

# 6 PUBLIC AND AGENCY INVOLVEMENT AND COORDINATION

The North Corridor Transit Project AA included extensive involvement with stakeholders, interest groups, the general public and public agencies at the local, regional, state, and federal levels. To guide this work, the project team developed involvement and coordination plans to identify constituents and partners and outline strategies for informing and involving the public. These plans were designed to be updated as the project moves forward through the project development process.

## 6.1 OVERVIEW OF PLANS

Two related agency and public involvement plans were developed to guide public involvement and agency coordination during the AA phase. The major difference between the two plans is the public involvement plan includes public involvement strategies, goals and activities for the full planning project schedule (until the final Record of Decision [ROD] is issued), while the agency coordination plan is intended to guide AA activities until the NEPA environmental process begins.

A Coordination Plan that meets federal requirements under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has also been prepared to guide outreach and involvement activities during the environmental review phase of the project. See Chapter 8 for more discussion of this plan.

### 6.1.1 Public Involvement Plan

The North Corridor Transit Project Public Involvement Plan is a working, living document to be updated throughout the life of the project as it transitions through different phases. It provides a detailed blueprint for how the project is conducting its public involvement program through the following phases:

- Alternatives Analysis, Environmental Scoping, and Conceptual Engineering



- Draft Environmental Impact Statement and Early Preliminary Engineering
- Preliminary Engineering and Final Environmental Impact Statement, through Record of Decision.

After the AA/EIS/PE portion of the project, a separate plan will be developed for outreach specific to final design and construction. This project's public involvement plan is designed around the following goals for engagement in the North Corridor:

**Overarching goals:**

- Inform the public of the project's purpose and need, and identify and communicate the process and schedule for public participation.
- Actively seek public input throughout all project stages of planning, project development, and engineering.
- Research and respond to public inquiries, suggestions, and ideas in the decision-making process.
- Provide opportunities for the public to affect major decisions before they are finalized.
- Publicize all programs and activities through a variety of diverse communication vehicles and make the proceedings and records available for public review.
- Provide the public with different and innovative opportunities and methods for accessing project information throughout each project phase.
- Ensure diverse populations, including minority and low income populations are engaged in the planning and development process by making materials available in multiple formats, holding meetings in accessible facilities, and providing meeting and project information to underserved populations.

**Project-specific goals:**

- Clearly communicate the need and process for obtaining FTA New Starts grant funding.
- Communicate key project milestones and accomplishments to show progress toward project completion and the start of service. Ensure transparency of the process by communicating the needs, potential solutions, schedules, and budget information.
- Use information obtained through North Corridor stakeholder interviews and the initial public outreach effort to enhance the project team's knowledge of the area, key stakeholders, and community leaders.
- Work closely with Sound Transit government and community relations staff, and the project team to ensure public outreach efforts and government/elected official/Tribal involvement efforts are coordinated.
- Create a project record of public input, responses, and outreach activities.

- Acknowledge outreach challenges and risks, and implement outreach activities tools that help avoid them.

### 6.1.2 Agency Coordination Plan

An agency coordination plan was developed to guide the involvement of agencies defining the purpose and need, the problems to be solved, environmental concerns, and the range of alternatives for the North Corridor Transit Project during the alternatives analysis phase. The plan addresses coordination with the governmental entities within the project area that have statutory, regulatory, permitting, and/or funding roles: FTA, the Congressional delegation, Washington State legislators, WSDOT, PSRC, counties, cities, and transit agencies.

The purpose of the agency coordination plan is to effectively support agency participation in the scoping for the AA phase, leading to the Draft EIS.

Goals of the agency coordination plan are to:

- Ensure all agencies have similar levels of understanding surrounding proposed alternatives and associated issues.
- Clearly define and agree on Sound Transit and agency roles and responsibilities.
- Provide opportunities for agencies to provide effective feedback and review at key decision points during the AA phase.
- Encourage agencies with legally defined coordination and/or approval roles to meet all statutory and regulatory requirements to allow the project to go forward.

## 6.2 EARLY SCOPING

The project began with an early scoping period, which is an optional procedure under NEPA and SEPA. This was an initial step in the project's commitment to ensure open agency and public involvement in project development as expected under these Acts. The early scoping process for the North Corridor Transit Project began September 24, 2010 with a series of public notices, advertisements, and mailings, and continued through October 27, 2010.<sup>1</sup> Three public meetings and an agency meeting were held, and comments were accepted in a wide variety of formats. The agency meeting invited state and federal jurisdictions, as well as resource agencies.

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<sup>1</sup> Most of the initial public notices, advertisements and mailings, including a legal notice and a SEPA Register notice, appeared on or before September 24, 2010 and requested comments by October 25, 2010. However, the official federal notice was not published in the Federal Register until September 27, 2010. To allow at least 30 days for comments, Sound Transit extended the comment period to October 27, 2010, and included the extended date on subsequent notices and on the Sound Transit Web site.

### 6.2.1 Public Notices in the Federal Register and the SEPA Register

Early scoping notices were published in the the SEPA Register on September 24, 2010 and in the Federal Register on September 27, 2010. With the early scoping announcements, Sound Transit and FTA invited the public and agencies to learn about the project and provide comments. The announcements provided the dates and times of public meetings, described how people could get more information about the project, and provided project contacts. They also stated the purpose of the early scoping process and described the overall planning, public involvement, and state and federal environmental processes expected for the North Corridor Transit Project. The notices invited public comments on the scope of the AA for the North Corridor Transit Project, including the purpose of the project; the range of alternatives; and the environmental, transportation, and community impacts and benefits to be considered.

To provide additional background on the project and encourage comments, Sound Transit prepared an *Early Scoping Information Report* (Sound Transit 2010f). The report provided more detail about the project corridor, the potential alternatives, and details on the public meetings and how to comment, along with a Preliminary Purpose and Need Statement and the project's current schedule. This report was available on the Sound Transit Web site effective September 24, 2010 and copies were available at the public meetings and the agency scoping meeting.

#### ADVERTISEMENTS AND LEGAL NOTICES

Display advertisements were placed in the following publications:

- *The Seattle Times* (legal notice, daily, 9/24/10, 10/1/10, and 10/8/10)
- *The Everett Herald* (daily, 9/29/10 and 10/5/10)
- *North Seattle Herald Outlook* (weekly, 9/29/10 and 10/6/10)
- *The Enterprise* (weekly, 9/29/10 and 10/6/10)
- *The Edmonds Beacon* (weekly, 9/30/10 and 10/7/10)
- Snohomish County Business Journal (monthly, October 2010)

Advertisements were placed in online newspapers and blogs, either continuously or based on the number of views (“impressions”). The advertisements linked directly to the project Web site.

- The Seattle Times (9/30/10 – 10/14/10)
- The Seattle PI (9/30/10 – 10/14/10)
- The Everett Herald/HeraldNet (9/30/10 – 10/14/10)
- Mountlake Terrace News (9/27/10 – 10/14/10)
- The Enterprise (9/27/10 – 10/14/10)
- The Edmonds Beacon (9/27/10 – 10/14/10)
- Snohomish County Business Journal (9/27/10 – 10/14/10)
- My Edmonds News (9/27/10 – 10/14/10)
- Lynnwood Today (9/27/10 – 10/14/10)
- Publicola (9/30/10 – 10/14/10)
- Seattle Transit Blog (9/27/10 – 10/14/10)
- Aurora Seattle (9/27/10 – 10/14/10)

### FLYERS, MAILINGS, AND OTHER MEDIA NOTICES

Before the beginning of the early scoping period, postcard notices were mailed to approximately 130,000 single-family homes, apartments, and businesses in and around the North Corridor and were received beginning September 22, 2010. Bundles of postcards were distributed at nearly 35 locations in the project area. The sites included facilities serving the general public such as service or resource centers, churches, libraries, recreation centers, senior centers, and retail establishments, as well as gathering places for the Asian and Hispanic communities.

Translated information about interpretation services was provided in Spanish and traditional Chinese. These two languages were selected based on Sound Transit’s translation staff recommendations and information from the most common previous translation inquiries to Sound Transit from existing vendor TeleLanguage call data. The postcards also indicated how people could receive the information in other formats or languages.

The mailing area was determined by the project team as the area in which potential alignments could be built, plus substantial additional adjacent areas that may be potential travel shed areas. This area was bounded to west by Puget Sound, the east by Lake Washington and Highway 527, the south by 103rd, and the north by North 164th Street (approximately).

Sound Transit also provided notices to local area governments, community calendars, and blogs, and they were posted on the following online sites:

- City of Shoreline
- City of Lynnwood
- City of Mountlake Terrace
- City of Lake Forest Park
- City of Edmonds
- Publicola’s Publicalendar
- Shoreline Area News
- Feet First

Email notices were sent to community groups, elected officials, and city governments. A project-specific email list was developed during this phase for subsequent engagement. Notice of the project was also part of the Sound Transit “CEO Report” and highlighted on Sound Transit’s home page and agency public calendar. Notification of public meetings and comment opportunities were also distributed through social media channels, using Sound Transit’s Facebook page and Twitter feed.

## 6.2.2 Public Early Scoping

### EARLY SCOPING PUBLIC MEETINGS

More than 200 people attended the public meetings, which were held at the following locations from 6:00 to 8:30 pm:

- North Seattle: October 7, 2010—Ingraham High School, 1819 North 135th Street, Seattle 98133 (40 attendees)
- Lynnwood: October 12, 2010—Lynnwood Convention Center, 3711 196th Street SW, Lynnwood 98036 (90 attendees)
- Shoreline: October 14, 2010—Shoreline Conference Center, 18560 First Avenue NE, Shoreline 98155 (80 attendees)

### HOW THE PUBLIC MEETINGS WERE HELD

Each public meeting consisted of an open house, a presentation and question-and-answer period, and small group sessions that used a workshop format. All meetings were in locations accessible to persons with disabilities, and in one meeting, participants with hearing disabilities requested and were provided with sign language interpreters. The public notices and advertisements for the meetings described the format and timing of each meeting.

During the open house portion of the meetings, participants were invited to review project information, display boards, and an aerial map. Project staff was available to answer questions. A formal presentation explained Sound Transit’s overall mission and services, the ST2 program, and background on the project. The presentation included a question-and-answer session, which was followed by the workshop portion of the meeting.

During the workshop, participants formed small groups, which varied from 6 to 12 people, depending on the attendance at the particular meeting. Within each group, two project staff members guided discussions, using a large aerial map of the general project corridor, encompassing areas with potential alignments identified to date, including I-5, SR 99, and 15th Avenue NE. The groups also were supplied with tools such as a scale to show a 0.5 mile and 1 mile radius around potential stations or access points, a flip chart, pens for documentation, and stick-on dots to show areas of interests.

The groups were asked the following questions to guide their conversations:

- Looking at the aerial map, where do you think there should be access to HCT service?
- Why do you think those are the right access points?
- What would make you choose differently about those access points for transit?
- How might we connect those access points?

The workshop groups had nearly 50 minutes to discuss their thoughts. They used stick-on dots to show their ideas about potential station locations and routes. Flip charts recorded major themes, including the potential features or attributes of the project. The group also provided their opinions on why some alignments or modes of transportation had more advantages or disadvantages than others. The workshop groups then shared their major points with the entire group. A summary of the workshop results is included in Section 6.3.

### 6.2.3 Agency Early Scoping Meeting

In addition to the Federal Register, the SEPA Register, and other legal notices, Sound Transit sent invitations for the agency scoping meeting to local, state, and federal agencies, as well as tribal governments. The agency scoping meeting was held on October 13, 2010, in the Sound Transit Board Room. Fifteen people attended the meeting, representing the following cities and agencies:

- City of Shoreline
- City of Edmonds
- City of Mountlake Terrace
- City of Everett
- City of Lynnwood
- Seattle City Light
- Snohomish County Public Works
- King County Metro
- Community Transit

### 6.2.4 Opportunities to Comment

Sound Transit accepted written scoping comments by U.S. mail or email through October 27, 2010 and at the public meetings.

Comments were sent to:

Roger Iwata, North Corridor Transit Project, Sound Transit, 401 South Jackson Street, Seattle, WA 98104-2826; or [roger.iwata@soundtransit.org](mailto:roger.iwata@soundtransit.org).

The project also used an online questionnaire tool to help in targeting the online community and people who might not be able to attend a public meeting. The tool was available on the project Web site (<http://www.soundtransit.org/NorthHCT>) throughout the early scoping period. More information about the questionnaire tool and general results is included in Section 6.4.1.

## 6.3 SUMMARY OF WRITTEN COMMENTS RECEIVED

In addition to formally submitting written comments, the public also had the opportunity to express their opinions about the project by participating in the public meetings or by using the project's online questionnaire tool. Following the summary of written comments, this report summarizes the public workshop and questionnaire results. More detailed information was included in the *Early Scoping Summary Report* (Sound Transit 2010g).

The formally submitted written comments from the general public were fairly limited in number (nearly 80) as well as length, which is not uncommon for an early scoping period, when specific project alternatives are not yet defined. Nine agency comment letters were received and were typically more detailed. Agencies that submitted comments were: the cities of Edmonds, Lynnwood, Mountlake Terrace, and Shoreline, Seattle Department of Transportation, King County Department of Transportation, Snohomish County, Community Transit and the Muckleshoot Indian Tribe fisheries division. Sound Transit received comments from state and local agencies. Most of these agencies requested coordination with Sound Transit or highlighted specific concerns related to light rail construction and operation. These comments are summarized in the *Early Scoping Summary Report* (Sound Transit 2010g).

Written comments fell into five general categories, summarized below.

### 6.3.1 Comments Related to the Preliminary Purpose and Need Statement

Respondents who addressed what the project should achieve were in consensus with the purpose and needs stated in the Preliminary Purpose and Need Statement. Specific comments about the draft statement included:

- Connect centers with rapid and reliable high-capacity regional transit service.
- Strive for consistency with the regional transit system Long-Range Plan and its goals to eventually connect Tacoma, Seattle, and Everett.
- Consider the needs of the urban growth areas within the North Corridor and the importance of regional transit to serve the people who will live or work there.

### 6.3.2 Comments Specific to a Mode

Of public comments received through email, mail, phone, or at the public meetings, 33 commented on mode. Of these, 31 specified support of light rail. One respondent preferred buses and another monorail, but both of these respondents also showed support for light rail. Seven of nine agencies indicated a mode preference, and all supported light rail.



### 6.3.3 Comments Specific to a Potential Project Alignment or Features

Some commenters identified specific routes or stations, as follows:

- The cities of Edmonds, Lynnwood, Mountlake Terrace, Seattle, and Shoreline provided more detailed comments about specific routes or stations identified. A summary of these comments is included in the *Early Scoping Summary Report* (Sound Transit 2010g). Seattle and Shoreline recommended evaluation of only the I-5 and SR 99 corridors.
- Among individual respondents, there was the most support for light rail along I-5 followed by light rail along SR 99. There was one comment in support of light rail on 15th Avenue NE and one comment in opposition. Several respondents advocated for stops at Alderwood Mall and Lynnwood City Center, outside of the North Corridor Transit Project area. One respondent did not believe that a connection between Northgate and Lynnwood was necessary.
- Individual respondents appeared to be primarily concerned with parking, connectivity to/integration with other existing and future modes of transportation, impacts on residents in areas where stations will be constructed, and access to stations.

#### COMMENTS SPECIFIC TO A LOCATION OR NEIGHBORHOOD

- The City of Lynnwood asked that the analysis document the expected increase in traffic on local streets, predict the resulting increase in congestion, and recommend measures to mitigate that congestion. Lynnwood also asked that the analyses address the impact of this congestion on the planned redevelopment of the Lynnwood City Center.

#### COMMENTS ON ENVIRONMENTAL ISSUES OR PROCESS

- The Cities of Edmonds, Shoreline, and Lynnwood provided comments on environmental issues ranging from air pollutants and greenhouse gases to BRT emissions. King County provided comments on a range of issues. A summary of these comments is included in the *Early Scoping Summary Report* (Sound Transit 2010g).
- The Muckleshoot Indian Tribe provided information regarding the issues that should be addressed in the EIS, particularly regarding impacts on fisheries and related natural resources, including water quality and habitat.

## 6.4 ONLINE QUESTIONNAIRE AND ADDITIONAL PUBLIC OUTREACH

### 6.4.1 Online Questionnaire

Nearly 275 people completed the online questionnaire available on the project Web site (<http://www.soundtransit.org/NorthHCT>) throughout the early scoping period. Although the results cannot be considered a statistical representation of the public's preferences, they do provide feedback on general trends and opinions, particularly when considered in conjunction with the formal written comments and the results of the public meeting workshops. Almost half of respondents submitted additional informal written comments, narrative in nature, at the end of their entry.

Several key themes emerged from the online questionnaire tool:

- Light rail was the mode suggested by most participants. Many of these participants cited this preference because of its benefits and/or because light rail is what the public approved for the corridor in the 2008 ST2 ballot measure.
- Most people said ease of access was important. This includes strong east-west corridor connections with coordinated and direct feeder buses, substantial/appropriate parking, and easy bicycle and pedestrian access.
- Most people identified either I-5 or SR 99 as appropriate routes for the system. Several thought 15th Avenue should be considered.
- Responses about potential station areas and numbers of stations were mixed. Many people understood why the planned location of system termination is at the Lynnwood Transit Center, but many asked if it could be extended farther north to Alderwood Mall. Many people thought the new Mountlake Terrace Transit Center could provide good access to the system, whereas comments about potential southern station areas on I-5 and potential station areas on SR 99 varied.
- Overall, participants wanted to know more about the potential tradeoffs and impacts of the project. Some expressed concerns about how the project would be affected by Sound Transit's current financial situation and tradeoffs being explored by the Sound Transit Board.

Some questions were directly related to assisting the project team in planning techniques for future public engagement. Most respondents commented that their preferred method of communication and receiving information about the project was email, the Sound Transit Web site, independent Web sites, or social networking sites. Most respondents selected the following from a list of activities or places where they would be most likely to attend and receive information about the project: at a public meeting, during their commute or at a transit center, during their lunch hour, at a local place where they shop, or at a library.

## 6.4.2 Stakeholder Interviews

During the early stages of the AA process, Sound Transit and the consultant team conducted a series of more than 30 stakeholder interviews to learn more about the communities in the North Corridor Transit Project area, gain a better understanding of potential project challenges, and identify any audiences not previously identified.

The goals of the stakeholder interviews include:

- Develop strong relationships early on; build trust in and ultimately consensus around the decision-making process.
- Enhance the project team's knowledge of the area, key stakeholders, and community leaders.
- Develop awareness of the project and communicate the purpose and need of the project.
- Reach out to traditionally under-represented or hard-to-reach communities.

Key themes emerged from the stakeholder interviews about knowledge base, existing transit use, the project, the communities, and communications and outreach, including:

- Many recalled the Sound Transit 2 ballot measure and upon explanation understood the need to explore multiple modes of transit during the AA process.
- Most organizations expressed excitement for expanding transit north; some understood but were surprised at the length of time needed for planning and construction.
- Nearly everyone noted that better connections with existing transit service in the area are needed, particularly east/west connections.
- At most interviews, similar views to what was heard during early scoping were given, including identifying I-5 and SR 99 as potential alignments.
- Many stakeholders located in the SR 99 corridor thought that business owners were already experiencing "construction fatigue" due to Aurora revitalization projects. Many questioned the benefits of SR 99 use, given the assumed large property impacts.
- Many organizations see the value of this project and broad engagement in it; they are willing and interested in helping disseminate information through their existing channels of communication.
- This is a diverse area in terms of economic status, employment opportunities, language, culture, transit use, and accessibility. Outreach should be flexible and tailored to reach the diverse populations. Talking in person at existing gathering places is an effective way to spread information. Many people provided anecdotal language information.

- Organizations representing environmental justice populations were helpful in providing specific publications and locations where under-represented populations can be reached.

### **6.4.3 Public Outreach to Minority and Low-Income Populations ("Environmental Justice")**

The project's public outreach efforts are being conducted to help identify and involve minority and low-income populations that could be benefited or impacted by the project. Executive Order 12898, signed by President Clinton in 1994, directs federal agencies to make achieving "Environmental Justice" part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

The project's initial analysis of the larger corridor area, using U.S. Census data and other sources, indicated that areas of the corridor contain members of a number of minority groups, including people identifying themselves as Asian or Hispanic. Based on Sound Transit's translation staff recommendations and information from the most common previous translation inquiries to Sound Transit from existing vendor TeleLanguage call data, the public notices were translated into Spanish and Chinese to help reach these groups.

Interpretation services were also offered via translated Language Line information on the postcard. When new 2010 census data are available, translation staff and consultant staff will review languages in which to translate notification information for scoping and future outreach.

In addition to the blanket mailing of 130,000 postcards with translation notices that were sent to all residential addresses in areas in and surrounding the project corridor, the project distributed bundles of postcards at nearly 35 locations in the project area. The sites included facilities serving the general public as well as specifically the Asian or Hispanic communities, such as service or resource centers, churches, libraries, recreation centers, senior centers, and retail establishments. The multiple newspaper notices in a variety of project area papers also were intended to reach low-income and minority populations in addition to others in the various communities. Information was posted in English; however, publications were selected based upon their wide range of audiences.

Sound Transit will continue to develop its strategy and outreach to environmental justice populations as the project moves forward into the environmental documentation phase and beyond. Sound Transit has made it a priority to engage and solicit input from these populations early in the planning and development process.

### **6.4.4 Agency Involvement**

In addition to the Agency Early Scoping Meeting detailed above, Sound Transit has been working closely with agencies as outlined in the agency coordination plan. As the project

moves forward, coordination with agencies is expected to intensify and the agency coordination plan will be updated to reflect a strategy for future phases.

### 6.4.5 Policy Advisory Committee

Prior to Sound Transit's formal kick-off of the North Corridor Transit Project, a group of senior staff and department heads from cities, counties and transit agencies formed on their own to provide a forum for discussing policy issues related to the project among themselves as well as with Sound Transit. This group is known as the North Corridor Policy Advisory Committee (PAC). The PAC has been meeting since early 2010.

North Corridor Light Rail Policy Advisory Committee members include representatives from the following jurisdictions:

- City of Seattle
- City of Shoreline
- City of Mountlake Terrace
- City of Edmonds
- City of Lynnwood
- Snohomish County
- City of Everett
- Community Transit

### 6.4.6 Interagency Technical Working Group

Sound Transit formed an Interagency Technical Working Group (ITWG) of technical staff to supplement the PAC, comprised of staff that could focus more on technical aspects and have day-to-day involvement in the project. The ITWG provides an avenue for sharing technical information about the project and receiving feedback at progress and decision points. A key objective is to maintain consistency of members and participation throughout the process. The ITWG operates under the premise that this is a regional project and decisions or issues from one jurisdiction can have implications and consequences in other jurisdictions. Some members of the ITWG also represent their jurisdictions in policy-focused discussions at the PAC, and the ITWG and PAC frequently meet with Sound Transit together.

The ITWG was convened in August 2010 and it is assumed this group will continue meeting through the duration of the project.

#### MEMBER SELECTION PROCESS

Members were sought based on their ability to provide informed review and comment on behalf of their agency, and their technical background in transportation and/or land use and economic development. This group is not intended to provide official recommendations on policy-related decisions. Representatives from each jurisdiction/agency, listed below, also have good access to staff involved with planning, engineering, utilities, permitting, and economic development.

- City of Seattle
- City of Shoreline
- City of Edmonds
- City of Mountlake Terrace
- City of Lynnwood
- Community Transit
- WSDOT
- King County Metro
- Snohomish County
- PSRC

### RESPONSIBILITIES OF INTERAGENCY TECHNICAL WORKING GROUP MEMBERS

- Attend ITWG meetings as scheduled. A minimum of 3 weeks advance notice is provided to ITWG members and each member is encouraged to appoint an alternate if the member cannot attend. Meeting topics include:
  - Purpose and need evaluation process and criteria
  - Preliminary alternatives for early scoping
  - Results of general public early scoping meetings
  - Level 1 AA evaluation results
  - Conclusion of AA evaluation
  - Identification of Draft EIS alternatives
- Act as conduit between the Sound Transit team and member agency staff, gathering information and/or disseminating information as requested by the project team.
- Review materials that will be presented to the public, scheduled with adequate review time for the Sound Transit team to produce materials.
- Provide early and informal feedback on project issues.

### FORMAT OF INTERAGENCY TECHNICAL WORKING GROUP

ITWG meetings are scheduled as needed when new project information is available for review or when issues arise that need to be discussed with the group. Relevant materials are presented by the project team in an interactive workshop format. When possible, briefing materials are sent to the ITWG prior to a meeting.

Results of meetings, particularly action items, are recorded and sent to members for confirmation and follow-up. Detailed meeting minutes are not provided. During the AA, meetings were held on the following dates:

- August 19, 2010
- September 23, 2010
- October 28, 2010
- February 15, 2011
- May 10, 2011
- July 28, 2011

## 6.5 SHARING THE RESULTS OF THE ALTERNATIVES ANALYSIS

Sound Transit plans to provide project updates and share results of the AA with local agencies and stakeholders through the summer. Stakeholders include the general public (including minority and low-income populations), business and neighborhood organizations, special interest groups, local agencies and government officials.

Briefings will be conducted with identified key stakeholders. Over 35 potential community, transportation, and environmental organizations and over 40 government individuals, councils and committees were identified as a result of community research conducted last fall. Briefings will include a general project update, results of the AA and notification of opportunities for public comment during fall scoping.

The Sound Transit web site has a project page dedicated to the North Corridor Transit Project. This project page will be updated with the AA results and will include mechanisms for viewers to become involved in the project as it moves forward. Additionally, an electronic project update will be sent to the current Email list of over 1,000 addresses.

Eight summer fairs and festivals have been identified for Sound Transit staff to attend, to provide general agency information and specific project information at participating event booths. The events are located along the project corridor where there is strong project interest and anticipated high attendance with broad representation of the community.

A public open house is scheduled for mid-August with the purpose of sharing results of the AA. General agency and project information will also be available at this event. The location will be central to the project corridor and the planned format is an informal open house with project staff available to answer questions and provide more detailed information as the public prepares for formal scoping.

Additional meetings of the project's PAC and the ITWG will be held over the summer. Members will receive the AA results prior to public scoping.