

Seattle Department of Transportation and the Federal Transit Administration Region 10

RapidRide Roosevelt (J Line) Project

Finding of No Significant Impact

APRIL 2022



**Federal Transit
Administration**



Seattle
Department of
Transportation

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ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
APE	Area of Potential Effects
BMP	best management practice
CFR	<i>Code of Federal Regulations</i>
EA	Environmental Assessment
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
KCM	King County Metro
NEPA	National Environmental Policy Act of 1969
OCS	overhead contact system
Project	RapidRide Roosevelt (J Line) Project
SDOT	Seattle Department of Transportation
SHPO	Washington State Historic Preservation Officer
TCE	temporary construction easement
TPSS	Traction Power Substation
U.S.C.	<i>United States Code</i>
USDOT	U.S. Department of Transportation

FEDERAL TRANSIT ADMINISTRATION REGION 10

Finding of No Significant Impact

RapidRide Roosevelt (J Line) Project

City of Seattle, Department of Transportation

King County, Washington

April 2022

1. INTRODUCTION

This document explains the determination by the Federal Transit Administration (FTA) that the RapidRide Roosevelt (J Line) Project (Project), which is being proposed by the Seattle Department of Transportation (SDOT) in Seattle, Washington, is not likely to have a significant adverse impact on the environment. This finding is in accordance with the National Environmental Policy Act of 1969 (NEPA) (42 *United States Code* [U.S.C.] §4321 et seq.).

The Project is a new RapidRide bus rapid transit corridor that SDOT is implementing as part of its Transit-Plus Multimodal Corridor Program. The Transit-Plus Multimodal Corridor Program is designed to improve speed and reliability along seven high-priority transit corridors in the City of Seattle by making a variety of transit and multimodal improvements. The Project is a partnership between SDOT and King County Metro (KCM) to deliver reliable, convenient, high-quality transit to Seattle's growing population. Together, SDOT and KCM are working to build on the success of existing RapidRide service by partnering on transit service improvements, capital investment, and design treatments. KCM would be the operator of this RapidRide service. The purpose of the Project is to improve transit travel times, reliability, and capacity to increase high-frequency, all-day transit service and enhance transit connections between Downtown Seattle and Belltown, South Lake Union, Eastlake, University District, and Roosevelt neighborhoods. KCM has named the route the RapidRide J Line per their standard route naming conventions, and the name RapidRide J Line will be phased into future outreach materials.

The Locally Preferred Alternative for the Project was approved by the Seattle City Council in July 2017 (Council Resolution 31761). The *RapidRide Roosevelt Project Environmental Assessment* (EA) presented an evaluation of the Locally Preferred Alternative (hereafter referred to as the "Roosevelt Station Option") and the No Build Alternative and discussed the potential effects resulting from operation and construction, proposed mitigation, and outreach with the public, tribes, and agencies.

On January 8, 2020, SDOT published a Notice of Availability for the EA in the *Daily Journal of Commerce*. This notification announced to the public that the EA was available for public comment between January 8, 2020, and February 14, 2020.

To accommodate the loss of anticipated capital and operating funds for the Project due to the economic impacts from the COVID-19 pandemic, the Project sponsor, SDOT, in partnership with KCM, identified a shortened option (hereafter referred to as the "U District Option"). The U District Option functions as the Minimum Operable Segment under FTA's Capital Investment Grants Program requirements. The *RapidRide Roosevelt Project Supplemental Environmental*

Assessment (Supplemental EA) was prepared in cooperation with FTA as a supplement to the EA to study the U District Option, pursuant to NEPA.

The Supplemental EA presented an evaluation of the U District Option and discussed how this option would meet the purpose and need for the Project. The Supplemental EA assessed potential effects, proposed mitigation, and summarized outreach with the public, tribes, and agencies related to the U District Option.¹ Figure 1-1 provides a comparison between the Project's Roosevelt Station Option and U District Option.

On October 19, 2021, SDOT published a Notice of Availability for the Supplemental EA in the *Daily Journal of Commerce*. This notification announced to the public that the Supplemental EA was available for public comment between October 19, 2021, and November 22, 2021.

Both the EA and Supplemental EA for the Project were prepared pursuant to U.S. Department of Transportation (USDOT) regulations implementing NEPA (23 *Code of Federal Regulations* [CFR] Section 771.119); NEPA (42 U.S.C. 4321 et seq.); the Federal Transit Laws (49 U.S.C. Chapter 53); Section 106 of the National Historic Preservation Act; Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. 303); Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations); and the Clean Air Act (42 U.S.C. 7401 et seq.), among other federal laws and requirements. The FTA is the lead federal agency and SDOT is the Project sponsor.

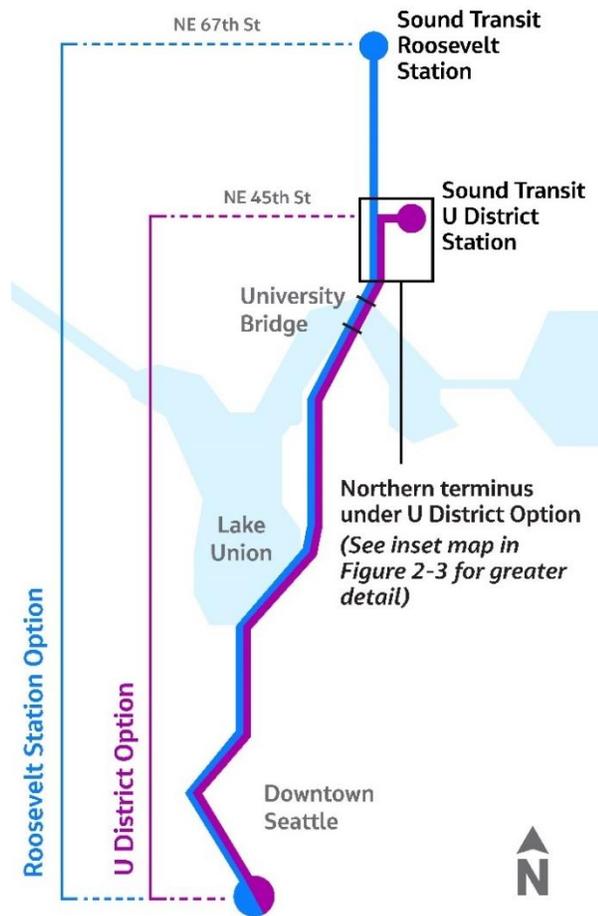


Figure 1-1. Comparison of RapidRide Roosevelt (J Line) Project Options

¹ The impact assessment, proposed mitigation, and outreach in the Supplemental EA addressed Project elements that would be different north of the University Bridge if the U District Option were constructed (as opposed to the Roosevelt Station Option described previously in the EA).

2. PROJECT DESCRIPTION

2.1 Purpose and Need

2.1.1 Project Purpose

The overall purpose of the Project is to improve transit travel times, reliability, and capacity to increase high-frequency, all-day transit service and enhance transit connections between Downtown Seattle and the Belltown, South Lake Union, Eastlake, University District, and Roosevelt neighborhoods. In addition, the purpose of the Project is to improve pedestrian and bicycle connections for access to stations and improve safety for all users along the corridor.

This Project is intended to:

- Address current and future mobility needs for residents, workers, and students
- Address capacity constraints in the transportation network along this north-south corridor
- Provide equitable transportation access to major institutions, employers, and neighborhoods

2.1.2 Project Need

The Project has been identified as a high-priority corridor by SDOT for meeting the following transportation and community needs:

- **Provide Transit Service to Support Housing and Employment Growth.** The Project corridor is forecasted to have substantial population and job growth in the coming years. There is inadequate capacity on existing bus service to support existing and planned development.
- **Provide Neighborhood Connections to Link Light Rail Stations.** There is no direct rapid transit connection between Downtown Seattle, South Lake Union, and Eastlake to the Sound Transit Link Light Rail's U District Station. Passengers may need to transfer to another light rail or bus line to connect between these neighborhoods. These limitations result in long transit times and unreliable schedules, reducing riders' ability to make connections and discouraging ridership. There is a need to provide better connections to existing and future Link light rail stations, existing and future RapidRide lines, and regional and local bus routes.
- **Improve Transit Travel Time and Reliability throughout the Corridor.** Congestion is causing delays in transit travel time and is negatively affecting transit reliability. These limitations result in long transit times and unreliable schedules, reducing riders' ability to make connections and discouraging ridership.
- **Reduce Overcrowding of Existing Bus Capacity.** There is a high percentage of people living along the Project corridor who already use transit, with higher transit usage within Downtown Seattle and the University District neighborhood. The number of riders on each bus along the corridor exceeds the seated capacity, especially during the morning and afternoon peak periods.
- **Improve Pedestrian and Bicycle Safety and Connections to Transit.** Extensive transit service and dense, walkable neighborhoods contribute to a high level of pedestrian and bicycle activity along the corridor. There are also intersections with above-average rates of

bicycle and pedestrian collisions with vehicles. There is a need to provide safe bicycle facilities and better connections to transit for bicyclists. In addition, numerous sidewalks and intersections do not meet current City of Seattle standards and do not comply with federal public transportation accessibility and usage design standards such as those in the Americans with Disabilities Act (ADA).

FTA has concluded that both the Roosevelt Station Option and U District Option would meet the purpose and need of the Project.

2.2 Description of Project

As described and assessed in the EA and Supplemental EA, there are two options (the Roosevelt Station Option and the U District Option) that could be constructed to complete the Project. Both options would have the same southern terminus in Downtown Seattle and the same improvements are proposed north of 3rd Ave up to the University Bridge, at which point the extent of proposed improvements for the options would vary. The Roosevelt Station Option, which was defined in the EA, would provide RapidRide service to NE 65th St at Sound Transit's Link Light Rail Roosevelt Station, whereas the U District Option, which was defined in the Supplemental EA, would have a northern terminus at NE 45th St around Sound Transit's Link Light Rail U District Station. With either of these two options, the Project would provide high-quality, 24-hour bus rapid transit service along a corridor that would be up to approximately 6 miles long in a dedicated lane or in mixed traffic.² The Project under either option would include multimodal improvements along the corridor.

The Roosevelt Station Option would provide improvements north of the Virginia St/3rd Ave intersection in Downtown Seattle to potentially NE 70th St in the Roosevelt neighborhood. The majority of Project improvements with this option would occur along Virginia St, Stewart St, Fairview Ave N, Eastlake Ave E, Roosevelt Way NE and 11th/12th Avenues NE. The Roosevelt Station Option is shown on Figures 2-1 and 2-2.

Under the U District Option, the Project would have the same southern terminus in Downtown Seattle, but instead of continuing northward to Sound Transit's Roosevelt Station, the U District Option would have a northern terminus in the University District that would encircle the Sound Transit U District Station between NE 43rd St and NE 45th St.³ With the U District Option, Project elements between Downtown Seattle and the University Bridge would remain unchanged. The U District Option is shown on Figure 2-3.

² The length of the corridor is dependent on whether the Roosevelt Station Option or U District Option is constructed; see Appendix A for more information on these two options.

³ The U District Option would not include any of the construction elements on 11th Ave NE/12th Ave NE or Roosevelt Way NE north of NE 43rd St that would be constructed with the Roosevelt Station Option. However, SDOT may choose to proceed with certain elements of the Roosevelt Station Option (such as paving and channelization revisions) north of NE 43rd St, as a separate project, depending on funding availability.

Depending on the option, the specific range of improvements would vary. The following list provides a maximum limit of Project improvements under either of the options. For specific information on proposed improvements with either of the two Project options, refer to Appendix A.

- Up to 26 new RapidRide stations north of 3rd Ave to potentially NE 65th St with service to existing stations along 3rd Ave in Downtown Seattle. Stations would be identifiable as part of the RapidRide system and would include a real-time arrival information system display and all-door boarding. All stations would meet ADA requirements.
- Up to 33 signalized intersections (including transit signal priority and/or adaptive signals) with five transit queue jumps.⁴
- Approximately 0.2 mile of new transit-only lanes and 2.1 miles of new business access and transit lanes, for a total of 2.3 miles of new transit lane improvements.
- Up to 410 new overhead contact system (OCS) poles and up to 3.8 linear miles of overhead wires north of the University Bridge (to power electric trolley buses); no new OCS poles would be required on the University Bridge as part of the Project.
- Up to one new traction power substation (TPSS) required for electric power, a potential adjacent utility transformer to control voltage, and an upgraded communications cabinet. This TPSS is only required with the Roosevelt Station Option (if the Project is built to Sound Transit's Roosevelt Station).
- A new northern bus layover, where RapidRide buses would park between service; is only required with the Roosevelt Station Option (if the Project is built to Sound Transit's Roosevelt Station). This layover area would need to accommodate a maximum of four bus spaces on 12th Ave NE and/or NE 67th St. The existing layover along 12th Ave NE between NE 43rd St and NE 45th St near Sound Transit's U District Station would be used by RapidRide buses with the U District Option.
- Up to approximately 5 miles of protected bicycle lanes.
- New and upgraded sidewalk improvements to meet ADA accessibility requirements, including ADA-compliant curb ramps and pedestrian crosswalk activation push-buttons.
- Up to approximately 3.4 miles of paving.
- Up to 10 stormwater detention facilities with a total capacity of approximately 25,400 cubic feet to meet flow control code requirements per the City of Seattle Stormwater Manual.

⁴ A transit queue jump is a short additional lane at a signalized intersection that allows transit vehicles to bypass the general traffic queued at the intersection.

With either option, the Project would use 19 buses from the existing KCM fleet: 16 buses for operation in peak periods and 3 spare buses. Bus service would be provided using existing stations along 3rd Ave south of Virginia and Stewart Streets, and no Project improvements would occur in this area.

Project construction would require up to 36 months and would be phased to minimize construction impacts along the corridor. Staging areas would generally be within street right-of-way. Temporary construction easements (TCEs) for staging may be required and would be identified during final design. Staging areas and TCEs could result in temporary and minor effects on adjacent land uses.

The final scope of the FTA Capital Investment Grants (Small Starts Grant) will be limited to those activities necessary to complete the bus rapid transit project. Costs for the federal and non-federal scope items will be segregated to ensure that federal grant sources are only used for eligible costs necessary to complete the bus rapid transit project.



Figure 2-2. RapidRide Roosevelt (J Line) Project: Roosevelt Station Option – South Section



Figure 2-3. RapidRide Roosevelt (J Line) Project: U District Option

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3. COORDINATION AND OPPORTUNITIES TO COMMENT

3.1 Interagency Coordination and Public Outreach

A summary of interagency coordination conducted throughout the course of the Project is provided as follows:

- As part of the environmental review process, SDOT and FTA developed an Agency and Tribal Coordination Plan that outlines agency and tribal roles and responsibilities for the Project. An agency and tribal scoping meeting was held on December 13, 2017, with KCM, FTA, Sound Transit, the Washington State Department of Transportation, and the affected tribes described in the following bullets. SDOT and FTA have also provided opportunities for agencies and tribes to comment on materials related to the development of the EA and Supplemental EA.
- On December 4, 2017, prior to the agency and tribal scoping meeting, FTA initiated Section 106 consultation with the Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, and Confederated Tribes and Bands of the Yakama Nation.⁵ FTA invited these tribes to provide written input during scoping. During the scoping period, the Muckleshoot Indian Tribe provided a comment concerning possible fishery impacts on the University Bridge.
- During the Section 106 process, the Snoqualmie Indian Tribe provided input related to archaeological resources. The non-federally recognized Duwamish Tribe, Friends of Seattle's Olmsted Parks, and City of Seattle's Historic Preservation Officer were also consulted during the Section 106 process.

SDOT has worked with FTA and KCM on the following public outreach activities from 2017 to the present:

- SDOT and FTA held a public scoping meeting for the Project on December 11, 2017. The public scoping meeting provided the opportunity for the public to review and comment on the purpose and need for the Project, the alternatives to be analyzed (No Build Alternative and Roosevelt Station Option), and the range of issues to be addressed in the EA. Approximately 37 people attended the meeting. SDOT received 141 comments from 25 businesses and 116 individuals. Most comments were about loss of parking in Eastlake, the need for protected bicycle lanes, and the range of alternatives and design elements. There were also 17 commenters that expressed general support for the Project and 7 commenters that expressed general opposition to the Project.
- SDOT held a briefing meeting with a question-and-answer session on October 23, 2018, to share information on the proposed bicycle facility in the Eastlake neighborhood and discuss

⁵ A cultural resources study and supplemental study were conducted to comply with Section 106 of the National Historic Preservation Act of 1966. The purpose of the studies was to determine whether the Project would have adverse effects on cultural resources within an identified Area of Potential Effects. These federally recognized tribes were invited to participate in the Section 106 process as a consulting party and to provide comments on the cultural resource studies.

the strategies to address the loss of on-street parking. Approximately 100 community members attended. Outcomes of the meeting included SDOT's commitment to: (1) continue to engage Eastlake residents and business owners in a parking workshop on strategies to address the loss of on-street parking, (2) conduct business surveys along Eastlake Ave E, and (3) continue coordination with residents and businesses throughout design and construction.

- SDOT held a parking workshop with the Eastlake neighborhood on January 24, 2019, to provide information on potential parking strategies. The goals of the meeting were to better understand the community concerns and solicit feedback and other ideas from community members on how to address on-street parking removal in the Eastlake neighborhood. Information was sent to businesses and community members via email who requested to participate. Approximately 40 community members provided input on the proposed parking strategies and suggested new ones.
- SDOT conducted door-to-door outreach to about 150 businesses in the Eastlake neighborhood in spring 2019. The goal of the outreach was to inform business owners about the Project and the removal of on-street parking on Eastlake Ave E, gather information related to business needs (such as delivery locations and access needs), answer general questions, and determine if businesses would be interested in participating in a forum discussing potential parking strategies. On July 31, 2019, two forums (one in the daytime and one in the evening) were conducted for business owners to discuss Project impacts on parking in the neighborhood.
- SDOT conducted outreach on the updated Project design in October 2019 by holding two open houses, sending mailers and emails to adjacent property owners and other interested parties, and sharing an online interactive map for the public to provide feedback about Project features. The goal of the outreach was to give the public an opportunity to review the Project's history and current plans and to see how community feedback was incorporated into those plans.
- SDOT held public drop-in sessions for the EA on January 28, January 29, January 30, and February 1, 2020. Public outreach also included notifications to the email distribution list, partner publications and press releases to media outlets, and targeted calls to stakeholders.
- Beginning in December 2020, SDOT began outreach with the public for the U District Option through notifications to the email distribution list, partner publications and press releases to media outlets, a virtual information session, and targeted calls to stakeholders, including organizations and agencies.
- Because of the COVID-19 pandemic, SDOT did not hold public drop-in sessions for the Supplemental EA. Public outreach included a prerecorded video and notifications to the email distribution list, partner publications and press releases to media outlets, and targeted calls to stakeholders.
- Public outreach will continue through final design and construction.

3.2 Written Comments and Responses on the EA and Supplemental EA

The EA was published on January 8, 2020, and SDOT accepted public comments on the EA and Section 4(f) documentation⁶ until February 14, 2020. SDOT received comments from 384 individual commenters from the general public, businesses, community organizations, and agencies. From these 384 commenters, there were 422 discrete comments that were responded to (Appendix B). Comments were received via the Project website, email, and comment forms submitted at the four EA public drop-in sessions. Two agencies (Sound Transit and the Washington State Department of Transportation) and the Muckleshoot Indian Tribe provided comments. SDOT has worked closely with its partner agency, KCM, to review and respond to public comments.

The following organizations provided comments on the EA: Seattle Transit Advisory Board, Move Seattle Levy Oversight, Roosevelt Neighborhood Association, Save Access for Eastlake, U District Partnership, and Seattle Children's Hospital.

Appendix B includes comments received during the EA comment period and responses to those comments. Of the 384 individuals who provided comments on the EA, 242 (63%) expressed support for the Project.

The primary topic areas of concern expressed during the EA comment period are noted as follows:

- **Removing on-street parking and loading zones on Eastlake Ave E.**
 - 80 comments were received on this topic.
 - 58 comments expressed concerns that removing on-street parking would have adverse economic impacts to businesses as well as to neighborhood residents.
 - 8 comments expressed concerns that loading zones would be relocated to side streets with slopes that were too steep.
 - 8 comments expressed concerns related to lack of feasible alternatives for disabled individuals accessing businesses on Eastlake Ave E.
 - 6 comments expressed concerns that there would not be sufficient available off-street and side-street parking for people visiting businesses on Eastlake Ave E and residents.
- **Constructing protected bicycle lanes on Eastlake Ave E.**
 - 267 comments were received on this topic.
 - 226 comments expressed support for constructing protected bicycle lanes.
 - 41 comments expressed opposition to constructing protected bicycle lanes. The following reasons were noted for this opposition:
 - Adding the protected bicycle lanes removes parking, which hurts businesses on Eastlake Ave E.

⁶ With the Roosevelt Station Option, there would be a *de minimis* (minor) impact to a Section 4(f) park and historic resource known as Ravenna Boulevard, which required a public comment opportunity.

- Bicyclists are already using the curbside on-street parking area on Eastlake Ave E during peak hours (when parking is not allowed); therefore, the new protected bicycle lanes are unnecessary.
- There are enough existing bicycle facilities that can be used instead of using Eastlake Ave E (e.g., Burke-Gilman Trail; Harvard Ave E; Cheshiahud Loop).
- Local streets/"greenway option" should be utilized instead of Eastlake Ave E.
- There are not enough bicyclists to warrant installing the protected bicycle lanes.
- Installing protected bicycle lanes would increase traffic congestion on Eastlake Ave E.
- **Having fewer bus stops/connections than existing service and the locations of proposed stations.**
 - 23 comments were received on this topic. Primary concerns noted in these comments were that the reduction in bus stops would result in longer walk times for riders, including those with mobility issues, and losing access on Route 70 to the University of Washington. There were also concerns from businesses on proposed adjacent stations.
- **The location for a northern bus turnaround route and layover space locations.**
 - 37 comments were received on this topic.
 - 10 comments expressed support for a bus turnaround on NE 67th St; 26 comments expressed opposition to a bus turnaround on NE 67th St. The reasons noted for opposition were generally regarding increased traffic congestion and safety concerns for neighborhood residents, students, and people accessing the Roosevelt Link station.
 - 3 comments expressed support for a bus turnaround on NE 70th St; 29 comments expressed opposition to a bus turnaround on NE 70th St. The reasons noted for this opposition were generally similarly related to traffic congestion and safety concerns for neighborhood residents. Several of these comments recommended moving the bus turnaround farther north to NE 75th St.
 - Of the comments that expressed opposition against a bus turnaround at either NE 67th St or NE 70th St, 17 expressed opposition to both locations.

The Supplemental EA was published on October 19, 2021 and SDOT accepted public comments until November 22, 2021. SDOT requested public comments for the U District Option north of the University Bridge, where the proposed Project design was different from what was described in the EA.

SDOT received comments from 31 individual commenters from the general public, businesses, and community organizations. From these 31 commenters, SDOT responded to 60 discrete comments (Appendix C). Comments were received via the Project website and by email.

Of the 31 individuals who provided comments on the Supplemental EA, 18 expressed support for the Project, 3 expressed support for the Project but want it to be extended northward to the Roosevelt neighborhood (as was described in the EA), and 4 expressed opposition to construction of the Project; the remaining commenters did not express either support or opposition to the Project as a whole.

The primary topic areas expressed in the Supplemental EA comments are noted as follows:

- **Protected bicycle lanes.**

- 20 individual commenters expressed support for proposed protected bicycle lanes.
 - 19 of these commenters expressed support for more protected bicycle lanes than are proposed; 1 opposed building protected bicycle lanes.
 - 17 expressed support for protected bicycle lanes along the entire length of Eastlake Ave E (including between Harvard Ave E and Fuhrman Ave E).

- **Transit stop locations, accessibility and connections with other bus routes.**

- 7 individual commenters expressed concerns that there would be fewer bus stops and connections to other bus routes under the proposed Project than there are currently.

In addition to the topics listed, one commenter expressed support for SDOT managing street parking in the Eastlake neighborhood both during and after Project construction and one commenter noted that the Project should replace proposed buses with autonomous electric vehicles.

SDOT received a letter from a private developer during the Supplemental EA comment period that describes access changes to their property along Fairview Ave N. This change in access is described in Section 4.

In addition to the above comments that were summarized, SDOT received approximately 425 emails from two form letters related to the desire for a continuous protected bicycle lane along Eastlake Ave E. SDOT has provided a response to the two form letters in Appendix C and will respond to the commenters as part of the design process.

No comments were received that required additional analysis of environmental impacts in the EA or Supplemental EA. There were individual responses that clarified potential impacts from the Project.

4. NEW INFORMATION AND PROJECT REFINEMENTS

As described in Section 1, SDOT published an EA on January 8, 2020, and a Supplemental EA on October 19, 2021, for the Project.

No feedback was received during the EA public comment period that necessitated any revisions or updates to the EA. Similarly, no feedback was received during the Supplemental EA public comment period that necessitated any revisions or updates to the Supplemental EA. SDOT did receive a letter from a private developer during the Supplemental EA comment period that described access changes to their property along Fairview Ave N; this Project refinement is further described in this section.

New information and Project refinements since issuance of the EA and Supplemental EA are as follows:

- 1) Seattle Public Utilities has identified the need to replace the watermain underneath Eastlake Ave E. This work is planned to occur within the construction duration of the Project and would extend the construction schedule (which was previously planned for 24 months) to up to 36 months.⁷ Construction would be phased in work zones to minimize impacts.
- 2) Ten stormwater detention facilities were identified as part of the preliminary design and included in the EA. While the potential impacts associated with these stormwater detention facilities were analyzed in the EA, the Project may use alternative compliance options (such as fee-in-lieu) through Seattle Public Utilities for satisfying code compliance, reducing the amount of proposed stormwater detention required for Project implementation. If SDOT proceeds with building these detention facilities, the specific locations would be confirmed as the Project advances into more detailed design.
- 3) Under the Roosevelt Station Option, a new TPSS would be required in the northern area of the Project to convert power received from Seattle City Light to the appropriate voltage, current type, and frequency for the buses. Four TPSS sites were considered in the EA. All four of the potential sites are located on publicly owned property. Since issuance of the EA, SDOT evaluated the four options and identified the undeveloped parcel owned by SDOT located at the southwest corner of NE Ravenna Blvd and 11th Ave NE as the preferred location. There were no substantive EA public comments received regarding siting the TPSS at this location. Because all potential TPSS locations, including the preferred option, were fully evaluated for impacts in the EA, there are no additional impacts to discuss. Under the U District Option, a TPSS would not be required.
- 4) Under the Roosevelt Station Option, a northern bus turnaround and associated layover spaces in the northern part of the corridor would be required for RapidRide buses. As part of the EA, two bus turnaround options (NE 67th St and NE 70th St) were considered where buses would park between runs. Along the northern turnaround route, up to four layover spaces are required with the Roosevelt Station Option. Twelve potential layover

⁷ This information is an update to text provided in the EA; the Supplemental EA disclosed this information as presented in this FONSI.

spaces on streets along the turnaround routes were considered in the EA. Since issuance of the EA, six layover spaces have been removed from consideration due to design refinements and stakeholder feedback, including the four layover locations along Roosevelt Way NE and two layover locations each along both 12th Ave NE and NE 67th St. The six remaining potential layover spaces for the Roosevelt Station Option are shown on Figure 4-1 (these remaining six layover spaces were included in the EA). Selection of the final northern bus turnaround option and layover option locations will be determined if the Roosevelt Station Option advances into final design.

The existing layover along 12th Ave NE between NE 43rd St and NE 45th St near Sound Transit’s U District Station would be used by RapidRide buses if the U District Option is built, and no additional layover would be required.

5) In the EA and Supplemental EA, SDOT assumed the Seattle Streetcar Center City Connector project would be built and operating before the Project; part of this assumption was that the streetcar project would modify the channelization on Stewart St between 5th Ave and 3rd Ave. The Project is now anticipated to be built before the streetcar project. In either scenario, the RapidRide buses would travel in the same lanes along Stewart St. Therefore, there would be no change to the year 2040 (horizon year) transportation analysis results described in the EA and therefore no additional impacts.

6) Early in preliminary design, SDOT became aware of a potential private development adjacent to the Fairview Ave N/Aloha St intersection that would have accommodated a realignment of Aloha St from its current offset configuration (this realignment of Aloha St was shown in Appendix I of the EA). SDOT has since been informed that the private development will not provide for the realignment of Aloha St; as such, the Project design has been revised to keep the existing offset configuration. During final design, SDOT

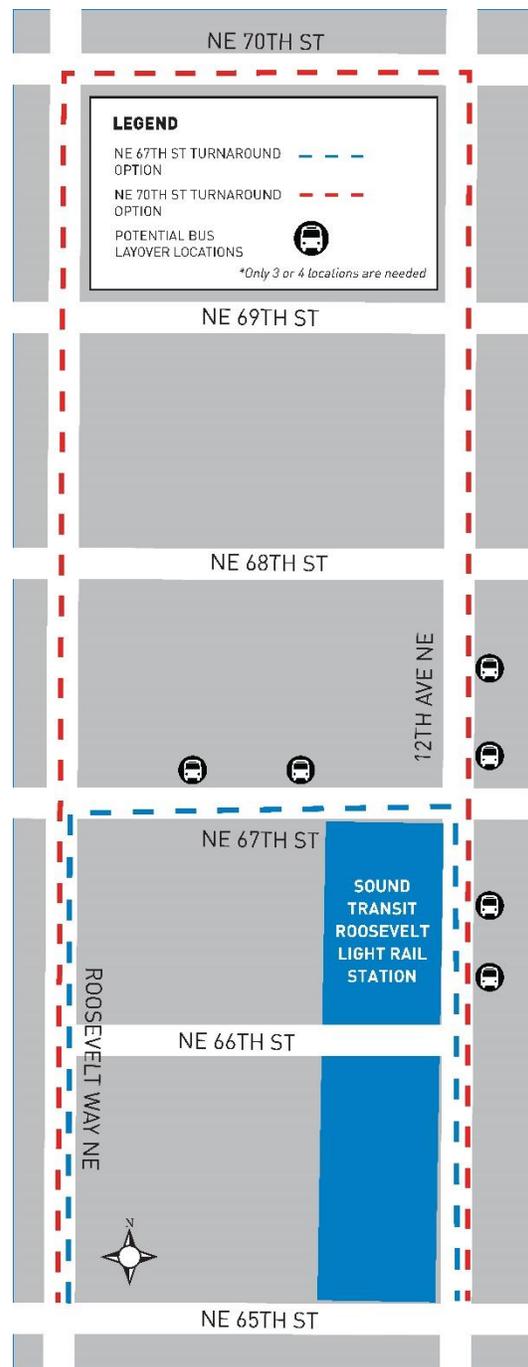


Figure 4-1. Roosevelt Station Option: Potential Bus Turnaround and Layover Locations

may consider revising the signal placement and adjusting the signal phasing and timing to improve the operations of the offset condition.

Revisions to the design showing this change in intersection configuration are provided on the updated Sheet 6 in Appendix D of this FONSI. This configuration is an update to what was shown on Sheet 6 in the EA (Appendix I)⁸ as follows:

- There will not be a change to the location of the driveway access to the adjacent private property. However, the eastbound movement from the driveway will be incorporated into the traffic signal such that an eastbound left turn to northbound Fairview Ave N will be accommodated.
- The proposed new crosswalk on the west approach at the Fairview Ave N/Aloha St intersection will be shifted slightly to the north.

FTA has reviewed the new information and Project refinements described in this section and has determined that there is no change in the level of effects to environmental elements that was previously described in the EA or Supplemental EA.

⁸ A design drawing showing this geographic area of the Project was not included with the Supplemental EA.

5. ENVIRONMENTAL EFFECTS AND MITIGATION MEASURES

To ensure compliance with required mitigation and to assist with FTA oversight, SDOT will track, monitor, and report the status of the Project environmental mitigation actions identified in the FONSI to FTA on a regular basis. With FTA approval, the mitigation measures may be modified during the final design, permitting, and construction processes as warranted to implement similar effective mitigation.

Environmental discipline areas for which the Project would perform mitigation measures (either for construction, operation, or both) are listed as follows and are described in Appendix E:

- Transportation
- Noise and vibration
- Socioeconomics
- Visual and aesthetic resources
- Stormwater/water quality
- Hazardous materials
- Section 4(f) resources
- Cultural resources
- Air quality
- Utilities
- Parks and recreational resources
- Cumulative impacts

The mitigation measures listed in Appendix E were derived from Sections 2 and 3 in both the EA and Supplemental EA. All of these mitigation measures will be required with both Project options (Roosevelt Station Option and U District Option) with the following exceptions below.

One mitigation measure described in the EA is not relevant under the U District Option because there would no longer be an impact necessitating the mitigation:

- SDOT will minimize impacts within the Ravenna Boulevard park resource and historic resource during construction when locating new transportation-related facilities.

Under the U District Option, one additional mitigation measure identified in the Supplemental EA would be necessary that would not be required for the Roosevelt Station Option:

- SDOT will relocate the impacted NE 43rd St passenger loading zone and shuttle loading zone nearby, where feasible, to facilitate passenger pick-up and drop-off for nearby buildings.

6. COMPLIANCE FINDINGS

6.1 Environmental Resource Findings

Compliance findings for the following environmental elements and regulations are provided in Table 6-1. Unless otherwise stated, the findings described in Table 6-1 are inclusive of both Project options (Roosevelt Station Option and U District Option).

- **NEPA.** FTA is the lead agency under NEPA for the Project. SDOT will construct the Project in accordance with the design features and mitigation measures presented in Appendix E of this FONSI. SDOT prepared the EA and the Supplemental EA for FTA in compliance with NEPA, 42 U.S.C. §4332 et seq., and with 23 CFR Part 771.
- **Transportation**
- **Noise and Vibration**
- **Socioeconomics**
- **Visual and Aesthetic Resources**
- **Stormwater, Water Quality, and the Clean Water Act** (codified at 33 U.S.C. §1251)
- **Hazardous Materials**
- **Section 4(f)/Section 6(f)** (USDOT Act of 1966, codified at 49 U.S.C. §303)
- **Cultural Resources and Section 106 of the National Historic Preservation Act** (36 CFR Part 800)
- **Indirect and Cumulative Impacts**
- **Environmental Justice** (Executive Order 12898, USDOT Order 5610.2(a), and Circular FTA 4703.1)
- **Land Use and Property Acquisition**
- **Air Quality and Clean Air Act** (40 CFR Part 93)
- **Utilities**
- **Energy**
- **Electromagnetic Fields**
- **Geology and Soils**
- **Park and Recreational Resources**
- **Threatened and Endangered Species and Endangered Species Act of 1973**

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
NEPA Compliance	<p>After reviewing the EA, Supplemental EA, and supporting documents, including public comments and responses to those comments, FTA finds that neither Project option would result in any substantial permanent impacts on the following environmental resource categories: transportation, noise/vibration, socioeconomics, visual/aesthetic resources, stormwater/water quality, hazardous materials, and indirect and cumulative impacts including impacts to businesses. Appendix E lists the measures to mitigate the impacts in these categories.</p> <p>The following environmental resource categories would have limited, or no permanent or temporary impacts, related to Project actions: land use/property acquisition, air quality/greenhouse gases, utilities, energy, electromagnetic fields, geology/soils, parks/recreation, threatened/endangered species, cultural resources, and environmental justice.</p> <p>FTA finds that the Project would result in temporary construction impacts on the following resource categories: transportation, noise/vibration, socioeconomics, cultural resources, stormwater/water quality, and hazardous materials. Appendix E describes the measures to mitigate these temporary impacts.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project meets the substantive and procedural requirements of NEPA. FTA finds there is sufficient evidence and analysis in the record for determining that an Environmental Impact Statement is not required.</p>
Transportation	<p>Both Project options would result in no changes or minor impacts on regional traffic and roadways, safety, and freight.</p> <p>Compared to existing conditions and the No Build Alternative, transit service levels in the Project corridor would increase to all-day (24-hour) service and off-peak headways would improve; therefore, the number of daily transit trips would increase. The transit benefits in conjunction with the planned growth are expected to increase transit ridership in the corridor to more than double compared to the No Build</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
	<p>Alternative. Proposed Project travel times are estimated to provide between a 2- and 4-minute in-vehicle travel time savings, depending on direction.</p> <p>The Project proposes minor changes to the roadway system, and the PM peak hour intersection level of service would be similar between the No Build condition and the Project. Because the Project does not propose substantial roadway modifications and would have similar intersection level of service operations, general purpose travel time in the University District is expected to be similar between the No Build condition and the Project.</p> <p>The proposed Project would replace and improve sidewalks adjacent to and in proximity to new stations and upgrade curb ramps to be ADA-compliant at intersections along the corridor. Crosswalk markings at intersections with traffic signals would also be upgraded to current standards to improve safety. The Project would add about two lane-miles of protected bicycle lanes.</p> <p>Construction would affect all modes of travel within the corridor and would result in short-term impacts. Lane closures would affect transit service, including temporary stop closures and delays to buses from congestion. It is expected that the existing transit routes would continue along the corridor and not require detours. If full road closures are required, advance notice would be provided, and the closure would typically be limited to non-peak-period weekday, evening, or weekend hours.</p> <p>Most construction activities would temporarily remove on-street parking and loading zones along the portion being constructed. Parking along cross-streets or parallel streets is less likely to be affected by construction but could see a temporary increase in demand.</p> <p>Mitigation measures related to transportation are provided in Appendix E.</p>	<p>the Project, with the mitigation that is required, will have no significant adverse impact on transportation.</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
Noise and Vibration	<p>Neither Project option would result in noise impacts to sensitive land uses. Noise assessment using receptor-specific adjustments for each receptor (i.e., type of building foundation) resulted in no exceedance of FTA criteria at any location; therefore, no vibration impacts are anticipated.</p> <p>Construction activities would result in short-term increases in noise and vibration. It is anticipated that construction would be phased in work zones so that no individual area would be affected for the entire duration. Noise is predicted to exceed FTA and City of Seattle daytime construction noise criteria at residential and commercial receptors. Paving compaction is the only source during construction that has the potential to damage buildings (e.g., cracked plaster). Other construction activities are not anticipated to produce enough vibration to affect buildings, but may cause annoyance.</p> <p>Mitigation measures related to noise are provided in Appendix E.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project, with the mitigation that is required, will have no significant adverse impact related to noise and vibration.</p>
Socioeconomics	<p>Both Project options would benefit residents and employees along the Project corridor with increased connectivity, increased transit speed, reliability, and passenger-carrying capacity.</p> <p>The removal of on-street parking could impact those with mobility issues and adjacent businesses. The Project would not remove signed disabled parking spaces, but there would be an increased demand for the remaining parking, potentially resulting in longer distances to access destinations. Displaced passenger loading zones would be relocated nearby, where feasible, to minimize impacts. The reduction of on-street parking could indirectly impact businesses along the corridor; however, many of the businesses in the neighborhoods outside of Downtown Seattle are</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project, with the mitigation that is required, will have no significant</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
	<p>focused on those living and working in the surrounding neighborhood and therefore vehicle access is less likely to be needed for patronage. In addition, the Project would provide multimodal access to businesses for customers and employees who might otherwise be deterred by increasing traffic congestion.</p> <p>Impacts during construction would include temporary increases in noise and vibration, dust, traffic congestion, and temporary removal of on-street parking and loading zones. Pedestrians and bicyclists may be detoured to avoid the areas under construction, and transit stops would need to be temporarily relocated. Some businesses could be affected during construction, but business access would be maintained to the greatest extent feasible.</p> <p>Mitigation measures related to socioeconomics are provided in Appendix E.</p>	<p>adverse impact related to socioeconomics.</p>
<p>Visual and Aesthetic Resources</p>	<p>The proposed Project under both options is located in an area that contains existing bus stops and aboveground utilities. The new stations would reinforce this urban visual character and would not impact important views or create new light and glare. The primary change would be the OCS poles and wires, which would be visible but similar to the existing utility wires and poles, and consistent with the urban visual character.</p> <p>Mitigation measures related to visual and aesthetic resources are provided in Appendix E.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project, with the mitigation that is required, will have no significant adverse impact to visual and aesthetic resources.</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
Stormwater, Water Quality, and Clean Water Act Compliance	<p>Both Project options would improve the quality of runoff draining to the Ship Canal/Lake Union as a result of stormwater treatment. Up to 10 stormwater detention facilities would be installed along Fairview Ave N, Eastlake Ave E, and 11th Ave NE to control the stormwater flows into the combined sewer to transport to the West Point Treatment Plant. The Project may use the alternative compliance options (such as fee-in-lieu) through Seattle Public Utilities for satisfying code compliance, reducing the required amount of proposed detention facilities. If SDOT proceeds with building these detention facilities, the specific locations would be confirmed as the Project advances into more detailed design. The Project will adhere to the stormwater quality and flow control requirements contained in the Seattle Municipal Code, Section 22.805, and comply with other applicable federal, state, and local regulatory requirements.</p> <p>Mitigation measures related to stormwater and water quality are provided in Appendix E.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project, with the mitigation that is required, will have no significant adverse effect on water resources and meets the substantive and procedural requirements of the Clean Water Act.</p>
Hazardous Materials	<p>Impacts during operation of the Project are unlikely because most of the buses would be powered by electricity, but fuel spills could occur when diesel buses are in use.</p> <p>Because the Project under both options would be constructed mainly within existing right-of-way in areas that have been previously disturbed, encountering hazardous materials containers (such as underground storage tanks) is not likely.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project, with the</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
	<p>Potential construction impacts could result from accidental release of hazardous substances (such as lubricants and fuels needed for equipment).</p> <p>Mitigation measures related to hazardous materials are provided in Appendix E.</p>	<p>mitigation that is required, will have no significant adverse impact related to hazardous materials.</p>
<p>Section 4(f)/ Section 6(f) Compliance</p>	<p>The Roosevelt Station Option of the Project would impact two Section 4(f) resources: Ravenna Boulevard (the park resource) and Ravenna Boulevard (the historic resource). This Project option would permanently incorporate approximately 0.03 acre of land from the park and historic resource. This impact is minor relative to the overall size of the Ravenna Boulevard park and historic resource.</p> <p>Regarding Roosevelt Station Option impacts to the Ravenna Boulevard park resource, there are no recreational amenities or features where parkland would be permanently incorporated, and the temporary occupancy of this resource during construction would not interfere with recreational activities. This Project option would not result in any noise, visual, or access-related impacts to this park resource.</p> <p>Regarding Roosevelt Station Option impacts to the Ravenna Boulevard historic resource, changes to the roadway (repaving) and sidewalk corners (placement of OCS poles and sidewalk improvements) would be in keeping with existing transportation-related uses at these intersections; based on this assessment, the Section 106 analysis concluded the Project would not have an adverse effect to this resource.</p> <p>The Seattle Parks & Recreation Department, as the official with jurisdiction for the Ravenna Boulevard park resource, concurred with the assessment that the Project</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that any use of Section 4(f) resources by the Project will have a <i>de minimis</i> impact. FTA finds that the Project meets the requirements of Section 4(f). FTA also finds there would be no impact to resources protected by Section 6(f).</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
	<p>(under the Roosevelt Station Option) would have a de minimis impact to the Ravenna Boulevard park resource as defined in 23 CFR 774.17 (Appendix F).</p> <p>Based on this analysis, FTA determined that the Project under the Roosevelt Station Option would result in a de minimis impact on both the Ravenna Boulevard park and historic resources, thereby satisfying the requirements of Section 4(f).</p> <p>The U District Option of the Project would not result in the use of any Section 4(f) resources.</p> <p>Section 6(f) of the Land and Water Conservation Fund Act of 1965 protects certain federal investments in recreation areas. There is no Section 6(f) property in the Project study area under either option.</p>	
<p>Cultural Resources/ Section 106 Compliance</p>	<p>The Washington State Historic Preservation Officer (SHPO) agreed with FTA’s definition of the Area of Potential Effects (APE) on October 10, 2018. Research within the APE identified 25 historic properties previously listed on or determined eligible for listing on the National Register of Historic Places.</p> <p>Consistent with the National Historic Preservation Act, FTA, with support from SDOT, consulted with interested parties concerning the APE and the possibility of impacts on historic properties. The federally recognized Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Suquamish Indian Tribe of the Port Madison Reservation, Stillaguamish Tribe of Indians of Washington, Tulalip Tribes of Washington, and Confederated Tribes and Bands of the Yakama Nation were consulted about the presence of any known archaeological sites or other cultural resources that could be affected by construction of the Project. These federally recognized tribes were invited to</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that, in accordance with 36 CFR part 800, the Section 106 coordination and consultation requirements for the Project have been met.</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
	<p>participate in the Section 106 process as consulting parties and to provide comments on the Project’s Cultural Resources Technical Report.</p> <p>On October 1, 2019, SHPO concurred with FTA’s determination that the Project (under the Roosevelt Station Option) would have no adverse effect on historic buildings or structures and no effects on known archaeological or cultural sites.</p> <p>The Project under the U District Option required an update to the APE and evaluation of potential cultural resources. The Revised APE was assessed in the Supplemental EA and Cultural Resources Report. SHPO agreed with FTA’s definition of the Revised APE on February 2, 2021. Research within the Revised APE identified four historic properties previously listed on or determined eligible for listing on the National Register of Historic Places.</p> <p>For the Revised APE, FTA reinitiated consultation with the Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians of Washington, Suquamish Indian Tribe of the Port Madison Reservation, Tulalip Tribes of Washington, and Confederated Tribes and Bands of the Yakama Nation to invite them to provide input on the Supplemental Cultural Resources Report on April 16, 2021. The non-federally recognized Duwamish Tribe and Seattle’s Historic Preservation Officer were also contacted during the Section 106 process.</p> <p>On April 27, 2021, SHPO concurred with FTA’s determination that the Project under the U District Option would have no adverse effect on historic buildings or structures and no effects on known archaeological or cultural sites.</p>	
Indirect and Cumulative Impacts	The loss of on-street parking resulting from Project actions under both options would not directly impact businesses along most of the corridor because they have available parking onsite, parking is available at one of the private off-street lots in the	After carefully reviewing the EA, the Supplemental EA, and supporting documents,

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
	<p>neighborhood, or there is on-street parking on adjacent streets although it is typically heavily used. There may be indirect impacts on businesses in the Eastlake neighborhood because the elimination of on-street parking could impact auto-dependent customers and therefore associated revenues could be redirected to other businesses with more parking availability. There may also be indirect impacts to e-commerce and app-based food deliveries and transportation network companies picking up/dropping off passengers. Although the Project could result in indirect impacts on businesses due to changes in on-street parking and loading zones, it is consistent with SDOT's goals and policies related to the best use of curb space.</p> <p>Operation of the Project would result in beneficial cumulative impacts related to connections to existing and planned transit services. The improved access would be especially beneficial to those who are transit-dependent by providing more connections to employment and educational opportunities.</p> <p>Construction activities that overlap with other projects would result in minor cumulative impacts due to noise, dust, and traffic congestion.</p> <p>The Project under the U District Option would remove some on-street parking in the University District; however, with the implementation of mitigation measures related to parking and improvements to transit and bicycle access, no long-term indirect impacts related to operations are anticipated.</p> <p>Mitigation measures related to indirect and cumulative impacts are provided in Appendix E.</p>	<p>including comments from the public and agencies and the responses made to those comments, FTA finds that the Project, with the mitigation that is required, will have no significant adverse impact related to indirect or cumulative impacts.</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
Environmental Justice Compliance	<p>The Project under both options would potentially result in impacts associated with the removal of on-street parking and changes to bus stops to optimize bus efficiency. There is enough available on-street or off-street parking to offset the loss of on-street parking in all parts of the corridor except in the Eastlake neighborhood. Businesses in Eastlake do not provide services unique to minority and low-income populations, and Eastlake has the lowest percentage of minority and low-income populations within the study area. Bus stop optimization, which is consistent with KCM RapidRide guidelines, would increase walking distances to bus stops along portions of the corridor and may result in minor impacts to users, especially those with mobility issues. The removal of on-street parking and bus stop optimization would impact minority and low-income populations to the same degree as all populations.</p> <p>The Project would result in several benefits, including improved transit speed and reliability, expanding connections to neighborhoods and transit, and bicycle safety. These benefits would apply to a greater degree to low-income populations and others who depend on transit. The transit, bicycle, and pedestrian improvements would help to maintain movement in the corridor neighborhoods, which are identified for high growth and expected to become more congested.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and the environmental justice analysis, as well as comments from the public and agencies and the responses made to those comments, FTA finds that the Project would not result in disproportionately high and adverse effects on minority or low-income populations. FTA also finds that members of these populations had meaningful opportunities for public involvement during Project planning and development.</p>
Land Use and Property Acquisition	<p>The proposed Project under both options is located within existing transportation right-of-way, does not require property acquisition or changes to existing or proposed uses, and is consistent with the City of Seattle’s goals and policies supporting planned growth in the corridor by providing and prioritizing improved transit and bicycle access. Staging areas and TCEs could result in temporary and</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
	<p>minor effects on adjacent land uses but these areas would be coordinated in advance with affected property owners.</p>	<p>that the Project will have no significant adverse impact related to land use and property acquisition.</p>
<p>Air Quality and Clean Air Act Conformance</p>	<p>The Project under both options satisfies the U.S. Environmental Protection Agency’s transportation conformity requirements under 40 CFR Part 93. This Project is included in the Puget Sound Regional Council’s 2018 Regional Transportation Plan, and thus conforms to the State Implementation Plan at the regional level. Operation of the Project would improve air quality and reduce greenhouse gas emissions by decreasing the number of vehicle trips in the corridor compared to the No Build Alternative and by shifting to primarily electric trolley buses that do not produce tailpipe emissions. There would be a net benefit to air quality during operation.</p> <p>Construction would result in temporary increases in dust and air emissions from equipment. Best management practices (BMPs) according to the Standard Specifications for Road, Bridge, and Municipal Construction and dust control BMPs in the City of Seattle Stormwater Manual would be implemented to minimize construction emissions and avoid adverse effects. Greenhouse gases from construction activities would primarily result from demolition and construction equipment, most of which would be diesel-powered. Other emissions would result from trucks hauling construction materials and from construction workers’ vehicles. These construction-related greenhouse gas emissions would be temporary and would also be reduced through BMPs implemented to protect air quality.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project conforms to the current State Implementation Plan and meets the requirements of the Clean Air Act Amendments of 1990.</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
Utilities	<p>No adverse utility impacts would occur during operation under either Project option, and access to utilities would be maintained. During construction, depending on the depth of utilities, there may be conflicts that require relocation or protection.</p> <p>Mitigation measures related to utilities are provided in Appendix E.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project, with the mitigation that is required, will have no significant adverse impact on utility resources.</p>
Energy	<p>Seattle City Light would provide the electricity needed for trolley buses and can accommodate the increased electricity demand. The proposed Project under both options would result in a slight reduction in vehicle miles traveled compared to the No Build Alternative, and therefore the Project would result in less energy consumption. Construction would require the consumption of energy (i.e., fossil fuels and electricity) to operate and transport equipment and materials, but these impacts are temporary and minor.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project will have no significant adverse impact on energy resources.</p>

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
Electromagnetic Fields	Electrical construction equipment would produce electromagnetic fields but would not result in impacts because of the short duration.	After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project will have no significant adverse impact related to electromagnetic fields.
Geology and Soils	Much of the corridor has been previously disturbed for roadway construction and utility placement. There are limited geologic hazards in the corridor, defined in the Seattle Municipal Code 25.09 Environmentally Critical Areas as liquefaction, landslide, steep slope, peat settlement, volcanic hazards, and seismic hazards. There are areas west of Fairview Ave N and Eastlake Ave E identified as liquefaction-prone areas, but no improvements would occur in this area. Geotechnical investigations will be conducted before construction. The results of the investigations will be used to ensure the Project meets current seismic design standards and complies with the Seattle Municipal Code 25.09.	After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project will have no significant adverse impact to geology and soils.
Park and Recreational Resources	Operation of the proposed Project under either option would not result in adverse impacts to parks and recreational resources because it would be located predominantly within the existing transportation right-of-way. The proposed Project	After carefully reviewing the EA, the Supplemental EA, and supporting documents,

Table 6-1. Compliance Findings

ENVIRONMENTAL ELEMENT / REGULATION	IMPACT/COMPLIANCE ASSESSMENT	FINDING
	<p>would enhance safety for bicyclists and pedestrians and transit accessibility to parks. Construction would not result in the loss of access to or use of parks and recreational resources.</p>	<p>including comments from the public and agencies and the responses made to those comments, FTA finds that the Project will have no significant adverse impact to park and recreational resources.</p>
<p>Threatened and Endangered Species and Endangered Species Act Compliance</p>	<p>There is no suitable habitat for any threatened or endangered species within the study area for the Project. The Project would not involve any in-water work or improvements to the University Bridge. The Ship Canal/Lake Union would benefit from the Project’s enhanced water quality treatment for runoff required for converting existing landscaping to pavement. There would be no impacts related to potential detention pipe installation within the right-of-way, which would control the stormwater flows into the combined sewer. Any offsite or indirect impacts would be minor. As a result, FTA has determined that the Project would have no effect on threatened or endangered species and no effect on designated critical habitat.</p>	<p>After carefully reviewing the EA, the Supplemental EA, and supporting documents, including comments from the public and agencies and the responses made to those comments, FTA finds that the Project meets the substantive and procedural requirements of the Endangered Species Act.</p>

6.2 Conclusion

FTA finds that, pursuant to 23 CFR §771.121(a), there are no significant impacts on the environment associated with the construction and operation of the Project. Preparation of an Environmental Impact Statement is not warranted. SDOT shall implement the mitigation measures identified in Appendix E to avoid and minimize environmental impacts during construction and operation.

Linda M. Gehrke
Regional Administrator, Federal Transit Administration Region 10