



APPENDIX B

Agency Coordination and Public Involvement

November 2014



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1 Introduction

Sound Transit has prepared this Final Supplemental Environmental Impact Statement (SEIS) for the Long-Range Plan Update in accordance with the Washington State Environmental Policy Act (SEPA). This appendix describes the agency and public coordination efforts undertaken during development of the SEIS.

2 Agency coordination

2.1 Agency scoping

The first step in the plan-level environmental review process was scoping, an outreach effort used to help Sound Transit determine which alternatives and environmental issues would be studied in the Draft, and eventually the Final SEIS. Between October 25 and November 25, 2013, the scoping process gave local jurisdictions and public agencies a chance to learn more about the Long-Range Plan Update and to provide comments. (Also see Section 3 below for information on public scoping.)

2.1.1 Notification of scoping

In October 2013, Sound Transit transmitted the SEPA Determination of Significance (DS) and Scoping Notice (Attachment A) to federal, state, regional, and local agencies, tribes, and local jurisdictions shown in Table 2-1. Recipients were also invited to attend an agency scoping meeting to learn about the Long-Range Plan Update and SEIS process and ask questions. After launching the scoping period, a follow-up email (Attachment B) was sent to approximately 350 agency contacts including Puget Sound legislators, city administrators, and SEPA officials to inform them of upcoming public scoping meetings and to encourage them to submit scoping comments on the Long-Range Plan update.

Table 2-1. Notification of scoping—federal agencies, tribes, state agencies, legislative districts, regional agencies, counties, cities, transit agencies, ports, and railroads

Federal agencies	
Advisory Council on Historic Preservation	National Park Service
Federal Aviation Administration	U.S. Army Corps of Engineers
Federal Emergency Management Agency	U.S. Bureau of Indian Affairs
Federal Highway Administration	U.S. Coast Guard
Federal Motor Carrier Safety Administration	U.S. Department of the Interior
Federal Railroad Administration	U.S. Environmental Protection Agency Region 10
Federal Transit Administration	U.S. Fish and Wildlife Service
National Oceanic and Atmospheric Administration Fisheries	
Tribes	
Confederated Tribes and Bands of the Yakama Indian Nation	Snohomish Tribe
Duwamish Tribal Council	Snoqualmie Falls Tribal Council
Kikiallus Tribal Council	Stillaguamish Tribe
Muckleshoot Tribal Council	Suquamish Tribal Council
Nisqually Tribe	Tulalip Tribal Council
Puyallup Tribe	

Table 2-1. Notification of scoping—federal agencies, tribes, state agencies, legislative districts, regional agencies, counties, cities, transit agencies, ports, and railroads (continued)

State agencies		
Department of Agriculture		Office of the Attorney General
Department of Archaeology and Historic Preservation		Office of the Governor
Department of Commerce		State Parks and Recreation Commission
Department of Community Development		State Recreation and Conservation Office
Department of Ecology		State Transportation Commission
Department of Fish and Wildlife		Washington Joint Transportation Committee
Department of Health		Washington State Ferries
Department of Natural Resources		Washington State Patrol
Department of Social and Health Services		University of Washington
Department of Transportation—Public Transportation Division		Utilities and Transportation Commission
Department of Transportation—Rail Division		
Legislative districts		
State Legislative District 1	State Legislative District 30	State Legislative District 41
State Legislative District 5	State Legislative District 31	State Legislative District 43
State Legislative District 11	State Legislative District 32	State Legislative District 44
State Legislative District 21	State Legislative District 33	State Legislative District 45
State Legislative District 25	State Legislative District 34	State Legislative District 46
State Legislative District 27	State Legislative District 36	State Legislative District 47
State Legislative District 28	State Legislative District 37	State Legislative District 48
State Legislative District 29	State Legislative District 38	
Regional agencies		
Puget Sound Clean Air Agency	Puget Sound Partnership	Puget Sound Regional Council
Counties		
King County	Pierce County	Snohomish County

Table 2-1. Notification of scoping—federal agencies, tribes, state agencies, legislative districts, regional agencies, counties, cities, transit agencies, ports, and railroads (continued)

Cities		
City of Algona	City of Kenmore	City of Redmond
City of Auburn	City of Kent	City of Renton
City of Bellevue	City of Kirkland	City of Sammamish
City of Bonney Lake	City of Lake Forest Park	City of SeaTac
City of Bothell	City of Lakewood	City of Seattle
City of Brier	City of Lynnwood	City of Shoreline
City of Burien	City of Medina	City of Steilacoom
City of Clyde Hill	City of Mercer Island	City of Sumner
City of Des Moines	City of Mill Creek	City of Tacoma
City of DuPont	City of Milton	City of Tukwila
City of Edgewood	City of Mountlake Terrace	City of University Place
City of Edmonds	City of Mukilteo	City of Woodinville
City of Everett	City of Newcastle	City of Woodway
City of Federal Way	City of Normandy Park	City of Yarrow Point
City of Fife	City of Orting	Town of Beaux Arts Village
City of Fircrest	City of Pacific	Town of Hunts Point
City of Issaquah	City of Puyallup	Town of Ruston
Transit agencies		
Community Transit		King County/Metro Transit Division
Everett Transit		Pierce Transit
Ports		
Port of Everett	Port of Seattle	Port of Tacoma
Railroads		
Amtrak	Burlington Northern Santa Fe Railroad	Union Pacific Railroad

2.1.2 Agency scoping meeting

On November 8, 2013, Sound Transit hosted an agency scoping meeting at Union Station from 9:30-11:30 a.m. The meeting included a presentation that provided context for and an overview of the Long-Range Plan Update and SEIS process and schedule. The presentation was available online after the meeting. Following the presentation, there was a question and answer session. Approximately 20 agency representatives attended the event.

2.1.3 Briefings

During October and November 2013, individual briefings were conducted with a variety of city councils and boards to inform them of the Long-Range Plan Update process (Table 2-2). Following the formal scoping period, Sound Transit hosted on-going subarea briefings and other agency briefings as requested.

Table 2-2. Individual briefings with city councils and boards

City councils		
Auburn City Council	Metropolitan King County Council	Renton City Council
Bellevue City Council	Kirkland City Council	SeaTac City Council
Bothell City Council	Lake Forest Park City Council	Seattle City Council
Burien City Council	Lakewood City Council	Shoreline City Council
Des Moines City Council	Lynnwood City Council	Sumner City Council
Edmonds City Council	Mill Creek City Council	Tacoma City Council
Everett City Council	Mountlake Terrace City Council	Tukwila City Council
Federal Way City Council	Mukilteo City Council	Woodinville City Council
Issaquah City Council	Puyallup City Council	
Kent City Council	Redmond City Council	
Boards		
Puget Sound Regional Council—Transportation Policy Board		South County Area Transportation Board (King County)

2.1.4 Agency scoping comments received

A number of jurisdictions, tribes, and agencies submitted formal scoping comments. A scoping summary report was prepared which summarizes those comments and is available on the Sound Transit website at www.soundtransit.org/Projects-and-Plans/Long-range-Plan-update. Table 2-3 lists the agencies that provided formal scoping comments, including jurisdictions and tribes. This table does not include comments received after the formal scoping period ended. Copies of scoping comment letters received from these agencies and a summary of the agency comments are provided in the *Regional Transit Long-Range Plan Update Scoping Summary Report* (February 2014).

Table 2-3. Jurisdictions, tribes, and agencies submitting formal scoping comments

Jurisdictions, tribes, agencies		
Washington State Department of Ecology	City of Everett	City of Redmond
Washington State Department of Transportation	City of Fife	City of Renton
Muckleshoot Indian Tribe	City of Issaquah	City of SeaTac
Puget Sound Regional Council	City of Kenmore	City of Seattle
Community Transit	City of Kent	City of Shoreline
King County/Metro Transit Division	City of Kirkland	City of Snohomish
King County Council	City of Lake Forest Park	City of Tukwila
Snohomish County	City of Lakewood	City of Woodinville
City of Bellevue	City of Lynwood	Port of Seattle
City of Bothell	City of Mountlake Terrace	University of Washington
City of Edmonds	City of Puyallup	

2.2 Interagency coordination group meetings

To support the Long-Range Plan Update process, Sound Transit also convened an Interagency Coordination Group (ICG) in order to have an ongoing dialogue with agencies and jurisdictions about the Long-Range Plan update and environmental process. An ICG meeting was held on December 18, 2013 to summarize the comments received during the scoping process and to discuss the alternatives development and screening process. A second meeting was conducted on February 26, 2014, to present the two alternatives under consideration in the Draft SEIS, to go over the schedule for the Long-Range Plan Update process, and to answer questions. In addition, Sound Transit met individually with the U.S. Environmental Protection Agency (EPA) on May 14, 2014, to provide an overview of the Long-Range Plan Update process and how these efforts will tie into future project-level environmental reviews.

Following issuance of the Draft SEIS, an ICG meeting was also held on September 29, 2014 to present an overview of the comments received on the Draft SEIS; inform agencies of changes to the Potential Plan Modifications Alternative; and to discuss next steps leading to adoption of an updated Long-Range Plan. Sound Transit also offered to meet individually with agencies and jurisdictions to further discuss the Long-Range Plan Draft SEIS. An ICG meeting was also held on November 13, 2014 to present additional information on the process of updating the Long-Range Plan including summaries of what was heard at the October 30th Sound Transit Board workshop. An overview was also given to describe system planning efforts that would follow adoption of an updated Long-Range Plan.

2.3 Draft Supplemental Environmental Impact Statement

2.3.1 Draft SEIS Notice of Availability

A SEPA Register notice announced the availability for the Draft SEIS was published on June 13, 2014 and included a deadline for submission of comments on the Draft SEIS. Also on June 13, an email Notice of Availability was sent to federal, state, regional, and local agencies, tribes, and local jurisdictions shown in Table 2-1, as well as other parties with an interest in the Long-Range Plan Update. The email provided information on how to review or obtain a copy of the Draft SEIS as well as information on how to comment on the Draft SEIS and an invitation to attend one of the public open houses/hearings.

A copy of the Draft SEIS Executive Summary and a CD with the entire Draft SEIS and Transportation Technical Report was also mailed to over 300 individuals representing more than 200 federal, state, regional, and local agencies, tribes, and local jurisdictions.

2.3.2 Agency comments received

During the 45-day public review and comment period for the Draft SEIS, Sound Transit's Government and Community Relations staff led presentations about the Draft SEIS and comment period to 23 city councils, agencies, and other organizations to ensure broad awareness of the purpose of this comment period.

A number of jurisdictions, tribes, and agencies submitted comments on the Draft SEIS. Table 2-4 lists the agencies that provided comments, including jurisdictions, tribes, and elected officials. Copies of comment letters received from these agencies and a summary of the agency comments are included in Appendix L of the Final SEIS, along with Sound Transit's responses to substantive comments.

Table 2-4. Jurisdictions, tribes, agencies, and state representatives that commented on the Draft SEIS

Agencies		
U.S. Environmental Protection Agency, Region 10	City of Auburn	City of Lakewood
State of Washington Department of Ecology	City of Bellevue	City of Lynwood
State of Washington Department of Ecology, Northwest Regional Office	City of Bonney Lake	City of Mukilteo
Representative Jessyn Farrell, State of Washington House of Representatives	City of Des Moines	City of Redmond
Muckleshoot Indian Tribe (Fisheries Division Habitat Program)	City of Everett	City of Renton
Nisqually Indian Tribe	City of Federal Way	City of SeaTac
Puyallup Tribe of Indians	City of Fife	City of Seattle
Puget Sound Regional Council	City of Issaquah	City of Shoreline
King County Department of Transportation (Metro) with King County Department of Natural Resources and Parks and Seattle and King County Public Health	City of Kenmore	City of Tacoma
	City of Kent	City of Tukwila
	City of Kirkland	City of University Place
Snohomish County	City of Lake Forest Park	
Snohomish County Department of Public Works		
Port of Seattle		
Eastside Rail Corridor Regional Advisory Council		
SeaShore Transportation Forum		

3 Public involvement

3.1 Public involvement goals

The goal of the public involvement program is to engage a broad section of stakeholders in helping update the Sound Transit Long-Range Plan. Through public involvement, Sound Transit engages local jurisdictions, tribes, agencies, the public, and other stakeholders to identify priorities for future transit services and destinations, and to conduct appropriate environmental review. Results from this outreach will help the Sound Transit Board evaluate where high capacity transit may expand after current projects are complete in 2023. The Sound Transit Board of Directors will use the results of this environmental process in updating the Long-Range Plan. After the Long-Range Plan is updated, the Board could decide whether a next phase system plan should be developed for voter financing approval in 2016 or beyond.

The purpose of public involvement was to...

- Build awareness of upcoming long-range planning effort and how it will inform future decisions about regional transit.
- Meet and exceed SEPA regulations.
- Make connecting and engaging with Sound Transit simple and fun.
- Provide an opportunity to engage the region, particularly traditionally under-represented populations.

3.2 Public scoping

The scoping period for the public and other stakeholders also ran from October 25 through November 25, 2013. It gave the public and other stakeholders a chance to learn more about the Long-Range Plan Update and related environmental process and to provide comments.

“Scoping” is the first step in the environmental process. As the lead agency for the Long-Range Plan Update, Sound Transit issued a determination of significance and request for comments on the “scope” of the EIS. The scoping process allows the public and other agencies to comment on the issues and alternatives to be evaluated, and assist the lead agency in identifying environmental issues.

3.2.1 Advertisement of public scoping meetings

To advertise information about the project, including the scoping comment period and public scoping meetings, Sound Transit:

- Issued the formal Scoping Notice on October 18, 2013, that was subsequently published in the SEPA Register on October 25.
- Provided copies of the Scoping Notice to the Olympia bureaus of the Associated Press and United Press International.
- Provided legal notices in three major local newspapers in Snohomish, King, and Pierce Counties—*The Seattle Times*, *The News Tribune*, and *The Herald*.
- Published a press release (October 25, 2013) on the project website that formally announced the Long-Range Plan environmental process, including the scoping period and ways to comment.
- Distributed a direct mailer to all registered voters within the Sound Transit District boundary, reaching approximately 938,100 single-family homes, apartments, and businesses.
- Sent a project-specific email update to a project list of over 17,000 existing Sound Transit contacts on October 28 and a list of over 16,000 existing Sound Transit contacts on November 21—contacts who have expressed interest in Sound Transit news and capital projects. All the project-specific updates included information translated into Spanish, Chinese, Russian, Vietnamese, and Korean to ensure members of the public who spoke one of these languages had opportunity to receive the information.
- Included information on the Long-Range Plan public scoping period in the CEO Report on November 8, 2013, which was available on Sound Transit’s website in the “CEO Corner” www.soundtransit.org/About-Sound-Transit/CEO-Corner.
- Posted information and a survey on the Sound Transit website: www.soundtransit.org/longrangeplan.
- Distributed over 900 event posters across the region, including community centers, social service agencies, businesses, and utility poles beginning 10 days before the public meetings. Posters were also translated into Spanish, Korean, Russian, Vietnamese, and Chinese as part of the environmental justice outreach.
- Posted display ads publicizing the six public meetings and encouraging readers to take the online survey in 14 local daily, weekly, or monthly print publications between October 28 and November 17. Between the same period, 21 newspapers displayed online advertisements linking to the project website either continuously or based on number of views. Some ads were regionally targeted focusing on the public meeting in that subarea. Environmental justice populations were reached through translated ads (Spanish, Russian, Vietnamese, Korean, and Chinese) in print and online formats in 8 publications. Table 3-1 lists the print and online publications where display ads were placed as well as the dates the ads were run.
- Posted display advertisements in local online platforms—the Seattle Transit Blog and the West Seattle Blog. Two weeks prior to the first meeting engagement was made with entities that house community calendars.

All the project-specific updates, event posters, and display ads were translated into Spanish, Chinese, Russian, Vietnamese, and Korean. This helped to ensure members of the public who spoke one of these languages had an opportunity to receive the information.

Table 3-1. Online and print display advertisements

Newspaper	Type	Run date(s)
The Seattle Post-Intelligencer	Online	October 28–November 17
The Tacoma News Tribune	Online	October 28–November 17
The Tacoma News Tribune	Print	November 1, November 6, November 14
The Seattle Times	Online	November 1–November 17
The Seattle Times	Print	November 6, November 8, November 11
Seattle Transit Blog	Online	October 28–November 15
HearldNet.com	Online	November 1–November 16
The Daily Herald (Everett)	Print	November 7, November 15
Kent Reporter	Online	November 1–November 14
Bellevue Reporter	Online	November 1–November 14
Kirkland Reporter	Online	November 1–November 14
Issaquah Reporter	Online	November 1–November 14
Redmond Reporter	Online	November 1–November 14
Auburn Reporter	Online	November 1–November 14
Renton Reporter	Online	November 1–November 14
Federal Way Mirror	Online	November 1–November 14
The Highline Times	Online	October 28–November 15
Bellevue Business Journal	Online	October 28–November 15
West Seattle Blog	Online	October 28–November 15
King5.com	Online	November 11–November 19
Bothell-Kenmore Reporter	Online	November 6–November 12
Mercer Island Reporter	Online	November 6–November 19
Crosscut.com	Online	November 4–November 18
The Seattle Medium	Online	October 30, November 6, November 14
Tacoma Weekly	Print	November 1, November 8
Herald Business Journal (Snohomish County)	Print	November 7
The Stranger	Print	October 30, November 6
Northwest Asian Weekly ¹	Print	October 31, November 7
La Raza ¹	Print	November 1, November 8
International Examiner ¹	Print	November 6
Korea Daily ¹	Print	November 5, November 13
The Seattle Chinese Times ¹	Print	October 31, November 7
The Seattle Chinese Post ¹	Print	October 31, November 7
Northwest Vietnamese Weekly ¹	Print	November 1, November 8
La Raza (nuestronoroeste.com) ¹	Online	October 30–November 13

¹ Indicates environmental justice audience-targeted publication.

3.2.2 Format of public scoping meetings

Between November 12 and November 19, 2013, Sound Transit held a series of evening public scoping meetings in each of the five subareas that were advertised for 5:30–8:00 p.m. The locations of these scoping meetings are shown below in Table 3-2. More than 260 Puget Sound residents attended these meetings in Seattle, Federal Way, Redmond, Tacoma, and Everett.

Table 3-2. Date and location of scoping meetings

Date	Location
11/12/2013	Seattle: Seattle University, Campion Ballroom
11/13/2013	Federal Way: Federal Way Community Center
11/14/2013	Redmond: Marriott Hotel
11/18/2013	Tacoma: Tacoma Convention Center
11/19/2013	Everett: Eisenhower Middle School
11/21/2013	Seattle: Sound Transit/Union Station

The following format and agenda were used for each meeting, except the daytime meeting in Union Station which did not include a presentation and question-and-answer period:

- Guests arrived and signed in at a welcome station.
- Guests toured the open house where Sound Transit staff answered one-on-one questions and engaged in discussions with members of the public. The following five stations were set up around the room as part of the open house with information display boards (Attachment C):
 - **Station 1: “Welcome”**—Guests signed in, were provided a brief orientation, and were offered a Long-Range Plan Update 11x17 folio handout.
 - **Station 2: “Puget Sound is growing”**—Guests were provided with a generalized overview of Puget Sound, its growth, and transit as a platform to make the region more livable.
 - **Station 3: “Sound Transit is part of our mobility solution”**—This station provided an understanding of how other transit systems connect to Sound Transit’s regional system and provided information about other jurisdictions and transit agencies.
 - **Station 4: “Frame our transit future”**—This station highlighted what the Long-Range Plan is and what it includes, and it provided a display of high-capacity transit studies.
 - **Station 5 “Here’s our process ahead”**—This station provided information about the process ahead for Sound Transit’s Long-Range Plan Update.
- Presentation and question-and-answer period:
 - The facilitator provided an overview of the agenda
 - A Sound Transit Board member provided opening comments
 - Sound Transit staff gave presentation
 - A question-and-answer period followed and then the meeting returned to open house format before being adjourned

3.2.3 Public scoping comments

The public was provided several different methods to submit formal scoping comments during the comment period. These included the following:

- **Email**—longrangeplan@soundtransit.org
- **Online survey**—linked from www.soundtransit.org/longrangeplan
- **Mail**—Sound Transit, Attn: James Irish, 401 S. Jackson, Seattle WA 98104
- **At public meetings**
 - Written comment form
 - Speaking to court reporter

In addition, attendees at each meeting were given the opportunity to provide informal comments. Sound Transit launched a pilot project at all six public meetings, asking guests to share informal comments on video. Participants were also given the opportunity to participate in a dot exercise by placing one “dot” on their home and two dots on places where they would like Sound Transit to take them. A total of 387 dots were gathered with over 250 dots labeled as desired destinations.

The video and dot exercise were available to encourage participation in, and awareness of, the Long Range Plan/SEIS process. At all times, participants in the informal video recording and dot exercise were also instructed on how to provide formal scoping comments.

A summary of the public comments received and more specific information on individual comments are provided in the *Regional Transit Long-Range Plan Update Scoping Summary Report* (February 2014).

3.2.4 Other scoping outreach

Sound Transit performed the following additional outreach to provide information about the project and solicit input during the scoping period:

- During October and November 2013, individual briefings were conducted with a variety of chambers, groups, and boards (Table 3-3).
- Implemented an online questionnaire/survey to gather feedback as part of the scoping process. A total of 11,280 surveys were completed.

Table 3-3. Individual briefings with organizations

Organizations	
Bellevue Chamber of Commerce	Puget Sound Energy
Bellevue Downtown Association	SeaShore Transportation Forum
Downtown Seattle Association	Seattle Chamber of Commerce
Eastside Transportation Partnership	Snohomish County Committee for Improved Transportation
Economic Development Alliance	Snohomish County Tomorrow
Federal Way Chamber of Commerce	Sumner/Puyallup Chamber of Commerce
Northwest Environmental Business Council	Tacoma-Pierce County Chamber of Commerce

- Used Facebook as a marketing tool to reach the online social media community. From November 7–25, the ads generated 3,976 clicks (clicks include clicking through to the website, “likes,” or comments).
- Hosted a Long-Range Plan Update information line. Formal scoping comments were not accepted over the phone; however, the information line provided a way for callers to interact with a member of the outreach team directly. The outreach team received 31 calls during the scoping comment period. This information line also remained open after the scoping period ended.
- Managed a Long-Range Plan website that had over 14,900 unique page views during the scoping period.

3.2.5 Outreach to minority and low-income communities

Outreach to minority and low-income communities are an important part of Sound Transit’s public involvement activities. Sound Transit is committed to implementing the principals of environmental justice as articulated in Executive Order 12898—Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. Specific outreach methods used to target minority and low-income communities are discussed in Appendix J, Environmental Justice Study.

3.3 Draft Supplemental Environmental Impact Statement

The Draft SEIS was prepared to inform decision makers and the public about the Long-Range Plan Update. It described, qualitatively analyzed, and compared the potential environmental impacts for the Current Plan Alternative and the Potential Plan Modifications Alternative. Sound Transit published the Draft SEIS on June 13, 2014, and provided a public review and comment period of 45 days (June 13 to July 28, 2014).

3.3.1 Draft SEIS availability

A SEPA Register notice announced the availability for the Draft SEIS was published on June 13, 2014 and included a deadline for submission of comments on the Draft SEIS. The Draft SEIS and Transportation Technical Report were available electronically on the Sound Transit website, on CDs, at libraries, at Sound Transit’s office, and in printed formats upon request. In order to make the public aware of the availability of the Draft SEIS and encourage their involvement, a variety of methods were used as described below.

Legal notices

Legal notices were published in three newspapers at the start of the comment period to advise the public that the Draft SEIS was available for review and comment. Notices were posted in the *Everett Herald*, *Seattle Times*, and *The Tacoma News Tribune*. See Attachment D to review the legal notice.

Print, online, and social and mobile display advertisements

Paid advertisements were used to encourage people to attend the public hearings and to take an online survey (see below). A total of 48 advertisements were placed: 24 online, 12 social media, 11 print, and 1 mobile.

Online and social media advertisements used Flash animation to increase visual awareness. Online, mobile, and print advertisement dates targeted the start of the comment period and public hearings. Facebook and Twitter advertisements ran throughout the course of the comment period.

For Facebook, one general and five subarea advertisements directed people to an online survey. Six advertisements were published over the six-week period. For Twitter, one general and five targeted advertisements directed people to an online survey. Six advertisements were published over six weeks.

To better serve under-represented populations, four print advertisements and one online ad were translated into common community languages.

Poster distribution

Poster distribution was used to enhance public awareness of the comment period and public hearings. Distribution was done on a large scale in addition to focused distribution to environmental justice populations. A total of 900 posters were distributed across the region, including businesses (e.g., coffee shops), community centers, and utility poles.

The project team delivered posters to 69 community locations between June 18 and 20, 2014. This distribution strategy offered the poster in five translated languages (Chinese, Korean, Somali, Spanish, and Vietnamese) and delivered 79 translated copies to community locations.

Other methods

- **Sound Transit CEO Reports**—Weekly CEO Reports provided updates on the latest transit news, general Sound Transit information, and important alerts. The Long-Range Plan was mentioned in three CEO Reports over the course of the comment period on June 13, July 11, and July 25, 2014.
- **Mailer**—A saturation mailer was sent to all registered voters within the Plan area, reaching approximately 980,000 homes and apartments. The mailer began hitting mailboxes June 13, 2014. The purpose of the mailer was to announce the Draft SEIS comment period and public hearings, provide background information on the plan, highlight the region’s growing population, and provide information on how to submit comments on the Draft SEIS. A translated text block was provided in Spanish, Chinese, Korean, Somali, and Vietnamese. Over 1,000 survey respondents identified the mailer as the information source that led them to the survey. See Attachment E to view the mailer.
- **Web announcements**—Sound Transit website announcements were posted on June 13, 2014, on the Sound Transit homepage, the Projects & Plans page, the Upcoming Meetings and Events page, the News Releases 2014 page, and the Long-Range Plan Update page of the website and remained through the comment period. Over 6,500 people reached the online survey through Sound Transit web announcements in addition to having access to the Draft SEIS and plan materials. The Long-Range Plan webpage (www.soundtransit.org/longrangeplan) provided information about the Draft SEIS comment period and the Long-Range Plan update process, as well as links to all chapters of the document and information about how to comment on the document.
- **Press release**—A press release was posted to the Sound Transit website on June 13, 2014, to announce the start of the Draft SEIS comment period.
- **Email reminders**—Four rounds of email alerts were sent during the Draft SEIS comment period to an average of 21,500 people. The reminder emails helped push Long-Range Plan and Sound Transit Rider Alert subscribers to take the online survey and attend public hearings.
- **Sound Transit social media: Facebook and Twitter**—Four Sound Transit Facebook posts and three Twitter posts were published at planned times throughout the comment period. The posts directed the online community to the survey and to the website, as well as advertised the public

meetings. During the comment period, 540 people directly interacted (clicks, likes, comments, shares, etc.) with Facebook posts and 46 people directly interacted (clicks, retweets, replies, follows, etc.) with Twitter posts.

Outreach to minority and low-income communities

Environmental justice groups were a key audience emphasized in the outreach plan to ensure inclusion of environmental justice communities and advocates. This was accomplished through translated poster distribution, inclusion of a translation block in e-updates, and print and online display ads, in addition to providing information at free events, such as local fairs and festivals. Specific outreach methods used to target minority and low-income communities are described in Appendix J, Environmental Justice Study.

3.3.2 Draft SEIS public open houses/hearings

Between July 8 and July 17, 2014, Sound Transit held a series of six open houses/public hearings during the public review and comment period for the Draft SEIS. Table 3-4 shows the dates, times and locations for these meetings. More than 200 individuals attended these meetings

Table 3-4. Date and location of Draft SEIS open houses/public hearings

Date	Location	Number of attendees	Time of meeting (public hearing time)
07/08/2014	Redmond: Redmond Marriott	33	5:30–7:30 p.m. (6:00 p.m.)
07/10/2014	Seattle: Union Station	40	12:00–2:00 p.m. (12:30 p.m.)
07/10/2014	Tacoma: Greater Tacoma Convention and Trade Center	27	5:30–7:30 p.m. (6:00 p.m.)
07/15/2014	Seattle: Museum of History and Industry	32	5:30–7:30 p.m. (6:00 p.m.)
07/16/2014	Federal Way: Truman High School	34	5:30–7:30 p.m. (6:00 p.m.)
07/17/2014	Everett: Everett Station	41	5:30–7:30 p.m. (6:00 p.m.)

These meetings provided attendees key information about the Draft SEIS, which was displayed on 23 large boards (Attachment F). Hearings began 30 minutes after the start of the open house, typically in a separate or divided room. Members of the public were invited to sign up to provide verbal public testimony to a Sound Transit Board member, which was formally recorded by a court reporter. Testimony was treated as a formal public comment on the Draft SEIS, along with all other written comments submitted. Responses to substantive comments are included in the Final SEIS (Appendix L, Responses to Comments). The public hearing continued until everyone who wanted to speak had a chance to give their testimony.

Briefings were held with city councils, boards, agencies, and others as requested.

3.3.3 Public Draft SEIS comments

The public was provided several different methods to submit formal comments on the Draft SEIS during the comment period. These included the following:

- **Email**—longrangeplan@soundtransit.org
- **Mail**—Sound Transit, Attention: Karin Ertl, 401 South Jackson Street, Seattle, WA 98104
- **At public open houses**—Written comment form
- **Oral testimony**—Speaking to court reporter privately or in public during the public hearing

The public showed strong participation during the comment period. Sound Transit targeted audiences within the Plan area of Snohomish, King, and Pierce Counties.

Over 500 individuals (including private citizens, and individuals representing groups and organizations) submitted comments on the Draft SEIS through the various commenting methods available, as shown below:

- 18 individuals submitted comments via mail
- 404 individuals submitted comments via email
- 39 individuals gave verbal testimony during a public hearing
- 47 individuals submitted written comments during a public open house

One individual's email included a petition signed by 776 people in support of a light rail station at S. Graham Street. Table 3-5 lists the groups and organizations that submitted comments on the Draft SEIS.

Table 3-5. Groups and organizations that commented on the Draft SEIS

Groups and organizations	
Bellevue Downtown Association	Seattle Subway
BSRE Point Wells, LP	Segale Properties
Downtown Council of Concerned Public Transit Group	Snohomish County Committee for Improved Transportation with Economic Alliance Snohomish County
Downtown on the Go (Tacoma)	University District Community Council
Eastside Transportation Association	Uptown Urban Center Alliance
Enterprise Community Partners	Transportation Choices Coalition, with OneAmerica, Cascade Bicycle Club, Feet First, Futurewise, Puget Sound Sage, Sierra Club—Cascade Chapter, Transportation Choices Coalition, and Washington Bikes
Seattle Metro Chamber of Commerce	

Copies of all comment letters received and responses to substantive comments are included in Appendix L of the Final SEIS. A summary of all comments received and responses to common comments can be found in Chapter 5 of the Final SEIS.

3.3.4 Online survey

One of the public engagement methods that Sound Transit employed during the comment period was a non-scientific online survey to gauge public support for expansion of high-capacity transit and various HCT corridors. The survey was promoted through various channels including a mailer sent to district residents, emails to people who had signed up to receive Sound Transit project and service information, advertising, social media postings, and promotion at www.soundtransit.org. Attendees at the public open houses/hearings were also given the opportunity to take the survey during the meeting using an iPad. Survey participants were self-selected, and the results are summarized in Attachment G.

4 Final Supplemental Environmental Impact Statement

4.1 Revisions to Final SEIS

After close of the Draft SEIS comment period, Sound Transit considered all the comments received. As part of the Final SEIS, Sound Transit and responded to substantive comments (see Appendix L of the Final SEIS). Based on the comment review, the SEIS has been revised to include:

- New wording in the goals and objectives for consideration
- Updates to various technical information including the transportation analysis and descriptions of regional and local plans
- Adjustments to corridors in the Tacoma/Pierce County area that are studied as part of the Potential Plan Modifications Alternative
- The addition of new corridors and representative projects, programs, and policies

New corridors added to the Potential Plan Modifications Alternative include, but are not limited to:

- Light rail corridor from downtown Tacoma to Tacoma Community College
- Light rail corridor from UW to Sand Point to Kirkland to Redmond
- Light rail and BRT corridors from Issaquah to Issaquah Highlands
- High-capacity transit corridor from Edmonds to Lynnwood Link
- Regional express bus/BRT corridor from Tacoma to Frederickson
- Regional express bus corridor from Puyallup/Sumner to Orting
- Regional express bus corridor from Kent to Kent-Des Moines Station
- Regional express bus corridor from Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field, Boeing)
- **HCT corridors**—Two corridors were added, one of which had been considered as light rail in the Draft SEIS
- **BRT corridors**—Three corridors were added, one of which had been considered as regional express bus/BRT in the Draft SEIS
- **Regional express bus/BRT**—One corridor was removed and three new corridors were added

All new and revised corridors were studied and analyzed to the same level of detail as other corridors studied in the Final SEIS.

4.2 Distribution of Final SEIS

Distribution of the Final SEIS or Notice of Availability is summarized below.

A Notice of Availability has been posted on the SEPA Register as well as in legal notices to the *Everett Herald*, *Seattle Times*, and *Tacoma News Tribune*. In addition, the availability of the Final SEIS has been posted on Sound Transit's website.

4.2.1 Commenters on the Draft SEIS

Commenters on the Draft SEIS that provided a physical mailing address have all been sent a copy of the Final SEIS in CD format along with a stand-alone printed copy of the Executive Summary. For those commenters that only provided an email address, Sound Transit has sent an email that includes a Notice of Availability and a link to the documents on Sound Transit's website. The Notice of Availability informs the recipients of the document's availability and explains how they may also obtain a copy.

4.2.2 Draft SEIS distribution list

All agencies, jurisdictions, tribes and other interested parties that received a copy of the Draft SEIS in CD format also received a copy of the Final SEIS in CD format along with a stand-alone printed copy of the Executive Summary. Hard copies of the documents will also be made available upon request.

4.2.3 Key partners

In addition to the Department of Ecology, printed copies of the full Final SEIS were sent to key agency partners. These agencies include local transit providers, Washington State Department of Transportation, Puget Sound Regional Council, and the Department of Ecology.

4.2.4 Interested parties and organizations

A Notice of Availability was sent via email to residents and businesses across the Sound Transit District, commuters, transit riders, environmental organizations, including bicycle and pedestrian groups, and business interest groups who signed up for project lists at Sound Transit. The Notice of Availability informs the recipients of the document's availability and explains how they may also obtain a copy.

4.2.5 Libraries

In addition, the Final SEIS has been provided to major public libraries throughout the region.

Attachment A Letter to Jurisdictions, Tribes, and Agencies and Determination of Significance



October 18, 2013

TO: Interested Jurisdictions, Agencies, and Tribes

RE: Update to Sound Transit's Long Range Plan

Sound Transit (The Central Puget Sound Regional Transit Authority) is initiating the preparation of a Supplemental Environmental Impact Statement (EIS) for the proposed update to Sound Transit's Regional Transit Long-Range Plan (Long-Range Plan), pursuant to the Washington State Environmental Policy Act (SEPA). Sound Transit is the proponent and the lead agency under SEPA. Enclosed for your information is the *Determination of Significance (DS) and Scoping Notice* for the Supplemental EIS.

This EIS supplements the original Regional Transit System Plan Final Environmental Impact Statement (1993 EIS) and the Final Supplemental Environmental Impact Statement on the Regional Transit Long-Range Plan (2005 SEIS). This Supplemental EIS will build on the 1993 EIS and 2005 SEIS, subsequent decision-making, environmental reviews of related actions, and include information analyzing the environmental impacts of updating the Long-Range Plan.

Sound Transit invites you to attend the scoping meeting for tribes and agencies on **Friday November 8, 2013** at Sound Transit's Ruth Fisher Boardroom, Union Station, 401 South Jackson Street, Seattle, Washington, from 9:30 to 11:30 am. A presentation will start at 10:00 am. At this meeting, you'll have an opportunity to learn about the Long Range Plan and ask questions about the Supplemental EIS.

If you are unable to attend in person, you can watch a live, streaming broadcast of the meeting via Sound Transit's website at: <http://video.soundtransit.org/stream/> beginning at 10:00 am. If participating remotely, agency or tribal staff may send questions during the meeting to LongRangePlan@soundtransit.org. Emailed questions will be read aloud and addressed during the meeting.

If you have questions related to the attached DS or need additional information, please contact me at 206-398-5140.

Sincerely,

James Irish
Deputy Director
Office of Environmental Affairs and Sustainability

Enclosure

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2828 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

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CHIEF EXECUTIVE OFFICER

Joni Earl

**Determination of Significance
And Request for Comments on Scope of
Regional Transit Long-Range Plan Update
Supplemental EIS**

Description and Location of the Proposal: The Central Puget Sound Regional Transit Authority (Sound Transit) is preparing a Supplemental Environmental Impact Statement (Supplemental EIS) to update the Regional Transit Long-Range Plan (Long-Range Plan). The Long-Range Plan covers the Sound Transit District, which consists of the urbanized parts of King, Pierce, and Snohomish counties, extending roughly from Everett in the north, to Dupont in the south, bounded by Puget Sound on the west and the Cascade foothills on the east. This EIS supplements the original Regional Transit System Plan Final Environmental Impact Statement (1993 EIS) and the Final Supplemental Environmental Impact Statement on the Regional Transit Long-Range Plan (2005 SEIS). This Supplemental EIS will build on the 1993 EIS and 2005 SEIS, subsequent decision-making, environmental reviews of related actions, and include information analyzing the environmental impacts of updating the Long-Range Plan.

Following issuance of the 2005 SEIS, Sound Transit adopted the current Long-Range Plan and the 15-year Regional Transit System Plan known as Sound Transit 2 (ST2). Financing for ST2 was approved by the voters in 2008. Sound Transit's current Long-Range Plan was based on the environmental review contained in the 2005 SEIS.

Sound Transit (ST) has proceeded to implement the Long-Range Plan and ST2 through projects such as ST Regional Express bus service, Sounder Commuter Rail, and Link Light Rail. As appropriate, project-level environmental reviews have been conducted for individual projects, incorporating the environmental analysis in the plan-level 2005 SEIS.

The Washington State Environmental Policy Act (SEPA) requires environmental review at the plan level when a government agency is preparing to adopt or amend a plan such as the Long-Range Plan. This Supplemental EIS is being prepared to inform Sound Transit's future planning and decision-making, and it will provide plan-level environmental review that will be followed (as appropriate) by more detailed project-level review for specific projects (phased review). The Supplemental EIS, updated Long-Range Plan, and regional planning process will also provide transportation planning and environmental review for high capacity transit consistent with federal requirements for Linking the Transportation Planning and NEPA (National Environmental Policy Act) Processes, and the results will be relied on in future environmental reviews.

This Supplemental EIS is being prepared to address potential changes to the Long-Range Plan and new information that has become available since the preparation of the 2005 SEIS. Because it is a Supplemental EIS, it will not analyze actions, alternatives or impacts previously studied in the 1993 EIS or 2005 SEIS, nor will it analyze issues already decided.

In order to focus analysis on issues that are ready to be decided, the Supplemental EIS will update the environmental review for two basic alternatives:

- 1) The No-Action Alternative; which consists of the existing Long-Range Plan updated to reflect projects in ST2, and
- 2) The Updated Long-Range Plan Alternative

Within the Updated Long-Range Plan Alternative there are a number of potential options for revising the existing Long-Range Plan. These include new or modified High Capacity Transit (HCT) corridors, specification of the transit technology in HCT corridors (light rail, commuter rail, bus rapid transit, regional express bus), annexation of new areas to the Sound Transit's District (or extending services beyond District boundaries), enhanced multimodal system access (i.e. Park and Ride lots, Bicycle/Pedestrian access), and new policies or programs.

Proponent and SEPA Lead Agency: Central Puget Sound Regional Transit Authority (Sound Transit)

EIS Required: The lead agency has determined that this proposal is likely to have a significant adverse impact on the environment. An EIS is required under RCW 43.21C.030(2)(c) and, as noted above, a Supplemental EIS will be prepared.

The lead agency has identified the following areas for potential discussion in the Supplemental EIS: transportation, air quality/greenhouse gases, ecosystems, water resources, geology and soils, noise and vibration, visual effects, land use, energy, hazardous materials, public services and utilities, environmental justice, cultural, historic, and archeological resources, parks, construction impacts, and cumulative impacts.

Scoping: Agencies, affected tribes, and members of the public are invited to comment on the scope of this Supplemental EIS. You may comment on alternatives, probable significant adverse impacts, mitigation measures, and licenses or other approvals that may be required. The method and deadline for providing comments is as follows:

The comment period for receiving written comments on the scope of the Supplemental EIS begins October 25, 2013 and the deadline for receiving comments is 5:00 pm, November 25, 2013.

Comment Online: <http://www.soundtransit.org/LongRangePlan>

Email: LongRangePlan@soundtransit.org

Mail: Sound Transit
Attn: James Irish, LRP Scoping
401 S Jackson St.
Seattle, WA 98104

Sound Transit will also conduct six public scoping meetings and one agency scoping meeting to receive comments on the scope of the Supplemental EIS. The scoping meetings will be held at the following times and locations:

Public Scoping Meetings

Seattle – Tuesday, November 12
Seattle University Campion Ballroom
914 E. Jefferson St., Seattle
5:30pm – 8:00pm

Federal Way – Wednesday, November 13
Federal Way Community Center
876 S. 333rd St., Federal Way
5:30pm – 8:00pm

Redmond – Thursday, November 14
Redmond Marriott
7401 164th Ave. NE, Redmond
5:30pm – 8:00pm

Tacoma – Monday, November 18
Tacoma Convention Center
1500 Broadway, Tacoma
5:30pm – 8:00pm

Everett – Tuesday, November 19
Eisenhower Middle School
10200 25th Ave. SE, Everett
5:30pm – 8:00pm

Seattle – Thursday, November 21
Union Station
401 S. Jackson St., Seattle
11:30am – 1:30pm

Agency Scoping Meeting

Seattle – Friday, November 8
Union Station, Ruth Fisher Boardroom
401 S. Jackson St., Seattle
9:30 am – 11:30 am

Additional Information: A Scoping Information Folio is available that provides additional information, including a map of the current Long-Range Plan, a preliminary schedule for the EIS process, and preliminary goals for the Updated Plan. The Folio and other project information can be reviewed on the Sound Transit website at <http://www.soundtransit.org/LongRangePlan>. For more information on the scoping process or the Regional Transit Long-Range Plan Update, please call 206-903-7000. To request accommodations for persons with disabilities or for information in alternative formats, call 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org.

Responsible Official: Perry Weinberg
Position/Title: Director Office of Environmental Affairs and Sustainability & Senior Legal Counsel

Attachment B Follow-up Email to Jurisdictions, Tribes, and Agencies

From: ST Long-Range Plan
Sent: Tuesday, November 19, 2013 1:02 PM
To: ST Long-Range Plan
Subject: Reminder: Sound Transit Long-Range Plan – Scoping Process underway

Dear Puget Sound legislators, administrators, and SEPA officials:

Since October 25, Sound Transit has embarked on a process to update the regional Long-Range Plan for regional mass transit. This is the first stage, scoping, to help determine alternatives and range of study for our upcoming Supplemental Environmental Impact Statement. Thank you to those of you who have responded to previous emails, attended our agency scoping meeting, and have been following our work in communities across King, Pierce, and Snohomish counties.

This email is a reminder of our remaining public meetings, methods to comment, and a follow-up of our agency scoping meeting held on Friday, November 8.

Miss our recent agency scoping meeting?

Thank you to those of you who joined us on November 8 at Union Station. Our apologies to anyone who joined our webcast of the agency scoping meeting and experienced technical difficulties.

Slides from that presentation can be found here:

http://soundtransit.org/Documents/pdf/projects/LRPupdate/20131108_scopingmeeting.pdf

Upcoming public meetings and methods to comment

Our remaining public meetings are as follows:

Everett—Tuesday, Nov. 19

5:30-8:00 p.m.: presentation at 6:15 p.m.

Eisenhower Middle School
 10200 25th Ave. S.E.

Daytime event: Seattle—Thursday, Nov. 21

11:30 a.m. to 1:30 p.m.: open house format

Union Station, 401 S. Jackson St.

As a reminder, comments will be accepted through November 25, 2013, through the following methods:

- Attend one of the upcoming public meetings around the region (see above)
- Take an online survey at soundtransit.org/LongRangePlan
- E-mail comments to LongRangePlan@soundtransit.org
- Mail us at Sound Transit, Attn: James Irish, 401 S. Jackson St., Seattle, WA 98104

We look forward to receiving your comments and appreciate your attention on the plan.

Thanks,
 James Irish
 Deputy Director
 Office of Environmental Affairs and Sustainability

Attachment C Public Scoping Meeting Information Display Boards

Display 1



Display 3



Display 2

The region is growing

Puget Sound is home to more than 40% of Washington state's population, and the region is becoming more and more crowded.

The population of the Puget Sound region is projected to increase by 30 percent by 2040.



Display 4

A solution: Quick, reliable regional transit

Regional transit will become even more vital to the region's transportation system as our population grows.

Regional transit helps everyone by moving thousands of people who would otherwise drive. Congestion-free commuting options also protect our environment and make it more attractive for businesses to locate and expand in our region.

Every day, Sound Transit trains and express buses provide more than 100,000 rides to work, school and community services.

Did you know?
Link service can accommodate up to 12,000 riders per hour in each direction



Display 5

Sound Transit's role in the regional transportation system

The regional transit system is a crucial part of the overall transportation network, providing additional capacity to help accommodate growth and reduce congestion.

As directed by the Legislature, Sound Transit is responsible for planning, designing and building high-capacity transit to serve the greater Puget Sound region.

In addition, Sound Transit also coordinates with and provides connections to local transit options, including service operated by:

- King County Metro
- Pierce Transit
- Community Transit
- Intercity Transit
- King County Water Taxi
- Washington State Ferries
- Everett Transit



SOUNDTRANSIT
ride the future

Display 6

Regional transit today

Sound Transit serves 100,000 riders daily, offering quick, reliable transportation options and an alternative to congestion. Over the past year, ridership on Sound Transit has increased by eight percent.

- Link light rail**
 - Link trains run every few minutes, 24 hours per day, seven days a week, providing service between Sea-Tac Airport and downtown Seattle.
 - Most Link service is completely separated from vehicle traffic, providing a congestion-free commute option.
 - Tacoma Link serves downtown Tacoma and a study of potential expansion options is underway.
- ST Express**
 - 26 routes, providing fast, limited-stop service to employment and activity centers throughout the region.
 - Sound Transit has built park-and-ride facilities as well as direct freeway access ramps that increase bus speed and reliability.
- Sounder**
 - 10 daily round trips between Seattle/Tacoma.
 - 4 daily round trips between Seattle/Lakewood.
 - 4 daily round trips between Seattle/Everett.
 - Sounder service operates during peak commute hours, largely on existing tracks owned by BNSF.
 - Select service to weekend events, such as Seahawks games and Sounders FC matches.



SOUNDTRANSIT
ride the future

Display 7

Regional transit tomorrow

By 2023, voter-approved, fully funded projects will expand the regional light rail system to nearly 50 miles and serve more communities.

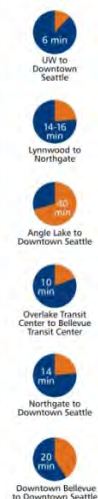
Combined, these projects will increase Sound Transit daily ridership from 100,000 today to nearly 350,000 in 2030.

- 2016** Service opens north to Capitol Hill and the University of Washington and south to South 200th Street in SeaTac
- 2021** Service opens between the University of Washington and Northgate, with stations in the University District and Roosevelt neighborhoods
- 2023** Service opens east to Mercer Island, Bellevue and Redmond's Overlake area; north to Shoreline, Mountlake Terrace and Lynnwood, and south to Kent/Des Moines

In 2016 and 2017, Sounder service will increase with three new round trips between Seattle and Lakewood.

In addition, ST Express bus service is continually fine-tuned to direct bus hours where they are needed most.

Light rail projected travel times



SOUNDTRANSIT
ride the future

Display 8

Regional transit in 2023

The map below shows projects that have been fully funded by voters. These projects are:

- Already in operation,
- Under construction, or
- In the planning/design phase.

This map represents the starting point for the Long-Range Plan process.



Where should regional transit go from here?

SOUNDTRANSIT
ride the future

Display 9

What is the Long-Range Plan?

The Long-Range Plan is the vision for how the regional high-capacity system should grow over many decades.

What are the goals of the Long-Range Plan?

- Provide a public transportation system that helps **ensure long-term mobility, connectivity and convenience** for the citizens of the Puget Sound region for generations to come
- Preserve **communities and open space**
- Contribute to the region's **economic vitality**
- Preserve our **environment**
- Strengthen communities' use of the **regional transit network**

Now is the time to decide where Sound Transit services expand after current voter-approved projects are complete in 2023.



SOUNDTRANSIT
SIDE THE WAY

Display 10

What's in the current Long-Range Plan?

The Long-Range Plan for regional transit was last updated by the Sound Transit Board in 2005. It identifies corridors and modes for potential future expansion of high-capacity transit.



SOUNDTRANSIT
SIDE THE WAY

Display 11

Corridor studies already underway

To help gather information on possible transit corridors and inform potential updates to the Long-Range Plan, Sound Transit is conducting studies of several corridors. Options for updating the plan include but are not limited to these corridors.

- Ballard to Downtown Seattle Transit Expansion Study
- South Corridor Alternatives Planning Study (Federal Way to Tacoma)
- Lynnwood to Everett
- Downtown Seattle to West Seattle to Burien
- Renton to Tukwila, SeaTac to Burien
- I-405 Bus Rapid Transit
- Redmond to Kirkland to the U District
- Ballard to the U District
- Kirkland, Bellevue, Issaquah
- Eastside Rail Corridor

Ongoing corridor studies



SOUNDTRANSIT
SIDE THE WAY

Display 12

The process ahead

Scoping
Oct. 25 - Nov. 25, 2013

Identify alternatives to study
Dec. 2013

Draft SEIS development
Jan. - Jun. 2014

Draft SEIS comment period
Jul. - Aug. 2014

Final SEIS development
Sep. - Nov. 2014

Adoption of the updated LRP
Dec. 2014

Long-Range Plan SEIS
Fall 2013 - Late 2014

Future ballot development
Timing to be determined by Sound Transit Board

Vote

What is scoping?

"Scoping" is the first step in the process and helps Sound Transit identify and consider potential alternatives and their effects on the environment.

Scoping also provides an important opportunity for the public, local jurisdictions and other agencies to learn about the project and provide comments.

What is an SEIS?

To prepare for updating the Long-Range Plan, Sound Transit will prepare a Supplemental Environmental Impact Statement (SEIS) building on previous environmental analysis.

An SEIS is a document that provides comprehensive information about a project's purpose and need, proposed plans and potential environmental effects, and is required as part of the State Environmental Policy Act (SEPA).

Before an SEIS can become final, it must be released in draft form for public review, comment and question.

The SEIS will consider potential alternatives and their effects on the environment including, but not limited to:

- Traffic
- Transit
- Air quality/greenhouse gases
- Ecosystems
- Water resources
- Geology and soils
- Noise and vibration
- Visual effects
- Land use
- Energy
- Hazardous materials
- Public services and utilities
- Environmental justice
- Cultural, historic and archaeological resources
- Parks
- Construction impacts
- Cumulative impacts

When could we vote on another regional transit expansion?

The Sound Transit Board will decide whether and when to initiate a ballot measure on proposed expansions.

The majority of existing taxes are committed through the 2030s for operating current services and building the extensions that are now underway.

Any significant new expansion before the 2030s will require new revenue sources. Updating the Long-Range Plan now will help set the stage to explore future funding options.

SOUNDTRANSIT
SIDE THE WAY

Attachment D Legal Notice

LEGAL NOTICE

SOUND TRANSIT REGIONAL TRANSIT LONG-RANGE PLAN UPDATE

NOTICE OF AVAILABILITY FOR DRAFT ENVIRONMENTAL IMPACT STATEMENT

Sound Transit (the Central Puget Sound Regional Transit Authority) is issuing this notice to advise the public, tribes and agencies that the Draft Supplemental Environmental Impact Statement (SEIS) has been prepared pursuant to the State Environmental Policy Act (SEPA, Ch. 43.21C RCW). The Draft SEIS informs the public, agencies and decision makers about the potential transportation and environmental effects of updating Sound Transit's Regional Transit Long-Range Plan. The Long-Range Plan is the agency's vision for a high capacity transportation (HCT) system serving the urban areas of Snohomish, King, and Pierce Counties. As part of a phased environmental review process, this Draft SEIS is a plan-level (rather than a project-level) EIS. Accordingly, alternatives are defined and environmental impacts are evaluated at a broad level. More detailed project-specific environmental review will be completed in the future, as appropriate, for projects that are advanced by the Sound Transit Board as part of a future system plan. Sound Transit is the lead agency under SEPA.

After close of the public comment period, Sound Transit will use the comments received, along with any updated information, to prepare a Final SEIS. After publication of the Final SEIS, the Sound Transit Board will make final decisions on updating the Regional Transit Long-Range Plan, taking into consideration comments received on the Draft SEIS. The updated Long-Range Plan will then provide the basis for future transit investments.

Public Meetings and Comment Period

Sound Transit will hold a 45-day public comment period on the Draft SEIS, including six public meetings. The meetings will provide information about the project and include a public hearing to take formal public testimony. Comments may also be provided by email and mail at the addresses below.

The comment deadline is July 28, 2014.

The following public meetings will be held between 5:30 and 7:30 p.m. (6:00 p.m. Public Hearing)

- Tuesday, July 8, 2014—Redmond Marriott 7401 164th Avenue NE, Redmond, WA
- Thursday, July 10, 2014—Greater Tacoma Convention Center, 1500 Broadway, Tacoma, WA
- Tuesday, July 15, 2014—Museum of History and Industry, 860 Terry Avenue N, Seattle WA
- Wednesday, July 16, 2014—Truman High School, 31455 28th Avenue S, Federal Way, WA
- Thursday, July 17, 2014—Everett Station, 3201 Smith Avenue, Everett, WA

The following meeting will be held between noon and 2:00 p.m. (12:30 p.m. Public Hearing)

- Thursday, July 10, 2014—Union Station, 401 S Jackson St, Seattle, WA

Address or email for comments:

Karin Ertl, Long-Range Plan Draft SEIS, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104-2826, or e-mail: LongRangePlan@soundtransit.org.

Copies of the Draft EIS:

The Draft SEIS is available for review online at www.soundtransit.org/LongRangePlan. Copies are available for review at many local libraries including Everett Public Library 2702 Hoyt Ave, Everett, WA, Lynnwood Public Library 19200 44th Ave W, Lynnwood, WA, Seattle Public Library 1000 4th Ave Seattle, WA, Bellevue Public Library 1111 110th Ave NE, Bellevue, WA, Tacoma Public Library 1102 Tacoma Avenue S. Tacoma, WA, and Lakewood Library 6300 Wildaire Road S.W. Lakewood, WA. Hard copies of the Draft SEIS are also available for review or purchase at the offices of Sound Transit, Union Station, 401 S. Jackson Street, Seattle, WA. The cost is \$20.00 for the Draft SEIS and \$15 for the separately bound Transportation Technical Report. The Executive Summary and a CD of the Draft SEIS are available at no charge. To request any of these items, please contact Karin Ertl at 206/398-5360.

To request accommodations for persons with disabilities with sufficient notice, call 1-800-201-4900/TTY Relay: 711 or e-mail accessibility@soundtransit.org. Non-English translation services and accessible formats are available by request with sufficient notice by calling 1-800-823-9230.

Attachment E Draft SEIS Comment Period and Public Hearing Advertisement Mailer



Para obtener información acerca de la posible futura extensión del sistema de Sound Transit, llame al 1-800-823-9230 durante horas normales de oficina.

향후의 잠재적 Sound Transit 시스템 확장에 대한 정보는 업무 시간 중에 1-800-823-9230으로 문의해 주십시오.

Если вы хотите получить информацию о потенциальном расширении системы Sound Transit в будущем, позвоните по телефону 1-800-823-9230 в обычные рабочие часы.

Để biết thêm tin tức về khả năng mở rộng hệ thống Sound Transit trong tương lai, xin gọi số 1-800-823-9230 trong giờ làm việc thường lệ.

要瞭解 Sound Transit 系統將來可能擴展的資訊，請在正常的辦公時間致電 1-800-823-9230。

Sound Transit
Union Station
401 S. Jackson St.
Seattle, WA 98104

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JOIN THE CONVERSATION

Let's talk about the future of regional transit

Updating the Long-Range Plan

Major public transit infrastructure takes years to plan and build. Sound Transit is looking ahead and updating the region's Long-Range Plan for high-capacity transit. To help evaluate which projects should be included in the plan, we invite you to read and comment on the Draft Supplemental Environmental Impact Statement that discusses environmental impacts of options under consideration. After considering your comments and other information, the Sound Transit Board will adopt an updated Long-Range Plan. The plan will be used to shape ballot measures for submission to the region's voters. To help make these decisions, please share your priorities for regional transit.

Comment on the Draft Supplemental EIS through July 28

Attend a public hearing/open house and provide comments:

Except for the July 10 daytime option in Seattle, all open houses are 5:30–7:30 p.m., with a public hearing at 6 p.m.

Redmond—July 8
Redmond Marriott
7401 164th Ave. N.E.

Tacoma—July 10
Greater Tacoma
Convention & Trade Center
1500 Broadway

Seattle—July 15
Museum of History & Industry
860 Terry Ave. N.

Federal Way—July 16
Truman High School
31455 28th Ave. S.

Everett—July 17
Everett Station
3201 Smith Ave.

Seattle—July 10
Union Station
401 S. Jackson St.
Open house 12–2 p.m.;
public hearing 12:30 p.m.

Email comments to
LongRangePlan@soundtransit.org

Mail comments to Sound Transit, Attn: Karin Ertl,
401 S. Jackson St., Seattle WA 98104

Learn more: View the Draft SEIS online at
soundtransit.org/LongRangePlan, at area libraries,
or at Sound Transit offices (by appointment,
call 206-903-7000).

Questions? Call 206-903-7000

To request accommodations for persons with
disabilities or for information in alternative formats,
call 1-800-201-4900 / TTY Relay: 711 or email
accessibility@soundtransit.org.



Take our online survey: soundtransit.org/LongRangePlan

SOUNDTRANSIT
soundtransit.org

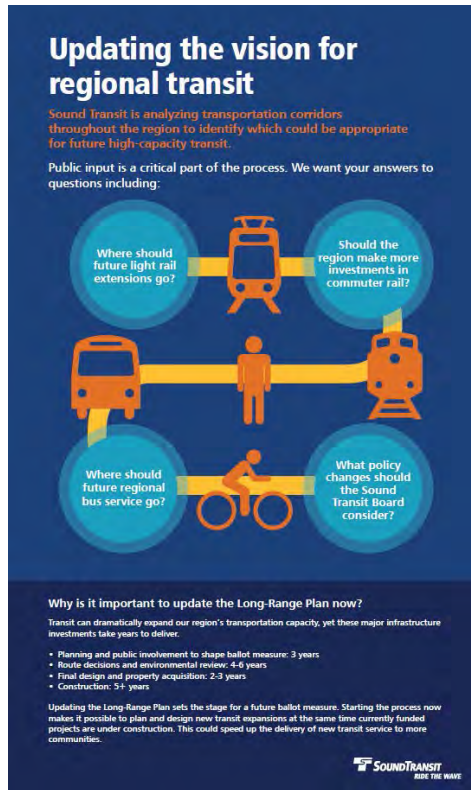


Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

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Attachment F Draft SEIS Public Hearing Display Boards

Display 1



Display 3

What is the Long-Range Plan?

The Long-Range Plan is the vision for how the regional high-capacity transit (HCT) system should grow over many decades.

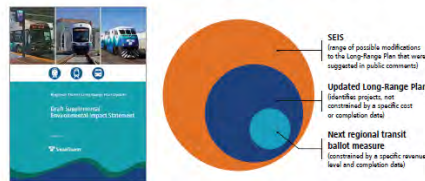
Why update the Long-Range Plan?

- To ensure consistency with updated local and regional plans
- To incorporate current population and employment forecasts
- To identify potential modifications to the plan that address long-term mobility needs

Where are we in the process?

Sound Transit has completed the Draft Supplemental Environmental Impact Statement (SEIS), which evaluates potential options for expanding the regional transit system.

The updated Long-Range Plan will form the basis for the next ballot measure (known as a system plan) that will be considered by voters.

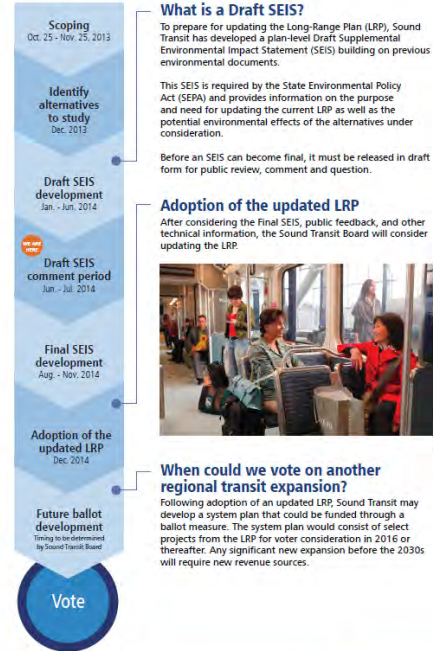


Goals of the current Long-Range Plan

- Provide a public HCT system that helps ensure long-term mobility, connectivity and convenience
 - Strengthen communities' use of the regional transit system
 - Create a financially feasible system
 - Improve the economic vitality of the region
 - Preserve and promote a healthy and sustainable environment
- SOUND TRANSIT**
RIDE THE WAVE

Display 2

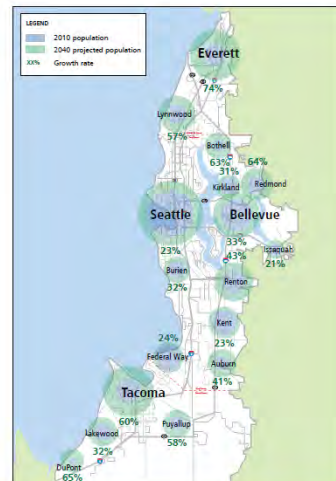
The process ahead



Display 4

Our region is growing

- The population of the Puget Sound region is expected to grow by nearly 1 million people by 2040.
- During this same period, employment is expected to grow even faster, from approximately 1.5 million jobs to over 2.5 million - an increase of 62 percent.
- The projected increases in population and jobs will result in even more congestion.



Display 5

How Transit Moved the 12th Man

When our region came together to celebrate the Seahawks' very first Super Bowl Championship on February 5, hundreds of thousands of people descended on downtown Seattle to watch the victory parade.

Sound Transit, King County Metro, Community Transit and Pierce Transit worked closely to get fans to the celebration.

The record number of travelers who turned to public transit nearly doubled Sound Transit's regular weekday ridership of 100,000 to almost 200,000.

So what did we learn from this?

1. We love the Seahawks
2. Transit can move a lot of people and greatly increase the capacity of our transportation system



Display 6

A solution: Regional high-capacity transit

High-capacity transit (HCT) can move thousands of people who would otherwise drive. This will become even more vital to the region's transportation system as our population grows.

Every day Sound Transit trains and express buses provide more than 100,000 rides to work, school and community services.

- 43 percent of downtown Seattle employees take transit
- 17 percent of downtown Bellevue employees take transit

Sound Transit's Role in the Transportation System

Sound Transit coordinates with and provides access to local transit options to enhance the reach of HCT. Our partners include service operated by:

- King County Metro
- Pierce Transit
- Community Transit
- Intercity Transit
- King County Water Taxi
- Everett Transit
- Washington State Ferries

An initiative recently launched by Sound Transit Board Chair and King County Executive Dow Constantine will intensify integration of transit planning and operations across jurisdictional lines.



Display 7

Sound Transit today

Sound Transit serves 100,000 riders daily, offering quick, reliable transportation options and an alternative to congestion. Over the past year, overall ridership on Sound Transit has increased by 8 percent and light rail ridership by 15 percent.

Link light rail

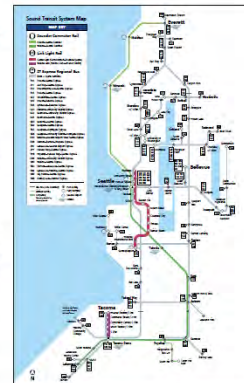
- Link trains run every few minutes, 20 hours per day, seven days a week, providing service between Sea-Tac Airport and downtown Seattle
- Most service is completely separated from vehicle traffic, providing a congestion-free commute option
- Tacoma Link serves downtown Tacoma and a study of potential expansion options is underway

ST Express

- 26 routes, providing fast, limited-stop service to employment and activity centers throughout the region
- Park-and-ride facilities and direct freeway access ramps increase bus speed and reliability

Sounder

- 10 daily round trips between Seattle/Tacoma
- 6 daily round trips between Seattle/Lakewood
- 4 daily round trips between Seattle/Everett
- Sounder service operates during peak commute hours, largely on existing tracks owned by BNSF
- Select service to weekend events, such as Seahawks games and Sounders FC matches

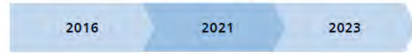


Display 8

Regional transit tomorrow

By 2023, voter-approved, fully funded projects will expand the regional light rail system to nearly 50 miles and serve more communities.

Combined, these projects will increase Sound Transit daily ridership from 100,000 today to nearly 350,000 in 2030.



Service opens north to Capitol Hill and the University of Washington and south to South 200th Street in SeaTac

Service opens between the University of Washington and Northgate, with stations in the University District and Roosevelt neighborhoods

Service opens east to Mercer Island, Bellevue and Redmond's Overlake area, north to Shoreline, Mountlake Terrace and Lynnwood, and south to Kent/Des Moines

In 2016 and 2017, Sounder service will increase with three new round trips between Seattle and Lakewood.

In addition, ST Express bus service is continually fine-tuned to direct bus hours where they are needed most.

The map on the right shows projects for which funding has been approved by voters. These projects are:

- Already in operation,
- Under construction, or
- In the planning/design phase.



SOUNDTRANSIT
RIDE THE WAVE

Display 9

A Guide to the Draft SEIS

The Draft SEIS evaluated two alternatives:

Current Long-Range Plan

Potential Plan Modifications

These alternatives include a wide range of high-capacity transit (HCT) corridors and modes.

Key findings

- The current Long-Range Plan is very robust in that it already contains most of the future expansion options with very high ridership.
- Major corridors are included within the current plan.
- The majority of future ridership gains would occur under the current plan.
- Of potential plan modifications, the addition of light rail or HCT to West Seattle would provide the largest ridership increase, and the greatest reduction in travel time.
- Low to moderate ridership increases would be provided by adding light rail on SR 167, from N. Kirkland to Northgate via Bothell, and additional rail service (light rail or commuter rail) south of Tacoma.
- Other key findings are specific to selected corridors.



Key findings: Ridership estimates in 2040

Combined 2040 transit ridership for Snohomish, King and Pierce counties

	2040 Sound Transit 2	2040 Current Plan Alternative	2040 Potential Plan Modifications Alternative
Annual total transit boardings (in millions)	330-370	330-460	340-520
Annual light rail boardings (in millions)	100-110	120-190	180-280
Annual bus ¹ boardings (in millions)	200-230	170-250	120-180
Annual commuter rail boardings (in millions)	10-20	10-20	10-20
Annual streetcar boardings (in millions)	<10	<10	30-40
Annual service hours (in millions)	5.7	6.1	6.9

¹ Bus mode includes local buses, regional express buses, and bus rapid transit operated by all transit systems.

SOUNDTRANSIT
RIDE THE WAVE

Display 10

Current Plan



SOUNDTRANSIT
RIDE THE WAVE

Display 11

Current Plan

LIGHT RAIL

Potential rail extensions, assumed light rail.

- A Tacoma to Federal Way
- B Burien to Renton
- C Bellevue to Issaquah along I-90¹
- D Renton to Lynnwood along I-405
- E Renton to Woodinville along Eastside Rail Corridor
- F Downtown Seattle to Ballard¹
- G Ballard to University of Washington¹
- H Lynnwood to Everett

COMMUTER RAIL

Potential commuter rail corridor in the Current Plan Alternative. Potential rail extension, assumed commuter rail.

- I DuPont to Lakewood
- J Renton to Woodinville along Eastside Rail Corridor

REGIONAL EXPRESS BUS/BUS RAPID TRANSIT

Bus rapid transit (BRT)

- M Federal Way to DuPont along I-5
- N Renton to Puyallup along SR 167
- O Bellevue to Issaquah along I-90
- P Renton to Woodinville along Eastside Rail Corridor
- Q Renton to Lynnwood along I-405
- R Seattle to Everett along SR 99
- S Lynnwood to Everett along I-5

Regional express bus

- T Puyallup to DuPont via Cross Base Highway
- U Puyallup to Lakewood
- V Puyallup to Tacoma
- W SeaTac to West Seattle
- X Redmond to Kirkland
- Y North Bothell to Mill Creek to Mukilteo

HCT (mode not specified)

- K University of Washington to Redmond via SR 520¹
- L Northgate to Bothell on SR 522

¹ Portions of these corridors could be constructed in tunnels.



SOUNDTRANSIT
RIDE THE WAVE

Display 12

Current Plan: Projected Ridership Changes

The table and map below compare the projected ridership for the Current Plan with projected ridership for the corridors voters approved as part of the Sound Transit 2 package. The numbers represent modeled predicted changes in ridership that would occur across 21 "screenlines" that are numbered below.

[illegible]

Display 14



Rail/HCT

LIGHT RAIL

- | | | | |
|----|--|----|--|
| 1 | Downtown Seattle to Magnolia/Ballard to Shoreline Community College | 13 | Tacoma to Ruston Ferry Terminal |
| 2 | Downtown Seattle to West Seattle/Burien | 14 | Tacoma to Parkland via SR 7 |
| 3 | Ballard to Everett Station via Aurora Village, Lynnwood | 15 | Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field and Boeing) |
| 4 | Everett to North Everett | | COMMUTER RAIL |
| 5 | Lakewood to Spanaway to Frederickson to South Hill to Puyallup | 16 | Puyallup/Sumner to Orting |
| 6 | DuPont to Downtown Tacoma via Lakewood, Steilacoom, and Ruston | 17 | Lakewood to Parkland |
| 7 | Puyallup/Sumner to Renton via SR 167 | 18 | Tacoma to Frederickson |
| 8 | Downtown Seattle along Madison Street or to Madrona | | HCT (MODE NOT SPECIFIED) |
| 9 | Tukwila to SODO via Duwamish industrial area | 19 | Tukwila Sounder Station to Downtown Seattle via Sea-Tac Airport, Burien, and West Seattle |
| 10 | North Kirkland or University of Washington Bothell to Northgate via SR 522 | 20 | Downtown Seattle to Edmonds via Ballard, Shoreline Community College |
| 11 | Ballard to Bothell via Northgate | 21 | West Seattle to Ballard via Central District, Queen Anne |
| 12 | Mill Creek, connecting to Eastside Rail Corridor | |  SOUND TRANSIT |

SOUNDTRANSIT
RIDE THE WAVES

Display 13



Potential Plan Modifications: Rail



Corridors studied in the Draft SEIS are in addition to, not in place of, corridors already included in the current Long-Range Plan

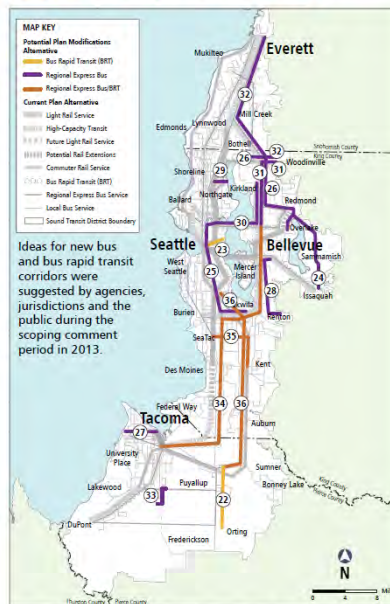
Source: Sound Transit 2011.

SOUNDTRANSIT
RIDE THE WAVE

Display 15



Potential Plan Modifications: Bus Rapid Transit/Bus



Corridors studied in Draft SEIS are in addition to, not in place of, corridors already included in the current Long-Range Plan

Source: Sound Transit 2011.

SOUNDTRANSIT
RIDE THE WAVES

Display 16



Regional express bus/ bus rapid transit

- BUS RAPID TRANSIT (BRT)**
- 22 Puyallup vicinity, notably along Meridian Avenue
 - 23 Madison Street in Seattle
- REGIONAL EXPRESS BUS (MODE NOT SPECIFIED)**
- 24 Issaquah to Overlake via Sammamish and Redmond
 - 25 Renton to Downtown Seattle
 - 26 UW Bothell to Sammamish via Redmond
 - 27 Titlow Beach to Downtown Tacoma
 - 28 Renton (Fairwood) to Eastgate via Factoria
 - 29 145th Street from I-5 to SR 522
 - 30 North Kirkland to Downtown Seattle
 - 31 Woodinville to Bellevue

- 32 Woodinville to Everett
- 33 Connection to Joint Base Lewis-McChord

REGIONAL EXPRESS BUS/BRT (MODE NOT SPECIFIED)

- 34 Tacoma to Bellevue
- 35 Kent to Sea-Tac Airport
- 36 Puyallup to Rainier Valley



Display 17

Potential Plan Modifications: Projected Ridership

The table and map below show projected ridership for the Potential Plan Modifications, as compared to projected ridership for the Current Plan.

Line	Segment	Current Plan	Potential Plan	Change
1	Seattle to Everett	1,000,000	1,200,000	+200,000
2	Seattle to Tacoma	800,000	900,000	+100,000
3	Seattle to Bellevue	600,000	700,000	+100,000
4	Seattle to Overlake	400,000	500,000	+100,000
5	Seattle to Redmond	300,000	400,000	+100,000
6	Seattle to Bothell	200,000	300,000	+100,000
7	Seattle to Factoria	100,000	200,000	+100,000
8	Seattle to Eastgate	100,000	200,000	+100,000
9	Seattle to 145th Street	100,000	200,000	+100,000
10	Seattle to North Kirkland	100,000	200,000	+100,000
11	Seattle to Woodinville	100,000	200,000	+100,000
12	Seattle to Everett	100,000	200,000	+100,000
13	Seattle to Tacoma	100,000	200,000	+100,000
14	Seattle to Bellevue	100,000	200,000	+100,000
15	Seattle to Overlake	100,000	200,000	+100,000
16	Seattle to Redmond	100,000	200,000	+100,000
17	Seattle to Bothell	100,000	200,000	+100,000
18	Seattle to Factoria	100,000	200,000	+100,000
19	Seattle to Eastgate	100,000	200,000	+100,000
20	Seattle to 145th Street	100,000	200,000	+100,000
21	Seattle to North Kirkland	100,000	200,000	+100,000
22	Seattle to Woodinville	100,000	200,000	+100,000
23	Seattle to Everett	100,000	200,000	+100,000
24	Seattle to Tacoma	100,000	200,000	+100,000
25	Seattle to Bellevue	100,000	200,000	+100,000
26	Seattle to Overlake	100,000	200,000	+100,000
27	Seattle to Redmond	100,000	200,000	+100,000
28	Seattle to Bothell	100,000	200,000	+100,000
29	Seattle to Factoria	100,000	200,000	+100,000
30	Seattle to Eastgate	100,000	200,000	+100,000
31	Seattle to 145th Street	100,000	200,000	+100,000
32	Seattle to North Kirkland	100,000	200,000	+100,000
33	Seattle to Woodinville	100,000	200,000	+100,000
34	Seattle to Everett	100,000	200,000	+100,000
35	Seattle to Tacoma	100,000	200,000	+100,000
36	Seattle to Bellevue	100,000	200,000	+100,000
37	Seattle to Overlake	100,000	200,000	+100,000
38	Seattle to Redmond	100,000	200,000	+100,000
39	Seattle to Bothell	100,000	200,000	+100,000
40	Seattle to Factoria	100,000	200,000	+100,000
41	Seattle to Eastgate	100,000	200,000	+100,000
42	Seattle to 145th Street	100,000	200,000	+100,000
43	Seattle to North Kirkland	100,000	200,000	+100,000
44	Seattle to Woodinville	100,000	200,000	+100,000
45	Seattle to Everett	100,000	200,000	+100,000
46	Seattle to Tacoma	100,000	200,000	+100,000
47	Seattle to Bellevue	100,000	200,000	+100,000
48	Seattle to Overlake	100,000	200,000	+100,000
49	Seattle to Redmond	100,000	200,000	+100,000
50	Seattle to Bothell	100,000	200,000	+100,000
51	Seattle to Factoria	100,000	200,000	+100,000
52	Seattle to Eastgate	100,000	200,000	+100,000
53	Seattle to 145th Street	100,000	200,000	+100,000
54	Seattle to North Kirkland	100,000	200,000	+100,000
55	Seattle to Woodinville	100,000	200,000	+100,000
56	Seattle to Everett	100,000	200,000	+100,000
57	Seattle to Tacoma	100,000	200,000	+100,000
58	Seattle to Bellevue	100,000	200,000	+100,000
59	Seattle to Overlake	100,000	200,000	+100,000
60	Seattle to Redmond	100,000	200,000	+100,000
61	Seattle to Bothell	100,000	200,000	+100,000
62	Seattle to Factoria	100,000	200,000	+100,000
63	Seattle to Eastgate	100,000	200,000	+100,000
64	Seattle to 145th Street	100,000	200,000	+100,000
65	Seattle to North Kirkland	100,000	200,000	+100,000
66	Seattle to Woodinville	100,000	200,000	+100,000
67	Seattle to Everett	100,000	200,000	+100,000
68	Seattle to Tacoma	100,000	200,000	+100,000
69	Seattle to Bellevue	100,000	200,000	+100,000
70	Seattle to Overlake	100,000	200,000	+100,000
71	Seattle to Redmond	100,000	200,000	+100,000
72	Seattle to Bothell	100,000	200,000	+100,000
73	Seattle to Factoria	100,000	200,000	+100,000
74	Seattle to Eastgate	100,000	200,000	+100,000
75	Seattle to 145th Street	100,000	200,000	+100,000
76	Seattle to North Kirkland	100,000	200,000	+100,000
77	Seattle to Woodinville	100,000	200,000	+100,000
78	Seattle to Everett	100,000	200,000	+100,000
79	Seattle to Tacoma	100,000	200,000	+100,000
80	Seattle to Bellevue	100,000	200,000	+100,000
81	Seattle to Overlake	100,000	200,000	+100,000
82	Seattle to Redmond	100,000	200,000	+100,000
83	Seattle to Bothell	100,000	200,000	+100,000
84	Seattle to Factoria	100,000	200,000	+100,000
85	Seattle to Eastgate	100,000	200,000	+100,000
86	Seattle to 145th Street	100,000	200,000	+100,000
87	Seattle to North Kirkland	100,000	200,000	+100,000
88	Seattle to Woodinville	100,000	200,000	+100,000
89	Seattle to Everett	100,000	200,000	+100,000
90	Seattle to Tacoma	100,000	200,000	+100,000
91	Seattle to Bellevue	100,000	200,000	+100,000
92	Seattle to Overlake	100,000	200,000	+100,000
93	Seattle to Redmond	100,000	200,000	+100,000
94	Seattle to Bothell	100,000	200,000	+100,000
95	Seattle to Factoria	100,000	200,000	+100,000
96	Seattle to Eastgate	100,000	200,000	+100,000
97	Seattle to 145th Street	100,000	200,000	+100,000
98	Seattle to North Kirkland	100,000	200,000	+100,000
99	Seattle to Woodinville	100,000	200,000	+100,000
100	Seattle to Everett	100,000	200,000	+100,000



Display 18

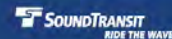
How to comment on the Draft SEIS

Your input on the Draft SEIS will help Sound Transit decide which alternatives will be incorporated into the updated Long-Range Plan.

- In person:** Submit a [comment form](#) or share your comments with a [court reporter at this meeting](#)
- Email:** LongRangePlan@soundtransit.org
- Mail:** Sound Transit
Attn: Karin Ertl
401 S. Jackson St.
Seattle, WA 98104
- Online:** You can also complete an online survey at:
soundtransit.org/LongRangePlan



Comments will be accepted
June 13 – July 28, 2014



Display 19

Key environmental findings for Potential Plan Modifications

	ENVIRONMENTAL EFFECTS	POTENTIAL EFFECTS	CORRIDOR 10: Light rail from North Kirkland to Northgate via SR 522																CORRIDOR 19: Light rail or BRT from Tukwila to Seattle via West Seattle																CORRIDOR 20: Light rail or BRT from Seattle to Edmonds via Ballard															
			10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																	
Soil Quality	Soil erosion from potential landslides	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Air Quality	Dusts from soil erosion in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Water and Wetlands	Impacts to water resources in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Noise and Vibration	Impacts to noise exposure in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Energy	Impacts to energy resources in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Visual Quality	Impacts to visual resources in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Land Use	General land use impacts in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Public Services	Impacts to public services in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Public Safety	Impacts to public safety in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Public Health	Impacts to public health in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		
Public Recreation	Impacts to public recreation in construction phase	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40																		

East King County

What's already in the existing Long-Range Plan?

Potential light rail extensions

- Bellevue to Issaquah along I-90
- Renton to Lynnwood along I-405
- Renton to Woodinville along Eastside Rail Corridor

Potential commuter rail extensions

- Renton to Woodinville along Eastside Rail Corridor

Bus Rapid Transit (BRT)

- Bellevue to Issaquah along I-90
- Renton to Woodinville along Eastside Rail Corridor
- Renton to Lynnwood along I-405

Regional express bus

- Redmond to Kirkland

HCT (mode not specified)

- UW to Redmond via SR 520
- Northgate to Bothell on SR 522

Potential Plan Modifications

Most East King County Potential Plan Modifications are bus-related, with lower potential ridership increases

Corridor 10: Light rail from North Kirkland to Northgate via SR 522

- Potential transit ridership increase with service into Kirkland
- High concentration of streams and wetlands



South King County

What's already in the existing Long-Range Plan?

Potential light rail extensions

- Brien to Renton
- Renton to Lynnwood along I-405
- Renton to Woodinville along Eastside Rail Corridor

Potential commuter rail extensions

- Renton to Woodinville along Eastside Rail Corridor

Bus Rapid Transit (BRT)

- Federal Way to DuPont along I-5
- Renton to Puyallup along SR 167
- Renton to Woodinville along Eastside Rail Corridor
- Renton to Lynnwood along I-405

Regional express bus

- SeaTac to West Seattle

Potential Plan Modifications

Corridor 7: Light rail from Puyallup to Renton via SR 167

- Potentially moderate increases in transit ridership
- High concentration of streams and wetlands

Corridor 19: Light rail or BRT from Tukwila to Seattle via West Seattle

- Potentially high increase in transit ridership with light rail
- High concentration of parks and historic resources
- High concentration of residences; potentially high BRT noise impacts

Display 21

North King County

What's already in the existing Long-Range Plan?

Potential light rail extensions

- Downtown Seattle to Ballard
- Ballard to University of Washington

Bus Rapid Transit (BRT)

- Seattle to Everett along SR 99

Regional express bus

- SeaTac to West Seattle

HCT (mode not specified)

- UW to Redmond via SR 520
- Northgate to Bothell on SR 522

Potential Plan Modifications

Corridor 2: Light rail from Downtown Seattle to West Seattle

- Highest potential ridership increase and travel time savings
- High concentration of parks and historic resources

Corridor 20: Light rail or BRT from Seattle to Edmonds via Ballard

- High concentration of parks and historic resources

- High concentration of residences; potentially high BRT noise impacts
- Additional light rail corridor for north/south travel: shifts ridership patterns

Snohomish County

What's already in the existing Long-Range Plan?

Potential light rail extensions

- Renton to Lynnwood along I-405
- Lynnwood to Everett

Bus Rapid Transit (BRT)

- Renton to Lynnwood along I-405
- Seattle to Everett along SR 99
- Lynnwood to Everett along I-5

Regional express bus

- North Bothell to Mill Creek to Mukilteo

Potential Plan Modifications

Corridor 3: Light rail from Ballard to Everett via SR 99

- Potentially lower transit ridership increase
- High potential for noise impacts due to density of residences

Corridor 12: Light rail from Mill Creek to Eastside Rail Corridor

- Potentially lower transit ridership increase
- High concentration of streams and wetlands

Corridor 15: Light rail from Lynnwood to Everett via Southwest Everett Industrial Center

- Increases transit travel times to and from Everett; serves additional center.



Display 22

Potential Plan Modifications

Light rail corridors 5 and 6: south of Tacoma

- Potentially lower transit ridership potential
- Potential impacts to sensitive ecosystems

Corridor 18: Commuter rail corridor from Tacoma to Frederickson

- High potential for noise impacts during peak hours

Pierce County

What's already in the existing Long-Range Plan?

Potential light rail extensions

- Tacoma to Federal Way

Potential commuter rail extensions

- DuPont to Lakewood

Bus Rapid Transit (BRT)

- Federal Way to DuPont along I-5
- Renton to Puyallup along SR 167

Regional express bus

- Puyallup to DuPont via Cross Base Highway
- Puyallup to Lakewood
- Puyallup to Tacoma

Attachment G Draft SEIS Online Survey Results

Introduction

One of the public engagement methods that Sound Transit employed during the June 13-July 28, 2014 comment period on the Long-Range Plan Draft Supplemental Environmental Impact Statement was a non-scientific online survey. The survey and other comment options were promoted through channels including a mailer sent to district residents, e-mails to people who have signed up to receive Sound Transit project and service information, advertising, social media postings and promotion at www.soundtransit.org. Survey participants were self-selected, and the results are summarized here.

Questions and Results

Total Surveys: 12,190 (answered at least one question)

Demographics

1. Please let us know the zip code where you live:

Subarea	Total Received	
NORTH KING COUNTY	6514	53.45%
EAST KING COUNTY	1463	12.00%
SOUTH KING COUNTY	1269	10.41%
PIERCE COUNTY	1262	10.35%
SNOHOMISH COUNTY	1089	8.94%
N/A	591	4.85%
Grand Total		100%

Top Zip Codes (>50 responses)

Zip Code	Quantity	Neighborhood
98116	591	West Seattle
98103	538	Fremont, Phinney, Greenwood
98126	453	West Seattle/White Center
98122	417	Capitol Hill/Madrona
98136	368	West Seattle
98106	362	West Seattle/Delridge/White Center
98102	360	Eastlake/Capitol Hill
98115	343	Greenlake/Maple Leaf/Sand Point
98107	342	Ballard
98118	327	Rainier Valley/Columbia City
98117	299	Ballard
98105	260	U-District

98144	255	Mt. Baker, Beacon Hill
98125	247	Northgate, Lake City
98052	226	Redmond
98112	211	Madison Park/Montlake
98109	197	Queen Anne, South Lake Union
98133	175	Shoreline, Bitter Lake
98119	168	Queen Anne
98146	138	West Seattle/White Center/Burien
98121	134	Downtown Seattle
98012	116	Mill Creek
98034	113	Kirkland, Woodinville
98033	113	Kirkland, Bellevue
98199	108	Magnolia
98108	106	Beacon Hill/Georgetown/South Park
98026	100	Edmonds
98004	99	Bellevue
98101	95	Downtown Seattle
98208	95	Everett
98092	94	Auburn
98155	89	Lake Forest Park/Shoreline
98405	87	Tacoma (Central)
98391	85	Bonney Lake
98104	83	Downtown Seattle
98203	80	Everett
98023	80	Federal Way/Twin Lakes
98058	80	Renton/Fairwood
98042	78	Kent, Covington
98201	76	Everett
98198	73	Des Moines
98407	73	Tacoma (West End)
98027	71	Issaquah
98406	71	Tacoma
98020	71	Edmonds
98007	69	Bellevue/West Lake Hills
98166	68	Burien/Normandy Park
98028	68	Kenmore
98036	66	Lynnwood
98374	64	Puyallup
98003	63	Federal Way
98403	63	Tacoma
98030	63	Kent

98087	61	Lynnwood
98258	60	Lake Stevens
98011	59	Bothell
98275	58	Mukilteo
98029	58	Issaquah
98006	58	Bellevue/Eastgate
98021	57	Bothell
98001	56	Auburn/Algona/Lakeland South
98056	55	Renton, Newcastle
98032	54	Kent
98031	54	Kent/East Hill - Meridian
98059	53	Renton/East Renton Highlands/Newcastle

2. Gender

Female	38.94%
Male	57.66%
Other	0.77%
Did not specify	2.63%

3. Age

<18	0.37%
18 - 25	7.51%
26 - 35	35.07%
36 - 45	26.38%
46 - 55	15.84%
56 - 65	9.12%
66-75	3.21%
76+	0.58%
Did not specify	1.94%

4. Total household members

1-2	59.81%
3-4	31.10%
More than 4	6.56%
Did not specify	2.54%

5. Number of cars in household

0	7.76%
1-2	75.16%
3 or more	15.10%
Did not specify	2.18%

6. Household members with drivers' license

0	1.40%
1-2	81.98%
3-4	12.80%
More than 4	1.30%
Did not specify	2.52%

7. Household members who are transit riders

0	13.34%
1-2	74.93%
3-4	8.68%
More than 4	1.02%
Did not specify	2.03%

8. Ethnicity

White	80.10%
Hispanic or Latino	2.67%
Black or African American	1.51%
Native American or American Indian	0.76%
Asian/Pacific Islander	5.68%
Other	5.35%
Did not specify	3.94%

9. Household income

Below \$20,000	3.45%
\$21,000 - \$30,000	4.40%
\$31,000 - \$40,000	4.69%
\$41,000 - \$50,000	5.97%
\$51,000 - \$60,000	7.00%
\$61,000 - \$70,000	7.72%
\$71,000 - \$100,000	19.90%
\$101,000 or more	40.26%
Did not specify	6.61%

Answers to Content Questions

10. Generally, how often do you use transit today?

Daily	40.69%
Weekly	18.94%
Monthly	13.90%
A couple times a year	18.44%
I never use transit	6.87%

11. What kinds of transportation options do you generally use in King, Pierce and Snohomish counties? (Check all that apply)

Type of Transit used	% of all respondents*
Sounder commuter rail	20%
Central Link light rail	40%
Tacoma Link light rail	6%
ST Express buses	31%
King County Metro bus service/RapidRide	69%
Community Transit bus service/SWIFT bus rapid transit	8%
Pierce Transit	5%
Everett Transit	2%
Intercity Transit	2%
Vanpool	2%
Carpool	16%
DART service/Access	1%
Washington State Ferries	26%
King County Water Taxi	10%
Employer-provided shuttle	3%
Bike	28%
Walk	54%
Drive alone	56%
Other	4%

*Will be >100% due to ability to check multiple modes.

12. When I compare my commute or most frequent trips to five years ago, I generally am:

Using transit options more	44.11%
Using transit options about the same	34.58%
Using transit options less	19.73%

13. In general, what is your level of support for continued expansion of Sound Transit's mass transit system of light rail, commuter rail and express buses?

Strongly support	87.21%
Somewhat support	7.96%
Somewhat oppose	0.90%
Strongly oppose	1.75%
Undecided/Don't know	1.17%

Support by Subarea	Strongly Support	Somewhat Support	Somewhat Oppose	Strongly Oppose	Undecided / Don't Know
North King County	91%	6%	1%	1%	1%
Snohomish County	86%	10%	1%	1%	2%
N/A (no zip code provided, or outside district)	85%	10%	1%	1%	3%
South King County	84%	9%	2%	1%	3%
Pierce County	84%	11%	1%	1%	2%
East King County	83%	10%	1%	2%	4%

14. Which of the following statements best describes your views for how the regional transit system should expand in the coming decades? [select one]

Focus on light rail extensions that operate in their own right of way and are largely separated from traffic	76.16%
Focus on express bus and Bus Rapid Transit services that could range from priority treatments for buses operating on arterial roadways, to fully-grade separated busways	13.51%
Focus on improved service on the Sounder commuter rail system, providing service at peak commute times and sharing the railroad with existing rail traffic for freight and Amtrak intercity rail	6.87%
Expanding the regional transit system is not a priority for me	1.45%

15. In deciding what future regional transit options to study it's important to consider how people would access expanded train and bus services. Please select one: I would be most likely to use mass transit if...

Access method	
I could access it by a connecting, local bus	14.0%
I could access it by walking	50.7%
I could access it by driving and parking at a park and ride/transit center	27.0%
I could access it on my bike	6.8%

16. Existing Long-Range Plan, aka “Current Plan” The Sound Transit Board of Directors last adopted a Long-Range plan in 2005. Many of these corridors are already in place today, or being planned and constructed. Some are still in the Long-Range Plan, but have yet to be funded. Please select up to three (3) corridors that are most important to you as priority within the existing Long-Range Plan that have not yet been funded.

Named Corridor	% of all responses ¹
Potential rail extensions, assumed light rail	
A Tacoma to Federal Way	6.8%
B Burien to Renton	3.6%
C Bellevue to Issaquah along I-90	4.7%
D Renton to Lynnwood along I-405	6.3%
E Renton to Woodinville along Eastside Rail Corridor	3.8%
F Downtown Seattle to Ballard	18.2%
G Ballard to University of Washington	13.3%
H Lynnwood to Everett	4.6%
Potential rail extension, assumed commuter rail	
I DuPont to Lakewood	2.1%
J Renton to Woodinville along Eastside Rail Corridor	3.3%
HCT (mode not specified)	
K University of Washington to Redmond via SR 520	8.0%
L Northgate to Bothell	3.4%
Bus rapid transit (BRT)	
M Federal Way to DuPont along I-5	0.8%
N Renton to Puyallup along SR 167	1.3%
O Bellevue to Issaquah along I-90	1.0%
P Renton to Woodinville along Eastside Rail Corridor	0.5%
Q Renton to Lynnwood along I-405	0.8%
R Seattle to Everett along SR99	4.2%
S Lynnwood to Everett along I-5	0.9%
Regional express bus	
T Puyallup to DuPont via Cross Base Highway	0.4%
U Puyallup to Lakewood	0.4%
V Puyallup to Tacoma	1.1%
W SeaTac to West Seattle	5.4%
X Redmond to Kirkland	1.0%
Y North Bothell to Mill Creek to Mukilteo	0.7%
None of these corridors are important to me	
	3.4%

¹ Because respondents could choose up to three corridors, percentages are based on number of total responses received.

Existing Long-Range Plan, aka "Current Plan", Interest by Subarea*	North King	East King	South King	Pierce	Snohomis h
A - Tacoma to Federal Way	3.0%	1.3%	14.2%	31.0%	1.6%
B - Burien to Renton	2.8%	3.6%	13.6%	2.1%	0.2%
C - Bellevue to Issaquah along I-90	3.6%	14.5%	3.8%	1.1%	1.6%
D - Renton to Lynnwood along I-405	3.4%	12.1%	9.7%	2.6%	15.5%
E - Renton to Woodinville along Eastside Rail Corridor (Light Rail)	1.9%	12.1%	5.1%	1.9%	4.0%
F - Downtown Seattle to Ballard	27.7%	6.4%	10.6%	4.9%	6.1%
G - Ballard to University of Washington	21.5%	3.6%	4.3%	2.5%	3.8%
H - Lynnwood to Everett	2.0%	1.6%	1.7%	0.8%	23.9%
I - Dupont to Lakewood	0.5%	0.3%	1.9%	13.2%	0.4%
J - Renton to Woodinville along Eastside Rail Corridor (Commuter Rail)	1.5%	7.7%	6.0%	3.5%	4.6%
K - University of Washington to Redmond via SR 520	9.8%	15.3%	2.6%	2.0%	2.1%
L - Northgate to Bothell	3.8%	3.1%	0.8%	0.6%	7.4%
M - Federal Way to DuPont along I-5	0.1%	0.1%	1.7%	5.1%	0.0%
N - Renton to Puyallup along SR 167	0.2%	0.7%	4.1%	6.9%	0.1%
O - Bellevue to Issaquah along I-90	0.3%	5.2%	0.3%	0.2%	0.1%
P - Renton to Woodinville along Eastside Rail Corridor	0.2%	2.0%	0.8%	0.2%	0.5%
Q - Renton to Lynnwood along I-405	0.3%	2.0%	1.2%	0.3%	2.3%
R - Seattle to Everett along SR 99	4.9%	0.5%	2.2%	0.6%	11.2%
S - Lynnwood to Everett along I-5	0.3%	0.2%	0.1%	0.1%	6.8%
T - Puyallup to DuPont via Cross Base Highway	0.0%	0.1%	0.0%	3.1%	0.0%
U - Puyallup to Lakewood	0.0%	0.0%	0.2%	3.0%	0.0%
V - Puyallup to Tacoma	0.1%	0.0%	0.5%	9.4%	0.0%
W - SeaTac to West Seattle	7.8%	0.3%	9.5%	1.0%	0.4%
X - Redmond to Kirkland	0.3%	5.8%	0.1%	0.0%	0.2%
Y - North Bothell to Mill Creek to Mukilteo	0.2%	0.1%	0.1%	0.0%	5.4%
None of these Corridors are important to me	2.8%	1.7%	4.7%	3.8%	1.9%

***Legend**

Colors range from **dark red**, reflecting lower percentages of support, to **dark green**, reflecting higher percentages of support.

17. Light Rail/High Capacity Transit/Commuter Rail Potential Plan Modifications

Sound Transit received public input in fall 2013 that provided a basis for potential modifications to the plan, specific to light rail/high capacity transit/commuter rail. Please select up to three (3) priority corridors you recommend for adoption into the Long-Range Plan as light rail/high capacity transit/commuter rail.

Named Corridor		% of all responses
Potential rail extensions, assumed light rail		
1	Downtown Seattle to Magnolia/Ballard to Shoreline Community College	14.5%
2	Downtown Seattle to West Seattle/Burien	17.2%
3	Ballard to Everett Station via Aurora Village, Lynnwood	5.3%
4	Everett to North Everett	1.3%
5	Lakewood to Spanaway to Frederickson to South Hill to Puyallup	1.4%
6	DuPont to Downtown Tacoma via Lakewood, Steilacoom, and Ruston	2.0%
7	Puyallup/Sumner to Renton via SR 167	4.2%
8	Downtown Seattle along Madison Street or to Madrona	7.0%
9	Tukwila to SODO via Duwamish industrial area	2.8%
10	North Kirkland or University of Washington Bothell to Northgate via SR 522	4.9%
11	Ballard to Bothell via Northgate	6.1%
12	Mill Creek, connecting to Eastside Rail Corridor	1.8%
13	Tacoma to Ruston Ferry Terminal	1.4%
14	Tacoma to Parkland via SR 7	1.0%
15	Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field and Boeing)	2.7%
Potential rail extension, assumed commuter rail		
16	Puyallup/Sumner to Orting	1.3%
17	Lakewood to Parkland	0.5%
18	Tacoma to Frederickson	1.0%
HCT (mode not specified)		
19	Tukwila Sounder Station to Downtown Seattle via Sea-Tac Airport, Burien, and West Seattle	7.0%
20	Downtown Seattle to Edmonds via Ballard and Shoreline Community College	4.3%
21	West Seattle to Ballard via Central District and Queen Anne	8.7%
None of these corridors are important to me		3.5%

Light Rail/High Capacity Transit/Commuter Rail Potential Plan Mods, Interest by Subarea*	North King	East King	South King	Pierce	Snohomish
1- Downtown Seattle to Magnolia/Ballard to Shoreline Community College	20.5%	9.9%	6.2%	2.3%	6.5%
2 - Downtown Seattle to West Seattle/Burien	22.1%	10.7%	23.0%	4.7%	2.7%
3 - Ballard to Everett Station via Aurora Village, Lynnwood	4.8%	2.8%	1.4%	0.4%	21.1%
4 - Everett to North Everett	0.2%	0.5%	0.4%	0.1%	9.7%
5 - Lakewood to Spanaway to Frederickson to South Hill to Puyallup	0.1%	0.5%	1.4%	11.3%	0.1%
6 - DuPont to Downtown Tacoma via Lakewood, Steilacoom, and Ruston	0.4%	0.6%	1.6%	13.5%	0.2%
7 - Puyallup/Sumner to Renton via SR 167	1.0%	6.4%	13.1%	14.9%	0.8%
8 - Downtown Seattle along Madison Street or to Madrona	9.6%	5.9%	3.7%	1.7%	1.5%
9 - Tukwila to SODO via Duwamish industrial area	2.1%	2.9%	10.1%	1.8%	0.6%
10 - North Kirkland or UW Bothell to Northgate via SR 522	3.5%	19.1%	1.5%	0.4%	6.8%
11 - Ballard to Bothell via Northgate	7.7%	9.0%	1.2%	0.3%	5.8%
12 - Mill Creek, connecting to Eastside Rail Corridor	0.3%	4.8%	0.7%	0.2%	11.3%
13 - Tacoma to Ruston Ferry Terminal	0.2%	0.2%	0.8%	10.2%	0.0%
14 - Tacoma to Parkland via SR 7	0.1%	0.2%	0.5%	8.4%	0.0%
15 - Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field and Boeing)	1.1%	2.1%	1.3%	0.4%	17.1%
16 - Puyallup/Sumner to Orting	0.1%	0.7%	2.4%	8.4%	0.3%
17 - Lakewood to Parkland	0.1%	0.3%	0.6%	2.9%	0.2%
18 - Tacoma to Frederickson	0.1	0.5%	1.0%	7.0%	0.3%
19 - Tukwila Sounder Station to Downtown Seattle via Sea-Tac Airport, Burien, and West Seattle	7.1%	5.6%	16.9%	5.5%	0.7%
20 - Downtown Seattle to Edmonds via Ballard and Shoreline Community College	4.8%	3.0%	0.9%	0.8%	10.7%
21 - West Seattle to Ballard via Central District and Queen Anne	12.9%	2.9%	7.1%	0.7%	0.6%
None of these corridors are important to me	1.1%	11.3%	4.4%	4.0%	2.9%

***Legend**

Colors range from **dark red**, reflecting lower percentages of support, to **dark green**, reflecting higher percentages of support.

18. Express Bus/Bus Rapid Transit Potential Plan Modifications

Input Sound Transit received in fall 2013 provided a basis for potential modifications to the plan, specific to express bus/bus rapid transit. Please select up to three (3) priority corridors you recommend for adoption into the Long-Range Plan as express bus/bus rapid transit.

		% of all responses
Bus rapid transit (BRT)		
22	Puyallup vicinity, notably along Meridian Avenue	3.4%
23	Madison Street in Seattle	13.1%
Regional express bus		
24	Issaquah to Overlake via Sammamish and Redmond	4.2%
25	Renton to Downtown Seattle	12.0%
26	University of Washington Bothell to Sammamish via Redmond	4.6%
27	Titlow Beach to Downtown Tacoma	1.8%
28	Renton (Fairwood) to Eastgate via Factoria	2.6%
29	145 th Street from I-5 to SR 522	2.8%
30	North Kirkland to Downtown Seattle	10.5%
31	Woodinville to Bellevue	4.4%
32	Woodinville to Everett	3.3%
33	Connection to Joint Base Lewis-McChord	2.5%
Regional express bus/BRT (mode not specified)		
34	Tacoma to Bellevue	9.0%
35	Kent to Sea-Tac Airport	4.0%
36	Puyallup to Rainier Valley	3.9%
None of these corridors are important to me		17.9%

Express Bus/BRT Potential Plan Mods, Interest by Subarea*	North King	East King	South King	Pierce	Snohomish
22 - Puyallup vicinity, notably along Meridian Avenue	1.0%	0.6%	3.8%	18.4%	0.9%
23 - Madison Street in Seattle	20.7%	4.8%	6.4%	2.2%	5.7%
24 - Issaquah to Overlake via Sammamish and Redmond	2.6%	14.9%	2.2%	0.4%	2.2%
25 - Renton to Downtown Seattle	15.1%	8.7%	18.0%	3.6%	4.1%
26 – University of Washington Bothell to Sammamish via Redmond	3.9%	11.0%	1.7%	1.1%	6.7%
27 - Titlow Beach to Downtown Tacoma	0.5%	0.1%	1.0%	11.2%	0.2%
28 - Renton (Fairwood) to Eastgate via Factoria	1.3%	7.2%	6.0%	0.7%	0.7%
29 - 145th Street from I-5 to SR 522	4.3%	0.7%	0.5%	0.0%	4.7%
30 - North Kirkland to Downtown Seattle	12.9%	16.4%	3.3%	1.1%	9.1%
31 - Woodinville to Bellevue	2.7%	13.2%	0.9%	0.3%	9.7%
32 - Woodinville to Everett	1.6%	2.7%	0.6%	0.3%	22.4%
33 - Puyallup to Joint Base Lewis-McChord and Frederickson	0.9%	0.4%	2.9%	13.1%	0.7%
34 - Tacoma to Bellevue	5.7%	9.1%	10.5%	24.8%	3.2%
35 - Kent to Sea-Tac Airport	2.6%	1.3%	16.9%	3.8%	1.7%
36 - Puyallup to Rainier Valley	3.1%	1.2%	7.0%	9.5%	1.4%
None of these corridors are important to me	20.9%	7.9%	18.5%	9.4%	26.8%

***Legend**

Colors range from **dark red**, reflecting lower percentages of support, to **dark green**, reflecting higher percentages of support.

19. Now let's look at specific corridors. Tell us your priority of rail and other high-capacity transit services for the corridors listed below. These corridors were identified by the Sound Transit Board for planning studies. Use a scale from 1 to 7, where 1 means that area is a very low priority and 7 means it is a very high priority.

Corridor	Average Ranking, 1-7
Between Downtown Seattle and Ballard	4.56
Between Downtown Seattle and West Seattle	4.78
Between Ballard and the U-District	4.18
Between the U-District and Kirkland via SR 520	3.60
Between Bellevue, Kirkland, Woodinville and Bothell	3.29
Between Redmond's Overlake and downtown areas	2.98
Between Renton and Tukwila's light rail station	3.17
Between Burien and Tukwila's light rail station	3.03
Between the Kent and Des Moines area and Federal Way	2.77
Between Bellevue and Issaquah	2.97
Between Bellevue and Renton	3.27
Between Lynnwood and Everett	3.08
Between Federal Way and Tacoma	3.17

Specific corridors, Interest by subarea	North King	East King	South King	Pierce	Snohomish
Between Downtown Seattle and Ballard	5.59	3.41	3.50	2.65	3.33
Between Downtown Seattle and West Seattle	5.68	3.44	4.72	3.07	3.17
Between Ballard and the U-District	5.05	3.28	3.15	2.56	3.18
Between the U-District and Kirkland via SR 520	3.78	4.66	2.82	2.42	3.35
Between Bellevue, Kirkland, Woodinville and Bothell	3.02	4.99	2.83	2.29	4.17
Between Redmond's Overlake and downtown areas	2.85	4.62	2.63	2.19	2.78
Between Renton and Tukwila's light rail station	2.99	3.24	4.52	3.29	2.46
Between Burien and Tukwila's light rail station	2.99	2.63	4.50	2.88	2.31
Between the Kent and Des Moines area and Federal Way	2.44	2.38	4.61	3.52	2.19
Between Bellevue and Issaquah	2.79	4.56	2.87	2.30	2.65
Between Bellevue and Renton	2.96	4.55	3.96	2.96	2.93
Between Lynnwood and Everett	2.88	2.88	2.71	2.31	5.40
Between Federal Way and Tacoma	2.76	2.55	4.02	5.39	2.61

20. How did you hear about this survey? (Check all that apply)

Engagement method	% of all respondents*
Mailed notice/postcard	8.8%
Online advertisement	5.0%
Social media: Facebook	33.2%
Social media: Twitter	2.3%
Printed display advertisement in newspaper	0.3%
Poster	0.1%
Email from Sound Transit	21.8%
Email from another organization	2.9%
Word of mouth	6.9%
Other	18.7%

**Will add up to >100% due to multiple selections*

Engagement methods by Subarea	North King	East King	South King	Pierce	Snohomish
Mailed notice/postcard	7%	11%	9%	12%	13%
Online advertisement	5%	6%	6%	4%	5%
Social media: Facebook	34%	30%	31%	33%	36%
Social media: Twitter	2%	2%	2%	2%	3%
Printed display advertisement in newspaper	0%	0%	1%	1%	0%
Poster	0%	0%	0%	0%	0%
Email from Sound Transit	16%	24%	27%	35%	27%
Email from another organization	4%	2%	3%	1%	1%
Word of mouth	9%	7%	6%	3%	4%
Other	23%	17%	17%	8%	10%