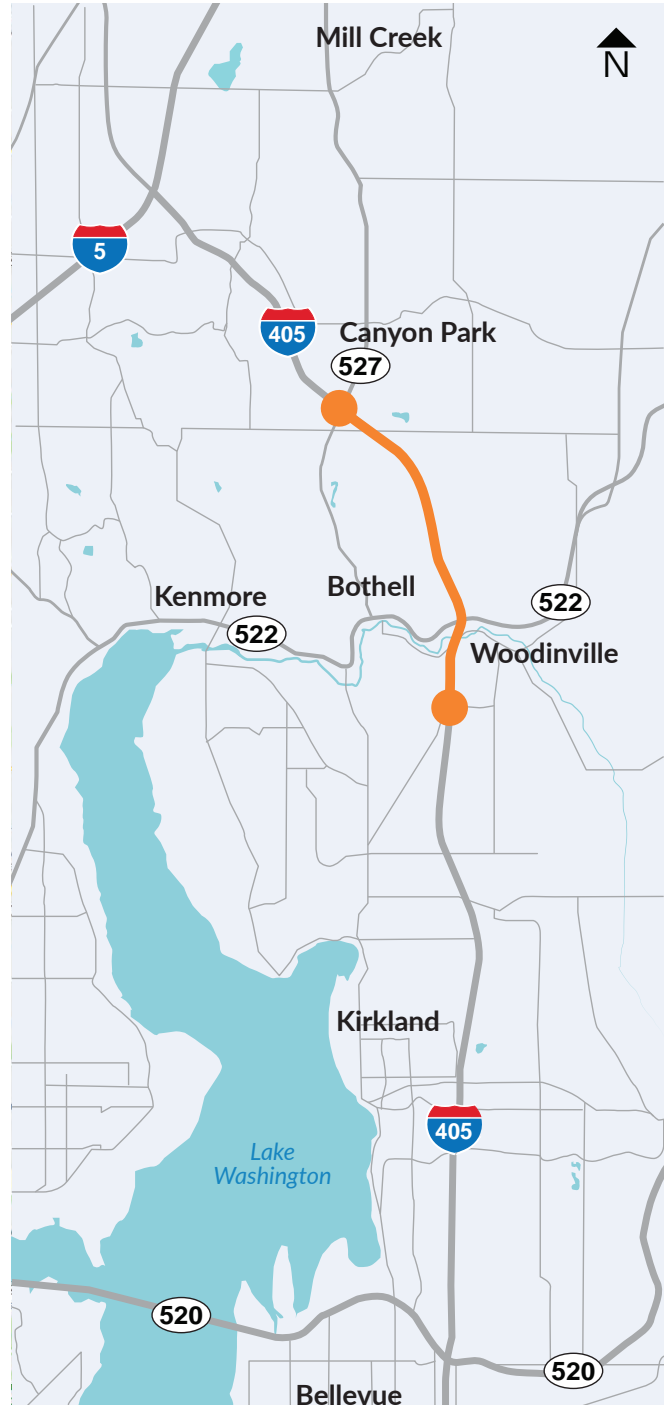


ENVIRONMENTAL ASSESSMENT

Appendix C:

Community Impact Assessment and Environmental Justice Discipline Report

I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project
(MP 21.79 to 27.06)



Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equal Opportunity at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Notificación de Título VI al Público

Es la política del Departamento de Transporte del Estado de Washington el asegurarse que ninguna persona, por razones de raza, color, nación de origen o sexo, como es provisto en el Título VI del Acto de Derechos Civiles de 1964, ser excluido de la participación en, ser negado los beneficios de, o ser discriminado de otra manera bajo cualquiera de sus programas y actividades financiado con fondos federales. Cualquier persona quien crea que su protección bajo el Título VI ha sido violada, puede presentar una queja con la Comisión Estadounidense Igualdad de Oportunidades en el Empleo. Para obtener información adicional sobre los procedimientos de queja bajo el Título VI y/o información sobre nuestras obligaciones antidiscriminatorias, pueden contactar al coordinador del Título VI en la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo 360-705-7090.

Información del Acta Americans with Disabilities Act (ADA)

Este material es disponible en un formato alternativo enviando un email/correo electrónico a la Comisión Estadounidense de Igualdad de Oportunidades en el Empleo wsdotada@wsdot.wa.gov o llamando gratis al 855-362-4ADA (4232). Personas sordas o con discapacidad auditiva pueden solicitar llamando Washington State Relay al 711.

TABLE OF CONTENTS

Section 1 Summary	1-1
1.1 Purpose of the Report	1-1
1.2 Study Approach.....	1-1
1.3 Existing Conditions Overview.....	1-1
1.4 Project Effects Overview.....	1-2
Section 2 Project Description	2-1
2.1 Proposed Project Elements.....	2-1
2.2 Express Toll Lanes Overview.....	2-8
2.3 Project Construction Overview.....	2-8
Section 3 Study Approach	3-1
3.1 Policies, Laws, and Regulations.....	3-1
3.2 Study Area	3-2
3.3 Data Collection and Analysis Approach.....	3-4
Section 4 Existing Conditions	4-1
4.1 Land Use.....	4-1
4.2 Economics (Jobs and Employment)	4-4
4.3 Community Resources.....	4-6
4.4 Environmental Justice.....	4-16
4.5 Tribal Coordination.....	4-25
Section 5 Project Effects	5-1
5.1 No Build Alternative.....	5-1
5.2 Build Alternative	5-2
5.3 Indirect Effects.....	5-15
Section 6 Measures to Avoid or Minimize Effects	6-1
6.1 Operational Mitigation	6-1
6.2 Construction Mitigation	6-2
Section 7 References	7-1

EXHIBITS

Exhibit 2-1. Improvements Proposed with the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project	2-1
Exhibit 2-2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 1 of 5	2-3
Exhibit 2-2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5	2-4
Exhibit 2-2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 3 of 5	2-5
Exhibit 2-2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 4 of 5	2-6
Exhibit 2-2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 5 of 5	2-7
Exhibit 3-1. Study Area Cities and Neighborhoods	3-2
Exhibit 3-2. Map of Study Area and Neighborhoods	3-3
Exhibit 4-1. Land Uses Within the Study Area	4-2
Exhibit 4-2. Zoning Designations Within the Study Area	4-3
Exhibit 4-3. Distribution of Jobs in the Study Area (2015)	4-5
Exhibit 4-4. Population, Households, and Jobs Within and Near the Study Area	4-7
Exhibit 4-5. Population Characteristics of the Study Area and Neighboring Cities	4-7
Exhibit 4-6. Household Characteristics in the Study Area and Neighboring Cities	4-8
Exhibit 4-7. Summary of Community Facilities in the Study Area	4-10
Exhibit 4-8. Community Facilities in the Study Area, Sheet 1 of 5	4-11
Exhibit 4-8. Community Facilities in the Study Area, Sheet 2 of 5	4-12
Exhibit 4-8. Community Facilities in the Study Area, Sheet 3 of 5	4-13
Exhibit 4-8. Community Facilities in the Study Area, Sheet 4 of 5	4-14
Exhibit 4-8. Community Facilities in the Study Area, Sheet 5 of 5	4-15
Exhibit 4-9. Summary of Utility Providers Serving the Study Area	4-16
Exhibit 4-10. Environmental Justice Demographics for the Study Area and Neighboring Cities	4-17
Exhibit 4-11. Distribution of Minority Populations in the Study Area	4-18
Exhibit 4-12. Distribution of Low-Income Populations in the Study Area	4-19
Exhibit 4-13. Distribution of Limited English Proficiency Populations in the Study Area ..	4-20
Exhibit 4-14. Demographics for Elementary Schools Overlapping Study Area (2017-2018)	4-21

Exhibit 5-1. Existing Land Use Converted to Transportation-Related Use.....	5-3
Exhibit 5-2. Property Acquisitions in King County	5-3
Exhibit 5-3. Property Acquisitions in Snohomish County.....	5-4
Exhibit 5-4. Summary of Project Effects.....	5-9
Exhibit 5-5. Location of I-405 Roadway Sections for Travel Time Analysis.....	5-13
Exhibit 5-6. Comparison of Average I-405 Travel Times – AM Peak.....	5-13
Exhibit 5-7. Comparison of Average I-405 Travel Times – PM Peak	5-14

ATTACHMENTS

Attachment A Acronyms and Abbreviations

Attachment B Glossary

Attachment C Social Service Provider Interview Summaries

Attachment D Detailed Demographic Data

Attachment E Community Facilities

SECTION 1 SUMMARY

This *Community Impact Assessment and Environmental Justice Discipline Report* was prepared in support of the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project (Project Environmental Assessment (EA)). This report evaluates the environmental effects of proposed improvements on Interstate 405 (I-405) from milepost (MP) 21.79 to MP 27.06 in support of the EA.

1.1 Purpose of the Report

This report documents the effects of the Project, both positive and negative and during operation and construction, on land use, economics, community resources, and environmental justice populations (minority populations and/or low-income populations). For environmental justice, the analysis determines whether the construction and/or operation of the Project would result in disproportionately high and adverse effects.

1.2 Study Approach

The Washington State Department of Transportation (WSDOT) collected data and information from a variety of sources to understand the populations living in, working in, and visiting the study area. The study area for the analysis comprises 0.5 mile on either side of the proposed Project improvements and was selected to determine the effects from Project construction and operation. WSDOT also conducted a review of other reports prepared in support of the Project EA, including Transportation; Noise; Air Quality; Visual Quality; Hazardous Materials; Cultural Resources; and Recreational, Section 4(f), and Section 6(f) Resources, to collect information on relevant effects and mitigation that relate to land use, economics, community resources, and environmental justice.

For the environmental justice analysis, WSDOT began by determining if minority populations and/or low-income populations are present in the study area. Next, WSDOT identified the potential benefits and adverse effects of the Project. Using demographic analyses, WSDOT determined if any of the Project's adverse effects would disproportionately affect environmental justice populations. Then WSDOT identified mitigation, as appropriate, and benefits that may help offset any disproportionately high and adverse effects.

Public outreach has included, and will continue to include, materials translated into languages other than English. Community outreach included interviews with social service providers who are located in and/or serve residents of the study area.

1.3 Existing Conditions Overview

The study area spans portions of King and Snohomish counties, including portions of the cities of Kirkland, Woodinville, and Bothell. Most of the study area is located within Bothell. Land uses within the study area consist primarily of residential development in Kirkland and industrial and commercial development in Woodinville. Land uses in Bothell include the University of Washington (UW) Bothell/Cascadia College campus, two large open spaces, two business parks, a commercial center with a variety of businesses supporting nearby

neighborhoods, and residential development. The two business parks include many businesses associated with biotechnology and medical devices, and they provide most of the jobs in the study area.

I-405 forms the boundary for several neighborhoods in the study area. Those neighborhoods have access to local services through local roadway connections and to regional services via I-405, State Route (SR) 522, and SR 527. The most common community facilities in the study area are parks, trails, schools, and religious institutions. The Sammamish River Trail and North Creek Trail provide pedestrian and bicycle access to several neighborhoods in Bothell.

Within the study area, the percentages of minority and low-income residents are similar to those within Bothell as a whole. According to the latest U.S. Census data, about 33 percent of the study area population identify as minorities, 5 percent identify as low-income, and 3 percent identify as limited English proficient (LEP).

1.4 Project Effects Overview

1.4.1 No Build Alternative

Operational Effects

With the No Build Alternative, WSDOT would not construct the Project, and there would be no capacity improvements on the section of I-405 between MP 21.79 and MP 27.06. WSDOT would continue routine maintenance of its facilities in the study area. The projected growth in regional traffic demand would continue to cause delays and make travel times unpredictable for reaching employment sites, businesses, and community facilities, thus affecting the quality of life for people who live and work in the area. Increased congestion and travel times and decreased speeds in the express toll lanes (ETLs) and general purpose (GP) lanes would have a negative effect on all populations. The No Build Alternative would require no property acquisitions or displacements.

Under the No Build (and Build) Alternatives, the existing ETLs implemented in 2015 would continue to have a disproportionate effect on low-income populations who choose to use them because of the costs of the tolls and the use of the electronic toll system, which requires users to have a *Good To Go!* account or pay an additional fee if they do not have an account. As part of the larger tolling program, WSDOT has implemented measures to mitigate these effects as described in Section 6.1.4. The No Build (and Build) Alternatives could also continue to affect LEP populations because WSDOT signs are in English, so LEP populations may have difficulty understanding how the tolling system works. With the No Build Alternative, travelers on I-405 would still have alternatives to paying to use the ETLs, including traveling as a carpool, using the free GP lanes, and using transit.

Construction Effects

With the No Build Alternative, negative construction-related effects, such as temporary lane closures, traffic delays, and noise would not occur. However, without the Project, there would

be no economic benefits associated with construction jobs and the purchase of goods and services related to the Project.

1.4.2 Build Alternative

Operational Effects

The Project would add freeway capacity by building a second ETL between south of the I-405/SR 522 interchange and just north of the I-405/SR 527 interchange, thereby improving travel speeds and travel-time reliability for most trips on I-405 compared to the No Build Alternative. These benefits would occur for travelers in both the ETLs and the GP lanes, including transit operators and riders. The direct access ramps and inline stations at SR 527 and SR 522 would also improve transit performance by allowing transit vehicles to remain in the ETLs. In addition, freight haulers would experience reduced traffic delays, providing an economic benefit. The Project would also improve safety performance by reducing the number of congestion-related crashes. Similar to the No Build Alternative, travelers on I-405 would continue to have alternatives to paying to use the ETLs. These options include traveling as a carpool, using the free GP lanes, and using transit.

The Build Alternative would result in minimal direct effects on land use and community resources because it is located primarily in existing WSDOT right of way. WSDOT would acquire 13 properties (2 full and 11 partial), comprising approximately 3.5 acres of existing residential and commercial land uses in Bothell. The Project would also acquire permanent easements on 2 properties and limited access rights on 6 properties. Most of these properties would be converted to transportation-related uses. The conversions would result in minimal effects on land use because the area converted is a small percentage (less than 0.1 percent) of Bothell's total land area. A summary of proposed property acquisitions includes:

- The 2 full acquisitions consist of 1 residential property and 1 vacant parcel owned by the City of Bothell. The Project would displace the single-family residence, but this displacement would not negatively affect community cohesion because the home is not next to other homes or part of a larger neighborhood. At the time of publication, WSDOT is purchasing the residential property and the tenant has relocated, as allowed under FHWA's early acquisition process as described in 23 CFR 710.501 and 23 United States Code (USC) 108. Bothell's vacant parcel is undeveloped, so effects would be limited to changing the use from a vacant property with commercial zoning to a transportation-related use.
- The 11 partial acquisitions consist of 1 portion of a maintenance facility property owned by the City of Bothell; 9 acquisitions on 17th Avenue SE, 220th Street SE, and adjacent to SR 527 in the Canyon Park Business Center (CPBC); and portions of private roads in the CPBC. A portion of Bothell's maintenance facility would need to be demolished and rebuilt, and is a candidate for functional replacement. The property has enough space for the facility to be rebuilt on site and would continue to operate as a maintenance facility. The proposed acquisitions in the CPBC would consist of small slivers for sidewalk areas and landscaping on the outer periphery

of the property and would not affect the use of the property or result in changes to access or parking. The remaining partial acquisition would convert privately owned portions of 17th Avenue SE and 220th Street SE to a public roadway that would be owned and maintained by the City of Bothell. There would be no changes in the operation of the roadway or access to adjacent parcels.

- The 2 permanent easements would not negatively affect the use of the affected properties and would be related to an airspace lease for a new bridge over the Sammamish River and a fish-barrier correction.
- The limited access rights on 6 properties would not negatively affect the use of these residential properties and would be related to construction of a retaining wall for the new direct access ramp at 17th Avenue SE.

The Project would not divide or bisect neighborhoods, change social patterns, or impede access to neighborhoods or community facilities for those living in, working in, and visiting the study area. The Project would increase existing noise levels above Federal Highway Administration (FHWA) noise abatement criteria (NAC) along the edge of neighborhoods in close proximity to I-405. In three locations, noise walls would be constructed because the locations meet WSDOT's noise policy. These proposed noise walls -- Wall East 2, Wall East 6, and Wall West 7 -- are shown in Exhibit 2-2, Sheets 1, 4 and 5, respectively. In these areas, the noise walls would reduce traffic noise effects, which would benefit all residents in portions of the adjacent neighborhoods of Brickyard Road/Queensgate (Wall East 2), Fitzgerald/35th SE (Wall East 6), Canyon Park (Wall East 6), and Queensborough/Brentwood (Wall West 7). In other locations where noise walls are not warranted because the walls do not meet WSDOT's noise policy, the increases in traffic noise levels compared to the No Build Alternative would be up to 3 decibels, which is not perceptible to most people. Public service providers would benefit from the Project through improved travel times on I-405. No effects are anticipated for utility providers.

Operation of the Project would generally have no adverse effects on environmental justice populations, based on a review of other environmental elements studied for the Project EA. The one exception is the projected increase in traffic noise. To minimize these effects, WSDOT will construct three new noise walls because they meet WSDOT's noise policy. With the noise walls proposed with the Build Alternative, fewer receivers would be affected by noise levels above NAC than the No Build Alternative. However, with the Build Alternative, some areas close to the freeway would continue to experience noise effects above FHWA's NAC where noise walls would not be feasible and/or cost-effective to build under WSDOT's noise policy.

In most areas where traffic noise levels would increase above the FHWA NAC, the population is predominately non-minority and non-low-income. Within parts of the Fitzgerald/35th SE and Canyon Park neighborhoods on the east side of I-405, the population is predominately minority. In these neighborhoods, construction of Wall East 6 would benefit a number of residents, both minority and non-minority, by reducing traffic noise levels up to 9 decibels (dBA) compared to the No Build Alternative. This new wall would reduce noise levels to below the NAC for 16 receivers representing 17 residences. In areas near these neighborhoods where traffic noise levels would still be above the FHWA NAC, there would be either no increase or a 1 to 2 dBA)

decrease compared to the No Build Alternative. Overall, increases in traffic noise levels across all study area neighborhoods would affect all populations to the same degree and would not be more severe or greater in magnitude for minority populations.

With the Build Alternative, operation of the ETLs would continue to have a disproportionate effect on low-income populations and would continue to affect LEP populations. However, with the Project, travel times for most vehicles, including transit, in both the ETLs and GP lanes would be similar to the No Build Alternative or would improve in 2025 (year of opening) and 2045 (design year), which would benefit all users of I-405. After analyzing the totality of the effects, project benefits, and associated mitigation, WSDOT has determined the Project would not have disproportionately high and adverse effects on minority populations and/or low-income populations.

Construction Effects

Short-term effects during Project construction would include increased noise, fugitive dust, and increased traffic congestion. WSDOT would obtain temporary easements during construction, which would have temporary impacts on land uses. Access to businesses would be maintained during construction. Once construction is complete, affected areas would be restored to pre-construction conditions.

Construction would temporarily affect transit through the study area. Transit service would continue to operate at the Canyon Park Park and Ride and the I-405 flyer stops, but a few weekend closures may be required at the Canyon Park Park and Ride to complete construction of the roundabout. Bus routes that provide service to the Canyon Park Park and Ride via 17th Avenue SE would be rerouted if temporary street closures are required. The Project would reconstruct the Canyon Park Park and Ride. Construction is not anticipated to reduce the available parking at the park and ride during commute hours (5 a.m. to 7 p.m.) on weekdays. Overnight and weekend parking reductions may be necessary for construction. If parking is temporarily reduced due to construction activities, WSDOT would coordinate with affected transit agencies to determine if and where replacement parking would be provided.

Pedestrian access would be maintained during construction of the Project, and construction of the direct access ramp near 17th Avenue SE would be staged to allow for the existing pedestrian bridge across I-405 to remain open during construction until the new pedestrian bridge is completed. Temporary short-term closures of the existing and new pedestrian bridges would be unavoidable; however, closures would occur during nights and weekends to minimize effects. Up to three weekend closures would be required for connecting the new segment of the pedestrian bridge to the existing bridge near the southbound I-405 inline bus stops. Additional nighttime closures of the new pedestrian bridge would be required for painting and other finishing work activities, but these would occur when transit is not in operation.

Construction could require short-term outages of utilities if utility relocations are required. WSDOT would coordinate with utility providers on any relocations prior to construction. The Project would provide economic benefits associated with construction-related jobs and purchases of goods and services for Project construction. However, construction-related

increases in congestion would result in longer travel times that could negatively affect freight movement.

Because construction would largely be within WSDOT's existing transportation right of way, construction effects on community resources would be limited. People who live or work close to the reconstruction of interchanges or construction of direct access ramps would observe construction effects over a longer period. Construction effects would have a disproportionate effect on minority populations in the Fitzgerald/35th SE and Canyon Park neighborhoods because of the high percentage of minority populations in these neighborhoods. However, all populations in neighborhoods close to construction would be affected by construction to the same degree, and there would be no disproportionately high and adverse effects on minority populations during construction.

SECTION 2 PROJECT DESCRIPTION

2.1 Proposed Project Elements

The Project begins on I-405 south of the I-405/SR 522 interchange at milepost (MP) 21.79 and continues to just north of the I-405/SR 527 interchange to MP 27.06. Exhibit 2-1 lists improvements proposed with the Project. Exhibit 2-2, Sheets 1 through 5, show the locations of the proposed improvements.

Exhibit 2-1. Improvements Proposed with the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Project Element	Proposed Improvements
I-405 lanes and shoulders from SR 522 to SR 527	<ul style="list-style-type: none"> – Create a dual ETL system from MP 21.79 (south of the I-405/SR 522 interchange) to MP 27.06 (just north of the I-405/SR 527 interchange). <ul style="list-style-type: none"> • From MP 21.79 to MP 22.30: Restripe existing lanes to create a dual ETL system. • From MP 22.30 to MP 26.30: Resurface and widen I-405 to add one ETL in each direction. • From MP 26.30 to MP 27.06: Widen I-405 to construct direct access ramps and connect to the existing single ETL starting near MP 26.30.
I-405 tolling from SR 522 to SR 527	<ul style="list-style-type: none"> – Construct new tolling gantries to collect tolls for the ETLs and direct access ramps.
I-405/SR 522 interchange area	<ul style="list-style-type: none"> – Construct new direct access ramps and two inline transit stations (one in each direction) in the I-405 median. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. – Construct a bus station and turnaround loop, pick-up and drop-off facilities, and new nonmotorized connection to the North Creek Trail near the SR 522 interchange. Funding and construction timeline to be coordinated with local transit agencies. – Construct new northbound bridge through the SR 522 interchange. <ul style="list-style-type: none"> • Reconfigure the northbound I-405 to eastbound SR 522 ramp from one lane to two lanes. – Reconfigure I-405 on- and off-ramps. <ul style="list-style-type: none"> • Realign the southbound I-405 to westbound SR 522 ramp. • Realign the eastbound and westbound SR 522 ramps to northbound I-405.
SR 522 roadway	<ul style="list-style-type: none"> – Add three signalized intersections, which would change where the freeway portion of SR 522 begins and ends. Signals would be added at the following locations: <ul style="list-style-type: none"> • The northbound I-405 to westbound SR 522 off-ramp and the eastbound SR 522 to northbound I-405 on-ramp. • The southbound I-405 to eastbound SR 522 ramp. • Between the above two locations where the new I-405 ETL direct access ramps connect with SR 522.
228th Street SE	<ul style="list-style-type: none"> – Widen the northbound I-405 bridge over 228th Street SE.

I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

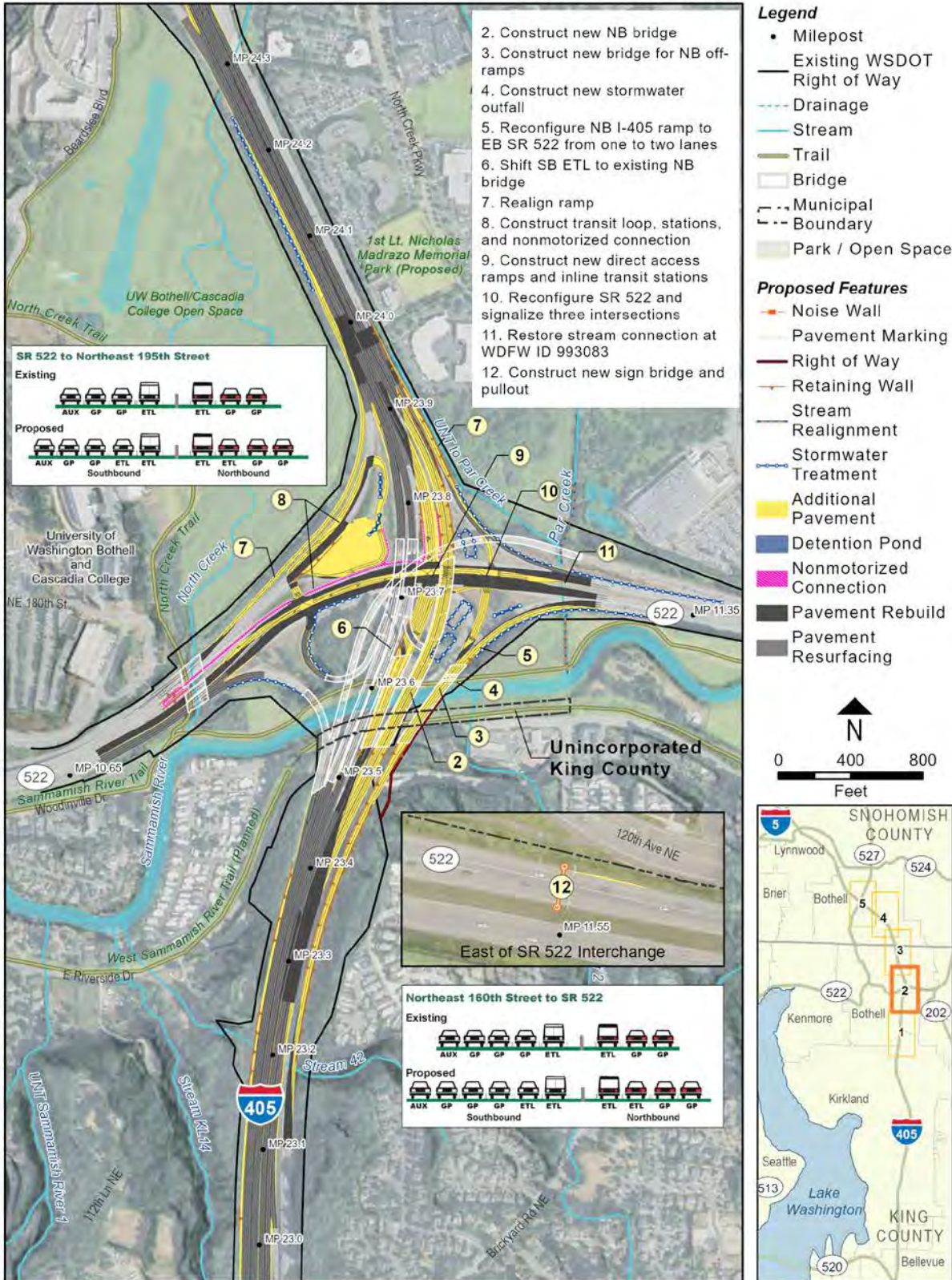
Exhibit 2-1. Improvements Proposed with the I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Project Element	Proposed Improvements
SR 527 interchange area	<ul style="list-style-type: none"> – Construct new direct access ramps to the north, south and east just south of SR 527 at 17th Avenue SE. – Construct two inline transit stations (one in each direction) in the I-405 median. Transit stations would include station platforms, signage, artwork, lighting, fare machines, and site furnishing such as shelters, lean rails, benches, bollards, bicycle parking, and trash receptacles. – Reconstruct the pedestrian bridge over I-405.
17th Avenue SE, 220th Street SE, SR 527	<ul style="list-style-type: none"> – Reconfigure 17th Avenue SE and portions of 220th Street SE and SR 527 to include a roundabout at the Canyon Park Park and Ride, bicycle and pedestrian improvements, and improvements at the SR 527 and 17th Avenue SE intersections with 220th Street SE.
Fish barrier corrections	<ul style="list-style-type: none"> – Replace five fish barriers with restored stream connections at the following streams: <ul style="list-style-type: none"> • Par Creek (WDFWID 993083) • Stream 66 (WDFW ID 993104) • North Fork of Perry Creek (WDFW ID 08.0070 A0.25) • Two fish barriers at Queensborough Creek (WDFWID 993084 and 993109)
Sammamish River bridges	<ul style="list-style-type: none"> – Remove the existing northbound I-405 to eastbound SR 522 bridge over the Sammamish River, including two bridge piers within the OHWM. – Remove the existing northbound I-405 to westbound SR 522 bridge over the Sammamish River, including two bridge piers within the OHWM. – Build a new bridge for northbound I-405 traffic over the Sammamish River. – Build a new bridge over the Sammamish River for the new direct access ramp at SR 522. – Build a new bridge over the Sammamish River for the northbound I-405 to SR 522 ramp.
Noise and retaining walls	<ul style="list-style-type: none"> – Construct 3 new noise walls near NE 160th Street and SR 527. See Exhibit 2-2, Sheets 1, 4 and 5. – Construct several new retaining walls. See Exhibit 2-2, Sheets 1 through 5.
Stormwater management	<ul style="list-style-type: none"> – Provide enhanced treatment for an area equivalent to 100 percent of new PGIS (approximately 24 acres). – Retrofit about 23 acres of existing untreated PGIS and continue to treat stormwater from the approximately 44 acres of PGIS that currently receives treatment. – Construct three new stormwater outfalls, one on the Sammamish River and two on the North Fork of Perry Creek.
Construction duration	<ul style="list-style-type: none"> – Construction is expected to last 3 to 4 years, beginning in 2021.

ETL = express toll lane; ID = identification number; MP = milepost; OHWM = ordinary high water mark; PGIS = pollution-generating impervious surfaces; WDFW = Washington Department of Fish and Wildlife

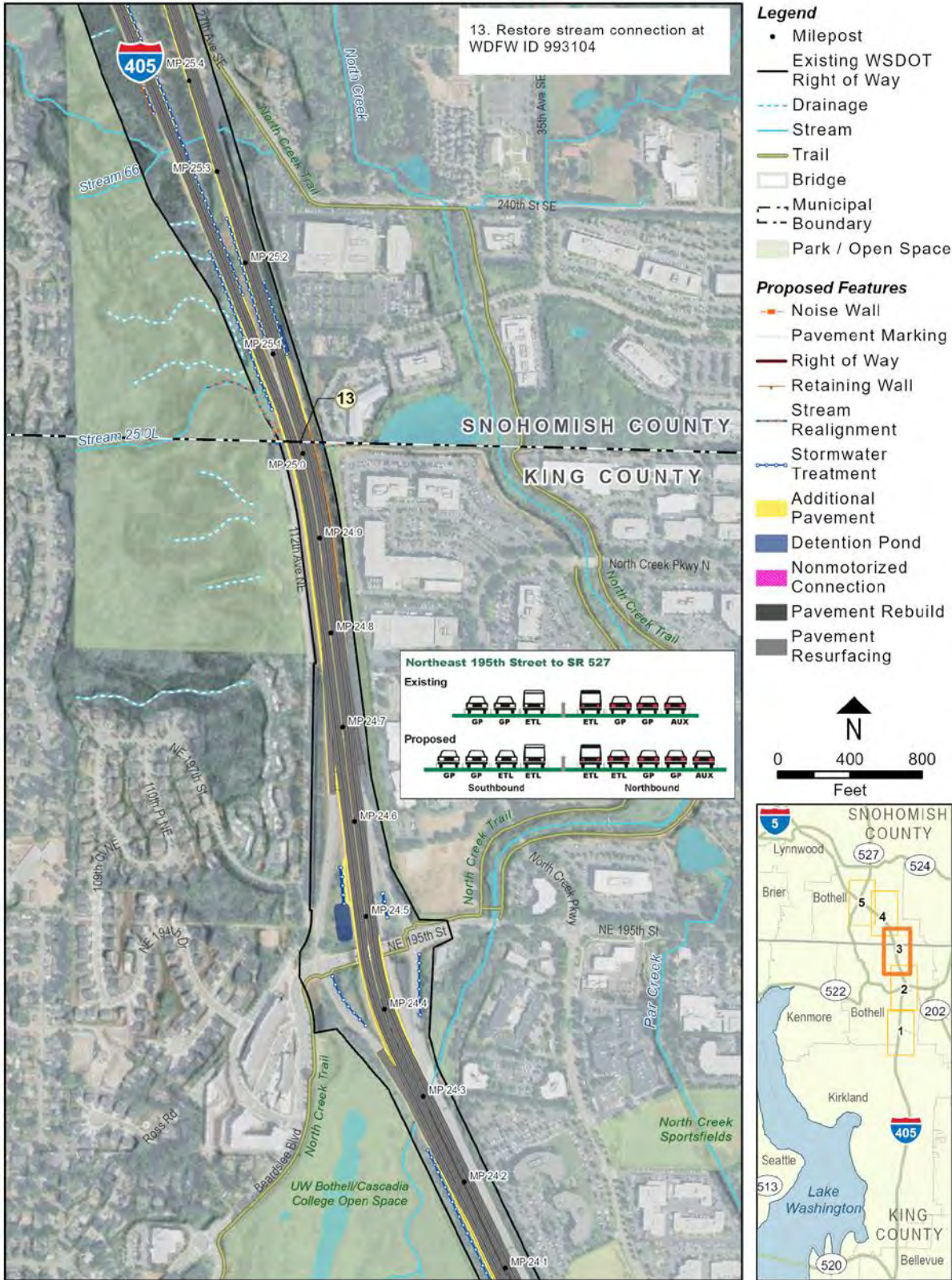
I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 2-2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 2 of 5



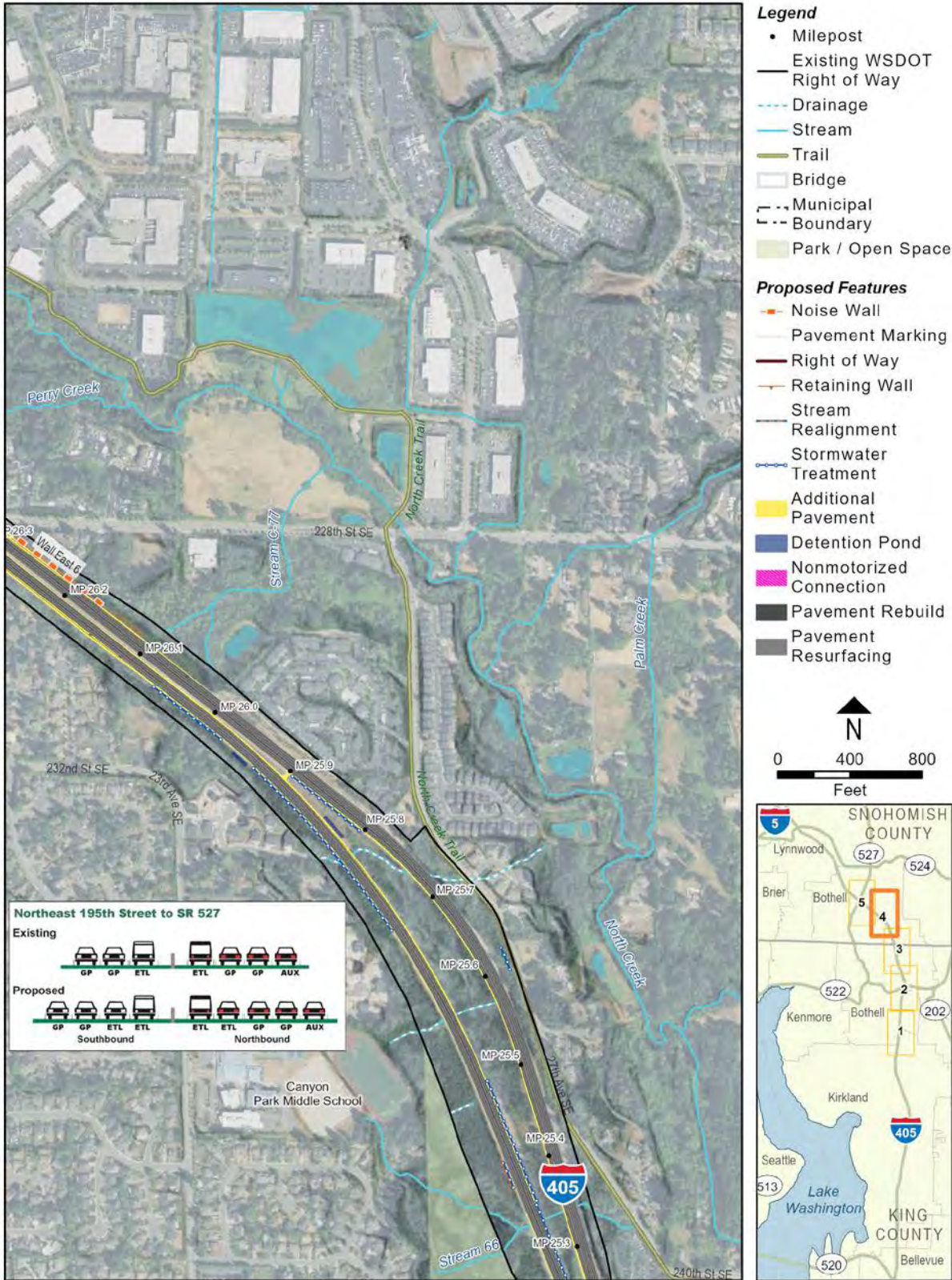
I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 2-2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 3 of 5



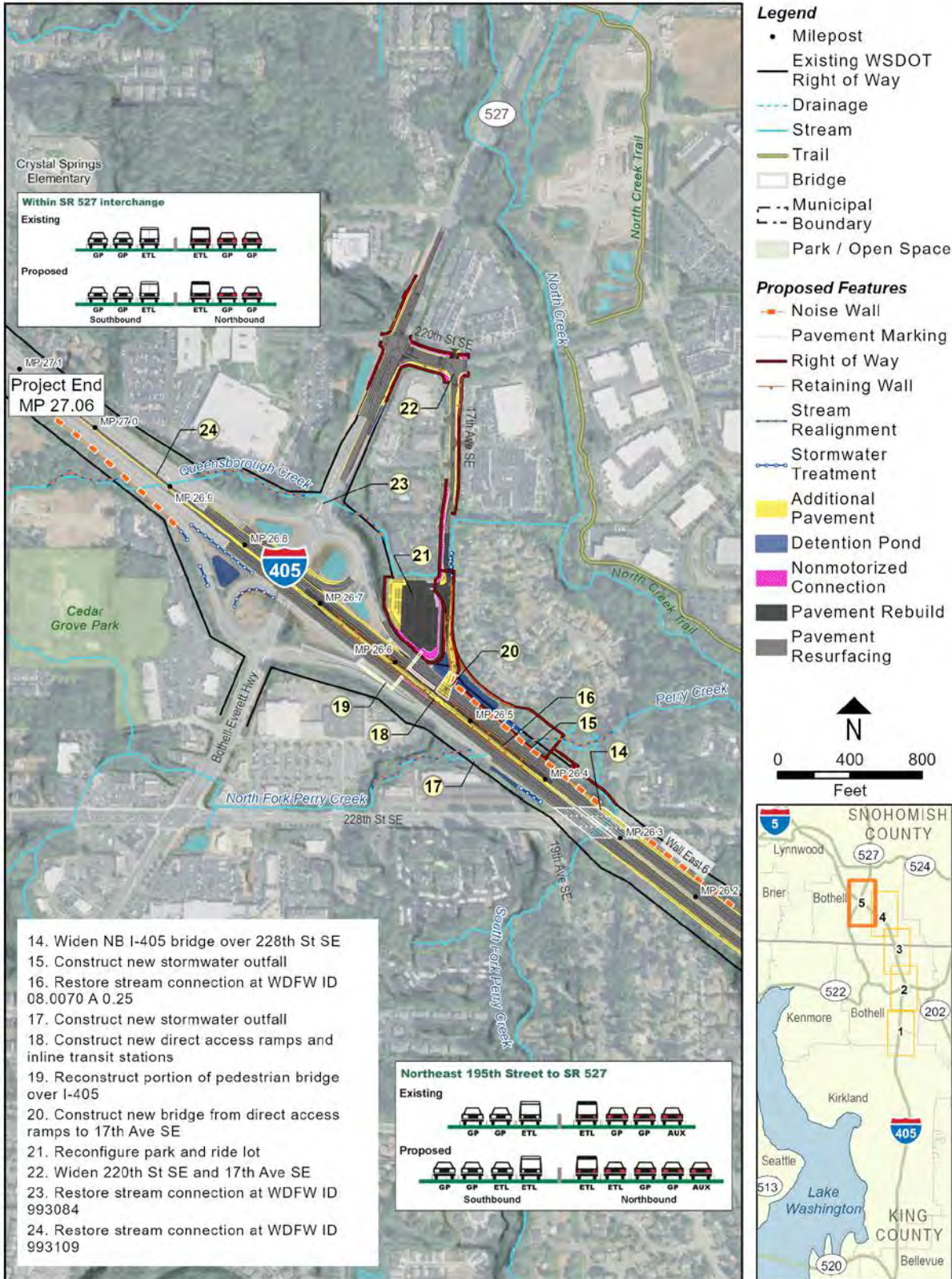
I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 2-2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 4 of 5



I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 2-2. I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project, Sheet 5 of 5



2.2 Express Toll Lanes Overview

Currently, there is one ETL in each direction of I 405 between SR 522 and SR 527. WSDOT expects that the new ETL in this section would operate in the same way as the existing ETL, from 5 a.m. to 7 p.m. on weekdays. At all other times and on major holidays, the ETLs would be free and open to all without a *Good To Go!* pass. During operating hours:

- **Single-occupancy vehicles** would pay a toll to use the ETLs with or without a *Good To Go!* pass.
- **Transit, High-Occupancy Vehicles (HOV) 3+, and motorcycles** would travel for free with a *Good To Go!* flex or motorcycle pass.
- **HOV 2+** would travel for free from 9 a.m. to 3 p.m. with a *Good To Go!* flex pass. From 5 a.m. to 9 a.m. and 3 p.m. to 7 p.m. HOV 2+ would pay a toll to use the ETLs with or without a *Good To Go!* flex pass.
- **Large vehicles** over 10,000 pounds gross vehicle weight would not be able to use the ETLs at any time.

How do I get more information about ETLs on I-405?

<https://wsdot.wa.gov/Tolling/405/default.htm>

2.3 Project Construction Overview

WSDOT expects to construct the Project using a design-build delivery method, in which WSDOT executes a single contract with one entity for design and construction services. With design-build projects, contractors have the flexibility to offer innovative and cost-effective alternatives to deliver the project, improve project performance, and reduce project effects. If the contractor proposes design modifications not covered by this Environmental Assessment, additional environmental review would be conducted as needed.

Construction would generally occur between 2021 and 2025, but construction activities in some areas would be complete prior to 2025. Once a contractor is selected for the Project, they could use multiple work crews in multiple locations to reduce the overall construction period. Work would include removing existing asphalt and concrete surfaces, clearing and grading adjacent areas, laying the aggregate roadway foundation, placing new asphalt and concrete surfaces, replacing culverts, and building and demolishing bridges. Removing bridge piers from the Sammamish River could require the construction of temporary work bridges and would require in-water work, which may include temporary use of cofferdams and a work barge, depending on the contractors' chosen means and methods. Realigning the I-405 mainline would require approximately 170,000 cubic yards of excavation and 166,000 cubic yards of fill.

Construction equipment would include backhoes, excavators, front-end loaders, pavement grinders, jack hammers, trucks, vector trucks, cranes, drilling rigs and augers, concrete pumping equipment, and slurry processing equipment. Specific haul routes and the number of construction vehicles would not be known until a construction contract is signed. When possible, the work sites would be accessed from I-405 and SR 522. Construction staging areas for employee parking, large equipment storage, and material stockpiles would be located within WSDOT and Bothell right of way to the extent possible. The contractor may also find other locations for construction staging.

SECTION 3 STUDY APPROACH

This section describes the information collected and methods used to evaluate the Project's effects on land use, community resources, economics, and environmental justice. Section 5, Project Effects, presents the results of the analysis.

3.1 *Policies, Laws, and Regulations*

The methodology used for the analysis described in this report is consistent with federal and state policies and plans, as well as Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) guidance.

WSDOT conducted the analysis in accordance with the following regulations and policies:

- National Environmental Policy Act (NEPA), 42 USC 4321.
- Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, national origin, age, sex, or disability in programs and activities receiving federal financial assistance.
- Presidential Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which requires identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of federal programs, policies, and activities on minority populations and/or low-income populations. The order also addresses the importance of public participation in the project review process.
- U.S. Department of Transportation (USDOT) Order 5610.2(a), Order to Address Environmental Justice in Minority Populations and Low-Income Populations, which establishes procedures to ensure compliance with Executive Order 12898 and provides guidance on how to evaluate and address environmental justice impacts on minority populations and/or low-income populations and to consider the impacts, mitigation, and offsetting benefits.
- FHWA Order 6640.23(a), Actions to Address Environmental Justice in Minority and Low-Income Populations, which directs FHWA to comply with Executive Order 12898 and emphasizes FHWA's commitment to ensuring nondiscriminatory action in federally funded projects and activities.
- Presidential Executive Order 13166 on Improving Access to Services for Persons with Limited English Proficiency, which requires each federal agency to ensure that recipients of federal financial assistance provide meaningful access to their programs and activities by applicants and beneficiaries with limited English proficiency (LEP).
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, which ensures that persons displaced as a result of a federal action or by an undertaking involving federal funds are treated fairly, consistently, and equitably. This law helps to ensure persons will not suffer disproportionate effects as a result of projects designed for the benefit of the public as a whole.

WSDOT used the following guidance documents for the analysis:

- FHWA’s *Community Impact Assessment: A Quick Reference for Transportation* (FHWA 2018)
- WSDOT’s *Environmental Manual*, Section 458, Social and Community Effects, and Section 470, Public Services and Utilities (WSDOT 2019)
- FHWA *Environmental Justice Reference Guide* (FHWA 2015)

3.2 Study Area

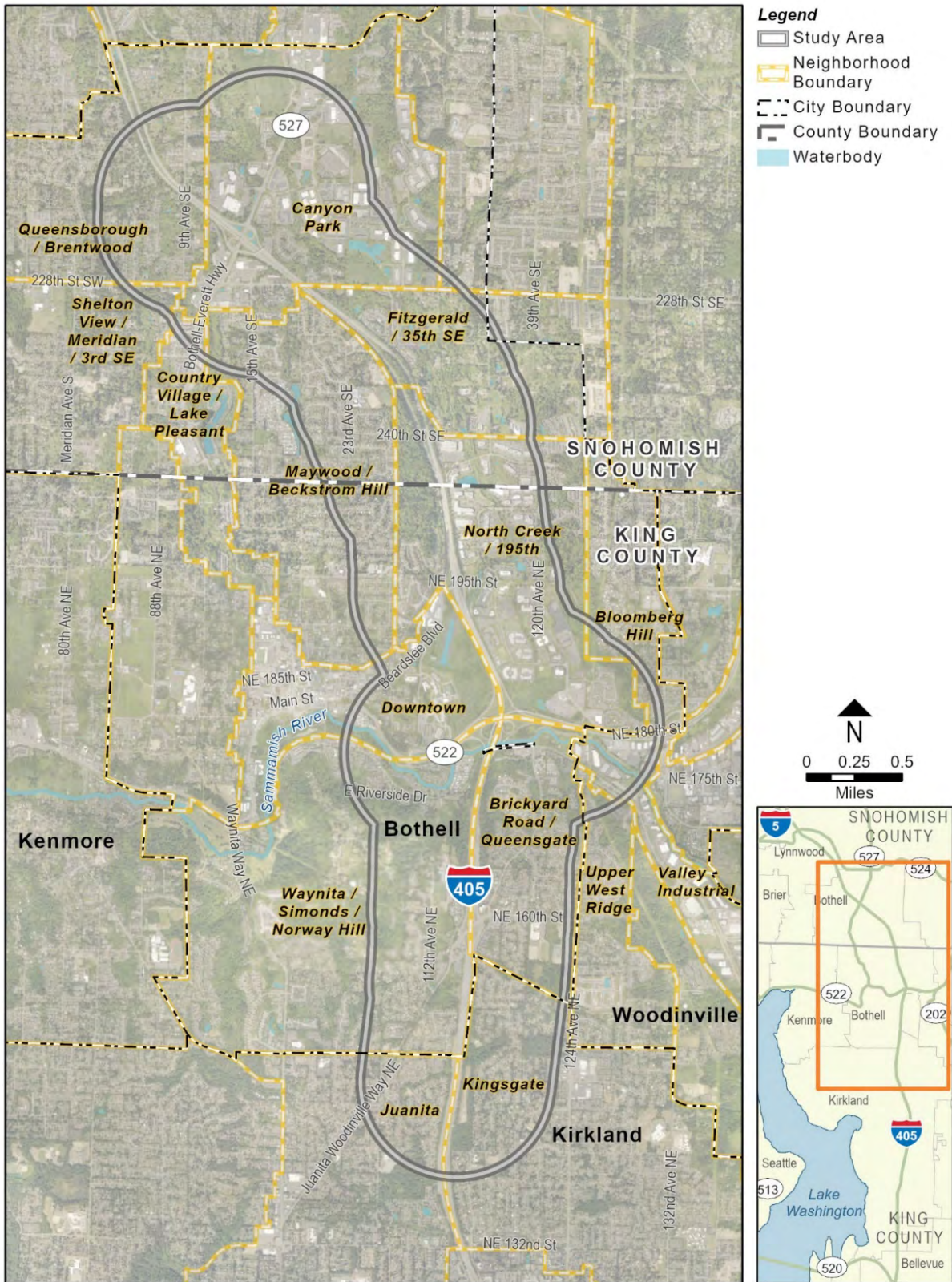
The study area covers 0.5 mile on either side of the proposed Project improvements, where most construction and operational effects are expected to occur. Exhibit 3-1 lists the cities and neighborhoods in the study area. Exhibit 3-2 shows their locations relative to the study area.

Exhibit 3-1. Study Area Cities and Neighborhoods

City	Neighborhood
Kirkland	Juanita
	Kingsgate
Woodinville	Upper West Ridge
	Valley Industrial
Bothell	Waynita/Simonds/Norway Hill
	Brickyard Road/Queensgate
	Downtown
	North Creek/195th
	Bloomberg Hill
	Fitzgerald/35th SE
	Maywood/Beckstrom Hill
	Canyon Park
	Shelton View/Meridian/3rd SE
	Country Village/Lake Pleasant
	Queensborough/Brentwood

I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 3-2. Map of Study Area and Neighborhoods



3.3 Data Collection and Analysis Approach

3.3.1 Land Use

WSDOT collected information on existing land uses and zoning in the study area using aerial photography, comprehensive plans for the cities in the study area, and geographic information systems (GIS) data. The study area was overlaid on a GIS map, along with city and county land use designations, to determine the land use designations of the parcels that would be affected by construction and operation of the Project. The analysis included identifying the existing land uses that would be converted to transportation use due to WSDOT's proposed full and partial property acquisitions.

The analysis also included a review of relevant local and regional planning documents and the Project's consistency with their goals and policies. Those documents included Puget Sound Regional Council's (PSRC)'s *VISION 2040* and *Transportation 2040* (PSRC 2009 and 2010); King County's *Countywide Planning Policies* and comprehensive plan (King County 2016a and 2016b), City of Kirkland's comprehensive plan (Kirkland 2018); City of Woodinville's 2015 Comprehensive Plan (Woodinville 2015); and City of Bothell's *Imagine Bothell... Comprehensive Plan* (Bothell 2015). WSDOT performed a qualitative analysis of indirect effects related to growth inducement, which considered the potential for the Project to result in unplanned growth as a result of construction and operation.

3.3.2 Economics

WSDOT performed a qualitative analysis to determine the potential economic effects of the Project. The analysis relied on information about labor force trends and employment in the region and study area using U.S. Department of Labor and U.S. Census Longitudinal Employer-Household Dynamics data. WSDOT also reviewed data from Economic Alliance Snohomish County on employers in the study area. The analysis considered the short-term effects on businesses in the study area during construction and the longer-term, regional, economic effects associated with travel times and congestion with and without the Project. The analysis considered the effects on businesses of WSDOT's proposed acquisitions of commercial property.

3.3.3 Community Resources

WSDOT developed a demographic profile of the study area, including information on regional growth trends, and population and household characteristics of the study area compared to the neighboring cities of Kirkland, Woodinville, and Bothell. The analysis used data about race, income, age, households, and persons with disabilities to identify communities of concern, special relocation needs, and replacement housing. Regional growth data came from PSRC (2013 and 2018). Population and housing data came from the most recent U.S. Census Bureau American Community Survey (ACS) 5-year estimate (2013 to 2017). Information for this report was collected at the census block group level, the smallest geographical unit for which the U.S. Census Bureau publishes sample data (data collected from a fraction of all households).

WSDOT gathered information on study area neighborhoods, community facilities, public service providers, and utility providers using aerial photography, review of applicable plans, and GIS data. Community facilities are defined as religious institutions, schools (public and private), post offices, libraries, museums, social services (including food banks and affordable housing), and government offices. Public service providers include fire/emergency medical, police, and hospitals.

WSDOT considered whether the proposed property acquisitions and displacements resulting from the Project would negatively affect neighborhoods or community facilities. The analysis also considered whether changes in the transportation system with the Project would affect cohesion (i.e., create new barriers to interaction) or result in changes to travel patterns, travel speeds, accessibility, or safety performance. This report limits analysis of community cohesion for study area neighborhoods to a general discussion because the Project would be located primarily within existing transportation right of way, would not displace large number of residences, and would not divide neighborhoods or create new barriers to interaction.

To determine effects on community resources, the analysis also used information developed for the other technical reports supporting the Project environmental assessment (EA), including Transportation; Air Quality; Noise; Visual Quality; Hazardous Materials; Cultural Resources; and Recreational, Section 4(f), and Section 6(f) Resources.

3.3.4 Environmental Justice

WSDOT conducted an environmental justice analysis to determine if the Project would result in adverse effects on minority populations and/or low-income populations, and if those adverse effects would result in disproportionately high and adverse effects on those populations. The analysis started by using ACS data to identify minority populations and/or low-income populations in the study area. The information on minority populations and low-income populations was compared to the same information for the cities of Kirkland, Woodinville, and Bothell. Although this report provides demographic information for all three cities in the study area, the reference population for the analysis is Bothell's because most of the study area and most of the proposed improvements are within Bothell.

WSDOT also collected data on limited English-proficiency (LEP) populations, median household income, and transit-dependent households because those data can provide additional information on minority populations and low-income populations. Data for LEP populations also provides information on potential language barriers in the study area and can assist with more effective targeted outreach to minority populations.

The environmental justice analysis used the ACS 5-year estimate data because those data are more recent than the 2010 census and because the 2010 census does not provide information on poverty, LEP, or transit-dependent households. WSDOT verified the ACS data with demographic data from the Washington State Office of Superintendent of Public Instruction on students enrolled in public elementary schools serving the study area.

The analysis also considered previous and ongoing public outreach efforts for the Project, including efforts during the public scoping period, meetings and briefings, and targeted

outreach to minority and/or low-income populations. As part of the targeted outreach, WSDOT developed a questionnaire and conducted interviews with service providers to better understand how the Project may benefit or negatively affect those organizations' staff, volunteers, and clients. Attachment C, Social Service Provider Interview Summaries, provides summaries of the interviews.

For the analysis of effects on minority and/or low-income populations, the express toll lane (ETL) on I-405 is an existing condition. Drivers currently have the choice to travel for free in the general purpose (GP) lanes, or they can choose to use the ETLs by paying a fee, driving as a carpool, or using transit. The analysis assumed that the requirements for the current I-405, Bellevue to Lynnwood ETL system (i.e., pricing, vehicle occupancy, user exemptions, hours of operation, and electronic tolling systems), which was implemented in the study area in 2015, would remain in place for the Project. Operation of the ETLs under the No Build and Build Alternatives would continue to have a disproportionate effect on low-income populations due to the cost of the toll and the use of the electronic toll system, which either requires users to have a *Good To Go!* account or pay an additional fee if no account. The No Build and Build Alternatives would also continue to affect LEP populations because WSDOT signs are in English, which may be a barrier to LEP populations if they do not understand how the tolling systems work. As part of the larger tolling program, WSDOT has implemented measures to mitigate these effects as described in Section 6.1.4. The analysis also considers the offsetting benefits of the Project when making a determination of effect.

WSDOT reviewed the other reports assessing environmental impacts of the Project to determine whether Project construction and operation would result in adverse effects on minority populations and/or low-income populations. WSDOT also considered Project benefits in making the determination of effect.

SECTION 4 EXISTING CONDITIONS

Existing conditions describe the study area today, before any Project construction takes place. Reviewing the existing social and economic characteristics of the study area supports a greater understanding of the study area community and neighborhoods, including land use patterns, economic opportunities, demographics, social and community resources, public services, and utilities.

4.1 Land Use

Exhibit 4-1 shows a map of land uses within the study area. Adjacent to I-405 and south of SR 522, at the southern end of the Project, land uses in the study area are mostly single-family residential developments, including mobile home parks near the Sammamish River, and multifamily and commercial uses centered around the interchange of I-405 and Juanita Woodinville Way NE/NE 160th Street.

North of SR 522 and west of I-405, land uses include large educational institutions (the University of Washington (UW) Bothell/Cascadia College campus) and open spaces associated with the North Creek Wetlands and the North Creek Forest. Between the two open spaces, land uses include a newer commercial and multifamily development just west of the I-405/NE 195th Street interchange, with areas of single-family residential.

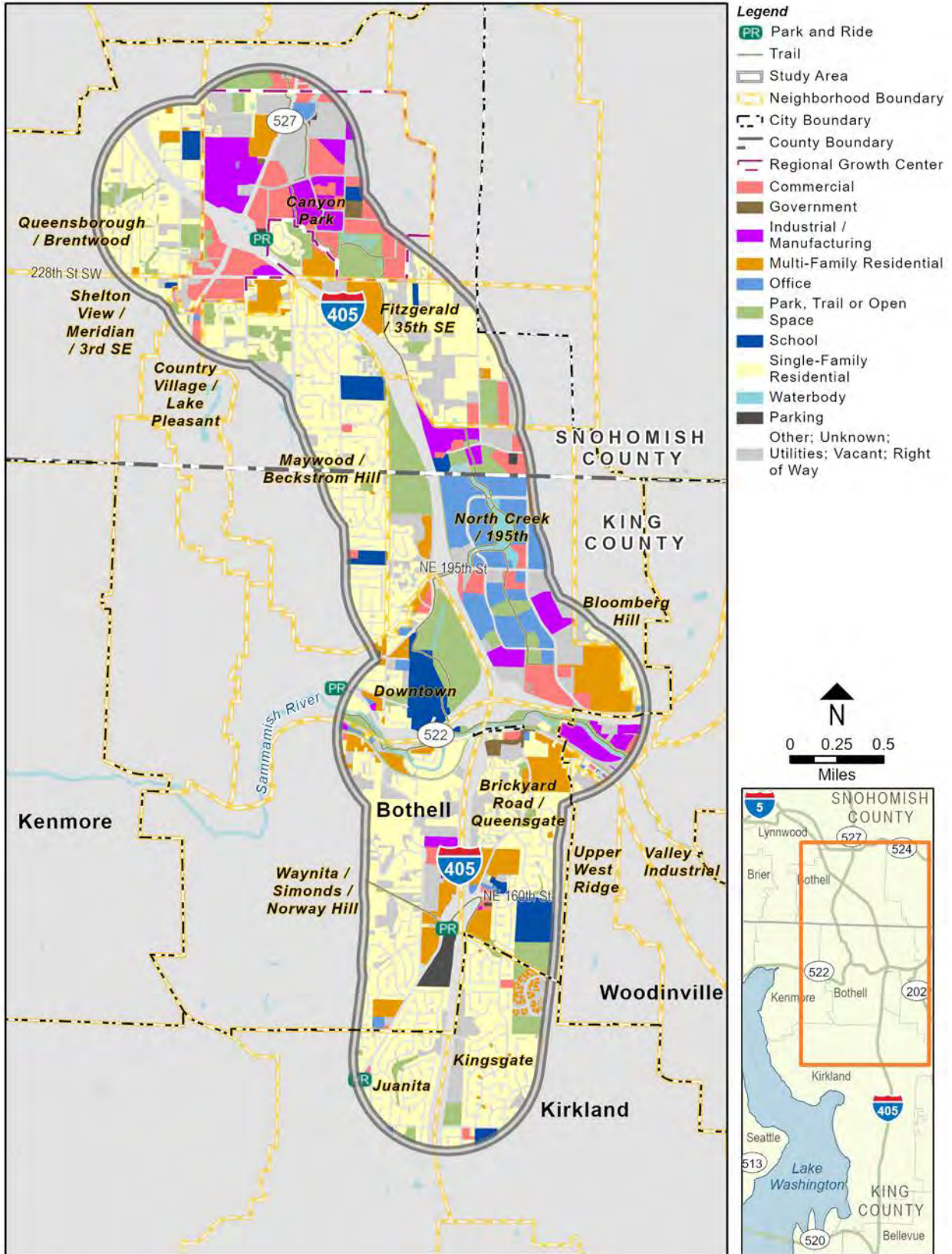
East of I-405 between SR 522 and SR 527, land uses are primarily office, light manufacturing, and commercial in the North Creek Business Park and Canyon Park Business Center, interspersed with single- and multifamily residential areas.

At the northern end of the study area, west of the I-405/SR 527 interchange, land uses include large areas of primarily single-family residential; a mix of commercial uses including gas stations, restaurants, and grocery stores; and multifamily residential centered around SR 527 and 228th Street SE.

Exhibit 4-2 shows a map of zoning designations, which have been generalized for consistency among the three cities. Other than in the Canyon Park neighborhood, these zoning designations generally correspond with the local land use designations. The City of Bothell recently began the process of updating the Canyon Park subarea plan to change zoning and increase densities within the Canyon Park neighborhood, including its designated Regional Growth Center (RGC). RGCs are dense, walkable, and mixed use areas established by the Puget Sound Regional Council (PSRC) as part of *VISION 2040* and the Regional Growth Strategy (PSRC 2009). The plan update is required to help Bothell meet the framework for numbers of employees and residents in RGCs. The process for updating the subarea plan includes consideration of alternatives that would allow a range of land uses, including employment, residential, and mixed uses, through changes in building heights and densities that would meet the PSRC RGC criterion for adding over 20,000 employees and residents to the neighborhood.

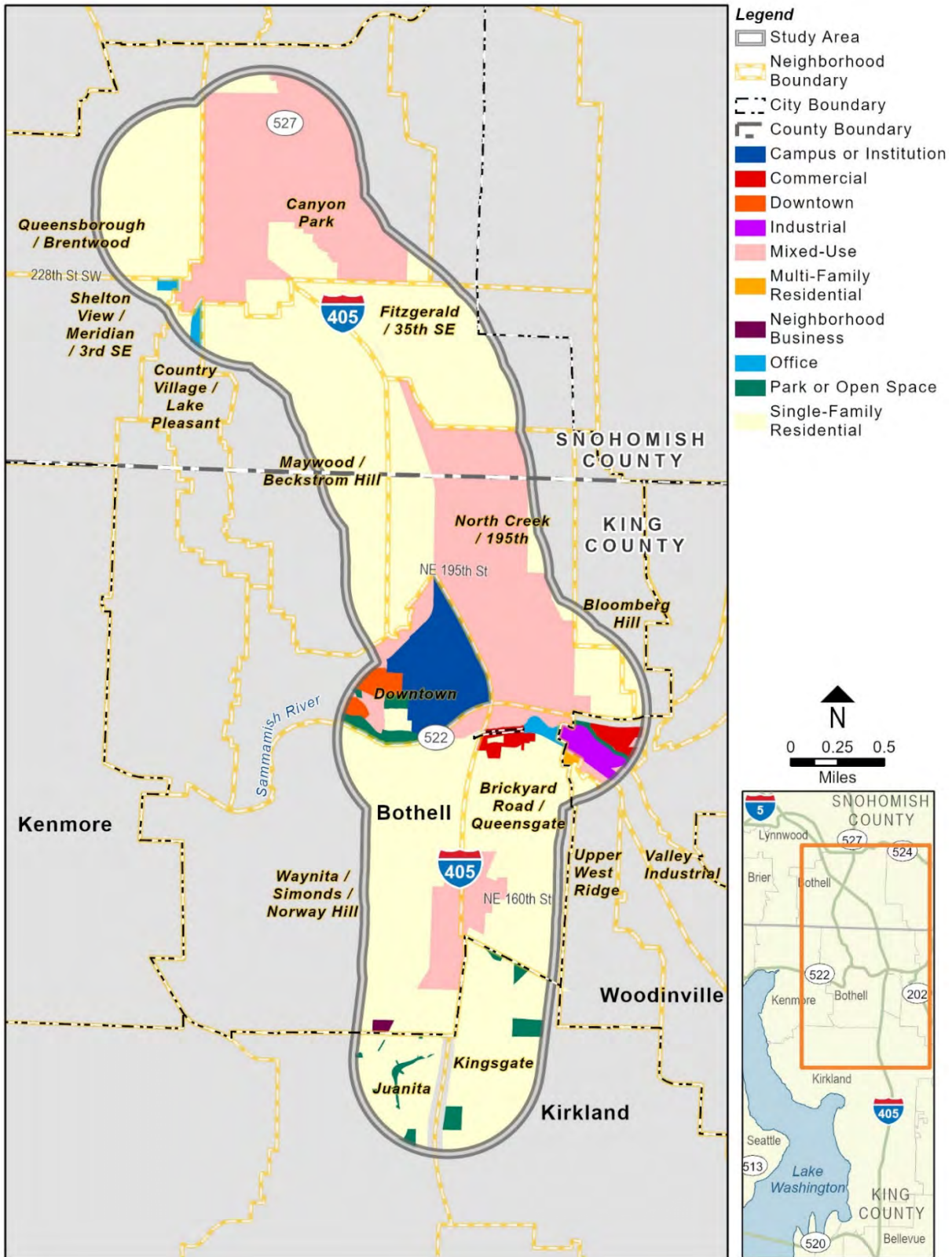
I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-1. Land Uses Within the Study Area



I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-2. Zoning Designations Within the Study Area



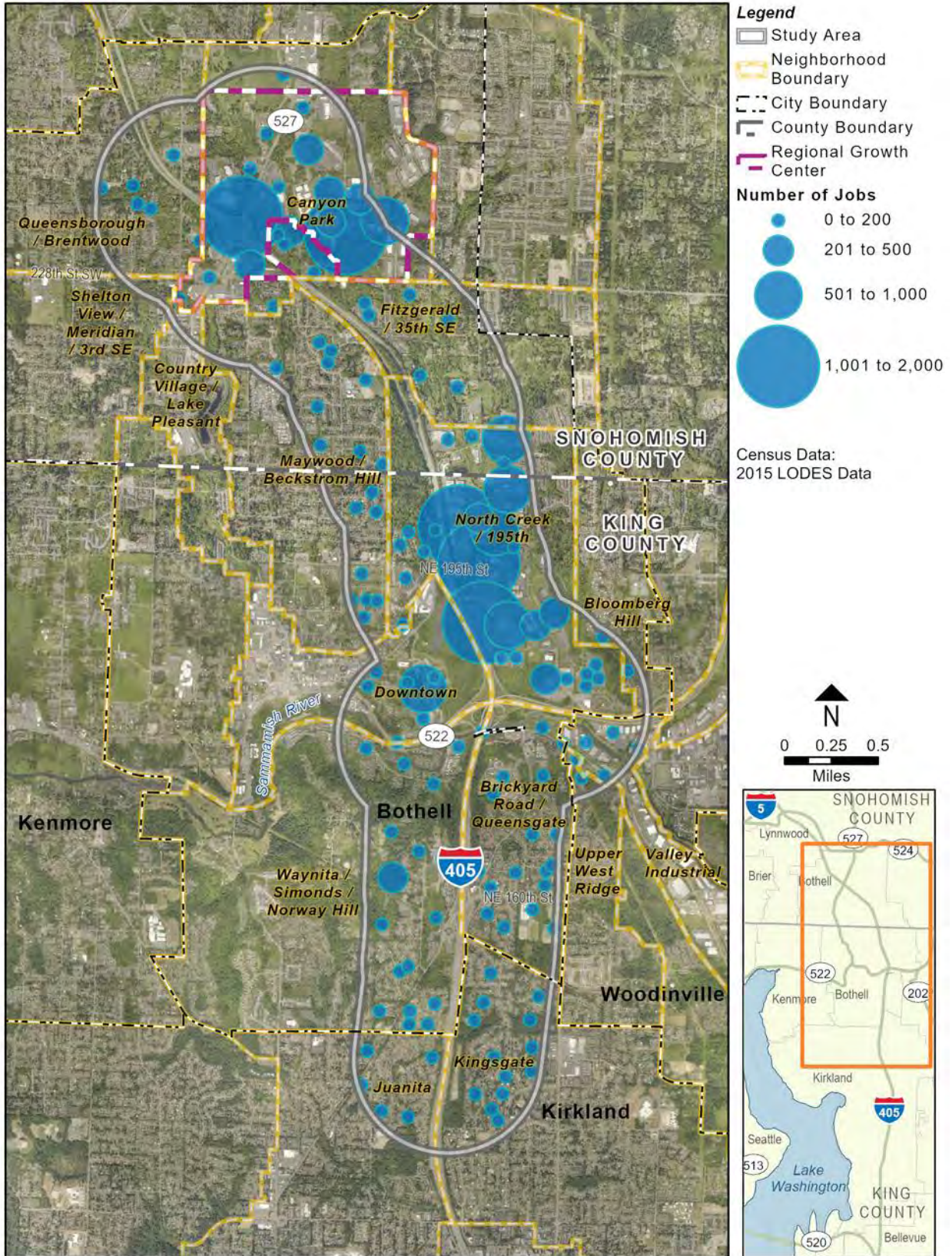
4.2 Economics (Jobs and Employment)

Most jobs in the study area are concentrated in the Canyon Park Business Center near the I-405/SR 527 interchange and the North Creek Business Park near the I-405/NE 195th Street interchange. Exhibit 4-3 illustrates the distribution of jobs within the study area. The business parks house many biotechnology and medical-device manufacturing companies, including Philips (2,000 employees), Seattle Genetics (900 employees), FUJIFILM Sonosite (600 employees), and AGC Biologics (45 employees) (Economic Alliance Snohomish County 2019). Other large employers within the study area include UW Bothell/Cascadia College, a Fred Meyer store just north of the Canyon Park Business Center, and a Home Depot store in the North Creek Business Park. Nearly all of those employed in the study area live outside of the study area (97 percent), with the majority of employees commuting from less than 10 miles away (U.S. Census Bureau 2015).

Washington's unemployment rate was the lowest in two decades (4.5 percent) in 2018. The unemployment rates for King County, Snohomish County, Kirkland, and Bothell were slightly lower than the state rate, ranging from 3.3 to 3.8 percent (U.S. Department of Labor 2019).

I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-3. Distribution of Jobs in the Study Area (2015)



4.3 Community Resources

Study area communities have grown up around I-405 over the last several decades. The late 1940s saw increased development on the east side of Lake Washington as part of the post-World War II economic boom (McDonald 2000). In 1948, plans were formed for a new roadway that could provide a speedy bypass around congested Seattle traffic, and by 1963, I-405 was under construction (Stein 2004). The I-405 route through Bothell and Woodinville leads to a multi-level interchange at SR 522. Today, many of the north-south roadways in the study area are discontinuous, and as a result, I-405 carries a large number of non-regional trips. Traffic on I-405 is congested many hours of the day due to high traffic demand in both directions as population continues to increase in north King County and Snohomish County. The express toll lanes (ETLs) between Bellevue and Lynnwood opened in 2015.

4.3.1 Demographic Profile

Regional Population, Households, and Jobs

Of the cities in the study area, Bothell is expected to realize the highest average annual growth in population and housing units by 2040, as shown in Exhibit 4-4 (PSRC 2013; PSRC 2017). In addition, population and jobs in Snohomish County are expected to grow at a higher rate than in King County between 2010 and 2040 (PSRC 2013; PSRC 2017).

Exhibit 4-4. Population, Households, and Jobs Within and Near the Study Area

Jurisdiction	2010	2020	2040	Forecasted Percent Change 2010-2040	Forecasted Average Annual Growth Rate 2010-2040
Population					
Kirkland	80,438	88,019	95,541	19%	0.6%
Woodinville	10,938	12,532	17,633	61%	2.0%
Bothell	33,500	46,237	56,483	69%	2.3%
King County	1,931,249	2,192,602	2,451,120	27%	0.9%
Snohomish County	713,335	825,105	1,044,927	46%	1.5%
Households					
Kirkland	34,385	39,521	44,098	28%	0.9%
Woodinville	4,478	5,294	7,953	44%	2.6%
Bothell	13,495	19,545	24,385	81%	2.7%
King County	789,232	940,856	1,085,853	38%	1.3%
Snohomish County	268,325	319,215	399,309	26%	1.6%
Jobs					
Kirkland	39,167	53,105	72,589	85%	2.8%
Woodinville	11,969	15,838	22,632	89%	3.0%
Bothell	26,145	33,415	40,820	56%	1.9%
King County	1,181,537	1,480,309	1,875,067	59%	2.0%
Snohomish County	268,586	330,967	458,937	71%	2.4%

Source: PSRC 2013; PSRC 2017

Study Area Population

Exhibit 4-5 summarizes key population characteristics of the study area and the cities of Kirkland, Woodinville, and Bothell. The percentages of youth and elderly populations are similar among the study area and the cities, especially for Bothell, where most of the study area is located.

Exhibit 4-5. Population Characteristics of the Study Area and Neighboring Cities

Demographic	Study Area	City of Kirkland	City of Woodinville	City of Bothell
Total Population	42,611	86,772	11,675	44,082
Youth Population (under 18)	23%	20%	24%	23%
Elderly Population (65 or over)	13%	13%	13%	13%

Source: U.S. Census Bureau 2017

Exhibit 4-6 summarizes household characteristics of the study area and cities in the study area. The household characteristics for the study area, including the percentage of owner-occupied

and renter-occupied housing, the average number of people per household, and the median home values, are most similar to those in the city of Bothell. The median cost of rent in the study area is just under \$1,700 per month, and the median monthly cost for owner-occupied households with a mortgage is approximately \$2,200 per month, which is similar to cities in the study area. Within the study area and surrounding cities, about one-third of the households are considered cost-burdened, which likely reflects the high cost of housing within the region.

Exhibit 4-6. Household Characteristics in the Study Area and Neighboring Cities

Characteristic	Study Area	City of Kirkland	City of Woodinville	City of Bothell
Households				
Households (occupied units)	16,106	36,127	4,742	16,813
Owner-Occupied	68%	64%	59%	66%
Renter-Occupied	32%	36%	41%	34%
Average Number of People per Household	3	2	2	3
Median Year Householder Moved in	2007	2010	2010	2009
Median Value of Owner-Occupied Units	\$425,245	\$522,900	\$546,800	\$414,200
Household Income and Costs				
Median Household Income	\$97,585	\$104,319	\$102,006	\$89,477
Median Gross Rent	\$1,674	\$1,644	\$1,605	\$1,565
Median Monthly Costs of Owner-Occupied Units with Mortgage	\$2,270	\$2,407	\$2,637	\$2,217
Cost-Burdened Households ^a	30%	28%	31%	28%
Severely Cost-Burdened Households ^b	11%	12%	14%	11%
Vehicle Availability				
Households without a Vehicle	6%	4%	9%	5%

^a Cost-burdened households include renter- and owner-occupied units where at least 30 percent of household income is dedicated to housing costs.

^b Severely cost-burdened households include renter- and owner-occupied units where at least 50 percent of household income is dedicated to housing costs.

Source: U.S. Census Bureau 2017

4.3.2 Neighborhoods

The study area includes portions of 15 neighborhoods within the cities of Kirkland, Woodinville, and Bothell (Exhibit 3-1). I-405 forms a boundary for several of those neighborhoods. The intersections and interchanges in the study area provide connections between neighborhoods.

The neighborhoods within the study area include a mixture of older developments and areas of newer construction. Study area neighborhoods have access to local services through local roadway connections and to regional services through I-405, SR 522, and SR 527. Almost every neighborhood in the study area has a park, and many have connections to the regional trails

that travel through the study area, including the North Creek Trail and Sammamish River Trail. Refer to Appendix H, *Recreational, Section 4(f) and Section 6(f) Resources Technical Memorandum*, of this Environmental Assessment for more information on parks and trail facilities in the study area. Section 4.3.3 provides more detail on community facilities within each neighborhood.

City of Kirkland

I-405 forms a boundary between the Juanita and Kingsgate neighborhoods in Kirkland in the southern portion of the study area. Both neighborhoods consist primarily of single- and multifamily residential homes, with park and open space uses interspersed and commercial in portions of the neighborhoods outside of the study area.

City of Woodinville

Small portions of the Upper West Ridge and Valley Industrial neighborhoods in Woodinville are within the study area east of I-405. Within the study area, the neighborhoods consist largely of industrial and commercial uses, with no community facilities and limited residential development.

City of Bothell

The study area includes portions of 11 neighborhoods in Bothell, and most of the study area is within eight of those neighborhoods (Exhibit 3-2). Many of the neighborhoods' businesses are close to I-405 interchanges, and most of the retail uses are in the Downtown and Canyon Park neighborhoods. The businesses in Downtown and Canyon Park serve people who live and work in the neighborhood as well as others. Businesses near the I-405/NE 160th Street and I-405/NE 195th Street interchanges tend to cater to people living and working in the surrounding area.

The majority of the residential development in the study area neighborhoods is single-family. The Waynita/Simonds/Norway Hill neighborhood includes a number of senior living facilities and mobile home parks located close to the Sammamish River. The Downtown neighborhood has a number of multifamily residential units, including UW Bothell housing. The North Creek Trail generally travels in a north-south direction through the study area, providing connections to the Downtown, North Creek/195th, Fitzgerald/35th SE, and Canyon Park neighborhoods, as well as the Sammamish River Trail, which provides connections to other cities and trails in the area.

4.3.3 Community Facilities

The most common community facilities in the study area are parks or trails, schools, and religious institutions. There are 18 schools (6 private and 10 public elementary or secondary schools, 1 university and 1 college) within the study area. Two public school districts, Northshore School District and Lake Washington School District, have attendance boundaries that overlap the study area.

Exhibit 4-7 summarizes the types and number of community facilities in the study area, and Exhibit 4-8, Sheets 1 through 5, show their locations. Attachment E, Community Facilities, provides more detailed information on facilities in each neighborhood.

Exhibit 4-7. Summary of Community Facilities in the Study Area

Community Facility	Number Within the Study Area
Cemetery	1
Childcare	6
Government ^a	2
Park or Trail	23
Public Service ^b	6
Religious Institution	16
School (includes public and private)	18
Senior Living Facility	10
Social Service ^c	10
Total	92

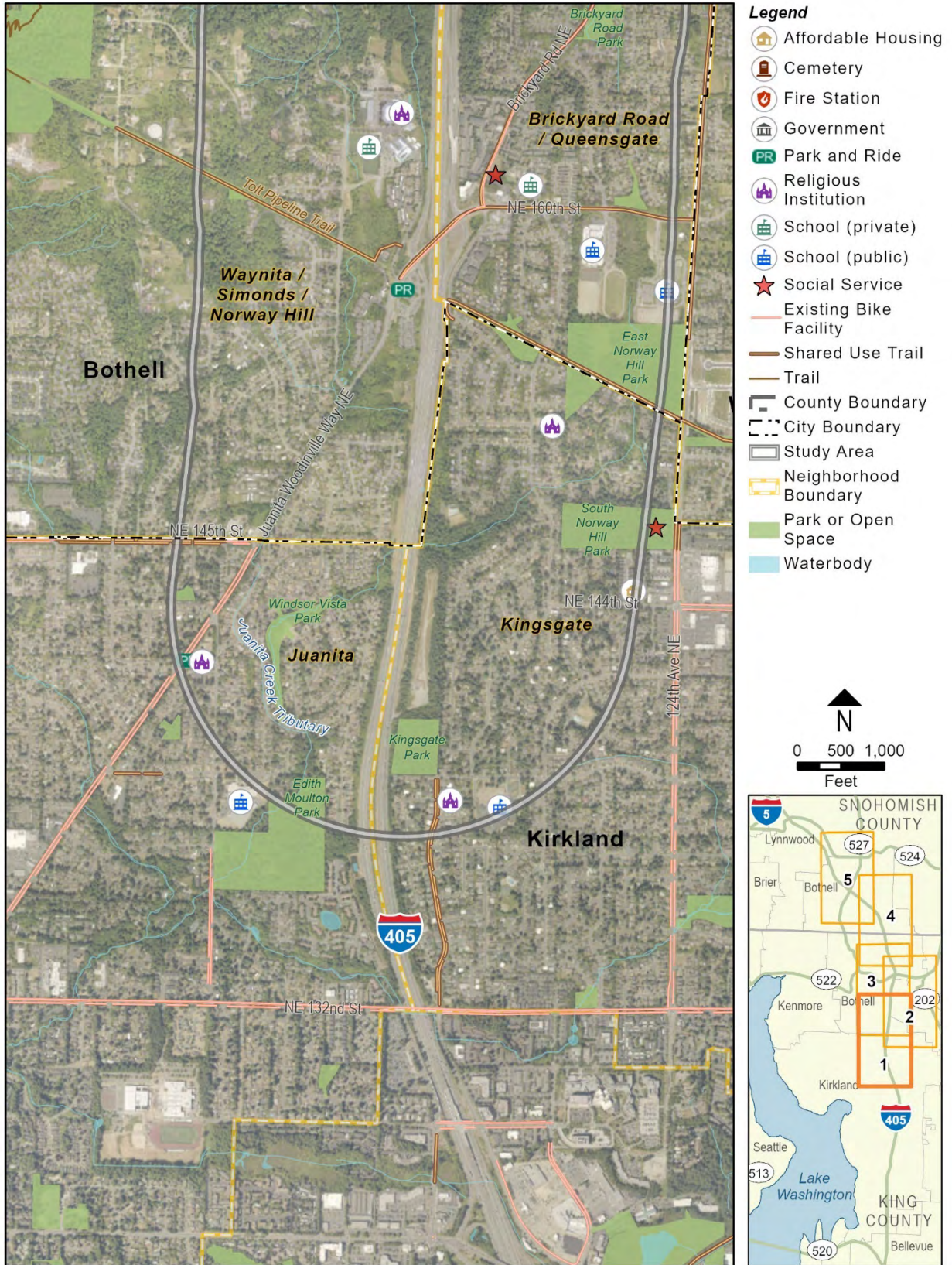
^a Government includes facilities such as public works facilities and government offices (i.e., city hall, courthouse).

^b Public service includes fire departments.

^c Social Service facilities include food banks, affordable housing, and youth and family services.

I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-8. Community Facilities in the Study Area, Sheet 1 of 5



I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-8. Community Facilities in the Study Area, Sheet 2 of 5



I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-8. Community Facilities in the Study Area, Sheet 3 of 5



I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-8. Community Facilities in the Study Area, Sheet 4 of 5



I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-8. Community Facilities in the Study Area, Sheet 5 of 5



4.3.4 Public Service and Utility Providers

The cities of Kirkland, Woodinville, and Bothell provide fire service in the study area. The city of Bothell maintains the two fire stations located within the study area, No. 42 and No. 45 (Exhibit 4-8, Sheets 3 and 5). The three cities in the study area also provide police service within their respective limits. Washington State Patrol serves I-405 through District 2, which covers King County, and District 7, which includes Snohomish County. The Snohomish County Sheriff’s Office serves a small portion of the study area. No police stations are located in the study area.

Exhibit 4-9 summarizes utility providers within the study area for electricity, natural gas, telecommunications, solid waste, and water and wastewater districts.

Exhibit 4-9. Summary of Utility Providers Serving the Study Area

Utility Service	Kirkland	Woodinville	Bothell
Natural Gas Electricity	Puget Sound Energy	Puget Sound Energy	Puget Sound Energy Snohomish County PUD
Water Sanitary Sewer	Northshore Utility District	Woodinville Utility District	Bothell Utility District Northshore Utility District Alderwood Utility District
Solid Waste, Recycling, Yard Waste	City of Kirkland Solid Waste Division	Waste Management, Inc.	Recology CleanScapes Waste Management, Inc.
Stormwater	City of Kirkland Public Works	City of Woodinville Public Works	City of Bothell Public Works
Communications	Various Providers including AT&T, Verizon, Frontier, Comcast		

PUD = Public Utility District

Sources: Bothell 2015; Kirkland 2019; Woodinville 2019

4.4 Environmental Justice

4.4.1 Demographics

According to the ACS, the portion of people living in the study area who identify as a minority (33 percent) is similar to Bothell (33 percent), higher than Kirkland (27 percent), and Woodinville (20 percent), as shown in Exhibit 4-10 (U.S. Census Bureau 2017). The largest minority population in the study area and the three cities identifies as Asian (14 to 15 percent); the second largest minority population identifies as Hispanic or Latino (between 4 and 10 percent). The highest concentrations of minority populations reside in the Canyon Park and Fitzgerald/35th SE neighborhoods on the east side of I-405, between the NE 195th Street and SR 527 interchanges. Exhibit 4-11 shows the distribution of minority populations in the study area by census block group. Attachment D, Detailed Demographic Data, provides more information about minority populations in all of the census block groups in the study area.

Exhibit 4-10. Environmental Justice Demographics for the Study Area and Neighboring Cities

Demographic	Study Area	Kirkland	Woodinville	Bothell
Total Population	42,611	86,772	11,675	44,082
Minority Population	33% (13,939)	27% (23,786)	20% (2,218)	33% (14,634)
Black or African American	2%	1%	1%	2%
American Indian and Alaska Native	0%	0%	0%	0%
Asian	15%	14%	14%	15%
Native Hawaiian and Other Pacific Islander	0%	0%	0%	0%
Some Other Race	0%	0%	0%	0%
Two or More Races	5%	4%	5%	6%
Hispanic or Latino	10%	7%	4%	9%
LEP Population ^a	3% (1,347)	3% (2,494)	1% (92)	3% (1,333)
Low-Income Population	5% (2,120)	6% (5,560)	4% (391)	6% (2,561)
Median Household Income	\$97,585	\$104,319	\$102,006	\$89,477
Households without a Vehicle	6% (871)	4% (1,624)	9% (399)	5% (867)

LEP = limited English proficiency

^a Includes populations that speak English "less than well"

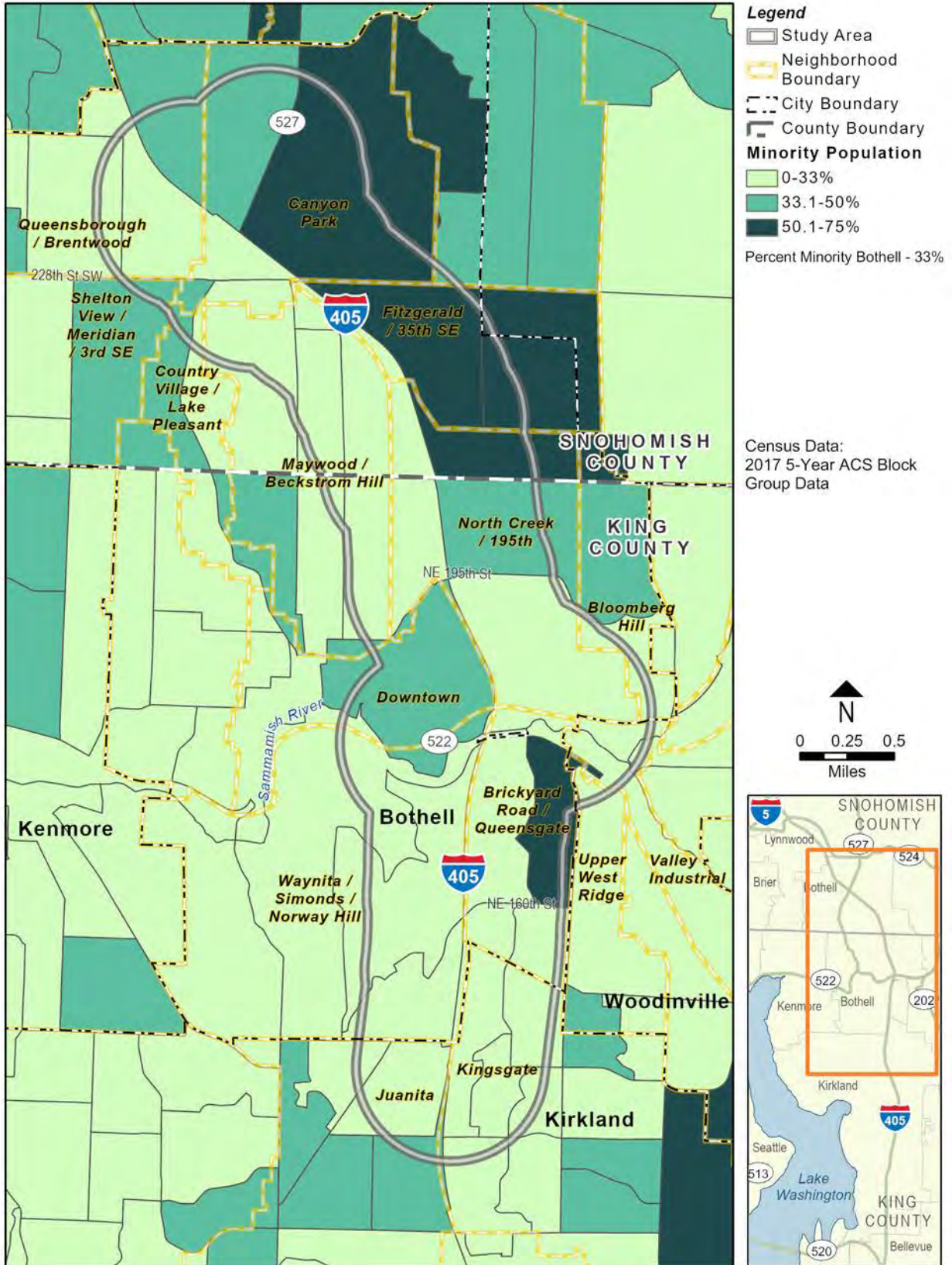
Source: U.S. Census Bureau 2017

The low-income population in the study area is approximately 5 percent, which is similar to levels in Bothell and Kirkland (6 percent) and Woodinville (4 percent). For 2019, low-income is defined as an annual income of \$25,750 or less for a household of four and \$12,490 or less for an individual living alone (U.S. Department of Health and Human Services 2019). According to the 2017 ACS, the median household income in the study area (\$97,585) is higher than that in Bothell as a whole (\$89,477) but is slightly lower than that in Kirkland (\$104,319) and in Woodinville (\$102,006). Exhibit 4-12 shows the distribution of low-income populations in the study area by census block group. The highest concentrations of low-income populations in the study area are in the Downtown and Queensborough neighborhoods of Bothell. Attachment D, Detailed Demographic Data, provides more information about low-income populations in all of the census block groups in the study area.

The percentage of limited English proficiency (LEP) populations in the study area is similar to those of Bothell and Kirkland (3 percent). Woodinville has a lower LEP population. Of the non-English languages spoken within the study area, Spanish, Indo-European, and Asian languages each represent about one-third of the LEP population, with around 500 persons in each language considered to be LEP (U.S. Census Bureau 2017). WSDOT guidance on serving LEP populations indicates that the presence of an LEP population is considered significant when 5 percent of an area's population or 1,000 individuals, whichever is less, speaks a particular non-English language. Exhibit 4-13 illustrates the distribution of LEP populations in the study area.

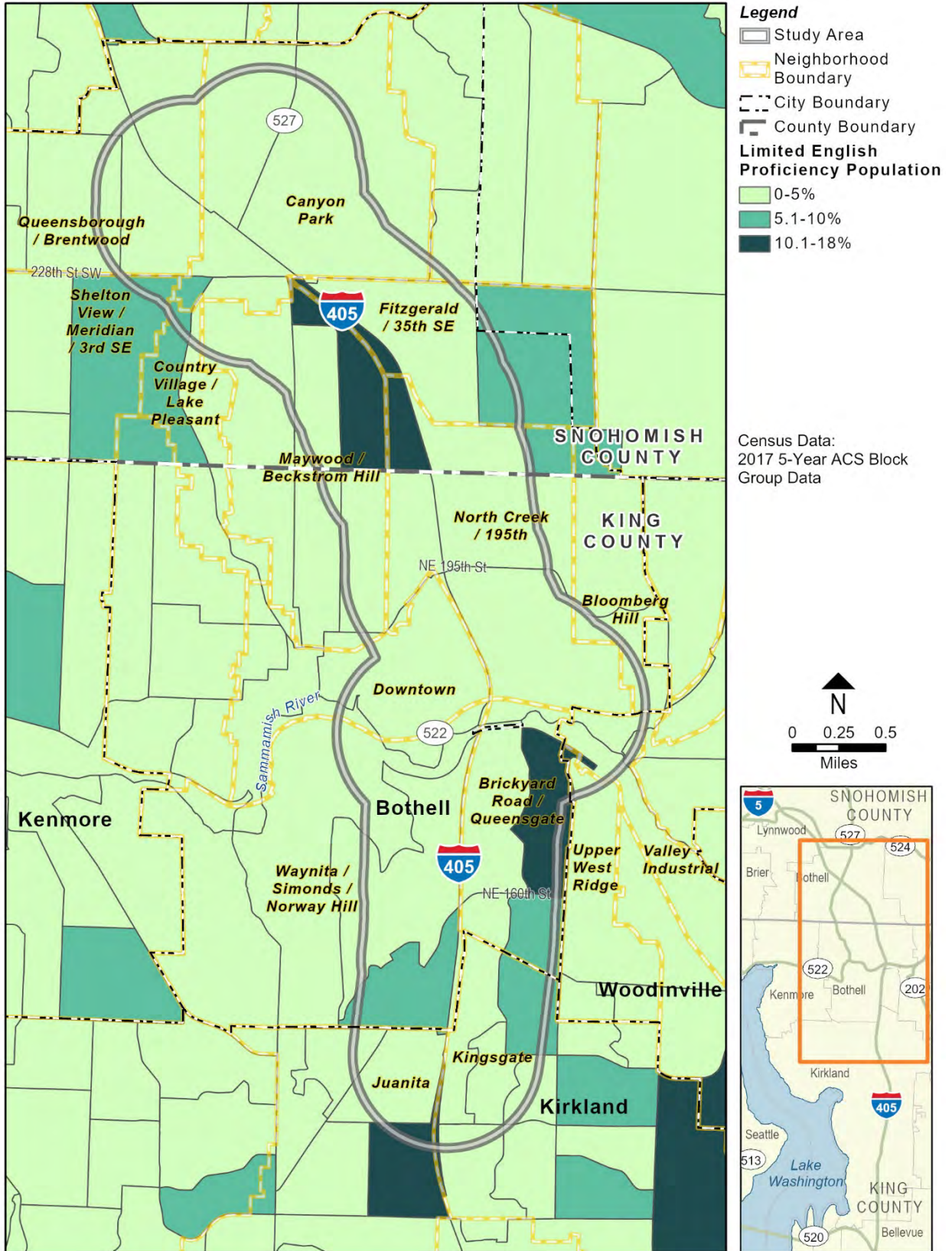
I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-11. Distribution of Minority Populations in the Study Area



I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 4-13. Distribution of Limited English Proficiency Populations in the Study Area



Households with no vehicle can be considered transit dependent, which can be an indicator of low-income populations. In the study area, 6 percent of households do not own an automobile, which is similar to neighboring cities. However, this characteristic could also be associated with households with students attending UW Bothell/Cascadia College or seniors. For example, both the Waynita/Simonds/Norway Hill neighborhood, which has a number of senior living facilities, and the Downtown neighborhood, which includes the UW Bothell/Cascadia College campus, have higher concentrations of households with no vehicle.

In addition to the U.S. Census data, elementary school data for public elementary schools with attendance boundaries that overlap the study area was used as a secondary source of demographic data. Data for five elementary schools was used because their attendance boundaries are smaller than middle and high school boundaries and better match the study area. Data was collected from schools where the attendance boundary overlaps with residential areas. The school data provides information on minority populations; free- or reduced-price lunch eligible students, which can be an indicator of low-income households; and English language learners, which can be an indicator of LEP. Because the methods used to determine the demographic data of the students is broader than Census data, the school demographics identified in Exhibit 4-14 include a higher percentage of minority, low-income, or LEP populations. In addition, children who attend these schools may live anywhere within the attendance boundaries and do not necessarily live within the study area. Because this information is based on only the portion of the general population that attends public school, this data may not truly reflect who actually resides in the study area.

The most recent school data, shown in Exhibit 4-14, indicates that greater percentages of minority populations and low-income populations are present in schools overlapping the study area than in the study area and neighboring cities as a whole.

Exhibit 4-14. Demographics for Elementary Schools Overlapping Study Area (2017-2018)

School	Enrollment	Minority	Hispanic/Latino (of any race)	Free- or Reduced-Price Lunch Eligible	English Language Learner
Lake Washington School District					
Helen Keller Elementary	337	42%	15%	26%	12%
Robert Frost Elementary	436	50%	28%	37%	23%
Northshore School District					
Crystal Springs Elementary School	599	60%	17%	27%	23%
Maywood Hills Elementary School	632	40%	11%	19%	9%
Woodmoor Elementary	814	51%	17%	23%	13%
Shelton View Elementary	457	57%	11%	16%	20%
All Schools	3,275	50%	17%	24%	16%

Source: Washington Office of Superintendent of Public Instruction 2018

4.4.2 Public Involvement and Outreach

Public involvement with communities in the study area has affected the Project scope and design. Members of the public have had an opportunity to review and provide input, starting in 1998 when WSDOT, FHWA, King County Metro Transit, and local jurisdictions came together to address congestion and improve mobility in the I-405 corridor. Extensive public involvement with communities along the I-405 corridor continues today. Public input influenced WSDOT's decision to advance the Project.

WSDOT maintains a Project-specific Communications and Public Outreach Plan to address how the agency will provide information to residents, businesses, and other stakeholders in the study area. Strategies identified in the plan include maintaining a Project website; publishing project fact sheets; providing social media and blog posts, and other materials; publishing press releases and engaging the media regarding Project milestones; providing presentations and briefings to stakeholders, affected property owners, neighborhood groups, and other interested parties; hosting open houses and public meetings; and providing translation services as requested the Project area.

WSDOT responds on an ongoing basis to questions and comments about the Project received through telephone and email. Recent major topics of interest include preliminary Project design (specifically interchange and ramp configurations), noise walls and other noise mitigation efforts, and right of way acquisition.

Public and Agency Scoping

WSDOT conducted public and agency scoping for the Project. Early in the environmental review process, WSDOT hosted a public open house and an agency scoping meeting at different times on March 18, 2019, at Bothell City Hall to engage the community and agencies on project design elements and offer an opportunity to submit comments.

For the public open house, WSDOT provided advance notice about the open house through postcards sent to property owners within 750 feet of the Project limits, print and online advertisements, a news release, the Project website, WSDOT's Facebook channel, and e-newsletters maintained by the City of Bothell and WSDOT. More than 50 people attended the open house, most of whom lived near the proposed Project. Representatives from the City of Bothell, Sound Transit, and Community Transit also participated and provided information. WSDOT translated notifications for the March 2019 public scoping meeting into Spanish, including a print advertisement published in *La Raza* on March 1 and March 15, 2019, and a notification postcard that was mailed to more than 4,000 properties within approximately 750 feet of the Project limits.

For the agency scoping meeting, WSDOT notified agencies and tribes approximately two weeks in advance of the meeting. More than 30 people attended, including representatives from Cascadia College; University of Washington Bothell, the Cities of Bothell, Kirkland, and Woodinville; Community Transit; Sound Transit; King County Metro; King County Parks; Muckleshoot Indian Tribe; Snohomish County Public Works; Washington Department of Fish and Wildlife; and WSDOT.

During a 30-day comment period between March 18 and April 18, 2019, WSDOT received seven comments from members of the public via forms submitted at the open house, email, and postal mail. The comments included support for increased transit service and park and ride options, interest in noise walls and tree preservation near local residences, questions about tolling and the proposed traffic signal design at the I-405/SR 522 interchange, and concerns from a group of Canyon Park Business Center business owners about potential impacts on the private street network in the business park.

Public Meetings and Briefings

In addition to the public scoping and agency open house, WSDOT has offered the following opportunities to share information with the public and to receive public input.

- WSDOT has provided ongoing briefings about the Project design and progress to community groups and councils, such as the Bothell City Council, Snohomish County Council Public Works Committee, Eastside Transportation Partnership, and Canyon Park Business Center Owners' Association.
- WSDOT has hosted targeted meetings with neighborhood organizations along the Project alignment, including the Village Square Homeowners' Association adjacent to the Canyon Park Park and Ride in May 2019 to provide information about the Project and the upcoming, May 2019 limited access hearing.
- WSDOT has provided general Project information at open houses in October 2017 and April 2019, which were hosted by the City of Bothell regarding the Canyon Park subarea plan updates, and at open houses in May and October 2018 for Sound Transit's SR 522 Bus Rapid Transit project.
- WSDOT participated in a community transportation forum and walking tour of the Canyon Park area hosted by Community Transit in March 2018.
- WSDOT hosted a limited access hearing in May 2019 at Bothell City Hall to provide the owners of property abutting the Project an opportunity to learn about and comment on the Project.

Targeted Outreach

Targeted outreach provides WSDOT with opportunities to engage with service providers, community leaders, and other representatives. To date, most public outreach about the Project has occurred in English. WSDOT translated notifications for the March 2019 public scoping meeting into Spanish, including a print advertisement published in La Raza on March 1 and March 15, 2019, and a notification postcard that was mailed to more than 4,000 properties within approximately 750 feet of the Project limits.

Service Provider Interviews

In spring 2019, WSDOT conducted interviews with human service providers and organizations that serve environmental justice populations in the study area and the broader region. The purpose of the interviews was to share information about the Project and gather insight on how

environmental justice populations may benefit or experience adverse effects because of the Project.

Using GIS and online resources, WSDOT identified 16 organizations to contact and offer interviews, including the Bothell Human Services Department, which provided insight on organizations in the area. Services provided by the organizations interviewed include childcare and early childhood education, transportation and mobility, basic adult education, English as a second language education, affordable housing, mental and physical healthcare, and food assistance. Representatives from nine organizations agreed to participate in the interviews:

- Canyon Hills Community Church Food Bank (interview on May 22, 2019)
- Cascadia College Basic Education for Adults (interview on May 8, 2019)
- Friends of Youth (interview on June 5, 2019)
- Hopelink (interview on June 10, 2019)
- Kinderling Bothell (interview on May 22, 2019)
- Lake Washington Institute of Technology (interview on May 29, 2019)
- Northshore Senior Center (interview on June 11, 2019)
- Northshore YMCA (interview on May 29, 2019)
- Solid Ground (interview on June 19, 2019)

WSDOT prepared 19 questions that were discussed in the interviews. The questions were related to general background about the service provider's offerings, use of the I-405 corridor and the existing ETL system, potential Project impacts and benefits, and communications and outreach preferences.

The organizations interviewed generally view the Project as beneficial to their staff, volunteers, and clients. All of the interviewees said they view the Project as a way to help improve travel times and congested conditions on I-405, which currently pose challenges to their staff and clients. One of the organizations also noted benefits during construction through job creation.

The service providers said they do not hear much, either positive or negative, from their staff, volunteers, and clients about the existing I-405 ETLs. Some of the interviewees said they find the existing ETLs to be beneficial, and their staff use them when they need a reliable trip on I-405. Some of the organizations reimburse tolls incurred by staff who need to use the ETLs for work purposes.

Several interviewees expressed concerns about potential impacts on traffic flow during construction on both I-405 and local streets. All of the interviewees agreed with the importance of communicating in advance about upcoming construction closures in English and other languages as appropriate, and through a variety of methods (online, e-newsletters, flyers). One representative highlighted the importance of ensuring that mobile applications have access to the latest construction closure information.

None of the interviewees voiced concerns about potential operational effects from the Project. Some service providers said their clients generally use local streets or transit and do not

currently rely on the ETLs. Therefore, they saw minimal effects from the expansion of the ETL system. One representative said she would prefer that WSDOT add a new general purpose (GP) lane to I-405 but acknowledged that the ETL expansion is expected to have a positive effect on traffic flow in the GP lanes.

Interviewees generally did not have detailed suggestions for reducing potential Project impacts during operation or construction. One representative suggested considering tolling subsidies for low-income drivers, such as an incentive for employers or private companies to subsidize tolls for low-income employees who must commute during peak times. Another representative suggested more widespread access to subsidized bus passes for low-income populations, particularly as transit offerings in the region are expanded. Attachment C, Social Service Provider Interview Summaries, provides full interview summaries.

4.5 Tribal Coordination

WSDOT has Government-to-Government responsibility for coordinating with federally recognized Native American tribes. There are no tribal lands located in the study area, but tribes are consulted about their interests related to natural and cultural resources.

During the spring 2019 scoping period, as part of tribal consultation, WSDOT offered to host individual meetings with the following consulting tribes:

- Duwamish Tribe
- Muckleshoot Indian Tribe
- Sauk-Suiattle Indian Tribe
- Snoqualmie Tribe
- Stillaguamish Tribe of Indians
- Yakama Nation

Two tribes, the Snoqualmie and the Stillaguamish, expressed an interest in meeting with WSDOT. WSDOT and I-405 program staff conducted separate meetings with the Snoqualmie Tribe cultural resources staff on April 10, 2019; with the Stillaguamish Tribe cultural resources staff on April 22, 2019; and with the Snoqualmie Tribe natural resources staff on May 2, 2019. At the meetings with tribal cultural resources staff, WSDOT staff provided an overview of plans for the Project corridor, and the approach and scope for cultural resources fieldwork. Representatives from both tribes expressed no concerns about the approach and requested to review the field survey plan for the Project, to which WSDOT obliged. Both tribes expressed an interest in ensuring adequate archaeological evaluation is conducted near the Sammamish River, given the deep floodplain deposits. At the meeting with the Snoqualmie Tribe natural resources staff, tribal staff commented on the need for restoration of the Sammamish River floodplain and potential mitigation opportunities in that vicinity.

WSDOT initiated consultation with the Muckleshoot Indian Tribe, Yakama Nation, Snoqualmie Tribe, Duwamish Tribe, Sauk-Suiattle Tribe, and Stillaguamish Tribe in spring 2019. The Muckleshoot Indian Tribe and Yakama Nation have Usual and Accustomed fishing rights in the

study area. The Yakama Nation deferred to the Muckleshoot Indian Tribe, and WSDOT is consulting with the Muckleshoot Indian Tribe on fish barrier correction. Ongoing coordination activities with the Muckleshoot Indian Tribe include, but are not limited to, regular meetings, field visits to review watercourses in the Project area, and information sharing.

SECTION 5 PROJECT EFFECTS

This section compares the Project effects using the approach described in Section 3, Study Approach, for the No Build Alternative and Build Alternative (with the Project).

5.1 No Build Alternative

5.1.1 Land Use

Under the No Build Alternative, WSDOT would not acquire right of way in the study area. No related conversions of residential or commercial land uses to transportation use would occur. The No Build Alternative would be inconsistent with goals and policies of the regional and local plans related to transportation facilities, which include reducing congestion and improving travel speeds for all vehicles, including freight and transit, and improving safety. The No Build Alternative would result in increased congestion in areas where higher densities of land use are planned and could negatively affect planned growth.

5.1.2 Economics

Because the No Build Alternative would not construct the Project, there would be no benefits associated with employment during construction or regional economic benefits during operation. Continued traffic congestion in the study area would result in increased travel times and associated losses in overall productivity, which would affect the timely shipment of goods and delivery of services. If the Project is not built, increased congestion could delay planned growth in the area and have a negative economic effect.

5.1.3 Community Resources

The No Build Alternative would have no effect on neighborhood cohesion or housing availability because as there would be no property acquisitions or residential displacements. Congestion and travel times would continue to increase for those who use I-405 to access community facilities in the study area. The increased congestion would also negatively affect travel and response times for public service vehicles. The No Build Alternative would not result in effects to utilities.

5.1.4 Environmental Justice

With the No Build Alternative, the existing express toll lanes (ETLs) implemented in 2015 would continue to have a disproportionate effect on low-income populations who choose to use them because of the costs of the tolls and the use of the electronic toll system, which requires users to have a *Good To Go!* account or pay an additional fee if they do not have an account. The No Build Alternative would continue to affect limited English proficiency (LEP) populations because WSDOT's signs are in English, so those persons may have difficulty understanding how the tolling system works.

For low-income populations that are either unbanked or underbanked, meaning these individuals may not have access to bank accounts that would allow them to open and/or

replenish a *Good To Go!* account, WSDOT offers the option use cash to open and maintain a *Good To Go!* account. WSDOT has also implemented programs to minimize effects by allowing people to use Electronic Benefit Transfer (EBT) cards to obtain a *Good To Go!* pass and pay toll fees. WSDOT is also working to expand the number and range of retail locations to purchase a pass.

The No Build Alternative would not result in any other effects, either negative or beneficial, on minority populations and/or low-income populations. With the No Build Alternative, travelers on I-405 would continue to have alternatives to paying a fee to use the ETLs. These options include travelling as a carpool, using the GP lanes for free, and using transit.

5.2 *Build Alternative*

5.2.1 Land Use

Operational Effects

The Project would result in minimal direct effects on land use because it is located primarily in existing WSDOT right of way. WSDOT would acquire require 13 properties (2 full and 11 partial) comprising approximately 3.5 acres. The Project would also acquire permanent easements on 2 properties and limited access rights on 6 properties. Most of these properties would be converted to transportation-related uses. The conversions would have minimal effects on land use because the area converted is a small percentage (less than 0.1 percent) of Bothell's total land area. Exhibit 5-1 summarizes the permanent land use effects from the Project for the properties that would be converted to a transportation-related use. Exhibits 5-2 and 5-3 show the locations of the proposed acquisitions.

- The 2 full property acquisitions consist of 1 residential property and 1 vacant parcel owned by the City of Bothell. The Project would displace the single-family residence, but this displacement would not negatively affect community cohesion because the home is not next to other homes in the larger neighborhood. At the time of publication, WSDOT is purchasing the residential property and the tenant has relocated, as allowed under FHWA's early acquisition process as described in 23 CFR 710.501 and 23 United States Code (USC) 108. The vacant parcel is undeveloped, so effects would be limited to changing the use from a vacant property with commercial zoning to a transportation-related use.
- The 11 partial acquisitions consist of 1 additional portion of property owned by the City of Bothell for their maintenance facility; 9 acquisitions on 17th Avenue SE, 220th Street SE, and adjacent to SR 527 in the Canyon Park Business Center (CPBC); and portions of private roads in the CPBC. A portion of Bothell's maintenance facility would need to be demolished and rebuilt, and is a candidate for functional replacement. The property has enough space for the facility to be rebuilt on site and would continue to operate as a maintenance facility. The proposed acquisitions in the CPBC would consist of small slivers for sidewalk areas and landscaping on the outer periphery of the property and would not affect the use of the property or result

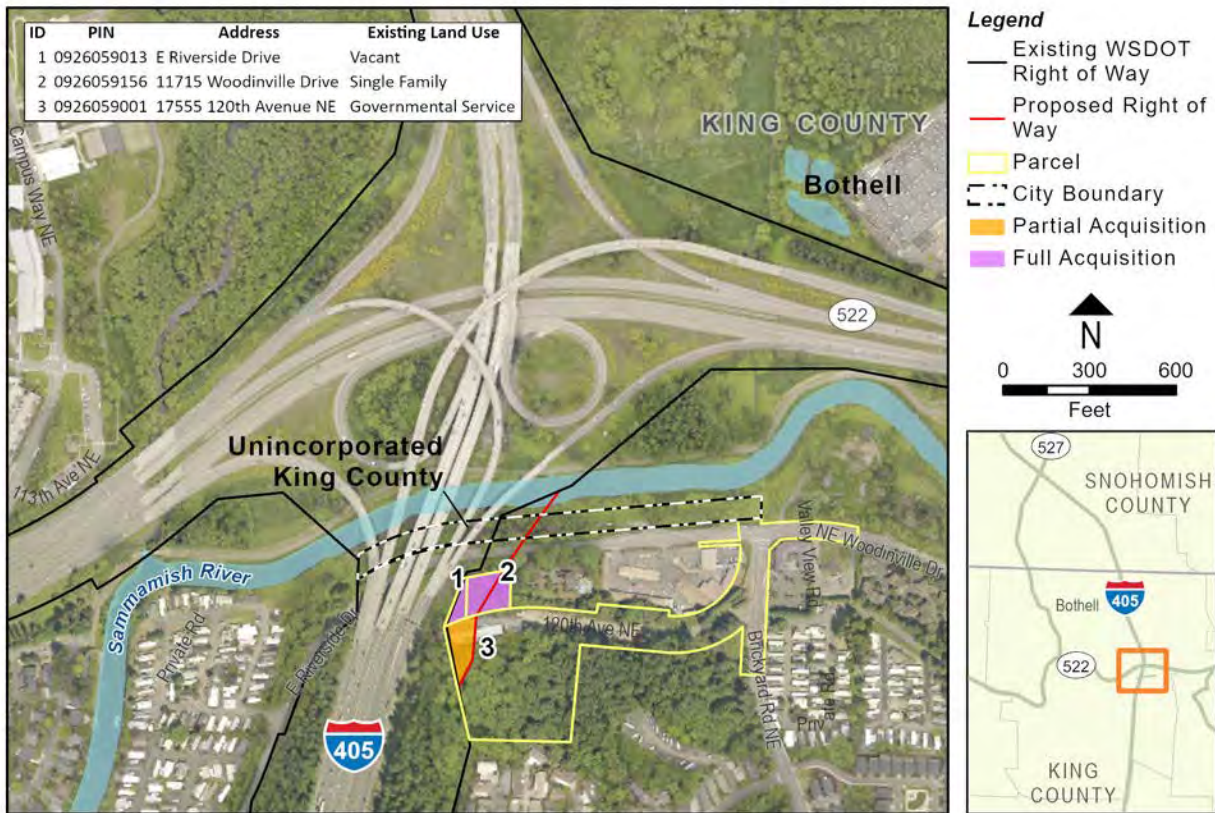
in changes to access or parking. The remaining partial acquisition would convert privately owned portions of 17th Avenue SE and 220th Street SE to a public roadway that would be owned and maintained by the City of Bothell. There would be no changes in the operation of the roadway or access to adjacent parcels.

- The 2 permanent easements would not negatively affect the use of the affected properties. One easement is related to an airspace lease for a new bridge over the Sammamish River, and the other easement is related to a fish barrier correction.
- The limited access rights on 6 properties would not negatively affect the use of these residential properties. They are related to construction of a retaining wall for the new direct access ramp at 17th Avenue SE.

Exhibit 5-1. Existing Land Use Converted to Transportation-Related Use

Location	Acres by Zoning Designation		Total Affected Area (Acres)
	Single-Family	Commercial	
King County	0.54	0.49	1.03
Snohomish County	1.59	0.88	2.47
Total	2.13	1.37	3.5

Exhibit 5-2. Property Acquisitions in King County



Overall, the Build Alternative would be consistent with local and regional plans and would support planned growth, especially in Bothell. As described in Section 4.3.1, Demographic Profile, Bothell's population is projected to grow by 69 percent and employment is projected to increase by 56 percent by 2040 (PSRC 2017). Population and employment in Snohomish County are forecasted to increase by 46 percent and 71 percent respectively (PSRC 2017). The Project would help Bothell and Snohomish County accommodate future growth by improving mobility for residents, workers, and freight in the study area.

Construction Effects

Most construction-related activities would occur within existing WSDOT right of way and would not result in changes to land use patterns. Construction would temporarily increase noise and dust for adjacent properties. WSDOT would acquire temporary construction easements from some properties to accommodate Project construction. After Project completion, properties affected by temporary construction easements would be returned to their pre-Project conditions, avoiding long-term effects on land use. WSDOT expects that most temporary construction easements would be on properties near the SR 522 and SR 527 interchange improvements because of the scale of the improvements in those areas and on properties adjacent to 17th Avenue SE and 228th Street SE in Bothell.

5.2.2 Economics

Operational Effects

The proposed dual ETLs would reduce travel times for customers and employees in both the general purpose (GP) lanes and ETLs, compared to the No Build Alternative. This change would positively affect productivity for businesses and would decrease travel times for shipment of goods within the study area.

By reducing traffic congestion in the study area, the Project would help local businesses to retain their customers, who may otherwise seek alternative businesses in other areas if congestion continues to increase. The Project would not displace any businesses. The 10 proposed partial property acquisitions on 17th Avenue SE, 220th Street, and adjacent to SR 527 in the Canyon Park Business Center would not result in long-term negative effects to businesses. The proposed acquisitions consist of small slivers for sidewalk areas and landscaping on the outer periphery of the property and would not change access or affect the use of the properties (Exhibit 5-3).

Construction Effects

The Project would provide economic benefits through construction-related jobs and purchases of goods and services needed for Project construction. Access to businesses would be maintained during construction, and existing parking at the businesses would be maintained. Depending on the construction methods used, alternative business access could be provided via detour routes, consolidated driveway access, or temporary access roads. Temporary night and weekend freeway and ramp closures would result in temporary increases in congestion and travel times that could negatively affect the movement of freight through the study area.

5.2.3 Community Resources

Operational Effects

The Project would have minimal effects on community resources. It would not divide or bisect neighborhoods, change social patterns, or impede access to neighborhoods or community facilities for those living in, working in, and visiting the study area. The Project would create minor changes in the visual setting by constructing new noise walls and removing existing vegetation. The visual effects would affect people living in neighborhoods next to the Project, especially those near the SR 522 and SR 527 interchanges.

The acquisition and displacement of one single-family residence would not negatively affect community cohesion because the affected residence is located next to I-405 and is not next to other homes. WSDOT is purchasing the residence, and the tenant moved to a new location in February.

The Project includes a partial property acquisition of a vegetated area from a homeowners' association in the Canyon Park neighborhood. The partial acquisition is at the edge of the residential neighborhood and would not affect the neighborhood's cohesion.

The Project would increase noise levels in the study area, though the Build Alternative would have fewer areas that exceed FHWA's noise abatement criteria (NAC). Information from the noise analysis conducted for the Project is summarized in this section, and the full noise analysis is documented in Appendix B, *Noise Discipline Report*, of the Environmental Assessment (EA). Without proposed mitigation, noise levels with the Project would exceed the FHWA NAC at 221 receivers representing 293 dwelling units, whereas the No Build Alternative would exceed the NAC at 227 receivers representing 307 dwelling units. To mitigate Project effects, WSDOT would construct three new noise walls: Wall East 2 shown on Exhibit 2-2, Sheet 1; Wall East 6 shown on Exhibit 2-2, Sheets 4 and 5; and Wall West 7 shown on Exhibit 2-2, Sheet 5). With these proposed noise walls, 187 total receivers, representing 250 dwelling units, would exceed the FHWA NAC. At other locations where noise levels would increase, noise walls would not be feasible and/or cost-effective to build under WSDOT's noise policy. The increases in noise levels associated with the Build Alternative would be similar to those with the No Build Alternative. Compared to the No Build Alternative, noise levels with the Project and the proposed noise walls would vary between a 10 decibel decrease and up to a 3 decibel increase. A 3 decibel increase is not perceptible to most people. Increases in traffic noise levels would not have a negative effect on community resources including community cohesion because the increases are not perceptible to most people and would occur along the edges of some neighborhoods.

Compared to existing conditions, air emissions are expected to decrease. The Project would benefit users of community facilities by improving travel times and speeds on I-405 in the study area. The capacity improvements on I-405 and associated improvements in travel speeds would also benefit public services by reducing travel times and response times for emergency, fire, and police vehicles that use I-405. There would be no effects to utility providers during Project operations.

Construction Effects

Construction activities would result in temporary increases in construction-related noise and dust, traffic congestion and delays, visual impacts, and the potential release of contaminants due to ground-disturbing activities and spills. Because much of the Project is located within the operational right of way, the Project would have limited construction effects on community resources. No changes in access for residents or community facilities are expected during construction. Effects from the construction of the Project would be minor and temporary and would end once construction is complete.

Project construction would last 3 to 4 years and, for the most part, would not occur in one area for the entire duration. Construction effects would likely occur over a longer period near of the proposed new direct access ramps at SR 527 and within the SR 522 interchange area, where construction may last throughout the entire construction duration because of the sequencing required to reconstruct the interchange improvements.

Construction would require temporary realignments of the Sammamish River Trail under I-405. Trail access for all users, including Americans with Disabilities Act (ADA) access, would be maintained during construction except for limited nighttime closures, when the trail is not officially open, during construction of the new bridges and demolition of the existing bridges. Short-term closures may also be needed to allow construction vehicle access over the trail during daytime hours, but they would likely be brief (i.e., less than 15 minutes) and controlled by flaggers. WSDOT would provide advance notice of potential construction activities to minimize disruptions for trail users.

Construction could temporarily increase traffic delays on I-405 in the study area as a result of freeway and freeway ramp closures at night and on weekends. Increases in volumes and intersection delay would occur primarily during weekday off-peak travel periods and weekends, and traffic impacts would be negligible during weekday peak periods. Additional delays are also expected to occur on freeways and arterials identified as haul routes. The exact haul routes and quantity of construction vehicles would not be known until a construction contract is signed, but most construction vehicles are anticipated to use I-405, SR 522, SR 527, 220th Street SE, 17th Avenue SE, 228th Street SE, NE 195th Street, NE Woodinville Drive, and NE 160th Street to bring materials to and from construction sites. When possible, the work sites would be accessed from I-405 and SR 522; however, construction traffic on local streets would be unavoidable.

I-405 closures would be required during bridge construction and demolition, setting of bridge girders, and installation of new stream connections. In addition, construction of the SR 527 direct access ramps would require temporary closure of one or more lanes, primarily at night. Full and partial closures would temporarily affect travel and response times for public service provider vehicles, but they are not expected to result in adverse effects because access to I-405 and interchanges would be maintained during construction.

On local streets, construction and equipment would be located adjacent to roadways with construction traffic entering and leaving the work zones, which could affect drivers on local streets and increase congestion. Construction activities associated with street reconstruction,

stormwater facilities, utility relocations, and construction of the new roundabout at 17th Avenue SE would affect local roadways. Necessary closures would occur during nights and weekends.

Construction would affect transit through the study area as a result of lane closures or reductions in roadway capacity, which could affect transit travel times. Bus stops would be maintained when feasible but may need to be temporarily relocated or closed during construction. WSDOT would coordinate with all affected transit agencies to minimize disruptions to bus facilities. Transit service would continue to operate at the Canyon Park Park and Ride and the I-405 flyer stops, but a few weekend closures may be required at the Canyon Park Park and Ride to complete construction of the roundabout at 17th Avenue SE. Bus routes that provide service to the Canyon Park Park and Ride via 17th Avenue SE would be rerouted if temporary street closures are required. The Project would reconstruct the Canyon Park Park and Ride. Construction is not anticipated to reduce the available parking at the park and ride during commute hours (5 a.m. to 7 p.m.) on weekdays. Overnight and weekend parking reductions may be necessary for construction. If parking is temporarily reduced due to construction activities, WSDOT would coordinate with affected transit agencies to determine if and where replacement parking would be provided.

Pedestrian access would be maintained during Project construction, and construction of the direct access ramp near 17th Avenue SE would be staged to allow for the existing pedestrian bridge across I-405 to remain open during construction until the new pedestrian bridge is completed. Temporary short-term closures of the existing and new pedestrian bridges would be unavoidable; however, closures would occur during nights and weekends to minimize effects. Up to three weekend closures would be required for connecting the new segment of the pedestrian bridge to the existing bridge near the southbound I-405 inline bus stops. Additional nighttime closures of the new pedestrian bridge would be required for painting and other finishing work activities and would occur when transit is not in operation. WSDOT will maintain access across I-405 to the park and ride with an ADA accessible connection when either the existing or new pedestrian bridge is closed. This detour route may take longer for some users than the existing bridge. For other local roadways, protected sidewalks next to the construction area would be provided when detour routes are not feasible.

Construction activities may affect both underground and aboveground utilities. During construction, affected utilities may be rerouted or protected in place, and there may be temporary outages that could cause short-term inconveniences for customers. Any required outages would be short term and coordinated in advance. Prior to construction, the exact location and depths of utilities would be verified, and specific construction methods would be developed to minimize effects. For utilities subject to WSDOT permits and franchise agreements, any required relocations would be consistent with the provisions in the agreements.

At the time of publication of this document, there were no known homeless encampments along the Project stretch of I-405. However, homeless encampments could be located in construction areas when construction begins. WSDOT works with law enforcement to ensure WSDOT-owned property is used as it is intended. If there is a homeless encampment that requires

clearing, WSDOT and/or its construction contractors would post signs in English and Spanish at least 72 hours prior to construction activities, conduct a visual assessment of the area to determine the specific needs for clearing an encampment, and contact advocacy groups to enlist their help in notifying and relocating homeless populations.

5.2.4 Environmental Justice

FHWA requires agencies to explicitly consider human health and environmental effects related to transportation projects that may have a disproportionately high and adverse effect on minority and/or low-income (environmental justice) populations. Because of the study area demographics, there is the potential for effects on minority populations and/or low-income populations. The Project includes mitigation measures and best management practices to address effects, as described in Section 6.

Operational Effects

Exhibit 5-4 summarizes the potential effects on environmental justice populations associated with operation of the Project. The information in Exhibit 5-4 is used to determine if there are adverse effects and, if so, whether the adverse effects would result in disproportionately high and adverse effects on minority populations and/or low-income populations. The existing ETLs implemented in 2015 would continue to have a disproportionate effect on low-income populations who choose to use them as a result of the costs of the tolls with operation of the Project.

Exhibit 5-4. Summary of Project Effects

Resource	Effects Summary	Relevance to Environmental Justice Populations
Transportation	Beneficial Effects <ul style="list-style-type: none"> – Project would improve travel time reliability and increase travel speeds for most travelers due to added freeway capacity (a second ETL) during peak periods: For most trips, travel times in both the ETLs and GP lanes would be similar to or would improve in 2025 and 2045 compared to the No Build Alternative. – The new direct access ramps and inline transit stations near SR 527 and SR 522 would benefit transit routes and help to reduce transit travel times on I-405. – Project would provide a new connection between the North Creek Trail and SR 522 interchange station area and new bicycle lanes and sidewalks in the Canyon Park Park and Ride area. 	Project would result in a number of transportation benefits for all populations (see the Project Benefits section after this exhibit for additional details). No adverse effects are anticipated. ETLs would continue to have a disproportionate effect on low-income populations and would continue to affect LEP populations.
Noise	<ul style="list-style-type: none"> – Noise modeling indicates that, with proposed noise walls 187 receivers representing 250 dwelling units would approach or exceed FHWANAC with the Project. Under the No Build Alternative, 227 receivers, representing 307 dwelling units, would approach or exceed the FHWANAC. 	Increases in noise levels above the FHWA NAC would result in adverse effects. See additional discussion below.

I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 5-3. Property Acquisitions in Snohomish County



Exhibit 5-4. Summary of Project Effects

Resource	Effects Summary	Relevance to Environmental Justice Populations
Ecosystems	<ul style="list-style-type: none"> – Project would result in up to 6 acres of permanent effects on wetlands and up to 4 acres of permanent effects on wetland buffers. – Project would require permanent clearing of approximately 15.5 acres of vegetation in the study area. Trees will be replaced in accordance with the WSDOT <i>Roadside Policy Manual</i> (2015). – Project would result in permanent effects of up to 16,600 square feet (0.37 acres) on streams and 15,900 square feet (0.36 acre) on stream buffers. – Project may affect terrestrial wildlife where noise increases are not mitigated. <p>Beneficial Effects</p> <ul style="list-style-type: none"> – Project would replace five fish barriers, which would restore full anadromous fish access to about 24,330 linear feet of upstream habitat. 	No adverse effects are anticipated.
Water Resources	<p>Beneficial Effects</p> <ul style="list-style-type: none"> – Project would treat a larger area of pollution-generating impervious surface compared to the No Build Alternative, improving water quality. – Project would restore stream crossings to be more resilient to future changes in the 100-year flood condition. 	No adverse effects are anticipated.
Visual	<ul style="list-style-type: none"> – Project would change the visual setting in some locations because of introduction of new transportation elements and removal of vegetation. 	No adverse effects are anticipated.
Recreational, Section 4(f) and Section 6(f) Resources	<ul style="list-style-type: none"> – Project would have no negative long-term effects on trails and recreational facilities. There would be no negative effects on the one Section 6(f) resource. Under Section 4(f), there would be a <i>de minimis</i> use for trail realignment at the Sammamish River Trail, a temporary occupancy exception at the West Sammamish River Trail, and a <i>de minimis</i> use for tree removal associated with stream realignment work at the North Creek Forest. <p>Beneficial Effects</p> <ul style="list-style-type: none"> – Project would restore an existing stream connection for Stream 25.0L in a portion of the North Creek Forest, benefiting the natural area. – Project would improve nonmotorized access through new connection to North Creek Trail from the proposed SR 522 transit turnaround loop. 	No adverse effects are anticipated.

Exhibit 5-4. Summary of Project Effects

Resource	Effects Summary	Relevance to Environmental Justice Populations
Land Use, Economics, and Community Resources	<ul style="list-style-type: none"> – Project would be consistent with local and regional planning goals and policies. Project would not negatively affect neighborhoods because it would be built mainly within existing right of way and would not create neighborhood barriers or reduce access. – Project would acquire and convert residential and commercial land uses to transportation use. The amount of land converted is small compared to the overall size of Bothell and would not result in negative effects. One residence would be displaced. At the time of publication, WSDOT is purchasing the residential property, and the tenant has relocated. – Community facilities and utilities would not be affected. No businesses would be displaced. 	No adverse effects are anticipated.
Historic and Cultural Resources	<ul style="list-style-type: none"> – Project would not result in effects on historic and cultural resources. 	No adverse effects are anticipated.
Air Quality	<p>Beneficial Effects</p> <ul style="list-style-type: none"> – Air emissions, including greenhouse gases, would be lower compared to existing conditions because of improvements in vehicle technology. 	No adverse effects are anticipated.
Geology, Soils, and Groundwater	<ul style="list-style-type: none"> – Project would address geologic hazards such as ground shaking, liquefaction, erosion, and flooding through typical design standards. 	No adverse effects are anticipated.
Hazardous Materials	<ul style="list-style-type: none"> – Hazardous materials could be encountered during construction. If encountered, hazardous materials would be managed and contaminated sites would be addressed in accordance with applicable regulations. 	No adverse effects are anticipated.

ETL = express toll lane; FHWA = Federal Highway Administration; GP = general purpose; LEP = limited English proficient; NAC = noise abatement criteria

As detailed in Exhibit 5-4, operation of the Project is not anticipated to have adverse effects on any environmental resources except traffic noise. Three new noise walls would be constructed as part of the Project because the noise walls meet WSDOT’s noise policy. These proposed noise walls are shown on Exhibit 2-2, Sheets 1, 4 and 5. However, with the Project, some areas close to the freeway would continue to experience noise effects above FHWA’s NAC where noise walls would not be feasible and/or cost-effective to build under WSDOT’s noise policy. In most areas where noise levels would increase above FHWA’s NAC, the population is predominately non-minority and non-low income. Within parts of the Fitzgerald/35th SE and Canyon Park neighborhoods on the east side of I-405, the population is predominately minority. In these neighborhoods, construction of Wall East 6 would benefit a number of residents, both minority and non-minority, by reducing traffic noise levels by up to 9 decibels compared to the No Build Alternative. In areas near these neighborhoods where noise levels would still be above the FHWA NAC, there would be either no increase or a 1 to 2 decibel decrease compared to the No Build Alternative. Overall, any increases in traffic noise levels across all study area

neighborhoods would affect all populations to the same degree and would not be more severe or greater in magnitude for minority populations.

Construction Effects

Construction effects on environmental justice populations would be the same as those for all populations, as described in Section 5.2.3, Community Resources. Although construction effects are temporary, they could be adverse for people closest to construction activities near I-405, SR 522, and SR 527. Because the minority populations of the Fitzgerald/35th SE and Canyon Park neighborhoods compose greater than 50 percent of the total neighborhood population, construction effects would be disproportionate. However, because Project construction would affect all nearby populations to the same degree, the effects would not be more severe or greater in magnitude for minority populations as compared to non-minority populations.

Project Benefits

Under the environmental justice regulations, the benefits of transportation projects should be considered when determining if there are disproportionately high and adverse effects on minority and/or low-income populations. Operation of the Project would result in a number of benefits for the traveling public and those who live and work in the study area. The benefits would accrue to all populations, but they would not occur under the No Build Alternative. With the Project, travelers on I-405 would continue to have the option to use the GP lanes for free, use transit, travel as a carpool, or pay to use the ETLs.

EA Appendix A, *Transportation Discipline Report*, compares the expected effects of the Build and No Build Alternatives on transportation in 2025 and 2045. Project benefits would include improved travel speeds and reliability for users of both the ETLs and GP lanes for most trips between I-5 in Lynnwood and NE 116th Street in Kirkland. Two separate travel times were analyzed because the ETL system ends just south of the I-5 interchange. Exhibit 5-5 shows the approximate locations of each of the two travel time sections analyzed, but is not to scale. Exhibits 5-6 and 5-7 show average travel times rounded to the nearest minute for the 3-hour AM and PM peak periods.

I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 5-5. Location of I-405 Roadway Sections for Travel Time Analysis

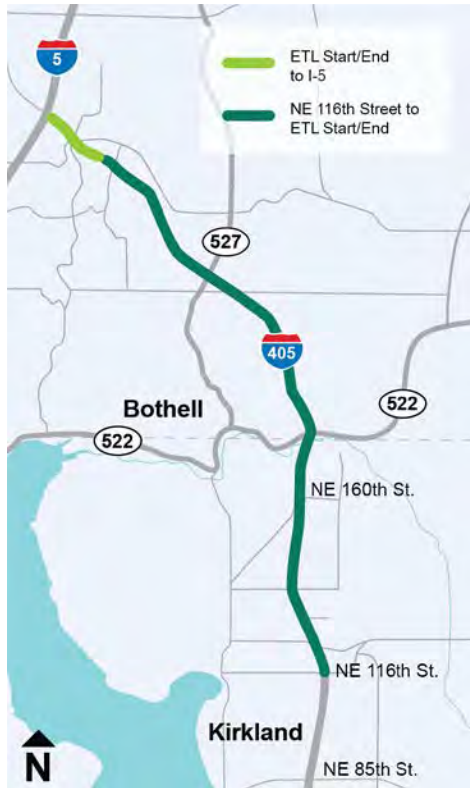


Exhibit 5-6. Comparison of Average I-405 Travel Times – AM Peak

Direction of Travel	I-405 Section	Existing		2025 GP		2025 ETL		2045 GP		2045 ETL	
		GP	ETL	No Build	Build	No Build	Build	No Build	Build	No Build	Build
Southbound	I-5 (MP 29.7) to ETL Start (MP 28.9)	3	NA ^a	2	1	NA ^a	NA ^a	11	1	NA ^a	NA ^a
	ETL Start (MP 28.9) to NE 116th Street (MP 19.8)	33	13	40	9	16	9	46	9	15	9
Northbound	NE 116th Street (MP 19.8) to ETL End (MP 29.0)	9	9	9	9	9	9	9	9	9	9
	ETL End (MP 29.0) to I-5 (MP 29.7)	1	NA ^a	1	1	NA ^a	NA ^a	1	1	NA ^a	NA ^a

ETL = express toll lanes; GP = general purpose lanes; NA = not applicable

AM Peak 3-hour average = 7 to 10 a.m.

Travel times are rounded to the nearest minute.

^a No ETL exists in the short section; all traffic uses the GP lanes.

Exhibit 5-7. Comparison of Average I-405 Travel Times – PM Peak

Direction of Travel	I-405 Section	Existing		2025 GP		2025 ETL		2045 GP		2045 ETL	
		GP	ETL	No Build	Build	No Build	Build	No Build	Build	No Build	Build
Southbound	I-5 (MP 29.7) to ETL Start (MP 28.9)	3	NA ^a	2	1	NA ^a	NA ^a	11	1	NA ^a	NA ^a
	ETL Start (MP 28.9) to NE 116th Street (MP 19.8)	33	13	40	9	16	9	46	9	15	9
Northbound	NE 116th Street (MP 19.8) to ETL End (MP 29.0)	9	9	9	9	9	9	9	9	9	9
	ETL End (MP 29.0) to I-5 (MP 29.7)	1	NA ^a	1	1	NA ^a	NA ^a	1	1	NA ^a	NA ^a

ETL = express toll lanes; GP = general purpose lanes; NA = not applicable

PM Peak 3-hour average = 4 to 7 p.m.

Travel times are rounded to the nearest minute.

^a No ETL exists in the short section; all traffic uses the GP lanes.

As shown in Exhibit 5-6, in 2025 during the AM peak period, travelers in the GP lanes on southbound I-405 between the ETL start and NE 116th Street would decrease by 31 minutes under the Build Alternative as compared to the No Build Alternative. By 2045, this same trip would be 37 minutes faster under the Build Alternative than under the No Build Alternative. Such travel time savings would accrue to all populations, including minority populations and/or low-income populations.

The Build Alternative would also improve access to the ETLs for transit, carpools, and toll-paying drivers by providing direct access ramps at the SR 527 and SR 522 interchanges. With the Build Alternative, transit routes that use I-405 would be better able to maintain schedules and transit travel times would be expected to improve through improved GP lane and ETL speeds and direct access and inline station at the Canyon Park Park and Ride, which benefits all users, including minority populations and/or low-income populations.

The Build Alternative would result in additional benefits compared to the No Build Alternative including:

- Replacing five fish barriers with restored stream crossings to improve aquatic habitat and provide ecological and cultural benefits.
- Providing new stormwater runoff treatment to improve local water quality.

Preliminary Environmental Justice Determination

After analyzing the totality of the effects, project benefits and mitigation, WSDOT has determined the Project would not have disproportionately high and adverse effects on minority and/or low-income populations under Executive Order 12898 and U.S. Department of

Transportation (USDOT) Order 5610.2(a). The Project would be primarily located within existing WSDOT right of way, which would minimize the effects on all populations. Most of the Project effects from operation and construction would be limited in scope, and effects would be mitigated through the implementation of effective mitigation measures.

The one exception is the increase in traffic noise levels during Project operation. Three new noise walls would be constructed as part of the Project because they meet WSDOT's noise policy. However, with the Project, some areas in close proximity to the freeway would continue to experience noise effects above FHWA's NAC where noise walls would not be feasible and/or cost-effective to build under WSDOT's noise policy. In parts of the Fitzgerald/35th SE and Canyon Park neighborhoods on the east side of I-405 where the population is predominately minority, a noise wall would be constructed. The noise wall would reduce noise levels below the FHWA NAC in a number of locations, which would benefit all residents. In areas where traffic noise levels are expected to be above the FHWA NAC, there would be either no increase or a 1 to 2 decibel decrease compared to the No Build Alternative. Increases in traffic noise levels would affect all populations in these neighborhoods to the same degree and the effects would not be more severe on minority populations when compared to non-minority populations.

As described in Section 3.3.4, the addition of the ETLs through the study area in 2015 resulted in disproportionate effects on low-income populations who choose to use them because of the cost of the tolls and the use of electronic toll collection system. Those disproportionate effects would continue with either the Build or the No Build Alternative. The No Build and Build Alternatives would also continue to affect LEP populations because WSDOT signs are in English, which may be a barrier to LEP populations if they do not understand how the tolling systems work. As part of the tolling program, WSDOT has implemented measures to assist low-income populations, as described in Section 6.1.4. By providing the additional ETL capacity, the Project would improve travel times in the ETLs and GP lanes, which would benefit all users on I-405. The benefits would apply to transit riders because adding direct access ramps and inline transit stations would be expected to improve transit operations. In addition to the benefits associated with improved speeds and travel reliability, other benefits associated with the Project include the correction of fish barriers and improvements to water quality due to improved stormwater treatment.

Because the Project would not result in disproportionately high and adverse effects on minority and/or low-income populations, further action to address such effects from the Project is not warranted. Project benefits further support the conclusion that the Project would not result in disproportionately high and adverse effects as defined in Executive Order 12898 and USDOT Order 5610.2(a).

5.3 Indirect Effects

The Council of Environmental Quality (CEQ) and FHWA regulations require that potential indirect effects be considered during the NEPA process. Indirect effects are defined as impacts that are "caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable" according to the CEQ (40 Code of Federal Regulations [CFR] 1508.8)

and may “include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.” There are two primary types of indirect effects: encroachment-alteration (physical, chemical, or biological changes in the environment that occur as a result of the project but are removed in time or distance from the direct effects) and induced growth.

5.3.1 No Build Alternative

Under the No Build Alternative, WSDOT would continue its routine maintenance of its facilities in the study area. No indirect impacts would occur under the No Build Alternative.

5.3.2 Build Alternative

The Project would make modifications to I-405, including adding a second ETL in each direction, new direct access ramps to the ETLs, and changes in GP ramps. These modifications may result in changes to travel patterns throughout the study area. Travelers who previously avoided I-405 may change their travel behavior because of the improvements in freeway travel speeds and times associated with the Project. In addition, the Project would have positive indirect effects on vehicular and transit access to employment opportunities, markets, goods or services, residential uses, community facilities and transportation-related industries and services.

The Project would not induce unplanned growth in the region. Although the study area is primarily built out, development and growth are expected to continue per local and regional comprehensive plans. The City of Bothell is updating the subarea plan for the Canyon Park neighborhood, including the neighborhood’s Regional Growth Center (RGC), to comply with criteria from the Puget Sound Regional Council. The subarea plan calls for focusing mixed-use redevelopment in the RGC and identifies inadequate transportation infrastructure and a lack of transit as challenges for future growth. As part of the subarea plan updates, the City of Bothell published a planned action State Environmental Policy Act Environmental Impact Statement in 2019 that analyzed the effects and proposed mitigation measures related to increasing land use densities in the Canyon Park subarea. It is expected that any future development would be done in accordance with local zoning regulations and local land use plans in place at the time.

Furthermore, the Project is not expected to alter existing conditions to induce or increase rates or types of development. The Project would not construct additional interchanges that would result in pressure to change existing land uses. Instead, the Project would help to accommodate planned growth in the study area and the region.

SECTION 6 MEASURES TO AVOID OR MINIMIZE EFFECTS

This section provides information on the measures WSDOT will implement to avoid or minimize effects on land use, economics, community resources, and environmental justice populations during operation and construction of the Project.

6.1 Operational Mitigation

6.1.1 Land Use

No operational mitigation is proposed for the Project related to land use.

6.1.2 Economics

No operational mitigation is proposed for the Project related to economics.

6.1.3 Community Resources

No operational mitigation is proposed for the Project related to community facilities, public services, and utilities.

To minimize the effects of permanent property acquisitions and the one residential displacement associated with the Project, WSDOT will apply the following measures:

- Conduct property acquisition in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and implemented by FHWA under 49 Code of Federal Regulations, Part 24, and according to Chapter 468-100 Washington Administrative Code Uniform Relocation and Assistance and Real Property Acquisition.
- Offer interpretation and translation services to property owners and tenants with limited English proficiency to ensure they understand the property acquisition process and are able to fully participate in negotiations.

WSDOT took the following steps to minimize adverse effects to the one displaced household:

- Collected information to identify the specific needs of any resident(s) to be relocated and prepare a relocation plan in advance of actual displacement.
- Made relocation resources available, without discrimination, to the eligible residential relocatee.
- Ensured there was at least one comparable replacement property available to relocate.
- Reimbursed the displaced residents for certain costs, including the difference between the cost of the current dwelling and the cost of the comparable replacement.

For the residential property owners affected by partial acquisitions and permanent easements, WSDOT will take the following measures:

- Conduct property acquisition in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Provide access to interpretation and translation for owners who need language assistance to participate in negotiations upon request.

For the commercial property owners affected by partial acquisitions and permanent easements, WSDOT will:

- Conduct property acquisition in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

6.1.4 Environmental Justice

The Project would not result in disproportionately high and adverse operational effects on environmental justice populations; therefore, no specific environmental justice mitigation is required. As part of the overall tolling program, WSDOT will continue to work to reduce possible barriers to obtaining and maintaining a *Good To Go!* toll payment account for persons who have low incomes or who may not have access to bank accounts that would allow them to load and/or replenish a *Good To Go!* account, through the following measures:

- Continue to offer the option for low-income persons who are eligible for public benefits to use their Electronic Benefit Transfer (EBT) cards to open and maintain their *Good To Go!* accounts.
- Continue to offer the option to open and maintain a *Good To Go!* account using cash, to allow those without access to a bank account to use a *Good To Go!* account and pay the lowest toll rates.
- Work toward a system that could offer toll accounts that do not require a minimum balance. The Pay As You Go option will allow customers to pay the lowest toll rates and have their toll charged directly to their credit card after the travel.
- Continue to work to expand the network of retail locations where people can buy *Good To Go!* passes with cash, making it easier for people to purchase a pass without a bank account.
- Work with community service organizations that serve low-income populations to provide free passes when WSDOT launches new toll facilities.

6.2 Construction Mitigation

Appendix A, *Transportation Discipline Report*, of the Project Environmental Assessment (EA) describes temporary traffic control measures that will minimize traffic congestion during construction, including coordination with the local agencies.

- WSDOT will work with the contractor to develop a Traffic Management Plan to identify potential construction haul routes, staging areas, lane closures, and construction techniques among other elements. The Traffic Management Plan would require WSDOT's approval for effects on freeway facilities, effects on local streets would require the review and approval of affected jurisdictions.

- Local agencies, the public, school districts, emergency service providers, and transit agencies will be informed of the changes in advance through the media, the Project website, and an email listserv.
- Pedestrian and bicycle circulation will be maintained as much as possible during construction. For any road, bicycle lane, and/or sidewalk closure, clearly marked detours will be provided.
- WSDOT will coordinate with affected agencies to minimize impacts on nonmotorized and transit users. In addition, WSDOT will maintain access across I-405 to the Canyon Park Park and Ride with an Americans with Disabilities Act accessible connection when either the existing or new pedestrian bridge is closed. Transit service modifications will be coordinated with King County Metro, Community Transit, and Sound Transit to minimize effects and disruptions to bus facilities and service during construction. These measures could include posting informative signage before construction at existing transit stops and developing modified service plans to accommodate park and ride closures during construction.

The Project discipline reports and technical memoranda on noise, visual, air quality, water resources, geology and soils, and hazardous materials discuss project best management practices that will reduce potential effects from construction activities. In addition, WSDOT will schedule construction to minimize disruptions to the greatest extent possible. Lane closures will occur in off-peak hours and will be coordinated in advance with local agencies.

6.2.1 Land Use

No construction mitigation is proposed for the Project related to land use.

6.2.2 Economics

WSDOT will maintain access to businesses during construction.

6.2.3 Community Resources

As noted above, mitigation identified in other discipline reports and technical memoranda for this EA will also reduce potential effects on community resources from construction activities related to transportation, noise, visual quality, air quality, water resources, geology and soils, and hazardous materials. The following measures are also part of WSDOT's commitments related to community resources:

- Notify and coordinate with fire departments if water line relocations are required that could temporarily cause a disruption in service or reduce flow.
- Coordinate closely with utility providers during final design and prior to construction to confirm the locations and depths of utilities and to determine if lines can be protected during construction or if they will require relocation. Potential utility conflicts within the WSDOT right of way will be relocated, and expenses will be determined based on the agreement/easement that WSDOT has with the utility owner.

- Coordinate scheduling with utility providers to minimize effects of utility relocations and provide them with ample time to schedule equipment and construction crews in advance of project construction.

6.2.4 Environmental Justice

The Project would not result in disproportionately high and adverse construction effects on environmental justice populations; therefore, no specific environmental justice mitigation is required. However, WSDOT will continue to conduct targeted outreach during construction. The following measures are part of WSDOT's commitment to public involvement for the Project:

- Translate project materials about construction effects if requested.
- Distribute Project materials—especially prior to construction-related closures that would affect motorists and transit riders—through social service agencies, community-based organizations, libraries, community groups, and schools.

SECTION 7 REFERENCES

- Bothell, City of. 2015. *Imagine Bothell... Comprehensive Plan*. City of Bothell 2015 Periodic Plan and Code Update, City Council Adopted Document July 7, 2015. Retrieved on May 28, 2019, at <https://www.bothellwa.gov/DocumentCenter/View/441/2015-Adopted-Plan-Version-PDF?bidId=>.
- Economic Alliance Snohomish County. 2019. Top 50 Snohomish County Employers. Retrieved July 17, 2019, at <https://www.economicalliancesc.org/wp-content/uploads/2019/02/Top-50-SnoCo-Employers-2019.pdf>.
- FHWA (Federal Highway Administration). 2015. *Environmental Justice Reference Guide*.
- FHWA. 2018. *Community Impact Assessment: A Quick Reference for Transportation*.
- King County. 2016a. *2012 King County Countywide Planning Policies*. Retrieved in July 2019 at <https://www.kingcounty.gov/~media/depts/executive/performance-strategy-budget/regional-planning/CPPs/2012-CPPsAmended062516withMaps.ashx?la=en>.
- King County. 2016b. *2016 King County Comprehensive Plan*. Adopted December 5, 2016, Updated December 4, 2017, and October 26, 2018. King County Office of Performance, Strategy and Budget, King County, Washington., Retrieved on July 17, 2019, at https://www.kingcounty.gov/~media/Council/documents/CompPlan/2016/FullCouncil/adoptedplan/Attachment_A-KingCountyComprehensivePlan-120516.ashx?la=en.
- Kirkland, City of. 2018. *Kirkland Comprehensive Plan*. Updated December 11, 2018. City of Kirkland, Washington. Retrieved in July 2019, at <https://www.codepublishing.com/WA/Kirkland/?html/KirklandCPNT.html>.
- Kirkland, City of. 2019. *City of Kirkland Utility Billing*. Retrieved on July 18, 2019, at https://www.kirklandwa.gov/depart/Finance_and_Administration/communityservices/Utility_Billing.htm.
- McDonald, Lucile. 2000. *Bellevue: Its First 100 Years*. Bellevue Historical Society, Bellevue, Washington.
- PSRC (Puget Sound Regional Council). 2009. *VISION 2040*. Retrieved on July 17, 2019, at https://www.psrc.org/sites/default/files/7293-v2040_0.pdf.
- PSRC. 2010. *Transportation 2040*. Retrieved on July 17, 2019, at <https://www.psrc.org/sites/default/files/t2040finalplan.pdf>.
- PSRC. 2013. Data and Resources - Land Use Baseline. Retrieved on July 16, 2019, at <https://www.psrc.org/sites/default/files/landusebaseline.xlsx>.

- PSRC. 2017. Data and Resources - Projections for Cities and Other Places. Retrieved on June 20, 2019, at https://www.psrc.org/sites/default/files/landusevision2_final.xlsx.
- Stein, Allen J. and The HistoryLink Staff. 2004. *HistoryLink's Bellevue Timeline: The Story of Washington's Leading Edge City from Homesteads to High Rises, 1863-2003*. Bellevue, WA: History@Ink/HistoryLink.
- United States Census Bureau, Center for Economic Studies. 2015. *On The Map*. Retrieved on June 6, 2019, at <https://onthemap.ces.census.gov/>.
- U.S. Census Bureau. 2017. American Community Survey 5-Year Estimates - Geodatabase Format - Tables X01, X03, X16, X17, X19, X25. Retrieved on July 17, 2019, at <https://www.census.gov/geographies/mapping-files/time-series/geo/tiger-data.html>.
- United State Department of Health and Human Services. 2019. U.S. Federal Poverty Guidelines Used to Determine Financial Eligibility for Certain Federal Programs. Retrieved on July 15, 2019, at <https://aspe.hhs.gov/poverty-guidelines>.
- United States Department of Labor. 2019. Local Area Unemployment Statistics Data Tables.
- Washington Office of Superintendent of Public Instruction. 2018. "School Report Card." Retrieved on July 11, 2019, at <https://washingtonstatereportcard.ospi.k12.wa.us/>.
- Woodinville, City of. 2015. *City of Woodinville 2015 Comprehensive Plan*. Prepared for City of Woodinville, Washington, by BERK Consulting, MAKERS Architecture, The Watershed Company, Transportation Engineering Northwest, and Golder Associates. December 2015. Retrieved on May 7, 2020, at https://www.ci.woodinville.wa.us/information/city_hall/plans/comprehensive_plan/2015_comprehensive_plan. .
- Woodinville, City of. 2019. *Resource Directory - Utilities & Services*. Retrieved on July 18, 2019, at <https://www.ci.woodinville.wa.us/cms/one.aspx?portalId=12676305&pageId=13088528> .
- WSDOT (Washington State Department of Transportation). 2015. *Roadside Policy Manual M31-10*. August.
- WSDOT. 2019. *Environmental Manual*. M 31-11.21. Engineering and Regional Operations, Development Division, Environmental Services Office. June.
- Zillow. 2019. Bothell Washington Real Estate and Houses for Sale. Retrived on August 3, 2019, at <https://www.zillow.com/bothell-wa/houses/>.

ATTACHMENT A ACRONYMS AND ABBREVIATIONS

Term	Meaning
ACS	American Community Survey
ADA	American with Disabilities Act
EA	Environmental Assessment
ETL	express toll lane
FHWA	Federal Highway Administration
GIS	geographic information system
GP	general purpose
HOV	high-occupancy vehicle
I-405	Interstate 405
LEP	limited English proficient
MP	milepost
NAC	noise abatement criteria
NEPA	National Environmental Policy Act
OEO	Office of Equal Opportunity
PSRC	Puget Sound Regional Council
SOV	single-occupant vehicle
SR	State Route
USDOT	United States Department of Transportation
WSDOT	Washington State Department of Transportation
WSTC	Washington State Transportation Commission

ATTACHMENT B GLOSSARY

Term	Meaning
Adverse impact	The totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities (as defined by USDOT Order 5610.2(a) § Appendix 1(f)).
Disproportionately high and adverse impact on minority and low-income populations	An adverse impact that: (1) is predominately borne by a minority population and/or a low income population; or (2) will be suffered by the minority population and/or low income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non minority population and/or non low income population (as defined by USDOT Order 5610.2(a) § Appendix 1(g)).
Environmental justice	Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
Express toll lane	A limited-access freeway lane that is actively managed through a variable toll system to regulate its use and thereby maintain express travel speeds and reliability. Toll prices rise or fall in real time as the lane approaches capacity or becomes less used. This ensures traffic in the express toll lane remains flowing at express travel speeds of 45 to 60 miles per hour. Transit and carpools do not pay a toll.
Limited English proficient	A limited English proficient person is an individual who has difficulty speaking, reading, writing, or understanding the English language and whose difficulties may deny that individual the opportunity to meaningfully engage in the transportation decision-making process. This definition applies to an individual who:

Term	Meaning
Low-income	<ul style="list-style-type: none">▪ Was not born in the United States;▪ Speaks a native language other than English and comes from an environment where a language other than English is dominant; or▪ Comes from an environment where a language other than English has had a substantial effect on that individual’s English language proficiency. <p>A low-income person is an individual whose household income falls below the federal poverty guidelines, as defined by the U.S. Department of Health and Human Services. For 2019, the federal poverty guideline for a household of four in one of the 48 contiguous states and Washington D.C. is \$25,750 in annual income.</p>
Minority	<p>Minority means a person who is: (1) Black: a person having origins in any of the black racial groups of Africa; (2) Hispanic or Latino: a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race; (3) Asian American: a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent; (4) American Indian and Alaskan Native: a person having origins in any of the original people of North America, South America (including Central America), and who maintains cultural identification through tribal affiliation or community recognition; or (5) Native Hawaiian and Other Pacific Islander: people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands</p>

ATTACHMENT C SOCIAL SERVICE PROVIDER INTERVIEW SUMMARIES



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Justice Interview Summary

Agency: Canyon Hills Community Church Food Bank

Interview subject: Susie Disch, director

Date/time: Wednesday, May 22, 2019, 2:15 p.m.

Location: Food Bank offices, 22125 17th Avenue SE, Suite 111, Bothell, WA 98021

General Background

1. What service does your organization provide? Describe your main offerings.

The Canyon Hills Community Church provides a food bank, which started in 2010, where clients can select from fresh food items. Homeless clients can receive a bag of groceries with toiletry items included, and in the winter, they offer backpacks and warm blankets. They work with an organization called Helping Hands to provide \$25 vouchers for clothes for job-related expenses. They also provide monetary rental assistance primarily to members and regular attendees of the church. They also provide miscellaneous other services throughout the year, such as car care geared toward widows and single mothers in April and October, homework help for children, resume help for job seekers, and counseling for church members, which they plan to expand to the broader community. Services are funded by the congregation as well as the overall community, including businesses.

2. Who would you describe as your audience/client base? How many clients do you see a day/year?

The food bank primarily serves clients in Bothell, Everett (including the 98208 zip code), Mill Creek, Snohomish (the 98296 zip code), and Kenmore, but they will also serve any family with a child in the Northshore School District. Many clients come from south Everett because no food bank available in that area. Clients generally need to show proof of address in the area to get services. However, even if someone does not have identification or proof of address, the food bank will give them a bag of groceries.

The food bank serves about 50 families or 200 individuals each week, which is currently less than some other times because of the economy (at this time of year, many clients can find work in yard maintenance and construction). Many of their families are single-mother households.



Washington State Department of Transportation

The client base is about 50 percent Hispanic, including some who cannot work or get government services because they were not born in the United States. They also currently serve about five Muslim families and a few Russian families. Other clients include widows, people with disabilities, and the elderly.

The food bank does look at income level but does not have a set criteria for providing services. Instead, they look at a combination of factors, such as health and other needs.

3. **How and where do you provide the service(s)? How do your clients access your service(s)?**
The food bank is located in a separate building near the church in the Canyon Park business park area. It is open from 5:30 to 7:30 p.m. on Tuesdays. However, if someone comes by during normal business hours, they can receive food. They are open Monday to Friday (only until noon on Fridays). In the past, they have offered delivery of food items to clients, and they may offer this service again.
4. **Are there periods of time that are crucial for the service you provide (i.e., times during the day or year)?**

Usage of the I-405 Corridor and Express Toll Lane System

5. **Do you have a sense for how often your staff/volunteers use this roadway and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**
The organization has three staff (pastor, Susie, and an administrative assistant) and more than 60 volunteers year round, with additional volunteers during their annual food drive in November. Susie says traffic is a not good, and volunteers sometimes cannot arrive by the time they open the food bank. It takes Susie six minutes to get to work and 30 mins to get home, and she lives about three miles from the church.
6. **Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**
Susie is familiar with the lanes and has a *Good To Go!* pass for her family. She likes using the express toll lanes, especially when traveling to visit family in Central Washington. She has not received feedback from her volunteers about the ETLs.
7. **How would you describe the level of understanding of the current express toll lanes by your staff/volunteers? Do you have suggestions for how WSDOT could improve its outreach?**
Susie did not have feedback on this question.
8. **Do you have a sense for how often your clients/people you serve use the I-405 corridor and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**



Clients mostly drive and often will come in a groups of three to four. Susie's assessment was that clients primarily take local streets rather than I-405 to save on fuel costs. She said some clients take the bus from South Everett.

9. **Have you received any feedback from your clients about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**
Susie has not received any feedback from clients on the existing ETLs.
10. **How would you describe the level of understanding of the current express toll lanes by your clients? Do you have suggestions for how WSDOT could improve its outreach?**
Susie said she was not sure.

Potential Project Effects

11. **Are you aware of the proposed express toll lane extension between SR 522 and SR 527?**
Anne provided her a project overview, using the standard project handout, highlighting the project area, major features, and schedule.
12. **What are your concerns regarding the potential impacts of the project on your service(s) and/or people that you serve? What are your any concerns regarding the potential impacts of the project on your staff and/or volunteers?**
Susie said the project may affect volunteers, she did not think clients would be affected because they do not use I-405 as often. She did not have any particular concerns about construction, but access to the church facilities may be a concern during business hours. She noted that traffic around the church is very heavy on Sundays because they have four services throughout the day serving 4,000 people.
13. **Do you have any suggestions for ways the project can help reduce the impacts that people you are serving may encounter?**
Susie did not have any suggestions because she did not see any negative impacts from the project.
14. **What do you envision as potential benefits of this project for your clients? What about your staff/volunteers?**
Susie said that anytime improvements are made, the benefits outweigh the impacts. She indicated that traffic conditions need to change.

Communications and Outreach Preferences

15. **As we reach out to all groups and individuals that may be affected by the project, what is the most effective way to reach the people you serve?**
Susie said email is the best way to reach the people they serve. If WSDOT sends her emails, she can forward them accordingly.
16. **What are the primary languages that the people you serve speak?**



**Washington State
Department of Transportation**

Spanish is the primary non-English language spoken by food bank clients.

17. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

Email (see #15 above).

18. Are there other organizations in the project area that you suggest we speak with or include in our project's public involvement activities?

None come to mind. Susie noted that the church will be opening a second campus at Crosspoint in downtown Bothell. She expected to know in the next few weeks whether the food bank will also be moving to that location. For now, the food bank will remain in its currently location.

19. Are there any other general concerns or thoughts you would like to share about this project?

Susie had no additional comments to share.



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Justice Interview Summary

Agency: Cascadia College Adult Education Programs

Interview subject: Neda Rabbanian, student advisor

Date/time: May 8, 2019, 11 a.m.

Location: Cascadia College campus (Neda's office)

General background

- 1. What service does your organization provide? Describe your main offerings.**
The Cascadia College Basic Education for Adults department serves individuals learning English not as a first language--second, third, etc. They also serve individuals who do not have a high school diploma and offer different options for obtaining an adult high school diploma.
- 2. Who would you describe as your audience/client base? How many clients do you see a day/year?**
Their students are adult learners, and the majority are ESL students, immigrants, refugees. They are very different from the general international student population. They have a different legal status, and the programs are heavily subsidized by the government. That usually means they are able to serve students who are lower-income, working class families. Most have children and a big life outside of here, and school is a lower priority. Cascadia has a relatively smaller student population than others in the area (Shoreline, North Seattle Community College, Lake Washington College) with a few hundred students.
- 3. How and where do you provide the service(s)? How do your clients access your service(s)?**
Most of their classes occur on the Cascadia College campus. They also have an agreement with Bothell Library to host ESL level 1 class two nights per week (with free parking). Anecdotally, most students tend to drive to class and live within a few mile radius. She sees mostly Bothell addresses but occasionally as far north as south Everett. Parking on campus is very expensive. Cascadia offers voucher for a bus pass and a discount program for parking, and students can choose between the two options. we offer vouchers for bus pass as well as a discount program for parking permit, have to make a choice.
- 4. Are there periods of time that are crucial for the service you provide (i.e., times during the day or year)?**



Cascadia's class schedule follows the quarter system, but they have open enrollment, so students can join any time of the year they would like. Fall quarter tends to be their busiest time of year, as that is traditionally when people decide they want to return to school. Spring is less busy, and summer is not busy at all, as most of their students are parents, and childcare is a bigger issue during the summer. Classes occur in both the morning and the evening, and there are some afternoon classes. The number of students is almost equally divided between morning and evening classes. At this time, they do not offer any weekend classes.

Usage of the I-405 Corridor and Express Toll Lane System

- 5. Do you have a sense for how often they use this roadway and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**
They have a small staff and one volunteer. None of them really uses the I-405 corridor.
- 6. Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**
Neda has not received feedback from anyone else. She has some personal experience using the lanes when she commuted from Kirkland to Edmonds. She said she feels that if you have the money, your time is more valuable, and you can use the lanes to move quickly past traffic. She said the lanes felt "odd" to her and noted that the rates can be high.
- 7. How would you describe the level of understanding of the current express toll lanes by your staff/volunteers? Do you have suggestions for how WSDOT could improve its outreach?**
Neda said she doesn't have a deep understanding of the I-405 express toll lanes, other than if it's a busy time of day, and you see the lane and have a "sticker," you have the option to use the lane. She said she doesn't get the sense that people generally have good knowledge about the lanes. She suggested additional education and public service announcements would be helpful to establish more understanding, but the question is what would be the best forum to present the information.
- 8. Do you have a sense for how often your clients/people you serve use the I-405 corridor and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**
Neda said this topic does not really get discussed among her students.
- 9. Have you received any feedback from your clients about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**
Neda has not received any feedback from her students on this topic.
- 10. How would you describe the level of understanding of the current express toll lanes by your clients? Do you have suggestions for how WSDOT could improve its outreach?**
Neda was not able to assess the level of understanding of her particular students. However, she strongly suspects that a lot of her program's students may not be well informed about the lanes because of language barriers and different countries of origins. She gave an



example of a student who received a ticket because they parked in a stall designated for carpools, and they did not understand what the word meant.

11. **Are you aware of the proposed express toll lane extension between SR 522 and SR 527?**
Neda was not aware of the project before this meeting. Anne provided her with an overview, using the project one pager, and explained the purpose, scope, and schedule for the project.

Potential Project Effects

12. **What are your concerns regarding the potential impacts of the project on your service(s) and/or people that you serve? What are your any concerns regarding the potential impacts of the project on your staff and/or volunteers?**
Neda said she had some concerns about construction impacts but said she personally tends to avoid roads that under construction. She wondered whether bus fares would increase because of ETL usage, and she said she would have concerns if the bus fares increased as a result of the lanes. She said she would prefer that WDSOT add a free lane because not everyone can afford the toll, but she added that does understand that the project would have a positive impact on the flow of traffic in the free lanes. Anne provided information about existing exemptions for public transit vehicles, vanpools, carpools, etc.
13. **Do you have any suggestions for ways the project can help reduce the impacts that people you are serving may encounter?**
Neda likes the idea of a subsidy program for low-income drivers, administered similar to food stamps. She said it makes sense to her for a tax payer who is more well off to help support other members of the community who cannot afford the toll. She also suggested providing an incentive for private companies/employers to provide their workers with toll subsidies, based on their income levels, if they are scheduled to commute during peak times. Neda says that most of her program's students tend to be part of a lower-income group because they are immigrants with lower English proficiency. She suggested providing informational materials about the express toll lanes in a few common languages in the project area, such as Spanish, Russian, and Arabic.
14. **What do you envision as potential benefits of this project for your clients? What about your staff/volunteers?**
Neda said that adding a lane would definitely provide a benefit. If someone has the means to pay for the express toll lane, they would save a lot of time, which definitely provides a benefit. She said the infrastructure project is also good for job creation in the area, which provides benefits. Of the project, she said, "I am for it, definitely."

Communications and Outreach Preferences

15. **As we reach out to all groups and individuals that may be affected by the project, what is the most effective way to reach the people you serve?**



Neda said she could print information and post it on the office bulletin board. She could also forward emailed information to instructors to share with their students.

16. **What are the primary languages that the people you serve speak?** She said Spanish is very popular, as well as Russian, Chinese, Vietnamese, Arabic, and Portuguese. There is some but not a lot of Japanese and Turkish.
17. **What is the most effective way to continue to involve and inform your organization in the project as it moves forward?** Neda offered to be the point of contact and share information as appropriate.
18. **Are there other organizations in the project area that you suggest we speak with or include in our project's public involvement activities?**
Anne reviewed the list of organizations that WDSOT plans to contact, and Neda did not have others to add.
19. **Are there any other general concerns or thoughts you would like to share about this project?**
Neda had nothing to add at this time.



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Justice Interview Summary

Agency: Friends of Youth

Interview subject: Karina Wiggins, senior director, Homeless Youth Services

Date/time: Wednesday, June 5, 2019, 3:15 p.m.

Location: Via phone

General Background

- 1. What service does your organization provide? Describe your main offerings.**
Get from website – variety of services.
Translations done as needed.
- 2. Who would you describe as your audience/client base? How many clients do you see a day/year?**
Their client base is youth of varying ages. They serve homeless youth as young as 12 and old as 24 and provide emergency services to youth as young as seven.
- 3. How and where do you provide the service(s)? How do your clients access your service(s)?**
They have 26 different sites across north and east King County. One of their primary hubs is their Redmond location, where they offer an emergency shelter, drop-in center, and case management services. They operate housing programs out of Kirkland, Redmond and Everett. They also have service offerings in Issaquah, Duvall, Snoqualmie, Seattle, and elsewhere. Most young people use public transportation as their primary mode of access to Friends of Youth’s services. Very few have their own cars.
- 4. Are there periods of time that are crucial for the service you provide (i.e., times during the day or year)?**
Mornings and late afternoons are important times for them. Their shelter opens at 8:30 p.m., and their drop in center usually opens around 9 a.m. They see an uptick in need for services in the colder months, November through February, particularly at their emergency shelter.

Usage of the I-405 Corridor and Express Toll Lane System

- 5. Do you have a sense for how often your staff/volunteers use this roadway and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**



Karina says the majority of staff travel by car to work. Because their sites are spread out, staff are also need to drive from place to place while on the job, which could mean anywhere from north of Everett to south of Auburn depending on where they are meeting with clients. There may be a handful who go to work by bus, but they are usually staff who do not need to travel for work during the day. They travel all across the I-405 corridor, probably with most trips in the north Kirkland, Redmond, and Bellevue areas.

6. Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?

The overarching concern Karina has heard is the cost of using the toll lane and that being a more burdensome financially. She has also heard people say it's great on the weekends when it's open at no cost.

7. How would you describe the level of understanding of the current express toll lanes by your staff/volunteers? Do you have suggestions for how WSDOT could improve its outreach?

Karina says she thinks they probably have a good understanding. Friends of Youth has a Good To Go! pass that staff can check out. Staff often need to use the ETLs when they are traveling to meetings and need to save time. Friends of Youth reimburses for all mileage and additional transportation costs. People aren't actively using the ETLs for work travel during the day but are aware of what they are.

8. Do you have a sense for how often your clients/people you serve use the I-405 corridor and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?

9. Have you received any feedback from your clients about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?

10. How would you describe the level of understanding of the current express toll lanes by your clients? Do you have suggestions for how WSDOT could improve its outreach?

Karina said her clients rarely use the I-405 corridor because only a minority of clients have their own vehicles. Due to the financial impact, she believes they are probably not using the ETLs. Karina has not heard them talk about using the lanes.

Potential Project Effects

11. Are you aware of the proposed express toll lane extension between SR 522 and SR 527?

Karina was not aware of the project before this call. Laura provided an overview of the project scope using the project one-pager.

12. What are your concerns regarding the potential impacts of the project on your service(s) and/or people that you serve? What are your any concerns regarding the potential impacts of the project on your staff and/or volunteers?

Certainly can resonate with any kind of construction impact, how that might slow traffic down overall, often times clients are trying to get from one place to another in shortest period of time so travel time delays would be concerning. Same for staff that are having to travel during the day.



- Not necessarily any concerns after project is built, not sure she can speak to that.
13. Do you have any suggestions for ways the project can help reduce the impacts that people you are serving may encounter? ***(Drill down on impacts during construction vs. impacts after the project is built.)***
Not as familiar with what happens in these kinds of projects, any ways to ensure that bus routes are still communicated where they will be if routing might change, that's clear and documented through google app – many of our young people use google. Clients often use one bus away. Ensuring the technology matches any changes that might occur.
14. What do you envision as potential benefits of this project for your clients? What about your staff/volunteers?
I think definitely for our staff, if theres additional traffic capacity is always helpful because our staff are oftentimes sitting in a lot of traffic. Transit reliability in bothell and Snohomish county, definitely would be helpful for clients who reside in bothell/Everett. Site in bothell is for young families, one head of household and their children, we often hear complaints about navigating bus system in bothell area, particularly challenging when young parents are riding with children or babies. The benefit if it does improve transit reliability, that's always helpful for us.

Communications and Outreach Preferences

15. As we reach out to all groups and individuals that may be affected by the project, what is the most effective way to reach the people you serve?
Honestly, any kind of updates that might be impacting us, sending via email to Karina, have a series of program managers I work with who work with all of our sites, regular information about what that impact might look like.
16. What are the primary languages that the people you serve speak?
English and Spanish.
17. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?
Email – not sure how our CEO/chief of staff would want to be involved, can inform them we talked, see if they want anything else.
18. Are there other organizations in the project area that you suggest we speak with or include in our project's public involvement activities?
Attain Housing – very close to us – Eastside Homelessness Advisory Committee – meet 1x/week, providers all across the eastside, might be beneficial to connect with.
19. Are there any other general concerns or thoughts you would like to share about this project?
Nothing at this time.



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Justice Interview Template

Agency: Hopelink

Interview subject: Staci Haber, Director of Mobility Management and Melissa Brown, Coordinator

Date/time: Monday, June 10, 2019, 2:00 p.m.

Location: 14812 Main St, Bellevue, WA 98007

General Background

1. What service does your organization provide? Describe your main offerings.

Hopelink provides services to low-income individuals including families, children and older adults with disabilities. It is a community action agency that aims to promote self-sufficiency. There are direct operation services offered through King County Metro and other smaller service providers that offer services to and from neighborhoods as well as trailhead direct access services and shuttle services. The Medicaid Transportation services are offered to Medicaid eligible individuals for travel to doctor office and hospital visits in King and Snohomish Counties. The Mobility Management program offers transportation options such as the volunteer driver program as well as educational opportunities. The volunteer driver program is one of the only transportation services that moves easily across county lines, making it an important and essential service for Hopelink clients.

2. Who would you describe as your audience/client base? How many clients do you see a day/year?

On the mobility management side, Hopelink serves about 7,000 special needs populations people across King County through education and outreach services. Hopelink provides services to low-income individuals.

3. How and where do you provide the service(s)? How do your clients access your service(s)?

The Mobility Management program offers services either in person at the office locations or through email and phone calls. The travel programs within the community include table



outreach at local community events, travel ambassador training, and public transit orientations where small groups are taken on a transit trip to learn how to use transit services.

- 4. Are there periods of time that are crucial for the service you provide (i.e., times during the day or year)?**

The Mobility Management program is often times utilized by older adults and midday travel is more common to doctor appointments. The Bellevue Hopelink office sees more clients just before tax season and around holidays.

Usage of the I-405 Corridor and Express Toll Lane System

- 5. Do you have a sense for how often your staff/volunteers use this roadway and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

Most staff are thought to use cars and drive alone.

- 6. Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

No feedback has been received.

- 7. Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

No feedback has been received.

- 8. Do you have a sense for how often your clients/people you serve use the I-405 corridor and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

There are no bus stops near the Kirkland Hopelink office, and so many people drive in. This office serves all of Northshore, and Staci and Melissa predict that few clients use the toll lanes.

- 9. Have you received any feedback from your clients about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

a. No feedback has been received.



- 10. How would you describe the level of understanding of the current express toll lanes by your clients? Do you have suggestions for how WSDOT could improve its outreach?**

b. Staci and Melissa were not sure.

Potential Project Effects

- 11. Are you aware of the proposed express toll lane extension between SR 522 and SR 527?**

Staci and Melissa were not aware of the Project.

- 12. What are your concerns regarding the potential impacts of the project on your service(s) and/or people that you serve? What are your any concerns regarding the potential impacts of the project on your staff and/or volunteers?**

Potential concerns include construction impacts and access to services, traffic delays for the Non-EMT Transportation services, and the barrier to attracting volunteer drivers to Hopelink.

- 13. Do you have any suggestions for ways the project can help reduce the impacts that people you are serving may encounter?**

Staci and Melissa suggest making information easy to access, read, understand, and navigate. This includes making information available through a number of sources (employers, case managers, and existing service providers) so that people are not seeking out the information. They also suggest looking into the ORCA Lift Program as they see this as a successful project for public outreach. Staci also suggested making sure multi-lingual resources are available and there are no barriers for navigating the Good to Go system. Staci and Melissa also suggested that volunteer driver programs be granted Good to Go passes for drivers. Finally, they also suggest making construction phasing, delays, schedules and added delay times very apparent and clear to understand.

- 14. What do you envision as potential benefits of this project for your clients? What about your staff/volunteers?**

Bus Rapid Transit (BRT) service along I-405 would be a benefit and the addition of noise walls in the project area would also be beneficial.



Communications and Outreach Preferences

- 15. As we reach out to all groups and individuals that may be affected by the project, what is the most effective way to reach the people you serve?**

Staci and Melissa requested email communication for updates on public meetings, open houses, surveys, project milestones, etc. They requested messaging that is simple, plain, and very easy to understand.

- 16. What are the primary languages that the people you serve speak?**

Staci provided the Hopelink Immigrant and Refugee Transportation Needs Assessment which indicated that Spanish, Chinese, and Russian are the top languages that clients speak. Spanish and Russian translators are available.

- 17. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?**

Email is the most effective form of communication, and Staci or Melissa will get information to clients.

- 18. Are there other organizations in the project area that you suggest we speak with or include in our project's public involvement activities?**

Staci suggested the Northshore Senior Center in Bothell.

- 19. Are there any other general concerns or thoughts you would like to share about this project?**

There were no other comments.



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Justice Interview Summary

Agency: Kindering

Interview subject: Kim Gerdes, Bothell center director

Date/time: Wednesday, May 22, 2019, 1 p.m.

Location: Kindering Bothell office, 19801 North Creek Pkwy, Suite 200, Bothell, WA 98011

General Background

- 1. What service does your organization provide? Describe your main offerings.**
Kindering's flagship services are early intervention, including speech, occupational, and physical therapy, and early education for children with delays.
- 2. Who would you describe as your audience/client base? How many clients do you see a day/year?**
Across four campuses, they serve 1,000 children per month. Of those, about 250-300 children are part of an outpatient program in Bothell or Bellevue.

Their Bothell program serves about 300 children per month, including about 150 children who attend their outpatient program each week. Their office has about 30 staff.

Eligibility for Kindering programs, which receive public funding, is determined by federal requirements related to learning development and delay. There are no income requirements. Kim estimates that about 20 percent of their clients are Medicaid eligible. More than 50 percent of clients speak a language other than English, with Spanish the most common language spoken among that group. Kindering uses interpreters daily for outpatient and home visits and considers their client base to be very diverse.

- 3. How and where do you provide the service(s)? How do your clients access your service(s)?**
Kindering provides programs and services for children at its four campuses, including the Bothell campus, but most commonly, their staff provide early intervention home visits to their clients. They consider the Bothell service area to extend west to I-5, east to Woodinville, and south to Totem Lake. Other campus service areas extend south to Renton and east to Mercer Island. They mostly follow school district boundaries and do not serve rural areas.



4. **Are there periods of time that are crucial for the service you provide (i.e., times during the day or year)?**

Kindering operates year-round, and no particular season is busier than others. They offer classes on their campus on weekdays from 9 a.m. to 3 p.m. and outpatient programs typically after school, from 3-6 p.m. Their home visits occur between 8 a.m. and 4 p.m. on weekdays only.

Usage of the I-405 Corridor and Express Toll Lane System

5. **Do you have a sense for how often your staff/volunteers use this roadway and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

Kim says that her staff typically drive alone to home visits. She says they likely use I-405 to travel to Kirkland or Lynnwood and back roads when traveling to Mill Creek. Some staff who do not do home visits take transit to the Bothell office, but most staff who do home visits drive to work. Kindering does not have any policy for ETL use or reimbursements.

6. **Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

Before this interview, Kim asked her staff for feedback and heard from two people, one of whom indicated they do not support the express toll lanes. Kim shared her personal support for express toll lanes. She used to work at Kindering's Bellevue office and lived in Bothell. She used to be against the ETLs because she was upset that the project did not add another general purpose lane and was concerned that the lack of extra GP capacity would cause additional traffic problems. Kim said she grew to appreciate the ETLs during her weekly trips from Bothell to Bellevue for meetings, especially when she was running late. She has observed that traffic has not gotten worse in the GP lanes and likes having the choice to use the ETLs, especially when she is running late. She almost always uses the ETLs when she has a carpool and pays the toll about once a month. She noted that if GP traffic had gotten worse, she would not support the ETLs.

7. **How would you describe the level of understanding of the current express toll lanes by your staff/volunteers? Do you have suggestions for how WSDOT could improve its outreach?**

Kim said she has not heard much from her staff about this topic. She does not hear complaints about the ETLs, and she knows of other staff who choose to use them. She said she sees the ETLs as a non-issue.

8. **Do you have a sense for how often your clients/people you serve use the I-405 corridor and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

9. **Have you received any feedback from your clients about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

10. **How would you describe the level of understanding of the current express toll lanes by your clients? Do you have suggestions for how WSDOT could improve its outreach?**



We skipped questions 8-10, as Kim did not have sufficient information to respond on behalf of her clients. She did note that some parents bike to the Bothell campus to bring their children to services.

Potential Project Effects

- 11. Are you aware of the proposed express toll lane extension between SR 522 and SR 527?**
Kim had heard about the project but did not know all of the details. She was aware that revenue generated from the ETLs is being used to expand the system. Anne provided her a project overview, using the standard project handout, highlighting the project area, major features, and schedule. Kim reiterated that she likes having the option to use the ETLs when she needs them. She mentioned that the exit from northbound I-405 to SR 522 remains a very congested area and expressed concerns about that interchange. Anne explained the improvements planned for that interchange as part of this project.
- 12. What are your concerns regarding the potential impacts of the project on your service(s) and/or people that you serve? What are your any concerns regarding the potential impacts of the project on your staff and/or volunteers?**
Kim said her biggest concern is impacts during construction, such as detours or other limitations that could affect clients traveling to Kindering or staff traveling to family visits.
- 13. Do you have any suggestions for ways the project can help reduce the impacts that people you are serving may encounter?**
Kim recommended that WSDOT act thoughtfully and plan construction during the least impactful times. Doing work during business hours on weekdays would have the highest impact on her staff and clients.
- 14. What do you envision as potential benefits of this project for your clients? What about your staff/volunteers?**
Kim said she sees the project as beneficial when it is complete. She noted that traffic and frequent car trips can be a burnout point for her staff, and the new ETLs would be a good option for her staff. Kindering pays staff for their time and mileage (not tolls), so if traffic worsens, both staff morale and budgets are impacted. Kim said the project would be beneficial if it improves travel times and traffic in the GP lanes.

Communications and Outreach Preferences

- 15. As we reach out to all groups and individuals that may be affected by the project, what is the most effective way to reach the people you serve?**
Kim said Kindering has a monthly newsletter sent out to families and could get permission to add information about the project to the newsletter. She could also provide information to staff through a weekly email bulletin. She also suggested that she could post information on a bulletin board in the office and/or send information directly to staff to share with families they serve.
- 16. What are the primary languages that the people you serve speak?**



Spanish is the dominant language other than English spoken by Kinderling clients. Most families have one parent that speaks English. There is also a very high number of Mandarin, Vietnamese, and Hindi speakers. Kim suggested translating materials to Spanish, Mandarin, and Vietnamese but also noted that the organization frequently uses interpreters.

17. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

Kim offered to act as the point of contact for now and help distribute communications.

18. Are there other organizations in the project area that you suggest we speak with or include in our project's public involvement activities?

Center for Human Services, Allegro Medical Clinic, Verdant Health Commission in Lynnwood

19. Are there any other general concerns or thoughts you would like to share about this project?

Kim had nothing else to add.



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Justice Interview Summary

Agency: Lake Washington Institute of Technology

Interview subject: Caroline (Carol) Leffill

Date/time: Wednesday, May 29, 2019, 11 a.m.

Location: Lake Washington Institute of Technology, Academic Support Center, 11605 132nd Ave NE, Kirkland, WA 98034

General Background

- 1. What service does your organization provide? Describe your main offerings.**
The Lake Washington Institute of Technology has certificate and two-year degree programs, including the I-BEST (Integrated Basic Education and Skills Training) program. Students enrolled in the I-BEST program earn a certificate in specialized fields. This certificate can be used in the future as academic credit towards a future two-year degree within the I-BEST Academic program. Within the I-BEST program, students have two instructors per classroom, where one of the instructors is an Adult Basic Education (ABE) or English as a Second Language (ESL) faculty.
- 2. Who would you describe as your audience/client base? How many clients do you see a day/year?**
The I-BEST program serves approximately 30 to 35 students each quarter, with a few less students in summer quarter. Fall and Spring quarters usually have the highest enrollment levels.
- 3. How and where do you provide the service(s)? How do your clients access your service(s)?**
The I-BEST program classes take place at the main campus during normal business hours, however the early childhood education classes are sometimes held in the evenings or weekends.
- 4. Are there periods of time that are crucial for the service you provide (i.e., times during the day or year)?**
The I-BEST program has the most enrollment during fall and spring quarters. Most campus activities take place during normal business hours.



Usage of the I-405 Corridor and Express Toll Lane System

- 5. Do you have a sense for how often your staff/volunteers use this roadway and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

Carol lives in the Seattle area and uses the express toll lanes. Most of the staff that she works with live south of the campus closer to Renton.
- 6. Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

Carol hears her co-workers discuss traffic congestion frequently.
- 7. How would you describe the level of understanding of the current express toll lanes by your staff/volunteers? Do you have suggestions for how WSDOT could improve its outreach?**

Carol tries to limit her use of the express toll lanes to only times when traffic is most congested. She has a *Good to Go!* pass. Carol said that the tolls are a concern to her co-workers and staff, but most people drive in because there is not a convenient way to take transit to the campus.
- 8. Do you have a sense for how often your clients/people you serve use the I-405 corridor and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

Many of the students live in Bothell and Kirkland and commute south to the campus on I-405. Carol also noted that there are some students in the Monroe area that do not use I-405. Most students drive instead of taking transit.
- 9. Have you received any feedback from your clients about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

Carol said that most students use the general purpose lanes and drive to the campus.
- 10. How would you describe the level of understanding of the current express toll lanes by your clients? Do you have suggestions for how WSDOT could improve its outreach?**

Carol thinks that most students understand how the express toll lanes work, but are unlikely to use it because many of her students receive financial assistance.

Potential Project Effects

- 11. Are you aware of the proposed express toll lane extension between SR 522 and SR 527?**

Carol had not heard about the Project.
- 12. What are your concerns regarding the potential impacts of the project on your service(s) and/or people that you serve? What are your any concerns regarding the potential impacts of the project on your staff and/or volunteers?**



Carol stated that her biggest concern will be the traffic impacts during construction, especially people who stop to look at construction and worsen congestion. She noted that if the population increases then the tolling prices would keep needing to increase.

13. Do you have any suggestions for ways the project can help reduce the impacts that people you are serving may encounter?

Carol suggested that we review the construction impacts of the SR 99 Tunnel project for similar impacts. She said that it will be very helpful to have advanced information about the construction schedule.

14. What do you envision as potential benefits of this project for your clients? What about your staff/volunteers?

If the tolling prices are reduced by adding another lane then eventually Carol hopes people will be less frustrated and safety will be improved. Carol also sees a benefit to adding a toll lane if the tolling revenue is used for its stated purpose.

Communications and Outreach Preferences

15. As we reach out to all groups and individuals that may be affected by the project, what is the most effective way to reach the people you serve?

Carol suggests using social media tools to push out information to her students and faculty.

16. What are the primary languages that the people you serve speak?

Carol suggests checking the school website as the school has a very diverse international student body.

17. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?

Carol suggests using social media tools to push out information to her students and faculty.

18. Are there other organizations in the project area that you suggest we speak with or include in our project's public involvement activities?

Hopelink, Friends of Youth

19. Are there any other general concerns or thoughts you would like to share about this project?

Carol had nothing else to add.



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Justice Interview Template

Agency: Northshore Senior Center

Interview subject: Brooke Knight

Date/time: June 11, 2019, 1:15 p.m.

Location: Phone call

General Background

1. What service does your organization provide? Describe your main offerings.

Based on the information online, Northshore Senior Center offers services to adults over 55 in the form of activities and classes, computer learning, trips and outings, fitness opportunities, social services, employment referral services, paratransit and other transportation services. Social services include meals on wheels, depression management programs, support groups, and general wellness services.

2. Who would you describe as your audience/client base? How many clients do you see a day/year?

Based on the information online, Northshore Senior Center offers services to adults over 55.

3. How and where do you provide the service(s)? How do your clients access your service(s)?

Based on the information online, Northshore Senior Center provides services at four locations including the Bothell Northshore Senior Center. In addition to the Bothell Senior Center, there is also a Health & Wellness Center (Bothell), Northshore Senior Center Kenmore, and Northshore Senior Center Mill Creek.

4. Are there periods of time that are crucial for the service you provide (i.e., times during the day or year)?

This information was not available at the time of the interview.



Usage of the I-405 Corridor and Express Toll Lane System

- 5. Do you have a sense for how often they use this roadway and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

Northshore Senior Center staff use I-405 to and from work and generally use their own personal vehicles. Most members are using local streets to travel to the senior center. The paratransit program does not use I-405 as often, but one route does use HOV lane.

- 6. Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

Brooke did not provide an answer.

- 7. How would you describe the level of understanding of the current express toll lanes by your staff/volunteers? Do you have suggestions for how WSDOT could improve its outreach?**

Generally, there has been frustration over the cost of the toll lane system from the community, and the feeling that a person needs to be at a certain income level to use the toll lane.

- 8. Do you have a sense for how often your clients/people you serve use the I-405 corridor and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

Brooke did not provide an answer.

- 9. Have you received any feedback from your clients about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

Many members have to travel to Kaiser Permanente facilities, which are in Bellevue, so knowing when you can travel is very important – 10am to 2pm is the time many members use to travel I-405. The peak use shoulder area was seen as a benefit of the previous toll project.

- 10. How would you describe the level of understanding of the current express toll lanes by your clients? Do you have suggestions for how WSDOT could improve its outreach?**

Clients and staff are aware of the toll lanes. Most of the members do not take I-405, they usually come via local streets or via paratransit vehicles.

Potential Project Effects

- 11. Are you aware of the proposed express toll lane extension between SR 522 and SR 527?**



They were not aware of the project before the interview.

- 12. What are your concerns regarding the potential impacts of the project on your service(s) and/or people that you serve? What are your any concerns regarding the potential impacts of the project on your staff and/or volunteers?**

Staff would like to know how disruptive the project would be for traffic going north or south on I-405, and would like to make sure the additional ETL would be free on weekends. Bus route impacts are a concern, but only a small number of members use transit. Congestion during construction along 102nd Avenue in downtown Bothell is a concern as it connects to the Senior Center.

- 13. Do you have any suggestions for ways the project can help reduce the impacts that people you are serving may encounter?**

They suggested coordinating closely with the City of Bothell on road closures and detours.

- 14. What do you envision as potential benefits of this project for your clients? What about your staff/volunteers?**

There would be a benefit to staff if the project reduces commute times, as there is a handful of staff that commutes north from the senior center.

Communications and Outreach Preferences

- 15. As we reach out to all groups and individuals that may be affected by the project, what is the most effective way to reach the people you serve?**

Brooke would like to be emailed. There is a monthly newsletter that she can add information to and circulate out to staff and members. Brooke suggested including information on weekly closures during construction.

- 16. What are the primary languages that the people you serve speak?**

Spanish and Russian on the primary languages spoken other than English.

- 17. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?**

Email correspondence.

- 18. Are there other organizations in the project area that you suggest we speak with or include in our project's public involvement activities?**

Brooke did not provide an answer.



19. **Are there any other general concerns or thoughts you would like to share about this project?**

No additional comments.



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project

Environmental Justice Interview Summary

Agency: Solid Ground

Interview subject: Kari Ware, Transportation Services director

Date/time: Wednesday, June 19, 2019, 3:30 p.m.

Location: Phone call

General Background

1. What service does your organization provide? Describe your main offerings.

Solid Ground provides paratransit services throughout King County. In addition to transportation services, Solid Ground also provides housing stability and food service programs, including a food delivery program scheduled this summer at Marymoor

2. Who would you describe as your audience/client base? How many clients do you see a day/year?

The client base is mainly composed of people with disabilities (all ages) located throughout King County. The services are not necessarily for low income populations, but there is also a program for housing assistance that has income qualifications. Solid Ground provides approximately 14,000 rides per month.

3. How and where do you provide the service(s)? How do your clients access your service(s)?

All over King County. Transportation services are offered curb to curb and door to door from anywhere the client is located.

4. Are there periods of time that are crucial for the service you provide (i.e., times during the day or year)?

Transportation services are provided 3:30 a.m. to 12:00 a.m., year round.



Usage of the I-405 Corridor and Express Toll Lane System

- 5. Do you have a sense for how often they use this roadway and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

Most of the drivers live in the area or on the west side of Lake Washington. For work purposes, paratransit drivers travel all over the region and sometimes use I-405.

- 6. Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

Paratransit buses use the express toll lanes and are equipped with Good To Go! passes. Solid Ground gets reimbursed by King County for tolls charged in these vehicles (i.e., when the driver does not have passengers). On shorter trips that use I-405, paratransit drivers often choose not to use the express toll lanes because it is more difficult to merge across multiple lanes to reach destinations. On longer trips that use I-405, paratransit drivers often use the express toll lanes.

- 7. How would you describe the level of understanding of the current express toll lanes by your staff/volunteers? Do you have suggestions for how WSDOT could improve its outreach?**

See answers above. Kari did not have anything to add to this discussion.

- 8. Do you have a sense for how often your clients/people you serve use the I-405 corridor and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?**

Clients use the Solid Ground transportation services because they are not able to drive themselves.

- 9. Have you received any feedback from your clients about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**

Kari has not heard feedback from staff but believes the client and staff feedback is positive for any effort that improves traffic. She indicated the express toll lanes have improved traffic congestion.

- 10. How would you describe the level of understanding of the current express toll lanes by your clients? Do you have suggestions for how WSDOT could improve its outreach?**

N/A, see previous answers.



Potential Project Effects

- 11. Are you aware of the proposed express toll lane extension between SR 522 and SR 527? (If not, provide brief project overview)**

Kari had not heard about the project before this interview. Anne provided an overview of the project, including scope and funding status, using the factsheet. Kari indicated she was appreciative of the information and the need of the project.

- 12. What are your concerns regarding the potential impacts of the project on your service(s) and/or people that you serve? What are your any concerns regarding the potential impacts of the project on your staff and/or volunteers? (Drill down on impacts during construction vs. impacts after the project is built.)**

Kari did not have any concerns other than wanting to make sure WSDOT communicates information about construction schedules and delays so that she can plan ahead with her drivers.

- 13. Do you have any suggestions for ways the project can help reduce the impacts that people you are serving may encounter? (Drill down on impacts during construction vs. impacts after the project is built.)**

Kari suggested providing the construction closure times in advance so that her drivers can plan their routes.

- 14. What do you envision as potential benefits of this project for your clients? What about your staff/volunteers?**

Kari sees eliminating pinch points and congestion as a benefit, as well as direct access ramps for transit.

Communications and Outreach Preferences

- 15. As we reach out to all groups and individuals that may be affected by the project, what is the most effective way to reach the people you serve?**

The most effective way to communicate information would be through email or through the WSDOT website. Her drivers check the WSDOT website frequently in their transportation vehicles.

- 16. What are the primary languages that the people you serve speak?**

Kari said that clients mainly speak English, but there are translation services internally.



**Washington State
Department of Transportation**

17. **What is the most effective way to continue to involve and inform your organization in the project as it moves forward?**
18. **Are there other organizations in the project area that you suggest we speak with or include in our project's public involvement activities?**

She suggests talking to Hopelink and MV Transport, which operates the Microsoft campus connector.

19. **Are there any other general concerns or thoughts you would like to share about this project?**

Kari did not have anything else to add.



I-405, SR 522 Vicinity to SR 527 Express Toll Lanes Improvement Project Environmental Justice Interview Summary

Agency: Northshore YMCA

Interview subject: Cynthia Klever, executive director

Date/time: Wednesday, May 29, 2019, 1 p.m.

Location: Northshore YMCA, 11811 NE 195th St, Bothell, WA 98011

General Background

1. What service does your organization provide? Describe your main offerings.

The Northshore YMCA provides a variety of services. They operate an Early Learning Center for children ages 0 to 6. They also offer healthy living and chronic disease programming (e.g., Livestrong, obesity and diabetes prevention classes, chronic pain management classes). (age 0 to 6) with 45 kids across the way. They also offer programming for seniors and provide hunger initiatives and care for school-aged children.

They previously operated an English Language Learning summer camp for about 60 children at little to no cost (90% subsidized by scholarships), which ran for two, three-week sessions. However, the camp is currently on hold because of a change in leadership, but they are working to reinstate the camp. For now, the children who would've attended this camp are attending the general summer camps.

2. Who would you describe as your audience/client base? How many clients do you see a day/year?

They have about 12,000 members and offer programming for all ages ("birth to 99"). Of their members, about 15 percent report making less than \$50,000 per year. They no longer ask for documentation for income but are offering more subsidies than ever. They give out about \$1 million per year in subsidies for programs, funded by year-round community fundraising campaigns. Their food programs serve about 500 children per day in the school year, and they also serve about 400 children per day in summer camps. They provide about 11,000 meals per year year.

3. How and where do you provide the service(s)? How do your clients access your service(s)?

The Northshore YMCA's service area includes Kenmore, Bothell, Woodinville, Kirkland, and Duvall service area essentially all of the Northshore School District plus Duvall. Their Early Learning Center and healthy living programs are operated out of the YMCA campus near the I-405 NE 195th Street interchange. They offer backpacks with food for children to take home



on weekends or to school on weekdays at First Lutheran Church in downtown Bothell. During the summer, they operate summer feeding programs at Kenmore City Hall and First Lutheran Church in Bothell. They also offer 12 school childcare sites and 10 summer camps around the service area. Many children access their services by buses operated by the YMCA.

4. Are there periods of time that are crucial for the service you provide (i.e., times during the day or year)?

Summer is the YMCA's busiest time for using the roads, as they operate buses and minivans to transport children to different sites related to their camps. Cynthia noted that traffic can be very heavy and lead to long travel times (e.g., 1.5 hours from Cottage Lake to Kenmore), sometimes causing children to be late for or miss camp events.

Usage of the I-405 Corridor and Express Toll Lane System

5. Do you have a sense for how often your staff/volunteers use this roadway and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?

It depends on where they are trying to go: Some staff use I-405, but some don't take the highway. Most staff drive to work, but a few take transit. In summer, the YMCA has about 400 staff, but that number reduces to 250 to 275 for the rest of the year.

Cynthia shared strong concerns about her experience with I-405 traffic, noting that sometimes it can take half an hour to go from the SR 527 to 195th interchanges. She also noted concerns about traffic on NE 195th Street itself, particularly back-ups generated from heavy traffic traveling to and from I-405 and issues with making turns onto local streets near the YMCA. She noted that many local streets in the area are congested because of drivers avoiding I-405 traffic.

6. Have you received any feedback from your staff/volunteers about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?

7. How would you describe the level of understanding of the current express toll lanes by your staff/volunteers? Do you have suggestions for how WSDOT could improve its outreach?

8. Cynthia said her staff don't say much about the express toll lanes. Staff frequently attend meetings outside of the facility in Bellevue and Seattle, and she sees tolls on expense reports, which the YMCA reimburses for work purposes. One of the YMCA's buses has a *Good To Go!* pass that is used quite frequently.

Cynthia shared that she can't imagine not using the ETLs when traffic is heavy. She also shared that she feels a \$10 toll is "a drag" and unfair.

9. Do you have a sense for how often your clients/people you serve use the I-405 corridor and what modes they use (car, bus, etc.)? Do they use certain parts of the I-405 corridor more frequently than others?



Cynthia shared her opinion that many people use the express toll lanes because of heavy traffic conditions. She said many members drive to the YMCA, but some also take transit, as there is a bus stop located close to the YMCA campus.

10. **Have you received any feedback from your clients about the existing Bellevue to Lynnwood express toll lanes? How would you describe this feedback?**
11. **How would you describe the level of understanding of the current express toll lanes by your clients? Do you have suggestions for how WSDOT could improve its outreach?**

Cynthia said she does not hear about the express toll lanes from clients/members. She thinks that people see the traffic as inevitable and simply allow themselves a lot of time to get there.

Potential Project Effects

12. **Are you aware of the proposed express toll lane extension between SR 522 and SR 527?**

Cynthia was not aware of the project. Laura used the project one-pager to provide an overview of the project scope.

13. **What are your concerns regarding the potential impacts of the project on your service(s) and/or people that you serve? What are your any concerns regarding the potential impacts of the project on your staff and/or volunteers?**

Cynthia voiced concerns about three years of construction adding to existing congestion in the area, particularly around the NE 195th Street and SR 527 interchanges. She voiced concerns about the potential impacts of lane and ramp reductions or closures on traffic, noting that traffic is already heavy, especially southbound between 195th and 160th. She said she is especially concerned about traffic between 4 and 7 p.m., which is a peak time for after-school programming for children, and did not want construction to add to complexity and confusion in the area.

Cynthia said she does not think that low-income people served by the YMCA tend to use the ETLs, so she did not think the expansion of the ETLs would have an impact. She said low-income people served by the YMCA are more likely to take transit to reach their services.

14. **Do you have any suggestions for ways the project can help reduce the impacts that people you are serving may encounter?**

Cynthia was not sure how to alleviate potential construction impacts. She said she has been working with the City of Bothell to try to make adjustments to the configuration of NE 195th Street as it connects to I-405. She noted the peak-use shoulder north of SR 527 and wondered why this could not be extended southbound.

To offset potential impacts of tolling for low-income people, Cynthia suggested providing more bus passes to people who need them rather than subsidizing tolls, particularly as transit offerings are being expended in the region.



- 15. What do you envision as potential benefits of this project for your clients? What about your staff/volunteers?**

Cynthia said the project would be beneficial if it can address some of the traffic problems. She said she was concerned that projects in the Seattle area tend to be built in a piecemeal approach and that the benefits of any given project may only last a few years.

Communications and Outreach Preferences

- 16. As we reach out to all groups and individuals that may be affected by the project, what is the most effective way to reach the people you serve?**

Cynthia said face-to-face outreach is effective for reaching YMCA members. She suggested setting up a table in the lobby during a busy time during the day, such as Mondays, Tuesdays, or Wednesdays, or perhaps during the evening/after-school hours. She said the YMCA does not send many emails because people already receive so many emails in general, and they prefer to build relationships in person.

- 17. What are the primary languages that the people you serve speak?**

Cynthia said 96 languages are spoken in the school district, but English, Spanish, and to some extent Farsi are the primary languages spoken by people served by the YMCA.

- 18. What is the most effective way to continue to involve and inform your organization in the project as it moves forward?**

- 19. Are there other organizations in the project area that you suggest we speak with or include in our project's public involvement activities?**

Cynthia suggested speaking with nearby schools and hotels and the Bothell Chamber of Commerce. She also mentioned that the YMCA is partnering with Northshore Senior Services on potentially transporting seniors between the YMCA and Senior Center for activities.

- 20. Are there any other general concerns or thoughts you would like to share about this project?**

No additional comments.

ATTACHMENT D DETAILED DEMOGRAPHIC DATA

Exhibit D-1. Detailed Demographic Data on Study Area Minority Populations by Jurisdiction

Jurisdiction	Hispanic	Black or African American	American Indian/Alaskan Native	Asian	Native Pacific	Other	Two or More Races	Total Population	Total Minority Population	Population Below Poverty
King County	200,545 (9%)	127,179 (6%)	11,091 (1%)	348,654 (16%)	16,156 (1%)	4,408 (0%)	109,392 (5%)	2,118,119	817,425 (39%)	212,509 (10%)
Snohomish County	75,763 (10%)	20,409 (3%)	5,926 (1%)	76,655 (10%)	3,882 (1%)	1,123 (0%)	38,599 (5%)	771,904	222,357 (29%)	67,118 (9%)
City of Kirkland	6,108 (7%)	991 (1%)	236 (0%)	12,186 (14%)	60 (0%)	107 (0%)	4,098 (5%)	86,772	23,786 (27%)	5,560 (6%)
City of Woodinville	361 (3%)	120 (1%)	0 (0%)	1,217 (10%)	29 (0%)	0 (0%)	491 (4%)	11,675	2,218 (19%)	391 (3%)
City of Bothell	4,673 (11%)	915 (2%)	151 (0%)	6,113 (14%)	58 (0%)	175 (0%)	2,549 (6%)	44,082	14,634 (33%)	2,561 (6%)
Study Area Average	4,430 (10%)	686 (2%)	172 (0%)	6,296 (15%)	58 (0%)	38 (0%)	2,259 (5%)	42,611	13,939 (33%)	2,120 (5%)

Source: U. S. Census Bureau 2017

I-405, SR 522 VICINITY TO SR 527 EXPRESS TOLL LANES IMPROVEMENT PROJECT
 COMMUNITY IMPACT ASSESSMENT AND ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit D-2. Census Tract Block Groups within Project Study Area

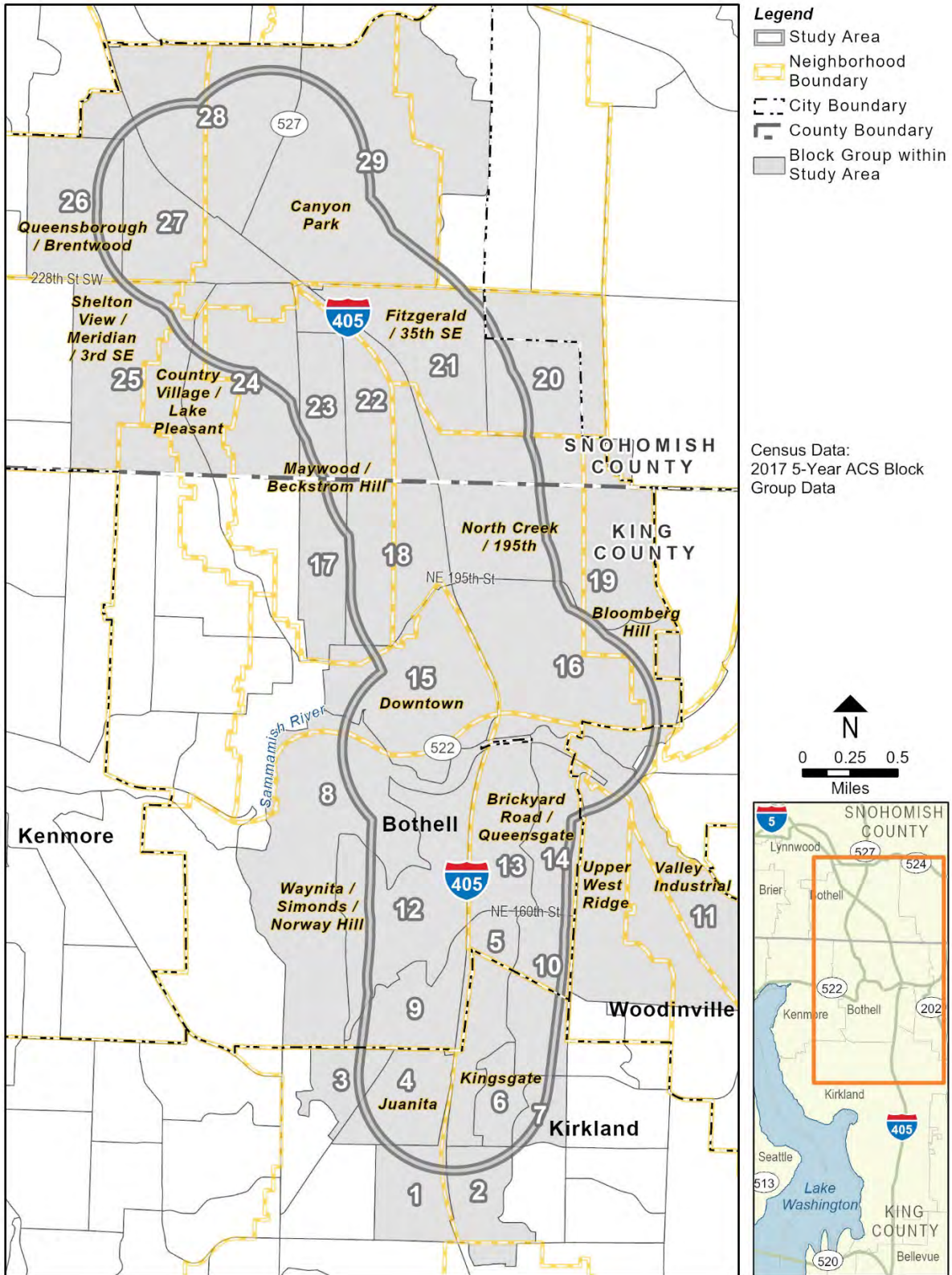


Exhibit D-3. Detailed Demographic Data on Study Area Minority Populations and Low-Income Populations by Census Tract/Block Group

Map ID	Census Tract	Block Group	Hispanic	Black or African American	American Indian/Alaskan Native	Asian	Native Pacific	Other	Two or More Races	Total Population	Total Minority Population	Population Below Poverty
1	220.03	5	233 (29%)	0 (0%)	14 (2%)	43 (5%)	0 (0%)	0 (0%)	39 (5%)	807	329 (41%)	57 (7%)
2	219.03	5	173 (8%)	49 (2%)	39 (2%)	237 (11%)	0 (0%)	0 (0%)	80 (4%)	2,103	578 (27%)	64 (3%)
3	220.03	4	81 (10%)	0 (0%)	0 (0%)	127 (16%)	0 (0%)	0 (0%)	49 (6%)	799	257 (32%)	8 (1%)
4	220.03	1	0 (0%)	17 (2%)	0 (0%)	93 (9%)	0 (0%)	0 (0%)	89 (9%)	982	199 (20%)	5 (1%)
5	219.05	2	54 (5%)	0 (0%)	0 (0%)	226 (19%)	0 (0%)	0 (0%)	12 (1%)	1,159	292 (25%)	31 (3%)
6	219.03	3	62 (7%)	39 (5%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	5 (1%)	833	106 (13%)	44 (5%)
7	219.03	4	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	365	0 (0%)	17 (5%)
8	220.01	2	397 (15%)	0 (0%)	15 (1%)	292 (11%)	0 (0%)	0 (0%)	150 (6%)	2,663	854 (32%)	187 (7%)
9	220.01	1	12 (1%)	0 (0%)	0 (0%)	175 (14%)	0 (0%)	0 (0%)	84 (7%)	1,235	271 (22%)	0 (0%)
10	219.05	4	4 (0%)	5 (0%)	0 (0%)	169 (15%)	0 (0%)	0 (0%)	19 (2%)	1,111	197 (18%)	21 (2%)
11	219.06	1	11 (1%)	2 (0%)	0 (0%)	379 (21%)	0 (0%)	0 (0%)	139 (8%)	1,830	531 (29%)	78 (4%)
12	220.01	3	46 (3%)	34 (2%)	0 (0%)	68 (5%)	49 (3%)	0 (0%)	182 (12%)	1,478	379 (26%)	43 (3%)
13	219.05	1	244 (14%)	0 (0%)	0 (0%)	196 (11%)	0 (0%)	0 (0%)	79 (4%)	1,803	519 (29%)	16 (1%)
14	219.05	3	715 (47%)	0 (0%)	0 (0%)	48 (3%)	0 (0%)	0 (0%)	37 (2%)	1,515	800 (53%)	151 (10%)
15	218.04	2	445 (20%)	95 (4%)	0 (0%)	188 (8%)	0 (0%)	7 (0%)	124 (6%)	2,229	859 (39%)	298 (13%)
16	218.02	2	380 (17%)	0 (0%)	0 (0%)	222 (10%)	0 (0%)	14 (1%)	18 (1%)	2,255	634 (28%)	177 (8%)
17	218.04	3	68 (5%)	71 (6%)	0 (0%)	93 (8%)	0 (0%)	0 (0%)	32 (3%)	1,237	264 (21%)	24 (2%)
18	218.04	1	186 (11%)	11 (1%)	17 (1%)	167 (10%)	0 (0%)	0 (0%)	88 (5%)	1,631	469 (29%)	73 (4%)
19	218.02	1	94 (5%)	0 (0%)	0 (0%)	708 (35%)	0 (0%)	0 (0%)	52 (3%)	2,031	854 (42%)	15 (1%)
20	519.25	4	283	166 (6%)	0 (0%)	899 (33%)	0 (0%)	0 (0%)	87 (3%)	2,723	1,435 (53%)	252 (9%)

Exhibit D-3. Detailed Demographic Data on Study Area Minority Populations and Low-Income Populations by Census Tract Block Group

Map ID	Census Tract	Block Group	Hispanic	Black or African American	American Indian/Alaskan Native	Asian	Native Pacific	Other	Two or More Races	Total Population	Total Minority Population	Population Below Poverty
21	519.25	3	47 (4%)	18 (2%)	0 (0%)	626 (57%)	0 (0%)	0 (0%)	103 (9%)	1,100	794 (72%)	16 (1%)
22	519.18	1	151 (17%)	0 (0%)	0 (0%)	114 (13%)	0 (0%)	0 (0%)	17 (2%)	896	282 (31%)	74 (8%)
23	519.18	2	0 (0%)	4 (0%)	0 (0%)	189 (17%)	0 (0%)	0 (0%)	172 (15%)	1,110	365 (33%)	17 (2%)
24	519.18	4	0 (0%)	81 (5%)	5 (0%)	20 (1%)	9 (1%)	0 (0%)	26 (2%)	1,687	141 (8%)	35 (2%)
25	519.18	3	353 (24%)	41 (3%)	27 (2%)	98 (7%)	0 (0%)	0 (0%)	182 (12%)	1,487	701 (47%)	94 (6%)
26	519.16	3	105 (6%)	12 (1%)	27 (2%)	18 (1%)	0 (0%)	0 (0%)	54 (3%)	1,719	216 (13%)	50 (3%)
27	519.16	1	14 (2%)	11 (1%)	5 (1%)	176 (19%)	0 (0%)	0 (0%)	78 (8%)	928	284 (31%)	155 (17%)
28	519.22	2	94 (7%)	30 (2%)	10 (1%)	236 (18%)	0 (0%)	0 (0%)	127 (10%)	1,288	497 (39%)	36 (3%)
29	519.25	2	178 (11%)	0 (0%)	13 (1%)	489 (30%)	0 (0%)	17 (0%)	135 (8%)	1,607	832 (52%)	82 (5%)

Source: U.S. Census Bureau 2017

ATTACHMENT E COMMUNITY FACILITIES

Exhibit E-1. Community Facilities within the Study Area by Neighborhood

Childcare	Cemetery	Government ^a	Public Service ^b	Park or Trail	Religious Institution	Schools	Senior Living Facility	Social Service ^c	Total
Juanita									
1	0	0	1	2	1	1	0	0	6
Kingsgate									
0	0	0	0	4	2	1	0	3	10
Upper and Lower West Ridge and Valley Industrial									
0	0	0	0	0	0	0	0	1	1
Waynita/Simonds/Norway Hill									
1	0	0	1	3	2	1	7	1	16
Brickyard Road/Queensgate									
2	0	0	0	4	0	0	0	0	6
Downtown									
0	1	0	2	4	1	2	1	0	11
North Creek/195th and Bloomberg Hill									
0	0	0	0	5	4	3	1	3	16
Fitzgerald/35th SE									
0	0	0	0	0	2	1	0	0	3
Maywood/Beckstrom Hill									
0	0	0	0	2	2	2	0	0	6
Canyon Park									
1	0	2	2	4	1	1	0	1	12

Exhibit E-1. Community Facilities within the Study Area by Neighborhood

Childcare	Cemetery	Government ^a	Public Service ^b	Park or Trail	Religious Institution	Schools	Senior Living Facility	Social Service ^c	Total
Shelton View/Meridian/3rd SE and Country Village/Lake Pleasant/Bothell-Everett Highway									
1	0	0	0	0	1	0	0	0	2
Queensborough / Brentwood									
0	0	0	0	1	0	4	1	1	7
6	1	2	6	27	16	16	10	10	

^a Government includes facilities such as public works facilities and government offices (i.e., city hall, courthouse).

^b Public service includes fire departments.

^c Community or social service facilities include food banks, affordable housing, and youth and family services.