



West Seattle and Ballard

Link Extensions

Scoping Summary Report

April 2019

Summary

Purpose

The Federal Transit Administration (FTA) and Sound Transit conducted scoping for the West Seattle and Ballard Link Extensions (WSBLE) project in Seattle, Washington, from February 15 through April 2, 2019, under the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA). This report describes how FTA and Sound Transit conducted scoping and summarizes the comments received from local and regulatory agencies, tribes, businesses, community organizations, and the general public during the scoping period. This information will be considered by FTA and Sound Transit as they refine the project Purpose and Need, identify alternatives to be studied in the Environmental Impact Statement (EIS), and identify environmental resources to study in the EIS.

The Scoping Process

Scoping for the WSBLE project was conducted under NEPA and SEPA in accordance with applicable regulations and guidance. The FTA is the lead federal agency under NEPA. Sound Transit is the lead agency under SEPA.

The NEPA and SEPA scoping process began with formal notices to prepare an EIS. For NEPA, a Notice of Intent to prepare an EIS was published by FTA in the *Federal Register* on February 12, 2019. For SEPA, a Determination of Significance was published in the state's *SEPA Register* on February 15, 2019, which initiated scoping and started the required 30-day comment period. The Notice of Intent and *SEPA Register* listed the end of the comment period as March 18, 2019, but FTA and Sound Transit extended this comment period until April 2, 2019, based on requests from the public and the City of Seattle. Public notification was provided through a variety of methods including mailed postcards, multiple listserv emails, print and online advertising, a media advisory, social media posts, online community calendars, and a notification through the project website. Sound Transit also hung posters at community gathering places throughout the project area.

Three public scoping meetings and a meeting for agencies and tribes were held during this period, as well as an online open house from February 15 through April 2, 2019. FTA and Sound Transit asked for comments on the draft Purpose and Need statement; the alternatives that should be evaluated in the Draft EIS; and social, economic, environmental, and transportation issues to evaluate in the Draft EIS. Comments were accepted by mail, email, online comment forms, transcribed phone messages, and through comment forms and via a court reporter at the scoping meetings.

Government Entity Scoping Comments

FTA and Sound Transit invited 28 agencies to participate during the EIS scoping process. Sound Transit, FTA, and five other agencies attended the scoping meeting on March 5, 2019. Seventeen government entities (agencies, advisory boards/commissions, and educational institutions) and three elected officials submitted scoping comments, which spanned a variety of topics, including:

- Suggestions for alternatives to study in the EIS
- Environmental justice impacts
- Planning for crowds at event venue station locations
- Potential impacts to public and educational facilities
- Impacts to maritime businesses
- Areas where permitting and agency coordination are needed
- Specific recommendations on potential environmental issues to study in the EIS

Tribal Consultation During Scoping

FTA invited six federally recognized tribes to participate in the environmental review process and initiated Section 106 consultation with them via letters sent on February. 25, 2019, during scoping for the project. In a letter dated Feb. 14, 2019, Sound Transit also invited two non-federally recognized tribes to participate in the scoping process and attend scoping meetings. No comments were received from any tribes during the scoping period.

Businesses and Organizations Scoping Comments

Comments were received from 34 businesses and business organizations and 24 community organizations, on topics including:

Suggestions for alternatives to study in the EIS

Concern with direct and indirect conversion of industrial land

Potential neighborhood impacts

Environmental justice

Acquisitions/property impacts

Disruption of freight movement and economic effects to the freight industry and maritime business

Transportation impacts during construction

Specific recommendations on potential environmental issues to study in the EIS

Public Scoping

Approximately 470 people attended the three public scoping meetings and approximately 11,730 people accessed the online open house during the comment period. Sound Transit received over 2,800 individual communications (where each communication may contain one or more comments) from the general public in various formats. The major public comment themes that applied to the entire project included the following:

- General support for transit and the project.
- Preference for tunnels in both West Seattle and Ballard.
- This is infrastructure that will be there for generations and it is critical to build it right.
- Build it sooner.

- Provide efficient multi-modal transportation access at the stations.
- Make sure that bus schedules and routes are modified to provide well-integrated service.
- Provide access for each station from multiple street corners to avoid pedestrians needing to cross busy streets.

Of the comments received about the West Seattle segment, most comments expressed support for a tunnel and tunnel stations rather than an elevated alignment and stations. Reasons provided generally focused on reducing potential neighborhood impacts from property acquisitions, property value decreases, noise, traffic and parking impacts, and visual changes. Comments on the Alaska Junction Station expressed support for a tunnel station on 41st Avenue SW or 42nd Avenue SW, and there was some support for a station on 44th Avenue SW. Other comments expressed preference for different Alaska Junction Station locations, such as on Fauntleroy Way SW. Many comments suggested removing or postponing the Avalon Station or consolidating it with the Alaska Junction or Delridge stations. Most comments about the Delridge Station expressed preference for a location on Delridge Way SW south of SW Andover Street compared to the other locations. However, some comments expressed support for a station located farther north, such as in the vicinity of SW Andover Street. Many comments expressed opposition to an elevated guideway in general, and suggested new alternative alignments to avoid and minimize potential impacts to the Alaska Junction, Youngstown/North Delridge, and Pigeon Point neighborhoods. Comments suggested alternative alignments in the vicinity of SW Yancy Street/Andover Way SW, and the Pigeon Ridge/West Seattle Tunnel (purple line from the Level 1 and 2 evaluations), as well as an alignment through or adjacent to the West Seattle Golf Course. Many comments also expressed concern about potential impacts to the golf course south of SW Genesee Street. Some comments opposed the northern crossing of the Duwamish Waterway due to concerns about potential impacts to the Port of Seattle and other industrial properties. However, some commenters were concerned that the southern crossing would have potential neighborhood and property acquisition impacts on Pigeon Point. Comments were made in relation to the future extension of light rail to the south, requesting future extensions to Westwood Village, High Point, White Center, and Burien.

In the South of Downtown (SODO) area, most comments were concerned with transferring between light rail lines at the SODO Station and providing reliable service in the area. Several comments supported adding east-west overpasses at S Holgate and S Lander streets to reduce at-grade crossing conflicts and to ensure reliable light rail operations. In the Chinatown-International District (C-ID), some commenters preferred the station location on Fourth Avenue S to limit potential construction impacts in the C-ID neighborhood, the potential opportunity to improve transfers to Sounder commuter rail and King Street Station, and the opportunity to better serve Pioneer Square

The Fifth Avenue S station location was preferred by some because of easier access to businesses and residences in the C-ID. Comments emphasized the importance of designing stations to facilitate safe and efficient multi-modal connections/transfers, general support for shallow stations, activating Union Station and improving the public realm, aligning new station construction with other major projects, and changing the station name to Chinatown-International District Station.

Most comments on the downtown Seattle area were about station location, particularly Midtown Station. Several comments expressed preference for the station to be located on Fifth Avenue. The majority of comments on the Fifth Avenue station location recommended a number of different station entrances and residents in the area expressed concern about potential

construction, vibration, property value, plaza, and parking impacts and the potential for crime to increase. Other comments expressed preference for the station to be located on Sixth Avenue due to less potential impact to residences and businesses, greater flexibility in station design, better connection with the planned Madison Bus Rapid Transit route, and better access to First Hill. A few comments stated preference for alignments and Midtown Station locations on Fourth Avenue and Third Avenue. The majority of comments supported the Denny Station at Denny Way and Westlake Avenue N, but some preferred a station located farther west to better serve Belltown. Overall, the Seattle Center Station on Republican Street and South Lake Union Station on Harrison Street were favored by those that expressed a preference.

In the Interbay/Ballard area, most comments were about station location, the Salmon Bay crossing type, and the alignment in Ballard. In the Smith Cove area, most of the comments were about station location, with many favoring the location close to W Galer Street while others expressed support for the Prospect Street location. In Interbay, most comments supported an alignment next to the BNSF Railway tracks (with a station at Thorndyke Avenue W.), and some comments stated a preference for the alignment along 15th Avenue W. Many comments suggested the importance of the Interbay Station being as close as possible to W Dravus Street for better bus-rail transfers, and there was support for stations at both Thorndyke Avenue W and 15th Avenue W. Many comments supported a tunnel under Salmon Bay as a way to reduce potential property acquisition and impacts to Fishermen's Terminal and to reduce marine transportation, maritime safety, visual, maritime business, and construction impacts. The majority of comments regarding the bridge over Salmon Bay supported a fixed bridge, mostly due to better system reliability and reduced potential for impacts to maritime traffic and businesses. Few comments expressed support for a movable bridge. Most comments regarding the alignment in Ballard supported a tunnel rather than an elevated alignment. Some preferred the Ballard Station location on 15th Avenue NW due to proximity to the center of the urban village, while others expressed preference for a 14th Avenue NW location due to its wide right of way and reduced impacts on traffic on 15th Avenue NW. Some also suggested locating the station and tunnel further west in the vicinity of 20th Avenue NW. Comments were made about future extensions north and east of the project, requesting extension north to Crown Hill, Whittier Heights, Loyal Heights, North Beach, Greenwood, and Northgate and east to Fremont, Phinney Ridge, Wallingford, and University District.

Comments that were not specific to a geography included project cost and funding concerns, recommendations for alternative technology, consideration of other projects and cumulative impacts, and safety. Many comments were about environmental resources and potential impacts across the project segments, particularly in regard to neighborhood, property acquisition, traffic, visual, noise and vibration, park, open space and trail, economic, land use, and construction impacts.

Next Steps

The comments received during scoping will help inform the Purpose and Need for the project and identify issues to be considered in the Draft EIS. Comments will also help inform the Sound Transit Board's identification of a Preferred Alternative and the other alternatives FTA and Sound Transit will study in the EIS. The Draft EIS will describe the potential benefits and adverse effects of each alternative and will outline potential ways to avoid, minimize, or mitigate negative effects. FTA and Sound Transit are planning to issue the Draft EIS for public and agency review in late 2020. The Draft EIS will be available for a public comment period that will include public hearings. After the close of the Draft EIS public comment period, the Sound

Transit Board will consider public comments as well as the information in the Draft EIS and then confirm or modify the Preferred Alternative. The Final EIS is planned to be published in 2022. It will contain responses to comments received on the Draft EIS and outline mitigation for unavoidable significant impacts. After publication of the Final EIS, the Sound Transit Board will select the project to build. FTA is then expected to prepare a Record of Decision that documents the project that Sound Transit will build and how it will avoid, minimize, and mitigate environmental impacts.

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Acronyms and Abbreviations

BINMIC	Ballard Interbay Northend Manufacturing and Industrial Center
BRT	bus rapid transit
C-ID	Chinatown-International District
CISC	Chinese Information and Service Center
EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
FTA	Federal Transit Administration
GRW	General Recycling of Washington
NEPA	National Environmental Policy Act
SCIDpda	Seattle Chinatown International District Preservation and Development Authority
SEPA	State Environmental Policy Act
SODO	South of Downtown
ST3	Sound Transit 3 Plan
TOD	transit-oriented development
U.S.C.	United States Code
WSBLE	West Seattle and Ballard Link Extensions

1 INTRODUCTION

1.1 Overview

Sound Transit is proposing to expand Link light rail transit service from downtown Seattle to West Seattle's Alaska Junction neighborhood, and to Ballard's Market Street area. The project corridor is approximately 11.8 miles long and is part of the Sound Transit 3 Plan (ST3) of regional transit system investments, approved for funding by voters in the region in 2016.

The mode and corridor served for the proposed project were identified through the years-long planning process for the Sound Transit Regional Transit Long-Range Plan and ST3 Plan. Through the local alternatives development process, Sound Transit developed three light rail transit alternatives with design options that were built off of the Regional Transit Long-Range Plan and ST3 planning work. The planning and alternatives development processes included technical analysis, public engagement, and input from affected local, state, and federal agencies and tribes. Sound Transit developed an initial range of alternatives from agency and public input during the State Environmental Policy Act (SEPA) early scoping process (February 2 through March 5, 2018). The project Elected Leadership Group, a comprehensive group of elected officials that represent the service corridor, and the Stakeholder Advisory Group, an advisory group consisting of members of the community appointed by the Elected Leadership Group, then recommended how to narrow and refine these alternatives based on additional analysis and community, agency, and tribal input.

Each light rail transit alternative includes fourteen stations that serve the following areas: Alaska Junction, Avalon, Delridge, SODO (South of Downtown), the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard.

In West Seattle, the alternatives include several elevated and tunnel station options in the Alaska Junction area in the vicinity of SW Alaska Street on either 41st Avenue SW, 42nd Avenue SW, or 44th Avenue SW. From the Alaska Junction, the alternatives travel east in either an elevated or tunnel configuration with elevated or tunnel station options at Avalon, and continue in an elevated configuration along SW Genesee Street with an elevated station in Delridge along or west of Delridge Way SW. The alternatives then cross the Duwamish River on a high level fixed bridge parallel to the existing West Seattle Bridge on either the north or south side. The alternatives continue east in an elevated configuration before turning north on the E3 Busway to a new elevated or at-grade SODO station and an at-grade Stadium station and connect to the existing Downtown Seattle Transit Tunnel.

A new downtown tunnel would begin in the vicinity of the Stadium Station. It would head north, with alignments under Fourth Avenue S or Fifth Avenue S bordering the Chinatown-International District (C-ID) and Pioneer Square neighborhoods, and then travel northwest along Fifth Avenue or Sixth Avenue through Midtown and Westlake. The alternatives would then continue in a tunnel configuration along Westlake Avenue N to South Lake Union with a station near Denny Way before turning northwest with a station near Aurora Avenue N between Harrison and Roy streets. The alternatives would continue in a tunnel toward Seattle Center with a station on either Republican or Mercer streets. The alternatives then turn north and begin to transition to at-grade or elevated configurations to serve a Smith Cove station along Elliott Avenue W. From

the Smith Cove station, the alternatives either continue in an elevated configuration along 15th Avenue W or transition to at-grade along the east side of the BNSF Railway tracks to a station in Interbay near W Dravus Street. From the Interbay station, one alternative would continue in an elevated alignment along 15th Avenue W and cross Salmon Bay with a movable bridge. The other alternatives transition to the east of 15th Avenue W and cross Salmon Bay with a high level fixed bridge or tunnel. Station options in Ballard include elevated and tunnel stations near NW Market Street on 15th Avenue NW or 14th Avenue NW.

A map of the Level 3 alternatives is provided in Figure 1-1 (West Seattle and Ballard Link Extensions Alternatives).

1.2 Purpose of Report

The Federal Transit Administration (FTA) and Sound Transit conducted scoping from February 15 through April 2, 2019, under SEPA and NEPA for the West Seattle and Ballard Link Extensions (WSBLE) project. This report describes how FTA and Sound Transit conducted scoping and summarizes the comments received from local and regulatory agencies, tribes, businesses, community organizations, and the general public during the scoping period. This information will be considered by FTA and Sound Transit as they refine the project Purpose and Need and identify alternatives and environmental resources to study in the Environmental Impact Statement (EIS).



Figure 1-1 West Seattle and Ballard Link Extensions Level 3 Alternatives

2 THE SCOPING PROCESS

2.1 Purpose of Scoping

Scoping is an early step in the NEPA and SEPA process. The purpose of scoping is to inform the public of the proposed project and the Purpose and Need for the project, seek public comment on the range of potential alternatives, and collect feedback from partner agencies, tribes, and the public on the scope of the environmental issues to study during the EIS process. During scoping, Sound Transit asked for comments from the public, agencies and tribes on:

- The draft Purpose and Need statement
- The alternatives that Sound Transit should evaluate in the EIS
- Social, economic, environmental, and transportation issues to evaluate in the EIS

What is a Purpose and Need Statement?

A Purpose and Need Statement defines the objectives that project alternatives must meet. FTA and Sound Transit use the Purpose and Need Statement to develop and evaluate project alternatives for analysis during environmental review.

Scoping for the WSBLE was conducted under NEPA and SEPA in accordance with applicable regulations and guidance. The FTA is the lead federal agency under NEPA. Sound Transit is the lead agency under SEPA.

2.2 Public Notices in the Federal and SEPA Registers

The scoping process began with formal notices to prepare an EIS. For NEPA, a Notice of Intent to prepare an EIS was published by FTA in the *Federal Register* on February 12, 2019. For SEPA, a Determination of Significance was published in the state's *SEPA Register* on February 15, 2019. These notices initiated scoping and started a comment period that extended through March 18, 2019. After receiving requests for additional time to provide comments, FTA published a notice in the *Federal Register* on March 11, 2019, extending this comment period until April 2, 2019. Sound Transit also extended the scoping period published in the *SEPA Register*.

Copies of the public notices are provided in Appendix A (Public Notices).

Sound Transit prepared a Scoping Information Report to provide details on the scoping period, project background, ways to provide comments, alternatives being considered, and the draft Purpose and Need. It also discussed next steps in the project timeline and the environmental process. A copy of the Scoping Information Report can be found in Appendix B (Scoping Information Report).

2.3 Opportunities for Public, Agencies, and Tribes to Comment

The scoping public comment period extended from February 12 to April 2, 2019. Sound Transit accepted comments by U.S. mail to West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S Jackson Street, Seattle, WA 98104-2826; by email to wsbscopingcomments@soundtransit.org; through an online comment form at <https://wsblink.participate.online/>; by voicemail transcribed at 833-972-2666; verbally transcribed

by court reporter at open houses; and in writing. FTA and Sound Transit hosted a scoping meeting for agencies and tribes on Tuesday, March 5, 2019. Sound Transit also hosted public scoping meetings on the following dates:

- Wednesday, February 27, 2019, in West Seattle
- Thursday, February 28, 2019, in Ballard
- Thursday, March 7, 2019, in Downtown

An online open house was hosted at <https://wsblink.participate.online> from Friday, February 15 through Tuesday, April 2, 2019.

Meeting advertisement samples are provided in Appendix C (Meeting Advertisements). Copies of agency scoping comments are provided in Appendix D (Government Entity Comments), copies of business and business organization comments are provided in Appendix E (Business and Business Organization Comments), and comments submitted by community organizations are provided in Appendix F (Community Organization Comments). Copies of public scoping comments are provided in Appendix G (Public Comments).

2.4 Background Materials

Sound Transit produced the following publications to provide additional information about the WSBLE project, the outcomes of the Alternatives Development Phase, and how the EIS would be conducted:

- Project folio
- System Expansion folio
- Level 3 Alternatives: Elevated Guideway, Bridge, and Elevated Station Visualizations
- Purpose and Need statement
- Scoping Information Report
- Level 1 Alternatives Development and Screening Report
- Level 2 Alternatives Development and Screening Report
- Alternatives Development Report

Sound Transit posted all publications to the project website (<https://wsblink.participate.online/> and <https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>) prior to scoping, and they were available at the public scoping meetings. Open house meeting guides were also available at all open house meetings. Information on previous local planning activities, including ST3 planning, were also available on Sound Transit's website.

3 AGENCY SCOPING

3.1 Agency and Tribe Scoping Meeting

An agency and tribe scoping meeting was held on Mar. 5, 2019, from 1 to 3 p.m. at the Sound Transit Union Station office in Seattle. The agencies that were invited to participate in the environmental review process were invited to attend. These agencies include the following:

- Bureau of Indian Affairs
- Federal Aviation Administration
- Federal Emergency Management Agency
- Federal Highway Administration
- Federal Railroad Administration
- Federal Motor Carrier Safety Administration
- National Oceanic and Atmospheric Administration Fisheries
- National Oceanic and Atmospheric Administration, Office of Protected Resources
- U.S. Army Corps of Engineers
- U.S. Coast Guard
- U.S. Department of Homeland Security
- U.S. Department of Housing and Urban Development
- U.S. Department of Interior/National Park Service
- U.S. Environmental Protection Agency (EPA)
- U.S. Fish and Wildlife Service
- U.S. General Services Administration
- U.S. Maritime Administration
- U.S. Postal Service
- Washington State Department of Archaeology and Historic Preservation
- Washington Department of Ecology
- Washington Department of Fish and Wildlife
- Washington Department of Natural Resources
- Washington State Department of Transportation
- Washington State Recreation and Conservation Office
- Port of Seattle
- Puget Sound Clean Air Agency
- Puget Sound Regional Council
- King County (multiple departments)
- City of Seattle (multiple departments)

Tribes invited to participate are discussed in Section 4 (Tribal Consultation During Scoping).

The following agencies attended the meeting:

- Washington Department of Fish and Wildlife
- Seattle Department of Transportation
- Port of Seattle
- King County (Metro Transit and Wastewater Treatment Division)
- FTA
- Sound Transit
- EPA

3.2 Summary of Comments from Government Entities

Table 3-1 (Summary of Government Entity Comments) lists the agencies that provided comments during scoping and summarizes the major themes in their comments. The summaries in this section focus on recommendations or suggestions on alternatives to study in the Draft EIS, other key issues identified, and a list of environmental resource categories with which the agency had concerns. Government entities include federal, state, regional, and local agencies; tribes; educational institutions; and agency oversight/advisory boards and commissions. Copies of the comment letters are provided in Appendix D (Government Entity Comments).

Table 3-1 Summary of Government Entity Comments

Agency/ Institution	Major Comment Themes
Federal	
U.S. Coast Guard, District 13	The U.S. Coast Guard noted their obligation is to ensure the final permitted design does not impinge upon the "reasonable needs of navigation" for affected waterways. They noted that the EIS needs to address impacts to navigation and that a Navigation Impact Report will be essential to inform the process of selection and analysis of project alternatives.
EPA, Region 10	EPA noted that the contaminated sites in the Duwamish Valley and Salmon Bay would require coordination with EPA and the Washington State Department of Ecology. They suggested disclosing air toxic emissions that are not regulated but are known to cause a health risk. EPA gave specific suggestions on EIS analysis related to aquatic resources, air quality, environmental justice, climate adaptation, invasive species, cumulative impacts, and indirect impacts analyses. They suggested completion of a Community Impact Assessment and potentially an evaluation of children's health and safety per Executive Order 13045. EPA recommended that the project protect and enhance natural areas and corridors, maximize the use of existing infrastructure, consider redevelopment, apply context-sensitive design, use zero- or low-impact development, and apply green building management practices. They also recommended addressing tribal treaty resources in the EIS and consultation with affected tribal governments.
U.S. National Park Service	The National Park Service noted two parks in the project area have received federal funds and would require Secretary of the Interior approval and suitable replacement property if they are impacted: Elliott Bay Park (Land and Water Conservation Fund) and Camp Long (Urban Park and Recreation Recovery Program).
State	
Washington State Department of Ecology	The Department of Ecology suggested including climate change resiliency in the EIS. They noted the project should expect to encounter contaminated soil and groundwater and included regulations for contaminated sites.
Washington State Recreation and Conservation Office	The Recreation and Conservation Office noted that there are three parks in the project vicinity that have received state funding and could be affected by the alternatives: 14th Avenue NW Boat Ramp, Ship Canal Trail and Park, and Freeway Park. They requested to be included in the review process.

Agency/ Institution	Major Comment Themes
Regional	
Port of Seattle and Northwest Seaport Alliance	<p>The Port of Seattle and Northwest Seaport Alliance noted that proposed WSBLE alignments, especially the north Duwamish Waterway crossing, could impact cargo operations and water-dependent logistical functions. They stated that alignments would have negative economic effects across several industries, especially during construction. The Port of Seattle and Northwest Seaport Alliance noted that relocation of maritime businesses is very difficult, and in some cases impossible.</p> <p>They suggested revisions to the Purpose and Need specifically related to delivering the Project in a manner compatible with the existing and planned economic development uses within Manufacturing Industrial Centers and the freight infrastructure supporting system.</p> <p>They are concerned that the Duwamish Waterway crossing, especially the northern crossing, would not be able to mitigate potential effects of construction on the Port, the Northwest Seaport Alliance, and other maritime/industrial businesses, especially at T-18 and T-5. The EIS should evaluate a Duwamish Waterway crossing slightly farther south than the ST3 Representative Project, across the far southern tip of Harbor Island.</p> <p>They noted that rail and vehicle access to Port facilities should be preserved during construction and operation and suggested study of any and all potential operational impacts that would result in delays to terminal access. They stated that the support structures for the Duwamish waterway crossing would need to be placed in a manner that will preserve a potential quiet zone corridor between the T-5 gate and the West Duwamish rail bridge and future freight rail capacity expansion or improvements.</p> <p>The Port and Northwest Seaport Alliance requested study of the potential impact on freight mobility in SODO and Harbor Island resulting from the displacement of buses from the E3 Busway onto city streets, short-term closures of truck routes, and impacts from the proposed East/West Lander and Holgate overpasses on freight access and mobility both during construction and operation.</p> <p>They noted concern with impacts to the Ballard-Interbay Manufacturing/Industrial Center and suggested study of potential impacts on vessel movements in the Ship Canal. They also request study of impacts to access to the T-91 cruise terminal and industrial operations.</p> <p>They requested study of impacts to freight mobility on 15th Avenue West noting that the Elliott Avenue/15th Avenue W corridor has no nearby parallel routes that could accommodate vehicles or truck-turn maneuvering both in final operations and during construction. They noted that a Smith Cove Station on the western side of Elliott Avenue would serve more developed land uses and capture potential riders from Port properties. They are concerned about the ST3 Representative Project alignment's impacts on Fishermen's Terminal and in the Elliott Avenue and 15th Avenue W rights of way. They are also concerned a movable bridge across the Lake Washington Ship Canal could impact maritime mobility and transit and affect cost. Suggested bridge specifications were given.</p> <p>The Port and the Northwest Seaport Alliance suggested specific elements for environmental review including transportation, acquisitions, land use, economics, social/community facilities, parks, visual, cultural resources, noise and vibration, water resources, air quality, geology and soils, hazardous materials, public services, utilities, energy, Section 4(f), Section 6(f), construction, and cumulative. They requested complete mitigation for all impacts.</p>

Agency/ Institution	Major Comment Themes
King County Department of Natural Resources and Parks	<p>King County Department of Natural Resources and Parks is concerned with impacts to King County Wastewater Treatment Division facilities, proposed King County regional trails, and King County Solid Waste Division property on Harbor Island and recommended evaluation of impacts to these facilities. They also noted close coordination will be needed where the project will cross the Lower Duwamish Waterway and East Duwamish Waterway Superfund sites. They recommended minimizing the project footprint on uplands adjacent to the Duwamish Waterway where habitat restoration could occur.</p> <p>They also noted the potential to link stations to regional trails that they manage, such as the Burke-Gilman Trail, would help to maximize ridership.</p>
King County Facilities Management Division	<p>King County Facilities Management Division noted that a Civic Campus Master Plan is currently underway for their facilities in downtown Seattle. King County would like to continue collaboration between the WSBLE project and the Master Plan.</p>
King County Metro Transit	<p>King County Metro Transit had three primary concerns:</p> <ul style="list-style-type: none"> • Impacts from construction in the C-ID to the regional transportation system, with a station on Fourth Avenue S being more disruptive than a station on Fifth Avenue S. • Impacts on the E3/SODO Busway could affect revenue and deadhead service. They requested Sound Transit consider creative solutions to keep the E3 Busway open. • Potential permanent impacts on their base facilities and operations, which could impact the local transportation network during both construction and operations. <p>They requested detailed analysis of direct, indirect, and cumulative impacts to the transportation network during construction, particularly related to construction in SODO and the C-ID. Impacts on their facilities, both transit-dedicated and in public right of way, should be evaluated. They would like to understand the impacts to their operation as well as any additional costs associated with this disruption.</p> <p>They noted they do not have a specific preferred alternative but do feel a C-ID station on Fourth Avenue S would result in “significant and unavoidable local and regional transportation impacts that would seriously affect Metro’s ability to provide effective mobility along that high-demand and high-volume corridor.” They requested that “Sound Transit should establish, fund, and advocate for a mitigation program that keeps Metro vehicles and customers moving while minimizing any increases in travel times.”</p>

Agency/ Institution	Major Comment Themes
Local	
City of Seattle	<p>The City supports WSBLE and suggests that the Level 3 alternatives be studied in the Draft EIS. However, they requested that the alternatives be further refined during the Draft EIS process to allow for decision-makers to assemble a final alignment that combines the most promising individual segment option(s). They would like to see more study, problem solving, and refinements in the West Seattle, SODO, C-ID, and Midtown areas.</p> <p>The City identified specific equity concerns related to minority and low income communities in the C-ID alignment and station locations and the Avalon and Delridge station areas. The City commented that there are low income and minority communities along the transit corridor expected to access the Delridge and Avalon stations via bus and requested that the Draft EIS analyze design options for seamless bus/rail connections at these stations. They requested that the Draft EIS analyze potential impacts to the surrounding neighborhoods and identify mitigation for impacts that cannot be minimized. The City noted that the C-ID is a unique area of cultural importance in the City and for Asian American communities and that a large number of infrastructure projects have occurred in this area in the past. They requested that the Draft EIS analyze the tradeoffs of different C-ID station configurations and identify options to avoid or minimize potential impacts. Where impacts cannot be avoided, they requested mitigation for potential construction and operation impacts.</p> <p>The City commented that the project should result in efficient and safe transportation operations and multi-modal connections to bus and rail throughout the length of the corridor. They requested an in-depth traffic analysis, including analysis of freight, pedestrians, and bicycles. They noted a need for consistency with City policies, plans, and regulations in preparation of the Draft EIS, and for the Draft EIS to comprehensively analyze and document potential construction and operation impacts and mitigation. They requested the potential for business and residential displacements and relocations to be comprehensively analyzed in the Draft EIS.</p> <p>They suggested edits to the Purpose and Need for the project including additional text related to balancing local impacts with benefits; improving regional mobility by increasing connectivity and capacity through the City Center; expanding mobility and safety for multiple modes and users including freight, bicycles, pedestrians, those with limited mobility, and all ages to maximize ridership; encouraging equitable and sustainable urban growth in station areas which includes affordable housing; and making equitable investments in project services and benefits to historically underserved communities, especially minority and low income communities.</p> <p>The City provided a detailed description of many technical issues and concerns to examine during development of the EIS, including acquisitions, displacements and relocations; construction methods; coordination; economics; ecosystems; energy; geology and soils; hazardous materials; historic and archeological resources; human health; land use and transit-oriented development (TOD); noise and vibration; parks and open space; public services, safety and security; public utilities; social impacts, community facilities and neighborhood resources; transportation; visual and aesthetic resources; and water resources.</p>
Educational Institutions	
University of Washington	<p>The University of Washington is concerned about impacts on their properties in South Lake Union that contain vibration- and electromagnetic-field-sensitive equipment and activities. They suggested that the EIS should analyze vibration, electromagnetic interference, geology/soils, construction impacts, and groundwater. Alternative 3 (blue line) is their preferred alignment in South Lake Union. They are also concerned with impacts to properties in their Downtown Metropolitan tract, including impacts to future underground development rights. Alternative 2 (brown line) is their preferred downtown alignment.</p>

Agency/ Institution	Major Comment Themes
Seattle Central College	Seattle Central College operates the Seattle Maritime Academy in Ballard and is concerned that pier placement in the Ship Canal would decrease the ability to safely operate vessels. They are concerned with noise and vibration impacts to their classroom and sensitive equipment. They noted a low-level bridge west of the Ballard Bridge would create a number of challenges for maintaining safe navigation on the Ship Canal due to the need to coordinate bridge openings for large vessels.
Advisory Boards/Commissions	
Washington State Public Stadium Authority; First and Goal, Inc.	Washington State Public Stadium Authority expressed concern regarding the alternative routes proposed for Fourth Avenue S east of CenturyLink Field. In particular, they are concerned with the operational and economic effects of multi-year construction period closures of 4th Avenue S, which is a primary access route used by attendees at Century Link Field events and used to set up and take down events. They noted that parking impacts and construction period noise and vibration impacts could occur at Century Link Field. They provided comments on topics to study in the EIS, including transportation; acquisitions, displacements, and relocations; geology; air quality; land use; and cumulative impacts. They also noted that the project should acknowledge and consider ways to ease the sense of construction fatigue in SODO, C-ID, and Pioneer Square.
Seattle Arts Commission	The Seattle Arts Commission sees Pioneer Square and C-ID as cultural destinations and central hubs for the creative economy. Their comments focused on the International District/Chinatown Station. They requested that a long-term view of the neighborhood be considered, including long-term impacts to the community. They requested study of a Fourth Avenue S alignment because they feel it would improve the pedestrian experience, enhance intermodal connectivity, and improve the connection between Pioneer Square and the C-ID, and could activate King Street Station and Union Station. The Seattle Arts Commission is concerned with potential displacement of marginalized communities in the C-ID with the Fifth Avenue alignment. They requested that the EIS should study short-term and long-term impacts, especially related to the potential displacement of residents and small business owners. The Seattle Arts Commission also recommended a Community Impact Study that considers the community well-being: “economic opportunity and commercial affordability; residential stability and affordability; local community character, cultural diversity and values, and cultural anchors and arts activation; community infrastructure and support systems; transportation mobility, connectivity and affordability; health and public safety; and equitable access to neighborhood amenities and housing and employment choices and community ownership overall.”
Seattle Center Advisory Commission	The Seattle Center Advisory Commission supports light rail to the Seattle Center. They recommend station locations at Republican Street on the west of the campus and at Harrison Street on the east side of campus. They noted that the impact analysis and station design should consider large events at the Seattle Center during construction and operation, pedestrian and bicycle connections between Seattle Center campus and Uptown, and noise and vibration sensitive receptors near the Seattle Center Station. They also mentioned preservation of legacy trees and sensitivity of historic buildings and artwork.

Agency/ Institution	Major Comment Themes
Seattle Design Commission	<p>The Seattle Design Commission suggested not including the ST3 Representative Project in the Draft EIS because it contains project elements that they do not consider viable and that do not perform as well in relation to the other alternatives. They also suggested:</p> <ul style="list-style-type: none"> • Evaluating a consolidated multi-modal hub for the proposed International District/Chinatown Station. • Evaluating the feasibility of joint developments with the Delridge and Alaska Junction stations. • Including the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) alternative in the Draft EIS. • Evaluating project delivery methods. • Elevating concerns of disadvantaged populations in the C-ID and Delridge. They noted that impacts in the C-ID could be substantial, especially considering the cumulative impacts of large infrastructure projects in this community. <p>They also provided specific comments on resources for environmental review including visual, land use, and transportation.</p>
Seattle Freight Advisory Board	<p>The Seattle Freight Advisory Board requested impacts to Seattle's freight system be evaluated in the EIS, including economic impacts, construction-period impacts, and potential increased conflicts between pedestrians/bicycles and freight. They noted that temporary impacts may be extremely disruptive to movement of goods and should be coordinated with freight interests. They indicated preference for mined tunnel construction if it can reduce freight access restrictions and road closures and suggested use of barges for hauling near waterways. They noted concerns with all three alternatives, including impacts on Harbor Island freight facilities with a north Duwamish Waterway crossing and impacts to freight circulation at the BNSF Railway Balmer Yard, Elliott Avenue W, 15th Avenue W, and the Ship Canal in the Interbay area. They also provided suggested edits to the Purpose and Need to acknowledge Seattle's two Puget Sound Regional Council designated industrial zones.</p>
Seattle Planning Commission	<p>The Seattle Planning Commission requested the following:</p> <ul style="list-style-type: none"> • Evaluate the benefits and impacts of the proposed West Seattle and Ballard Link Extensions through a lens that considers a 100-year horizon. • Remove the ST3 Representative Project from consideration in the Draft EIS. Extensive feedback and analysis make it clear that changes are necessary to meet the intended Purpose and Need. • Study both a "fully funded" alternative and alternatives that could require third-party funding. Preliminary cost estimates should not be used to eliminate alternatives or station options. • Study mix-and-match combinations of alternatives. <p>They also provided comments on what to study in several of the EIS resource sections, including land use impacts on industrial lands, TOD potential, race and social equity, aesthetics, and station accessibility. They recommended specific environmental issues to study in each segment area, generally related to land use, visual, property acquisition and displacements, fish and wildlife, climate change, economic, transportation, and environmental justice considerations.</p>

Agency/ Institution	Major Comment Themes
Seattle Transit Advisory Board	<p>The Seattle Transit Advisory Board suggested design principles to create a better rider experience and to maximize TOD. They expressed a preference for specific station locations and for a tunnel under the Ship Canal. They are opposed to a tunnel in West Seattle, a deep-bore tunnel in the C-ID, and affecting bus operations in the C-ID during construction. Their preferred station locations include:</p> <ul style="list-style-type: none"> • An Alaska Junction Station as close to California Avenue SW and SW Alaska Street as possible • A station in Delridge as far south as possible • A Midtown station at Fifth Avenue and Madison Street • A Fifth Avenue Westlake Station • A Denny Station shifted south on Westlake Avenue • A South Lake Union Station next to SR 99 • A Seattle Center Station at First Avenue N and Republican • A Smith Cove station at Galer Street • A Ballard station at or west of 15th Avenue NW

3.3 Elected Officials

Table 3-2 (Summary of Elected Official Comments) summarizes the comments submitted on behalf of the community organizations during scoping. Copies of these letters are available in Appendix D (Government Entity Comments).

Table 3-2 Summary of Elected Official Comments

Elected Leader	Specific Comments/Suggestions
<i>Federal</i>	
Cathy McMorris Rodgers (U.S. House of Representatives, 5th District, Washington)	Representative Rodgers requested elimination of the high-level bridge across the Ship Canal because it could impact Coastal Transportation Inc., which provides an essential shipping service to rural Alaska under the Aleutian Trade Act of 1990, and potentially impacts maritime freight operations in the Lake Washington Ship Canal. She supports a tunnel under the Ship Canal.
Don Young (U.S. House of Representatives, Alaska)	Representative Young opposes the high-level bridge across the Ship Canal at 14th Avenue W/NW because it could impact Coastal Transportation Inc., which provides an essential shipping service to his constituents in Alaska under the Aleutian Trade Act of 1990. He indicated support for a tunnel that would pose minimal impacts for maritime activities.

Elected Leader	Specific Comments/Suggestions
Local	
<p>Lisa Herbold (Seattle City Council, District 1)</p>	<p>Councilmember Herbold expressed concern about displacement of residents and businesses in the Alaska Junction Urban Village and Youngstown area in North Delridge, especially related to the elevated alternatives. She is concerned with construction impacts, particularly access across the Duwamish Waterway to/from the West Seattle peninsula.</p> <p>She requested that Sound Transit consider the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line), the Level 1 Yancy Street/West Seattle Tunnel (pink line), and other possible alternatives that reduce the visual and emergency access impacts along SW Genesee Street. She supports mixing alternatives and/or options. She requested consideration of eliminating the Avalon Station to help pay for a tunnel. She requested that opportunities for cost savings at South Lake Union be explored.</p> <p>She also requested the Draft EIS analyze whether space will be available on trains in SODO for West Seattle riders transferring at the SODO station.</p>

4 TRIBAL CONSULTATION DURING SCOPING

Sound Transit invited tribes to attend the agency and tribe scoping meeting on Tuesday, March 5, 2019, from 1 to 3 p.m. at the Sound Transit Union Station office in Seattle. Tribes were also invited to attend public scoping meetings and the online open house.

FTA invited the following federally recognized tribes to participate in the environmental review process and initiated Section 106 consultation with them via letters sent on February 25, 2019, during scoping for the project:

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

Sound Transit also invited the Duwamish Tribe and the Snohomish Tribe (non-federally recognized tribes) to participate in the scoping process and attend scoping meetings in a letter dated February 14, 2019.

No comments were received from any tribes during the scoping period.

5 PUBLIC SCOPING

5.1 Public Scoping Meetings

Sound Transit held three public scoping meetings to provide an opportunity for the public to learn about the project and to invite comments. Approximately 11,730 people accessed the site online during the comment period. About 474 people attended the meetings, held at the following locations:

West Seattle

Wednesday, February 27, 2019
6 to 8:30 p.m.
Alki Masonic Center
4736 40th Avenue SW
Seattle, WA 98116

Ballard

Thursday, February 28, 2019
6 to 8:30 p.m.
Ballard High School
1418 NW 65th Street
Seattle, WA 98117

Downtown Seattle

Thursday, March 7, 2019
5 to 7:30 p.m.
Union Station
401 S Jackson Street
Seattle, WA 98104

5.1.1 Meeting Notification

Sound Transit advertised the scoping meetings through a variety of methods, including a postcard mailed to 118,000 homes and businesses within 0.5 mile of the project area, multiple listserv emails sent to 7,340 email addresses, print and online advertising, a media advisory, social media posts, and a notification through the project website. Sound Transit also hung posters at about 300 community gathering places throughout the project area. Posters were updated with extended comment period information when the comment period was extended.

Table 5-1 (Media Advertising [2019]) summarizes the publications where online and print advertisements were placed and the dates of publication.

Table 5-1 Media Advertising (2019)

Publication	Online Run Dates	Print Dates
The Seattle Times	2/15–3/18	N/A
West Seattle Blog	2/15–3/18	N/A
MyBallard.com	2/15–3/18	N/A
The Urbanist	2/15–3/18	N/A
The Stranger	2/15–3/18	N/A
The Seattle Transit Blog	2/15–3/18	N/A
Crosscut	2/15–3/18	N/A
The Seattle Medium	2/15–3/18	N/A
The Seattle Globalist	2/15–3/18	N/A
International Examiner	2/15–3/18	N/A
NW Asian Weekly	2/15–3/18	2/7, 2/14, 2/21, 2/28
Seattle Chinese Post	2/15–3/18	2/7, 2/14, 2/21, 2/28
Runta News	2/15–3/18	N/A

Notices of the public scoping meetings were also posted on the following online community calendars:

- City of Seattle
- *The Stranger*
- Seattle Globalist
- Q13Fox
- KNKX
- Seattle Networking Guide
- Eventful
- Tu Decides
- South Lake Union Chamber of Commerce
- My Ballard
- Commute Seattle
- Friends of Little Saigon
- Seattle Green Drinks

Samples of meeting advertisements are provided in Appendix C (Meeting Advertisements).

5.1.2 Public Scoping Meeting Format

Sound Transit asked public scoping meeting attendees to sign in as they arrived. Staff members at the welcome table explained the meeting's purpose and format. Each attendee received a meeting guide. Copies of a project folio, System Expansion folio, Level 1 and 2 Alternatives Development and Screening reports, Alternatives Development Report, the Scoping Information Report, and the Purpose and Need statement were also available. Comment forms were translated into Simplified Chinese, Vietnamese, Amharic, and Spanish. Meeting guides were translated into Simplified Chinese and Vietnamese for the Downtown open house. Interpreters were available at the Downtown open house for Mandarin, Cantonese, and Vietnamese speakers.

The meetings were conducted as an open house with a short presentation occurring approximately 30 minutes after the meeting began. After the presentation, attendees were invited to have small group discussions with their neighbors and ask clarifying questions to Sound Transit staff. As part of the open houses, participants were invited to review displays and discuss the project with Sound Transit staff and members of the consultant team. Display boards provided information about Sound Transit, the project history, the project environmental review process, the project Purpose and Need, opportunities for public involvement, and the project schedule.

Attendees were invited to provide scoping comments at the meeting through various methods:

- Written comment form
- Verbal comment, transcribed by a court reporter
- Typed comment via the online open house

Sound Transit is committed to equal engagement opportunities for all interested members of the public. In addition to Sound Transit community engagement procedures, Executive Order 12898, U.S. Department of Transportation Order 5610.2(a), and FTA Circular C 4703.1 require Sound Transit to provide meaningful opportunities for these groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. These directives make environmental justice a part of the decision-making process by identifying and addressing disproportionately high and adverse human health and environmental effects of Sound Transit's programs, policies, and activities on minority and low-income populations.

5.1.1 Community Workshops

Sound Transit held two additional community workshops for the Delridge and C-ID stations during the scoping period. The purpose of the community workshops was to learn more about the communities' vision for their neighborhoods and how they get around in the community and where they go, and to share and solicit feedback on the Level 3 alternatives in these neighborhoods and encourage scoping comments. Ninety-four people attended the Delridge workshop and 133 people attended the workshop in the C-ID.

Delridge Station Community Workshop

Tuesday, Mar. 12, 2019
6:30 to 8:30 p.m.
Youngstown Cultural Arts Center
4408 Delridge Way SW
Seattle, WA 98106

C-ID Station Community Workshop

Wednesday, Mar. 13, 2019
5 to 8:30 p.m.
Union Station
401 S Jackson Street
Seattle, WA 98104

Notifications of these workshops in each community are described in Table 5-2.

Table 5-2 Notifications of Station Community Workshops in Delridge and C-ID

Notification Format	Delridge	C-ID
Flyers	Distributed to businesses on Delridge Way	Distributed to businesses, residents and organizations in the C-ID, Little Saigon, and Pioneer Square in English, Chinese (simplified and traditional), and Vietnamese
Posters	Distributed along the Delridge corridor	Distributed throughout the C-ID, Little Saigon, and Pioneer Square in English, Chinese (simplified and traditional), and Vietnamese
Door to Door Outreach	To Delridge businesses and organizations between SW Genesee Street and the West Seattle Bridge	To C-ID and Little Saigon businesses and organizations in English, Mandarin, Cantonese, and Vietnamese
Email Updates	To Delridge community members, social service providers, community organizations, and businesses	To existing listserv of C-ID and Pioneer Square community members, social service providers, community organizations and businesses in English
Briefings	With Delridge community organizations	With C-ID and Pioneer Square community organizations in English
Website Updates	Updates to project website	Updates to project website in English
Display Advertisements	None	In popular neighborhood print and digital publications in the C-ID only in English, Chinese (simplified), and Vietnamese
Listening Sessions	None	At C-ID resident buildings in English, Mandarin, Cantonese, and Vietnamese

Throughout the evening, workshop attendees also had the opportunity to provide verbal (via a court reporter), written (via comment forms) and online (via an online open house) comments for the project's formal scoping period.

5.1.1.1 Delridge Station Community Workshop

An open house prior to the start of the Delridge workshop gave attendees an opportunity to learn about the WSBLE project.

The workshop began with a presentation covering system expansion, the West Seattle and Ballard extensions and timelines, scoping, Level 1 and Level 2 alternatives, Level 3 Delridge Station options and evaluation results, and an overview of station planning. Following the presentation, attendees participated in small breakout groups with 10 to 12 of their neighbors. Facilitators guided the small group discussions and asked participants to share their perspectives on community vision and connections, the opportunities and challenges of the Level 3 alternatives and station locations serving Delridge, and any potential refinements to the alternatives to better achieve the community vision.

5.1.1.2 C-ID Station Community Workshop

The C-ID workshop started with an interagency resource fair where Sound Transit shared information on system expansion, East Link's tunnel tie-in, and service planning information, and handed out free ride tickets. King County Public Health also attended and provided tutorials and assistance with ORCA Lift applications. Attendees also had the opportunity to learn about the WSBLE project and ask questions of project staff.

Following the resource fair, Sound Transit provided a presentation covering system expansion, the West Seattle and Ballard Extensions and timelines, scoping, station area options and construction methods, and community visioning surrounding the Jackson Hub. The presentation was delivered in English and Cantonese; Mandarin was interpreted simultaneously using headset technology.

Following the presentation, attendees participated in small breakout groups with about a dozen of their fellow community members. Facilitators guided the small group discussions asking community members about the community's long term vision, how to improve connections, how the new station could best serve the community, and what impacts they worry about most. Facilitation was conducted in English, Cantonese, and Mandarin, with notes on flip charts in Chinese or English.

Following the small group discussions, the remaining participants joined together for a report out wherein each breakout group designated a spokesperson to share their group's feedback in their language of choice. Report outs were given in English, Cantonese, and Mandarin and translated into English and Cantonese so that every participant could understand all the feedback.

Language services were provided for meeting notifications as noted in Table 5-2.

5.2 Public Outreach to Minority, Low-Income, and Limited-English-Proficient Populations

Sound Transit's community engagement approach through alternatives development and scoping has sought to meet the unique needs of historically underrepresented populations, including low-income, immigrants and refugees, and minorities. Sound Transit conducted a preliminary demographic analysis to identify low-income, minority, and limited-English-proficiency populations. In addition, Sound Transit conducted interviews with 27 social service providers and community organizations corridor-wide to better understand populations in the project area, including how minority and low-income populations might relate to the project. Based on this analysis, the C-ID is the only area along the project corridor with concentrations of minority and low-income individuals above the city average. Sound Transit also focused on the Delridge Station area, as minority and low-income populations to the south of the project corridor are anticipated to access the system at the Delridge Station. Sound Transit used the following strategies to engage these populations during alternatives development and scoping:

- Translated key materials (postcards, posters, display boards, meeting guide handouts, and project folios) into languages spoken in the station area, including simplified Chinese, traditional Chinese, and Vietnamese
- Publicized events online and in print with ethnic newspapers and community calendars
- Provided translators at the Downtown open house, at public meetings and community gatherings
- Provided translated text on the online open house web pages, as well as the embedded Google Translate tool
- Held smaller meetings focused on individual communities or organizations
- Attended community organization board meetings
- Installed a rotating project kiosk around public gathering spaces in the neighborhood with panels in English, Chinese and Vietnamese
- Conducted door-to-door business outreach and notifications in language with Department of Neighborhoods community liaisons and translated materials to increase project and process awareness, build relationships, gather feedback, and answer questions
- Met communities where they gather, including fairs and festivals, community events, and meetings
- Hosted listening sessions with residents during existing resident meetings, with presentations and facilitated discussion in language with Department of Neighborhoods Community Liaisons as well as evening meals provided
- Hosted a station community workshop in the C-ID during scoping (described in Section 5.1.1)
- Held a community workshop focused on the proposed Delridge Station during scoping (described in Section 5.1.1)

5.3 Summary of Public Comments

5.3.1 General Project

Major comment themes that applied to the entire project included the following:

- General support for transit and the project.
- Preference for tunnels in both West Seattle and Ballard.
- This is infrastructure that will be there for generations and it is critical to build it right.
- Build it sooner.
- Provide efficient multi-modal transportation access at the stations.
- Make sure that bus schedules and routes are modified to provide well integrated service.
- Provide access for each station from multiple street corners to avoid pedestrians needing to cross busy streets.

5.3.2 Level 3 Proposed Alternatives

Table 5-3 (Summary of Public Comments Related to Project Alternatives) summarizes comments received about the proposed alternatives. The table describes the reasons public comments supported and opposed proposed alternatives, with the more frequently provided comments listed first. Tables 5-3 through 5-7 describe public comments on each of the four segments.

Table 5-3. Summary of Public Comments Related to Proposed Alternatives

Alternative	Comments/Suggestions
Alternative 1, ST3 Representative Project (red/green line)	<ul style="list-style-type: none"> • Comments supporting this alternative generally did so because of the use of existing street right of way, which could minimize property acquisition, and because of the station locations, especially the Ballard Station on 15th Avenue NW. • Comments also supported this alternative because of the Seattle Center Station on Republican Street due to proximity to Seattle Center, Key Arena, and other venues, and integration with existing bus service. • Comments opposing this alternative generally did so because of the location and east-west orientation of the Alaska Junction Station and because of potential impacts on the freight and maritime industry in Interbay/Salmon Bay. • Some comments opposed this alternative because of the proposed International District/Chinatown Station on Fifth Avenue S due to concern about construction impact on the C-ID community. Many of these comments also noted the potential opportunity to improve transfers to Sounder and King Street Station, and an opportunity to better serve Pioneer Square with a Fourth Avenue S Station location. • Some comments opposed this alternative because of concern about the Midtown Station entrance/construction. These comments were primarily from condominium owners at 909 Fifth Avenue concerned with potential impacts to their property.

Alternative	Comments/Suggestions
	<ul style="list-style-type: none"> Many comments opposed a movable bridge over Salmon Bay because of concerns about reliability, although some said it would be acceptable if it did not have to open too frequently and if it could be built faster than other alternatives. Several comments opposed use of 15th Avenue W in Interbay due to existing traffic congestion, while others said it would be more convenient and a more direct route to have light rail on 15th Avenue W.
<p>Alternative 2, West Seattle Elevated/Chinatown International District 5th Avenue/Downtown 6th Avenue/Ballard Elevated (yellow/brown line)</p>	<ul style="list-style-type: none"> Comments supporting this alternative generally did so because of preference for a fixed bridge over Salmon Bay instead of a movable bridge, mostly due to better system reliability and reduced potential for impacts to maritime traffic. Comments supporting this alternative also preferred the Smith Cove Station location at W Galer Street rather than W Prospect Street. Comments suggested this location would best serve the area including Expedia, Smith Cove Cruise Terminal (Terminal 91), and the Magnolia and Queen Anne neighborhoods, as well as future redevelopment of the Seattle Armory and Port of Seattle land north of the Magnolia Bridge. They also preferred this alternative because of the Interbay Station at Thorndyke Avenue W, which they felt would better serve both Magnolia and Queen Anne. Some comments supported this alternative because of a preference for a Fifth Avenue S International District/Chinatown Station location, with station access on S King Street, S Jackson Street, and Fifth Avenue S. These comments noted this location could allow for better access to businesses and residences in the C-ID, more efficient transfers between light rail lines, shorter construction duration, and lower cost. <ul style="list-style-type: none"> Most comments opposing this alternative had concerns related to the elevated guideway in residential areas of West Seattle and the elevated guideway and elevated station on 14th Avenue NW in Ballard. Some comments opposing this alternative preferred the International District/Chinatown Station to be located on Fourth Avenue S to limit potential construction impacts in the C-ID neighborhood, the potential opportunity to improve transfers to Sounder commuter rail and King Street Station, and the opportunity to better serve Pioneer Square..
<p>Alternative 3, West Seattle Tunnel/Chinatown International District 4th Avenue/Downtown 5th Avenue/Ballard Tunnel (blue line)</p>	<ul style="list-style-type: none"> Comments supporting this alternative generally did so because of a preference for the use of tunnels in West Seattle and Ballard to minimize property acquisition and noise, traffic, visual, and economic impacts in these areas. Commenters liked that tunnels enabled station locations to be located closer to the Alaska Junction and Ballard urban village. Some comments supporting this alternative preferred the International District/Chinatown Station to be located on Fourth Avenue S to limit potential construction impacts in the C-ID neighborhood, the potential opportunity to improve transfers to Sounder commuter rail and King Street Station, and the opportunity to better serve Pioneer Square.. Some comments supporting this alternative stated a preference for the Midtown Station to be located on Fifth Avenue, primarily for proximity to the downtown core or better connection with the planned Madison bus rapid transit (BRT) route. Some comments supporting this alternative stated preference for the Denny Station at Denny Way and Westlake Avenue N and the Seattle Center Station

Alternative	Comments/Suggestions
	<p>on Republican Street.</p> <ul style="list-style-type: none"> • Comments opposing this alternative generally did so because of the potential property acquisition associated with the location of the Delridge Station in West Seattle. • Comments opposing the International District/Chinatown Station on Fourth Avenue S did so because of concerns about less efficient transfers between light rail lines and higher costs. A few comments mentioned longer construction duration and traffic impacts during construction. • Comments opposing this alternative also did so because of concern about the Midtown Station entrance/construction (primarily from condominium owners at 909 Fifth Avenue concerned with potential impacts to their property). • Other comments opposed this alternative due to concerns about the higher cost and the risk of slowing down implementation of the project.

5.3.3 West Seattle/Duwamish Segment

Table 5-4 (Summary of Public Comments Related to West Seattle/Duwamish Segment) summarizes comments received about the West Seattle/Duwamish segment. Environmental concerns related to this segment are summarized in Table 5-8 (Summary of Public Comments on Environmental Concerns).

Table 5-4. Summary of Public Comments Related to West Seattle/Duwamish Segment

Theme of Comment		Comments/Suggestions
Support for tunnel		Of those that commented on the light rail profile (tunnel or elevated), most comments expressed support for a tunnel and tunnel stations in West Seattle, regardless of cost, rather than elevated alignments. Reasons provided were generally focused on lessening potential neighborhood impacts from property acquisitions, property value decreases, noise, traffic, parking, and visual change. Some commenters expressed concern about the cost of a tunnel and favored an elevated guideway, preferably within the existing right of way of arterial roads.
Alignment	Alaska Junction	Of those that commented on alignments, most comments expressed opposition to the yellow/brown line due to potential property acquisition, noise, vibration, traffic, parking, and visual impacts associated with the elevated alignment between the Avalon Station and the Alaska Junction Station.
	Delridge	Many comments were concerned with impacts to the North Delridge/Youngstown and Pigeon Point neighborhoods and requested study of alternatives to avoid these potential impacts, including alignments on SW Yancy Street and SW Andover Way, and the Level 1 and 2 Pigeon Ridge/West Seattle Tunnel (purple line). Additional detail on these new alternatives is provided in Table 5-7 (New Alternatives Suggested).

Theme of Comment		Comments/Suggestions
Stations	Alaska Junction	<p>A large number of comments were received on the location of the Alaska Junction Station, as follows:</p> <ul style="list-style-type: none"> • Of those who supported a station in Alaska Junction, most expressed support for a tunnel station in the vicinity of 41st Avenue SW or 42nd Avenue SW. • Some expressed preference for a station, if elevated, to be located on Fauntleroy Way SW near SW Alaska Street to minimize impacts in the Alaska Junction. • Some expressed support for a tunnel station at 44th Avenue SW because the Alaska Junction and Avalon stations would be spaced further apart and combined may have greater ridership. • Some comments expressed preference for a station located in the area bounded by SW Alaska Street, Fauntleroy Way SW, and 35th Avenue SW on the basis that it is primarily a commercial area and could serve as a transit center for light rail and buses, while minimizing impacts to Alaska Junction. • Some comments expressed opposition to having a station at Alaska Junction given the potential for neighborhood impacts and that this area is currently served well by bus.
	Avalon	<p>Some comments support this station and expressed preference for a tunnel rather than an elevated station. Some comments suggested removing or deferring the Avalon Station or consolidating the Avalon and Delridge stations or the Avalon and Alaska Junction stations to save money (to help pay for a tunnel), improve transit travel time, and minimize neighborhood impacts.</p>
	Delridge	<p>Of those that commented on this station, most expressed preference for a station location on Delridge Way SW south of SW Andover Street (the yellow/brown line) compared to the other locations. The reasons provided were less potential impact to residents and businesses, less potential property acquisition, walking access to a larger population center, and better integration with bus routes to the south.</p> <p>A few comments expressed preference for the station location between Delridge Way SW and 26th Avenue SW (the blue line) due to greater opportunities for transit-orientated development.</p> <p>Some comments expressed support for a station located north of SW Andover Street to minimize potential impacts to residences and because this area may have more land suitable for transit facilities and transit-oriented development.</p> <ul style="list-style-type: none"> • Some comments suggested providing pedestrian access between the station and the Pigeon Point neighborhood.

Theme of Comment	Comments/Suggestions
Duwamish Waterway crossing	Some comments opposed the northern crossing of the Duwamish Waterway due to concerns about potential impacts to Port of Seattle and other industrial properties, including potential economic impacts to shipping. Most of these comments were concerned specifically about impacts to Harbor Island Machine Works associated with the northern crossing. However, some comments also expressed concern that the southern crossing would have potential neighborhood and property acquisition impacts on Pigeon Point. These commenters expressed support for either the northern crossing of the Duwamish Waterway or the Level 1 and 2 Pigeon Ridge/West Seattle Tunnel (purple line). A few comments suggested a tunnel under the Duwamish Waterway to minimize potential impacts to maritime transportation and industry.
New alternatives	Additional detail on new alternatives suggested is provided in Table 5-7 (New Alternatives Suggested).
Future extension	<p>Numerous comments were made in relation to future extension of light rail south of the project. Some comments requested extension to the south from Delridge Station to Westwood Village, White Center, and Burien be considered. It was suggested this could remove the need for the Alaska Junction Station to have a north/south orientation, and the station could be oriented east/west as shown for the ST3 Representative Project. Other comments suggested the southern extension could occur from Avalon Station along 35th Avenue SW. A few comments requested that High Point be served by a future extension.</p> <p>Several comments on the yellow line (Alternative 2) were concerned with potential property acquisition and neighborhood impacts from a potential future extension south from the Alaska Junction Station at 41st Avenue SW.</p>

5.3.4 SODO/Chinatown-International District Segment

Table 5-5 (Summary of Public Comments Related to SODO/C-ID Segment) summarizes public comments received on the SODO/C-ID segment. Environmental concerns related to this segment are summarized in Table 5-8 (Summary of Public Comments on Environmental Concerns).

Table 5-5. Summary of Public Comments Related to SODO/C-ID Segment

Theme of Comment	Comments/Suggestions
SODO Station	Several comments supported moving the SODO Station closer to S Lander Street for easier and safer pedestrian access. Some comments also expressed the importance of efficient transfers between the light rail lines at SODO Station.
Alignment in SODO	Many suggested a surface alignment due to concerns about ensuring efficient transfers between the light rail lines at SODO station. Several comments

Theme of Comment	Comments/Suggestions
	supported adding east-west overpasses at S Holgate and S Lander streets to reduce at-grade crossing conflicts and to ensure reliable light rail operations.
International District/Chinatown Station	<ul style="list-style-type: none"> Some comments expressed preference for the station to be located on Fourth Avenue S to limit potential construction impacts in the C-ID neighborhood, the potential opportunity to improve transfers to Sounder commuter rail and King Street Station, and the opportunity to better serve Pioneer Square.. Several comments suggested that the station have movable walkways between the lines if transfer distances are substantial. Some comments expressed preference for the station to be located on Fifth Avenue S, with station access on S King Street, S Jackson Street, and Fifth Avenue S to allow for better access to businesses and residences in the C-ID, more efficient transfers between light rail lines, shorter construction duration, and lower cost. <p>Comments expressed the importance of designing the station such that transfers between the existing and new light rail lines are as efficient as possible and do not require passengers to come up to street level to transfer. Some comments expressed a desire for safe and efficient transfers to Sounder and the King Street Station. Transfers to King County Metro and Sound Transit express bus service and Seattle Streetcar should also be safe and efficient. Some comments also expressed an interest in creating an efficient multimodal hub at International District/Chinatown Station more generally, including interest in activating Union Station and improving the public realm.</p> <p>Many comments expressed preference for a shallow station rather than a deep station due to concerns about making transfers and access to the stations as efficient and convenient as possible.</p> <p>Several comments expressed preference for the station to be named Chinatown International District. It was requested that wayfinding/signage at the station and announcements on trains be in both English and Chinese.</p>
New alternatives	Additional detail on new alternatives suggested is provided in Table 5-7 (New Alternatives Suggested).

5.3.5 Downtown Segment

Table 5-6 (Summary of Public Comments Related to Downtown Segment) summarizes comments received on the Downtown segment. Environmental concerns related to this segment are summarized in Table 5-8 (Summary of Public Comments on Environmental Concerns).

Table 5-6. Summary of Public Comments Related to Downtown Segment

Theme of Comment	Comments/Suggestions
Midtown Station	<p>Comments relating to the location of this station were as follows:</p> <ul style="list-style-type: none"> Some comments expressed preference for the station to be located on Fifth Avenue, primarily for proximity to the downtown core or better connection with the planned Madison BRT route. Comments on the Fifth Avenue station location varied, recommending entrances at Fifth Avenue/Columbia Street, Fifth Avenue/Marion Street, Fifth Avenue/Madison Street, Fifth Avenue/Seneca Street, and Fourth

Theme of Comment	Comments/Suggestions
	<p>Avenue/Madison Street.</p> <ul style="list-style-type: none"> Some comments expressed preference for the station to be located on Sixth Avenue due to less potential impact to residences and businesses, greater flexibility in station design, better connection with the planned Madison BRT route, and better access to First Hill. Support was expressed for the station at Sixth Avenue/Seneca Street and Sixth Avenue/Spring Street. <p>Many comments suggested that a Midtown Station location at Madison Street be accessible from both sides of Madison Street. Several comments were received about the steep slope of Madison and Marion streets, and requested that station entrances at these locations be designed with consideration of the access challenges the steep slope presents or alternatively consider station access from Fourth Avenue to reduce the slope climb needed. Several comments suggested an underground pedestrian walkway be provided between First Hill and the Midtown Station.</p> <p>Some comments were received from residents of the condominium building at 909 Fifth Avenue relating to the Midtown Station. Major concerns included construction impacts (particularly noise, air quality, disruption to utilities, and potential impacts to the structural integrity of the building), vibration impacts during operation, property value impacts, potential impacts to the 909/901 Fifth Avenue plaza and urban green space, parking impacts, and potential for crime to increase. Some residents opposed siting a station at Fifth Avenue/Madison Street.</p> <p>A number of comments were received about new alignments and Midtown Station as described in Table 5-7 (New Alternatives Suggested).</p> <p>One comment expressed concern with the potential use of Interstate 5 right of way associated with the Midtown Station location on Sixth Avenue, which could restrict future uses of the right of way.</p>
Westlake Station	<p>Comments about this station did not express strong preference for Westlake Station to be located on Fifth or Sixth Avenue. Comments requested that the station be designed such that transfers between the existing rail line and the new line are efficient and do not require passengers to come up to street level to transfer. It was also suggested that the station have movable walkways between the lines if transfer distances are substantial.</p>
Denny Station	<p>Most of the comments about this station expressed a preference for Denny Station to be located at Denny Way and Westlake Avenue N (to the south of Denny Way), with station entrances on all four corners of the intersection. Many commenters liked that this location would provide better access to Belltown than other alternatives. Other comments suggested the Denny Station be located farther west, such as on Fifth Avenue/Denny Way or Sixth Avenue/Denny Way, to better serve Belltown.</p>
South Lake Union Station	<p>Many comments suggested the South Lake Union Station be located on Harrison Street to integrate with bus service on Aurora Avenue N and maximize ridership. Some comments expressed concern about siting a station on Mercer Street due to potential traffic impacts.</p>

Theme of Comment	Comments/Suggestions
Seattle Center Station	Many comments about this station supported the Republican Street station location because of its proximity to Seattle Center, Key Arena, and other venues and integration with existing bus service. Several comments expressed concern about siting a station on Mercer Street due to potential traffic impacts, while others expressed preference for a station at Mercer Street due to proximity to the Queen Anne neighborhood. Other comments suggested moving the station farther south to better serve Belltown.
New alternatives	Additional detail on these new alternatives is provided in Table 5-7 (New Alternatives Suggested).

5.3.6 Interbay/Ballard Segment

Table 5-7 (Summary of Public Comments Related to Interbay/Ballard Segment) summarizes comments received on the Interbay/Ballard segment. Environmental concerns related to this segment are summarized in Table 5-8 (Summary of Public Comments on Environmental Concerns).

Table 5-7. Summary of Public Comments Related to Interbay/Ballard Segment

Theme of Comment		Comments/Suggestions
Alignment	Smith Cove	Some comments expressed support for a surface alignment running under the W Galer Street Bridge and the Magnolia Bridge before traveling between the BNSF Railway tracks and Seattle Armory. The main reason for supporting this alignment was cost.
	Interbay	Most comments about the alignment in Interbay supported an alignment next to the BNSF tracks in Interbay, mostly due to the potential for reduced noise and traffic impacts as well as avoiding impacts to the Southwest Queen Anne Greenbelt. However, some comments stated a preference for the alignment along 15th Avenue W due to a more direct alignment. Other comments stated a preference for a 20th Avenue W alignment as described in Table 5-7.
	Ballard	Most comments regarding the alignment in Ballard supported a tunnel under 15th Avenue NW or 14th Avenue NW compared to an elevated alignment. This was due primarily to concerns about potential traffic, noise, visual, air quality, construction, property value, and acquisition impacts. However, several comments expressed concern about the cost of a tunnel compared to an elevated alignment.
Stations	Smith Cove	<p>Several comments were received regarding the location of the Smith Cove Station. Some favored the Smith Cove Station located close to W Galer Street on the basis that it would better serve the Smith Cove area including Expedia, Smith Cove Cruise Terminal, the Magnolia and Queen Anne neighborhoods, and future redevelopment of the Seattle Armory and Port of Seattle land. Some comments expressed preference for a Prospect Street location.</p> <p>Comments suggested improving pedestrian/bicycle access to the station. It was also suggested that pedestrian access between the station and Queen Anne could be improved by providing a more direct walkway through Kinnear Park to W Olympic Place and 10th Avenue W.</p>

Theme of Comment		Comments/Suggestions
	Interbay	<p>Several comments were received on the location of the Interbay Station:</p> <ul style="list-style-type: none"> Many comments suggested the importance of the Interbay Station being as close as possible to W Dravus Street for better bus-rail transfers. Some comments expressed preference for a station location at Thorndyke Avenue W, because it would better serve the Magnolia neighborhood compared to the W Dravus Street/15th Avenue W location. Other comments suggested a station at W Dravus Street/15th Avenue W would better serve Queen Anne. Some comments expressed preference for the Interbay Station to be located closer to Fishermen's Terminal than either the W Dravus Street/15th Avenue W and Thorndyke Avenue W station locations. <p>Some comments suggested improving pedestrian/bicycle access to the station, particularly on the W Dravus Street overpass of the BNSF railroad tracks.</p>
	Ballard	<ul style="list-style-type: none"> Comments regarding this station generally stated a preference for a station located on 15th Avenue NW to be closer to the commercial core and housing density. Many comments about the 14th Avenue NW were concerned about the walkability of that area, particularly safety and efficiency concerns for the large number of pedestrians who would need to cross 15th Avenue NW to access a station at 14th Avenue NW from the downtown core of Ballard. Some comments expressed preference for a station location on 14th Avenue NW due to its wide right of way and reduced impacts on traffic on 15th Avenue NW. <p>Comments supported both tunnel and elevated stations at both 15th and 14th Avenue NW. Comments stated a preference for a station on 15th Avenue NW to be accessible from both sides of the street. Some comments supported a station farther west, as described in Table 5-6 (New Alternatives Suggested).</p>
Salmon Bay Crossing	Bridge	<p>Most comments regarding the bridge over Salmon Bay supported a fixed bridge instead of a movable bridge, mostly due to better system reliability and reduced potential for impacts to maritime traffic. Comments supporting a movable bridge said it would be acceptable if it did not have to open too frequently and if it could be built faster than other alternatives.</p> <p>Some comments stated preference for the bridge location east of the Ballard Bridge to reduce potential impacts to Fishermen's Terminal. Some commented that rider experience (views) would be better from a bridge compared to a tunnel.</p> <p>A few comments suggested that a pedestrian/bike lane be incorporated into the Salmon Bay crossing (on the bridge specifically), with connection to the Burke-Gilman and Lake Washington Ship Canal trails.</p>
	Tunnel	<p>Most comments supported a tunnel under Salmon Bay, regardless of cost, as a way to reduce potential property acquisition and impacts to Fishermen's Terminal and to reduce marine transportation, maritime safety, visual, and maritime business impacts both during construction and operation. Some expressed concern about the cost of a tunnel when compared to a bridge.</p>

Theme of Comment		Comments/Suggestions
		Many of the comments expressing preference for a tunnel under Salmon Bay noted concerns about neighborhood impacts of an elevated alignment in Ballard. Other comments noted that a tunnel could provide an opportunity to site the Ballard Station farther west, closer to the commercial core of Ballard.
New alternatives		Additional detail on these new alternatives is provided in Table 5-7 (New Alternatives Suggested).
Future extension		Many comments requested that a future extension north go to NW 65th and NW 85th streets to serve neighborhoods such as Crown Hill, Whittier Heights, Loyal Heights, North Beach, and Greenwood. A future extension to Northgate was also mentioned. Most comments on northern extension of the segment expressed concern about the feasibility of a future extension of an elevated alignment on 14th Avenue NW, primarily due to Ballard High School, Gemenskap Park, and the residential nature of 14th Avenue NW north of NW Market Street. It was suggested that extension to the north would be more feasible from a 15th Avenue NW alignment. There were also comments stating that the feasibility of a future extension east to Fremont, Phinney Ridge, Wallingford, and University District and west towards 20th Avenue NW should be considered in the design.

5.3.7 Environmental Concerns

Table 5-8 (Summary of Environmental Concerns) summarizes comments provided on environmental concerns.

Table 5-8. Summary of Public Comments on Environmental Concerns

Theme of Comment		Comments/Suggestions
Air Quality and Climate Change		Some comments expressed concern about potential air quality impacts, particularly dust emissions caused by construction. Some commenters were concerned about potential air quality impacts during operation. However, others acknowledged the benefit of transit on air quality and carbon emission reduction. Commenters requested that climate change, in particular sea level rise, be considered in siting and design of alignments and stations.
Construction Impacts		Many comments expressed concern about construction impacts, particularly to residences and businesses. Major concerns were related to noise, air quality, lighting, transportation (autos, bicycles, transit, parking), and access to businesses. The majority of construction impact concerns were raised about the West Seattle, C-ID, Downtown (specifically in the vicinity of the Midtown Station), and Ballard neighborhoods. There were fewer comments about construction impacts in SODO, Interbay, and other areas of Downtown. Concerns were also raised about the long duration of construction and associated impacts.

Theme of Comment	Comments/Suggestions
Economics	<p>Many comments expressed concern about the potential economic impact of light rail operations on businesses and residents:</p> <ul style="list-style-type: none"> • Of the comments received about economic impacts, most expressed concern about potential economic impacts to business districts, particularly the Alaska Junction business district in West Seattle and the Chinatown business district. A few comments expressed concern about impacts to the Uptown Urban Center in Lower Queen Anne. • Many comments expressed concern about potential impacts to maritime businesses along the Duwamish Waterway, Harbor Island, Salmon Bay, and the Lake Washington Ship Canal. Individual businesses were frequently mentioned including the Port of Seattle shipping terminals and Nucor Steel in West Seattle. Some comments raised concern about potential impacts on maritime business freight routes, particularly those serving Harbor Island and Salmon Bay. Some comments pointed out that the economy of the State is in part dependent on accessibility to Port of Seattle shipping terminals on Harbor Island. • Some comments expressed concern about potential economic and social impacts to the West Seattle Farmers Market and other events. • Of the comments received about economic impacts, most raised concern about the potential for property values to decrease. The majority of concern was from the West Seattle community; however, several commenters from Ballard also expressed this concern. Several of these comments were made about the potential impact to rental income. • Concerns were raised over acquisition of affordable housing and the loss of housing during a housing shortage. The majority of these concerns were about the West Seattle community. • Some commenters noted the economic benefits of the project in relation to stations, including the potential for increased revenue generation for existing businesses, opportunities for transit-oriented development including high-density residential development, and increased property values. Some commented on the economic benefits of the project related to improving mobility and reducing transportation costs.
Electromagnetic Fields	A few comments expressed concerns about the impact of electromagnetic fields.
Environmental Justice	Some comments expressed concern about potential economic, displacement, and neighborhood impacts to minority and low-income communities and businesses in West Seattle and the C-ID. The missed opportunity to reach underserved populations, such as the White Center neighborhood, was also mentioned. Other comments noted the benefits to low-income residents of providing lower-cost transportation to Downtown and other employers along the alignments.
Fish and Wildlife Habitat	Some comments expressed concern about potential impacts to fish habitat in Longfellow Creek, the Duwamish Waterway, and Salmon Bay. Comments were also received about potential impacts to other wildlife (including bald eagles, a heron rookery at Pigeon Point, and other bird species) and about vegetation removal (including trees lining roadways).

Theme of Comment	Comments/Suggestions
Geology	Some comments expressed concern about geological hazards, many requesting that soil stability/liquefaction and earthquake hazards be considered in siting and design of alignments and stations, particularly those in West Seattle and Lower Queen Anne. A few comments were made about potential impacts to groundwater.
Hazardous Materials	Some comments expressed concerns about the potential to encounter hazardous materials in soil and sediment, particularly in the Duwamish Waterway, at Harbor Island, and in Salmon Bay.
Health	A few comments expressed concern about the potential health impacts of the project, particularly associated with noise and air quality for those with asthma.
Historic Properties	Some comments expressed concern about potential impacts to historic properties in West Seattle, the C-ID (particularly Chinatown Gate), Pioneer Square, and Ballard. Potential impacts to Seattle Landmarks were also a concern. One comment expressed concern about potential impacts to 1980/90-era murals on some buildings in the Alaska Junction.
Land Use	Many comments suggested that station planning should examine redevelopment potential, particularly transit-oriented development and higher density or mixed-use developments including affordable housing. The majority of comments on affordable housing were in relation to West Seattle and the C-ID. Comments suggested that recommendations on zoning changes in areas around station locations be provided.
Mitigation	Some comments requested mitigation for potential impacts, particularly in relation to noise, traffic, park, visual, minority and low-income community, and business impacts. It was also suggested that the cost of mitigation for potential impacts associated with elevated alignments may justify the cost of tunnels in West Seattle and Ballard.
Neighborhoods	Of the comments on environmental concerns, the most comments were received about potential neighborhood impacts, particularly in West Seattle, the C-ID, and Ballard (in the vicinity of 14th Avenue NW). Many of these comments were from the West Seattle community. Comments generally focused on elevated guideways and stations dividing neighborhoods and potentially impacting the walkability and aesthetics of neighborhoods and causing noise and visual impacts. A few comments were concerned about acquisition of, or impact to, schools, cultural centers, and community facilities. Concerns about adverse impacts to the safety of neighborhoods and increased crime and homelessness in the vacant areas below the elevated guideway were also raised. Comments were also received about the safety of alignments, specifically in relation to children being able to access the tracks.
Noise and Vibration	Many comments referenced potential for noise and vibration impacts in residential areas during construction and operation, particularly in relation to the elevated guideway and elevated and surface stations. The majority of noise impact concerns were about the West Seattle, Downtown (in the vicinity of the Midtown Station), and Ballard neighborhoods. To reduce noise and vibration impacts in Interbay, it was suggested that the alignment be located adjacent to the BNSF tracks.

Theme of Comment		Comments/Suggestions
Parks, Trails, and Open Space		Many comments were received about potential impacts to public parks and open space, in particular West Seattle Golf Course, Camp Long, Delridge Playfield, Delridge Community Center, the “22nd Avenue SW End Park,” Fairmount Park, West Duwamish Greenbelt, urban green space in Downtown, Southwest Queen Anne Greenbelt, Interbay Golf Course, and Interbay P-Patch. Many of these comments expressed concern about potential impacts to the West Seattle Golf Course, whereas others expressed support for routing alignments adjacent to or through the golf course. Some comments expressed concern about impacts to the West Seattle Bridge trail because it is an important bicycle route between West Seattle and Downtown. A few comments suggested that the project integrate the Burke-Gilman trail “missing link.”
Property Acquisition		Many comments were received expressing concern about property acquisition, with most of them concerned about potential acquisition of residential property in West Seattle. Acquisition of businesses in West Seattle was also commented upon. A number of comments were concerned about additional residential property acquisition with future extensions to the south from the Alaska Junction Station with an elevated alignment.
Public Services		Some comments were received about potential impacts to emergency vehicle access during construction and operation. Concerns generally related to the potential for increased traffic congestion and for guideway and station design/location to adversely impact emergency response times.
Transportation	Traffic	Many comments expressed concern about the traffic impacts of adding guideway and at-grade pedestrian crossings (for station access) to already congested roadways, particularly on 15th Avenue W in Interbay, 15th Avenue NW in Ballard, and Fifth Avenue in Downtown near the Midtown Station. A few comments expressed concern about traffic impacts on Fourth Avenue S in the C-ID. Concern was also expressed about increased traffic on residential streets near stations. Some comments were also made about the benefit of the project reducing reliance on cars.
	Parking	Some comments were received about potential impacts to parking, specifically in relation to the loss of on-street parking for businesses and residents near stations. Comments were received suggesting that parking be provided at stations, in particular at Alaska Junction, Avalon, Delridge, and Ballard stations to minimize hide-and-ride parking in neighborhoods.
	Multi-modal connections	Concerns were raised about the potential impact of the alternatives on transit (bus) and bicycle transportation. Many comments suggested that the project facilitate efficient multi-modal connections/transfers at stations (particularly with bus service and bicycle paths) and provide supporting infrastructure such as bike racks. Many comments expressed the importance of efficient transfers between the light rail lines at Westlake Station, International District/Chinatown Station, and SODO Station. Multi-modal connections with Amtrak and the streetcar were also commented on. It was suggested that bus routes/schedules be modified to provide well integrated service. The importance of multi-modal connections, particularly with bus service, serving West Seattle, SODO, C-ID, Queen Anne, Magnolia, and Ballard were commented on frequently.
	Ridership	Comments requested that walksheds and access by bicycles be analyzed to improve ridership and compare ridership between alternatives.

Theme of Comment		Comments/Suggestions
		Comments also stated that potential ridership should consider future development plans and growth such as potential redevelopment of the Seattle Armory and Port of Seattle land in Interbay.
	Station access	Many comments were received emphasizing the importance of easy access to stations, particularly providing accessible facilities at stations to comply with the Americans with Disabilities Act. Elevators, escalators, movable walkways, and adequate lighting should be implemented to facilitate safe and efficient access to stations (refer to Tables 5-2 through 5-5 for station-specific access comments). A large number of comments about station access were in relation to the C-ID shallow versus deep stations and expressed a preference for shallow stations to facilitate more efficient station access.
	Travel times	Some comments were received requesting that light rail service travel times be quick and efficient. Concerns were raised about the efficiency of a movable bridge over Salmon Bay and the impact on travel times and reliability. Comments also recommended multi-modal connections be efficient so as to minimize overall commute travel times and increase ridership potential.
	Safety	Some comments were received expressing concerns about safety, particularly in relation to potential conflicts between cars and pedestrians/bikes near station entrances/exits. A number of comments were received specifically about the safety of pedestrians crossing 15th Avenue NW to access a station on 14th Avenue NW in Ballard. Many of these comments expressed a preference for a station location at 15th Avenue NW and the desire for station accesses on the west side of 15th Avenue NW to ease pedestrian access to the station from the commercial core of Ballard. Numerous comments were also received about pedestrian safety in the vicinity of the Alaska Junction and SODO stations.
Visual Impacts		Many comments were received about the potential for visual impacts, primarily in West Seattle and Ballard. Most of the concerns were in relation to elevated guideways impacting the visual character of neighborhoods, blocking views, causing light pollution, and shadowing. Concerns were also raised about the potential visual impact of a fixed bridge over Salmon Bay. To reduce visual impacts in Interbay, it was suggested that the alignment be located adjacent to the BNSF tracks.
Water Quality		Several comments were received expressing concern about potential impacts to water quality in Longfellow Creek, the Duwamish Waterway, Elliott Bay, and Salmon Bay.

5.3.8 New Alternatives

Table 5-9 (Summary of Public Comments on New Alternatives) summarizes comments on new alternatives.

Table 5-9. Summary of Public Comments on New Alternatives

Theme of Comment	Comments/Suggestions
West Seattle (Alaska Junction)	<p>The following new alternatives were suggested:</p> <ul style="list-style-type: none"> Some comments suggested that an elevated alignment should stay on Fauntleroy Way SW and terminate near SW Alaska Street to minimize impacts in Alaska Junction. Some comments suggested a similar alignment but in a tunnel (and associated with the Level 1 and 2 Pigeon Ridge/West Seattle Tunnel (purple line) alternative). Some comments suggested a modification to the Representative Project alignment to be elevated on Fauntleroy Way SW and SW Alaska Street, but turn south at 41st Avenue SW and terminate at a station oriented north-south on 41st Avenue SW south of SW Alaska Street. Some comments suggested a shorter tunnel route that would be elevated on Fauntleroy Way SW traveling south from Avalon Station, then transition to a tunnel with a station underneath 42nd Avenue SW.
West Seattle (Youngstown/North Delridge/Pigeon Point)	<p>The following new alternatives were suggested:</p> <ul style="list-style-type: none"> Some comments suggested an alternative on SW Yancy or Andover streets in the Delridge Valley, such as the Yancy Street/West Seattle Tunnel (pink line) studied in Level 1, to avoid and minimize impacts to the Youngstown/North Delridge neighborhood. Some comments suggested studying the Pigeon Ridge/West Seattle Tunnel (purple line) from Level 1 and 2, to avoid and minimize impacts to the Youngstown/North Delridge neighborhood and Pigeon Point. Some comments suggested a Duwamish Waterway crossing primarily on the south side of the West Seattle Bridge that would transition to the north side on the west side of the Duwamish Waterway to avoid both Port of Seattle property and Pigeon Point. Some comments suggested using a portion of the West Seattle Golf Course or the Delridge Playfield to minimize impacts to the Youngstown/North Delridge neighborhood. Suggestions included using the northern portion of the golf course along SW Genesee Street or traveling south of the West Seattle Stadium to a tunnel portal in the vicinity of Rotary Viewpoint Park near SW Alaska Street and 35th Avenue SW. Some comments suggested continuing west along the West Seattle Bridge to SW Avalon Way and following SW Avalon Way on an elevated structure. Comments suggested a park-and-ride lot or transit hub near the west end of the West Seattle Bridge. A few comments suggested a tunnel under the Duwamish Waterway to minimize potential impacts to maritime transportation and industry. A comment suggested adding an additional station on the east side of the Duwamish Waterway to serve industry in this area.
West Seattle (Other Modes)	<ul style="list-style-type: none"> Some comments suggested that light rail should terminate in North Delridge or near the West Seattle Bridge. This could be combined with a transit hub to provide transfers to improved bus service to reach Alaska Junction and other West Seattle neighborhoods. Some comments suggested not building light rail to West Seattle and

Theme of Comment	Comments/Suggestions
	<p>improving existing bus routes instead.</p> <ul style="list-style-type: none"> A few comments suggested an aerial tram at Delridge Station could connect areas to the west with this Delridge Way SW light rail alignment.
West Seattle (Other Alignments)	<ul style="list-style-type: none"> Some comments suggested that the alignment continue south on Delridge Way SW toward South Delridge, Westwood Village, White Center, and other neighborhoods to the south, rather than go to Alaska Junction. Some suggested this in combination with a transit hub near the west end of the West Seattle Bridge to facilitate bus connections to reach Alaska Junction and other West Seattle neighborhoods. Some suggested surface light rail on Delridge Way SW. Some comments suggested extending south on 35th Avenue SW rather than to Alaska Junction. These included suggestions of a tunnel under 35th Avenue SW or surface light rail. Some comments suggested that a future extension from Alaska Junction should connect to the Fauntleroy Ferry Terminal. Some comments suggested a more southerly alignment to serve Georgetown, South Park, and White Center and extend to Burien and the airport. Other comments suggested the use of the SR 509 highway corridor. Some comments suggested a more southerly alignment, crossing the Duwamish in the vicinity of Georgetown and following a more gradual slope to reach Alaska Junction and connect underserved areas south of Alaska Junction. Some alignment suggestions included using the approximate corridors of Myers Way S, SW Roxbury Way, and 35th Avenue SW.
SODO	<p>The following new alternative was suggested:</p> <ul style="list-style-type: none"> Elevate both the West Seattle line and the Ballard line through SODO.
Downtown	<p>The following new alternatives were suggested:</p> <ul style="list-style-type: none"> Some comments expressed preference for a station to be located east of Interstate 5 to provide better access to First Hill and medical facilities such as Harborview Medical Center. Some comments suggested the Denny Station be located further west, such as on Fifth Avenue/Denny Way or Sixth Avenue/Denny Way, to better serve Belltown. Other comments suggested moving the Seattle Center Station further south to better serve Belltown. A few comments expressed preference for the alignment and station to be located on Fourth Avenue, with the Midtown Station between James and Madison Street due to the open parking lots and parking garages in this area. Another comment suggested the alignment extend from Fifth Avenue in the C-ID over to Third Avenue near the existing rail station and then proceed north to Denny Station. Other comments included siting the South Lake Union Station east of Aurora Avenue N and spanning Mercer Street and following SR 99 from Downtown up to north Seattle.

Theme of Comment	Comments/Suggestions
Interbay/Ballard	<p>The following new alternatives were suggested:</p> <ul style="list-style-type: none"> Some comments suggested a Salmon Bay tunnel located to the west of Fishermen's Terminal that would follow 20th Avenue NW to NW Market Street. This alignment included a bridge over the BNSF railyard, an optional station at Fishermen's Terminal, a tunnel under Salmon Bay, and a station at 20th Avenue NW and NW Market Street in Ballard. Some comments stated preference for a 20th Avenue W alignment in Interbay to better serve Magnolia and due to concerns that an alignment on 15th Avenue W will contribute to increased traffic congestion. Some comments suggested, more generally, a Ballard Station closer to the core of the Ballard urban village. Suggestions included a station in the vicinity of 20th Avenue NW or 17th Avenue NW. Some comments suggested a 14th Avenue NW fixed bridge alignment with Ballard Station located on 15th Avenue NW. Some comments suggested an additional station immediately to the north of Ballard Bridge. It was suggested that this station location could potentially have a pedestrian/bicycle connection to the Burke-Gilman Trail. Some comments suggested alignment and station locations to serve neighborhoods to the north (Whittier Heights, Crown Hill, and Greenwood) and east (Fremont, Phinney Ridge, Wallingford, and U-District, and the urban center of Upper Queen Anne).
Operations and Maintenance Facility	It was suggested that the existing Forest Street operations and maintenance facility be expanded by adding levels.

5.3.9 Other Comment Categories

Table 5-10 (Summary of Other Public Comments) summarizes other comments that do not fall into the categories discussed above in Tables 5-3 through 5-9.

Table 5-10. Summary of Other Public Comments

Theme of Comment	Comments/Suggestions
Alternative Technology	A comment was received suggesting that monorail technology be used. Other comments suggested a streetcar or aerial tramway would be preferable to light rail or could be used in conjunction with light rail to provide access to certain station locations. Water taxi between West Seattle and Ballard was also recommended. A few comments suggested bus rapid transit would be preferable to light rail.
Cumulative considerations and impacts	It was suggested that the project design be coordinated with replacement of the Magnolia Bridge. It was also recommended that cumulative impacts associated with the planned expansion of Terminal 5 be considered. Comments noted the general fatigue with construction disruption in SODO, C-ID and Pioneer Square and asked that cumulative construction impacts and environmental justice be evaluated.

Theme of Comment	Comments/Suggestions
Project cost and funding	<p>A large number of comments expressed a desire for tunnels and hope that third party funding could be acquired. Some suggested finding ways to reduce costs to help pay for tunnels, such as removing or delaying the Avalon Station as a means to help pay the higher cost of a tunnel from Avalon to Alaska Junction.</p> <p>A large number of comments expressed concern about project costs and about pursuing alternatives, such as tunnels, that would require third party funding and could slow implementation of the project.</p>
Safety	A few comments raised concerns about maintenance and the general safety of the light rail system during adverse weather.

5.4 Businesses and Business Organizations

Table 5-11 (Summary of Business and Business Organization Comments) summarizes the comments submitted on behalf of community organizations during scoping. Copies of these submittals are available in Appendix E (Business and Business Organization Comments).

Table 5-11 Summary of Business and Business Organization Comments

Business/Business Organization	Comments
American Waterways Operators	<p>The American Waterways Operators expressed concern about the project potentially impacting navigation and maritime businesses in the West Seattle and Ballard areas.</p> <p>Specific comments regarding the West Seattle Link Extension included:</p> <ul style="list-style-type: none"> • Concern about disruption of freight mobility to the Port of Seattle terminals. Rail, vehicle, and marine access to and from public and private marine terminals needs to be maintained, particularly Terminals 5 and 18 (on Harbor Island). They request that the north Duwamish Waterway crossing (Alternative 3 [blue line]) maintain full operation of marine facilities (truck, rail, and ship access) during construction and operation. • The project should avoid adversely affecting planned improvements to Terminal 5 and the recently completed Lander Street Bridge improvements. • They recommend aligning the Duwamish Waterway crossing farther south of the West Seattle Bridge consistent with the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line). • They recommend that the bridge over the Duwamish Waterway be at least as high as the West Seattle Bridge and that column spacing be at least 200 feet apart. <p>Specific comments regarding the Ballard Link Extension included:</p> <ul style="list-style-type: none"> • The project should avoid adverse impacts to existing and future navigation on the Ship Canal. Bridges and bridge abutments across Salmon Bay have the potential to adversely impact safety and efficiency of navigation. • They support a tunnel under Salmon Bay.

Business/Business Organization	Comments
Anderson & Associates	Anderson & Associates is opposed to an elevated Ballard Station at 14th Avenue NW and NW Market Street due to potential property acquisition impacts. Their property at 14th Avenue NW and NW Market Street is in the planning stages for a mixed use commercial and residential project. They request that station access for a 14th Avenue NW station be located to the south of NW 54th Street.
Bowman Refrigeration	Bowman Refrigeration supports a tunnel under the Ship Canal. They are concerned with maritime business and access/transportation impacts in the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC) related to both 15th Avenue W/NW and 14th Avenue W/NW bridge locations. They are also concerned about direct impacts to their property with the 14th Avenue W/NW bridge location and cumulative property impacts with the Burke-Gilman Trail/Missing Link. They requested all costs associated with building an elevated crossing be considered. They also requested an explanation of why a tunnel crossing of the Ship Canal was not included in ST3, and feel that a tunnel may be closer in cost to a bridge than estimated so far due to potentially uncaptured costs.
CenterPoint Properties Trust	<p>CenterPoint Properties Trust requests elimination of the north crossing of the Duwamish Waterway due to potential property acquisition, economic impacts, and freight mobility associated with the north crossing. CenterPoint Properties Trust has three rental properties adjacent to Terminal 5 whose tenants rely heavily on access to the waterway, moorage, railroad lines, and freight access/circulation.</p> <p>They are concerned with cumulative access impacts when combined with Terminal 5 improvements. They request that Sound Transit study the Duwamish Waterway crossing independently of the rest of the West Seattle to Downtown alternatives in the Draft EIS. They suggested topics to study in the Draft EIS, including acquisitions, utilities, economics, land use, social justice, traffic, and disaster planning.</p>
Coastal Transportation Inc. and Salmon Bay Terminals	<p>Coastal Transportation and Salmon Bay Terminals requests that Sound Transit eliminate the high-level fixed bridge alternative on 14th Avenue W from the Draft EIS as they believe it would displace Coastal Transportation, which is the only remaining Aleutian Trade Act of 1990 shipping company offering critical year-round sailings to and from ports on the Alaska Peninsula, the Aleutian Islands, and the Pribilof Islands. Salmon Bay Terminals provides terminal and property management for Coastal Transportation. The location of Coastal Transportation is unique and irreplaceable because it has direct railroad and intermodal loading access from the marine terminal, a freshwater port, and a lack of tidal activity.</p> <p>They request that the Preferred Alternative include a tunnel crossing under Salmon Bay because it would have the least impact to industrial businesses and their employees (including Coastal Transportation) and because they believe the tunnel option best meets the purpose and need to provide high quality rapid, reliable and efficient service. .</p> <p>They requested that alternatives for the West Seattle Extension be studied separately from the alternatives for the Ballard Extension, and suggested several elements of the environment for study in the Draft EIS including unavoidable adverse impacts; acquisitions, displacements, and relocations; economic impacts; geology and soils; land use; social justice; traffic; visual and aesthetics; water resources and wildlife and endangered species.</p>

Business/Business Organization	Comments
Elliott Way Partners, LLC	<p>Elliott Way Partners, LLC, supports Alternative 1 (green line) for the Ballard to Downtown alignment and a Smith Cove Station at W Prospect Street (Alternatives 1 [green line] and 3 [blue line]), because they would better facilitate redevelopment of the Elliott Avenue corridor and have greater ridership due to proximity to Expedia. They are concerned about safety, bicycle/pedestrian access, and ridership related to the W Galer Street station location. They noted the potential for contaminated sites in the vicinity of Elliott Avenue W. They request the EIS analyze potential impacts from the Smith Cove Station in the following categories: acquisition, displacements, and relocation; land use; economics; social impacts, community facilities, and neighborhoods; visual and aesthetics; noise and vibration; geology and soils; environmental justice; and transportation.</p>
Evergreen Power Systems	<p>Evergreen Power Systems stated concern about the south Duwamish Waterway crossing (Alternatives 1 [red line] and 2 [yellow line]) related to:</p> <ul style="list-style-type: none"> • The potential relocation of their headquarters and their inability to locate to a suitable replacement property without substantial economic and operational impacts. • Potential for construction impacts associated with traffic, noise, and vibration (that may impact their lab and network systems), air emissions, and liquefaction. • Operational impacts, including potential access restrictions, reduced property values, noise and vibration, and visual impacts. <p>They noted a preference for the north Duwamish Waterway crossing (Alternative 3 [blue line]).</p>
Expedia Group	<p>Expedia Group supports the Smith Cove Station location for the ST3 Representative Alignment at W Prospect Street as it would better serve Expedia Group headquarters, maximizing ridership and reducing single-occupancy vehicle trips. They also support this station because it takes advantage of the existing pedestrian Helix Bridge. They support an elevated guideway in public right of way to preserve land for future TOD and commercial and residential development.</p>
Harbor Island Machine Works	<p>Harbor Island Machine Works is opposed to the north Duwamish Waterway crossing because of potential vibration impacts to their business, a specialized business with equipment that would be difficult to move. They noted that their location is important for many of their customers, as they serve many businesses in the maritime industry, along with other industrial and government customers that are spread throughout the region.</p> <p>Over 100 comments from members of the community were also received in support of Harbor Island Machine Works and opposed to the north Duwamish Waterway crossing because of potential impacts to this business.</p>

Business/Business Organization	Comments
International Longshore and Warehouse Union Local 19	<p>International Longshore and Warehouse Union Local 19 is concerned with potential impacts to union workers, including their ability to travel to/from and during work. They suggested changes to the Purpose and Need related to preserving industrial areas near light rail. They are concerned about direct and indirect impacts to freight facilities, development and TOD pressures affecting industrial uses, and effects on freight mobility for all modes of freight movement in both the Duwamish and Interbay industrial areas. They suggested that the EIS consider preservation and protection for the growth of maritime and industrial jobs in the Manufacturing and Industrial Centers and consider the impacts to industrial areas from potential TOD.</p> <p>The Union noted that a north Duwamish Waterway crossing would go through Terminals 18, the ingress/egress at Terminal 5 (which will be under construction shortly), and Terminal 20/25. They stated that this would be catastrophic for Washington's marine cargo business in the Port of Seattle and the Puget Sound Gateway, would constrain international trade through the state and region, and result in local living wage job loss.</p> <p>They request that the north Duwamish Waterway crossing be eliminated from further study and that the Level 2 purple line be studied further in the Draft EIS.</p>
Lander Street Partners LLC	<p>Lander Street Partners LLC favors the ST3 Representative Project in SODO. They are concerned with potential construction-period impacts to businesses around the SODO station and feel an elevated station and alignment down the E3 Busway would minimize business impacts.</p>
Martin Smith Inc.	<p>Martin Smith Inc. supports the issues outlined in the Alliance for Pioneer Square comment letter (included in Appendix F and summarized in Table 5-9). As owner of commercial properties in Pioneer Square and SODO, they are concerned about potential economic impacts and impacts to the Pioneer Square and C-ID historic districts. As an owner of several historic buildings, they requested to be part of the Section 106 consultation process.</p>
Maxum Petroleum	<p>Maxum Petroleum expressed concern that construction of the north Duwamish Waterway crossing could affect access on and off Harbor Island, which would affect their business and freight mobility in general. The north Duwamish Waterway crossing would be above, and may impact, their leased warehouse space. Maxum Petroleum supplies fuels and lubricants to Washington State Ferries, King County ferries, tugboats, fishing vessels, and deep-draft ships. They requested a thorough assessment of the economic and transportation impacts be included as part of the Draft EIS.</p>
MLK Labor	<p>MLK Labor commented that the project would have the benefit of providing union jobs and apprenticeships for construction and other trades. They support the alignment with the least adverse impacts to maritime activities. They stated that siting of the east-west segment between Delridge and First Avenue S would impact freight mobility and marine business at Terminals 5 and 18, which support many union jobs. They support the south Duwamish Waterway crossing (Alternative 1 [red line] and 2 [yellow line]) because it would have less impact on marine businesses. They noted that adverse impacts to marine business would require mitigation.</p>

Business/Business Organization	Comments
Neptune Pacific and Associates LLC	Neptune Pacific and Associates LLC expressed concern that the Interbay Station would require acquisition of this business (located at 3425 16th Avenue W) and other businesses in Interbay. They requested that a tunnel and tunnel station be considered to minimize impacts to industrial land in Interbay. They suggested a tunnel station be located on City land south of W Bertona Street, near 17th Avenue W. They noted that tunnel options would reduce noise impacts.
Nickerson Investments LLC	Nickerson Investments LLC stated concerns with property acquisition, access issues, and visual obstructions at two Bolt Storage facilities they own in Ballard. They oppose all alternatives that pass over, through, or adjacent to Bolt Storage Facilities and expressed preference for a tunnel in Ballard.
North Seattle Industrial Association	<p>The North Seattle Industrial Association stated concern that the level of design is not detailed enough to select a preferred alternative and that the level of design does not provided adequate information to understand the impacts and costs of the elevated alternative. They support an alternative west of 15th Avenue W/NW in Interbay and Ballard, a tunnel under the Ship Canal, and construction of an underground station in Ballard in the vicinity of 20th Avenue NW, which they feel would minimize impacts in the BINMIC. They commented that Level 2 Alternatives evaluation is not clear enough about why the 20th Avenue alternative was not carried forward. They requested that the EIS distinguish between “Agency Preferred Alternatives” (that could include costs) and “Environmentally Preferred Alternative” (that should not include costs).</p> <p>They suggested additions to the Purpose and Need to specifically address manufacturing/industrial centers.</p> <p>The North Seattle Industrial Association is also concerned with potential impacts to regional truck mobility with the ST3 Representative Project both during and after construction, especially on Elliott Avenue W and 15th Avenue W/NW. They are concerned with economic impacts to manufacturing/industrial areas and that all of the costs of a bridge over the ship canal have not been accounted for at this time. They are also concerned with impacts to maritime industries and the potential displacement of Coastal Transportation .</p> <p>They suggested specific issues to study in the Draft EIS related to transportation; acquisitions, displacements and relocations; land use; economics; social impacts, community facilities, and neighborhoods; air quality; ecosystems; energy, hazardous materials, and environmental justice.</p>
Northwest Marine Trade Association	The Northwest Marine Trade Association stated opposition to a north Duwamish Waterway crossing due to potential disruptions to maritime operations and economic impacts. They requested traffic impacts at CenturyLink Field be considered. They stated opposition to a high-level bridge across Salmon Bay due to potential maritime business impacts. They support a tunnel under Salmon Bay.
Northwest Studio	Northwest Studio submitted comments on behalf of the Sweeney family, which owns properties (including the Alki Lumber and Hardware Co.) near the Avalon Station and has been planning redevelopment of this land for housing, new business, and public improvements. They support a tunnel station to minimize potential impacts to future TOD. They are concerned that an elevated guideway and station would adversely affect the neighborhood, cause noise and vibration, have visual impacts, and impact traffic and pedestrian mobility.

Business/Business Organization	Comments
Nucor Steel Seattle, Inc.	<p>Nucor Steel Seattle Inc. and General Recycling of Washington, LLC (GRW) generally support light rail. They are concerned about potential impacts to industry and maritime business in and around the Duwamish Waterway and Delridge Station, including:</p> <ul style="list-style-type: none"> • Traffic impacts to the Delridge Way SW connection to the West Seattle Bridge, which is a major freight route to and from Nucor. They are also concerned about impacts to the transfer of materials by road and rail between Nucor and GRW. • They are concerned about the north Duwamish Waterway crossing (Alternative 3 [blue line]) because it would require acquisition of Nucor property and prohibit expansion and modernization of the facility. This alternative would also potentially have an adverse impact on the intersection of Delridge Way SW and SW Spokane Street, which is vital for Nucor and GRW operations. • They noted the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) would have substantial impacts to Nucor and GRW. <p>They expressed concerns about the Delridge Station location north of SW Andover Street, noting it would adversely impact freight movement to and from Nucor and have an adverse economic impact on the facility. Concerns were raised about potential safety risks/conflicts between freight transportation and commuters.</p> <p>Nucor and GRW requested that these potential impacts be assessed in the EIS and that the EIS include mitigation for adverse impacts.</p>
Pacific Coast Container Logistics	<p>Pacific Coast Container Logistics generally supports light rail. They expressed concern about potential impacts to the Port of Seattle container terminals on the Duwamish Waterway. They are specifically concerned about the north Duwamish Waterway crossing (Alternative 3 [blue line]), because it may cause traffic congestion at the proposed future entrance to Terminal 5 and 18. They expressed concern about impacts to freight mobility from alignments in public right of way.</p>
Pacific Investment Co.	<p>Pacific Investment Co. voiced opposition to truck/car/pedestrian overpasses at S Lander Street and S Holgate Street due to potential construction period economic impacts to businesses, and safety concerns for pedestrians trying to access the station. They suggested elevating both sets of tracks and stations from S Forest Street to north of S Holgate, with TOD development at the station. Pacific Investment Co. owns 7.6 acres of mixed-use property adjacent to SODO Station, and their letter had about 25 signatories (nearby business and property owners).</p>
Pacific Merchant Shipping Association	<p>The Pacific Merchant Shipping Association generally supports light rail because it can reduce traffic congestion and is a more efficient transportation network. They are concerned about the impact of the Duwamish Waterway crossing on the Port of Seattle container terminals and supporting businesses during construction and operation. They expressed concern about impacts to freight mobility from alignments in public right of way.</p>
Pacific Terminals	<p>Pacific Terminals stated opposition to a north Duwamish Waterway crossing because it would have potential impacts to their business, such as impacts to truck traffic (especially during construction), impacts to rail operations, property acquisition of their warehouse rental space at Terminal 7B, cumulative impacts with Terminal 5 expansion, and economic impacts.</p>

Business/Business Organization	Comments
Ray-Mont Logistics America	Ray-Mont Logistics America generally supports light rail. They are concerned about potential impacts to the Port of Seattle container terminals, particularly freight access during construction. They are especially concerned about the impact of the north Duwamish Waterway crossing (Alternative 3 [blue line]).
Seattle Life Management, LLC	Seattle Life Management, LLC manages a property on Harbor Island that is leased to Harley Marine Services, Inc. They generally support light rail. They are concerned about impacts to the Port of Seattle container terminals and other maritime business on the Duwamish Waterway, specifically impacts to maritime traffic and vehicular traffic to Harbor Island.
Seattle Metropolitan Chamber of Commerce	The Seattle Metropolitan Chamber of Commerce noted their priority is well-planned and efficient implementation of the project. They requested that the local business community (particularly the SODO Business Improvement Area, the Ballard Alliance, and the West Seattle Junction) be engaged in the process of planning TOD given the potential for the project to have impacts on businesses during construction and operation.
SODO Business Improvement Area	<p>The SODO Business Improvement Area supports station locations that would have the least impact on businesses, freight, and overall mobility in SODO. They also had a number of concerns, including:</p> <ul style="list-style-type: none"> • Use of the E3 Busway for the light rail extension and the roadway congestion and freight mobility impacts that may occur as a result. They requested that alternatives to using the E3 Busway be considered. • Multi-modal connections to the SODO Station. They noted the station must provide bus connections, pedestrian walkways, bicycle parking, and pick-up/drop-off facilities. • Pedestrian access and safety at the SODO and Stadium stations. • Hide-and-ride parking impacts near stations. • The north and south Duwamish Waterway crossings appear to have different impacts on SODO, and they requested that business acquisition and traffic impacts associated with the different crossings be analyzed in the Draft EIS. <p>They requested that connections to the Sound Transit Operations and Maintenance Facility be analyzed.</p>
Two Junctions, LLC	<p>Two Junctions, LLC, which owns an apartment complex near the Alaska Junction, provided comments supporting Alternative 3 (blue line) to best serve the neighborhood's needs. They support the 44th Avenue SW station location for the Alaska Junction Station, because it would serve both the urban village and the less-dense neighborhoods to the west and, when combined with the Avalon Station, would capture a larger area of riders than the other station locations.</p> <p>They requested the Draft EIS study acquisitions, displacements, and relocations; land use; economics; social impacts; community facilities and neighborhoods; visual and aesthetic impacts; noise and vibration; geology and soils; environmental justice; and transportation impacts. They are concerned about the impacts from an elevated structure in the Junction neighborhood and how it may limit TOD potential. They also expressed concern about tunnel construction on different types of construction and requested that this be studied and mitigation identified.</p>

Business/Business Organization	Comments
Uwajimaya, Inc.	Uwajimaya, Inc. concurred with the comments submitted on behalf of the Pioneer Square International District Community Preservation and Development Authority (Historic South Downtown). They requested that the Draft EIS study multiple alternatives in the C-ID, including a Fourth Avenue alignment and study alternative construction methods to understand neighborhood and community impacts. They are concerned about potential business acquisition impacts, construction period impacts, and related economic impacts to other businesses. They requested information on mitigation for business impacts during construction.
Washington State Potato Commission	The Washington State Potato Commission expressed general support for light rail. They are concerned about potential impacts to all modes of freight transportation to and from the Northwest Seaport Alliance facilities associated with the north Duwamish crossing (Alternative 3 [blue line]). They support the Northwest Seaport Alliance's request to study a crossing of the Duwamish Waterway farther south.
West Seattle Chamber of Commerce	<p>The West Seattle Chamber of Commerce requests more engagement with residents and business owners in West Seattle neighborhoods that would be impacted and for Sound Transit to take into consideration low-income populations, diverse cultures, and language barriers. Specific comments on the Alaska Junction Station include:</p> <ul style="list-style-type: none"> • The 44th Avenue SW location would be the most disruptive and least convenient. • Spanning SW Alaska Street would disrupt traffic during construction. • The 41st Avenue SW location would be less disruptive to traffic. • The 41st or 42nd Avenue SW locations would impact businesses and housing. <p>They support an Avalon Station for bus transfers and a tunnel in West Seattle.</p> <p>They support further study of the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) with a south Duwamish Waterway crossing because this would minimize impacts to North Delridge, Port of Seattle, Nucor, and Northwest Seaport Alliance, and minimize environmental impacts in West Seattle.</p>
Western Towboat Company	The Western Towboat Company expressed concern that both a movable and a fixed bridge (and associated abutments) with a higher opening than the Ballard Bridge would potentially impact navigational safety in the Lake Washington Ship Canal. They favor a tunnel under Salmon Bay. They suggested that if the Ballard Bridge is to be replaced, the tunnel could be designed to accommodate both light rail and vehicular traffic from 15th Avenue W. They suggested the bridge over the Duwamish Waterway be the same height as the upper Spokane Street bridge and not impede maritime transportation.
Young Corporation	The Young Corporation expressed opposition to the north crossing (Alternative 3 [blue line]) of the Duwamish Waterway because of the potential acquisition of their property and economic impacts. If not acquired, there could be safety risks to the alignment associated with operation of the steel foundry. They prefer the south crossing of the Duwamish Waterway.

5.5 Community Organizations

Table 5-12 (Summary of Community Organization Comments) summarizes the comments submitted on behalf of community organizations during scoping. Copies of these letters are available in Appendix F (Community Organization Comments).

Table 5-12 Summary of Community Organization Comments

Community Organization	Comments
350 Seattle	350 Seattle requested building stations where ridership will be highest and with the greatest housing density before other stations in order to accelerate reduction of greenhouse gas emissions. They suggested considering a Ballard Station at 20th Avenue NW, which could help achieve their goal of accelerating greenhouse gas emission reductions.
5th and Madison Owners Association	<p>The 5th and Madison Owners Association represents 124 residential condominium units in the 5th and Madison Building at 909 Fifth Avenue, which is two buildings connected by an underground parking garage. Above the parking garage, there is also an elevated open plaza. They do not want conversion of the plaza space into access for the Midtown Station. They are concerned that impacts to their garage would eliminate most of the parking and storage spaces, compromise building systems and utilities, affect the property value, and affect residents' quality of life (construction noise, increased traffic, and safety concerns).</p> <p>They support the project and the Midtown Station. If a Fifth Avenue station is studied in the Draft EIS, they suggested it shift north between Madison and Seneca streets or south between Marion and Columbia streets and have access from public right of way.</p> <p>They endorsed the Sixth Avenue alignment (Alternative 2 [brown line]) through downtown because of potentially fewer property impacts, flexibility in station access points, and a closer connection to the I-5 Freeway Park/lid being studied.</p> <p>They recommended that the Draft EIS consider impacts related to transportation, parking, storage, displacements, the foundation of their building, and safety. They requested the ability to mix and match segments of the alignment to select a route.</p>
Alliance for Pioneer Square	<p>The Alliance for Pioneer Square requested that Pioneer Square be included in the study area and that the WSBLE EIS study impacts to Pioneer Square. They are concerned with various environmental impacts including transportation; parking; construction; public realm, urban design and land use; and environmental justice. They requested to be a consulting party in the Section 106 process. Detailed comments and suggestions were provided regarding the transportation, parking, and construction impact analyses. The Alliance also suggested that the EIS study:</p> <ul style="list-style-type: none"> Public realm, urban design and land use: They requested consideration of the design concepts and public realm improvements identified in the Jackson HUB project report. Social and environmental justice: The Alliance requested that the EIS identify environmental justice populations living in Pioneer Square, including homeless populations, and evaluate whether project alternatives have a disproportionately high and adverse impact on these populations. <p>They also noted that as part of a settlement agreement resolving the Alliance for Pioneer Square's challenge to the adequacy of the Alaskan Way Promenade and Overlook Walk Project EIS, King County and the City of Seattle agreed to reduce</p>

Community Organization	Comments
	<p>bus volumes and make changes to the roadway as identified in the Alaskan Way Retrofit. These commitments are tied into the assumption that WSBLE service will result in less bus traffic.</p>
Ballard Alliance	<p>The Ballard Alliance requests a Preferred Alternative include a tunnel beneath the Ship Canal and a Ballard Station at or west of 15th Avenue NW. They also support consideration of a station at 20th Avenue NW, north of NW Market Street, because it would be closer to existing density and prevent future conflicts between transit and freight mobility along 15th Avenue NW. Their desire is to have a station that connects to the heart of Ballard at 22nd Avenue NW and NW Market Street.</p> <p>They are opposed to a movable or fixed bridge across Salmon Bay because of potential impacts on habitat in Salmon Bay, reliability issues, increased traffic congestion, and impacts to industrial activities in the BINMIC.</p> <p>They suggested changes to the Purpose and Need related to enhancing the Ballard Urban Center and the BINMIC and protecting the industrial economy of this area.</p> <p>The Alliance suggested criteria for the selection of the station location and other considerations. They noted this is a “once-in-a-generation” decision that should take into account economic and cultural values of the neighborhood.</p> <p>They also suggested that Sound Transit review all the elements and issues related to the environment as is required under SEPA, and provided detailed comments and suggestions on several topics, including transportation; acquisitions, displacements, and relocations; land use; economics; social impacts, community facilities, and neighborhoods; air quality; energy impacts; hazardous materials; and environmental justice.</p>
Charles and Emma Frye Free Public Art Foundation	<p>The Charles and Emma Frye Free Public Art Foundation is concerned with potential impacts to and acquisition of their properties, the Goodwill building on Sixth Avenue S and the West Seattle Frye Commerce Center property near the Delridge Station on Delridge Way SW. In West Seattle, they support Alternative 2 (yellow line) because they note it will have the least impact to the commerce center. There is a certified childcare center in the commerce center; they are especially concerned with impacts to its operations. They do not support Alternative 3 (blue line) because they believe it would have the worst impacts to their property or Alternative 1 (red line) because they are concerned it would have greater impacts than the yellow line. In SODO, they support Alternative 1 (red line) because it would have the least impact to their property. They suggested several elements of the environment for study in the Draft EIS, including soils and topography, air quality, noise, light and glare, aesthetics, historic and cultural preservation, traffic and parking, movement and circulation of people and goods, and schools (including certified childcare services).</p>

Community Organization	Comments
Chinese Information and Service Center (CISC)	<p>The CISC advocates for environmental justice for immigrant communities. In late 2018, CISC conducted two community meetings in the C-ID where they heard the following:</p> <ul style="list-style-type: none"> • Station area should be accessible for wheelchairs and strollers and have seats in the waiting area, a restroom, and family room. • Implement safety measures for boarding the escalators or elevators and a clear safety plan for earthquake or disaster. • Include multilingual signs with graphics, good interior lighting, and ventilation. • Minimize walking for transfers and wait time. • The International District/Chinatown Station should reflect community values and cultures. Collaborate with community members on design. • Inform the community of the potential and actual environmental and economic impacts before, during, and after the construction. <p>The CISC stated preferences for communication and outreach for the C-ID residents.</p>
Denny Triangle Neighborhood Association	<p>The Denny Triangle Neighborhood Association expressed support for Alternative 3 (blue line) in the Denny Triangle and South Lake Union area because it would best serve the population and commercial areas. They requested that impacts to transportation infrastructure, pedestrians, neighborhoods, businesses, neighborhoods, noise, visual quality, stormwater, and air quality be considered.</p>
Downtown Seattle Association	<p>The Downtown Seattle Association requested study of all Level 3 alternatives in the Draft EIS and noted decreased ridership and lengthy transfers with mined stations. They suggested considering reconfiguration and reactivation of Union Station, opportunities for TOD, and bus/streetcar to rail transfers at major hubs and at the end of lines. They requested to not disrupt the existing streetcar system. In the C-ID area, they suggested evaluating cost-sharing opportunities/efficiencies with replacement of the Fourth Avenue S viaduct; studying impacts to vulnerable populations; and reviewing accessible, quality, and easy-to-navigate transfers including a below-grade connection from an International District/Chinatown Station to the King Street Station (Amtrak and Sounder).</p>

Community Organization	Comments
East Junction Neighborhood Association	<p>The East Junction Neighborhood Association supports a tunnel in West Seattle. They feel Alternative 2 (yellow line) would create a permanent scar across the East Junction neighborhood and would set a precedent for future light rail expansion to the south. If elevated, extensions south to neighborhoods like High Point, White Center, and Burien could involve many property acquisitions, forever altering West Seattle and creating an artificial barrier between neighborhoods.</p> <p>They stated that light rail is a generational decision resulting in infrastructure that is in place for the next several decades. “Decision makers and planners should not be tempted by quick and easy alternatives, but support and build something the community can be proud to pass on to future generations of Seattle”.</p> <p>They requested that prior alternatives, including the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) and the Level 1 Yancy Street/West Seattle Tunnel (pink line), be analyzed in the EIS.</p> <p>The letter from the East Junction neighborhood association has 169 signatories and provides detailed discussions of alternatives, construction impacts, economics, ecosystems, future extensions and neighborhood planning, geology, land use, noise and vibration, parks, safety and security, social justice and equality, transportation, and visual resources.</p>
Historic South Downtown	<p>Historic South Downtown’s first letter requested an extension past the 30-day scoping comment period and noted that Pioneer Square should be included in the scoping process.</p> <p>A second letter provided characteristics of the Pioneer Square and C-ID neighborhoods and asked that the Draft EIS determine impacts in relationship to these characteristics. They are concerned with long-term and short-term effects of any alternative on the “many minority, linguistically-isolated, low-income, homeless, and elderly community members in Pioneer Square and the Chinatown-International District.”</p> <p>They believe it is premature to study only one preferred alternative in the EIS. They recommend studying alternatives on Fourth Avenue S (to improve connectivity between the C-ID and Pioneer Square neighborhoods and the region as a whole), different construction methods for tunnels and stations, and multiple construction delivery methods to minimize impacts and expedite project delivery. They do not support a Fifth Avenue S alignment as a preferred alternative due to concerns about construction impacts in the C-ID. They provided suggestions and comments on what to study in the Draft EIS under various categories, including acquisitions, displacements, and relocations; cumulative construction impacts; land use; social and environmental justice; public services and utilities; public safety and security; noise and vibration; geology and soils; historic and archeological resources (related to Section 106); parks and recreational resources; and transportation impacts.</p> <p>They noted the importance of public involvement and provided suggestions for future engagement.</p>

Community Organization	Comments
Magnolia Community Council	<p>The Magnolia Community Council requested study of Alternative 2 (brown line) connecting to Alternative 3 (blue line) from the Interbay Athletic Complex to 15th Avenue NW and Market Street in Ballard.</p> <p>They requested study of an underground Ballard Station farther west at 17th Avenue NW and NW Market Street.</p> <p>They expressed opposition to movable bridges due to reliability concerns and suggested considering total future transit rider commute times.</p> <p>They suggested environmental topics to study including acquisitions, displacements, and relocations; economics; environmental justice; land use; noise and vibration; parks and recreational resources; public services, safety and security; transportation; visual and aesthetics; and water resources.</p>
Northwest Seattle Coalition	<p>The Northwest Seattle Coalition requested consideration of Alternative 2 (brown line) with a surface station at Galer Street and a surface alignment to the south edge of Interbay Athletic Complex, then connecting to Alternative 3 (blue line), with a Ballard Station at 15th Avenue NW and NW Market Street or at 17th Avenue NW and NW Market Street. They support routes that minimize travel time and maximize reliability. They do not support a movable bridge.</p> <p>They commented on what should be studied in environmental categories, including impacts from a movable bridge. They provided detailed comments on what the EIS should consider for the following topics: acquisitions, displacements, and relocations; economics; environmental justice, land use; noise and vibration; public services, safety and security; transportation; visual and aesthetics; and water resources.</p>
Seattle Chinatown International District Preservation and Development Authority (SCIDpda)	<p>SCIDpda commented that none of the alternatives currently presented are ideal. They requested study of all the current alternatives in the Draft EIS except for the ST3 Representative Project. They noted that the C-ID community includes low-income and minority populations, as well as a high concentration of seniors, residents who do not speak English at home, immigrants, and many small family-owned businesses. They suggest several issues should be studied in the Draft EIS as they pertain to these populations, including construction impacts, public safety and security, open space, and transportation. They request that the EIS identify detailed mitigation and systems to monitor effectiveness. They asked that the project take into consideration other potential major projects, including the Fourth Avenue viaduct upgrade/redevelopment, and their impacts on the community as alternatives are studied. They are interested in the opportunity to redevelop and revitalize Union Station and the station area to a modern and effective transportation hub and shared ideas and questions to explore. They also encouraged continued public involvement.</p>
Seattle Neighborhood Greenways	<p>Seattle Neighborhood Greenways proposes a South Lake Union Station close to Ninth Avenue N and Thomas Avenue because it would be closest to Thomas Street, part of the Lake2Bay Plan. This station location would provide better walking and biking access.</p>
Seattle Repertory Theatre	<p>The Seattle Repertory Theatre supports the project and provision of a Seattle Center Station at either Republican Street or Mercer Street. They noted that the theater is a sensitive receptor for noise and vibration, and potential impacts to the theater need to be analyzed in the EIS.</p>

Community Organization	Comments
Seattle Streetcar Coalition	<p>The Seattle Streetcar Coalition is concerned with impacts to operations of the existing and planned Seattle Streetcar lines during construction. They are also concerned about potential impacts on environmental justice populations along the existing streetcar lines.</p>
Seattle Subway	<p>Seattle Subway provided several specific recommendations, which were also submitted by several members of the public. Their recommendations include:</p> <ul style="list-style-type: none"> • Ballard: Include a fixed bridge crossing at 14th Avenue NW with a 15th Avenue NW elevated station • [C-]ID/SODO: Include variations of a cut/cover station on Fifth Avenue S for both high and low cost options • West Seattle: Study multiple affordable options with south rail bridge and elevated guideway instead of a tunnel • Midtown: Fifth Avenue alignment and study pedestrian access, including tunnels from Third Avenue and Seventh Avenue, for both high and low cost options • SLU [South Lake Union]: Harrison is the best for transit and non motorized access, include in both high and low cost options • Denny: Station oriented mostly south of Denny best for walkshed with Harrison • Westlake: The best possible transfer environment for riders should advance • Seattle Center: Include Republican Station for both high and low cost options • Smith Cove: Prefer Galer location • Interbay: Study Dravus alignment west of 15th Avenue W with BNSF-adjacent variations. Study Interbay Station to west of 17th Avenue W at Dravus Street. • Expansion: Must be built with future expansion in mind
South Lake Union Community Council	<p>The South Lake Union Community Council voiced support of Alternative 3 (blue line) because they feel it would provide the best access to areas south and north of Denny Way and would provide TOD opportunities. They support system reliability and the incorporation of local art into stations and plazas.</p> <p>They requested Sound Transit consider pedestrian access and safety at stations. They also requested the study of transportation, noise, light pollution, air quality, transportation, business access, and stormwater impacts during construction.</p>

Community Organization	Comments
Transit Access Stakeholders	<p>The Transit Access Stakeholders, a coalition of Transportation Choices Coalition, Futurewise, Feet First, Cascade Bicycle Club, Housing Development Consortium, Transit Riders Union, Sierra Club Washington, and Rooted in Rights, recommended that values for the project include:</p> <ul style="list-style-type: none"> • “Maximize equitable TOD and affordable housing potential • Integrate transit, bike, and walking networks • Prioritize race and social justice • Ensure travel reliability • Minimize displacement • Build a system that looks to the future... • Accessibility for all users, especially those with disabilities” <p>They voiced a preference for a north-south Alaska Junction Station in West Seattle, a shallow International District/Chinatown Station for ease of transfer, a downtown tunnel alignment on Fifth Avenue and Harrison Street, a 17th Avenue W Interbay Station, and a tunnel under Salmon Bay. They provided specific comments and suggestions on the following topics to study in the Draft EIS: displacements, environmental justice, future expansions, transportation networks, station access, and transit integration.</p>
Uptown Alliance and the Uptown Arts & Culture Coalition	<p>The Uptown Alliance and the Uptown Arts & Culture Coalition provided detailed comments on each alternative and environmental resource category, including acquisitions, displacements and relocations; public services; safety; soil; community facilities and neighborhoods; transportation; utilities; visual; and water resources.</p> <p>They did not express support for a specific alternative. They suggested multiple above-grade station entrances in Seattle Center and Uptown’s commercial core, naming the station Uptown/Seattle Center, and including work from local artists. They would like to see an enhanced pedestrian experience and to reduce pedestrian crossing of arterials. They requested including performance metrics for mitigation and evaluating different growth scenarios in Uptown.</p>
The Vera Project	<p>The Vera Project supports the project but is concerned that construction will impact attendance at shows, events, classes, and gatherings. Events at this venue at the Seattle Center are all-ages, alcohol-free, and in a safe space designed for young people who participate in music and arts activities. They noted that noise and vibration could impact their programming.</p>
West Seattle Junction Neighborhood Organization	<p>West Seattle Junction Neighborhood Organization expressed support for a tunnel in West Seattle, with the Alaska Junction Station at either 41st or 42nd Avenue SW (centrally located) in the West Seattle Junction Urban Village; a park above the station; and pedestrian improvements on SW Alaska Street. They are opposed to elevated alternatives in the Junction neighborhood. They support a tunnel for the Junction neighborhood because it would be less disruptive to the downtown core of West Seattle. They provided specific comments on the following topics to study in the Draft EIS: aesthetics, emergency services, tree canopy, cost, equity, height, bulk, and scale, housing, infrastructure, livability, parks and open space, traffic, TOD, and walkability.</p>

Community Organization	Comments
West Seattle Transportation Coalition	<p>The West Seattle Transportation Coalition is concerned that alternatives have been narrowed too much so that there is very little difference between them. They suggested studying additional tunnel and elevated options with reduced community impacts in West Seattle in the Draft EIS but did not specifically state what these options should be. They recommended that the Draft EIS study the cost and ridership impacts of deferring one of the three proposed ST3 West Seattle station locations.</p> <p>They requested removing Alternative 2 (yellow line) from further study in the Draft EIS due to potential residential property acquisition and neighborhood impacts. They also recommended study of an elevated guideway from SW Avalon Way into the Alaska Junction Urban Village in a north-south alignment for future extension.</p> <p>They requested further study of Section 4(f) impacts to the Seattle Parks and Recreation facilities at the Delridge Community Center and Playfield and the West Seattle Golf Course. They requested two new alternatives with impacts to parks that they feel are less severe than the Level 1/Level 2 Pigeon Ridge/West Seattle Tunnel (purple line) park impacts but believe will have fewer residential impacts. These new alternatives are 1) moving the alignment into the edge of the West Seattle Golf Course and 2) moving the Level 3 blue line so that it remains on Delridge Way SW until the intersection with SW Genesee Street and then curves west across the Delridge Community Center property, with a station where the current community center is and then continuing along SW Genesee Street on the edge of the golf course. They wondered how far into the golf course you can move the alignment before it causes irreparable harm to the golf course. They requested analysis of park and greenspace impacts, community impacts, acquisitions, and impacts to historic structures.</p>
Wing Luke Museum	<p>The Wing Luke Museum noted the C-ID has suffered from cumulative impacts from construction of public works projects and requested that decisions related to the station location and type of construction must consider and prioritize the impact on the cultural integrity of the C-ID. They requested, given the complexity and the nature of this generational decision, that the EIS study multiple options in the C-ID, including the Fourth Avenue alternatives.</p>

6 NEXT STEPS

6.1 Identifying the Draft EIS Alternatives and the Scope of the EIS

The public and agency comments received during scoping will help FTA and Sound Transit finalize the Purpose and Need for the project and identify the issues and alternatives to be considered in the Draft EIS. In May 2019, the Sound Transit Board is expected to identify a Preferred Alternative and, in coordination with FTA, other alternatives to be studied in the Draft EIS.

6.2 Draft EIS

Work on the Draft EIS is expected to begin in 2019 and will take about 18 months to complete. The Draft EIS will describe the potential benefits and adverse effects of each alternative and will outline potential ways to avoid, minimize, or mitigate negative effects. FTA and Sound Transit are planning to issue the Draft EIS for public and agency review in late 2020. The Draft EIS will be available for a 45-day public comment period that will include public hearings. After the close of the Draft EIS public comment period, the Sound Transit Board will consider public comments as well as the information in the Draft EIS and then confirm or modify the Preferred Alternative.

6.3 Final EIS

The Final EIS will contain responses to comments received on the Draft EIS. The Final EIS will also outline mitigation for environmental impacts. Work on the Final EIS is expected to begin in 2021 with publication scheduled in 2022.

6.4 Record of Decision

After the publication and review of the Final EIS, the Sound Transit Board will select the project to build. FTA will then issue a Record of Decision. The Record of Decision will document the project that Sound Transit will build and how it will avoid, minimize, and mitigate environmental impacts.



APPENDIX A

Public Notices

requirements that require all iron, steel, or manufactured products be produced in the United States, to help create and protect manufacturing jobs in the United States. The Ferry program will have a significant economic impact toward meeting the objectives of the Buy America law. The FAST Act amended the Buy America requirements, 49 U.S.C. 5323(j), to provide for a phased increase in the domestic content for rolling stock. For FY 2019, the cost of components and subcomponents produced in the United States must be more than 65 percent of the cost of all components. For FY 2020 and beyond, the cost of components and subcomponents produced in the United States must be more than 70 percent of the cost of all components. There is no change to the requirement that final assembly of rolling stock must occur in the United States. The Buy America requirements can be found in 49 CFR part 661 and additional guidance on the implementation of the phased increase in domestic content can be found at 81 FR 60278 (Sept. 1, 2016). Any proposal that will require a waiver must identify the items for which a waiver will be sought in the application. Applicants should not proceed with the expectation that waivers will be granted.

iv. Disadvantaged Business Enterprise

Projects that include ferry acquisitions are subject to the Disadvantaged Business Enterprise (DBE) program regulations at 49 CFR part 26 and ferry manufacturers must be certified Transit Vehicle Manufacturers (TVMs) to be eligible to bid on an FTA-assisted ferry procurement. The rule requires that, prior to bidding on any FTA-assisted vehicle procurement, entities that manufacture ferries must submit a DBE Program plan and annual goal methodology to FTA. The FTA will then issue a TVM concurrence/certification letter. Grant recipients must verify each entity's compliance before accepting its bid. A list of certified TVMs is posted on FTA's web page at <http://www.fta.dot.gov/civilrights/12891.html>. Recipients should contact FTA before accepting bids from entities not listed on this web-posting. In lieu of using a certified TVM, recipients may also establish project specific DBE goals for ferry purchases. The FTA will provide additional guidance as grants are awarded. For more information on DBE requirements, please contact Janelle Hinton, Office of Civil Rights, 202-366-9259, email: janelle.hinton@dot.gov.

v. Planning

FTA encourages applicants to notify the appropriate State Departments of Transportation and MPOs in areas likely to be served by the project funds made available under these initiatives and programs. Selected projects must be incorporated into the long-range plans and transportation improvement programs of States and metropolitan areas before they are eligible for FTA funding.

vi. Standard Assurances

The applicant assures that it will comply with all applicable Federal statutes, regulations, executive orders, directives, FTA circulars, and other Federal administrative requirements in carrying out any project supported by the FTA grant. The applicant acknowledges that it is under a continuing obligation to comply with the terms and conditions of the grant agreement issued for its project with FTA. The applicant understands that Federal laws, regulations, policies, and administrative practices might be modified from time to time and may affect the implementation of the project. The applicant agrees that the most recent Federal requirements will apply to the project, unless FTA issues a written determination otherwise. The applicant must submit the Certifications and Assurances before receiving a grant if it does not have current certifications on file.

4. Reporting

Post-award reporting requirements include the electronic submission of Federal Financial Reports and Milestone Progress Reports.

G. Federal Awarding Agency Contact(s)

For further information concerning this notice, please contact the Ferry program manager, Vanessa Williams, by phone at 202-366-4818, or by email at vanessa.williams@dot.gov. A TDD is available for individuals who are deaf or hard of hearing at 800-877-8339. In addition, FTA will post answers to questions and requests for clarifications on FTA's website at: <https://www.transit.dot.gov/funding/grants/passenger-ferry-grant-program-section-5307>. To ensure receipt of accurate information about eligibility or the program, the applicant is encouraged to contact FTA directly, rather than through intermediaries or third parties.

H. Technical Assistance and Other Program Information

This program is not subject to Executive Order 12372, "Intergovernmental Review of Federal

Programs." FTA will consider applications for funding only from eligible recipients for eligible projects listed in Section C. Complete applications must be submitted through GRANTS.GOV by 11:59 p.m. EST on April 15, 2019. For issues with GRANTS.GOV, please contact GRANTS.GOV by phone at 1-800-518-4726 or by email at support@grants.gov.

Contact information for FTA's regional offices can be found on FTA's website at www.fta.dot.gov.

Issued in Washington, DC.

K. Jane Williams,

Acting Administrator.

[FR Doc. 2019-01951 Filed 2-11-19; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Intent To Prepare an Environmental Impact Statement for the West Seattle and Ballard Link Extensions, King County, Washington

AGENCY: Federal Transit Administration (FTA), DOT

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and the Central Puget Sound Regional Transit Authority (Sound Transit) intend to prepare an Environmental Impact Statement (EIS) to evaluate the benefits and impacts of the proposed West Seattle and Ballard Link Extensions (WSBLE), a light rail transit extension project. The project would improve public transit service along the WSBLE corridor between and through the West Seattle, Downtown, and Ballard neighborhoods in Seattle, King County, Washington. It would respond to a growing number of transportation and community needs identified in the agency's regional transit system plan, Sound Transit 3 (ST3).

FTA and Sound Transit will prepare the EIS in accordance with the National Environmental Policy Act (NEPA), FTA environmental regulations, Fixing America's Surface Transportation Act (FAST Act), and Washington's State Environmental Policy Act (SEPA). This Notice initiates formal scoping for the EIS, provides information on the nature of the proposed transit project, invites participation in the EIS process, provides information about the purpose and need for the proposed transit project, includes the general set of alternatives being considered for evaluation in the EIS, and identifies

potential environmental effects to be considered. It also invites comments from interested members of the public, tribes, and agencies on the scope of the EIS and announces upcoming public scoping meetings. Alternatives being considered for evaluation include a No-Build alternative and various build alternatives to develop light rail in the WSBLE corridor. The alternatives were developed through a local planning process including a Regional Transit Long-Range Plan, a regional system plan of transit investments (ST3), and a SEPA early scoping and alternatives development process specific to the WSBLE corridor. Results of the SEPA early scoping process, the alternatives development process and findings, and other background technical reports are available at Sound Transit's office located at 401 S Jackson Street, Seattle, WA 98104-2826, on the project website: www.soundtransit.org/WSBLink, or by contacting the project line at (206) 903-7229.

DATES: The public scoping period will begin on the date of publication of this Notice and will continue through March 18, 2019 or 30 days from the date of publication, whichever is later. Please send written comments on the scope of the EIS, including the draft purpose and need statement, the alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and any other project-related issues, to the Sound Transit address listed in **ADDRESSES** below.

Public scoping meetings will be held at the times and locations indicated in **ADDRESSES** below. Sound Transit and FTA will accept written (via mail and online) and verbal comments recorded by a court reporter at those meetings. FTA and Sound Transit have also scheduled a meeting to receive comments from agencies and tribes who have an interest in the proposed project (on March 5, 2019). Invitations to the agency and tribal scoping meeting have been sent to appropriate Federal, tribal, state, and local governmental units.

ADDRESSES: Written comments on the scope of the EIS must be received by March 18, 2019 or 30 days from the publication of this Notice, whichever is later. Please send comments to: WSBLE (c/o Lauren Swift, Central Corridor Environmental Manager) Sound Transit, 401 S. Jackson Street, Seattle, WA 98104-2826, or by email to WSBscopingcomments@soundtransit.org. Comments will also be accepted at the public scoping meetings which will be held at:

1. February 27, 2019, 6:00–8:30, Alki Masonic Center, 4736 40th Ave. SW, Seattle, WA 98116.

2. February 28, 2019, 6:00–8:30, Ballard High School, 1418 NW 65th St., Seattle, WA 98117.

3. March 7, 2019, 5:00–7:30, Sound Transit, Union Station, 401 S. Jackson Street, Seattle, WA 98104.

All public meeting locations are accessible to persons with disabilities. To request materials be prepared and supplied in alternate formats or languages, please call the project line, (206) 903-7299/TTY Relay 711 at least 48 hours in advance of the meeting. Persons who are deaf or hard of hearing may call (888) 713-4900/TTY Relay 711.

Information about the proposed project, the alternatives development process, scoping, and the EIS process will be available at the scoping meetings, at Sound Transit offices, on the project website: <http://www.soundtransit.org/WSBLink>, or by contacting the project line at (206) 903-7229.

FOR FURTHER INFORMATION CONTACT:

Mark Assam, FTA Environmental Protection Specialist, phone: (206) 220-4465 or Lauren Swift, Sound Transit Central Corridor Environmental Manager, phone: (206) 398-5301.

SUPPLEMENTARY INFORMATION:

Background. NEPA “scoping” (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the light rail alignment alternatives’ significant issues that will be examined in detail in the EIS, while simultaneously limiting consideration and development of issues that are not truly significant. The NEPA scoping process should identify potentially significant environmental impacts caused by the project and that give rise to the need to prepare an EIS; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement. The EIS must be focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations—“to make the environmental impact statement process more useful to decision makers and the public; and to reduce paperwork and the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives . . . [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses.” Executive Order 11991, of May 24, 1977. Transit projects may also

generate environmental benefits, which should also be highlighted; the EIS process should draw attention to positive impacts, not just negative.

The Proposed Project. Sound Transit is proposing to expand Link light rail transit service from downtown Seattle to West Seattle’s Alaska Junction neighborhood, and to Ballard’s Market Street area. The project corridor is approximately 11.8 miles long. The project is part of the ST3 Plan of regional transit system investments, approved for funding by voters in the region in 2016. The ST3 Plan is available on Sound Transit’s website at: <https://www.soundtransit.org/get-to-know-us/documents-reports/st3-2016-guide>.

Purpose of and Need for the Project.

The Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative. The purpose of the WSBLE project is to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections in order to:

- Provide high quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan (Sound Transit, 2016).
- Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit’s Regional Transit Long-Range Plan Update (Sound Transit, 2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region’s residents, which include transit-dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit’s Transit Oriented Development and Sustainability policies.
- Encourage convenient and safe non-motorized access to stations such as bicycle and pedestrian connections

consistent with Sound Transit's System Access Policy.

- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices.

The project is needed because:

- When measured using national standards, existing transit routes between downtown Seattle, West Seattle and Ballard currently operate with poor reliability. Roadway congestion in the project corridor will continue to degrade transit performance and reliability as the city is expected to add 70,000 residential units and 115,000 jobs by 2035, without any major expansions in roadways.

- Increased ridership from regional population and employment growth will increase operational frequency in the existing downtown Seattle transit tunnel requiring additional tunnel capacity.

- Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for High Capacity Transit (HCT) in the corridor consistent with VISION 2040 (PSRC, 2009) and Sound Transit's Regional Transit Long-Range Plan Update (Sound Transit, 2014).

- The region's citizens and communities, including transit dependent residents and low-income and minority population, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.

- Regional and local plans call for increased residential and/or employment density at and around HCT stations, and increased options for multimodal access.

- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC's VISION 2040 and 2018 Regional Transportation Plan, include reducing greenhouse gas emissions by decreasing vehicle miles traveled.

Proposed Alternatives. Three light rail transit (LRT) build alternatives have been identified for the WSBL project, as well as a no-build alternative, as required under NEPA, that serves as a baseline against which to assess the impacts of the proposed alternatives. The mode and corridor served for the proposed project were identified through the years-long planning process for the Sound Transit Regional Transit Long-Range Plan and ST3 Plan. The three LRT alternatives were developed through an alternatives development process which built off of the Regional

Transit Long-Range Plan and ST3 planning work. The planning and alternatives development processes included technical analysis, public engagement, and input from affected local jurisdictions. Sound Transit developed an initial range of alternatives from agency and public input during the SEPA early scoping process (February 2 through March 5, 2018). The project Elected Leadership Group (ELG), a comprehensive group of elected officials that represent the service corridor, and the Stakeholder Advisory Group (SAG), an advisory group consisting of members of the community appointed by the ELG, then recommended how to narrow and refine these alternatives based on additional analysis and community, agency, and tribal input. Consistent with 23 CFR part 450.318, FTA is relying on the results of these local planning processes to inform the mode, corridor, and range of reasonable alternatives to be evaluated during the environmental process.

FTA and Sound Transit invite comments on these alternatives. The input received during the scoping period will help FTA and Sound Transit identify alternatives to evaluate in the Draft EIS. After scoping concludes, the Sound Transit Board is expected to consider the scoping comments received and then act on a motion addressing the purpose and need for the project, the scope of environmental review, and identifying the preferred alternative and other alternatives to be considered in the Draft EIS.

No Build Alternative. The No Build Alternative reflects the existing transportation system plus the transportation improvements included in PSRC's Transportation Improvement Program.

Light Rail Transit Alternatives. Each LRT alternative is approximately 11.8 miles and includes fourteen stations that serve the following areas: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. FTA and Sound Transit may also examine several design options and potential minimal operable segments for the proposed alternatives. Information about the proposed project, the alternatives development process, scoping, and the EIS process will be available at the scoping meetings, at Sound Transit offices, on the project website: <http://www.soundtransit.org/WSBLink>, or by contacting the project line at (206) 903-7229. For purposes of the Notice, the

proposed alternatives can be generally described as follows:

In West Seattle, the alternatives include several elevated and tunnel station options in the Alaska Junction area in the vicinity of SW Alaska Street on either 41st Avenue SW, 42nd Avenue SW, or 44th Avenue SW. From the Alaska Junction, the alternatives travel east in either an elevated or tunnel configuration with elevated or tunnel station options at Avalon, and continue in an elevated configuration along SW Genesee Street with an elevated station in Delridge along or west of Delridge Way SW. The alternatives then cross the Duwamish River on a high level fixed bridge parallel to the existing West Seattle Bridge on either the north or south side. The alternatives continue east in an elevated configuration before turning north following the alignment of the E3 Busway to a new elevated or at-grade SODO station and an at-grade Stadium station and connect to the existing downtown Seattle transit tunnel.

A new downtown tunnel would begin in the vicinity of the Stadium station, it would head north with alignments under 4th Avenue S or 5th Avenue S through the International District/Chinatown and then travel northwest along 5th Avenue or 6th Avenue through Midtown and Westlake. The alternatives would then continue in a tunnel configuration along Westlake Ave N to South Lake Union with a station near Denny Way before turning northwest with a station near Aurora Ave N between Harrison and Roy streets. The alternatives would continue in tunnel towards Seattle Center with a station on either Republican or Mercer streets. The alternatives then turn north and begin to transition to at-grade or elevated configurations to serve a Smith Cove station along Elliott Avenue W. From the Smith Cove station, the alternatives either continue in an elevated configuration along 15th Avenue W or transition to at-grade along the east side of the Burlington Northern Santa Fe (BNSF) railway tracks to a station in Interbay near W Dravus Street. From the Interbay station, one alternative would continue in an elevated alignment along 15th Avenue W and cross Salmon Bay with a movable bridge. The other alternatives transition to the east of 15th Avenue W and cross Salmon Bay with a high level fixed bridge or tunnel. Station options in Ballard include elevated and tunnel stations near NW Market Street on 15th Avenue NW or 14th Avenue NW.

The build alternatives could also include transit related roadway, bicycle, maritime, and pedestrian projects by

Sound Transit or others. These improvements may be eligible for federal funding and could be part of the transit project or constructed together with it as part of a joint effort with agency partners, thereby meriting joint environmental analysis. This could include access improvements around station areas and over waterway crossings. Sound Transit would identify these improvements and could include them as it works with partner agencies.

Possible Adverse Effects. Consistent with NEPA, FTA and Sound Transit will evaluate, with input from the public, tribes, and agencies, the potential impacts of the alternatives on the natural, built, and social environments. Likely areas of investigation include, transportation (including navigable waterways), land use and consistency with applicable plans, land acquisition and displacements, socioeconomic impacts, park and recreation resources, historic and cultural resources, environmental justice, visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species and marine mammals. The EIS will evaluate short-term construction impacts and long-term operational impacts. It will also consider indirect, secondary and cumulative impacts. The EIS will also propose measures to avoid, minimize, or mitigate significant adverse impacts.

In accordance with FTA policy and regulations, FTA and Sound Transit will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process.

Roles of Agencies and the Public. NEPA, and FTA's regulations for implementing NEPA, call for public involvement in the EIS process. FTA and Sound Transit therefore invite Federal and non-Federal agencies to participate in the NEPA process as "cooperating" or "participating" agencies. FTA will also initiate government-to-government consultation with Indian tribes and will invite them to participate in the process.

Any agency or tribe interested in the project that does not receive such an invitation should promptly notify the Sound Transit Corridor Environmental Manager identified above under **ADDRESSES**.

FTA and Sound Transit will prepare a draft Coordination Plan for agency involvement. Interested parties will be able to review the draft Coordination Plan on the project website. The draft Coordination Plan will identify the

project's coordination approach and structure, will provide details on the major schedule milestones for agency and public involvement, and will include an initial list of interested agencies and organizations.

Combined FEIS and Record of Decision. Under 23 U.S.C. 139, FTA should combine the Final EIS and Record of Decision if it is practicable. The EIS will be a joint document under NEPA and SEPA; therefore, FTA and Sound Transit have determined that this is not practicable to combine the Final EIS and Record of Decision.

Paperwork Reduction. The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, FTA limits as much as possible the distribution of complete sets of printed environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received before the document is printed, FTA and Sound Transit will distribute only the executive summary of the environmental document that will include a compact disc of the complete environmental document and a link to the project website where it can be accessed online. A complete printed set of the environmental document will be available for review at the Sound Transit's offices and local libraries; an electronic copy of the complete environmental document will also be available on Sound Transit's project website.

Linda M. Gehrke,
Regional Administrator.

[FR Doc. 2019-01949 Filed 2-11-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA-2017-0021; Notice 2]

Gillig, LLC, Denial of Petition for Decision of Inconsequential Noncompliance

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Denial of petition.

SUMMARY: Gillig LLC (Gillig) has determined that certain model year (MY) 1997-2016 Gillig Low Floor buses do not fully comply with Federal Motor

Vehicle Safety Standard (FMVSS) No. 108, *Lamps, Reflective Devices, and Associated Equipment*. Gillig filed a noncompliance report dated February 24, 2017. Gillig also petitioned NHTSA on March 24, 2017, and supplemented its petition on May 10, 2017, for a decision that the subject noncompliance is inconsequential as it relates to motor vehicle safety.

FOR FURTHER INFORMATION CONTACT:

Leroy Angeles, Office of Vehicle Safety Compliance, NHTSA, telephone (202) 366-5304, facsimile (202) 366-3081.

SUPPLEMENTARY INFORMATION:

I. Overview

Gillig LLC (Gillig) has determined that certain model year (MY) 1997-2016 Gillig Low Floor buses do not fully comply with paragraph S7.1.1.13.1 of FMVSS No. 108, *Lamps, Reflective Devices, and Associated Equipment* (49 CFR 571.108). Gillig filed a noncompliance report dated February 24, 2017, pursuant to 49 CFR part 573, *Defect and Noncompliance Responsibility and Reports*. As stated in the noncompliance report, turn signal lights that do not meet the requirements of the standard may not be sufficiently visible to other drivers or pedestrians, potentially increasing the risk of a crash. Gillig also petitioned NHTSA on March 24, 2017, and supplemented its petition on May 10, 2017, for an exemption from the notification and remedy requirements of 49 U.S.C. Chapter 301 on the basis that this noncompliance is inconsequential as it relates to motor vehicle safety, pursuant to 49 U.S.C. 30118(d) and 30120(h) and 49 CFR part 556.

Notice of receipt of the petition was published with a 30-day public comment period, on October 4, 2017, in the **Federal Register** (82 FR 46346). No comments were received.

II. Buses Involved

Approximately 17,138 MY 1997-2016 Gillig Low Floor buses, manufactured between December 31, 1997, and February 3, 2017, are potentially involved.

III. Noncompliance

Gillig stated that it installed six different generations of turn signal assemblies in the subject buses; however, after receiving two complaints that their Generation 7 turn signal assemblies were not sufficiently visible, Gillig and the turn signal manufacturer went back and tested the previous generations to see if they met the requirements of FMVSS No. 108. Test

**Sound Transit
West Seattle and Ballard Link Extensions
Determination of Significance
And Request for Comments on Scope of EIS**



Description of Proposal

Sound Transit is proposing to expand Link light rail transit service from downtown Seattle to West Seattle's Alaska Junction neighborhood and to Ballard's Market Street area. The project, known as the West Seattle and Ballard Link Extension (WSBLE), runs in a corridor approximately 11.8 miles long. The project is part of the ST3 Plan of regional transit system investments, funding for which was approved by the voters in 2016.

The purpose of the WSBLE project is to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections. Additional detail on the project Purpose and Need is in the Scoping Information Report. The Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative.

Sound Transit will evaluate three light rail transit (LRT) build alternatives as well as a no-build alternative. Each LRT alternative includes fourteen stations that serve the following areas: Alaska Junction, Avalon, Delridge, SODO, the sports stadiums, International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay, and Ballard. The build alternatives also include various design options.

No Build Alternative. The No Build alternative reflects the existing transportation system and environment without the proposed project. It also serves as a baseline for comparing impacts of the build alternatives.

LRT Alternatives. In West Seattle the alternatives include several elevated and tunnel station options in the Alaska Junction area in the vicinity of SW Alaska Street on either 41st Avenue SW, 42nd Avenue SW, or 44th Avenue SW. From the Alaska Junction, the alternatives travel east in either an elevated or tunnel configuration with elevated or tunnel station options at Avalon. The alternatives continue in an elevated configuration along SW Genesee Street with an elevated station in Delridge along or west of Delridge Way SW. The alternatives then cross the Duwamish River on a high-level fixed bridge parallel to the existing West Seattle Bridge on either the north or south side. The alternatives continue east in an elevated configuration before turning north along the E3 Busway to a new elevated or at-grade SODO station and an at-grade Stadium station and then connect to the existing downtown Seattle transit tunnel.

A new downtown tunnel would begin in the vicinity of the Stadium station; it would head north with alignments under 4th Avenue S or 5th Avenue S through the International District/Chinatown and then travel northwest under 5th Avenue or 6th Avenue through Midtown and Westlake. The alternatives would then continue in a tunnel configuration along Westlake Ave N to South Lake Union with a station near Denny Way before turning northwest with a station near Aurora Ave N between Harrison and Roy streets. The alternatives would continue in a tunnel towards Seattle Center with a station on either Republican or Mercer streets.

The alternatives then turn north and begin to transition to at-grade or elevated configurations to serve a Smith Cove station along Elliott Avenue W. From the Smith Cove station, the alternatives either continue in an elevated configuration along 15th Avenue W or transition to at-grade along the east side of the

BNSF tracks to an Interbay station near W Dravus Street. From the Interbay station, one alternative would continue in an elevated alignment along 15th Avenue W and cross Salmon Bay with a movable bridge. The other alternatives transition to the east of 15th Avenue W and crosses Salmon Bay on a high-level fixed bridge or in a tunnel. Station options in Ballard include elevated and tunnel stations near NW Market Street on 15th Avenue NW or 14th Avenue NW.

Proponent: Sound Transit (Central Puget Sound Regional Transit Authority)

Location of proposal: Seattle, King County, Washington

Lead agency: Sound Transit is the lead agency for State Environmental Policy Act (SEPA) review and the Federal Transit Administration (FTA) is the lead agency under the National Environmental Policy Act (NEPA). A combined EIS is being prepared under SEPA and NEPA.

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

The lead agency has identified the following areas for discussion in the EIS: transportation, property acquisition and displacements, land use, economic activity and development potential, community facilities and neighborhoods, visual and aesthetic qualities, air quality (including greenhouse gas emissions), noise and vibration, water resources, ecosystems (including threatened and endangered species), energy use, geology and soils, hazardous materials, electromagnetic fields, public utilities and services, historic and cultural resources, parkland and open space, construction impacts, cumulative impacts, and indirect impacts.

The following areas will also be included for the purposes of meeting NEPA requirements in this combined SEPA/NEPA EIS: Section 4(f)/6(f) resources (public parks, recreation areas, wildlife and waterfowl refuges, and historic sites of national, State, or local significance), Section 106 resources (historic and cultural properties on or eligible for listing in the National Register of Historic Places), and environmental justice (effects on low-income and minority populations).

The scoping process may result in a narrower scope of elements analyzed in the EIS.

Scoping. Agencies, tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on the proposed range of alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. Three public scoping meetings and one agency and tribe scoping meeting are scheduled. Invitations to the agency and tribe scoping meeting have been sent to appropriate federal, tribal, state, and local governmental entities. The method and deadline for providing comments is as follows:

Comment Deadline: Comments must be submitted by 5:00 p.m., March 18, 2019

Comment Online: [WSBLink.participate.online](https://wsblink.participate.online)

Mail: West Seattle and Ballard Link Extensions (c/o Lauren Swift)
Sound Transit
401 S Jackson St., Seattle, WA 98104

Email: WSBscopingcomments@soundtransit.org

At a public meeting:

1. February 27, 2019, 6:00 – 8:30
Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98116

2. February 28, 2019, 6:00 – 8:30
Ballard High School
1418 NW 65th St
Seattle, WA 98117

3. March 7, 2019, 5:00 – 7:30
Sound Transit, Union Station
401 S. Jackson Street
Seattle, WA 98104.

Voicemail: 833-972-2666

All public meeting locations are accessible to persons with disabilities who may also request materials be prepared and supplied in alternate formats by calling the project line, (206) 903-7229/TTY Relay 711 at least 48 hours in advance of the meeting. Persons who are deaf or hard of hearing may call (888) 713-4900/TTY Relay 711.

Responsible official: Perry Weinberg

Position/title: Deputy Executive Director, Office of Environmental Affairs and Sustainability

Phone: (206) 689-4931

Address: Sound Transit
Office of Environmental Affairs and Sustainability
Union Station, 401 South Jackson St., Seattle, WA 98104-2826

Additional Information: Additional information is contained in the Scoping Information Report, including alternatives under consideration, topics for discussion in the EIS, and the project Purpose and Need Statement, and is available at <http://www.soundtransit.org/WSBlink> or can be obtained by calling the project line at 206-903-7299. Alternate formats and languages of project material can be requested by calling the project line.

For information on the scoping process, contact Lauren Swift, Central Corridor Environmental Manager, at 206-398-5301.

Date: Feb. 14, 2019

Signature: _____



Perry Weinberg
SEPA Responsible Official

DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Limitation on Claims Against Proposed Public Transportation Projects**

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice.

SUMMARY: This notice announces final environmental actions taken by the Federal Transit Administration (FTA) for projects in Phoenix, Arizona and Albany, Georgia. The purpose of this notice is to announce publicly the environmental decisions by FTA on the subject projects and to activate the limitation on any claims that may challenge these final environmental actions.

DATES: By this notice, FTA is advising the public of final agency actions subject to 23 U.S.C. 139(l). A claim seeking judicial review of FTA actions announced herein for the listed public transportation projects will be barred unless the claim is filed on or before August 8, 2019.

FOR FURTHER INFORMATION CONTACT: Nancy-Ellen Zusman, Assistant Chief Counsel, Office of Chief Counsel, (312) 353-2577 or Juliet Bochicchio, Environmental Protection Specialist, Office of Environmental Programs, (202) 366-9348. FTA is located at 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 9:00 a.m. to 5:00 p.m., Monday through Friday, except Federal holidays.

SUPPLEMENTARY INFORMATION: Notice is hereby given that FTA has taken final agency actions by issuing certain approvals for the public transportation projects listed below. The actions on the projects, as well as the laws under which such actions were taken, are described in the documentation issued in connection with the projects to comply with the National Environmental Policy Act (NEPA) and in other documents in the FTA environmental project file for the projects. Interested parties may contact either the project sponsor or the relevant FTA Regional Office for more information. Contact information for FTA's Regional Offices may be found at <https://www.fta.dot.gov>.

This notice applies to all FTA decisions on the listed projects as of the issuance date of this notice and all laws under which such actions were taken, including, but not limited to, NEPA [42 U.S.C. 4321-4375], Section 4(f) requirements [23 U.S.C. 138, 49 U.S.C. 303], Section 106 of the National Historic Preservation Act [54 U.S.C.

306108], and the Clean Air Act [42 U.S.C. 7401-7671q]. This notice does not, however, alter or extend the limitation period for challenges of project decisions subject to previous notices published in the **Federal Register**. The projects and actions that are the subject of this notice are:

1. *Project name and location:* Northwest Phase II Light Rail Extension, City of Phoenix, Maricopa County, Arizona. *Project sponsor:* Valley Metro. *Project description:* Valley Metro plans to construct the Northwest Phase II Light Rail Extension to extend service 1.5 miles northwest of the existing Valley Metro light rail line at Dunlap and 19th Avenues to the Metrocenter Mall located on the western side of Interstate 17 (I-17). The project consists of the construction of three new light rail stations, two park and ride facilities, a new rail bridge over I-17, replacement of two existing bridges to accommodate light rail vehicles, vehicular traffic and bicycles, and relocation of the existing Metrocenter Transit Center. This notice only applies to the discrete actions taken by FTA at this time, as described below. Nothing in this notice affects FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* Section 4(f) determination, dated October 26, 2018; Section 106 finding of no adverse effect to historic properties, State Historic Preservation Office (SHPO) concurrence dated October 22, 2018; project-level air quality conformity; Section 6(f) of the Land and Water Conservation Fund Act determination, dated January 5, 2018; and Finding of No Significant Impact for the Northwest Phase II Light Rail Extension, dated February 5, 2019. *Supporting documentation:* Environmental Assessment Northwest Phase II Light Rail Extension, dated September 20, 2018.

2. *Project name and location:* Albany Multimodal Transportation Center, Albany, Georgia. *Project Sponsor:* City of Albany and Georgia Department of Transportation (GDOT). *Project description:* The City of Albany and GDOT will construct a new multimodal transportation center for the Albany Transit System on a 3-acre site that will house and support ATS operational needs, and other potential uses, such as intercity bus, rural transit, taxis, private auto services, and typical transit-oriented and transit-related commercial uses, as well as a small public computer lab. This notice only applies to the discrete actions taken by FTA at this time, as described below. Nothing in this notice affects FTA's previous decisions, or notice thereof, for this project. *Final agency actions:* Section

4(f) determination, date December 10, 2018; Finding of No Significant Impact for the Albany Multimodal Transportation Center, dated December 10, 2018; Section 106 finding of no adverse effect to historic properties for the Albany Freedom Historic District and Section 106 finding of adverse effect for Archaeological Site 9DU286, SHPO concurrence dated April 13, 2018; executed Memorandum of Agreement dated December 10, 2018; project-level air quality conformity. *Supporting documentation:* Environmental Assessment Albany Multimodal Transportation Center, Dougherty County, Georgia, dated May 22, 2018.

Elizabeth S. Riklin,

Deputy Associate Administrator for Planning and Environment.

[FR Doc. 2019-04284 Filed 3-8-19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Transit Administration****Extension of Public Scoping Period for the West Seattle and Ballard Link Extensions, King County, Washington**

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice; extension of public comment period.

SUMMARY: On February 12, 2019 the Federal Transit Administration (FTA) published a notice of intent (NOI) in the **Federal Register** to prepare an environmental impact statement (EIS) with the Central Puget Sound Regional Transit Authority (Sound Transit) for the West Seattle and Ballard Link Extensions (WSBLE) Project. The public scoping period on the NOI was originally scheduled to end on March 18, 2019. FTA is extending the public scoping period and will accept comments until April 2, 2019.

DATES: Written comments on the scope and alternatives to be considered in EIS, as described in the NOI (84 FR 3541; February 12, 2019), must be submitted no later than April 2, 2019.

ADDRESSES: You may submit written comments on the scope of the EIS to: WSBLE (c/o Lauren Swift) Sound Transit, 401 S Jackson Street, Seattle, WA 98104-2826, or by email to WSBscopingcomments@soundtransit.org.

FOR FURTHER INFORMATION CONTACT: Mark Assam, FTA Environmental Protection Specialist, phone: (206) 220-4465 or Lauren Swift, Sound Transit

Central Corridor Environmental Manager, phone: (206) 398–5301.

SUPPLEMENTARY INFORMATION: On February 12, 2019, FTA published a NOI to prepare an EIS in coordination with Sound Transit for the WSBLE Project in the **Federal Register** (84 FR 3541). The public scoping period on the NOI was originally scheduled to end on March 18, 2019. FTA received requests for additional time to provide comments. In an effort to balance the need to move forward on the EIS process in an efficient manner and the need to encourage thorough public participation in this scoping process, FTA will extend the public comment period to April 2, 2019. This brings the public scoping period to a total of 46 days. Other information contained in the NOI published in the February 12, 2019 **Federal Register** has not been changed.

Linda M. Gehrke,

Regional Administrator.

[FR Doc. 2019–04278 Filed 3–8–19; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[Docket No. NHTSA–2019–0005]

Decision That Certain Nonconforming Motor Vehicles Are Eligible for Importation

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of petitions.

SUMMARY: This document announces decisions by NHTSA that certain motor vehicles not originally manufactured to comply with all applicable Federal Motor Vehicle Safety Standards (FMVSS) are eligible for importation into the United States because they are substantially similar to vehicles originally manufactured for sale in the United States and certified by their manufacturers as complying with the safety standards, and are capable of being readily altered to conform to the standards.

DATES: These decisions became applicable on the dates specified in Annex A.

FOR FURTHER INFORMATION CONTACT: Neil Thurgood, Office of Vehicle Safety Compliance, NHTSA (202–366–0712).

SUPPLEMENTARY INFORMATION:

Background

Under 49 U.S.C. 30141(a)(1)(A), a motor vehicle that was not originally manufactured to conform to all applicable FMVSS shall be refused admission into the United States unless NHTSA has decided that the motor vehicle is substantially similar to a motor vehicle originally manufactured for importation into and/or sale in the United States, certified under 49 U.S.C. 30115, and of the same model year as the model of the motor vehicle to be compared, and is capable of being readily altered to conform to all applicable FMVSS.

Where there is no substantially similar U.S.-certified motor vehicle, 49 U.S.C. 30141(a)(1)(B) permits a nonconforming motor vehicle to be admitted into the United States if its safety features comply with, or are capable of being altered to comply with, all applicable FMVSS based on destructive test data or such other evidence as NHTSA decides to be adequate.

Petitions for eligibility decisions may be submitted by either manufacturers or importers who have registered with NHTSA pursuant to 49 CFR part 592. As specified in 49 CFR part 593.7, NHTSA publishes notice in the **Federal Register** of each petition that it receives, and affords interested persons an opportunity to comment on the petition. At the close of the comment period, NHTSA decides, on the basis of the petition and any comments that it has received, whether the vehicle is eligible for importation. The agency then notifies the petitioner of its decision by letter and publishes public notification of the decision in the **Federal Register**.

NHTSA received petitions from registered importers (RIs) to decide whether the vehicles listed in Annex A to this notice are eligible for importation into the United States. To afford an opportunity for public comment, NHTSA published notice of these petitions as specified in Annex A. The reader is referred to those notices for a thorough description of the petitions.

Comments: No substantive comments were received in response to the petitions identified in Annex A.

NHTSA Decision: Accordingly, on the basis of the foregoing, NHTSA hereby decides that each motor vehicle listed in Annex A to this notice, which was not originally manufactured to comply with all applicable FMVSS, is substantially similar to a motor vehicle manufactured for importation into and/or sale in the United States and certified by its manufacturer under 49 U.S.C. 30115, as specified in Annex A, and is capable of

being readily altered to conform to all applicable FMVSS.

NHTSA has also concluded that each RI who imports and modifies a vehicle under one of the subject vehicle eligibility numbers for the first time must include in the statement of conformity and associated documents (“conformity package”) it submits to the NHTSA under 49 CFR part 592.6(d) explicit proof to confirm that the vehicle was, where applicable, originally manufactured to conform to, or was successfully altered to conform to, FMVSS No. 101, *Controls and Displays*, FMVSS No. 138, *Tire Pressure Monitoring Systems*, FMVSS No. 208, *Occupant Crash Protection*, and FMVSS No. 301, *Fuel System Integrity*. This proof must include detailed descriptions of all modifications made, including a detailed description of systems in place (if any) on the vehicle as delivered to the RI, and a similarly detailed description of alterations made to the vehicle and said systems, including photographs of all required labeling. The descriptions must also include parts assembly diagrams and associated part numbers for all components that were removed from or installed in the vehicle, an accounting of any computer programming modifications undertaken, and a description of how compliance was verified after alteration of the vehicle.

Vehicle Eligibility Number for Subject Vehicles: In order to import a vehicle made admissible under any final decision, the importer must indicate to U.S. Customs and Border Protection that the vehicle has been determined eligible for importation. This is done by indicating the eligibility number, published under that final decision, on DOT declaration form HS–7. Vehicle eligibility numbers assigned to vehicles admissible under this decision are specified in Annex A.

Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B) and (b)(1); 49 CFR 593.7; delegations of authority at 49 CFR 1.95 and 501.8.

Michael A. Cole,

Acting Director, Office of Vehicle Safety Compliance.

Annex A—Nonconforming Motor Vehicles Decided To Be Eligible for Importation

1. Docket No. NHTSA–2017–0029

Nonconforming Vehicles: 2014 BMW X3 Multipurpose Passenger Vehicles

Substantially Similar U.S. Certified Vehicles: 2014 BMW X3 Multipurpose Passenger Vehicles

Notice of Petition Published at: 83 FR 32708 (July 13, 2018)

Vehicle Eligibility Number: VSP–598 (effective date September 7, 2018)



APPENDIX B

Scoping Information Report



Scoping Information Report

February 2019

1. Introduction

This report is intended to provide context for the West Seattle and Ballard Link Extensions (WSBLE) Project environmental scoping period. Early scoping under that State Environmental Policy Act (SEPA) was conducted prior to this scoping period followed by a three-level alternatives development process. The alternatives refined through this process are presented to the public for comment during the scoping period. The input received during scoping will help the Sound Transit Board identify a Preferred Alternative and other alternatives to study in an Environmental Impact Statement (EIS).

This report describes:

- the upcoming scoping period
- a description of the potential alternatives
- the purpose and need for the project
- the history of regional light rail and process that led to the alternatives being evaluated during scoping
- the project timeline and next steps

2. West Seattle and Ballard Link Extensions Scoping: Feb 15, 2019, to March 18, 2019

Sound Transit and the Federal Transit Administration (FTA) are conducting scoping to start the environmental process for the WSBLE Project, a light rail expansion project in the metropolitan Seattle area of King County, Washington. The WSBLE Project is part of the Sound Transit 3 Plan (ST3) that voters approved funding for in 2016. The West Seattle Link Extension would build light rail from West Seattle's Alaska Junction neighborhood to downtown Seattle. The Ballard Link Extension would build light rail from Ballard's Market Street area through downtown Seattle and include a new downtown Seattle light rail tunnel. [Exhibit 1-1](#) (System Map) shows Sound Transit's current service and future projects.

Exhibit 1-1: System Map



2.1 About Scoping

Sound Transit and FTA will prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) to further examine how the project could affect the community and the environment. Scoping provides an opportunity for the public to learn about and comment on the WSBLE Project at the beginning of the environmental review process. Input received during scoping helps inform the Sound Transit Board's identification of a Preferred Alternative and other alternatives to study in the EIS.

To start the scoping period, FTA issued a Notice of Intent to prepare an EIS in the Federal Register on February 12, 2019, and Sound Transit issued a Determination of Significance in the SEPA Register on February 15, 2019. During scoping, Sound Transit is seeking public comments on the project Purpose and Need, the alternatives to be studied in the EIS, and potential impacts to study in the EIS. All project documents, including the SEPA Determination of Significance, are available on the project website at <https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions/documents>.

Following scoping, Sound Transit will review and summarize comments received. After consideration of the scoping comments, the Sound Transit Board will identify the alternatives to study in the EIS, including a preferred alternative.

2.2 Public and Agency Scoping Meetings

Scoping includes a public comment period that is open until March 18, 2019, with three public meetings and an online open house. The public meetings will be held at the following locations and times:

West Seattle

Wednesday, February 27, 2019
6:00-8:00 p.m.
Alki Masonic Center
4736 40th Avenue SW
Seattle, WA 98116

Ballard

Thursday, February 28, 2019
6:00-8:00 p.m.
Ballard High School
1418 NW 65th Street
Seattle, WA 98117

Downtown

Thursday, March 7, 2019
5:00-7:00 p.m.
Union Station
401 S Jackson Street
Seattle, WA 98104

Online Open House: <https://wsblink.participate.online/>

A separate scoping meeting will be conducted with agencies and Native American tribes to present project information and receive comments. Invitations to the agency scoping meeting and public scoping meetings will be sent to the appropriate federal, tribal, state, and local governments.

2.3 Ways to Provide Comments

Written scoping comments are requested by March 18, 2019, and can be submitted by mail or email at the addresses listed below. Comments can also be submitted at a public meeting (listed above), provided via the online comment form available at <https://wsblink.participate.online/>, or left as a voicemail at the phone number below.

Mailing Address: WSBLE Project (c/o Lauren Swift)
Sound Transit, 401 S. Jackson Street, Seattle, WA 98104-2826

Email: wsbscopingcomments@soundtransit.org

Voicemail Phone Number: 833-972-2666

3. *Potential Alternatives*

The Alternatives development process included public and stakeholder input and a three-level evaluation (see description in Section 5.2). This section describes the alternatives developed as a result of that process that are presented to the public for comment during the scoping period. Additional documents describing the evaluation results are available on the project website here: <https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>.

Alternative 1, ST3 Representative Project. This alternative includes the following (also see [Exhibit 3-1](#)):

- **West Seattle Extension:** This extension would be an entirely elevated alignment with a new high-level, rail-only bridge across the Duwamish Waterway on the south side of the existing West Seattle Bridge. It would serve three elevated stations at the Alaska Junction, Avalon, and Delridge areas in West Seattle before heading east and turning north into the E3 busway in SODO (a transit-only roadway currently used for both buses and light rail), where it would serve one elevated SODO Station and one at-grade Stadium Station. The extension's western terminus would be at SW Alaska Street and California Avenue SW in an east/west orientation.
- **Ballard Extension:** This extension includes a new rail-only tunnel north from the Chinatown/International District to South Lake Union and Seattle Center/Uptown, running under Fifth Avenue in Chinatown/International District, Fifth and Sixth Avenue in the commercial core, Westlake Avenue in South Lake Union, and Republican Street in Uptown. The north tunnel portal would be at the west end of Republican Street and the light rail would continue north on an elevated guideway along Elliott Avenue W and 15th Avenue W, crossing Salmon Bay on a new rail-only movable bridge. The extension would include six tunnel stations at International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, and Seattle Center and three elevated stations at Smith Cove, Interbay, and Ballard. The extension's northern terminus would be near 15th Avenue NW and NW Market Street in a north/south orientation.

Alternative 2, West Seattle Elevated/Chinatown-International District 5th Avenue/Downtown 6th Avenue/Ballard Elevated. This alternative includes the following (also see [Exhibit 3-2](#)):

- **West Seattle Extension:** This extension would be a mix of elevated and at-grade guideway with a new high-level, rail-only bridge across the Duwamish Waterway on the south side of the existing West Seattle Bridge. It would serve three elevated stations at the Alaska Junction, Avalon, and Delridge areas in West Seattle before heading east and turning north into the E3 busway in SODO (a transit-only roadway currently used for both buses and light rail), where it would serve a new at-grade SODO Station and the existing at-grade Stadium Station. The extension's west terminus would be along 41st Avenue SW and SW Hudson Street in a north/south orientation.
- **Ballard Extension:** This extension would operate in a new rail-only tunnel north from the Chinatown/International District to South Lake Union and Seattle Center/Uptown, running under Fifth Avenue in the Chinatown/International District, Sixth Avenue in the commercial core, Terry Avenue in South Lake Union, and Mercer Street in Uptown. The north tunnel portal would be

on the west side of Elliott Avenue W. It would continue north in a combination of at-grade and elevated guideway through central Interbay and then cross Salmon Bay on a new rail-only, fixed bridge aligned with 14th Avenue NW. The extension includes six tunnel stations at International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, and Seattle Center; an at-grade station at Smith Cove; and two elevated stations at Interbay and Ballard. The extension's northern terminus would be near 14th Avenue NW and NW Market Street in a north/south orientation.

Alternative 2 would have the following design option:

- International District/Chinatown Station: Cut-and-cover or mined station construction on Fifth Avenue South.

Alternative 3, West Seattle Tunnel/Chinatown-International District 4th Avenue/Downtown 5th Avenue/Ballard Tunnel. This alternative includes the following (also see [Exhibit 3-3](#)):

- West Seattle Extension: This extension would be a mix of tunnel, elevated and at-grade guideway with a new high-level, rail-only bridge across the Duwamish Waterway on the north side of the existing West Seattle Bridge. It would serve tunnel stations at Alaska Junction and Avalon, and an elevated station at Delridge in West Seattle before heading east and turning north into the E3 busway in SODO (a transit-only roadway currently used for both buses and light rail), where it would serve new at-grade SODO and Stadium stations.
- Ballard Extension: This extension would operate in a new rail-only tunnel north from the Chinatown/International District to South Lake Union and Seattle Center/Uptown, running under Fourth Avenue in the Chinatown/International District, Fifth Avenue in the commercial core, Westlake Avenue and Harrison Street in South Lake Union, and Republican Street in Uptown. The north tunnel portal would be on the east side of Elliott Avenue W, north of Kinnear Park. The guideway would then continue north across 15th Avenue W to central Interbay on a combination of elevated and at-grade guideway, and then cross under Salmon Bay in a tunnel aligned with 14th Avenue NW. The extension includes six tunnel stations at International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, and Seattle Center; two at-grade stations at Smith Cove and Interbay; and a tunnel station at Ballard.

Alternative 3 would have the following design options:

- Alaska Junction: Tunnel station at 41st Avenue SW, 42nd Avenue SW or 44th Avenue SW; all with north-south orientation
- International District/Chinatown Station: Cut-and-cover or mined station construction on Fourth Avenue S
- Ballard Station: Tunnel station at 14th Ave NW or 15th Avenue NW; both with north-south orientation

Additional information on development of these alternatives is provided in Section 5.

Exhibit 3-1: Alternative 1, ST3 Representative Project



Exhibit 3-2: Alternative 2, West Seattle Elevated/Chinatown-International District 5th Avenue/Downtown 6th Avenue/Ballard Elevated



Exhibit 3-3: Alternative 3, West Seattle Tunnel/Chinatown-International District 4th Avenue/Downtown 5th Avenue/Ballard Tunnel



4. **Draft Purpose and Need for the WSBLE Project**

The Purpose and Need statement establishes the basis for developing and evaluating a range of reasonable alternatives for environmental review and assists with the identification of a Preferred Alternative. The purpose of the WSBLE project is to expand the Link light rail system from downtown Seattle to West Seattle and Ballard, to make appropriate community investments to improve mobility, and to increase capacity and connectivity for regional connections in order to:

- Provide high quality rapid, reliable, and efficient light rail transit service to communities in the project corridor as defined through the local planning process and reflected in the ST3 Plan (Sound Transit, 2016).
- Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan Update (Sound Transit, 2014).
- Implement a system that is technically and financially feasible to build, operate, and maintain.
- Expand mobility for the corridor and region's residents, which include transit-dependent, low-income, and minority populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development and multimodal integration in a manner that is consistent with local land use plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.
- Encourage convenient and safe non-motorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy.
- Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built, and social environments through sustainable practices.

The project is needed because:

- When measured using national standards, existing transit routes between downtown Seattle, West Seattle and Ballard currently operate with poor reliability. Roadway congestion in the project corridor will continue to degrade transit performance and reliability as the city is expected to add 70,000 residential units and 115,000 jobs by 2035, without any major expansions in roadways.
- Increased ridership from regional population and employment growth will increase operational frequency in the existing downtown Seattle transit tunnel requiring additional tunnel capacity.
- Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for High Capacity Transit (HCT) in the corridor consistent with VISION 2040

(PSRC, 2009) and Sound Transit’s Regional Transit Long-Range Plan Update (Sound Transit, 2014).

- The region’s citizens and communities, including transit dependent residents and low-income and minority population, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential and/or employment density at and around HCT stations, and increased options for multimodal access.
- Environmental and sustainability goals of the state and region, as established in Washington state law and embodied in PSRC’s VISION 2040 and 2018 Regional Transportation Plan, include reducing greenhouse gas emissions by decreasing vehicle miles traveled.

5. *Potential topics to study in the EIS*

Sound Transit will be analyzing the potential environmental impacts from the WSBLE project in the Draft EIS and is seeking input on what should be studied in the EIS. The environmental resource categories typically considered in an EIS are listed in [Exhibit 5-1](#).

Exhibit 5-1: Environmental Resource Categories

Environmental Resource Categories



Acquisitions, Displacements, and Relocations

Land Use

Economics

Social Impacts, Community Facilities, and Neighborhoods

Visual and Aesthetics

Air Quality

Noise and Vibration

Water Resources Ecosystems

Energy

Geology and Soils

Hazardous Materials

Electromagnetic Fields

Public Services, Safety, and Security

Utilities

Historic and Archaeological Resources

Parks and Recreational Resources

Section 4(f) and Section 6(f) Resources

Environmental Justice

Transportation

6. History of Regional Light Rail and West Seattle and Ballard Extension Alternatives

6.1 Sound Transit and the Region's Mass Transit System

Sound Transit was created in 1996 with voter approval of Sound Move. Sound Transit has continued to implement the regional mass transit system following the passage of the Sound Transit 2 Plan (ST2) in 2008 and ST3 in 2016. [Exhibit 6-1](#) (Regional High-Capacity Transit Planning over the Years) shows the regional transit planning milestones that have occurred over the last 22 years.

Exhibit 6-1: Regional High-Capacity Transit Planning over the Years



In 2013, Sound Transit began planning for the investments to follow ST2. This work included updating Sound Transit's Long-Range Plan and associated environmental review. The WSBLE Project is an element of the 2014 Regional Transit Long-Range Plan and the region's Metropolitan Transportation Plan (Puget Sound Regional Council's Transportation 2040). Following system planning work to evaluate and prioritize the next round of regional transit expansion, in 2016 voters authorized funding to extend the regional light rail system to West Seattle and Ballard as part of ST3. ST3 will also extend light rail east to Issaquah and south Kirkland, north to Everett, and south to the Tacoma Dome.

6.2 Alternatives Development Process

Alternatives were developed from public input received during the early scoping period held in February 2018. The alternatives were then screened through three levels of evaluation. Increasingly detailed and comprehensive evaluation measures were applied for alternatives that were carried forward from one level to the next.

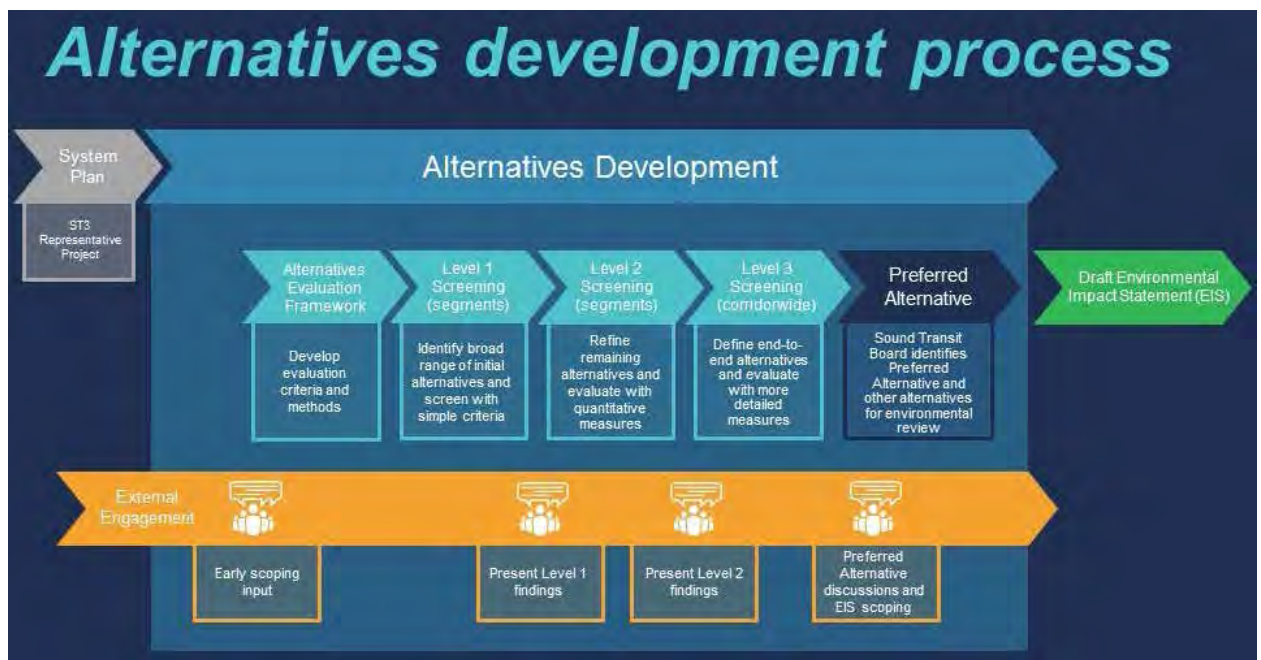
Agency and external engagement to seek input and involvement from key stakeholders during the alternatives development process was accomplished through the following groups and forums:

- **Elected Leadership Group (ELG):** Elected officials who represent the project corridor and/or Sound Transit Board

- **Stakeholder Advisory Group (SAG):** Transit riders, residents, businesses, major institutional organizations, key stakeholders, and members of the public
- **Interagency Group:** Senior staff from Sound Transit, City of Seattle and other partner agencies such as Port of Seattle, King County, Washington State Department of Transportation (WSDOT) and Federal Transit Administration (FTA)
- **Neighborhood Forums:** Community members interested in delving more deeply into issues specific to their neighborhood
- **Public Events:** Online open house and survey, fair and festivals, and email newsletters for people who live, work and commute in, through and around the Puget Sound region

The three levels of evaluation and the corresponding external engagement process for the WSBLE Project are depicted on [Exhibit 6-2](#) (Alternatives Development Process). Additional detail on the evaluation process and how alternatives advanced between levels of evaluation is provided below.

Exhibit 6-2: Alternatives Development Process



6.2.1 Early Scoping Input

The alternatives development process began with external engagement in early scoping. Sound Transit conducted early scoping from February 2 through March 5, 2018. The ST3 Representative Project served as the starting point for identifying alternatives, and the public, agencies, and tribes were invited to offer input on the Draft Project Purpose and Need statement, other possible alternatives to study, and potential community benefits and impacts. Sound Transit used the input received during early scoping to develop and evaluate alternatives in Level 1 of the alternatives development process described below.

Opportunities for early scoping comments included an agency meeting, three public open houses, and an online open house. Comments could be submitted at the early scoping meetings, as well as by email and mail. The Early Scoping Summary Report (<https://www.soundtransit.org/sites/default/files/project-documents/west-seattle-and-ballard-link-extensions-early-scoping-summary-report-3-3.pdf>) lists all comments received during early scoping.

Over 700 people attended the three public open houses, and 7 agencies attended the agency early scoping meeting. Sound Transit received over 2,800 individual comments in various formats. Most public comments focused on elevated routes in West Seattle and Interbay/Ballard, with many suggesting a variety of alternatives to these elevated routes, including tunnels. Many comments were also received regarding station locations and station access. In addition to comments from the general public, seven community organizations and seven businesses or business groups submitted comments. These comments generally repeated themes heard from the public, primarily in the West Seattle and Interbay-Ballard areas. Agency comments focused on alternatives, local and regional mobility, freight mobility and infrastructure, transit integration, transit-oriented development and urban design, and potential environmental impacts.

Feedback from the early scoping process was used to update the Draft Purpose and Need, develop Level 1 alternatives, and identify criteria for evaluating the alternatives. Some early scoping suggestions were not carried forward for further review in Level 1 because they were inconsistent with the ST3 Plan, technically infeasible, and/or deemed not practical.

6.2.2 Alternatives Screening Process

A three-level screening was conducted for the WSBLE Project as shown in [Exhibit 6-2](#) (Alternatives Development Process). Due to the unique characteristics of the study area, the project was subdivided into four geographically based study segments for evaluation purposes in the Level 1 and the Level 2 screenings. These study segments allowed for more detailed evaluation and analysis. Following are the four study segments:

- West Seattle/Duwamish
- SODO and Chinatown/ID
- Downtown
- Interbay/Ballard

The alternatives screening process relied on a set of evaluation criteria and measures that provided a consistent means of analysis among the alternatives. [Exhibit 6-3](#) (Evaluation Criteria, Methods and Measures) illustrates the relationship between the Draft Purpose and Need statement and the evaluation criteria, measures, and methods.

The Level 1 screening evaluated alternatives using 25 different measures. These measures were mostly qualitative and identified alternatives that did not meet the project purpose and/or were lower performing compared to other alternatives. The Level 2 screening evaluated alternatives using almost 50 different measures derived from the Draft Project Purpose and Need and included more quantitative measures. After each screening analysis was complete, the results were presented to the SAG for discussion and recommendations to the ELG of what to carry forward to the next level of screening. The ELG then made recommendations on which alternatives to forward for further study in the next screening level.

After the ELG made recommendations on which alternatives to carry forward, the alternatives within each segment

were pieced together to form end-to-end alternatives from West Seattle to Downtown and Downtown to Ballard for the Level 3 Screening.

Opportunities for public input between each screening level allowed community members to learn more about the alternatives and provide input to the SAG and ELG. An online open house collected over 225 comments and over 500 survey responses. Eight station design charrettes and nine neighborhood forums were conducted to understand community character and values and inform project planning.

In addition, Sound Transit attended 18 community-hosted fair, festival and tabling events to share information and encourage public participation and briefed and interviewed nearly 150 community groups, businesses, neighborhood organizations, and social service providers to increase project awareness, gain new perspectives and gather feedback.

Between January 2018 and February 2019, there were a total of 12 SAG meetings and 5 ELG meetings.

Exhibit 6-3: Evaluation Criteria, Measures, and Methods



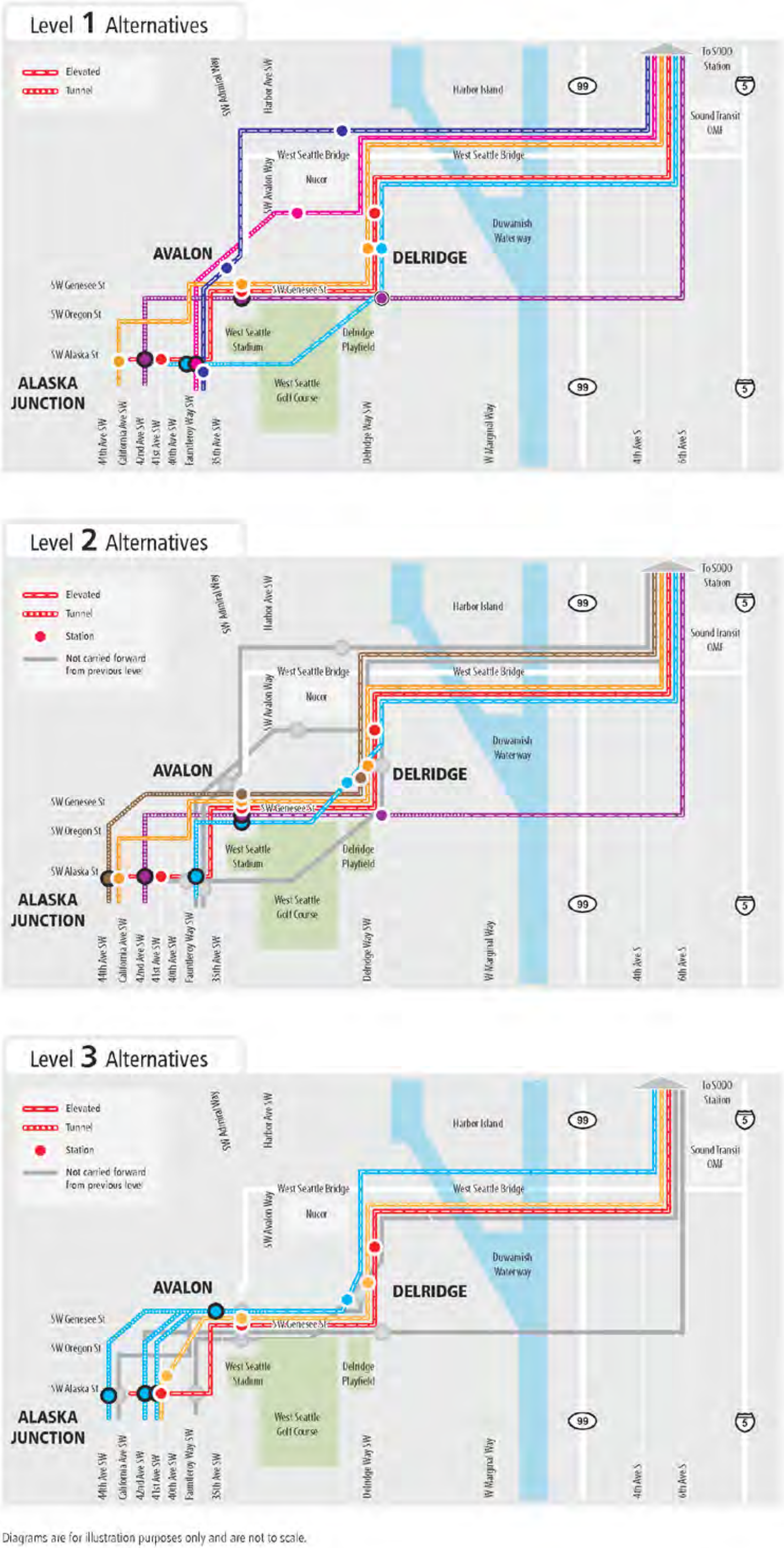
Exhibit 6-4 (Alternatives Screening Process) illustrates the narrowing of alternatives during the screening process, which was designed to identify a Preferred Alternative and other alternatives that would be advanced to the environmental review phase.

Exhibits 6-5 to 6-8 illustrates the progression of alternatives from Level 1 to Level 3 within each geographic segment.

Exhibit 6-4: Alternatives Screening Process



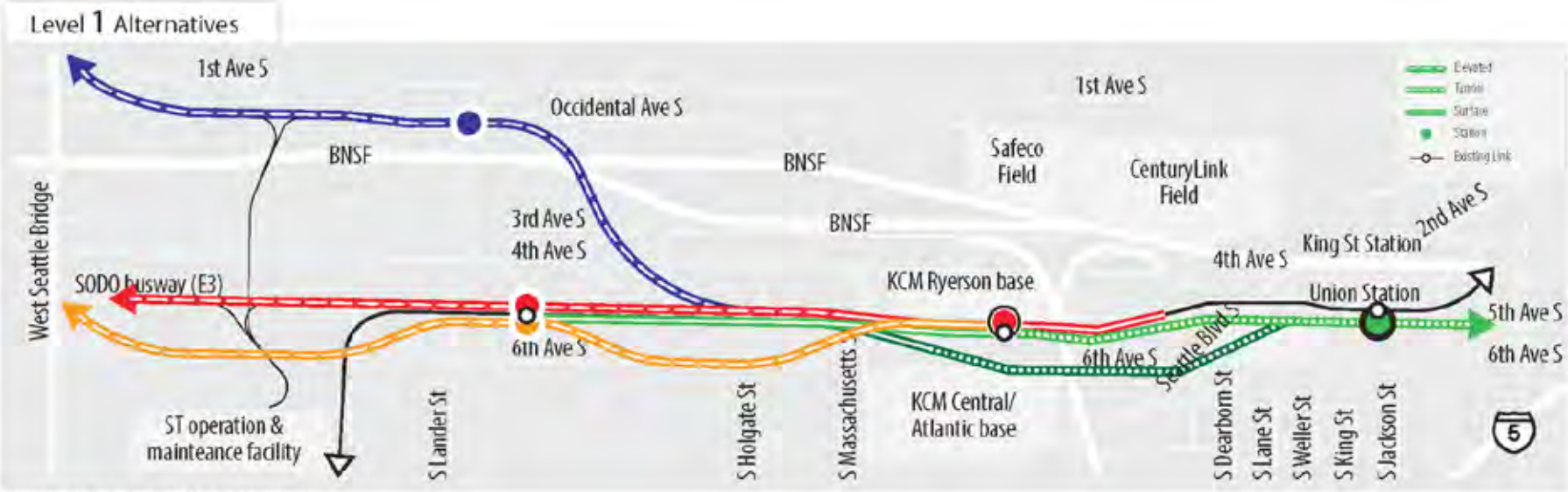
Exhibit 6-5: West Seattle



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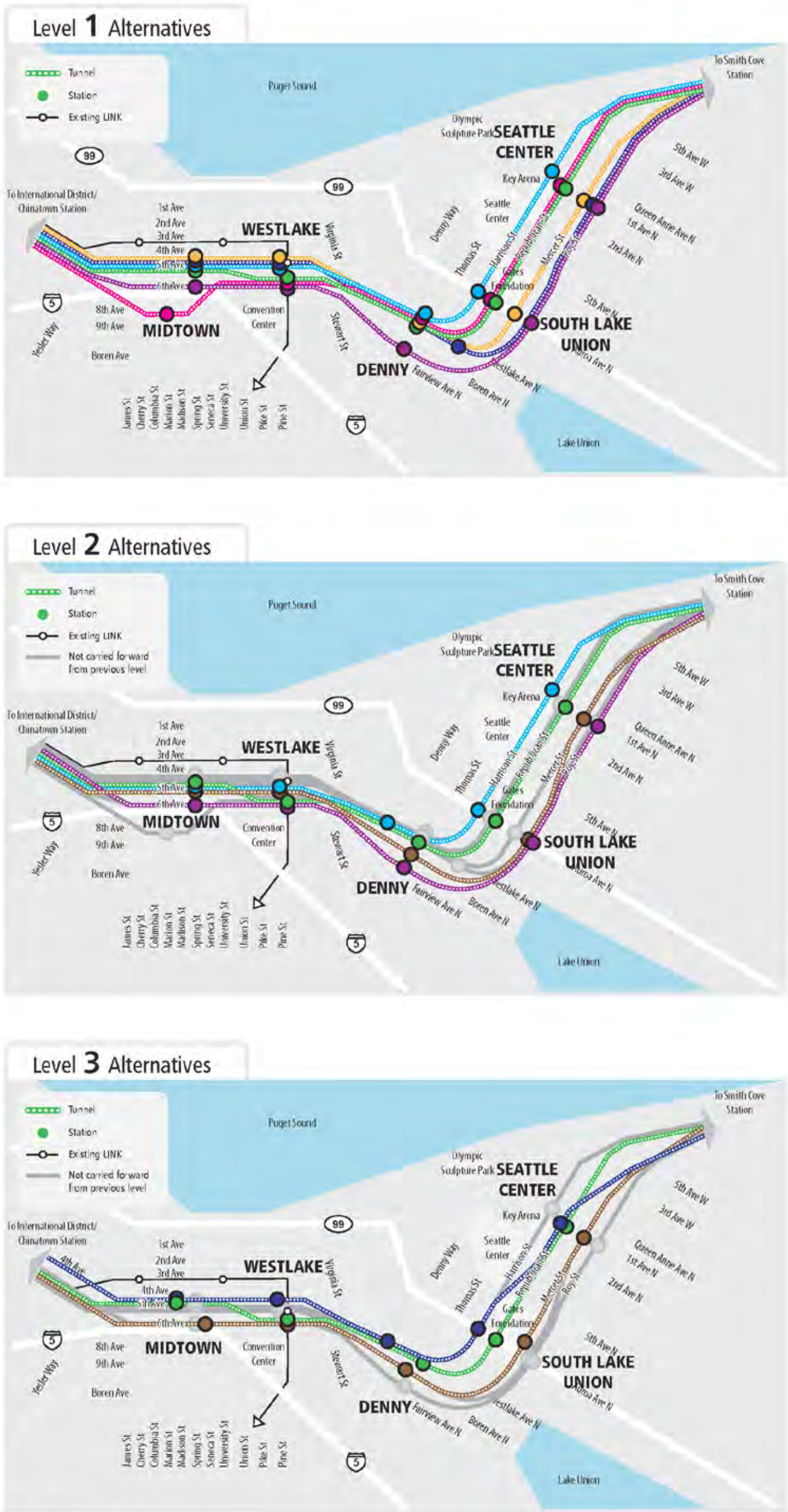
Exhibit 6-6: Sodo/C-ID



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Exhibit 6-7: Downtown



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Exhibit 6 -8: Interbay/Ballard



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7. Project Timeline and Next Steps

Following scoping, the Sound Transit Board (Board) will identify a Preferred Alternative after considering the evaluation results, public and agency scoping comments, tribal comments, and input from the Stakeholder Advisory Group and Elected Leadership Group. The Board will also identify other alternatives to study in the EIS. Sound Transit will conduct further engineering, environmental impact analysis, and public involvement work on the project, and FTA and Sound Transit will publish a Draft EIS and provide an opportunity for formal public and agency comment. After consideration of the Draft EIS and comments, the Sound Transit Board will confirm or modify the previously identified Preferred Alternative. FTA and Sound Transit will then publish a Final EIS that includes responses to the comments received on the Draft EIS. After publication of the Final EIS, the Sound Transit Board is expected to select the project to build. FTA would then issue a Record of Decision for the project concluding the environmental process. **Exhibit 7-1** (WSBLE Project Schedule) shows the project's general timeline.

Exhibit 7-1: WSBLE Project Schedule



soundtransit.org/wsblink

wsblink@soundtransit.org
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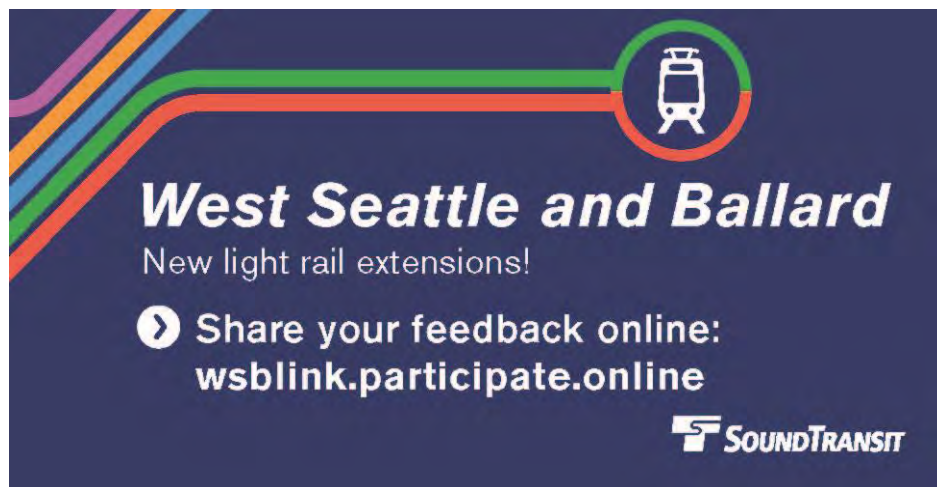


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by David Kroman / February 25, 2019

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The city will now be without a true alternative weekly newspaper.
by David Kroman / February 25, 2019 / Updated Feb. 25 at 11:10 a.m.

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by Mike Seely / February 25, 2019


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February 25, 2019 - Arts Etc
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ST3 Level 3 Planning: Lets Not Paint Ourselves into a Corner

This is a guest post.

February 19, 2019 at 7:00 am By Seattle Subway

We're finally here: ST3 Planning [level 3](#) is where we cut everything but two options and send those on for an environmental impact study. Those options will include a high end options that relies on local funding and an affordable option that doesn't. At this point, our primary concern is with the low end options. There is a conversation to be had in the future about whether [spending \\$1.9B](#) on high end ST3 options makes sense and [where the money will come from](#), but that's a topic for another day.

Right now we need to make sure the affordable options that we send through are acceptable in case additional local funding never comes. Building on our central concepts of [Reliability](#), [Expandability](#), and [Accessibility](#) along with our [Level 2 feedback](#) and [plea to put riders first](#), here is what we're focused on now by station:

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Midweek Video: Operations and Maintenance Facility South

By Stephen Fessler • February 27, 2019



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2

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表爾威校車安裝攝像頭月餘 攝錄 107 宗違章超車

【本報訊】表爾威 (Bellevue) 校區自今年 1 月在校車上安裝監控攝像頭後，到如今僅月餘便攝錄 107 例違章超車案例。

相關部門負責人表示，在攝錄系統投入使用之前校區方面已經發出通知，提醒民眾違章將被罰款，但 1 個月後便出現 100 餘起違章，這一結果頗令人震驚。事實上在 1 月 7 日正式開始實施罰款措施前，校區方面從去年 12 月便已開始了該項目的測試，對違章駕駛人提出口頭警告而非直接罰款，以此作為過渡。

目前表爾威校區共有 27 輛校車裝有攝像頭，而當校車側方的 STOP 停車標誌伸出後，違章超車被攝錄的車輛將收到來自金部法院的罰單，罰單金額為 \$419。



相關法律規定，當校車停車標誌伸出時，若路面為雙向單行道，則雙向車輛均需停車。若雙向車道共計超過 3 條，則與校車相同方向車輛需要停車。若雙向車道中間存在以黃線隔離的轉彎車道，或者帶有隔離帶車道，則與校車相同方向的車輛需停車。目前包括西雅圖及表爾威在內，共計有 6 個學區校車配有攝錄設備，當局提醒民眾自覺遵守相關法規，避免收到高罰單。

立法機關擬新規： 更新車標籤需出示保險證明

【上接第 1 版】萬美元的財產責任險。如未曾購買保險，則必須向州府出示存款或債券證明，必須總額達到 6 萬美元。

未購買保險的駕駛人，一旦出現

交通事故，則面臨 \$550 的罰款。若事故中未持保險駕駛人為責任方，則有可能暫時取消駕駛資格。

目前此項法案已送交委員會，並將於 3 月 4 日進行公眾聽證。

林武德羅德奧旅館計劃 開放給無家可歸學生家庭

【本報訊】在過去數年中，位於林武德市 (Lynnwood) 的羅德奧旅館 (Rodeo Inn) 幾乎如同舊時的美國西部荒漠地一般，毒品、犯罪及嫖娼在這個小汽車旅館內可謂常事。

近日，林武德市長尼古拉·史密斯 (Nicola Smith) 表示，這所旅館臭名昭著的歷史可能即將改頭換面，進入一個新時期。她表示，在包括林武德市在內的愛德蒙茲 (Edmonds) 校區，共計有超過 550 名學生無家可歸。市府方面對於這一情況十分關注，希望為這些無固定住所的學生提供解決方案。

史密斯表示，將借用 510 萬美元資金，重新翻修羅德奧旅館，提供給校區內無家可歸學生及其家人臨時居住，直到他們找到永久住所。



25 日，林武德市議會通過了一項信用額度為 510 萬美元的債券發行令，希望以此融資購買羅德奧旅館。市府預計將在 3 月底完成收購。

新法案計劃移除列寧銅像 尋找特色替代品

【上接第 1 版】該工作小組將致力於「研究並就替代列寧銅像的歷史人物提出建議，令該雕像更具有華州代表性」。法案中稱「立法機關在嚴謹且客觀的審核後發現，弗拉基米爾·列寧並不能達到在西雅圖設立銅像，以代表華州最高榮譽人物的標準」。

關於列寧銅像的由來則十分複雜。它最早是由保加利亞雕塑家 Emil Venkov 受捷克斯洛伐克共產黨委託製作而成，他的初衷是將列寧描繪成一個暴力革命者的形象，而大多數對列寧的敘述卻多

偏重於將他形容成一個學者，他希望與此形成鮮明對比。

這座銅像在 1993 年被帶入美國，然而銅像的主人卻還未曾為其找到合適的安放地點便匆匆過世了。銅像被保存在一個信託公司等待買家，隨後便一直被放在弗萊蒙特街角整整 24 年。

此次法案中，該工作小組將由華州考古及歷史保存部門主任、西雅圖市長杜爾肯 (Jenny Durkan)、華州歷史學會主任、由州長英斯利 (Jay Inslee) 推薦的 4 名公眾代表以及州立法機關成員。

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塔可瑪辦事處：1535 Tacoma Ave. S, Tacoma, WA 98402

李紅彥 Holly Li
手提：(206) 369-6373
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貸款人	Jie Li 李麗輝	206-555-7498	貸款人	Wei Wei 魏偉	425-269-7638
貸款人	Jingyun Liu 劉琳雅	206-890-6845	貸款人	Raymond Tai 蔡耀文	206-604-0332
貸款人	Julie Kuo 高麗君	425-829-1688			

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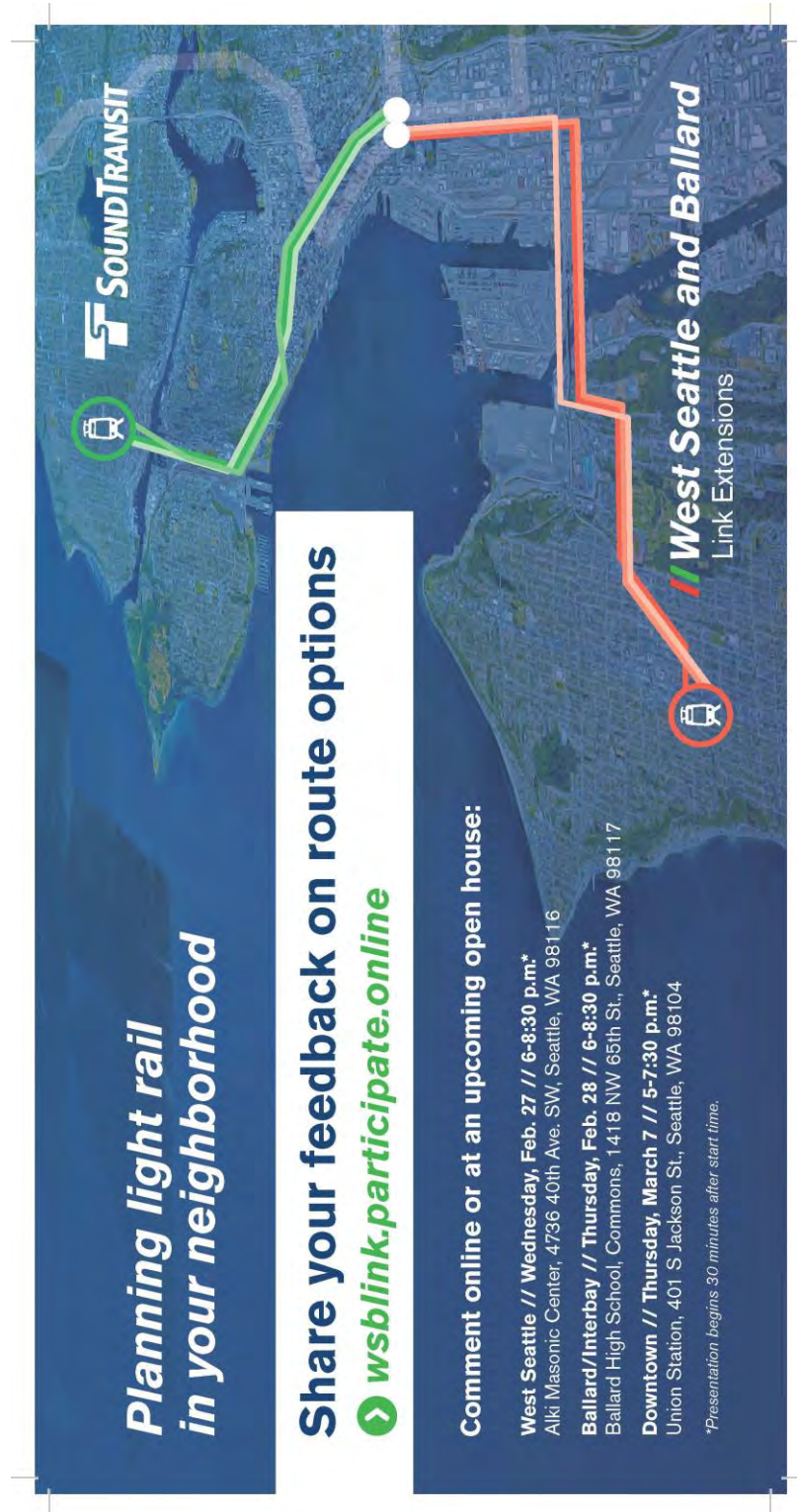
West Seattle and Ballard
新轻轨扩展

請提供您的建議：
wsblink.participate.online

SOUNDTRANSIT

Postcard

Front



└─

SOUNDTRANSIT
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

▶ Get project updates
soundtransit.org/subscribe

Give us your input by March 18 on:

- Route and station alternatives.
- Topics to study in the environmental impact statement.
- Project purpose and need.

Comment online, in person, via mail or by phone

Free, family friendly events: West Seattle, Feb. 27 // Ballard, Feb. 28 // Downtown, March 7

Online: wsblink.participate.online // **Email:** wsbscopingcomments@soundtransit.org //

Voicemail: 833-972-2666

Mail: West Seattle and Ballard Link Extensions, c/o Lauren Swift,
Sound Transit, 401 S. Jackson St., Seattle, WA 98104

***The 30-day environmental scoping comment period ends March 18.** This is an opportunity for the public to provide comments and feedback on the project alternatives before the Sound Transit Board identifies a preferred alternative and other alternatives to study in an Environmental Impact Statement during the next phase of project development.

To request accommodations for persons with disabilities, information in alternate formats such as braille or large print, or to request an interpreter, contact project staff 48 hours in advance of public meetings at (206) 903-7229/TTY Relay: 711 or email wsblink@soundtransit.org.

Para información acerca del proyecto llame al: 1-800-823-9230. // 要瞭解項目資訊 請致電: 1-800-823-9230.
 欲 知 詳 情 請 電 話 1-800-823-9230. // Để biết thông tin về dự án, hãy gọi: 1-800-823-9230.

CS19612 / FEBRUARY 2019 / 129K / Printed on recycled paper


Posters

Scoping poster

West Seattle and Ballard Link Extensions

Link light rail


In-person and online open houses

 wsblink.participate.online

WEST SEATTLE
Wednesday, Feb. 27 // 6-8:30 p.m.
Alki Masonic Center
4736 40th Ave. SW

BALLARD/INTERBAY
Thursday, Feb. 28 // 6-8:30 p.m.
Ballard High School
1418 NW 65th St.

DOWNTOWN
Thursday, March 7 // 5-7:30 p.m.
Union Station
401 S Jackson St.



Comment online by March 18 or at an upcoming open house. Help shape the future of your community!


The 30-day environmental scoping comment period ends March 18. This is an opportunity for the public to provide comments and feedback on the project alternatives before the Sound Transit Board identifies a preferred alternative and other alternatives to study in an Environmental Impact Statement during the next phase of project development.

For more information
Online: wsblink.participate.online // Email: wsblink@soundtransit.org // Phone: 206-903-7229

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አገልግሎት ለማግኘት: 1-800-823-9230 // Để biết thông tin về dự án, hãy gọi: 1-800-823-9230

Extended comment period scoping poster



West Seattle and Ballard Link Extensions

Link light rail

Online open house

Share your feedback on route options

➔ wsblink.participate.online

Comment online by April 2. Help shape the future of your community!

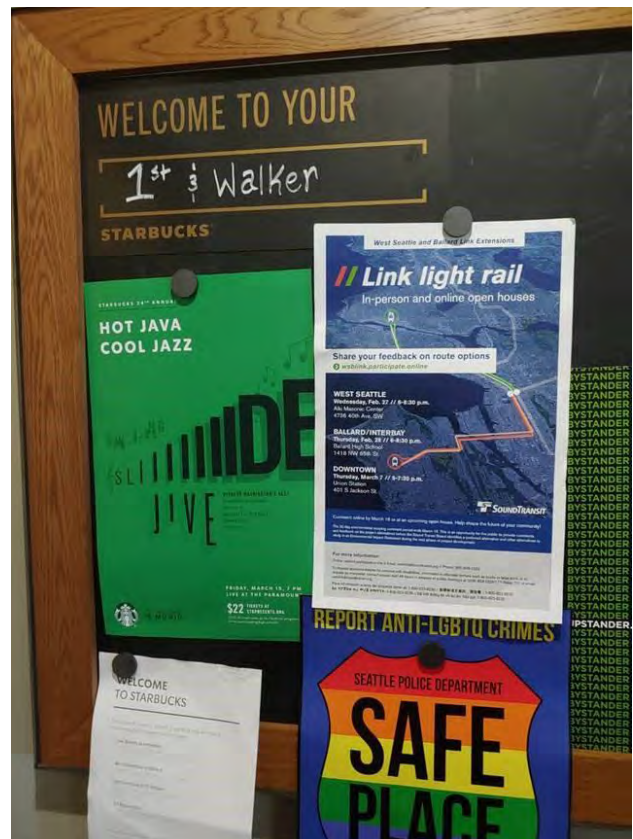
The environmental scoping comment period ends April 2. This is an opportunity for the public to provide comments and feedback on the project alternatives before the Sound Transit Board identifies a preferred alternative and other alternatives to study in an Environmental Impact Statement during the next phase of project development.

For more information

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

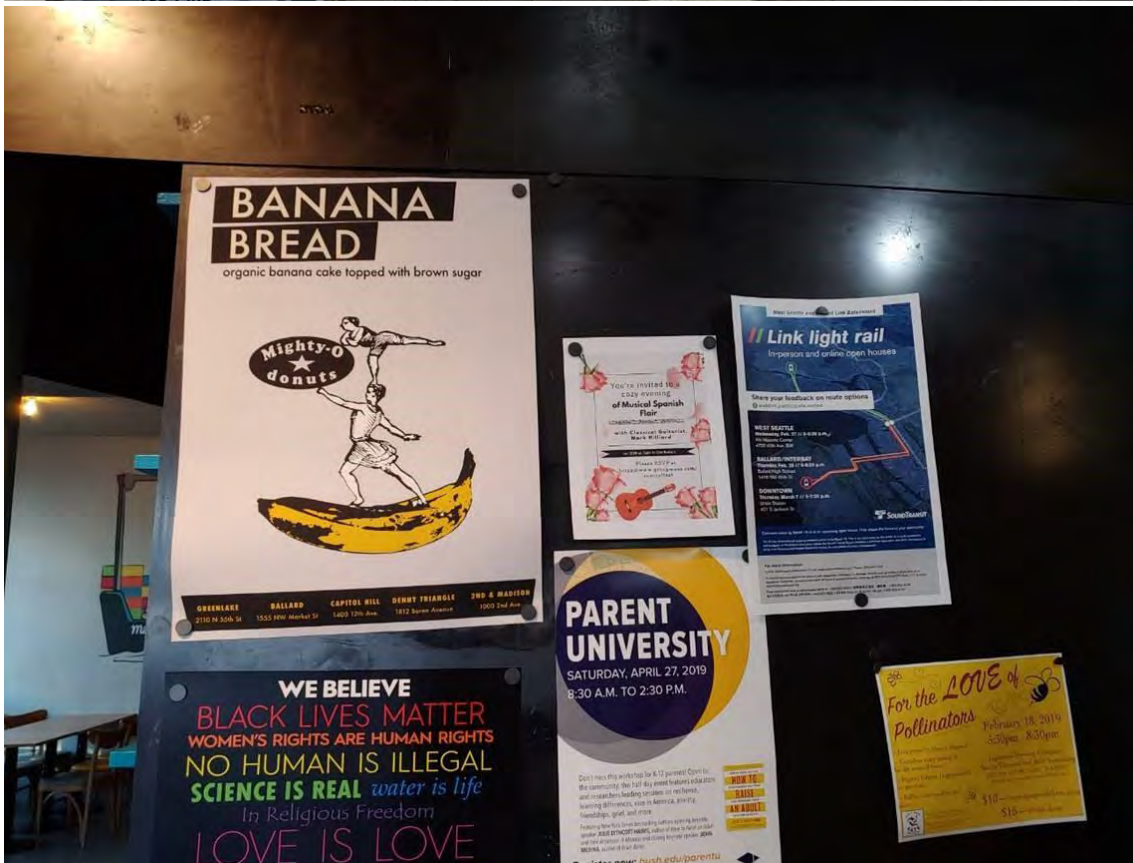
Photos of posted posters

The below photos are not inclusive of all of the poster posting locations











25 Events

Events

Calendar

Birthdays

Discover

**West Seattle Ballard
open house - Ballard**

Hosting

[+ Create Event](#)

Manage Page Events



**FEB
28**

West Seattle Ballard open house - Ballard

Public · Hosted by Sound Transit

★ Interested

✓ Going

➦ Share



Thursday at 6 PM – 8:30 PM

3 days from now · 28–45°F Snow Showers



Ballard High School (Seattle, Washington)
1418 NW 65th St, Seattle, Washington 98117

[Show Map](#)

About

Discussion

Details

Over the past year, we've been working with the community to develop possible routes for future light rail extensions from downtown Seattle to West Seattle and Ballard.

Join us at the next round of open houses to learn about the three main options you have helped us narrow down to. Check out the online open house beforehand for more information and we'll see you soon!

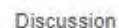
Online open house: <http://wsblink.participate.online>

Project page: <https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>

Discover

Hosting

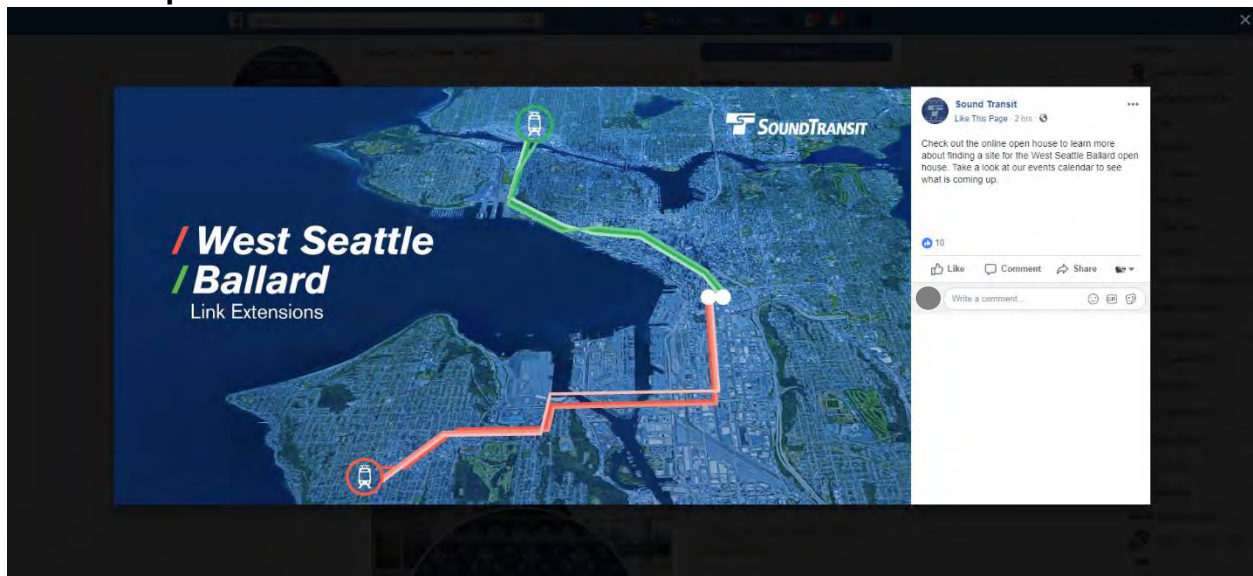
Manage Page Events



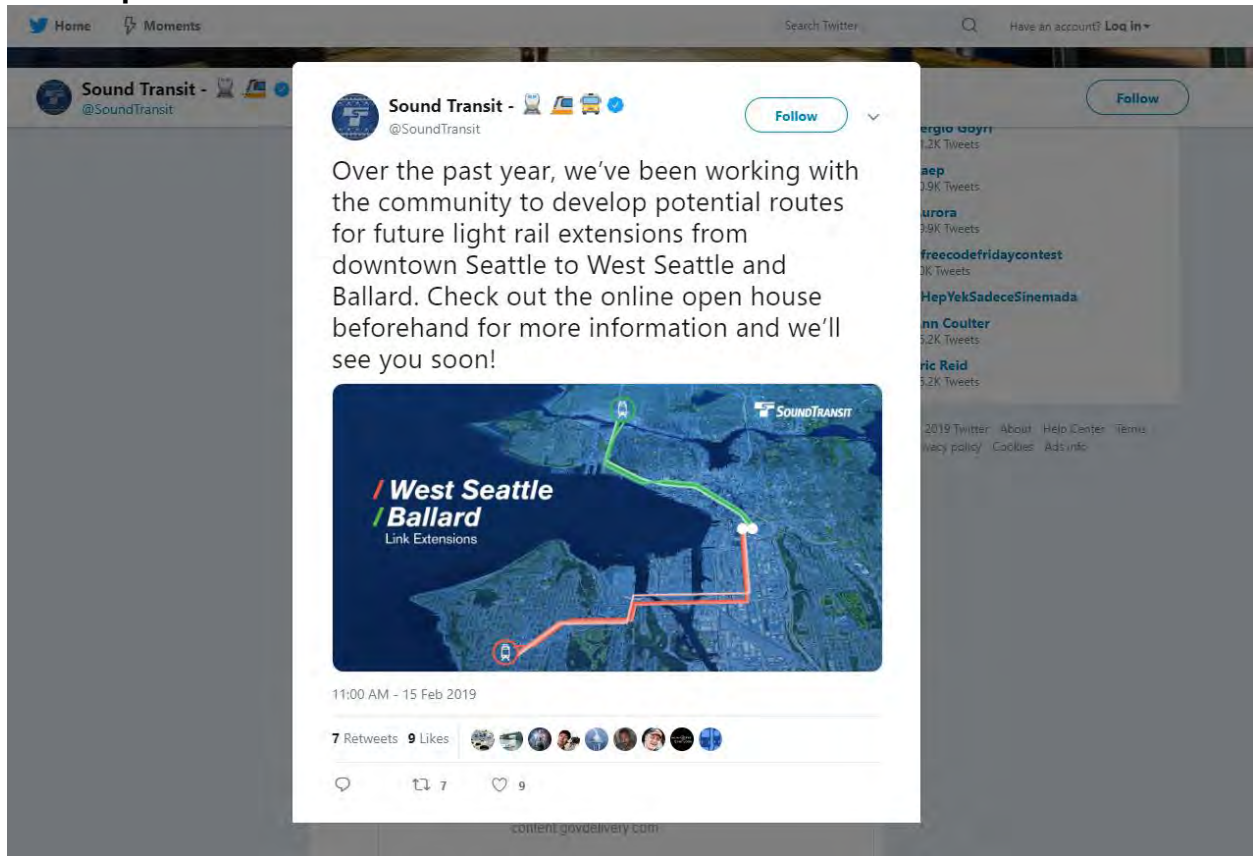
Comment online, in person, via email or by phone
Online: wsblink.participate.online
Email: wsbscopingcomments@soundtransit.org
Voicemail: 833-972-2666

February 15

Facebook post




Twitter post



February 26

Twitter post

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**Sound Transit -**
@SoundTransit

Tweets

23K

Following

2,446

Followers




84.3K


Likes

7,089

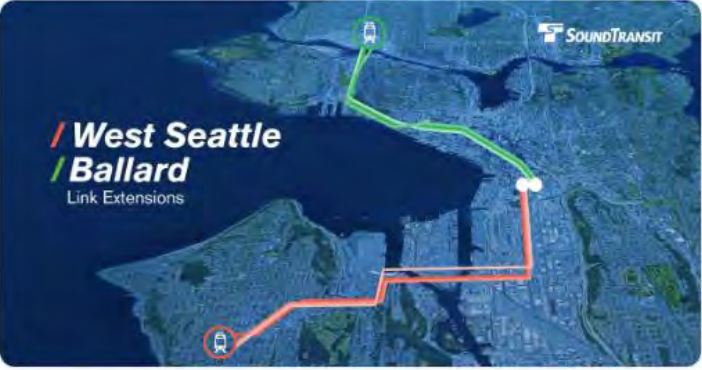
Lists

2




 1

**Sound Transit -** @SoundTransit · Feb 26

It's really happening! Join us online or in person this week as we kick off the "scoping period" open houses for the West Seattle/Ballard extensions! Make your voice heard about route and station options! ow.ly/clXu50mc5Tp



**West Seattle
Ballard**
Link Extensions

 2 21

Facebook post

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Sound Transit

February 26 at 2:11 PM · 🌐

It's really happening! Join us online or in person this week as we kick off the "scoping period" open houses for the West Seattle/Ballard extensions! Make your voice heard about route and station options!
<http://ow.ly/bIRT50mc5To>



West Seattle

Ballard

Link Extensions

SOUNDTRANSIT.ORG

ST3 Link Extensions forge ahead: West Seattle and Ballard kick off EIS scoping | Sound Transit

39


4 Comments

5 Shares

February 27

Twitter post

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**Sound Transit -**
[@SoundTransit](#)

Tweets

23K

Following

2,446

Followers



84.3K

Likes


7,089

Lists

2

**Sound Transit -**  [@SoundTransit](#) · Feb 27

The first of 3 [#WestSeattle](#)/[#Ballard](#) Link Extension open houses is coming to West Seattle today! 🗺️ Stop by anytime 6 - 8:30 p.m. at the Alki Masonic Center to learn more about the project, ask our staff questions & make your voice heard! ow.ly/LgRm50mceCH





1

8

4

Facebook post






Sound Transit
@SoundTransit

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Create a Page

Like
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 David Rosen and 139 others


17 Comments 14 Shares

Like
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Oldest ▾

View all 17 comments


 Write a comment...



Sound Transit shared an event.
 March 5 at 4:14 PM · 🌐

⋮

Did you miss the recent public meetings in West Seattle and Ballard talking about the latest light rail options? We have another meeting this Thursday after work at Union Station. It's not too late to be heard! Join us in person or comment online anytime before March 18th! Details 📍



/ West Seattle
 / Ballard
 Link Extensions

THU, MAR 7

West Seattle/Ballard open house - Downtown

Union Station (Seattle) · Seattle


76 people interested

★ Interested

March 13

Twitter post

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**Sound Transit -**
@SoundTransit

Tweets

23K

Following

2,446

Followers




84.3K





Likes


7,089

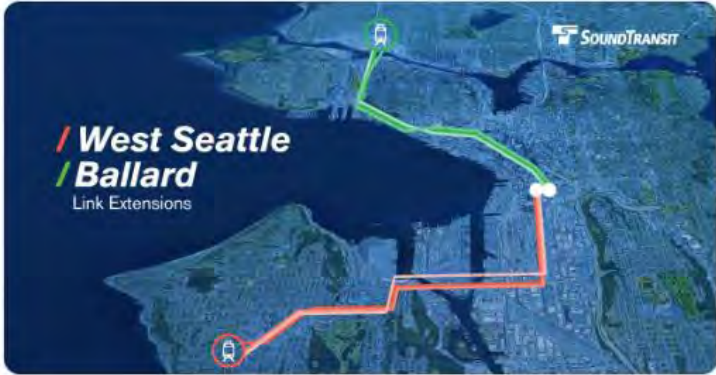
Lists

2




 1

**Sound Transit -**    @SoundTransit · Mar 13

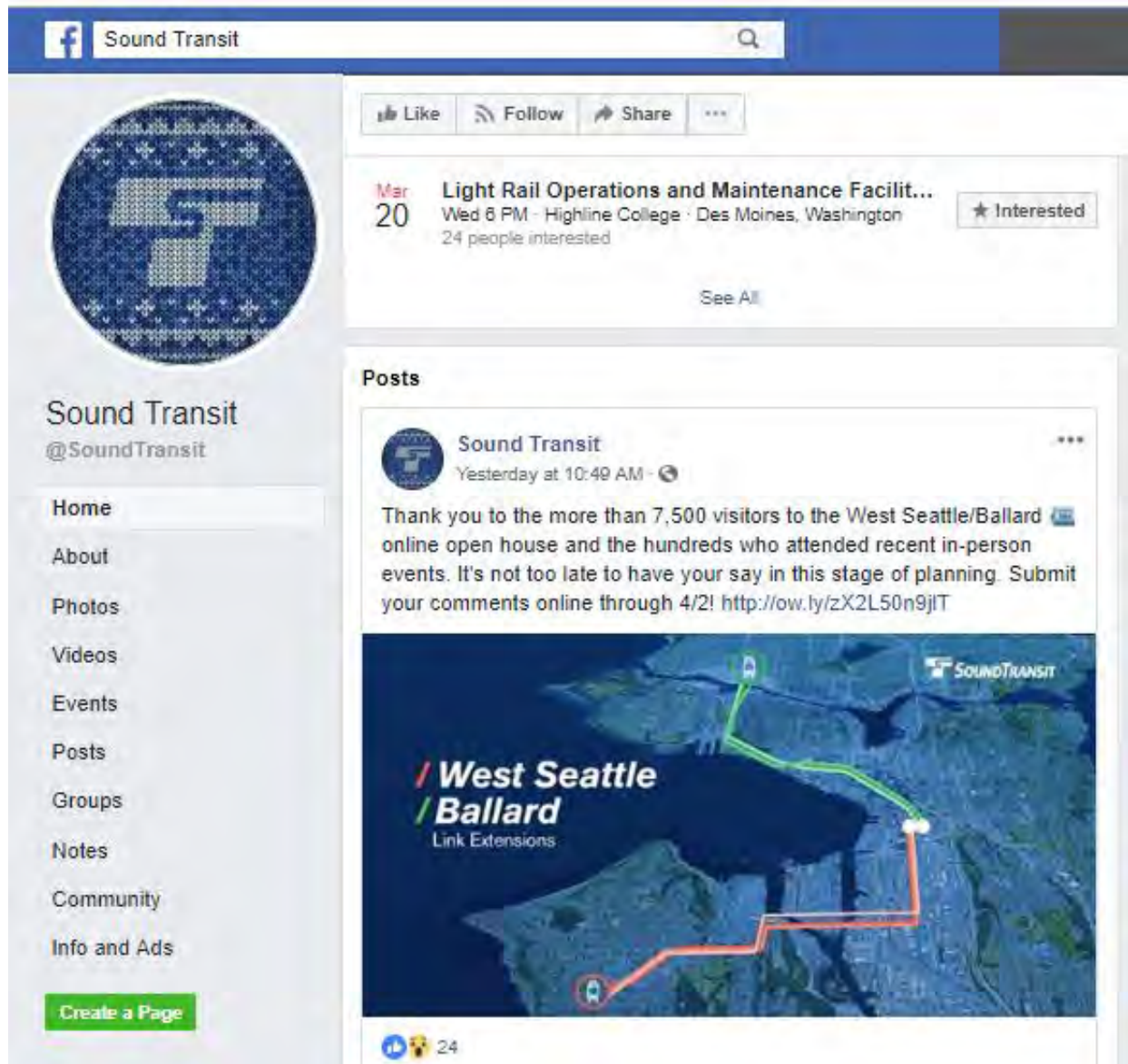
Thank you to the more than 7,500 visitors to the West Seattle/Ballard  online open house and the hundreds who attended recent in-person events. It's not too late to have your say in this stage of planning. Submit your comments online through 4/2! [ow.ly/tBsU50n5Thd](https://www.ow.ly/tBsU50n5Thd)



West Seattle
Ballard
Link Extensions

 1  12  13

Facebook post



Community Calendar and Blog Posting Screenshots

West Seattle Scoping Open House: February 27, 2019


eventful Seattle

Events Movies Demand it! My Eventful Q

HOME / SEATTLE EVENTS / NEIGHBORHOOD / WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION WEST SEATTLE SCOPING OPEN HOUSE EVENT TIME & TICKETS

West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House in Seattle

TRACK SHARE



February 27, 2019

Wednesday 6:00 PM - 8:30 PM

Alki Masonic Temple

4736 40th Avenue Southwest
Seattle, Washington 98116
[Map](#)

PERFORMERS:

No Performers Listed

EDIT EVENT

PROMOTE EVENT

TOP CONCERT TICKETS

1. Joshua Radin [FIND TICKETS](#)

2. Robyn [FIND TICKETS](#)

3. Train, Goo Goo Dolls & A... [FIND TICKETS](#)

4. Elton John [FIND TICKETS](#)

5. Carrie Underwood, Maddi... [FIND TICKETS](#)

6. Mark Knopfler [FIND TICKETS](#)

7. Elton John: Farewell Yell... [FIND TICKETS](#)

8. Lynyrd Skynyrd: Last of... [FIND TICKETS](#)

9. Joe Jackson [FIND TICKETS](#)

10. Beirut [FIND TICKETS](#)

[See All](#)

EVENT DETAILS

WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION WEST SEATTLE SCOPING OPEN HOUSE

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS).

The scoping comment period concludes on March 18, 2019.

As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to:

- Learn about the project background, the process for identifying a preferred alternative and how community input has shaped project development to date
- Share your feedback on route and station locations, topics to study in the EIS and the project purpose and need
- Participate in small group discussions with your neighbors and share your insights with project staff

One of our events is in West Seattle at Alki Masonic Center (4736 40th Ave SW, Seattle, WA 98116). RSVP today at <https://wsblink.participate.online/>

Other ways to submit a formal scoping comment include:

- Visit the online open house: <https://wsblink.participate.online>
- Send an email to wsbscopingcomments@soundtransit.org
- Leave a voicemail at (833) WSB-COMM [or (833) 972-2668]
- Mail your comments to:
West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions>

Categories: Neighborhood | Organizations & Meetings

Event details may change at any time, always check with the event organizer when planning to attend this event or purchase tickets.

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Rock the Ocean's Tortuga Music Festival

Coachella Valley Music and Arts Festival



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Submit An Event

West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

FEBRUARY 27

Alki Masonic Center, Seattle
February 27, 2019

Categories: Community Events,
Lectures/Community, Misc



Event Details

February 27, 2019
6:00 pm - 8:30 pm
Free

Venue

Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98116
wsblink@soundtransit.org
<https://wsblink.participate.online/>

Event Description

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- Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions>

EVENT PRESENTED BY:

Sound Transit
<https://wsblink.participate.online/>



WSB Link West Seattle Scoping Open House

6:00 PM | Wednesday Feb 27, 2019

[Edit event](#)

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The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

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- Send an email to wsbscopingcomments@soundtransit.org
- Leave a voicemail at (833) WSB-COMM [or (833) 972-2666]
- Mail your comments to:
West
Seattle and Ballard Link Extensions
c/o
Lauren Swift
Sound
Transit
401
S Jackson St. Seattle, WA 98104

Price: Free

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4736 40th Ave SW
Seattle, WA 98116

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West Seattle and Ballard Link Extensions:
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Table List Description Month Map

West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

WEDNESDAY, FEBRUARY 27, 2019, 6 – 8:30PM

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

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- Mail your comments to:

West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: www.soundtransit.org.

Location: Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98118

Event type: Master Submission Form Template

Neighborhoods: Alki/Admiral, Arbor Heights, Citywide, Delridge/North Delridge, Duwamish/SODO, Fauntleroy/Morgan Junction/Seaview, Georgetown, High Point, Highland Park, Riverview, Roxhill/Westwood/White Center, South of Seattle, South Park, West of Seattle, West Seattle Junction/Genesee Hill

Event Types: Community, Neighborhood Meetings, Public Forum, Transportation

Audience: All

Sponsoring Organization: Sound Transit

Contact: Andrea Burnett 206-903-7229

Contact Email: wsblink@soundtransit.org

Pre-Register: No

Cost: 0

More info on the Web: wsblink.participate.online



February 2019

S	M	T	W	T	F	S
27	28	29	30	31	1	2
3	4	5	6	7	8	9
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17	18	19	20	21	22	23
24	25	26	27	28	1	2
3	4	5	6	7	8	9

Keywords

Location

within 10 miles of

Examples: 98104, Seattle City Hall or 600 4th Ave, Seattle

Audience

- ☒ Adults
- ☒ All
- ☒ Children
- ☒ Family
- ☒ Pet
- ☒ Senior
- ☒ Subsidy Needs

Select: All, None

Neighborhoods

- ☒ Alki/Admiral
- ☒ Arbor Heights
- ☒ Balton
- ☒ Ballard Hill
- ☒ Ballard
- ☒ Brody/Walton Lane
- ☒ Duwamish Hill

Select: All, None

Calendar Categories

- ☒ All Sound Transit Events & Meetings
- ☒ Sound Transit Meetings
- ☒ Animal Shelter
- ☒ Arts and Culture
- ☒ Boards & Commissions
- ☒ Design Commission
- ☒ Economic Development

Select: All, None

Event Types

- ☒ Arts
- ☒ Boards & Commissions
- ☒ Boating
- ☒ Business/Trade
- ☒ City Council Meeting
- ☒ Community
- ☒ Condo

Select: All, None



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This event has passed:

West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

February 27 @ 6:00 pm - 8:30 pm Free



SOUNDTRANSIT

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

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West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions>



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West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

[View](#) [Edit](#)

Submitted by abelyaev on Fri, 02/15/2019 - 7:01pm
in transit.

Event Date: Wednesday, February 27, 2019 - 6:00pm - 8:30pm

Event Location:

Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98116
United States
See map: [Google Maps](#)

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c/o Lauren Swift
Sound Transit
401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard...>

Location

Alki Masonic Center
4736 40th Ave SW
Seattle, WA 98116
United States
See map: [Google Maps](#)
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Environment food
green Greendrinks
networking Renewable
Energy Seattle
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more tags

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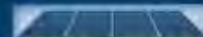
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West Seattle and Ballard Link Light Rail Extension West Seattle Scoping Open House

WHEN Wednesday, February 27, 2019, 6 - 8:30pm
WHERE Alki Masonic Center (4736 40th Ave SW, Seattle, WA 98116)
REGION/LOCATION Western Washington
SUMMARY

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West Seattle and Ballard Link Extensions
c/o Lauren Swift
Sound Transit
401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here:
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LINK


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 SOUNDTRANSIT

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EL TRABAJO,
AHORA NO ME
DEJA SALIR.



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WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION WEST SEATTLE SCOPING OPEN HOUSE



SOUNDTRANSIT

When

Wednesday, February 27, 2019, 6 – 8:30pm

Where

Aiki Masonic Center (4736 40th Ave SW, Seattle, WA 98116)

WHO

Sound Transit

Audience for this event

Anyone interested in being a part of the conversation. This event will target: West Seattle (Includes Delridge, Avalon and Alaska Junction stations)

Event Size

200

Is this a nonprofit event?

Yes

About

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c/o Lauren Swift
Sound Transit
401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here:
www.soundtransit.org

Website

wsblink.participate.online

Ballard/ Interbay Scoping Open House: February 28, 2019

eventful Seattle


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West Seattle and Ballard Link Light Rail Extension
Ballard/Interbay Scoping Open House in Seattle

TRACK

SHARE



February 28, 2019
Thursday 6:00 PM - 8:30 PM

Ballard High School
1418 NW 65th St.
Seattle, Washington 98117
[Map](#)

PERFORMERS:
No Performers Listed

EVENT DETAILS

WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION BALLARD/INTERBAY SCOPING OPEN HOUSE

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Sound Transit
401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions>

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9. Joe Jackson [FIND TICKETS](#)

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Coachella Valley Music and Arts Festival



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West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House

FEBRUARY 28

Ballard High School, Seattle
February 28, 2019

Categories: Community Events,
Lectures/Community, Misc.



Event Details

February 28, 2019
6:00 pm - 8:30 pm
Free

Get Tickets

Venue

Ballard High School
1418 NW 65th St
Seattle, WA 98117
(206) 903-7229
wsblink@soundtransit.org
<https://wsblink.participate.online/>



Event Description

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS). The scoping comment period concludes on March 18, 2019. As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to:

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- Leave a voicemail at (833) WSB-COMM [or (833) 972-2666]
- Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions>



EVENT PRESENTED BY:

Sound Transit
(206) 903-7229
wsblink@soundtransit.org
<https://wsblink.participate.online/>

WSB Link Ballard/Interbay Scoping Open House

6:00 PM | Thursday Feb 28, 2019

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West
Seattle and Ballard Link Extensions

c/o
Lauren Swift

Sound
Transit

401
S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here:
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Price: Free

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Ballard High School >

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Seattle, WA 98117

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West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House THURSDAY, FEBRUARY 28, 2019, 6 – 8:30PM

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- Mail your comments to:

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c/o Lauren Swift
Sound Transit
401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: www.soundtransit.org

Location: Ballard High School
1418 NW 85th St
Seattle, WA 98117

Event type: Master Submission Form Template

Neighborhoods: Ballard, Fremont, Green Lake, Greenwood/Phinney Ridge, Interbay, Magnolia, North of Seattle, Queen Anne, Wallingford

Event Types: Community, Neighborhood Meetings, Public Forum, Transportation

Audience: All

Sponsoring Organization: Sound Transit

Contact: Andrea Burnett

Contact Phone: 2069037229

Contact Email: wsblink@soundtransit.org

Pre-Register: No

Cost: 0

More Info on the Web: wsblink.participateonline.com

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Keywords

Location

within 10 miles of

Examples: 98104, Seattle City Hall or 600 4th Ave, Seattle

Audience

- ☒ Adults
- ☒ All
- ☒ Children
- ☒ Family
- ☒ Pets
- ☒ Senior
- ☒ Special Needs

Neighborhoods

- ☒ Ballard
- ☒ Ballard Highlands
- ☒ Ballard
- ☒ Ballard Hill
- ☒ Ballard
- ☒ Ballard/Interbay Lake
- ☒ Ballard Hill

Calendar Categories

- ☒ All SDOT Public Events & Meetings
- ☒ SDOT Public Meetings
- ☒ Animal Shelter
- ☒ Arts and Culture
- ☒ Boards & Commissions
- ☒ Design Commission
- ☒ Economic Development

Event Types

- ☒ Arts
- ☒ Boards & Commissions
- ☒ Bidding
- ☒ Business/Trade
- ☒ City Council Meeting
- ☒ Community
- ☒ Dance



**PIONEER SQUARE EAST WEST PEDESTRIAN IMPROVEMENTS
OPEN HOUSE + WALKING TOUR** Tuesday, April 2

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This event has passed.

West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House

February 28 @ 6:00 pm - 8:30 pm Free



SOUNDTRANSIT

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS).

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One of our events is in Ballard at Ballard High School (1418 NW 65th St, Seattle, WA 98117) on February 28, 6:00 pm – 8:30 pm. RSVP today at <https://wsblink.participate.online/>

Other ways to submit a formal scoping comment include:

- Visit the online open house: <https://wsblink.participate.online>
- Send an email to wsbscopingcomments@soundtransit.org
- Leave a voicemail at (833) WSR-COMM (or (833) 972-2666)
- Mail your comments to:

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West Seattle and Ballard Link Extensions

c/o Lauren Swift

Sound Transit

401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions>



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West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House

Community Event West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House has been created.

[View](#) [Edit](#)

Submitted by abelyaev on Fri, 02/15/2019 - 7:07pm
in transit

Event Date: Thursday, February 28, 2019 - 6:00pm - 8:30pm

Event Location:
Ballard High School
1418 NW 85th St
Seattle, WA 98117
United States
[See map: Google Maps](#)

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Sound Transit
401 S Jackson St, Seattle, WA 98104

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Location

Ballard High School
1418 NW 85th St
Seattle, WA 98117
United States
[See map: Google Maps](#)
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networking Renewable
Energy Seattle
Sustainability
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West Seattle and Ballard Link Light Rail Extension Ballard/Interbay Scoping Open House

WHEN Thursday, February 28, 2019, 6 - 8:30pm
WHERE Ballard High School (1418 NW 65th St, Seattle, WA 98117)
REGION/LOCATION Western Washington

SUMMARY The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system.

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Su opinión nos ayudará a ubicar un nuevo sitio en South Sound.


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SOUNDTRANSIT

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EL TRABAJO,
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DEJA SALIR.



Downtown Scoping Open House: March 7, 2019

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WSB LINK EXTENSION SCOPING OPEN HOUSE

Thu, Mar 7, 2019, 5:00pm
Venue
Ruth Fisher Boardroom and Grand Hall, Union Station
Location
401 S Jackson St, Seattle, WA 98104

Attend the West Seattle and Ballard (WSB) Link Extension scoping open house and neighborhood forums Downtown on March 7, 2019 at 5:00 pm. Scoping is the next step in the environmental review process and comments will be accepted through March 18.

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West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House in Seattle

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March 7, 2019
Thursday 5:00 PM - 7:30 PM

[Union Station, Ruth Fisher Boardroom](#)

401 S. Jackson St., Seattle
Seattle, Washington 98104
[Map](#)

PERFORMERS:

No Performers Listed

EDIT EVENT

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- | | |
|--|------------------------------|
| 1. Joshua Radin | FIND TICKETS |
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| 3. Train, Goo Goo Dolls & A... | FIND TICKETS |
| 4. Elton John | FIND TICKETS |
| 5. Carrie Underwood, Maddi... | FIND TICKETS |
| 6. Mark Knopfler | FIND TICKETS |
| 7. Elton John: Farewell Yell... | FIND TICKETS |
| 8. Lynyrd Skynyrd: Last of t... | FIND TICKETS |
| 9. Joe Jackson | FIND TICKETS |
| 10. Beirut | FIND TICKETS |

[See All](#)

EVENT DETAILS

WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION DOWNTOWN SCOPING OPEN HOUSE

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Sound Transit
401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions>

Categories: [Neighborhood](#) | [Organizations & Meetings](#)

Event details may change at any time, always check with the event organizer when planning to attend this event or purchase tickets.

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TOP 2019 MUSIC FESTIVALS

[Ultra Music Festival](#)[Rock the Ocean's Tortuga Music Festival](#)[Coachella Valley Music and Arts Festival](#)

NEWS & EVENTS

Learn more about what's happening in and around the neighborhood! Special events and news are updated here bi-weekly.

Community Events

Today ◀ ▶ March 2019 Week Month Agenda

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	24	25 2:30pm Block Wab	26	27	28	Mar 1 11am Lunar New Y 11am Lunar New Y
	3	4	5	6 5pm West Seattle	7	8 1pm NVC-NVC Fou
6:30pm Xin Chào t	10	11 10am O 1pm Sp				16
	17	18 3pm Cl 5:30pm				23 ntal Healt
	24	25				30
31	Apr 1					6 gng Vũ Qu

West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

When Thu, March 7, 5:00pm – 7:30pm

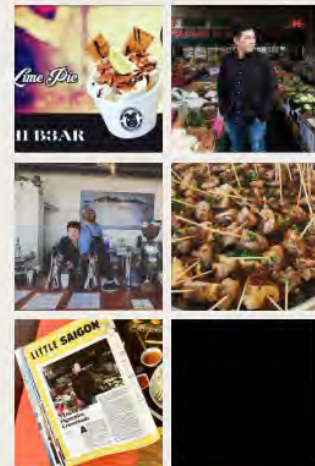
Where 401 S Jackson St, Seattle, WA 98104, USA ([map](#))

Description The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to allow more capacity for the entire regional system.

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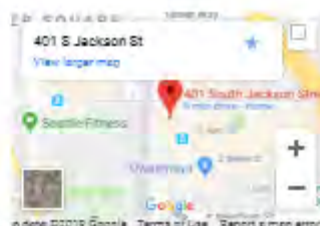
West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

MARCH 7

[Ruth Fisher Boardroom and Grand Hall,
Union Station, Seattle](#)

[March 7, 2019](#)

Categories: [Community Events](#),
[Lectures/Community Misc](#)



Event Details

[March 7, 2019](#)
[5:00 pm - 7:30 pm](#)
[Free](#)

[Get Tickets](#)

Venue

Ruth Fisher Boardroom and Grand Hall,
Union Station
401 S Jackson St., Seattle
Seattle, WA 98104
(206) 903-7229
wsblink@soundtransit.org
<https://wsblink.participate.online/>



Event Description

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- Leave a voicemail at (833) WSB-COMM [or (833) 972-2666]
- Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions>



EVENT PRESENTED BY:

Sound Transit
(206) 903-7229
wsblink@soundtransit.org
<https://wsblink.participate.online/>

WSB Link Downtown Scoping Open House

5:00 PM | Thursday Mar 7, 2019

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West
Seattle and Ballard Link Extensions
c/o
Lauren Swift
Sound
Transit
401
S Jackson St, Seattle, WA 98104

Price: Free

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Union Station, Ruth Fisher Boardroom ➔

401 S. Jackson St., Seattle
Seattle, WA 98104

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West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

THURSDAY, MARCH 7, 2019, 5 – 7:30PM

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c/o Lauren Swift
Sound Transit
401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: www.soundtransit.org.

Location: Ruth Fisher Boardroom and Grand Hall, Union Station
401 S Jackson St
Seattle, WA 98104

Event type: Master Submission Form Template

Neighborhoods: Balltown, Cascade/Eastlake/South Lake Union, Chinatown-International District, Citywide, Downtown Commercial Core, Duwamish/SODO, First Hill, Pioneer Square, Uptown

Event Types: Community, Neighborhood Meetings, Public Forum, Transportation

Audience: All

Sponsoring Organization: Sound Transit

Contact: Andrea Burnett

Contact Phone: 2069037229

Contact Email: wsblink@soundtransit.org

Pre-Register: No

Cost: 0

More Info on the Web: wsblink.participateonline.com



March 2019						
S	M	T	W	T	F	S
24	25	26	27	28	1	2
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Keywords

Location

within 10 miles of:

Examples: 98104, Seattle City Hall or 600 4th Ave, Seattle

Audience

- ☒ Adults
- ☒ All
- ☒ Children
- ☒ Family
- ☒ Pets
- ☒ Senior
- ☒ Special Needs

Select: All, None

Neighborhoods

- ☒ Alki/Alkiway
- ☒ Arbor Heights
- ☒ Ballard
- ☒ Ballard Hill
- ☒ Balltown
- ☒ Broadview/Balbo Lake
- ☒ Central Hill

Select: All, None

Calendar Categories

- ☒ (U) SDCI Public Events & Meetings
- ☒ SDCI Public Meetings
- ☒ Normal/Spokane
- ☒ Arts and Culture
- ☒ Boards & Commissions
- ☒ Design Commission
- ☒ Economic Development

Select: All, None

Event Types

- ☒ Arts
- ☒ Boards & Commissions
- ☒ Boating
- ☒ Business/Trade
- ☒ City Council Meeting
- ☒ Community
- ☒ Dance

Select: All, None



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West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

March 7 @ 5:00 pm - 7:30 pm Free



SOUNDTRANSIT

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Submitted by abelyaev on Fri, 02/15/2019 - 7:10pm
in transit

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Event Location:

Ruth Fisher Boardroom and Grand Hall, Union Station
401 S Jackson St
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Location

Ruth Fisher Boardroom and Grand Hall, Union Station
401 S Jackson St
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United States
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29	30					

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WEST SEATTLE AND BALLARD LINK LIGHT RAIL EXTENSION DOWNTOWN SCOPING OPEN HOUSE



SOUNDTRANSIT

When	Thursday, March 7, 2019, 5 – 7:30pm
Where	Ruth Fisher Boardroom and Grand Hall, Union Station (401 S Jackson St, Seattle, WA 98104)
WHO	Sound Transit
Audience for this event	Anyone interested in being a part of the conversation. This event will target: Downtown (Includes Seattle Center, South Lake Union, Denny, Westlake, Midtown, Chinatown-International District, Stadium and SODO stations)
Event Size	200
Is this a nonprofit event?	Yes
About	Attend the West Seattle and Ballard Link Extension scoping open house and neighborhood forums Downtown on March 7, 2019 at 5:00 pm. Scoping is the next step in the environmental review process and comments will be accepted through March 18. Visit our online open house at wsblink.participate.online to RSVP.
Website	wsblink.participate.online



West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

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Name: West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

Date: March 7, 2019

Time: 5:00 PM - 7:30 PM PST

Website: [More Info](#)

Event Description:

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS). The scoping comment period concludes on March 18, 2019. As a part of scoping, you are invited to share your feedback at an open house. It's an opportunity to:

- Learn about the project background, the process for identifying a preferred alternative and how community input has shaped project development to date
- Share your feedback on route and station locations, topics to study in the EIS and the project purpose and need
- Participate in small group discussions with your neighbors and share your insights with project staff

One of our events is Downtown at Ruth Fisher Boardroom and Grand Hall, Union Station (401 S Jackson St, Seattle, WA 98104) on March 7, 5:00 pm – 7:30 pm. RSVP today at <https://wsblink.participate.online/> Other ways to submit a formal scoping comment include:

- Visit the online open house: <https://wsblink.participate.online/>
- Send an email to wsbscopingcomments@soundtransit.org
- Leave a voicemail at (833) WSB-COMM [or (833) 972-2666]
- Mail your comments to: West Seattle and Ballard Link Extensions c/o Lauren Swift Sound Transit 401 S Jackson St. Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here: <https://www.soundtransit.org/Projects-and-Plans/west-seattle-and-ballard-link-extensions>

Location:

Ruth Fisher Boardroom and Grand Hall,
Union Station
401 S Jackson St
Seattle, WA 98104

Date/Time Information:

Thursday, March 7
5:00 pm – 7:30 pm

Contact Information:

Sound Transit/Andrea Burnett, 206-903-7229 (general phone),
[Send an Email](#)

Fees/Admission:

\$0/free

Set a Reminder:

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West Seattle and Ballard Link Light Rail Extension Downtown Scoping Open House

WHEN Thursday, March 7, 2019, 5 - 7:30pm

WHERE Ruth Fisher Boardroom and Grand Hall, Union Station (401 S Jackson St, Seattle, WA 98104)

REGION/LOCATION Western Washington

SUMMARY

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region and add a new downtown Seattle light rail tunnel to add more capacity for the entire regional system. Join us for the project's formal scoping period to share your input on route and station alternatives Sound Transit is considering. Scoping is the next step in the environmental review process. Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the environmental impact statement (EIS).

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c/o Lauren Swift
Sound Transit
401 S Jackson St, Seattle, WA 98104

Read more about West Seattle and Ballard Link Extensions here:
www.soundtransit.org...

LINK

wsblink.participate.online



Sitio de Operaciones y Mantenimiento en el Sur

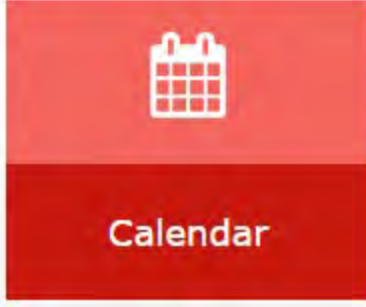
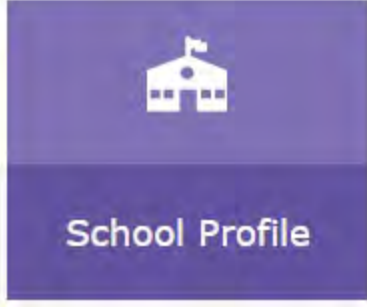
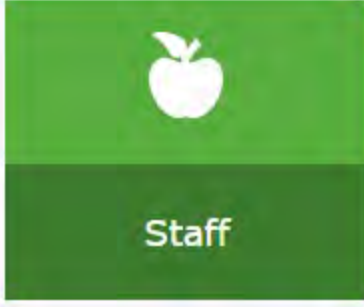
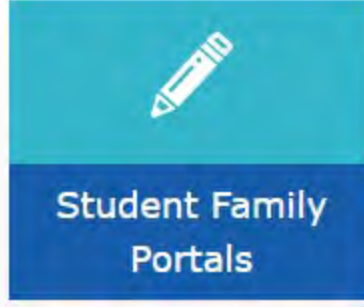
Su opinión nos ayudará a ubicar un nuevo sitio en South Sound.

Obtenga más información y haga sus comentarios hasta el 1 de abril.

 SOUNDTRANSIT

ME MINTIÓ SOBRE
EL TRABAJO,
AHORA NO ME
DEJA SALIR.



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February 25, 2019

THIS WEEK AND NEXT

Big Band Dinner Dance Details



March 1st is the 7th annual Music Department Big Band Dinner Dance. This is a fun evening of music, dancing, raffles, and food (prepared by Raya Klein and the culinary students). Music is provided by both WSHS Jazz Ensembles, the WSHS Orchestra, and the West Seattle Big Band. Proceeds benefit the music program and help us provide travel scholarships, coaching, and to purchase new instruments as our program grows. If you are interested in tickets, they are available online. Tickets are \$25 online, \$30 at the door. Student tickets are \$10 at the door only. The event begins at 5:45pm.

Advanced Learning Parent Information Night for Class of 2023



This meeting was victim of our recent snowmageddon. Principal Vance will be working to reschedule this event. West Seattle High School will be hosting a meeting to share and discuss the upcoming transition of the Seattle Public School's Highly Capable Cohort (HCC) into West Seattle High School. This will include the overall District and WSHS vision for High School HCC/Advanced Learning programming and changes associated with providing equitable access to advanced coursework while preparing all students for future success. The agenda will include a presentation and time for questions and answers. The target audience will be current 8th grade families, however, the meeting is open to all. In order to provide as much information as possible and to focus on what is relevant to you, please use send questions you would like answered at the meeting.

SAT Exam Testing Schedule - March 6



The SAT will be administered to all Juniors at WSHS on **Wednesday, March 6**. Students must check in at 8am and be seated in their assigned seat by 8:40. Test administration begins at 8:45. (Reading 65 minutes, Writing 35, Math no calculator 23, Math with calculator 55, Essay 50) and ends at 1:50. Students are allowed to bring a water bottle and snacks but must label them and leave them at the back of the gym. Students should dress in layers as the temperature is hard to control in the gym. Students must bring #2 pencils and a calculator. Students may not bring mobile phones, wearable technology, blankets or backpacks. Students will not be allowed into the testing site with their mobile phones - no exceptions.

Assistive Technology Workshop - Mar 7

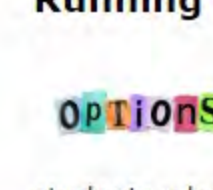


Parents of IEP students, students, IEP case managers and 504 coordinators are invited to a Special Education Parent Ed workshop being held on **March 7th from 5:30 - 7pm at WSHS**. This workshop is being led by the SPS Assistive Technology team and will provide an overview including AT solutions and services, the request process and inclusion in an IEP.

The event is sponsored by the WSHS PTSA and the Seattle Special Ed PTA. For more information and to RSVP, contact asdoli@seattleschools.org. Translations services are available with a RSVP.

ANNOUNCEMENTS

Running Start Info Session Scheduled



Students will have the opportunity to attend an info session about the SPS Running Start program on **March 20** during Advisory (10:09-11:02). Parents may also attend. Running Start is a recognized course of study offered by community colleges and available to high school students who have earned sufficient credits to obtain at least 11th grade standing. The program provides high school students the opportunity to enroll in college-level courses for credit, with free or reduced tuition, while earning high school credit at the same time for up to six quarters. South Seattle College will likely hold an onsite session in the future. Stand by for details as we receive them. In the meantime, learn more about the SSC program.

West Seattle>Ballard Link Light Rail Input Requested



Seattle Sound Transit is seeking input on the future West Seattle to Ballard Link Light Rail extension. Take the online survey or attend the open house event this Wednesday, February 27th from 6-8:30pm at the Alki Masonic Hall, 4736 40th Avenue, SW. The line is planned to open in 2030. Provide your input and help shape the future!

Save your Safeway Monopoly Pieces

If you don't play the Safeway game, please consider collecting the pieces and donating them to our Special Education department. Please drop pieces off in the school office. Your help is appreciated!



Athletics Update

Congratulations to **Mighty Gionet** for placing 6th in the WIAA 3A state wrestling tournament in the 162 weight class!

Congratulations to **Tate Ingraham** for placing 12th at the WIAA 3A state swim and dive championships in the 100 yd free with a new school record of 48.51!!

The **Boys and Girls Basketball teams** both took 3rd place in the Seaking District Tournament and played the Regional tournament this weekend. The Boys team lost to Eastside Catholic but this was not a loser-out game so they are on to the state tournament on Wednesday at the Tacomadome. They will play Capital HS. Congrats to our lady Wildcats for topping Meadowdale in a buzzer-beater. They advance to the state tournament and will play Arlington HS on Wednesday as well. Spring sports begin today!



Health Alert: Measles Case

There is currently one confirmed case of measles reported in King County. We do not currently have any cases of measles in Seattle Public Schools. Please monitor your child for signs of measles (fever, diarrhea, coughing, runny nose, red and watery eyes, tiredness with a rash that begins on the face and spreads to the entire body). See King County's Measles Fact Sheet for more information in multiple languages. **The best protection against measles for yourself and your children is the MMR vaccine.** The MMR vaccine is available from your healthcare provider, and for SPS enrolled students at one of our 25 school-based health center sites.



Teens, Tech & Sexuality - Parent Ed Night, Mar 27



Talking to your kid about tech and sexuality is hard! Words like "Media", "Privacy", "Safety", "Porn" and even "Sex" have different meanings than they did a generation ago. Come learn from Jo Langford's two decades of experience working with t/teens to give you the information you need to connect with your child/ren and help them make informed decisions and have the tools to go at sexuality, growing up with technology and relationships with a sense of confidence and seriousness - having fun along the way, while doing as little harm to themselves and their peers as possible. This event will be held on **March 27 at 7pm** in the school Library. Please mark your calendar!

Attention: AP Exam Schedule

The 2019 AP Exam schedule has been made available. Support your student and make sure they are rested and prepared. All tests must be paid for online by **Monday, March 4 at 4pm**. Each exam costs \$102 and financial assistance is available (contact Amy Doll for information). Free and Reduced Lunch students pay only \$15. To register, go online with your student as they will need to answer questions. You will need to pay the fee when you register.

- US Gov/Politics - May 6 - 8am
- Environmental Science - May 6, 12pm
- Physics - May 7, 12pm
- English Lit - May 8, 8am
- US History - May 10, 8am
- Computer Science Principles - May 10, 12pm
- Biology - May 13 8am
- Calculus - May 14, 8am
- English - May 15, 8am
- World History - May 16, 8am
- Statistics - May 16, 12pm
- Computer Science - May 17, 12pm



Dates are set by College Boards and there are no exceptions to the registration timeline. All exams take place at WSHS, late arrivals will not be admitted to the exams. Students should plan on arriving 15 minutes before start times.

Winter Ball Postponed Until March 22



Students are invited to the annual Winter Ball which will be held on **Friday, March 23** in the Commons from **8 to 11PM**. The theme is "New York, New York" and the dance is semi-formal. Tickets are \$25 or \$20 with an ASB sticker and will be sold the week of the dance during lunch. Guest passes are due March 20. Ticket price includes light snacks and drinks and unlimited pictures at the picture booth. Parents interested in chaperoning should contact Ms. Ferda at aafenda@seattleschools.org.

Upcoming Parent Education Nights



Our PTA is planning several informative events in the coming months. Stay tuned for more information but in the mean time, mark your calendars for the following parent education nights. Thanks to our wonderful PTSA for organizing these events! All events start at **7pm** and will be held in the school Library.

- Apr 24 - Restorative Justice at WSHS

Yearbook Details

The **Kimtah** is the WSHS yearbook. This is a great way to preserve those precious high school memories. There are 500 yearbooks available, first come, first serve. The cost of the year book is \$55. Purchase one for your student today on Schoolpay. Stay tuned for announcements for Senior picture deadlines, baby picture deadlines and send any contentappropriate for the yearbook to the Kimtah editors at wsbsyb2019@gmail.com.



STUDENT ACTIVITIES AND OPPORTUNITIES

KEXP Youth Resonance Board



Youth Resonance is a Youth Advisory Board of KEXP whose purpose is to contribute youth input to KEXP. The mission of Youth Resonance is to serve the youth music and arts community as well as the KEXP youth community. We aim to promote youth-centered-and-inclusive programming, events and opportunities at KEXP as well as to create and support youth-governed platforms where youth voices are amplified. The Youth Resonance aid in the planning and execution of KEXP youth-centric events, create innovative techniques to promote the music scene to other youths and meet with/promote young musicians in the Greater Seattle Area. Learn more and apply on their website.

Seattle Public Library Essay Scholarship Competition



Seattle high school seniors and college undergraduates are invited to enter the 7th annual essay scholarship competition created by The Seattle Public Library Foundation to honor civic leader Stimson Bullitt. Essays exploring civic courage may be submitted online now through **March 15, 2019**. Three scholarships will be awarded: the author of the winning essay will receive \$5,000, and the authors of the two second-place essays will each receive \$2,500. For more information and full contest rules, visit the scholarship competition website or call the Library Foundation at 206-386-4130.

Summer Leadership Internship Opportunity



Camp Invention is a one-week STEM and 21st century, k-6 enrichment program that is led by local teachers. Camp Invention will be offered **July 8-12, 2019** at both Arbor Heights Elementary in West Seattle and Hazel Wolf STEM K-8 School in North Seattle, **9am - 3:30pm**. Camp Invention offers a high school volunteer internship where students can earn 40 honor service hours for participating in an educational webinar ahead and assisting the teachers with the program week to foster leadership skills. Spots are limited. Learn more or indicate interest online.

Apply to be a Senate Page!



This is an exciting opportunity for students! Would your student be interested in taking part in the Washington State legislative process and observing the Legislature and other branches of state government in action? If so, apply to be a Senate Page! If selected, you can look forward to a week of fun and educational experiences where you'll meet people from all over the state and have the opportunity to make new and lasting friendships. Must be at least 14 years of age and have not reached your 17th birthday. Once you've applied, contact Senator Joe Nguyen's office by phone (360) 766-7667 or email Joe.Nguyen@leg.wa.gov to let him know that you're interested in serving and he will support your application process! To learn more about the Senate Page program, and check out this video: Time spent in the Page Program can be counted as Service Hours.

Freestone Capital Scholarship Applications Sought

Through the Freestone Future Leaders Scholarship, the organization is dedicated to contributing \$100,000 in scholarships over four years to help 20 students pay for college. This year's round of scholarships will award a total of \$25,000 to five students for the fall term of the 2019-2020 school year. Scholarship applications opened today, and a selection committee will name our finalists at the beginning of May and the awards will be made on **May 8**. Learn more about this scholarship on the Freestone website. Deadline for applications is **April 1**.



WAPTA Scholarship Available



Washington State PTA offers three (3) \$3,000 scholarships and one (1) \$1,000 scholarship to graduating seniors from Washington State public high schools, with an active PTA/PTSA at the school, that will be starting college (either two-year or four-year) Fall 2019. The application deadline is **March 1** and awards will be made on April 20. Students should submit applications online.

Service Learning Opportunities

Make sure your student doesn't wait until the end of the year or even worse the end of Senior year to get those service hours. There are many opportunities available now and ongoing. Visit the service learning webpage to download the service learning form and review some of the upcoming service learning opportunities.



SENIOR NEWS

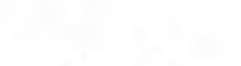
College Bound Scholarship Conference



The annual Seattle Public Schools College Bound Scholarship Conference will take place on **Saturday, March 2, 2019, 1-4 pm** at Mary Gates Hall on the University of Washington Seattle campus. The conference includes a college fair, student panels, and workshops to explore college and career options and learn about admissions, requirements, and financial aid. Learn more about the College Bound Scholarship Conference.

Senior Essentials Available

It's that time to start thinking about graduation essentials! Personalized announcements, class rings, tassels and more can also be ordered online at Herff Jones.



PARENT INVOLVEMENT

Volunteer Opportunities at WSHS

There are quite a few current opportunities for parents to get involved at the school.

- The **West Seattle High School Race and Equity Team** (RET) would love more parental involvement, especially from parents of different racial backgrounds. We have a family engagement committee that wants to plan events after hours to engage diverse families. Our RET meets every first and third Wednesday of the month in the library from 3:45 to 4:45pm. Please contact School Counselor (A-D) Annie Zhou.
- We need 15 volunteers the **Winter Ball** and we're still short a few parents. Saturday, March 23rd from 7:45-11 pm. Work the coat check, bathroom duty, and dance floor/hallway sweeps. Please contact Angela Ferda.
- The **PTSA Spring Fundraiser** is being planned right now! Will most likely to be held in April. Help make it fantastic! Please contact Chair: Rik Keller.
- The **West Seattle 5K** is Sunday, May 20th. We need lots of help to make this a huge success. Please contact Chair: Katie Hudson.
- **Field Day** was a blast for our students last year. We need parent volunteers on June 5th. We are still waiting on a schedule for the day but it will most likely be in the afternoon. Please contact Angela Ferda.



Booster Club Meeting Schedule



Please mark your calendar! The Booster Club meets once a month at 7pm in the school library, and we would love to have you join us. Following are our meeting dates for this school year: Tuesdays 3/12, 4/16, 5/14, and 6/4. If you have not already joined the Booster Club for this school year, please join online! Remember, 50% of your membership fee goes towards the sport of your choice, and all additional donations are greatly appreciated.

QUICK LINKS

The school office has prepared a very helpful page with information and links to all things needed for Wildcat families. Check out the [Tips for Parents](#) page and get hooked up!

- WS Counseling Department Website
- WS Counseling's Scholarships Page
- SPS' Smarter Balanced Assessments (SBAC) Website
- 24 Credit Graduation Task Force
- Schoolpay
- WS Drama Department Website
- Sports: Metro League Schedules
- Booster Club Website
- PTSA Website
- West Seattle 5K Website
- Buy eScrip or Register your Shopper Cards for PTSA
- Shop at Amazon and benefit PTSA

Westside Weekly - Monday, February 25, 2019

Contact: csrogers@seattleschools.org

Project update: West Seattle and Ballard Link Extensions

Sound Transit sent this bulletin at 02/15/2019 10:39 AM PST

Having trouble viewing this email? [View it as a Web page.](#)**Project update****Scoping begins today! Share your comments by March 18**

Sound Transit and the Federal Transit Administration have officially kicked off scoping for the West Seattle and Ballard Link Extensions project. Scoping is the next step in the environmental review process and provides an opportunity for you to comment on the route and station alternatives, topics to study in the environmental impact statement, and project purpose and need. This 30-day public comment period will include multiple ways for you to share your feedback and help the Sound Transit Board identify a preferred alternative and other alternatives to study in an Environmental Impact Statement during the next phase of project development.

This is an especially important time to get involved and we want to hear from you! Here's how to comment:

- **Attend an upcoming open house:** [details below](#)
- **Comment online:** [wsblink.participate.online](#)
- **Email us:** wsbscopingcomments@soundtransit.org
- **Leave a voicemail:** 833-972-2666
- **Mail us a letter:** West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Comments must be received by March 18. Your feedback will be shared with the Stakeholder Advisory Group, Elected Leadership Group and the Sound Transit Board prior to their recommendations on which alternatives should be studied during environmental review. The Sound Transit Board will identify a preferred alternative and other alternatives to study in an Environmental Impact Statement in May 2019.

I have feedback!**Save the dates! Join us at a scoping open house**

We're excited to share dates for our upcoming scoping open houses in West Seattle, Ballard and downtown Seattle. We hope you'll join us at one of the meetings below to learn more about the alternatives being considered, ask questions and share your comments.

- **West Seattle** on Wednesday, Feb. 27, 6 – 8:30 p.m. at [Alki Masonic Center](#)
- **Ballard/Interbay** on Thursday, Feb. 28, 6 – 8:30 p.m. at [Ballard High School](#)
- **Downtown** on Thursday, March 7, 5 – 7:30 p.m. at [Union Station](#)

Can't join us in-person? Our online open house is now live! Visit [wsblink.participate.online](#) and submit your scoping comments by March 18.

RSVP today!**New year, new numbers: advisory groups review Level 3 evaluation results**

The [Stakeholder Advisory Group](#) and [Elected Leadership Group](#) recently held meetings to review the latest alternatives and hear more about the Level 3 [evaluation results](#). The three end-to-end alternatives were evaluated based on their performance with respect to dozens of qualitative and quantitative measures, such as service reliability, travel times, environmental effects, technical feasibility and much more.

Want to dig into the details to inform your scoping comments? Explore the evaluation results, then visit the [online open house](#) to comment between now and March 18.

I want details!

Other project documents, including a Scoping Information Report, the State Environmental Policy Act (SEPA) Determination of Significance, and evaluation reports, are also [available for review online](#).

Upcoming events

[Scoping open houses](#) on Feb. 27, Feb. 28 and March 7.

Stay connected

Watch for future project updates. Forward this to your friends, family, neighbors and people in your community! Encourage them to [subscribe](#).

Request a briefing. If you are part of a business or community organization that would like to host a briefing, get in touch.

Reach out

More project info: soundtransit.org/wsblink
Get in touch: wsblink@soundtransit.org or 206-903-7229
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Project update: West Seattle and Ballard Link Extensions

Sound Transit sent this bulletin at 02/26/2019 01:56 PM PST

Having trouble viewing this email? [View it as a Web page.](#)**West Seattle and Ballard**
Link Extensions**Project update*****First scoping meetings are this week in West Seattle and Ballard! Have you RSVP'd?***

Sound Transit is hosting scoping open houses in West Seattle, Ballard and downtown Seattle to share the [latest route and station alternatives](#) and get your input. [Scoping](#) is the next step in the environmental review process.

This is an essential time to get involved — your feedback will help the Sound Transit Board identify a preferred alternative and other alternatives to study in an Environmental Impact Statement in May, so be sure to submit your thoughts before the comment period closes on March 18.

Join us at an open house to learn more about the alternatives being considered, ask questions and share your comments. All open houses are open to the public and will include a brief presentation 30 minutes after the start. Stop by anytime!

- **West Seattle** on Wednesday, Feb. 27, 6 – 8:30 p.m. at [Alki Masonic Center](#)
- **Ballard/Interbay** on Thursday, Feb. 28, 6 – 8:30 p.m. at [Ballard High School](#)
- **Downtown** on Thursday, March 7, 5 – 7:30 p.m. at [Union Station](#)

Remember — our online open house is accessible 24/7. Visit [wsblink.participate.online](#) and submit your scoping comments by March 18.

I'll be there!***Upcoming events***

[Scoping open houses](#) on Feb. 27, Feb. 28 and March 7
[Stakeholder Advisory Group](#) meeting on March 21
[Elected Leadership Group](#) meeting on March 29

Stay connected

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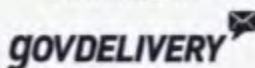
[Request a briefing](#). If you are part of a business or community organization that would like to host a briefing, get in touch.

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More project info: [soundtransit.org/wsblink](#)
Get in touch: [wsblink@soundtransit.org](#) or 206-903-7229
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Project update: West Seattle and Ballard Link Extensions

Sound Transit sent this bulletin at 03/07/2019 10:21 AM PST

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West Seattle and Ballard Link Extensions

Project update



Join us downtown tonight!

Last week we kicked off our [scoping open houses](#), hearing from hundreds of attendees in West Seattle and Ballard. We've received more than 550 scoping comments so far and our project team is already hard at work reviewing your feedback.

Haven't shared your thoughts on the latest alternatives? Learn more and share your input at our open house tonight in downtown Seattle or visit [wsblink.participate.online](#) and submit your scoping comments. We hope to hear from you!

Scoping open house in downtown Seattle
Thursday, March 7, 5 – 7:30 p.m. at [Union Station](#)

[Comment now](#)

Upcoming events

[Scoping open house](#) on March 7

[Stakeholder Advisory Group](#) meeting on March 21

[Elected Leadership Group](#) meeting on March 29

Stay connected

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More project info: soundtransit.org/wsblink
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Project update: West Seattle and Ballard Link Extensions

Sound Transit sent this bulletin at 03/08/2019 12:10 PM PST

Having trouble viewing this email? [View it as a Web page.](#)**West Seattle and Ballard**
Link Extensions**Project update*****Wow — over 650 scoping comments
received so far!***

Thank you to the hundreds of people who joined us at one of our three open houses in West Seattle, Ballard and Downtown. In addition, we've hosted over 5,500 visitors on our [online open house](#), and hundreds of you have already taken the time to examine the [Level 3 alternatives](#) and share your feedback.

If you couldn't make it to our in-person meetings but still want to learn about the alternatives, you can check out our [online open house](#) and submit your comments 24/7.

Hoping for more time to review the alternatives and share your thoughts? You're in luck! Sound Transit and the Federal Transit Administration have extended the comment period through April 2, 2019.

Don't miss this opportunity to help shape the future of transit in your community!

There are several ways to comment, including:

- **Comment online:** [wsblink.participate.online](#)
- **Email us:** wsbscopingcomments@soundtransit.org
- **Leave a voicemail:** 833-972-2666
- **Mail us a letter:** West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Comment by April 2***Upcoming events***

[Stakeholder Advisory Group](#) meeting on March 21
[Elected Leadership Group](#) meeting on March 29
[Stakeholder Advisory Group](#) meeting on April 17
[Elected Leadership Group](#) meeting on April 26

Stay connected

Watch for future project updates. Forward this to your friends, family, neighbors and people in your community! Encourage them to [subscribe](#).


[Request a briefing](#). If you are part of a business or community organization that would like to host a briefing, get in touch.

Reach out

More project info: <https://www.soundtransit.org/wsblink>
Get in touch: wsblink@soundtransit.org or 206-903-7229
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Project update: West Seattle and Ballard Link Extensions

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West Seattle and Ballard Link Extensions

Project update



It's not too late! Submit your scoping comments through April 2

Since mid-February, we've been asking for your comments to help the Sound Transit Board identify a preferred alternative and other alternatives to study in the Draft Environmental Impact Statement, the next phase of project development.

Tuesday, April 2 is the last day of the comment period — be sure to submit your feedback on route and station alternatives before the deadline passes!

Haven't shared your scoping comments yet? Here's how:

- **Comment online:** [wsblink.participate.online](#)
- **Email us:** wsbscopingcomments@soundtransit.org
- **Leave a voicemail:** 833-972-2666
- **Mail us a letter:** West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

Comment now

Upcoming events

- [Elected Leadership Group](#) meeting on March 29
- [Stakeholder Advisory Group](#) meeting on April 17
- [Elected Leadership Group](#) meeting on April 26

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West Seattle and Ballard Link Extensions

Project update



Remember, scoping ends today — last call for comments!

On Feb. 15, the scoping comment period began for the West Seattle and Ballard Link Extensions, and today the comment period will close. Thank you to the over 1,900 commenters who have taken time to share feedback. Comments will be shared with our [advisory groups](#) and, ultimately, the Sound Transit Board. In May, the Board will identify a preferred alternative, and other alternatives, to study in the Draft Environmental Impact Statement.

If you haven't commented yet, now is the time. Submit your feedback before the deadline passes:

- Comment online: [wsblink.participate.online](#)
- Email us: wsbscopingcomments@soundtransit.org
- Leave a voicemail: 833-972-2666
- Mail us a letter: West Seattle and Ballard Link Extensions, c/o Lauren Swift, Sound Transit, 401 S. Jackson St., Seattle, WA 98104

It's not too late...

Upcoming events

[Stakeholder Advisory Group](#) meeting on April 17

[Elected Leadership Group](#) meeting on April 26

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Public comment period for West Seattle, Ballard light rail project begins, open houses scheduled

February 15, 2019

Opportunity for the public to weigh in online and in person on end-to-end alternatives; comment period ends March 18

Sound Transit and the Federal Transit Administration (FTA) invite public and agency comment on route and station alternatives for the West Seattle and Ballard Link Extensions project. Comments received will help inform which alternatives should be studied in the Environmental Impact Statement, the next phase of project development. Comments can be provided online, via email, by regular mail, voicemail, or at a public open house.

The online open house is available today through March 18 at <https://wsblink.participate.online/>. In-person open houses are scheduled for these locations:

Wednesday, Feb. 27, 6 – 8:30 p.m.
Alki Masonic Center, 4736 40th Ave. SW

Thursday, Feb. 28, 6 – 8:30 p.m.
Ballard High School, 1418 NW 65th St.

Downtown Seattle, March 7, 5 – 7:30 p.m.
Union Station, 401 South Jackson St.

Comments can be emailed to wsbscopingcomments@soundtransit.org. Written comments can also be mailed to Sound Transit, Lauren Swift, Central Corridor Environmental Manager, 401 S. Jackson Street, Seattle, WA 98104. Comments can also be called in at (833) 972-2666.

Those attending an open house will hear information and have the opportunity to provide feedback on the alternatives for expanding light rail to West Seattle and Ballard. Feedback from this comment period will be shared with the Stakeholder Advisory Group and Elected Leadership Group to inform their recommendations to the Sound Transit Board of Directors on alternatives to study during environmental review. In May, the Board will identify a preferred alternative and other alternatives to study in a Draft Environmental Impact Statement (DEIS).

When complete in 2030 and 2035, respectively, the West Seattle and Ballard light rail extensions will provide fast, reliable light rail connections to dense residential and job centers. The project will also include a new light rail tunnel in downtown Seattle that will add regional system capacity to operate more trains and faster frequencies as light rail expands to Northgate, Bellevue, Redmond, Lynnwood, Federal Way, Tacoma, Everett and other communities.

The Sound Transit Board will consider public, stakeholder and elected leadership feedback received during the public comment period. Once this scoping phase is complete and the Board identifies the alternatives to evaluate in the DEIS, the project will advance to the Final Environmental Impact Statement (FEIS) phase, which will be complete in 2022. That same year, the Board will select the project to be built and seek a Record of Decision from the Federal Transit Administration.


More information on this project and subscriptions for project updates are available at <https://www.soundtransit.org/system-expansion/west-seattle-ballard-link-extensions>.

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