

Appendix F:

Workshop Handouts & Displays



East Link light rail:

Overlake/Redmond Workshop

Participant Workbook

Welcome!

During tonight's workshop, you will have the opportunity to:

- Learn about the East Link light rail system
- Talk to project staff
- Help us make the preferred alternative the best it can be
- Provide specific feedback to inform the preliminary design of the project
- Review upcoming public involvement opportunities & next steps
- Submit comments and sign up for electronic updates

Agenda

5:00 p.m.

Open House: View display boards around meeting room and discuss project elements with staff.

5:30 p.m.

Presentation: Introduction and overview of workshop purpose and goals, current project status and East Link preferred alternative.

6:00 p.m.

Workshop: Participants discuss key issues by geographic area with staff.

7:30 p.m.

Meeting adjourns

East Link Timeline

2009–2010 Preliminary Engineering



2010–2012 Final Design



Project Status

What's happening with East Link?

- Sound Transit is designing the preferred alternative, including making modifications that were identified by the Sound Transit Board of Directors.
- The project is currently in the preliminary engineering phase and Sound Transit is soliciting public comment.
- Review timeline for Supplemental Draft Environmental Impact Statement (EIS) with Federal Transit Administration.
- Now and in coming months, the East Link project team will be collecting critical survey information, including drilling geotechnical borings, needed to create a base map of the preferred alternative.
- A Final EIS is being prepared using the preferred alternative, as well as the other alternatives from the Draft EIS. The Final EIS will document and respond to all comments received during the Draft EIS comment period.
- In 2010, following completion of the Final EIS, the Sound Transit Board will make a final decision on the East Link project scope.

What is Preliminary Engineering?

During this phase, the project design will be developed to the 30 percent engineering design level. This means the alignment and station design will be further defined. After preliminary engineering, the project will enter into final design. Before construction, the project will reach 100 percent design.



2013/2014 Construction

2020/2021 Service Begins



Overlake/Redmond

Overview

Please use this workbook to record your thoughts and to provide comments regarding the preliminary design of the East Link preferred alternative. Feedback gathered at tonight's workshop will inform the project team as they work through key design issues along the preferred route and stations for Overlake/Redmond corridor.



Preferred Alternative Identified by Sound Transit Board

Downtown Redmond Preferred Alternative Map

[illegible]

East Link Light Rail Preferred Alternative

-  Station
 Parking

Route Profile

- At-Grade
- Elevated
- Tunnel
- Retained Cut

Overlake/Redmond

1. What are your comments regarding the East Link project?

2. As Sound Transit refines the preferred alternative in Overlake and Downtown Redmond, what should Sound Transit consider?

3. What are the important neighborhood characteristics Sound Transit should consider? (i.e. consider school bus routes along __ street, pedestrian connections at __ location)

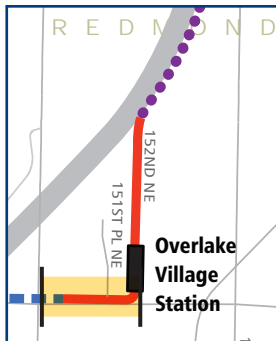
4. Are there unique access needs in Overlake or Downtown Redmond that Sound Transit should be aware of?

- Station access?

- Pedestrian/bicycle access?

Key Features

148th Ave NE to 152nd Ave NE

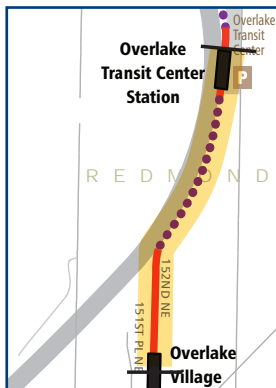


148th Ave NE to 152nd Ave NE

- Alignment on north side of NE 24th St
- Access needs for Safeway shopping center and PS business park

Comments:

NE 24th St to SR 520

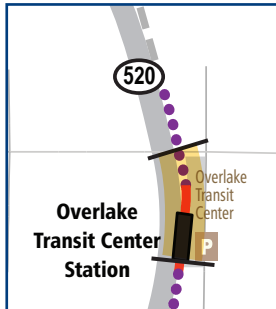


NE 24th St to SR 520

- Serves Overlake Village Park-and-Ride/Transit Oriented Development
- Side-running alignment

Comments:

Overlake Transit Center



Overlake Transit Center

- Overlake Transit Center redesign
- Expanded park-and-ride

Comments:

Downtown Redmond Station



Downtown Redmond Station

- New station location near mixed-use development
- Pedestrian connection to transit center

Comments:

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Name _____

Mailing Address _____

City, State, Zip _____

E-mail _____

Telephone _____

Please check your preferred way of receiving project updates: ☐ E-mail ☐ Mail

www.soundtransit.org/eastlink



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Attn: Katie Kuciemba
East Link light rail
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Contact

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درمورد مسیر پیشنهاد شده برای پروژه ترانزیت سبک راه اهلی در کینگ شرقی با شماره 1-800-823-9230 در ساعات کاری تماس بگیرید برای گفتگو با سوند ترانزیت.



East Link light rail:

South Bellevue Workshop Participant Workbook

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2010–2012 Final Design



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2020/2021 Service Begins



South Bellevue Segment

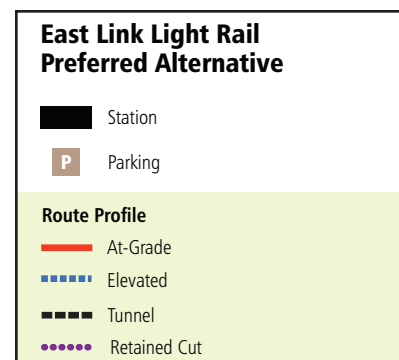
Overview

Please use this workbook to record your thoughts and to provide suggestions regarding the preliminary design of the East Link preferred alternative. Feedback gathered at tonight's workshop will inform the project team as they work through key design issues along the preferred route and stations for south Bellevue.



Preferred Alternative Identified by Sound Transit Board

South Bellevue Preferred Alternative Map

[illegible]

Comment Form

1. What are your comments regarding the East Link project?

2. As Sound Transit refines the preferred alternative (B3S) in south Bellevue, what should Sound Transit consider?

3. What are the important neighborhood characteristics Sound Transit should consider? (i.e. consider school bus routes along __ street, pedestrian connections at __ location)

4. Are there any unique access needs in south Bellevue that Sound Transit should be aware of?

- Approaching or exiting I-90?

- On Bellevue Way?

- On or near 112th Avenue SE?

- Pedestrian/bicycle access?

Key Features

I-90 to 112th Ave SE



I-90 to 112th Ave SE

- South Bellevue Station
 - Park-and-Ride expansion to 1400 spaces
 - Bus connections
 - Drop-off and pick-up
 - Pedestrian and bike access
 - Bicycle parking
- Side running alignment on the east side of Bellevue Way
 - Possible Winters House relocation
- Elevated alignment transitions to at-grade
- Preserves High-Occupancy-Vehicle direct access from ramps to and from I-90 toward Seattle

Comments:

[illegible]

112th Ave SE to SE 8th St

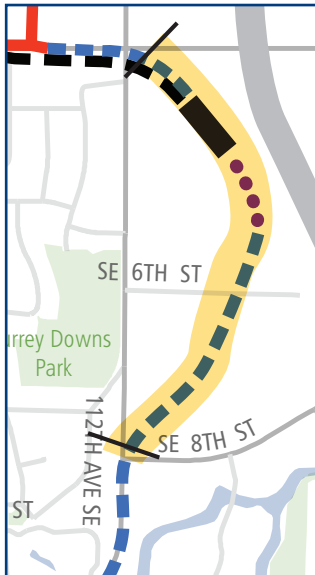


112th Ave SE to SE 8th St

- Side-running alignment (east)
- At-grade alignment transitions to elevated
- Options for at-grade or elevated alignment at SE 15th Street crossing

Comments:

SE 8th St to Main Street



SE 8th St to Main Street

- Elevated alignment
- Straightened alignment to minimize property impacts north of SE 10th St.
- East Main Street station

Comments:

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East Link light rail:

Bel-Red Corridor Workshop Participant Workbook

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East Link Timeline

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2010–2012 Final Design



Project Status

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2013/2014 Construction

2020/2021 Service Begins



Bel-Red Corridor

Overview

Please use this workbook to record your thoughts and to provide suggestions regarding the preliminary design of the East Link preferred alternative. Feedback gathered at tonight's workshop will inform the project team as they work through key design issues along the preferred route and stations for the Bel-Red corridor.



Preferred Alternative Identified by Sound Transit Board

Comment Form

1. What are your comments regarding the East Link project?

2. As Sound Transit refines the preferred alternative (D2A) in Bel-Red, what should Sound Transit consider?

3. What are the important neighborhood characteristics Sound Transit should consider? (i.e. consider school bus routes along __ street, pedestrian connections at __ location)

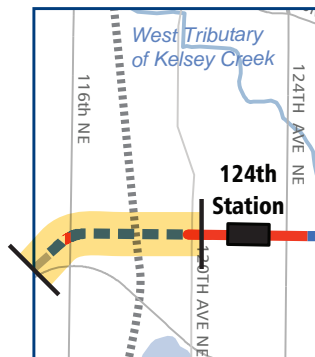
4. Are there unique access needs in Bel-Red that Sound Transit should be aware of?

- Station access?

- Pedestrian/bicycle access?

Key Features

I-405 to 120th St

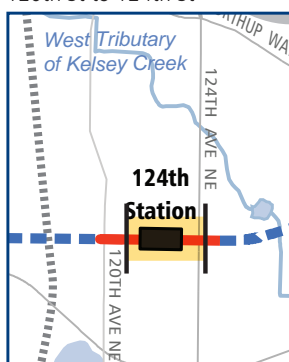


I-405 to 120th St

- At-grade crossing at 116th St
- Medical District

Comments:

120th St to 124th St

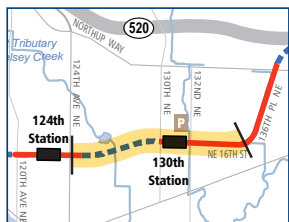


120th St to 124th St

- Station at 124th St
- Future Spring District mixed use development

Comments:

124th St to 136th St



124th St to 136th St

- Park-and-ride with 300 spaces
- Kelsey Creek Crossing

Comments:

136th St to SR 520



136th St to SR 520

- At-grade crossing at NE 20th St
- Major auto dealerships

Comments:

If you would like to receive project updates, please provide the following:

Name _____

Mailing Address _____

City, State, Zip _____

E-mail _____

Telephone _____

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www.soundtransit.org/eastlink



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East Link light rail:

Downtown Bellevue Workshop

Participant Workbook

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Agenda

4:00 p.m.

Open House: View display boards around meeting room and discuss project elements with staff.

5:00 p.m.

Presentation: Introduction and overview of workshop purpose and goals, current project status and East Link preferred alternative.

5:30 p.m.

Workshop: Participants discuss key issues by alternative with staff.

7:00 p.m.

Meeting adjourns

East Link Timeline

2009–2010 Preliminary Engineering

2010–2012 Final Design



Project Status

What's happening with East Link?

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What's happening in Downtown Bellevue?

- For downtown Bellevue, Sound Transit has continued engineering studies on the preferred alternative C4A, as well as the preferred tunnel alternative C3T, including making modifications that were identified by the Sound Transit Board of Directors. In addition, the Board recently directed the project team to conduct engineering studies on a new tunnel alternative, C9T.
- Sound Transit has also identified potential new at-grade alternatives running on 110th or 108th that cross I-405 on NE 6th Street.



2013/2014 Construction

2020/2021 Service Begins



East Link Preferred Alternative

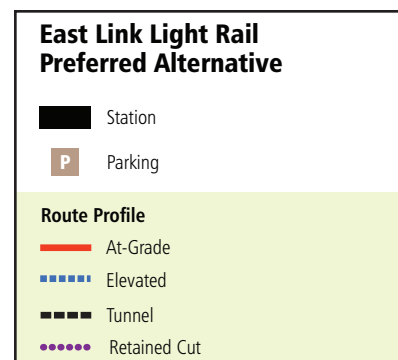
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Preferred Alternative Identified by Sound Transit Board

Downtown Bellevue Preferred Alternative Map

[illegible]

Comment Form

1. What are your comments regarding the East Link project?

2. What are the important characteristics in Downtown Bellevue that Sound Transit should consider? (i.e. consider school bus routes along __ street, pedestrian connections at __ location)

3. Are there any unique access needs in Downtown Bellevue that Sound Transit should be aware of?

Alternatives Recommended for Further Study by Sound Transit Board

C4A



C4A Description - Preferred Alternative

At-grade couplet with trains running south along 108th Ave NE and north along 110th Ave NE, turning east north of NE 12th St. Auto traffic will run one way in the opposite direction.

Comments:

C3T



C3T Description

A bored tunnel along 108th Ave NE, turning east north of NE 12th St.

Comments:

C9T



C9T Description

A cut-and-cover tunnel along 110th Ave NE turning east along NE 6th St.

Comments:

Potential New At-Grade Alternatives

C9A

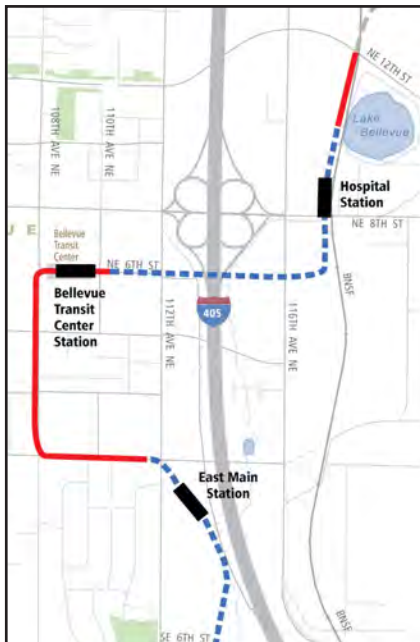


C9A Description

An at-grade alignment running along 110th Ave NE, turning east along NE 6th St.

Comments:

C11A



C11A Description

An at-grade alignment running along 108th NE, turning east along NE 6th St.

Comments:

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EAST LINK WORKSHOP

SOUND TRANSIT EAST LINK LIGHT RAIL

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PUBLIC INVOLVEMENT AND NEXT STEPS

Public Involvement Process

Public input received in early 2009 during the comment period for the East Link Draft Environmental Impact Statement (EIS) helped guide the Sound Transit Board as they identified a preferred alternative. The Final EIS, to be released at the end of 2010, will document and respond to all comments received during the Draft EIS comment period and describe proposed mitigation commitments. The East Link project team is now seeking feedback in response to key issues along the preferred alternative.

Upcoming opportunities to stay involved

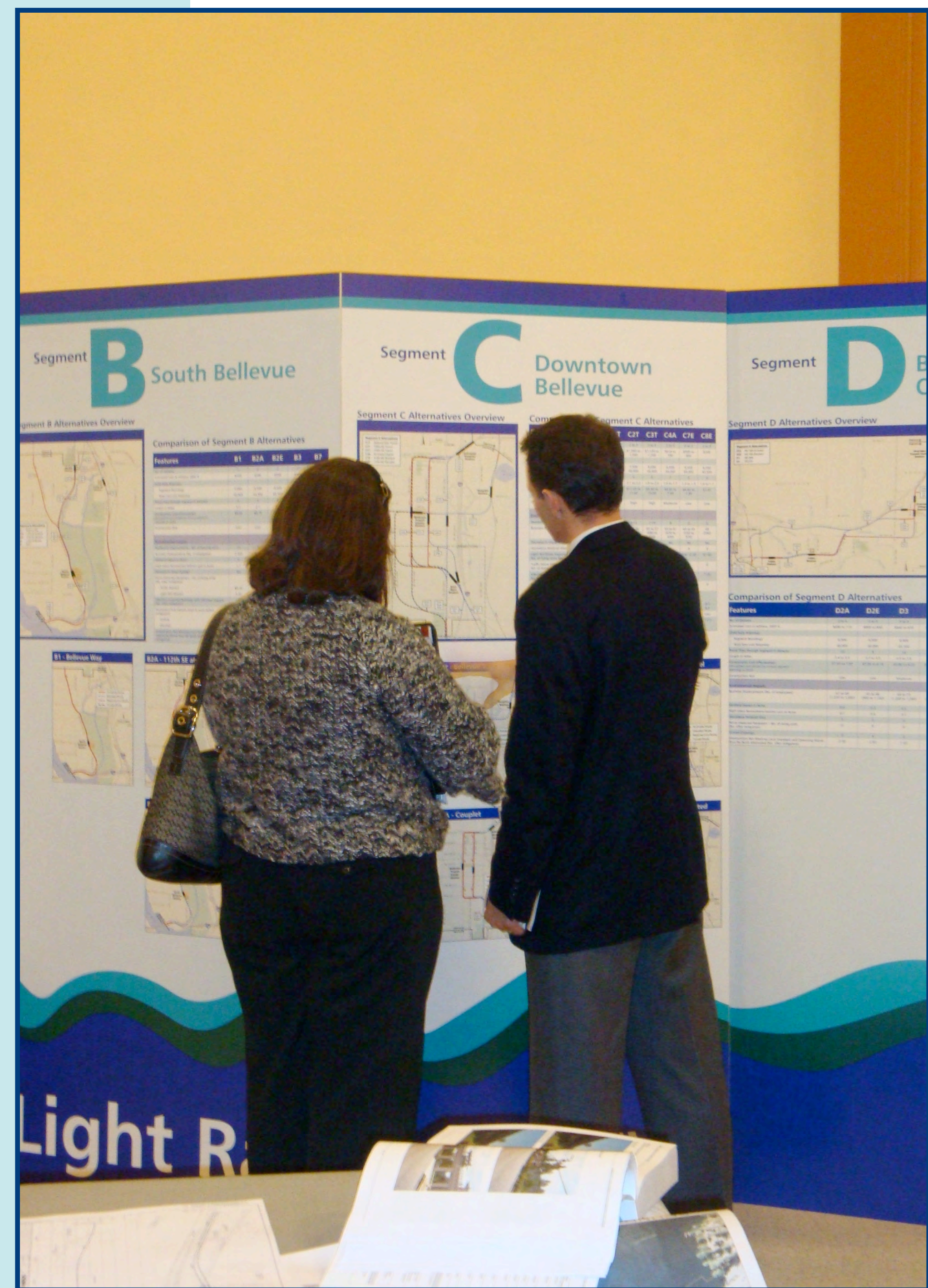
- Neighborhood workshops (Fall 2009)
- Community and stakeholder briefings (ongoing)
- Supplemental Draft Environmental Impact Statement public comment period (Mid 2010)
- Project corridor open houses (Spring 2010)
- Project update mailings (ongoing)
- E-mail and web site updates (ongoing)

How to provide feedback

- Submit comment forms tonight or through mail or email
- Speak with a member of the project team

For more information contact:

Katie Kuciemba
Community Outreach Specialist
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eastlink@soundtransit.org
www.soundtransit.org/eastlink



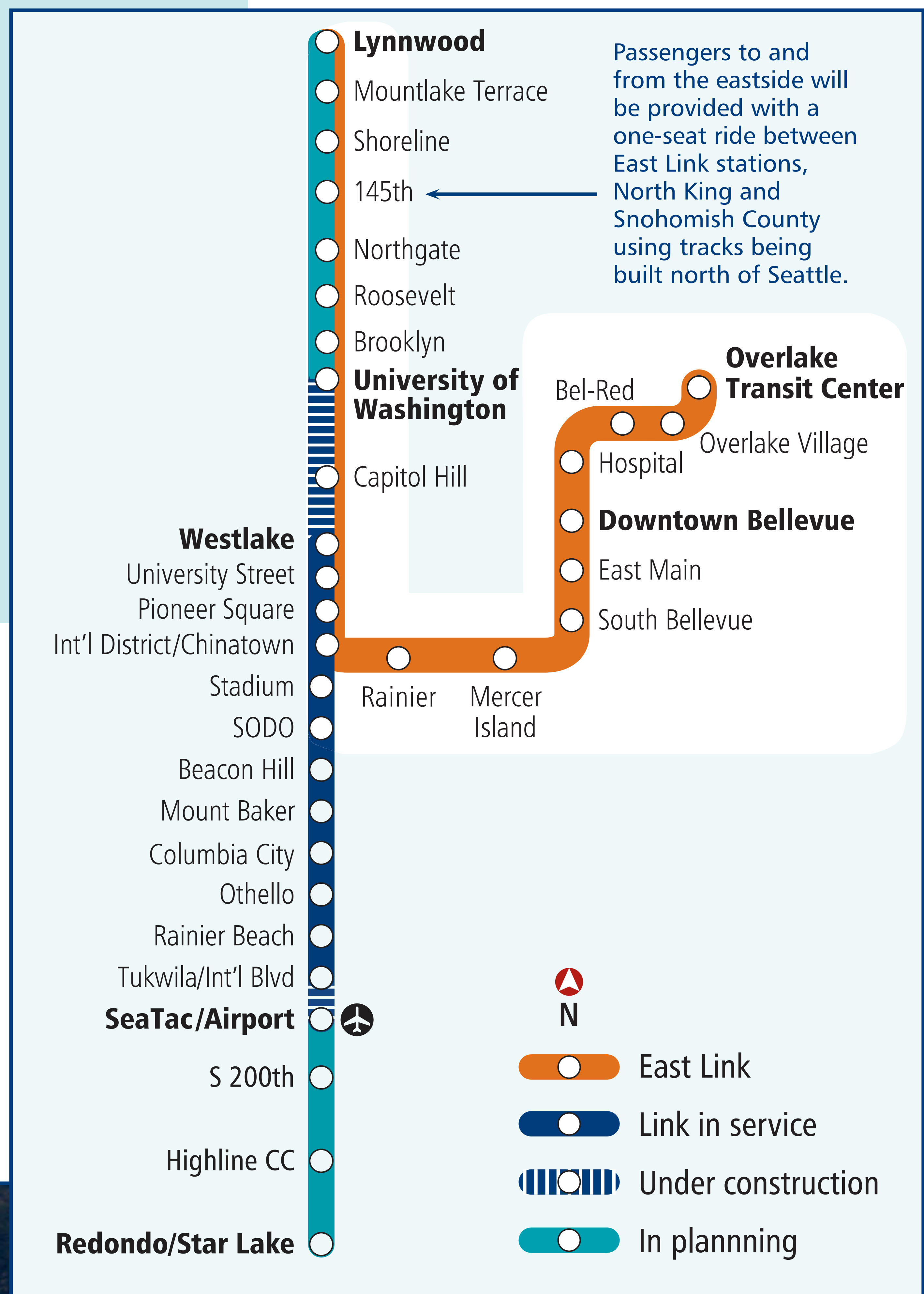
Project team member explains alternatives during a public meeting



Citizens providing comments during the Bellevue Draft EIS Open House

LINK LIGHT RAIL SYSTEM

In 2008, voters approved the Sound Transit 2 ballot measure that builds 36 additional miles of light rail to form a 55-mile regional system, while adding regional express bus and commuter rail service. Link light rail will extend the current system from Seattle across Lake Washington via I-90 into East King County, north into Snohomish County and south of Sea-Tac International Airport to Federal Way.

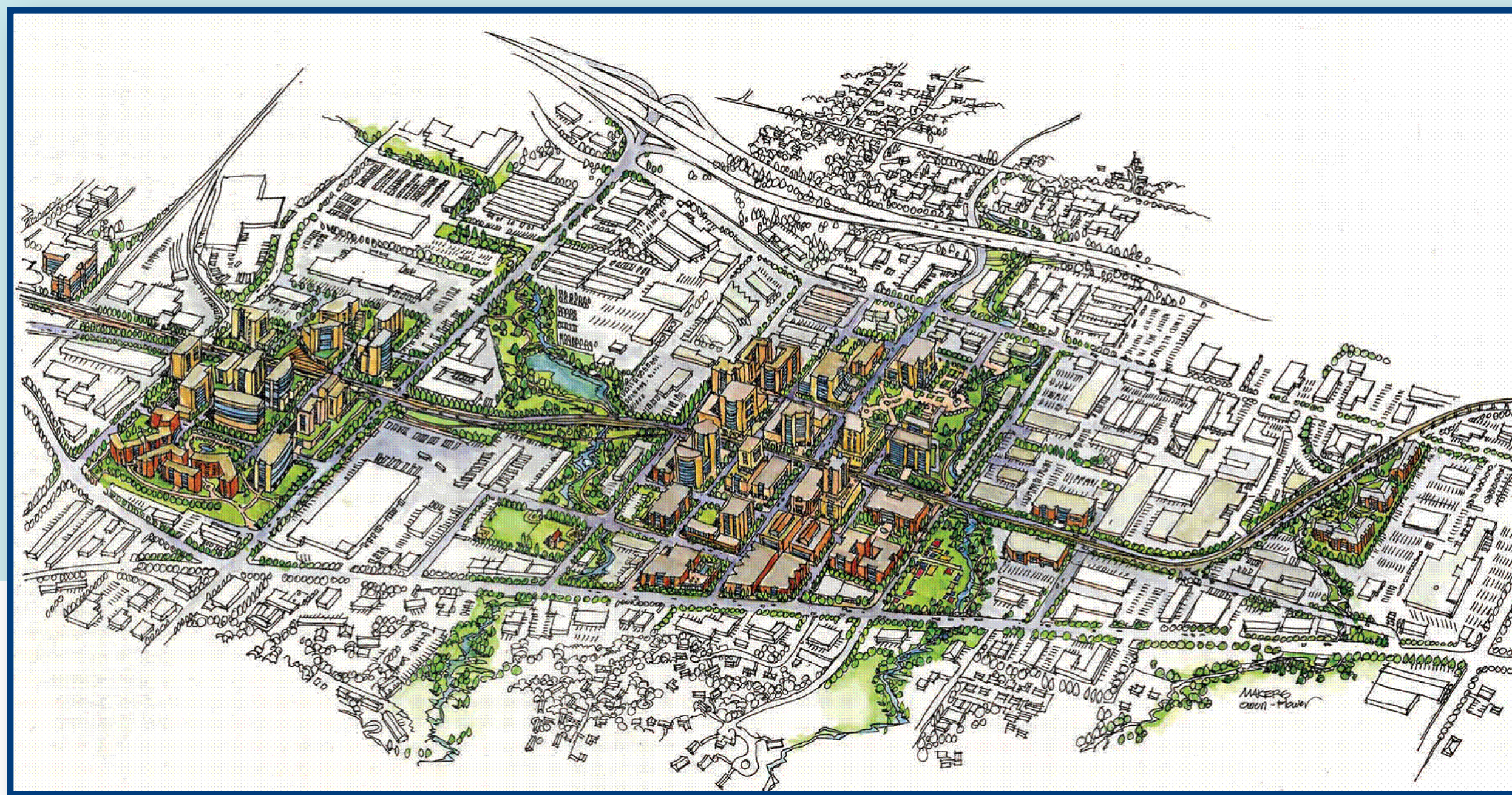


BEL-RED CORRIDOR OVERVIEW

Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Subject to further evaluation, the route will be on the north side of Northeast 24th Street in the Overlake Village area.

Benefits:

- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 6,500 daily boardings would occur in this area
- Supports the dense, transit-oriented land use redevelopment plans of Bellevue.
- The light rail preferred alternative in this area would serve two stations and provide park-and-ride access for the Bel-Red corridor. Funding is currently available for one of the two stations.



Bel-Red Vision



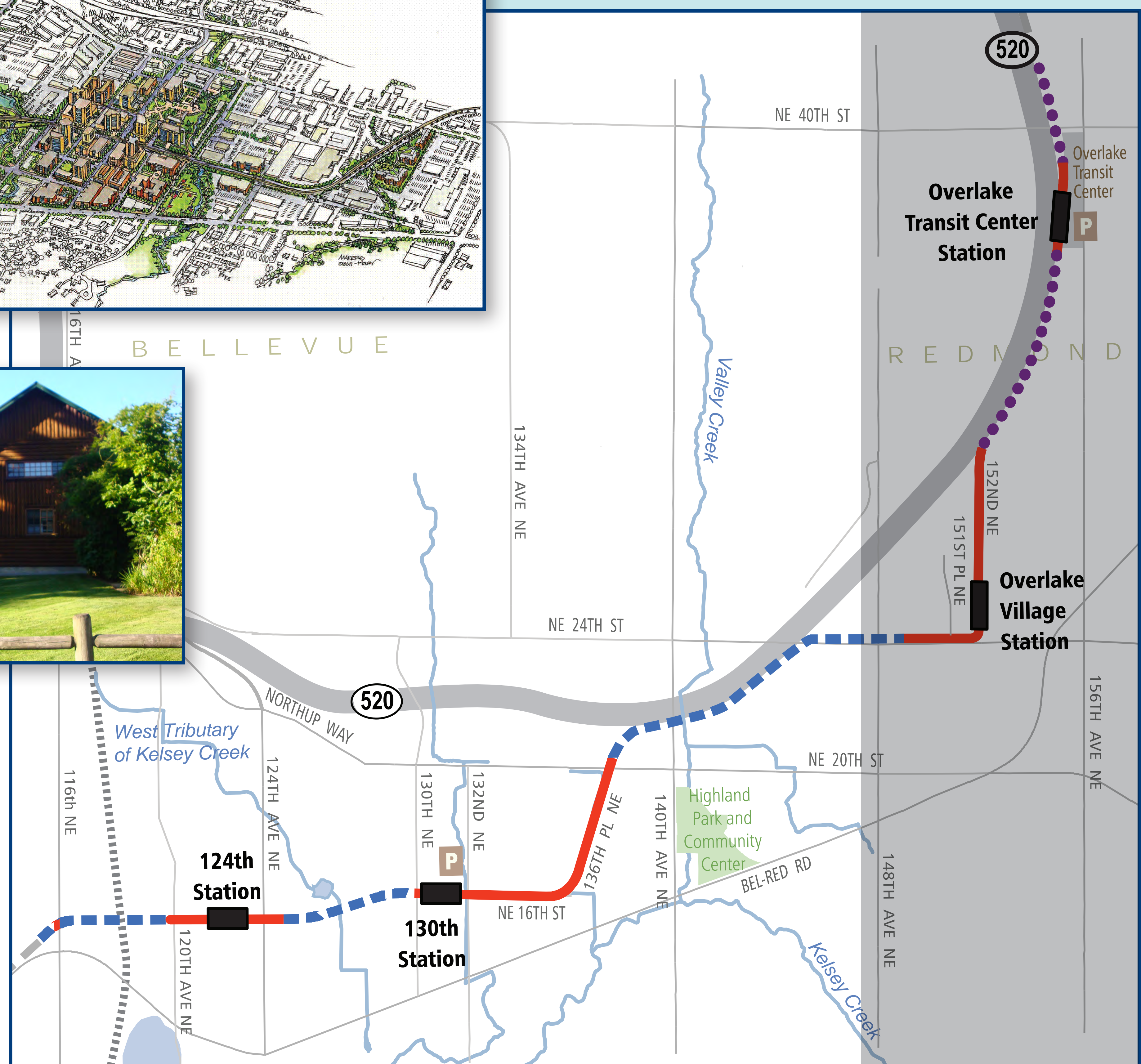
Highland Community Center

East Link Light Rail Preferred Alternative

Station
 Parking

Route Profile

At-Grade
 Elevated
 Tunnel
 Retained Cut

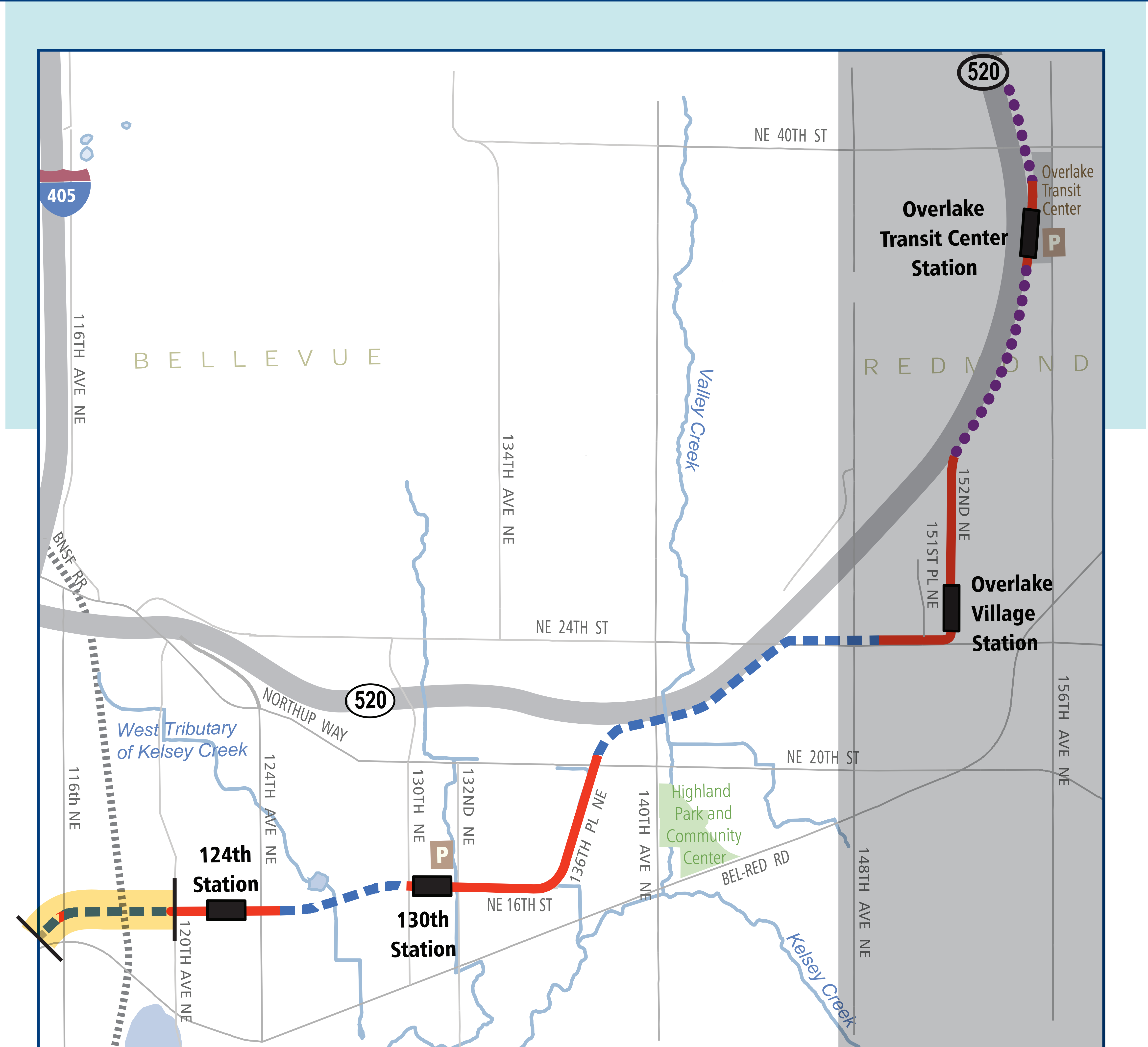


Travel times (from 130th NE Station):

International District/Chinatown = 25 minutes • University of Washington = 37 minutes
 Downtown Bellevue Transit Center = 17 minutes • Airport = 61 minutes

BEL-RED CORRIDOR


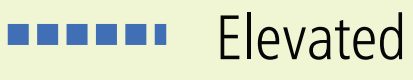
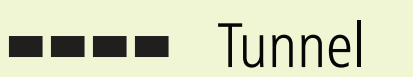
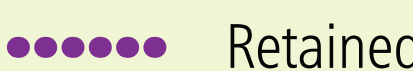
I-405 to 120th Ave NE



East Link Light Rail Preferred Alternative

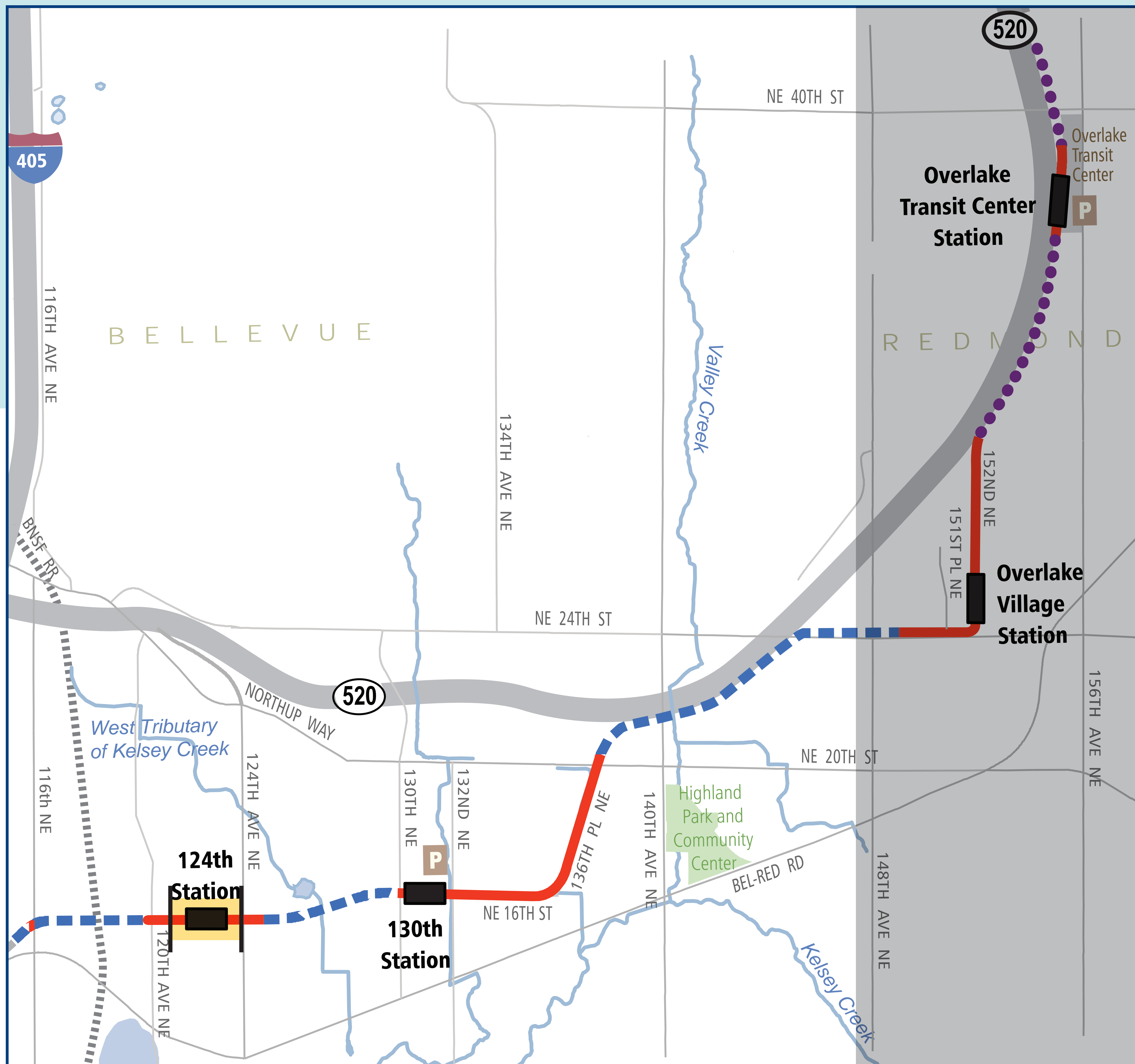
-  Station
-  Parking

Route Profile

-  At-Grade
-  Elevated
-  Tunnel
-  Retained Cut

BEL-RED CORRIDOR

120th Ave NE to 124th Ave NE



East Link Light Rail Preferred Alternative

- Station
- Parking

Route Profile

- At-Grade
- Elevated
- Tunnel
- Retained Cut

BEL-RED CORRIDOR

124th Ave NE to 136th Place NE



East Link Light Rail Preferred Alternative

- Station
- Parking

Route Profile

- At-Grade
- Elevated
- Tunnel
- Retained Cut

BEL-RED CORRIDOR

136th Place NE to SR 520



East Link Light Rail Preferred Alternative

- Station
- P Parking

Route Profile

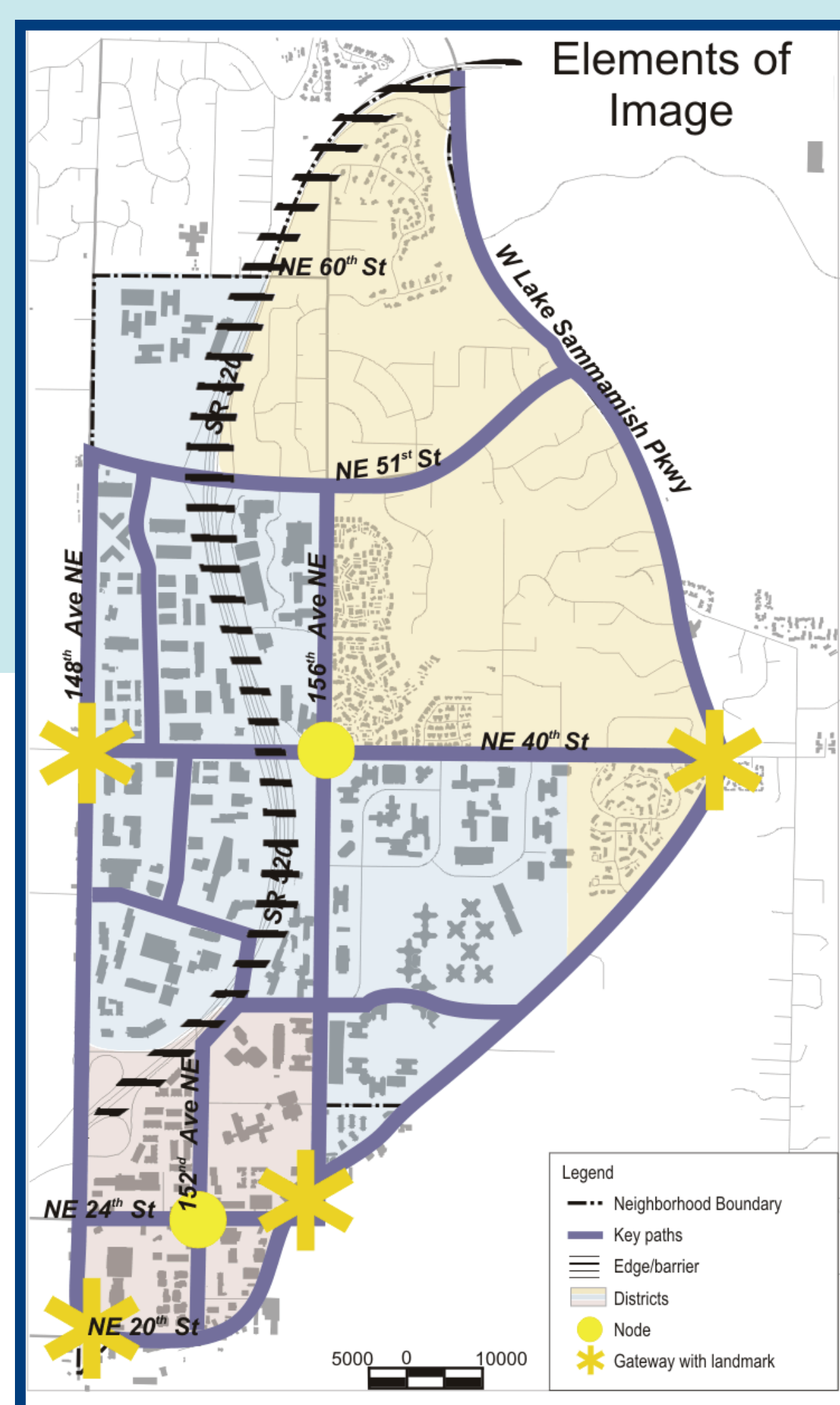
- At-Grade
- Elevated
- Tunnel
- Retained Cut

OVERLAKE OVERVIEW

Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus in a combination of elevated and at-grade alignments located north of Bel-Red Road. Subject to further evaluation, the route will be on the north side of Northeast 24th Street in the Overlake Village area.

Benefits:

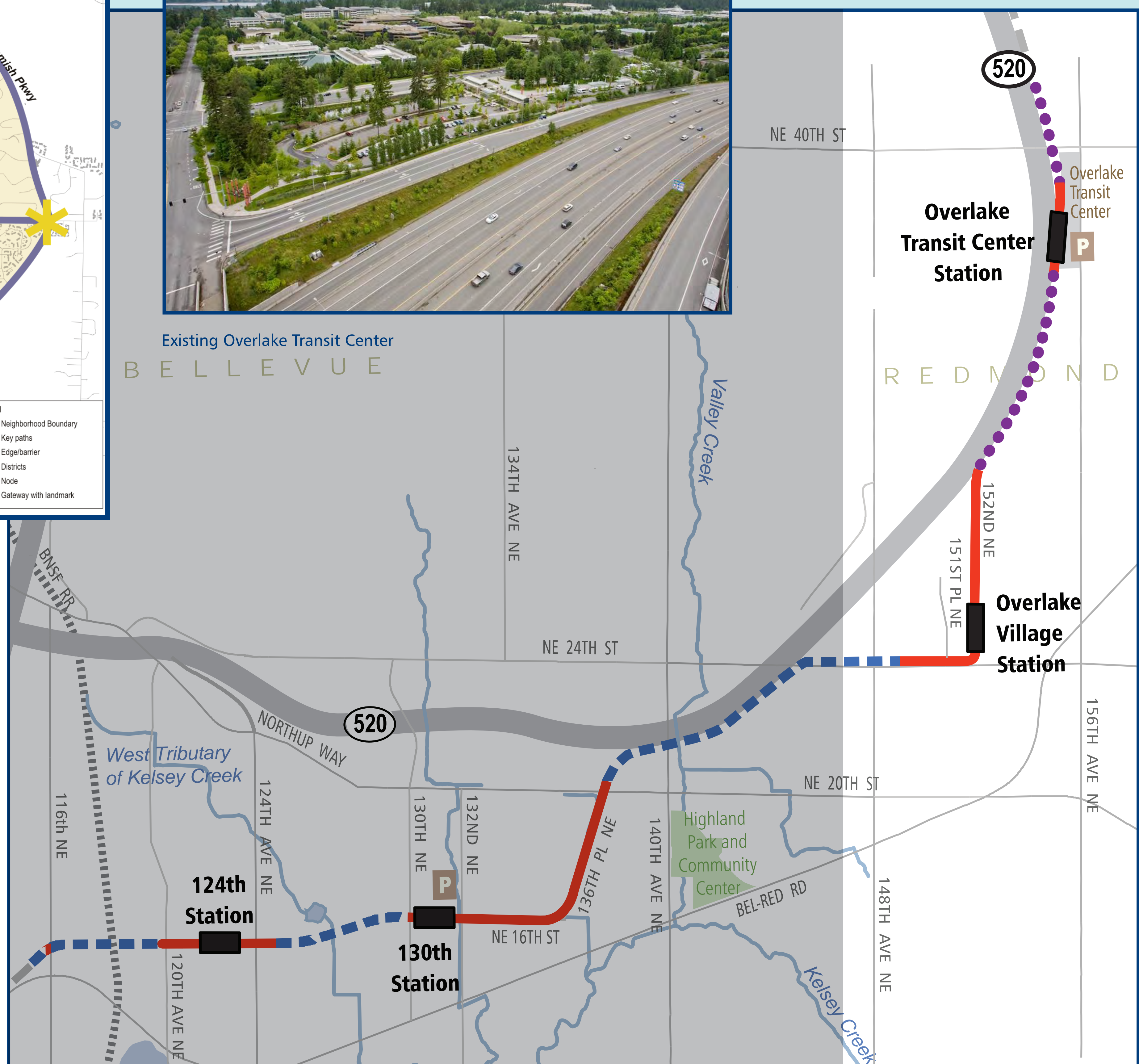
- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 6,500 daily boardings would occur in this area (Bel-Red & Overlake).
- Supports the dense, transit-oriented land use redevelopment plans of Redmond.
- Light rail in this area would serve Overlake Village and Microsoft headquarters.
- Serves two park-and-ride lots and adds a parking garage at the Overlake Transit Center.



Overlake Vision



Existing Overlake Transit Center



East Link Light Rail Preferred Alternative

- Station
- Parking

Route Profile

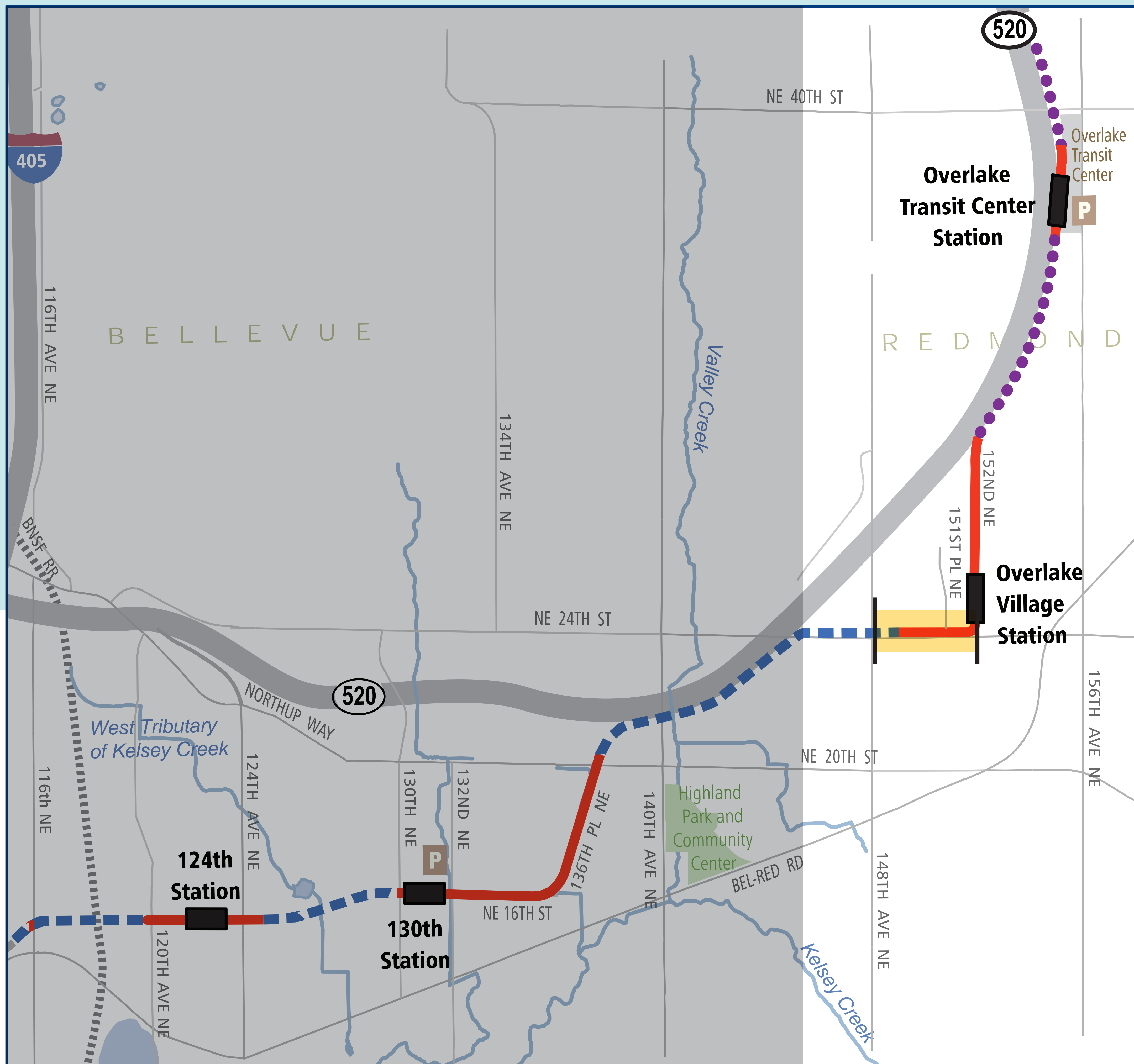
- At-Grade
- Elevated
- Tunnel
- Retained Cut

Travel times (from Overlake Transit Center Station):

International District/Chinatown = 32 minutes • University of Washington = 43 minutes
Downtown Bellevue Transit Center = 24 minutes • Airport = 67 minutes

OVERLAKE





148th Ave NE to 152nd Ave NE



East Link Light Rail Preferred Alternative

-  Station
-  Parking

Route Profile

-  At-Grade
-  Elevated
-  Tunnel
-  Retained Cut

OVERLAKE

NE 24th St to SR 520



East Link Light Rail Preferred Alternative

- Station
- Parking

Route Profile

- At-Grade
- Elevated
- Tunnel
- Retained Cut

OVERLAKE


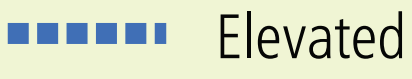
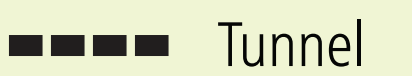
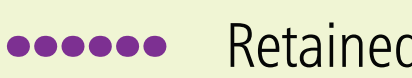
Overlake Transit Center



East Link Light Rail Preferred Alternative

-  Station
-  Parking

Route Profile

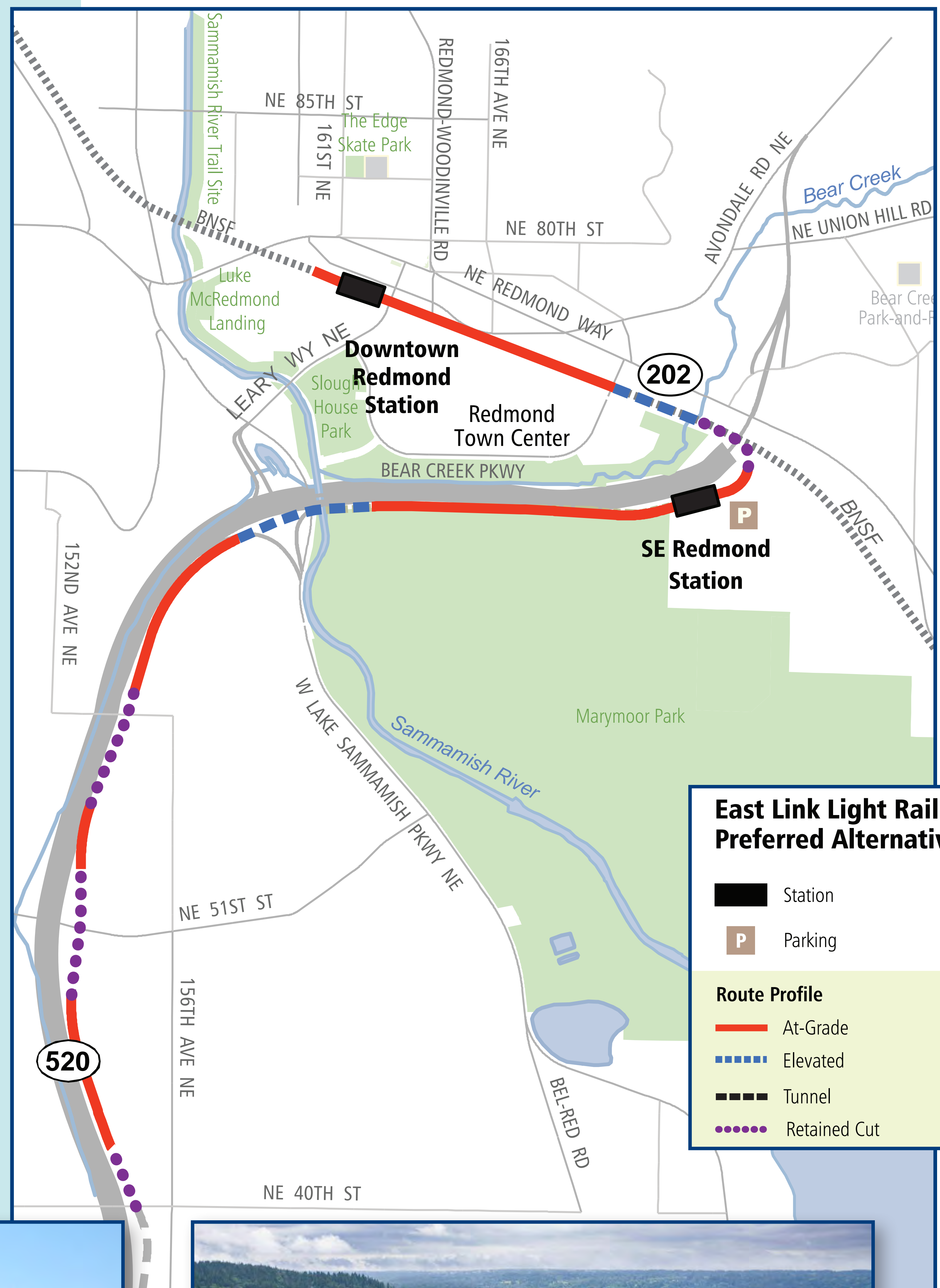
-  At-Grade
-  Elevated
-  Tunnel
-  Retained Cut

REDMOND OVERVIEW

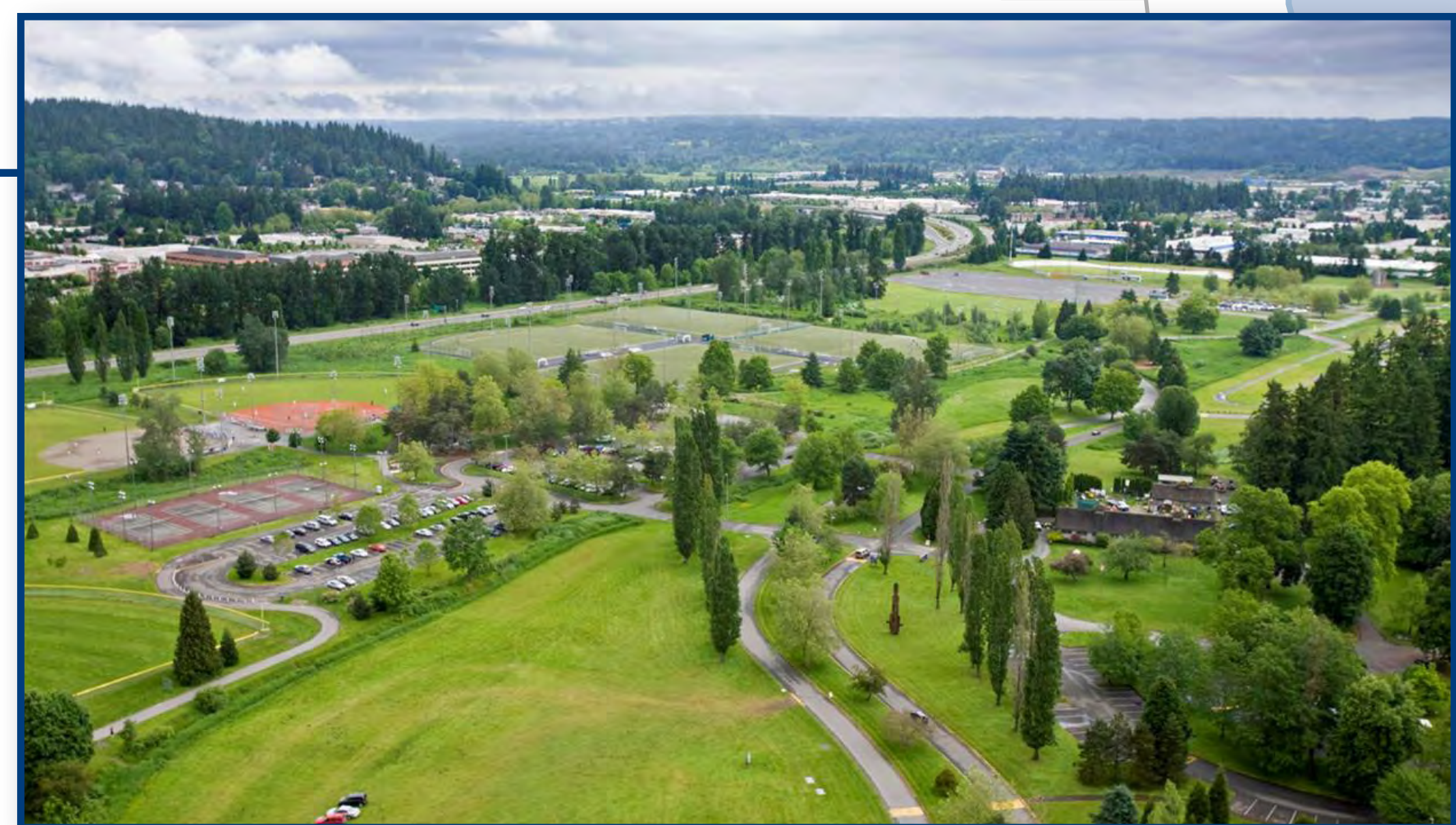
Although funding has not been approved for construction of the segment between Overlake Transit Center and downtown Redmond, voters did fund preliminary design and environmental study. The Sound Transit Board identified a preferred future route running along State Route 520 and the northern edge of Marymoor Park to a station in downtown Redmond. A terminal station near Redmond Town Center is under evaluation.

Benefits:

- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 3,000 daily boardings would occur in the Redmond area.
- Light rail in this area would serve Downtown Redmond, Redmond Town Center and provide systemwide access to the Sammamish Plateau, the Union Hill, Education Hill, and Novelty Hill neighborhoods.
- Supports mixed-use and transit-oriented development goals by connecting the downtown Redmond urban center and SE Redmond with rapid transit.



Marymoor Park



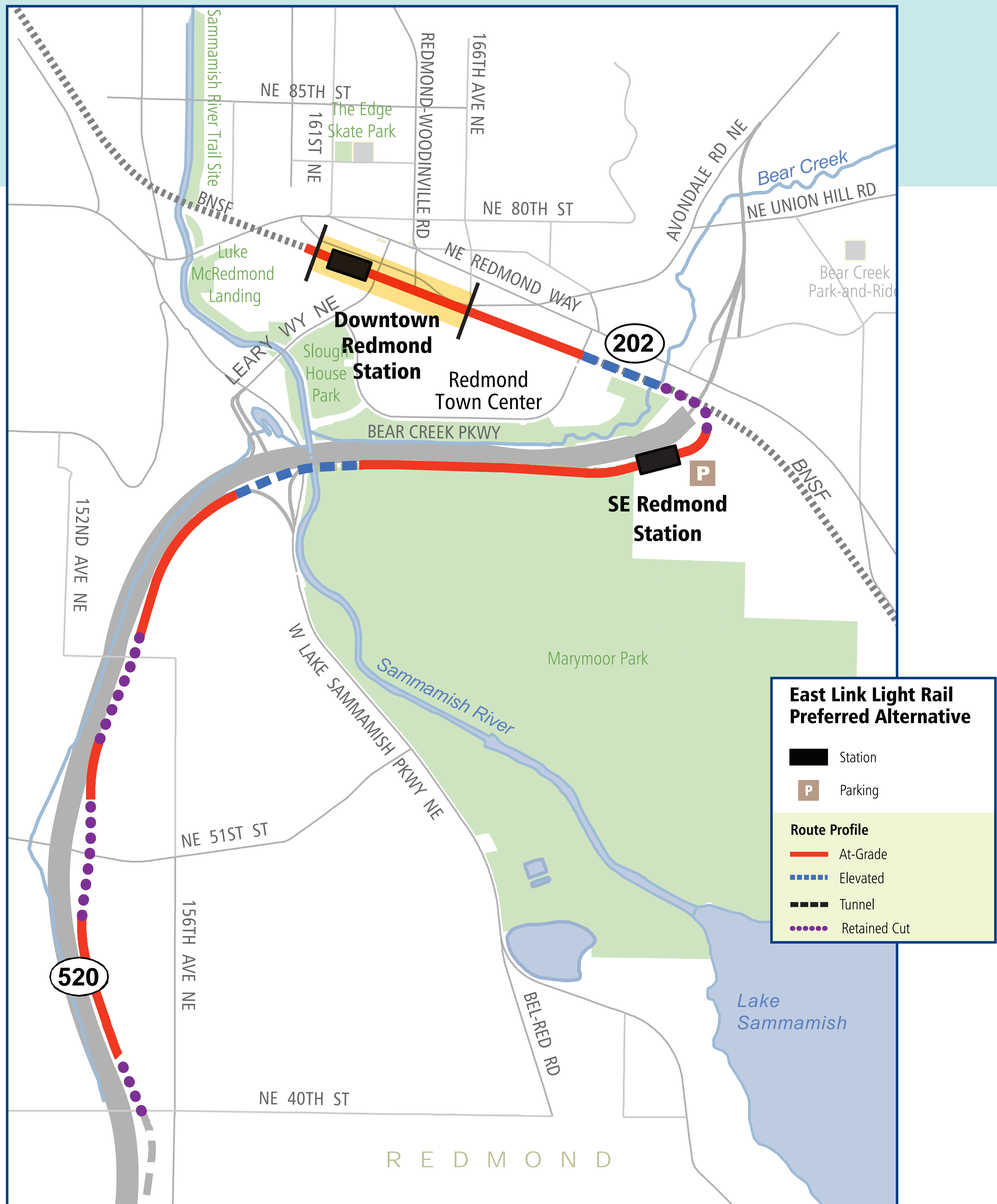
Marymoor Park

Travel times (from SE Redmond Station):

International District/Chinatown = 36 minutes • University of Washington = 47 minutes
Downtown Bellevue Transit Center = 28 minutes • Airport = 71 minutes

REDMOND

Downtown Redmond Station



SOUTH BELLEVUE OVERVIEW

Trains will run from I-90 north along Bellevue Way Southeast and 112th Avenue Southeast with a station serving south Bellevue. Subject to further evaluation, the route will be on the east side of Bellevue Way and 112th Southeast.

Benefits:

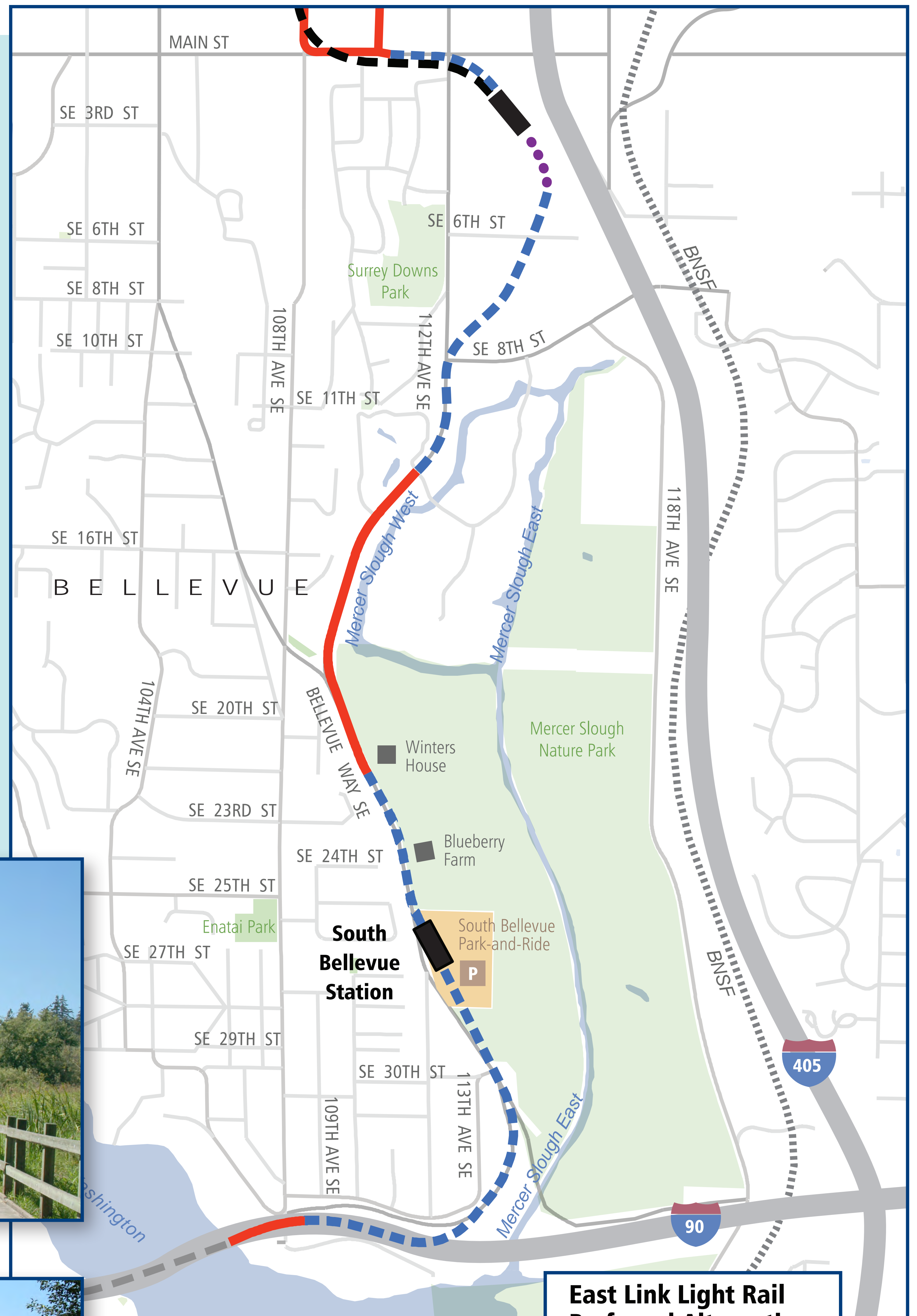
- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 4,000 daily boardings would occur in this area.
- Light rail in this area would serve the regional South Bellevue Park-and-Ride lot and south Bellevue residential neighborhoods.
- Increases park-and-ride capacity and travel options for South Bellevue residents as well as employees in business parks located east of 112th Avenue SE, consistent with City of Bellevue transportation goals.



Mercer Slough



Bellevue Way



East Link Light Rail Preferred Alternative

- Station
- Parking

Route Profile

- At-Grade
- Elevated
- Tunnel
- Retained Cut

Travel times (by destination):

International District/Chinatown=13 minutes • University of Washington=24 minutes
Downtown Bellevue Transit Center=4 minutes • Airport=48 minutes

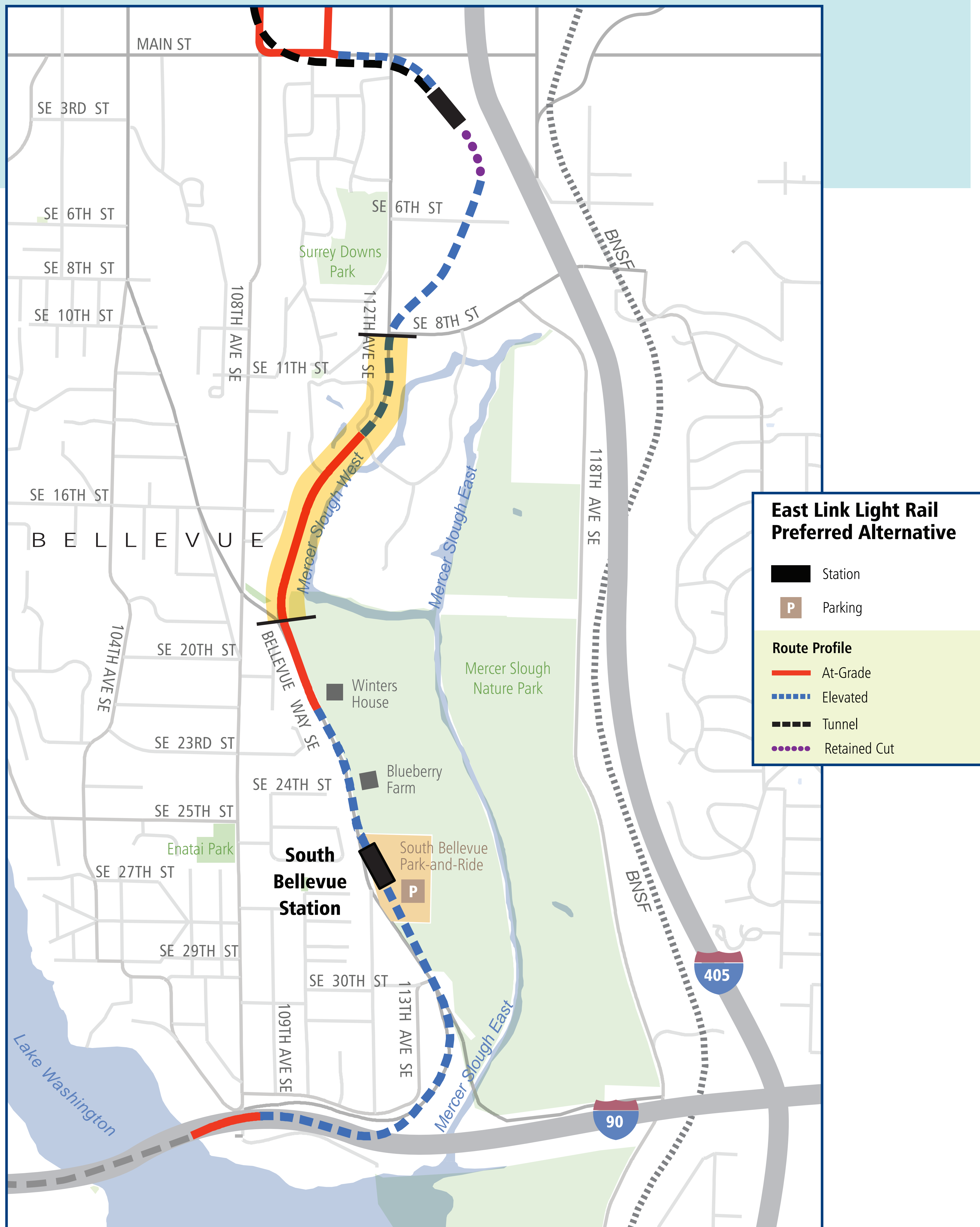
SOUTH BELLEVUE

I-90 to 112th Ave SE



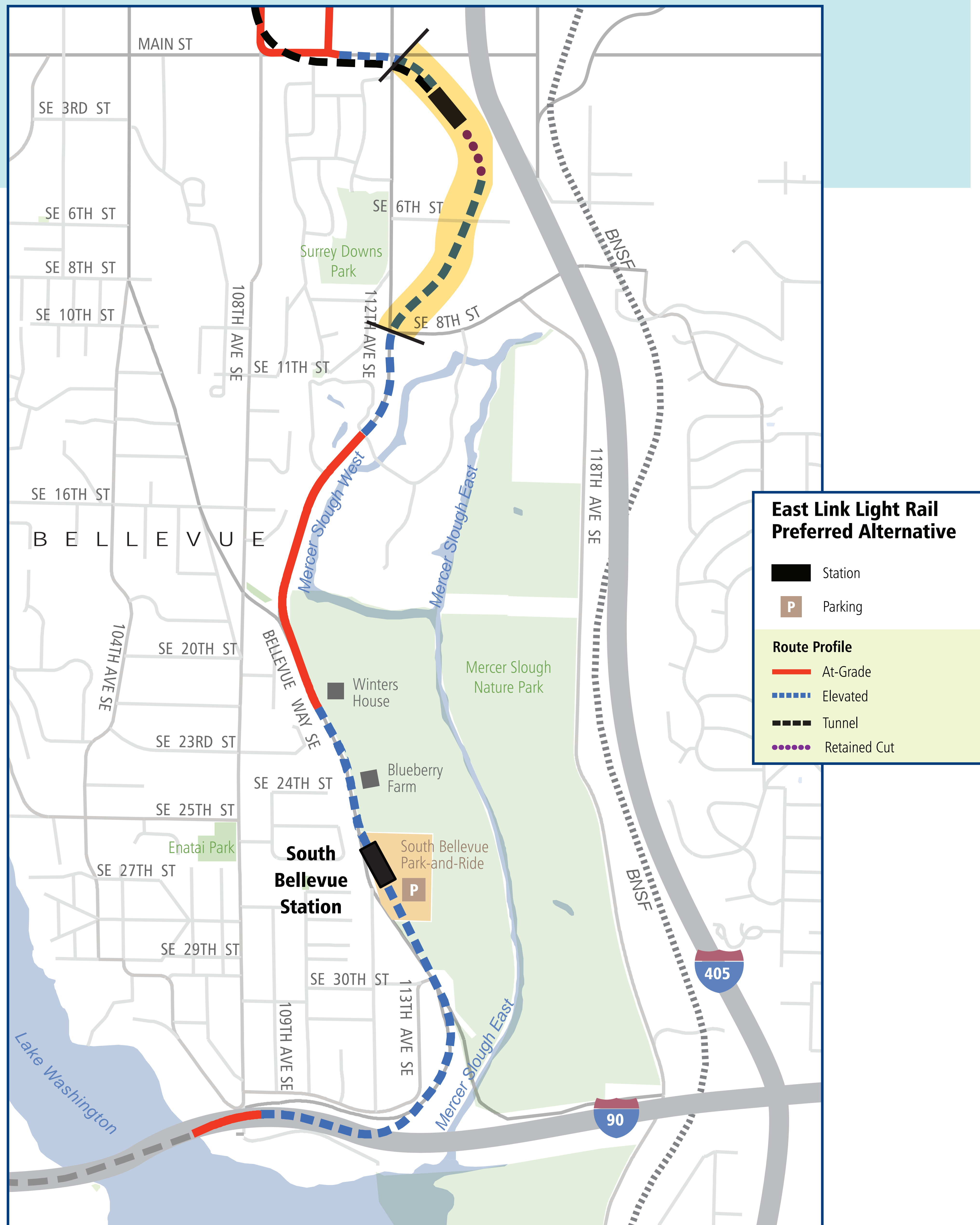
SOUTH BELLEVUE

112th Ave SE to SE 8th St



SOUTH BELLEVUE

SE 8th St to Main Street



PROJECT STATUS

What's happening with East Link?

- The project is currently in the preliminary engineering phase and Sound Transit is soliciting public comment.
- Staff are reviewing the timeline for the Supplemental Draft Environmental Impact Statement (EIS) with the Federal Transit Administration.
- Now and in coming months, the East Link project team will be collecting critical survey information, including drilling geotechnical borings, needed to create a base map of the preferred alternative.
- Staff are reviewing the timeline for the Supplemental Draft Environmental Impact Statement (EIS) with the Federal Transit Administration.
- A Final Environmental Impact Statement (EIS) is being prepared using the preferred alternative, as well as the other alternatives from the Draft EIS. The Final EIS will document and respond to all comments received during the Draft EIS comment period and describe proposed mitigation commitments.
- In 2010, following completion of the Final EIS, the Sound Transit Board will make a final decision on the East Link project scope.



What's happening in Downtown Bellevue?

- For downtown Bellevue, Sound Transit has continued engineering studies on the preferred alternative C4A, as well as the preferred tunnel alternative C3T, including making modifications that were identified by the Sound Transit Board of Directors. In addition, the Board recently directed the project team to conduct engineering studies on a new tunnel alternative, C9T.
- Sound Transit has also identified potential new at-grade alternatives running on 110th or 108th that cross I-405 on NE 6th Street.

What is Preliminary Engineering?

During this phase, the project design will be developed to the 30 percent engineering design level. This means the alignment and station design will be further defined. After preliminary engineering, the project will enter into final design. Before construction, the project will reach 100 percent design.



DOWNTOWN BELLEVUE OVERVIEW

Trains will run at-grade on 108th Avenue Northeast and 110th Avenue Northeast. However, the Sound Transit Board will consider a largely bored tunnel under 108th Avenue Northeast if additional funding is found. Sound Transit is working with the City of Bellevue to identify additional funding sources for the Board to consider prior to the completion of the Final Environmental Impact Statement.

Benefits:

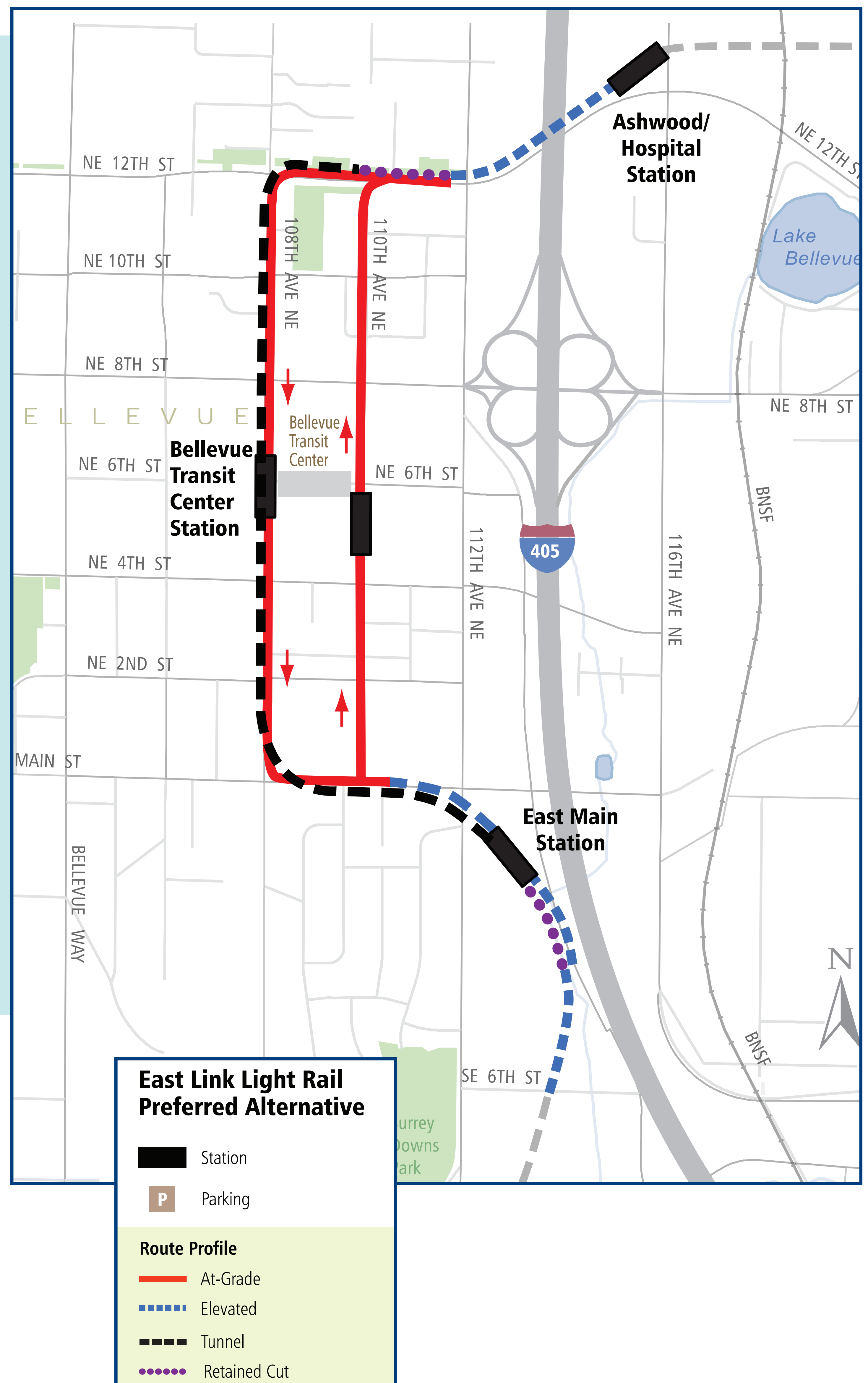
- Provides access to high quality transit service that is frequent and operates 20 hours a day.
- Local bus service re-oriented to serve stations.
- Approximately 6,500-8,000 daily boardings would occur in this area.
- Light rail in this area would serve the dense urban central business district of Downtown Bellevue, which is a major regional urban center.



Bellevue Transit Center



Downtown Bellevue

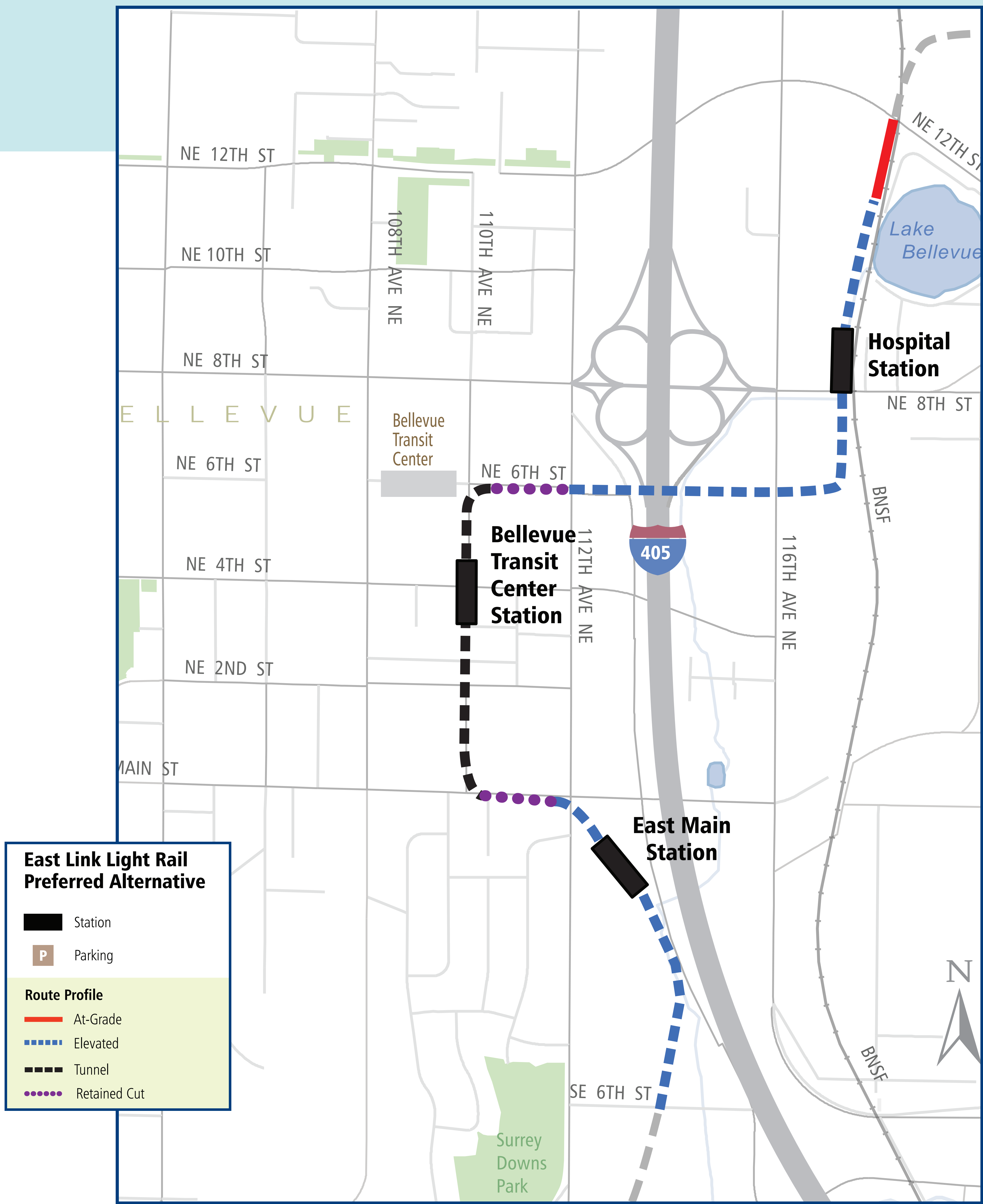


Travel times (from Bellevue Transit Center):

International District/Chinatown=19 minutes • University of Washington=30 minutes
 Mercer Island=11 minutes • Overlake Transit Center= 13 minutes • Microsoft Campus= 15 minutes • Airport=55 minutes

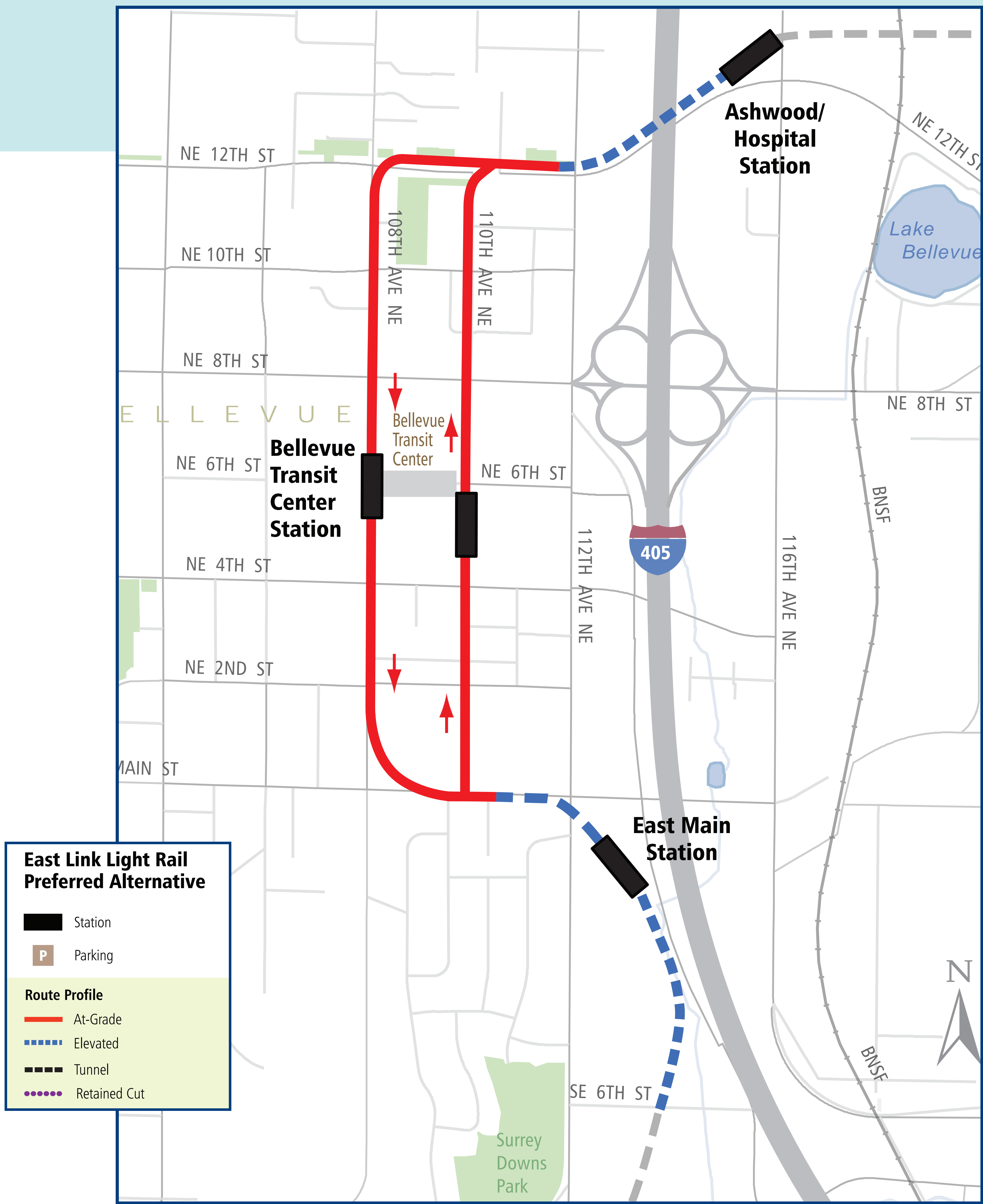
DOWNTOWN BELLEVUE

C9T



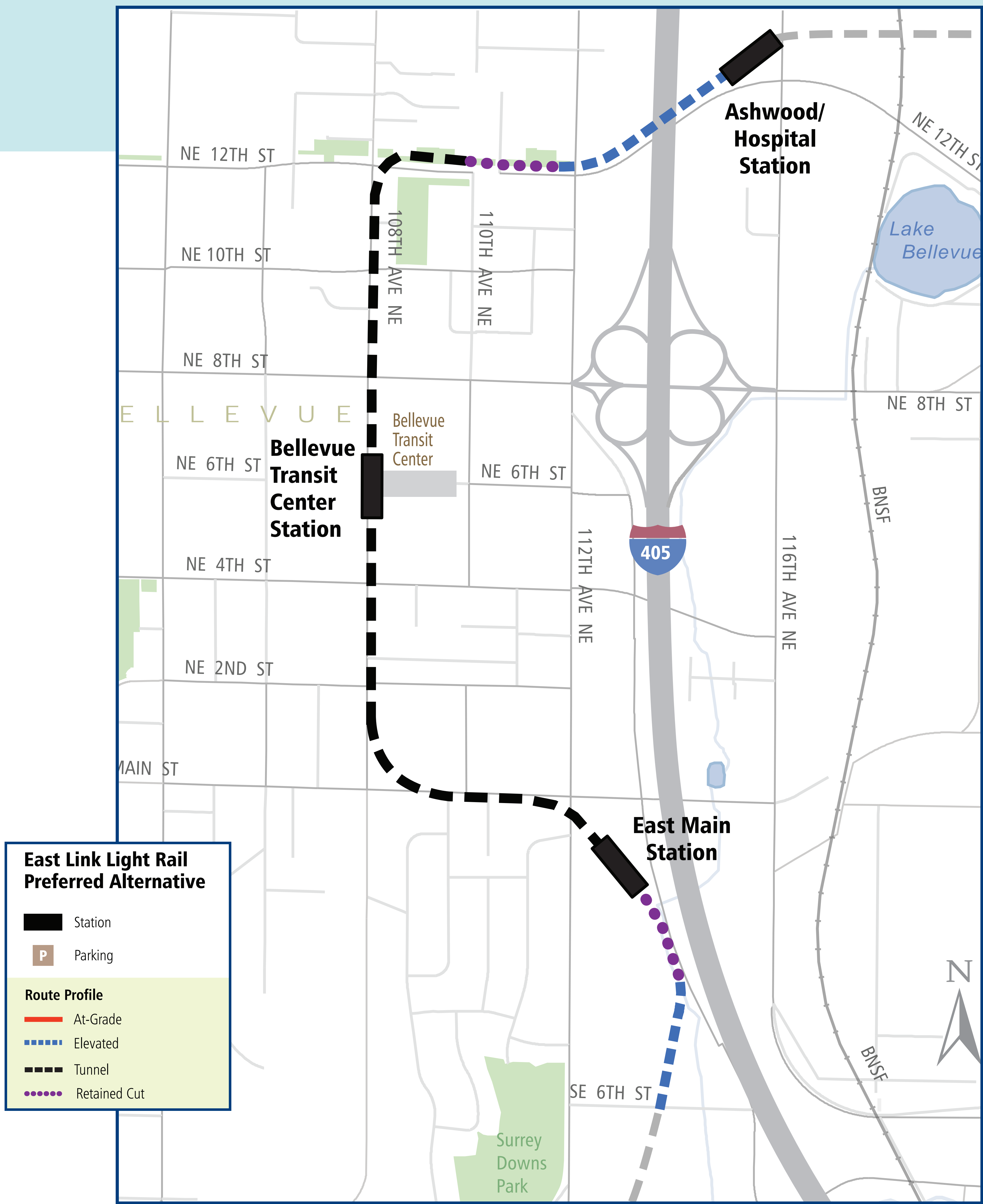
DOWNTOWN BELLEVUE

C4A



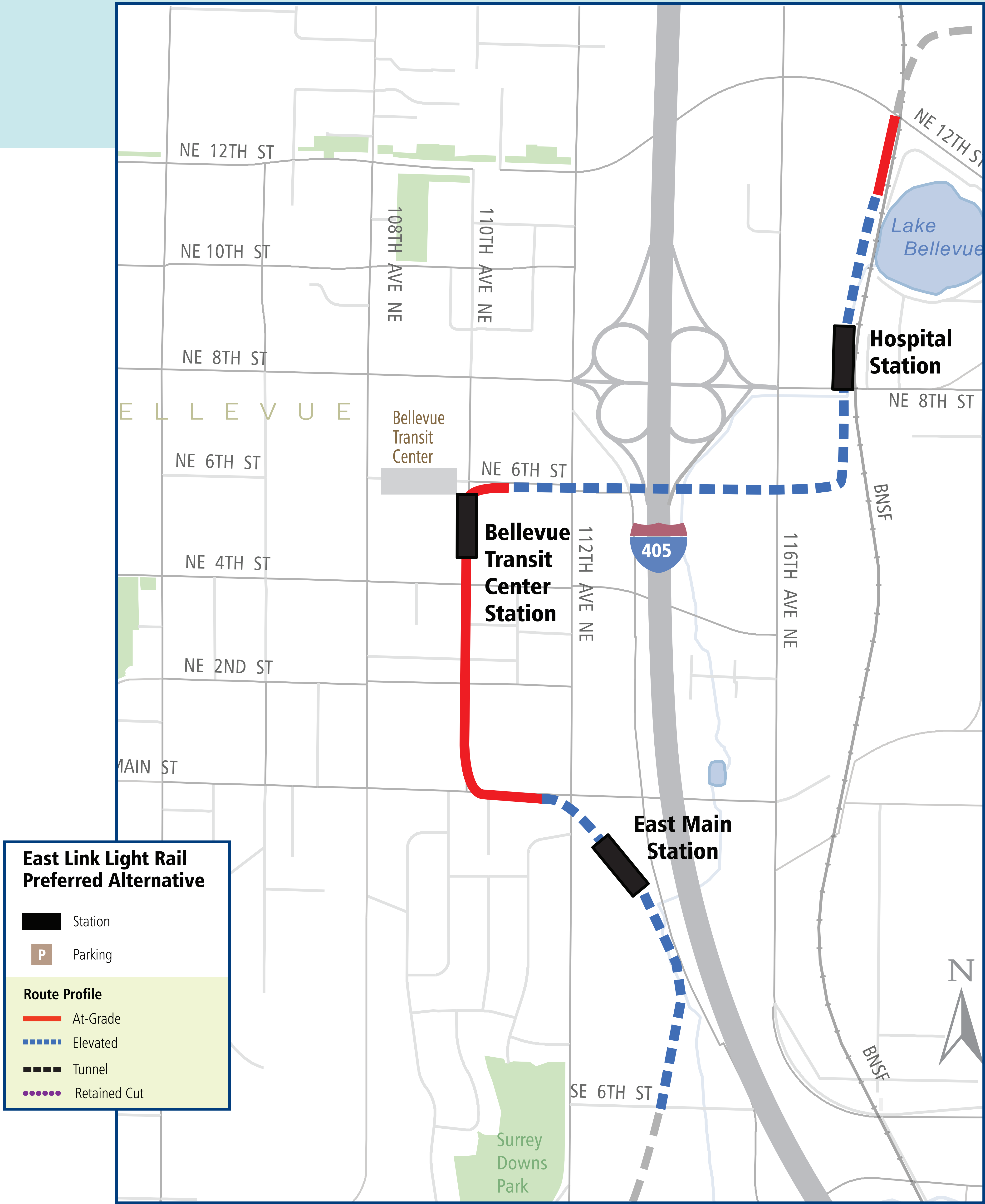
DOWNTOWN BELLEVUE

C3T



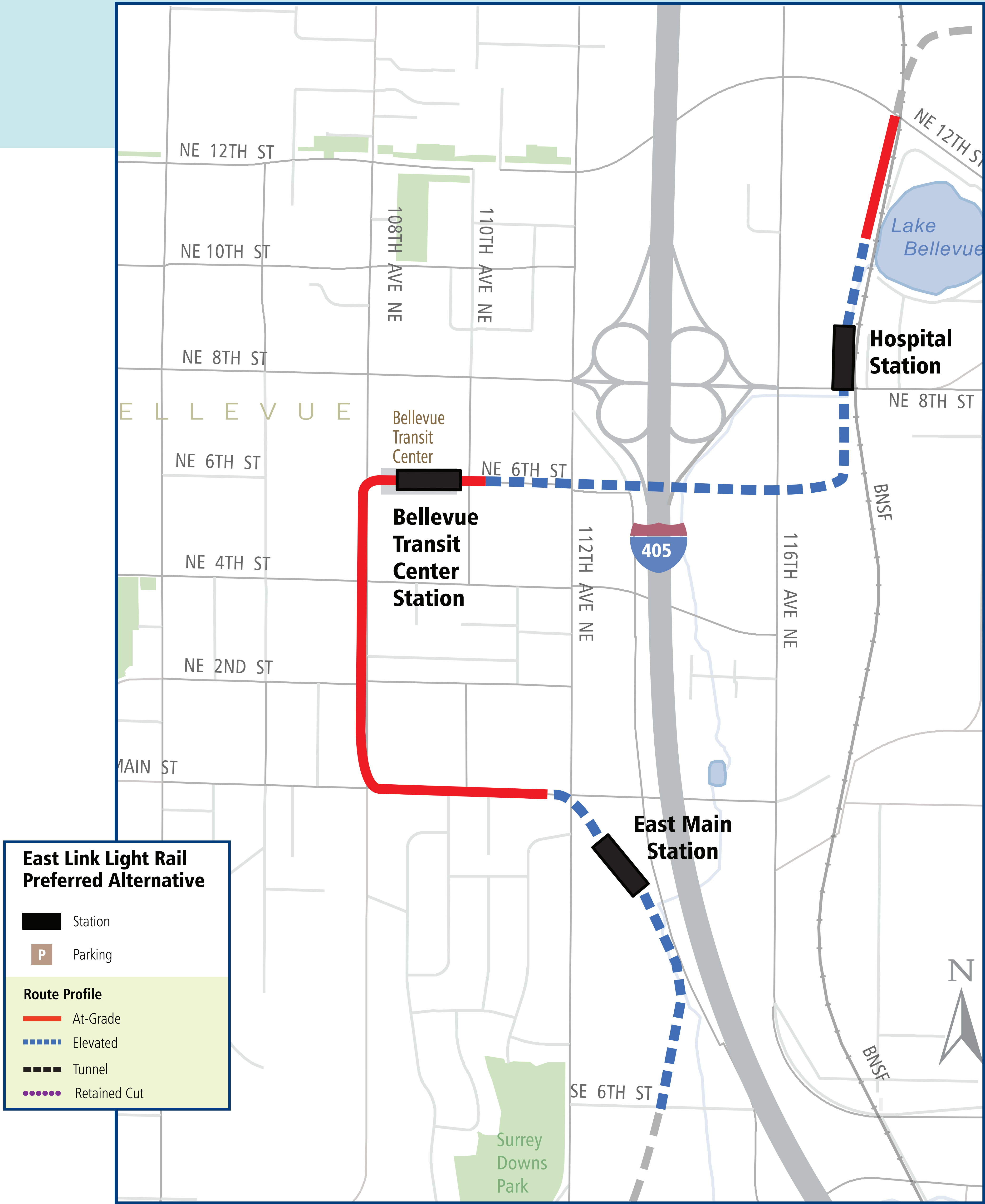
DOWNTOWN BELLEVUE

C9A



DOWNTOWN BELLEVUE

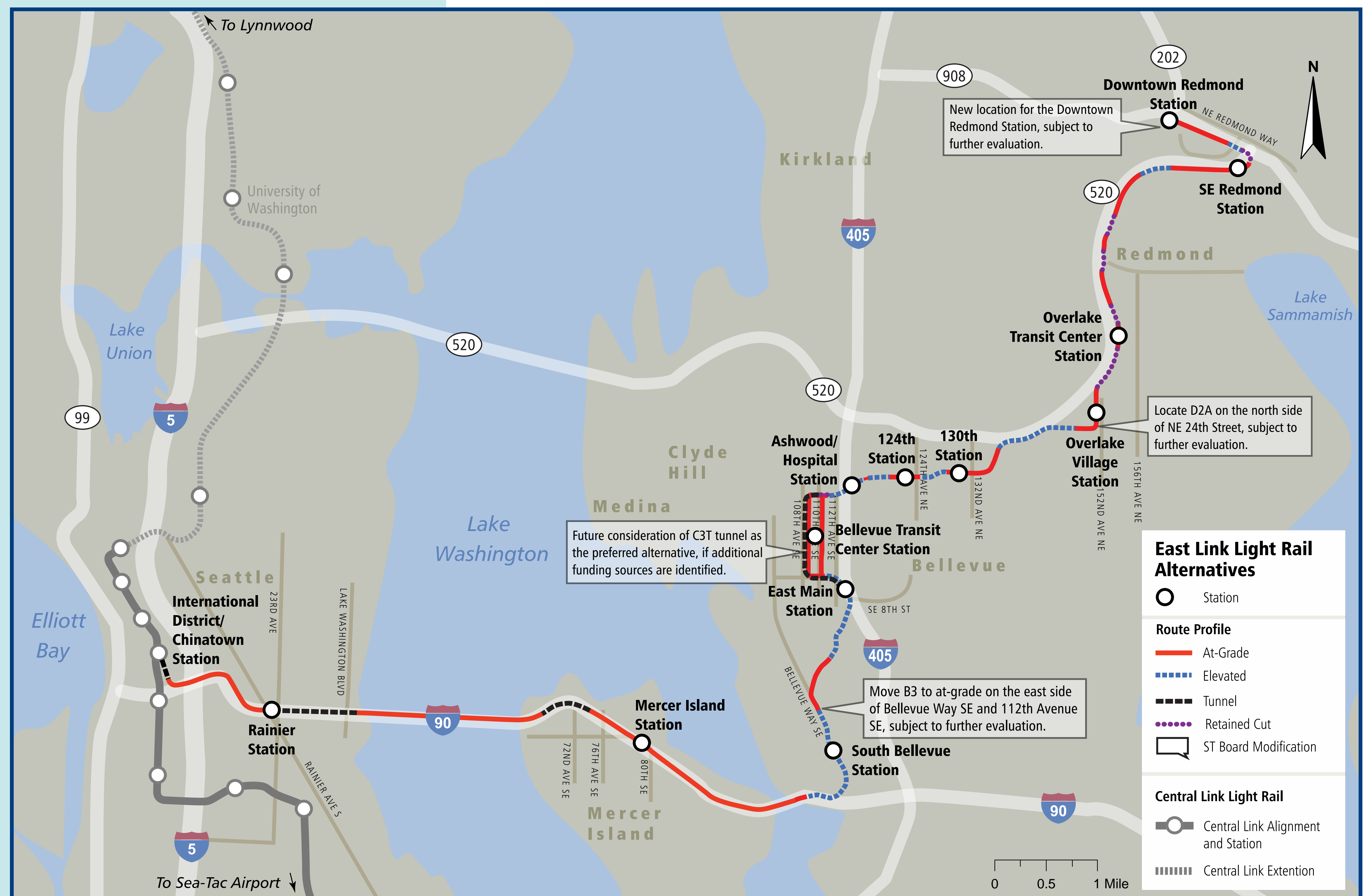
C11A



EAST LINK PREFERRED ALTERNATIVE

East Link is Sound Transit's voter-approved project to build light rail between Seattle and Overlake. Sound Transit is also conducting environmental review on the future extension between Overlake and downtown Redmond. The Sound Transit Board of Directors recently identified a preferred East Link alternative with eastside stations serving Mercer Island, south Bellevue, downtown Bellevue, Bel-Red, Overlake, and downtown Redmond, connecting to Seattle via I-90.

By 2030, East Link light rail will connect the Eastside's biggest population and employment centers, serving 40,000-45,000 daily riders on one of the region's most congested travel corridors.



EAST LINK LIGHT RAIL TIMELINE

Milestones and Key Features of the Project Development and Decision Process

	2006	2007	2008	2009	2010	2011-2013	2013-2014
Design/ Engineering	✓ Scoping alternatives <ul style="list-style-type: none"> 1% design 	✓ Conceptual engineering <ul style="list-style-type: none"> 5% design 		Preliminary engineering <ul style="list-style-type: none"> 30% design Geotechnical work & surveying 		Final design <ul style="list-style-type: none"> 60%, 90% and 100% design 	
Environmental	✓ Scoping period (Fall) <ul style="list-style-type: none"> 30-day comment period on scope of Environmental Impact Statement (EIS). ✓ Draft EIS Alternatives (December) <ul style="list-style-type: none"> Sound Transit Board identified alternatives to be considered in Draft EIS 	✓ Draft EIS <ul style="list-style-type: none"> Evaluated 19 route alternatives, 28 station options and 4 maintenance facility alternatives Analyzed project's environmental impacts, mitigation measures and benefits 75 day public comment period (December 2008 - February 2009) 		✓ Identify Preferred Alternative (May) <ul style="list-style-type: none"> Sound Transit Board identified a preferred alternative (not a final decision) 	Supplemental Draft EIS (Mid 2010) Final EIS (Fall) <ul style="list-style-type: none"> Evaluates preferred alternative and all alternatives considered in Draft EIS Responds to comments on the Draft EIS Describes proposed mitigation commitments Project Decision (Fall) <ul style="list-style-type: none"> Sound Transit Board makes a final decision on project to be built after completion of Final EIS, based on Final EIS findings Federal Record of Decision (Fall) <ul style="list-style-type: none"> FTA issues a federal Record of Decision (required before any federal funding or approvals) 		
Public Involvement	✓ Scoping outreach <ul style="list-style-type: none"> Held four public scoping meetings and one agency scoping meetings Received approximately 300 comments Community briefings 	✓ Route & station workshops (Spring) <ul style="list-style-type: none"> Conducted five community workshops ✓ Fairs & festivals (Summer) <ul style="list-style-type: none"> Conducted outreach and gathered comments at community festivals ✓ Community briefings (Ongoing) <ul style="list-style-type: none"> Briefed community groups and organizations 	✓ Fairs & festivals (Summer) <ul style="list-style-type: none"> Conducted outreach and gathered comments at community festivals ✓ Community briefings (Ongoing) <ul style="list-style-type: none"> Briefed community groups and organizations 	✓ Draft EIS hearings (Jan-Feb) <ul style="list-style-type: none"> Conducted five public hearings to gather comment on Draft EIS Approximately 765 comments received ✓ Fairs & festivals (Summer) <ul style="list-style-type: none"> Conducted outreach and gathered comments at community festivals Community workshops (Fall) <ul style="list-style-type: none"> Neighborhood-focused design workshops Community briefings (Ongoing) <ul style="list-style-type: none"> Briefings to community groups and organizations 	Public meetings (Winter/Spring): <ul style="list-style-type: none"> Conduct public meetings throughout alignment Supplemental Draft Environmental Impact Statement (Early 2010) <ul style="list-style-type: none"> Public comment period and hearing Fairs & festivals (Summer) <ul style="list-style-type: none"> Conduct outreach and gather comments at community festivals Community briefings (Ongoing) <ul style="list-style-type: none"> Briefings to community groups and organizations 		
Construction							Begin construction Late 2013

2020
Service
Begins