Attachment 7
Supporting Documentation for Environmental Justice

According to 2010 Census Block Group data (see attached figures), minority and low income populations occur in the City of Woodinville in the vicinity of the project area. However, no adverse impacts are expected to occur for protected populations. All adverse impacts on the environment and community as a whole (not just protected populations) are associated with short-term construction effects and are below thresholds of significance; there would be no disproportionately high or adverse human health or environmental effects on minority populations and low-income populations.

To support the analysis, the Social and Community Impacts Decision Matrix (Appendix G from the ECS Summary Guidebook [WSDOT 2010]) is attached. Additional details are provided below.

- **Right-of-Way Acquisition** – Although limited right-of-way acquisition is required for the project, the project occurs in a non-residential area in an area zoned Central Business District; no residences would be affected. The majority of the project occurs within existing WSDOT right of way. Neighboring property owners including the Port of Seattle (railroad line), King County (a pump station), the City of Woodinville (a public park and Water District), businesses (a restaurant and automotive businesses), and undeveloped commercial properties.
- **Traffic Detours/Access** – During construction of the new bridge, occasional single lane and road closures may be required at night for certain project elements (e.g., unloading the new bridge girders from semi-trucks). These would be temporary, infrequent, and only occur at night during low use periods.
- **Air Quality and Noise Impacts** – Separate studies were conducted specifically to analyze potential air quality and noise impacts (AECOM 2011a and 2011b). For air quality, results of the modeling and analysis demonstrate air quality conformity of the project, both in the short term (construction) and during the long term (operation). For noise, in the long term, no areas of frequent outdoor human use in the project study area would experience traffic noise impacts. Short-term construction related noise impacts would be moderate for business and recreation use areas immediately adjacent to the project corridor, and minor beyond. For both air quality and noise, implementation of best management practices (BMPs) would reduce potential impacts.

In summary, all adverse impacts are associated with construction and would occur in the short term. No project impacts would meet regulatory thresholds of significance. All impacts would affect the community as a whole and not disproportionately affect protected populations (such as low income or minority). The project is designed to relieve traffic congestion along the project corridor, improve the level of safety for pedestrians and bicyclists, and improve traffic flow into the downtown core.

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REFERENCES

AECOM. 2011a. Sammamish River Bridge and Road (SR 202) Project Air Quality Conformity Analysis. Prepared by AECOM Environment for the City of Woodinville. Seattle, Washington. November 2011.

AECOM. 2011b. Noise Study Report for the Sammamish River Bridge and Road (SR 202) Project. Prepared by AECOM for the City of Woodinville. November 2011.

WSDOT (Washington State Department of Transportation). 2010. Local Programs Environmental Classification Summary Guidebook. Highways and Local Programs Division. May 13, 2010.

EXHIBIT 17
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APPENDIX G

SOCIAL & COMMUNITY IMPACTS DECISION MATRIX

The following decision matrix is a step-wise approach that uses a series of questions with "yes" or "no" answers to provide direction on when additional analysis and documentation is appropriate for a proposed project. If additional documentation is necessary, consider all potential sources of impacts to protected populations in the analysis.

1) Are any protected populations present within the proposed limits of the project's impacts?

   Yes – Proceed to question 2.

   No – Document findings on ECS and include demographics data; findings should be confirmed by using at least two information sources. No further analysis is required.

2) Does the proposed project:

   a) require any right of way acquisition or relocations? X Yes ___ No

   b) require any traffic detours during construction? X Yes ___ No

   c) result in any noise impacts to surrounding sensitive receptors, specific to affected populations present? ___ Yes X No

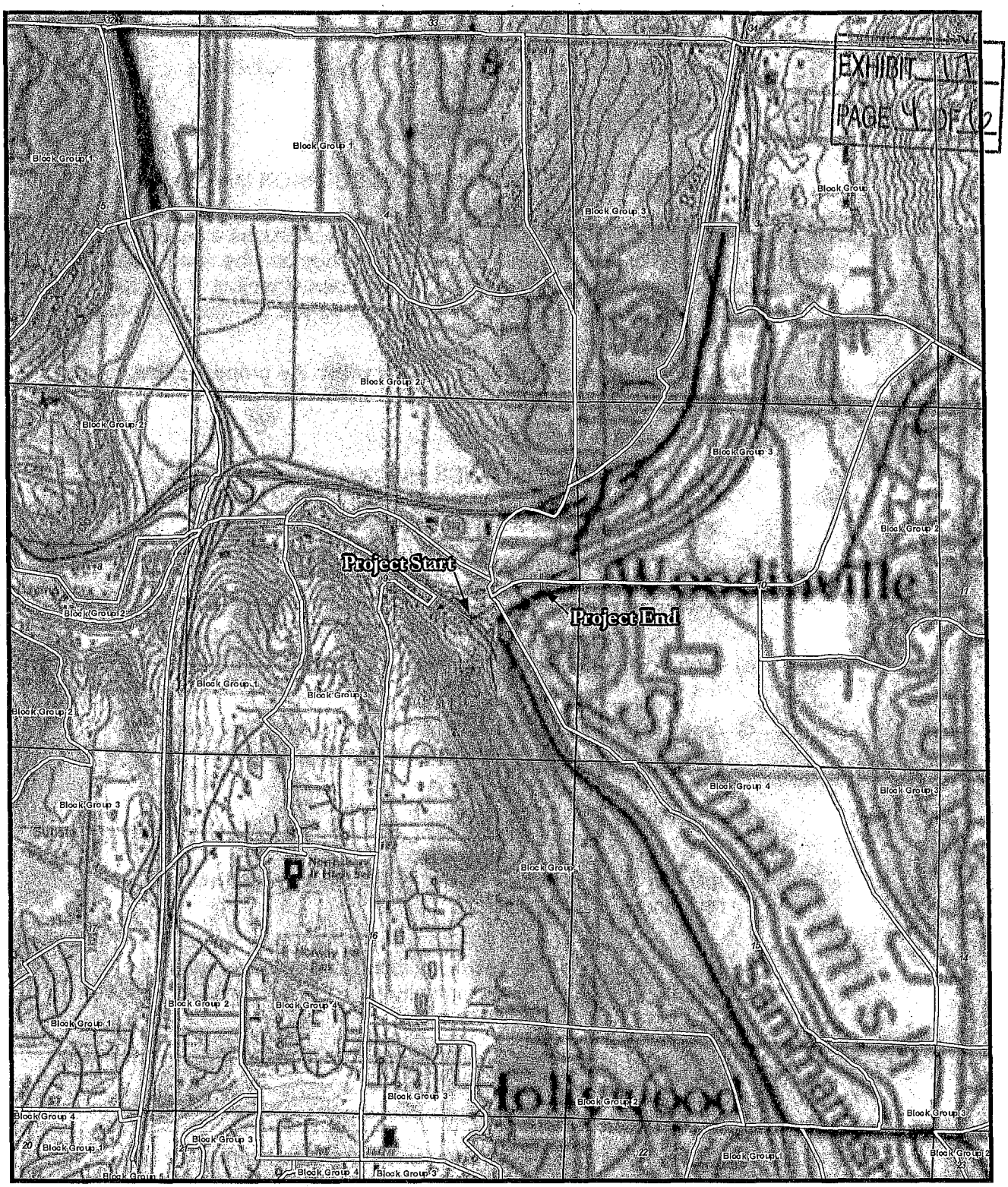
   d) result in any air quality impacts? ___ Yes X No

   e) result in changes to the access of the existing roadway, adjacent residences, or businesses? ___ Yes X No

   f) divide the community, restrict access to services, or affect the overall cohesion of the community? ___ Yes X No

   g) result in or increase exposure to hazardous materials or other health effects? ___ Yes X No

If you answered "yes" to any of the previous questions, documentation is required. The local agency must describe and analyze the proposed project's potential to result in impacts to protected populations. Consider all potential sources of impacts to protected populations in the analysis.



Census Block Groups

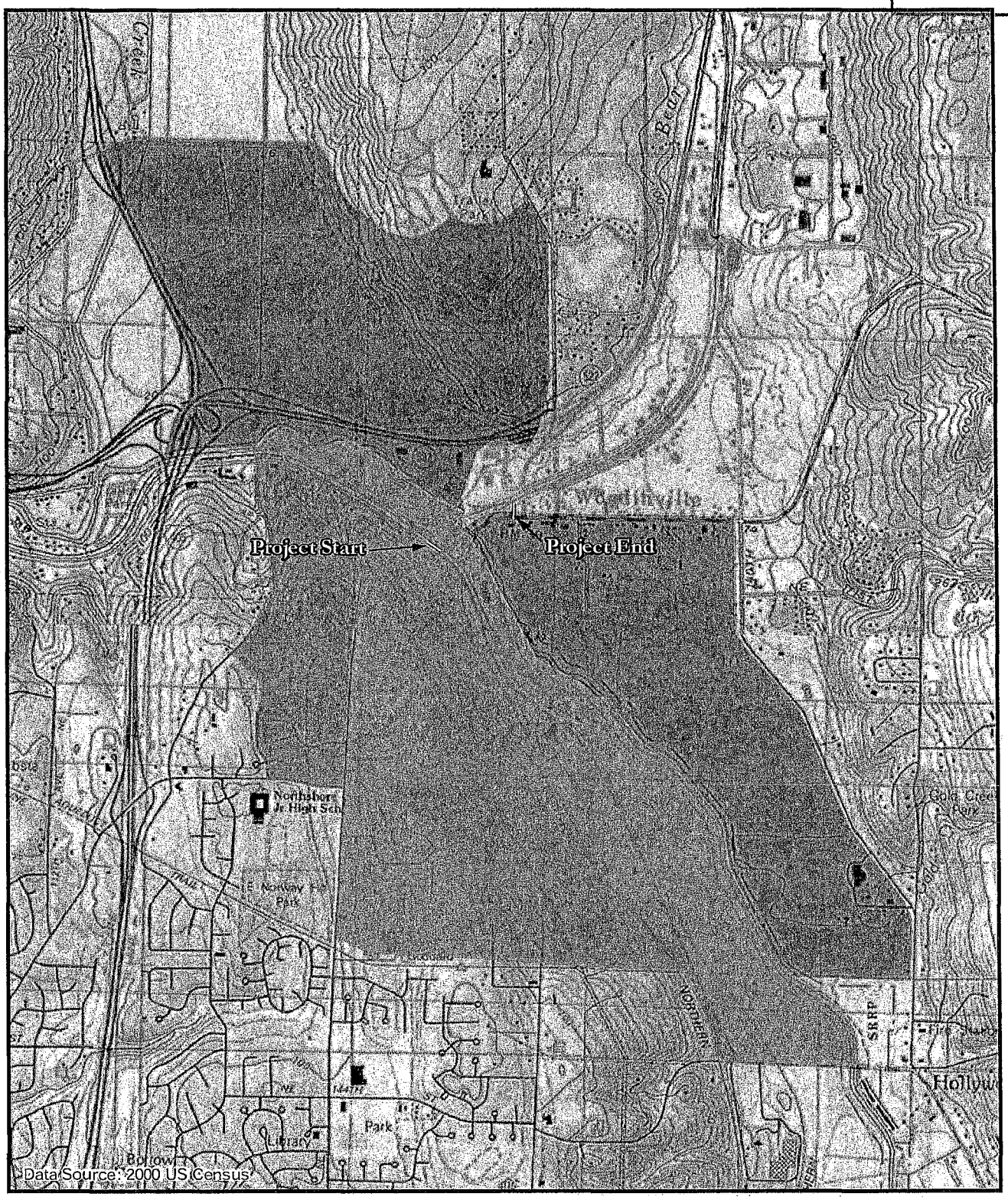
Block Group — Project Boundary

1 inch = 2,000 feet

0 1,000 2,000 Feet

Sammamish River Bridge Project
City of Woodinville
Section 9 Township 26N Range 5E

Updated April 12, 2011 (Howard L)



2010 Census Block Group Data

- 14%
- 28%
- 29%
- 30%
- 35%

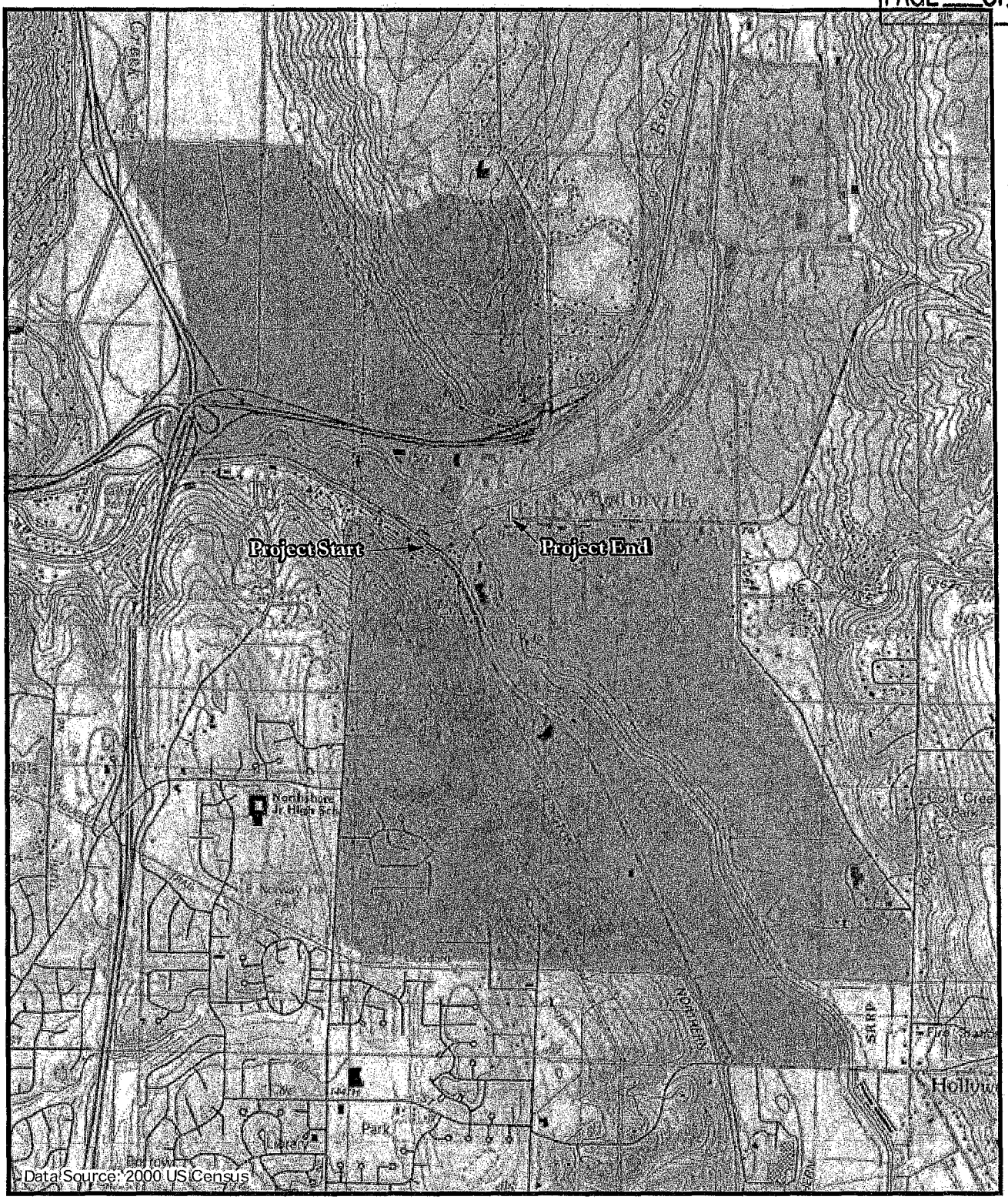
1 inch = 2,000 feet

0 1,000 2,000 Feet

Percent Minority Populations

Sammamish River Bridge Project
City of Woodinville

Updated April 12, 2011 (HowardL)



2000 Census Block Group Data
1%
1.4%
10.6%
13.8%

1 inch = 2,000 feet

0 1,000 2,000 Feet

Percent of Household Below Federal Poverty Level

Sammamish River Bridge Project
City of Woodinville

Updated April 12, 2011 (Howard L)