

MOTION NO. M2013-77

Identifying Federal Way Transit Extension Alternatives for Detailed Study in a Draft Environmental Impact Statement

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	09/12/13	Recommendation to Board	Ric Ilgenfritz, PEPD Executive Director	(206) 398-5239
Board	09/26/13	Final Action	Michael Williams, Deputy Executive, Capital Project Development Cathal Ridge, Light Rail Development Manager	(206) 398-5145 (206) 903-7484

PROPOSED ACTION

Identifies the light rail alignment and station alternatives for detailed study in the Draft Environmental Impact Statement, approves Gate 2 within Sound Transit’s Phase Gate process, and changes the project name to Federal Way Link Extension.

KEY FEATURES SUMMARY

- Identifies the light rail alignment and station alternatives to be studied in the Draft Environmental Impact Statement (EIS) from the range of alternatives evaluated during the alternatives analysis and environmental scoping phases of project development.

Alternatives that have emerged from the alternatives analysis and scoping processes include:

1. Alignment Alternatives

SR 99 Alternative: The alignment would generally follow the median of SR 99 but would transition to the east or west side at major intersections or to access station areas. The alternative would include design options along 30th Avenue South and on the east and west sides of SR 99 at various locations.

I-5 Alternative: The alignment would follow the west side of I-5, generally within or adjacent to the freeway right of way. The alternative would include a design option in the I-5 median adjacent to the Midway Landfill.

SR 99/I-5 Alternative: The alignment is identical to the SR 99 Alternative from the north end of the project area to approximately Kent-Des Moines Road. The alignment would then transition to the east and follow the I-5 Alternative alignment to the south end of the project area. The alternative would include design options along 30th Avenue South and within the I-5 median adjacent to the Midway Landfill.

I-5/SR 99 Alternative: The alignment is identical to the I-5 Alternative from the north end of the project area to approximately Kent-Des Moines Road. The alignment would then transition to the west and follow the SR 99 Alternative alignment to the south end of the project area. The alternative would include design options along the east and west sides of SR 99 at various locations.

2. Station Alternatives

Baseline Stations on SR 99 or I-5: Stations at Kent/Des Moines (in the vicinity of Highline Community College), South 272nd Street (Redondo or Star Lake park and rides), and the Federal Way Transit Center.

Optional Stations on SR 99: Optional stations at South 216th and South 260th streets on SR 99.

- The alternatives identified for study will undergo conceptual engineering to support the EIS analyses. Alignments, profiles, and station locations will be refined during conceptual engineering.
- The voter-approved ST2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. The addition of optional stations would require additional funding and satisfaction of voter-approved standards for inclusion in the ST2 Plan.
- During the design and environmental review of the alternatives, Sound Transit will engage affected communities in the project development process and get feedback on alignment, profile and station design issues. Sound Transit will also seek to avoid, minimize or mitigate potential impacts of the project as design progresses.
- This action changes the project name to “Federal Way Link Extension” to meet naming policies established by the Board in Resolution No. R2012-02. “Link Extension” is being used instead of “Transit Extension” because light rail alternatives are the only alternatives being proposed for further study in the Draft EIS.

BACKGROUND

The Federal Way Transit Extension would extend Link light rail from the future Angle Lake light rail station at South 200th Street in SeaTac to the Federal Way Transit Center area in Federal Way. The project corridor is approximately 7.6 miles long and parallels State Route 99 (SR 99) and Interstate 5 (I-5). The ST2 Plan authorized construction of transit improvements from Angle Lake to South 272nd Street, and environmental review to Tacoma, as part of the ST2 Plan of transit investments approved by voters in 2008.

Sound Transit has completed Alternatives Analysis, and will prepare a Draft and Final EIS and conceptual engineering from Angle Lake to the Federal Way Transit Center. The Federal Way Transit Extension also includes preliminary engineering for the 2.3-mile segment from South 200th Street to Kent/Des Moines and options to extend the scope of preliminary engineering farther south. Currently, there is projected funding to construct from Angle Lake to Kent/Des Moines in the vicinity of Highline Community College.

On June 1, 2005, Sound Transit released a Supplemental Environmental Impact Statement (Supplemental EIS) to update its plan-level environmental analysis and to inform regional transit project decisions. Like the 1993 EIS which it supplements, the 2005 Supplemental EIS provides plan-level environmental review to be followed, as appropriate, by more detailed project-level environmental review for specific project elements. In July 2005, following review of the planning and other studies described above, the Board identified light rail as the preferred mode in the project corridor.

Evaluation of the alternative alignments and stations identified by the Board will be conducted in cooperation with the Federal Transit Administration (FTA). Before committing federal funds to the Federal Way Transit Extension, the FTA is required to undertake environmental review in

compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, has determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the project.

On June 14, 2012, the Capital Committee approved the execution of the contract with HDR Engineering, Inc. for completion of up to three phases of the project development process (Motion M2012-34) as follows:

- Phase 1, Alternatives Analysis and NEPA/SEPA Environmental Scoping (complete in September 2013);
- Phase 2, Draft EIS and Conceptual Engineering (to commence in October 2013); and
- Phase 3, Final EIS leading to a Record of Decision (ROD) for the full project, and Preliminary Engineering for the 2.3-mile segment from S. 200th St to Kent/Des Moines

An early scoping period was held in October 2012 at the start of the Alternatives Analysis phase and Sound Transit received comments on the project's purpose and need, range of alternatives, and other factors to be considered during the study. The early scoping period involved a 30-day comment period, an agency scoping meeting, and two public open houses at which the public had the opportunity to provide comment. Public and agency input from the early scoping period was documented in the *Federal Way Transit Extension Early Scoping Summary Report* (February 2013).

Briefings on the status of the Alternatives Analysis were provided to the Capital Committee on March 14 and June 13, 2013 and to affected jurisdictions and agencies. The Alternatives Analysis results were documented in the *Federal Way Transit Extension Level 1 and Level 2 Alternatives Screening Reports (June 2013)* and summarized in the *Federal Way Transit Extension Alternatives Analysis Summary (June 2013)*.

An EIS scoping period was held from June 14, 2013 through July 17, 2013 which included an agency scoping meeting and two public open houses. Background materials, including the reports noted above, were available at the public meetings and on the project website, and the public and agencies were invited to provide formal comments on the purpose and need, range of alternatives, and other factors to be considered in the Draft EIS. Input from the EIS scoping period was documented in the *Federal Way Transit Extension Scoping Summary Report* (August 2013) and made available on the project website.

To inform the Board's decision on alternatives to include in the DEIS, the findings of the Alternatives Analysis, as well as the input received during the EIS Scoping period, are summarized in the *Federal Way Transit Extension Alternatives Analysis and EIS Scoping Briefing Booklet (September 2013)*.

FISCAL INFORMATION

Not applicable to this action.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

PUBLIC INVOLVEMENT

Sound Transit has involved stakeholders, the public and public agencies at the local, regional, state, and federal levels to solicit early and continued feedback throughout the alternatives analysis and scoping processes. Public and agency meetings were held during the Early Scoping period in October 2012 and the EIS Scoping period in June 2013. Sound Transit also convened a monthly interagency working group consisting of representatives of jurisdictions or agencies that may be affected by project development. Sound Transit also conducted 19 neighborhood tabling events to increase public awareness of the project, provided briefings to neighborhood councils, and conducted stakeholder interviews throughout the project corridor.

TIME CONSTRAINTS

Delaying identification of alternatives to be studied in the EIS would delay the start of the DEIS and conceptual engineering and subsequent publication of the DEIS.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2012-34: Executing a contract with HDR, Inc. to provide consulting services for Phase 1 of the Federal Way Transit Extension in the amount of \$3,200,421 with a 10% contingency of \$320,042, for a total authorized contract amount not to exceed \$3,520,463.

Resolution No. R2012-07: (1) Expanded the scope of the South Corridor HCT–South 200th Street to Kent/Des Moines project to include alternatives analysis, environmental review, and conceptual engineering to the Federal Way Transit Center; (2) amended the Adopted Lifetime Budget for the South Corridor HCT project to increase it by \$24,327,240 from \$17,515,899 to \$41,843,139; (3) amended the Adopted 2012 Budget for the South Corridor HCT project to increase it by \$1,254,486 from \$2,576,500 to \$3,830,986; (4) reduced the scope of the South Corridor Alternatives Planning project for the portion of the Federal Way extension that was already budgeted within that project; (5) amended the Adopted Lifetime Budget for the South Corridor Alternatives Planning project to decrease it by \$1,478,681 from \$5,542,319 to \$4,063,638; (6) amended the Adopted 2012 Budget for the South Corridor Alternatives Planning project to decrease it by \$739,341 from \$3,122,250 to \$2,382,909; and (7) approved Gate 1 within Sound Transit's Phase Gate process for the revised South Corridor HCT project and changing the name of the project to the South Corridor HCT–South 200th Street to Federal Way Transit Center project.

Motion No. M2010-102: Approved a plan to implement the Sound Move and ST2 Plans within available resources.

ENVIRONMENTAL REVIEW

Jl 9/4/2013

LEGAL REVIEW

PW 9/6/2013

MOTION NO. M2013-77

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the light rail alignment and station alternatives for detailed study in the Draft Environmental Impact Statement, approving Gate 2 within Sound Transit's Phase Gate process, and changing the project name to Federal Way Link Extension.

BACKGROUND:

The Federal Way Transit Extension would extend Link light rail from the future Angle Lake light rail station at South 200th Street in SeaTac to the Federal Way Transit Center area in Federal Way. The project corridor is approximately 7.6 miles long and parallels State Route 99 (SR 99) and Interstate 5 (I-5). The ST2 Plan authorized construction of transit improvements from Angle Lake to South 272nd Street, and environmental review to Tacoma, as part of the ST2 Plan of transit investments approved by voters in 2008.

Sound Transit has completed Alternatives Analysis, and will prepare a Draft and Final EIS and conceptual engineering from Angle Lake to the Federal Way Transit Center. The Federal Way Transit Extension also includes preliminary engineering for the 2.3-mile segment from South 200th Street to Kent/Des Moines and options to extend the scope of preliminary engineering farther south. Currently, there is projected funding to construct from Angle Lake to Kent/Des Moines in the vicinity of Highline Community College.

On June 1, 2005, Sound Transit released a Supplemental Environmental Impact Statement (Supplemental EIS) to update its plan-level environmental analysis and to inform regional transit project decisions. Like the 1993 EIS which it supplements, the 2005 Supplemental EIS provides plan-level environmental review to be followed, as appropriate, by more detailed project-level environmental review for specific project elements. In July 2005, following review of the planning and other studies described above, the Board identified light rail as the preferred mode in the project corridor.

Evaluation of the alternative alignments and stations identified by the Board will be conducted in cooperation with the Federal Transit Administration (FTA). Before committing federal funds to the Federal Way Transit Extension, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, has determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the project.

On June 14, 2012, the Capital Committee approved the execution of the contract with HDR Engineering, Inc. for completion of up to three phases of the project development process (Motion M2012-34) as follows:

- Phase 1, Alternatives Analysis and NEPA/SEPA Environmental Scoping (complete in September 2013);
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An early scoping period was held in October 2012 at the start of the Alternatives Analysis phase and Sound Transit received comments on the project's purpose and need, range of alternatives, and other factors to be considered during the study. The early scoping period involved a 30-day comment period, an agency scoping meeting, and two public open houses at which the public had the opportunity to provide comment. Public and agency input from the early scoping period was documented in the *Federal Way Transit Extension Early Scoping Summary Report* (February 2013).

Briefings on the status of the Alternatives Analysis were provided to the Capital Committee on March 14 and June 13, 2013 and to affected jurisdictions and agencies. The Alternatives Analysis results were documented in the *Federal Way Transit Extension Level 1 and Level 2 Alternatives Screening Reports* (June 2013) and summarized in the *Federal Way Transit Extension Alternatives Analysis Summary* (June 2013).

An EIS scoping period was held from June 14, 2013 through July 17, 2013 which included an agency scoping meeting and two public open houses. Background materials, including the reports noted above, were available at the public meetings and on the project website, and the public and agencies were invited to provide formal comments on the purpose and need, range of alternatives, and other factors to be considered in the Draft EIS. Input from the EIS scoping period was documented in the *Federal Way Transit Extension Scoping Summary Report* (August 2013) and made available on the project website.

To inform the Board's decision on alternatives to include in the Draft EIS, the findings of the Alternatives Analysis, as well as the input received during the EIS Scoping period, are summarized in the *Federal Way Transit Extension Alternatives Analysis and EIS Scoping Briefing Booklet* (September 2013).

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that:

1. The following light rail alignment and station alternatives should be studied in detail in the Draft Environmental Impact Statement, as described in the *Federal Way Transit Extension Alternatives Analysis and EIS Scoping Briefing Booklet* (September 2013):

Alignment Alternatives

SR 99 Alternative: The alignment would generally follow the median of SR 99 but would transition to the east or west side at major intersections or to access station areas. The alternative would include design options along 30th Avenue South and on the east and west sides of SR 99 at various locations.

I-5 Alternative: The alignment would follow the west side of I-5, generally within or adjacent to the freeway right of way. The alternative would include a design option in the I-5 median adjacent to the Midway Landfill.

SR 99/I-5 Alternative: The alignment is identical to the SR 99 Alternative from the north end of the project area to approximately Kent-Des Moines Road. The alignment would then transition to the east and follow the I-5 Alternative alignment to the south end of the project area. The alternative would include design options along 30th Avenue South and within the I-5 median adjacent to the Midway Landfill.

I-5/SR 99 Alternative: The alignment is identical to the I-5 Alternative from the north end of the project area to approximately Kent-Des Moines Road. The alignment would then transition to the west and follow the SR 99 Alternative alignment to the south end of the project area. The alternative would include design options along the east and west sides of SR 99 at various locations.

Station Alternatives

Baseline Stations on SR 99 or I-5: Stations at Kent/Des Moines (in the vicinity of Highline Community College), South 272nd Street (Redondo or Star Lake park and rides), and the Federal Way Transit Center.

Optional Stations on SR 99:

Stations at South 216th Street and South 260th Street.

2. Gate 2 is approved within Sound Transit's Phase Gate process.
3. The project name is changed to Federal Way Link Extension.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 26, 2013.

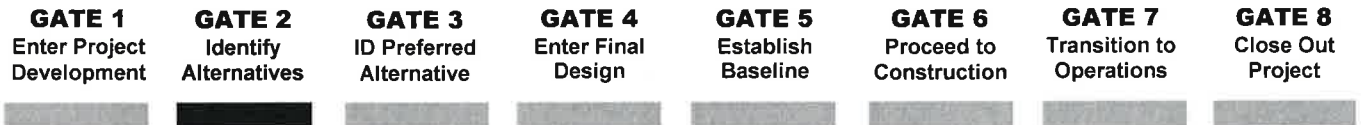

Pat McCarthy
Board Chair

ATTEST:


Marcia Walker
Board Administrator

PHASE GATE ACTION
Federal Way Link Extension

MEETING	DATE	STAFF CONTACT	PHONE
Capital Committee	09/12/13	Ric Ilgenfritz, PEPD Executive Director	(206) 398-5239
Board	09/26/13	Michael Williams, Deputy Executive, Capital Project Development Cathal Ridge, Light Rail Development Manager	(206) 398-5145 (206) 903-7484



ACTION REQUESTED

Approve Gate 2 for the Federal Way Link Extension to identify alternatives and complete conceptual engineering.

PROJECT BUDGET

Adopted Project Budget: \$41,843 (\$000s in YOE dollars)
 Estimated Final Project Cost: \$402,786 (\$000s in 2012 dollars)

PROJECT SCHEDULE

Schedule to complete Preliminary Engineering: 2016
 Estimated Project Completion: 2023 (to Kent/Des Moines)

PROJECT DESCRIPTION

The Federal Way Link Extension would extend Link light rail from the future Angle Lake Link light rail station at South 200th Street in SeaTac to the Federal Way Transit Center area in Federal Way. The project corridor is approximately 7.6 miles long and parallels State Route 99 (SR 99) and Interstate 5 (I-5). The ST2 Plan authorized construction of transit improvements from Angle Lake to South 272nd Street, and environmental review to Tacoma, as part of the ST2 Plan of transit investments approved by voters in 2008.

Sound Transit has completed Alternatives Analysis, and will prepare a Draft and Final EIS and conceptual engineering from Angle Lake to the Federal Way Transit Center. The Federal Way Transit Extension also includes preliminary engineering for the 2.3-mile segment from South 200th Street to Kent/Des Moines and options to extend the scope of preliminary engineering farther south. Currently, there is projected funding to construct from Angle Lake to Kent/Des Moines in the vicinity of Highline Community College.

An EIS scoping period was held from June 14, 2013 through July 17, 2013 which included an agency scoping meeting and two public open houses. Background materials were made available at the public meetings and on the project website, and the public and agencies were invited to provide formal comments on the purpose and need, range of alternatives, and other factors to be considered in the Draft EIS.

Following Board action on the alternatives for detailed study in the Draft EIS, Sound Transit will begin preparation of the Draft EIS and conceptual engineering of alternative alignments and stations. The specific alignments, station locations, and station development programs for each alternative will be defined in enough detail to allow the impacts and benefits to be identified and compared consistent with NEPA and SEPA requirements. Outreach activities will be conducted to support the definition of alternatives and the environmental analysis.

ACTION APPROVED


 Pat McCarthy
 Board Chair

September 26, 2013
 Date

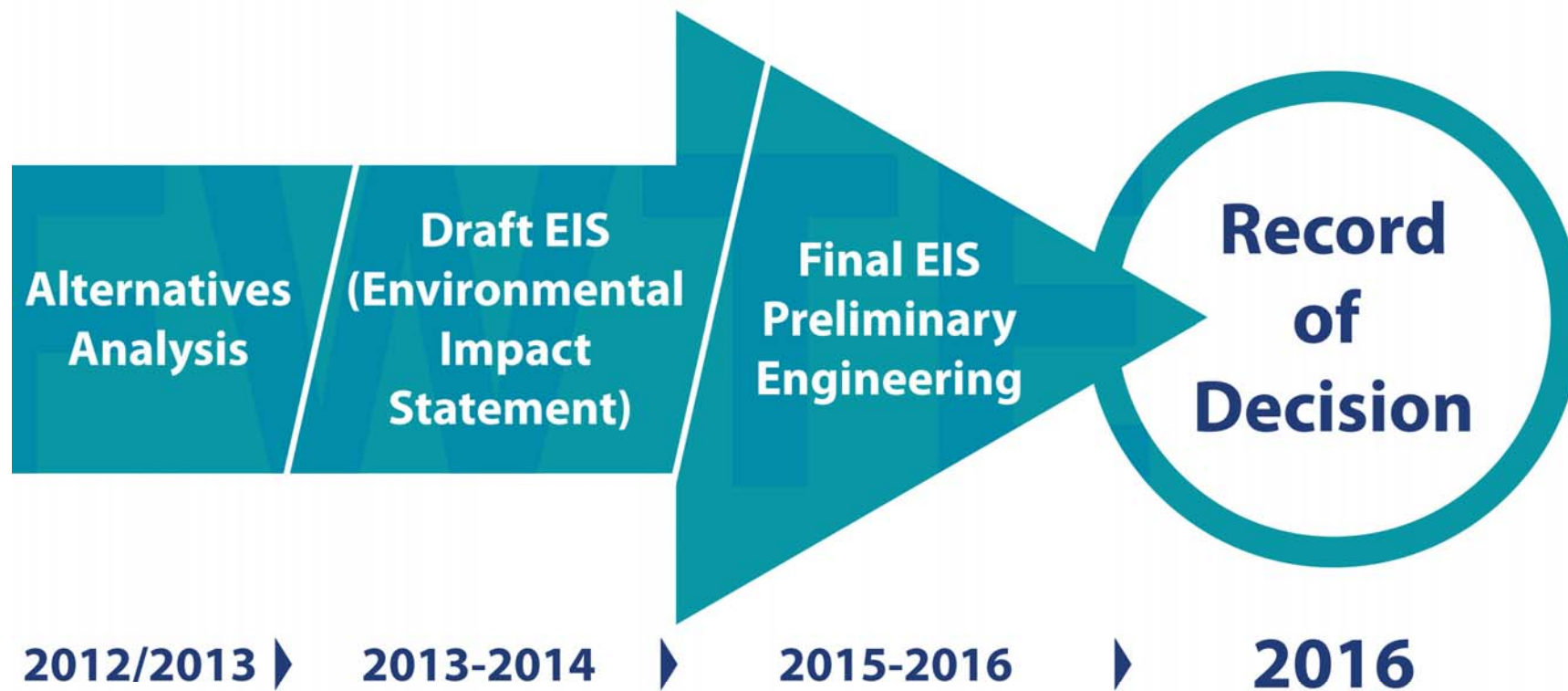
Federal Way Transit Extension

Alternatives Analysis and EIS Scoping Briefing Booklet

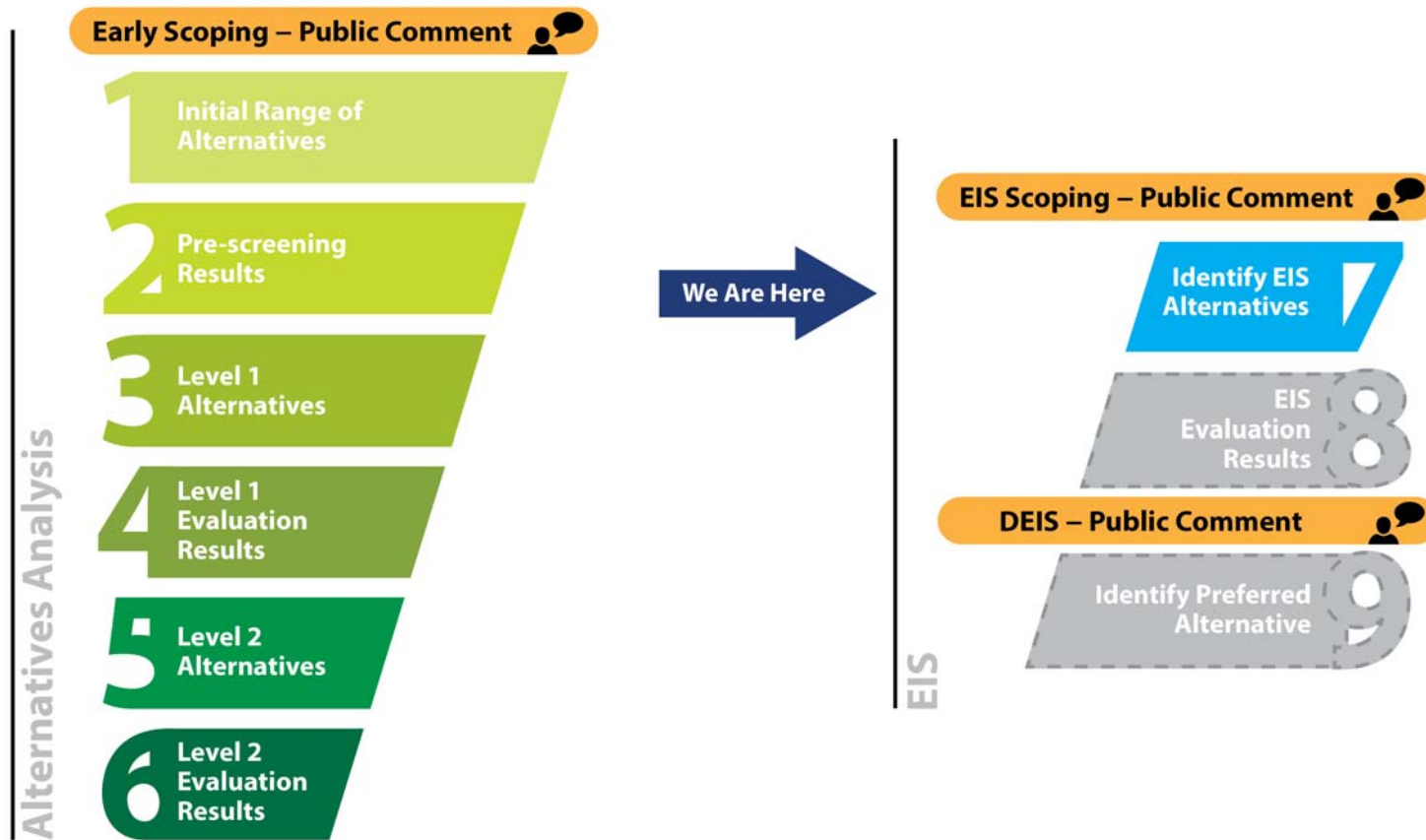
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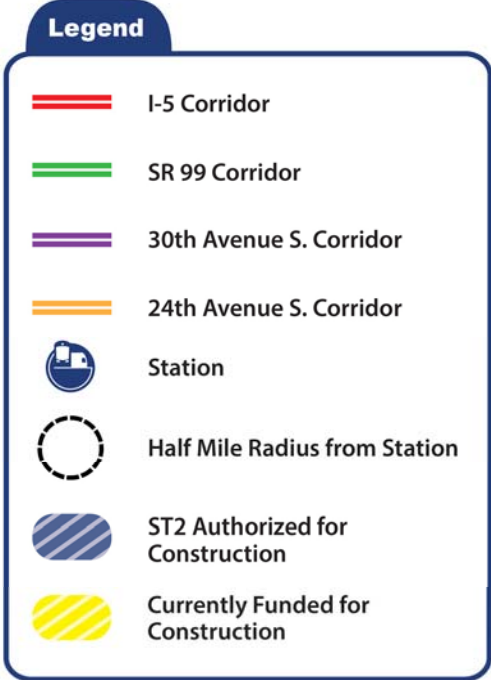
Sound Transit is evaluating alternatives to extend high capacity transit from the future Angle Lake light rail station on South 200th Street in SeaTac to the Federal Way Transit Center.



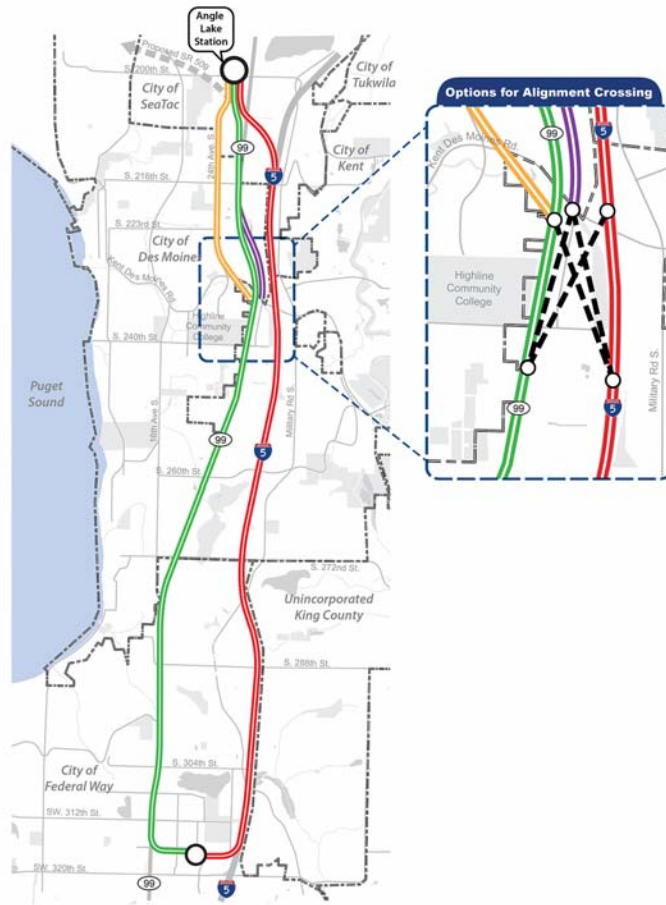
The Alternatives Analysis (AA) phase and EIS Scoping period are now complete. They will be followed by a Draft Environmental Impact Statement (EIS) phase through 2014, and a Final EIS phase through mid-2016. The environmental review process will conclude with a Record of Decision from the Federal Transit Administration in late 2016.



Sound Transit began the AA phase with an Early Scoping public comment period in October 2012. The Level 2 Evaluation results were presented to the public during the EIS Scoping period in June 2013. In September 2013, the Sound Transit Board will identify which alignment and station alternatives should be studied in more detail in the EIS.



Based on public input during the Early Scoping public comment period, Sound Transit studied alternatives along the I-5 Corridor, SR 99 Corridor, as well as along 24th Avenue South and 30th Avenue South in the City of Des Moines.

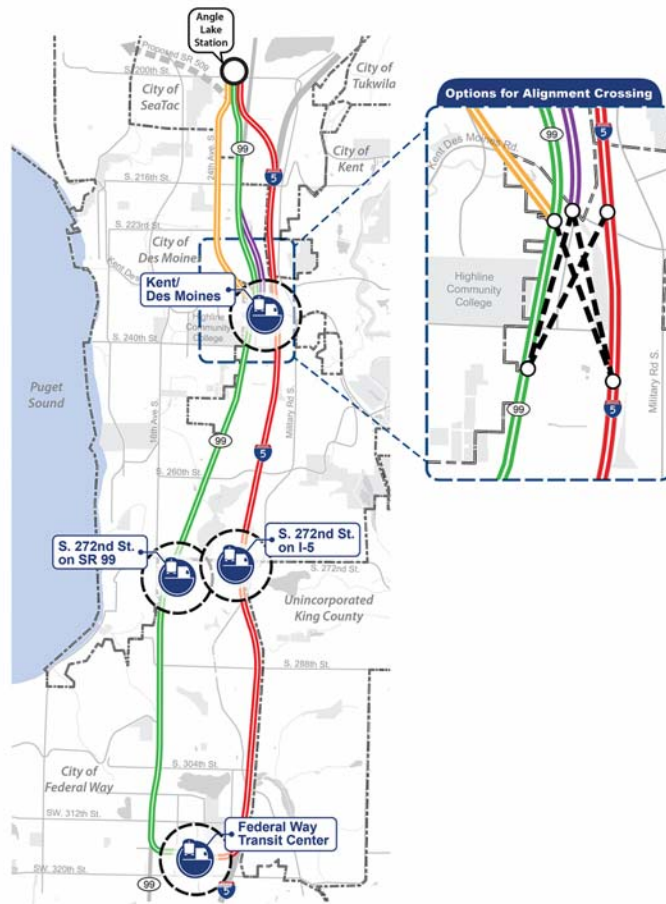


Legend

- I-5 Corridor
- SR 99 Corridor
- 30th Avenue S. Corridor
- 24th Avenue S. Corridor
- Station
- Half Mile Radius from Station
- ST2 Authorized for Construction
- Currently Funded for Construction



In the Kent/Des Moines area, the alignment could potentially transition from one corridor to another. The enlarged box shows potential crossing options.

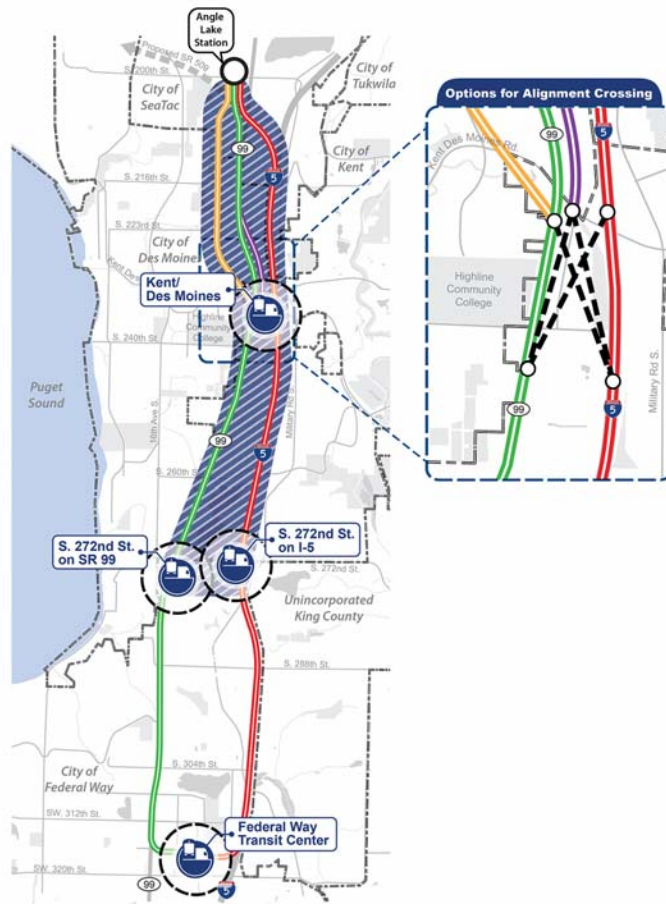


Legend

- I-5 Corridor
- SR 99 Corridor
- 30th Avenue S. Corridor
- 24th Avenue S. Corridor
- Station
- Half Mile Radius from Station
- ST2 Authorized for Construction
- Currently Funded for Construction



Previous planning identified potential station locations at Kent/Des Moines (in the vicinity of Highline Community College), South 272nd Street (Redondo or Star Lake park-and-rides), and the Federal Way Transit Center.

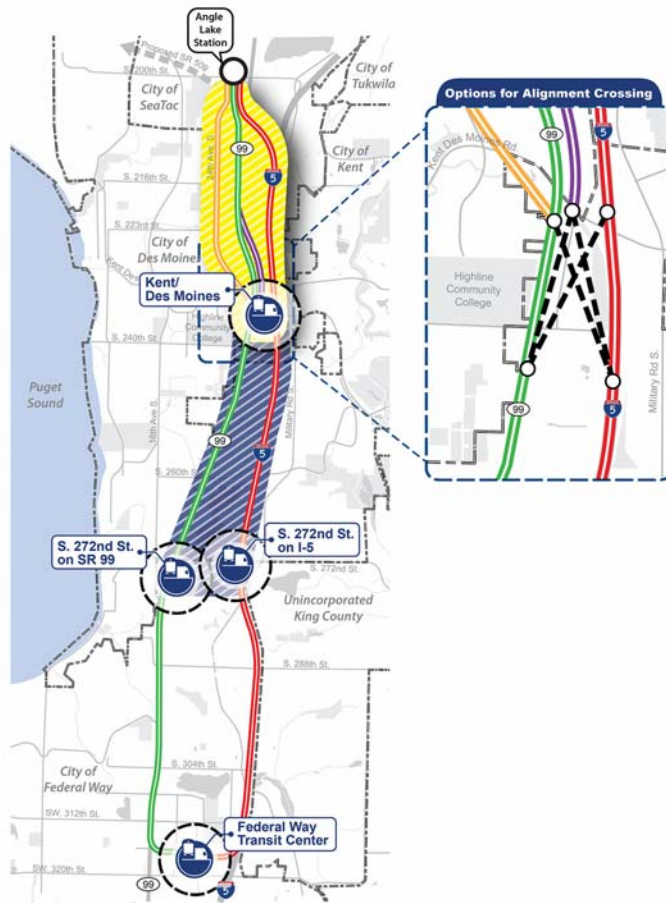


Legend









- I-5 Corridor
- SR 99 Corridor
- 30th Avenue S. Corridor
- 24th Avenue S. Corridor
- Station
- Half Mile Radius from Station
- ST2 Authorized for Construction
- Currently Funded for Construction



The Sound Transit 2 Plan, which was approved by the voters in 2008, included funding to build light rail as far as South 272nd Street on the border of Federal Way.



Legend

-  I-5 Corridor
-  SR 99 Corridor
-  30th Avenue S. Corridor
-  24th Avenue S. Corridor
-  Station
-  Half Mile Radius from Station
-  ST2 Authorized for Construction
-  Currently Funded for Construction

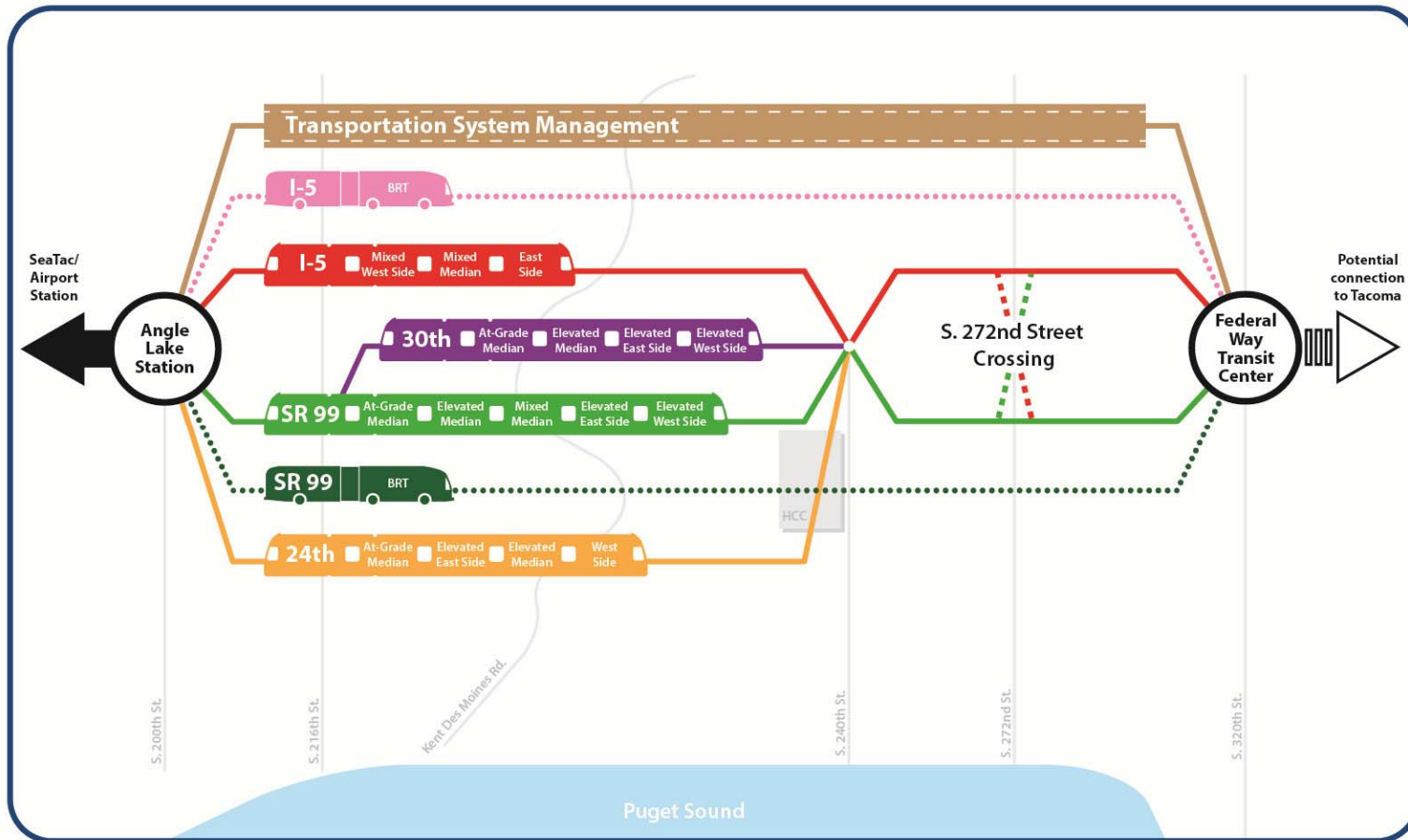


Based on current revenue forecasts, Sound Transit has enough funding to build light rail to Kent/Des Moines and is working to ensure that the segment to the Federal Way Transit Center is ready for construction once funding is secured.

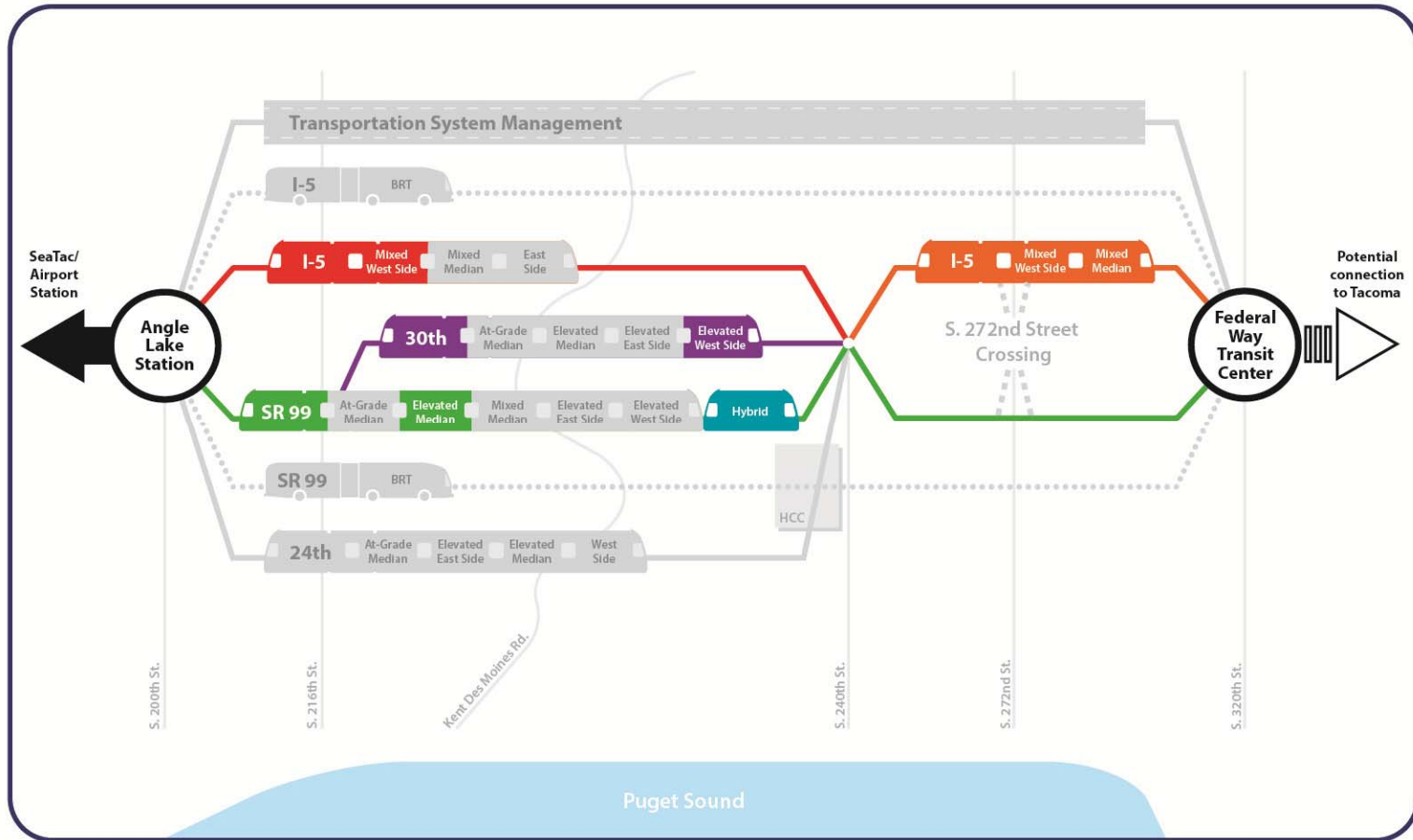
Federal Way Transit Extension

Alternatives Analysis and EIS Scoping

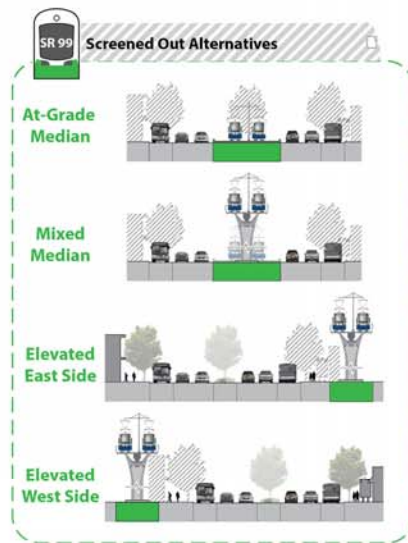
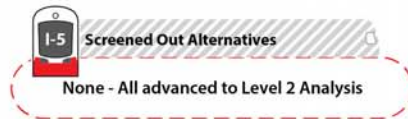
Initial Range of Alternatives



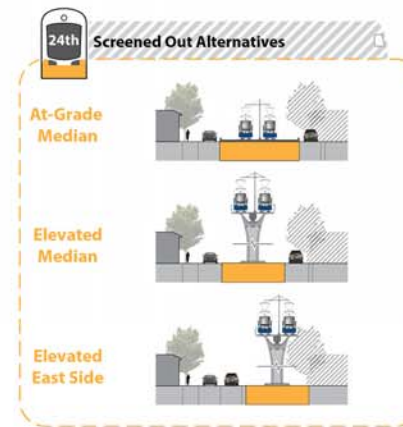
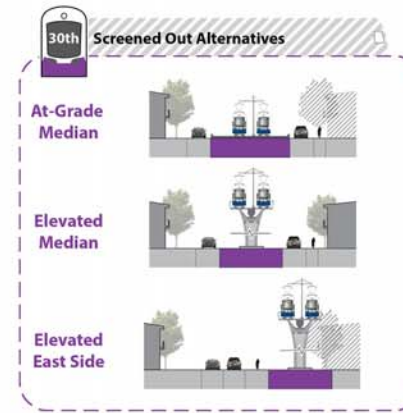
Alternatives suggested during the Early Scoping public comment period included light rail alignments on I-5, SR 99, 24th Avenue South and 30th Avenue South, as well as Bus Rapid Transit (BRT) on I-5 and SR 99, and improvements to the existing transportation system (TSM).



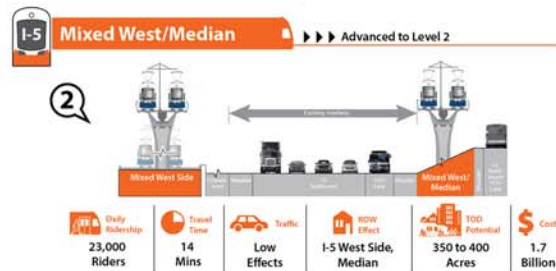
Following pre-screening of the alternatives, and a Level 1 evaluation, a number of alternatives were not advanced for further study in the Level 2 evaluation. Previous planning in the corridor, such as the Regional Transit Long Range Plan, evaluated several transit modes and recommended light rail. Bus and BRT alternatives were considered again but not advanced because they would have a slower travel time, less ridership capacity, and would not as effectively accommodate future population growth and transit demand in the corridor.



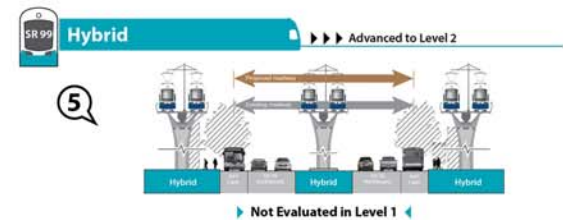
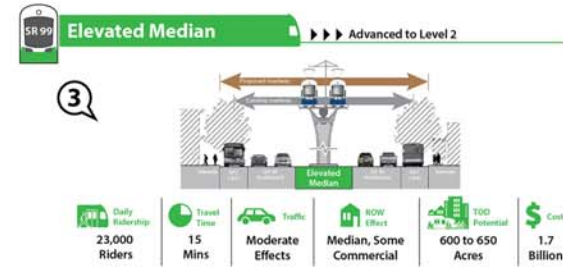
**Not
Advanced
to
Level 2**



These cross sections represent the light rail alternatives that were not advanced for further study in the Level 2 evaluation, based on the key findings, the project's purpose and need, and the evaluation criteria. In general, these alternatives were not advanced as they had less ridership, a longer travel time, or had greater right-of-way effects.



Advanced to Level 2



These cross sections represent the five alternatives that were advanced for further study in the Level 2 evaluation, based on the key findings, the project's purpose and need, and the Level 1 evaluation criteria. They include two alternatives along I-5, one alternative on 30th Avenue, and two alternatives along SR 99. All of the alternatives would have similar ridership and travel time. The SR 99 Hybrid alternative was a new alternative that was developed based on information learned during the Level 1 evaluation.



This schematic represents the five alternatives that were advanced for further study in the Level 2 evaluation. The SR 99 hybrid alternative was designed to avoid impacts to key intersections and community facilities, and was informed by considerations such as topography and convenient access to existing park-and-ride lots.

What results were common to all Level 2 alternatives?



Daily Ridership  ▶ **23,000 Riders**

Travel Time  ▶ **14 to 15 mins**

Population  ▶ **35,000 to 36,000 people**

Employment  ▶ **11,000 to 14,000 Jobs**

Households  ▶ **13,000 to 14,000 Households**



During the Level 2 evaluation, over thirty different measures were evaluated to help distinguish the pros and cons of the remaining alternatives. A number of the measures yielded results that were common to all the Level 2 alternatives. Daily ridership and travel time were expected to be about the same for all five of the Level 2 alternatives. The number of people, jobs, and households currently located within a half mile of each alignment were also similar for each alternative.

Level 2 Evaluation Results

1-5 West Side

Traffic Low Effects	ROW Effect High Residential (north of 240th)	TOD Potential Weaker along I-5	Cost 1.5 Billion	Visual/ Noise Residential along I-5	Complexity I-5 Expansion, Landfill, Water Tanks, Substation
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1-5 Median

Traffic Low Effects	ROW Effect High Residential (north of 240th)	TOD Potential Weaker along I-5	Cost 1.6 Billion	Visual/ Noise Residential along I-5	Complexity I-5 Expansion, transitions to I-5 Median
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SR 99 Median

Traffic Moderate Effects	ROW Effect Moderate Residential and Commercial	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential East/ West of SR 99	Complexity Utilities, Hazmat, Major Intersections
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30th West Side

Traffic Moderate Effects	ROW Effect High Residential (along 30th)	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential along 30th Ave. S.	Complexity Utilities, Hazmat, Major Intersections
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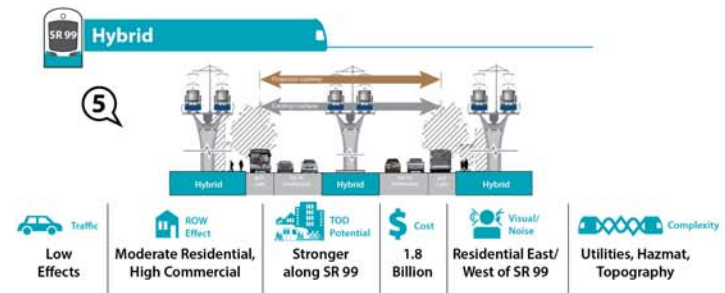
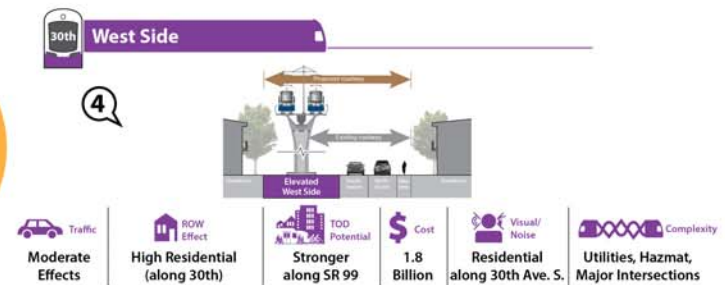
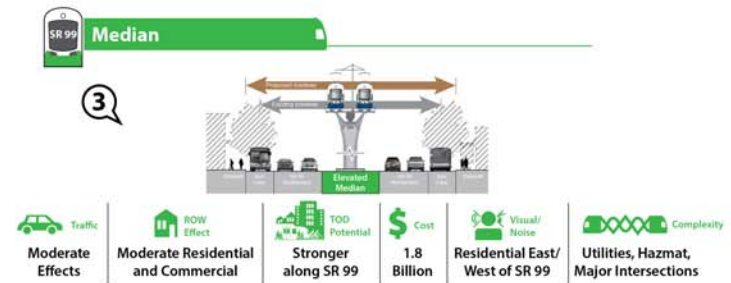
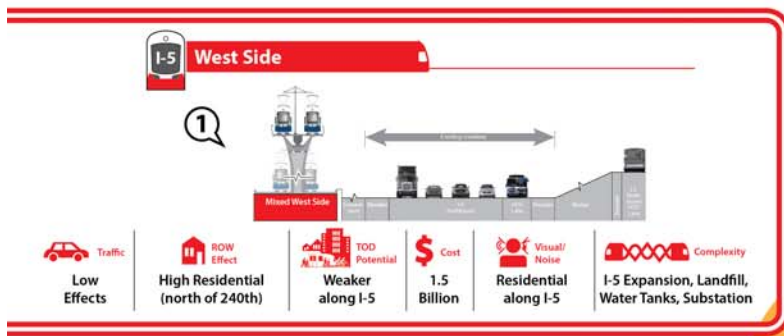
SR 99 Hybrid

Traffic Low Effects	ROW Effect Moderate Residential, High Commercial	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential East/ West of SR 99	Complexity Utilities, Hazmat, Topography
-------------------------------	--	--	----------------------------	---	--



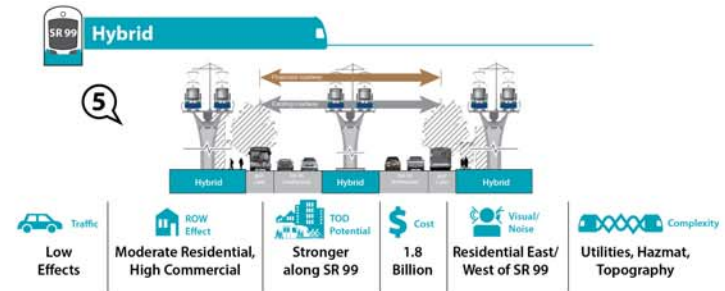
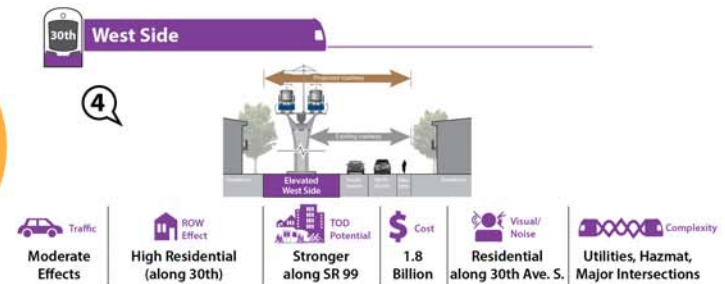
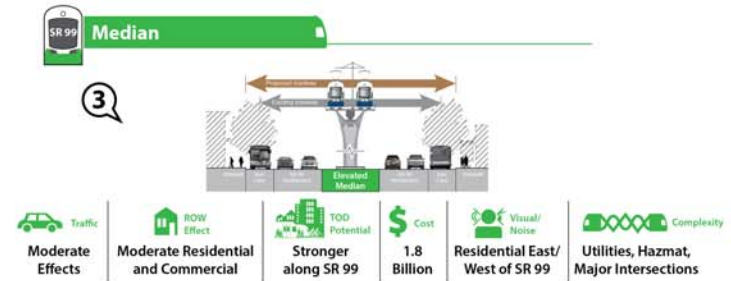
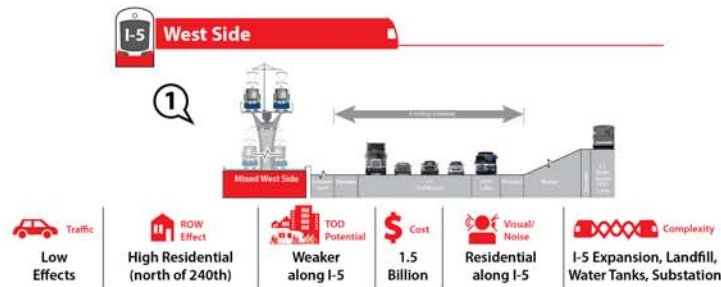
Some of the key distinguishers between the Level 2 alternatives are illustrated in this graphic. Each alternative is discussed in more detail on the following pages.

Level 2 Evaluation Results



The I-5 West Side alternative would likely have high residential effects north of South 240th Street and would have weaker transit oriented development (TOD) potential. Engineering challenges could include the Midway landfill south of South 240th Street, and proximity to the Highline Water District storage tanks, and a PSE substation.

Level 2 Evaluation Results



The I-5 Median alternative would also likely have high residential effects north of South 240th Street and weaker TOD potential. It would avoid the Midway landfill but would require large structures to transition to the I-5 median (south of South 240th Street) and then back to the west side at South 272nd Street and the Federal Way Transit Center. In addition, the I-5 Median alternative may be incompatible with future I-5 expansion plans in the corridor.

Level 2 Evaluation Results

1 **I-5 West Side**

Traffic Low Effects	ROW Effect High Residential (north of 240th)	TOD Potential Weaker along I-5	Cost 1.5 Billion	Visual/ Noise Residential along I-5	Complexity I-5 Expansion, Landfill, Water Tanks, Substation
-------------------------------	--	--	----------------------------	---	---

2 **I-5 Median**

Traffic Low Effects	ROW Effect High Residential (north of 240th)	TOD Potential Weaker along I-5	Cost 1.6 Billion	Visual/ Noise Residential along I-5	Complexity I-5 Expansion, transitions to I-5 Median
-------------------------------	--	--	----------------------------	---	---

3 **SR 99 Median**

Traffic Moderate Effects	ROW Effect Moderate Residential and Commercial	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential East/ West of SR 99	Complexity Utilities, Hazmat, Major Intersections
------------------------------------	--	--	----------------------------	---	---

4 **30th West Side**

Traffic Moderate Effects	ROW Effect High Residential (along 30th)	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential along 30th Ave. S.	Complexity Utilities, Hazmat, Major Intersections
------------------------------------	--	--	----------------------------	--	---

5 **SR 99 Hybrid**

Traffic Low Effects	ROW Effect Moderate Residential, High Commercial	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential East/ West of SR 99	Complexity Utilities, Hazmat, Topography
-------------------------------	--	--	----------------------------	---	--



The SR 99 Median alternative would be located within the median of SR 99. It would have less effect to the roadway and adjacent buildings than other alternatives along SR 99 but would require major construction to cross key intersections along the alignment.

Federal Way Transit Extension

Alternatives Analysis and EIS Scoping

Level 2 Evaluation Results

Level 2 Evaluation Results

1 **I-5 West Side**

Traffic Low Effects	ROW Effect High Residential (north of 240th)	TOD Potential Weaker along I-5	Cost 1.5 Billion	Visual/ Noise Residential along I-5	Complexity I-5 Expansion, Landfill, Water Tanks, Substation
-------------------------------	--	--	----------------------------	---	---

2 **I-5 Median**

Traffic Low Effects	ROW Effect High Residential (north of 240th)	TOD Potential Weaker along I-5	Cost 1.6 Billion	Visual/ Noise Residential along I-5	Complexity I-5 Expansion, transitions to I-5 Median
-------------------------------	--	--	----------------------------	---	---

3 **SR 99 Median**

Traffic Moderate Effects	ROW Effect Moderate Residential and Commercial	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential East/ West of SR 99	Complexity Utilities, Hazmat, Major Intersections
------------------------------------	--	--	----------------------------	---	---

4 **30th West Side**

Traffic Moderate Effects	ROW Effect High Residential (along 30th)	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential along 30th Ave. S.	Complexity Utilities, Hazmat, Major Intersections
------------------------------------	--	--	----------------------------	--	---

5 **SR 99 Hybrid**

Traffic Low Effects	ROW Effect Moderate Residential, High Commercial	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential East/ West of SR 99	Complexity Utilities, Hazmat, Topography
-------------------------------	--	--	----------------------------	---	--



The 30th Avenue South West Side alternative would transition from SR 99 at about South 220th Street and then continue within the existing parking setback along 30th Avenue South. This alternative would affect commercial and residential properties at the transition point and at various locations along 30th Avenue and could have noise and visual effects.

Federal Way Transit Extension Alternatives Analysis and EIS Scoping

Level 2 Evaluation Results

Level 2 Evaluation Results

1 **I-5 West Side**

Traffic Low Effects	ROW Effect High Residential (north of 240th)	TOD Potential Weaker along I-5	Cost 1.5 Billion	Visual/ Noise Residential along I-5	Complexity I-5 Expansion, Landfill, Water Tanks, Substation
-------------------------------	--	--	----------------------------	---	---

2 **I-5 Median**

Traffic Low Effects	ROW Effect High Residential (north of 240th)	TOD Potential Weaker along I-5	Cost 1.6 Billion	Visual/ Noise Residential along I-5	Complexity I-5 Expansion, transitions to I-5 Median
-------------------------------	--	--	----------------------------	---	---

3 **SR 99 Median**

Traffic Moderate Effects	ROW Effect Moderate Residential and Commercial	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential East/ West of SR 99	Complexity Utilities, Hazmat, Major Intersections
------------------------------------	--	--	----------------------------	---	---

4 **30th West Side**

Traffic Moderate Effects	ROW Effect High Residential (along 30th)	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential along 30th Ave. S.	Complexity Utilities, Hazmat, Major Intersections
------------------------------------	--	--	----------------------------	--	---

5 **SR 99 Hybrid**

Traffic Low Effects	ROW Effect Moderate Residential, High Commercial	TOD Potential Stronger along SR 99	Cost 1.8 Billion	Visual/ Noise Residential East/ West of SR 99	Complexity Utilities, Hazmat, Topography
-------------------------------	--	--	----------------------------	---	--



The SR 99 Hybrid alternative would affect commercial and residential properties at various locations along SR 99 but would avoid major effects to key intersections or community facilities.

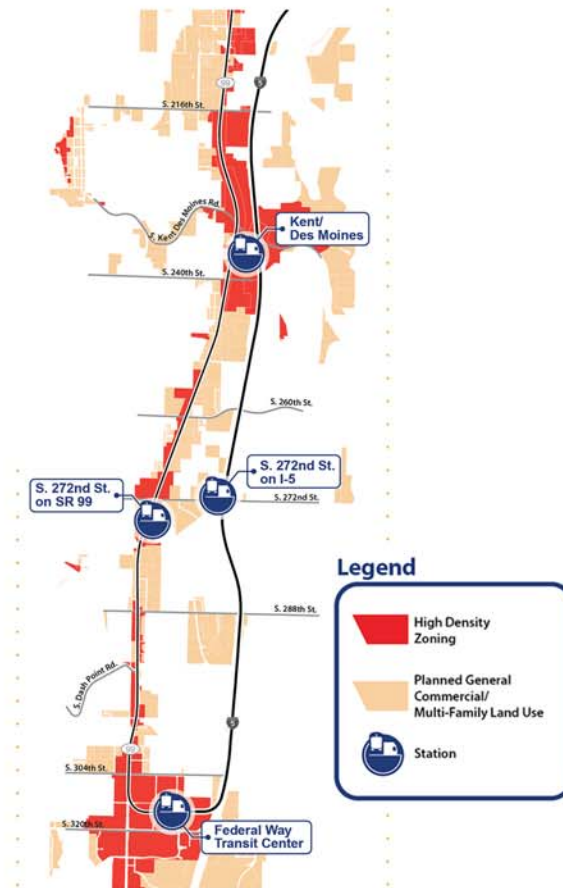


As part of the alternatives analysis, Sound Transit analyzed the transit oriented development (TOD) potential of the various alternatives. This analysis was conducted in accordance with Sound Transit's TOD policy. The assessment of TOD potential considered a range of issues. Both alignment alternatives and station location alternatives were assessed.

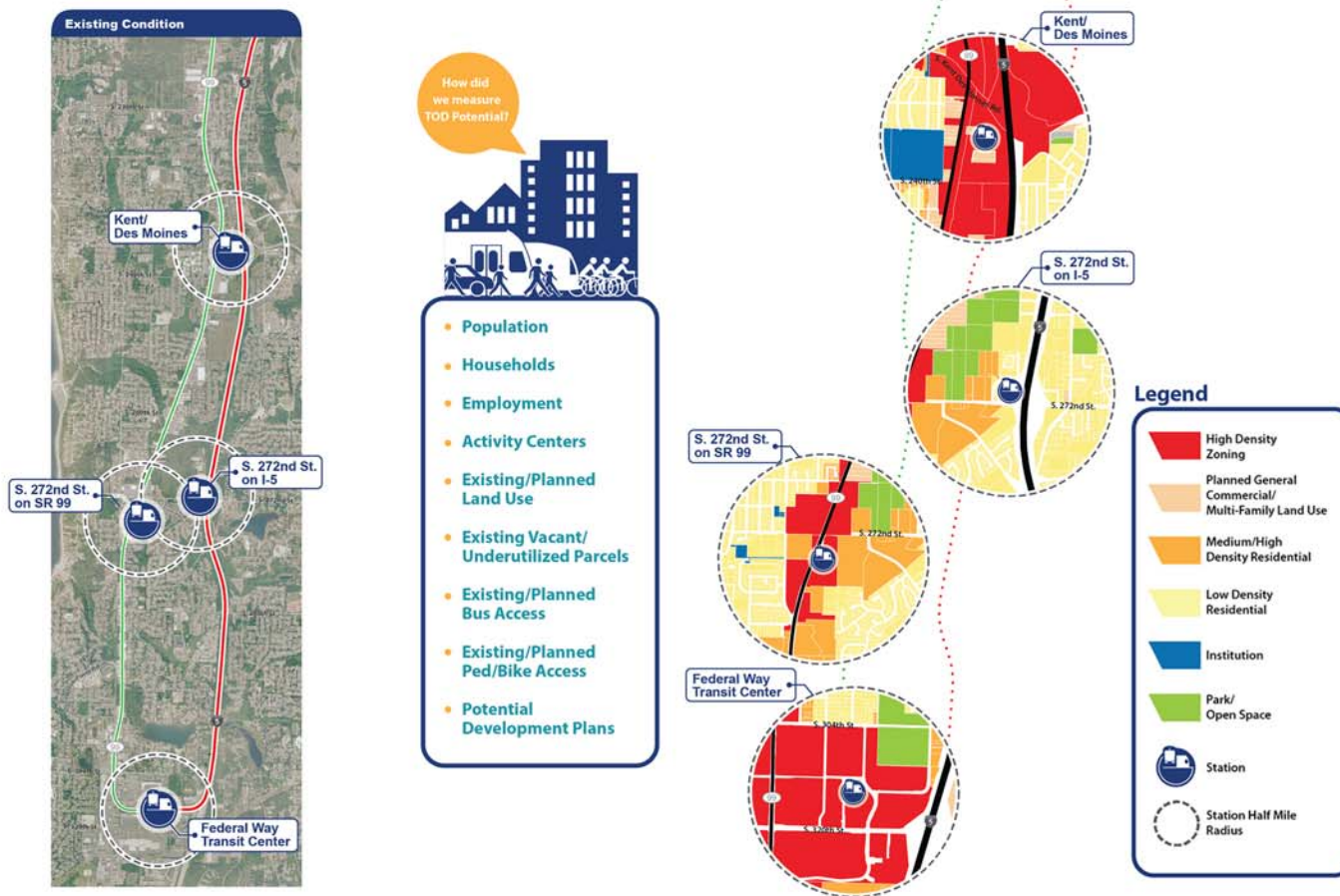


How did we measure TOD Potential?

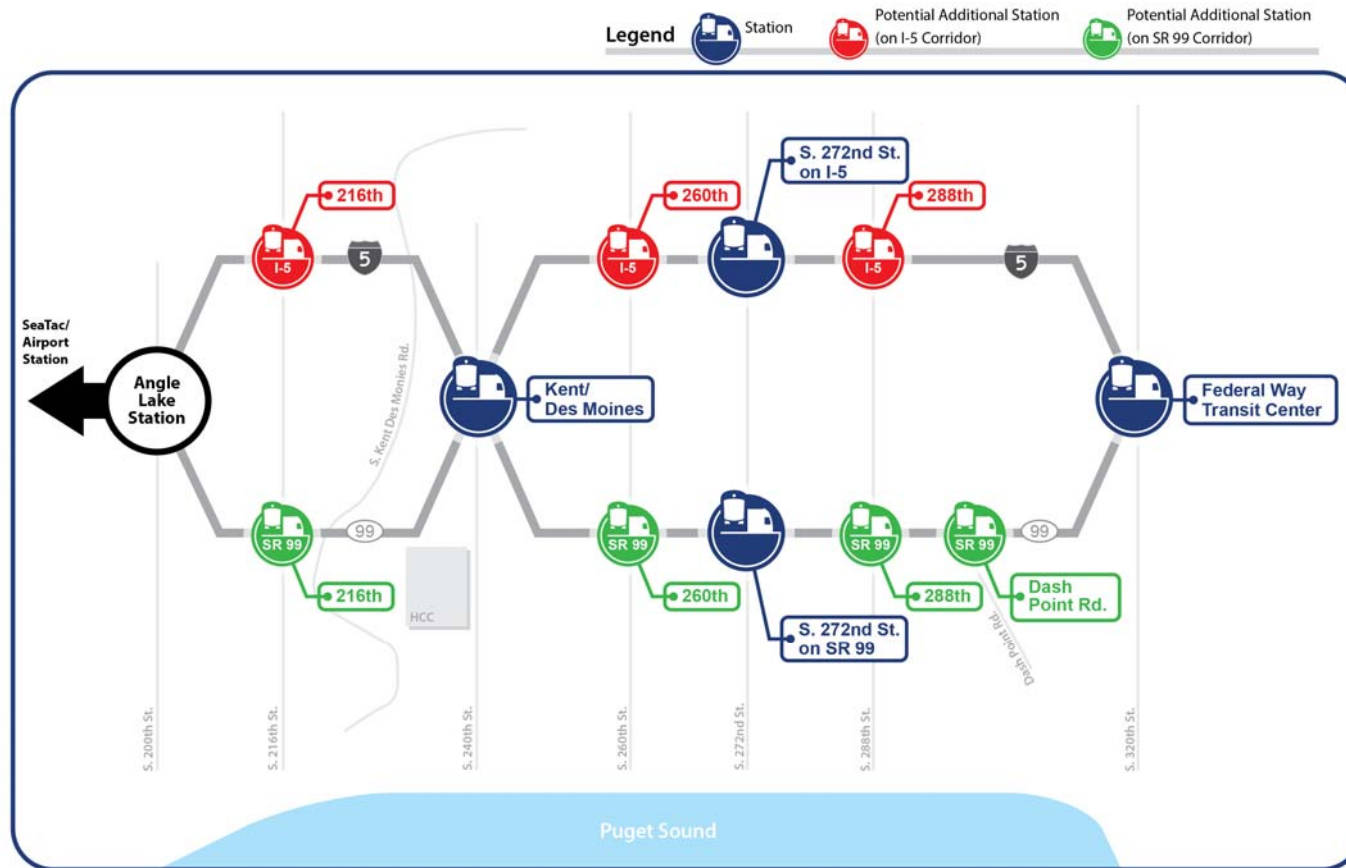
- Population
- Households
- Employment
- Activity Centers
- Existing/Planned Land Use
- Existing Vacant/Underutilized Parcels
- Existing/Planned Bus Access
- Existing/Planned Ped/Bike Access
- Potential Development Plans



The graphic on the right illustrates the high density zoning and the planned commercial and multi-family land uses within 1/4 mile of the alignment alternatives. TOD potential is generally higher along the SR 99 alignment alternatives.



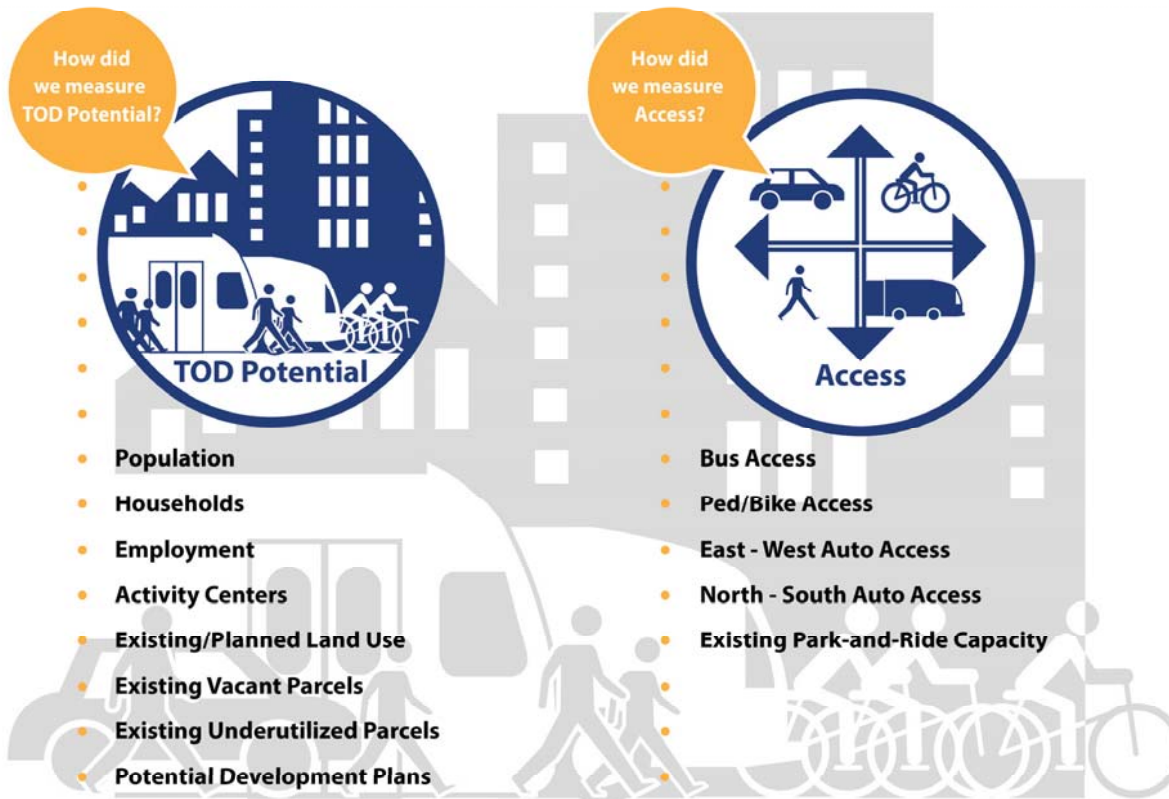
The analysis of TOD potential for stations generally looked at the area within ½ mile of the station locations. The stations at Kent/Des Moines and the Federal Way Transit Center would generally be in the same location for all alternatives, but the South 272nd Street station would be in different locations for the SR 99 and I-5 alternatives. The South 272nd Street station on SR 99 would have higher TOD potential.



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.



During the Early Scoping public comment period a number of potential additional station locations were suggested. Some were screened out because they were outside the study area, or in close proximity to existing locations. Seven locations were then evaluated in more detail (four along SR 99 and three along I-5). These additional stations were not identified in the ST2 Plan.



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.

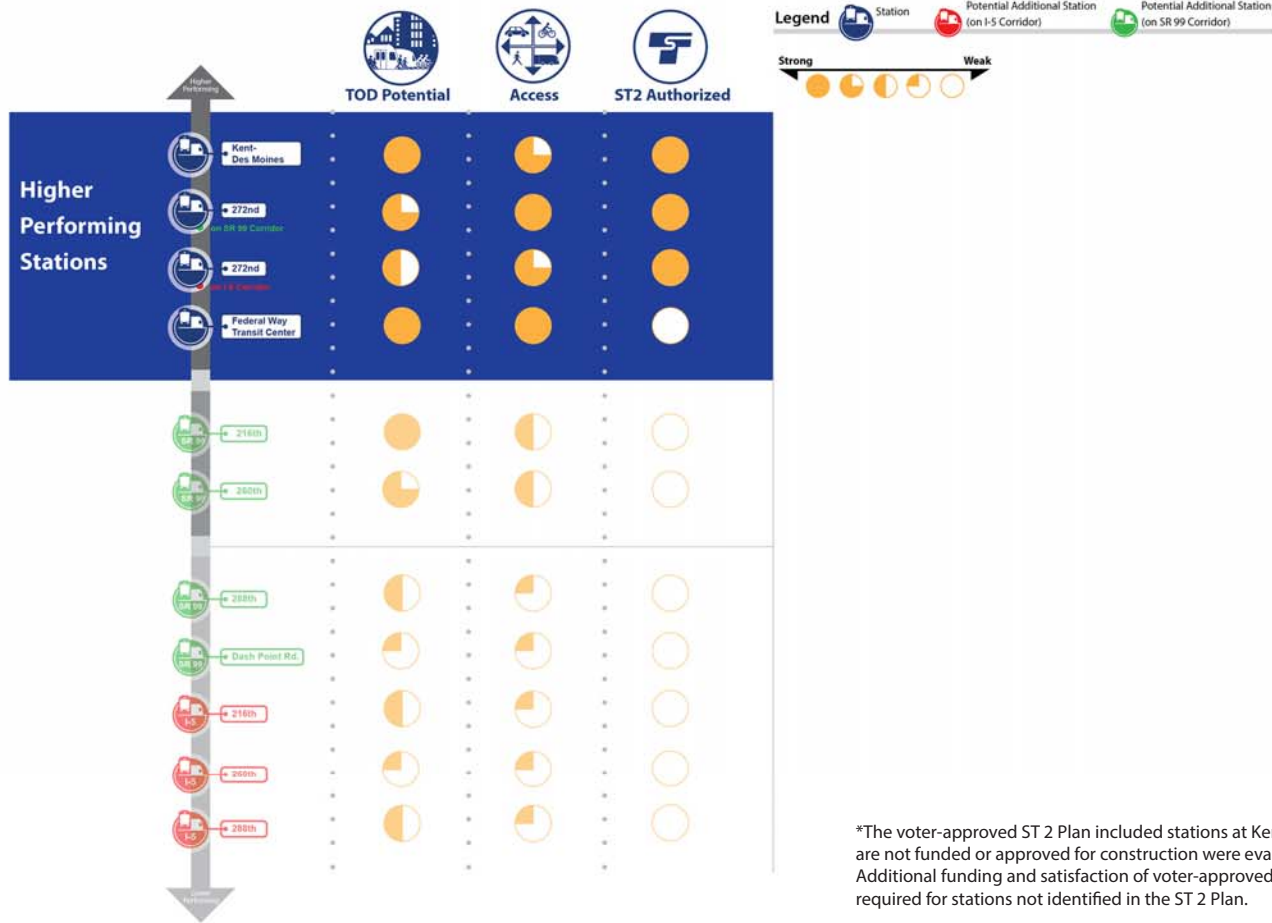


The station evaluation examined both TOD potential and multimodal access.

Federal Way Transit Extension

Station Evaluation Results

Alternatives Analysis and EIS Scoping



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.

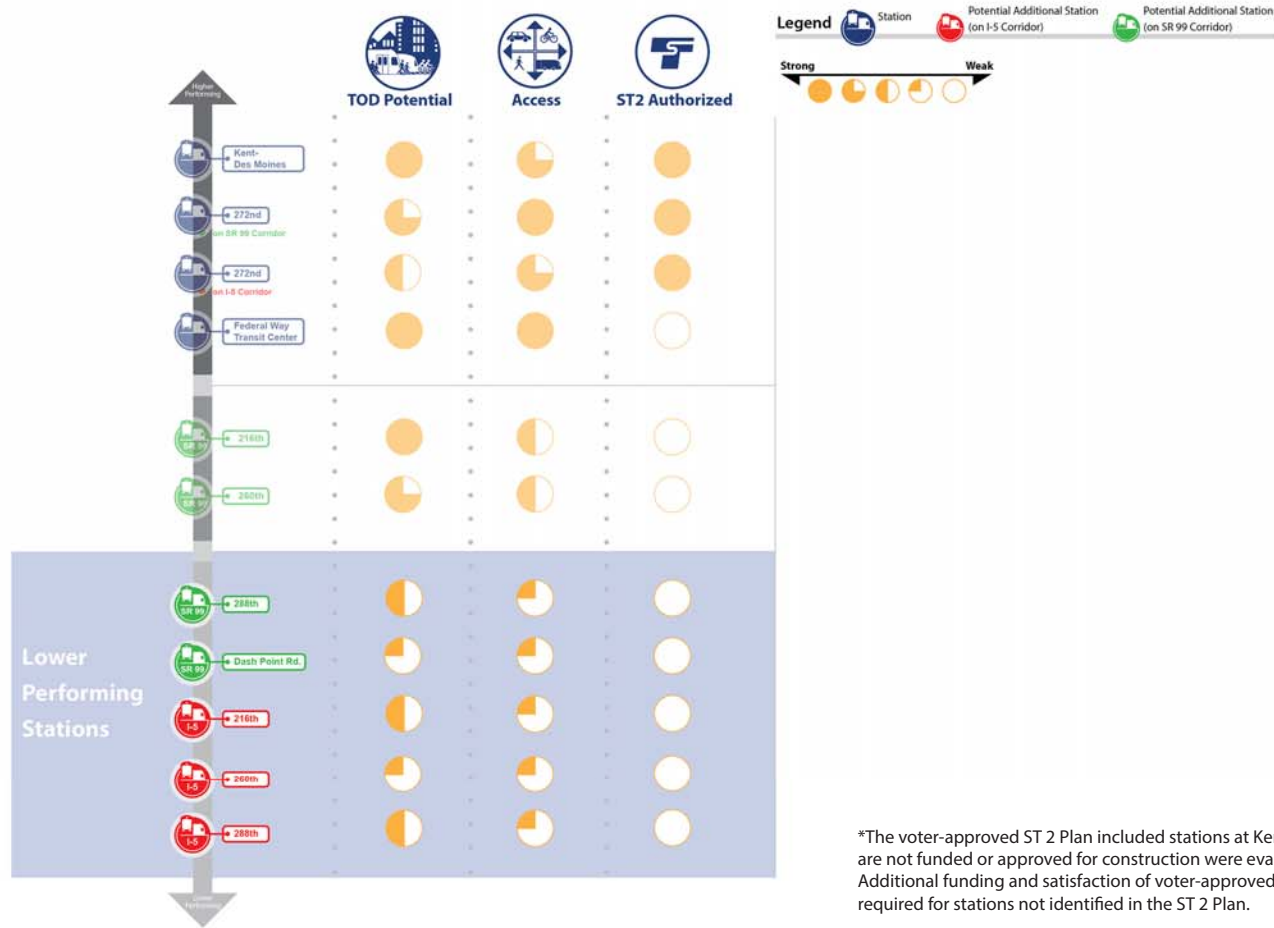


The station locations at Kent/Des Moines, South 272nd Street and the Federal Way Transit Center generally have good TOD potential and good access.

Federal Way Transit Extension

Alternatives Analysis and EIS Scoping

Station Evaluation Results



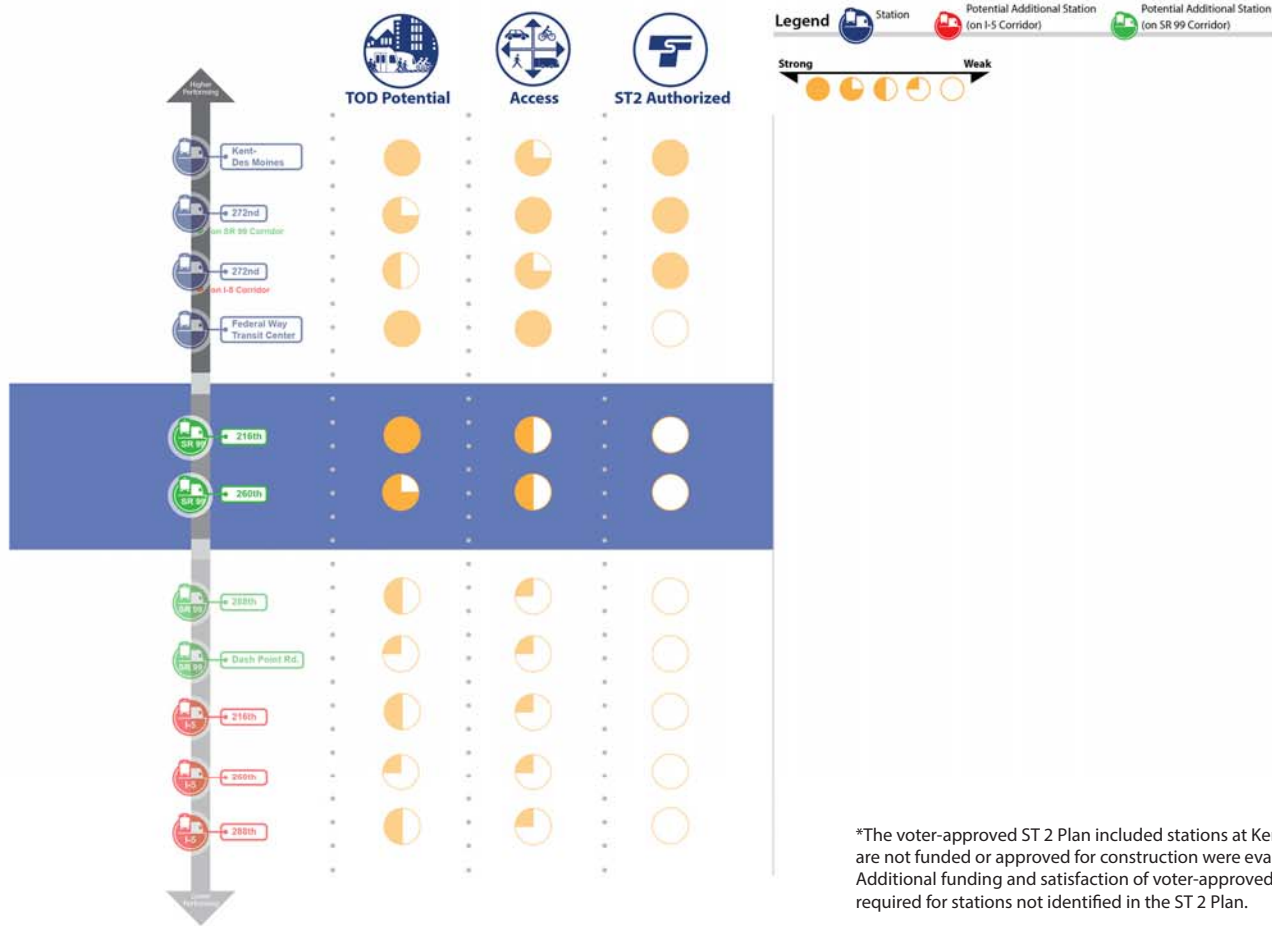
*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.



A number of the suggested additional station locations do not perform well. Generally, these locations have low density residential development around the station area and do not have good auto, bus, or pedestrian access.

Federal Way Transit Extension

Station Evaluation Results



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.

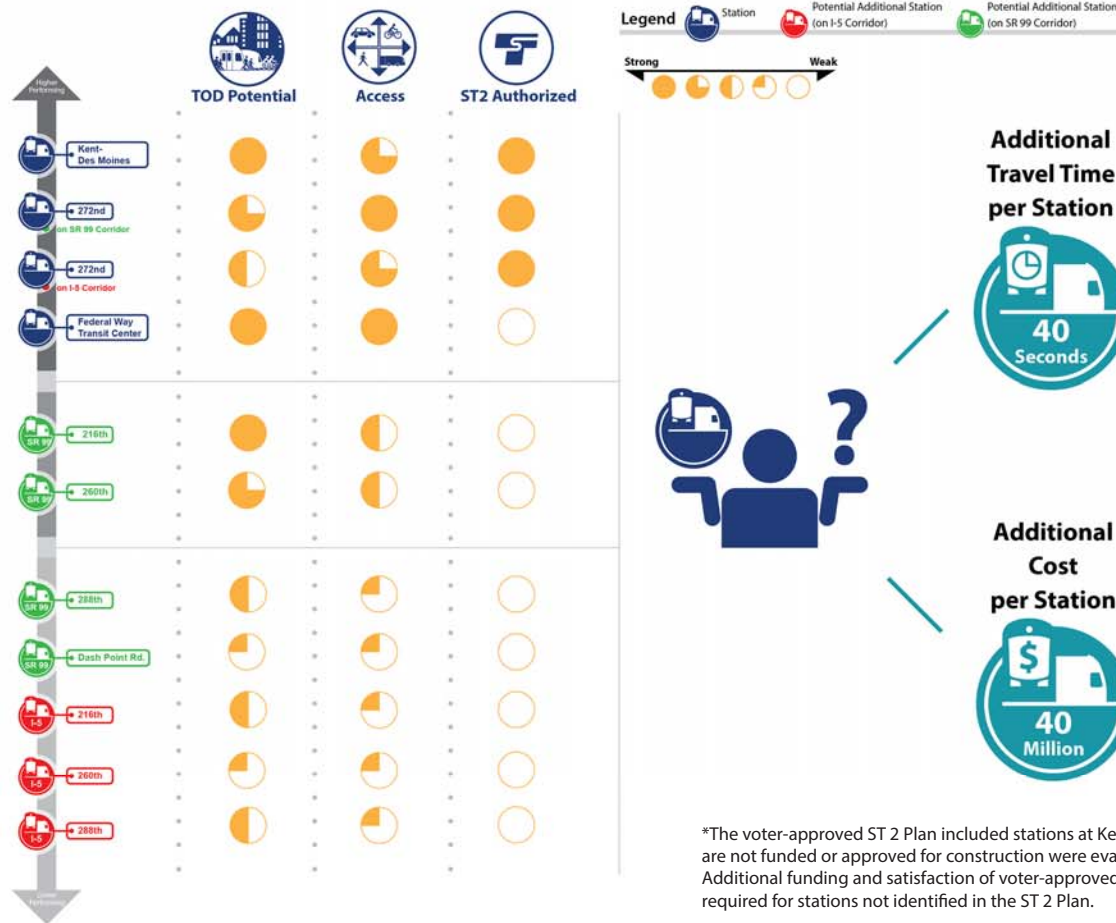


Two of the suggested additional locations do perform well in terms of TOD potential (along SR 99 at South 216th Street and South 260th Street). They do not have as good access as the baseline locations.

Federal Way Transit Extension

Alternatives Analysis and EIS Scoping

Station Evaluation Results



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.



Each additional station would increase the end-to-end travel time by about 40 seconds. The cost of constructing an additional station is about \$40 million.

Scoping Period: June 14 - July 17, 2013



June 19, 2013
3 p.m. – 6 p.m.



Federal Way Transit Center Plaza
31621 23rd Ave S.
Federal Way, 98003



June 26, 2013
5 p.m. – 7 p.m.



Parkside Elementary cafeteria
2104 S. 247th St.
Des Moines, 98198



The results of the AA were presented to the public and agencies during the EIS Scoping period which lasted from June 14 to July 17, 2013. Public meetings were held at the locations and times noted above.

Scoping Period:
June 14 - July 17, 2013



Mail:
Kent Hale
Sound Transit, 401 S Jackson St., Seattle, WA 98104



Email:
FWTE@soundtransit.org



Online:
Complete a scoping comment form at
www.soundtransit.org/FWextension



Attend a public meeting
and fill out a comment form



Comments regarding the AA results and which alternatives should be studied further in the Draft EIS were submitted by the methods above.

Scoping meeting
invitation sent to



91 Agency Staff
(32 Agencies)

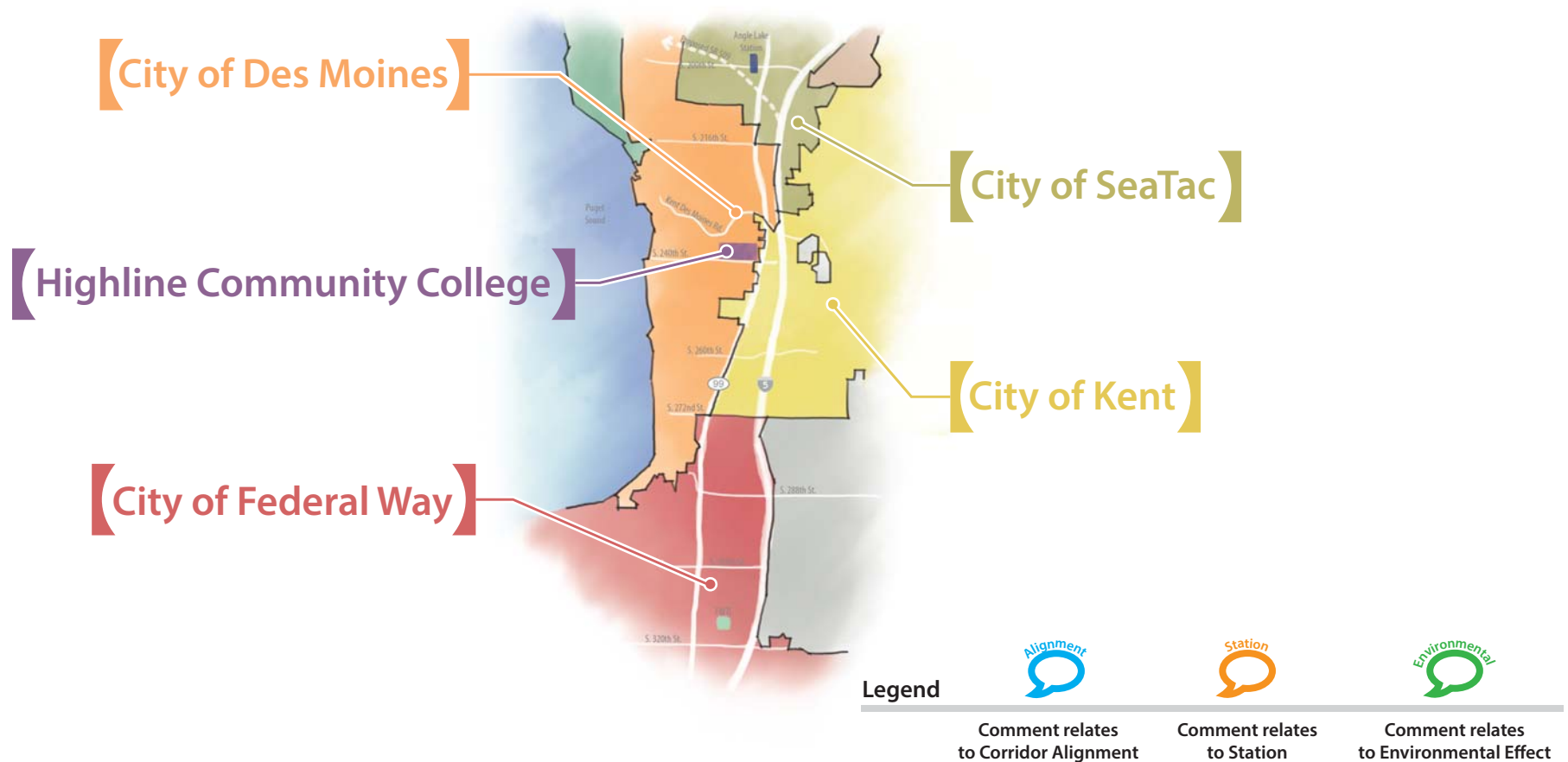
Comment letters
received from



11 Public Agencies,
Jurisdictions, and Institutions






Comment letters were received from 11 agencies, jurisdictions and institutions. All scoping comments are documented in the *Federal Way Transit Extension Scoping Summary Report* (August 2013) which is available on the project website at www.soundtransit.org/FWextension.



Several key stakeholders within the study area provided comments including the cities of Des Moines, Federal Way, Kent and SeaTac, as well as Highline Community College (HCC). Key comments relating to alignments, stations, and environmental effects are highlighted on the following pages.

City of Des Moines

-  Supports I-5 to Kent/Des Moines Rd
-  Supports 216th station on I-5
-  I-5/SR 509, Redevelopment, Residential



Legend



Comment relates to Corridor Alignment



Comment relates to Station



Comment relates to Environmental Effect



The City of Des Moines supports an I-5 alignment to Kent-Des Moines Road and an additional station at S. 216th Street on I-5. The city also supports stations near HCC on SR 99, and stations at South 260th Street and South 272nd Street on SR 99. Key concerns include potential conflict with future I-5/SR 509 expansion, and potential effects to underdeveloped commercial properties.



City of SeaTac



Supports SR 99 west side to 216th



Traffic concerns if station at 216th



I-5/SR 509, Residential, Visual, Noise

Legend



Comment relates to Corridor Alignment



Comment relates to Station



Comment relates to Environmental Effect



The City of SeaTac supports an alignment along the west side of SR 99 to S. 216th Street. Key concerns include potential effects to residential uses, land use effects of an additional station at 216th on I-5, and traffic effects of an additional station at 216th on SR 99 or I-5.

Highline Community College



Supports SR 99 at HCC



Access to activity centers



Redevelopment, Interim terminus



Legend



Comment relates
to Corridor Alignment



Comment relates
to Station



Comment relates
to Environmental Effect



Highline Community College supports an alignment in close proximity to major activity centers along SR 99. Key concerns include economic development potential, parking, traffic congestion, pedestrian safety, and the implications of an interim terminus.



City of Kent

- Alignment** Avoid bisecting Midway TOD area
- Station** Supports station at Kent/Des Moines
- Environmental** East-West connections

Legend

- Alignment** Comment relates to Corridor Alignment
- Station** Comment relates to Station
- Environmental** Comment relates to Environmental Effect



The City of Kent noted that potential alignments should not bifurcate the transit-oriented community envisioned in the Midway Subarea Plan (which extends from Kent-Des Moines Road to S. 240th Street between SR 99 and I-5). Key concerns include providing strong pedestrian connections to HCC and east/west connections from the light rail line to the Kent Valley.

City of Federal Way



Speed/Reliability



Travel time of extra stations



ROW effects, Redevelopment, Environmental



Legend



Comment relates
to Corridor Alignment



Comment relates
to Station

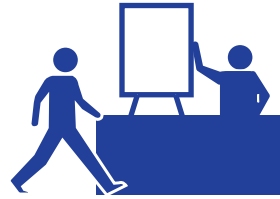


Comment relates
to Environmental Effect



The City of Federal Way noted travel speed and reliability as important considerations when considering alignments and additional stations. Key concerns include station design considerations, potential property takings, and effects to the natural environment.

Hosted **2** public meetings
during Scoping period



163
Participants

Received **19**
comment letters



Hosted **19**
tabling events



from March to June
in 2013

Received **113**
online survey responses



Two public meetings were held during the EIS Scoping period and numerous neighborhood tabling events were held in the preceding months to increase awareness of the project. People provided comments via mail, email, comment forms, and through an online survey.

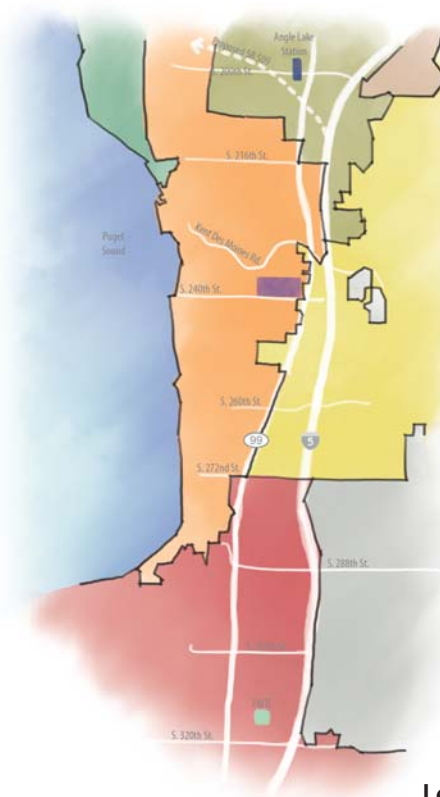


Highest-ranked
additional stations

are all **on SR 99** alignment.



85% of survey responders said
Sound Transit has **identified the
right station locations.**



Legend



Comment relates
to Corridor Alignment



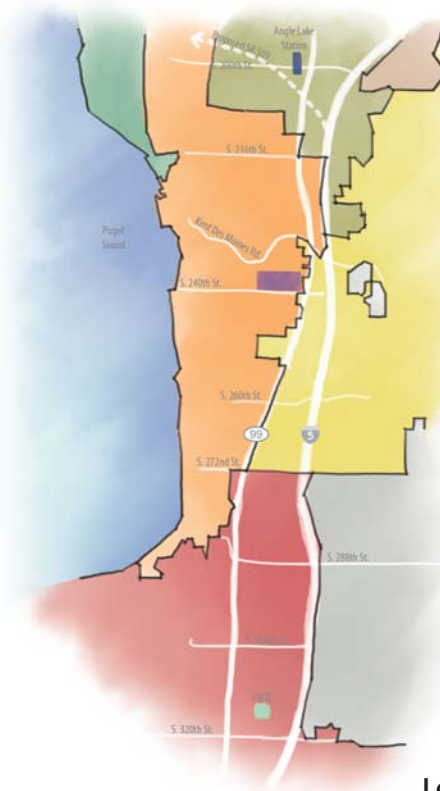
Comment relates
to Station



Comment relates
to Environmental Effect



In addition to the stations at Kent/Des Moines, South 272nd and the Federal Way Transit Center, commenters were asked to prioritize which potential additional station locations they would use the most. In general, commenters expressed more support for additional stations along SR 99 than along I-5. Most commenters felt Sound Transit had identified the right station locations.



Alignment
More commenters **support**
an alignment on SR 99
than I-5.

Alignment
83% of survey responders said
Sound Transit has **identified the**
right alignments.

Legend



Comment relates
to Corridor Alignment



Comment relates
to Station



Comment relates
to Environmental Effect



In general, commenters expressed more support for an SR 99 alignment than I-5. Most commenters felt Sound Transit had identified the right alignment alternatives.



77% of survey responders consider transit and traffic the most relevant environmental issues.



57% of survey responders said to study effects on land use and economic activity.

Legend



Comment relates to Corridor Alignment



Comment relates to Station



Comment relates to Environmental Effect



Most commenters felt that transit and traffic effects were the most important issues to examine in the EIS. Many commenters also felt that effects on land use and economic activity should be studied.



Based on the AA results, and input received during the EIS Scoping period, **the 30th Avenue alternative was shortened** to transition away from SR 99 near Kent-Des Moines Road (instead of near South 220th). This would limit potential effects to residential uses along 30th Avenue north of Kent-Des Moines Road.



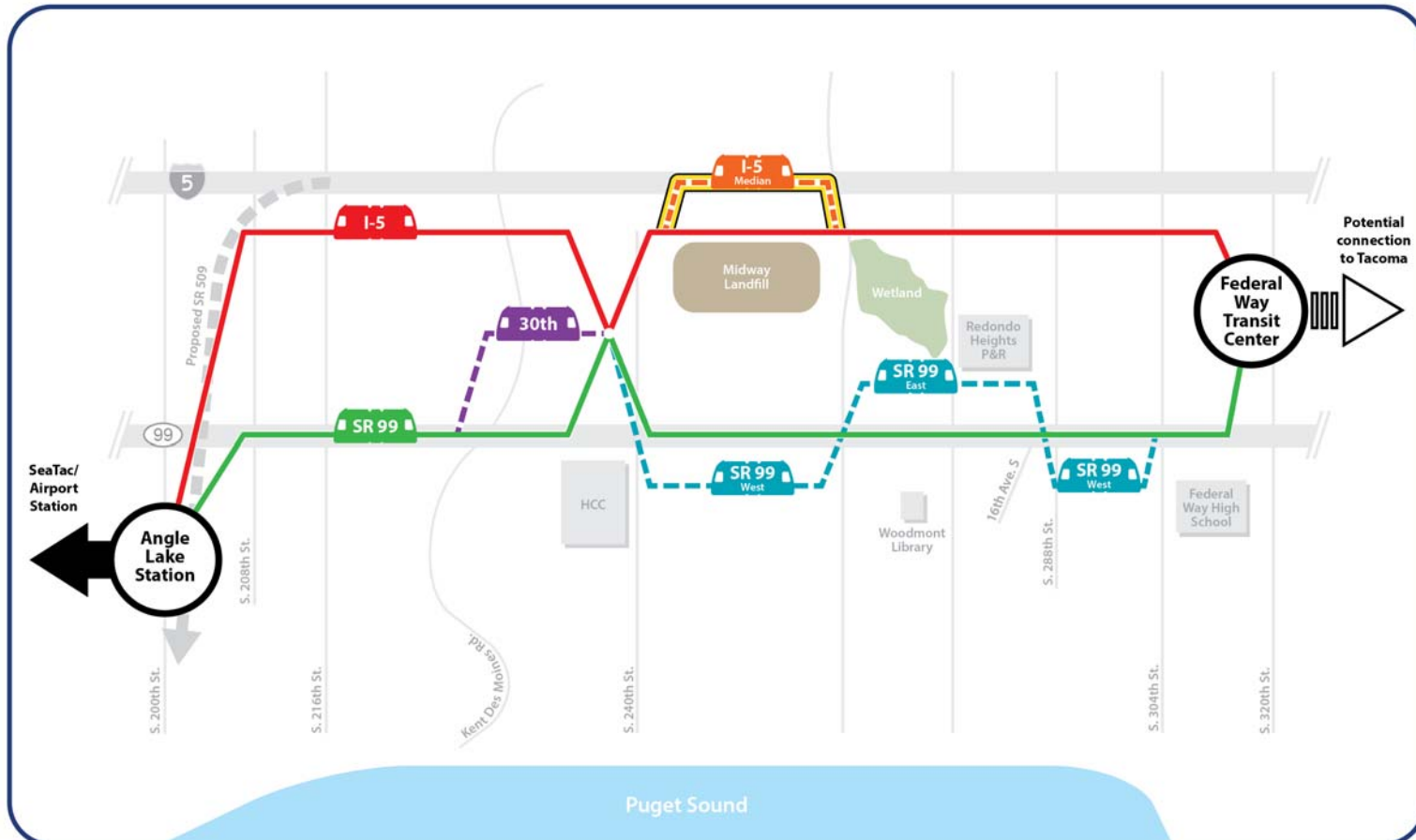
The **I-5 Median alternative was also modified** based on additional information. The alternative was shortened substantially to transition from the median of I-5 to the west side of I-5 just south of the landfill instead of near the Federal Way Transit Center. This would limit potential conflicts with future expansion of I-5 and minimize potential disruption to I-5 traffic during construction of the light rail guideway.



Given the AA results, and input received during the EIS Scoping period, the potential alternatives for consideration in the Draft EIS can now be defined as **four baseline alternatives** (I-5, SR 99, I-5/SR 99, and SR 99/I-5) with various design options. Each alternative is described on the following pages.



The **I-5 alternative** would extend south from Angle Lake Station along the west side of 28th Avenue, then turn east along the south side of the proposed SR 509 extension to I-5, then south along the west side of I-5, then turn west toward the Federal Way Transit Center.



A potential **I-5 Median “design option”** would transition from the west side of the I-5 to the freeway median south of S. 240th Street to avoid the Midway Landfill. It would transition back to the west side of the I-5 south of the landfill.



The **SR 99 alternative** would extend south from Angle Lake Station along the west side of 28th Avenue, then transition to the SR 99 median. The elevated guideway would transition to the east or west side of SR 99 at major intersections, as well as to access stations at Kent/Des Moines, S. 272nd Street, and the Federal Way Transit Center.



Potential **SR 99 “design options”** include a **30th Avenue** design option (from approximately Kent-Des Moines Road to S. 240th Street along 30th Avenue S.); an **SR 99 West Side** design option (from approximately S. 240th Street to S. 260th Street on the west side of SR 99); an **SR 99 East Side** design option (from approximately S. 260th Street to 16th Avenue S. on the east side of SR 99); and a **second SR 99 West Side** design option (from approximately 16th Avenue S. to S. 308th Street along the west side of SR 99).



The **I-5/SR 99 alternative** would be identical to the I-5 alternative from the north end of the project area to approximately Kent-Des Moines Road, where the alignment would turn west to transition to SR 99. The alignment would then continue south along SR 99, following the same alignment as described above for the SR 99 alternative.

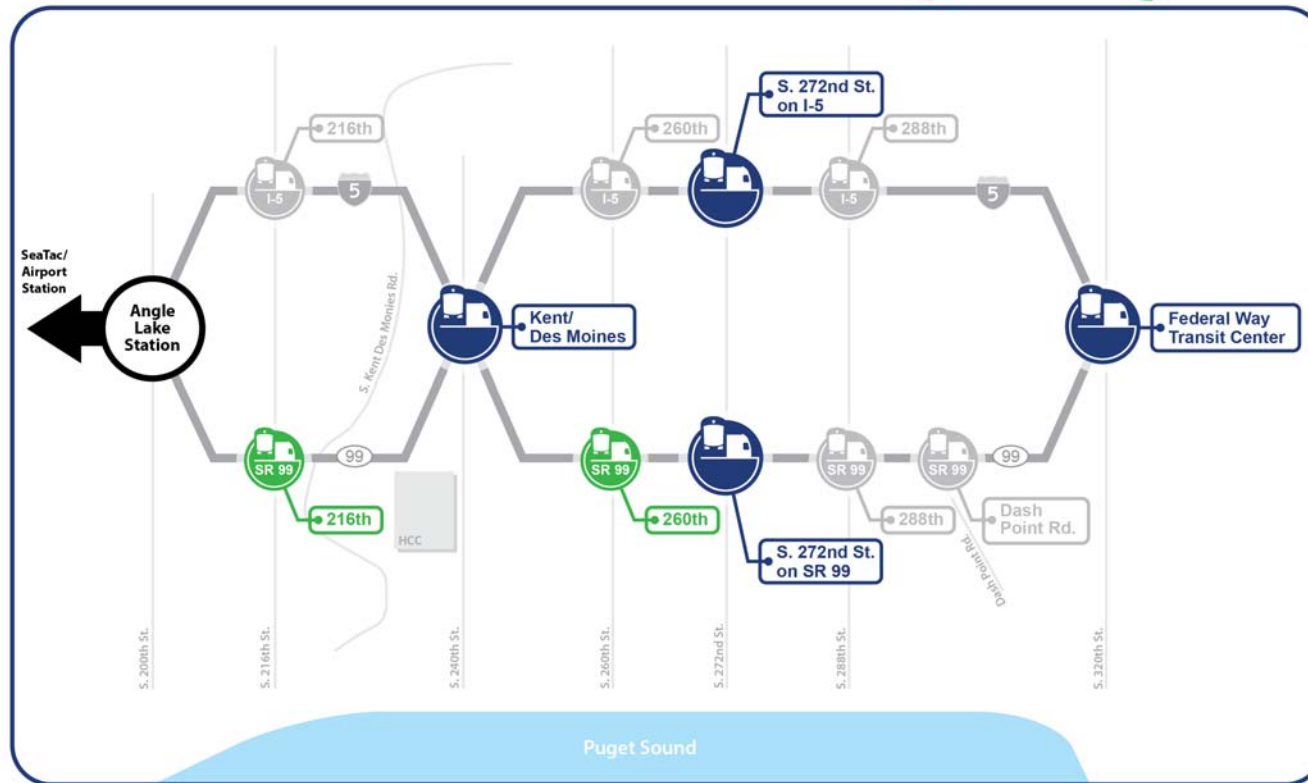


The **SR 99/I-5 alternative** would be identical to the SR 99 alternative from the north end of the project area to approximately Kent-Des Moines Road, where the alignment would turn east to transition to the west side of I-5. The alignment would then continue south along I-5, following the same alignment as described above for the I-5 alternative.

Federal Way Transit Extension

Alternatives Analysis and EIS Scoping

EIS Scoping Station Input



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.

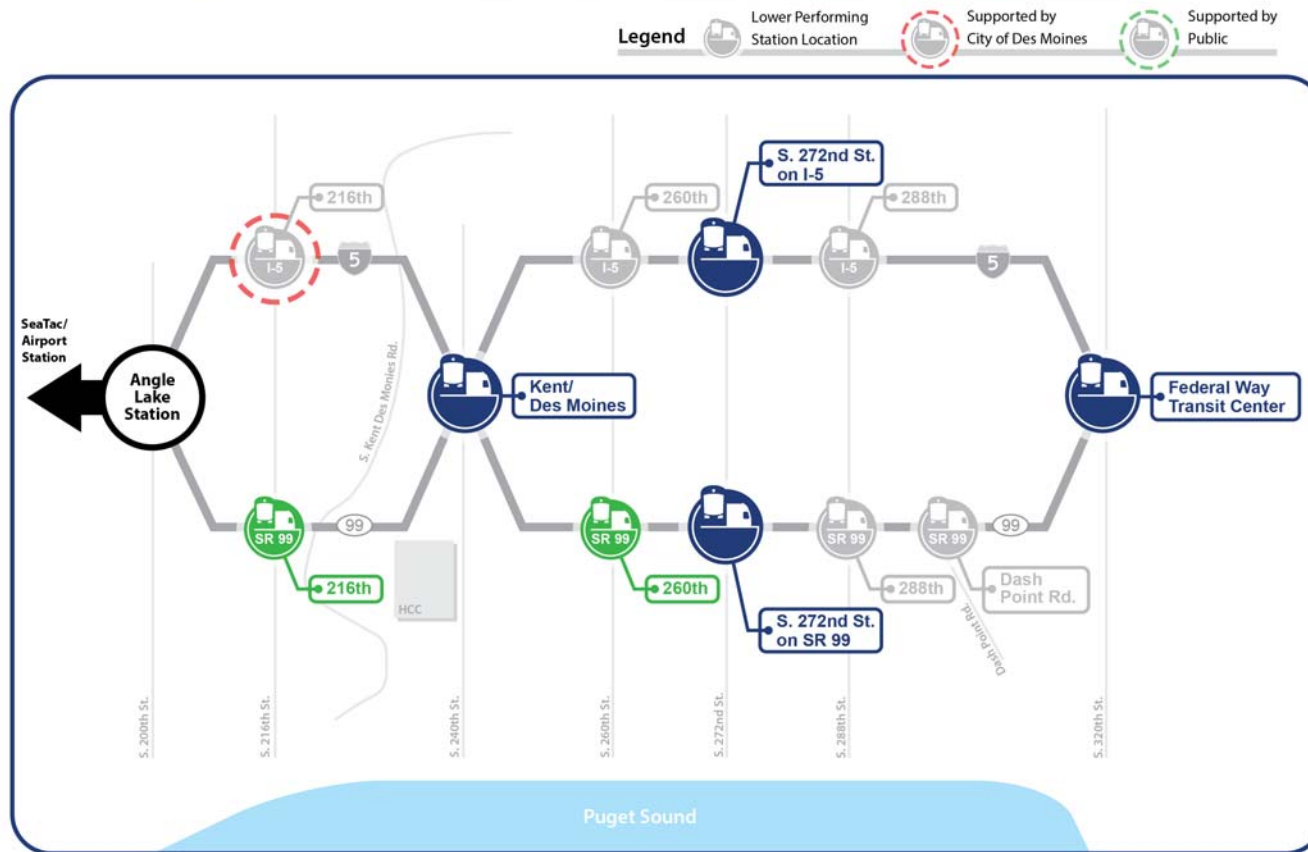


As described previously, seven potential additional station locations were evaluated during the AA (four along SR 99, and three along I-5). Two of the suggested additional stations performed well in terms of TOD potential (along SR 99 at South 216th Street and South 260th Street). The results of the station evaluation were presented during the EIS Scoping period.

Federal Way Transit Extension

Alternatives Analysis and EIS Scoping

EIS Scoping Station Input



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.

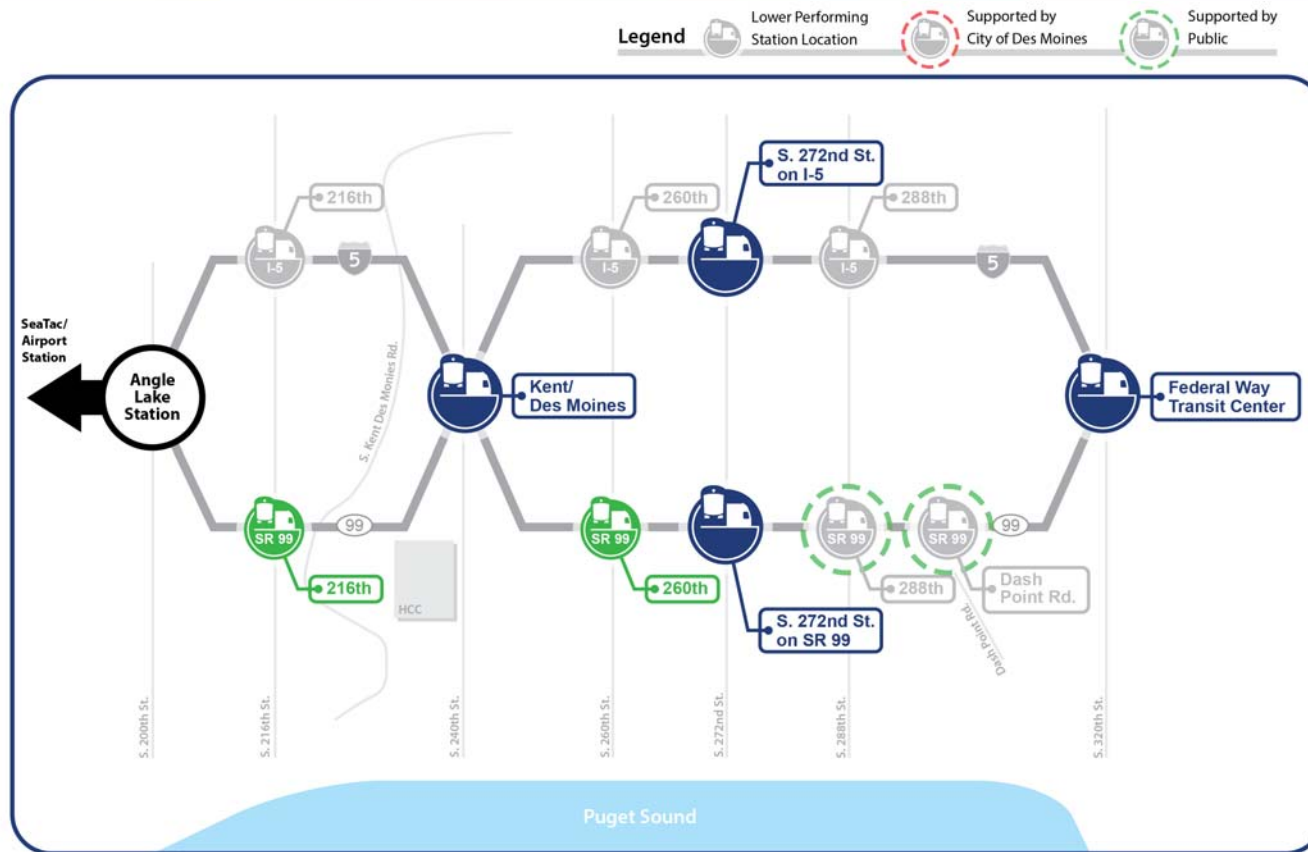


During the EIS Scoping period, the City of Des Moines expressed support for a potential additional station location at South 216th on I-5. This location had not performed well in the AA analysis.

Federal Way Transit Extension

Alternatives Analysis and EIS Scoping

EIS Scoping Station Input



*The voter-approved ST 2 Plan included stations at Kent/Des Moines and S. 272nd. Additional stations that are not funded or approved for construction were evaluated as part of the alternatives analysis process. Additional funding and satisfaction of voter-approved standards for inclusion in the ST 2 Plan would be required for stations not identified in the ST 2 Plan.



In general, public comments expressed support for additional station locations along SR 99. Although supported by public comment, the locations at 288th and Dash Point Road did not perform well in the AA analysis.



Based on the results of the AA, and input received during the EIS Scoping period, the Sound Transit Board will identify which alternatives should be studied in more detail in the Draft EIS. The Draft EIS will be available for public comment in late 2014. A final decision on which alternative should be built will be made after publication of a Final EIS in 2016.



 **SOUNDTRANSIT**
RIDE THE WAVE



Additional information regarding the Federal Way Transit Extension is available on the project website at www.soundtransit.org/FWextension. To view the Level 1 and Level 2 Alternatives Screening reports and the EIS Scoping Summary Report, click on "Federal Way document archive" in the bottom right corner of the project home page.