commuter rail station in Lakewood to be located at Pacific Highway Southwest, identified in the Final EIS as the Preferred Alternative. The Lakewood Station will be served by the SR-512 Park-and-Ride Expansion, described below, and includes local and regional bus facilities. Station improvements for both the South Tacoma and Lakewood commuter rail stations will include station platform areas, surrounding landscape improvements, passenger shelters and platforms, crosswalks and/or passenger waiting areas, and pedestrian crossings. Station features will be designed and built consistent with FTA requirements.

C. Train Layover Facility. The project includes the development of a new train layover facility at Camp Murray, Washington, located approximately five miles south of the Lakewood Station and identified in the Final EIS as the Preferred Alternative. The train layover facility will consist of tracks for storage of four trains with six to ten cars each, and small office/storage buildings for the commuter rail crew.

D. SR 512 Park-and-Ride Expansion/Lakewood Commuter Rail Parking. The project includes the expansion of the SR 512 Park-and-Ride and development of commuter rail parking at the location of the Lakewood station at Pacific Highway SW and identified in the Final EIS as the Preferred Alternative. Up to 1,200 new surface parking stalls will be provided. Design of the Park-and-Ride expansion/commuter rail parking will include standard and ADA stall dimensions, landscaping, and surface water management facilities.

PUBLIC OPPORTUNITY TO COMMENT

Public participation in the development and implementation of *Sound Move* and the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion project started with the Forward Thrust Plan in the 1960s. This public participation included the use of an advisory panel of civic leaders to provide overall guidance, review and input from subregional groups of elected officials, subarea forums, community and business meetings, and roundtable sessions to gather local input and to help develop the plan.

In 1998, prior to the commencement of the formal scoping process for the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion project, Sound Transit conducted a number of project workshops with area stakeholders, including Tacoma downtown organizations and social service providers, community organizations, neighborhood councils and arts organizations, planning entities, and City of Tacoma staff and commissions. In March 1998, Sound Transit also held public meetings to provide information regarding the project and the development of potential alternatives. Notice of these workshops was provided via the delivery of newsletters and advertising.

EIS Scoping Process

The scoping comment period for the project took place in the summer of 1999. During the scoping period, Sound Transit solicited input from citizens, organizations, and agencies in order to define the alternatives included in the Draft EIS. As part of the scoping process, Sound Transit held scoping meetings on July 27 and July 29, 1999. The scoping meetings were announced by newsletters mailed to 8,000 households and businesses, as well as through advertising in local newspaper publications.

Issuance of the Draft EIS

Sound Transit and FTA widely circulated the Draft EIS to affected local jurisdictions, regional, state, and federal agencies, community organizations, environmental and other interest groups, and interested individuals. The Draft EIS was made publicly available on June 23, 2000, and the comment period extended to August 12, 2000. Public meetings and hearings on the Draft EIS were held on July 12 and 13, 2000, and August 9, 2000. Both oral and written comments were accepted at the meetings. In addition, comments were received at the Sound Transit office by mail, e-mail, and fax. Official responses to the Draft EIS were addressed at the hearings and have been incorporated into the Final EIS (see Appendix E, Response to Comments). Full transcripts of the hearings can be reviewed at the Sound Transit offices in Seattle and Tacoma.

Other Public Involvement Events

Other public involvement efforts for the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion project include Sound Transit's ongoing briefings to a number of interest groups and the use of design workshops intended to facilitate public comment. Briefings, targeted workshops, and scoping meetings were held with groups such as the Tacoma Planning Commission, Transportation Committee, Environmental Commission, and Landmarks Commission; the Tacoma Chamber of Commerce; the Thea Foss Project Development Authority Board; the Master Builders Association; the Building Owners and Management Association; the Tacoma News Tribune Editorial Board; the Broadway Center for the Performing Arts; the Tacoma Dome District Development Group; the Union Station District Advisory Committee; the New Tacoma Neighborhood Council; Economic Development Boards; Pierce County representatives; the Lakewood Chamber of Commerce; state legislators and others.

Sound Transit also held a meeting in early 2001 with numerous agencies to discuss potential issues and effects related to the development of the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion Project including design of the project, water quality and quantity, and potential impacts to natural resources. Attendees included professionals from the Environmental Protection Agency (EPA), the Washington State Department of Ecology (Ecology), the Army Corps of Engineers, and Camp Murray. Sound Transit also held a meeting with residents of the Lakewood Court Mobile Home Park in the City of Lakewood to provide details regarding the project, and to identify and address concerns regarding potential project effects. Finally, Sound Transit held numerous informal discussions with the State Historic Preservation Officer (SHPO), WSDOT, the Cities of Tacoma and Lakewood, and BNSF.

BASIS FOR DECISION

The Federal Transit Administration, in consultation with Sound Transit, has determined that the project to be built, as put forth in the Final EIS and as described herein, meets the purpose and need for the project as described at Chapter 1 of the Final EIS, and the goals established for the project, as evaluated in the Final EIS.

The purpose of the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion is to construct and operate the southern portion of the Sounder commuter rail line that connects Pierce County's major activity centers to the regional transit system identified in *Sound Move* (Central Puget Sound Regional Transit Authority, 1996). In addition, the SR-512 Park-and-Ride expansion would increase the parking capacity for the Lakewood area.

In providing key stations at South Tacoma and Lakewood, and parking and park-and-ride facilities along the rail corridor, the project would help provide high-capacity transit alternatives to single-occupancy automobile travel and would address capacity problems at the SR-512 Park-and-Ride. It also would advance the following objectives consistent with *Sound Move*:

- Quality transit service that is safe, economical, relatively frequent, and operates on a reliable schedule;
- Easy accessibility for transit patrons arriving at or departing from the station and park-and-ride by the most convenient mix of travel modes (walking, biking, bus, auto drop-off/pick-up, or park-and-ride), including accessibility to the Tacoma Link light rail transit facilities at the Tacoma Dome Station;
- Quick implementation of the system, using mostly existing infrastructure, and with modest capital investment;
- Support of local growth management plans, including the City of Tacoma's Comprehensive Plan, the Tacoma Dome Area Plan, the South Tacoma Plan, and the City of Lakewood's Comprehensive Plan;
- Minimization of negative environmental impacts associated with the operation of the proposed system, without constraining freight movement;
- Rail design and station and park-and-ride locations that provide travel time advantages over single-occupant vehicles during peak commute hours within the corridor; and
- Support of Regional Express' expansion to reduce overcrowding and encourage interconnection of transit operated systems.

Selection of the project is based on the analysis results presented in the Final EIS; the project minimizes impacts while meeting project objectives.

MITIGATION MEASURES TO MINIMIZE HARM

Attachment A, which is incorporated herein by reference, establishes the mitigation measures that are required of Sound Transit under this ROD. The mitigation commitments identified are based on the potential mitigation measures identified in the Final EIS. These mitigation measures (or commitments) are material conditions of this ROD and will be incorporated in any grant agreement that the FTA may award Sound Transit for the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and Ride Expansion project. The FTA finds that with the accomplishments of these mitigation commitments, Sound Transit will have taken all reasonable, prudent, and feasible means to avoid or minimize impacts from the preferred alternative.

In addition, Sound Transit shall establish a mitigation monitoring program sufficient to achieve the mitigation measures required by this ROD. Under this program, Sound Transit will conduct regular audits and reviews for compliance with environmental mitigation commitments, including any corrective actions that may be required. On a quarterly basis, Sound Transit will submit a Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and Ride Expansion Environmental Mitigation Program Status Report describing the status of the mitigation monitoring program to the FTA.

COMMENTS TO THE FINAL EIS AND RESPONSES

Sound Transit provided adequate individual written responses to each comment submitter and those responses are contained in the Final EIS or otherwise on file with Sound Transit.

DETERMINATIONS AND FINDINGS

Environmental Findings

The environmental record for the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and Ride Expansion project includes the previously referenced Draft and Final Environmental Impact Statements. These documents represent the detailed statements required by NEPA and by 49 U.S.C. § 5324(b) on:

- The environmental impacts of the proposed projects;
- The adverse environmental effects which cannot be avoided should the proposed project be implemented;
- Alternatives to the proposed project; and
- Irreversible and irretrievable impacts on the environment which may be involved in the project should it be implemented.

Having carefully considered the environmental record noted above and the written and oral comments offered by other agencies and the public on this record, the FTA has determined that adequate opportunity was afforded for the presentation of views by all parties with a significant

economic, social, or environmental interest, and fair consideration has been given to the preservation and enhancement of the environment and to the interest of the community in which the project is located; and all reasonable steps have been taken to minimize adverse environmental effects of the proposed project; and, where adverse environmental effects remain, there exists no feasible and prudent alternative to avoid or further mitigate such effects.

Endangered Species Act (ESA) Consultation with Resource Agencies

The ESA of 1973, as amended, provides a means to conserve the ecosystems on which threatened and endangered species depend and to provide a program to conserve such species. The ESA requires a federal agency to ensure that any action authorized, funded or carried out by them is not likely to jeopardize the continued existence of any listed species, result in direct mortality, or destruction or adverse modification of critical habitat of listed species. This requirement is fulfilled by consultation and review of the proposed actions and mitigation with the appropriate agency responsible for the conservation of the affected species.

FTA initiated the ESA requirements for the Lakewood-to-Tacoma Commuter Rail and SR-512 Expansion project through informal consultation with the National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS). Sound Transit, in concert with FTA, prepared a Biological Assessment (BA) for the project dated May 2002. FTA submitted the BA to each agency in June 2002. The NMFS concluded its ESA consultation in July 2002. In a letter dated July 12, 2002, NMFS concurred with FTA's determination that the project "may affect, but not likely to adversely affect" Puget Sound chinook salmon. The USFWS likewise issued a letter dated September 12, 2002, concurring with FTA's determinations of "may affect, not likely to adversely affect" for bald eagles and bulltrout, and "no effect" for water howellia. FTA's ESA responsibilities for the potential Federal action of awarding a grant for this project, therefore, have been met.

Section 106 Compliance

Section 106 of the National Historic Preservation Act of 1966, as amended, requires the review of federally-assisted projects for impacts on districts, sites, buildings, structures and objects listed in, or eligible for inclusion in, the National Register of Historic Places (National Register). The law mandates that federal agencies coordinate with the State Historic Preservation Officer (SHPO) and obtain review and comment by the Advisory Council on Historic Preservation (ACHP) before undertaking projects that affect such properties. The ACHP has established procedures for the protection of historic and cultural properties in, or eligible for, the National Register (36 CFR Part 800).

Sections 2.13, 3.13, and 4.13 of the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and Ride Expansion Final EIS contain an evaluation of the project's effects on historic, cultural and archaeological resources listed in, or determined eligible for, the National Register, including a comparative evaluation of impacts of the project alternatives. Specific criteria of effect and adverse effect (36 CFR 800.9) were used to determine the level of impact the project could have on a historic property. Under Section 106, "[a]n undertaking has an adverse effect on a historic property when it may alter, directly or indirectly, the characteristics of a historic property that

qualify it for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association." Alteration of the property's location, setting, or use may be relevant, depending on the property's significant characteristics.

Sections 2.13, 3.13, and 4.13 of the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and Ride Expansion Final EIS contain information that fulfills the identification and evaluation requirements of the Section 106 process, including application of the criteria of effect and adverse effect of the Section 106 regulations. The project would have no adverse effect on historic or culturally significant properties. Appendix M of the Final EIS includes the correspondence from SHPO concurring with this finding of no adverse effect. FTA's Section 106 responsibilities for the potential Federal action of awarding a grant for this project, therefore, have been met.

Section 4(f) Findings

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 U.S.C. § 303, declares that it is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. Section 4(f) further provides that the Secretary of Transportation may approve a transportation program or project (other than any project for a park road or parkway under 23 CFR § 204) requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if-- (1) there is no prudent and feasible alternative to using that land; and (2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use. See also 23 CFR § 771.135. Potential uses under 4(f) include actual use of 4(f) resources and "constructive use" as defined in 23 CFR § 771.135.

As discussed in Section 2.13, 3.13, and 4.13 of the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion Final EIS, the project would not result in a use of a Section 4(f) resource and no additional Section 4(f) analysis is necessary.

Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994), provides that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations." The Department of Transportation Order to Address Environmental Justice in Minority Populations and Low-Income Populations requires agencies to 1) explicitly consider human health and environmental effects related to transit projects that may have a disproportionately high and adverse effect on minority and low-income populations; and 2) implement procedures to provide "meaningful opportunities for public involvement" by members of these populations during

project planning and development. The DOT Order specifically provides for the consideration of mitigation and enhancement measures, as well as project benefits in making determinations regarding disproportionately high and adverse effects on minority and low-income populations.

The Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and Ride Expansion Final EIS addresses Environmental Justice to ensure that it would be achieved if commuter rail is constructed and operated. The relevant analyses are included in Sections 2.5, 3.5 and 4.5 of the Final EIS. These sections provide details regarding the public involvement process for the project. They further conclude that the project would not result in disproportionately high and adverse effects on minority or low-income populations, noting that the impacts associated with the project's construction and operation are limited and would be mitigated as appropriate. For example, any non-residential and residential displacements associated with the project would be mitigated through provision of relocation assistance as prescribed by the Uniform Housing and Relocation Assistance Act of 1970 and Sound Transit's Real Property Acquisition and Relocation Policy, Procedures, and Guidelines (April 1988). In addition, no significant impacts on noise and vibration, earth, air, water, plants and animals, energy, land use, transportation, socioeconomics, public services, or utilities are expected. This Record of Decision concurs with those findings of the Final EIS.

Conformity with Air Quality Plans

The Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion project is subject to conformity requirements imposed by the federal Clean Air Act (CAA) and the Washington Clean Air Act (WCAA). The federal CAA (40 CFR Parts 51 and 93) requires that transportation projects conform with the State Implementation Plan (SIP). Conformity to a SIP means that transportation activities will not produce new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards. The WCAA similarly states that approval or funding of a project within, or affecting a non-attainment area, is contingent on determining that it conforms to the SIP, as required by the federal CAA. In addition, under Washington State's Growth Management Act, regionally significant projects, such as the Sounder Commuter Rail project, must be included in the Statewide Transportation Improvement Program prepared by WSDOT, as well as the MTP, which is prepared by PSRC.

The proposed Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion project is included in the current MTP, which has been found to meet the conformity tests as identified by federal and state conformity regulations. Prior to the region being redesignated as a maintenance area for carbon monoxide (CO) and ozone, the PSRC issued a finding that the MTP conformed to the Central Puget Sound Region Tacoma Tideflats Particulate Matter State Implementation Plan. Sections 2.3, 3.3, 4.3 and Appendices F and I of the Final EIS provide air quality monitoring data verifying this finding.

Sections 2.3, 3.3, and 4.3 of the Final EIS provide project-level air conformity analyses. These analyses consist of computer modeling of the project's potential CO concentrations at representative road intersections. Conformity is met when modeling indicates that a project does not: (1) produce new air quality violations; (2) worsen existing violations; or (3) delay timely

attainment of the ambient air quality standards. The project-level analyses indicate that, with the implementation of mitigation measures, all project-level conformity requirements will be met.

FEDERAL TRANSIT ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTAION

DEC 30 2002

R. F. Krochalis
Regional Administrator
Region X

ATTACHMENT A
SUMMARY OF REQUIRED MITIGATION MEASURES
LAKEWOOD-TO-TACOMA COMMUTER RAIL AND
SR-512 PARK-AND-RIDE EXPANSION PROJECT
CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
(SOUND TRANSIT)

INTRODUCTION

This mitigation plan describes Central Puget Sound Regional Transit Authority's (Sound Transit) mitigation requirements for the Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion project (the Project), as imposed by the Record of Decision (ROD). Mitigation requirements (referred to herein as "mitigation measures" or "environmental commitments") identified below for the preferred station sites and corridor and other project improvements must be implemented if construction is undertaken on the station site or project improvement to which the mitigation requirements apply. Failure to do so will constitute a material deviation or violation of the terms and conditions of the ROD. In general, where the mitigation measures have not been incorporated into the project design, Sound Transit shall implement or provide funding for the implementation of the mitigation measures outlined here. The environmental commitments identified below are based on the potential mitigation identified in the Final EIS for the Project and encompass the environmental commitments made in the Final EIS with respect to the Preferred Alternative identified in this ROD, or appropriate alternative measures as approved by FTA.

For descriptive purposes in the environmental review, the project was divided into three sections: Tacoma, South Tacoma, and Lakewood. The sections are used below to identify mitigation commitments for the project, as appropriate.

MITIGATION MEASURES (Environmental Commitments)

1.0 TRANSPORTATION

To minimize transportation impacts during project construction and operations, Sound Transit will complete the following:

1.1 All Project Sections

a. Construction-Related Mitigation

- Sound Transit will work with the railroad operators to coordinate freight delivery needs of their customers during the construction period. The construction plans will include mitigation measures for disruptions of traffic flow and access.

- During replacement/upgrading of existing grade crossings and the construction of new at-grade railroad crossings, traffic detour signage will be posted to mitigate for temporary closure of the crossing. Construction plans will include traffic mitigation for roadway closures and/or lane and access revisions; such traffic mitigation will be carefully coordinated with Pierce Transit to minimize disruptions of transit service.

b. Mitigation for Operational Effects

- Sound Transit will work with the railroad operators to coordinate freight delivery needs of their customers during the operation of commuter rail service.

- Sound Transit shall prepare a *Grade Crossing Diagnostics Report* to determine the best grade crossing safety systems and adjacent signal systems to be implemented, if any. As part of the design phase, Sound Transit will coordinate with the appropriate jurisdiction (including the City of Tacoma, WSDOT Rail Office, Amtrak, and Federal Railroad Administration) and railroad owners to make the improvements recommended in the *Grade Crossing Diagnostic Report*.

1.2 Tacoma Section

a. Construction-Related Mitigation

- Sound Transit will work with the Armour Building owners to determine alternate parking and access arrangements while the area between the building and its parking lot is used for construction staging and placement of the commuter rail line extension.

- Construction plans for the rail alignment under Tacoma Avenue South will include traffic mitigation for closures and/or lane revisions along South Tacoma Way.

- Sound Transit will work with businesses along South Tacoma Way and on 26th Street that are affected by construction of the new rail connection to ensure that access to parking and loading areas is maintained during construction periods; the construction plans will include a location for staging trucks during the cut and fill activity.

b. Mitigation for Operational Effects

- Sound Transit will work with the affected property owners to determine appropriate parking and access arrangements (including access compliant with ADA requirements) once the commuter rail alignment is complete.

- All proposed skewed crossings will be designed to minimize rail channel effects to bicycles and motorcycles.

- Sound Transit will install warning devices, including signals and cross-arm gates, at the diagonal crossings of South Tacoma Way and Pacific Avenue. Center median barriers will

be installed on the crossings in order to discourage drivers from using oncoming lanes to drive around gates.

- Sound Transit will work with the City of Tacoma in the project permitting process to develop specific pedestrian and signal improvements in the vicinity of the new rail connection, consistent with the impacts identified in the Final EIS.

1.3 South Tacoma Section

- Sound Transit will work with the City of Tacoma in the project permitting process to develop specific pedestrian and signal improvements in the vicinity of the South Tacoma Station, consistent with the project impacts identified in the Final EIS.

1.4 Lakewood Section

a. Construction-Related Mitigation

The Project may require an additional parallel track at the existing crossing of Steilacoom Boulevard or a relocated single-track crossing. If such an additional track is required, Sound Transit will coordinate with the City of Lakewood to determine appropriate traffic requirements.

b. Mitigation for Operational Effects

Sound Transit will enter into an agreement with the City of Lakewood providing for the development of pedestrian and roadway improvements in the vicinity of Pacific Highway South, consistent with the operational effects associated with the Lakewood Transportation Center, as analyzed in the Final EIS.

2.0 AIR

To minimize air impacts during project construction and operations, Sound Transit will complete the following:

2.1 All Project Sections

Sound Transit will use state-of-the-art passenger rail locomotives. As new technologies become proven and available, Sound Transit will evaluate them for potential application to its fleet of locomotives to minimize air emissions.

2.2 Tacoma Section

For the extension of the rail line, Sound Transit will employ the air quality mitigation measures described in *Commuter Rail Facility at Tacoma Dome Station, Final NEPA EA* (FTA, 1999), page 2.3-12, to offset temporary particulate increases during construction. These mitigation measures are consistent with the fugitive dust regulations contained in Regulation 1 of the Puget Sound Clean Air Agency.

2.3 South Tacoma Section

a. Construction-Related Mitigation

The Project will adhere to all applicable construction regulations, including those of Puget Sound Clean Air Agency and the City of Tacoma. Measures that shall be implemented include the following:

- Prevention of dust emissions during transport of fill material or topsoil by covering load, by wetting down or by ensuring adequate freeboard on trucks;
- Prompt clean-up of any spills of transported material on public roads by frequent street cleaning;
- Covering of loads of hot asphalt to minimize odors;
- Scheduling work tasks to minimize disruption of the existing vehicle traffic on streets in the vicinity of the station sites; and
- Maintaining all construction machinery in good mechanical condition to minimize exhaust emissions or leaks.

b. Mitigation for Operational Effects

In order to satisfy conformity requirements, Sound Transit will implement the following mitigation measures:

- Sound Transit shall work with the City of Tacoma to optimize the timing and phasing of intersection signals in the vicinity of the South Tacoma Station.
- Modeling conducted for the Final EIS indicates that mitigation is necessary to achieve the 8-hour CO standard and achieve project-level conformity in the South Tacoma Section. However, accepted value engineering recommendations for the South Tacoma Station could eliminate the identified air quality exceedance. Prior to project permitting, Sound Transit shall conduct additional air conformity modeling for the South Tacoma Section based on accepted value engineering recommendations for the South Tacoma Station. This modeling shall follow applicable EPA guidance methods, procedures, and approved analytical tools. If this modeling indicates that the accepted value engineering recommendations will not eliminate the exceedance of the 8-hour CO standard identified in the Final EIS, Sound Transit shall implement the improvements in the vicinity of South 56th Street set forth in the Final EIS, or alternate mitigation measures developed in the course of the follow-up modeling that will achieve project-level conformity.

2.4 Lakewood Section

a. Construction-Related Mitigation

Mitigation measures are the same as those in South Tacoma.

b. Mitigation for Operational Effects

Sound Transit shall work with the City of Lakewood to optimize the timing and phasing of intersection signals in the vicinity of the Lakewood Transportation Center.

3.0 NOISE AND VIBRATION

The following measures will be implemented in order to minimize noise and vibration impacts during construction. No further operational mitigation for the project is required.

3.1 All Sections-Noise

Sound Transit will develop a construction noise abatement plan for the project. The plan will include, as appropriate, specific noise level restrictions and limitations on time for construction activities and other Best Management Practices (BMPs) such as keeping machinery in good repair, using mobile soundwalls, or advising neighbors of potential noise. Local and state noise standards specific to certain construction activities will be met during construction.

3.2 All Sections-Vibration

During the final design of the project, a construction vibration abatement plan will be developed. This may include specific vibration level restrictions and limitations on time for construction activities and other BMPs such as pre-construction site surveys, construction monitoring programs, and underpinning of adjacent structures, as appropriate.

3.3 Lakewood Section

Sound Transit will protect the cobble wall, a structure that is being evaluated for potential listing on the National Register, during construction.

4.0 SOCIOECONOMICS

To minimize socioeconomic impacts during project construction and operations, Sound Transit will complete the following:

4.1 All Sections-Construction Mitigation

The preferred alternative would not significantly affect businesses or the economy of the Tacoma or Lakewood areas. Potential construction impacts to local businesses will be minimized through implementation of the following:

- The provision of advance notice of scheduled street closures, changes in transit service and parking availability, and utility shutoffs;
- The provision of signs notifying the public that businesses are open during construction and providing regular updates to the public regarding construction activities;
- Scheduling traffic lane closures during off-peak hours to minimize delays during periods of higher traffic volumes as much as possible;
- The maintenance of access to affected businesses;
- The reduction of noise and dust in accordance with these mitigation commitments;
- The use of best management practices to protect air, water, and other resources, in accordance with these mitigation commitments; and
- Sound Transit regular meetings with businesses.

4.2 All Sections-Commercial and Residential Displacements

Sound Transit will mitigate all non-residential and residential displacements in accordance with the Uniform Housing and Relocation Assistance Act of 1970 and Sound Transit's Real Property Acquisition and Relocation Policy, Procedures, and Guidelines (April 1998). Sound Transit will work closely with the affected owners and users to ensure that it understands their desires, concerns, and special circumstances, and make efforts to relocate affected businesses and residents in the same general vicinity, if desired.

5.0 EARTH

To minimize impacts to earth during project construction and operations, Sound Transit will complete the following:

5.1 Tacoma Section

All fills and excavations will be structurally and geotechnically engineered, with geotechnical investigation (to develop recommendations for maintaining slope stability) preceding engineering design of the new track sections. Sound Transit will comply with applicable City of Tacoma grading and building permitting processes and critical areas regulations.

5.2 South Tacoma Section

No significant impacts are anticipated. Sound Transit will comply with applicable City of Tacoma grading and building permit process. As a standard practice, even though no mitigation measures are necessary, all buildings would be designed to UBC seismic standards.

5.3 Lakewood Section

All structures would be designed in accordance with recommendations resulting from a geotechnical study conducted as part of final design. Due to the lack of significant earth impacts, no other mitigation is necessary or proposed.

6.0 WATER

To minimize impacts to water resources during project construction and operations, Sound Transit will complete the following:

6.1 All Sections

Mitigation would be provided as part of the project for short-term construction impacts, as well as for long-term increases in stormwater runoff, pollutant loadings and surface runoff flow rates, in accordance with local regulations. During the construction phase of the project, BMPs for temporary erosion and sediment control would be implemented to prevent and limit transport of sediment offsite. Temporary Erosion and Sedimentation Control and Stormwater Site Plan(s) will be prepared and implemented, as appropriate. Pollution prevention measures will also be implemented for other construction activities at the site, such as equipment fueling and maintenance.

6.2 Tacoma Section

Underground drainage systems other than those identified may exist in the vicinity of the project. All storm drainage and surface water systems will be field verified prior to final design and construction to prevent impact to existing systems.

6.3 South Tacoma Section

The South Tacoma Station will include a stormwater treatment facility (140 percent of new impervious surfaces or equivalent) prior to discharge. The discharge of stormwater will occur in accordance with City of Tacoma requirements.

6.4 Lakewood Section

The completed Lakewood Transportation Center site will include stormwater quality treatment facilities, according to City of Lakewood requirements, sized up to 140 percent of new impervious surface or the equivalent as necessary. One hundred percent of the stormwater from project impervious surfaces will be infiltrated. The infiltration facility will be oversized by 25 percent if necessary to prevent overflow.

7.0 LAND USE

To minimize land use impacts during project construction and operations, Sound Transit will complete the following:

7.1 All Sections

Any acquisition of property or right-of-way will occur in accordance with the Uniform Housing and Relocation Assistance Act and Sound Transit's Real Property Acquisition and Relocation Policy, Procedures, and Guidelines. All affected property owners will receive fair compensation for impacts to their property and Sound Transit will strive to relocate property owners and businesses in the same area.

7.2 Lakewood Section

Use or redevelopment of the SR-512 Park-and-Ride will require analysis for consistency with the McChord APZ1 zone and the establishment of measures to assure consistency.

8.0 PUBLIC SERVICES AND UTILITIES

Sound Transit will implement the following measures to minimize effects on public services and utilities during construction and operation of the Tacoma Section of the commuter rail project:

8.1 All Section-Public Services

- Develop an emergency management plan in close coordination with local police and fire departments, transportation department, Tacoma Rail Mountain Division and BNSF to ensure that prompt and reliable emergency access is maintained during final design, construction, and operation of the proposed facilities.

- Coordinate with the local police departments to ensure adequate staffing for traffic and pedestrian movement control during construction.

- Develop a system safety and security program that defines activities and management controls, plans, and monitoring processes to prevent patrons, personnel, and property from being exposed to hazards or unsafe conditions during construction and operation; the program will be developed in close coordination with local fire, police, and other public service agencies as part of Sound Transit's emergency management plan.

- Work with the local police departments to implement crime prevention through environmental design principles when feasible.

- Work with the local fire and police departments to address training necessary to teach personnel about the Sounder facilities, especially along at-grade crossings.

- Maximize opportunities to recycle construction and demolition debris.

8.2 All Sections-Utilities

- Comply with applicable utility policies and strategies as specified in the adopted Tacoma and Lakewood comprehensive plans, including those related to levels of service, conservation strategies, and coordination of service providers.

- Continue to meet with and coordinate closely with the public and private utilities to ensure acceptable and safe relocation of manholes and other access points for ongoing utility maintenance once Sounder is operating; adopt design standards for providing access for repair and maintenance of utilities.

- Provide notice to area businesses and residences before utility shutoffs, when feasible and schedule such disruptions to cause minimal interference with business, where possible.

- Develop a contingency plan to address any potential utility service disruptions during construction.

- Use pipe and conduit support systems, trench sheeting and shoring, and other precautionary measures during construction to minimize the potential for damage to exposed utilities.

- Implement and follow Sound Transit's utility relocation agreements. These agreements will establish formal understandings with local jurisdictions, as appropriate, and request enforcement of applicable provisions of existing franchise and license agreements to allow Sounder implementation; provide utility relocation benefits associated with relocation of existing city-owned utilities in accordance with city code; compensate private utility relocation in public rights-of-way only if required by existing franchise agreements or applicable law; provide utility relocation benefits to private utilities if the utility is located on private property, as required by applicable law; require field reconnaissance to check accuracy of utility locations before final design and construction; and require relocation, protection, and installation of affected utilities in accordance with the agreements.

9.0 ENVIRONMENTAL HEALTH / HAZARDOUS MATERIALS (ALL SECTIONS)

Specific measures to minimize impacts from the presence of hazardous materials at the Preferred Alternative locations will be determined based upon a thorough assessment of all properties and existing structures, as well as subsurface conditions prior to design and, as appropriate, during site preparation, renovations, and construction, depending on specific sites. Typical measures for handling and disposal of contaminated materials are discussed below:

- Contaminated substances, when encountered, will be handled in accordance with applicable laws and regulations.

- A plan outlining general procedures for reporting the presence of contamination, methods for preventing accidents and exposure, and procedures for excavation and waste disposal, if necessary, will be included with standard health and safety plans. Informing the construction

contractor of known and expected problems as part of the bidding process and requiring proper planning as part of preparation for work at the submittal stage will minimize potential hazards to workers during construction. Preparation of a health and safety plan, a contaminated soil and groundwater management plan, and a spill contingency plan will be required prior to commencement of work.

- Field screening analytical techniques will be used, as appropriate, to identify areas of potential contamination.

- Protection of public health during construction due to airborne or other direct exposures will be minimized, if necessary, through increased setbacks, the use of barriers or covers, dust suppression, and expeditious removal of contaminated materials from the site.

- Prior to demolition or renovations to any existing structures, Sound Transit will provide for complete asbestos, lead, and PCB inspections, as necessary, in order to positively identify any such materials and ensure proper removal and disposal, as appropriate.

- Demolition debris, if any, containing non-friable asbestos and lead-based paint materials will be disposed of in a properly permitted landfill.

- Underground storage tanks subject to removal as part of site preparation, if any, will be removed and disposed of in accordance with applicable laws and regulations.

10.0 BIOLOGICAL RESOURCES

To minimize impacts to biological resources during project construction and operations, Sound Transit will complete the following:

10.1 All Sections

The following are general mitigation measures that will be implemented to avoid or minimize potential impacts from the project.

- Preparation and implementation of effective stormwater spill prevention and temporary erosion and sedimentation control plans with adequate BMPs, such as placement of silt fencing around areas of exposed soils and provision of sediment check dams and settling ponds.

- Maintenance of temporary erosion and sediment control facilities in place until final site stabilization where possible.

- Stabilization of construction ground surfaces by hydroseeding, sodding or other techniques after construction activities are completed.

- Providing for equipment storage away from wetlands, streams and/or surface water features.

- Removal and disposal of any waste or debris generated by the project in accordance with any applicable laws and regulations.

- Preparation and maintenance of an emergency spill containment kit, located onsite, and development of a pollution prevention plan detailing planned fueling, materials storage, and waste storage areas.

- Use of equipment in or around project sites that is clean, in good repair, and steam cleaned and inspected prior to use to ensure no fluid leaks occur; fueling of equipment will not take place within 300 feet of surface waters.

10.2 Tacoma Section

- Sound Transit will retain large trees located on a portion of South Tacoma Way where possible; revegetate, as necessary, with native species; and comply with applicable provisions of the Tacoma Municipal Code. Replacement planting may be required under applicable law for trees removed. Such replacement planting shall occur on off-site areas if not possible on-site. Sound Transit will work with the City of Tacoma to maximize the effectiveness of tree replacement.

- Groundwater from hill-slope dewatering, if encountered, will be collected from well points and discharged directly to a 60-inch pipe, avoiding flow over ground surfaces where particulates could be collected. If significant amounts of sediments are present during dewatering, groundwater will be treated to reduce the turbidity, following applicable stormwater regulations.

10.3 South Tacoma Section

- The South Tacoma Station will include a stormwater treatment facility (140 percent of new impervious surfaces or equivalent) prior to discharge. The discharge of stormwater from the site following on-site treatment shall occur in accordance with applicable requirements.

10.4 Lakewood Section

- The completed Lakewood Transportation Center site will include stormwater quality treatment facilities, according to City of Lakewood requirements, sized up to 140 percent of new impervious surface or the equivalent as necessary. One hundred percent of the stormwater from project impervious surfaces will be infiltrated. The infiltration facility will be oversized by 25 percent if necessary to prevent overflow.

- Sound Transit will implement the following specific measures for crossing Clover Creek: the preparation of a plan that provides for the protection of fish and fish habitat during construction, including the use of a construction timing window for coho and bull trout. Vegetation and jute-matting will be installed on the existing barren banks to improve baseline bank conditions. Sound Transit shall submit this plan to the Washington State Department of Ecology (Ecology) and the Washington Department of Fish and Wildlife

(WDFW) prior to work. If fish are observed in distress, a fish kill occurs, or a water quality problem develops, operations will cease and Sound Transit shall contact Ecology and WDFW.

- Sound Transit will implement the following measures for protecting Murray Creek: the preparation of a plan that provides for the protection of fish and fish habitat during construction, including the use of a construction-timing window. Sound Transit shall submit this plan to Ecology and WDFW prior to work. If fish are observed in distress, a fish kill occurs, or water quality problem develops, operations will cease and Sound Transit shall contact WDFW and Ecology.

- Vegetation, such as oak trees, in the Lakewood Section will be preserved, if possible.

11.0 CULTURAL/HISTORICAL RESOURCES

11.1 All Sections-Section 106 Compliance

In their concurrence letter of November 20, 2001 (see Appendix M), SHPO determined the Project's Preferred Alternative would have no adverse effect on historic properties listed in, or determined eligible for listing in, the National Register.

If unknown archaeological resources are encountered during construction, construction activities would cease in the vicinity of the discovery, the SHPO and appropriate tribal representatives would be contacted, and Sound Transit would contact a professional archaeologist meeting the Secretary of Interior's standards.

11.2 All Sections-Section 4(f)

No mitigation is proposed at this time. If any affected properties were determined to be eligible for the National Register following coordination with the SHPO, mitigation would be developed in close coordination with the SHPO, FTA, the Department of Interior, local jurisdictions, and other agencies, as necessary.