

I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2)



Corridor Program
Congestion Relief & Bus Rapid Transit Projects

ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

December 2007





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ACRONYMS AND ABBREVIATIONS

Term	Meaning
dba	A-weighted decibels
FHWA	Federal Highway Administration
GIS	Geographic Information System
I-405	Interstate 405
HOV	High-Occupancy Vehicle
NEPA	National Environmental Policy Act
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users
SR 167	State Route 167
TEA-21	Transportation Equity Act for the 21st Century
WSDOT	Washington State Department of Transportation

GLOSSARY

Term	Meaning
access	The ability to enter a freeway or roadway via an on-ramp or other entry point.
acquisition	The purchasing of property, residences, or businesses for right-of-way necessary to construct or support a project.
block group	A subdivision of a census tract, a block group is the smallest geographic unit for which the U.S. Census Bureau tabulates sample data. In urban areas, a Block Group typically encompasses two to four city blocks.
census	The U.S. Census Bureau takes the census of population and housing in years ending in zero. The census form includes both a short form (100 percent survey) and a long form (sample survey of one in six households).
census tract	Census tracts are small, fairly permanent subdivisions of a county. Their delineations are determined by a local committee of users of census data in order to present such data. They are designed to contain somewhat homogeneous population and economic characteristics as well as living conditions. Census tracts average 4,000 inhabitants.
community/neighborhood cohesion	The ability of people to communicate and interact with each other in ways that lead to a sense of community, as reflected in the neighborhood's ability to function and be recognized as a singular unit.
congestion	A condition characterized by unstable traffic flows that constrain movement on a transportation facility to less than legal speeds. Recurring congestion is caused by constant excess volume compared with capacity. Nonrecurring congestion is caused by unusual or unpredictable events such as traffic accidents.
cumulative effect	The effect on the environment that results from the incremental effect of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions. Cumulative effects can result from individually minor but collectively noticeable actions taking place over a period of time.

Term	Meaning
displacement	Removal of a business, residence, or public facility from its existing location. In the context of transportation improvements, displacement is generally the result of (1) property acquisition for right-of-way expansion or (2) elimination of access to a property due to traffic revisions.
disproportionately high and adverse effect	An adverse effect that: (a) is predominantly borne by a minority population and/or a low-income population; or (b) is 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.
effect	Something brought about by a cause or agent; a result. This may include ecological, aesthetic, historic, cultural, economic, social, health, or other effects, whether direct, indirect, or cumulative. Actions may have both beneficial and detrimental effects.
environmental justice	The provisions of Executive Order 12898 that require each federal agency to make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse health and/or environmental effects on minority and/or low-income populations.
Federal Highway Administration (FHWA)	One of several agencies in the U.S. Department of Transportation, the FHWA provides federal financial assistance to the states through the Federal Aid Highway Program, the purpose of which is to construct and improve the National Highway System, urban and rural roads, and bridges.
gathering places	Locations where people congregate and spend time together, such as parks, community centers, churches, pubs, and stores.
geographic information system (GIS)	A digital computer mapping system that can overlay a wide variety of data such as land use, utilities, and vegetative cover, and provide a spatial analysis.
hazardous materials	Any material that may pose a threat to human health or the environment because of its quantity, concentration, or physical or chemical characteristics.

Term	Meaning
high-occupancy vehicle (HOV)	High-occupancy vehicle is a special designation for a bus, carpool, or vanpool provided as an encouragement to increase ride-sharing. Specially designated HOV lanes and parking are among the incentives for persons to pool trips, use fewer vehicles, and make the transportation system more efficient. HOV lanes are generally inside (left-side) lanes, and are identified by signs and a diamond on the pavement. Currently, two or more (2+) occupants are required to use the I-405 HOV lanes. Motorcycles are allowed to use freeway HOV lanes as well.
Hispanic/Latino	A self-designated classification for people whose origins are from Spain, the Spanish-speaking countries of Central or South America, the Caribbean, or those identifying themselves generally as Spanish, Spanish-American, etc. Origin can be viewed as ancestry, nationality, or country of birth of the person or person's parents or ancestors.
indirect effect	An effect that occurs later in time or is removed in distance from the proposed action, but is still reasonably foreseeable. Indirect effects 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.
land use	The type of activity (i.e., residential, commercial, or industrial) that occurs on property.
low-income	A household income that is at or below the federally designated poverty level for a given household size.
Metro Transit	The King County public transit agency.
minority	Individuals listed in the census as Black (a person having origins in any of the black racial groups of Africa); Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); American Indian/Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition); or some other race.

Term	Meaning
mitigation	An effort to: (1) avoid the impact altogether by not taking a certain action or parts of an action; (2) minimize the impact by limiting the magnitude of the action and its implementation, by using technology, or by taking affirmative steps; (3) rectify the impact by repairing, rehabilitating, or restoring the affected environment; (4) reduce or eliminate the impact over time by preservation and maintenance operations; (5) compensate for the impact by replacing, enhancing, or providing substitute resources or environments; and/or (6) monitor the impact and take appropriate corrective measures.
National Environmental Policy Act (NEPA)	Federal legislation adopted in 1969 that established a national environmental policy intentionally focused on federal activities and the desire for a sustainable environment balanced with other essential needs of present and future generations. NEPA also established federal agency responsibility and created the basic framework for integrating environmental considerations into federal decision-making. The fundamentals of the NEPA decision-making process include an interdisciplinary approach in planning and decision-making for actions that affect the human environment, interagency coordination, consideration of alternatives, examination of potential environmental consequences and mitigation, documentation of the analysis, and making the information available to the public for comment prior to implementation.
noise abatement criteria	The FHWA noise abatement criteria specify exterior and interior noise levels for various land activity categories such as residential and commercial. The Washington State Department of Transportation (WSDOT) considers a noise impact to occur if predicted equivalent hourly noise levels (Leq (h)) approach within 1 dBA of the noise abatement criteria.
noise barrier	A designed wall that provides a noise buffer between a noise source and adjacent residences or other sensitive noise receptors.
outreach	Efforts to contact members of the general public or specific targeted groups or individuals to provide project information and to obtain input.
poverty	Having a money income that falls below the federally designated threshold for a given household size and composition. If the total income for a household or unrelated individual falls below the relevant poverty threshold, then the household or individual is classified as being “below the poverty level.”

Term	Meaning
race	A characteristic of population. In the 2000 census, race included White and Non-White (Persons of Color). Non-White includes Black or African-American alone, American Indian or Alaskan Native alone, Asian alone, Native Hawaiian or other Pacific Islander alone, some other race alone, or a mixture of two or more races. Non-White can include persons of Hispanic/Latino heritage; some Hispanic/Latinos, however, are White.
scoping	The process implemented early in project development by the lead agency to involve the public, agencies, local jurisdictions, tribes, and other concerned groups in identifying the range of proposed actions, alternatives, environmental issues, impacts, and mitigation measures to be evaluated in an environmental document. For specific projects where an Environmental Assessment is being prepared, scoping may focus on environmental issues, effects, and mitigation.
Section 8 Housing Assistance	Section 8, or the Housing Choice Voucher Program, is a federal housing program that provides housing assistance to low-income renters and homeowners. This assistance comes in the form of rental subsidies, limiting the rent payment of the assistance recipient. The program is administered nationally by the Department of Housing and Urban Development. Locally it is administered by public housing authorities or other designated agencies and organizations.
social resources	Elements of the community or social environment, including population, housing, community facilities, religious institutions, social and employment services, cultural and social institutions, and government institutions.
study area	The area specifically evaluated for environmental effects.
vehicle	Any car, truck, van, motorcycle, or bus designed to carry passengers or goods. Bicycles and other pedestrian-oriented vehicles are not included in this definition.
view	That which can be seen either from or toward the transportation facility.
visual effect	The degree of change in visual resources and the viewer response to those changes caused by facility development and operations.

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SECTION 1 INTRODUCTION

What are the primary features of the Tukwila to Renton Project?

WSDOT is proposing to construct the I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2), referred to as the Tukwila to Renton Project, to relieve congestion. The Tukwila to Renton Project extends approximately four and one half miles along Interstate 405 (I-405), from I-5 to State Route 169 (SR 169), and approximately two miles along SR 167, from I-405 to SW 43rd Street. The project will:

- Add capacity to both I-405 and SR 167.
- Replace bridges over the Green River and Cedar River and add one new bridge over the Green River.
- Improve the SR 181 and SR 169 interchanges.
- Reconstruct the SR 167 interchange consisting of new general-purpose direct-connector ramp from southbound I-405 to southbound SR 167, HOV direct-connector ramps from northbound SR 167 to northbound I-405 and from southbound I-405 to southbound SR 167, and a split-diamond interchange at Lind Avenue and Talbot Road with connecting frontage roads.
- Replace the two local street accesses to Renton Hill.

These improvements represent the second phase of the I-405 Corridor Program for this portion of I-405. The first phase consists of improvements in the Renton Nickel Improvement Project.

What is the purpose of this report?

The purpose of this report is to document project outreach, benefits, and effects on minority and low-income populations within the study area, and determine if the negative effects are disproportionately high and adverse.

What topics are included in environmental justice?

This environmental justice analysis considers environmental disciplines that could affect the community, including:

- Social, Public Services, and Utilities

- Noise and Vibration
- Air Quality
- Economic effects to local businesses
- Property Acquisitions
- Hazardous Materials
- Cultural, Historic, and Archaeological Resources
- Land Use Patterns, Plans, and Policies
- Section 4(f) (parks and other public spaces)
- Transportation
- Visual Quality

Why is environmental justice important to consider?

Environmental justice is important to consider in order to protect minorities and/or low-income populations from experiencing disproportionately high and adverse effects. President Clinton signed Executive Order 12898 requiring federal agencies to identify and avoid “disproportionately high and adverse” effects on minority and/or low-income populations for federal programs that affect human health or the environment. Incorporating environmental justice principles throughout the transportation planning and decision-making processes supports the principles of the National Environmental Policy Act (NEPA). Environmental Justice principles support Title VI of the Civil Rights Act; the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; TEA-21; SAFETEA-LU; and other Department of Transportation (DOT) statutes, relocation regulations, and guidance that affect social, economic, environmental, public health, and public involvement.

Why is public involvement important?

Public involvement is important because it expands the number of people involved in the decision-making process. Information exchanged as part of engaging the public can assist in identifying potential adverse community effects and in reducing these effects. Public involvement includes providing meaningful access to public information concerning the human health, social, or environmental effects of a project

and soliciting input from affected minority and low-income populations. These efforts are reflected in our Public Involvement Plan. The goals of the plan are to support the successful delivery of the project; educate the public about the mobility, economic, and environmental benefits of the project; identify and address through mitigation any disproportionately high and adverse effects on minority and/or low-income populations; provide information on construction; reinforce positive relationships with other agencies, individuals, and groups; and educate the public about the need, vision, and context for the project.

Key stakeholders for the project include area residents; businesses; schools; agencies; elected officials; tribes; organizations; and special populations such as elderly, disabled, minority, and low-income populations.

What studies were completed?

Studies for the environmental disciplines listed in the previous section, titled *What topics are included in environmental justice?*, were completed and used to analyze environmental justice effects.

What are the key messages from this report?

The project is expected to have some adverse construction and operational effects on both the built and natural environments. WSDOT will mitigate these effects in accordance with applicable local, state, and federal regulations. Project effects will not result in disproportionately high or adverse effects on minority or low-income populations. Minority and low-income populations will experience some benefits from the project, primarily due to improvements to HOV facilities. Minority and low-income populations use public transportation proportionately more than non-minority and non-low-income populations, so improvements to transit facilities are especially beneficial to them.

What measures are proposed to avoid or reduce impacts?

Each discipline report lists the measures to minimize long-term or short-term effects for each element of the environment. Because we do not anticipate that the project will cause any long-term, disproportionately high and adverse effects to low-

income or minority populations, activities to avoid or minimize adverse effects specific to environmental justice will not be required. Some suggestions to help inform minority and low-income populations about project construction activities are listed in the section, *What measures will be taken to mitigate effects during construction?*

What will happen if we adopt the No Build Alternative?

Choosing the No Build Alternative will avoid or delay adverse noise, visual, relocation, and construction effects. However, with the No Build Alternative, the flow of traffic will become so constrained that not all drivers wishing to use I-405 or SR 167 will be able to do so. Freeway delays will force drivers to seek alternate routes on local and regional roadways, choose to travel by different means or different times, or forego their desired trips altogether. Higher numbers of drivers seeking alternate routes could lead to more cut-through traffic through neighborhoods, and additional air quality, social, and safety effects associated with increased neighborhood traffic. In addition, the HOV and safety benefits will not be realized under the No Build Alternative. The lost transit travel time savings under the No Build Alternative in particular will negatively affect minority and low-income populations who rely on transit to reach their destinations.

SECTION 2 PROJECT DESCRIPTION

What is the intent of the Tukwila to Renton Project?

WSDOT is proposing to construct the I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2), referred to as the Tukwila to Renton Project, to relieve congestion. Relieving congestion will benefit the public by:

- Lowering the number of accidents thus improving safety.
- Increasing overall speeds through this section of freeway.
- Improving response times for emergency service vehicles using I-405.
- Improving access to and from I-405 and local circulation.

The Tukwila to Renton Project extends approximately four and one half miles along I-405, from I-5 to SR 169, and approximately two miles along SR 167, from I-405 to SW 43rd Street. The project adds capacity to both I-405 and SR 167; improves the SR 181 and SR 169 interchanges; reconstructs the SR 167 interchange consisting of a split-diamond interchange at Lind Avenue and Talbot Road with connecting frontage roads, general-purpose direct-connector ramp from I-405 to SR 167 southbound, and high-occupancy vehicle (HOV) direct-connector ramps from SR 167 northbound to I-405 northbound and from I-405 southbound to SR 167 southbound. These improvements are detailed in the following section.

What are the details of the Tukwila to Renton Project?

The Tukwila to Renton Project improvements are described from west to east (northbound) along the study area on the following pages. These improvements are also illustrated on Exhibits 2-1 through 2-15.

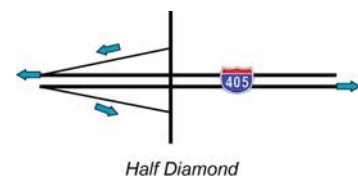
What is a split-diamond interchange?

This interchange type consists of two half-diamond interchanges at arterials. These are connected by two, one-way frontage roads. Traffic enters and exits the freeway at the two arterials, creating an elongated diamond configuration as shown.



What is a half-diamond interchange?

It is an interchange where traffic exits or enters the freeway in one direction. This creates a triangular or half-diamond configuration as shown.



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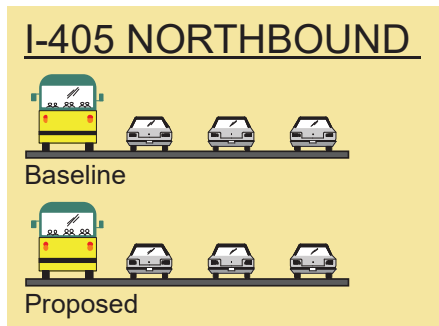
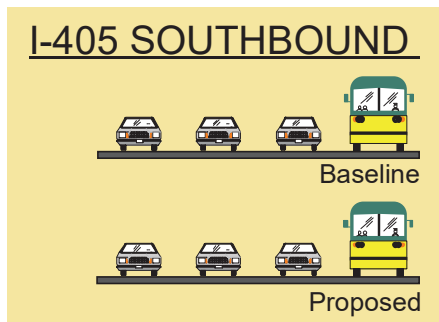
Exhibit 2-1: Project Features, Sheet 1



I-405 from I-5 to East of SR 181

For this portion of the project, WSDOT will:

- Remove the existing northbound I-405 Tukwila Parkway on-ramp. See Exhibits 2-2 and 2-3 for where the project will provide a new on-ramp.
- Realign I-405 mainline slightly to the south beginning just west of the existing northbound I-405 Tukwila Parkway on-ramp to the SR 181 interchange as shown in Exhibits 2-1 and 2-2.



The project will not change capacity along this section

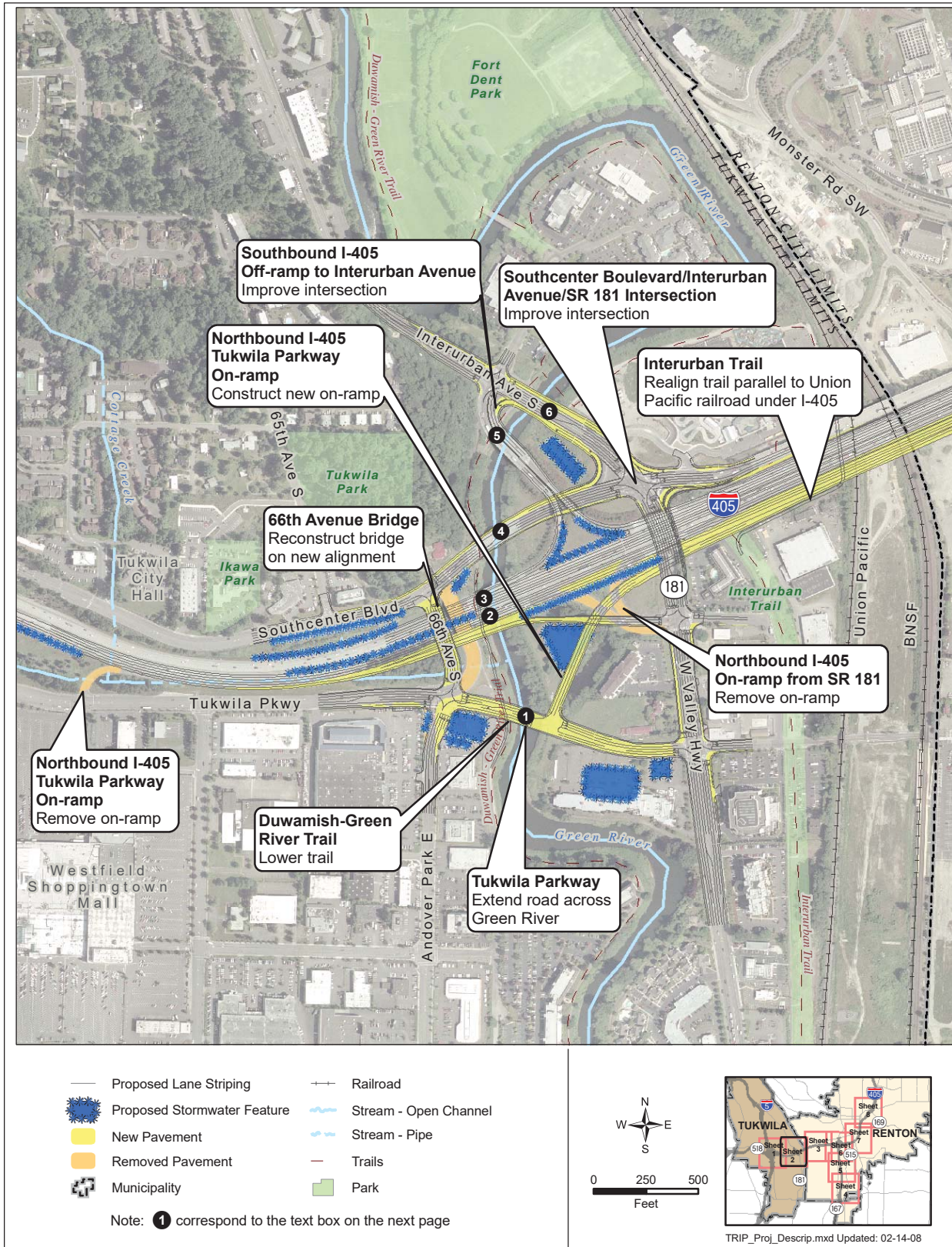
What are baseline conditions for this project?

Baseline conditions describe the site conditions just before construction of the project begins. This can include the build conditions of earlier phased projects that are already approved and funded and expected to be complete before the next project begins. Baseline provides an important point of comparison for understanding the effects of the proposed build alternative.

For the Tukwila to Renton Project, the baseline condition assumes that the Renton Nickel Improvement Project has been completed.

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Exhibit 2-2: Project Features, Sheet 2



I-405 at SR 181 Interchange

WSDOT designed the improvements in Exhibits 2-2 and 2-3 to improve freeway and local travel in this area. WSDOT will:

- Improve the SR 181 interchange:
 - Remove the existing SR 181 on-ramp to northbound I-405.
 - Extend Tukwila Parkway from the intersection with 66th Avenue east over the Green River to SR 181.
 - Construct new northbound I-405 on-ramp from Tukwila Parkway just east of the new crossing over the Green River (replaces the two existing on-ramps).
 - Reconstruct the 66th Avenue S bridge over I-405 on a new alignment to the west and reconstruct the intersections with Southcenter Boulevard and Tukwila Parkway.
 - Reconstruct the off-ramp from northbound I-405 to SR 181.
 - Improve local arterials within the interchange area such as Southcenter Boulevard and Interurban Avenue.
- Reconstruct five bridges and build one new bridge over the Green River.
- Lower the Duwamish-Green River Trail.
- Reconstruct the I-405 structures over SR 181.
- Realign the Interurban Trail.

What bridge construction will occur over the Green River?

- ① Tukwila Parkway Bridge (new)
 - ② Northbound I-405 Bridge
 - ③ Southbound I-405 Bridge
 - ④ Southcenter Boulevard Bridge
 - ⑤ Off-Ramp Bridge from southbound I-405.
 - ⑥ Interurban Avenue Bridge
- See Exhibit 2-2 for the bridge locations.

Exhibit 2-3: SR 181 Interchange Improvements

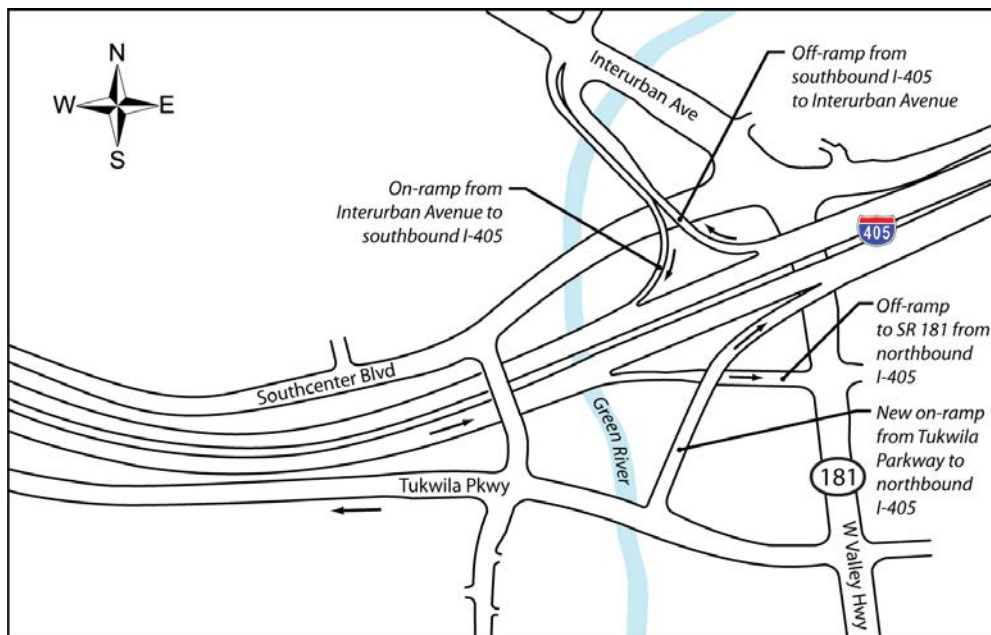
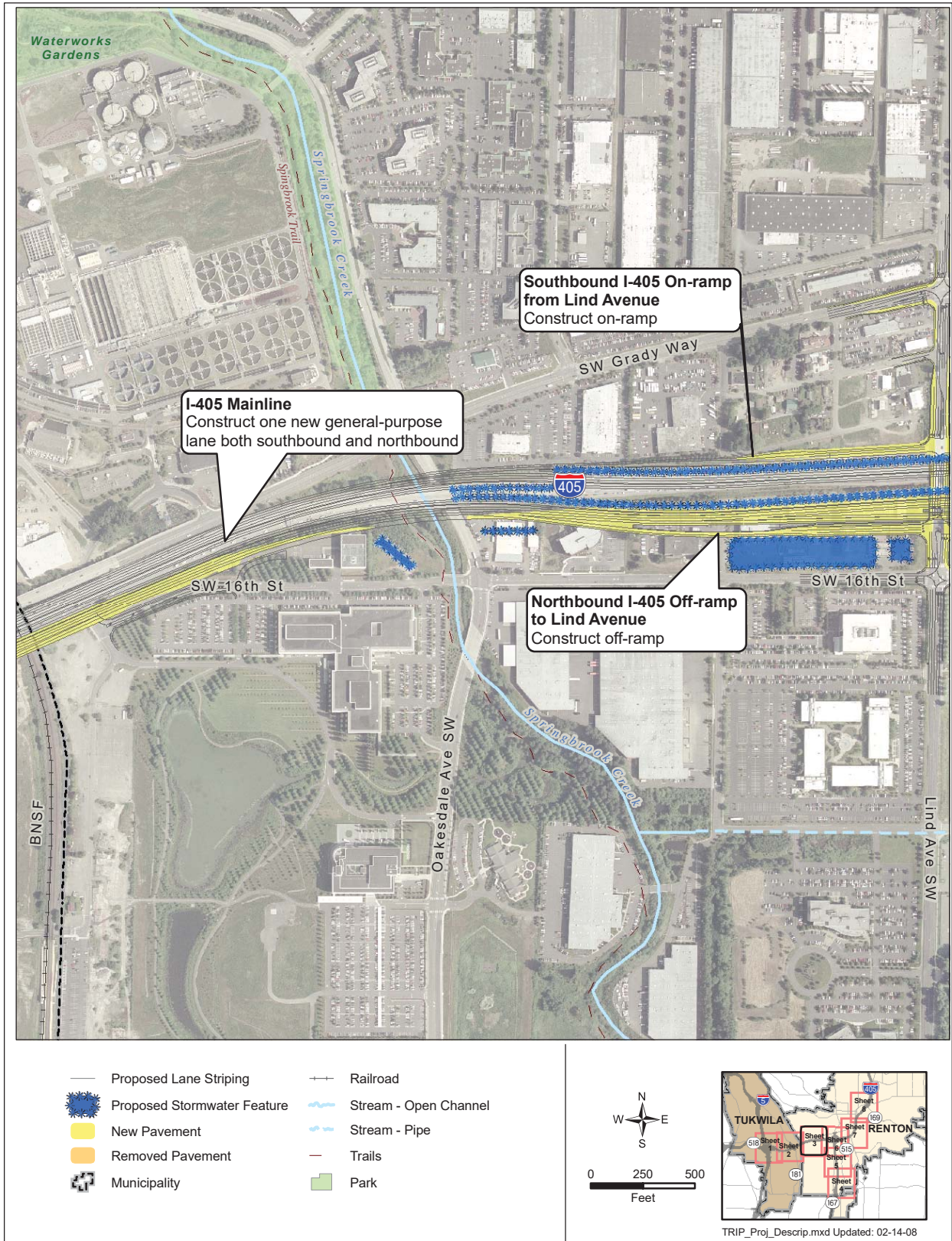


Exhibit 2-4: Project Features, Sheet 3



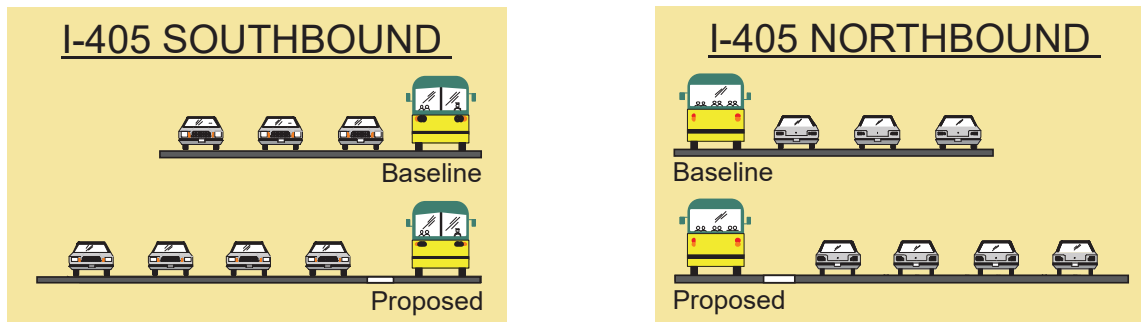
I-405 from East of SR 181 to SR 167 Interchange

From the SR 181 interchange east, WSDOT will realign I-405 to the south. This will:

- Provide a smooth transition onto the new Springbrook Creek/Oakesdale Avenue bridge that was constructed under the Renton Nickel Improvement Project.
- Minimize effects on SW Grady Way and businesses north of I-405.

In addition to realigning I-405, WSDOT will:

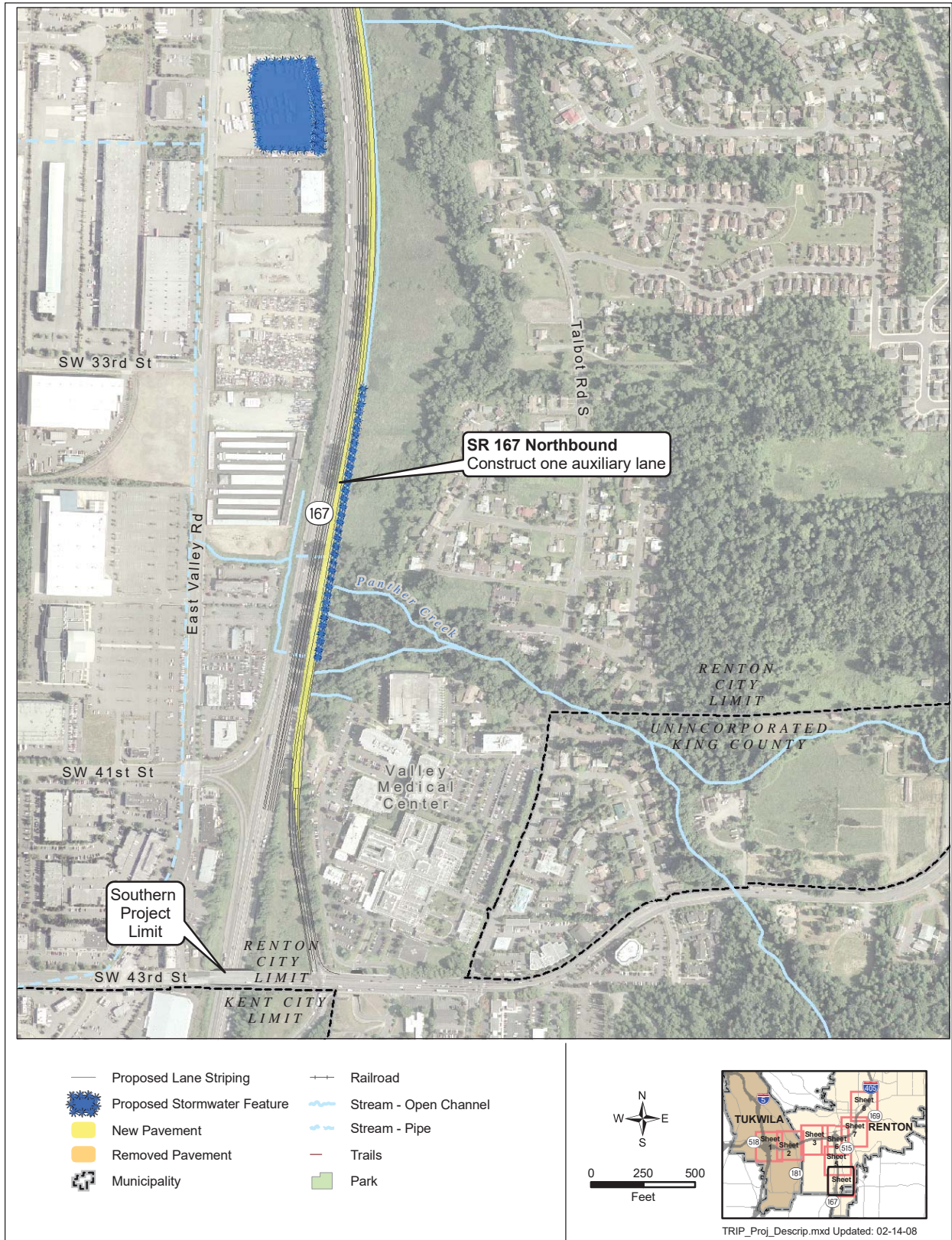
- Construct one additional general-purpose lane in both directions on I-405 from SR 181 through SR 167.
- Stripe lanes to provide a buffer between HOV and general-purpose lanes along I-405.



Project improvements will add capacity to I-405 for both southbound and northbound traffic and will provide a buffer between the HOV lane and the general-purpose lanes

- Stripe the bridges over Springbrook Creek/Oakesdale Avenue to provide five lanes in both directions.
- Reconstruct I-405 structures over the Burlington Northern Santa Fe (BNSF) and Union Pacific railroads.
- Construct a half-diamond interchange at Lind Avenue (see sidebar on page 2-1).

Exhibit 2-5: Project Features, Sheet 4

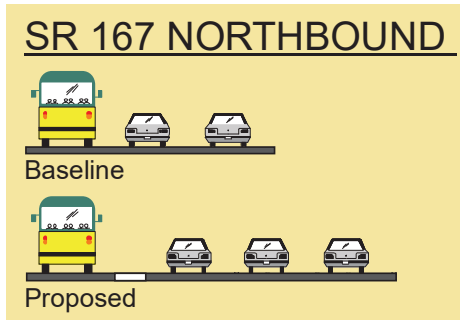


SR 167 from SW 43rd Street On-ramp North to SW 27th Street

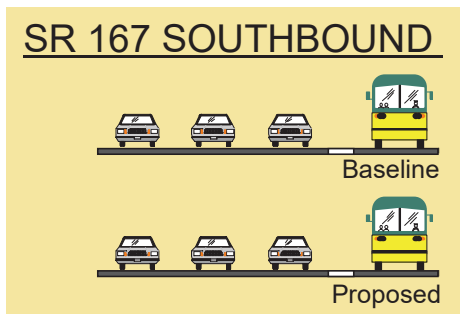
In this area, WSDOT will:

- Construct an auxiliary lane on northbound SR 167 from SW 43rd Street to SW 27th Street.
- Stripe lanes to provide a buffer between HOV and general-purpose lanes along northbound SR 167.

As shown on Exhibit 2-5, the new northbound lane will be added north of the SW 43rd Street on-ramp. This will improve the ability of traffic to merge onto SR 167 and increase capacity along this stretch. To minimize effects on the streams and wetlands along SR 167, WSDOT has used retaining walls instead of fill slopes.



Project improvements will add capacity to northbound SR 167 and will provide a buffer between the HOV lane and the general-purpose lanes



The project will not affect the southbound lanes of SR 167

What is an auxiliary lane?

An auxiliary lane is a lane added between interchanges—from one on-ramp to the next off-ramp. It is dedicated to traffic entering and leaving the freeway and provides motorists with more time and extra room to accelerate or decelerate and merge when getting on and off the freeway.

The signs below show how an auxiliary lane changes how an on-ramp operates.

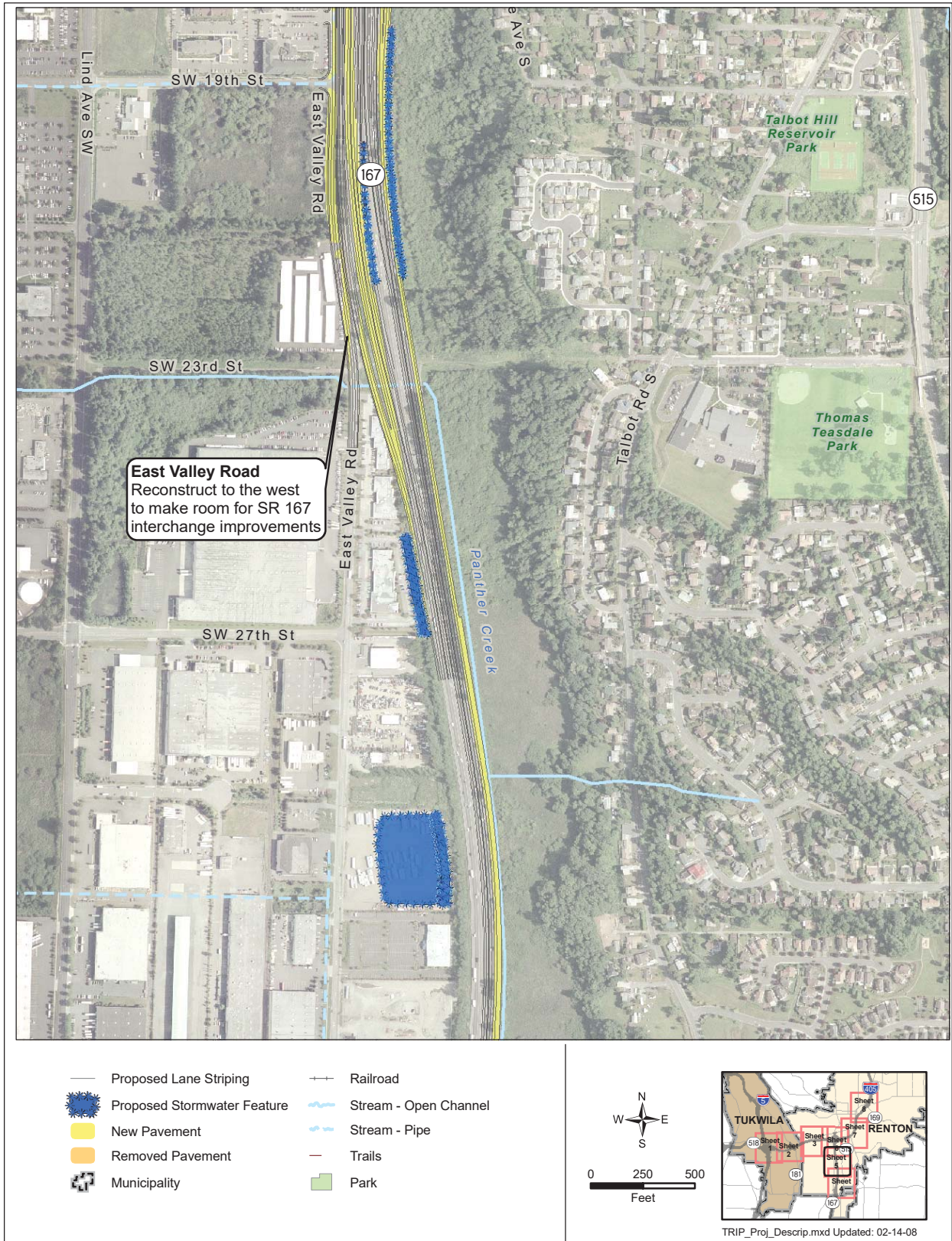


Existing



Proposed

Exhibit 2-6: Project Features, Sheet 5

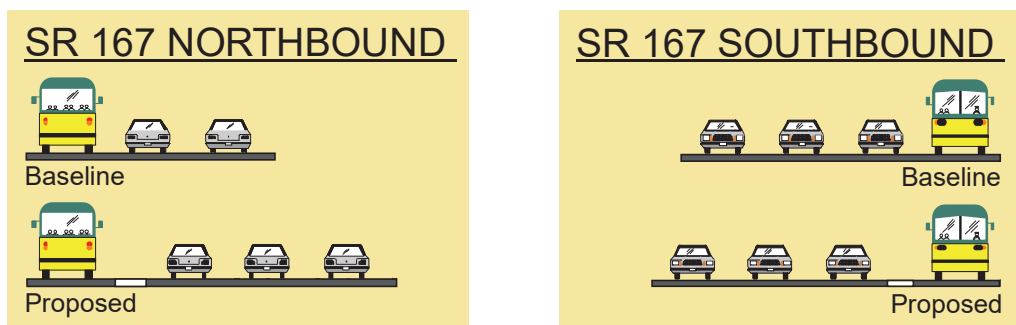


SR 167 from SW 27th Street to I-405

Along this section of SR 167, the project will:

- Reconstruct SR 167 between SW 27th Street and I-405 to accommodate the reconstructed SR 167 interchange as shown on Exhibits 2-7 to 2-9.
- Reconstruct East Valley Road to the west of its current alignment between SW 23rd Street and SW 16th Street to accommodate the reconstructed SR 167 interchange.
- Stripe lanes to provide a buffer between HOV and general-purpose lanes along SR 167.
- Construct an auxiliary lane on northbound SR 167 from SW 27th Street to I-405.

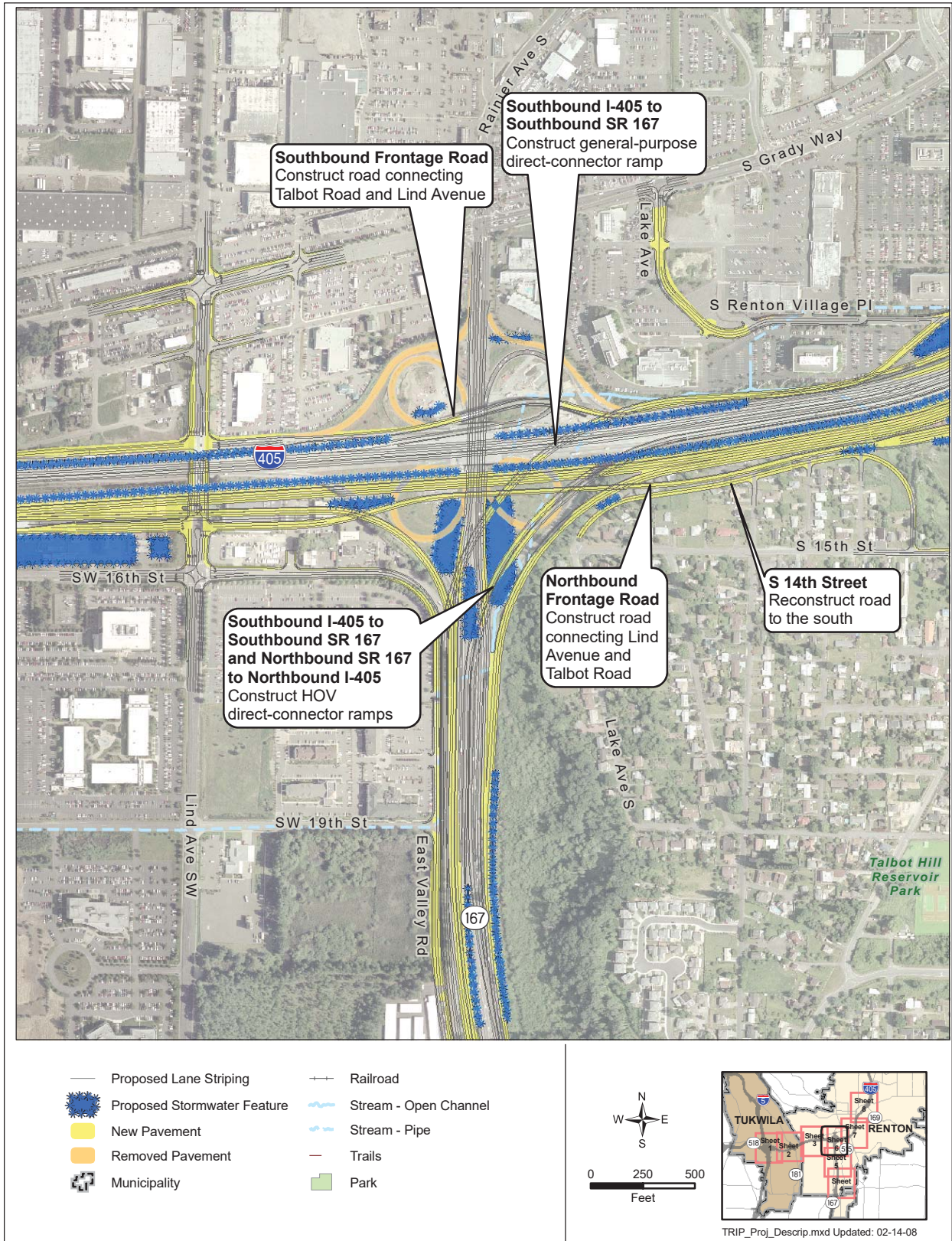
WSDOT has designed the improvements in this area to the west as much as possible to minimize effects on the Panther Creek wetlands while also limiting the effects on businesses west of SR 167. To further minimize the area needed to accommodate the improvements, the new southbound I-405 to southbound SR 167 direct-connector ramp will be built over local street and freeway improvements as shown on Exhibit 2-9. WSDOT also used design features such as retaining walls to minimize the area needed for improvements.



Project improvements will add capacity to northbound SR 167 and will provide a buffer between the HOV lane and the general-purpose lanes in both the northbound and southbound directions of SR 167

I-405, TUKWILA TO RENTON IMPROVEMENT PROJECT (I-5 TO SR 169 - PHASE 2)
 ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

Exhibit 2-7: Project Features, Sheet 6



I-405 Interchange with SR 167

Within the I-405/SR 167 interchange, the project will improve freeway to freeway access and local access.

Freeway to Freeway Access

To improve access, WSDOT will:

- Construct a general-purpose direct-connector ramp from southbound I-405 to southbound SR 167, replacing the existing loop ramp.
- Reconstruct exterior ramps from northbound I-405 to southbound SR 167 and from northbound SR 167 to northbound I-405, replacing the existing ramps. This project will also add a general-purpose lane to both ramps.
- Construct HOV direct-connector ramps from southbound I-405 to southbound SR 167 and from northbound SR 167 to northbound I-405.
- Maintain existing loop ramp from northbound SR 167 to southbound I-405.

Exhibit 2-8 focuses on the freeway to freeway interchange improvements and Exhibit 2-9 presents how these improvements will look.

Exhibit 2-8: Freeway to Freeway Ramps in Reconstructed I-405/SR 167 Interchange

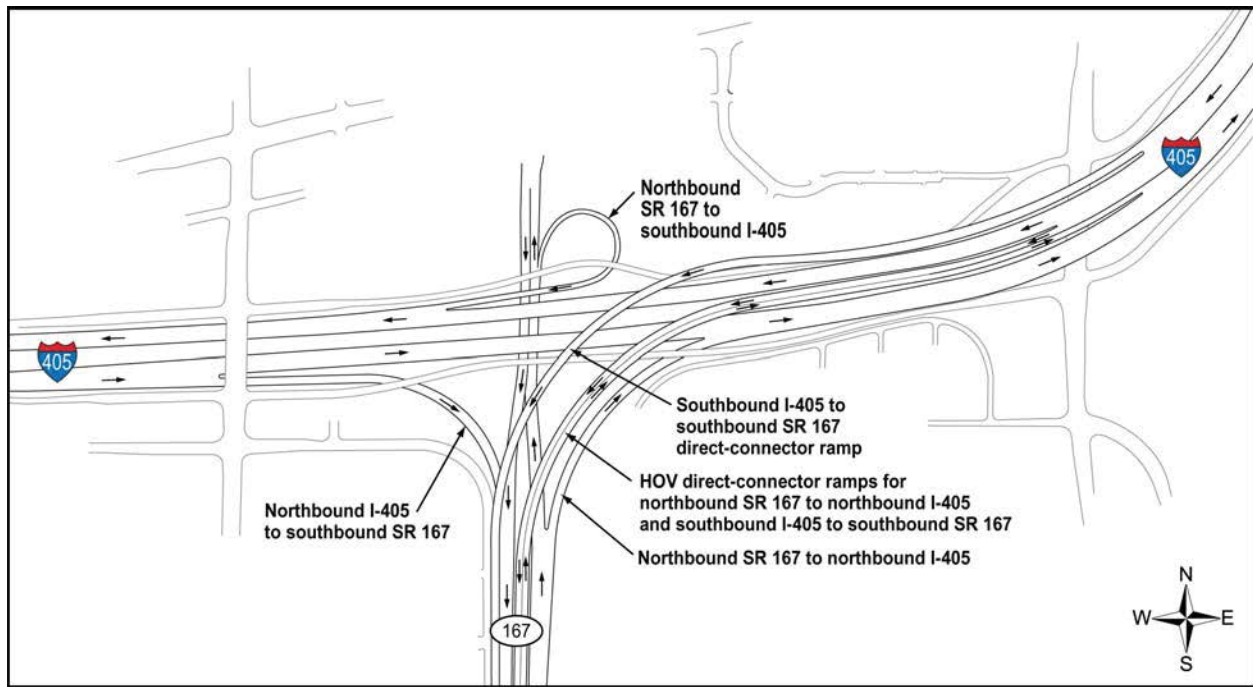


Exhibit 2-9: Rendering of I-405/SR 167 Interchange Improvements

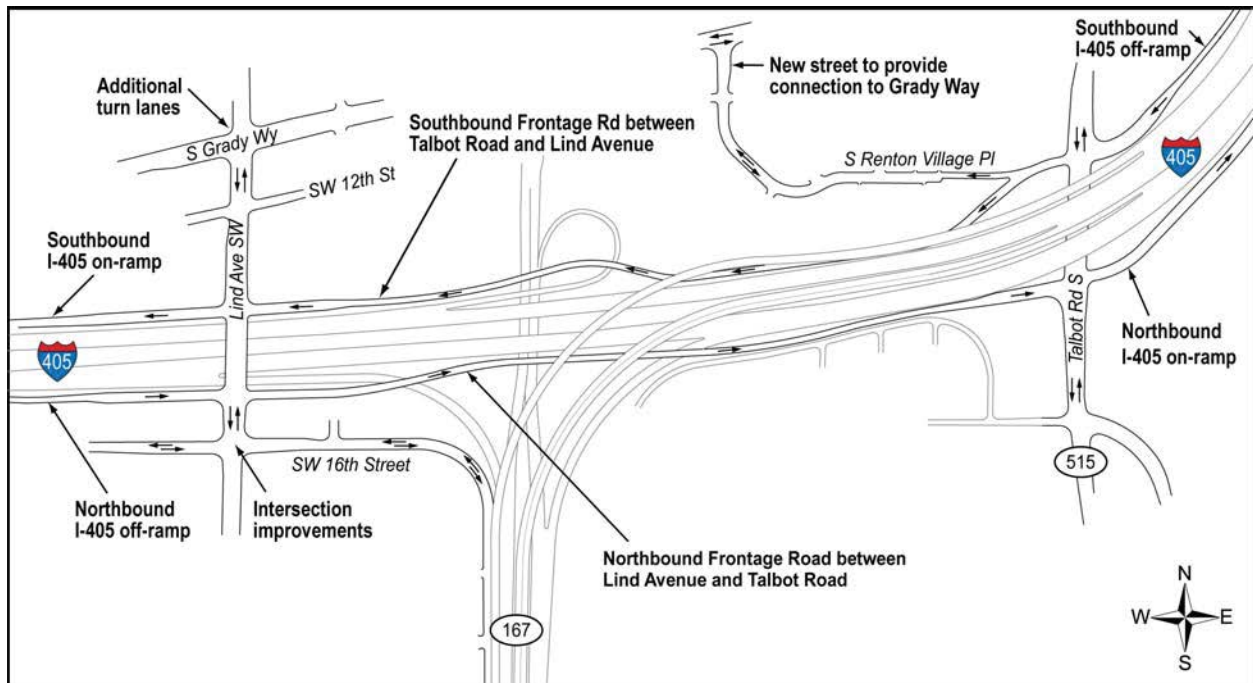


Local Access

WSDOT will improve local access at the SR 167 interchange. The improvements will:

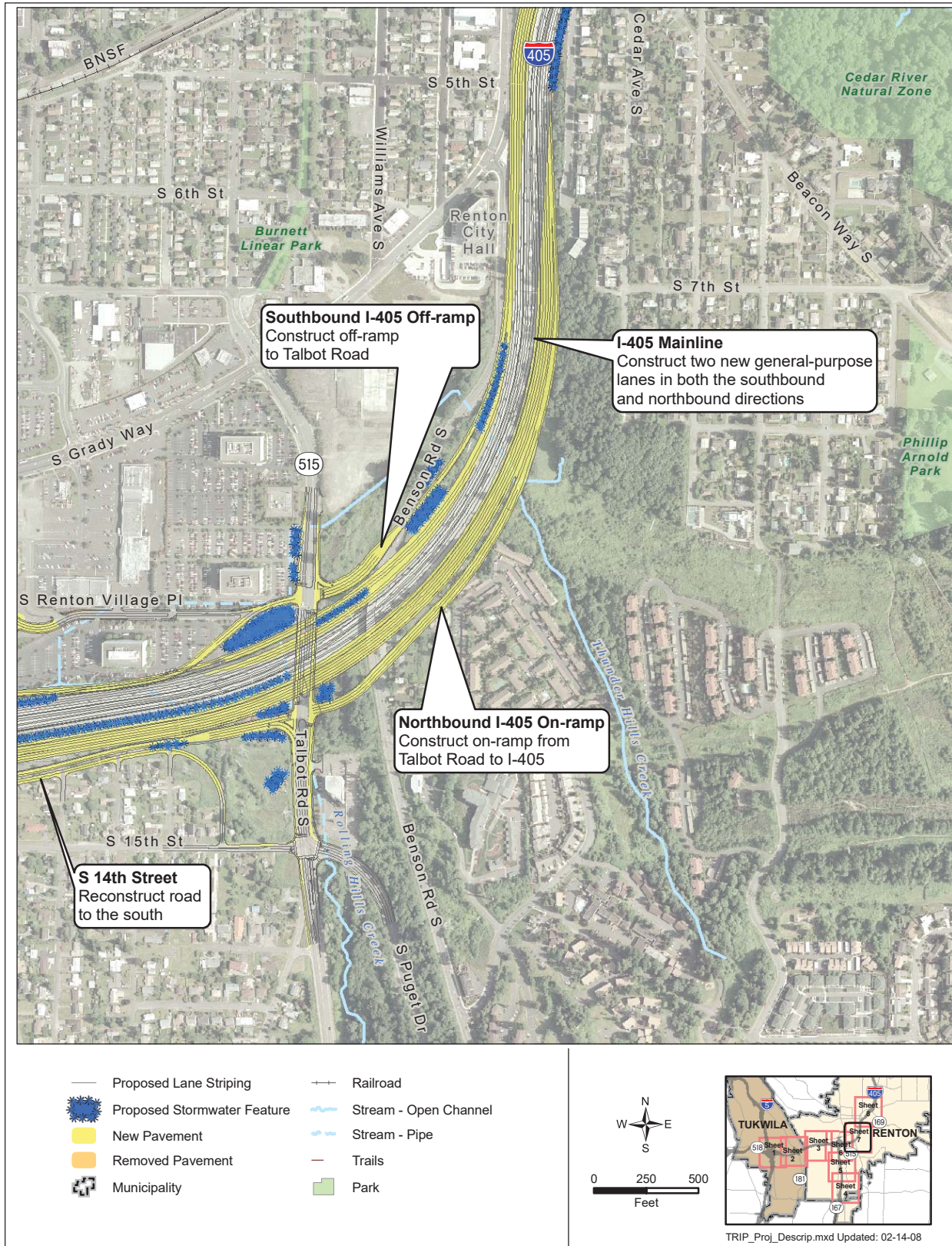
- Construct a split-diamond interchange at Lind Avenue and Talbot Road (SR 515). See Exhibits 2-10 and 2-11.
- Construct southbound and northbound frontage roads connecting Lind Avenue and Talbot Road. The southbound frontage road will reuse the existing I-405 to SR 167 southbound bridge.
- Reconstruct the Lind Avenue bridge over I-405.
- Reconstruct the I-405 structures over Talbot Road.
- Improve local street intersections.
- Provide new connection to Grady Way from S Renton Village Place.

Exhibit 2-10: Split-diamond Interchange at Lind Avenue and Talbot Road



I-405, TUKWILA TO RENTON IMPROVEMENT PROJECT (I-5 TO SR 169 - PHASE 2)
 ENVIRONMENTAL JUSTICE DISCIPLINE REPORT

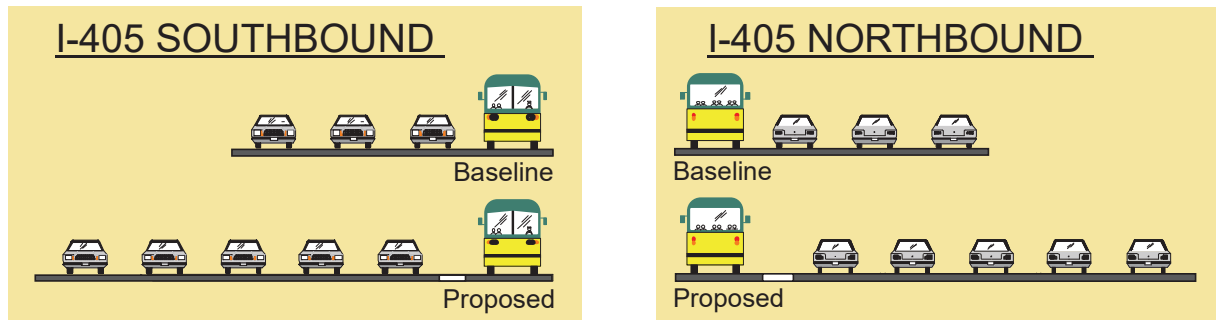
Exhibit 2-11: Project Features, Sheet 7



I-405 from East of SR 167 Interchange to North of S 5th Street

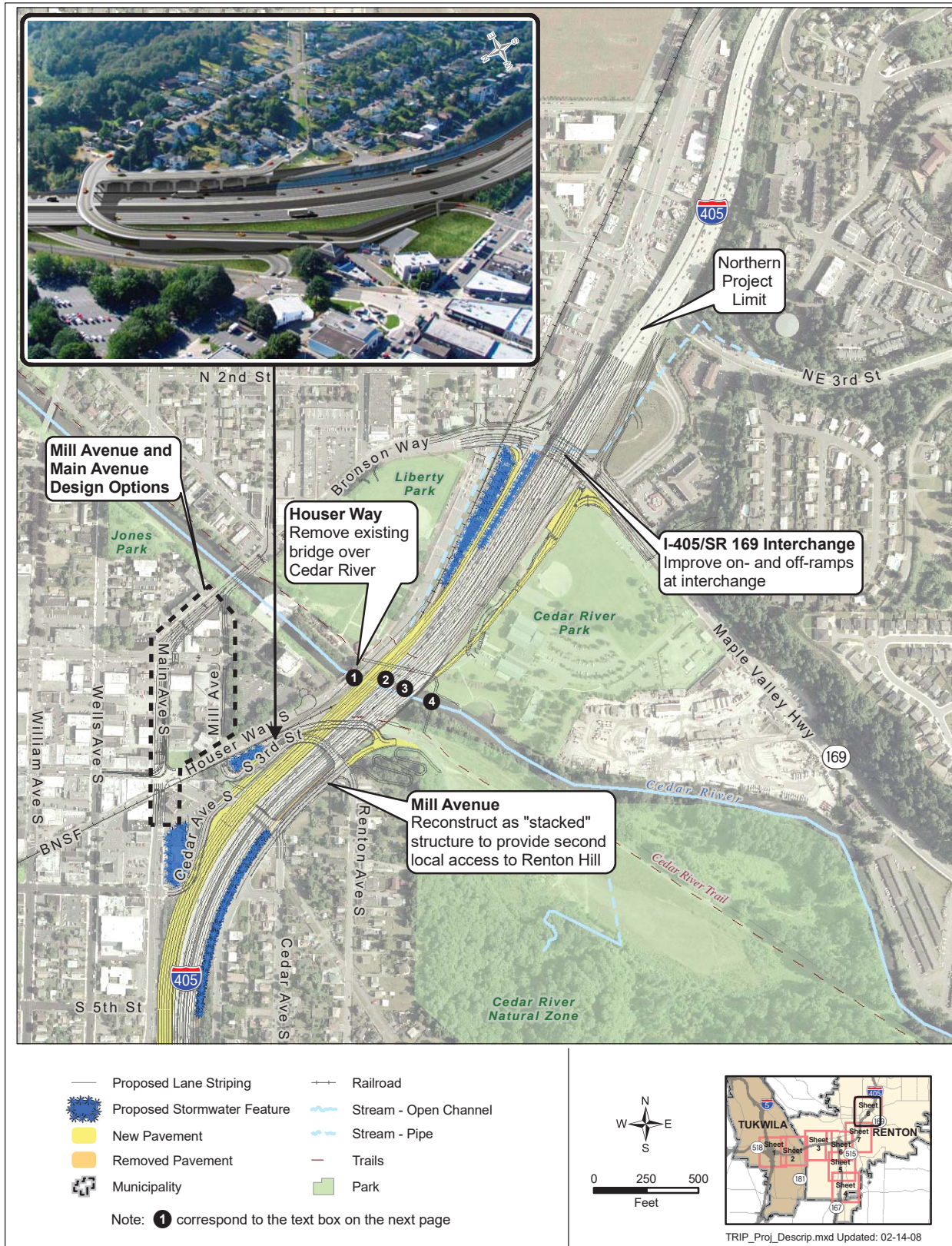
For the section of I-405 that extends from the SR 167 interchange past Renton City Hall as shown on Exhibit 2-11, WSDOT will:

- Construct two additional lanes in both directions on I-405 from SR 167 through SR 169.
- Stripe lanes to provide a buffer between HOV and general-purpose lanes along I-405.
- Construct a new half-diamond interchange at Talbot Road as shown on Exhibit 2-10.
- Reconstruct S 14th Street south of its existing location.



Project improvements will add capacity to I-405 for both southbound and northbound traffic and will provide a buffer between the HOV lane and the general-purpose lanes

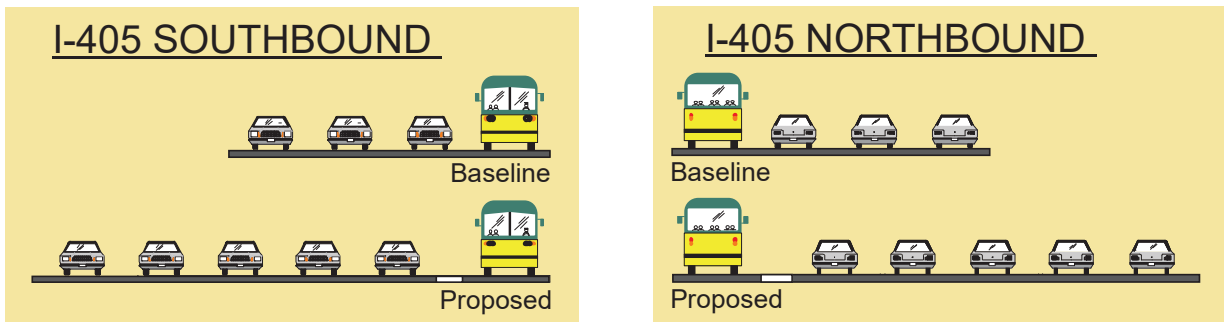
Exhibit 2-12: Project Features, Sheet 8



I-405 from S 5th Street to SR 169

This last portion of the Tukwila to Renton Project crosses the Cedar River to the SR 169 interchange. In this section, WSDOT will:

- Construct two additional lanes in both directions on I-405 from SR 167 through SR 169.
- Stripe lanes to provide a buffer between HOV and general-purpose lanes along I-405.



Project improvements will add capacity to I-405 for both southbound and northbound traffic and will provide a buffer between the HOV lane and the general-purpose lanes

- Cantilever the I-405 structures over Main Avenue.
- Reconstruct three bridges over the Cedar River: southbound I-405, northbound I-405, and a pedestrian bridge.
- Relocate the Burlington Northern Santa Fe railroad bridge.
- Close Houser Way south of the Cedar River north to Bronson Way and remove the bridge over the Cedar River.
- Reroute northbound traffic to Bronson Way, which will be striped to accommodate the new traffic pattern.
- Reconstruct two local street accesses to Renton Hill.

To accommodate the I-405 improvements, the Tukwila to Renton Project also required rerouting traffic from Houser Way and changing access to Renton Hill. These improvements are discussed on the following pages.

What bridge construction will occur over the Cedar River?

- ❶ Burlington Northern Santa Fe Railroad Bridge
- ❷ Southbound I-405 Bridge
- ❸ Northbound I-405 Bridge
- ❹ Pedestrian Bridge

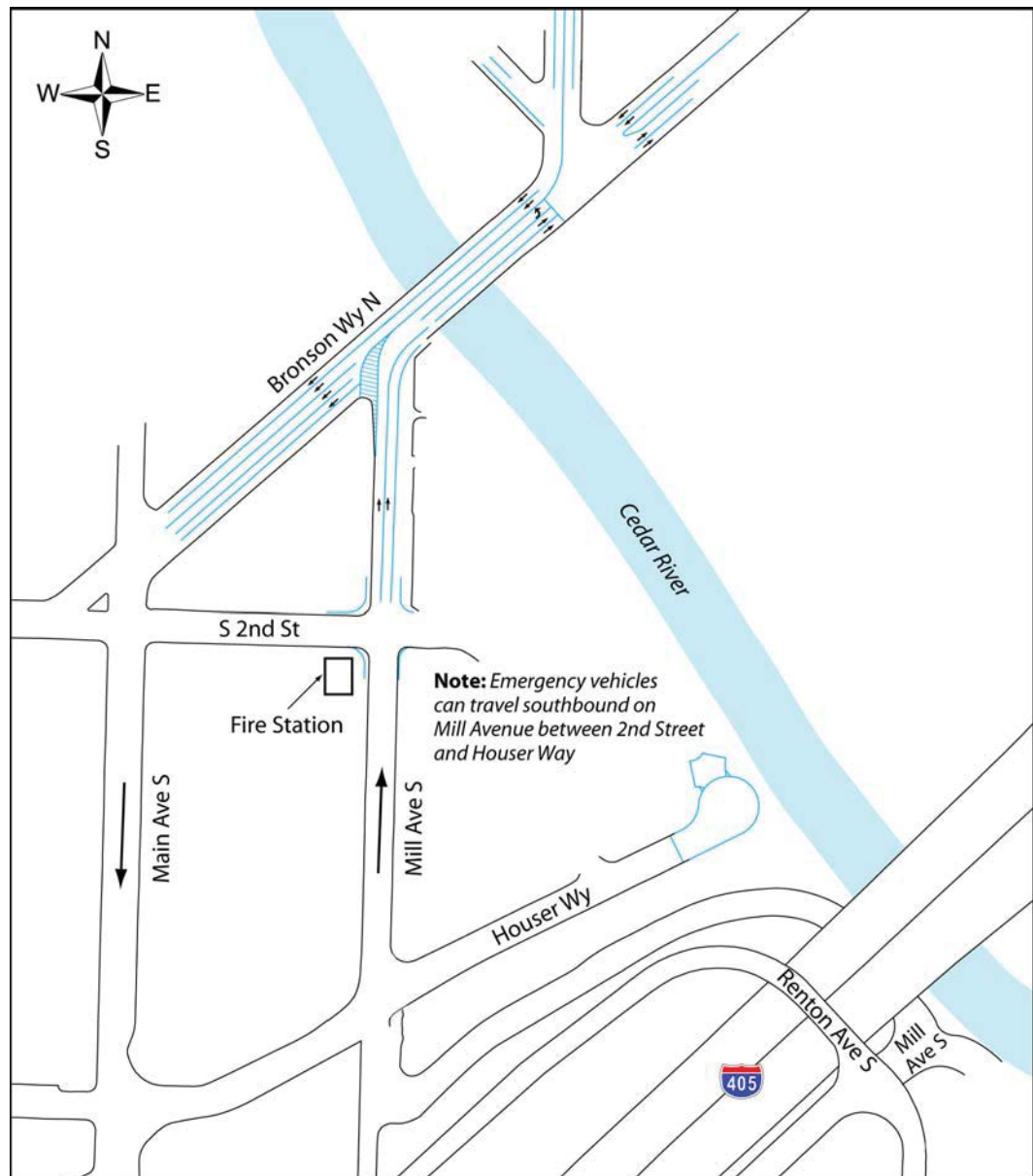
See Exhibit 2-12 for the bridge locations.

Mill Avenue and Main Avenue Design Options

To accommodate widening I-405 over the Cedar River, the Houser Way bridge will be closed. WSDOT worked closely with the City of Renton to develop the most acceptable and feasible solution for redirecting traffic coming from south of Houser Way. For northbound traffic within Renton south of the Cedar River, two design options are being considered:

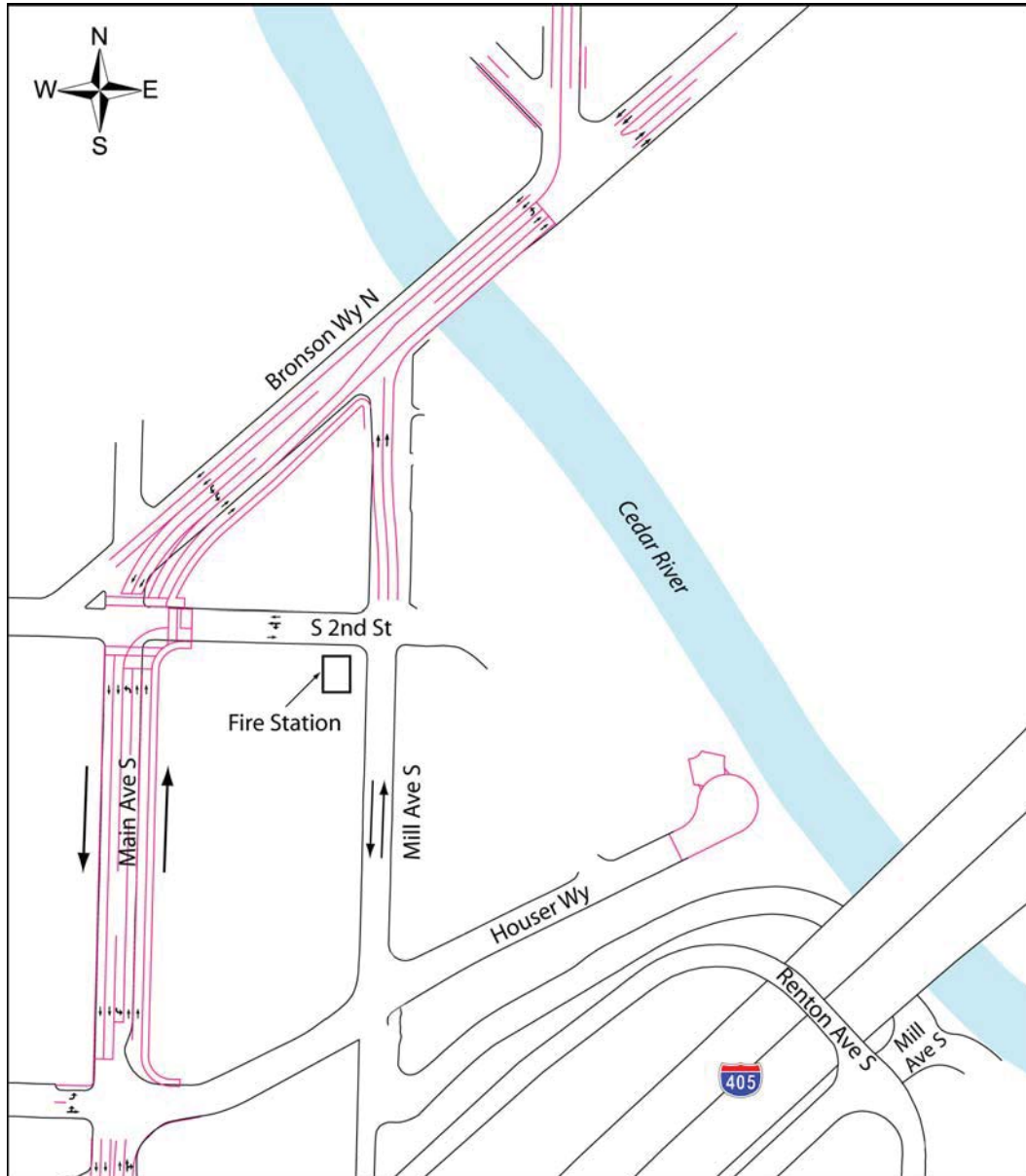
- The first option stripes Mill Avenue as a one-way street to provide two lanes northbound from the intersection of Houser Way and Mill Avenue to Bronson Way (see Exhibit 2-13).

Exhibit 2-13: Mill Avenue Design Option for Local Access to Bronson Way



- The second option leaves Mill Avenue as a two-way street up to the intersection with 2nd Street where it will be striped for one-way traffic northbound and reconfigures Main Avenue, a one-way street southbound, to provide two-way traffic. Main Avenue would be widened and striped for two-way traffic to provide access from the south to Bronson Way (see Exhibit 2-14).

Exhibit 2-14: Main Avenue Design Option for Local Access to Bronson Way

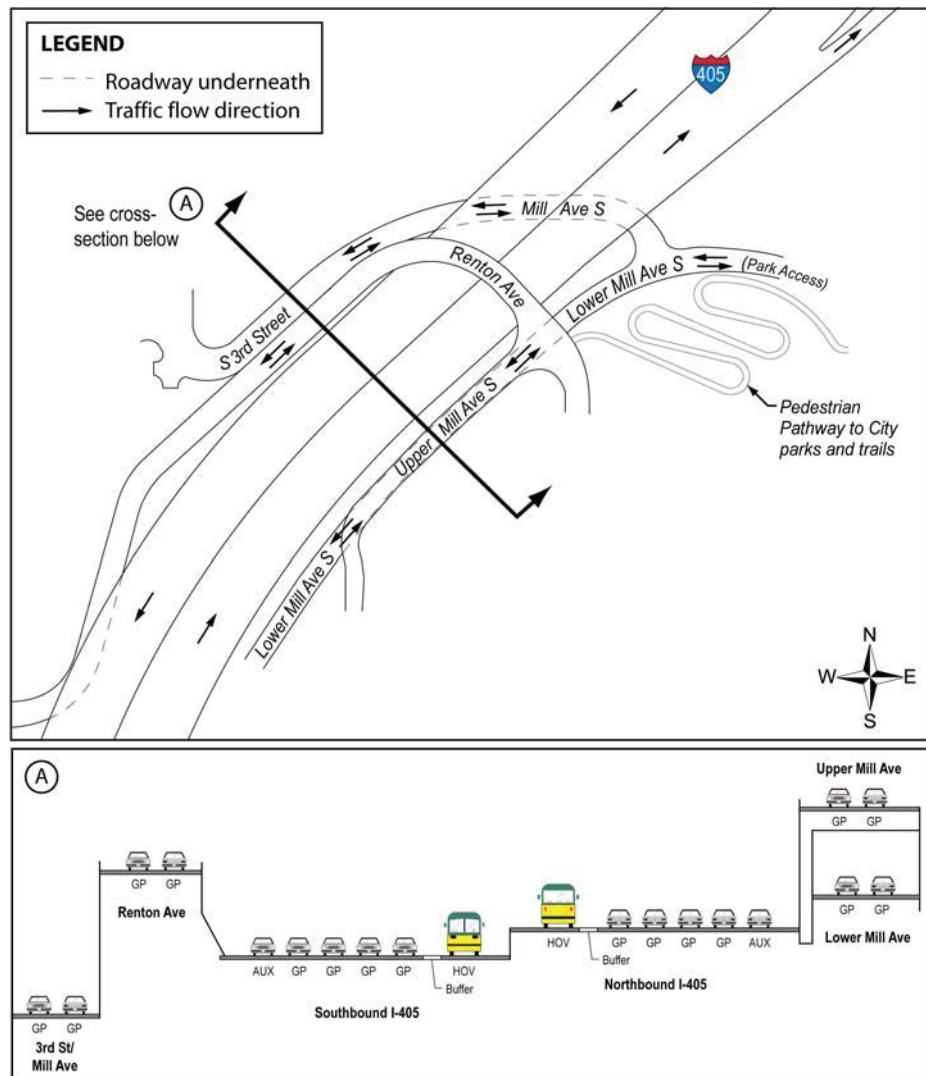


Changes to Renton Hill Access

As shown in the inset on Exhibit 2-12, the Renton Hill Access will be changed to accommodate the widening of I-405. These changes are detailed in Exhibit 2-15 below. WSDOT will:

- Reconstruct the Renton Avenue bridge over I-405 and realign the north end to intersect with Main Avenue rather than Houser Way as it currently does.
- Reconstruct Mill Avenue as a stacked structure that also provides access to Renton Hill as shown in Exhibit 2-15.
- Remove the existing Cedar Avenue bridge.
- Construct a pedestrian pathway connecting residents on Renton Hill to the City’s parks and trails.

Exhibit 2-15: New Local Access for Renton Hill



What are the construction methods and schedule for implementation?

Construction Methods

The Tukwila to Renton Project will use different methods to construct the various project elements. The main approaches to construction for this project are described below.

At-grade Construction

At-grade construction, which occurs on the same elevation as the existing lanes, will be staged to minimize traffic delays and detours. One method would shift lanes toward the median. WSDOT then would place a concrete barrier to provide a work zone outside of the roadway. A second method would build the entire new section, then shift traffic to the new portion and reconstruct the existing section. Staging allows construction to occur safely without closing lanes for the duration of construction.

Bridge Construction

Bridge construction will generally occur in multiple stages to minimize traffic delays and detours. The following describes a typical staging approach for bridge construction on I-405 that will be used where practicable. As the first step, traffic is shifted toward the I-405 median, and the existing lanes and shoulders are narrowed slightly. This approach allows widening of the existing structure or construction of the new bridge, depending on the design, to occur on the outside of the roadway. Next, traffic is shifted onto the new bridge area. If the bridge is being replaced rather than simply widened, the old structure is demolished after traffic is shifted to the new bridge.

Road Closures

Some road closures will be necessary to construct various improvements. WSDOT will notify local agencies, public services, utilities, and the general public prior to any temporary road closures and will clearly mark detour routes. As much as possible, closures will be scheduled during times that will have the least impact on the traveling public.

Traffic Control

WSDOT will work with local agencies to develop detours as needed during construction. Prior to starting construction, WSDOT will develop a traffic control plan. The plan's primary objectives will be to provide a safe facility, to streamline the construction schedule, and to minimize reductions to existing traffic capacity. To lessen effects on traffic, the duration of activities will be minimized and reductions in capacity will be limited and will be targeted to a period when they will have the least effect.

Schedule

Because the I-405 Corridor Program master plan configuration is very expensive, WSDOT will implement the improvements in phases as funding becomes available. The Tukwila to Renton Project represents Phase 2 for this section of I-405. This discipline report assumes a baseline condition where the Phase 1 improvements, Renton Nickel Improvement Project, have been completed prior to the start of Phase 2.

Construction of the entire Tukwila to Renton Project is expected to be spread over several years as funding becomes available. For this reason, construction activity will not be constant throughout the entire study area and the duration will vary depending on the improvement being constructed.

The first element of the Tukwila to Renton Project that is proposed for construction is the SR 515 Interchange Project. This portion is funded through the 2005 Transportation Partnership Account (TPA). This Tukwila to Renton project element will construct a half-diamond interchange on I-405 at Talbot Road (SR 515). Construction of this element is scheduled to begin in autumn of 2008. The remaining elements of the Tukwila to Renton Project are unfunded at this time.

To complete the master plan for I-405 from I-5 to SR 169, additional work will need to be accomplished in this area.

Does this project relate to any other improvements on I-405 or connecting highways?

The Tukwila to Renton Project is part of a comprehensive program to address the congestion problems in the I-405 corridor. WSDOT worked with the Federal Highway

Administration (FHWA), Federal Transit Administration, Central Puget Sound Regional Transit Authority, King County, and local governments to develop strategies to reduce traffic congestion and improve mobility along the I-405 corridor. The I-405 Corridor Program Environmental Impact Statement (EIS) and Record of Decision (ROD), published in 2002, document these strategies. The selected alternative has become known as the master plan.

WSDOT is constructing the master plan as funding becomes available. For the southern end of I-405 extending from I-5 to SR 169, the Renton Nickel Improvement Project was Phase 1. This phase was largely funded by the statewide transportation-funding plan called the “nickel package,” which was approved by the Washington State Legislature in 2003. In 2005, the legislature passed a second funding package, TPA. It also provided funding for the Renton Nickel Improvement Project. Construction of the Renton Nickel Improvement Project began in 2007 and will be completed by 2011.

The other I-405 projects that relate to the Tukwila to Renton Project address the sections north of SR 169 to the end of I-405 at I-5 in Lynnwood. Of these projects, the first stage for the Kirkland area of I-405 is currently under construction. The first stage for Bellevue, SE 112th Street to SE 8th Street, began construction in 2007. As each successive project becomes operational, the public will benefit from the improved traffic movement, safety, and capacity along the I-405 corridor.

Another related project is the HOT Lanes Pilot Project on SR 167. This project will convert the existing HOV lanes to High-Occupancy Toll (HOT) lanes between Auburn and Renton. HOT lanes will better manage the SR 167 corridor traffic demand through tolling. The Tukwila to Renton Project will tie into the HOT lanes project.

In addition, some local agencies are working on projects that will tie into the work on I-405. For example, the City of Renton is proposing to reconstruct Rainier Avenue S, in particular, improving local access and circulation to the interchange with I-405 and SR 167.

As well as the road projects discussed above, WSDOT and the City of Renton are constructing the Springbrook Creek Wetland and Habitat Mitigation Bank. This project will create

a large wetland complex that will provide mitigation credits to multiple projects including the Tukwila to Renton Project.

What is the No Build Alternative?

The No Build Alternative assumes that the improvements associated with the Renton Nickel Improvement Project are constructed as does the baseline condition. Only routine activities such as road maintenance, repair, and safety improvements would be expected to take place between 2014 and 2030. This alternative does not include improvements that would increase roadway capacity or reduce congestion beyond baseline conditions. For these reasons, it does not satisfy the project's purpose to reduce congestion on I-405 between I-5 in Tukwila and SR 169 in Renton.

The No Build Alternative has been evaluated in this discipline report as a comparison for the effects associated with the Build Alternative.

SECTION 3 STUDY APPROACH

What is the study area and how was it determined?

We set the study area limits to include the area where the project could affect community/neighborhood resources. We anticipate that most project effects will not extend farther than about one-half mile from project activities along I-405 and SR 167. Because the census block groups used to characterize the community resources near the project tend to extend beyond one-half mile, the study area boundary varies depending on the boundaries of the census areas. The study area consists of the following block groups:

- Census tract 253 block group 3
- Census tract 253 block group 4
- Census tract 256 block group 2
- Census tract 257.01 block group 1
- Census tract 257.01 block group 2
- Census tract 257.01 block group 6
- Census tract 258.01 block group 2
- Census tract 258.01 block group 3
- Census tract 262 block group 1
- Census tract 262 block group 3
- Census tract 262 block group 4

What policies or regulations are related to effects on environmental justice?

President Clinton signed Executive Order 12898 requiring federal agencies to identify and avoid “disproportionately high and adverse” effects on minority and/or low-income populations for federal programs that affect human health or the environment. Incorporating environmental justice principles throughout the transportation planning and decision-making processes supports the principles of NEPA. Environmental Justice principles support Title VI of the Civil Rights Act; the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970; TEA-21, SAFETEA-

LU; and other DOT statutes, relocation regulations, and guidance that affect social, economic, environmental, public health, and public involvement.

How did we collect information on environmental justice populations for this report?

We collected information from a variety of sources. We obtained 2000 census statistics on race, ethnicity, and poverty status from the U.S. Census Bureau website. We obtained demographic information on schools in the study area for the 2004–2005 school year, the most current information available, from the National Center for Education Statistics website.

This demographic information was shared with the public involvement team to help them develop outreach strategies appropriate for the demographics in the study area.

The I-405 Team developed the public involvement plan to ensure inclusiveness of minority and low-income populations, including populations with limited ability to understand English. We met with organizations that provide services to minority and low-income populations (service providers). In these meetings, we shared information about the project, learned about the organization’s clients, and discussed the organization’s view of the project’s potential effects. Section 5, Project Effects, and Appendix A contain more information on the service provider interviews.

The *Social Elements, Public Services, and Utilities Technical Memorandum; Transportation Discipline Report; and Cultural, Historic, and Archaeological Technical Memorandum* prepared for this project provided information on social conditions, tribes in the area, public transportation, and schools in the area.

What public involvement activities have occurred since the I-405 Corridor Program Final EIS?

Public involvement related to the project has been ongoing since 1999, when we conducted scoping for the I-405 Corridor Program Environmental Impact Statement. Public involvement has been an essential element of the environmental analysis, documentation, and review process. For the Renton Nickel Improvement Project, the public

How do we define minority?

Individuals listed in the Census as Black (a person having origins in any of the black racial groups of Africa); Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race); Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); American Indian/Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition); or some other race.

How do we define low-income?

A household income that is at or below the federally designated poverty level for a given household size.

involvement team conducted environmental justice outreach in several ways. WSDOT interviewed social service providers; widely advertised the public scoping meeting; distributed an email newsletter to service providers and interested citizens; and translated fact sheets into Chinese, Russian, Spanish, and Vietnamese.

WSDOT has continued to hold public meetings as the I-405 Program moves forward. We held an agency and public scoping meeting for the Tukwila to Renton Project (Phase 2) on May 23, 2006. Approximately 36 people attended the public scoping meeting. To inform the public of the scoping meeting, we sent a flyer to more than 1,240 recipients, including:

- Property owners and residents within approximately 750 feet of I-405
- Section 8 housing assistance recipients living along the I-405 corridor
- All interested residents as included on the corridor-wide mailing list

In addition, we sent an email alert to the project email lists, major employers, and advocacy groups, and we placed ads in the following publications:

- Chinese Post
- El Mundo
- King County Journal
- Phuong Dong Times
- Renton Reporter
- Russian World
- The Skanner

On October 4, 2007, we held a public open house that focused on findings of the discipline reports prepared to support the Tukwila to Renton Project EA. This open house included information on the findings of this environmental justice discipline report. Approximately 40 people attended the open house, and no one provided comments on environmental justice information provided. We informed people of the meeting by sending out postcards to our project mailing list of 4,337. Our mailing list includes property residents and

What is scoping?

The process implemented early in project development by the lead agency to involve the public, agencies, local jurisdictions, tribes, and other concerned groups in identifying the range of proposed actions, alternatives, environmental issues, impacts, and mitigation measures to be evaluated in an environmental document. For specific projects where an Environmental Assessment is being prepared, scoping may focus on environmental issues, effects, and mitigation.

owners within 750 feet of the project; local, state, and federal agencies with interest in the project; tribal governments; local neighborhood associations, and Renton and Tukwila residents in our database. We also published ads in the following publications:

- Chinese Post
- El Mundo
- Highline Times/Des Moines News
- Kent Reporter
- Phuong Dong Times
- Renton Reporter
- Russian World
- The Facts

We determined where to focus environmental justice outreach by starting with demographic data (based on the 2000 census) as a base. We verified census information by cross-referencing it with City of Renton demographic information. The information helped us identify block groups with minority and low-income populations. This provided the basis for focused outreach to specific housing facilities and neighborhoods.



Public Meeting

We translated the fact sheet on I-405 corridor projects into Chinese, Russian, Spanish, and Vietnamese for the scoping meeting and other outreach efforts. We identified multilingual I-405 team members so that if interpreters were needed, they could be called upon to help. We chose a scoping meeting location that was accessible by public transit and to people with disabilities and offered telephone assistance in finding bus routes.

On March 20, 2007, we held a hearing on access issues relating to the proposed SR 515 half-diamond interchange. The hearing was for owners abutting SR 515 where the access rights are proposed to change. Notices went out to all individuals affected by the funded SR 515 Interchange Project and was also published in the Seattle Times and Seattle Post-Intelligencer.

We learned more about the area's minority and low-income populations and their transportation needs through meetings

with social service providers. During these interviews, we explained the project to the service providers and received feedback on how the project could benefit or adversely affect their clients, staff, and volunteers. In the section, Project Effects, we list service providers interviewed for the project, their concerns about the project, and potential measures to address their concerns. In addition to the interviews, we spoke with the clients of some of these services by locating a table and display board in the lobbies of WorkSource Renton and Salvation Army for several hours. The clients learned more about the project and shared their thoughts on the project and other transportation issues. Although not all service providers interviewed are located in the study area, they do provide services to people living in the study area. Most service providers wanted to be included on the project's email list and offered to post or distribute information to their clients.

In addition to the activities described above, we are conducting the following outreach throughout the duration of the project:

- We distribute a corridor-wide monthly newsletter via email.
- At project meetings, we distribute a project brochure (or "folio") that tells the I-405 story, while fact sheets on specific I-405 projects target areas of interest.
- We are briefing affected property owners throughout the project through one-on-one meetings, citizen group meetings, or neighborhood coffee hours. We offer to provide interpreters at these meetings.
- We are keeping the media informed through press releases, media releases, press kits, meetings with reporters, and editorial board briefings.
- A website on the Tukwila to Renton Project provides information on public involvement opportunities, finances, project benefits, timeline, etc.
- We regularly brief City of Renton and Tukwila staff on the project. We discuss any communication issues and recommendations, including environmental justice outreach.

- A Speakers Bureau made up of the I-405 Team meets with civic organizations in the area to brief their members on project progress and to answer questions.

WSDOT will continue to meet with neighborhood associations in Renton to update residents on the project, planned improvements, and potential effects. These neighborhood briefings are as inclusive as possible and include minority and low-income populations. Tukwila city staff did not see any need for WSDOT to meet with Tukwila neighborhood groups as the project only affects Tukwila commercial areas. We have met with the following neighborhoods within the study area:

- Renton Hill
- Talbot Hill
- Highlands
- Victoria Park
- Valley Vue
- Monterey Terrace

These neighborhood meetings were held in English. Before each meeting, I-405 staff investigated whether there was need for an interpreter. To date, an interpreter has not been needed.

How did we evaluate effects on environmental justice populations?

We identified potential effects of the project by interviewing authors or reviewing project reports on the following disciplines:

- Air Quality
- Economics
- Cultural, Historic, and Archaeological Resources
- Land Use Patterns, Plans, and Policies
- Noise and Vibration
- Social Elements, Public Services, and Utilities
- Section 4(f) of the DOT Act of 1966
- Transportation
- Visual Quality
- Hazardous Materials

After identifying adverse effects, we assessed whether the project would affect populations differently. For example, noise tends to affect the people living near the noise source more than others. When identified, this type of effect is looked at in more detail.

The next step in assessing an adverse project effect that could affect populations differently (such as noise) was to look at who is affected. Using a Geographic Information System (GIS), we mapped the adverse effects over the census block groups. This allowed us to compare the race/ethnicity and poverty status of those affected. Other sources, such as service provider interviews and other information learned through outreach and windshield surveys were used to confirm GIS map findings.

We used the following criteria to determine whether the effect fell disproportionately on environmental justice populations.

1. A minority and/or low-income population will predominately bear the effects; or
2. The minority and/or low-income population will suffer the effects and the effects will be appreciably more severe or greater in magnitude than the adverse effects suffered by the non-minority and/or low-income population.

In addition, we analyzed the project's potential benefits and the proposed mitigation for any adverse effects.

What is a Geographic Information System (GIS)?

A digital computer mapping system that can overlay a wide variety of data such as land use, utilities, and vegetative cover, and provide a spatial analysis.

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SECTION 4 BASELINE CONDITIONS

Does the study area have populations that are protected under environmental justice?

Executive Order 12898 requires federal agencies to identify and avoid disproportionately high and adverse effects on minority and/or low-income populations for federal programs that affect human health and the environment. We identified minority and low-income populations in the study area using 2000 census data on race/ethnicity (including Hispanic/Latino) and poverty status (populations living at and below the poverty level). Individuals who have limited ability to understand English were also identified using census data. Although environmental justice does not specifically include individuals with limited ability to understand English unless they are minorities or low-income, we want to include those who do not understand English well in the decision-making process.

Within the study area, the low-income population comprises 10 percent of the residents. This percentage for low-income residents matches the city of Renton's percentage (10 percent) and is lower than the city of Tukwila's percentage (13 percent) according to the U.S. Census (U.S. Census 2000).

Race and ethnicity information is depicted in Exhibits 4-1 and 4-2. Within the study area, the minority population comprises 39 percent of the residents. This percentage for minority residents is higher than the city of Renton's percentage (34 percent minority), and lower than the city of Tukwila's percentage (46 percent minority) (U.S. Census Bureau 2000). African American, Asian, and Hispanic populations are represented in substantial numbers throughout the study area. Census tract 257.01 block group 6, census tract 258.01 block group 3, census tract 262 block group 3, and census tract 262 block group 4 have the highest overall percentages of minority populations, with over 40 percent minority populations each.

Exhibit 4-1: Minority and Low-income Populations in the Study Area (North)

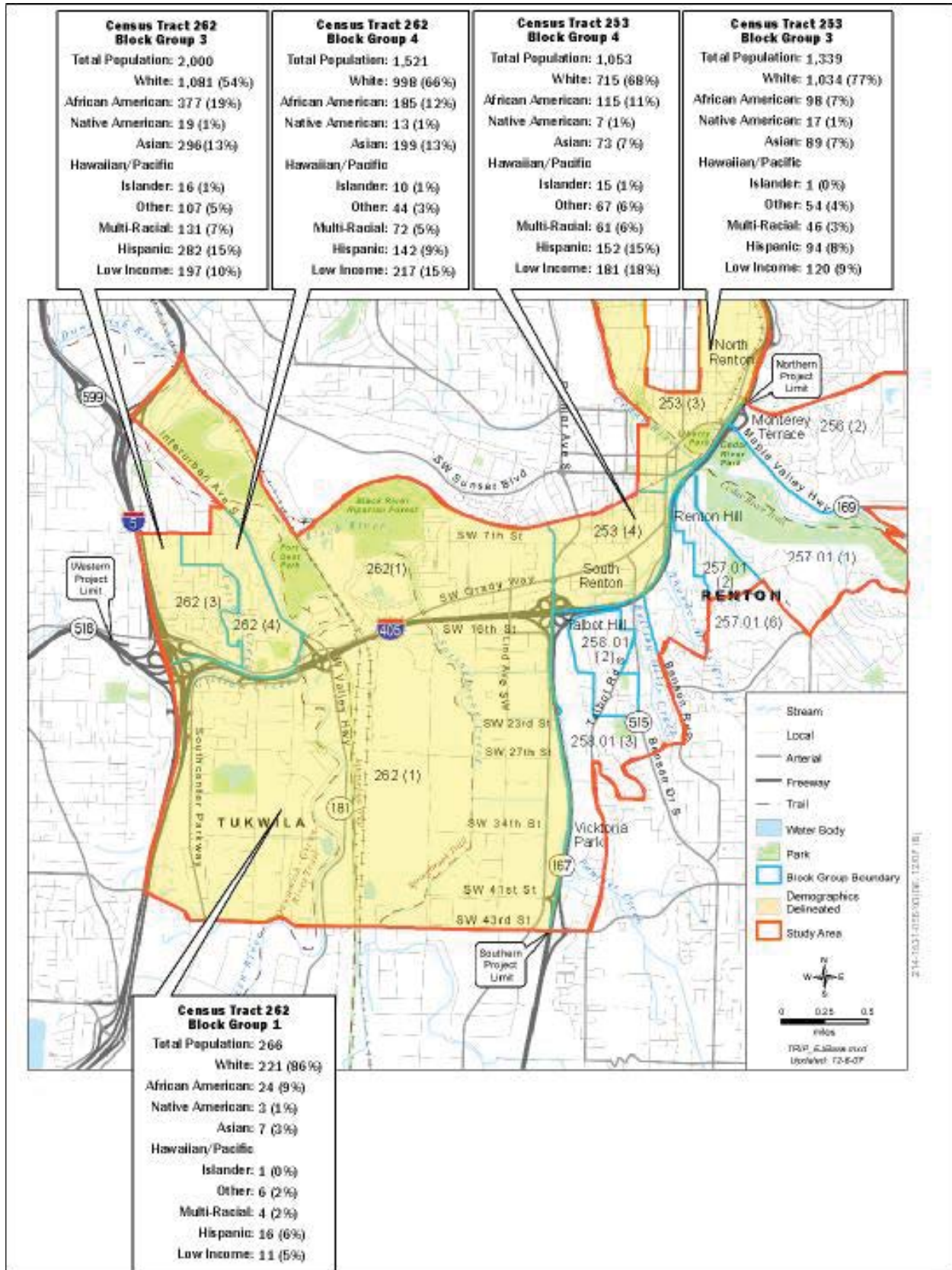
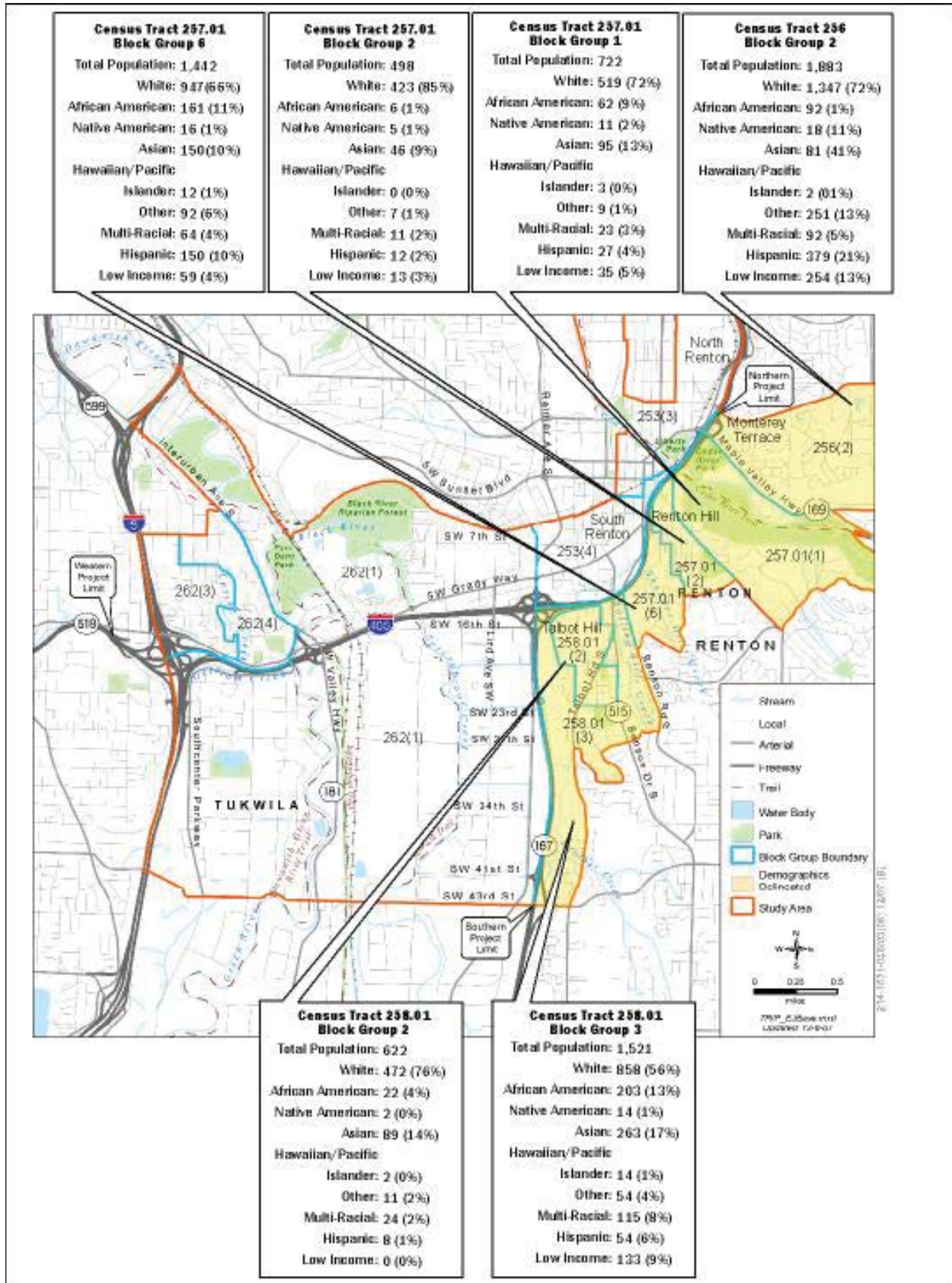


Exhibit 4-2: Minority and Low-income Populations in the Study Area (South)



We further confirmed the presence of minority and low-income populations in the study area by obtaining school data from the 2004–2005 school year. Demographic data for the four public schools in the study area are depicted in Appendix B. The school data reflect higher levels of low-income populations (represented by students eligible for the free or reduced-price lunch program) and minority populations as compared to the census data. This is likely due to increasing numbers of minority and low-income populations moving to the area. A comparison of 2005 American Community Survey estimates and 2000 census data by race, ethnicity, and poverty status for King County indicates that minority and low-income populations have increased since the 2000 census was taken. One of the social service providers remarked that Russian, Hispanic, and Asian populations have increased in the study area.

Does the study area have populations with a limited ability to understand English?

Information on race/ethnicity is useful in identifying populations with a limited ability to understand English and allows us to identify the need for translation services to communicate project information. The U.S. Department of Justice recommends that agencies consider providing language translation services if an ethnic group with a primary language other than English composes 5 percent or more of an area. For example, if 5 percent or more of an area's population is Hispanic, there is a strong possibility that individuals may be limited in their ability to understand English, thereby limiting their ability to participate in the project decision-making process. When this high percentage has been identified, we should consider translation and interpreter services. Exhibits 4-1 and 4-2 indicate that block groups in the study area have Hispanic and Asian populations that constitute 5 percent or more of the population.

Information on ability to speak English, language spoken at home, and place of birth is also helpful in identifying populations with limited ability to understand English. Based on this information, the study area has substantial numbers of people who speak Spanish, Vietnamese, Chinese, and Tagalog. Service provider interviews indicated the need for materials to be translated into Spanish, Chinese, Vietnamese, and Russian.

Tagalog was not identified by service providers as a language that needed translation services. To help people with limited English language abilities use project materials to participate in the decision-making process, we provide translation and interpreter services in Chinese, Russian, Spanish, and Vietnamese. The decision to provide these services was based on census data and information learned from service provider interviews.

Why is it important to involve tribal governments in the project?

American Indians are included in environmental justice analyses because they are minorities and are protected under Civil Rights laws. WSDOT consults with Indian tribes that could be affected by a project. WSDOT sent letters providing information on the project to the Confederated Tribes and Bands of the Yakama Nation, Duwamish Tribe, Muckleshoot Indian Tribe, Snoqualmie Tribe, and Tulalip Tribe, and will continue to coordinate with the tribes. These tribes have crucial information on natural, cultural, and archaeological resources in the study area that WSDOT can incorporate into the environmental and design processes. Tribal coordination efforts are further enforced by a WSDOT Executive Order signed in 2003 that directs WSDOT employees to enter consultation with tribes who have ancestral homelands in affected areas.

Are there gathering places, businesses, or services that are important to environmental justice populations?

Knowledge of gathering places, businesses, and services for minority and low-income populations in the study area can help identify adverse effects and places where it is especially important for the project to avoid or minimize effects from an environmental justice perspective. This knowledge can also help identify avenues for reaching out to minority and low-income populations. A windshield survey and service provider interviews helped identify some of these places for minority and low-income populations that are in or near the study area. We list examples of such places as follows:

- Service providers such as City of Tukwila Human Services, King County Work Training Program, Renton Clothing

Bank, Seattle/King County Public Health, City of Renton Housing and Human Services, WorkSource Renton, City of Kent Housing and Human Services, Kent DSHS Community Service Office, Renton Area Youth and Family Services, Renton Housing Authority, Hopelink, King County Housing Authority, The Salvation Army/Renton Rotary Food Bank and Service Center, Renton Community Health Center, Group Health Cooperative Services, Valley Medical Clinics, and Renton Senior Center are important services for minority and low-income populations. Most of these services are not in the study area, but low-income and minority residents who live in the study area travel to these services.

- Parks often provide gathering places for environmental justice populations. Some of the parks in the study area include Lower Talbot Hill Park, Lake Street Open Space, Talbot Hill Reservoir Park, Thomas Teasdale Park, Philip Arnold Park, Crystal Springs Park, Tukwila Park, Ikawa Park, Fort Dent Park, Christensen Greenbelt-Duwamish/Green River Trail/Christensen Greenbelt, Interurban Trail, Springbrook Trail, Narco Community Park, Freeway Park, Cedar River Trail - South Loop, Cedar River Park, Liberty Park, Veterans Memorial Park, Burnett Linear Park, Tonkins Park, Jones Park, Piazza Park, and Gateway Park. The Renton Community Center is another gathering place in the study area.
- Schools are important resources within the communities. Not only do the attending students interact in schools, but the schools contain play equipment, ball fields, and other community facilities. Schools in or near the study area include: Renton Senior High School, Sartori Education Center, Talbot Hill Elementary School, and Tukwila Elementary.
- Churches are important gathering places for some cultures. The following are Hispanic, Chinese, Vietnamese, Russian, or Ukrainian churches located in Renton: Evangelical Chinese Church of South King County, Mei-Hua Chinese United, Trinity Taiwanese Mennonite Church, Asamblea de Dios de Renton (Renton Assembly of God), Seattle Spanish Assembly, National Hispanic Org Church, Siglo Veintiuno, Life for Jesus, First Ukrainian Pentecostal, Ukrainian Christian Church, Hong



Hispanic Church

An Vietnamese Baptist Church, Vietnamese Bible Fellowship, and Vietnamese Grace Baptist.

- Westfield Shoppingtown is a commercial area that is also a gathering place.
- Many environmental justice populations are reliant on transit services. King County Metro and Sound Transit provide service in the study area with 26 bus routes. Eleven routes have weekday, Saturday, and Sunday service; two routes have weekday and Saturday service; and the remaining 13 routes have weekday-only service. The Renton Transit Center is a transit hub for the area.

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SECTION 5 PROJECT EFFECTS

What did service providers say about potential impacts of the project?

In Exhibit 5-1, we list the service providers who we interviewed for the project, their concerns about the project, and potential measures they suggested to address their concerns. Most service providers were concerned about construction delays and requested information on construction activities in order to plan for delays or alternate routes. The outreach to WorkSource Renton and Salvation Army clients revealed concerns about the reliability of transit rather than effects specific to this project.



Salvation Army

Exhibit 5-1: Service Provider Interview Findings

Name	Concerns	Mitigation Suggested by Organization
City of Tukwila Human Services September 27, 2006	Construction effects such as traffic and access to buses and their offices.	Don't start construction at the end of the year; October to January is the busiest time of the year.
King County Work Training Program September 28, 2006	Construction effects on traffic and bus service, especially along Grady Way.	Provide shuttle service during special events like training classes and job fairs. Provide funds to expand the program's Flexcar Program during construction. Send email alerts in advance of construction activities.
Renton Clothing Bank October 2, 2006	No concerns as long as buses are running.	No mitigation measures recommended.
Seattle/King County Public Health October 4, 2006	Construction and development effects on open spaces, bike/pedestrian trails, transit, and traffic. Residential displacements could have a negative effect on housing affordability and availability. Relocating families could disrupt community cohesion. Widening I-405 could degrade air quality and increase asthma problems.	Maintain access to bike/pedestrian trails. Avoid effects on transit. Relocate displaced families to places that maintain community cohesion.
City of Renton Housing and Human Services October 4, 2006	Effects on non-profits on Grady Way (Washington State University Cooperative Extension, WorkSource Renton, Workfirst) and transit due to congestion from construction.	Coordinate construction activities with transit agencies. Locate affordable housing units closer to services. Provide resources (info and fares) to people coming from the courthouse and jail. Provide funds for a Flexbike Program and program that helps people overcome transportation barriers to employment.

Exhibit 5-1: Service Provider Interview Findings (continued)

Name	Concerns	Mitigation Suggested by Organization
WorkSource Renton October 5, 2006	Temporary displacement of parking spaces in lot during construction. Pedestrian safety in parking lot during construction. Construction vibration effects on Youth Learning Center. Effects on transit due to changes to transit and congestion from construction.	Stage most disruptive construction activities during summer when Youth Learning Center is less busy. Prevent construction-related power outages and secure computer network. Limit construction noise and vibration effects on services. Provide advance notice of construction activities and closures. Encourage staff to find alternatives to driving alone. Provide an online commute survey and free ride tickets. Upgrade Metro kiosk. Develop one-stop services to reduce client trips. Improve safety at Park-and-Rides (prevent break-ins). Expand Metro services. Coordinate van program to get job seekers to interviews.
City of Kent, Housing and Human Services October 5, 2006	Access and transit reliability effects from traffic congestion during construction, especially to Veteran's Hospital. Requests for resources and information may increase due to congestion.	Carpool or vanpool programs. Provide information about construction activities.
City of Kent, DSHS, Community Services Office October 5, 2006	Pedestrian access under and around I-405. Access to their offices, other services, jobs, and day care. Longer commute times from construction activities.	Provide direct access to medical facilities in Renton and Seattle. Improve transit safety, security, timing, and frequency.
Renton Area Youth and Family Services October 18, 2006	Access to office, parking, noise, and utility disruption during construction.	Improve transit (internal circulation) around Renton. Advance notification of construction activities. Prevent utility and access disruptions. Do not use parking lot behind Renton Area Youth and Family Services for construction staging.
Renton Housing Authority October 18, 2006	Access to the office for staff. Loss of affordable housing due to property acquisition.	Contract with Renton Housing Authority to provide relocation services. Improve transit (internal circulation) around Renton.
Hopelink October 25, 2006	Construction effects on services that Hopelink brokers (DART, taxis) and transit reliability.	No mitigation recommended.
King County Housing Authority November 1, 2006	Effects on transit during construction.	No mitigation recommended.
Salvation Army, Renton Rotary Food Bank and Service Center November 15, 2006 and December 22, 2006	Congestion effects during construction on clients, staff, and delivery trucks.	Provide advance notification of construction activities. Provide alternatives to driving.

How will project construction affect minority and low-income populations?

The project will widen the roadway, widen or replace I-405 bridges, relocate or protect utilities, and install storm drainage facilities. These activities will have minor short-term effects such as increased noise, increased dust, decreased visual aesthetics, and increased traffic congestion that could affect people living and working in and traveling through the study area. The temporary reroutes of the Duwamish-Green River and Interurban Trails will affect bicyclists and pedestrians. Parts of Cedar River Park, Liberty Park, Cedar River Trail, and NARCO Property will be redeveloped and will be temporarily unavailable for use. Because these construction effects are localized and temporary, they will have only a minor negative effect on the cohesiveness of neighborhoods or the social interactions of residents within the neighborhoods. Our analysis showed that environmental justice populations will not disproportionately bear any of these adverse effects. Relocations and displacements are discussed under operational effects.

What is an effect?

Something brought about by a cause or agent; a result. This may include ecological, aesthetic, historic, cultural, economic, social, health, or other effects, whether direct, indirect, or cumulative. Actions may have both beneficial and detrimental effects.

How will project operation affect minority and low-income populations?

We analyzed potential effects of the project as listed below.

- WSDOT will acquire and relocate 25 residential structures and 16 commercial properties for the project (WSDOT 2007a). This includes the acquisition of two buildings (44 units) in the Berkshire Apartments complex. Effects of acquisitions will be mitigated by relocating residents and businesses within the general area under the terms of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. Further analysis on relocation effects is documented later in this section.
- We determined the project will cause air quality to be about the same in the long term (WSDOT 2007b).
- We have not identified any long-term effects to historic, cultural, archaeological, and Section 106 resources (WSDOT 2007c). See the *Cultural, Historic, and*

Archaeological Resources Technical Memorandum for more information.

- We do not expect substantial adverse ecosystem effects. The project has been designed to avoid effects to the ecosystem to the greatest extent practicable. During construction, WSDOT will require that appropriate best management practices and conservation measures are implemented to reduce potential ecosystem effects. Mitigation activities to offset project effects will be performed in accordance with applicable local, state, and federal regulations.
- We do not expect any substantial adverse effects from hazardous materials because the project will comply with all applicable environmental rules and regulations, the I-405 Programmatic Commitments, and the Record of Decision commitments (WSDOT 2007d).
- We determined the project is supportive of local land use plans and policies, and that the project will not change land use patterns (WSDOT 2007e). See the *Land Use Discipline Report* for more information.
- One hundred and ninety residences will be affected by noise (noise levels will exceed the FHWA noise abatement criteria) in 2030 (WSDOT 2007f). Approximately half of these noise effects (98 residences) will happen even if the project is not built. Further analysis on noise effects is documented later in this section.
- We have not identified any long-term, adverse effects on public services or utilities (WSDOT 2007a). Travel times will improve along I-405, a potential benefit to public services such as emergency response services and police. See the *Social Elements, Public Services, and Utilities Technical Memorandum* for more information.
- Although there will be some noise impacts to parks and Section 4(f) resources from the Build Alternative, effects will not be substantial (WSDOT 2007g). The project will acquire some property from the Duwamish-Green River Trail Trailhead and Cedar River Park, but these acquisitions should not substantially affect use of the facilities. Also, Liberty Park will lose its existing access. The project will fully acquire Freeway Park; however, this is not considered a significant park for Renton residents

What are the noise abatement criteria?

The FHWA noise abatement criteria specify exterior and interior noise levels for various land activity categories such as residential and commercial. WSDOT considers a noise impact to occur if predicted equivalent hourly noise levels (Leq (h)) approach within 1 A-weighted decibel (dBA) of the noise abatement criteria.



Renton Transit Center

because it is already very close to the freeway. See the *Section 4(f) Evaluation* for more information.

- The Build Alternative will improve freeway travel speeds for most locations in the study area compared to the No Build Alternative (WSDOT 2007h). The project will improve safety by reducing congestion, and in turn, congestion related accidents. The project will also improve the roadway configuration in locations where a high number of crashes are occurring. Congestion at most intersections will decrease with the Build Alternative compared to the No Build Alternative. The HOV lanes will have higher travel speeds with the Build Alternative because the HOV lane drivers will not slow down as much due to the fear that someone will suddenly move into the HOV lane from the congested general-purpose lanes. The Build Alternative will add select HOV lane direct-connector ramps at the I-405/SR 167 interchange. The new ramps will save transit and HOVs time as they will no longer have to weave across the general-purpose lanes to move between freeways. See the *Transportation Discipline Report* for a more detailed description of transportation effects.
- The project will permanently change visual quality for both freeway users (views from the road) and freeway neighbors (views toward the road) (WSDOT 2007i). The project will potentially reduce visual quality for some viewers; however, overall, these changes are minor when compared to baseline visual quality. Viewers in an apartment building in downtown Renton on Main Avenue will experience adverse visual effects due to the addition of a retaining wall and widening (cantilever over Main Avenue) of the freeway. For some Talbot Hill residents, the new elevated structure will encroach on the vista and block territorial views. WSDOT has incorporated guidelines into the project design to provide unity and cohesiveness for the project to help mitigate the project's effects to views. It's difficult to determine whether any single residence affected by view impacts are minority and/low-income residents; however, based on census data from the affected areas, disproportionate effects to minority and/or low-income populations are not expected.

**What do we mean by
community cohesion?**

The ability of people to communicate and interact with each other in ways that lead to a sense of community, as reflected in the neighborhood's ability to function and be recognized as a singular unit.

- Besides the displacement and noise effects described above, operation of the project is not expected to adversely affect the community (WSDOT 2007a). The business relocations will not affect community cohesion because they do not provide local community services or support (like a grocery store). While it is estimated that most of the displaced businesses have very few full-time or part-time employees, the two hotels and industrial park are likely to have a higher number of employees. None of the displaced businesses are minority-owned, fill a cultural niche, or employ large numbers of minorities; therefore disproportionate effects to minority or low-income populations are not expected. The residential displacements will not separate or isolate neighborhoods, but parts of neighborhoods will be affected due to the relocation of the displaced residents. A discussion of relocation effects to minority and low-income populations is provided in the section below. Although there are some permanent effects to parks, the park effects will not be substantial or affect their use in an adverse way.

As discussed above, the project requires relocation of residents and businesses (see Exhibit 5-2), including 44 units (two apartment buildings) in the Berkshire Apartments complex.

Exhibit 5-2: Project Relocations

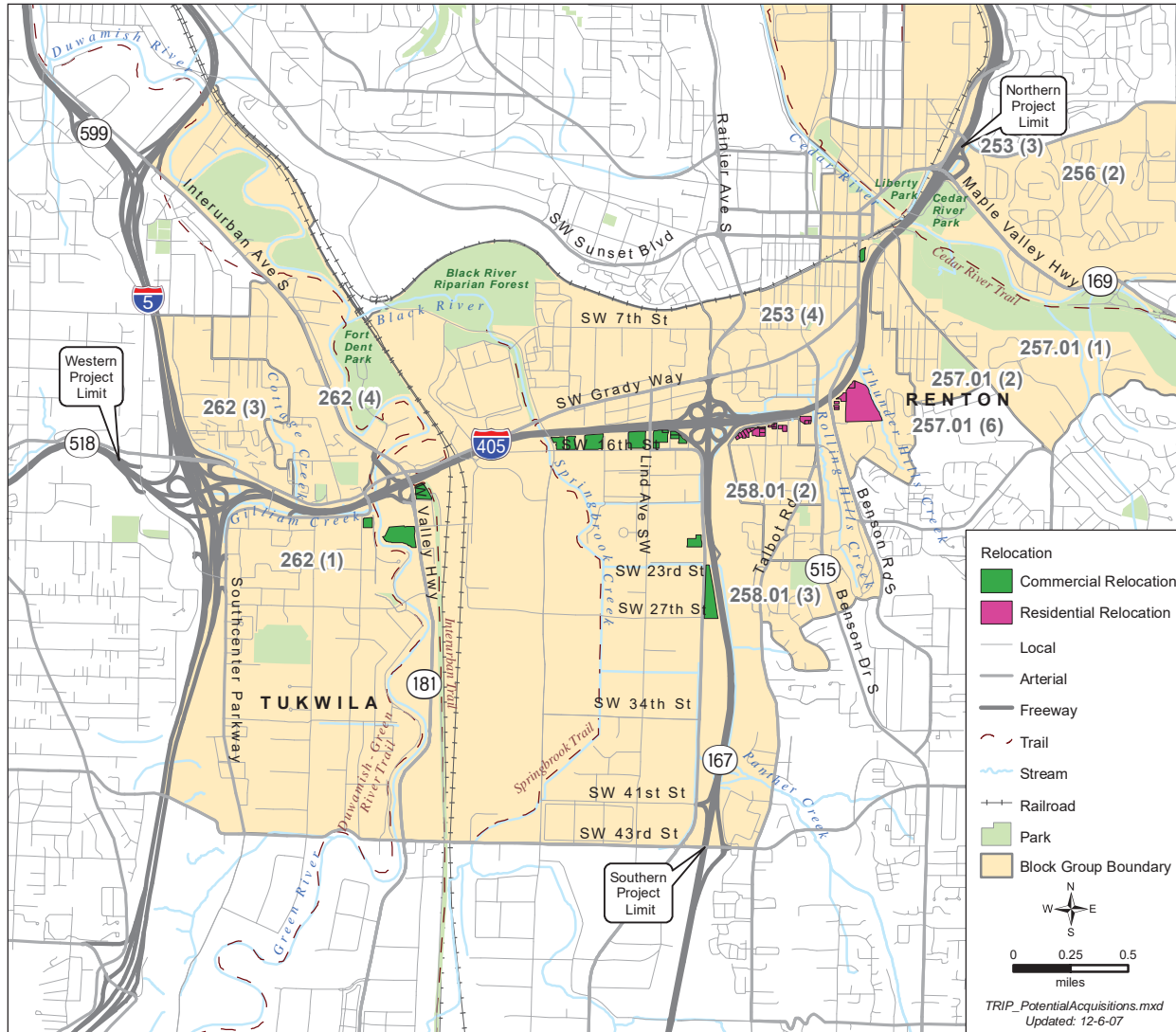


Exhibit 5-3 shows the number of relocations required by block group, and percentage of the block group that are minority or low-income populations.

Exhibit 5-3: Project Relocations by Block Group

Census Block Group	Relocation	% Minority	% Low Income
253 (4)	1 Commercial	39%	18%
257.01 (6)	6 Residential (including 44 apartment units)	43%	4%
258.01 (2)	16 Residential	20%	0%
258.01 (3)	3 Residential	43%	9%
262 (1)	15 Commercial	13%	5%

It is difficult to determine at this point in the project whether any single residence affected by relocation is minority and/or low-income; however, the percentages in Exhibit 5-3 give a good indication of the minority and low-income population within the affected area. Most of the residential displacements will occur in census tract 257.01 block group 6 and census tract 258.01 block group 2. Both block groups have relatively low percentages of low-income populations. The percentages of minority populations are 43 percent and 20 percent, respectively. At a 43 percent minority population, census tract 257.01 block group 6 has a relatively high number of minority populations. However, two other block groups have higher percentages of minority populations. The project will not displace any residences in these high-minority block groups, indicating that the displacements will not have a disproportionately high or adverse effect on minority populations. None of the displaced businesses are minority-owned, fill a cultural niche, or employ large numbers of minorities.

WSDOT, through its Relocation Assistance Program, will make replacement housing available to displaced tenants and provide assistance with moving expenses and replacement housing payments, if necessary. For residential tenants, replacement housing payments are based on the difference between rent and utilities at the displacement site versus rent and utilities at the best, available comparable housing. No displaced person will be required to move without being given a written Notice of Relocation Eligibility, Entitlements & 90-Day Assurance at least 90 days prior to the date by which they will be required to move. Relocating some of the apartment tenants to nearby apartments may be challenging because of the local trend towards turning apartments into condominiums. WSDOT will be required to pay more to relocate tenants if decreased supply increases the costs of comparable housing.

Due to the determination of project noise effects in the Noise Discipline Report, we also needed to analyze the effects further for environmental justice. After WSDOT implements mitigation measures (constructs noise barriers), 121 residences will experience noise effects compared to 98 residences with the No Build Alternative. These 121 residences will experience noise levels that meet or exceed FHWA noise

abatement criteria. Approximately 48 of the 121 residences that meet or exceed the noise abatement criteria will experience an increase in noise levels that will be perceptible. Most of these noise effects are located in the Renton Hill and Talbot Hill neighborhoods. These neighborhoods have some minority populations (39 percent and 20 percent minority) and a relatively low number of low-income populations (4 percent and less than 1 percent low-income). Fourteen noise barriers were examined for various noise effect locations. Two were found to be reasonable and feasible; most were either not reasonable because they cost more than WSDOT's mitigation allowance or not feasible because they do not achieve the required noise reduction. The project will also relocate a noise barrier built under the Renton Nickel Improvement Project. See the *Noise Discipline Report* for more detailed information.

Residential noise effects (where the noise effects will be higher with the project than under the No Build Alternative) are depicted in Exhibit 5-4 and listed by block group in Exhibit 5-5. Each block group listed in Exhibit 5-5 has some minority or low-income populations.

It is difficult to determine at this point in the project whether any single residence affected by noise is minority and/or low-income; however, the percentages in Exhibit 5-5 give a good indication of the minority and low-income population within the affected area. Most of the noise effects occur in census tract 257.01 block groups 2 and 6 and census tract 258.01 block groups 2 and 3. All block groups have relatively low percentages of low-income populations. The percentages of minority populations are 22 percent, 43 percent, 20 percent, and 43 percent, respectively. At 43 percent minority population, census tract 257.01 block group 6 and census tract 258.01 block groups 3 have relatively high numbers of minority populations. However, only about 40 percent of the noise effects occur in these two block groups. In addition, two other block groups in the study area have higher percentages of minority populations. The project will not have any noise effects in these other two high-minority block groups, further indicating that noise effects will not have a disproportionately high or adverse effect on minority populations.

Exhibit 5-4: Project Noise Effects

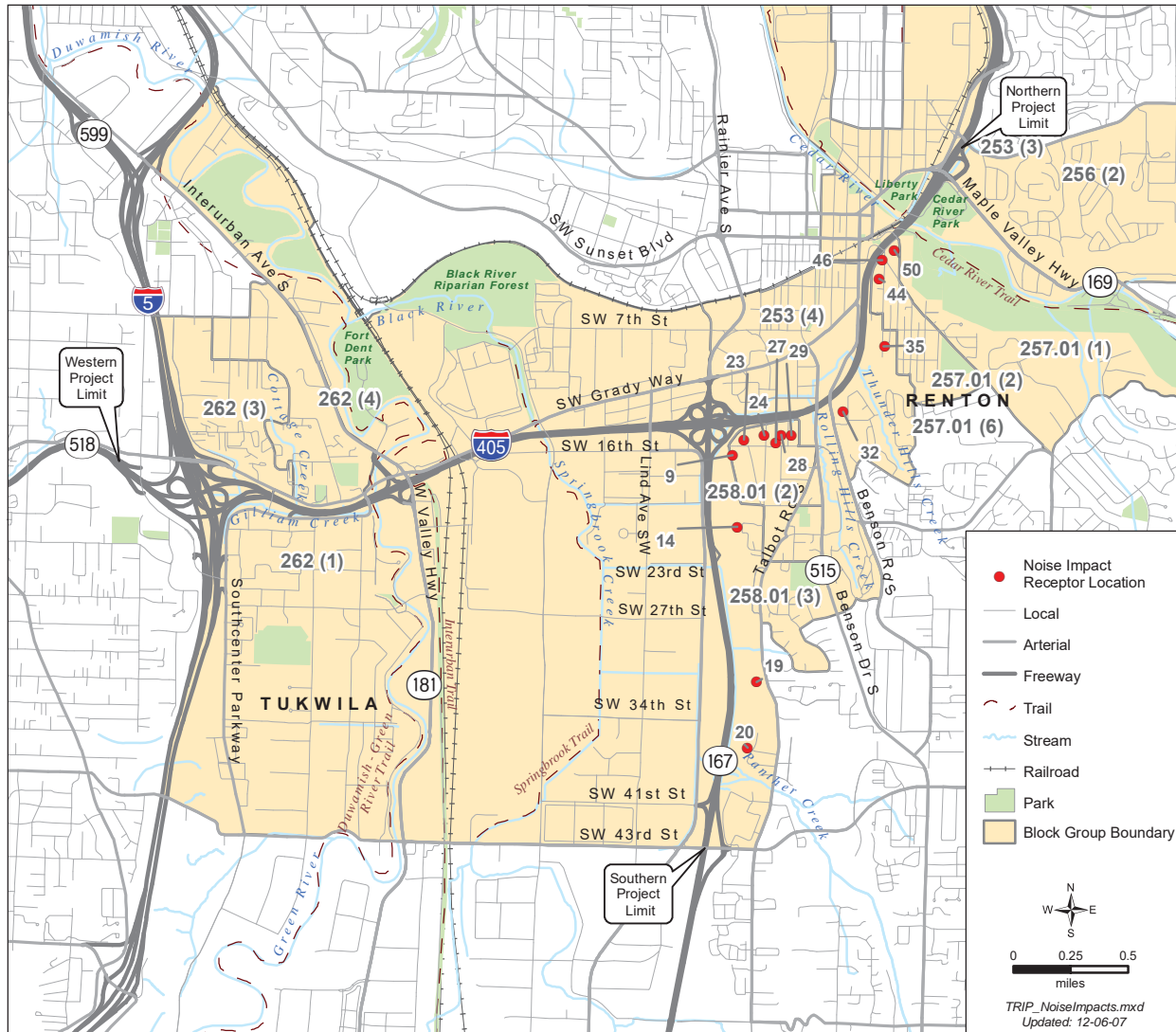


Exhibit 5-5: Project Noise Effects by Block Group

Census Block Group	Receptors Affected (with Mitigation)	Residences Affected	dBa increase	% Minority	% Low-Income
257.01 (2)	50B	3	4	22%	3%
257.01 (6)	32B, 35B	6	2-4	43%	4%
258.01 (2)	9, 23, 24, 27, 28, 29	35	3-9	20%	0%
258.01 (3)	14, 19, 20	21	1-2	43%	9%

Does the project have other effects that may be delayed or distant from the project area?

Indirect traffic effects could occur during construction when drivers seek alternate routes on city streets during closures of I-405 and/or SR 167. Some communities in the surrounding area may have more traffic than normal, but these effects are not expected to continue after construction.

Will the Main Avenue design option affect minority and low-income populations differently than the Mill Avenue design option?

With the removal of the Houser Way bridge, local traffic will be shifted to Main Avenue rather than Mill Avenue under the Main Avenue design option. Under this design option, Main Avenue will be widened to four lanes and striped for two-way traffic. To accommodate this, the design option would need to acquire 10 more commercial properties, resulting in seven additional displacements. This results in greater impacts to community resources and Section 4(f) resources. One of the acquisitions is the Young Women’s Christian Association, an important resource for the community. The Mill Avenue design option does not require any additional property acquisitions. Businesses affected by the Main Avenue design option include Uptown Glassworks, a service garage, a loan service, and retail stores/offices. Like the rest of the relocations, these services and businesses will need to be relocated. These relocations are not expected to have substantial adverse effects on minority or low-income populations because none of the displaced businesses are minority-owned, fill a cultural niche, or employ large numbers of minorities. Although the Main Avenue design option will affect traffic patterns in the area from 2nd Street to Bronson Way, the level of congestion would not change compared to the Mill Avenue design option. The Main Avenue design option would have greater effects on minority and low-income populations than the Mill Avenue design option.

What are indirect effects?

An effect that occurs later in time or is removed in distance from the proposed action, but is still reasonably foreseeable. Indirect effects 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.

What are cumulative effects?

The effect on the environment that results from the incremental effect of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such actions. Cumulative effects can result from individually minor but collectively noticeable actions taking place over a period of time.

Were potential cumulative effects for minority and low-income populations considered?

The team did not evaluate cumulative effects for this discipline report. A report of cumulative effects is not needed for every discipline studied for NEPA and SEPA documentation. The disciplines that were studied for cumulative effects are Air Quality, Surface Water and Water Quality, Aquatic Resources, and Wetlands. The cumulative effects for these disciplines are presented in the Cumulative Effects Analysis Technical Memorandum.

How will the project benefit minority and low-income populations?

The Tukwila to Renton Project will benefit minority and low-income populations in the following ways:

- As described previously, the HOV lanes will have higher travel speeds with the Build Alternative. The new HOV lane direct-connector ramps will save transit and HOVs time because HOVs will no longer have to weave across the general-purpose lanes to move between the I-405 and SR 167 freeways. These traffic and safety improvements will benefit all people in the area, but could be particularly beneficial to low-income populations because they are more likely to carpool, walk, or use transit than non-low-income commuters (Rice 2004). Specifically, this 2004 study found that about 17 percent of low-income workers carpooled compared to 12 percent of other workers; and 12 percent of low-income workers take the bus to work compared to 5 percent of other workers (Rice 2004).
- The Build Alternative will improve safety in the study area by reducing weaving and stop-and-go traffic compared to the No Build Alternative.
- The Build Alternative will improve freeway travel speeds and decrease congestion at most intersections in the study area.
- Another benefit of the Build Alternative is improved response times for emergency services.

How would the No Build Alternative affect minority and low-income populations?

The No Build Alternative would have similar effects on minority and low-income populations as on non-minority and non-low-income populations. Choosing the No Build Alternative would avoid or delay the noise, visual, relocation, and construction effects listed previously. However, with the No Build Alternative, the flow of traffic becomes so constrained that not all drivers wishing to use I-405 or SR 167 would be able to do so. Freeway delays may force drivers to seek alternate routes on local and regional roadways, choose to travel by different means or different times, or forego their desired trips altogether. Higher numbers of drivers seeking alternate routes could lead to more cut-through traffic through neighborhoods, and additional air quality, social, and safety effects associated with increased neighborhood traffic. In addition, the HOV and safety benefits would not be realized under the No Build Alternative. Transit travel times for all people who take transit would not be improved with the No Build Alternative.

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SECTION 6 MEASURES TO AVOID OR MINIMIZE EFFECTS

What measures will be taken to mitigate effects during construction?

Each discipline report and technical memorandum lists the measures to avoid and/or minimize construction effects for each element of the environment. Construction traffic effects were the most common concerns expressed during the service provider interviews. We will minimize traffic effects by limiting closures to nights and weekends when possible. Not all of the mitigation recommendations from the service provider interviews will be implemented because many do not mitigate a specific project effect (see Exhibit 5-1 for service provider recommendations). However, service providers identified communication as a key way to minimize construction effects on minority and low-income populations. With that in mind, we plan to use the following communication techniques during project construction:

- Inform local agencies, the public, school districts, emergency service providers, and transit agencies of traffic changes ahead of time.
- Send information to service provider contacts so that they can include the information in newsletters and relay the information face to face.
- Send flyers and handouts to service providers for posting and distributing in key locations at their facilities when this service is specifically requested.
- Post flyers at key locations, such as community centers and churches when this service is specifically requested.
- Set up a project table and talk with people at locations such as food banks.
- Translate written materials when requested.
- Ensure understanding by writing public materials in a concise manner so that they are readable by the public.

What measures will be taken to mitigate effects of project operation?

Each discipline report lists the measures to minimize long-term or short-term effects for each element of the environment.

Because we do not anticipate that the project will cause any long-term, disproportionately high and adverse effects to low-income or minority populations, activities to avoid or minimize adverse effects specific to environmental justice will not be required.

SECTION 7 UNAVOIDABLE ADVERSE EFFECTS/ENVIRONMENTAL JUSTICE DETERMINATION

Does the project have disproportionately high and adverse effects on minority and low-income populations?

Based on these findings, the Tukwila to Renton Project will not result in disproportionately high or adverse effects on minority or low-income populations. Minority and low-income populations will experience some benefits from the project, primarily due to improvements to HOV facilities.

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SECTION 8 REFERENCES

GIS data sources

All GIS exhibits contain one or more of the following as base layers:

Geographic Data Technology, Inc. (GDT).

2005 GDT – Dynamap Transportation. April 2005.

King County Standard GIS Data Disk, extract June 2006:

2004 Cities with annexations.

2005 Open Water.

2006 Parks in King County. Data updated by I-405 staff to match data from cities of Renton and Tukwila.

2005 Streams and Rivers. Data updated by I-405 staff to match fieldwork, 2002 LiDAR, and orthorectified aerial photography.

2005 Trails in King County. Data updated by I-405 staff to match fieldwork, 2002 LiDAR and orthorectified aerial photography.

United States Geological Survey (USGS).

2002 Color Aerial Photography. June 2002.

<http://edc.usgs.gov/products/aerial/hiresortho.html>

Washington State Department of Transportation (WSDOT).

2001 Aerial photography program. March 2001.

1997 Spatial Data Catalog, Railroads.

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National Center for Education Statistics.

2006 Common core of data: information on public schools for the 2004-2005 school year. Available at: <http://nces.ed.gov/ccd/schoolsearch>. Accessed on September 11, 2006.

Rice, Lorien.

2004 Transportation Spending by Low-Income California Households: Lessons for the San Francisco Bay Area. Public Policy Institute of California. July, 2004.

U.S. Census Bureau.

2002 Census 2000 Summary File 3, Washington State Census of Population and Housing.

Washington State Department of Transportation (WSDOT).

- 2007a I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2) Social Elements, Public Services, and Utilities Technical Memorandum. Prepared by David Evans and Associates.
- 2007b I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2) Air Quality Discipline Report. Prepared by Parsons Brinkerhoff.
- 2007c I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2) Cultural Resources Survey Report. Prepared by Landau.
- 2007d I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2) Hazardous Materials Technical Memorandum. Prepared by.
- 2007e I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2) Land Use Discipline Report. Prepared by Jones & Stokes.
- 2007f I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2) Noise Discipline Report. Prepared by Parsons Brinkerhoff.
- 2007g I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2) Section 4(f) Evaluation. Prepared by Osborn Pacific Group, Inc.
- 2007h I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2) Transportation Discipline Report. Prepared by Mirai Associates.
- 2007i I-405, Tukwila to Renton Improvement Project (I-5 to SR 169 – Phase 2) Visual Quality Technical Memorandum. Prepared by David Evans and Associates.
- 2006 Environmental Procedures Manual. Available at: <http://www.wsdot.wa.gov/fasc/EngineeringPublications/Manuals/EPM/458.pdf>. Accessed on September 1, 2006.
- 2005 I-405 Renton Nickel Improvement Project, I-5 to SR 169. Prepared by I-405 Staff and Parametrix, Inc. Environmental Justice.

APPENDIX A SERVICE PROVIDER INTERVIEWS

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Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: City of Tukwila Human Services
Interviewee: Evelyn Boykan, Human Services Manager
Date: 9/27/06
Interviewers: Teresa Gonzales, PRR

1. *What service does your organization provide?*

They provide information and referrals regarding social service access. They also fund a number of non-profit agencies that make services available to the public.

2. *Who are your constituents?*

The City serves individuals, non-profits, community groups, schools, faith-based organizations, and anyone who comes to the city seeking assistance.

3. *How do you provide the service?*

The City provides services through contracted service providers, in office and telephone referral, and by providing linkages and community networking.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

8:30 to 5:00 all year round. The demand is pretty consistent throughout the year.

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

She had no prior knowledge about the project. This is the first time anyone has come to talk to her about it. After describing the project to her she feels that she has a "fair" understanding of the project.

As far as the project details and schedule, she wants to know why they would start construction on the former Renton Nickel Project at the end of 2007? That is probably the busiest time of year for that area because of the holidays and the mall. They should reconsider starting at that time.

Also, how is the construction going to impact Southcenter Boulevard? This is the only access to city hall and other important buildings and businesses in the area. Will it be closed down completely at any point in time? Will it be used to route traffic off of I-405?

Also, what about getting on to Interurban from Grady Way? We couldn't see how that problem was being solved in the rendering.



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

6. *What are your concerns regarding the project's potential effects on your service(s)?*

Southcenter Boulevard is the only way into their offices and she is concerned about maintaining access.

7. *What are your concerns regarding the project's potential effects on the people you serve?*

Southcenter Boulevard access is the most important. There are two bus stops, one on either side of the road, that are used a lot by their constituents. She is very concerned about the people they serve being able to continue to use Southcenter Blvd. and have access to buses and services.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

They don't have volunteers and she is not sure what impact the construction would have on staff other than the Southcenter Blvd. access issue mentioned above.

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

Not that she knows of.

10. *What can we do that we are not already doing to improve trip reliability?*

She can't think of anything.

11. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

No.

12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

They host fundraisers all year round. There is also a summer festival off of 42nd Avenue. The biggest issue is the holiday season. It is the busiest time of the year in that area between October and January. That needs to be taken into consideration.

13. *What languages do the people you serve speak?*

Spanish, Somali, Bosnian, Cambodian, Vietnamese and Russian

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



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

Check-in bi-annually and then quarterly as you move closer to construction.

15. How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?

They don't have a newsletter or anything like that but she suggested we contact the South King County Council of Human Services and get on their calendar for a presentation. They meet the 4th Tuesday of every month. She didn't have a name but suggested we get it from Lori Guilfoil at United Way. She would know who the President is.

16. Do you prefer to forward I-405 project information to your constituents yourself?

She said that their office would be willing to hand out or make available something that was postcard size that had very visible contact information on it.

17. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Here are some of her suggestions for contacting for outreach:

- School board
- Take advantage of local school open houses
- School district service providers
- Businesses that serve the populations along Hwy 99
- Renton Worksource on Grady Way
- King County Housing Authority & Section 8 Office on Southcenter Blvd. and 65th.
- Tukwila City Administration
- Extended stay hotels in the area, because they serve as temporary housing for the homeless.
- City of Renton Marketing and Tourism Dept. (Kathryn Kurtzman (sp?))

Thank you.



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: King County Work Training Program

Interviewee: Jennifer Hill, Program Analyst

Date: 9/28/06

Interviewers: Teresa Gonzales, PRR

1. *What service does your organization provide?*

They have three lines of services:

- Youth Services: 16-24 years at risk youth. Provide educational svcs, training and employment opportunities. Serve over 1000 kids per year.
- Dislocated Workers: anyone who has been laid off, downsized, etc. can use the county's employment services.
- Worksource Renton: this is the largest Worksource office in the county.

2. *Who are your constituents?*

Everyone including employers, youth, the unemployed, disabled.

3. *How do you provide the service?*

They get referrals from school districts, courts, customers. They provide direct services and also contract out to other agencies such as the YMCA and YWCA. They are funded by federal, state and local dollars. Worksource Renton is funded by the Dept. of Labor.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

Summer is usually slow because the youth they serve are usually on break. Fall is the busiest time of year. Mornings between 9 and 10 are usually the busiest time of the day. The afternoons and evenings (Worksource Renton is open two nights a week) are a lot slower. They also have classes for youth between 10-2pm.

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

She knows about the construction but not the details. After my briefing she felt like she had a better understanding. She is concerned about the bus stop in front of near Worksource Renton on Grady Way and wonders if that will be impacted because most of the people they serve, youth in particular, don't drive and need bus service.

Also, the Worksource Renton office abuts I-405 on the north at exit #1 (?) west of Hwy. #181. Will there be an impact to the building because of the additional lanes?



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

6. *What are your concerns regarding the project's potential effects on your service(s)?*

Getting people around to job interviews and training sessions could be an issue. Most people get to their services by public transportation or something other than a car.

7. *What are your concerns regarding the project's potential effects on the people you serve?*

Access to Worksource Renton is her primary concern both for staff and the people they serve.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

Access to Worksource Renton from Grady Way and I-405 as described above.

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

She suggested providing some kind of shuttle service offer during special events or for training classes or job fairs. Also, they currently have limited access to Flexcar for their clients to use to go to job interviews, etc. What if WSDOT provided funds to expand that during construction.

10. *What can we do that we are not already doing to improve trip reliability?*

It might be a good idea to send out email alerts to the social service agencies in advance of a road closure or some other high-impact event during the construction period.

11. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

See above.

12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

They host job fairs throughout the year and they can be attended by 5 people or 500 depending on the type of job fair and the state of the economy.

13. *What languages do the people you serve speak?*

Spanish, Somali, Vietnamese and Russian

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



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

Maybe check back in when there is enough new information to share and increase the communications when construction starts. Email alerts during construction.

15. How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?

They don't have a newsletter or anything like that but she suggested talking to Nancy Loverin at Worksource Renton (interview scheduled on 10/4) about making a presentation to her staff at one of their monthly staff meetings that happen on Fridays at 3:00.

16. Do you prefer to forward I-405 project information to your constituents yourself?

The handout about "moving around during construction" might be something that would be good to have and distribute to some of the agencies they work with.

17. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Here are some of her suggestions for contacting for outreach:

- DSHS
- Track Associates (they provide refugee and immigrant services – Nancy would have a contact name for them).
- The Alliance Center in the Multiservices building in Kent.

Thank you.



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: Renton Clothing Bank

Interviewee: Del Mead, President

Date: 10/02/2006

Interviewers: Colby Self, PRR

1. *What service does your organization provide?*

The Clothing Banks provides clothing to families in the community who are in need of assistance. They provide clothing free of charge, both new and used items.

The Children's Need Fund provides new cloths to children in preparation for school. They also provide business attire to those seeking employment.

2. *Who are your constituents?*

They serve people within our community who are eligible for assistance based on their financial report; people must fall in the range from 30% to 50% below the identified median income.

3. *How do you provide the service?*

Those seeking assistance must be referred by a collaborating community organization, school, church, etc. and must meet eligibility requirements. Once eligibility is identified, individuals are given a certificate of eligibility and they are invited to shop at our storefront in Renton. There is no item limit.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

August and September see an increase in demand, due to the start of school. They served 867 people from Aug.-Sept. this year. Nov. and Dec. are slow times, and the rest of the year is fairly consistent.

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

Ms. Mead has not been contacted in the past about this project. She is not familiar with the details, though she understands it to be a widening project (*Project was explained using graphics and handouts*). She thinks widening is positive for the area, considering the increase in population and the future development of the area. She has been in Renton since 1952, her house was on a dirt road, and now it is sitting under the I-405...and she still feels expansion is necessary to meet the demand of population.

6. *What are your concerns regarding the project's potential effects on your service(s)?*

She is not concerned.

7. *What are your concerns regarding the project's potential effects on the people you serve?*



Corridor Program

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She is not concerned, people will always find a way to get to them; "they'll trek through a volcanic eruption if they have to." They provide a great service that people depend on. As long as buses are running, people will arrive for assistance.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

She is not concerned; they have two part-time staff that live in Issaquah, a ten member board along with a number of volunteers all of whom live in Renton. All board members and most volunteers are retired, so they are not confined to traveling at peak hours.

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

NO

10. *What can we do that we are not already doing to improve trip reliability?*

NONE

11. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

She does not feel the project will negatively affect services, constituents or staff. As long as buses are running, she does not have any concerns.

12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

NO, too small an organization.

13. *What languages do the people you serve speak?*

There are 26 languages in the Renton School District; constituents include people from nearly all 26 languages.

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

Contact Ms. Mead, send hardcopy materials.

15. *How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?*



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

They do not have a Newsletter, they communicate to those seeking services through community organizations and schools. They also feature a spot on local T.V., Channel 26. Unfortunately, this would not be the right venue for me to communicate transportation issues.

16. Do you prefer to forward I-405 project information to your constituents yourself?

YES.

17. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Highlands Neighborhood Center (425.430.6744)-They are very active and would express a great interest in the project.

Working Wheels Program (206.694.6833)

Volunteer Transportation Seniors (206.448.5740)

Thank you.



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: Seattle/King County Public Health
Interviewee: Caren Adams, Public Health Educator
Date: 10/04/06
Interviewers: Jamie Strausz-Clark, PRR

1. *What service does your organization provide?*

The clinic provides on-site clinical care, immunizations, WIC, and family planning. It also offers home visits to first-time adolescent mothers, families with children with special needs, and others. In addition, the clinic provides environmental health restaurant inspectors.

2. *Who are your constituents?*

The clinic works primarily with young families – mostly mothers and their children, but it also serves many seniors with our immunizations. They reach clients from five major language communities, including Somali, Russian, Spanish, and Vietnamese.

Most use their personal cars to get to the clinic, but some walk from public housing to the north and many others use transit.

3. *How do you provide the service?*

They provide services at our clinic in Renton and also provide home visits.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

Immunization season (Beginning of school year in August through January flu season) they are very busy. Year round, they see full waiting rooms from 10 am past closing at 5 pm.

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

Ms. Adams did not have much prior knowledge about the project. Ms. Strausz-Clark reviewed the information piece about projects in Renton. Ms. Adams had particular interest in the Springbrook Mitigation Bank project.

6. *What are your concerns regarding the project's potential effects on your service(s)?*

As a health care professional, Ms. Adams has serious reservations about development and its impact on open spaces and bike/pedestrian trails and access. She urges WSDOT to maintain every opportunity for people to walk or bicycle. In particular, she is concerned about access during and after construction to the Interurban



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Trail, Green River Trail, and Cedar River Trail. In addition, she believes that many of her clients depend on their bicycles to get around.

She doesn't think that many of her clients use I-405 frequently, but she does think that SR 167 is an important route for lower-income drivers. She does worry about impacts of construction on transit routes, as any small change could be very disruptive to her clients who rely on transit to get to work, child care, and other appointments.

7. What are your concerns regarding the project's potential effects on the people you serve?

Ms. Adams is concerned about the housing that will need to be taken along the freeway. Affordable housing is a critical issue for her clients, and any loss of housing, even when it does not directly affect her clients, could cause an increase in rents and housing shortages.

Ms. Adams is also concerned about relocating families that are displaced by the project. Many newcomer families, especially Somalis, like to live in groups and Ms. Adams is concerned that the acquisitions associated with the project could displace some closely knit communities. It also may be challenging to move large families that live together. Ms. Adams would like to know more about the process of acquiring properties and moving rental tenants.

Ms. Adams is also concerned about air pollution and asthma associated with widening the freeway and adding more capacity.

8. What are your concerns regarding the project's potential effects on your staff and/or volunteers?

Many staff travel by car to make home visits. Because many of their clients have erratic schedules and change housing frequently, it is not realistic for staff to use transit to reach clients, or group appointments in the same neighborhood at the same time. Any increase in congestion on the freeway and on local arterials will affect staff's ability to provide services.

9. Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?

Not that she knows of.

10. What can we do that we are not already doing to improve trip reliability?

She can't think of anything.

11. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

No.



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12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

No.

13. *What languages do the people you serve speak?*

Spanish, Somali, Vietnamese and Russian

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

Many clients do not read well, even in their native language. Therefore, print materials should be very graphically oriented.

15. *How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?*

16. *Do you prefer to forward I-405 project information to your constituents yourself?*

It would be okay for us to leave materials, but they should be very graphically oriented (see above.)

17. *Are there other organizations that you suggest we speak with or include in the project's outreach activities?*

Here are some of her suggestions for contacting for outreach:

- Renton Technical College, John Chadwick, Dean of LEP program

Thank you.



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: City of Renton, Housing and Human Services
Interviewee: Norma McQuiller, Neighborhood Coordinator
 Karen Bergsvik, Manager, Housing and Human Services
Date: 10/04/06
Interviewers: Jamie Strausz-Clark, PRR

1. *What service does your organization provide?*

Ms. McQuiller coordinates all neighborhood activities for the City.

Ms. Bergsvik manages the City's Human Services contracts; the City allocates funds for housing and human services through local nonprofit agencies. She also sits on local advisory boards, including the Homelessness Prevention Committee.

2. *Who are your constituents?*

Residents of Renton.

3. *How do you provide the service?*

Ms. Bergsvik serves mostly a policy and contract management function.

Ms. McQuiller coordinates neighborhood activities. Renton has very organized and active neighborhoods. As an example, Ms. McQuiller has worked with I-405 Public Information Officer Colleen Gants on coordinating meetings with the Talbot Hill neighborhood, which will be affected by I-405 widening.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

n/a

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

Both had a clear understanding of construction on I-405. Ms. Strausz-Clark provided them with the Tukwila to Renton Staging document.

6. *What are your concerns regarding the project's potential effects on your service(s)?*

n/a

7. *What are your concerns regarding the project's potential effects on the people you serve?*



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Congestion Relief & Bus Rapid Transit Projects

Both were concerned about the impact to businesses on S Grady Way, especially the nonprofit tenants on the freeway side of the street. They were also concerned about impacts to transit from congestion on the freeway and increased traffic on arterials. S Grady Way has a number of heavily traveled transit routes.

They were less concerned about congestion on the freeway directly affecting EJ populations, as their impression was the I-405 users were mostly freight and expensive personal cars. From their experience, most lower-income people were traveling from Renton to Seattle.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

n/a

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

General mobility seems to be a challenge for these groups, irregardless of I-405 construction. Locating affordable housing units closer to services would be one way to improve mobility for EJ populations. Transit resources (timetables, maps, free ride tickets) for inmates released from jail would also be helpful. Domestic violence victims leaving the courthouse often have no way of getting home. Ms. Bergsvik also suggested a revolving fund to help people overcome transportation barriers to employment. She also suggested funding a FlexBike program.

10. *What can we do that we are not already doing to improve trip reliability?*

Coordinate with transit when projects come to construction, as S. Grady Way is a very heavily used transit route for EJ populations.

11. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

See #9.

12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

n/a

13. *What languages do the people you serve speak?*

n/a

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

Find out from Right-of-Way group about impact of TRIP on housing in Renton.



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

15. *How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?*

Ms. McQuiller forwards I-405 listserv messages to her neighborhood contacts.

16. *Do you prefer to forward I-405 project information to your constituents yourself?*

n/a

17. *Are there other organizations that you suggest we speak with or include in the project's outreach activities?*

Here are some of their suggestions for contacting for outreach:

- Pat Smith, Renton Community Service Office Administrator
- New Veterans Outreach office at WorkSource Renton
- Lori Guilfoyle, United Way of King County
- Renton Ecumenical Association of Churches

Thank you.



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: WorkSource Renton
Interviewee: George Dignan, Workforce Development Service Administrator
Dale Logan, Information Systems
Date: 10/05/06
Interviewers: Jamie Strausz-Clark and Jennifer Sandberg, PRR

1. *What service does your organization provide?*

WorkSource Renton is the largest WorkSource office in the state and a One Stop job center that provides a range of services to job seekers, youth, seniors, and businesses. For job seekers, WorkSource Renton offers job listings from local employers; direct access to employers through on-site recruiting; labor market information; area newspapers and periodicals; catalogs from area community, vocational and technical colleges; complimentary local and long distance telephone, fax, and TTY calls for job search; contacting community resources; filing unemployment insurance claims; networking with other jobseekers; complimentary copiers for job search activity; and community resource information.

WorkSource Renton also offers a youth learning center that serves high school dropouts. It is also a DSHS WorkFirst site for recipients of public assistance. WorkSource Renton has a pilot program for low-income workers that co-locates other public benefits, allowing one-stop shopping. WorkSource Renton offers 55 workshops/month for job seekers.

WorkSource Renton has a Metro kiosk with information about transit service (really, its just a very slow computer that is linked to the Metro Transit website. NOT very user-friendly.) It also has racks with Metro and Sound Transit timetables.

The parking lot has a FlexCar sited.

2. *Who are your constituents?*

Clients run the gamut in age, education, employment history, and barriers to employment.

3. *How do you provide the service?*

WorkSource Renton provides most of its services on site. It has a large computer center and facilities for workshops and job fairs. It also has a few Metro vans that it uses to transport job seekers. Many parents bring their children with them, so WorkSource Renton offers an unsupervised playroom.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

16 hours a day, five days a week.

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*



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Because their parking lot will be affected by I-405, I-5 to SR 169 Widening Stage 1, their landlord has a clear understanding of the project and has been keeping them informed. Ms. Strausz-Clark reviewed the project with them. Mr. Dignan had a question about why WSDOT would need a construction easement when it builds elements of the yet unfunded TRIP project. He wanted to know why the additional improvements could not be taken care of when WSDOT built Stage 1, to minimize disruption to their business.

Ms. Strausz-Clark followed up with the TRIP Project Manager, Barrett Hanson, who had this response: "The reason that this wall cannot be built to the correct height is that as part of the TRIP project a new on-ramp is being constructed to SB I-405 from Lind Ave. The elevation of this ramp controlled by the Master Plan design that includes a new direct connector GP ramp from NB SR 167 to SB I-405. In front of the property WorkSource is in, the ramps start to gain elevation as compared with the SB I-405 so the retaining wall built as part of the Stage 1 project will need to be modified for the higher elevations."

6. *What are your concerns regarding the project's potential effects on your service(s)?*

Noise and vibrations could affect the youth learning center, which is on the side of the building closest to the freeway. If the most disruptive parts of construction are staged during the summer months, when the youth learning center is less busy, this could minimize impact.

Noise, vibrations, and power loss could also affect WorkSource's computer network, on which it is highly dependent.

Staff are also concerned about the impact on the parking lot, which is often full during the day. The acquisition for I-405, I-5 to SR 169 Stage 1 will take the back part of the parking lot, which could affect the number of available spaces. If WSDOT needs a construction easement to build elements of TRIP, WorkSource Renton staff is worried about large equipment moving through the parking lot and threatening the safety of pedestrians.

7. *What are your concerns regarding the project's potential effects on the people you serve?*

Clients depend heavily on transit access, and staff are concerned about the impacts of congestion on the freeways and arterials on transit reliability and frequency.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

There may be some unrealized opportunities to encourage staff to use alternatives to driving alone. Perhaps an online commute survey would be a good start.

Free ride tickets and a more user-friendly Metro kiosk would be a good idea.

Staff was very excited about more creative possibilities, such as enhancing it's one-stop services to reduce the number of trips that clients have to make to access job seeking and public assistance services.

10. *What can we do that we are not already doing to improve trip reliability?*



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

Improve safety at park-and-rides. The park-and-ride on S Grady Way has had a number of break-ins lately, which may discourage potential users. Expand Metro service in the area. Perhaps coordinate a van program to get job seekers to interviews.

11. Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?

Staff had heard from their landlord that there may be mitigation funds available to offset the impacts of construction on their facility. Help with securing the computer network, preventing power outages, and limiting the impact of noise and vibrations on the center's ability to provide workshops and services would be great. Ms. Strausz-Clark offered to contact WSDOT's Right-of-Way staff working on the project and get some answers to these questions or perhaps arrange for a meeting.

12. Does your organization sponsor any special events or fundraisers that may be affected by the project?

WorkSource Renton hosts job fairs during normal business hours every two to three weeks. It is also the regional hub for business services and has a large room that other groups book for job fairs and events.

When the project comes to construction, the best way to help them avoid conflict is very advance notice when there are going to be major closures on I-405.

13. What languages do the people you serve speak?

n/a

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

WSDOT is welcome to provide print materials, especially to office services staff, who can pass them on to clients. Notices and announcements can be displayed on the plasma screen. WSDOT can also host an informational booth at job fairs. Contact Dave Mecklenberg to coordinate – 206.205.3506.

15. How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?

16. Do you prefer to forward I-405 project information to your constituents yourself?

Coordinate all activities and materials distribution through Nancy Loverin, WorkSource Renton manager.

17. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

Here are suggestions for contacting for outreach:

- WSU Cooperative (co-located in WorkSource Renton building)

Thank you.



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: City of Kent, Housing and Human Services

Interviewee: Kathrin Johnson

Date: 10/05/06

Interviewers: Chris Simmons, WSDOT

1. What service does your organization provide?

This group with the City of Kent provides on-staff home repair, a domestic violence exchange, reference and referrals for social services, and they contract with 30 community organizations to provide many other social services.

2. Who are your constituents?

Low and moderate income residents of Kent, although the domestic violence exchange is open to anyone in Western Washington.

3. How do you provide the service?

Most of the clients are walk-ins; some are helped over the phone. Many clients come by transit.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

Early morning and late afternoon are busy. Demand increases in fall, winter, and spring when the weather is wet and cold.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

The I-405 team met with Ms. Johnson last year to discuss the Renton Nickel Project.

6. What are your concerns regarding the project's potential effects on your service(s)?

Ms. Johnson is concerned about long transit commutes for staff, spillover congestion to surface streets from I-405, trip reliability, and access to the VA from South King County.

7. What are your concerns regarding the project's potential effects on the people you serve?

Ms. Johnson has concerns about I-405 congestion limiting her clients' access to medical services that are not available in South King County. People in need of services frequently travel from Tukwila to Kent.

The demand for services has grown tremendously over the last ten years, because people who cannot afford homes in Seattle are moving to Kent specifically and south King County. These days, many clients are employed service workers in Seattle and Bellevue who are transit dependent and doing a large amount of traveling with many different stops, including day care. The issue of trip reliability, then, is a major concern for these clients, as their budgets cannot afford additional day care penalties for being late. However, the fact that many of these clients share the same employers might allow for some carpool and vanpool opportunities if done correctly, especially with flexible or reduced payment requirements.



Corridor Program

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8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

More resource and information requests.

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

Russian, Arabic, Vietnamese, Spanish, Chinese, Somali, Hindi, and French.

10. *What can we do that we are not already doing to improve trip reliability?*

11. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

13. *What languages do the people you serve speak?*

Russian, Ukranian, Vietnamese, Spanish, Somali, Chinese, Braille.

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

Kent HHS functions more as a conduit and convener than direct service provider. Therefore, they see themselves as a good source to refer information out through the non-profit agency network throughout south King County. They have also volunteered themselves to make sure that where we need help in outreach with a large group of agencies at once to be involved in the process. Print materials in multiple languages, especially information prior to construction about staging and next steps, and construction progress reports could be useful.

15. *How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?*

Regular emails to contract agencies, handouts, and regional meetings with services providers.

16. *Do you prefer to forward I-405 project information to your constituents yourself?*

17. *Are there other organizations that you suggest we speak with or include in the project's outreach activities?*

Spanish Mass at Holy Spirit (515 Harrison Street)
Senior Centers
Lori Guilfoil, United Way of King County
South King County Council of Human Services



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: Kent DSHS Community Service Office

Interviewee: Paddee Buzzard

Date: 10/05/06

Interviewers: Chris Simmons, WSDOT

1. *What service does your organization provide?*

This office provides referrals to local service providers. It also has a WorkFirst office to serve public assistance recipients.

It also provides family planning services, including pregnancy testing, emergency contraception, linkage and referral to family planning services, linkage and referral to other services such as maternity support services, abortion services, adoption services, reproductive and sexuality health education and outreach to men and women receiving or eligible for Medicaid.

2. *Who are your constituents?*

This office serves lower-income people in the greater Kent area; all ages, national origins, and language backgrounds.

3. *How do you provide the service?*

This office provides referrals and direct services to clients who walk in.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

The office is constantly busy, but becomes busier when there is some kind of economic upheaval.

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

Ms. Buzzard has some personal knowledge of the project.

6. *What are your concerns regarding the project's potential effects on your service(s)?*

7. *What are your concerns regarding the project's potential effects on the people you serve?*

There is a large network of social service providers providing services across south King County, so many service recipients are forced to travel from location to location in order to receive needed services. Many of these travel south from Tukwila/Renton across the project boundary to reach the Kent DSHS location, or from Kent to the Tukwila/Renton area for specific services.

Frequently, these service recipients are frequently forced to travel by foot or ad hoc carpooling, as their income levels are above reduced fare permit levels, but they don't have the available funds for bus fare. With the additional requirements for trip chaining, this turns into an intractable dilemma very quickly.



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In addition, Ms. Buzzard has the following concerns:

- How the homeless population will connect with services
- Pedestrian access under and around I-405.
- Access to Renton and Bellevue DSHS offices.
- Access to Seattle mental health services.
- Access to US Health Works
- Access for clients to temporary jobs.
- Access for clients to day care

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

Ms. Buzzard worries about how longer commute times might impact staff and volunteers.

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

Another key issue is getting to and from major medical facilities in the region. Direct access to Harborview and Swedish Hospitals in Seattle and Valley Medical facilities in Renton could make a huge difference in the lives of some of these clients. Also, Ms. Buzzard suggests improving safety and security for transit riders and improving timing and frequency of transit.

1. *What can we do that we are not already doing to improve trip reliability?*

11. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

13. *What languages do the people you serve speak?*

Russian, Ukrainian, Vietnamese, Spanish, Somali, and Chinese.

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

Email.

15. *How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?*

The public health RNs have the most contact with clients, so keeping them informed is a good way to get information to clients. Paper distribution is key. Clients do not have online access, nor are they online savvy, so broad distribution of paper materials is very important. Additionally, many clients are pre-literate or literate to a 3rd grade level, so graphics or picture stories are almost more important than text.



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16. *Do you prefer to forward I-405 project information to your constituents yourself?*

17. *Are there other organizations that you suggest we speak with or include in the project's outreach activities?*

Thank you.



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: Renton Area Youth and Family Services

Interviewee: Richard Brooks, Executive Director

Date: 10/18/06

Interviewers: Jamie Strausz-Clark, PRR

1. What service does your organization provide?

RAYS provides child and family counseling and mental health services, youth substance abuse treatment services and family support and prevention services. RAYS is a Washington State licensed mental health center and provides individual and family counseling for families with children and youth ages birth to age 18. RAYS is also a Washington State certified drug treatment agency and provides substance abuse treatment for adolescent clients. Youth are referred for these services by self-referral, family, educational systems, or the courts. All youth who participate in the program are also screened for mental health concerns and are referred to other needed services within RAYS, as well as to partner agencies.

2. Who are your constituents?

Clients are generally low-income, though RAYS serves some moderate and high-income families. The typical client is a mother with small children.

Co-located in the building is the Renton Food Bank, which serves a lot of much lower-income, older, and low-English proficiency clients. Clients are typically ages 50-70, often with mobility issues.

3. How do you provide the service?

RAYS provides services to clients from their offices on the west side of I-405 between exits 4 and 5. Their property abuts the freeway. RAYS staff also provide services in local schools.

4. Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?

RAYS is busiest during the after-school period, 3:00 pm to 8:00 pm. Renton Food Bank clients are usually arriving four days a week between 2:00 pm and 5:00 pm.

5. Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?

Mr. Brooks staff had an unpleasant experience with the last construction on I-405, about ten years ago, so they are pretty familiar with the process. Ms. Strausz-Clark reviewed the projects with him and answered his questions about timing and funding.

1. What are your concerns regarding the project's potential effects on your service(s)?

Mr. Brooks is most concerned about access to the offices for his staff and clients. The property is very close to a bridge that crosses over I-405 (S Renton Street), and he is afraid that if the contractor plans any construction at the intersection near his office, it could cut off access.



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Given his bad experience with the last project (very noisy, their phone was cut off an average of three times a week, and the contractor used the parking lot behind RAYS as a staging area (the lot is owned by the City of Seattle), Mr. Brooks has some concerns about the noise impacts and worries that his utilities will be affected again. He says if they have the same problems again, they won't be able to do business.

7. *What are your concerns regarding the project's potential effects on the people you serve?*

See above.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

See above.

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

Transit within South King County is not very good. For example, there is very little service across Renton. Improvement in internal circulation (ie: around Renton) would be welcome.

2. *What can we do that we are not already doing to improve trip reliability?*

11. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

Lots of notice before any closures that could affect access to the RAYS offices is critical. That will give RAYS staff the opportunity to notify their clients and staff.

Some research into the problem with the telephone lines prior to construction would also be welcome. They would like to avoid similar problems down the road.

Any effort to avoid cutting off access to the RAYS offices (located at the intersection of Mill Street, Houser Way, N 3rd Street, and S Renton Street) would also be helpful.

Since parking is limited, it would also be better not to cut off access to the parking lot behind RAYS, which was used as a staging area for the last I-405 project.

12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

13. *What languages do the people you serve speak?*

RAYS clients speak Spanish, Ukranian, Russian, and Somali. They have staff who speak these languages.

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

Ms. Strausz-Clark will speak with the project manager to get a better sense for how the project might impact the area surrounding the RAYS offices.



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15. *How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?*
16. *Do you prefer to forward I-405 project information to your constituents yourself?*
17. *Are there other organizations that you suggest we speak with or include in the project's outreach activities?*

Thank you.



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: Renton Housing Authority
Interviewee: Mark Gropper, Deputy Executive Director and ten RHA staff
Date: 10/18/06
Interviewers: Jamie Strausz-Clark, PRR

1. *What service does your organization provide?*

Renton Housing Authority provides decent, quality, affordable housing in a safe environment to people with low incomes who make Renton their home. Through partnerships with our clients, service providers and other groups, we will responsibly increase and enhance our housing programs while providing opportunities for those we serve to become self-sufficient.

RHA owns and manages several affordable housing units. It also issues Section 8 housing vouchers and provides counseling and relocation services to families.

2. *Who are your constituents?*

Clients are generally low-income (they have to meet certain poverty thresholds to qualify for low-income housing). They represent all ages, national origins, and language proficiencies.

3. *How do you provide the service?*

RHA provides its services on-site at its facility in Renton, off SR 900 about one mile east of I-405.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

Ms. Strausz-Clark distributed the project information to staff and explained the Renton Nickel Project and Tukwila to Renton Project. Staff had extensive questions about SR 167 and HOT Lanes (how they would function, would there be improvements on SR 167), timing and funding of construction on I-405, and transit service in South King County.

6. *What are your concerns regarding the project's potential effects on your service(s)?*

Staff were mostly concerned about their own access to the office and the ways in which this project could improve that. They did not raise any specific concerns about the impacts during construction.

7. *What are your concerns regarding the project's potential effects on the people you serve?*

There was general concern about the possible loss of affordable housing, due to the number of properties that WSDOT may need to acquire to build the TRIP project. Mr. Gropper suggested that since RHA has specific



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experience and skill in assisting families with relocation, and enjoys a great deal of respect and brand identity in the community, WSDOT may want to consider contracting with RHA to provide those services when it is time to begin the process of relocating tenants of housing that will be acquired by WSDOT.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*
9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

Transit within South King County is not very good. Improvement in internal circulation (ie: around Renton) would be welcome.

1. *What can we do that we are not already doing to improve trip reliability?*
11. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*
12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*
13. *What languages do the people you serve speak?*

RHA has materials in the lobby in several languages, in including Somali, Korean, Vietnamese, Chinese, Laotian, Russian, Cambodian, Tagalog, and Romanian.

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

RHA would like to meet with the I-405 Right-of-Way team to discuss the timing and process of relocation, and the resources that WSDOT provides.

15. *How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?*
16. *Do you prefer to forward I-405 project information to your constituents yourself?*
17. *Are there other organizations that you suggest we speak with or include in the project's outreach activities?*

Thank you.



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: Hopelink, Transportation Department
Interviewee: Francois Larrivee, Associate Director (and staff)
Date: 10/25/06
Interviewers: Jamie Strausz-Clark, PRR

1. *What service does your organization provide?*

In partnership with the Department of Social and Health Services (DSHS), Hopelink coordinates transportation to and from medical appointments for low income residents on Medicaid assistance. Hopelink also operates Dial-a-Ride Transit (DART) under a contract with King County Metro. DART offers variable routing in some areas within King County. It operates on a fixed schedule, but one that has more flexibility than regular Metro Transit buses.

In addition, Hopelink Transportation offers the following services:

- Schedulers at Harborview Medical Center in Seattle to arrange non-emergency patient and staff transportation and package delivery.
- Brokering transportation for clients of contracting school districts, social service and healthcare agencies throughout King County.
- Administration of the Residential Transportation Coordinator Program in Bellevue for King County Metro.
- Technical assistance, such as driver training and vehicle acquisition, to other organizations developing and operating transportation services.

2. *Who are your constituents?*

Hopelink Transportation serves low-income, low-English proficiency, and disabled clients throughout King County.

3. *How do you provide the service?*

See above.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

Ms. Strausz-Clark reviewed the Tukwila to Renton Staging document with staff, and answered questions about projects along the I-405 corridor. Because Hopelink also serves clients that will be impacted by the I-405, SR 520 to I-5 Improvement Project, Ms. Strausz-Clark reviewed the improvements that are included in that environmental assessment as well. Most of the concerns of staff were in relation to the potential for HOT lanes along the I-405 corridor, and their concerns about HOT lanes will be covered in a separate summary for the I-405, SR 520 to I-5 Improvement project.

6. *What are your concerns regarding the project's potential effects on your service(s)?*



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Staff were concerned about any potential impacts on the transportation services that Hopelink Transportation brokers.

7. *What are your concerns regarding the project's potential effects on the people you serve?*

Clients depend heavily on transit access, and staff are concerned about the impacts of congestion on the freeways and arterials on transit reliability and frequency.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

10. *Are there any minority-owned businesses, businesses that are minority-focuses, or businesses that employ a large number of minorities in the project area?*

11. *What can we do that we are not already doing to improve trip reliability?*

12. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

13. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

14. *What languages do the people you serve speak?*

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

I-405 staff were invited to return and give a presentation to some of the transportation providers. They also asked that any transit planning that will happen as a result of the construction include service providers like Hopelink. Mr. Larrivee also asked that Ms. Strausz-Clark provide him with additional copies of the Tukwila to Renton Staging document, to share with his transportation providers.

16. *How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?*

17. *Do you prefer to forward I-405 project information to your constituents yourself?*

18. *Are there other organizations that you suggest we speak with or include in the project's outreach activities?*

Thank you.



Environmental Justice Questionnaire: Tukwila to Renton Improvement Project

Agency: King County Housing Authority
Interviewee: Jeb Best, Program Coordinator, Section 8 Housing Program
Date: 11/01/06
Interviewers: Jamie Strausz-Clark, PRR

1. *What service does your organization provide?*

Tenant-Based Vouchers

The Housing Choice Voucher Program pays rental housing subsidies -- provided through the U.S. Department of Housing and Urban Development and managed by KCHA -- to private landlords on behalf of low-income households (households earning at or below 80 percent of the King County area median income). The subsidy, which comes in the form of a voucher, allows program participants to find housing in the private rental market. Generally, HUD pays the difference between the rent charged by a housing owner (called contract rent) and the assisted household's rental contribution (usually 30 percent of the household's income adjusted for family size). Because of the demand for the Housing Choice Voucher program, the waiting list is usually closed to new applicants. However, KCHA generally reopens the waiting list for new applications every three years.

Section 8 Special Programs

Nearly 25 percent of Housing Choice vouchers are targeted to participants with special needs. Eligible participants are referred to KCHA through partner agencies. These special vouchers serve families for whom the lack of adequate housing is a primary factor in the separation, or imminent separation, of children from the family; disabled households, and families transitioning from public assistance (WorkFirst) to economic self-sufficiency. These vouchers also serve terminally ill persons, victims of domestic violence, or persons who are homeless.

2. *Who are your constituents?*

KCHA serves as a safety net for households with the greatest housing needs – from homeless families and seniors and disabled households living on fixed incomes, to the working poor and moderate-income families.

3. *How do you provide the service?*

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

This is the second time that Mr. Best has met with staff from the I-405 Corridor Program. Staff met with him last year about the Renton Nickel Project

Ms. Strausz-Clark shared the Tukwila to Renton Staging document with Mr. Best, and explained the various projects that will be taking place near his office and near KCHA properties.



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6. *What are your concerns regarding the project's potential effects on your service(s)?*

Mr. Best had no serious concerns about the TRIP project. As far as he could tell, the project would have little impact on affordable housing, and would most-likely improve mobility for his clients and staff.

7. *What are your concerns regarding the project's potential effects on the people you serve?*

Many clients depend on transit to reach the offices, so Mr. Best hopes that impact on Metro routes will be limited.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

See above.

9. *Are there any minority-owned businesses, businesses that are minority-focuses, or businesses that employ a large number of minorities in the project area?*

Didn't know of any.

10. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

11. *What can we do that we are not already doing to improve trip reliability?*

12. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

13. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

14. *What languages do the people you serve speak?*

Russian, Ukranian, Spanish, and Somali. Ms. Strausz-Clark asked about an increase in Tagalog speakers, but Mr. Best had not seen anything to indicate that this was so.

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

16. *How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?*

KCHA distributes a monthly newsletter to landlords, which may be a good way to reach residents.

17. *Do you prefer to forward I-405 project information to your constituents yourself?*

18. *Are there other organizations that you suggest we speak with or include in the project's outreach activities?*



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I-405 Questionnaire for Agencies Serving EJ Populations

Agency: The Salvation Army Renton Rotary Food Bank and Service Center

Interviewee: Terri Rockwell

Date: 11/15/2006

Interviewers: Colby Self, PRR

1. *What service does your organization provide?*

We are primarily a food bank, but we also provide rental assistance, utilities assistance and free tax services. We refer people to other agencies for services we are unable to provide.

2. *Who are your constituents?*

We serve low income individuals, primarily the working poor. We also serve middle class families who experience unanticipated situations like job loss. 30% of our service is to homeless individuals. A large number of people seeking assistance are from minority groups.

3. *How do you provide the service?*

People come to us by referral. For those who can provide proof of residence, they can come in once a month for dry or canned goods, and weekly for staples like bread and milk. Homeless individuals are given Homeless Bags with food that does not need to be cooked.

4. *Are there periods of time that are crucial to the services you provide (ie: times during the day or year)?*

We are extremely busy throughout the year, though we provide more services near the 15th of each month; the 15th is designated for monthly distribution of dry and canned goods.

We do experience an increase in demand during the holiday season.

5. *Do you feel you have a good understanding of the improvements planned on I-405? Do you have any questions about the details of the project improvements, the project schedule, or the upcoming construction?*

I do feel I have a good understanding of the project.

6. *What are your concerns regarding the project's potential effects on your service(s)?*

I do not feel the project will affect our services in this location, though I am concerned about our delivery services. Our delivery truck delivers food to Seattle, Tukwila and Kent. It would be very helpful for our driver to be aware of construction impacts.



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7. *What are your concerns regarding the project's potential effects on the people you serve?*

Most people drive to our location and take advantage of carpool lanes, they could experience delayed travel times during construction.

I am not concerned about the project preventing people from getting to our location. People will always find a way to get here.

8. *What are your concerns regarding the project's potential effects on your staff and/or volunteers?*

I live in Auburn, so my commute will be affected. Also, many of our board members live outside Renton and could experience longer commutes during construction.

9. *Is there another way we can get you, your clients or your employees to your destination that we may not have already considered?*

I am in support of developing an extensive public transportation system...trains, light rail, subways.

10. *What can we do that we are not already doing to improve trip reliability?*

I feel that WSDOT and other transportation agencies are working hard to improve trip reliability. I am in support of HOT lanes.

11. *Do you have any suggestions for ways the project could make up for or fix the effects to your services, constituents or staff?*

It would be helpful to be informed throughout the process to ensure constituents and staff are aware of potential construction delays.

12. *Does your organization sponsor any special events or fundraisers that may be affected by the project?*

Our Holiday Program could be affected by the project. We have daily deliveries that could be delayed due to construction.

13. *What languages do the people you serve speak?*

Russian, Spanish and English.



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

I would appreciate email updates with links to the WSDOT website. I realize there is a lot of information available, but many people lack the time to locate relevant traffic information on the web.

15. How do you communicate with your constituents? Do you have a newsletter, kiosk, meetings that we could be part of?

We communicate with our constituents through other support agencies, city government offices, the City of Renton Parks and Recreational Department, newspaper advertisements and by mailing flyers with utility bills.

16. Do you prefer to forward I-405 project information to your constituents yourself?

Yes, we can make information available in our lobby.

17. Are there other organizations that you suggest we speak with or include in the project's outreach activities?

City of Renton, thrift shops, utility companies

18. It appears the number of minorities has increased in the study area since the 2000 Census. Do you feel this is the case? Are there any trends or specific ethnic groups that have increased in the area?

Yes, the Russian, Hispanic and Asian population has increased dramatically.

19. Are there any culturally important businesses in the area? Are there any minority employers, businesses that are minority focused or employ a sizeable number of minorities?

Specialty grocery stores tailor their services toward the Hispanic and Asian populations.
Russian Churches and Cultural Community Centers
Renton Senior Center

Thank you

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APPENDIX B PUBLIC SCHOOL DATA

The following exhibit contains demographics of schools in the study area from the National Center for Educational Statistics.

<i>Exhibit B-1 Public Schools in the Study Area, 2004-2005 School Year</i>				
	Renton Senior High School	Sartori Education Center	Talbot Hill Elementary School	Tukwila Elementary
Total Students	1,007	152	479	478
White	208 21%	79 52%	189 39%	160 33%
Black	350 35%	30 20%	85 18%	77 16%
Asian	332 33%	26 17%	127 27%	148 31%
American Indian/Alaska	17 2%	3 2%	7 1%	4 1%
Hispanic	100 10%	14 9%	71 15%	89 19%
Low-income ¹	486 48%	18 12%	186 39%	300 63%
1. Low-income is represented by students eligible for the free or reduced-price lunch program. Source: National Center for Education Statistics 2006				