

# Appendix A

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# Appendix A. List of Preparers

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# Appendix B

## **Distribution List**

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# **Appendix B. Distribution List**

## **Federal Agencies**

- Advisory Council on Historic Preservation
- Federal Aviation Administration
- Federal Bureau of Investigation
- Federal Emergency Management Agency
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- Maritime Administration
- National Oceanic and Atmospheric Administration
- United States Army Corps of Engineers
- United States Bureau of Indian Affairs
- United States Coast Guard
- United States Department of Homeland Security
- United States Department of Housing and Urban Development
- United States Department of the Interior/National Park Service
- United States Environmental Protection Agency
- United States Fish and Wildlife Service
- United States Government Services Administration
- United States Postal Service

## **Federally-Recognized Tribes**

- Confederated Tribes and Bands of the Yakama Nation
- Muckleshoot Indian Tribe
- Snoqualmie Indian Tribe
- Stillaguamish Tribe of Indians of Washington
- Suquamish Tribe of the Port Madison Reservation
- Tulalip Tribes of Washington

## **Tribal Organizations**

- Duwamish Tribal Organization
- Snohomish Tribe

## **State Agencies**

- Washington State Department of Archaeology and Historic Preservation
- Washington State Department of Children, Youth, and Families
- Washington State Department of Ecology
- Washington State Department of Fish and Wildlife

- Washington State Department of Natural Resources
- Washington State Department of Transportation
- Washington State National Guard
- Washington State Recreation and Conservation Office

## **Regional Agencies**

- Northwest Seaport Alliance
- Port of Seattle
- Puget Sound Clean Air Agency
- Puget Sound Regional Council

## **County Agencies**

- King County

## **Transit Agencies**

- King County Metro Transit

## **City Agencies**

- City of Seattle
- Seattle Center
- Seattle Public Schools

## **Libraries**

- King County Public Libraries:
  - Burien
  - White Center
- Seattle Public Libraries:
  - Ballard Branch
  - Beacon Hill Branch
  - Central Library
  - Columbia City Branch
  - Delridge Branch
  - Greenwood Branch
  - High Point Branch
  - International District Branch
  - Magnolia Branch
  - New Holly Branch
  - Queen Anne Branch
  - Rainier Beach Branch

- Southwest Branch
- West Seattle Branch
- University of Washington - Suzzallo Libraries

## **Community Centers and Organizations**

- Alliance for Pioneer Square
- Delridge Neighborhoods Development Association, Youngstown Cultural Arts Center
- Seattle Chinatown International District Preservation and Development Authority, Hing Hay Coworks

## **Utilities**

- King County Wastewater Treatment Division
- Olympic Pipeline
- Puget Sound Energy
- Seattle City Light
- Seattle Public Utilities

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# Appendix C

## **Acronyms and Abbreviations**

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## Appendix C. Acronyms and Abbreviations

Acronym/Abbreviation	Definition
AOUW	Ancient Order of United Workmen
Board	Sound Transit Board of Directors
dBa	A-weighted decibels
Ecology	Washington State Department of Ecology
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
I.D.	identification
KOP	key observation point
Ldn	day-night equivalent sound level
Leq	equivalent sound level
L.O.S.	level of service
Metro	King County Metro Transit
M.F.T.E	Multifamily Tax Exemption
M.H.A.	Mandatory Housing Affordability
M.O.S.	minimum operable segment
M.R.I.	magnetic resonance imaging
National Register	National Register of Historic Places
NEPA	National Environmental Policy Act of 1969
PM <sub>10</sub>	particulate matter less than 10 micrometers
PM <sub>2.5</sub>	particulate matter less than 2.5 micrometers
RET	Racial Equity Toolkit

ROD	Record of Decision
SDOT	Seattle Department of Transportation
Seattle Parks	Seattle Parks and Recreation
SEPA	State Environmental Policy Act
SMC	Seattle Municipal Code
Sound Transit	Central Puget Sound Regional Transit Authority
TOD	transit-oriented development
VdB	vibration velocity level in decibels
WISAARD	Washington Information System for Architectural and Archaeological Records Database
WSBLE	West Seattle and Ballard Link Extensions
WSDOT	Washington State Department of Transportation

# Appendix D

## **Glossary**

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## Appendix D. Glossary

**303(d) List.** The federal Clean Water Act, adopted in 1972, requires states to restore their waters to be “fishable and swimmable.” The Clean Water Act established a process to identify and clean up polluted waters. Every 2 years, all states are required to prepare a list of water bodies that do not meet water quality standards. This list is called the 303(d) list because the process is described in Section 303(d) of the Clean Water Act. In Washington, the list is prepared by the Washington State Department of Ecology.

**Affordable schedule.** A schedule that is affordable, using current financial projections and cost estimates to set the general order in which projects will advance. The “affordable” schedule established an approach to prioritize, fund, and manage program work over time.

**Air pollutant.** Smoke, dust, fumes, gases, or odors in the ambient air that have the potential for harmful effects.

**Air quality maintenance area.** Maintenance areas are geographic areas with a history of nonattainment of National Ambient Air Quality Standards but which now consistently meet NAAQS. They have the potential to violate a federal or state ambient air quality standard, based on expected growth and development in the area.

**Alignment.** Horizontal geometric elements, which define the location of the light rail track or roadway.

**Archaeological sensitivity zone.** An area where the potential for finding an archaeological resource is high. See **high probability areas**.

**Arterial.** A major thoroughfare used mainly for through traffic rather than access to adjacent property. Arterials generally have greater traffic-carrying capacity than collector or local streets and are designed for continuously moving traffic.

**Artifact.** Any portable object used and/or modified by civilization (particularly during prehistoric times).

**At-grade profile.** Where the light rail track is at the same grade (ground level) as the surrounding terrain.

**Attainment area.** An area considered to have air quality as good as or better than the national ambient air quality standards for specific pollutants as defined in the Clean Air Act.

**A-weighted sound level.** To approximate the way humans interpret sound, a filter circuit with frequency characteristics similar to the human hearing system is built into sound measurement equipment. Measurements with this filter are referred to as A-weighted sound levels, expressed in dBA. (See **decibel**.)

**Biodiversity.** The variety of life on Earth at all levels, from genes to ecosystems. Biodiversity is a measure of the range of physical (habitat) and biological (genes, species, communities) components, the ways that species interact with the physical environment, and the processes necessary to maintain these interactions through time.

**Biodiversity areas.** Habitat areas that are relatively important to various species of native fish and wildlife. These areas have been identified as biologically diverse through a scientifically based assessment conducted over a landscape scale (e.g., ecoregion or watershed), or by local analysis where the area is within a city or an urban growth area, and contain habitat that is valuable to fish or wildlife and is mostly composed of native vegetation.

**Capacity, person.** The maximum number of persons that can be carried past a given location during a given time period under specified operating conditions without unreasonable delay, hazard, or restriction. Usually measured in terms of persons per hour.

**Capital costs.** Nonrecurring costs required to construct transit systems, including costs of right-of-way, facilities, rolling stock, power distribution and the associated administrative and design costs, and financing charges during construction.

**Cathodic protection.** Cathodic protection is an effective method of preventing stress-corrosion cracking. It is a technique used to control the corrosion of a metal surface by making that surface the cathode or terminal that transports the current.

**Census tract.** A census tract is a small subdivision of an urban area used by the United States Census Bureau to identify population and housing statistics. Census blocks are subdivisions of census tracts and are the smallest unit of census geography for which the Census Bureau collects data. The boundaries of census blocks are generally streets or other notable physical features and often correspond to a city block. A census block group is a combination of census blocks, typically encompassing two to four city blocks. The Census collects some information at the block level, some at the block group level, and some at the tract level.

**Circulation.** The free movement or passage of a vehicle, pedestrian, bicycle, or other transportation mode through a given area.

**Communities of color, persons of color.** The regulations that govern the assessment of project impacts on environmental justice populations use the term “minority,” but Sound Transit primarily uses the term “people of color” or “communities of color” in this Environmental Impact Statement to reflect current terminology for people or groups of people defined as “minority” by the applicable regulations. Minorities, as defined by the U.S. Census Bureau, are composed of several different race categories—Black, American Indian, Asian, Pacific Islander, Other, and Two or More races. Hispanics are also considered a minority, although Hispanic (or Latino) is defined by the U.S. Census Bureau as an ethnicity rather than a race.

**Conformity.** A process that ensures federal funding and approval goes to transportation activities consistent with federal air quality goals. The Federal Highway Administration and the Federal Transit Administration jointly determine that specific regions meet air quality standards.

**Construction staging area.** During construction, a site temporarily used for materials or equipment storage, assembly, or other temporary, construction-related activities.

**Corridor.** A general path from one point to another; the WSBLE corridor begins in Downtown Seattle and travels to West Seattle for the West Seattle Link Extension and to Ballard for the Ballard Link Extension.

**Cumulative impact.** Impacts on the environment resulting “from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” (Code of Federal Regulations Title 40 Section 1508.7)

**Day-night sound level (Ldn).** Ldn is a 24-hour equivalent continuous sound level (Leq), but with a 10-decibel penalty assessed to noise events occurring at night. Nighttime is defined as 10 p.m. to 7 a.m. This strongly weights Ldn toward nighttime noise because most people are more easily annoyed by noise during the nighttime hours when background noise is lower and most people are sleeping.

**de minimis impacts.** Section 4(f) *de minimis* impacts cannot “adversely affect the activities, features, and attributes” of a Section 4(f) resource. For public parks or recreation properties, a



*de minimis* impact finding requires written concurrence from the agency with jurisdiction over the property. For historic and archaeological sites, a *de minimis* impact is allowed if FTA has determined “no adverse effect” in compliance with Section 106 of the National Historic Preservation Act of 1966. When FTA has made a *de minimis* determination, the project is not required to analyze avoidance alternatives for that Section 4(f) property.

**Decibel.** The unit used to measure the loudness of noise.

**Design year.** The year 2042, for which ridership forecasts and volumes were estimated to determine the design features required for the proposed WSBLE improvements. Also called the horizon year.

**Displacement.** A property acquisition that would require removing an existing use.

**Disturbed habitat.** A habitat in which naturally occurring ecological processes and species interactions have been significantly disrupted by the direct or indirect results of human presence and activity.

**Elevated guideway.** A guideway that is positioned above the normal activity level (e.g., elevated structure for light rail to cross over a street).

**Emission source.** The origin of an air pollutant (e.g., automobiles and trucks are sources of carbon monoxide, hydrocarbons, and nitrogen oxides).

**Emission standards.** A limitation on the release of an air contaminant into the ambient air (e.g., the federal government limits carbon monoxide, hydrocarbon, and oxides of nitrogen emissions per mile of travel in new automobiles).

**Endangered species.** According to the Federal Endangered Species Act of 1973, an endangered species is any species in danger of extinction throughout all or a significant portion of its range, other than an insect determined by the Secretary of the Interior to constitute a pest whose protection under the provisions of this act would present an overwhelming and overriding risk to man.

**Equity.** The incidence of fairness and the distribution of benefits, costs, and impacts among population subgroups except as defined for subareas per allocations set out in Sound Move.

**Equivalent sound level (Leq).** Leq is a measure of sound energy over a period of time. It is referred to as the equivalent sound level because it is equivalent to the level of a steady sound which, over a referenced duration and location, has the same A-weighted sound energy as the fluctuating sound.

**Express route.** Transit service where a very limited number of stops are made.

**False-work.** Temporary support structures used during construction of a structure not yet able to support itself.

**Fare.** The authorized amount (cash or token) paid or the valid transfer or pass, presented for a transit ride.

**Footprint.** The *permanent* footprint of the project includes all of the area permanently converted to light rail uses, including guideway, stations, tail tracks, and other facilities. The *construction* footprint includes areas beyond the permanent footprint needed for construction access or staging.

**Frequency, vehicle.** Time rate of vehicle arrivals at a station stop or along a transit line.

**Full acquisition.** A type of property encroachment that would require the acquisition of the full parcel and displace the current use.

**Grade-separated.** Parallel or crossing lines of traffic that are vertically or horizontally physically separated from each other and do not share a common intersection.

**Greenhouse gas.** Greenhouse gases include carbon dioxide, methane, ozone, water vapor, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. These gas emissions are collectively leading to the greenhouse effect, trapping the sun's solar rays and leading to an increase in Earth temperature.

**Groundborne noise.** Noise that is transmitted through the ground, typically reported in decibels.

**Groundborne vibration.** A small but rapidly fluctuating motion transmitted through the ground, typically reported as velocity or acceleration.

**Guideway.** Specifically designed travel way used by transit vehicles constrained to the way.

**Habitat function.** Terrestrial plant communities, wetlands, and aquatic systems such as streams provide a variety of functions in the environment. For instance, depending on the condition and location of a wetland, wetland functions might include water quality improvement, groundwater recharge, nutrient and sediment filtering, and habitat for a variety of animals, as well as education and recreation opportunities for people—the habitat function is one of several functions potentially performed by wetlands. Similarly, terrestrial and aquatic systems each also may perform many functions. When they provide habitat for animals, they are said to be performing or providing a “habitat function.”

**Habitat value.** The value of plant community's function as determined by the habitat's ability to support the needs of biological species. High-value habitats are those that support or may support threatened, endangered, and/or sensitive species as determined by the federal, state, and local jurisdictions.

**Headway.** The headway between vehicles in public transit systems is the amount of time (usually in minutes) that elapses between two vehicles passing the same point traveling in the same direction on a given route.

**Hi-rail vehicle.** Hi-rail vehicles are used for track maintenance and can travel on the tracks.

**Hide-and-ride.** Parking by transit users in neighborhoods surrounding transit stations, generally caused by parking demand that exceeds supply at the transit station.

**High-capacity transit.** A system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, examples include light rail transit or express buses on exclusive bus ways and their supporting services.

**High-occupancy vehicle.** Any passenger vehicle that meets or exceeds a certain predetermined minimum number of passengers, for example, more than two or three people per automobile. Typically includes carpools with two or more people, vanpools, and buses.

**High probability areas.** Areas that have moderate, high, or very high probability of containing archaeological materials according to Washington Department of Archaeology and Historic Preservation's predictive model.

**Hours of service.** The number of hours during the day between the start and end of service on a transit route, also known as the service span.

**Indirect impacts.** Impacts caused by an action and later in time or farther removed in distance, but still reasonably foreseeable. Indirect impacts may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate,

and related effects on air and water and other natural systems, including ecosystems (Code of Federal Regulations Title 40 Section 1508.8).

**Induced trips.** Trips generated because of the construction of a new (transportation) facility. (Different from shifted trips).

**Integration with other modes.** Method by which a transit system interfaces with other modes of transportation.

**Interim terminus.** A station where the project would operate until the next portion of the project can be built. The terminus would typically include a station with tail tracks extending beyond the station for layover of trains.

**Joint development.** Opportunities for the development or redevelopment of adjacent parcels (in station areas) in a manner that would support both the transit investment and the community objectives through the use of both public and private funds.

**Key observation point (KOP).** A view location used to describe existing visual conditions and to analyze

**Land development pattern.** The use, types, and intensity of development. Land development patterns affect trip demand, average trip length, and therefore, energy consumption.

**Level of service (L.O.S.).** A qualitative measure that represents the collective factors of travel under a particular volume condition. A measure of traffic congestion.

**Light rail transit (also light rail).** A mode of mass transportation comprising light rail vehicles, which travel on steel tracks and are powered by electricity from overhead wires. This mode is characterized by its ability to operate in both at-grade and/or grade-separated environments.

**Link.** Sound Transit's light rail system.

**Local service.** A type of transit operation involving frequent stops and consequent low speeds, the purpose of which is to deliver and pick up transit passengers as close to their destinations or origins as possible.

**Low-income.** A low-income person is a person whose median household income is at or below two times the federal Health and Human Services poverty guidelines. For 2020, two times the Department of Health and Human Services 2020 poverty guideline for a household of one is \$25,520 annual income, and for a household of four is \$52,400 annual income in the 48 contiguous states.

**Megawatt.** 1,000,000 watts.

**Minimum operable segment (M.O.S.).** The segment of an alternative that is the most cost-effective solution with the greatest benefits for the project. According to the Federal Transit Administration, the M.O.S. must be able to function as a stand-alone project and not be dependent on any future segments being constructed.

**Minimum turn radius.** Generally assumed to be the minimum horizontal turn radius (tightest curve).

**Minority.** Minorities, as defined by the U.S. Census Bureau, are composed of several different race categories—Black, American Indian, Asian, Pacific Islander, Other, and Two or More races. Hispanics are also considered a minority, although Hispanic (or Latino) is defined by the U.S. Census Bureau as an ethnicity rather than a race.

**Mobility.** The ease of continuous movement along the transportation system.

**Mode.** A particular form or method of travel, such as pedestrian, bicycle, automobile, bus, or light rail.

**Mode share.** The percentage of travelers that travel either by single-occupancy vehicle, high-occupancy vehicle, or transit modes on a given roadway facility.

**Mode split.** Forecast of proportion of total person-trips that would use each of the various modes of transportation that include transit and cars.

**National Historic Preservation Act of 1966.** The act that established the National Register of Historic Places and State Historic Preservation program and set forth guidelines and regulations for environmental review of projects involving federal funding.

**National Register of Historic Places.** The official list of the nation's cultural resources determined to be worthy of preservation; the register is maintained by the National Park Service.

**No Build Alternative.** The No Build Alternative includes the transportation system and environment as they would exist without the proposed project.

**Off-peak.** Those periods of the day when demand for transit service is not at a maximum.

**Operating costs.** Recurring costs incurred in operating transit systems, including wages and salaries, maintenance of facilities and equipment, fuel, supplies, employee benefits, insurance, taxes, and other administrative costs. Amortization of facilities and equipment is not included.

**Operating revenue.** The gross income from operation of the transit system including fares, charter income, concessions, advertising, etc. Does not include interest from securities, nonrecurring income from sale of capital assets, etc.

**Operational energy.** The energy used for vehicle propulsion, facilities, and maintenance for a specified period, usually one year.

**Operations and maintenance facility.** Sound Transit's existing central operations and maintenance facility is in operation in Seattle on Forest Street in SODO. WSBLE will connect to it.

**Overhead catenary system.** Electrical transmission poles and lines that supply power to the light rail system.

**Parking utilization.** The number of parking spaces being utilized at a given location; it is calculated as the total number of parking spaces occupied divided by the total parking supply at a given location.

**Partial acquisition.** A property that would be partially acquired in order to build and operate the light rail.

**Passenger load/passenger load level of service.** The number of passengers on a transit unit (vehicle or train) at a specified point.

**Passenger mile.** A measure of travel equivalent to one passenger traveling one mile.

**Peak hour.** The hour of the day in which the maximum demand for service is experienced, accommodating the largest number of automobile or transit patrons.

**Peak particle velocity.** Specifications for allowable levels of vibration from blasting, pile-driving, and other construction processes with the potential of causing building damage are almost always expressed in terms of peak particle velocity since this is thought to be well correlated with maximum stresses in buildings. Peak particle velocity is the instantaneous positive or negative peak in the vibration signal.

**Peak period.** A time period or periods when travel activity is at its heaviest.

**Pedestrian level of service.** An overall measure of walking conditions on a route, path, or facility.

**Person throughput.** The amount of persons that can pass a point on a roadway or pass through an intersection over a specified period of time.

**Person trip.** A trip from a point of origin to a destination made by a person by any travel mode. Within transit, transfers are not counted. That is, a person traveling from home to work on a bus with one transfer creates only one-person trip.

**Pollution-generating impervious surface.** Impervious surfaces considered to be a significant source of pollutants in stormwater runoff. Such surfaces include those subject to vehicular use, industrial activities, or storage of erodible or leachable materials, wastes, or chemicals, and which receive direct rainfall or the run-on or blow-in of rainfall.

**Profile.** The vertical position of the track in relation to surrounding terrain. Light rail profile types are at-grade, elevated, trench, retained fill, and tunnel.

**Queue.** A line of vehicles, bicycles, or persons waiting to be served by the system in which the flow rate from the front of the queue determines the average speed within the queue. Slowly moving vehicles or people joining the rear of the queue are usually considered part of the queue. The internal queue dynamics can involve starts and stops. A faster-moving line of vehicles is often referred to as a moving queue or a platoon.

**RapidRide.** RapidRide is King County Metro's bus rapid transit.

**Realignment.** Due to steeply rising real estate prices and construction expenses, Sound Transit projects currently in early planning and design, including the West Seattle and Ballard Link Extensions Project, are seeing substantial cost estimate increases. To ensure that funding remains available to complete all voter-approved projects, the Sound Transit Board conducted a "realignment" process that established two schedules, the affordable schedule and the target schedule.

**Recreation and Conservation Office.** The Washington Recreation and Conservation Office is a state agency that manages grant programs to create outdoor recreation opportunities, protect the state's wildlife habitat and working farms and forests, and help return salmon from near extinction. The office supports the Recreation and Conservation Funding Board, Salmon Recovery Funding Board, Invasive Species Council, Governor's Salmon Recovery Office, and Habitat and Recreation Lands Coordinating Group.

**Reliability.** How often transit service is provided as promised; affects waiting time, consistency of passenger arrivals from day to day, total trip time, and loading levels.

**Retained fill profile.** Where the trackway is built above the ground surface on fill with a retaining wall on one side or both sides.

**Right-of-way.** The corridor (horizontal and vertical space) owned by the transit agency for the transportation way.

**Riparian habitat.** A habitat type associated with stream and lake margins and characterized by dense vegetation consisting primarily of willow, alder, and cottonwood species, supporting a wide variety of waterfowl, songbirds, amphibians, and small mammals.

**Route.** The course followed by a transit vehicle as a part of the transit system.

**Runoff.** The rainwater that directly leaves an area in surface drainage, as opposed to the amount that seeps out as groundwater.

**Screenline.** A screenline is an imaginary line across a section of freeways or arterials. Screenlines are often used in traffic analyses to determine how much volume is entering or exiting a particular area.

**Section 106.** Section 106 of the National Historic Preservation Act of 1966 established a procedure to review the potential effects on cultural resources by projects receiving federal funds.

**Section 4(f).** Section 4(f) of the Department of Transportation Act restricts the United States Department of Transportation's approval of projects affecting the following properties: publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge, or any land from a significant historic site.

**Section 404.** Section 404 of the Clean Water Act is a permit program administered by the U.S. Army Corps of Engineers under guidelines by the U.S. Environmental Protection Agency to protect the nation's waters from dredged and fill sources.

**Section 6(f).** Section 6(f) of the Land and Water Conservation Act of 1965 established restrictions on, and replacement requirements for, the use of land acquired with funds authorized under the Land and Water Conservation Fund Act.

**Sensitive receptor.** A local area or site that supports activities easily disrupted by audible intrusions or distractions, such as a park, school, historic landmark, or residential neighborhood.

**Sensitive view.** A view that is identified by local jurisdictions as requiring protection.

**Sensitive viewers.** Viewers for which the landscape contributes to their enjoyment of their activity and aesthetic of their living environment. Park users or residents are more sensitive to change in the landscape than office workers or motorists.

**Service frequency.** The number of transit units (vehicles or trains) on a given route or line, moving in the same direction, that pass a given point within a specified interval of time, usually 1 hour.

**Social interaction.** Intra-neighborhood communication and circulation using street, sidewalk, and bikeway connections between residential areas and community facilities, retail businesses, and employment centers. Also includes verbal interaction and telecommunications facilities.

**Sound Transit 2 and Sound Transit 3.** Packages of high-capacity transit investments in the regional transit system. Sound Transit 2 was adopted in July 2008. Sound Transit 3 was approved by the voters in November 2016.

**Sound Transit District.** Sound Transit's taxing district includes the most populated areas of King, Pierce, and Snohomish counties. The district generally follows the urban growth boundaries created by each county. For a district map see <http://www.soundtransit.org/About-Sound-Transit/Taxing-district>.

**Sound wall.** A barrier designed to protect residents or other sensitive receivers from high noise levels generated nearby, such as from a highway or light rail line.

**Sounder.** Sound Transit's commuter rail system, which travels from Lakewood to Everett, through Seattle.

**Staging area.** Section of land near a construction site designated for equipment and truck storage, maintenance, and warm up prior to engagement in construction activities.

**Stormwater treatment.** Stormwater ponds and underground vaults are used to remove sediments and dissolved metals from stormwater. They collect sediments on the bottom of the pond or vault, where maintenance workers can clean them out on a regular basis.



**Straddle bent.** Light rail guideway support that extends across the width of the street.

**Subduction zone.** An area where one crustal plate is descending below another. The Puget Sound area is close to a subduction zone, which is formed by the Juan de Fuca plate descending below the North American plate. This action can cause significant seismic activity.

**Sustainability Plan.** Sound Transit's *Sustainability Plan* gives an overview of the agency's efforts in reducing energy use, greenhouse gases, and air pollution. Sound Transit has developed nine sustainability priorities to guide its long-term achievements. They focus on expanding transit services and ridership, improving stations and facilities, and deploying the most fuel-efficient, clean, and cost-effective vehicles.

**Target schedule.** A schedule for priority projects, as close to Sound Transit 3 Plan schedules as possible, reliant upon reductions in the affordability gap through cost savings and additional revenue.

**Terminal.** The terminating point of transportation routes with transfer facilities and, often, amenities for passenger convenience.

**Terminus.** A transit station located at the end of a transit line.

**Third-party funding.** Third-party funding is contributions from partner agencies to cover the cost that is outside the scope of the Sound Transit 3 Plan.

**Threatened species.** According to the Federal Endangered Species Act of 1973, any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

**Total travel time.** The total elapsed time between trip beginning and end, including travel, terminal, and waiting time.

**Traction power substation.** Electrical station that provides the power needed to drive the trains. The substations are housed in either standalone structures, or within transit stations, typically within or adjacent to the right-of-way.

**Transfer time.** The elapsed trip time required to change between modes (e.g., bus to light rail) or to transfer between routes of the same mode (e.g., bus to bus).

**Transfer.** The portion of a trip between two connecting transit lines, both of which are used for completion of the trip.

**Transit.** A transportation system principally for moving people in an urban area and made available to the public usually through paying a fare.

**Transit-oriented development (TOD).** Transit-oriented development emphasizes high-quality walking environments, mixed land uses, and high-density developments linked to transit. TOD creates a pattern of dense, diverse, pedestrian-friendly land uses near transit nodes that support higher transit patronage. "Equitable" transit-oriented development is development that enables all people, regardless of income, race, ethnicity, age, gender, immigration status or ability, to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit hubs.

**Travel time (in vehicle).** The time required to travel between two points, not including terminal or waiting time.

**Treaty fishing rights.** The right to take fish at usual and accustomed grounds and stations by the treaty Indian tribes in Washington state, as affirmed by the Boldt Decision in 1974 and the United States Supreme Court in 1979. A "treaty fishery" means fishing and shellfish rights are preserved in a tribe's treaty, a federal executive order, or an act of Congress. The rights include

activities such as harvesting, processing, transporting, and selling, as well as management and enforcement (<https://dor.wa.gov/education/industry-guides/indian-tax-guide/treaty-fishery>).

**Trench profile.** Guideway profile where the trackway is cut into the ground with a retaining wall on both sides.

**Trip.** The one-way movement of one person between his origin and his destination, including transfers and the walk to and from the means of transportation.

**Unity.** In visual analysis, the visual coherence and compositional harmony of the landscape.

**Use of Section 4(f) land.** According to regulations of the U.S. Department of Transportation, use of Section 4(f) land is defined as: (1) acquisition of title or easement to land, or (2) in unusual circumstances, serious indirect impacts, such as increase in noise, visual intrusion, or access obstruction.

**Vegetation clear zone.** The area extending 11 feet beyond the light rail guideway footprint where tall shrubs and trees are not allowed to grow in order to protect the light rail overhead catenary system lines and tracks.

**Vehicle hours traveled.** The total vehicle hours expended traveling on the roadway network in a specified area during a specified time period.

**Vehicle mile.** An amount of travel equivalent to one vehicle traveling one mile.

**Vehicle miles traveled.** The total number of vehicle miles traveled within a specific geographic area over a given period of time.

**Vehicle occupancy.** The number of persons per vehicle. Usually an average number for a specified trip type, area, and analysis year.

**Vibration propagation.** The transfer of vibration through soil or other media.

**Vibration propagation test.** A test that provides an estimate of vibration levels as a function of distance from a vibration source, in this case the light rail vehicle. Tests are done on the surface to evaluate propagation at-grade, or at the bottom of a bore hole for tunnel routes.

**Vibration velocity.** Vibration velocity is the basic measure of ground-borne vibration. It is a measure of the rate at which particles in the ground are oscillating relative to the equilibrium point.

**Viewer sensitivity:** The extent of the viewer's concern for a particular view or viewshed. Viewer sensitivity to the viewed environment is classified as low, average, or high.

**Visual amenity.** An object or element (such as buildings or vegetation) that enhances the visual character of a view or area.

**Visual character.** Visual character is an impartial description of the landscape in terms of dominance, scale, diversity, and continuity. Visual character-defining environments and features include landforms, vegetation, land uses, transportation facilities, overhead utilities, open spaces, water bodies, designated viewpoints, and views to the visual environment.

**Visual encroachment.** The imposition of an object, or objects, on a view such that the view is disrupted, obstructed, or otherwise modified from its original state.

**Visual quality.** Visual quality is an assessment of the visual character and is categorized as low, medium, or high, as follows:



- **Low visual quality.** Areas that have low visual quality may have features that seem visually out of place, lack visual coherence, do not have compositional harmony, and contain eyesores.
- **Medium visual quality.** These areas can be generally pleasant appearing, but may lack distinctiveness, memorability, drama, and compositional harmony, or may simply be very common and ordinary landscapes.
- **High visual quality.** These areas may be memorable, distinctive, unique (in a positive way), intact natural or park-like areas or urban areas with strong and consistent architectural and urban design features.

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# Appendix E

## **References**

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None.

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None.

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None.

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None.

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None.

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None.

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None.

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None.

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# Appendix F

## **Public Involvement and Agency Coordination**

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## **APPENDIX F. PUBLIC INVOLVEMENT AND AGENCY COORDINATION**

The National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) emphasize the importance of public and agency engagement early in the environmental review process. Sound Transit's commitment to early agency and public engagement is demonstrated by its working relationship with local public transportation agencies, local jurisdictions, state and federal agencies, and the public since the project's inception to create an open public and agency involvement process. That process includes ample opportunities to inform and involve stakeholders in the West Seattle and Ballard Link Extensions (WSBLE) Project.

### **F.1 Outreach Goals and Objectives**

Businesses, residents, community groups, and the general public are provided with numerous opportunities to engage with Sound Transit on issues of interest or concern in the development and evaluation of the WSBLE Project. The Sound Transit Community Outreach team has established the following goals and objectives to guide the planning phase of the WSBLE Project:

Goal 1: Promote an understanding of the purpose and need for the project and the process leading to final decisions.

- Objective A – The public outreach process will adequately inform and engage all likely stakeholders, including low-income, communities of color, and limited-English-proficiency stakeholders.
- Objective B – Project milestones and decision points will drive the timing, format, and content of public involvement activities.
- Objective C – Sound Transit Community Outreach staff and consultants will coordinate closely with the engineering and environmental staff and consultants to ensure that they are hearing, considering, and addressing input from the community in project planning, design, and environmental review. Close coordination will also ensure that Sound Transit Community Outreach staff and consultants have relevant, timely, and accurate information to share with the public.
- Objective D – Sound Transit and Federal Transit Administration (FTA) decision-makers will receive regular and frequent updates about what the WSBLE team is hearing from the public.
- Objective E – Sound Transit Community Outreach staff will inform the public of how input is being considered and incorporated into the decision-making process.

Goal 2: The public, Sound Transit, FTA, local jurisdictions including the City of Seattle and King County, and other stakeholders will be satisfied that the Draft Environmental Impact Statement community engagement process was clear, accessible, fair, and met the requirements of NEPA and SEPA.

- Objective A – Public outreach strategies and tactics will be convenient and accessible to a broad and diverse range of stakeholders and community members, including low-income, communities of color, and limited-English-proficiency populations. Community outreach staff will work to reduce the barriers to participation.

- Objective B – Involve new and existing stakeholders by providing a range of public input opportunities early and often.
- Objective C – The WSBLE project team will publicize all WSBLE Project public outreach activities through multiple and diverse communication channels.
- Objective D – All public materials and talking points will clearly explain the Environmental Impact Statement process and when, where, and how stakeholders can provide their input.

Goal 3: Sound Transit will build informed consent for the project amongst community members, corridor jurisdictions, and other stakeholders. Informed consent is not about 100 percent agreement but moving the most vocal opponents away from active opposition to acceptance. Sound Transit Community Outreach staff and consultants will practice this by focusing attention on the people that would be most directly impacted by the WSBLE Project.

- Objective A – All public materials and talking points will clearly communicate the purpose and need for the project.
- Objective B – The WSBLE project team will use data and evidence to demonstrate that the WSBLE Project is an important investment for the project corridor and the region.
- Objective C – The WSBLE project team will ensure that clear, honest, timely, and thorough information about the WSBLE Project and environmental review process is available to the public, corridor jurisdiction, stakeholders, and the media.
- Objective D – The public will receive frequent updates on what the WSBLE project team is hearing from them and how public input will be considered and addressed in the decision-making process.
- Objective E – The WSBLE project team will research and respond to public inquiries, ideas, and concerns in a timely manner.
- Objective F – The public will have an opportunity to provide input on major decisions before they are finalized, including formal comment periods.
- Objective G – The WSBLE project team will ensure that project information and impact evaluations are clearly written and understandable to a non-technical audience.

### **F.2 Agency Coordination**

Sound Transit began agency coordination for the WSBLE Project in 2017. It initiated the environmental review process by publishing notices of SEPA early scoping in the SEPA Register on February 2, 2018. SEPA early scoping initiated the Alternatives Development phase of the WSBLE Project and provided an opportunity for the public and agencies to learn about the project and provide their comments at the early planning stage (see Section F.5.2, SEPA Early Scoping).

Consistent with the WSBLE Agency Coordination Plan (Sound Transit 2019a), Sound Transit has coordinated interagency meetings and other activities to collect input from interested agencies. This coordination informed the Alternatives Development process and the development of the technical analysis methodologies. Agency involvement was also part of the NEPA/SEPA scoping process. Three categories of interagency participation were established to facilitate agency cooperation and input for the WSBLE: co-lead, cooperating, and participating agencies. At the beginning of the environmental review process, the FTA and Sound Transit

invited agencies to participate, where appropriate, as described below. Correspondence about the WSBLE with these agencies is in the following appendices:

- The Historical and Archaeological Resources Technical Report (Appendix N.5) contains correspondence between FTA and the Washington State Department of Archaeology and Historic Preservation, and between FTA and potentially interested Tribes, about the presence of cultural resources and their eligibility for the National Register of Historic Places. The report also documents consultation undertaken in accordance with Section 106 of the National Historic Preservation Act.
- The Draft Section 4(f) Evaluation (Appendix H) contains correspondence between Sound Transit and the City of Seattle regarding park resources that qualify as Section 4(f) resources.

### **F.2.1 Co-Lead Agencies**

FTA is the federal lead agency for NEPA purposes. Sound Transit is the lead agency for SEPA purposes. These two co-lead agencies are responsible for coordinating with the cooperating and participating agencies throughout the environmental review process.

### **F.2.2 Cooperating Agencies**

Cooperating agencies are other federal, state, and local public agencies with jurisdiction or special expertise with respect to any environmental issues that should be addressed through the NEPA process. Cooperating agencies are responsible for developing information, preparing environmental analyses, and making staff available to support interagency and interdisciplinary coordination. Cooperating agencies for WSBLE include the following:

- United States Army Corps of Engineers.
- United States Coast Guard.
- United States Postal Service.
- King County Department of Natural Resources.
- Port of Seattle.
- City of Seattle.

### **F.2.3 Participating Agencies**

Participating agencies are the federal and nonfederal agencies that may have an interest in the project. Such agencies are invited to participate in the environmental review process and agencies may choose not to participate. Participating agencies for WSBLE include the following:

- Bureau of Indian Affairs.
- Federal Aviation Administration.
- Federal Emergency Management Agency.
- Federal Highway Administration.
- Federal Railroad Administration.
- Federal Motor Carrier Safety Administration.
- Federal Protective Service.
- Federal Bureau of Investigation.
- King County Metro.
- Maritime Administration.

- National Oceanic and Atmospheric Administration Fisheries.
- Northwest Seaport Alliance.
- Puget Sound Clean Air Agency.
- Puget Sound Regional Council.
- United States Department of Interior/National Park Service.
- United States Environmental Protection Agency.
- United States Fish and Wildlife Service.
- United States Department of Housing and Urban Development.
- United States Department of Homeland Security.
- United States Government Services Administration.
- Washington Department of Archaeology and Historic Preservation.
- Washington Department of Fish and Wildlife.
- Washington Department of Natural Resources.
- Washington State Department of Children, Youth, and Families.
- Washington State Department of Ecology.
- Washington State Department of Transportation.
- Washington State National Guard.
- Washington State Recreation and Conservation Office.

Sound Transit staff worked with FTA to determine which Tribes might have interests in the project vicinity. Interested Tribes have been invited to participate throughout the environmental review process as described in Section F.3, Tribal Coordination and Consultation.

#### **F.2.4 Resources by Agency**

Federal, state, and local agencies have provided data collection, resource identification, determination of regulatory compliance requirements, and/or assistance in developing analysis methodologies. Table F-1 lists what resource information Sound Transit gathered by agency. Agencies also provided additional information and evaluation throughout the analysis process, which will continue through the completion of the Final Environmental Impact Statement.

**Table F-1. List of Resources Provided by Agency**

<b>Agency Type</b>	<b>Agency</b>	<b>Resources Provided or Consulted On</b>
Federal	United States Army Corps of Engineers	Wetlands, Waters of the United States
Federal	United States Coast Guard	Navigable waterways
Federal	United States Environmental Protection Agency	Air quality, climate adaptation, water resources, aquatic resources, invasive species, Hazardous materials, environmental justice, cumulative impacts, indirect impacts
Federal	United States Federal Emergency Management Agency	Federally-regulated floodplains
Federal	United States Fish and Wildlife Service	Threatened and endangered species
Federal	National Marine Fisheries Service	Threatened and endangered species

Agency Type	Agency	Resources Provided or Consulted On
Federal	United States Department of Interior	Historic properties and Section 4(f)
Federal	Federal Aviation Administration	Airspace requirements for the Duwamish Waterway and Salmon Bay
Washington State	Department of Transportation	Traffic, highway improvement plans, utilities
Washington State	Department of Fish and Wildlife	Threatened and endangered species, fish and wildlife, wetlands, priority habitat
Washington State	Department of Ecology	Hazardous materials, geology and soils, air quality, water resources, wetlands
Washington State	Department of Natural Resources	Threatened and endangered species (plant/animal), geology and soils
Washington State	Department of Archaeology and Historic Preservation	Archaeological and historic resources
Washington State	Resource and Conservation Office	Resource and Conservation Office resources
County	King County	Transportation plans, water quality, parks and recreational resources, utilities
Regional	Port of Seattle	Section 4(f), water quality, parks and recreational resources
Regional	Puget Sound Clean Air Agency	Air quality
Regional	Puget Sound Regional Council	Regional travel, land use and economic activity, population and employment growth projections
City	City of Seattle	Land use and economic activity; neighborhoods and population; transportation plans and traffic; archaeological and historic resources; wetlands; water quality; acquisitions, displacements, and relocations; noise and vibration; visual and aesthetic resources; parks and recreational resources; geology and soils; utilities; input on public outreach strategies
Tribe	Tribes (listed below in Section F.3)	Cultural resources, ecosystems resources, fisheries resources

### F.3 Tribal Coordination and Consultation

Sound Transit staff worked with FTA to determine which Tribes might have interests in the project vicinity. The project vicinity does not include any Tribal lands, but Tribes have treaty rights in the project vicinity. Tribes also have interests in cultural resources, ecosystems resources, fisheries, environmental review, and related consultations under the Endangered Species Act and National Historic Preservation Act.

The two Tribes with treaty rights in the study area are the Muckleshoot Indian Tribe and the Suquamish Tribe of the Port Madison Reservation (the Suquamish Tribe). Federally and non-federally recognized Tribes with an interest in the project vicinity may participate in cultural resources or environmental review processes. Interested Tribes have been invited to participate throughout the process.

The following federally recognized Tribes likely have an interest in the project. FTA sent letters to these Tribes initiating government-to-government consultation on February 5, 2018, and NEPA and Section 106 consultation on February 25, 2019:

- Muckleshoot Indian Tribe.
- Suquamish Tribe.
- Snoqualmie Indian Tribe.
- Stillaguamish Tribe of Indians of Washington.
- Tulalip Tribes of Washington.
- Confederated Tribes and Bands of the Yakama Nation.

Sound Transit also invited the Duwamish Tribal Organization and the Snohomish Tribe, which are not federally recognized Tribes, to participate in the environmental process in a letter dated February 14, 2019.

FTA and Sound Transit will continue to consult and coordinate, as appropriate, with the Tribes regarding potential natural and cultural resource impacts throughout project development.

### **F.4 Outreach Activities and Tools**

Agency and public outreach efforts for the WSBLE Project began in February 2018, with varied and broad-reaching methods. Sound Transit actively worked to reach agencies and the public by hosting public meetings and forums, attending community events, presenting to community organizations, and being available to discuss the project with businesses, neighborhoods, potentially affected property owners, and other interested groups.

To make information about the WSBLE Project as widely available as possible, Sound Transit created (and is continually updating) a variety of communication tools and materials. These include maintaining a comment database, project webpage, and online open house and distributing fact sheets, press releases, and email updates. These materials and tools provide updated information on the project and let community members know where and how to provide feedback.

#### **F.4.1 Database**

Interested individuals can request project updates through email. Sound Transit maintains a database of people who wish to receive regular updates about the agency's progress and about opportunities for public input. The database includes email and/or physical addresses of attendees at WSBLE open houses and neighborhood forums, correspondents, commenters, and others who have requested information on the project. The database is used in addition to the list of approximately 118,000 addresses within 0.5 mile of WSBLE alternatives that Sound Transit uses for project-related mailings. This mailing area also includes addresses within 0.25 mile of Delridge Way Southwest between Southwest Genesee Street and Southwest 100th Street.

#### **F.4.2 Briefings**

Sound Transit actively seeks to provide briefings to interested neighborhood groups, organizations, social service providers, and businesses in the vicinity of the WSBLE Project. The purpose of these briefings is for project staff to reach members of the public at their neighborhood, civic, or business meetings to provide project information and answer questions.



In some instances, project staff meet one-on-one to brief community leaders and individual stakeholders and obtain input. A full list of briefings of community and business organizations that have been held for the project can be found in Table F-5 at the end of this appendix. Sound Transit has also met with about 40 businesses and about 60 residents or residential groups, such as condominium associations, to discuss the project.

### **F.4.3 Open Houses and Neighborhood Forums**

Sound Transit is holding public open houses and neighborhood forums as the project progresses to share information, answer questions, and obtain input. Large open houses were held during SEPA early scoping in February 2018 and NEPA/SEPA scoping in February and March 2019 to present information to the public and gather input. Sound Transit published scoping information reports prior to scoping and summarized the input received during the scoping period in scoping summary reports (Sound Transit 2018a and 2018b, Sound Transit 2019b and 2019c). Smaller neighborhood forums were held between April 2018 and March 2019 to gather feedback from the public on alternatives as the Alternatives Development process advanced, and in November and December 2019 to share the Draft Environmental Impact Statement alternatives with the public. A full list of open houses and neighborhood forums that have been held for the project can be found in Table F-5 at the end of this appendix.

### **F.4.4 Public Hearings**

During the 90-day comment period for the Draft Environmental Impact Statement, Sound Transit will hold public hearings and public open houses (see Section F.5.5, Draft Environmental Impact Statement, for additional information).

### **F.4.5 Fact Sheets and Brochures**

Fact sheets and brochures for the WSBLE Project have been developed and shared at workshops and community events, and are posted on the project webpage (see Section F.4.7, Project Webpage). The fact sheets and brochures describe the status of the project, the alternatives being studied in the environmental analysis, and the contact information for team members to contact for more information or with comments.

### **F.4.6 Community Events**

Project staff attend a variety of community events planned by other organizations to reach a broad group of community members who might not otherwise seek out information on the project. Sound Transit's presence at these community events gives people the opportunity to pick up information, sign up for email updates, and ask questions. At the community events, outreach staff display project informational materials (in English and other languages), a project kiosk with panels in English and other languages, and Sound Transit giveaways. Examples of the community events Sound Transit has attended include:

- Farmers markets.
- Community fairs and festivals.
- Open houses for other community projects.
- Large community meetings.
- Transportation fairs.

More information on the community events Sound Transit has attended is provided in Section F.6, Public and Stakeholder Outreach Meetings.

### F.4.7 Project Webpage

Sound Transit developed a website (<https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>) that provides information on the WSBLE Project. On the site, individuals can sign up to receive email updates.

The WSBLE website includes an overview of the project, project maps, information on stakeholders and partners, the project timeline and milestones, and news and updates. The project website also contains a document library with links to a variety of project-related documents. Some of the documents posted on the WSBLE website include the following:

- WSBLE Early Scoping Information Report.
- WSBLE Early Scoping Summary Report.
- WSBLE Level 1, Level 2, and Level 3 Alternatives Development reports.
- WSBLE Scoping Information Report.
- WSBLE Scoping Summary Report.
- WSBLE Initial Assessment Results.
- WSBLE Draft Environmental Impact Statement.

Copies of public presentations, fact sheets, and other documents are also available. Sound Transit maintains a supplemental online open house website (<https://wsblink.participate.online/>), which provides information on the WSBLE Project outreach and engagement. Outreach materials, including the online open house, has been transcreated into Simplified Chinese, Traditional Chinese, Spanish, and Vietnamese, our top languages spoken in the project corridor. The online open house can be translated into multiple other languages using google translate. Additionally, the project folio and community comment guides, primary materials for in-person engagement at fairs, festivals, and other tabling activities have been transcreated into Khmer, Somali, and Korean.

### F.4.8 News Media

The project team uses local media outlets to inform, educate, and involve the public in the WSBLE Project. Sound Transit has sent periodic press releases to almost 200 media outlets and information providers, including *The Seattle Times*, *New York Times* Seattle/Northwest Bureau, FOX News, KING-TV, KUOW, KOMO-TV, KOMO Newsradio, West Seattle Blog, *West Seattle Herald*, *Northwest Asian Weekly*, *Queen Anne & Magnolia News*, *International Examiner*, and *Ballard News Tribune*.

Public meetings and events are advertised in local publications (online and print) and on community boards.

### F.4.9 Potentially Affected Property Notification

Sound Transit mailed letters in the fall of 2021 to about 1,400 potentially affected property owners whose property would need to be acquired for one or more of the project alternatives. Sound Transit will proactively reach out to potentially affected property owners and offer opportunities to meet with Sound Transit staff to have their questions answered. Sound Transit

will continue to respond to property owner inquiries and requests. Sound Transit has held one-on-one meetings with property owners interested in doing so since 2018.

### **F.4.10 Targeted Outreach**

Sound Transit recognizes the importance of reaching people with limited English proficiency, communities of color, and people with low incomes, and providing opportunities to be involved in the project planning, design, and environmental review process. Sound Transit has targeted outreach efforts through social service providers and community organizations where possible. All of Sound Transit's notices and literature for the WSBLE Project have language blocks translated into Traditional Chinese, Vietnamese, Spanish, Tagalog, Russian, and Korean stating information is available in alternate formats by calling 1-800-201-4900. These languages were selected based on 2015 to 2018 United States Census American Community Survey data for the project corridor and community input. When contacted by a member of the public with limited English proficiency, Sound Transit staff can use an immediate phone translation service that provides over-the-phone interpretation in 150 languages, 24 hours a day and 7 days a week. Mandarin, Cantonese, and Vietnamese interpreters were made available at Chinatown-International District community events and during door-to-door outreach, and Vietnamese and Spanish interpreters were available at some Delridge community events.

Sound Transit translated multiple WSBLE Project materials into Traditional Chinese, Simplified Chinese, Vietnamese, and Spanish. Transcreated materials included fact sheets, kiosks used in community centers and at neighborhood festivals, and open house materials. Translated materials also included posters, flyers, and advertisements with information about upcoming events. Online open houses with project information and opportunities for feedback have Google Translate built in for translation to multiple languages. Additionally, project materials have also been translated in some instances into Korean, Khmer, and Somali. Translated materials also included posters, flyers, and advertisements with information about upcoming events. Online open houses with project information and opportunities for feedback have Google Translate built in for translation to multiple languages.

Targeted outreach provides Sound Transit with opportunities to engage with social service providers, community leaders, and community members. The purpose of these outreach activities is to share information about the project, build relationships with the community, and gather information about how environmental justice populations may experience adverse effects or benefit from the project. Sound Transit is using several types of targeted outreach over the course of this project, including:

- Briefings: A briefing is a smaller meeting focused on an individual community or organization, during which the project outreach staff provide an update about the project and respond to questions.
- Open houses or neighborhood forums: At an open house or forum, the project outreach staff set up a table of materials for the public, conduct facilitated conversations among community members, and/or respond to questions. A presentation is often provided to provide project background. Online versions of open houses are regularly offered in conjunction with neighborhood forums and open houses for those that cannot attend in person. The content is similar to the in-person events and often includes surveys or interactive maps.
- Fair or festival booths: Project outreach staff attend many fairs and festivals in Seattle to provide project information and answer questions from the public. The outreach staff host a booth with project materials at these events.

- **Tabling:** Project outreach staff provide project information and answer questions at public parks and community centers in the project corridor.
- **Property owner meetings:** Often at the request of the property owner, project outreach and other staff meet with property owners to discuss the project and specific concerns.
- **Listening sessions:** Outreach staff share a presentation and provide opportunity to hear community questions and concerns at residential buildings, including many that are operated by affordable housing providers.
- **Social service provider interviews:** Project outreach staff conduct interviews with social service providers in Seattle to gather information about the community, its needs, and feedback about the project.
- **Door-to-door outreach:** Outreach staff share project information, provide posters for upcoming events, and ask for project feedback. This typically includes outreach to small businesses in the study area. During the Washington State “Stay Home, Stay Healthy” order issued in spring 2020 to limit the spread of COVID-19, project outreach staff called and emailed non-essential businesses such as hotels and multi-family residences along the project corridor to introduce them to the project and answer questions. Staff offered future in-person briefings when people can safely gather again, and also offered to sign people up for the project e-newsletter.

These efforts have allowed Sound Transit to better reach the various communities in the corridor and involve people representative of the population in the corridor. Sound Transit prepares meeting summaries for events such as briefings and fairs or festival booths. Sound Transit also prepares reports summarizing larger events such as open houses and neighborhood forums. Summaries of these larger events are available at <https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>. Appendix G, Environmental Justice, provides more information on specific targeted outreach that Sound Transit has done to date to reach people with limited English proficiency, communities of color, and people with low incomes.

### F.5 Outreach During Environmental Impact Statement Process

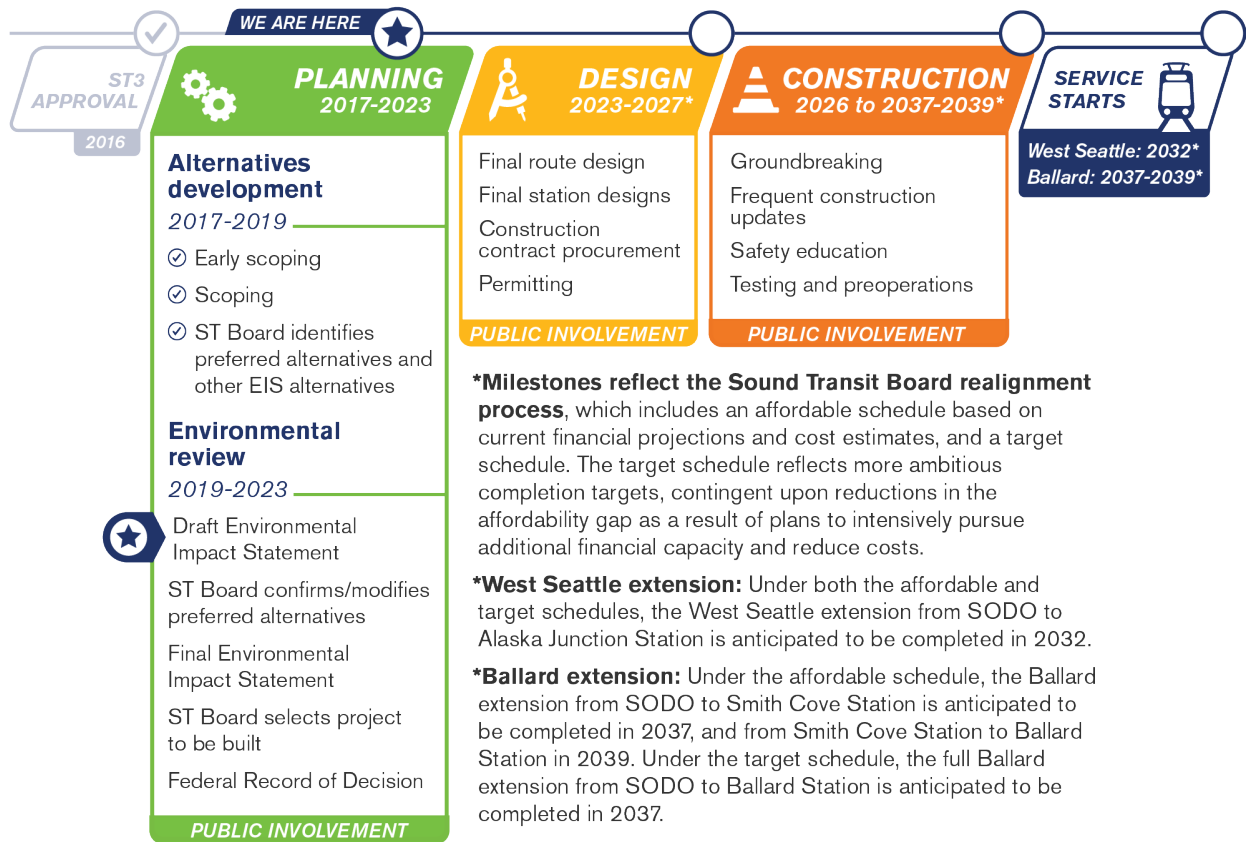
Public input is an essential element of the planning phase of the project, which includes alternatives development and the environmental review process depicted in Figure F-1.

As described earlier, Sound Transit has used a variety of methods to reach out to the public, including briefings, open houses, and workshops. The NEPA process encourages lead agencies to make diligent efforts to involve the public in implementing projects. This includes providing public notice of public hearings, holding public meetings, and making environmental documents available. Sound Transit’s outreach and coordination efforts for the preparation of the Environmental Impact Statement are described in the following sections.

#### F.5.1 Agency Involvement

Sound Transit has received early and continuous information and guidance from many agencies throughout the WSBL environmental process. Sound Transit is holding periodic interagency meetings and coordinating activities to collect input from interested agencies. Initial meetings and activities were designed to solicit suggestions for the development of project alternatives and analysis methodologies. Subsequent coordination occurred as design and analysis of WSBL alternatives progressed.

Figure F-1. Project Milestones



## F.5.2 SEPA Early Scoping

Sound Transit initiated the environmental review process by publishing notices of SEPA early scoping in the SEPA Register on February 2, 2018. SEPA early scoping initiated the Alternatives Development phase of the WSBLE Project and provided an opportunity for the public to learn about the project and provide their comments at the early planning stage. Comments were accepted by mail, email, voicemail (transcribed), online comment forms, and on comment boards, maps, and forms at the open houses (both in person and online) through March 5, 2018.

During SEPA early scoping, Sound Transit asked for comments from the public and agencies on:

- The range of alternatives to be considered.
- The draft purpose and need statement.
- The criteria that should be used to evaluate project alternatives.

The SEPA early scoping notices provided information about the WSBLE Project, dates and times of agency and public SEPA early scoping meetings, how to learn more about the project, and how to provide comments. Advertisements for the meetings included a postcard mailed to approximately 118,000 residences and businesses within 0.5 mile of the project alternatives, a press release, social media, posters at community gathering places, rider alerts on Seattle buses, notification on the Sound Transit WSBLE Project website

<https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>, emails to



the project subscriber list, and a legal notice in *The Seattle Times*. Paid advertisements were placed in four print publications (*International Examiner*, *NW Asian Weekly*, *El Mundo*, and *La Raza del Noroeste*) and 14 online publications (*The Seattle Times*, West Seattle Blog, MyBallard.com, The Urbanist, The Seattle Transit Blog, Crosscut, The Seattle Medium, The Seattle Globalist, *International Examiner*, *NW Asian Weekly*, *El Mundo*, *Runta News*, *South Seattle Emerald*, and *La Raza del Noroeste*). In addition, Sound Transit prepared a SEPA Early Scoping Information Report (Sound Transit 2018a) to provide details on the SEPA early scoping period, project background, ways to provide comments, and the draft purpose and need for the project. It also discussed next steps in the project timeline and the environmental process. Table F-2 lists the SEPA early scoping meeting dates and locations.

**Table F-2. WSBLE Project SEPA Early Scoping Meetings**

Date	Location	Type of meeting
Tuesday, February 13, 2018	Alki Masonic Center, West Seattle	Public SEPA early scoping open house
Thursday, February 15, 2018	Leif Erickson Lodge, Ballard	Public SEPA early scoping open house
Tuesday, February 20, 2018	Union Station, Downtown Seattle	Public SEPA early scoping open house
Monday, February 12 to Monday, March 5, 2018	Online open house	Public SEPA early scoping open house
Wednesday, February 21, 2018	Union Station, Downtown Seattle	Agency and Tribes SEPA early scoping meeting

### F.5.3 Alternatives Development

The Alternatives Development phase of the WSBLE Project began during SEPA early scoping. Based on feedback received during SEPA early scoping, Sound Transit developed an initial set of alternatives. Sound Transit then conducted a three-level screening process (Level 1, Level 2, and Level 3) that analyzed and compared the alternatives using evaluation criteria developed from the project's preliminary purpose and need. Sound Transit solicited public feedback to inform each of the three levels of alternatives development and decision-making. Alternatives Development information was provided, and public feedback was solicited at neighborhood forums including open houses, community briefings and meetings, fairs, festivals, and tabling events, and via e-newsletters. After each screening analysis was complete, the results were presented to the Stakeholder Advisory Group. The Stakeholder Advisory Group made recommendations on which alternatives to carry forward into the next level of screening to the Elected Leadership Group. The Stakeholder Advisory Group includes transit riders, residents, businesses, major institutional organizations, key stakeholders, and members of the public. The Elected Leadership Group includes elected officials who represent the project corridor and/or Sound Transit Board. Based on the screening analysis data, public feedback, and the Stakeholder Advisory Group recommendations, the Elected Leadership Group decided which alternatives to study in the next screening level.

### F.5.4 Notice of Intent and Scoping

FTA published a Notice of Intent in the *Federal Register* on February 12, 2019. Sound Transit issued a determination of significance that was published in the SEPA Register on February 15, 2019. The Notice of Intent and determination of significance informed the public that FTA and Sound Transit would prepare an Environmental Impact Statement for the proposed WSBLE, and it also:

- Announced the beginning of the Environmental Impact Statement formal scoping process.

- Solicited input on the preliminary purpose and need of the project.
- Described the project and its termini, length, and general location of the alternatives.
- Provided information on the issues and potential impacts.
- Identified the anticipated federal approvals required.
- Invited comments, questions, and suggestions on the scope of the Environmental Impact Statement.
- Provided the dates, times, and locations of the public scoping meetings.

The purpose of scoping is to share information about the public process, purpose and need, environmental resources, and potential alternatives with the public and agencies in the WSBLE vicinity. During the scoping phase of the project, FTA and Sound Transit asked for comments on the draft purpose and need statement; the alternatives that should be evaluated in the Draft Environmental Impact Statement; and social, economic, environmental, transportation, and other issues to evaluate in the Draft Environmental Impact Statement. FTA and Sound Transit extended the initial 30-day comment period from March 18, 2019, to April 2, 2019, based on requests from the public and the City of Seattle.

During the scoping comment period, Sound Transit hosted three public scoping meetings. Sound Transit accepted written comments at the meetings, by mail, by email, in online comment forms, by voicemail (transcribed), and through paper comment forms and via a court reporter at the scoping meetings. Table F-3 lists the scoping meeting dates and locations.

**Table F-3. WSBLE Project Scoping Meetings**

Date	Location	Type of meeting
Wednesday, February 27, 2019	Alki Masonic Center, West Seattle	Public scoping open house
Thursday, February 28, 2019	Ballard High School, Ballard	Public scoping open house
Thursday, March 7, 2019	Union Station, Downtown Seattle	Public scoping open house
Friday, February 15 to Tuesday, April 2, 2019	Online open house	Public scoping open house
Tuesday, March 5, 2019	Union Station, Downtown Seattle	Agency and Tribe scoping meeting

Sound Transit performed the following outreach and communication activities to inform the public and gather input during the scoping process:

- Prepared and distributed a Scoping Information Report (Sound Transit 2019b) prior to the start of the scoping period to provide a general understanding of the project to affected agencies and the public. This report included the preliminary purpose and need statement, a summary of project planning history, a description of project alternatives, a list of environmental resources proposed to be evaluated in the Environmental Impact Statement, the project schedule, and details on the public involvement process. The report was available at the public open houses, at the agency scoping meeting, and on the Sound Transit website <https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions> for public review.
- Sent postcards to approximately 118,000 residents and businesses announcing the beginning of the scoping process, the public meetings, and the availability of the Scoping Information Report.

- Placed paid advertisements in two print publications (*NW Asian Weekly*, *Seattle Chinese Post*) and 12 online publications (*The Seattle Times*, *West Seattle Blog*, *MyBallard.com*, *The Urbanist*, *The Seattle Transit Blog*, *Crosscut*, *The Seattle Medium*, *The Seattle Globalist*, *International Examiner*, *NW Asian Weekly*, *Seattle Chinese Post*, *Runta News*).
- Updated the public through social media, the project webpage, email updates to the project subscriber list, and online community calendars.
- Hung posters in community gathering spaces and on utility poles.
- Met or corresponded with affected local, regional, state, and federal agencies, Tribes, and other organizations about issues within their jurisdiction or concern.
- Summarized the scoping process and comments in the *West Seattle and Ballard Link Extensions Scoping Summary Report* (Sound Transit 2019c). This report is available to the public on the project website (<https://www.soundtransit.org/sites/default/files/documents/west-seattle-ballard-link-extension-scoping-summary-report-part-1-201904.pdf>).

Following the public scoping process, in May and October 2019 the Sound Transit Board identified the alternatives to be evaluated in the Draft Environmental Impact Statement, including preferred alternatives for some segments.

### F.5.5 Draft Environmental Impact Statement

The WSBLE Draft Environmental Impact Statement describes the project purpose and need, the alternatives analyzed, and the potential environmental impacts of the project alternatives. It also describes methodologies and assumptions used for the analyses and identifies potential mitigation for unavoidable impacts.

The Draft Environmental Impact Statement has been distributed to federal, state, and local agencies, Tribes, and parties of interest listed in Appendix B for comment. A Notice of Availability was published in the *Federal Register* and in the SEPA Register on January 28, 2022. The following notifications and advertisements were also used to notify the public about Draft Environmental Impact Statement availability and public process:

- Public notices placed in local newspapers and community calendars (Media: *Seattle Times*, *The West Seattle Blog*, *Westside Seattle*, *MyBallard.com*, *The Urbanist*, *The Stranger*, *The Seattle Transit Blog*, *Crosscut*, *The Seattle Medium*, *The Seattle Globalist*, *International Examiner*, *NW Asian Weekly*, *Runtanews.com*, *NW Vietnamese News*, *El Mundo*, *Siete Dias*, *North America Post*, and *Seattle Chinese Post*. Community calendars: City of Seattle, *The Stranger*, *The Seattle Globalist*, Q13Fox, KNKX, Seattle Networking Guide, Eventful, Tu Decides, South Lake Union Chamber of Commerce, My Ballard, Commute Seattle, Friends of Little Saigon, and Seattle Green Drinks.)

Project mailer sent to approximately 130,000 residents and businesses in the corridor (all addresses 0.5 mile from the project alternatives, as well as addresses within 0.5 mile of terminus stations and 0.5 mile of Delridge Way Southwest between Southwest Genesee Street and Southwest 100th Street) as well as the individuals in the project database, announcing the availability of the Draft Environmental Impact Statement, describing how to comment, announcing the public hearings, and providing information about the Draft Environmental Impact Statement alternatives.

- Email notification sent to about 10,500 email addresses in the project database.
- Notice posted on the Sound Transit WSBLE website: <https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>.



- Poster notices placed in in publicly accessible areas near potential station areas and along the project corridor.

The Draft Environmental Impact Statement documents are available to the public at public meetings and at the following public libraries and community-based organizations

- Seattle Public Libraries.
  - Ballard Branch, 5614 22nd Avenue Northwest, Seattle, WA 98107
  - Beacon Hill Branch, 2821 Beacon Avenue South, Seattle, WA 98144
  - Central Library (Downtown Seattle), 1000 4th Avenue, Seattle, WA 98104
  - Columbia City Branch, 4721 Rainier Avenue South, Seattle, WA 98118
  - Delridge Branch, 5423 Delridge Way Southwest, Seattle, WA 98106
  - Greenwood Branch, 8016 Greenwood Avenue North, Seattle, WA 98103
  - High Point Branch, 3411 Southwest Raymond Street, Seattle, WA 98126
  - International District Branch, 713 8th Avenue South, Seattle, WA 98104
  - Magnolia Branch, 2801 34th Avenue West, Seattle, WA 98199
  - New Holly Branch, 7058 32nd Avenue South, Seattle, WA 98118
  - Queen Anne Branch, 400 West Garfield Street, Seattle, WA 98119
  - Rainier Beach Branch, 9125 Rainier Avenue South, Seattle, WA 98118
  - Southwest Branch, 9010 35th Avenue Southwest, Seattle, WA 98126
  - West Seattle Branch, 2306 42nd Avenue Southwest, Seattle, WA 98116
- King County Libraries.
  - Burien Library, 400 Southwest 152nd Street, Burien, WA 98166
  - White Center Library, 1409 Southwest 107th Street, Seattle, WA, 98146
- Community-Based Organizations.
  - Alliance for Pioneer Square, 105 South Main St Suite 201, Seattle, WA 98104, Seattle, WA 98194
  - Delridge Neighborhoods Development Association, Youngstown Cultural Arts Center, 4408 Delridge Way Southwest, Seattle, WA 98106
  - Seattle Chinatown International District Preservation and Development Authority, Hing Hay Coworks, 409B Maynard Avenue South, Seattle, WA 98104
- University of Washington – Suzzallo Libraries, 4000 15th Avenue Northeast Seattle, WA 98195

The Draft Environmental Impact Statement is also available at Sound Transit offices and electronically on the Sound Transit WSBLE website (<https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>) or <https://wsblink.participate.online/>. The 90-day public comment period began upon publication of the Notice of Availability for the Draft Environmental Impact Statement and will be open until April 28, 2022. The project website allows users review and provide comments on the Draft Environmental Impact Statement.

Sound Transit will hold virtual public meetings that will include a presentation and a transcribed formal public hearing. Each meeting can be attended by anyone interested in learning about the project, but each meeting presentation will focus on a different geographic area of the project. An in-person open house where project team members will be available to answer questions and talk to the public about the entire project corridor will be held if allowed under state and local COVID-19 guidelines. Table F-4 lists the dates, times, and focus of the meetings. All virtual

meetings can be accessed via the following website: <https://wsblink.participate.online/>. All meetings will have a court reporter to record oral comments.

Written comments can be mailed to the following address:

WSBLE Draft Environmental Impact Statement Comments c/o Lauren Swift  
Sound Transit  
401 South Jackson Street  
Seattle, Washington 98104

Email comments should be sent to: [WSBLEDEIScomments@soundtransit.org](mailto:WSBLEDEIScomments@soundtransit.org). Comments may also be submitted online through <https://wsblink.participate.online/> or left as a voicemail at the following number: 1-800-471-0879. Written or emailed comments should include the commentor's name and return address or email address. All comments may be submitted in languages other than English and will be translated.

**Table F-4. WSBLE Draft Environmental Impact Statement Public Meetings**

Date	Location	Type of meeting
March 15, 2022; 5:30 p.m. to 7:30 p.m.	Virtual, focus on Interbay/Ballard	Presentation and public hearing, court reporter available
March 17, 2022; 12 p.m. to 7 p.m. <sup>a</sup>	Union Station, 401 South Jackson Street; corridor-wide focus	In-person open house, no hearing, court reporter available
March 22, 2022; 5:30 p.m. to 7:30 p.m.	Virtual, focus on Downtown	Presentation and public hearing, court reporter available
March 24, 2022; 5:30 p.m. to 7:30 p.m.	Virtual, focus on Chinatown-International District and SODO	Presentation and public hearing, court reporter available
March 30, 2022; 5:30 p.m. to 7:30 p.m.	Virtual, focus on West Seattle	Presentation and public hearing, court reporter available

<sup>a</sup> In-person open house is planned subject to state and local guidelines regarding social distancing due to COVID-19. Please check the Sound Transit website at <https://wsblink.participate.online/> or call 206-903-7229 to confirm in-person meeting. If the in-person event cannot be held due to COVID-19 concerns, a virtual event will be held in its place. Hours may differ if this becomes a virtual event.

### **F.5.6 Final Environmental Impact Statement**

After the Sound Transit Board reviews the Draft Environmental Impact Statement findings and considers the public and agency comments received, it is anticipated to confirm or modify the Preferred Alternative for the West Seattle Link Extension and the Ballard Link Extension. It is also anticipated to identify a Preferred Alternative for the Chinatown-International District Segment from among the Build Alternatives analyzed in the Draft Environmental Impact Statement for this segment. The potential impacts of the Preferred Alternative for the West Seattle Link Extension and the Ballard Link Extension, and of the No Build Alternative and the other Build Alternatives, will be evaluated in the Final Environmental Impact Statement. The document will also include responses to substantive comments on the Draft Environmental Impact Statement.

The Final Environmental Impact Statement will be issued by FTA and Sound Transit. A Notice of Availability will be posted in the *Federal Register* and the SEPA Register, and notices will be published in local newspapers and on the Sound Transit website. Notification of the Final Environmental Impact Statement availability will be sent to people who commented on the Draft

Environmental Impact Statement (if they provided an email or mailing address), to the project's distribution list of interested parties and agencies, and to Sound Transit's mailing lists.

The Executive Summary and a flash drive of the Final Environmental Impact Statement will be distributed to those who commented on the Draft Environmental Impact Statement and provided a mailing address. Copies of the Final Environmental Impact Statement documents will be available for purchase, and an electronic copy will be posted on the Sound Transit website. Following completion of the Final Environmental Impact Statement, the Sound Transit Board will review the Final Environmental Impact Statement and is expected to select the project to be built. FTA is anticipated to issue a Record of Decision that documents how Sound Transit will build the project and avoid, minimize, and mitigate environmental impacts. If the Sound Transit Board chooses a project to be built, Sound Transit will continue to coordinate with affected agencies and local communities throughout final design and construction.

## **F.6 Public and Stakeholder Outreach Meetings**

While preparing and issuing the Draft Environmental Impact Statement, Sound Transit has hosted and/or participated in numerous public meetings, workshops, and stakeholder meetings. Table F-5 lists the public and stakeholder outreach meetings held to date for the project.

**Table F-5. Public and Stakeholder Outreach Meetings Held to Date**

<b>Date</b>	<b>Type of Meeting</b>	<b>Location</b>
2/13/2018	SEPA early scoping open house – West Seattle	Alki Masonic Center
2/15/2018	SEPA early scoping open house – Ballard	Leif Erickson Lodge
2/20/2018	SEPA early scoping open house – Downtown	Union Station
4/21/2018	Level 1 neighborhood forum – Chinatown-International District	Bush-Asia Center
4/23/2018	Level 1 neighborhood forum – South Lake Union/Seattle Center	thinkspace Seattle
5/2/2018	Level 1 neighborhood forum – Downtown	Central Library
5/5/2018	Level 1 neighborhood forum – West Seattle	Alki Masonic Center
5/9/2018	Level 1 neighborhood forum – SODO/Stadium	Metropolist
5/12/2018	Level 1 neighborhood forum – Interbay/Ballard	Ballard Eagleson Veterans of Foreign Wars Post 3063
9/8/2018	Level 2 neighborhood forum – West Seattle	Seattle Lutheran High School
9/11/2018	Level 2 neighborhood forum – Downtown	Union Station
9/17/2018	Level 2 neighborhood forum – Ballard	Ballard Eagleson Veterans of Foreign Wars Post 3063
2/27/2019	Scoping open house and neighborhood forum – West Seattle	Alki Masonic Center

## Appendix F Public Involvement and Agency Coordination

Date	Type of Meeting	Location
2/28/2019	Scoping open house and neighborhood forum – Ballard	Ballard High School
3/7/2019	Scoping open house and neighborhood forum – Downtown	Union Station
3/12/2019	Scoping community workshop – Delridge Station	Youngstown Cultural Arts Center
3/13/2019	Scoping community workshop – Chinatown-International District Station	Union Station
11/20/2019	Draft Environmental Impact Statement neighborhood forum – Downtown	Central Library
11/21/2019	Draft Environmental Impact Statement neighborhood forum – West Seattle	Alki Masonic Center
12/3/2019	Draft Environmental Impact Statement neighborhood forum – International District/ Chinatown Station	Union Station
12/5/2019	Draft Environmental Impact Statement neighborhood forum – Interbay/Ballard	St. Luke's Episcopal Church
12/7/2019	Draft Environmental Impact Statement neighborhood forum – Delridge Station	Delridge Community Center
2/28/2018	Tabling	City of Seattle's Framework Open House, Chinatown-International District
6/16/2018 to 6/17/2018	Tabling	Festival Sundiata
6/16/2018	Tabling	Morgan Junction Festival
7/13/2018 to 7/15/2018, 7/12/2019 to 7/14/2019	Tabling	West Seattle Summer Fest
7/14/2018 to 7/15/2018, 7/13/2019 to 7/14/2019	Tabling	Ballard Seafood Fest
7/14/2018 to 7/15/2018, 6/29/2019	Tabling	Chinatown-International District Dragon Fest
8/10/2018	Tabling	South Lake Union Block Party
8/11/2018, 8/10/2019	Tabling	Delridge Day
8/26/2018, 8/28/2021 to 8/29/2021	Tabling	Celebrate Little Saigon
9/8/2018, 9/14/2019, 9/25/2021	Tabling	Chinatown-International District Night Market
9/15/2018, 9/21/2019	Tabling	Fishermen's Fall Festival
9/22/2018	Tabling	Sustainable Ballard Festival
10/3/2018	Tabling	Expedia Group Annual Fall Transportation Fair
10/6/2018, 9/14/2019	Tabling	Magnolia Farmers Market
10/10/2018	Tabling	Seattle Department of Transportation/King County Metro RapidRide H Link Open House

## Appendix F Public Involvement and Agency Coordination

Date	Type of Meeting	Location
10/11/2018	Tabling	Seattle Department of Transportation North Downtown Mobility Action Plan Open House
10/15/2018	Tabling	Delridge People's Academy for Community Engagement pop-up
11/8/2018	Tabling	SODO Business Improvement Area 2018 State of SODO
12/12/2018	Tabling	Real Change Vendor Meeting
12/12/2018	Tabling	Greater Seattle Business Association Annual Holiday Luncheon
1/26/2019 to 1/27/2019, 1/18/2020 to 1/19/2020	Tabling	Tet Festival
2/2/2019	Tabling	Step Forward – State Route 99 Tunnel Grand Opening
2/7/2019	Tabling	Chinatown-International District Kick-off
3/1/2019	Tabling	Destination Delridge
3/2/2019, 2/8/2020	Tabling	Lunar New Year
3/8/2019	Tabling	The Publix Building
3/9/2019	Tabling	Delridge Community Center
4/1/2019	Tabling	Hing Hay Park
4/25/2019	Tabling	Uwajimaya Village Vendor Fair
5/30/2019	Tabling	Seattle Department of Transportation/King County Metro RapidRide H Link Open House
6/29/2019 to 6/30/2019	Tabling	Delridge Neighborhoods Development Association Arts in Nature Festival
7/20/2019	Tabling	White Center Jubilee Days
7/28/2019	Tabling	Pista sa Nasyon
8/3/2019	Tabling	Chinatown-International District Block Party
9/28/2019	Tabling	Sustainable Ballard Festival
9/29/2019	Tabling	West Seattle Farmers Market
11/30/2019	Tabling	Asian American/Pacific Islanders Holiday Arts and Crafts Fair
1/18/2020 to 1/19/2020	Tabling	Tet Festival
2/13/2020	Tabling	Downtown Seattle Association's State of Downtown Event
3/5/2020	Tabling	Chief Sealth High School Career Fair
8/29/2021	Tabling	Seattle International Martial Arts Championship
10/9/2021	Tabling	Delridge Farmers Market
1/24/2018	Briefing	West Seattle Junction Association

## Appendix F Public Involvement and Agency Coordination

Date	Type of Meeting	Location
1/26/2018, 6/25/2018, 7/16/2019, 5/14/2020	Briefing	University of Washington Medicine, South Lake Union Campus
1/31/2018, 8/29/2018, 11/28/2018	Briefing	South Lake Union Community Council Transportation Committee
2/21/2018	Briefing	36th District Democrats
2/28/2018, 9/12/2018, 7/12/2019, 9/16/2019	Briefing	Representative from North Seattle Industrial Association
3/5/2018	Briefing	The Coalition for Magnolia, Queen Anne, and Interbay Neighborhoods
3/6/2018	Briefing	Seattle Women's Commission
3/14/2018, 5/12/2021	Briefing	Ballard District Council
3/27/2018, 6/26/2018, 9/25/2018, 11/27/2018, 3/26/2019, 9/24/2019	Briefing	North Seattle Industrial Association
4/2/2018, 4/26/2018, 7/26/2018, 9/18/2018, 11/19/2018, 3/25/2019, 10/7/2019, 2/27/2020	Briefing	Junction Neighborhood Organization
4/4/2018, 4/3/2019	Briefing	Southwest District Council
4/5/2018, 9/6/2018, 9/11/2019	Briefing	Ballard Alliance Ratepayer Advisory Board
4/12/2018, 6/7/2018, 5/12/2021, 9/2/2021	Briefing	Chinatown-International District Business Improvement Area
4/20/2018, 12/18/2018, 3/19/2019, 4/8/2021, 5/5/2021, 6/15/2021, 7/20/2021	Briefing	Seattle Chinatown International District Preservation and Development Authority
4/25/2018	Briefing	Ballard Alliance April Lunch
4/26/2018, 9/27/2018, 3/6/2019, 9/26/2019, 7/23/2020, 1/28/2021, 8/26/2021	Briefing	West Seattle Transportation Coalition
5/2/2018, 5/23/2018, 8/30/2019, 8/4/2021	Briefing	Interim Community Development Association
5/8/2018	Briefing	First Hill Improvement Association
5/8/2018, 9/20/2018, 11/2/2020	Briefing	Uptown Alliance
5/8/2018, 3/6/2019, 12/19/2019, 9/2/2021	Briefing	International Community Health Services
5/9/2018, 2/12/2020	Briefing	Seattle Center Resident Directors
5/9/2018	Briefing	Friends of Little Saigon
5/10/2018, 7/31/2018, 11/15/2018, 6/9/2019, 6/3/2020, 2/24/2021, 9/16/2021	Briefing	Mercer Corridor Stakeholders Committee
5/14/2018, 1/28/2020, 8/25/2020	Briefing	Downtown Transportation Alliance
5/15/2018, 11/20/2018, 7/21/2020	Briefing	Magnolia Community Council
5/21/2018	Briefing	Access Magnolia Forum

## Appendix F Public Involvement and Agency Coordination

Date	Type of Meeting	Location
5/24/2018	Briefing	Fauntleroy Business Association
5/25/2018	Briefing	Union Station Tour
5/25/2018, 6/22/2018, 9/30/2018	Briefing	Chinatown-International District Framework Capital Projects Coordination Workgroup
6/12/2018, 7/12/2018, 9/10/2018, 1/8/2019, 3/4/2019, 7/9/2019, 8/22/2019, 1/19/2021	Briefing	South Downtown Stakeholders
6/19/2018, 7/13/2018, 12/7/2018, 9/23/2020	Briefing	SODO Business Improvement Area Transportation Committee
6/21/2018, 10/4/2018	Briefing	Sound Transit Citizen Oversight Panel
7/12/2018	Briefing	Central Ballard Resident Council
7/25/2018, 9/13/2018, 2/15/2019	Briefing	Transit Access Coalition
7/25/2018, 9/19/2018, 2/24/2020	Briefing	Chinatown-International District Forum
8/3/2018	Briefing	Northwest Marine Trade Association, Government Affairs Committee
8/8/2018	Briefing	Drink and Link: Pigeon Point Neighborhood
8/29/2018	Briefing	South Lake Union Community Council Transportation Committee
10/2/2018, 3/5/2019	Briefing	South Lake Union Community Council
10/9/2018	Briefing	Representative from Delridge Neighborhoods Development Association
10/24/2018, 2/21/2020	Briefing	Delridge Neighborhoods Development Association Board of Directors
10/24/2018	Briefing	El Centro de la Raza
8/22/2018, 11/16/2018, 2/6/2019, 4/15/2020, 5/14/2021, 10/26/2021	Briefing	Public Stadium Authority and Seattle Mariners and/or Seattle Seahawks
11/28/2018	Briefing	City of Seattle Transit Advisory Board
11/29/2018	Briefing	Marine Exchange of Puget Sound
12/4/2018	Briefing	Seattle City Council, Sustainability and Transportation Committee
12/14/2018, 2/21/2020	Briefing	Harbor Island Stakeholder Group
1/5/2019, 7/2/2019, 12/20/2019	Briefing	Seattle Maritime Academy
1/16/2019	Briefing	Port of Seattle Neighborhood Advisory Committee
1/16/2019, 2/21/2020, 10/20/2020	Briefing	Youngstown Neighborhood
1/17/2019, 11/27/2019, 2/11/2020	Briefing	Downtown Seattle Association



## Appendix F Public Involvement and Agency Coordination

Date	Type of Meeting	Location
1/24/2019, 4/23/2021, 4/26/2021, 6/23/2021, 7/23/2021, 8/30/2021	Briefing	Alliance for Pioneer Square
1/24/2019, 3/19/2019, 3/25/2019, 2/3/2020	Briefing	Seniors in Action Foundation
1/31/2019	Briefing	Washington Boating Alliance, Leadership Summit
2/7/2019	Briefing	Seattle Center Advisory Commission
2/8/2019	Briefing	Duwamish Crossing Maritime Industrial Stakeholders
2/19/2019, 2/18/2020	Briefing	Seattle Freight Advisory Board
2/25/2019	Briefing	University of Washington
2/28/2019	Briefing	West Seattle Democratic Women
2/28/2019	Briefing	Ballard Northwest Senior Center
3/4/2019	Briefing	Uptown Alliance, Transportation Committee
3/5/2019, 4/15/2019, 8/22/2019, 8/24/2019, 7/13/2021, 7/21/2021, 8/4/2021, 9/28/2021	Briefing	Historic South Downtown
3/6/2019, 1/28/2020, 2/14/2020, 6/16/2020, 8/11/2020, 6/7/2021, 6/16/2021, 7/15/2021	Briefing	Jackson Hub
3/11/2019	Briefing	American Institute of Architects Seattle, Transportation Committee
6/11/2018, 3/11/2019, 2/10/2020, 11/9/2020, 6/14/2021	Briefing	Pigeon Ridge Neighborhood Council
3/13/2019, 11/2/2020, 1/13/2021	Briefing	Ballard Alliance
3/19/2019, 9/21/2021	Briefing	Pioneer Square Residents' Council
3/20/2019	Briefing	International House Senior Living
3/25/2019, 2/3/2020	Briefing	Representative from Seniors in Action
3/26/2019	Briefing	Harbor Safety Committee
3/31/2019	Briefing	Chinatown-International District Scoping Comment Work Party
4/1/2019, 8/5/2019	Briefing	Chinatown-International District Workgroup 4 – Capital Projects Coordination Meeting
4/15/2019, 8/24/2021, 9/28/2021	Briefing	Historic South Downtown
5/7/2019	Briefing	Latino Community Fund of Washington
6/26/2018, 5/30/2019, 1/22/2020, 2/12/2020	Briefing	Seattle Center
6/5/2019, 6/26/2019, 9/13/2019, 11/26/2019, 2/24/2021	Briefing	SODO Business Improvement Area
8/21/2019	Briefing	Allen Institute for Brain Science



## Appendix F Public Involvement and Agency Coordination

Date	Type of Meeting	Location
8/21/2019	Briefing	Institute for Systems Biology
8/21/2019	Briefing	Lunch and Learn: International District/Chinatown Station Siting
8/29/2019	Briefing	SODO Neighbors
8/30/2019, 7/26/2021	Briefing	Helping Link
10/7/2019	Briefing	SODO Design Coalition Meeting
1/6/2020	Briefing	First Hill Improvement Association, Transportation Committee
1/22/2020	Briefing	Pioneer Square Preservation Board
1/22/2020	Briefing	Seattle Youth Commission
1/28/2020	Briefing	Ballard-Interbay Regional Transportation Study Public Meeting (Ballard)
2/3/2020	Briefing	Ballard-Interbay Regional Transportation Study Public Meeting (Magnolia)
2/5/2020	Briefing	First Hill Improvement Association, Urban Design and Public Space Committee
2/5/2020	Briefing	District 1 Community Network
2/5/2020	Briefing	West Edge Neighborhood Association
2/6/2020	Briefing	Ballard Avenue Landmark District Board
2/12/2020	Briefing	5 City Commission
2/14/2020, 9/20/2021	Briefing	K.E.X.P.
3/2/2020	Briefing	Seattle Renters Commission
3/4/2020	Briefing	Seattle Bicycle Advisory Board
6/29/2020, 9/22/2020, 12/7/2020, 3/29/2021	Briefing	Avalon Station Neighbors
9/15/2020	Briefing	Stadium District
10/21/2020	Briefing	Seattle Repertory Theatre and Seattle Children's Theatre
11/23/2020, 1/11/2021	Briefing	Seattle Subway
1/19/2021	Focus Group	Community Liaison Focus Group
1/22/2021	Briefing	West Seattle Corporate Center
2/1/2021	Briefing	SkyLink
2/17/2021	Briefing	Sierra Summit Schools
2/23/2021	Briefing	International Special Review District
3/1/2021	Briefing	Ballard Food Bank
3/19/2021	Briefing	Pioneer Square Monthly Information Session
4/1/2021	Briefing	International District Rotary Club

Date	Type of Meeting	Location
4/20/2021	Briefing	Washington Society of Professional Engineers
4/27/2021, 6/22/2021	Briefing	Seattle Center Board Advocacy Committee
5/5/2021, 5/12/2021, 5/19/2021, 5/26/2021, 6/2/2021, 6/9/2021, 7/14/2021, 8/18/2021	Training	City of Seattle Community Liaison Trainings
8/14/2021, 10/30/2021	Tabling	Neighborhood House Somali Health Fair
8/20/2021, 9/10/2021	Tabling	Hing Hay Park Ping Pong Tournament Tabling
9/8/2021	Briefing	Chinese Information and Service Center
9/20/2021	Briefing	Washington State Ballpark Public Facilities District
10/19/2021	Briefing	Denny Triangle Neighborhood Association
3/31/2021	Informational Event	Wing Luke Museum Virtual Tour
6/29/2020	Briefing	Yancy/Avalon Station Neighbors
10/24/2021	Briefing	Vietnamese Community Group

## F.7 References

Sound Transit. 2018a. [West Seattle and Ballard Link Extensions Early Scoping Information Report](https://www.soundtransit.org/sites/default/files/project-documents/west-seattle-ballard-early-scoping-information-report-02082018.pdf). <https://www.soundtransit.org/sites/default/files/project-documents/west-seattle-ballard-early-scoping-information-report-02082018.pdf>. February.

Sound Transit. 2018b. [West Seattle and Ballard Link Extensions Early Scoping Summary Report](https://www.soundtransit.org/sites/default/files/project-documents/west-seattle-and-ballard-link-extensions-early-scoping-summary-report.pdf). <https://www.soundtransit.org/sites/default/files/project-documents/west-seattle-and-ballard-link-extensions-early-scoping-summary-report.pdf>. April.

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Sound Transit. 2019c. [West Seattle and Ballard Link Extensions Scoping Summary Report](https://www.soundtransit.org/sites/default/files/documents/west-seattle-ballard-link-extension-scoping-summary-report-part-1-201904.pdf). <https://www.soundtransit.org/sites/default/files/documents/west-seattle-ballard-link-extension-scoping-summary-report-part-1-201904.pdf>. April.