



Interstate 405

Bus Rapid Transit Project

Community Engagement Guide

September 2019



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Overview

Introduction

Sound Transit plans, builds and operates regional transit service throughout the urban areas of Pierce, King and Snohomish Counties so that people can get to where they're going, safely and economically. Currently, Sound Transit is undertaking an ambitious mass transit system expansion as part of the regional Sound Transit 3 (ST3) Plan, which voters approved for funding in 2016. The I-405 Bus Rapid Transit (BRT) Project is one piece of the expansion plan that will connect the communities north, east and south of Lake Washington with fast, frequent and reliable BRT service.

Planning for this project is underway and your participation is important. To open BRT service as soon as possible, the project team has established an ambitious planning and environmental analysis timeline. Throughout the conceptual engineering and environmental review phase in 2019, staff will engage the public in a process that will lead to the Sound Transit Board advancing the project into the design phase beginning in 2020.

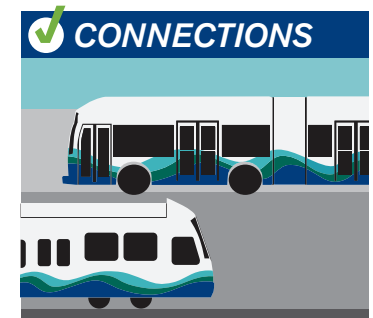
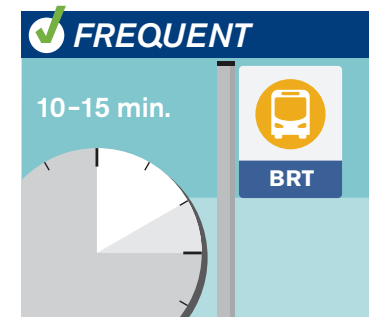
This plan is your guide to engaging in the project. It explains:

- Sound Transit's goals for the project and guiding principles for engaging the community.
- How you can get involved in the project today and into the future.
- Sound Transit's planned methods for gathering feedback.
- Roles and responsibilities and how decisions will be made.

See a word in **bold**?

Find it in our glossary (page 25) for more information about that term.

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Our Board

Sound Transit is governed by an 18-member board made up of local elected officials and the Secretary of the Washington State Department of Transportation (WSDOT). The Board establishes policies and gives direction and oversight.

Funding

Sound Transit's system is paid for with a combination of voter-approved local taxes, federal grants, farebox revenues, borrowed funds and interest revenues.

Project background

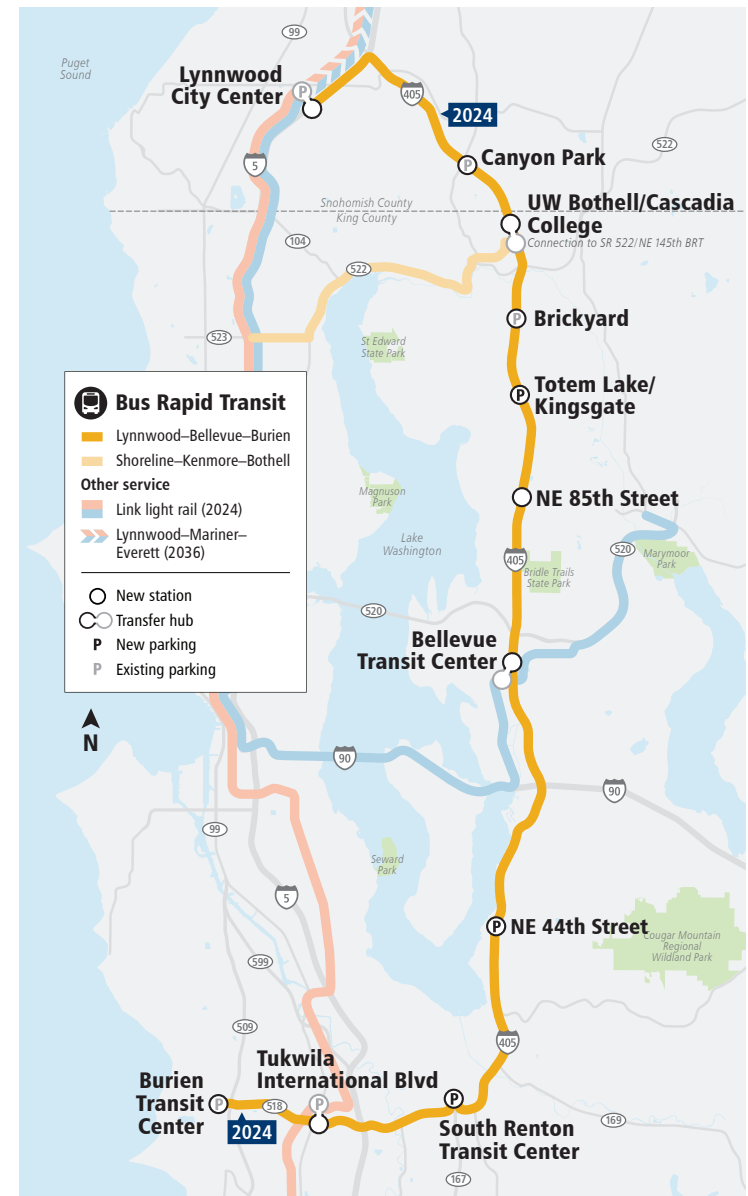
The I-405 BRT Project will provide fast, frequent and reliable bus-based transit service between communities north, east and south of Lake Washington. Riders will be able to transfer between the I-405 BRT, SR 522/NE 145th BRT, Link light rail and other transit service provided by Sound Transit, Community Transit and King County Metro. To maintain travel times, I-405 BRT will operate as two service lines. The north line runs from Lynnwood to Bellevue. The south line runs from Burien to Bellevue. Riders traveling between the north and south lines will need to transfer in Bellevue.

The objectives of this project are to:

- Improve the speed, frequency and reliability of transit travel between Lynnwood and Burien in the I-405/SR 518 corridors.
- Increase regional mobility for BRT riders along the I-405/SR 518 corridors.
- Deliver the I-405 BRT Project on time and within budget.
- Develop BRT stations to support safe and convenient access for multiple transportation modes, including pedestrian, bicycles, bus transit, and drop-off/pick up.
- Encourage equitable transit-oriented development in station areas consistent with local land use and transportation plans.
- Promote a healthy and sustainable environment.

The **representative project** includes a new transit center in South Renton and 11 BRT stations, three of which will include added parking. The BRT line will include stops in Lynnwood, Bothell, Kirkland, Bellevue, Renton, Tukwila and Burien. The **refined project** includes roadway modifications, station-specific adjustments and transit-priority improvements.

The scope, budget and representative project were outlined in the ST3 plan and will be the starting point for project development. Sound Transit's **System Expansion Implementation Plan** will ensure that all ST3 projects are consistent with the scope and schedule approved by voters.



Looking for more information?

For details about the ST3 plan, visit soundtransit.org/st3

BRT Stations



Lynnwood

Lynnwood City Center Station

200th Street Southwest and 48th Avenue West



Bothell

Canyon Park Station

I-405 and SR 527

UW Bothell/Cascadia College Station

I-405 and SR 522

Brickyard Station

I-405 and Juanita Woodinville Way Northeast



Kirkland

Totem Lake/Kingsgate Station

I-405 and Northeast 128th Street

NE 85th Street Station

I-405 and Northeast 85th Street



Bellevue

Bellevue Transit Center Station

Northeast Sixth Street and 110th Avenue Northeast



Renton

NE 44th Street Station

I-405 and Northeast 44th Street

South Renton Transit Center Station

Rainier Avenue South and South Grady Way



Tukwila/SeaTac

Tukwila International Boulevard Station

SR-518 and Tukwila International Boulevard



Burien

Burien Transit Center

Southeast 148th Street and First Avenue South



Phase 1 – Project Refinements

Sound Transit is developing the I-405 BRT project in a set of phases. Phase 1 of the project took place in 2018 and focused on evaluating community input and technical analyses to refine the representative project approved with ST3 to develop a proposed refined project. Phase 2, conceptual engineering and environmental review, is continuing through 2019.

Project refinements

Sound Transit developed a proposed refined project based on the analyses and the feedback obtained in Phase 1. BRT station concepts and proposed roadway improvements will continue to be refined during conceptual engineering and environmental review following additional technical analysis and ongoing stakeholder involvement.

Evaluation criteria used:

- BRT travel time
- Service reliability
- Non-motorized access
- Transit access
- Vehicular access

From representative project to refined project

Voters approved funding for BRT in Fall 2016 as part of the Sound Transit 3 (ST3) Plan. The ST3 Plan approved by voters established the representative project, which included the project scope, high-level cost estimates and preliminary ridership forecasts. It also established transit mode, corridor, number of stations and station locations. In 2018, we evaluated and refined the voter-approved ST3 representative project for the I-405 BRT corridor based on technical analysis and stakeholder input. We presented the refinements to the Sound Transit Board of Directors in early 2019 and received approval to begin conceptual engineering and environmental review.

1 *Start with the ST3 representative project*

The representative project identified the high-capacity transit mode (BRT), the 11 BRT station locations and the parking facilities that would be developed as part of the project.

2 *Develop refinements to the representative project*

Sound Transit developed refinements based on technical analysis and stakeholder input. Technical analysis included collecting information on existing conditions along the I-405 corridor, identifying potential non-motorized access barriers, and conducting operations analysis through coordination with WSDOT, cities, transit agencies and other local and regional partners.

3 *Evaluate refinements*

Sound Transit evaluated the project refinements using the objectives, evaluation criteria and technical analysis. Based on this evaluation, Sound Transit developed a Proposed Refined Project.

4 *Share Proposed Refined Project*

Sound Transit shared the Proposed Refined Project with our stakeholders. The project team received approval from the Sound Transit Board of Directors to advance the project into Conceptual Engineering and more detailed evaluation (including environmental review) in early 2019.

BRT branding and station design

Part of creating a new line of service is developing a new brand to accompany it. As part of Phase 1 project refinements, Sound Transit welcomed bus rapid transit to the family and announced its name – Stride. The Stride name will be integrated with the design of the BRT system, including vehicles, stations, signage and marketing materials.

Speed and reliability improvements

Sound Transit defined various project elements as part of the proposed refined project in Phase 1, including transit priority improvements. Transit priority improvements help buses move through traffic more efficiently and can include bus lanes and transit priority signals. Sound Transit will continue to coordinate with our partners to improve travel times along the route during Phase 2.

To maintain travel times, I-405 BRT will operate as two service lines. The north line will run from Lynnwood to Bellevue. The south line will run from Bellevue to Burien. Riders traveling between the north and south lines will transfer in Bellevue.



I-405 BRT performance

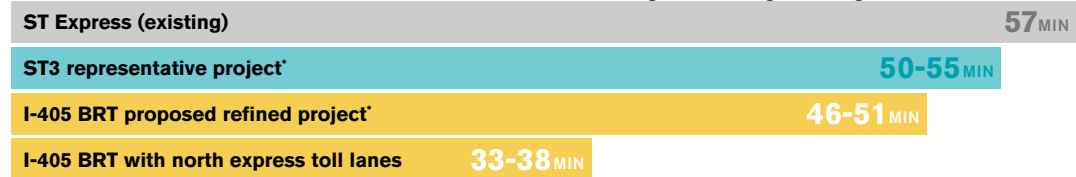
The Proposed Refined Project has higher ridership projections (year 2042) compared to the ST3 Representative Project. The changes in ridership reflect the anticipated growth in the region as well as the refined station concepts and resulting faster travel times.

	ST3 Representative Project		Proposed Refined Project		% change
	Low	High	Low	High	
North corridor boardings	8,600	11,600	9,600	13,000	+12%
South corridor boardings	7,800	10,600	9,600	12,800	+22%
Total boardings	16,400	22,200	19,200	25,800	+17%

The “low” forecasts assume less development, while the “high” forecast assumes more development as well as a per-mile fee for personal vehicles, which leads to more transit use. All projections are for 2042.

AM peak hour travel times to Bellevue

North Line – Lynnwood to Bellevue



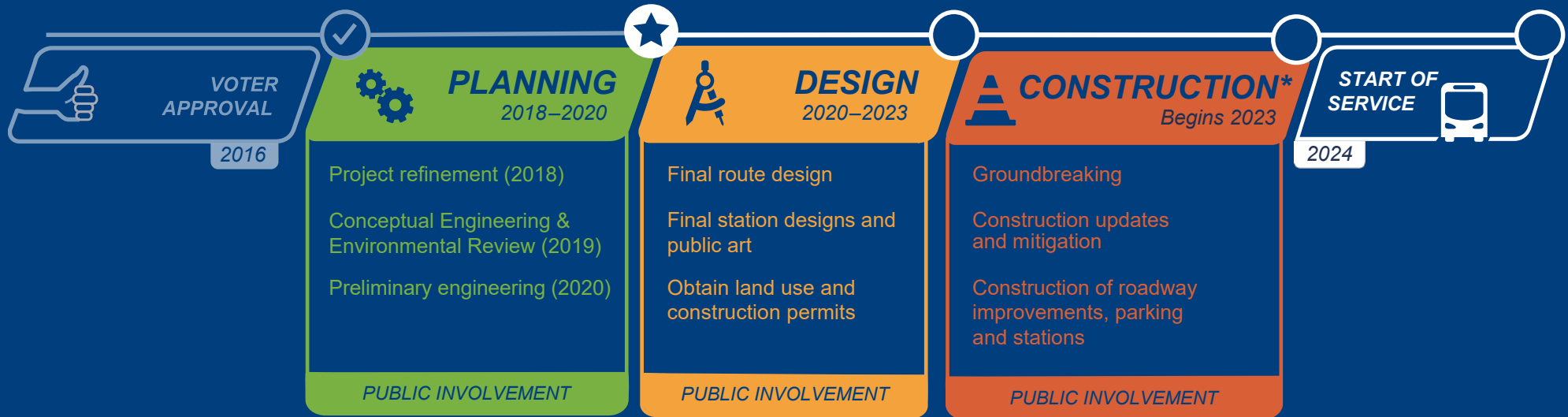
South Line – Burien to Bellevue



*Preliminary travel time estimates for planning purposes, subject to change. Existing travel times are average times. Year 2025 estimates assume new express toll lanes are open between Renton to Bellevue. Updated information will be provided prior to beginning service.

Anticipated project schedule

(subject to change)



*Construction for most of the BRT project is expected to begin by 2023 and be completed by 2024. Construction of some elements may begin before 2023, and others may occur after service starts in 2024.

How does Bus Rapid Transit compare to other Sound Transit services?

Sound Transit is a public transit agency that plans, builds and operates regional transit systems and services to improve mobility in the urban areas of King, Pierce and Snohomish counties. Sound Transit's current and future services include:



Bus Rapid Transit (coming soon)

The BRT system will be designed for fast arrivals and departures, with features such as off-board fare payment and multiple-door entry and exit. Transit improvements such as new bus lanes will help riders avoid traffic congestion and enjoy more frequent and reliable service. BRT will run seven days a week, every 10 minutes during rush hour. Three stations, located in Kirkland and Renton, will include new parking. In addition to the I-405 BRT Project, Sound Transit is also implementing BRT along SR 522 and NE 145th Street from Shoreline to Bothell and Woodinville. For more information about the SR 522/NE 145th Project, visit www.soundtransit.org/sr522brt.



ST Express bus

ST Express bus routes serve urban centers in Pierce, King and Snohomish Counties. Twenty-eight routes provide fast service between major cities and job centers and allow for easy transfers to train service and local buses. ST Express service is offered seven days a week for many routes.



Link light rail

Currently, Link light rail runs from Angle Lake and Sea-Tac Airport through downtown Seattle and to the University of Washington. Construction is underway to extend service to Northgate in 2021 and to Bellevue and east King County by 2023. By 2024, service will further extend to Federal Way, Lynnwood and downtown Redmond. Link light rail runs seven days a week with trains running every 6, 10 or 15 minutes depending on the time of day. For more information, visit soundtransit3.org.



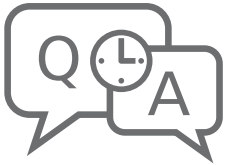
Sounder commuter rail

Sounder trains travel between Lakewood and Seattle (making stops in South Tacoma, Tacoma, Puyallup, Sumner, Auburn, Kent and Tukwila) and between Everett and Seattle (making stops in Mukilteo and Edmonds). Sounder regularly runs weekday mornings and afternoons with weekend service for major events such as Mariners and Seahawks games.

Transit integration

Sound Transit works closely with King County Metro, Community Transit and other local and regional transportation agencies to determine routes, ensure fast and seamless transfers, and provide integrated transit services that best serve the needs of the community.

Community engagement goals



Be transparent

Develop a transparent and robust engagement process that allows for timely and effective opportunities for feedback and appropriately manages stakeholder expectations.

Our commitment to you: Sound Transit will strive to set clear expectations regarding the delivery of the planned project as well as which environmental review components and/or project elements the community and stakeholders can weigh in on. Sound Transit will listen and respond to stakeholder comments in a timely fashion and will demonstrate how feedback was considered by the project team.



Be accountable

Ensure project stakeholders are clear on what their input will influence while allowing the project team to weigh feedback against performance needs.

Our commitment to you: Sound Transit will provide feedback opportunities throughout the decision-making process and at key milestones while noting how feedback will be used as the project moves forward.



Be collaborative

Foster strong partnerships with other agencies – including WSDOT, King County Metro, Community Transit and local jurisdictions – to coordinate messaging and outreach efforts.

Our commitment to you: Sound Transit will coordinate with partner agencies, keeping them informed as the project moves forward. Sound Transit will provide regular updates to local jurisdictions and the I-405/SR 167 Executive Advisory Group (EAG), which advises WSDOT on corridor improvements.



Encourage awareness

Effectively educate stakeholders about Sound Transit BRT so they can provide informed feedback.

Our commitment to you: Sound Transit will use a variety of tools to share information about the I-405 BRT project with stakeholders throughout the life of the project. Sound Transit is also committed to ensuring that the region is aware of progress being made on this early-delivery project in the ST3 Plan.



Ensure accessibility

Build excitement and support for Sound Transit BRT by using a variety of innovative tools and tactics that are inclusive, flexible and relevant to stakeholders along the corridor.

Our commitment to you: Sound Transit will strive to present project information in easy-to-read and understandable formats, including documents in multiple languages.

Opportunities and methods for engagement will be accessible and thoughtful regarding communities where they are held, (e.g., through responsive online tools or convenient times). Sound Transit will strive for diverse and equitable engagement by actively seeking out and implementing strategies to reach historically under-represented populations.

Community snapshot

The I-405 Bus Rapid Transit Project area connects eight cities: Lynnwood, Bothell, Kirkland, Bellevue, Renton, Tukwila, SeaTac and Burien. Like the rest of the Puget Sound region, these cities are expected to grow over the coming years due to natural increases in population as well as an increase in job opportunities.¹ As a result, these communities are showing a greater demand for mass transit to regional job centers and institutional destinations along the corridor served by the Sound Transit system. The snapshots below explore these areas and their commuting patterns in further detail.



Lynnwood

Population: Approximately 39,600² residents

Commute patterns: In 2017, approximately 68.6 percent of Lynnwood commuters drove to work alone, while 11.5 percent carpooled and 10.4 percent used public transit. The average commute time was 29.5 minutes.³

Bothell

Population: Approximately 46,750 residents⁴

Commute patterns: In 2017, approximately 71.8 percent of Bothell commuters drove alone to work, with 12.8 percent traveling in carpools and 7.2 percent using transit. The average commute time was 28.7 minutes.⁵



Kirkland

Population: Approximately 88,940 residents⁶

Commute patterns: In 2017, approximately 69.6 percent of Kirkland commuters drove to work alone, while 9.14 percent used public transit and 9.09 percent carpooled. The average commute time was 25.4 minutes.⁷



¹ PSRC Vision 2040, Puget Sound Regional Council, December 2009, www.psrc.org/sites/default/files/7293-v2040_0.pdf

² Population of cities, towns and counties used for allocation of selected state revenues, April 2019, ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

³ Lynnwood, WA, Census Bureau ACS 5-year Estimate, 2013-2017, 2017, datausa.io/profile/geo/lynnwood-wa/#category_transportation

⁴ Population of cities, towns and counties used for allocation of selected state revenues, April 2019, ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

⁵ Bothell, WA, Census Bureau ACS 5-year Estimate, 2013-2017, 2017, datausa.io/profile/geo/bothell-wa/#housing

⁶ Population of cities, towns and counties used for allocation of selected state revenues, April 2019, ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

⁷ Kirkland, WA, Census Bureau ACS 5-year Estimate, 2013-2017, 2017, datausa.io/profile/geo/kirkland-wa/#housing

Bellevue

Population: Approximately 145,300 residents⁸

Commute patterns: In 2017, approximately 64.6 percent of Bellevue commuters drove alone to work, with 12.8 percent using public transit and 9.23 percent traveling by carpool. The average commute time was 21.9 minutes.⁹

Renton

Population: Approximately 104,700 residents¹⁰

Commute patterns: In 2017, approximately 74.6 percent of Renton commuters drove alone to work, with 11.1 percent traveling by carpool and 7.14 using public transit. The average commute time was 29.5 minutes.¹¹

Tukwila

Population: Approximately 20,930 residents¹²

Commute patterns: In 2017, approximately 62.7 percent of Tukwila commuters drove to work alone, while 15.8 percent carpooled and 12.3 percent used public transit. The average commute time was 25.6 minutes.¹³

SeaTac

Population: Approximately 29,180 residents¹⁴

Commute patterns: In 2017, approximately 69.5 percent of SeaTac commuters drove alone to work, with 12.8 percent using public transit and 8.91 percent carpooling. The average commute time was 28.5 minutes.¹⁵

Burien

Population: Approximately 52,000 residents¹⁶

Commute patterns: In 2017, approximately 67.7 percent of Burien commuters drove to work alone, while 13.5 percent carpooled and 9.7 percent used public transit. The average commute time was 27.6 minutes.

⁸ Population of cities, towns and counties used for allocation of selected state revenues, April 2019, ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

⁹ Bellevue, WA, Census Bureau ACS 5-year Estimate, 2013-2017, 2017, datausa.io/profile/geo/bellevue-wa/#housing

¹⁰ Population of cities, towns and counties used for allocation of selected state revenues, April 2019, ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

¹¹ Renton, WA, Census Bureau ACS 5-year Estimate, 2013-2017, 2017, datausa.io/profile/geo/renton-wa/#housing

¹² Population of cities, towns and counties used for allocation of selected state revenues, April 2019, ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

¹³ Tukwila, WA, Census Bureau ACS 5-year Estimate, 2013-2017, 2017, datausa.io/profile/geo/tukwila-wa/#housing

¹⁴ Population of cities, towns and counties used for allocation of selected state revenues, April 2019, ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

¹⁵ SeaTac, WA, Census Bureau ACS 5-year Estimate, 2013-2017, 2017, datausa.io/profile/geo/seatac-wa/#housing

¹⁶ Population of cities, towns and counties used for allocation of selected state revenues, April 2019, ofm.wa.gov/sites/default/files/public/dataresearch/pop/april1/ofm_april1_population_final.pdf

Equity and inclusion

Sound Transit is committed to delivering projects that support an equitable transportation system. The I-405 BRT Project, like many ST3 projects, is large and complex and will bring benefits and impacts to the communities throughout the project area. Sound Transit will analyze project impacts and evaluate whether the project would result in adverse effects on traditionally underrepresented populations, including people of color, low income, and limited English-speaking populations. We strive to engage the public and underserved populations throughout the community engagement process as Sound Transit works to deliver this project, including during the project evaluation phase and later work to develop detailed design.

In order to gather your ideas and feedback about various project refinement options, Sound Transit will provide engagement opportunities that are designed to meet the unique needs of traditionally underrepresented communities. Some of those opportunities include:

- Conducting interviews with social service providers to better understand various populations in the project area.
- Providing translators at public meetings and community gatherings upon request.
- Translating key materials into languages spoken along the project corridor.
- Holding smaller meetings focused on individual communities.
- Meeting communities where they gather, such as community centers and people's homes.

If you are interested in learning more about how the I-405 BRT Project will serve your community, please contact us at 206-553-3412 or brt@soundtransit.org.



Demographics snapshot by jurisdiction

Approximately 510,000 people live within the eight jurisdictions of the representative projects. Demographic data representing the area are listed below:

Population by Race	2012-2016 American Community Survey Estimates	Percent
Population reporting on one race	460,721	94%
White	297,097	60%
Black	31,371	6%
American Indian	3,045	1%
Asian	105,159	21%
Pacific Islander	3,694	1%
Other	20,355	4%
Population reporting two or more races	31,099	6%
Total Hispanic population	56,137	11%
Total	491,820	100%

Households by household income	2012-2016 American Community Survey Estimates	Percent
< \$15,000	15,188	8%
\$15,000 - \$25,000	13,033	7%
\$25,000 - \$50,000	34,792	18%
\$50,000 - \$75,000	31,182	16%
\$75,000 +	96,702	50%
Household Income Base	191,898	100%

Across the eight jurisdictions, 7.77 percent of households are linguistically isolated, where no one 14 and over speaks English “very well” or speaks English only. Demographic data regarding these linguistically isolated households are listed below by jurisdiction:

Lynnwood

Linguistically Isolated Households	2012-2016 American Community Survey Estimates	Percent
Speak Spanish	207	18%
Speak other Indo-European languages	211	18%
Speak Asian-Pacific Island languages	617	53%
Speak other languages	121	10%
Total	1156	100%

Bothell

Linguistically Isolated Households	2012-2016 American Community Survey Estimates	Percent
Speak Spanish	82	16%
Speak other Indo-European languages	104	21%
Speak Asian-Pacific Island languages	276	54%
Speak other languages	44	9%
Total	506	100%

Kirkland

Linguistically Isolated Households	2012-2016 American Community Survey Estimates	Percent
Speak Spanish	344	21%
Speak other Indo-European languages	515	32%
Speak Asian-Pacific Island languages	735	46%
Speak other languages	18	1%
Total	1612	100%

Bellevue

Linguistically Isolated Households	2012-2016 American Community Survey Estimates	Percent
Speak Spanish	727	15%
Speak other Indo-European languages	1165	23%
Speak Asian-Pacific Island languages	2936	59%
Speak other languages	141	3%
Total	4969	100%

SeaTac

Linguistically Isolated Households	2011-2016 American Community Survey Estimates	Percent
Speak Spanish	246	21%
Speak other Indo-European languages	226	19%
Speak Asian-Pacific Island languages	200	17%
Speak other languages	494	42%
Total	1166	100%

Renton

Linguistically Isolated Households	2012-2016 American Community Survey Estimates	Percent
Speak Spanish	992	31%
Speak other Indo-European languages	549	17%
Speak Asian-Pacific Island languages	1431	45%
Speak other languages	188	6%
Total	3160	100%

Tukwila

Linguistically Isolated Households	2011-2016 American Community Survey Estimates	Percent
Speak Spanish	237	25%
Speak other Indo-European languages	96	10%
Speak Asian-Pacific Island languages	422	44%
Speak other languages	212	22%
Total	968	100%

Burien

Linguistically Isolated Households	2011-2016 American Community Survey Estimates	Percent
Speak Spanish	746	49%
Speak other Indo-European languages	194	13%
Speak Asian-Pacific Island languages	381	25%
Speak other languages	188	12%
Total	1510	100%

Language outreach by station area

Sound Transit will consider translation in communities where over 5 percent of residents report speaking a Language other than English as part of its commitment to inclusive outreach throughout the I-405 BRT Project area. The list below details the languages spoken by more than 5 percent of residents within a 1.5-mile radius of project station areas¹⁷

Station location (1.5-mile radius)	Percent languages spoken
Lynnwood City Center	Spanish (7%)
Canyon Park	Spanish (5-10%)
UW Bothell / Cascadia College	Spanish (5-10%)
Brickyard	Spanish (5-10%)
Totem Lake / Kingsgate	Spanish (5-10%)
NE 85th	Spanish (5-10%)
Bellevue Transit Center	Chinese (5-10%)
NE 44th	Spanish (5-10%), Chinese (5-10%), Vietnamese (7-10%)
South Renton Transit Center	Spanish (5-10%), Vietnamese (7-10%), African languages (7-10%)
Tukwila International Boulevard	Spanish (5-10%), African languages (5-10%)
Burien Transit Center	Spanish (5-10%), African languages (5-10%), Vietnamese (5-10%)

¹⁷King County Census Viewer, Census Bureau ACS 5-year Estimate, 2010-2014, kingcounty.maps.arcgis.com/apps/webappviewer/index.html

Audiences

Sound Transit will actively engage a variety of audiences. We have broken them down into four categories: neighborhood and community stakeholders, general public, elected officials and partner agencies, and the media. Roles for elected officials serving on the Sound Transit Board and Elected Leadership Group as well as neighborhood and community stakeholders are described in the Roles and Responsibilities section.



Neighborhood and community stakeholders

Who:

- Community-based organizations
- Cultural groups
- Advocacy groups
- Social service organizations
- Current and future transit riders
- Limited English-speaking populations
- Communities of color
- Immigrant and refugee populations
- Youth and aging populations
- Renters and homeowners
- Low-income households
- People with varying abilities
- Businesses, including small and minority-owned businesses

Strategies for engagement:

- Online
- Email updates
- Social media
- Fairs and festivals
- Pop-up outreach
- Interviews and briefings
- Existing engagement efforts and opportunities
- Public events
- Print and digital materials (English and multiple languages)
- Property/business owner and resident meetings
- Community workshops
- Media



General Public

Who:

People who live, work and commute in, through and around the Sound Transit district.

Strategies for engagement:

- Online
- Email updates
- Social media
- Media
- Public events



Elected Officials, Tribes and Partner Agencies

Who:

Elected officials and appointees, tribes, permitting agencies and other stakeholders.

Strategies for engagement:

- Tribal engagement
- Elected Leadership Group
- Interagency Group
- I-405/SR 167 Corridor Executive Advisory Group



Media

Who:

Print, digital and broadcast media, including community, local and ethnic media sources.

Strategies for engagement:

- Press releases
- Media briefings
- Proactive engagement with journalists

Engagement tools

Online

Website

The project webpage, located within the Sound Transit website, provides the hub for all up-to-date project information. The webpage will be updated frequently with the latest project information, upcoming events and meetings, project materials and more. Online open houses will be held to coincide with in-person public events at major project milestones. The online open houses will contain the same information, materials and feedback opportunities as the in-person public events. Interactive online tools will be used as needed to enhance project reach. Visit soundtransit.org/i405brt.

Email updates

Email updates will be sent on a regular basis to the project's self-subscribe e-mail list. Email updates will include current information on the project and upcoming opportunities to engage. Emails will be sent to people who have requested to be added. [Sign up](#) for email updates on the project webpage (soundtransit.org/i405brt).

Social media

Sound Transit will utilize our existing social media platforms (e.g. Facebook, Twitter and Instagram) to share news and updates about the I-405 BRT Project. You can find us at @SoundTransit.



In person

Interviews and briefings

Sound Transit will reach out to key community stakeholders and service providers to conduct interviews and follow-up briefings. These conversations will inform Sound Transit's methodology for outreach. Sound Transit will also lead follow-up briefings and one-on-one meetings with stakeholders, agencies and local jurisdictions by request.

Public events (in-person and online)

Public events will be held at key milestones and decision points during the project, including when public feedback is sought to help inform key decisions during the conceptual engineering and environmental review phase. We anticipate holding public events in multiple locations within the project area to provide information and solicit input on corridor-wide issues and considerations. In-person public events will be accompanied by online open houses for those who wish to engage online.

Fairs and festivals

Throughout the year, our outreach staff will be in communities throughout the corridor at farmers markets, festivals and community events. We will be available to discuss the project in detail and to answer your questions.

Pop-up outreach

Similar to fairs and festivals, Sound Transit may host pop-up outreach events at common gathering spaces and stops throughout the project area, such as grocery stores and coffee shops, in order to meet community members where they are.

Other ways to engage

Existing community engagement efforts and opportunities

Sound Transit recognizes that there are many ongoing efforts to engage communities on a variety of topics—internally at Sound Transit and through those led by our local partners. To make the best use of the public’s time, we will join up with existing efforts already underway to engage corridor communities in issues and efforts that may affect them and to provide relevant project updates.

Print materials (English and multiple languages)

Fact sheets, FAQs, infographics, presentations and other printed materials will be developed as needed throughout the project. Key materials will be translated into multiple languages. Materials will also include posters and flyers placed at local gathering places along the corridor and mailed notifications, such as postcards.

Media

Media coverage can help reach audiences that might not otherwise know about the project or have an opportunity to be engaged in other means. Sound Transit will engage community, local, regional and ethnic media sources to ensure that project information is shared and distributed via a variety of media outlets.



FAQs

Q How can I stay up-to-date on this project?

Visit soundtransit.org/i405brt to sign up for our project email list! This is the best way to stay up-to-date on any future events and/or feedback opportunities.

Q How do I share my opinion?

There are many ways to share your opinion:

- Visit the website.
- Respond to online surveys.
- Follow Sound Transit on social media.
- Email us at brt@soundtransit.org.
- Call 206-553-3412 to speak with an outreach specialist.
- Attend a public event or participate in a community workshop.

Sound Transit provides opportunities for the public to participate throughout the project, including at key project milestones. Sound Transit considers stakeholder input when making decisions about the project.

We strive to create outreach opportunities that are inclusive and meaningful. Sound Transit will announce these opportunities through a variety of communications channels.

Q What type of feedback are you looking for during the conceptual engineering and environmental review phase?

During this second project phase, staff will begin conceptual engineering on the refined project from the first project phase and, based on public feedback and technical analysis, conduct environmental review of the project.

Q What is the environmental review process?

We are starting environmental review of the I-405 BRT Project. We will complete a State Environmental Policy Act (SEPA) checklist and a National Environmental Policy Act (NEPA) Documented Categorical Exclusion for this project. Both processes are intended to identify probable environmental impacts associated with the project.

Q How will public input shape this phase?

Opportunities will be identified for elected officials, partner agencies, community and business groups and the public to weigh in with their priorities and ideas, and to shape the project project plan and environmental review process. In early 2020, the Sound Transit Board will advance the project into the **design** phase. **Community engagement** will continue through all subsequent phases of the project.

Q Why is it important for me to engage now?

It's critical to engage during this early project phase as we work to begin engineering and review of the project. To deliver system expansion projects on time and within budget, it is difficult to revisit decisions as the project moves forward into future phases, such as final design. We will stay open to new ideas and input as we work to bring BRT service online, while respecting and continuing to share the process and decisions that have been made to inform the current phase of the project.

Q Can you provide information about this project in other languages or formats?

Yes, we will provide translated project materials on the project website and by request (soundtransit.org/i405brt). If we are missing your language, please call our project line at 206-553-3412 or email brt@soundtransit.org, and we will do our best to meet your needs as quickly as possible. We also provide translation services over the phone and at in person meetings if requested in advance.

Para información acerca del proyecto llame al:
1-800-823-9230 // 要瞭解項目資訊, 請致電:
1-800-823-9230 // Để biết thêm thông tin về dự án, hãy gọi đến số 1-800-823-9230

Roles and responsibilities

Implementing ST3 consistent with the scope, budget and schedule approved by the voters will take extraordinary effort by Sound Transit and its federal, state and local partners. As part of a comprehensive system expansion implementation strategy, Sound Transit has convened an Elected Leadership Group (ELG) for the refinement phase of the project from April 2018 through an anticipated ST Board decision on the planned project in 2020. The group includes elected leaders from the areas served by the corridor with an opportunity to stay informed and help guide project refinement work. Sound Transit has also established an Interagency Group (IAG) comprised of representatives from partner agencies and jurisdictions to inform project design and the ELG process. In addition, Sound Transit is conducting a stakeholder and community engagement process to inform the discussions and recommendations from the IAG on the refined project. Sound Transit is also briefing partner councils and commissions throughout project development.

Public

As a member of the public, you're invited to communicate your ideas, concerns, and questions about the project through a variety of communications channels to:

- Learn about the project and ask questions.
- Provide feedback on topics and issues that interest you.
- Communicate to Sound Transit how you want to be engaged.
- Share information and discuss the project with your community.





Stakeholder and Community Engagement Process

Sound Transit's stakeholder and community engagement process includes a variety of public participation activities, including community-specific meetings across the I-405 corridor. Stakeholder input will inform discussions with the groups below and support development of the refined project.



Elected Leadership Group

The I-405 BRT ELG is a group of elected officials that represent the project corridor and the Sound Transit Board. The purpose of this group is to review project information and public input and discuss and strive for consensus around recommendations to the Sound Transit Board regarding project planning.

The ELG will:

- Consider the needs of the I-405 BRT corridor within the context of the regional transit system.
- Work with project staff to understand and evaluate project plans and tradeoffs.
- Represent the communities they serve and share community priorities and local context.
- Seek to form consensus on group recommendations.



Interagency Group

Sound Transit will work closely and coordinate with a number of agencies and governments as this project moves forward, including, but not limited to:

- City of Lynnwood
- City of Bothell
- City of Kirkland
- City of Bellevue
- City of Renton
- City of Tukwila
- City of SeaTac
- City of Burien
- Port of Seattle
- Washington State Department of Transportation (WSDOT)
- King County Metro
- Community Transit

The IAG will meet on a monthly basis to provide community and corridor-wide perspective on project planning and engagement tools as they are developed.



Corridor Executive Advisory Group

The I-405/SR 167 Corridor Executive Advisory Group (EAG) has been advising the Washington State Department of Transportation (WSDOT) on I-405 Corridor improvements since 1999. EAG members include state and local elected officials, and representatives from federal and regional transit agencies. Because the I-405 BRT Project is a corridor improvement for I-405, the EAG is an important partner for Sound Transit on this project. We will continue to coordinate with the EAG as the project moves forward.



Tribes

The project team, along with our Tribal Relations Director, will consult with Washington State Tribes in accordance with Section 106.

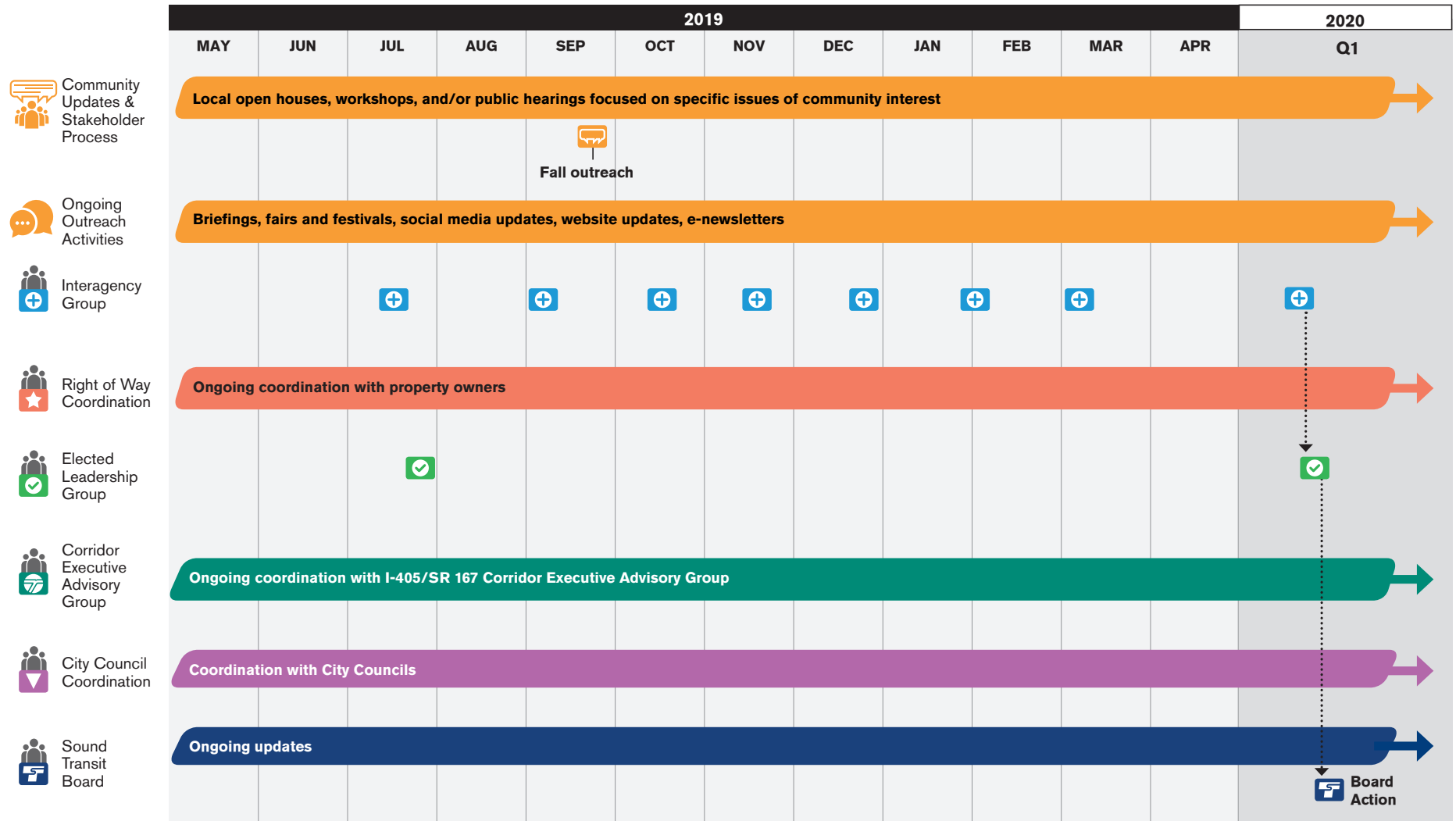


Sound Transit Board

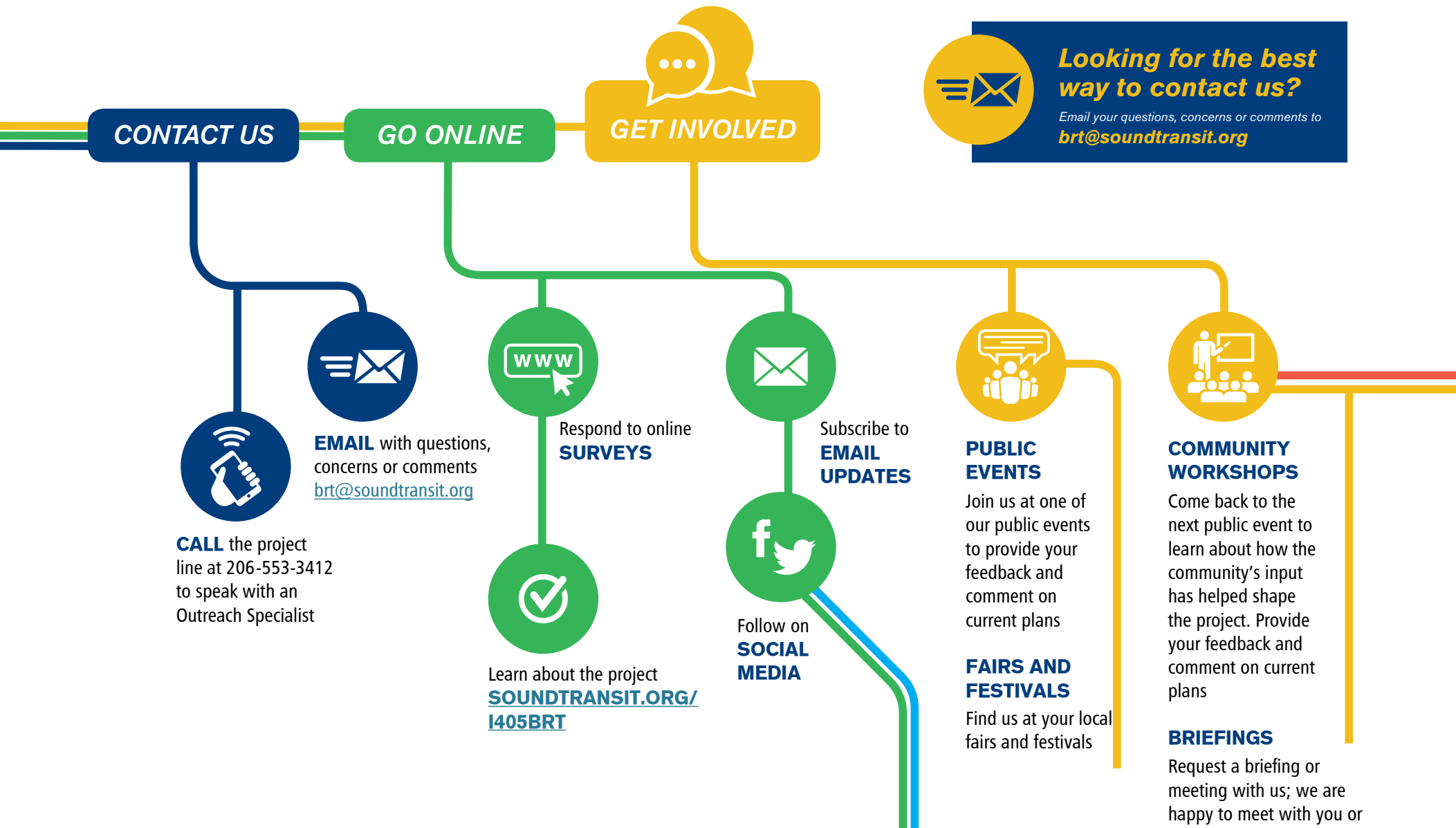
The Sound Transit Board will oversee the implementation and delivery of the project and have final authority on selecting the project to be built after the conceptual engineering and environmental review process is complete and other major project decisions. The Board will consider recommendations and feedback from the ELG, IAG, EAG and the public when making decisions.

Community engagement and collaboration process

The schedule below shows planned meetings across the preliminary design and environmental review phase. Dates are subject to change.



How to get involved



Glossary of terms

Bus rapid transit (BRT)

A bus system designed for fast arrivals and departures, with features such as off-board fare payment and multiple-door entry and exit.

Community engagement

A process that engages community members in a public dialogue about an issue that affects them.

Conceptual engineering and environmental review

Project phase during which conceptual design for the BRT facilities will be developed. The project impacts and benefits are determined and evaluated, and measures are identified to mitigate impacts as appropriate. The environmental review process is used to inform the public, agencies and decision makers about the environmental consequences of building and operating the project.

Refined project

At the end of the project refinement phase, the Sound Transit Board advanced the refined project into the conceptual engineering and environmental review phase. The refined project further defined project elements. The Sound Transit Board's final decision on the project to be built will be made once the environmental review process is complete.

Representative project

The representative projects were developed after years of community engagement and were included in the ST3 Plan to serve as the basis for developing more refined alternatives.

Sound Transit 3 (ST3)

The Sound Transit 3 Plan adds 62 new miles of light rail with stations serving 37 additional areas for a regional system reaching 116 miles. The plan also establishes BRT on I-405/SR 518 and SR 522/NE 145th; expands capacity and service of the Sounder south rail line; includes ST Express bus service; improves access to stations for bicyclists, pedestrians, drivers, and pick-up and drop-off services, and expands parking at stations.

System expansion implementation plan

A plan that describes Sound Transit's approach to delivering the expanded system of projects as well as needed reforms based on lessons learned from delivering major capital infrastructure to date.

CONTACT US

Visit web page and sign-up for project news-
[soundtransit.org/i405brt](https://www.soundtransit.org/i405brt)

Email brt@soundtransit.org

Call 206-553-3412

