

MOTION NO. M2013-96

**Identifying the Preferred Alternative for the Lynnwood Link Extension Final EIS**

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	11/14/2013	Recommend to Board	Ric Ilgenfritz, PEPPD Executive Director	206-398-5239
Board	11/21/2013	Final Action	<b>Matt Shelden, AICP, Light Rail Development Manager</b>	206-398-5292

PROPOSED ACTION

Identifies the preferred light rail routes and station locations for the Lynnwood Link Extension project Final Environmental Impact Statement.

KEY FEATURES SUMMARY

- This motion identifies a preferred alternative for the Lynnwood Link Extension and authorizes staff to complete the Final Environmental Impact Statement (EIS) using the preferred alternative and the other alternatives evaluated in the Draft EIS, and complete preliminary engineering for the preferred alternative.
- The motion directs further evaluation of some modifications to the preferred alternative and other Draft EIS alternatives based on comments received on the Draft EIS.
- The Final EIS will respond to comments received on the Draft EIS, including suggestions for design modifications or new alternatives. The Board will not make a final decision on the project to be built until after publication of the Final EIS, which is anticipated in 2015.

The route, profile, station locations and program alternatives below were examined in the Draft EIS and can be considered by the Board for identification as the preferred alternative:

**Segment A: Northgate to NE 185<sup>th</sup> Street**

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- Alternative A1: At-grade/Elevated with NE 145<sup>th</sup> and NE 185<sup>th</sup> Stations
- Alternative A3: Mostly Elevated with NE 145<sup>th</sup> and NE 185<sup>th</sup> Stations
- Alternative A5: At-grade/Elevated with NE 130<sup>th</sup>, NE 155<sup>th</sup> and NE 185<sup>th</sup> Stations
- Alternative A7: Mostly Elevated with NE 130<sup>th</sup>, NE 155<sup>th</sup> and NE 185<sup>th</sup> Stations
- Alternative A10: At-grade/Elevated with NE 130<sup>th</sup>, NE 145<sup>th</sup> and NE 185<sup>th</sup> Stations
- Alternative A11: Mostly Elevated with NE 130<sup>th</sup>, NE 145<sup>th</sup> and NE 185<sup>th</sup> Stations

**Segment B: NE 185<sup>th</sup> Street to 212<sup>th</sup> Street SW**

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- Alternative B1: East Side to Mountlake Terrace Transit Center to Median
- Alternative B2: East Side to Mountlake Terrace Transit Center to West Side
- Alternative B2A: East Side to Mountlake Terrace Transit Center to West Side with 220<sup>th</sup> Station
- Alternative B4: East Side to Mountlake Terrace Freeway Station to Median

**Segment C: 212<sup>th</sup> Street SW to Lynnwood Transit Center**

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- Alternative C1: 52<sup>nd</sup> Avenue W to 200<sup>th</sup> Street SW
- Alternative C2: 52<sup>nd</sup> Avenue W to Lynnwood Transit Center
- Alternative C3: Along I-5 to Lynnwood Park-and-Ride

## BACKGROUND

In November 2008, voters approved funding for the Lynnwood Link Extension project to provide light rail service between Northgate Station in Seattle, Shoreline, Mountlake Terrace and Lynnwood Transit Center in Lynnwood. The Lynnwood Link Extension EIS evaluates the impacts of constructing and operating light rail service from Northgate to the Lynnwood Transit Center.

The evaluation of alternative route alignments, profiles and station locations is being conducted in cooperation with the Federal Transit Administration. Before committing federal funds to the Lynnwood Link Extension project, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the Lynnwood Link Extension project, Sound Transit is required to comply with the Washington State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that alternative route alignments, profiles and station locations may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA environmental impact statement (EIS) for the project.

Sound Transit and the FTA published a Draft EIS for the project on July 26, 2013. The extended 60 day comment period closed on September 23, 2013. To ensure adequate public and agency input, the comment period included four informational open house events, held in Seattle, Shoreline, Mountlake Terrace and Lynnwood. Public hearings were held at each open house. The Board has received copies of each of the over 640 comments submitted during the comment period. On September 19, 2013, the Board held a workshop to review the Draft EIS analysis of the potential environmental impacts, mitigation measures and project benefits associated with the light rail alternatives and discuss the tradeoffs among those alternatives.

NEPA requires that Sound Transit identify its preferred alternative in the Final EIS. Identifying the preferred alternative will also enable Sound Transit to report a preferred alternative to the FTA's New Starts capital investment grant program. The identification of a preferred alternative for the Final EIS is a statement of the Board's current intent regarding the Lynnwood Link Extension project based on the Board's review of the Draft EIS, public comments from interested citizens, agencies, tribes and organizations, and other information developed to date; it is not a final decision. The Board will make a final decision on the Lynnwood Link Extension project to be built, including the route and station locations, after publication of the Final EIS.

## FISCAL IMPACT

Identification of a preferred Lynnwood Link Extension alternative could affect the preliminary engineering budget and Final EIS budget if more than one alternative is identified as preferred for any segment of the alignment and all are advanced into preliminary engineering. A contract to complete preliminary engineering, and environmental and community development services for the Lynnwood Link Extension is being sought through a separate Board action.

## SMALL BUSINESS PARTICIPATION

Not applicable to this action.

## EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

## PUBLIC INVOLVEMENT

Extensive public involvement has occurred since project development was initiated in 2010. The main focus during the Draft EIS phase was on events leading up to and during the formal Draft EIS public comment period, which was open for 60 days from July 26 to September 23, 2013.

Activities included:

- Four Draft EIS open houses & public hearings attended by about 400 people. Notification postcards were distributed to about 84,000 households in the project area. Other notifications were made through newspaper and web advertisements, community notification posters and traveling project information kiosks;
- Individual meetings with over 100 potentially-affected property owners;
- Briefings to over 40 community groups and agencies;
- Periodic e-mail newsletter updates to a project mailing list now numbering about 2,800 people, and several Sound Transit weekly CEO Report updates;
- An on-line “Tech Talk” forum near the end of the comment period presenting key findings from the Draft EIS and responding to web audience questions;
- Targeted outreach to environmental justice communities, including provision of Draft EIS guides and comment forms translated in six languages to 26 social service agencies in the corridor;
- Five summer fairs and festivals with more than 650 visitors to the project booth, and three “transit squads” at transit centers in the corridor with almost 1,000 customer contacts.

## TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

## PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2012-17: Identified the light rail route and station alternatives to study in detail in the Lynnwood Link Extension Draft Environmental Impact Statement

Motion No. M2011-87: Identified the range of North Corridor Transit Project alternatives to be studied in the Draft Environmental Impact Statement and excluded from further study worse performing and less promising alternatives evaluated in the project alternatives analysis

Resolution No. R2008-10: Adopted a revised Sound Transit 2 Regional Transit System Plan

## ENVIRONMENTAL REVIEW

JI 11/7/2013

## LEGAL REVIEW

PW 11/8/13

**Amendment to Motion No. M2013-96**

**Offered by Boardmembers Conlin and Roberts**

1. Amend Motion No. M2013-96 to fill in the blanks, denoted by “to be determined”, for Segment A, Segment B and Segment C with the following:

**Segment A: Northgate to NE 185<sup>th</sup> Street**

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The preferred alternative for Segment A is:

- Alternative A1, At-Grade/Elevated with NE 145<sup>th</sup> and NE 185<sup>th</sup> Street Stations, with these features:
  - Align the guideway east of 1<sup>st</sup> Avenue NE and the NE 117<sup>th</sup> Street bridge as in Alternative A5
  - Maintain access to the Latvian Evangelical Lutheran Church after the project is complete
  - Locate the NE 145<sup>th</sup> Street station parking garage as in Alternative A3, station option 2
  - Align the guideway east of the NE 185<sup>th</sup> Street bridge with a side-platform station as in Alternative A5

Staff is directed to further evaluate the following potential modifications to the preferred alternative:

- Include a retained cut station at NE 130<sup>th</sup> Street
- Provide for the future addition of a station at NE 130<sup>th</sup> Street
- Pedestrian improvements on the NE 185<sup>th</sup> Street bridge over I-5 to better connect the transit parking garage and station

**Segment B: NE 185<sup>th</sup> Street to 212<sup>th</sup> Street SW**

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The preferred alternative for Segment B is:

- Alternative B2, East Side to Mountlake Transit Center to West Side

Staff is directed to further evaluate the following potential modifications to the preferred alternative:

- Re-align Alternative B2 to align closer to I-5 and under the 220<sup>th</sup> Street SW bridge
- Include a retained cut station at 220<sup>th</sup> Street SW
- Provide for the future addition of a retained cut station at 220<sup>th</sup> Street SW
- Transit parking expansion options at or near the Mountlake Terrace Transit Center

Additionally, the Board directs staff to continue to advance the design and engineering of Alternative B1, East Side to Mountlake Transit Center to Median, and to develop a preliminary plan for future use of the Mountlake Terrace Freeway Station once light rail service to Lynnwood begins.

## **Segment C: 212<sup>th</sup> Street SW to Lynnwood Transit Center**

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The preferred alternative for Segment C is:

- Alternative C3, Along I-5 to Lynnwood Park-and-Ride, with station Option 1 utilizing the existing Lynnwood Transit Center
- Re-align Alternative C3 to better connect to the Lynnwood Transit Center, preserve more re-developable area, and minimize wetland and stream impacts to the extent feasible

Staff is directed to further evaluate the following potential modifications to the preferred alternative:

- Further transit parking expansion at or near the Lynnwood Transit Center beyond that included in Alternative C3

~~TO BE DETERMINED~~

2. Replace the final paragraph of the motion with the following:

This motion also authorizes staff to complete the Final EIS, using the preferred alternative identified above and the other alternatives in the Draft EIS. Staff is also authorized to proceed with preliminary engineering on the preferred alternative and potential modifications. The Board will continue to consider all of the alternatives and will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2015.

~~This motion also authorizes staff to complete the Final EIS, using the preferred alternative identified above and the other alternatives in the Draft EIS. This motion also authorizes the completion of preliminary engineering on the preferred alternative. The Board will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2015.~~

MOTION NO. M2013-96

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the preferred light rail routes and station locations for the Lynnwood Link Extension Final Environmental Impact Statement.

BACKGROUND:

In November 2008, voters approved funding for the Lynnwood Link Extension project to provide light rail service between Northgate Station in Seattle, Shoreline, Mountlake Terrace and Lynnwood Transit Center in Lynnwood. The Lynnwood Link Extension EIS evaluates the impacts of constructing and operating light rail service from Northgate to the Lynnwood Transit Center.

The evaluation of alternative route alignments, profiles and station locations is being conducted in cooperation with the Federal Transit Administration. Before committing federal funds to the Lynnwood Link Extension project, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the Lynnwood Link Extension project, Sound Transit is required to comply with the Washington State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that alternative route alignments, profiles and station locations may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA environmental impact statement (EIS) for the project.

Sound Transit and the FTA published a Draft EIS for the project on July 26, 2013. The extended 60 day comment period closed on September 23, 2013. To ensure adequate public and agency input, the comment period included four informational open house events, held in Seattle, Shoreline, Mountlake Terrace and Lynnwood. Public hearings were held at each open house. The Board has received copies of each of the over 640 comments submitted during the comment period. On September 19, 2013, the Board held a workshop to review the Draft EIS analysis of the potential environmental impacts, mitigation measures and project benefits associated with the light rail alternatives and to discuss the tradeoffs among those alternatives.

NEPA requires that Sound Transit identify its preferred alternative in the Final EIS. Identifying the preferred alternative will also enable Sound Transit to report a preferred alternative to the FTA's New Starts capital investment grant program. The identification of a preferred alternative for the Final EIS is a statement of the Board's current intent regarding the Lynnwood Link Extension project based on the Board's review of the Draft EIS, public comments from interested citizens, agencies, tribes and organizations, and other information developed to date; it is not a final decision. The Board will make a final decision on the Lynnwood Link Extension project to be built, including the route and station locations, after publication of the Final EIS.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that, based on the alternatives evaluated in the Draft EIS and the public and agency comments received, the preferred alternative for the Lynnwood Link Extension Final EIS is as follows:

~~TO BE DETERMINED~~

## Segment A: Northgate to NE 185<sup>th</sup> Street

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The preferred alternative for Segment A is:

- Alternative A1, At-Grade/Elevated with NE 145<sup>th</sup> and NE 185<sup>th</sup> Street Stations, with these features:
  - Align the guideway east of 1<sup>st</sup> Avenue NE and the NE 117<sup>th</sup> Street bridge as in Alternative A5
  - Maintain access to the Latvian Evangelical Lutheran Church after the project is complete
  - Locate the NE 145<sup>th</sup> Street station parking garage as in Alternative A3, station option 2
  - Align the guideway east of the NE 185<sup>th</sup> Street bridge with a side-platform station as in Alternative A5

Staff is directed to further evaluate the following potential modifications to the preferred alternative:

- Include a retained cut station at NE 130<sup>th</sup> Street
- Provide for the future addition of a station at NE 130<sup>th</sup> Street
- Pedestrian improvements on the NE 185<sup>th</sup> Street bridge over I-5 to better connect the transit parking garage and station

## Segment B: NE 185<sup>th</sup> Street to 212<sup>th</sup> Street SW

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The preferred alternative for Segment B is:

- Alternative B2, East Side to Mountlake Transit Center to West Side

Staff is directed to further evaluate the following potential modifications to the preferred alternative:

- Re-align Alternative B2 to align closer to I-5 and under the 220<sup>th</sup> Street SW bridge
- Include a retained cut station at 220<sup>th</sup> Street SW
- Provide for the future addition of a retained cut station at 220<sup>th</sup> Street SW
- Transit parking expansion options at or near the Mountlake Terrace Transit Center

Additionally, the Board directs staff to continue to advance the design and engineering of Alternative B1, East Side to Mountlake Transit Center to Median, and to develop a preliminary plan for future use of the Mountlake Terrace Freeway Station once light rail service to Lynnwood begins.

**Segment C: 212<sup>th</sup> Street SW to Lynnwood Transit Center**

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The preferred alternative for Segment C is:

- Alternative C3, Along I-5 to Lynnwood Park-and-Ride, with station Option 1 utilizing the existing Lynnwood Transit Center
- Re-align Alternative C3 to better connect to the Lynnwood Transit Center, preserve more re-developable area, and minimize wetland and stream impacts to the extent feasible

Staff is directed to further evaluate the following potential modifications to the preferred alternative:

- Further transit parking expansion at or near the Lynnwood Transit Center beyond that included in Alternative C3

This motion also authorizes staff to complete the Final EIS, using the preferred alternative identified above and the other alternatives in the Draft EIS. Staff is also authorized to proceed with preliminary engineering on the preferred alternative and potential modifications. The Board will continue to consider all of the alternatives and will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2015.  
~~This motion also authorizes staff to complete the Final EIS, using the preferred alternative identified above and the other alternatives in the Draft EIS. This motion also authorizes the completion of preliminary engineering on the preferred alternative. The Board will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2015.~~

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on \_\_\_\_\_.

\_\_\_\_\_  
Pat McCarthy  
Board Chair

ATTEST:

\_\_\_\_\_  
Marcia Walker  
Board Administrator



## **MOTION NO. M2013-96**

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the preferred light rail routes and station locations for the Lynnwood Link Extension Final Environmental Impact Statement.

### **BACKGROUND:**

In November 2008, voters approved funding for the Lynnwood Link Extension project to provide light rail service between Northgate Station in Seattle, Shoreline, Mountlake Terrace and Lynnwood Transit Center in Lynnwood. The Lynnwood Link Extension EIS evaluates the impacts of constructing and operating light rail service from Northgate to the Lynnwood Transit Center.

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## **MOTION:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that, based on the alternatives evaluated in the Draft EIS and the public and agency comments received, the preferred alternative for the Lynnwood Link Extension Final EIS is as follows:

### **Segment A: Northgate to NE 185<sup>th</sup> Street**

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The preferred alternative for Segment A is:

- Alternative A1, At-Grade/Elevated with NE 145<sup>th</sup> and NE 185<sup>th</sup> Street Stations, with these features:
  - Align the guideway east of 1<sup>st</sup> Avenue NE and the NE 117<sup>th</sup> Street bridge as in Alternative A5
  - Maintain access to the Latvian Evangelical Lutheran Church after the project is complete
  - Locate the NE 145<sup>th</sup> Street station parking garage as in Alternative A3, station option 2
  - Align the guideway east of the NE 185<sup>th</sup> Street bridge with a side-platform station as in Alternative A5

Staff is directed to further evaluate the following potential modifications to the preferred alternative:

- Include a retained cut station at NE 130<sup>th</sup> Street
- Provide for the future addition of a station at NE 130<sup>th</sup> Street
- Pedestrian improvements on the NE 185<sup>th</sup> Street bridge over I-5 to better connect the transit parking garage and station

### **Segment B: NE 185<sup>th</sup> Street to 212<sup>th</sup> Street SW**

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The preferred alternative for Segment B is:

- Alternative B2, East Side to Mountlake Transit Center to West Side

Staff is directed to further evaluate the following potential modifications to the preferred alternative:

- Re-align Alternative B2 to align closer to I-5 and under the 220<sup>th</sup> Street SW bridge
- Include a retained cut station at 220<sup>th</sup> Street SW
- Provide for the future addition of a retained cut station at 220<sup>th</sup> Street SW
- Transit parking expansion options at or near the Mountlake Terrace Transit Center

Additionally, the Board directs staff to continue to advance the design and engineering of Alternative B1, East Side to Mountlake Transit Center to Median, and to develop a preliminary plan for future use of the Mountlake Terrace Freeway Station once light rail service to Lynnwood begins.

### **Segment C: 212<sup>th</sup> Street SW to Lynnwood Transit Center**

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The preferred alternative for Segment C is:

- Alternative C3, Along I-5 to Lynnwood Park-and-Ride, with station Option 1 utilizing the existing Lynnwood Transit Center
- Re-align Alternative C3 to better connect to the Lynnwood Transit Center, preserve more re-developable area, and minimize wetland and stream impacts to the extent feasible

Staff is directed to further evaluate the following potential modifications to the preferred alternative:

- Further transit parking expansion at or near the Lynnwood Transit Center beyond that included in Alternative C3

This motion also authorizes staff to complete the Final EIS, using the preferred alternative identified above and the other alternatives in the Draft EIS. Staff is also authorized to proceed with preliminary engineering on the preferred alternative and potential modifications. The Board will continue to consider all of the alternatives and will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2015.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 21, 2013.



Pat McCarthy  
Board Chair

ATTEST:



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Marcia Walker  
Board Administrator