

7 PUBLIC, TRIBAL, AND AGENCY COORDINATION AND INVOLVEMENT

Public involvement and participation are integral parts of the transportation planning process. Federal guidelines and procedures have been developed to involve the public throughout the life of a project and are derived from several federal laws and regulations. The major requirements for public involvement and participation come from NEPA¹ and from laws and regulations related to the NEPA process.² Involvement of affected tribes and agencies with jurisdiction or expertise is also an essential part of planning and project development.

There are several objectives of engaging the public, tribes, and agencies in the planning and environmental review of the Center City Connector streetcar:

- Incorporate input on the range of reasonable alternatives.
- Seek input regarding potential issues surrounding the project and related to project effects.
- Learn how the project might affect the social, economic, and environmental resources in the area.
- Provide information about the project.

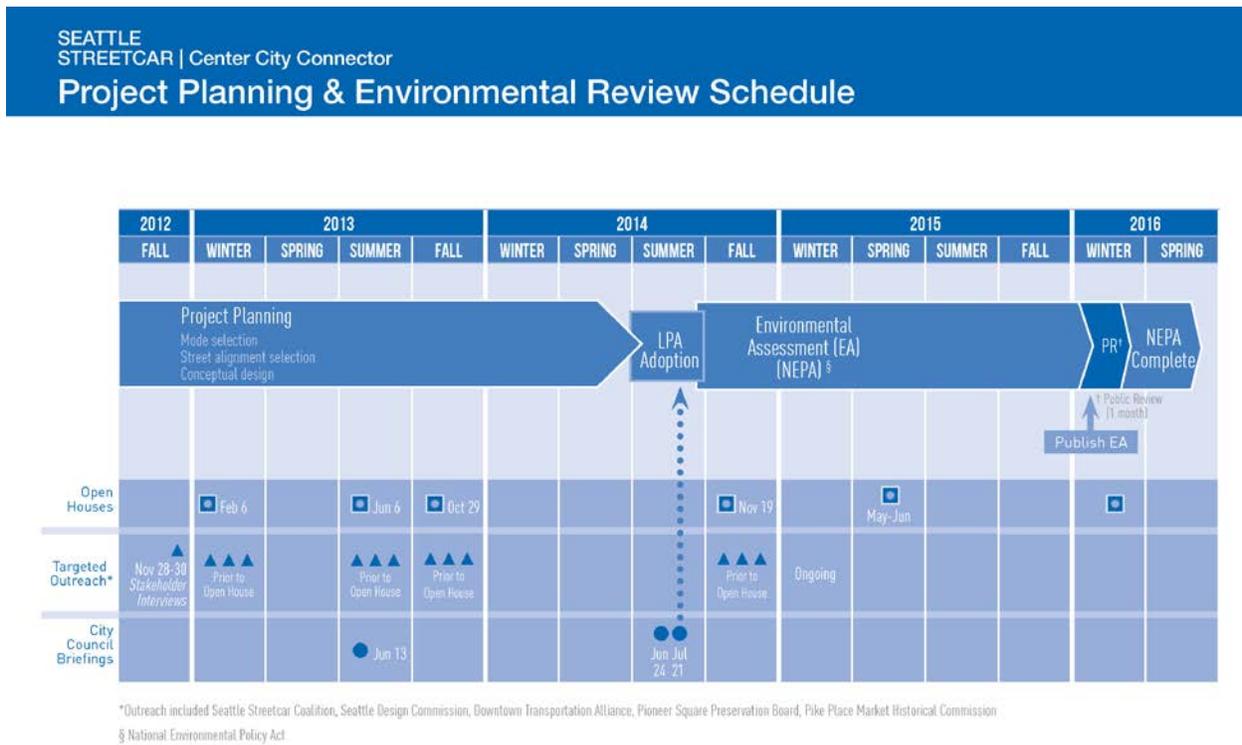
7.1 Overview of Phased Outreach Efforts

Public and agency input was sought at several distinct stages of the project: project introduction; development of the range of alternatives; review evaluation of screening measures; development of draft recommendations; and environmental review. Outreach strategies included stakeholder interviews, four public open houses held at several Center City locations, comment cards, online materials and surveys, media events, and briefings with community organizations. Figure 7-1 outlines the phases and timing of key project milestones during which the S engaged in public and agency outreach efforts. The *Seattle Center City Connector Transit Study Detailed Evaluation Report, Volume II* (included as Appendix B2 of this Environmental Assessment) describes the public engagement process (in Appendix N.8), summarizes the open houses (in Appendix P), and provides the stakeholder outreach interview (in Appendix Q). Together, these activities helped inform the development of alternatives considered and the screening and identification of the LPA (SDOT, 2014).

¹ Planning-level requirements come from the Intermodal Surface Transportation Efficiency Act (ISTEA), the Transportation Equity Act (for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

² Other regulatory requirements of several laws, such as Section 106 of the National Historic Preservation Act and Section 4(f) of the U.S. Department of Transportation Act, must be completed as part of the NEPA environmental review process.

Figure 7-1 Phased Outreach Milestones



7.1.1 Stakeholder Interviews

During the initial stages of the project, interviews were conducted with 40 stakeholders over the course of more than two dozen meetings between November 28 and November 30, 2012 (SDOT, 2014 [Appendix Q]). During the development of the LPA and through the early environmental review process, the SDOT held additional meetings with stakeholders to discuss urban design opportunities, construction phasing options, and east-west alignment alternatives. Stakeholders included representatives from local and citywide bodies, such as community councils, chambers of commerce, major institutions, human service and housing organizations, local business leaders, and other cultural and community organizations. Examples of stakeholders included Seattle Chinatown International District Preservation and Development Authority (SCIDpda), Chinatown-International District Business Improvement Area (CIDBIA), Downtown Seattle Association, Seattle Housing Authority, Pike Place Market Preservation and Development Authority (PDA), and Seattle Streetcar Coalition. SDOT also consulted with the Pike Place Market and Pioneer Square Preservation boards, which are made up of citizens who oversee and provide reviews and in some cases, approvals in accordance with processes and criteria established by City ordinance. Findings from stakeholder interviews can be found in Appendix P of the *Seattle Center City Connector Transit Study Detailed Evaluation Report, Volume II*, available on SDOT’s project website: www.seattle.gov/transportation/centercityconnector.htm.

Table 7-1 lists stakeholder meetings and other events held to support the Center City Connector environmental process.

Table 7-1 List of Stakeholder Meetings

Date of meeting(s)	Representative / Organization	Meeting Objective
24 meetings between November 28 and November 30, 2012	40 Stakeholder groups, including: <ul style="list-style-type: none"> ▪ Pike Place Market PDA ▪ Seattle Streetcar Coalition ▪ Historic South Downtown ▪ CIDBIA Alliance for Pioneer Square ▪ SCIDpda 	Interviews to identify project benefits and interest in/support for the project; preference for mode and alignment; potential traffic, pedestrian, and safety conflicts; and potential equity and environmental justice concerns.
June 9, 2013	City Council Transportation Council	Review of transportation effects and benefits.
June 5, 2014	Seattle Design Commission	Overview of the project development process and emphasis of urban design issues and opportunities.
October 1, 2014	Downtown Transportation Alliance (DTA)	Overview of the project development process and emphasis of urban design issues and opportunities
October 1, 2014	Pioneer Square Preservation Board	Overview of the project development process and emphasis of urban design issues and opportunities.
October 17, 2014	Seattle Streetcar Coalition	Overview of the project development process and emphasis of urban design issues and opportunities
November 12, 2014	Pike Place Market Historical Commission	Overview of project development and design considerations.
September 16, 2015	Pioneer Square Preservation Board	Design updates.
October 28, 2015	Pike Place Market Historical Commission	Design updates.

7.1.2 Public Open Houses and Comment Cards

Public open houses were held at locations to attract participation from diverse stakeholders. Project staff received feedback through open discussions at the meetings and through comment forms that were completed either in person or online. The open houses listed in Figure 7-1 and Table 7-2 were held at key project milestones to keep the public and other stakeholders involved and to allow them the opportunity see the results of their previous feedback. Input gathered through the public involvement activities informed development of the initial screening alternatives and was considered as a criteria in the evaluation of each of the alternatives in the initial screening, Tier 1, and Tier 2 phases of analysis (see Chapter 3, Alternatives). A summary of these open houses is provided in Appendix P of the *Seattle Center City Connector Transit Study Detailed Evaluation Report, Volume II* (SDOT, 2014).

Table 7-2 List of Open Houses

Date of meeting(s)	Meeting Forum	Public Meeting Objective
February 6, 2013	City Hall	Project development; opportunity to provide input on range of alternatives.
June 6, 2013	South Lake Union Discovery Center	Project development; opportunity to provide input on initial screening of alternatives
October 29, 2013	Pike Place Market	Project development; opportunity to provide input on second screening of alternatives.
November, 19, 2014	Pike Place Market	Project development; opportunity to provide input on second screening of alternatives.
September 29 and 30, 2015	Bertha Knight Landis Room, Seattle City Hall	Project update, design refinements; preliminary environmental impacts; opportunity to comment.

7.1.3 Online Materials and Surveys

SDOT created a web page dedicated to the Center City Connector and posted project development progress materials and schedule updates. Items available included public meeting materials and current reports showing study results. As part of the alternatives analysis, surveys were posted to provide interested members of the public the opportunity to have input on the alternatives development and screening criteria. The environmental document and supporting study materials will also be available on the website

(www.seattle.gov/transportation/centercityconnector.htm).

7.1.4 Targeted Outreach

SDOT provided targeted public outreach for residents, business owners, property owners, and interest groups with a stake in transportation in the Center City and South Lake Union areas. Outreach included:

- Briefings to:
 - Neighborhood and community organizations, including the Belltown Community Council, West Edge Neighborhood Association, Denny Triangle Neighborhood Association, Pioneer Square Community Council, Commute Seattle, and the Downtown Residents Council;
 - Business organizations, including the Seattle Metropolitan Chamber of Commerce, Downtown Seattle Association, Waterfront Merchants Association, Seattle Art Museum and Alliance for Pioneer Square
- Door-to-door outreach along the alignment within a block of the project to distribute the project folio and open house invitation, and confirming contact information:
 - Large and small businesses, particularly in those areas that would be affected by a reduction in street parking
 - Residential property owners and building management on the corridor, including the Four Seasons, 98 Union, Madison Tower, the Watermark, and Merrill Place

Part of the targeted outreach was directed at engaging minority and low-income populations. Open house invitations were translated into Chinese, Vietnamese, and Spanish, and distribution

of these materials included in-person drop-offs at social service agencies and at affordable housing sites and offices throughout downtown.

SDOT dropped off information materials to social services providers, low-income housing providers, and homeless shelters, including the Union Gospel Mission, Pike Place Market Foundation, Plymouth Housing, Bread of Life Mission, Yesler Community Center, Plymouth Housing Group Rental Office, the Josephinum, Women's Wellness Center, Plymouth on Stewart, Yesler Terrace Apartments, Gatewood Hotel, Sanitary Market, Livingston Baker, Bell Tower Apartments, Hotel Scargo, Kasota, Oxford Apartments, Market House Condominium, Pike Market Senior Center, and Lewiston Apartments.

In addition, SDOT is working with Operation Sack Lunch to make and deliver lunches for the homeless population near the construction zone and future streetcar route. Information sheets will be stapled to the lunch bags letting recipients know that construction is coming, how to get their belongings if left in the work zone, and information about resources and shelters in the area.

SDOT will engage local news channels, the Seattle Times, Puget Sound Business Journal, Crosscut, Publicola, and Seattle Transit Blog, as well as other publications that serve low-income and/or homeless populations, such as Real Change. SDOT will include media that addresses minority communities within the study area.

7.2 Agency Coordination

Prior to project initiation, the SDOT, as the local project sponsor, began to coordinate with federal, regional, and local agencies on the Center City Connector Project. Discussions were held on project timing, location, and operational parameters, as well as on proposed development and zoning in the study area.

As part of the environmental process, the SDOT and FTA invited affected agencies and other agencies with jurisdiction and experience to review and comment on the environmental analyses. The following sections outline the roles and engagement activities of federal agencies, Native American tribes, and state and regional agencies.

7.2.1 Federal Agencies and Native American Tribes

FTA is the federal lead for this project, with responsibility for compliance with consultation requirements under NEPA, Section 106 of the NHPA, and the federal Endangered Species Act regulations. In addition, FTA holds government-to-government responsibility for coordinating with affected Native American tribes. The study area does not include tribal lands, but the tribes may have interests regarding natural and cultural resources. FTA initiated consultation with the tribes listed below, contacting them by letter, in telephone conversations, and, if needed, at in-person meetings:

- Muckleshoot Indian Tribe
- Snoqualmie Tribe
- Stillaguamish Tribe
- Tulalip Tribes
- Confederated Tribes and Bands of the Yakama Nation
- Duwamish Tribe (not federally recognized)

FTA has continued to consult with the tribes regarding potential cultural resource impacts of concern to the tribes throughout project development.

Under Section 106, FTA is required to involve the State Historic Preservation Officer (SHPO) and the tribal preservation officers for Native American tribes in a process “to identify historic properties and cultural resources potentially affected by the project. Additionally, FTA consulted with the U.S. Department of the Interior/National Park Service (NPS) because the Klondike Gold Rush National Historical Park and the Pioneer Square National Historic Landmark are located in the study area. The NPS concurred with conclusions in the EA on October 1, 2015. This process is discussed in more detail in the Appendix H14, *City Center Connector Cultural Resources Technical Report*, and summarized in Section 4.15, Historic, Cultural, and Archaeological Resource/Section 106

7.2.2 Regional, State, and Local Agencies

FTA has delegated most technical coordination work to the City of Seattle but has participated in meetings to provide strategic support and confirm interagency agreements, as appropriate.

On transportation issues, the City of Seattle works closely with WSDOT, King County Metro, Community Transit, Washington State Ferries (WSF, a department of the Washington State Department of Transportation) and Sound Transit to collaborate on strategies for minimizing the construction-induced transit delays, to establish coordination in support of transit operation, and to maximize efficiency for downtown Seattle streets. In addition to these agencies, the Port of Seattle was provided an opportunity to review the EA technical reports on transportation and cumulative impacts that served as the basis of the EA.

For issues concerning Seattle historic landmarks and local Chinatown/International, local Pioneer Square, and local Pike Place Market historical districts, the City has worked closely with Seattle’s historic preservation boards and the City’s Historic Preservation Officer. These efforts included providing periodic updates on development of project alternatives and seeking input on the urban design elements to meet historical district design guidelines. Prior to construction, SDOT will apply for project design approval from the historic district preservation board. SDOT has also consulted with the City’s Office of Historic Preservation. Preservation staff have reviewed and concurred with findings in the cultural resources sections of the EA.

As mentioned in Section 7.2.1, Federal Agencies and Native American Tribes, per federal Section 106 regulations, FTA consulted the SHPO regarding the significance of the resources and the nature and magnitude of the potential impacts. SHPO concurred with the Area of Potential Effect on December 3, 2014, and the determination of No Adverse Effects on October 27, 2015.