Appendix C

Alternative Analysis Reports and Scoping Summary

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June 2013

FEDERAL WAY TRANSIT EXTENSION

Level 1 Alternatives Screening Report

SOUNDTRANSIT

CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

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Acronyms

AA	Alternatives Analysis
ACS	American Community Survey
BAT	Business Access Transit
BRT	Bus Rapid Transit
BMPs	Best Management Practices
CFR	Code of Federal Regulations
CTP	Comprehensive Transportation Plan
EDR	Environmental Data Resource
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FWTC	Federal Way Transit Center
FWTE	Federal Way Transit Extension
GMA	Growth Management Act
HCC	Highline Community College
HCT	High Capacity Transit
HOV	High Occupancy Vehicle
KCM	King County Metro
LOS	Level of Service
LRT	Light Rail Transit
LWCF	Land and Water Conservation Fund
MAP-21	Moving Ahead for Progress in the 21st Century
MPH	Miles Per Hour
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
O&M	Operation and Maintenance
OCS	Overhead Catenary System
P&R	Park and Ride
PSE	Puget Sound Energy
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
SCC	Standard Cost Categories
SEPA	State Environmental Policy Act
ST	Sound Transit
ST2	Sound Transit 2 Plan

TOD	Transit Oriented Development
TSP	Transit Signal Priority
TSM	Transit System Management
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

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1.0 Executive Summary

1.1 Purpose of this Report

Sound Transit (ST) and the Federal Transit Administration (FTA) are conducting an alternatives analysis to start the public planning and environmental processes for the Federal Way Transit Extension (FWTE) in South King County in the metropolitan Puget Sound region. The proposed project is part of the Sound Transit 2 (ST2) Plan approved by voters in 2008. It would start at the regional light rail system at the future Angle Lake Station in the City of SeaTac at S. 200th Street. **Exhibit 1-1** shows where the FWTE is located. The FWTE is an element of the region's Metropolitan Transportation Plan (the Puget Sound Regional Council's (PSRC) Transportation 2040), and Sound Transit's Long-Range Transit Plan. These plans anticipate the eventual extension of high capacity transit (HCT) service south to Tacoma.

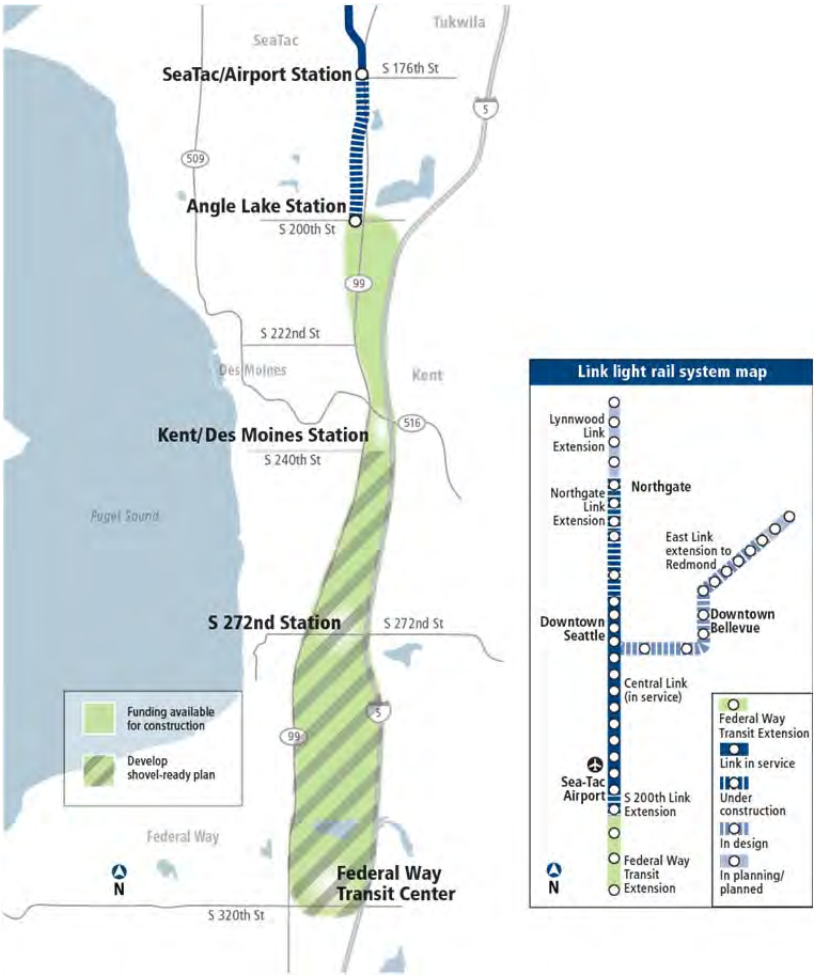

EXHIBIT 1-1
FWTE Project Study Area

This report is organized in six sections:

- Introduction
- Pre-Screening of Alternatives
- Definition of Level 1 Alternatives
- Evaluation Criteria
- Level 1 Data Results
- Findings and Conclusions

1.2 Purpose and Need of the Federal Way Transit Extension Project

The purpose of the Federal Way Transit Extension is to expand the Sound Transit Link light rail system from SeaTac to the cities of Des Moines, Kent, and Federal Way in King County in order to meet the following objectives:

- Provide a rapid, reliable, accessible, and efficient alternative for travel to and from the corridor and other urban growth and activity centers in the region with sufficient capacity to meet projected demand.
- Expand mobility alternatives to traveling on congested roadways and improve connections to the regional multimodal transportation system with peak and off-peak service.
- Provide the high-capacity transit (HCT) infrastructure to support adopted regional and local land use, transportation, and economic development plans.
- Advance the long-range vision, goals, and objectives for transit service established by the Sound Transit Long-Range Plan for high-quality regional transit service connecting major activity centers in King, Pierce, and Snohomish counties.
- Implement a financially feasible system that seeks to preserve and promote a healthy environment.

The following conditions within the project corridor demonstrate the need for the project:

- North-south transit demand is expected to grow by 30 to 40 percent by 2035 as a result of residential and employment growth in the FWTE corridor and regionally.
- The FWTE corridor population is a highly transit-dependent population with needs for efficient, reliable regional connectivity.

- Congestion on I-5 and on the key corridor arterials leading in and out of the study area will increase and further degrade existing transit performance and reliability.
- There is a lack of reliable and efficient peak and off-peak transit service connecting persons in the FWTE corridor with the region's growth centers.
- Regional and local plans call for HCT in the corridor consistent with PSRC's *VISION 2040* and the *Regional Transit Long-Range Plan*.
- Implementing the project will help meet environmental and sustainability goals of the state and region, including reduced vehicle miles traveled and greenhouse gas emissions.

Any alternative evaluated for the FWTE must demonstrate the ability to address these needs and achieve the project purpose.

1.3 Pre-Screening of Alternatives

Development of alternatives for the project was informed by FTA guidelines on project development and alternatives analyses. Potential alternatives for the FWTE came from two sources: previous regional and local planning studies (see Section 2.2.2) and input from the public and agencies during a 30-day early scoping period between October 18 and November 19, 2012. The early scoping period included two public open houses (one in Des Moines and one in Federal Way), an online survey, and opportunities for the public to provide comments on comment forms at the meeting, online, or via postal mail. The public open houses provided several interactive opportunities for attendees to provide input, including a large map of the project corridor where attendees could draw alignment suggestions. An online agency meeting and public meeting were also conducted and provided opportunities to ask questions and provide comments.

Feedback received during the early scoping period was positive and indicated a desire for improved transit service in the project area. Comments provided by agencies, local jurisdictions, institutions, and members of the general public indicated a strong preference for light rail transit. Stakeholders expressed concerns about parking, travel time, connections to future light rail expansion in Tacoma and to other transit facilities in the study area, and multimodal connections. Comments received on alignment, profile preference, and station locations were mixed.

Alternatives considered include different modes, profiles and alignments. Mode refers to the method of transportation, such as bus or light rail. Profile refers to a vertical location, such as above grade (elevated), at-grade, below-grade (retained cut or tunnel), or mixture of one or

more profile. Alignment refers to the horizontal location within a corridor. **Table 1-1** and **Exhibit 1-2** below show the initial range of alternative types considered.

Table 1-1
Initial Alternative Types Considered

Mode	Transportation System Management (TSM) Bus Rapid Transit (BRT) Light Rail Transit (LRT)	
Profile	At-grade Elevated Mixed at-grade/elevated Tunnel	
Alignment	SR 99	West Side
		Median
		East Side
	I-5	West Side
		Median
		East Side
	30th Avenue S.	West Side
		Median
		East Side
	24th Avenue S.	West Side
		Median
		East Side

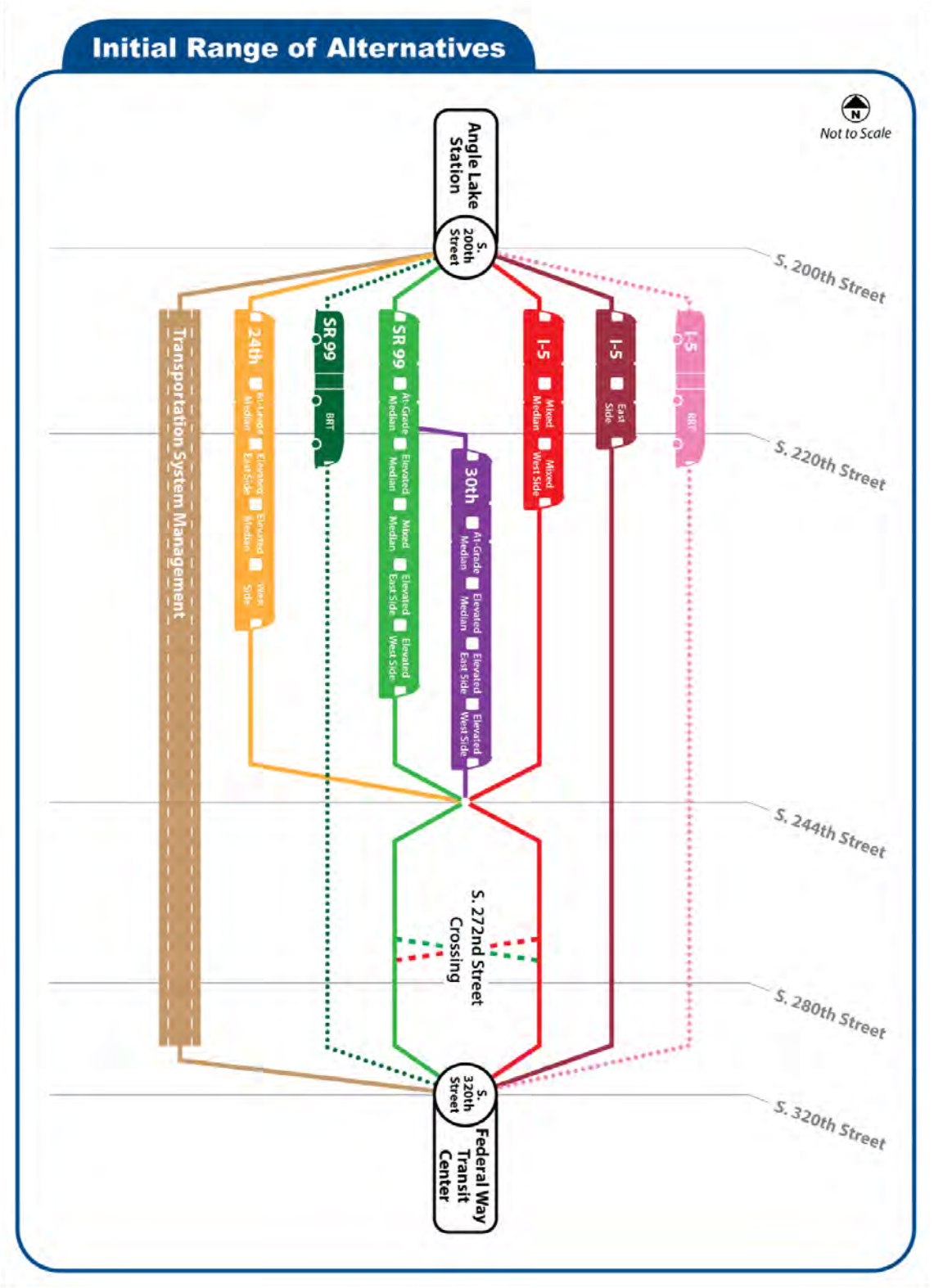

EXHIBIT 1-2
Initial Range of Alternatives

Some of the modes, profiles and alignment alternatives were not evaluated in the Level 1 process because they would not meet the stated purpose and need for the project, they had substantial impacts to environmental resources that must be avoided, or they had design features that would substantially increase the project cost compared to other alternatives that make them infeasible to keep under consideration. **Table 1-2** and **Exhibit 1-3** show the alternatives that were not evaluated as part of Level 1. On Exhibit 1-3, the alternatives not carried forward to Level 1 are shown in gray. Section 3.3.3 of this report explains in detail why these alternatives were not evaluated in the Level 1 screening process.

Table 1-2
Alternatives Not Evaluated in Level 1

Alternative Type	Alternative	Corridor
Mode	TSM	I-5 or SR 99
	BRT	I-5 or SR 99
Profile	Tunnel	SR 99
Alignment	East Side	I-5
	Crossing at S. 272nd Street	I-5 / SR 99 Hybrid
	Behind Businesses	SR 99
	West Side	24th Avenue S.

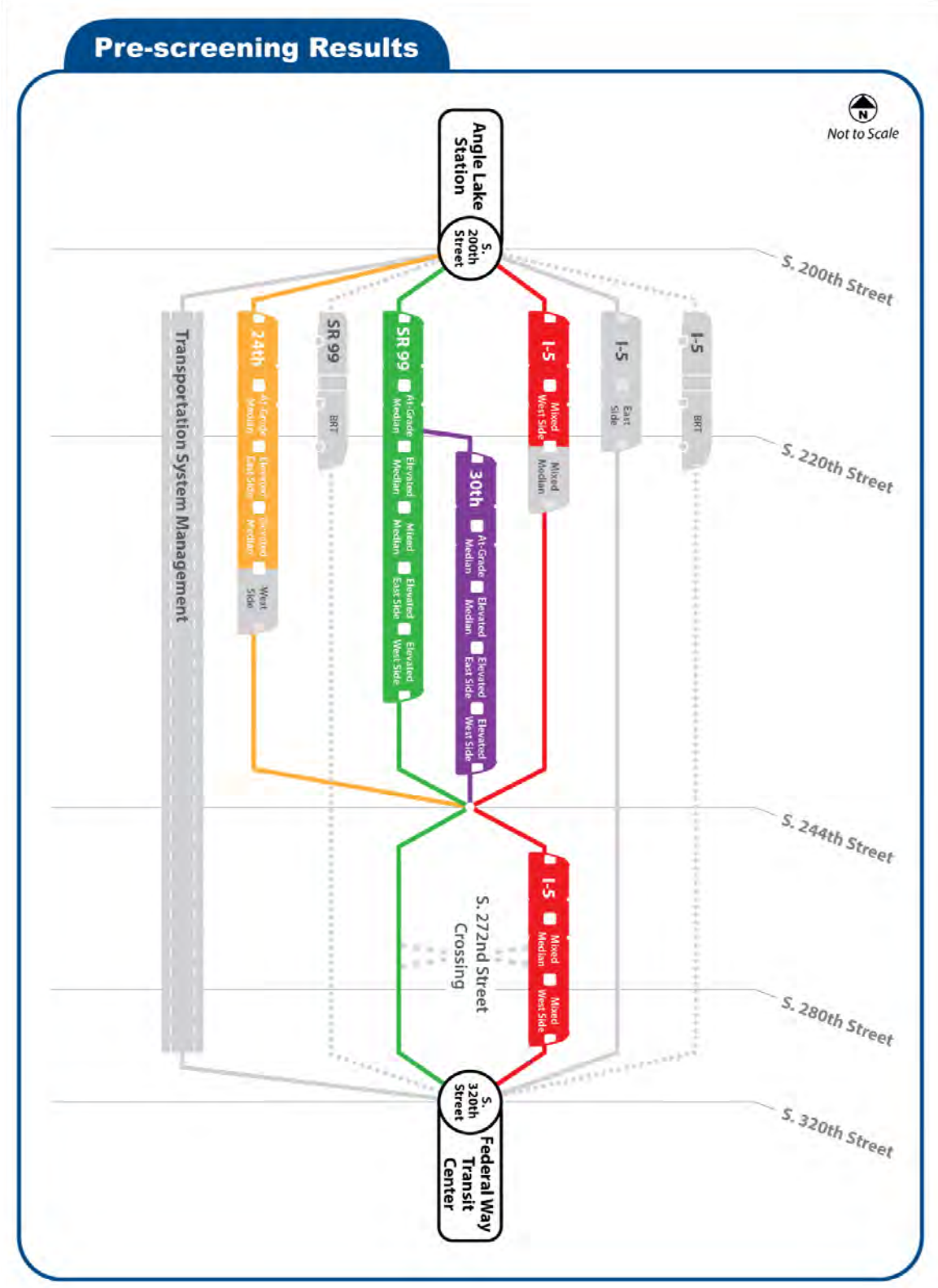

EXHIBIT1-3
Pre-Screening Results

1.4 Definition of Alternatives Evaluated in Level 1

The following alternatives were evaluated in Level 1, as shown in **Table 1-3** and **Exhibit 1-4**.

Table 1-3
Level 1 Alternatives

Corridor	Profile
SR 99	At-grade Median
	Mixed Median
	Elevated Median
	Elevated West Side
	Elevated East Side
I-5	Mixed West Side
	Mixed Median
30th Avenue S.	At-grade Median
	Elevated Median
	Elevated West Side
	Elevated East Side
24th Avenue S.	At-grade Median
	Elevated Median
	Elevated East Side

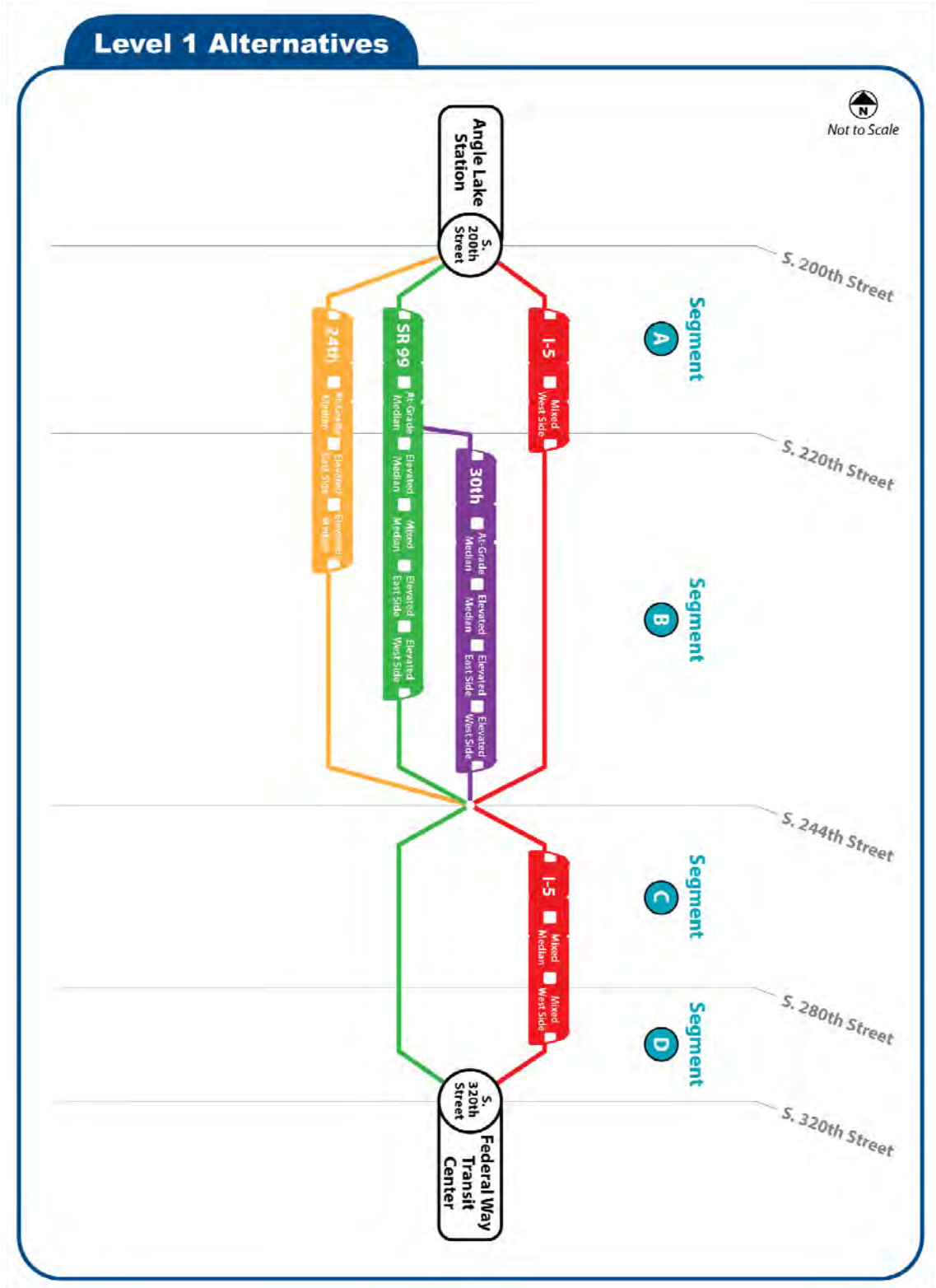

EXHIBIT 1-4
Level 1 Alternatives

For the Level 1 evaluation, the entire corridor was broken into four segments to allow for easier comparison within areas where major differences would occur. The SR 99 and I-5 alternatives would continue through the full corridor length, from the Angle Lake Station at S. 200th Street to the Federal Way Transit Center (FWTC). The 30th Avenue S. alternatives and 24th Avenue S. alternatives would only occur in the northern half of the corridor, and could connect with either a SR 99 or an I-5 alternative after the proposed station near S. 240th Street.

- Segment A: S. 200th Street to S. 220th Street. Within Segment A, there are distinct alignments along SR 99, I-5, and 24th Avenue S.
- Segment B: S. 220th Street to S. 244th Street. This segment would include a station at approximately S. 240th Street for all alternatives. Within Segment B, there are distinct alignments along SR 99, I-5, 30th Avenue S. and 24th Avenue S.
- Segment C: S. 244th Street to S. 280th Street. This segment would have a station at approximately S. 272nd Street. Within Segment C, there are distinct alignments along SR 9 and I-5 only.
- Segment D: S. 280th Street to S. 320th Street. This segment would have a station in the approximate vicinity of the Federal Way Transit Center. Within Segment D, there are distinct alignments along SR 99 and I-5 only.

1.5 Level 1 Evaluation Criteria

The evaluation criteria for this study originated from goals and objectives established in the Purpose and Need. **Table 1-4** presents the complete set of evaluation criteria that were used to review the alternative concepts in Level 1. Details on the specific measures and methodologies for each criterion can be found in Section 5 of this report.

Table 1-4
Evaluation Criteria for Level 1 Screening

Evaluation Criteria	Measures
Objective: Provide Effective Transportation Solution to Meet Mobility Need	
Ridership potential	• 2035 daily project riders (projected) • Travel time in study area
Connections to regional multimodal transportation systems	• Transit integration with Link system • Transit integration with facilities in the study area
Objective: Support Equitable Mobility	
Transit-dependent population	• Low-income population within ½ mile of stations • Elderly population (age 65 or older) within ½ mile of stations • Youth population (age 16 or younger) within ½ mile of stations • 0-car households within ½ mile of stations
Objective: Support Land Use Plans and Economic Development	
Transit-supportive land use and economic development policies	• How well an alternative provides enhanced mobility to existing high-density land use centers
Objective: Preserve a Healthy Environment	
Effect on natural environment	• Impacts on wetlands • Potential to affect stream crossings
Effect on built environment	• Visual aesthetic impacts of alternative • Potential property acquisition • Impacts to known parks • Number of community facilities affected • Impacts on known or eligible historic or other sensitive properties • Number of potentially impacted noise receptors • Level of Service (LOS) at intersections; evaluation of capacity/flow (existing conditions) • Traffic circulation and access; number of mid-block opportunities
Objective: Design an Affordable and Constructible Project	
Design Considerations	• Potential utility effects • High-risk hazardous materials • Geologic hazards • Park and Ride lot locations
System Costs	• Estimated capital cost ($2013) • Estimated annual operations and maintenance cost ($2013) **Not evaluated in Level 1. Will be included in Level 2.*

1.6 Level 1 Analysis Summary

Chapter 6 of this report documents the data that was developed for the Level 1 evaluation. The sections below summarize the data that most differentiates the alternatives and supports conclusions to either carry an alternative forward to the Level 2 evaluation or to not study the alternative further. The data is summarized by alternative in **Exhibit 1-5,** Level 1 Alternatives Analysis Summary Table, on the following pages.

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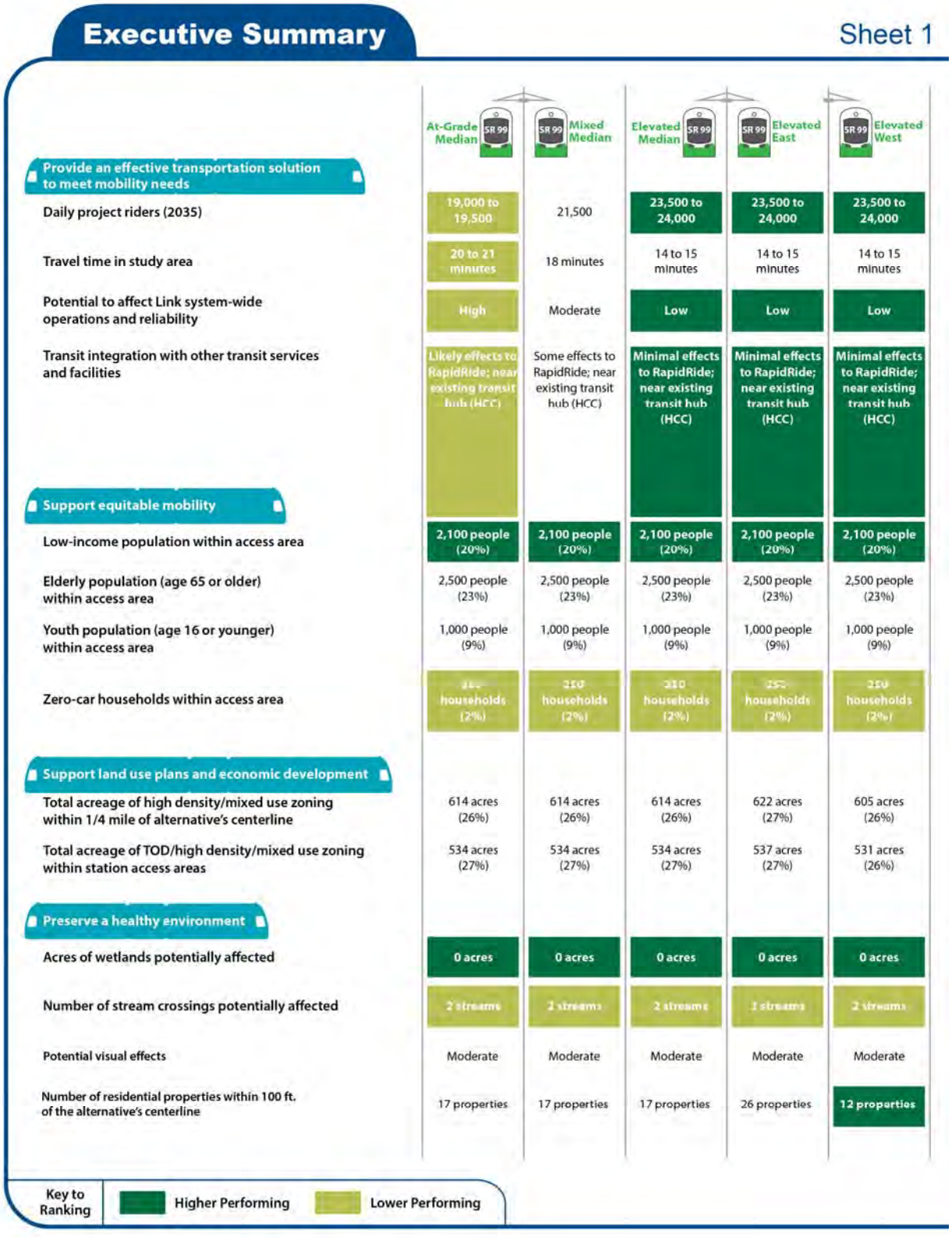


EXHIBIT 1-5
Level 1 Alternatives Analysis Summary Table

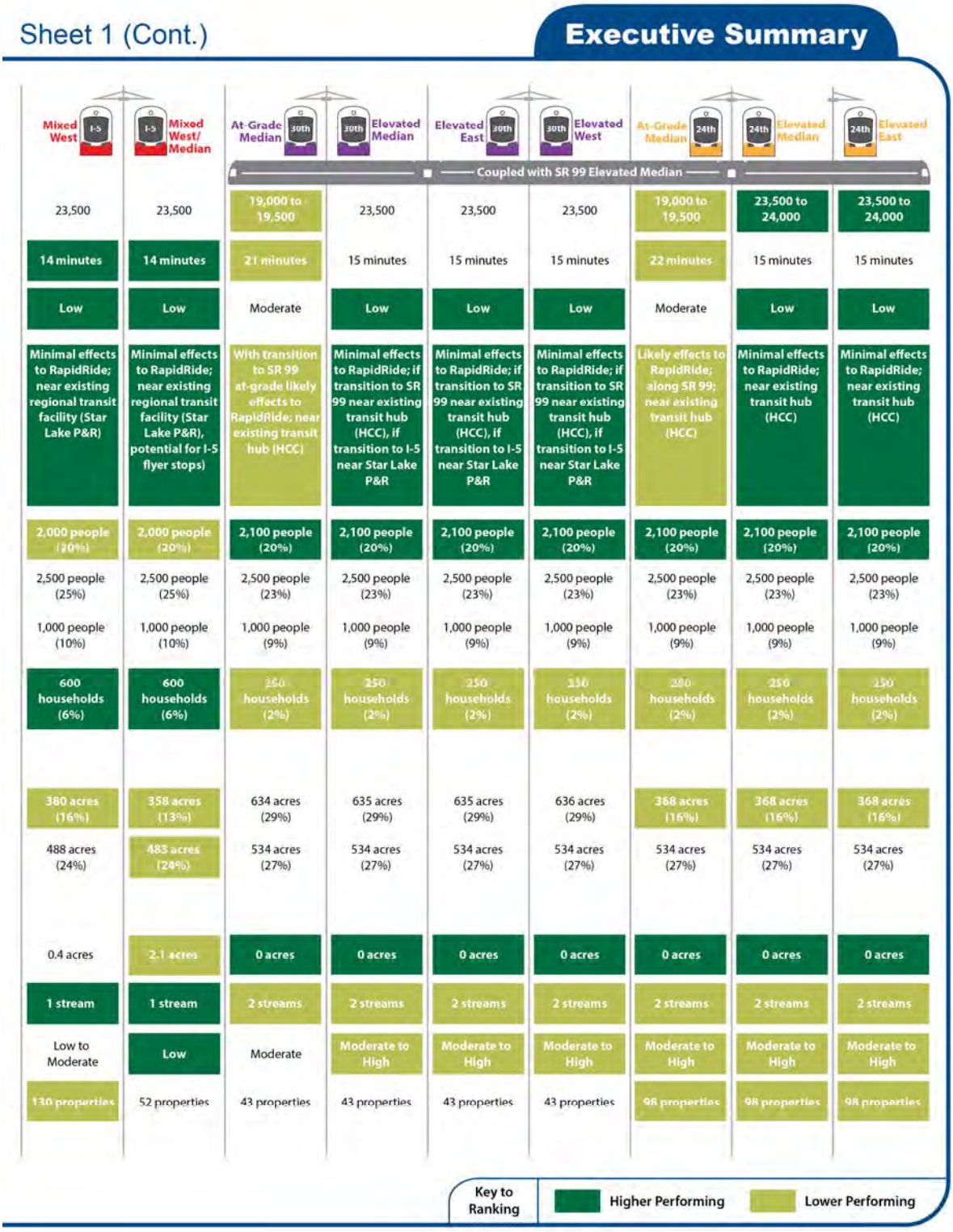
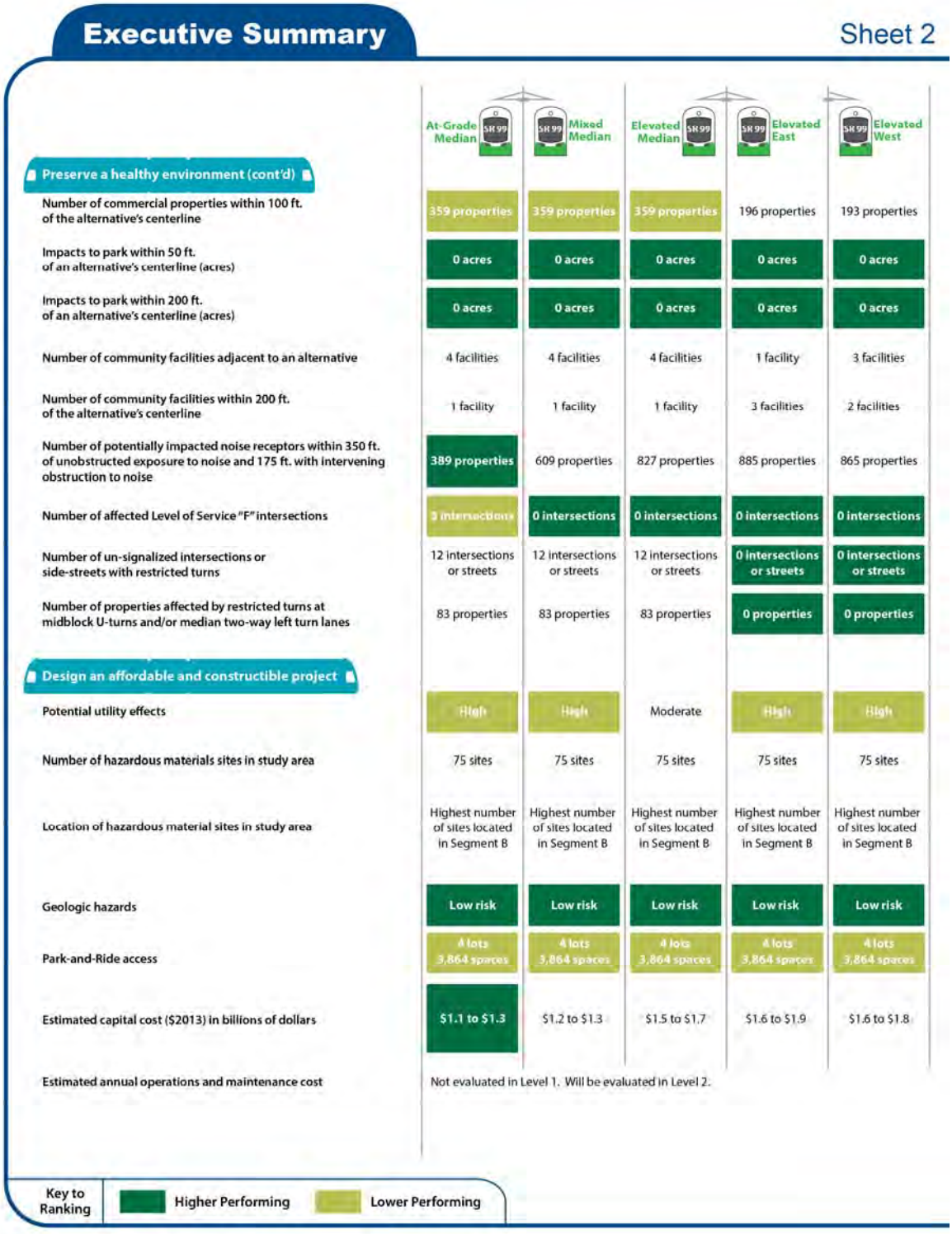


EXHIBIT 1-5
Level 1 Alternatives Analysis Summary Table



Executive Summary

Sheet 2

	At-Grade Median	Mixed Median	Elevated Median	Elevated East	Elevated West
Preserve a healthy environment (cont'd)					
Number of commercial properties within 100 ft. of the alternative's centerline	359 properties	359 properties	359 properties	196 properties	193 properties
Impacts to park within 50 ft. of an alternative's centerline (acres)	0 acres	0 acres	0 acres	0 acres	0 acres
Impacts to park within 200 ft. of an alternative's centerline (acres)	0 acres	0 acres	0 acres	0 acres	0 acres
Number of community facilities adjacent to an alternative	4 facilities	4 facilities	4 facilities	1 facility	3 facilities
Number of community facilities within 200 ft. of the alternative's centerline	1 facility	1 facility	1 facility	3 facilities	2 facilities
Number of potentially impacted noise receptors within 350 ft. of unobstructed exposure to noise and 175 ft. with intervening obstruction to noise	389 properties	609 properties	827 properties	885 properties	865 properties
Number of affected Level of Service "F" intersections	3 intersections	0 intersections	0 intersections	0 intersections	0 intersections
Number of un-signalized intersections or side-streets with restricted turns	12 intersections or streets	12 intersections or streets	12 intersections or streets	0 intersections or streets	0 intersections or streets
Number of properties affected by restricted turns at midblock U-turns and/or median two-way left turn lanes	83 properties	83 properties	83 properties	0 properties	0 properties
Design an affordable and constructible project					
Potential utility effects	High	High	Moderate	High	High
Number of hazardous materials sites in study area	75 sites	75 sites	75 sites	75 sites	75 sites
Location of hazardous material sites in study area	Highest number of sites located in Segment B	Highest number of sites located in Segment B	Highest number of sites located in Segment B	Highest number of sites located in Segment B	Highest number of sites located in Segment B
Geologic hazards	Low risk	Low risk	Low risk	Low risk	Low risk
Park-and-Ride access	4 lots 3,864 spaces	4 lots 3,864 spaces	4 lots 3,864 spaces	4 lots 3,864 spaces	4 lots 3,864 spaces
Estimated capital cost ($2013) in billions of dollars	$1.1 to $1.3	$1.2 to $1.3	$1.5 to $1.7	$1.6 to $1.9	$1.6 to $1.8
Estimated annual operations and maintenance cost	Not evaluated in Level 1. Will be evaluated in Level 2.				

Key to Ranking: Higher Performing; Lower Performing

EXHIBIT 1-5
Level 1 Alternatives Analysis Summary Table

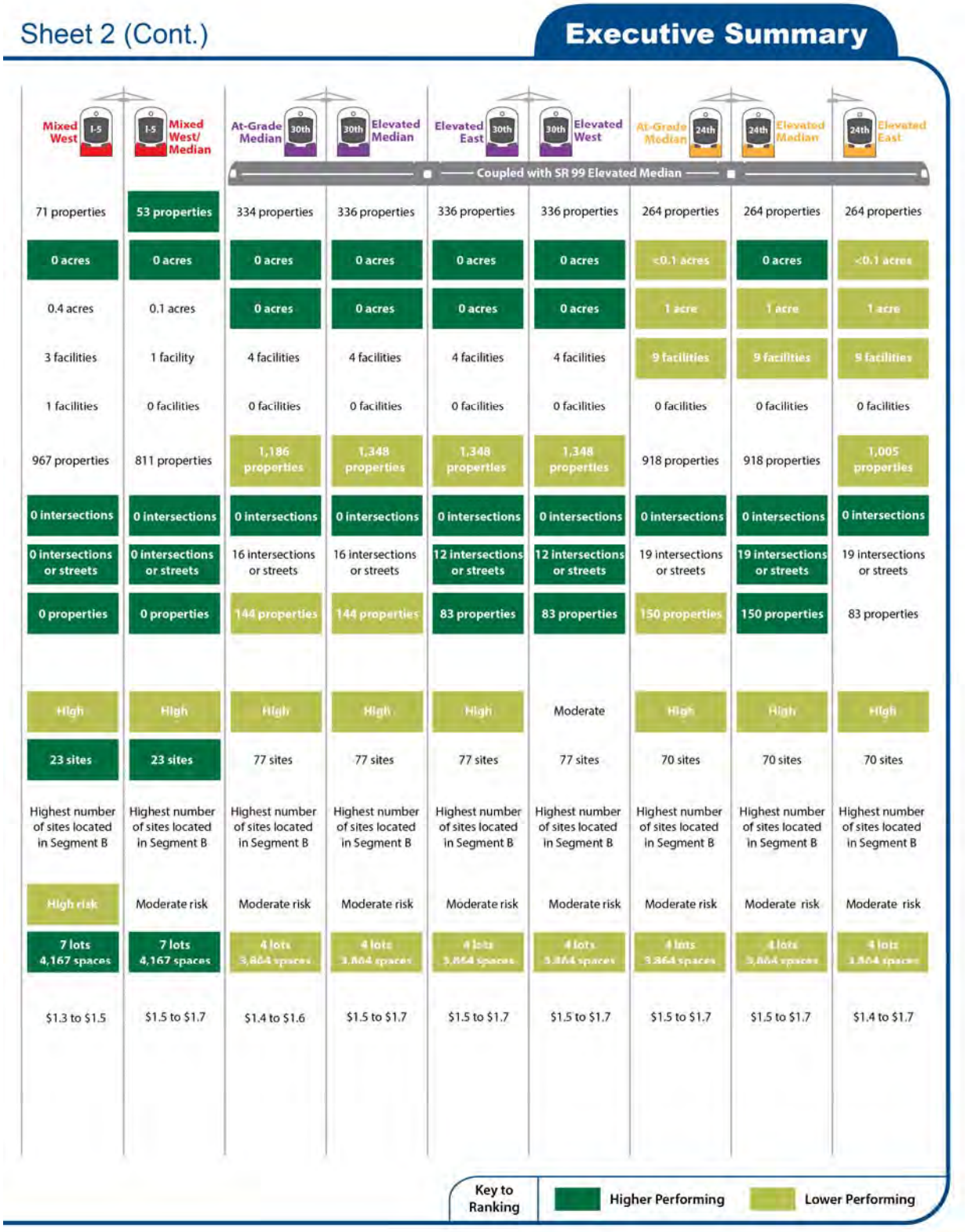


EXHIBIT 1-5
Level 1 Alternatives Analysis Summary Table

1.6.1 SR 99 At-Grade Median Alternative

The SR 99 At-Grade Median alternative is one of the lowest cost alternatives. It would have the lowest ridership and longest travel time of all SR 99 alternatives. It would require extensive reconstruction of the recently reconstructed SR 99 roadway, as well as extensive utility relocation, resulting in the greatest disruption to adjacent properties and the surrounding communities and presenting substantial engineering challenges associated with widening. Traffic and other transit operations would be adversely affected, and the potential delays associated with at-grade operation would adversely affect system-wide operations.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the SR 99 At-Grade Median alternative is not proposed for further evaluation.

1.6.2 SR 99 Mixed Median Alternative

The SR 99 Mixed Median alternative would have lower ridership and longer travel time than the elevated SR 99 alternatives. Like the SR 99 At-Grade Median alternative, it would require extensive reconstruction of the recently-reconstructed SR 99 roadway, as well as extensive utility relocation, resulting in disruption to adjacent properties and the surrounding communities. This alternative would avoid some traffic, transit, and system-wide impacts associated with the SR 99 At-Grade Median alternative because it would cross major intersections on an elevated structure.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the SR 99 Mixed Median alternative is not proposed for further evaluation.

1.6.3 SR 99 Elevated Median Alternative

The SR 99 Elevated Median alternative would be more expensive than the at-grade or mixed median alternatives, but would have higher ridership and faster travel times. It has the potential to limit reconstruction of SR 99 to intersections and station locations, reducing potential for utility relocations and disruption to adjacent properties.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the SR 99 Elevated Median alternative is proposed for further evaluation.

1.6.4 SR 99 Elevated East Side Alternative

The SR 99 Elevated East Side alternative would be more expensive than the at-grade or mixed median alternatives, but would have higher ridership and faster travel times. High-voltage electrical transmission lines on the east side of SR 99 would need to be relocated. Acquisition of properties on the east side of the road could result in business and residential displacements, and could limit the potential for redevelopment of these properties following construction. Topographical constraints on the east side of SR 99 in some places would present engineering challenges.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the SR 99 Elevated East Side alternative is not proposed for further evaluation.

1.6.5 SR 99 Elevated West Side Alternative

The SR 99 Elevated West Side alternative would be more expensive than the at-grade or mixed median alternatives, but would have higher ridership and faster travel times. Acquisition of properties on the west side of the road would likely result in business and residential displacements, and could limit the potential for redevelopment of these properties following construction. Topographical constraints on the west side of SR 99 in some places would present engineering challenges.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the SR 99 Elevated West Side alternative is not proposed for further evaluation.

1.6.6 I-5 Mixed West Side Alternative

The I-5 Mixed West Side alternative would be less expensive than elevated alternatives along SR 99. Based on current information from WSDOT, it appears this alternative could be constructed largely within WSDOT right-of-way, limiting residential or business displacements, and avoiding impacts to local roadway operations. Ridership and travel time would be similar to the SR 99 elevated alternatives. Potential risks include proximity to Highline Water District water tanks, a Puget Sound Energy substation, and the Midway Landfill, which also presents a potential hazardous materials concern and geologic hazard.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the I-5 Mixed West Side alternative is proposed for further evaluation.

1.6.7 I-5 Mixed West Side/Median Alternative

The I-5 Mixed West Side/Median alternative would be less expensive than elevated alternatives along SR 99. Based on current information from WSDOT, it appears this alternative could be constructed largely within WSDOT right-of-way, limiting residential or business displacements and avoiding impacts to local roadway operations. Ridership and travel time would be the same as SR 99 elevated alternatives. Potential risks include proximity to Highline Water District water tanks and a Puget Sound Energy substation. This alternative would avoid the Midway Landfill and the engineering challenges that this crossing presents, and would also have the lowest potential for visual impacts.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the I-5 Mixed West Side/Median alternative is proposed for further evaluation.

1.6.8 30th Avenue S. At-Grade Median Alternative

The 30th Avenue S. At-Grade Median alternative would avoid the disruption of SR 99 associated with construction activities and widening of the roadway between S. 220th Street and S. 240th Street. It would have a longer travel time and lower ridership than elevated alternatives, and would require reconstruction of 30th Avenue S., a two-lane primarily residential road. This reconstruction would involve utility relocations and result in impacts to local traffic by eliminating left turns from side streets and adjacent properties. This alternative would cross Kent-Des Moines Road at-grade directly adjacent to on and off-ramps to I-5. This alternative would have high potential for noise and visual impacts and would bifurcate the Pacific Ridge neighborhood between S. 220th Street and Kent-Des Moines Road.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the 30th Avenue S. At-Grade Median alternative is not proposed for further evaluation.

1.6.9 30th Avenue S. Elevated Median Alternative

The 30th Avenue S. Elevated Median alternative would have a similar travel time and ridership as other elevated alternatives on SR 99 and I-5. It would require reconstruction of 30th Avenue S., a two-lane primarily residential road. This reconstruction would involve utility relocations and would result in impacts to local traffic by eliminating left turns from side streets and adjacent properties. This alternative would have high potential for noise and visual impacts and would bifurcate the Pacific Ridge neighborhood between S. 220th Street and Kent-Des Moines Road.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the 30th Avenue S. Elevated Median alternative is not proposed for further evaluation.

1.6.10 30th Avenue S. Elevated East Side Alternative

The 30th Avenue S. Elevated East Side alternative would have a similar travel time and ridership as other elevated alternatives on SR 99 and I-5. It would require reconstruction of 30th Avenue S., a two-lane primarily residential road. This reconstruction would involve utility relocations and property acquisition on the east side of the road, likely resulting in residential displacements. This alternative would have high potential for noise and visual impacts and would bifurcate the Pacific Ridge neighborhood between S. 220th Street and Kent-Des Moines Road.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the 30th Avenue S. Elevated East Side alternative is not proposed for further evaluation.

1.6.11 30th Avenue S. Elevated West Side Alternative

The 30th Avenue S. Elevated West Side alternative would have similar travel time and ridership to other elevated alternatives on SR 99 and I-5 and is likely to require only partial reconstruction of 30th Avenue S., a two-lane primarily residential road. This alternative would have high potential for noise and visual impacts and would bifurcate the Pacific Ridge neighborhood between S. 220th Street and Kent-Des Moines Road. This reconstruction would avoid major utility relocations associated with median and east side alternatives on 30th Avenue S.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the 30th Avenue S. Elevated West Side alternative is proposed for further evaluation.

1.6.12 24th Avenue S. At-Grade Median Alternative

The 24th Avenue S. At-Grade Median alternative would avoid the disruption of SR 99 associated with construction activities and widening of the roadway between S. 200th Street and S. 240th Street. It would have a longer travel time and lower ridership than elevated alternatives, and would require reconstruction of 24th Avenue S., a two-lane collector road in a residential area. This reconstruction would involve utility relocations and would result in effects to local traffic by eliminating left turns from side streets and adjacent properties. This alternative would have high potential for noise and visual effects and could have indirect effects to parks and

neighborhood cohesion between S. 216th Street and Kent-Des Moines Road. Additional costs would be associated with structures for crossing the proposed SR 509 right-of-way and S. 208th Street.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the 24th Avenue S. At-Grade Median alternative is not proposed for further evaluation.

1.6.13 24th Avenue S. Elevated Median Alternative

The 24th Avenue S. Elevated Median alternative would avoid the disruption of SR 99 associated with construction activities and widening of the roadway between S. 200th Street and S. 240th Street. This alternative would require reconstruction of 24th Avenue S., a two-lane collector road in a residential area. This reconstruction would involve utility relocations and would result in effects to local traffic by eliminating left turns from side streets and adjacent properties. This alternative would have high potential for noise and visual effects and could have indirect effects to parks and neighborhood cohesion between S. 216th Street and Kent-Des Moines Road. Additional costs would be associated with structures for crossing the proposed SR 509 right-of-way and S. 208th Street.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the 24th Avenue S. Elevated Median alternative is not proposed for further evaluation.

1.6.14 24th Avenue S. Elevated East Side Alternative

The 24th Avenue S. Elevated East Side alternative would avoid the disruption of SR 99 associated with construction activities and widening of the roadway between S. 200th Street and S. 240th Street. This alternative would result in acquiring properties on the east side of 24th Avenue S. for right-of-way, possibly displacing residences and/or churches. This alternative would have high potential for noise and visual effects and could have indirect effects to parks and neighborhood cohesion between S. 216th Street and Kent-Des Moines Road. Additional costs would be associated with structures for crossing the proposed SR 509 right-of-way and S. 208th Street.

Conclusion: Based on the key findings above, the project purpose and need, and the analysis completed to date using the evaluation criteria, the 24th Avenue S. Elevated East Side alternative is not proposed for further evaluation.

1.6.15 Developing a New Alternative (Hybrid)

The results of the Level 1 analysis showed that different segments of each of the SR 99 alternatives could work, but each one of them as a "stand alone" alternative has substantial flaws. A combination of conceptual design elements (a mix of east side, west side, and median alignment; at-grade and elevated profile) could result in an alternative that operates better with less adverse effects than the "stand alone" SR 99 alignment alternatives studied in Level 1. For the Level 2 evaluation, this new alternative will be called the "hybrid" alternative.

Conclusion: A new SR 99 Hybrid alternative should be developed for study in the Level 2 evaluation. It should be made up of segments of the SR 99 alignment and grade alternatives (at-grade, median elevated, east elevated and west elevated) that have been developed and examined in the Level 1 evaluation.

Exhibit 1-6 summarizes the Level 1 evaluation, showing which alternatives will not be studied further (shown in gray) and which alternatives will be studied further in Level 2 (shown in color).

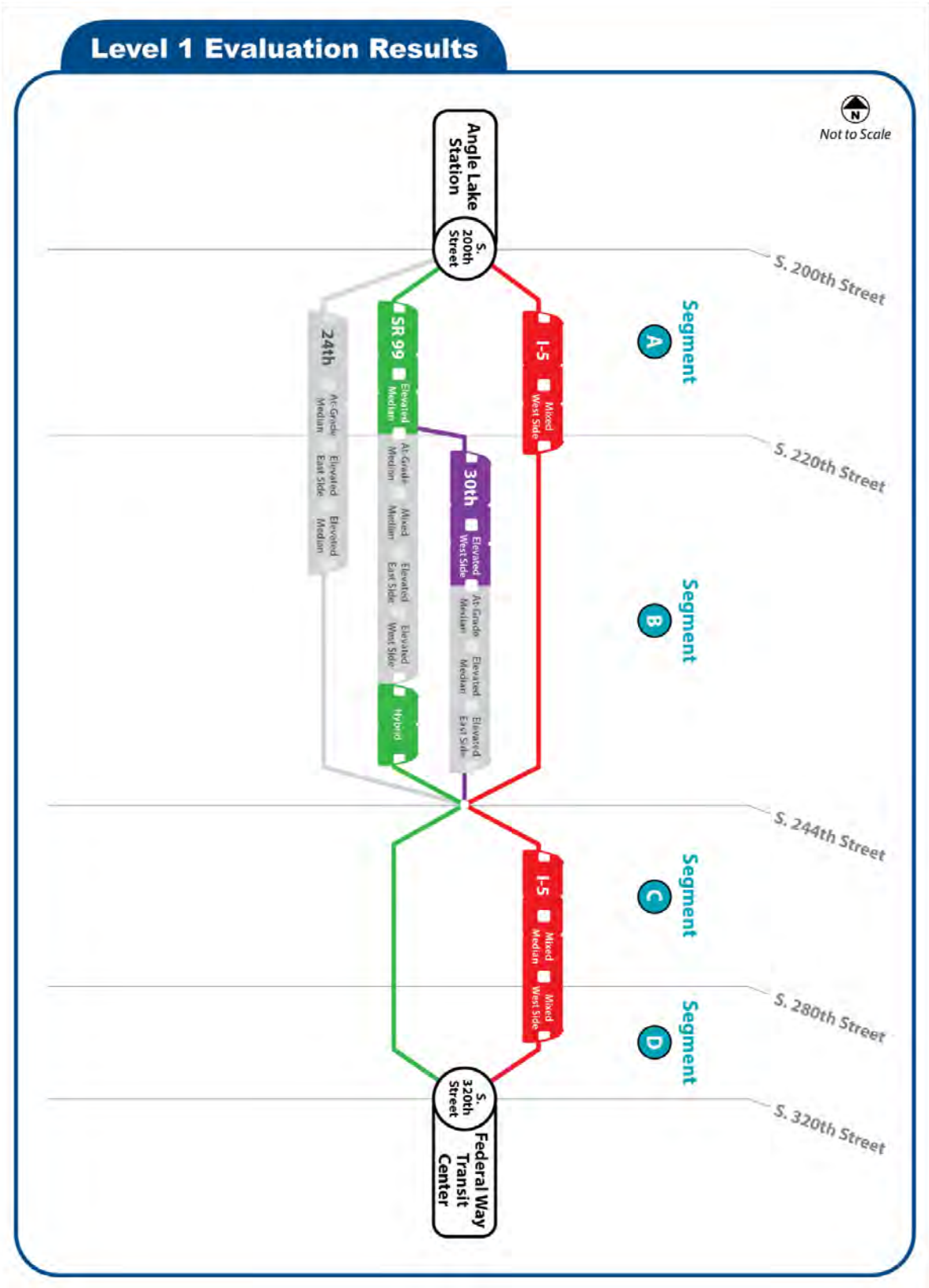


EXHIBIT 1-6
Level 1 Evaluation Results

August 2013

FEDERAL WAY TRANSIT EXTENSION

Scoping Summary Report

SOUNDTRANSIT

CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

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1. PURPOSE OF THIS REPORT

Sound Transit and the Federal Transit Administration (FTA) are preparing an environmental impact statement (EIS) for the Federal Way Transit Extension (FWTE) in compliance with the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA). Sound Transit and the FTA conducted scoping from June 14 through July 17, 2013. This report describes how Sound Transit and FTA conducted scoping and summarizes the comments received during the scoping period. It also describes how Sound Transit and FTA used this information to help identify reasonable alternatives and environmental issues to be evaluated in the EIS.

The remainder of this report is organized into five sections:

- Overview of the Federal Way Transit Extension
- Description of the scoping process
- Overview of agency scoping activities and summary of scoping comments from agencies
- Overview of public scoping activities and summary of scoping comments from the public
- Next steps

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2. OVERVIEW OF THE FEDERAL WAY TRANSIT EXTENSION

Sound Transit is evaluating alternatives to extend light rail from the future Angle Lake light rail station at South 200th Street, 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). Exhibit 1 shows where the Federal Way Transit Extension study area is located.

The Federal Way Transit Extension is an element of Sound Transit's adopted Long-Range Transit Plan and the ST2 Plan of transit investments approved by voters in 2008. The project is also part of the region's Metropolitan Transportation Plan, Puget Sound Regional Council's *Transportation 2040*. These plans anticipate the eventual extension of high capacity transit (HCT) service south to Tacoma.

Currently there is projected funding to construct the project to Kent/Des Moines in the vicinity of Highline Community College.

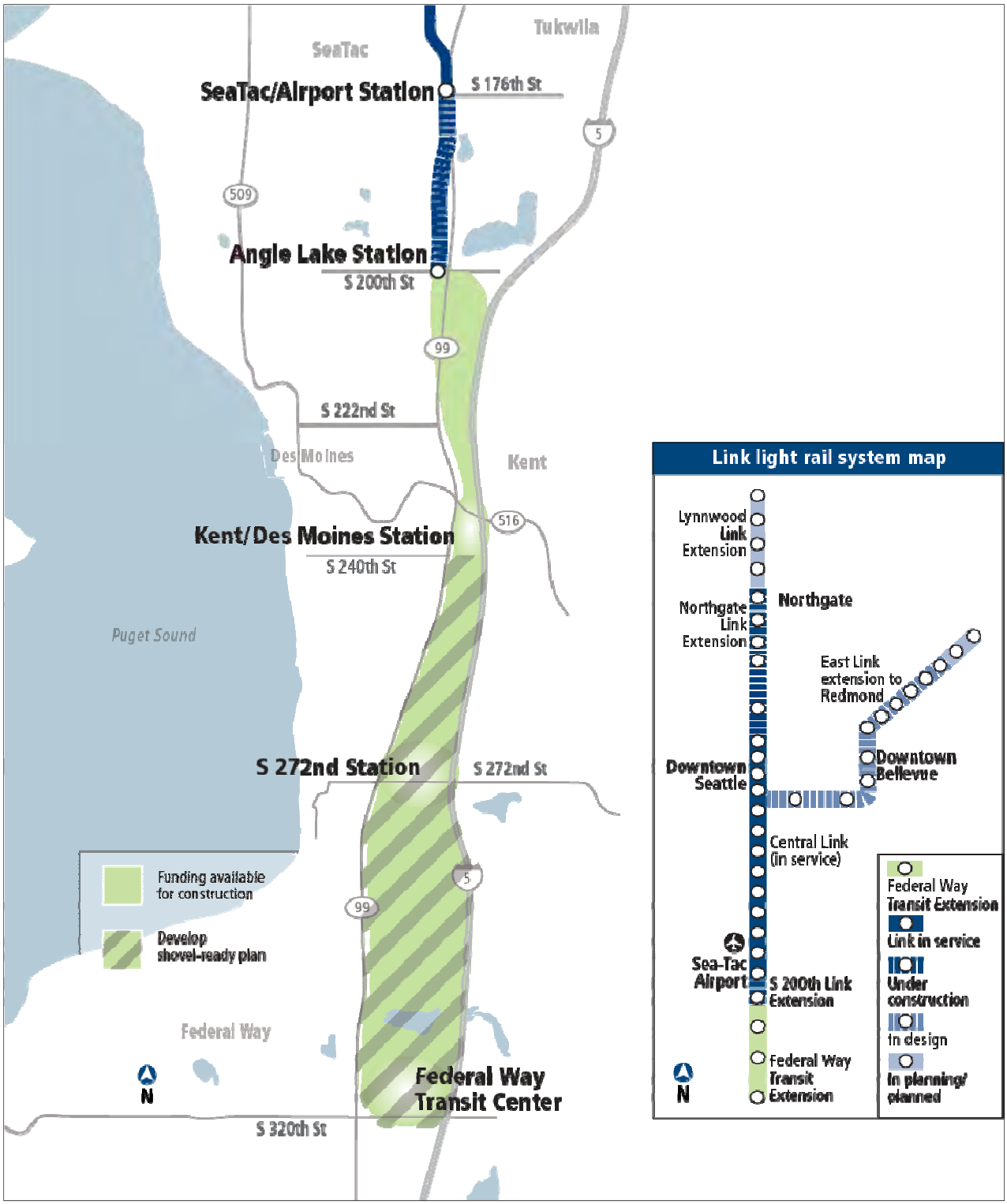

Exhibit 1 – Federal Way Transit Extension Project Area and Connection to the Link Light Rail System

The EIS phase for the Federal Way Transit Extension will build on the results of the project's Alternatives Analysis (AA) phase. During AA, Sound Transit developed and evaluated the benefits and impacts of a range of route alignments and station locations in the study area to identify reasonable alternatives to evaluate in the EIS. Sound Transit began the alternatives analysis phase with a 30-day early scoping public comment period in October and November 2012. The results of the alternatives analysis are available on the project website at www.soundtransit.org/FWextension.

Exhibit 2 shows the schedule for the Federal Way Transit Extension. Opportunities for public involvement will continue throughout the environmental review process and the subsequent steps.

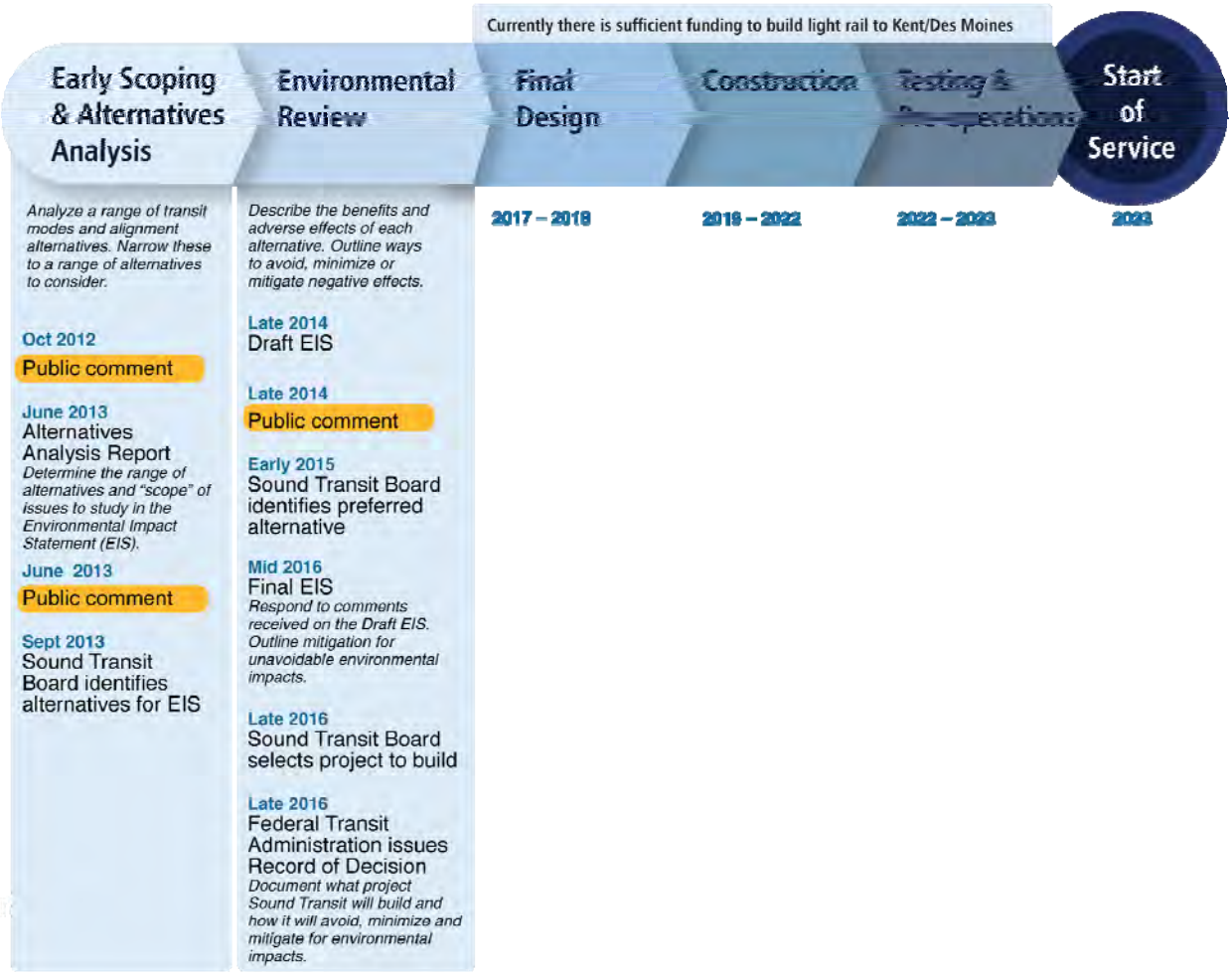

Exhibit 2 – Schedule for Developing the Federal Way Transit Extension

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3. THE SCOPING PROCESS

3.1 Purpose of Scoping

Scoping is an early step in the NEPA/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 and agencies on:

- The draft purpose and need statement,
- The alternatives that Sound Transit should evaluate in the Draft EIS, and
- Social, economic, environmental, and transportation issues to evaluate in the Draft EIS.

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

What is a Purpose and Need Statement?
A Purpose and Need Statement defines the objectives that project alternatives must meet. The Purpose and Need Statement will help guide decisions about the project.

3.2 Public Notices in the Federal Register and SEPA Register

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 in the Federal Register on June 17, 2013. For SEPA, a Determination of Significance was published in the State's SEPA Register on June 12, 2013. Sound Transit also published legal notices in *The Seattle Times* on June 14, 2013, and June 21, 2013. The notices provided information about the Federal Way Transit Extension, the dates and times of agency and public scoping meetings, how to learn more about the project, and how to provide comment during the 30-day public comment period. A copy of the Federal Register and SEPA Register notices can be found in Appendix A.

3.3 Opportunities for the Public and Agencies to Comment

Scoping included a public comment period from June 14 through July 17, 2013. Sound Transit accepted comments by U.S. mail to Federal Way Transit Extension, c/o Kent Hale, Senior Environmental Planner, Sound Transit, 401 S. Jackson St., Seattle, WA 98104; email to fwte@soundtransit.org; or by filling out a comment card at a scoping meeting. The public also had the opportunity to provide comment and express opinions about the project by completing an online survey, which was available on the project website www.soundtransit.org/FWextension.

Sound Transit hosted an agency scoping meeting for federal, state, regional, and tribal governments on Tuesday, June 25, 2013, and held public scoping meetings on Wednesday, June 19, 2013, in Federal Way and on Wednesday, June 26, 2013, in Des Moines.

Copies of all scoping comments submitted to Sound Transit are available for review at Sound Transit's offices at 401 South Jackson Street, Seattle WA 98104-2826, or by contacting Tralayne Myers at tralayne.myers@soundtransit.org or (206) 398-5014.

3.4 Background Materials

Sound Transit produced the following publications to provide additional information about the Federal Way Transit Extension, outcomes of the alternatives analysis phase, and how the EIS will be conducted:

- *EIS Scoping Folio*: An overview of the project development and environmental review process, alternatives, and purpose and need statement.
- *Alternatives Analysis Summary*: A summary of the alternatives analysis process and results of Level 1 and Level 2 screening evaluations.
- *Level 1 Alternatives Screening Report*: Technical report describing the Level 1 alternatives evaluation criteria and results. It identifies the most promising alternatives to carry forward for Level 2 evaluation.
- *Level 2 Alternatives Screening Report*: Technical report describing the Level 2 alternatives evaluation criteria and results. It identifies the most promising alignments and station locations to be considered for further review in the EIS.
- *Draft Agency Coordination Plan*: A summary of the plan for engaging agencies and tribes in the environmental review process.

Sound Transit posted all publications to the project website prior to scoping and they were available at the public scoping meetings.

4. AGENCY SCOPING

4.1 Agency and Tribal Involvement

FTA and Sound Transit invited agencies to formally participate in the environmental review process by inviting them to be lead or co-lead agencies, cooperating agencies, and participating agencies. FTA also invited tribes to formally participate in the environmental process though initiation of tribal consultation under Section 106 of the National Historic Preservation Act. The following list shows the agencies and tribes that were invited to participate and their respective roles:

Cooperating Agencies

- Federal Highway Administration (FHWA)
- U.S. Army Corps of Engineers (USACE)
- Washington State Department of Transportation
- King County Metro
- City of Des Moines
- City of Federal Way
- City of Kent
- City of SeaTac

Participating Agencies

- U. S. Environmental Protection Agency (USEPA)
- National Parks Service (NPS)
- Washington Department of Archeology and Historic Preservation
- Washington Department of Ecology
- Washington Department of Fish and Wildlife
- Puget Sound Regional Council
- Highline Community College
- Seattle Public Utilities

Other Agencies Invited that Declined or Did Not Respond

- Advisory Council on Historic Preservation (ACHP)
- U.S. Department of Interior
- National Oceanic and Atmospheric Administration
- U.S. Fish and Wildlife Service
- Puget Sound Clean Air Agency
- Washington Department of Natural Resources

- Pierce Transit

Tribes Consulted

- Confederated Tribes and Bands of the Yakama Indian Nation
- Muckleshoot Indian Tribe
- Puyallup Tribe of Indians
- Snoqualmie Tribe
- Stillaguamish Tribe
- Suquamish Tribe
- Duwamish Tribe (not federally recognized)
- Snohomish Tribe (not federally recognized)

4.2 Agency Scoping Meeting

Sound Transit hosted a scoping meeting for federal, state, regional, and tribal governments on Tuesday, June 25, 2013, from 1 pm to 3 pm. Participants could attend the meeting in person or watch a live, streaming broadcast of the meeting on Sound Transit's website. Sound Transit distributed meeting invitations to approximately 91 agency staff representing 32 agencies.

Some of the agencies that were represented included:

- Federal Transit Administration
- King County Metro
- Puget Sound Regional Council
- Seattle Public Utilities
- Washington Department of Fish and Wildlife

The meeting consisted of a presentation by Cathal Ridge, Sound Transit's project manager for the Federal Way Transit Extension, and Kent Hale, Sound Transit's Environmental Lead for the Federal Way Transit Extension, followed by a question-and-answer session. The meeting also included an open house period with project information displays for participants who attended in person.

4.3 Interagency Work Group and Stakeholder Briefings

Throughout the alternatives analysis phase, Sound Transit met with a working group of local agency staff to encourage interagency involvement and coordination. The Interagency Work Group consists of representatives of jurisdictions or agencies that may be affected by the project's development. The Interagency Work Group advises Sound Transit as it moves through the project development process. As the project evolves, the Interagency Work Group will advise Sound Transit on strategies to avoid and minimize environmental impacts. The

Interagency Work Group will continue to meet on a regular basis throughout the EIS process and during later project phases. This group is not intended to provide official comments or recommendations on policy-related decisions.

The Interagency Work Group includes representatives of the following entities:

- City of Des Moines
- City of Kent
- City of Federal Way
- City of SeaTac
- Highline Community College
- King County Metro
- Puget Sound Regional Council
- Washington State Department of Transportation

The Interagency Work Group began meeting in September 2012. Meetings were designed to inform and obtain input from the affected agencies. The meetings held to-date and the purpose of the meeting are listed below.

Date	**Topic**
September 10, 2012	Process and schedule for developing the Federal Way Transit Extension
October 8, 2012	How the public and stakeholders can get involved in the Federal Way Transit Extension
November 13, 2012	Preliminary list of alternatives that Sound Transit will evaluate for the Federal Way Transit Extension and the criteria Sound Transit proposes to use to evaluate alternatives
December 10, 2012	Review of early scoping input and preview of initial screening results
January 21, 2013	Preview of Level 1 screening results
February 18, 2013	Preview of Level 1 screening results
March 18, 2013	Preview of Level 2 screening results
April 15, 2013	Preview of Level 2 screening results and EIS scoping materials
May 20, 2013	Review of potential Draft EIS alternatives
July 15, 2013	Review of public outreach and stakeholder coordination, and Level 2 alternatives and evaluation measures

Sound Transit also met with elected officials and representatives of local governments and other agencies to brief them on the project and inform them of scoping activities, as follows:

Agency	Date	Type of Meeting
Army Corps of Engineers	May 8, 2013	Pre-application meeting
City of Des Moines	August 14, 2012	Stakeholder interview
	August 15, 2012	Coordination meeting
	December 19, 2012	Coordination meeting
	February 7, 2013	Coordination meeting
	March 21, 2013	Coordination meeting
	April 2, 2013	Coordination meeting
	June 6, 2013	Coordination meeting
City of Federal Way	August 22, 2012	Coordination meeting
	December 18, 2012	Coordination meeting
	February 7, 2013	Coordination meeting
	April 4, 2013	Coordination meeting
	May 29, 2013	Coordination meeting
City of Kent	August 21, 2012	Coordination meeting
	December 17, 2012	Coordination meeting
	April 4, 2013	Coordination meeting
	April 30, 2013	Coordination meeting
	May 13, 2013	Coordination meeting
	June 7, 2013	Coordination meeting
City of SeaTac	August 14, 2012	Coordination meeting
	August 29, 2012	Stakeholder interview
	December 18, 2012	Coordination meeting
	April 9, 2013	Coordination meeting
	June 3, 2013	Coordination meeting
Des Moines City Council	October 18, 2012	Study session
	March 28, 2013	Briefing
	June 27, 2013	Briefing
Federal Highway Administration	July 17, 2012	Coordination meeting
	May 21, 2013	Coordination meeting
Federal Way Chamber of Commerce	January 22, 2012	Briefing
	June 18, 2013	Briefing
Federal Way City Council	November 20, 2012	Briefing
	March 19, 2013	Briefing
	June 18, 2013	Briefing
Federal Way Community and Economic Development	August 27, 2012	Stakeholder interview

Agency	Date	Type of Meeting
Department		
Highline Community College	August 6, 2012	Coordination meeting
	August 23, 2012	Stakeholder interview
	December 20, 2012	Coordination meeting
	April 2, 2013	Coordination meeting
Highline Water District	October 17, 2012	Coordination meeting
Kent Chamber of Commerce	August 27, 2012	Stakeholder interview
Kent City Council	July 2, 2013	Briefing
Kent Economic and Community Development Committee	October 8, 2012	Briefing
	March 11, 2013	Briefing
Kent Public Works Committee	October 22, 2012	Briefing
	December 12, 2012	Briefing
	March 18, 2013	Briefing
King County Department of Transportation	August 14, 2012	Stakeholder interview
King County Metro	September 6, 2012	Coordination meeting
	October 3, 2012	Coordination meeting
	December 12, 2012	Coordination meeting
	March 21, 2013	Coordination meeting
	April 12, 2013	Coordination meeting
	June 11, 2013	Coordination meeting
Puget Sound Energy	October 22, 2012	Coordination meeting
Puget Sound Regional Council	December 21, 2012	Coordination meeting
	June 10, 2013	Coordination meeting
SeaTac City Council	October 23, 2012	Study session
	December 11, 2012	Briefing
	March 26, 2013	Briefing
	June 25, 2013	Briefing
Seattle Public Utilities	October 25, 2012	Coordination meeting
	April 25, 2013	Coordination meeting
	May 13, 2013	Coordination meeting
South County Area Transportation Board	September 28, 2012	Briefing
	April 16, 2013	Briefing
Southwest King County Chamber of Commerce	August 17, 2012	Stakeholder interview

Agency	Date	Type of Meeting
U.S. Environmental Protection Agency	May 8, 2013	Coordination meeting
	May 13, 2013	Coordination meeting
Washington Department of Ecology	May 13, 2013	Coordination meeting
Washington State Department of Transportation	July 9, 2012	Coordination meeting
	July 17, 2012	Coordination meeting
	August 16, 2012	Coordination meeting
	October 26, 2012	Coordination meeting
	December 5, 2012	Coordination meeting
	January 9, 2013	Coordination meeting
	February 6, 2013	Coordination meeting
	February 27, 2013	Coordination meeting
	April 3, 2013	Coordination meeting
	April 10, 2013	Coordination meeting
	May 1, 2013	Coordination meeting
	May 16, 2013	Coordination meeting
	May 21, 2013	Coordination meeting
	June 5, 2013	Coordination meeting
	July 2, 2013	Coordination meeting
	July 10, 2013	Coordination meeting

4.4 Summary of Comments from Public Agencies, Jurisdictions, and Institutions

Eleven public agencies, jurisdictions, and institutions submitted written comment letters during scoping:

- Advisory Council on Historic Preservation (ACHP)
- City of Des Moines
- City of Federal Way
- City of Kent
- City of SeaTac
- Federal Highway Administration (FHWA)
- Highline Community College
- King County Metro

- Muckleshoot Tribe
- National Parks Service (NPS)
- U. S. Environmental Protection Agency (USEPA)

Letters from FHWA, NPS, and King County Metro were received shortly after the comment period had closed. The ACHP letter received stated that the agency declines participation in the review process under NEPA.

Highline Community College and all of the jurisdictions, except for Federal Way, commented on the location of the alignment. The City of SeaTac stated their preference for an alignment on the west side of 28th Avenue S and the west side of SR 99 to minimize impacts to residences (including affordable housing and senior housing). Highline Community College also supported an alignment on SR 99. The City of Des Moines prefers the alignment to be along I-5 in the Pacific Ridge area and then cross to SR 99 near Highline Community College. The City of Des Moines also commented that a 30th Avenue alignment would bisect the Pacific Ridge neighborhood, which is a disadvantaged area. The City of Kent commented that they do not support an alignment that would traverse from I-5 to SR 99 that would divide the Midway area planned for transit-oriented development. Highline Community College identified economic development potential as an important criterion when selecting an alignment.

All of the jurisdictions and Highline Community College commented on station locations. The City of SeaTac raised concerns that a station at S 216th Street and I-5 would require conversion of existing land uses and that a S 216th Street Station on either I-5 or SR 99 could create traffic impacts. However, the City of Des Moines requested that a station at S 216th and I-5 be considered. The City of Des Moines also stated support for stations at Redondo Heights along SR 99 at S 272nd Street, along SR 99 near S 240th Street and S 260th Street, and along I-5 at S 216th Street. The City of Kent supported a station at Highline Community College.

Highline Community College suggested that Sound Transit build stations on the same side of the road as activity centers. Highline Community College and the City of Federal Way suggested that potential for parking be considered when selecting station sites. Federal Way also suggested that adequate local transit at station sites could reduce the need for parking and suggested that travel speed, reliability, and ridership be considered when determining the number and location of stations.

FHWA commented on the purpose and need for the project and various agencies and institutions commented on environmental issues to study in the EIS. The City of SeaTac commented that visual impacts could occur from an elevated guideway, especially near residential areas along SR 99. The cities of SeaTac and Des Moines were concerned with potential effects of an I-5 alignment on the design of the future SR 509 corridor.

Highline Community College and the City of Kent expressed concern for pedestrian safety at a station near the college. They also expressed concern that a station at the college could increase east-west transit demand into Kent. Highline Community College suggested that impacts at an interim terminus station be considered in the environmental analysis including traffic congestion and increased crime. The City of Kent noted that project-related improvements should not divide a community, especially in the Midway area, or if Sound Transit chooses an alignment that crosses between SR 99 and I-5. The City of Kent also suggested that the environmental analysis address emergency vehicle access to the light rail cars.

The City of Federal Way commented on 15 environmental topics but had the most comments related to land use and transportation. They indicated that property acquisitions along stations and alignments would limit future redevelopment opportunities. Regarding transportation, the City of Federal Way noted that there could be traffic impacts near the terminus or with an alignment on SR 99. The City of Federal Way also suggested that the analysis consider effects on real estate value from changes in visual quality, light and glare, and noise and vibration. They requested that the study examine whether such changes could diminish the market's ability to meet housing targets in the City Center. The City of Federal Way also suggested that the environmental analysis study effects on plants and animals, especially in the landscaped areas around I-5. They also suggested that the study review health impacts such as air quality impacts, drippings and particles from elevated guideways, and health effects of noise and vibration.

The Muckleshoot Indian Tribe suggested ecological issues to study further including fish passage in streams, stream and wetland impacts from fill, and tree removal. The USEPA identified several sensitive aquatic sites such as McSorley Creek, Steel Lake, Redondo Creek, and an unnamed stream and suggested Sound Transit use low-impact development strategies and restore areas after construction. The USEPA noted that the Midway Landfill is a Superfund site and was concerned with impacts to the landfill, especially with the I-5 Mixed West Side Alternative. NPS suggested that any proposed alternative with the potential to affect Steel Lake Park in Federal Way should be closely coordinated with the Washington Recreation and Conservation Office and NPS.

King County Metro agrees with the assumption that RapidRide A Line service would remain the same with the FWTE project. They suggested that the EIS station boarding methodology consider access to light rail by actual network connections of different transportation modes. King County Metro also suggested that the EIS methodology look at ease for transit to connect to FWTE, especially in congested areas. If increased congestion were to occur from the FWTE, King County Metro expressed concern that congestion could affect bus speed and reliability,

make multimodal connections more expensive and difficult to provide, and affect the space available for bus zones and bus layover areas.

Appendix B includes a copy of each agency's comment letter.

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5. PUBLIC SCOPING

5.1 Public Scoping Meetings

Sound Transit hosted two public meetings during the scoping period as shown below. More than 160 people attended the public meetings.

Date and Time	Location	Number of Participants
Wednesday, June 19, 2013 3–6 p.m.	Federal Way Transit Center 31621 23rd Ave S. Federal Way, WA 98003	137 (17 people signed in)
Wednesday, June 26, 2013 5–7 p.m.	Parkside Elementary School 2104 S. 247th Street Des Moines, WA 98198	26 (26 people signed in)

5.2 Meeting Notification

Sound Transit advertised the public scoping meetings through a variety of methods, including a postcard mailing to approximately 24,900 single-family homes, apartments, and businesses within one-half mile of the project area; print and online advertising; a media advisory; and notification on the project website and various community calendars. Sound Transit also distributed postcards advertising the scoping meetings at libraries and community gathering places and through contacts at large employers throughout the project area.

Sound Transit placed display advertisements in the following print publications:

- *Federal Way Mirror* (June 14, 2013)
- *Highline Times* (June 14, 2013)
- *Korea Daily* (Korean, June 11, 2013)
- *La Raza (*Spanish, June 14, 2013)
- *Ngoui Viet Tay Bac (NW Vietnamese Weekly)* (Vietnamese, June 14, 2013)

Sound Transit posted advertisements in the following online publications:

- *Highline Times Blog* (June 12-26, 2013)
- *SeaTac Blog* (June 12-26, 2013)
- *Waterland Blog* (June 12-26, 2013)
- *Seattle Transit Blog* (June 5-26, 2013)

Samples of meeting notifications are provided in Appendix D. In addition, *The Highline Times/Des Moines News, Federal Way Mirror, Kent Reporter,* and *The Thunderword* published articles about the project during the scoping period. Copies of these articles are provided in Appendix E.

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

Sound Transit is committed to equal engagement opportunities for all interested members of the public. In addition to Sound Transit outreach policy, multiple federal laws and guidance encourage/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. Executive Order 12898, signed by President Clinton in 1994, directs federal agencies, to make environmental justice a part of its mission by identifying and addressing disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority and low-income populations. FTA and DOT guidance further describes how to incorporate environmental justice principles into plans, projects, and activities. This guidance includes a section on achieving meaningful public engagement with environmental justice populations.

Sound Transit used the following strategies to engage minority, low-income, and limited-English-proficient populations prior to and during scoping:

Strategy	Implementation	Outcome
Partner with community organizations to organize outreach events.	Hosted project information table at the Des Moines Senior Activity Center Transportation Fair on June 18, 2013.	Provided project information and announced the scoping meetings and comment period to 20 community members.
Build relationships with community organizations.	Attended monthly meetings with South King County Mobility Coalition, South King County Human Services, and City Vision in Federal Way.	Provided updates on project, distributed materials, and announced scoping meetings.
Host tabling events and conduct briefings at community gathering places.	Hosted 19 tabling events from March to June 2013 in SeaTac, Des Moines, Kent, and Federal Way. Provided briefings to the following neighborhood councils: • West Hill Council, June 19, 2013, at 7:00 p.m. at	Provided project information to approximately 375 community members, including minority, low-income and limited-English-proficient populations.

Strategy	Implementation	Outcome
	the Trinity Community Church in Kent • Saltair Hills Council, June 20, 2013, at 6:30 p.m. at Marcus Whitman Church in Des Moines	
Host meetings in transit-accessible facilities.	Hosted a public scoping meeting at the Federal Way Transit Center.	Engaged approximately 137 transit riders, including minority, low-income and limited-English-proficient populations.
Provide translation and interpretation services for project materials and interpretation services at public meetings.	Included translated statements on meeting advertisements and materials on how to access interpretation services.	Meeting advertisements included translated statements in Korean, Russian, Somali, Spanish, Tagalog, and Vietnamese with a phone number for non-English-speaking community members to access interpretation services and get more information about the scoping meetings.
Host meetings to accommodate shift workers.	Hosted scoping meetings and tabling events during the scoping period at a variety of dates and times: • Federal Way Transit Center scoping meeting, June 19, 2013, from 3-6 pm. • Parkside Elementary scoping meeting, June 26, 2013, from 5-7 pm. • Des Moines	Provided engagement opportunities to meet a variety of schedules.

Strategy	Implementation	Outcome
	Transportation Fair information table, June 18, 2013, from 11 am–1 pm.	
Distribute project information through trusted community organizations.	Produced Somali-language project overview video in partnership with SomTV. Posted video on SomTV website and YouTube channel and on the project web page.	433 video views since April 12, 2013, on SomTV's YouTube channel.
	Created coffee sleeves with Sound Transit logo and project web page.	Distributed by coffee shops on Highline Community College Campus and local shop on SR 99 that serves Highline Community College.

As the project moves forward, Sound Transit will continue to engage minority, low-income, and limited-English-proficient populations using the following strategies:

- Partner with community organizations to organize outreach events in the community and distribute project information through existing communication channels.
- Host tabling events at familiar, trusted community gathering places, such as community centers and local houses of worship.
- Work with SomTV to update the Somali-language Federal Way Transit Extension project overview video to include a description of the alternatives Sound Transit will be evaluating in the EIS.

5.4 Public Scoping Meeting Format

Sound Transit asked participants to sign-in as they arrived at the public scoping meetings. Staff members working at the welcome table explained the meeting purpose and format and provided participants with a copy of the EIS scoping folio and a comment form.

The meetings were conducted as an open house where participants were invited to review displays and discuss the project with Sound Transit staff and members of the consultant team. Displays provided information about the purpose of and need for the Federal Way Transit

Extension, project timeline, environmental review process, alternatives screening process, and the range of alignments and station locations that Sound Transit is considering evaluating in the EIS.

Participants were invited to provide comments through three interactive exercises:

1. Staff provided a map of the corridor on a long table. Participants could use markers and post-it notes to provide comments on the proposed alternatives and identify any important environmental or community resources.

2. Participants could use dot stickers to identify which elements of the purpose and need statement were most important to them.

3. Participants could complete a comment form or take the online survey at the comment station.

Examples of the display materials are provided in Appendix F.

5.5 Summary of Public Comments

Nineteen public comment submittals were received during the scoping period. Comment forms were distributed during the public scoping meetings and Sound Transit received 13 completed comment forms at the meetings. Six additional comments were submitted from the public through email and regular mail, including a comment letter from the Saltair Hills community. In addition, the public was able to provide input through an online scoping survey. One hundred and thirteen people took the online survey, which was provided on the project website. It should be noted that survey respondents were from a large geographical area and the majority of respondents identified themselves as not living in, working in, or owning a business in the corridor. No comments were received from businesses. In general, comments showed support for the FWTE and the increased availability of transit in the project area. Public scoping comments and survey results are provided in Appendix C.

Comment forms and the online scoping survey were set up to receive public input on three topics: 1) the purpose and need for the project, 2) potential light rail alternatives and station locations, and 3) how the project could affect people and the environment. The comments that were received and the results of the online survey are summarized below by these three categories.

5.6 Comments Related to the Purpose and Need

In general, the comments suggested that the project was needed to reduce heavy traffic congestion on highways and that the project was needed to help people reach their destinations faster. It was also noted that the project is needed to reduce congestion on the

King County Metro RapidRide A Line. One commenter suggested that the project is needed to connect people with schools at all levels (elementary, junior high, high school, college, and universities). Another commenter noted that the project is needed to provide better connections for airport employees who live south of Seattle-Tacoma International Airport. Other suggested purpose and need statements included decreasing transit travel times, reducing express bus overcrowding, encouraging transit-oriented development and development in general, and improving mobility as much as possible with available funding.

The online scoping survey provided the public a variety of potential purpose and need statements and asked the survey taker to vote on how strongly they agreed with each statement. From the online scoping survey, over 90 percent of the responders either agreed or strongly agreed that:

- More reliable and convenient public transportation should be provided to jobs and key destinations to meet the future demand for public transportation; and
- An alternative should be provided to traveling on congested roadways, and connections to the transportation system at all times of day should be improved.

Between 80 and 90 percent of responders either agreed or strongly agreed with the following objectives and statements:

- Supporting local land use, transportation, and economic development plans;
- Advancing the Sound Transit Long Range Plan by providing high-quality regional transit service connecting major activity centers in King, Pierce, and Snohomish counties;
- Building an affordable system that seeks to preserve and promote a healthy environment; and
- More people will be living and working in the project area.

Other potential purpose and need statements in the online survey received more neutral responses. These included lack of access to a car, future transit reliability, meeting the transportation needs of local people, consistency with regional plans, and reductions in vehicle miles traveled and greenhouse gas emissions.

5.7 Comments Related to the Alternatives

Over 83 percent of responders to the online survey commented that Sound Transit is considering the right alternatives for the project. Generally, comments received both online and otherwise supported an alignment on SR 99 instead of I-5 since SR 99 would provide better access to businesses and be more accessible to riders. One commenter stated that the City of

Des Moines and the Port of Seattle are planning a major development north of S 216th Street and west of 24th Avenue S and that the I-5 corridor options would poorly serve this area.

One commenter suggested having express service options and another suggested grade separation to increase the speed of the train. A commenter mentioned that the light rail should connect with South Center Mall. A bridge at 240th Street over I-5 was also suggested.

Two comments were received in support of increased bus service instead of light rail and it was suggested that there be additional parking at the Federal Way Transit Center. One commenter suggested that funds should be spent on roads and bridges instead of transit. Three online survey takers suggested that additional park-and-rides be considered. One commenter suggested that a light rail line should connect Vashon and Gig Harbor to downtown Seattle or Bellevue.

A letter was received from several Saltair Hills community members in Kent, which stated a preference for an alignment on the east side of SR 99 with a pedestrian overpass to Highline Community College.

Over 85 percent of the responders to the online scoping survey commented that Sound Transit is considering the right station locations. Sound Transit asked online survey participants to rate the potential additional station locations (in addition to the three baseline stations) it evaluated during alternatives analysis in order of which ones they would use the most.[1] The top three ranked stations were all on SR 99: 1) S 288th Street and SR 99, 2) Dash Point Road and SR 99, and 3) S 260th Street and SR 99. A station at S 216th Street and SR 99 was ranked in the middle. The lowest-ranked potential stations were the I-5 stations, with the S 216th Street and I-5 location getting the fewest votes. One survey-taker suggested that the station at Kent-Des Moines Road/Highline Community College and the track from near Angle Lake to the station should be placed in an area that impacts the fewest possible number of residences. Another commenter noted that a station should be at Highline Community College on SR 99 and that stations at Kent-Des Moines Road and S 272nd Street would not provide easy access to the college. One commenter suggested that Sound Transit not build too many stations because this could negatively affect travel time.

5.8 Comments Related to Potential Effects

Most of the online survey responders (73-77 percent) noted that transit and traffic were the two most relevant environmental issues to consider. Comments received at the public meetings on environmental effects generally expressed the opinion that the project could reduce gas use and improve air quality. It was also mentioned that increased public transportation would help

[1] The additional station locations are not part of the voter-approved ST2 Plan and would require additional taxing authority and funding for construction.

seniors and persons with disabilities get around easier and could save people money on downtown parking costs. Fifty-seven percent of online survey responders also noted the need to study effects on land use and economic activity. One online commenter noted concern that potential businesses such as Boeing could move out of the area because of poor transportation options for employees.

Public concerns about potential environmental effects included residential and business displacements, noise impacts, disruption of traffic during construction, cost, and not providing enough parking at the stations. One commenter suggested that Sound Transit consider paid parking to counter parking shortages. Another commenter expressed concern that if drivers in the project area switch from driving to light rail, other people with longer commutes will drive to work on I-5, and as a result light rail could indirectly increase sprawl.

A letter from several Saltair Hills community members stated concern that the SR 99 Hybrid Alternative could result in additional noise, increased traffic at S 252nd Street, adverse effects on businesses, and disruption to their community.

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 Sound Transit (at the direction of the Sound Transit Board) and FTA finalize the purpose and need for the project and identify the issues and alternatives to be considered in the Draft EIS.

In September 2013, the Sound Transit Board is expected to consider a motion to provide direction on the range of alternatives to be studied in the Draft EIS. The consideration of any motions will be conducted in regularly scheduled meetings of the Board and will be open to the public.

6.2 Draft EIS

Work on the Draft EIS is expected to begin in late 2013 and will take about 12 to 18 months to complete. The Draft EIS will describe the benefits and adverse effects of each alternative and will outline potential ways to avoid, minimize, or mitigate negative effects.

Sound Transit is planning to issue the Draft EIS for public and agency review in late 2014. The Draft EIS will be available for a minimum 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 when it identifies the preferred alternative for the Final EIS.

6.3 Final EIS

The Final EIS will identify Sound Transit's preferred alternative and will contain a response to comments received on the Draft EIS. The Final EIS will also outline mitigation for unavoidable environmental impacts. Work on the Final EIS is expected to begin in early 2015 with publication scheduled for mid 2016.

6.4 Record of Decision

After the publication of the Final EIS, FTA is expected to prepare a Record of Decision (ROD). The ROD will document what project Sound Transit will build and how it will avoid, minimize, and mitigate for environmental impacts.

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APPENDIX A – FEDERAL REGISTER AND SEPA REGISTER NOTICES

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outside the U.S. as gasoline or diesel vehicles are imported to the United States and then retrofitted or modified in the United States so that they can operate on alternative fuels. Another commenter suggested that FHWA issue a policy that defines the acceptable limit on domestic content.

In response to these comments, the FHWA does not believe that it is appropriate to establish a vehicle domestic content requirement threshold at the present time. The FHWA is uncertain whether such a condition would further the objectives of CMAQ Program to encourage State and local entities to pursue clean fuel technologies. Moreover, the FHWA has no data in order to determine what such a content standard should be. Also, the practicality of establishing such a limit for just the iron and steel components in a vehicle is questionable. The FHWA is unaware of any method by which the agency can use to determine where the steel and iron contained in the steel and iron components of a vehicle were manufactured. Similarly, the FHWA has no basis for defining the point of final assembly for vehicle retrofit projects other than the location where the retrofitting of the vehicle takes place prior to turning the vehicle over to the owner. As such, the FHWA is not prepared to address these issues as part of this particular waiver request.

As a result, State departments of transportation (DOT) will need to make a good faith effort to determine whether the final assembly of a vehicle or vehicle retrofit occurs in the United States. With respect to passenger motor vehicles, the FHWA notes that the National Highway Traffic Safety Administration has established criteria in 49 CFR Part 583 for vehicles subject to the America Automobile Labeling Act (AALA) (*http://www.nhtsa.gov/Laws+&+Regulations/Part+583+American+Automobile+Labeling+Act+(AALA)+Reports*). Vehicles meeting the criteria for final assembly under the AALA is one option for State DOTs to make a good faith effort in determining whether final assembly of vehicles subject to AALA requirements occurs in the United States. The FHWA will publish a notice in the **Federal Register** at a future date to request public comments on what standards should apply to vehicles. In the meantime, the FHWA does not wish to further delay these projects while the appropriate standard for vehicles is established.

While the FHWA has not located a vehicle that meets a 100 percent domestic iron and steel content requirement, the FHWA does not find that a complete waiver based on non-availability pursuant to 23 U.S.C. 313(b)(2) is appropriate. However, the FHWA also recognizes that at least a conditional waiver is necessary in order to permit the State DOTs to proceed with the projects. The FHWA believes that a conditional waiver that allows the public agencies to purchase vehicles so long as the final assembly of the vehicle as the end product occurs in the United States is appropriate. This approach is similar to the conditional waivers given to Alameda County, San Francisco County, and Merced County, CA, for vehicle purchases on November 21, 2011 (76 FR 72027 and 76 FR 72028) and March 30, 2012 (77 FR 19410).

In conclusion, and in light of the above, pursuant to 23 U.S.C. 313(b)(1), the FHWA finds that it is in the public interest to grant a conditional waiver from the general 100 percent domestic content requirement that applies to Federal-aid highway projects under Buy America. Under this conditional waiver, however, the final assembly of any vehicles purchased with HTF funds must occur in the United States. Thus, so long as the final assembly of the 74 vehicle projects (including sedans, vans, pickups, SUVs, trucks, buses, and equipment, such as backhoes, street sweepers, and tractors) occurs in the United States, applicants to this waiver request may proceed to purchase these vehicles and equipment consistent with the Buy America requirement.

In accordance with the provisions of section 117 of the SAFETEA–LU Technical Corrections Act of 2008 (Pub. L. 110–244, 122 Stat. 1572), the FHWA is providing this notice as its finding that a conditional waiver of Buy America requirements is appropriate. The FHWA invites public comment on this finding for an additional 15 days following the effective date of the finding. Comments may be submitted to the FHWA's Web site via the link provided to the waiver page noted above.

Authority: 23 U.S.C. 313; Pub. L. 110–161, 23 CFR 635.410.

Issued on: June 6, 2013.

Victor M. Mendez,

Administrator, Federal Highway Administration.

[FR Doc. 2013–14146 Filed 6–14–13; 8:45 am]

BILLING CODE 4910–22–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Intent to Prepare an Environmental Impact Statement for the Federal Way Transit Extension, 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) are planning to prepare an Environmental Impact Statement (EIS) for Sound Transit's proposed Federal Way Transit Extension (FWTE) project. The FWTE project would allow Sound Transit to improve public transit service between the cities of SeaTac and Federal Way in King County, Washington. The FWTE project would also respond to a growing number of transportation and community needs identified in the agency's regional transit system plan, Sound Transit 2 (ST2).

The EIS will be prepared in accordance with the National Environmental Policy Act (NEPA) and Washington's State Environmental Policy Act (SEPA). This Notice of Intent initiates formal scoping for the EIS, invites interested parties to participate 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. This notice invites public comments on the scope of the EIS and announces the public scoping meetings to receive comments. Alternatives being considered for evaluation include a No-Build alternative and various build alternatives to develop light rail in the FWTE corridor. The light rail alternatives were developed through an early scoping process, and an alternatives analysis study. Early scoping notification for the alternatives analysis phase was announced in the **Federal Register** on October 16, 2012. Results of the early scoping process, the alternatives analysis findings, and other background technical reports are available on the project Web site.

DATES: Written comments on the scope of alternatives and impacts to be considered in the EIS must be received no later than July 15, 2013, and must be sent to Sound Transit as indicated below. Information about the proposed

project, the alternatives analysis findings, the Scoping Information Folio, and the EIS process will be available at two public scoping meetings (on June 19 and June 26) and one scoping meeting for tribal and agency representatives (on June 25) at the locations described below. Sound Transit and FTA will accept comments at those meetings.

1. June 19, 2013, 3:00 p.m.–6:00 p.m.

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

2. June 26, 2013, 5:00 p.m.–7:00 p.m.

Parkside Elementary School, 2104 S. 247th Street, Des Moines, WA 98198.

3. (Agency and Tribal Meeting) June 25, 2013, 1:00 p.m.–3:00 p.m.

Sound Transit, Union Station, Ruth Fisher Boardroom, 401 S. Jackson Street, Seattle, WA 98104.

Invitations to the agency and tribal scoping meeting have been sent to appropriate Federal, tribal, state, and local governmental units. All public meeting locations are accessible to persons with disabilities who may also request materials be prepared and supplied in alternate formats by calling Tralayne Myers, (206) 398–5014 at least 48 hours in advance of the meeting. Persons who are deaf or hard of hearing may call (888) 713–6030 TTY.

Scoping information as well as general information is available at: *http://www.soundtransit.org/FWextension.*

The scoping period extends to July 15, 2013, or 30 days from the date of this notice, whichever is later. Written scoping comments are requested by July 15, 2013 at the address above, or they can be submitted at the public meetings.

ADDRESSES: Federal Way Transit Extension (c/o Kent Hale, Senior Environmental Planner) Sound Transit, 401 S. Jackson Street, Seattle, WA 98104–2826, or by email to *FWTE@soundtransit.org.*

FOR FURTHER INFORMATION CONTACT: Steve Saxton, FTA Transportation Program Specialist, phone: (206) 220–4311.

SUPPLEMENTARY INFORMATION:

The Proposed Project. Sound Transit is proposing to extend Link light rail transit service 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). It generally follows a topographic ridge between Puget Sound and the Green River Valley where the city limits of SeaTac, Des Moines, Kent, and Federal Way meet. The project is part of the ST2 Plan of transit investments approved by the voters in 2008. Currently, there is projected funding to construct to Kent/Des Moines in the vicinity of Highline Community College.

Purpose of and Need for the Project. The purpose of the Federal Way Transit Extension is to expand the Sound Transit Link light rail system from SeaTac to the cities of Des Moines, Kent, and Federal Way in King County in order to meet the following objectives:

- Provide a rapid, reliable, accessible, and efficient alternative for travel to and from the corridor and other urban growth and activity centers in the region with sufficient capacity to meet projected demand.
- Expand mobility alternatives to traveling on congested roadways and improve connections to the regional multimodal transportation system with peak and off-peak service.
- Provide the high-capacity transit (HCT) infrastructure to support adopted regional and local land use, transportation, and economic development plans.
- Advance the long-range vision, goals, and objectives for transit service established by the Sound Transit Long-Range Plan for high-quality regional transit service connecting major activity centers in King, Pierce, and Snohomish counties.
- Implement a financially feasible system that seeks to preserve and promote a healthy environment.

The following conditions within the project corridor demonstrate the need for the project:

- North-south transit demand is expected to grow by 30 to 40 percent by 2035 as a result of residential and employment growth in the FWTE corridor and regionally.
- The FWTE corridor population is a highly transit-dependent population with needs for efficient, reliable regional connectivity.
- Congestion on I-5 and on the key corridor arterials leading in and out of the study area will increase and further degrade existing transit performance and reliability.
- There is a lack of reliable and efficient peak and off-peak transit service connecting persons in the FWTE corridor with the region's growth centers.
- Regional and local plans call for HCT in the corridor consistent with PSRC's VISION 2040 and the Regional Transit Long-Range Plan.
- Implementing the project will help meet environmental and sustainability goals of the state and region, including reduced vehicle miles traveled and greenhouse gas emissions.

Potential EIS Alternatives. Sound Transit and FTA are considering multiple alternatives for study in the EIS including a No-Build alternative and several light rail alternatives operating between the cities of SeaTac and Federal Way. Preliminary light rail alternatives were developed through an alternatives analysis process, the early scoping process (October 18 through November 19, 2012), and previous regional and local planning studies. Each light rail alternative includes three general station locations: the vicinity of South 240th Street (near Highline Community College), the vicinity of South 272nd Street (near the Redondo and Star Lake park-and-ride facilities), and the vicinity of South 317th Street (near the Federal Way Transit Center). The alternatives may include other additional station locations identified through the early scoping and alternatives analysis processes. FTA and Sound Transit invite comments on these preliminary alternatives. Public and agency input received during the scoping period will help FTA and Sound Transit develop a range of reasonable alternatives to evaluate in the Draft EIS.

No Build Alternative. NEPA requires consideration of a No-Build Alternative. It reflects the existing transportation system plus the transportation improvements included in PSRC's Transportation Improvement Program.

Potential I–5 Alternatives. The potential I–5 Alternatives consist of light rail guideway along I–5 in two configurations. In one configuration, the guideway would run along the south side of the proposed SR 509 right-of-way to I–5 and then along the west side of the I–5 right-of-way. The guideway would deviate west from the I–5 right-of-way near 317th Street to access the Federal Way Transit Center area. For the other configuration, the alignment would transition from the west side of I–5 to the median of I–5 south of S. 240th Street, briefly transition back to the west side at 272nd Street, then continue in the median to 317th Street before transitioning back to the west side to access the Federal Way Transit Center area Station locations proposed for evaluation with the I–5 Alternative include the vicinity of South 240th Street near Highline Community College; the vicinity of South 272nd Street near the Star Lake park-and-ride facility; and the vicinity of South 317th Street near the Federal Way Transit Center.

Potential SR 99 Alternatives. The potential SR 99 Alternatives would

consist of light rail guideway along SR 99 in two configurations. In one configuration the guideway would follow the median for most of the length of SR 99. For the other configuration, the guideway could utilize and transition between the east side, west side, and/or median of SR 99. Station locations proposed for evaluation with the SR 99 Alternatives include the areas near the vicinity of South 240th Street near Highline Community College; the vicinity of South 272nd Street near the Redondo park-and-ride facility; and the vicinity of South 317th Street near the Federal Way Transit Center. The SR 99 alternatives may include other additional station locations in the vicinities of South 216th Street and South 260th Street identified through the early scoping and alternatives analysis processes.

Potential 30th Avenue Alternative. The potential 30th Avenue Alternative would consist of light rail guideway along a portion of 30th Avenue South in the cities of Des Moines and Kent. From Angle Lake Station, the guideway would travel along SR 99 and transition east to 30th Avenue at approximately South 220th Street. The guideway would remain on 30th Avenue South from South 224th Street to approximately South 240th Street. From South 240th Street, the guideway would transition to SR–99 or I–5 and continue towards Federal Way. The station locations would be the same as those described in the previous alternatives.

Scope of Environmental Analysis. The EIS process explores in a public setting the potentially significant effects of implementing the proposed action (and alternatives to the proposed action) on the physical, human, and natural environment. Areas of investigation for this project may include, but might not be limited to, transportation, 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. These effects will be evaluated for both the construction period and the long-term period of operation. Indirect, secondary and cumulative impacts will also be evaluated. The EIS will identify measures to avoid, minimize, or mitigate significant adverse impacts.

Roles of Agencies and the Public. NEPA, and FTA's regulations for implementing NEPA, call for public involvement in the EIS process, including: (1) Invitations to other Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project to become ''cooperating'' or ''participating agencies,'' (2) opportunities for involvement by agencies and the public in helping to define the proposed project's purpose and need, as well as the range of alternatives for consideration in the impact statement, and (3) a plan for coordinating public and agency participation in and comment on the environmental review process.

An invitation to become a cooperating or participating agency will be extended to Federal and non-Federal agencies and Indian tribes that may have an interest in the proposed project. Any agency or tribe interested in the project that does not receive such an invitation should promptly notify the Sound Transit Senior Environmental Planner identified above under **ADDRESSES.**

A draft Coordination Plan for public and agency involvement is available for review at the project Web site. It identifies the project's coordination approach and structure, details the major milestones for agency and public involvement, and includes an initial list of interested agencies and organizations.

FTA and Sound Transit welcome comments from interested individuals, organizations, tribes and agencies. Comments are invited regarding the preliminary statement of purpose and need; the alternatives to be evaluated in the EIS; and any significant environmental issues related to the alternatives. Suggested reasonable alternatives that meet the project purpose and need will be considered. To assist the public during scoping, Sound Transit has prepared an Environmental Scoping Information Folio describing the project, potential alternatives, potential impact areas to be evaluated, and the preliminary EIS schedule. You may request a copy from Tralayne Myers, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104–2826, telephone: (206) 398–5014 or email: *traylane.myers@soundtransit.org.* It is also available at *http://www.soundtransit.org/FWextension.* After the comment period, Sound Transit will publish a summary of the public and agency comments it receives. After scoping concludes later this year, 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 alternatives to be considered in the draft EIS.

FTA and Sound Transit will comply with all applicable Federal environmental laws, regulations, and executive orders during the environmental review process. These requirements include, but are not limited to, the regulations of the Council on Environmental Quality implementing NEPA, and FTA's own NEPA regulations (40 CFR parts 1500–1508, and 23 CFR part 771); the air quality conformity regulations of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93); the Section 404(b)(1) guidelines of EPA (40 CFR part 230); the regulations implementing Section 106 of the National Historic Preservation Act (36 CFR part 800); the regulations implementing Section 7 of the Endangered Species Act (50 CFR part 402); Section 4(f) of the Dept. of Transportation Act (23 CFR part 774); Executive Order 12898 on Environmental Justice, 11988 on floodplain management, and 11990 on wetlands; and DOT Order 5610.2(a) on Environmental Justice.

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, absent a specific request for a complete printed set of environmental documents (preferably in advance of printing), Sound Transit will distribute only the executive summary of the environmental document together with a compact disc of the complete environmental document. A complete printed set of the environmental document will be available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document will also be available on Sound Transit's Web page.

Issued On: June 11, 2013.

Kenneth A. Feldman,

Deputy Regional Administrator.

[FR Doc. 2013–14296 Filed 6–14–13; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

[NHTSA Docket No. NHTSA–2013–0075]

Federal Interagency Committee on Emergency Medical Services; Meeting

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

Sound Transit
Federal Way Transit Extension
Determination of Significance
And Request for Comments on Scope of EIS

Description of Proposal

The Central Puget Sound Regional Transit Authority (Sound Transit) is issuing this notice to advise other agencies, tribes, and the public that an Environmental Impact Statement (EIS) will be prepared to evaluate the Federal Way Transit Extension project. Sound Transit is the lead agency under the State Environmental Policy Act (SEPA) and the Federal Transit Administration (FTA) is the lead federal agency under the National Environmental Policy Act (NEPA). Together, the agencies will prepare a combined NEPA/SEPA EIS.

The proposed project would extend Link light rail transit service 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). It generally follows a topographic ridge between Puget Sound and the Green River Valley where the city limits of SeaTac, Des Moines, Kent, and Federal Way meet. The project is part of the ST2 Plan of transit investments approved by the voters in 2008. Currently, there is projected funding to construct to Kent/Des Moines in the vicinity of Highline Community College.

The purpose of the Federal Way Transit Extension is to expand the Sound Transit Link light rail system from SeaTac to the cities of Des Moines, Kent, and Federal Way in King County in order to meet the following objectives:

- Provide a rapid, reliable, accessible, and efficient alternative for travel to and from the corridor and other urban growth and activity centers in the region with sufficient capacity to meet projected demand.
- Expand mobility alternatives to traveling on congested roadways and improve connections to the regional multimodal transportation system with peak and off-peak service.
- Provide the high-capacity transit (HCT) infrastructure to support adopted regional and local land use, transportation, and economic development plans.
- Advance the long-range vision, goals, and objectives for transit service established by the Sound Transit Long-Range Plan for high-quality regional transit service connecting major activity centers in King, Pierce, and Snohomish counties.
- Implement a financially feasible system that seeks to preserve and promote a healthy environment.

The following conditions within the project corridor demonstrate the need for the project:

- North-south transit demand is expected to grow by 30 to 40 percent by 2035 as a result of residential and employment growth in the FWTE corridor and regionally.
- The FWTE corridor population is a highly transit-dependent population with needs for efficient, reliable regional connectivity.
- Congestion on I-5 and on the key corridor arterials leading in and out of the study area will increase and further degrade existing transit performance and reliability.
- There is a lack of reliable and efficient peak and off-peak transit service connecting persons in the FWTE corridor with the region's growth centers.

- Regional and local plans call for HCT in the corridor consistent with PSRC's VISION 2040 and the Regional Transit Long-Range Plan.
- Implementing the project will help meet environmental and sustainability goals of the state and region, including reduced vehicle miles traveled and reduced greenhouse gas emissions.

Potential Alternatives

Sound Transit and FTA are considering multiple alternatives for study in the EIS including a No-Build alternative and several light rail alternatives. Light rail alternatives would operate between the cities of SeaTac and Federal Way. Preliminary light rail alternatives were developed through an alternatives analysis process, the early scoping process (October 18 through November 19, 2012), and previous regional and local planning studies. Each light rail alternative includes three general station locations: the vicinity of South 240th Street (near Highline Community College), the vicinity of South 272nd Street (near the Redondo and Star Lake park-and-ride facilities), and the vicinity of South 317th Street (near the Federal Way Transit Center). The alternatives may include other additional station locations identified through the early scoping and alternatives analysis processes, but these additional stations are not funded under ST2. FTA and Sound Transit invite comments on these preliminary alternatives. Public and agency input received during the scoping period will help FTA and Sound Transit develop a range of reasonable alternatives to evaluate in the Draft EIS.

No Build Alternative. NEPA and SEPA require consideration of a No-Build or No Action Alternative. It reflects the existing transportation system plus the transportation improvements included in PSRC's Transportation Improvement Program.

Potential I-5 Alternatives. The potential I-5 Alternatives consist of light rail guideway along I-5 in two configurations. In one configuration, the guideway would run along the south side of the proposed SR 509 right-of-way to I-5 and then along the west side of the I-5 right-of-way. The guideway would deviate west from the I-5 right-of-way near 317th Street to access the Federal Way Transit Center area. For the other configuration, the alignment would transition from the west side of I-5 to the median of I-5 south of S. 240th Street, briefly transition back to the west side at 272nd Street, then continue in the median to 317th Street before transitioning back to the west side to access the Federal Way Transit Center area. Station locations proposed for evaluation with the I-5 Alternative include the vicinity of South 240th Street near Highline Community College; the vicinity of South 272nd Street near the Star Lake park-and-ride facility; and the vicinity of South 317th Street near the Federal Way Transit Center.

Potential SR 99 Alternatives. The potential SR 99 Alternatives would consist of light rail guideway along SR 99 in two configurations. In one configuration the guideway would follow the median for most of the length of SR 99. For the other configuration, the guideway could utilize and transition between the east side, west side, and/or median of SR 99. Station locations proposed for evaluation with the SR 99 Alternatives include the areas near the vicinity of South 240th Street near Highline Community College; the vicinity of South 272nd Street near the Redondo park-and-ride facility; and the vicinity of South 317th Street near the Federal Way Transit Center. The SR 99 alternatives may include other additional station locations in the vicinities of South 216th Street and South 260th Street identified through the early scoping and alternatives analysis processes.

Potential 30th Avenue Alternative. The potential 30th Avenue Alternative would consist of light rail guideway along a portion of 30th Avenue South in the cities of Des Moines and Kent. From Angle Lake Station, the guideway would travel along SR 99 and transition east to 30th Avenue at

approximately South 220th Street. The guideway would remain on 30th Avenue South from South 224th Street to approximately South 240th Street. From South 240th Street, the guideway would transition to SR-99 or I-5 and continue towards Federal Way. The station locations would be the same as those described in the previous alternatives.

Proponent: Sound Transit

Location of proposal: The proposed project is located in the cities of SeaTac, Kent, Des Moines, and Federal Way in King County.

Lead agency: Sound Transit is the lead agency for SEPA review (FTA is the lead agency for NEPA review)

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, land use, economic activity and development potential, land acquisition and displacements, community facilities and neighborhoods, park and recreation resources, historic and cultural resources, visual and aesthetic qualities, air quality (including greenhouse gas emissions), noise and vibration, energy use, hazardous materials, construction impacts, public utilities and services, water resources, geology and soils, cumulative effects, and ecosystems, including threatened and endangered species. 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 more narrow scope of elements analyzed in the EIS.

Scoping. Agencies, affected 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. Two public scoping meetings and one agency scoping meeting are scheduled. The method and deadline for providing comments is as follows:

Comment Deadline: July 15, 2013

Comment Online: http://www.soundtransit.org/FWextension

Mail: Federal Way Transit Extension (c/o Kent Hale, Senior Environmental Planner)
Sound Transit
401 S Jackson St., Seattle, WA 98104

Email: FWTE@soundtransit.org

At a public meeting:

1. June 19, 2013, 3:00 pm to 6:00 pm

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

2. June 26, 2016, 5:00 pm to 7:00 pm
Parkside Elementary
2104 S. 247th Street
Des Moines, WA 98198

3. Agency and Tribal Meeting
June 25, 2013, 1:00 pm to 3:00 pm
Sound Transit, Union Station, Ruth Fisher Boardroom
401 South Jackson Street
Seattle, WA 98104

All public meeting locations are accessible to persons with disabilities who may also request materials be prepared and supplied in alternate formats by calling Tralayne Myers, (206) 398-5014 at least 48 hours in advance of the meeting. Persons who are deaf or hard of hearing may call (888) 713–6030 TTY.

Responsible Official: Perry Weinberg

Position/title: Director, Environmental Affairs and Sustainability Phone: 206-689-4931

Address: 401 S. Jackson Street, Seattle 98104

Additional environmental scoping information, including alternatives under consideration, topics for discussion in the EIS, and the project Purpose and Need Statement is available at http://www.soundtransit.org/FWextension or can be obtained by calling Tralayne Myers at 206-398-5014. For information on the scoping process, contact Kent Hale, Senior Environmental Planner, at 206-398-5103.

Date: 6/12/13 Signature: Perry Weinberg

Perry Weinberg, Director
Office of Environmental Affairs and Sustainability
SEPA Responsible Official

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APPENDIX B – AGENCY COMMENT LETTERS

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City of Des Moines
ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.; (206) 824-6024 FAX:(206) 870-6540

July 3, 2012

Sound Transit
401 S. Jackson Street
Attn: Kent Hale
Seattle, WA 98104

Subject: *EIS Scoping for the Federal Way Transit Extension*

Dear Mr. Hale:

The City of Des Moines is pleased to provide our Environmental Impact Statement (EIS) scoping comments for the *Federal Way Transit Extension* (FWTE) for Link Light Rail.

Extending Link Light Rail initially to Highline Community College and then on to Federal Way will have a profound effect on our community and neighboring cities. As such, the Des Moines City Council and City staff are committed to working with Sound Transit and our neighbor cities (SeaTac, Kent and Federal Way) to ensure the *Federal Way Transit Extension* meets local and regional interests, fully supports Highline Community College, promotes economic and community development, minimizes impacts on businesses and residents, and maintains the economic vitality and livability of our respective communities.

We have prepared detailed comments organized by topic area (alignments, station locations and system needs/operations) that are provided as Attachment 1 to this letter. Key considerations for Sound Transit to keep in mind as potential alignments and station locations are analyzed include:

- The City's long standing and adopted Comprehensive Plan and Council policy, which calls for light rail alignment along the I-5 corridor through Pacific Ridge. An I-5 alignment should not, however, compromise or conflict with a future SR509 extension and associated I-5 collector distributor project.
- The City's commitment to ensure the light rail alignment does not diminish the economic value of prime under-developed commercial properties in Des Moines and Kent that are expected to begin redeveloping over the next decade.
- Immediate proximity to the Highline Community College campus, preferably in the vicinity of SR99 and South 240th Street as the College has requested.
- Support for an eventual stop in the vicinity of South 260th and a full station in the Redondo area on SR99 to serve the Woodmont and Redondo neighborhoods and facilitate more dense transit oriented development at those locations and along the SR99 corridor south of Kent-Des Moines Road.

We look forward to our continued collaboration with Sound Transit. Please feel free to contact me or City Manager Tony Piasecki if you have questions about our comments.

Sincerely,

Dave Kaplan, Mayor

C: Matt Pina, Mayor Pro-tem
Jeanette Burrage, Councilmember
Carmen Scott, Councilmember
Jeremy Nutting, Councilmember
Melissa Musser, Councilmember
Bob Sheckler, Councilmember
Tony Piasecki, City Manager

Attachment 1:

The City of Des Moines has identified the following EIS scoping comments for Sound Transit to consider as it analyzes identified alternative alignments and station locations during the environmental review of the Federal Way Transit Extension:

Alignment Impacts

- Need to understand the neighborhood and economic development benefits, potential, costs and preferences for the Cities of Des Moines, SeaTac, Kent, Federal Way and Highline Community College (HCC):
    - transition from South 200th Street Station to SR 99 or I-5
    - transition to and from Kent-Des Moines Road/HCC Station
    - transition to and from Redondo Station
    - possibility of additional stops at South 216th at I-5 and South 260th Streets

- Practicality of routes based on engineering feasibility, cost, economic impacts and system operations (speed, ridership, travel times)

- Physical constraints/opportunities of topography – what can be done with the elevation changes and tightness of curves

- Evaluate economic benefits and disadvantages of alignments:
    - impacts to commercial properties
        - Des Moines' largest commercial properties are located between South 216th and South 208th on both SR99 and 24th Avenue S.
        - Numerous un- or under-developed parcels along SR 99 south from South 216th Street to South 272nd Street, but especially in Pacific Ridge
    - community, economic development and transportation impacts of elevated alignment
    - impacts of interim end-of-line station at Kent-Des Moines Road/HCC Station

- SR 509/I-5 alignment to Highline Community College
    - offers opportunities to follow existing alignment and park and ride lots without impacting prime commercial development along SR99 in Pacific Ridge
    - rider views of Mount Rainier, the Kent Valley, Vashon Island and the Olympic Mountains
    - if a stop at South 216th Street on I-5 – the potential transit oriented development density and economic benefits that might be realized
    - if no stop at South 216th Street on I-5 – evaluate the lost opportunity benefits of the transit oriented development at this node which serves a major population and employment center and low income residents
    - fails to realize any of the one-time opportunities of transit oriented development and place making along the SR99 corridor if additional well-spaced stops are added in the future
    - can be flexible if Metro Transit system can integrate and enhance its connecting east-west services to stations and stops

- SR 99 alignment
    - impacts on the viability and desirability of existing and future commercial properties
    - premium view blockage of Puget Sound and the Olympics
    - noise
    - need to consider on-going and expected investments in right of way improvements along S. 216th north to 29th Ave. S and S. 24th/28th corridors from S. 216th to S. 200th by Des Moines and SeaTac expected before 2023 including reconstruction of intersection at SR 99 and S. 216th

- 30th Avenue South alignment
    - bisects the Pacific Ridge Neighborhood, already the most disadvantaged and crime-prone in Des Moines
    - net financial/economic/property value/social impact of an elevated structure as weighed against the financial/economic/property value/social benefit to neighborhood

- Kent-Des Moines Road Crossing and SR99 intersections
    - do not reduce level of service

Station Locations

- Light Rail stop seems warranted at South 216th on I-5
    - a major hub with Artemis Hotel, Des Moines Creek Business Park and other potential development within ½ miles of this location
    - significant employment and population growth projected for this area
    - serves economically distressed and ethnically diverse neighborhoods where transit is the primary means to access jobs and services
    - anything that can help move people to job centers to the north in SeaTac and Seattle and eventually south to Federal Way and Tacoma would be helpful
    - I-5 station at 216th would complement A-Line service on SR99
    - impact of METRO service cuts
    - spacing between stations seems consistent with those in Rainier Valley

- Highline Community College is also a major hub – the biggest between Sea-Tac Airport and the Federal Way Transit Center. The station location MUST be pedestrian and disabled friendly and have adequate parking similar to Angle Lake, not 154th

- Station areas around Highline Community College and S 272nd also serve diverse populations that rely on transit and access to jobs. I-5 station locations south of Kent-Des Moines Road would not be as convenient for these populations than stations on SR99

- Options for stations near Star Lake and Redondo Park and Rides need to be evaluated

System Needs/Operations

- Evaluate the impact of no parking at South 216th on I-5 versus a full station/hub (e.g., HCC and South 272nd Street)
- Don't compound parking problems at Highline Community College

    - how much ST-provided parking would be needed, both long term and as interim end of the line
    - where would it be located (land supply) – Kent, Des Moines and/or on College campus

- Evaluate impacts associated with the interim terminus location at Highline Community College such as rail spur, storage, maintenance and parking demand

- Evaluate transit-only connecting road between SR 99/KDM – cut corner and facilitate east-west connection with the Kent Valley and East Hill

- Evaluate the Park and Ride Lot (Military Road/I-5) as a potential supplement to HCC station parking with improved transit connections or shuttle

- Evaluate existing and improved east-west transit connections w/ King County METRO at S 272nd (Star Lake) to help meet parking demands for SR99 Station in the vicinity of Redondo Park & Ride.

CITY OF
Federal Way

CITY HALL
33325 8th Avenue South
Federal Way, WA 98003-6325
(253) 835-7000
www.cityoffederalway.com

July 16, 2013

Mr. Kent Hale
Senior Environmental Planner
Sound Transit
401 South Jackson
Seattle, WA 98104

Re: Federal Way Transit Extension EIS Scoping Comments

Dear Mr. Hale:

Thank you for the opportunity to provide scoping comments on the above referenced project. We hope that our comments are useful in helping you develop a comprehensive and thorough scope for the project EIS. We have organized our comments by potentially affected areas of the environment.

EARTH
Evaluate the impact of potential pier locations on unstable slopes, particularly on SR 99 alignments.

AIR
Include disclosure of any impacts on people or property from overhead guide ways, from which particles, drippings, and other ejecta could be released.

WATER
Include disclosure of any impacts on surface water quality of pollutants potentially released by trains or guide ways, such as oils, brake material particles, mechanical/hydraulic fluids, etc.

PLANTS
Include disclosure of impacts to landscaped areas and plant material contained therein within the alignment alternatives; be that formal street trees and plantings or more "native" vegetation such as present in parts of the I-5 right-of-way.

ANIMALS
Include disclosure of any impacts to small animals, birds, and raptors of diminution of landscaped areas within the I-5 corridor.

ENVIRONMENTAL HEALTH
Include disclosure of health effects of noise and vibration impacts, as well as emissions into the air of particles from the trains or guide ways.

LAND AND SHORELINE USE
The SR 99 alignments would necessitate property and business takings, potentially leaving foreshortened, shallower commercially zoned parcels. Discuss the impacts of both the elimination of businesses and/or

residences, as well as the potentially diminished likelihood of redevelopment on smaller, less developable parcels. What are the effects on real estate values and redevelopment potential near station areas and long alignments from noise and visual impacts? Weigh the impact of property takings and related issues noted above versus the potential economic development benefits around station areas.

It will be important to conduct a thorough analysis of the impacts of the terminus location on its surroundings. If a terminus alternative is intended to be located anywhere near the existing Transit Station in the City Center, how does the approach alignment affect nearby properties and their redevelopability? If a tail track would be required, how/where would that be accommodated and, again, affect nearby properties, redevelopment potential, etc.?

HOUSING
Disclose any potential loss of housing from property takings. Discuss the effect on real estate values and redevelopment potential near station areas and along alignments from noise and visual impacts; analyze whether any of these negative effects could diminish the market's ability to meet the City's housing targets in the City Center.

AESTHETICS
Discuss visual impacts to both residential and commercial properties of structures along alignments, particularly on high value view-sheds of the Olympic Mountains, Puget Sound, and Mount Rainier. Do these impacts reduce property values, rental rates? Do they encourage higher vacancy rates of affected properties, units? Do these impacts compound diminished redevelopability from land takings, as discussed above under "Land Use"?

LIGHT AND GLARE
Disclose impacts from headlights, or other glare, into residential properties/units— most likely associated with any veers of the guide way off the grid pattern.

RECREATION
Discuss potential 4(f) and 6(f) issues associated with Steel Lake Park, Truman High School, and Mark Twain Elementary School.

HISTORY AND CULTURAL PRESERVATION
As per federal and state requirements, disclose any impacts to historical or cultural resources within any of the alignments.

TRANSPORTATION
Note that the largest commuter markets being served by ST2 are SeaTac, Downtown Seattle, University of Washington, Downtown Bellevue, and Overlake. Due to distances involved, travel speed and reliability are important to South King County. Additional stations and slower alignments may cause ridership to be reduced for longer trips where the greatest VMT reductions could be achieved; whereas, shorter trips may be adequately served by existing transit routes. Please analyze these contrasting issues.

Analyze impacts on vehicle circulation within the local street system, especially with an SR 99 alignment. Will turning movements be restricted? Will access to businesses and properties flanking SR 99 be more limited than at present? Does the alignment structure create any impacts to pedestrian or bicycle circulation?

Provide a thorough analysis of the competing and contrasting variables and impacts associated with different locations for the interim terminus, or City Center, station. While the existing Transit Center may suggest itself as a logical terminus locale, there may be numerous variables that reduce its adaptability as a terminus. For example, especially with an I-5 alignment, would an I-5 terminus make sense accompanied potentially by a continuous shuttle or other connection to the Transit Station? These issues must be thoroughly analyzed and evaluated. How do the different options affect design speeds?

Lower design speeds in the immediate vicinity of stations should be considered to reduce impacts on right-of-way and minimize areas of noise impacts on horizontal curves, especially in City Center area.

Evaluate impacts of tail track design, assuming Federal Way Transit Center is an interim terminus.

Discuss provision of adequate parking supply at stations; conversely, provision of adequate local transit service to potentially reduce parking demand.

Evaluate surface transportation impacts to ensure the City's adopted transportation LOS is maintained. Note that the City does not exempt any land uses from concurrency or traffic impact fees.

Discuss integration of light rail with existing and planned King County Metro and Pierce Transit services.

Evaluate adequacy of site circulation and transportation safety for all modes in and around station areas.

PUBLIC SERVICES
Evaluate emergency response impacts generated by access restrictions on SR 99 alignments, or any potential street closures and potential right-of-way impacts to City Maintenance Yard of I-5 alignment.

ENVIRONMENTAL JUSTICE
Evaluate the relative environmental justice implications of the two general alignments (I-5 and SR-99).

Again, thank you for this opportunity to provide comments. If you have any questions, please do not hesitate to contact me. I can be reached at (253) 835-2612, or patrick.doherty@cityoffederalway.com.

Sincerely,

Patrick Doherty, Director
Community and Economic Development

c: Mayor Skip Priest
Cary Roe, Director, Public Works and Parks, Recreation, & Cultural Services
Rick Perez, City Traffic Engineer
Isaac Conlen, Planning Manager

ECONOMIC & COMMUNITY DEVELOPMENT
Ben Wolters
Director
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6454

PHONE: 253-856-5454

July 16, 2013

Federal Way Transit Extension
c/o Kent Hale, Senior Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

RE: Federal Way Transit Extension EIS Scoping

Dear Mr. Hale:

The City of Kent is pleased to participate in scoping for the Federal Way Transit Extension (FWTE). Extension of light rail through the Kent-Des Moines-Federal Way area is a key implementation strategy for the Midway Subarea Plan that was adopted by the Kent City Council in December, 2011. Along with the Midway Design Guidelines and development regulations, this plan provides for the development of a walkable community with a mix of mid- and high-rise residential, retail and commercial uses, all supported by Sound Transit light rail.

The City would like the following analyses incorporated into the EIS for the project:

- The City's priority for the FWTE is to support the transit-oriented community envisioned in the Midway Subarea Plan. This would include not bifurcating the community, for example if the alignment traverses from one roadway to another, e.g., SR-99 to I-5; orienting the alignment and station for ease of multimodal access; avoiding visual and noise impacts; incorporating security measures; and developing the station as an attractive public gathering space with amenities such as electric charging stations, restrooms, snack bars, and areas which can transform into public markets or other public events.
- Strong pedestrian gateway connections should be made to Highline Community College and the population and job centers envisioned in the Midway Subarea Plan. A station near Highline Community College should provide equitable service to Kent and to Des Moines. Station locations should facilitate student choices of transportation modes in a realistic and practical manner, especially for today's youth.

- The Kent Valley includes a regional growth center in its downtown area, a regionally-designated manufacturing/industrial center, and a wholesale and distribution center that is the second largest on the west coast and the 4th largest in the nation. Providing connections from light rail to the valley's job centers should be a major consideration.
- The Kent-Des Moines area is a significant transportation hub, with I-5, SR-99, Rapid Ride A Line, Military Road Park and Ride Lot, and future SR-509 extension. For the FWTE, it is critical to avoid disruption of east-west auto/pedestrian/bike travel, to demonstrate ease of multi-directional access and parking at the stations, increased mobility and reliability of service, and offer alternative travel should the area be affected by catastrophic disruption of other travel modes. The FWTE should enhance frequency of service, extended hours of service, and connections between regional growth and activity centers.

- Alignment and station location alternatives should include:
  1. Elevated, mixed at-grade/elevated, or hybrid median, east or west side alignments along SR-99, with the following options:

     - A station location along the median of SR-99 at Highline Community College with a shared parking structure on both the east and west sides of SR-99; an attractive, protected pedestrian overpass to the garages; and a new signalized right of way at Highline Community College.

     - A station location on the west side of SR-99 on or near the Highline CC campus or spanning the campus and property to the north or south of the campus; an attractive covered pedestrian overpass serving development on the east side of SR-99; a shared parking structure on both the east and west sides of SR-99; and a new signalized right of way at Highline Community College.

     - A station location on the east side of SR-99 across from Highline CC; with an attractive, covered pedestrian overpass serving development on the west side of SR-99; a shared parking structure on both the east and west sides of SR-99; and a new signalized right of way at Highline Community College.

     - Having garages on both sides of SR-99 supports multi-directional access to the stations with less interruptions to the transportation system and would serve TOD development on the east side, Highline CC, and Sound Transit.

     - Elevated rail would maintain the auto orientation of SR-99 and allow 30th Avenue to be the pedestrian-oriented TOD activity hub.

2. Elevated, mixed at-grade/elevated, or hybrid alignments along I-5 or crossing between SR-99 and I-5 (without bifurcating the Midway TOD area) with a station location at or near Highline Community College; a parking garage; a new signalized right of way at Highline Community College; and an attractive, covered, and moving pedestrian walkway from the station to the college. Improvements to the pedestrian and bicycle network would be required. Roadway access improvements also would be required. Easy transit access and mitigating impacts from increased traffic to the station location are critical.

3. The analysis should address access for emergency vehicles to the rail cars both along the alignment and at the station locations.

The environmental analysis for the project should consider the Tacoma Smelter Plume (http://www.ecy.wa.gov/programs/tcp/sites_brochure/tacoma_smelter/2011/ts-hp.htm) as well as other brownfield sites that may be in the vicinity of the alignment and station alternatives. The analysis also should include in the utility section the high tension power lines located along SR-99 and 30th in the vicinity of Kent and Des Moines.

The City appreciates the opportunity to participate in the FWTE project and looks forward to having it serve our community.

Sincerely,

Ben Wolters, Director
Economic & Community Development

Tim Laporte, Director
Public Works

4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

July 12, 2013

Federal Way Transit Extension
c/o Kent Hale, Sr. Environmental Planner
Sound Transit
401 S. Jackson
Seattle, WA 98104

Re: Federal Way Transit Extension EIS Scoping

Mr. Hale:

Thank you for the opportunity to comment on the proposed scope of the Environmental Impact Statement that will be prepared for the Federal Way Transit Extension. The City of SeaTac previously submitted early scoping comments on November 12, 2012 (copy attached). The purpose of this letter is to provide additional comments now that the range of alternatives has been narrowed.

It is our understanding that both the SR 99 and I-5 corridor options are under consideration, with the potential of a future rail station being located at S. 216th St., along either corridor. Though currently unfunded, the location of this potential station needs to be considered in our comments. The remainder of the extension project will occur south of the SeaTac city limits.

Specific areas the EIS should focus upon:

Land use

The City's Comprehensive Plan identifies the west side of 28th Ave. S. and the west side of International Blvd. (SR 99) as the preferred route south of the Angle Lake Station to S. 216th St. This route minimizes impacts to residential uses located on the east side of this corridor. Should a different alignment be chosen, impacts to residential uses would be significant. The EIS needs to thoroughly evaluate the land use impacts of the various routes under consideration, particularly the impacts on residential areas.

A potential additional station at I-5 and S. 216th St. could have significant land use impacts, as this area currently offers little vacant land to accommodate a station and the amount of parking that would be needed to serve patrons. Station development in this area would likely require the removal of many existing land uses. This impact should be thoroughly studied in the EIS.

Mayor
Tony Anderson

Deputy Mayor
Mia Gregerson

Councilmembers
Barry Ladenburg
Rick Forschler
Terry Anderson
Dave Bush
Pam Fernald

City Manager
Todd Cutts

Assistant City Manager
Gwen Voelpel

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

Housing
The Firs Mobile Home Park is located on the east side of International Blvd., south of S. 204th St. A route on the east side of SR 99 could impact this affordable housing resource.

Other multifamily housing exists along the SR 99 corridor, such as the Viewpoint Apartments at 21428 International Boulevard. An assisted living facility is also located along the east side of International Boulevard in the 21200 block. An alignment along the east side of SR 99 would have impacts to both of these properties.

Impacts to affordable housing and vulnerable populations therefore need to be thoroughly studied for each of the proposed alignments.

Noise
Potential routes either adjacent to, or passing through residential areas could have significant noise impacts that would need to be mitigated. The EIS should evaluate these impacts and explore potential mitigation measures.

Transportation
Traffic impacts could be significant with a S. 216th St. station located along an I-5 route, as its presence would create a destination point in an area that currently experiences only moderate amounts of traffic. Construction of a station in the vicinity of S. 216th St. and SR 99 also would most likely necessitate substantial traffic system modifications at this intersection. The EIS should fully evaluate these impacts and identify potential mitigation measures.

The I-5 route would also involve extending the light rail line along the undeveloped SR 509 corridor, potentially resulting in negative impacts to freeway design options. This impact should be thoroughly studied to ensure maximum capacity is maintained for the future highway.

Aesthetics
An elevated guideway will be a significant visual impact in whatever route is selected, but will be particularly significant when passing by or through residential areas. Along the SR 99 route, there could also be impacts to views of Puget Sound from properties such as the Viewpoint Apartments at 21428 International Boulevard. This aesthetic impact should be thoroughly studied and mitigations explored in the EIS.

An elevated route down the landscaped International Boulevard median would have a significant aesthetic impact, as it is unlikely vegetation could thrive under a guideway. This is another impact that requires evaluation.

Again, thank you for the opportunity to comment. The City looks forward to working with Sound Transit to ensure a successful project that meets area transit needs with minimal negative environmental impacts to our community.

Sincerely,

Joseph Scorcio, AICP
Community and Economic Development Director
SEPA Responsible Official

cc: Todd Cutts
Gwen Voelpel
Soraya Lowry

Highline
COMMUNITY COLLEGE

Office of the President

MS 1-1
P.O. Box 98000
Des Moines, WA 98198-9800

July 16, 2013

Kent Hale, AICP
Senior Environmental Planner
Planning, Environment & Project Development
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Re: EIS Scoping for the Federal Way Transit Extension

Dear Mr. Hale:

Highline Community College submits the following comments on the scope of the Environmental Impact Statement for the Federal Way Transit Extension project as they relate to the alignment and station location near us.

Potential Alternatives

- We believe Sound Transit has identified all of the likely alignment alternatives for the project. As we stated in our letter dated November 19, 2012, we believe the economic development potential of each alignment should be a major criterion when ranking the alignments.
- Pedestrian safety should be a consideration for the Highway 99 alignment station criteria because pedestrians will be crossing a four lane highway to access the stations.
- Station evaluation criteria should include proximity to the principal activity center when considering whether the alignment should be on the east or west side of Highway 99, e.g., if the principal activity center is on the west side of Highway 99, then the alignment should be on the west side of Highway 99. Additionally, the walking distance from the station to the principal activity center should not exceed a quarter mile.
- The impact of increased east-west transit travel demand to Kent generated by the station near the college should be investigated.

www.highline.edu

phone (206) 878-3710, ext. 3200 fax (206) 870-3754

- Potential for additional parking should be a station evaluation criterion. The existing criteria only mention existing park-and-ride capacity. However, in the case of the "end of track" or interim terminus station, parking demand will likely be very high by commuters from areas beyond the immediate vicinity.
- Other issues related to the interim terminus location that should be reviewed include traffic congestion near the station due to intermodal connections with local bus, RapidRide, carpools, bicycles, and drop offs; criminal activity related to passengers waiting during layovers, and light rail equipment maintenance and storage.
- Our work with the South King County Economic Development Initiative (SKCEDI) revealed significant interest by the member agencies in creating infrastructure that encourages the creation of new businesses along the SR99 corridor between South 240th Street and the city of Federal Way. A Sound Transit Link Light Rail alignment on SR99 is certainly one of the infrastructure improvements that would fulfill that objective.

We are pleased that we are included in the development of Sound Transit service planning in our area and we look forward to continued collaboration on the Link Light Rail Federal Way Transit Extension project. Please contact me or Larry Yok, Vice President for Administration, if you require clarification of these comments.

Sincerely,

Jack Bermingham, PhD
President

King County
Department of Transportation
Metro Transit Division
General Manager's Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

July 15, 2013

Federal Way Transit Extension
(c/o Kent Hale, Senior Environmental Planner)
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826
FWTE@soundtransit.org

Sound Transit Federal Way Transit Extension (FWTE)

Dear Mr. Hale:

The King County Department of Transportation/Metro Transit Division (Metro) is pleased to accept the invitation to become a participating agency on the environmental process for the above-referenced project. The signed Participating Agency Designation form is attached.

As you know from Metro's early scoping comment letter (November 9, 2012), our goal during environmental review is to encourage the development of an integrated and multimodal transit network to maximize ridership and connectivity, and to optimize previous investments in infrastructure. This letter continues to promote the need for a thorough analysis of how this investment can enhance the existing network.

King County Metro staff has reviewed the Level 1 and Level 2 alternatives analysis reports. The evaluation criteria that have the most relevance for Metro are integration with bus facilities and services, access to express transit, development potential, non-motorized access, and traffic.

With respect to integration with the bus system and access to express transit, the results of the Level 2 alternatives screening analysis indicated that there would likely be minimal effects to RapidRide A Line with any of the alternatives. This is good news considering the investment Metro and the FTA have made in the RapidRide facilities. Further, Metro concurs with the assumption for the upcoming EIS that Rapid Ride A Line service would remain the same and anticipates that no changes to Rapid Ride A Line facilities would be proposed as a result of the project development process for the Federal Way Transit Extension.

The overall boardings at the three proposed stations are similar and do not help to differentiate among the alternatives. We suggest that Sound Transit adjust the methodology for analyzing access to light rail by different modes to look at actual network connections. A finer-grained approach could help reveal important differences in access and integration potential.

This suggestion to have a finer-grained analysis of the actual street network would also benefit planning for specific station areas and non-motorized access at the three proposed station locations, as well as at potential additional stations currently being considered. The characteristics of the station areas along I-5 and SR 99 are similar when uses and modal access are evaluated within a certain radius of the stations. However, we know that the street networks are materially different. Instead of looking only at the population within a half-mile of an express transit route, basing the analysis on the actual multi-modal network could be more revealing for decision makers. Such analysis could be used to more finely evaluate potential surrounding TOD opportunities as well.

The Level 2 traffic analysis reveals preliminary congestion impacts by alternative. Congestion is likely to affect bus speed and reliability, make transit and other modal connections more expensive and difficult to provide, and to affect the space available for bus zones and layover areas. Consequently, we anticipate more in-depth analysis of traffic operations and congestion impacts in the EIS and look forward to reviewing the proposed methodology for traffic analysis. We would suggest the EIS methodology look at how easily transit can connect to alignments, especially where connections are through congested areas. Our goal is to encourage the selection of an alternative that maximizes the effectiveness of the overall transit system.

We also encourage Sound Transit to continue to work closely with Washington State Department of Transportation (WSDOT) during the environmental review process to ensure that the analysis takes into account state and regional potential future tolling opportunities.

We appreciate the level of coordination and the opportunity for review provided during the early scoping process and we look forward to continuing to work closely with Sound Transit as the Federal Way Transit Extension project moves forward.

Sincerely,

Kevin Desmond
General Manager
Metro Transit Division

Attachment

cc: Gary Kriedt, Environmental Planner, Design and Construction Section

From: Karen Walter <KWalter@muckleshoot.nsn.us>
Sent: Monday, July 15, 2013 11:49 AM
To: james.saxton@dot.gov; Hale, Kent
Subject: Sound Transit Federal Way Extension Project, Scoping Notice

Follow Up Flag: Follow up
Flag Status: Flagged

James and Kent,
In response to the Scoping Notice that the Muckleshoot Indian Tribe Fisheries Division received for Sound Transit's Federal Way Transit Extension project, I am forwarding you the comments we sent previously for this project in response to the pre-application meeting with the Corps of Engineers and other regulatory agencies. Please let me know if you have any questions about the comments below.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116

From: Karen Walter
Sent: Wednesday, May 08, 2013 2:14 PM
To: 'Anderson, Suzanne NWS'; 'Ziegler, Ellie'
Subject: RE: Sound Transit - Pre-Application Meeting May 8, 2013, 1:00pm - Puget Sound Conference Room (UNCLASSIFIED)

Suzanne and Ellie,
Sorry I missed the pre-app today; I was held up in another meeting. Anyway, I got a copy of the PPT that Kent sent out and likely provided at the meeting. Based on this information, I think the issues of concerns would generally be:

1. Stream crossings (there are at least two, maybe three). McSorley Creek on SR 99 is identified as a fish passage barrier on WSDOT's 2012 barrier list (#991196). Any modified stream crossing should be made fish passable using stream sim. If the culvert is not modified, then Sound Transit needs to ensure that any future culvert repair using the stream sim design criteria can be used and not precluded by the rail system/corridor.

2. The various alternatives appear to affect different streams and/or wetlands. There would be the usual concerns regarding impacts to these features both direct due to fill and potential buffer impacts (both permanent and temporary). Mitigation will likely be needed.

3. The project should look at tree removal activities for the different alternatives by each subbasin as there are several individual subbasins draining to Puget Sound that appear could be affected by the project. Several of these areas had some previous evaluation work done as part of either the WRIA 9 limiting factors analysis or individual basin plans.

Some existing info is available at:
http://green.kingcounty.gov/WLR/Science/Seminar/pdfs/PDF76.pdf

http://pugetsoundstreambenthos.org/Projects/Default.aspx?P=91

http://www.kingcounty.gov/environment/watersheds/central-puget-sound.aspx

http://your.kingcounty.gov/dnrp/library/2009/kcr2068.pdf

There is a basin plan for Des Moines Creek but I can't find it online. King County has copies for sale.
http://www.kingcounty.gov/environment/wlr/publications.aspx

Hope this helps!

Karen Walter
Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
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253-876-3116

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
ECOSYSTEMS,
TRIBAL AND PUBLIC
AFFAIRS

July 15, 2013

Mr. J. Steve Saxton
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174-1002

Mr. Kent Hale, Senior Environmental Planner
Planning, Environment & Project Development
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104-2826

Re: Federal Way Transit Extension – Scoping, EPA Region 10 Project Number 12-0058-FTA

Dear Mr. Saxton and Mr. Hale:

The U.S. Environmental Protection Agency would like to thank you for your June 11, 2013 letter inviting us to participate in the environmental review process and scoping notice for the Federal Way Transit Extension project. We accept your invitation to be a participating agency in project development and are submitting scoping comments in accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act. We appreciate your efforts to keep us informed and involved.

During the early scoping period we submitted comments (letter of November 19, 2012), which apply to the current scoping period as well. We request that they be incorporated as our NEPA scoping comments together with those provided here. We offer the following comments as follow-up to our discussions with Sound Transit regarding the proposed alternatives and potential associated impacts:

Midway Landfill
The I-5 Mixed West Side Alternative would traverse the northern portion of the Midway Landfill, which is a Superfund Site listed on the National Priorities List. There is a Record of Decision for the Midway Landfill, which, as mentioned in our early scoping letter, includes a surface cap over the landfill as part of the remedy. Any disturbance to this cap and the underlying waste would likely require a Record of Decision amendment, which can take several months to complete and involves a public comment period. It is important to keep this in mind as the project moves forward and alternatives are further analyzed. We ask that you keep us informed regarding the nature and extent of potential effects to the Site and the potential need for a ROD amendment. If you have questions or would like to discuss specific aspects of the Midway Landfill, contact Laura Buelow in our Hanford Project Office at (509) 376-5466 or at buelow.laura@epa.gov.

Aquatic Resources
Based on the current level of analysis, a number of sensitive aquatic sites have been identified in the project area that should be avoided and/or any potential impacts minimized to the greatest extent possible. These include:

- McSorley Creek Wetland of over 100 acres, which includes some mitigation wetlands, and McSorley Creek, which drains to Saltwater State Park, bears salmon up to SR 99, and has a substantial forested buffer through the City of Des Moines;
- Steel Lake and its associated natural area complex;
- Redondo Creek; and
- An unnamed stream near 204th Street.

Further study of the project area and proposed alignment corridors, which is necessary to fully identify and characterize potential impacts, is yet to occur and may reveal additional aquatic resources and/or other sensitive habitats. Impacts to any other sensitive areas that may be identified should also be avoided and minimized. We encourage FTA and Sound Transit to work closely with resource agencies to protect these resources, which are important to sustain ecological function and provide ecosystem services within the project area and beyond, and to support the health of Puget Sound. We also recommend that project proponents seek to maximize the environmental benefits of the project by enhancing and restoring natural areas, using low impact development techniques, restoring natural hydrology and habitat connectivity, and contributing to the aesthetic beauty and character of the affected area.

Thank you for the opportunity to offer these additional scoping comments. We look forward to continued involvement as the project develops. If you have questions or need more information, please contact me at (206) 553-2966, or by electronic mail at somers.elaine@epa.gov.

Sincerely,

Elaine L. Somers
Environmental Review and Sediment Management Unit

Enclosure

cc: Laura Buelow, EPA Hanford Project Office
Ching-Pi Wang, Department of Ecology
Jeff Neuner, City of Seattle

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
ECOSYSTEMS,
TRIBAL AND PUBLIC
AFFAIRS

November 19, 2012

Mr. J. Steve Saxton
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174-1002

Mr. Kent Hale, Senior Environmental Planner
Planning, Environment & Project Development
Sound Transit
401 S. Jackson Street
Seattle, Washington 98104-2826

Re: Federal Way Transit Extension – Early Scoping (EPA Region 10 Project Number 12-0058-FTA).

Dear Mr. Saxton and Mr. Hale:

The U.S. Environmental Protection Agency has reviewed the Early Scoping Report for the Federal Way Transit Extension Project, and we participated in the November 7, 2012 Agency/Tribal Early Scoping Meeting to learn more about the proposed project. We are submitting early scoping comments in accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act. Thank you for involving us.

Federal Transit Administration and Sound Transit are initiating the public planning and environmental process for the Federal Way Transit Extension in South King County as part of the Sound Transit 2 Plan approved by voters in 2008. The project corridor is 7.6 miles in length, extending from S. 200th in City of SeaTac to the Transit Center in Federal Way.

Purpose and Need, Evaluation Criteria
We support the elements included in the project purpose, need and evaluation criteria stated in the Early Scoping Report and Agency/Tribal presentation. In addition to whether or not a proposed alternative would meet the project purpose and need, the evaluation criteria should reflect additional project goals and objectives that help to define a successful project. In other words, the purpose and need should be met in a manner that is also responsive, to the extent possible, to the stated goals and objectives. We encourage developing these goals and objectives, because they give rise to helpful evaluation criteria, which would likely include those stated and possibly additional ones.

Range of Alternatives
We support the proposed project, and a range of alternatives that reflect the intent of the ST2 Plan. We also recommend that the alternatives be designed to avoid and minimize impacts to the natural and human environment, and maximize environmental and community benefits. Based on the information presented thus far regarding the project corridor, specific ways to do this include:

Maximize the Use of Existing Infrastructure and Rights-of-Way. The environmental impacts of most concern in determining the transit corridor are aquatic and terrestrial habitat loss, fragmentation, and degradation, and the associated consequences for species, ecological processes, and ecosystem services. Environmentally sensitive areas, such as, shorelines, floodplains, wetlands, estuaries, rivers and streams, biodiversity hotspots, threatened/endangered/rare species habitats should be avoided. For example, avoid bisecting the Kent/Des Moines wetland complex, its riparian corridors, and other natural areas.

In general, the best means to avoid and/or minimize these impacts is to maximize the use of existing transportation corridors and rights-of-way to the extent possible, retrofit them as needed to make them serviceable and less environmentally damaging, and minimize the need for creating new corridors. This would include adhering as close as possible to I-5, SR-99, or other substantial north-south transportation corridors.

Consider Redevelopment. Transportation can help to make cities vibrant and attractive. Where it may be necessary to create new corridors, first consider redevelopment of existing developed or urbanized areas. In particular, seek under-utilized urban areas, such as, oversized paved areas/parking lots and vacant properties, and make it a priority to use brownfield or contaminated sites. The clean-up and re-use of contaminated sites would maximize the environmental and community benefits of the project, while preventing "greenfield" development of farms, forests, and natural areas. However, the integrity of the remedy for the Midway Landfill Superfund site would need to be maintained (see additional comments below).

Apply Zero or Low Impact Development (ZID/LID). Avoid/minimize creating new impervious surface, associated with the proposed project. For example, an elevated guideway on structure would be preferable to an at-grade roadway, such as, for bus rapid transit. Use pervious pavement and other LID techniques for managing storm water, and avoid building over ground water recharge areas. Consider de-paving areas as compensatory mitigation for any new impervious surface needed for the project to achieve no net increase in pollution generating impervious surface.

Analysis of Environmental Impacts
A list of high-level environmental impacts for the built and natural environments would likely include the following:

Built Environment:
Transportation
Cultural resources
Environmental justice
Hazardous materials
Land use
Noise and vibration
Safety and security
Special lands (Section 4(f), and 6(f))
"Green" buildings, construction, management
Utilities

Natural Environment:
Air quality and climate change
Biological resources
Aquatic resources
Ecological connectivity
Tribal treaty resources
Energy
Invasive species
Geological resources
Indirect and cumulative effects

We offer the following additional comments, which pertain to several of these issues, to assist your analysis:

Midway Landfill Superfund Site
Due to its location adjacent to the I-5 corridor, it is likely that project alternatives will explore the use of the Midway Landfill Superfund site. The Midway Landfill still has an active remedy in place. West of I-5, FTA and Sound Transit need to be aware that there is a landfill cap that needs to be maintained to prevent infiltration. The slope of the cap is important because it is designed to drain into the storm water detention pond on the north end of the property. There is an active gas control system that consists of both extraction wells and gas monitoring probes and there are groundwater monitoring wells on the property.

Ecology is the regulatory agency in charge of the cleanup. The contact at Ecology is Ching-Pi Wang at (425) 649-7134, or cwan@ecy.wa.gov. The City of Seattle is responsible for the cleanup. The City of Seattle contact is Jeff Neuner at (206) 684-7639 or at neuner.jeff@seattle.gov.

Ecological Connectivity
Ecological Processes, Hydrological Connectivity. The siting and design of linear transportation corridors should provide for unimpeded natural ecological processes, such as, the movement of water, wood, sediment, nutrients, and species. It is important to maintain and preserve natural stream characteristics and hydrology, and restore and preserve the natural and beneficial effects of riparian areas and floodplains. Avoid/minimize encroachment upon, or disturbance to, natural stream hydrology, stream migration zones, stream banks and channels, riparian areas, wetlands, floodplains, groundwater recharge and seepage areas. The EIS should analyze, disclose, and mitigate impacts to fish, fish habitat, fish passage, and effects to other aquatic biota.

Habitat Connectivity. In addition to habitat loss, fragmentation, and alteration from potential project construction, the project operational impacts resulting from potential new right-of-ways for rail or roadway vehicles would be increased potential for wildlife collisions. Over the past 20 years there has been a substantial increase in the level of knowledge, awareness, and action to address the habitat fragmentation effects and wildlife mortality associated with roadways[1]. Wildlife mortality also occurs on railways. Whether the alternatives involve roadways or railways, it is important to include means to make the transportation corridor permeable to wildlife movements, such as, with an elevated guideway. For existing or new at-grade transportation corridors, incorporate wildlife crossing structures of appropriate number, design, size, and location to adequately accommodate movement of all wildlife species that might be expected to move within or across the corridor, including high mobility species, such as wide-ranging carnivores, and low mobility species, such as amphibians. Appropriate fencing, adequately maintained, is also needed to prevent wildlife entry onto the right-of-way and to funnel animals to crossing structures.

Suitable wildlife crossing locations would likely include, but not necessarily be limited to areas such as, wetlands, stream/riparian corridors, forest and agricultural land interface areas, migration corridors, and relatively undisturbed upland habitats. Where bridges or large culverts are installed for aquatic features, these could be enlarged to span upland habitats as well to facilitate movement of terrestrial species. We recommend information gathering and collaboration with federal and state wildlife agencies to inform this process.

[1] See ICOET proceedings, http://www.icoet.net/links.asp

Environmental Justice/Vulnerable Populations
Along with low income and minority populations considered in the environmental justice analysis, impacts to other vulnerable populations should be addressed, including the elderly, disabled, and children.

Biological Resources
In addition to issues discussed above for ecological connectivity, this portion of the NEPA document should also address federal and state threatened, endangered, candidate, and sensitive animal and plant species and their habitats.

Aquatic Resources
The NEPA analysis should address all potentially affected aquatic resources, including surface water and ground water, water quality and quantity, hydrology, and sensitive aquatic areas, such as, wetlands, streams, floodplains, shorelines, riparian areas, ground water recharge areas, hyporheic zones, drinking water sources and supplies.

The NEPA document should describe aquatic habitats in terms of habitat type, plant and animal species, functional values, and integrity. Evaluate impacts in terms of the aerial (acreage) or linear extent to be impacted and by the functions they perform. The effects assessment must address changes in the extent of impervious surface, stormwater runoff, treatment and management, including use of Low Impact Development strategies, effects to CWA 303(d) listed waters, compliance with Total Maximum Daily Loads, and anti-degradation requirements. For construction activities that would disturb more than one acre of land (40 CFR 122.26(b)), a National Pollutant Discharge Elimination System permit is required.

Project proponents should plan, design, construct and maintain the project to avoid or have minimal long-term water quality and aquatic resources impacts. For any impacts that cannot be avoided through siting and design, the NEPA document should include protection measures and describe the types, location, and estimated effectiveness of best management practices applied to minimize and mitigate impacts to aquatic resources.

The proposed activities may require a Clean Water Act Section 404 permit from the Army Corps of Engineers. For wetlands and other special aquatic sites, the Section 404(b)(1) guidelines establish a presumption that upland alternatives are available for non-water dependent activities. The 404(b)(1) guidelines require that impacts to aquatic resources be (1) avoided, (2) minimized, and (3) mitigated, in that sequence. The NEPA document should discuss in detail how planning efforts (and alternative selection) conform to Section 404(b)(1) guidelines sequencing and criteria. In other words, the project proponent must show that they have avoided impacts to wetlands and other special aquatic sites to the maximum extent practicable. The NEPA document should discuss alternatives that would avoid wetlands and aquatic resource impacts from fill placement, water impoundment, construction, and other activities before proceeding to minimization/mitigation measures.

Project planning and design should avoid/minimize encroachment upon, or disturbance to, natural stream hydrology, stream migration zones, stream banks and channels, riparian areas, wetlands, and floodplains. It is important to maintain and preserve natural stream characteristics and hydrology, and restore and preserve the natural and beneficial effects of riparian areas and floodplains.

If there are 303(d) listed water bodies in the project area, the NEPA document must also disclose information regarding Total Maximum Daily Loads, the water bodies to which they apply, and pollutants of concern. The proposed project should not further degrade 303(d) listed waters and should be consistent with Total Maximum Daily Loads to restore beneficial use support for impaired waters. If additional pollutant loading is predicted to occur to a 303(d) listed stream as a result of the proposed project, the project should include measures to control existing sources of pollution to offset pollutant additions, such as from road construction, so that no deterioration of water quality occurs.

Source Water Protection Areas: Project construction, operation, and maintenance may adversely affect waters that serve as sources of drinking water for communities. Source water is untreated water from streams, rivers, lakes, springs, and aquifers that is used as a supply of drinking water. Source Water Areas are the sources of drinking water delineated and mapped by the states for each federally-regulated public water system.

State agencies have been delegated responsibility to conduct source water assessments and provide a database of information about the watersheds and aquifers that supply public water systems. In Washington, contact Department of Ecology to help identify source water protection areas within or downstream of the project area. The EIS should:

- Identify all federally-regulated source water protection areas and state-regulated source water protection areas within or downstream of the project area.
- Identify all activities that could potentially affect source water areas.
- Identify all potential contaminants that may result from the proposed project.
- Identify all measures that would be taken to protect the source water protection areas.

Air Toxics, Construction Emissions Mitigation
The EIS should disclose whether air toxics emissions would result from project construction and operations, discuss the cancer and non-cancer health effects associated with air toxics and diesel particulate matter, and identify sensitive receptor populations and individuals that are likely to be exposed to these emissions.

Air toxics and diesel emissions, which are emitted from mobile sources, construction vehicles and equipment, are known or suspected to cause cancer or other serious health effects, such as respiratory, neurological, reproductive, and developmental effects. The proposed project should include measures to substantially reduce emissions of and exposure to these air pollutants for construction workers and nearby residents and businesses. We recommend including and committing to implement a full suite of construction mitigation measures, such as those from the Clean Construction USA Web site at http://www.epa.gov/otaq/diesel/construction/ . Measures such as diesel engine retrofit technology in off-road equipment would greatly help to reduce air toxics and diesel particulate emissions. Such technology may include diesel oxidation catalyst/diesel particulate filters, engine upgrades, engine replacements, newer model year equipment, use of biodiesel, or combinations of these strategies. For more information about air toxics, please contact Wayne Elson of our Air Program office at (206) 553-1463.

Community Impact Assessment
We recommend conducting community impact assessments for communities that would potentially be most affected by the proposed project. These usually include communities adjacent to or bisected by a

proposed project, although an analysis of the direct, secondary, and cumulative effects of proposed alternatives may reveal additional affected populations/communities. Impacts from increased number and frequency of trains, safety issues, traffic delay from at-grade crossings, and other issues that may arise need to be addressed. The Federal Highway Administration publication, *Community Impact Assessment: a Quick Reference for Transportation* [publication No. FHWA-PD-96-036, HEP-30/8-96(10M) P] is available as guidance.

Tribal Consultation
The EIS should discuss whether or not the proposed action may affect tribal treaty resources. These include natural resources, historical or traditional cultural places of importance to affected Native American Tribes. The EIS needs to identify these resources, and assure that treaty rights and privileges are addressed appropriately. If the proposed project would have effects on tribal treaty resources, development of the EIS should be conducted in consultation with all affected tribal governments, consistent with Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments.*

Climate Change
The EIS should discuss the potential direct and indirect effects of the proposed action with respect to greenhouse gas emissions and climate change, and any potential effects of climate change on the proposed project. These results should be incorporated into project planning and design in order to mitigate GHG emissions from project construction and operation, anticipate and adapt to climate-related changes and effects, and contribute to public education about climate change and its consequences.

Invasive Species
Ground disturbing activities create opportunity for establishment of non-native invasive species. In compliance with NEPA and with the Executive Order 13112, analysis and disclosure of these actions and their effects, as well as any mitigation to prevent or control such outbreaks should be included. We urge that disturbed areas be revegetated using native species and that there be ongoing maintenance (wholly or primarily non-chemical means) to prevent establishment of invasives in areas disturbed by project activities.

Green Buildings and Management Practices
We recommend that the EIS address the federal "green" requirements and opportunities that may apply to design, operation, and maintenance of project-related facilities and equipment, such as rail stations and maintenance buildings. The green requirements pertain to high performance buildings, energy efficiency, and use of renewable energy, water conservation, waste diversion, stormwater runoff, and LEED certification:

- E.O. 13423, Strengthening Federal Environmental, Energy, and Transportation Management, Section 2(f); Section 2(b); Section 9(g)-(h); Section 2(c) (2007)
- E.O. 13514, Federal Leadership in Environmental, Energy, and Economic Performance (2009)
- Energy Independence and Security Act of 2007, 42 U.S.C. Section 17061 *et seq;* Section 17094; US EPA, Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the Energy Independence and Security Act, www.epa.gov/owow/nps/lid/section438 (2009)
- National Energy Conservation Policy Act, 42 U.S.C. Section 8253(a)(1); Section 8253(f)(1); Section 8253(f)(3)(A); Section 2(d)(i); Section 2(e)(ii) (2009)

- Energy Conservation and Production Act, 42 U.S.C. Section 6834(a)(3); D.C. Section 6834(a)(3)(C)(v) (2009)
- USGBC* LEED for Existing Buildings, http://www.usgbc.org/
- USGBD LEED Public Policies, http://www.usgbc.org/DisplayPage.aspx?CMSPageID=1852#federal

EPA Region 10 has developed a voluntary partnership program with federal facilities, the Federal Green Challenge, to assist them in meeting their Executive Order commitments. There are currently 22 agency partners representing hundreds of facilities. In the first year, partners reduced an estimated 26,000 metric tons carbon dioxide equivalent, which is equivalent to the greenhouse gas emissions savings of removing 4,500 automobiles from the road for a year, and saved approximately $850,000. For more information, including how to join, please see the website: www.epa.gov/fedgreenchallenge.

Cumulative and Indirect Impacts

The project evaluation should consider the effects of the proposed project when added to other past, present and reasonably foreseeable future projects within and outside the project area. Cumulative impacts can result from individually minor, but collectively significant actions taking place over time.

The EPA has issued guidance on how we are to provide comments on the assessment of cumulative impacts in *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*, which can be found on the EPA web site at: http://www.epa.gov/compliance/resources/publications/nepa/. This guidance includes five key areas of focus when assessing cumulative effects:

- Identify resources, if any, that are being cumulatively affected.
- Determine the appropriate geographic (within natural ecological boundaries) area and the time period over which the effects have occurred and would occur.
- Look at all past, present, and reasonably foreseeable future actions that have affected, are affecting, or would affect resources of concern.
- Describe a benchmark or baseline.
- Include scientifically defensible threshold levels.

Indirect effects are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, road systems and access, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 CFR Part 1508.8).

Thank you for the opportunity to offer early scoping comments for the Federal Way Transit Extension project. If you have questions or would like more information, please contact me at (206) 553-2966 or via electronic mail at [illegible].

Sincerely,

Elaine L. Somers
Environmental Review and Sediment Management Unit

WK
/Scan

Preserving America's Heritage

July 3, 2013

R.F. Krochalis
Regional Administrator
U.S. Department of Transportation
Federal Transit Administration
915 Second Avenue
Federal Building Suite 3142
Seattle, WA 98174-1002

Ref: *Invitation to Participate in Environmental Review Process*
Sound Transit Federal Way Transit Extension, Federal Way, Washington

Dear Mr. Krochalis:

On June 17, 2013, the Advisory Council on Historic Preservation (ACHP) received your invitation to participate in the environmental review process for the referenced undertaking pursuant to the National Environmental Policy Act (NEPA). We respectfully decline the invitation to participate in the review process under NEPA. However, the ACHP encourages the Federal Transit Administration (FTA) to coordinate its NEPA process for this undertaking with its compliance with Section 106 of the National Historic Preservation Act by continuing consultation with the Washington State Historic Preservation Officer (SHPO), and initiating consultation with any Tribal Historic Preservation Officers (THPOs), Indian tribes, and other consulting parties pursuant to the regulations implementing Section 106, "Protection of Historic Properties" (36 CFR Part 800). Through early consultation, your agency will be able to determine the appropriate strategy to ensure Section 106 compliance is completed in a timely manner for this undertaking.

FTA should continue consultation with the SHPO, THPOs, Indian tribes, and other consulting parties, as appropriate, to identify and evaluate historic properties within the undertaking's area of potential effects and to assess any potential adverse effects that may result to historic properties. If FTA finds through consultation with the consulting parties that the undertaking may adversely affect historic properties, or that the development of a programmatic agreement is necessary, FTA must notify the ACHP and provide the documentation detailed in 36 CFR §800.11(e).

JUL 8 2013 AM10:53

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov

Thank you for inviting our participation in the environmental review for this project. Should you have any questions as to how your agency should comply with the requirements of Section 106, please contact Kelly Fanizzo at (202) 606-8507 or via e-mail at kfanizzo@achp.gov.

Sincerely,

Charlene Dwin Vaughn

Charlene Dwin Vaughn, AICP
Assistant Director
Office of Federal Agency Programs

From: lindsey.handel@dot.gov [mailto:lindsey.handel@dot.gov]
Sent: Wednesday, July 24, 2013 10:07 AM
To: *Federal Way Transit Extension Scoping; Hale, Kent; Ridge, Cathal
Cc: sharon.love@dot.gov; elizabeth.healy@dot.gov; sharleen.bakeman@dot.gov; sidney.stecker@dot.gov; don.petersen@dot.gov
Subject: EIS Scoping Public Comment - FHWA Comments

Hi,

We understand the EIS scoping public comment period ended on July 17, 2013, but FHWA has some comments on the purpose and need documents we are hoping to incorporate into the project documents.

1. "The purpose of the Federal Way Transit Extension is to expand the Sound Transit Link light rail system from SeaTac to the cities of Des Moines, Kent, and Federal Way in King County…". Suggest adding "the corridor" after King County.
2. Bullet point 2 under the purpose: "congested roadways". Can specificity be added to this? Can we call out the roadways we are talking about?
3. Bullet point 3 under the need: "Congestion on I-5". Can you add clarity about the congestion on I-5? We think this statement is somewhat vague and we need more clarity on what you are referring to, such as the limits of congestion.
4. Can the purpose and need statement include something about the highway coordination component of the project?
5. For the level 2 alternatives and SR 99 hybrid alternative graphics: can you show the I-5 and SR 99 roadway details better? Also, we think it would be helpful to have the cross streets font a bit darker or called out more.
6. For the cross-section view of the 5 alignment alternatives: we think this should be presented in the same order of the plan view graphics. Also, we think the graphics do a great job of explaining how the modes interface, could this be better described in the P&N statement?

Please let us know if you need clarification on our comments.

Thanks you,

Lindsey L. Handel, P.E.
Urban Transportation Engineer
Federal Highway Administration
711 S. Capitol Way, Suite 501
Olympia, WA 98501-1284
Lindsey.Handel@dot.gov
360-753-9550

From: noreply@nps.gov
Sent: Tuesday, July 16, 2013 10:11 AM
To: FWTE
Cc: alan_schmierer@nps.gov; roxanne_runkel@nps.gov; lisa_treichel@ios.doi.gov
Subject: National Park Service Comments, Federal Way Transit Extension Project
Attachments: attachment.zip

Dear Sir/Madam,

Attached please find National Park Service comments on the Federal Way Transit Extension Project.

If you have questions, please contact Alan Schmierer (REC) at Alan_Schmierer@nps.gov.

Comments for ER Control Number: ER-13/0429

genck@nps.gov 6/17/2013

dtrevino@nps.gov 6/27/2013

HRamsay@nps.gov 7/5/2013

Any proposed routing with the potential to impact Steel Lake Park in Federal Way, which appears to be within the proposed project area, should be closely coordinated with the Washington Recreation and Conservation Office and NPS for possible LWCF 6(f)3 implications.

APPENDIX C – PUBLIC COMMENT LETTERS

- Comment Letters
- Scoping Meeting Comment Forms
- Online Survey Results

This page intentionally left blank.

From: Kevin Vandehey <kevinvandehey@yahoo.com>
Sent: Thursday, June 13, 2013 5:24 PM
To: FWTE
Subject: Comments

Please divert all transit funds to roads and bridges for roads.

Thank you.

From: Richard Kennedy <richard_kennedy@ci.des-moines.wa.us>
Sent: Sunday, July 14, 2013 9:07 PM
To: FWTE
Subject: Sound Transit Federal Way Transit Extension -- Scoping Comments

I am strongly opposed to any I-5 Corridor option for the Sound Transit Federal Way Transit Extension. This corridor is furthest from the population that is centered along SR 99 and existing bus routes. The City of Des Moines and the Port of Seattle are planning a major development north of South 216th Street and west of 24th Avenue South. An I-5 corridor options would also poorly serve this major new development. Because of these factors I would be in favor of either the 24th Avenue South or SR 99 corridor alternatives.

I am also very concerned that a station is not planned for Highline Community College along SR 99 at about South 240th Street. Stations at Kent-Des Moines Road and South 272nd Street ill serve this major designation in south King County. If a station for Highline Community College cannot be funded at this time, at least design the Sound Transit Federal Way Transit Extension to allow for the construction of such a station in the future.

-- Richard T. Kennedy
-- 18825 6th Avenue Southwest
-- Normandy Park, WA 98166-3978

From: William Condon <kodiack16@aol.com>
Sent: Wednesday, July 17, 2013 1:23 PM
To: FWTE
Subject: Get it done

Put whatever money you can behind this project. Reenergize the area near the federal way transit center. Put businesses and shops near the old toy r us and turn into a similar kent station set up. Kent station blows but it would work near the commons. Your light rail would revitalize the area and create and sf, San Jose relationship between Seattle and Tacoma. Hurry up and connect the light rails so the area can move into the future.
Sent from my iPhone

From: Terry & Kathie Forsyth <cooper1@rockisland.com>
Sent: Wednesday, July 17, 2013 8:23 PM
To: FWTE
Subject: Extension from Angels Station/Federal Way

I find a certain parallel to this with discussion of light rail from downtown to Ballard. Surely the Ballard line will eventually continue to Shoreline or it doesn't make fianancial sense to just jump over from downtown to Ballard and stop.

Better discussions may include:

The proposal of a north-south light rail line down east side may do well to turn west to South Center then what? Continue to the 200th S station then continue west with stop(s) in Des Moines on its way to a stop at Vashon and on to Gig Harbor? This would make the 200th S station a cross station with the southbound line from downtown like Judicial Square or Metro Center in the DC Metro rail system where the two lines cross (separated) and continue there merry way.

A proposed line down 167 that could join the southbound eastside line before a South Center station that continued to Vashon and Gig Harbor would be worthy of consideration as it would get Valley passengers intermediate stops with only one connection to downtown Seattle or Bellevue.

As side note, when the Air Florida 737 went down in DC January 13 in the 80s (I think) a half hour later there was a DC Metro system crash downtown that also stopped traffic on the only operating line crossing the Potomac River that evening (Yellow/Green bridge was yet built). If the downtown line connected directly to the eastside north-south line, any major catastrophe in the Northgate-downtown tunnel would allow continued transportation of light rail passengers throughout Seattle via Bellevue.

I look forward to any questions you may ask of me,

Terry Forsyth

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

Obviously necessary

2) Potential light rail alternatives.

I like 99 better because the freeway (I 5) already is an alternative for buses especially with it's Diamond Lanes.

I assume That Rapid Ride would continue as are to provide more frequent stops.

3) How the project could affect people and the environment.

Hopefully it would help with pollution and with heavy car traffic.

In the meantime why do we keep encouraging businesses and therefore more people to come here!

Please feel free to write all other comments on the back of this sheet

Optional:

Name Miriam Helgeland

Address 3840 Star Lake Rd. Auburn 98001

Email X Phone

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

2) Potential light rail alternatives.

Best option = Mixed West side, due to lower cost but staying close to residence who will use service + where TRANSIT & CENTER is already.

3) How the project could affect people and the environment.

There will be major upset until construction completed, be aware of water table in area. & want to stay away from private lands ie Weyerhaeuser campus.

Please feel free to write all other comments on the back of this sheet

Optional:

Name Monica Miller

Address P.O. Box 4374 Federal Way, WA 98063

Email andramidr@hotmail.com Phone 253.924.6856

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

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SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

This will be an excellent way to reduce the increasing congestion on the Rapid Ride A line between the airport and the Transit center. I feel that it is highly beneficial.

2) Potential light rail alternatives.

A route along the median of OR 99 has the greatest potential to gain ridership and increase gentrification in neglected neighborhoods along the route.

3) How the project could affect people and the environment.

Please feel free to write all other comments on the back of this sheet

Optional:

Name Stephen Yamauchi

Address 805 S. 165th st.

Email MotiHHZ@yahoo.com Phone (206) 617-4823

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

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SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

to link the light rail to all of the
Elementary
Junior High
High Schools
Universities
Colleges

2) Potential light rail alternatives.

320th Pl. So. ~~[illegible]~~ in the neighborhood
where Waterbury Park Apts are to get rid of SOL
Also to go all the way down 320th Street & Pac Hwy
South

3) How the project could affect people and the environment.

to help others in wheel chairs
crutches
walkers
canes
to get around a lot better

Please feel free to write all other comments on the back of this sheet

Optional:

Name Jennie M. Hills

Address 32723 19th Pl. So. Apt #N-105 FW WA 98003

Email jenniemmal colm@yahoo.com Phone (253) 569-9610
817-2693

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

2) Potential light rail alternatives.

I'm not a big fan of light rail. The track is way more expensive than buses and buses have the flexibility to change their routing as needs grow and change. Light rail track is relatively permanent. Perhaps the money should be spent on ~~my parking~~ more parking at the federal way transit center

3) How the project could affect people and the environment.

Please feel free to write all other comments on the back of this sheet

Optional:

Name Dave Eick

Address _____

Email _____ Phone _____

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

2) Potential light rail alternatives.

3) How the project could affect people and the environment.

I talked to Kent Hale regarding our approximately 13.5 ac. plus Midway Mobile Home Park, plus - Top Top M-H park. Our property is for sale. Please call if interested.

S. 240th & Hwy. 99

Please feel free to write all other comments on the back of this sheet

Optional:

Name Betty Jon Kapela (Argus Pond LLC)

Address

Email BLK206Davisinvestors.com Phone 425/885-7996 H 425-246-7282 C.

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

great way to avoid traffic
Junction

2) Potential light rail alternatives.

Express 577-578 are great! But too crowded and parking is a problem.

If there were no express options it is unlikely people would use it. I probably would not.

3) How the project could affect people and the environment.

Don't know how to answer this

I used to be a daily commuter to Seattle. Now I am retired but still use Rt 577-578 to go to Seattle

Please feel free to write all other comments on the back of this sheet

Optional:

Name Kathleen DeVange

Address 31317 41st Pl SW, Federal Way

Email kdevange@comcast.net Phone 253-661-0990

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

People get to work, College, Seattle Center, MALL - Westlake Etc - Faster!

2) Potential light rail alternatives.

Elevated Median - Need to Faster Transportation directly to Southcenter MALL - tourists Need it Also, husbands go to Meeting - Wifes go to MALLs

3) How the project could affect people and the environment.

Very Convenient + Beautiful Clean Transportation!

Please feel free to write all other comments on the back of this sheet

Optional:

Name Sylvia Ann Cortinas

Address 30853 - 14th Ave So. Apt. 14 - Federal Way WA. 98003-9007

Email No Computer Phone (253) 941-4901

Please return to Sound Transit staff at the end of the meeting, or mail it to:

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

kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The Project purpose and needs for the public.

Very much an improvement to our situation for elderlys. Need lots of parking or service like at Tukwila is not so appropriate

2) Potential light rail alternatives.

hix — ~~WASE~~.

3) How the project could affect people and the environment.

environment: electric not so polluting

people: big help with Parking Fees downtown and mileage saving on cars

great representives for this presentation.

Please fill free to write all other comments on the back of this sheet

Optional:

Name John Carr

Address 23025 17th Ave S DesMoines 98198

Email Corrseekingerman98@yahoo.com Phone 206 824 3555

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

DEFINITELY NEEDED!

2) Potential light rail alternatives.

INCREASE BUS & SOUNDER SERVICE

3) How the project could affect people and the environment.

IT CAN HAVE THE POTENTIAL TO THROW ALOT OF PEOPLE OUT OF THEIR HOMES OR APARTMENTS

RUN THE RAIL LINE DOWN HWY 99 TO 25TH AND RUN IT DOWN THAT STREET JUST TO THE EAST OF HIGHLINE COMMUNITY COLLEGE. IT'S A MORE DIRECT ROUTE THAN I5, 30TH AVE S, OR HWY 99 ALONE. IT WILL PROVIDE HIGHLINE COLLEGE WITH A LARGER STUDENT BASE & MAKE IT EASIER FOR STUDENTS TO GET AROUND THE AREA, EITHER TO THE AIRPORT OR DOWNTOWN SEATTLE

Please feel free to write all other comments on the back of this sheet

Optional:

Name WALTER TOMASZEWSKI

Address 23014 30TH AVE S APT 157 DES MOINE WA

Email JAMAL SHOOKUP@GMAIL.COM Phone 206.878.8363

Please return to Sound Transit staff at the end of the meeting, or mail it to:

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

kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

COMMENT FORM

Parkside

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

I feel its very necessary ~~to~~ In order to keep
- commute times low
- ~~a factor for it to continue~~ for the economy to continue growing In the King County area.

2) Potential light rail alternatives.

3) How the project could affect people and the environment.

I definitely feel like parking could adversly affect people if its not managed properly. I believe paid parking should be considered for future parking projects @ Light Rail sites.

Please feel free to write all other comments on the back of this sheet

Optional:

Name Ben Caparoso

Address

Email Phone 415-236-2272

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

Parkside

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

Cuts down on burning fuel from
fewer Commutes

2) Potential light rail alternatives.

None

3) How the project could affect people and the environment.

Save on gas, cleaner air

Please feel free to write all other comments on the back of this sheet

Optional:

Name Diane Buckingham

Address 23410 28 Ave South Des Moines 98198

Email _____ Phone 206 405 4437

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

Parkside

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) ~~The purpose and need for the project.~~

There needs to be a bridge at 240th over the Freeway.
Also keep it off the street to keep the train speed up!

2) Potential light rail alternatives.

3) How the project could affect people and the environment.

Please feel free to write all other comments on the back of this sheet

Optional:

Name Judy Terrana

Address

Email Judyaterrana@msn.com Phone

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

2) Potential light rail alternatives.

SEE ATTACHMENT

3) How the project could affect people and the environment.

Please feel free to write all other comments on the back of this sheet

Optional:

Name _____

Address _____

Email _____ Phone _____

Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

Comments from some residents of Saltair Hills Community.

Our community is located west of U.S. 99 and bounded by South 248th and South 252nd on the north and south respectively. The eastern boundary is on SR 99 and the western boundary by 20th ave. South.

One of the Federal Way Extension of the light rail route being considered will directly impact our community.

We are concerned that we will be faced with another environmental impact of noise and disruption.The airplane traffic pattern follows 20th avenue. Also, we have had additional noise impact by expansion of the airport with a third runway. With the "SR 99 Hybrid Alternative" being considered – we will encounter additional noise and disruption.

It appears that one of the light rail routes being considered would go to the west side of SR 99 at the midway intersection and return to the east side of SR 99 at 260th. The reason for this cross 99 sections appears to be for the benefit of The Highline Community College. It would seem that continuing on the east side of SR 99 would encounter more vacant lots such as a vacant lot South of Lowe's, the midway land fill and other properties such as more than one heavy equipment storage lots. An additional empty lot is located North of Fred Meyers at 252nd. A pedestrian overpass to Highline Community College would allow use of an existing parking lot at Lowe's.

On West side of SR 99 adjacent to our community are several small business that would also be affected.

An additional concern is the traffic congestion that would be encountered at 252nd. This street connects to 16th ave. and is a route for commuter traffic from Des Moines.

Signed by concerned citizens of Saltair Hills, in Kent

Name	Address
Kenneth D. Groom	2505 South 250th Place
Joseph R Colgan	24151 So 249th Pl, Kent
Pat Colgan	24151 So 249th Pl, Kent
Colleen F. Cristel	2013 So. 250th St, Kent, 98032
Brenda Oberto	25012 25th Ave S. Kent 98032
Bradley R. Oberto	2109 S. 250th St. Kent 98032

COMMENT FORM

Federal Way Extension - Link light rail

(Comment period through July 15, 2013)

We want your comments on –

1) The purpose and need for the project.

It Would be A better Route for people
More peaceful ride,

2) Potential light rail alternatives.

A More Comterble ride
A fun Aventure

3) How the project could affect people and the environment.

Get People To Where They Have To go QuickER.

Please feel free to write all other comments on the back of this sheet

Optional:

Shelly Gaub
33314 17th Ln S Apt B206
Federal Way, WA 98003

Name

Address

Email Na Phone (253) 617-5264

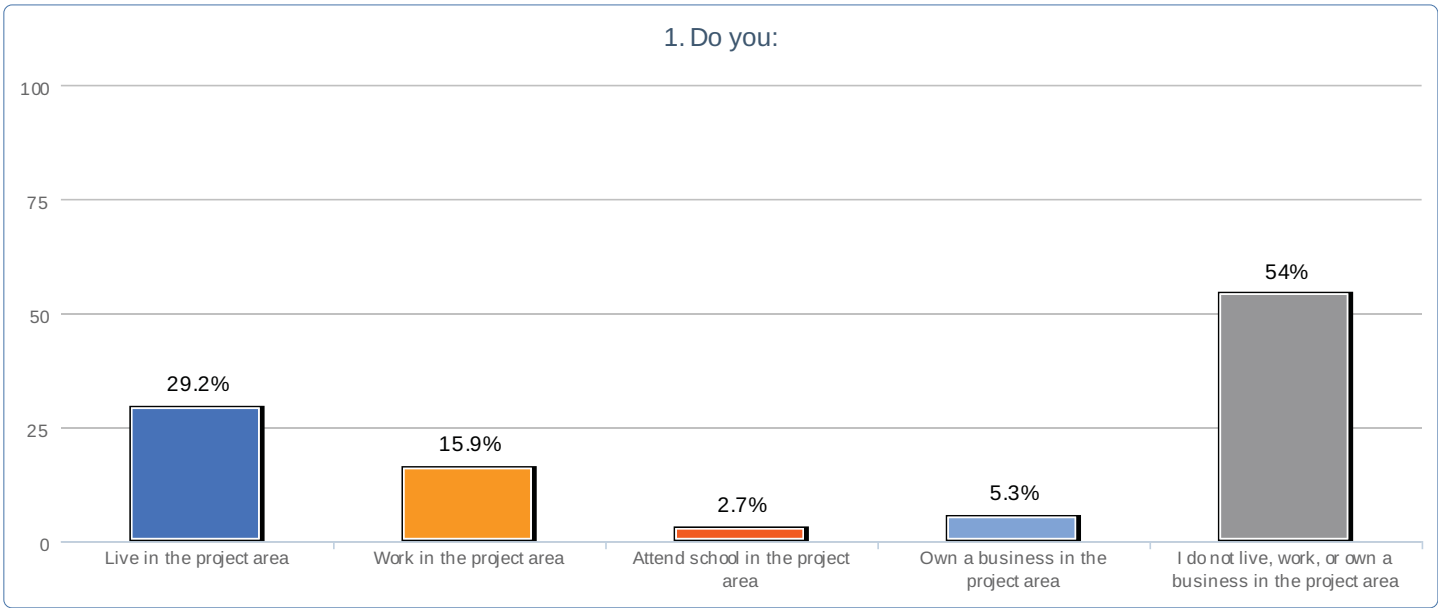
Please return to Sound Transit staff at the end of the meeting, or mail it to:
Mail: Sound Transit: Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
kent.hale@soundtransit.org

For information in alternative formats, contact Sound Transit at (206) 398-5000 or TTY Relay 711.

SOUNDTRANSIT

Summary Report - Auto Run

Survey: Federal Way Transit Extension Scoping Online Survey



1. Do you:

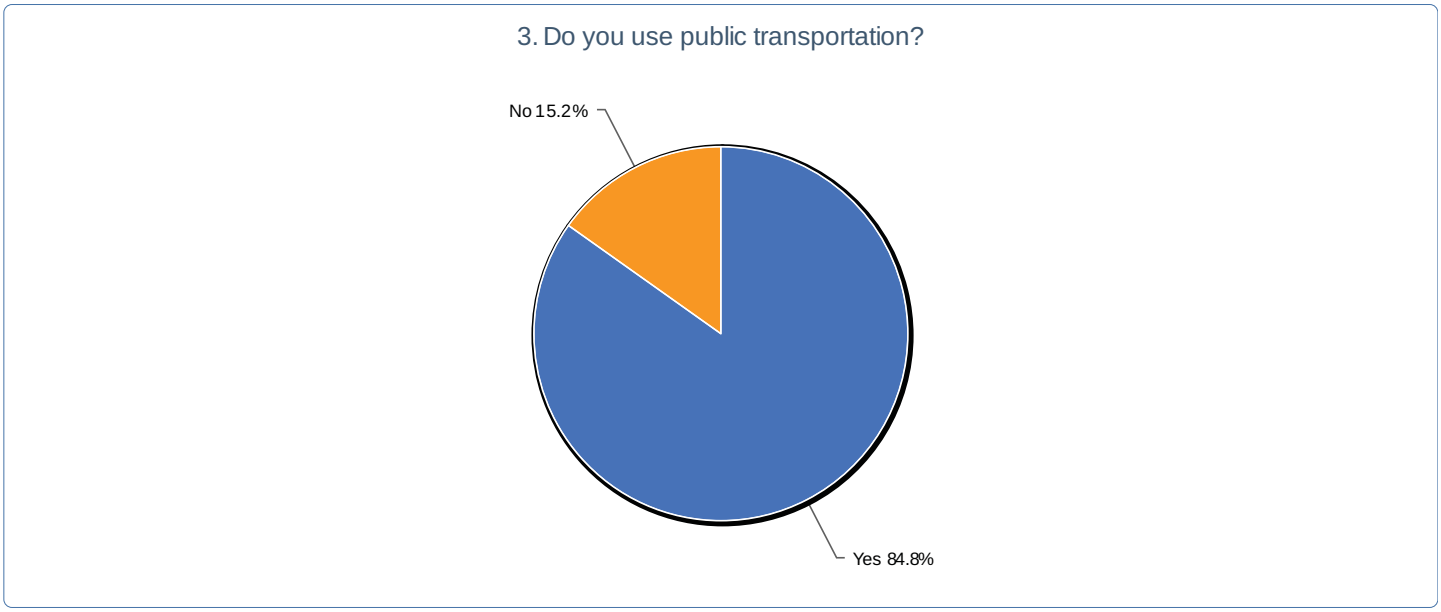
Value	Count	Percent %
Live in the project area	33	29.2%
Work in the project area	18	15.9%
Attend school in the project area	3	2.7%
Own a business in the project area	6	5.3%
I do not live, work, or own a business in the project area	61	54.0%

Statistics	
Total Responses	113

2. What is your zipcode?

Count	Response
2	20011
1	97005
3	98001
3	98002
19	98003
2	98006
1	98012
3	98023
1	98026
1	98031
8	98032
1	98042
1	98043

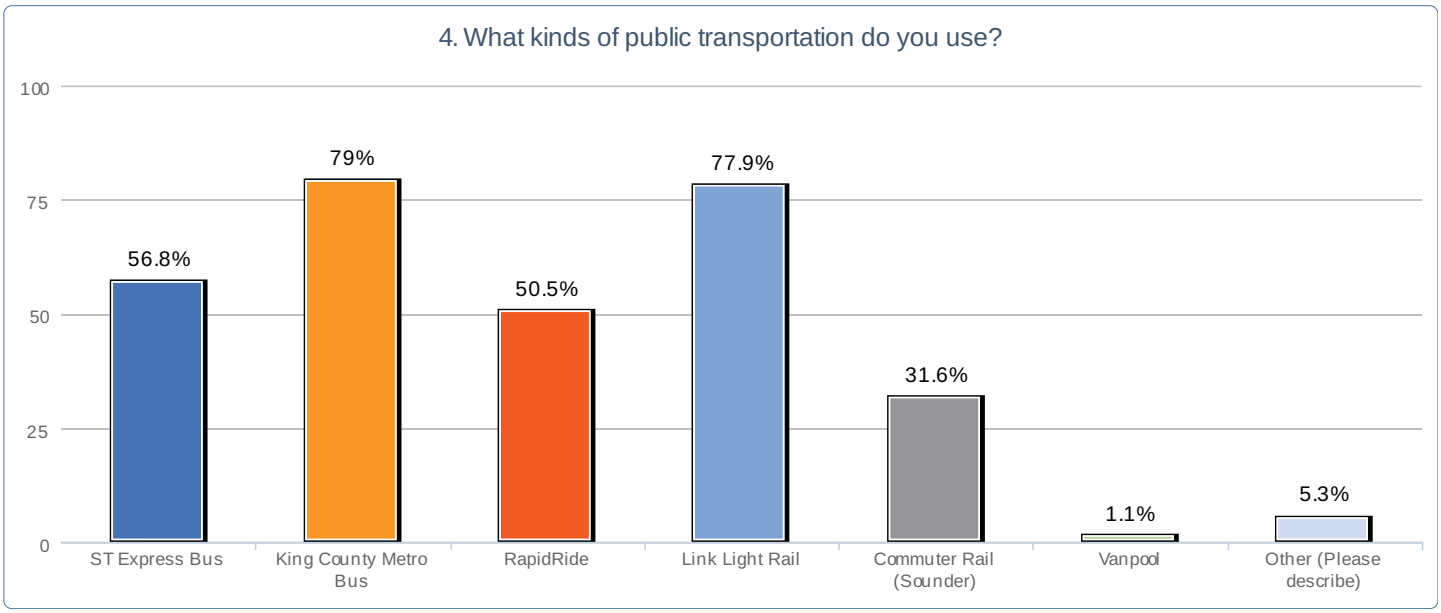
1	98059
6	98102
1	98103
1	98104
3	98105
1	98106
2	98107
2	98108
1	98110
1	98112
1	98115
2	98118
1	98119
1	98121
4	98122
1	98125
1	98144
1	98146
1	98164
2	98166
4	98168
12	98198
2	98199
1	98310
1	98321
1	98338
1	98371
1	98372
2	98374
3	98391
1	98404
1	98422
1	98444
1	98465
1	98498



3. Do you use public transportation?

Value	Count	Percent %
Yes	95	84.8%
No	17	15.2%

Statistics	
Total Responses	112

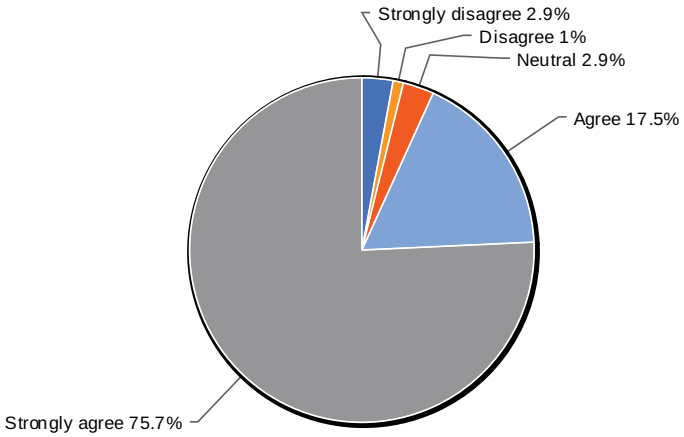


4. What kinds of public transportation do you use?

Value	Count	Percent %
ST Express Bus	54	56.8%
King County Metro Bus	75	79.0%
RapidRide	48	50.5%
Link Light Rail	74	77.9%
Commuter Rail (Sounder)	30	31.6%
Vanpool	1	1.1%
Other (Please describe)	5	5.3%

Statistics	
Total Responses	95

5. Provide more reliable and convenient public transportation to jobs and key destinations and meet future demand for public transportation.

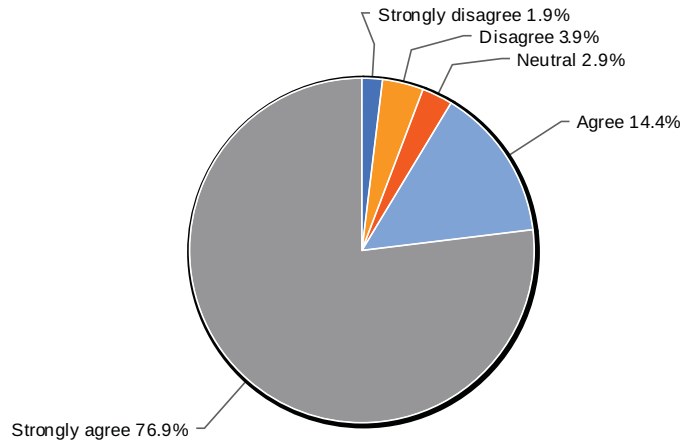


5. Provide more reliable and convenient public transportation to jobs and key destinations and meet future demand for public transportation.

Value	Count	Percent %
Strongly disagree	3	2.9%
Disagree	1	1.0%
Neutral	3	2.9%
Agree	18	17.5%
Strongly agree	78	75.7%
Not Applicable	0	0.0%

Statistics	
Total Responses	103
Sum	476.0
Avg.	4.6
StdDev	0.8
Max	5.0

6. Provide an alternative to traveling on congested roadways and improve connections to the transportation system at all times of day.



6. Provide an alternative to traveling on congested roadways and improve connections to the transportation system at all times of day.

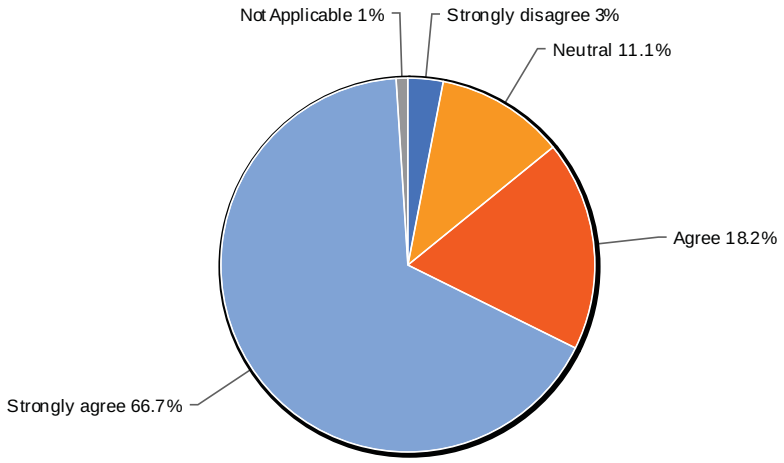
Value	Count	Percent %

Statistics	

Value	Count	Percent %
Strongly disagree	2	1.9%
Disagree	4	3.9%
Neutral	3	2.9%
Agree	15	14.4%
Strongly agree	80	76.9%
Not Applicable	0	0.0%

Statistics	
Total Responses	104
Sum	479.0
Avg.	4.6
StdDev	0.9
Max	5.0

7. Support local land use, transportation, and economic development plans.

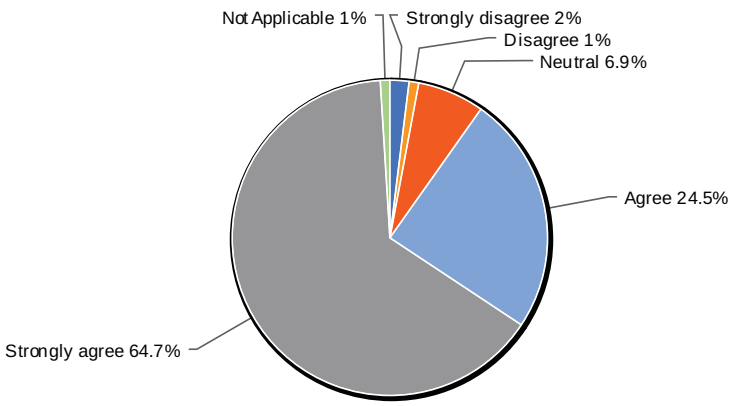


7. Support local land use, transportation, and economic development plans.

Value	Count	Percent %
Strongly disagree	3	3.0%
Disagree	0	0.0%
Neutral	11	11.1%
Agree	18	18.2%
Strongly agree	66	66.7%
Not Applicable	1	1.0%

Statistics	
Total Responses	99
Sum	438.0
Avg.	4.5
StdDev	0.9
Max	5.0

8. Advance the Sound Transit Long-Range Plan by providing high-quality regional transit service connecting major activity centers in King, Pierce, and Snohomish counties.

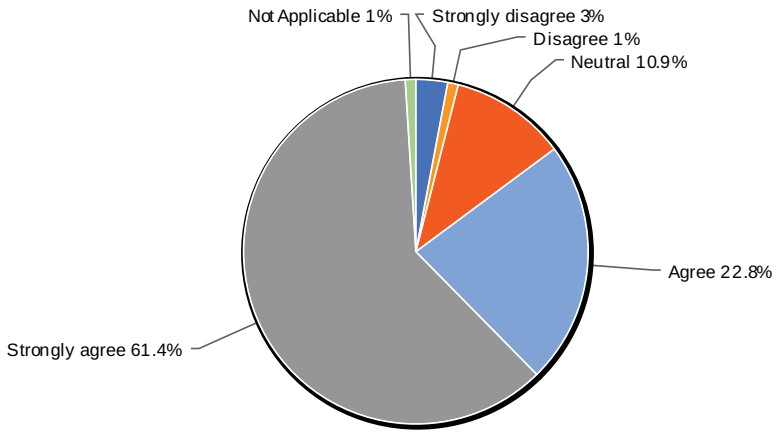


8. Advance the Sound Transit Long-Range Plan by providing high-quality regional transit service connecting major activity centers in King, Pierce, and Snohomish counties.

Value	Count	Percent %
Strongly disagree	2	2.0%
Disagree	1	1.0%
Neutral	7	6.9%
Agree	25	24.5%
Strongly agree	66	64.7%
Not Applicable	1	1.0%

Statistics	
Total Responses	102
Sum	455.0
Avg.	4.5
StdDev	0.8
Max	5.0

9. Build an affordable system that seeks to preserve and promote a healthy environment.



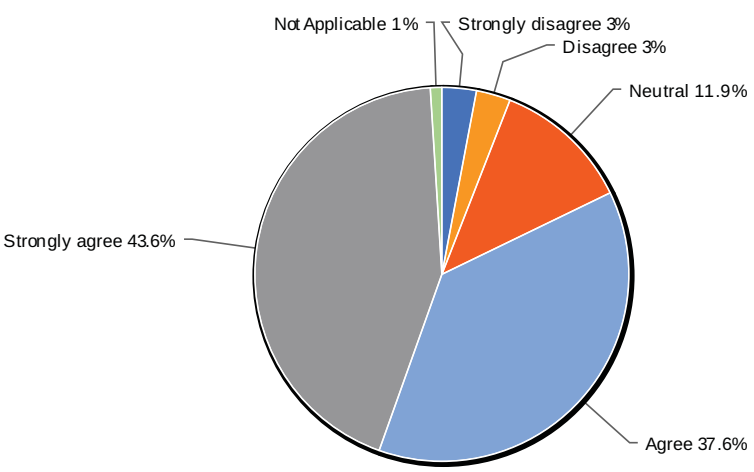
9. Build an affordable system that seeks to preserve and promote a healthy environment.

Value	Count	Percent %
Strongly disagree	3	3.0%
Disagree	1	1.0%
Neutral	11	10.9%

Statistics	
Total Responses	101
Sum	440.0
Avg.	4.4

Agree	23	22.8%
Strongly agree	62	61.4%
Not Applicable	1	1.0%

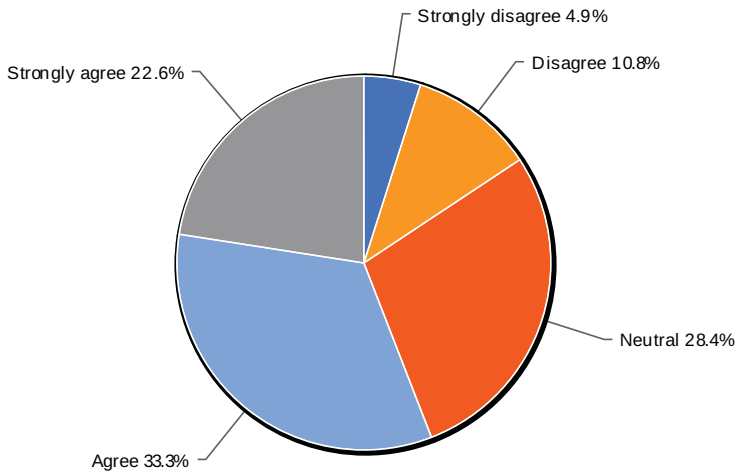
StdDev	0.9
Max	5.0



10. More people will be living and working in the project area.

Value	Count	Percent %
Strongly disagree	3	3.0%
Disagree	3	3.0%
Neutral	12	11.9%
Agree	38	37.6%
Strongly agree	44	43.6%
Not Applicable	1	1.0%

Statistics	
Total Responses	101
Sum	417.0
Avg.	4.2
StdDev	1.0
Max	5.0

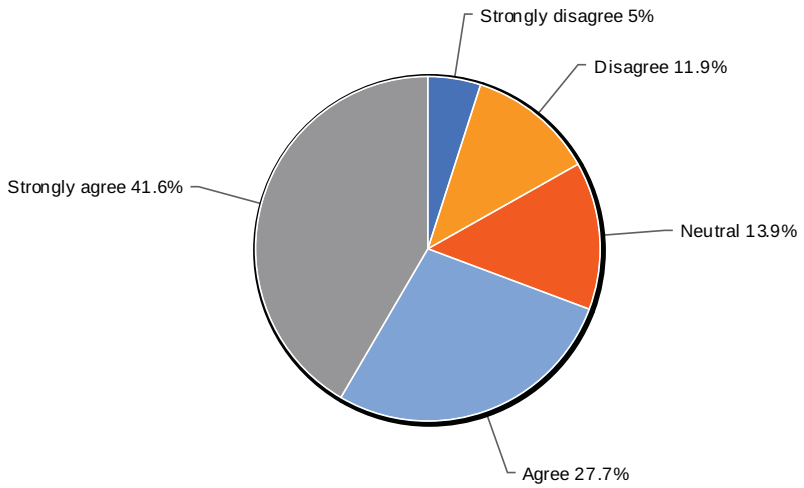


11. Many people living in the project area do not have access to a car.

Value	Count	Percent %
Strongly disagree	5	4.9%
Disagree	11	10.8%
Neutral	29	28.4%
Agree	34	33.3%
Strongly agree	23	22.6%
Not Applicable	0	0.0%

Statistics	
Total Responses	102
Sum	365.0
Avg.	3.6
StdDev	1.1
Max	5.0

12. Congestion in the project area will increase and further degrade existing transit performance and reliability.

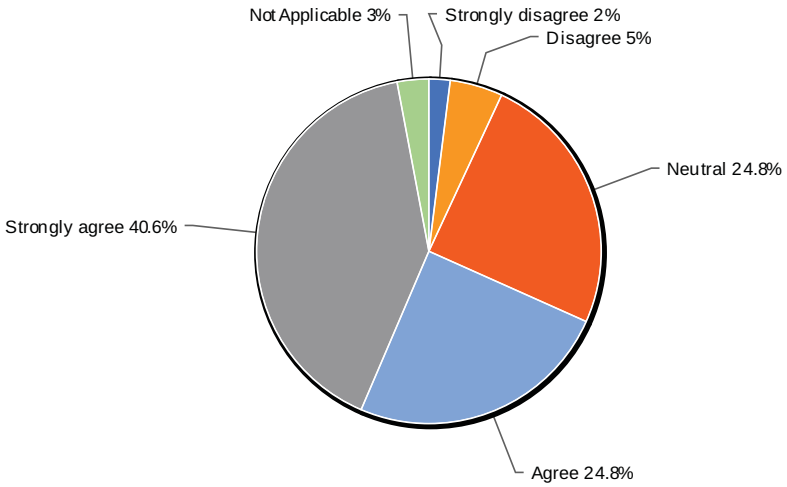


12. Congestion in the project area will increase and further degrade existing transit performance and reliability.

Value	Count	Percent %
Strongly disagree	5	5.0%
Disagree	12	11.9%
Neutral	14	13.9%
Agree	28	27.7%
Strongly agree	42	41.6%
Not Applicable	0	0.0%

Statistics	
Total Responses	101
Sum	393.0
Avg.	3.9
StdDev	1.2
Max	5.0

13. Existing transit service does not meet the needs of people living in the corridor.

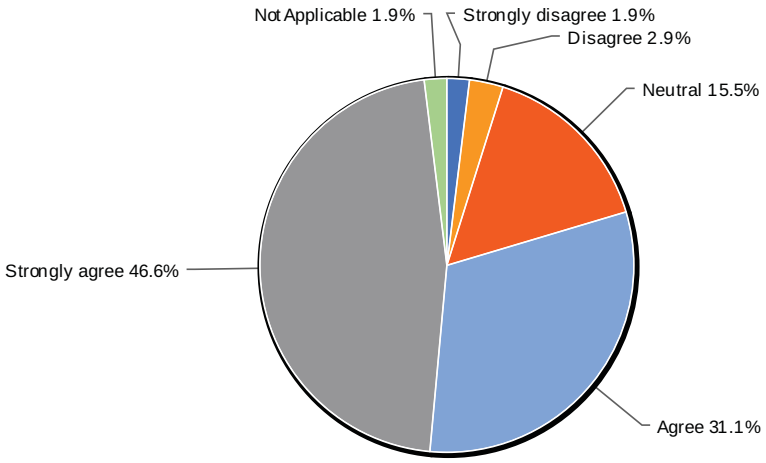


13. Existing transit service does not meet the needs of people living in the corridor.

Value	Count	Percent %
Strongly disagree	2	2.0%
Disagree	5	5.0%
Neutral	25	24.8%
Agree	25	24.8%
Strongly agree	41	40.6%
Not Applicable	3	3.0%

Statistics	
Total Responses	101
Sum	392.0
Avg.	4.0
StdDev	1.0
Max	5.0

14. Regional and local plans call for high capacity transit in the project area



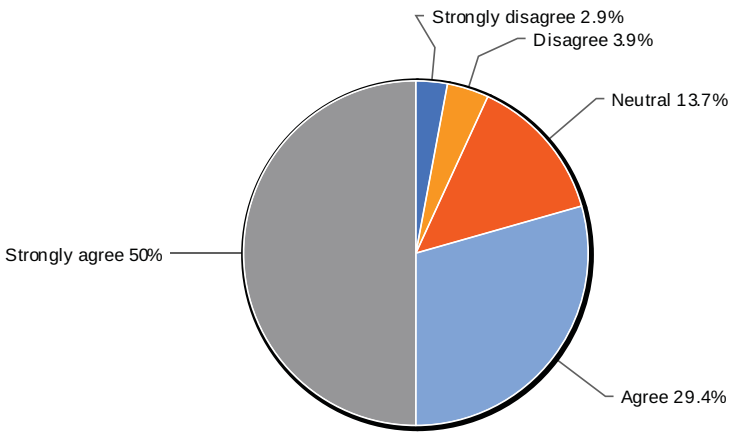
14. Regional and local plans call for high capacity transit in the project area

Value	Count	Percent %
Strongly disagree	2	1.9%
Disagree	3	2.9%
Neutral	16	15.5%
Agree	32	31.1%

Statistics	
Total Responses	103
Sum	424.0
Avg.	4.2
StdDev	0.9

Strongly agree	48	46.6%
Not Applicable	2	1.9%

Max	5.0



15. The project will help reduce vehicle miles traveled and greenhouse gas emissions

Value	Count	Percent %
Strongly disagree	3	2.9%
Disagree	4	3.9%
Neutral	14	13.7%
Agree	30	29.4%
Strongly agree	51	50.0%
Not Applicable	0	0.0%

Statistics	
Total Responses	102
Sum	428.0
Avg.	4.2
StdDev	1.0
Max	5.0

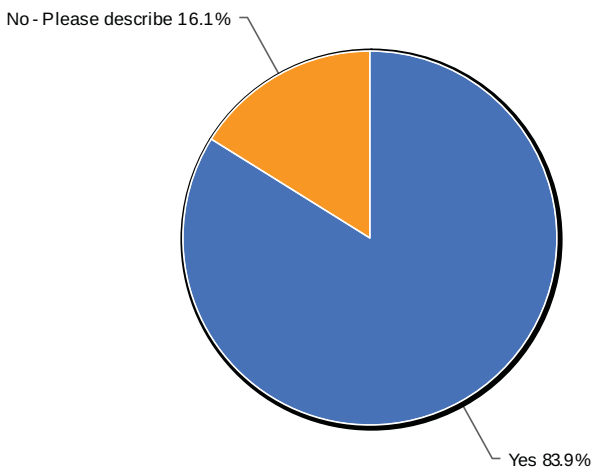
16. Is there anything that should be added to the purpose and need statement?

Count	Response
1	Build a system that is entirely grade-separated and can travel at high sustained speed.
1	I don't know what a "purpose and need statement" is. Sounds term of art-y
1	Improve overall mobility and transit ridership as much as possible with available funding
1	More park and rides
1	Park and Rides Should be added
1	Reduce over crowding on express buses serving the fed way tc after 6:30 pm
1	Specifically call-out encouraging Transit Oriented Development.
1	The project should be designed to significantly reduce travel time for those taking transit.
1	The project should support future development.
1	To serve people who need transit, it should be located on SR 99, not I5
1	WE NEED IT TO COME FASTER
1	please define affordable
1	we need more park and rides
1	Major roadway (I-5) unable to support commuter traffic and heavy congestion during major events in the Puget Sound

	Region. Additional lanes to the Interstate 5 corridor difficult to build because of bottleneck regions (mainly through Seattle).
1	More frequent service will increase security bc it will reduce wait times standing out on the street at night
1	Eventually the light link rail needs to go from Tacoma to Seattle, the sooner this happens the better.
1	The project area keys on the blue collar work force creating affordable transportation and parking alternatives and allowing that same work force to have access to better paying jobs. High speed trains also generate commerce by allow easy accesss to areas of entertainment dining and schools at all levels (primary and secondary, colleges and universities)
1	Let's get with the times and provide our community with a reliable and efficient alternative to sitting in our cars.
1	Light rail is an important opportunity to build compact, complete, connected communities. Our highest priority should be building immensely walkable & bikeable communities connected to the Link light rail system for the 1.5 million people moving to the region over the next 30 years.
1	More stations between Kent/Des Moines and Federal Way. My only means of transportation is by public transit and I'm sure many people in the area would agree.
1	1.I live in the residential area by the intersection of S 288th St & Pacific Hwy S. I frequently walk over to Pacific Hwy to grab the bus. I went to the ST Federal Way Transit Extension meeting at Parkside Elementary and saw there could be plans to build a station at the S 288th St & Pacific Hwy S intersection. I think this location would be great for all of us living in the area. I live in a lower income demographic area where majority of the households have 0 cars or 1 crappy car and we use public transit a lot or we just walk. I really think this is a good location to consider building a ST Station. Many of us will be able to jump on the train and go shopping to Federal Way and the 272nd St Plaza which will make it quite easy to get around especially shopping for groceries. As a single mother without a car, I would benefit greatly from a ST Station here. All the residents in my area would feel more connected to everything at Federal Way and 272nd plaza. I hope you really look into this location. I have talked to many of my neighbors and we all feel our community would benefit a lot. Even though I rent, the property values in this area would go up and I think it would help a lot of people. Also, this will prevent some people to drive old pollution producing cars that they currently own because they can't afford to buy environmentally friendly cars so they have to make ends meet with what they have. If a station was build here, those people would just take the train because they would be well connected to all the major areas. Currently this intersection has a lot of vacant buildings and land that isn't being put to good use so there shouldn't be any problem for you to buy the land and build a station here. I don't think anyone would lose by a station being built here. Everyone would only gain and this station would bring some life to this intersection. The idea should be to connect the residential areas to main areas of the city so that we can easily walk to the train and travel to our destinations. I don't think there is a more need anywhere else than this intersection because all of us living here would have a great, environmental friendly way of transportation. I really hope you consider this location. Thank you very much for listening to me.
1	Please maximize the amount of parking at the transit stations. It's disheartening to have my sights on taking the light rail and then I can't find parking at the SeaTac station, and the bus service there takes too long.
1	Public transportation will keep vehicles off the highways that would have to be improved to handle all the traffic - so public transportation saves in he long run.
1	SR99 is where light rail needs to be. It's more expensive, but if the alternative is I-5, then it's still better, because all of the businesses are on 99. If we build all this rail away from the businesses, then it's a tremendous waste; likewise, the local resident gets light rail right in front of his house. Based on the cost of this investment, it would also be unfair for certain residents to get light rail at their front door and to have a 10-20 block walk from the station to local places where people actually want to go. I also think that there needs to be more stations, because if this line is a viable alternative to RapidRide A-line, then we could cancel it, and save money over the long run.
1	As a Ground Service Agent for Horizon Air at SeaTac Airport, I have encountered dozens, if not hundreds of airport employees who live in the project area. Most are low income and many do not own cars, limiting their mobility to transit. There is a strong desire for fast, reliable, high frequency transit to Federal Way among airport employees. In my years working at SeaTac Airport I have yet to encounter any employee who does not support Sound Transit's goals for expanding high capacity transit in the greater Seattle area. This link extension would greatly benefit tourists as well, providing access to hotels and commercial destinations south of the airport. Additionally, providing a direct connection between Highline Community College and the University of Washington would be a boon for higher education in the region. As a science alum at HCC I would have loved the opportunity such a connection would have provided.
1	I would use the light rail to commute to highline community college and save tremendously on gas and parking cost.
1	People in surrounding areas (i.e. Auburn and Kent) need more options for commuting downtown that put less wear and

	tear on their vehicles.
1	Thank you for considering to extend the route. I don't know if I will still be living in the region, when the project is completed, but it's a good plan. My biggest concern is the cost to utilize the light rail. As convenient as it may be, it is already expensive to use the light link between downtown and the airport. The extension migh just make it cost-prohibitive to those who absolutely rely on public transportation.
1	I used to live in the FW area and transportation was always at capacity and traffic was horrible during rush hour. I ended up taking the train from Kent because it was more comfortable and I didn't have to stand on the ST Express with heavy bags (when I brought home my work laptop).
1	What needs to be mentioned is that we have reached a statistical peak driving. Congestion during the rush hours now has sometimes gone to 60-80 minutes at times. If there was an actual automated system versus the at-grade intersections with Link, I could only imagine having Link to Federal Way in 40-45 minutes every time. At that rate, why would you want to take your vehicle into work? I think the purpose and need for this is there. I-5 from the 405 interchange south is congested every single morning. We need to move off our oil dependency and have more coordination to fill Link up further south.
1	This is an incredibly poorly worded question. Are you saying that you want an opinion on whether or not these are good goals, or are you asking if *this project as proposed* will help meet these goals? I'm answering neutral for everything because it's unclear what you are asking.
1	Sound Transit is notorious for it's boondoggling. Once in my naive youth I voted for light rail, because THE PROPOSAL INCLUDED SERVICING MY AREA IN FEDERAL WAY. Now, surprise, and true to Sound Transit's inability to follow a budget or accurately project costs, my area has no funding. fool me once, shame on you, Fool me twice - shame on me. Find funding to complete the line as proposed when approved by voters or you'll NEVER get another approval vote from me.
1	I totally understand municipal finance - but I wish these systems could be built out faster - by the time light rail arrives in Federal Way - I won't have a need for it, as I'll be retired - in 20 years!
1	i whould like to see the station to be boilt on 288 and pacific hwy. because here is thousands of people living in apartmens on this intersection. thanks

17. Is Sound Transit considering the right alternatives?



17. Is Sound Transit considering the right alternatives?

Value	Count	Percent %
Yes	78	83.9%
No - Please describe	15	16.1%

Statistics	
Total Responses	93

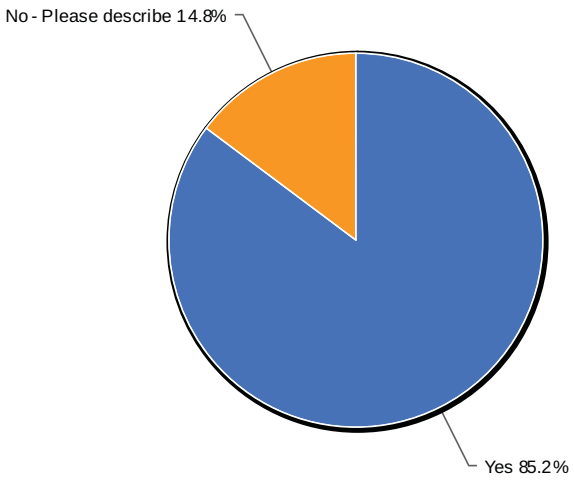
18. Sound Transit has included three stations in its planning for the Federal Way Transit Extension:• Kent-Des Moines Road*• S. 272nd Street*• Federal Way Transit Center Sound Transit evaluated the following additional station locations during alternatives analysis based on comments received during early scoping. Please prioritize using numbers 1-7 which stations you would use the most, with one being the station you would use the most and seven being the station you would use the least.

Item	Total Score[1]	Overall Rank
S. 288th Street and SR 99	399	1
Dash Point Road and SR 99	351	2
S. 260th Street and SR 99	329	3
S. 216th Street and SR 99	322	4
S. 288th Street and I-5	283	5
S. 260th Street and I-5	240	6
S. 216th and I-5	238	7

Total Respondents: 84

[1] Score is a weighted calculation. Items ranked first are valued higher than the following ranks, the score is the sum of all weighted rank counts.

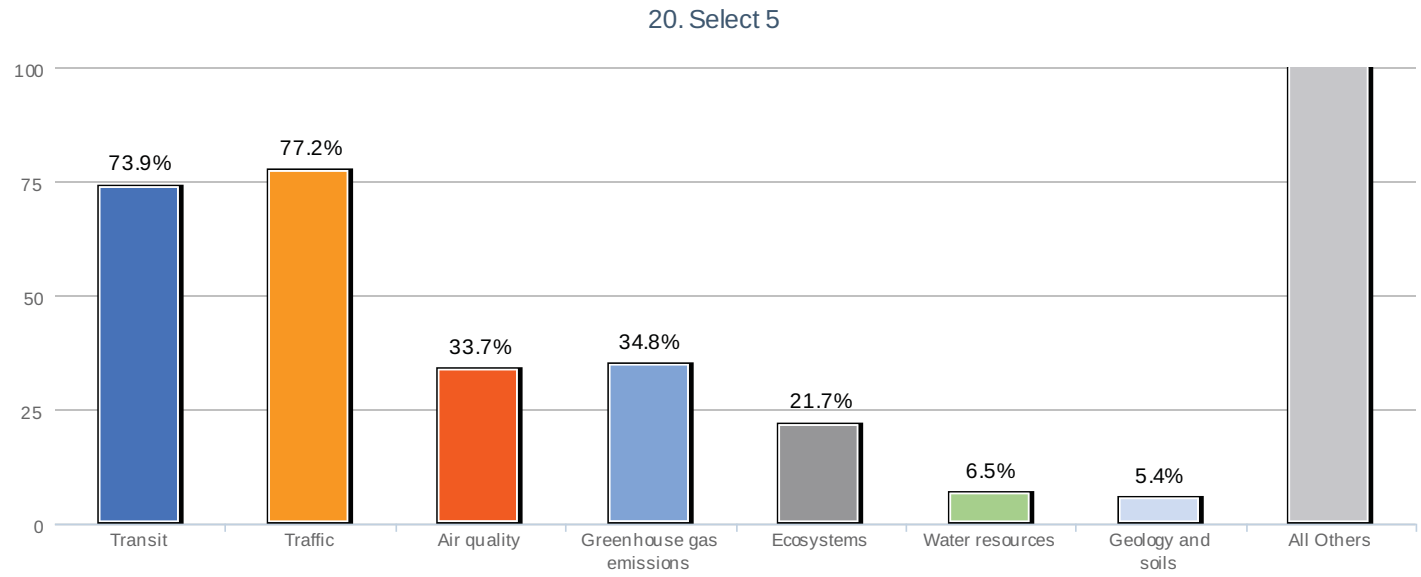
19. Is Sound Transit considering the right station locations?



19. Is Sound Transit considering the right station locations?

Value	Count	Percent %
Yes	75	85.2%
No - Please describe	13	14.8%

Statistics	
Total Responses	88



20. Select 5

Value	Count	Percent %
Transit	68	73.9%
Traffic	71	77.2%
Air quality	31	33.7%
Greenhouse gas emissions	32	34.8%
Ecosystems	20	21.7%
Water resources	6	6.5%
Geology and soils	5	5.4%
Noise and vibration	26	28.3%
Visual effects	18	19.6%
Land use and economic activity	51	55.4%
Acquisitions, displacements and relocations	19	20.7%
Energy use	14	15.2%
Hazardous materials	6	6.5%
Public services and utilities	16	17.4%
Impacts on low-income and minority populations	33	35.9%
Cultural, historic and archaeological resources	7	7.6%
Parks	5	5.4%
Construction impacts	19	20.7%

Statistics	
Total Responses	92

21. Please provide additional information on the environmental issues marked in the question above, or share if there are other issues we should consider.

Count	Response
1	Be smart and thrifty.
1	Freeway on ramps and offramps from the park and ride
1	I'm not sure how Kent is represented, but it needs to be in the mix.
1	None
1	Reducing passenger car usage should help the environment the most.

1	Study possible slide problems - and avoid them!
1	n/a
1	na
1	none
1	I think building a station by the low income and minority populations is going to be great for us because most of us use public transportation.
1	my main concern is acquisitions/displacements. I live near the MIdway shopping center. Do NOT want house values to go down because of a light rail track 'in our yard'
1	Potential impact of businesses moving out of the area (i.e. Boeing) because of poor infrastructure (transportation) for employees.
1	The ability to reduce emissions by maximizing the bus platform hours Link will replace is a major point in building this project. Travel time on the line should be minimized, so that it is competitive with express buses. Connections to local bus lines (e.g. a station entrance at Pac Hwy and 320th St) is key to capturing ridership. Please move the Federal Way Station to where it will have a walkshed and bus connections that don't require multiple turns and an extra five minutes to get to the station.
1	Light rail is better for the the greater good of the entire population from better access to schools, entertainment and employment to air and water quality... it should increase property values to those in the direct area and routes.
1	Light rail should be considered beneficial for improving transit, reducing greenhouse gas emissions, and improving local land use patterns to be more walkable with more local businesses.
1	You need to put the rail down 99 or I -5, not 30th. Put up a sound wall before you start on the I -5 route. Do not keep me up at night!!!
1	I think 288th & Pacific Hwy S station would have a great impact for the residents in the area. It would connect us with major areas and we would be able to travel without any inconveniences. Currently it is very difficult to travel with public transportation in this area.
1	We deserve more specifics about the proposed plans. The information in the paper was so vague that you have residents up in arms thinking their houses are going to be demolished.
1	I commute everyday to work from Redondo Beach neighborhood to Downtown Seattle. It would be ideal to have a train station on 288th & SR99 so I could jump on the train instead of driving and being stuck in traffic.
1	Ensure that this route avoids the same noise issues encountered (and which you are now spending lots of funds to retroactively fix) along the current Central Link route. As someone who lives 1.5 blocks from the route along MLK, I believe more could have been done to mitigate the noise problems we now experience.
1	I support efforts to reduce the amount of greenhouse gases our region emits for transportation, and believe this extension should be built to provide high speed transit now, but more importantly to provide a template for future dense development that takes advantage of the line.
1	would it end up like the light rail link to seattle with all the small parcels of land that are fenced off and of no use to anyone?

22. Do you have any other thoughts or questions regarding the Federal Way Transit Extension?

Count	Response
1	Again, specifics! Please share your details with those who reside in those areas!!!
1	Build it on SR99. And include a stop at Highline Community College.
1	I recommend to build a light rail station at 288th & SR99 intersection.
1	ITS TAKING TOO LONG TO CONSTRUCT - MAKE IT COME FASTER!
1	If you build it, they will ride! Tacoma please!! All the way to the airport!
1	Keep this on 99! Do not stray to i-5
1	None
1	Prefer alignment on/near SR-99.

1	TOD is important. SR 99 wins there.
1	Very important project to anyone living south of Seattle.
1	Want it to go to Tacoma.
1	You can't buld it fast enough!!!
1	it needs to go where people are ... not down I5
1	n/a
1	no.
1	park and rides with freeway on-ramps and off-ramps
1	I think it would be better to run the line along SR 99 to make it connect to Federal Way job centers and business centers rather than just be a way to get to Seattle.
1	I-5 is an awful alignment. We need transit to focus on providing direct access to users equitably. This can ONLY be done on arterial and surface streets. I oppose ANY alternative that focuses on I-5 as an option. SoundTransit needs to stop focusing stations along highways. This kills all-day ridership, walksheds, connectivity, and potential land use benefits.
1	I would honestly reject any alignment via I-5. The reason to build transit is to not serve as a freeway duplicate but serve areas that are not easily served by roadways. There is a reason why median-freeway transit systems do not work well like BART. BART has 3 times the track as Skytrain in Vancouver, BC but the same ridership. That is due to mostly park & ride stations and not allowing for development around stations. The City of Federal Way should be supported in permitting transit-oriented development near proposed Link Stations and I believe people would prefer to be along the SR 99 corridor rather than I-5.
1	Please do not build the I-5 alternatives. SR-99 has much more potential for development, meaning that there is much higher long term potential to increase ridership.
1	I feel the station at Kent Des Moines Road/Highline, and the track from Anlge lake to it, should be placed in an area that impacts the LEAST amount of residences.
1	Feel that the opportunities for Transit Oriented Development are extremely important, and create the greatest possible economic impact from the project, which will also spur ridership.
1	As I go to school in the federal way area, the S. 288th Street and SR 99 station would be the most useful for me because it would be convenient to commute to Highline community college by getting on at the station at 288th street and SR 99.
1	I hope the Kent-Des Moines Road station is placed as close to Highline Community College as possible.
1	The most important station is the one that will serve Central Washington University-Des Moines and Highline Community College. A station entrance should be on the west side of Pac Hwy, as close as possible to the campus. Minimizing travel time on the line should be a primary goal. The second-most important station would serve downtown Federal Way, including easy connection to all the bus lines that serve the spine of residential Federal Way on 320th. ST should reconsider locating a station at the parking garage. However, the transit center has to remain in name, and there should be quick bus or other walkway access between the garage and the station. However, most of the long-term ridership will come from neighborhood buses and people accessing the business corridor, not people parking their cars, if the station entrances are located where more people than just car parkers can access the station. Locating the station at FWTC forces additional curves and additional travel time into the line. The more such curviness is added to the line, the less likely it will ever compete with express bus service. Such an approach will render the line to be a low-ridership copycat of the failed Denver highway light rail with parking lots approach.
1	I think it is really important to grade-separate Link from cars. Otherwise, it doesn't save enough time to be worth the cost.
1	Extending to Federal Way Transit Center would improve my life greatly, as a daily commuter from Seattle to Federal Way.
1	I've spoken to many other property owners in the intersection of S 288th St & Pacific Hwy S (SR 99) and they agree that this intersection is a great location for a light rail station. There are a lot of lower income people living in the area that use public transit quite a bit. Even my vacant property located at 28806 Pacific Hwy S gets used as a Park & Ride on a regular basis by commuters that drive to this location and jump on the bus. I think this shows how ideal this location would be for a light rail station.
1	I question to many stations --- each stop would add minutes to the commute; favor identified stations with larger parking areas/garages.
1	Cost seems to be the biggest factor but it isn't on your list. I think the I-5 option would be the cheapest because it could

	be at grade more of the time.
1	I think that a SR-99 alignment will provide better future growth. It will provide more opportunities for people to live near and walk/bike to light rail stations, provides more overlap with RapidRide for better transit connections. It must be fully grade-separated to ensure fast travel and no car/pedestrian accidents.
1	I fully support any one of the Highway 99 options, but I DO NOT SUPPORT THE I-5 OPTIONS!!! Build the option that will work best for us over the next 100 years, not the option that is cheapest or easiest now.
1	The Highway 99 alignment options present the BEST opportunity for T.O.D. (ideally, by the private sector). I also believe it is best to distribute one's transportation corridors as comprehensively as possible and layering LINK over I-5 in the south end of King County will delay the further economic development & prosperity of the southwest corner of the county.
1	I would hope that the train that comes will be offered 247 and not become extremely limited after hours
1	I think the best thing would be to use the route along Pacific Hwy because that is where all the activity happens. People will be able to get on and off at the stations and do shopping or go to work if they work there. Also, please think about the station at S 288th & Pacific Hwy S. Building along I-5 isn't as good of idea as building on Pacific Hwy because of walking distances.
1	To me, it remains doubtful whether extending Link to Federal Way is worth the cost, given that it will not improve transit travel times to Downtown Seattle. Building BRT along I-5 with frequent service in dedicated center lanes and additional freeway stations seems like it would improve mobility more for a lower cost. In addition, the lower cost of this alternative could provide extra funding to improve local transit connections (both in coverage and frequency), which would cause ridership to increase as well.
1	When will it connect to Tacoma? Also, the route chosen should be the quickest one linking Federal Way to SeaTac Airport.
1	I'd be using the southern most station of the light rail when it's completed, mostly to get to Sounder's games and Pioneer Square
1	Considering where the rail will be which houses, business and apartments will be bought out and the families displaced?
1	I own commercial land at the intersection of S 288th St & Pacific Hwy S (SR 99) where I could possibly build a small retail strip center. However only reason I have not done so yet is because this is an economically distressed area with not much going on. I feel if there was a light rail station build at this location, it would result in a lot of economic development. Property values would go up and more businesses would open up at this intersection to serve the newly generated traffic. This would be an ideal location for a light rail station to stimulate economic activity. In my potential retail strip center alone, there would be 4-5 new businesses opening up.
1	Build it on SR99. Do not build it on I-5. The travel time would not be competitive with existing express bus service.
1	If some people switch to the train, others (with longer commutes) will take their space on I-5. Single-driver commute times will stay the same. Sprawl will increase.
1	It would be better to build nothing, rather than build along I5. Buinding along the freeway would result in no TOD, additional transfers and travel time, and worthless station walksheds
1	Based on these alternatives, ST hasn't yet determined whether South Link is intended for medium-speed local travel or express regional travel. FWTC is 23 miles from downtown Seattle. I did a comparison of the travel times from locations 23 miles out at a variety of cities in Seattle's size range: Berlin, Lisbon, Montreal, Boston, Washington DC. Answer: most city's rapid transit lines only extend about 10 miles from the city center. Commuter rail is used to serve locations 23 miles out, with typical travel times of 40 to 55 minutes (these lines operate all day long at least hourly). Driving the same distance (with traffic) typically took 30 to 45 minutes. Exception: The Shady Grove Red line in DC extends 23 miles from DC Union Station. Travel time is 40 minutes. Application to South Link: (A) The linear shape of the metro area and is the only justification to build rapid transit south of Angle Lake Station. (B) Long term, this corridor should be served by a new commuter rail/HSR alignment directly serving Sea-Tac airport but generally in the I-5 right-of-way. (C) In the interim, South Link could function as an express commuter rail by building only the stations called out in ST2 along the 99 alignment. 50 minute travel time to downtown is actually reasonable per international standards. (D) If and when the new commuter rail service is built, Link could be converted to medium-distance service by adding all the in-fill stations proposed, and replacing parking garages with mixed-use TOD.
1	Omitted answers to 18 & 19 since its been a while since living in the area and not sure what stations might be best for the community.
1	I feel very strongly that it should be elevated like in Tukwila rather than at-grade like in Seattle. I think that there should be

	some attention to visual enhancements such as landscaping under the line.

23. Do you wish to receive email updates about the Federal Way Transit Extension?

Value	Count	Percent %
Yes - Please provide your email address	0	0.0%
No	0	0.0%
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Statistics	
Total Responses	0

APPENDIX D – MEETING ADVERTISEMENTS

- Postcard
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Federal Way Transit Extension

Extending Link light rail to Federal Way

Over the past year, Sound Transit has evaluated alternatives to extend high-capacity transit from the future Angle Lake light rail station on S. 200th Street in SeaTac to the Federal Way Transit Center, a distance of about 7.6 miles. Currently, there is projected funding to construct to Kent/Des Moines. The agency is developing a shovel-ready plan to extend light rail to Federal Way when additional funding is secured.

PLEASE JOIN US!

Scoping meeting dates

June 19, 3–6 p.m.
Federal Way Transit Center Plaza
31621 23rd Ave S.
Federal Way, 98003

June 26, 5–7 p.m.
Parkside Elementary cafeteria
2104 S. 247th St.
Des Moines, 98198

Sound Transit and the Federal Transit Administration will prepare an Environmental Impact Statement (EIS) that evaluates how the project could affect the community and the environment. As the EIS phase gets underway, scoping meetings will be held to give the public and agencies opportunity to provide comments on the project. **Comments will be accepted through July 15, 2013.**

Questions? Please visit soundtransit.org/FWextension or contact Tralayne Myers, Community Outreach Specialist, at 206-398-5014 or tralayne.myers@soundtransit.org.
For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or email accessibility@soundtransit.org

At the scoping meeting, you will have an opportunity to:

- Learn about the project purpose and need
- Review potential light rail alternatives
- Tell us how the project could affect people and the environment
- Ask project staff questions
- Tell us what you think

How to comment:

- In person: Attend a scoping meeting and fill out a comment form
- Online: Complete a scoping survey at soundtransit.org/FWextension
- Email: FWTE@soundtransit.org
- Mail: Sound Transit, Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104

Sign up for project email updates at **www.soundtransit.org/subscribe**. Check the box for Federal Way Extension.

To request accommodations for persons with disabilities or information in alternate formats, call 1-800-201-4900/TTY Relay: 711 or email accessibility@soundtransit.org.

Llámenos al 1-800-823-9230 para averiguar más detalles acerca de la Extensión de Tránsito a Federal Way y proporcionar su opinión.

Federal Way 트랜짓 익스텐션에 관한 질문은 1-800-823-9230 으로 연락하시고 귀하의 소견을 말씀해 주시기 바랍니다.

С вопросами о продолжении ветки железной дороги в Federal Way, а так же, чтобы поделиться своим мнением, звоните нам 1-800-823-9230.

Naga soo wac 1-800-823-9230 si aad wax badan uga ogaato Fidinta Federal Way Transit oo aad uga dhiibato ra'yigaaga.

Tawagan kami sa 1-800-823-9230 upang malaman ang mas marami pa ukol sa Federal Way Transit Extension (Pagdurugtong ng Sistemang Sasakyang Pampubliko sa Federal Way) at magbigay ng inyong komentaryo.

Xin gọi cho chúng tôi ở số điện thoại 1-800-823-9230 để biết thêm tin tức về Hệ Thống Chuyên Chở Mở Rộng Đến Federal Way và cho biết ý kiến của quý vị.

请致电 1-800-823-9230，向我们了解更多有关"Federal Way 公共交通扩展"的信息，並提供您的反馈意见。

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Currently, there is projected funding to construct to Kent/Des Moines. Sound Transit is developing a shovel-ready plan to extend light rail to Federal Way when additional funding is secured.

For more information, contact Tralayne Myers at 206-398-5014 or tralayne.myers@soundtransit.org or visit soundtransit.org/Fwextension.

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PUBLIC MEETINGS
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APPENDIX E – MEDIA COVERAGE

- *The Thunderword*, May 30, 2013
- *The Highline Times/Des Moines News,* June 18, 2013
- *Federal Way Mirror*, June 19, 2013
- *The Highline Times/Des Moines News,* July 3, 2013
- *Kent Reporter,* July 9, 2013

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Light Rail moving closer to campus

By Ryan Johnston
Staff Reporter

Sound Transit's Light Rail is moving a bit closer to the Highline campus with the groundbreaking on the line's Angle Lake Station late last month.

The Angle Lake Station on South 200th Street is scheduled to open to riders in late 2016, four years ahead of schedule.

The Angle Lake Station is Part One of the three stations planned for the Kent and Des Moines areas as the link pushes south to, eventually, Tacoma.

The other two stations are planned for Midway near the Highline campus, and near South 272nd Street.

Those are scheduled for completion by 2023.

"We've been working with Highline to extend Light Rail [to the campus]," Kimberly Reason, public information officer for Sound Transit, said.

"[But] in terms of specific location, we haven't decided on one yet," she said.

There has been considerable debate over the route from South 200th Street to the Highline campus area.

Sherry Holt/THUNDERWORD

Construction has begun on the Angle Lake Station on South 200th Street north of Highline.

The Des Moines City Council has advocated routing the line closer to Interstate 5 in order to minimize the impact on residential areas within the city.

The City of Kent has produced plans for commercial and residential opportunities on the east side of Pacific Highway South in the vicinity of the college.

Right now, students living in Federal Way are out of luck for the near future.

"We have funding to get to the Kent/Des-Moines area, but we'd need additional funding to get to Federal Way," Reason said. South King County lost 41 percent of its tax revenue due to the Great Recession, significantly impacting funding for Light Rail projects, Reason said.

Light Rail will eventually reach to South 320th Street, but no tentative construction date could be given.

In total, construction on Angle Lake Station is estimated to cost $383 million.

U.S. Sen. Patty Murray, D-Wash., worked with the U.S. Department of Transportation to secure $26 million for the project.

Sound Transit will be paying for the rest of the project, unless it can secure more money from the Legislature through grants.

The City of SeaTac and the Port of Seattle are also offering help.

"[They] are key partners with us," Reason said.

The City of SeaTac offered the property necessary to locate Angle Lake Station just west of International Boulevard, behind the Bull Pen Tavern.

The Port of Seattle could offer construction and/or monetary help, Reason said.

The Angle Lake Station will include a 700-stall parking garage providing parking for commuters using the station. Four hundred interim spaces are also included, providing intermediary parking for other stations.

Gone with the weeds: Goats finish spring cleaning

Rebecca Starkey/
THUNDERWORD

Campus friendly goats came last week for the second time this year to help clean up some of the invasive species here on campus. The goats have been coming to Highline as part of the campus's efforts to go green.

Spotlight will shine tonight on students of color

By Jawaahir Omar
Staff Reporter

The Seventh Annual Multicultural Graduation Reception unfolds tonight, May 30, from 6-8 p.m. in the Mount Townsend room of the Student Union.

This years' theme is Shine Bright Like a Diamond.

The event is open to all students, faculty and staff and will focus on students of color who have conquered challenges during their college experience, Director of Multicultural Affairs and Leadership Natasha Burrowes, said.

Multicultural Affairs is sponsoring the event and guest speakers will include two student leaders and Dr. Rolita Ezenu, dean of Instruction, Transfer and Pre-College Education.

"[This event is] to celebrate and acknowledge students of color," Burrowes said.

Although all students are invited to attend and invite their families, only students who preregistered will receive a stole to wear at Commencement on June 12.

Live music and light refreshments will be provided.

Junior Little League Softball state champion crowned The perilous pathway to the 2013

SLIDESHOW: To Burien and back again Jerry Gay's been on an eventful journey Former

Arrest of Big Top Bandits suspects tops police blotter By Shara Wallace HIGHLINE

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Letter: Supports Obama's climate change plan

B-Town and Beat Music Artwalk will rock the town Aug. 1

Crowd overflows chambers as SeaTac

Sound Transit hosts open house on Des Moines transit extension

06/18/2013

Sound Transit is conducting an open house June 26 at Parkside Elementary, 2104 S. 247th St., 5-7 p.m. to seek public comment on its evaluation of alternatives to extend Link light rail from SeaTac to the Kent/Des Moines and Federal Way areas.

The current work will support efforts to reach the Kent/Des Moines area in 2023 and go further when funding is available.

The agency expects to obtain a Record of Decision from the Federal Transit Administration (FTA) in 2016, with construction to Kent/Des Moines planned to begin in 2019.

During the last year, Sound Transit has evaluated alternatives between the Angle Lake light rail station at SeaTac's South 200th Street, scheduled to open in 2016, and the Federal Way Transit Center, a distance of about 7.6 miles.

The meeting will give the public the opportunity to provide comments on analysis done to date and suggest options and issues to be studied further as planning work continues.

Sound Transit and the FTA will prepare a draft environmental impact statement analyzing alternatives. The events are part of a formal environmental planning public comment period that continues until July 15.

Following the open house and a review of the input provided by the public during the comment period, the Sound Transit Board expects to identify the alternatives to be further evaluated in a draft EIS starting this fall.

The draft EIS will examine how project alternatives could affect the community and environment and should be available for public and agency review in late 2014. A Final EIS is planned for 2015.

In 2008, voters approved the extension of light rail from Sea-Tac Airport to South 272nd Street at the northern edge of Federal Way as part of the Sound Transit 2 package.

The extension beyond Kent/Des Moines lacks funding due to the impact of the national recession on local tax revenues, with a projected 41 percent drop in Sound Transit 2 revenues for South King County.

The analysis underway will establish a shovel-ready plan to extend light rail to the heart of Federal Way by supporting project eligibility for federal funding and efforts by Sound Transit to secure additional funding.

Additional opportunities for public involvement will occur throughout the environmental and design process.

For more information on the Federal Way Transit Extension, go to soundtransit.org/FWextension.

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lawmakers place minimum wage measure on ballot

Burien sends out proposal requests for city manager search firms

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Burglars caught in the act stealing firearms from North Highline home

Letter: Klan group litters Burien neighborhood with flyers

Wesley Homes in Des Moines to offer monthly rentals

Community Calendar Week of 7-22-13

We encourage our readers to comment. No registration is required. We ask that you keep your comments free of profanity and keep them civil. They are moderated and objectionable comments will be removed.

Comments for this thread are now closed.

ALSO ON THE HIGHLINE TIMES

Suit filed to block SeaTac initiative from ... 2 comments

Letter: Response to potential paper-eater 1 comment

PacWest intermediate team wins state 1 comment

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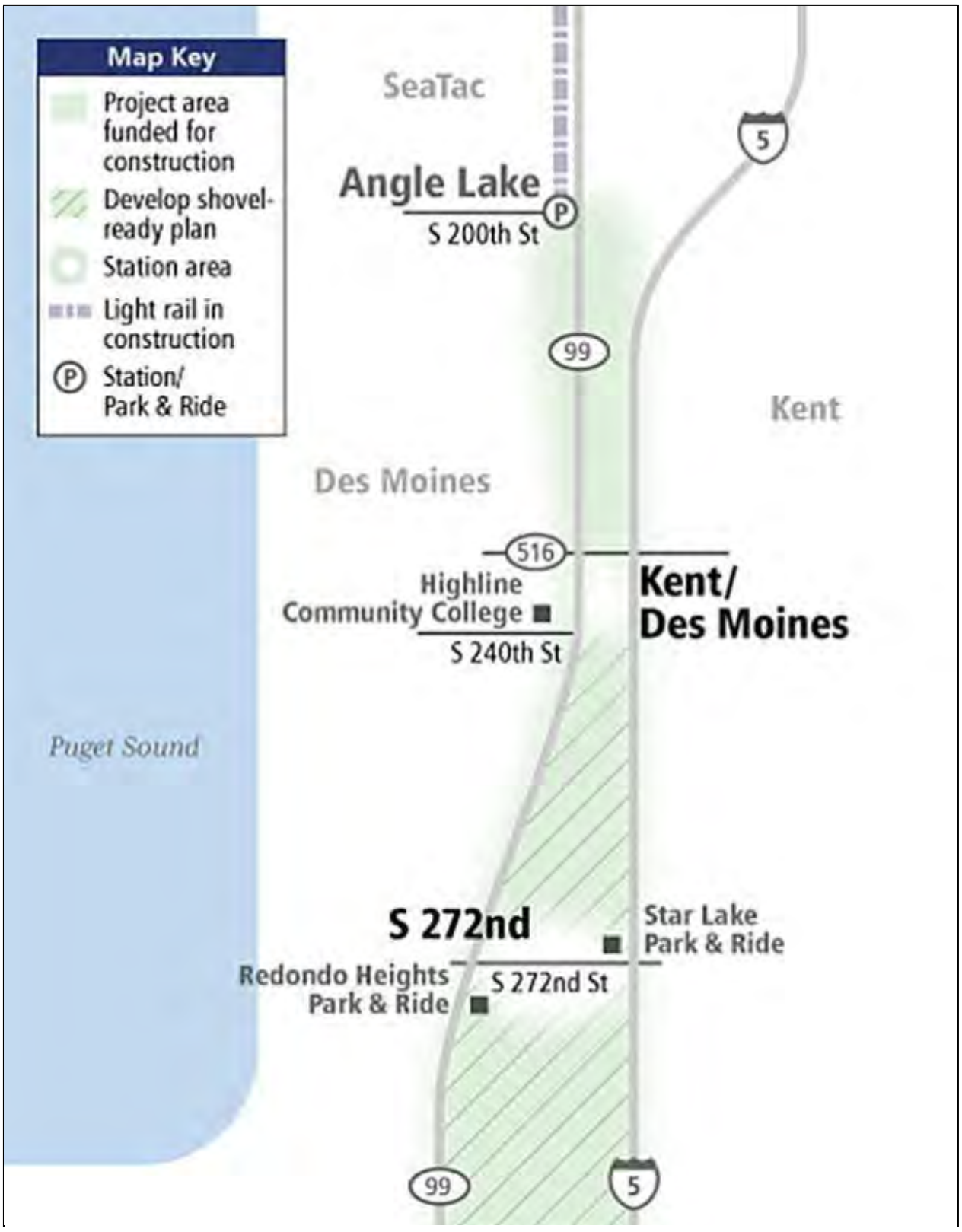
Light rail: Sound Transit explores possible routes to FW



COURTESY OF SOUND TRANSIT
Sound Transit is evaluating alternatives to extend light rail from the future Angle Lake light rail station on South 200th Street in SeaTac to the Federal Way Transit Center, a distance of about 7.6 miles. Currently, there is projected funding to build the extension to Kent/Des Moines.

By GREG ALLMAIN
Federal Way Mirror reporter
JUNE 19, 2013 · 2:40 PM

Representatives of Sound Transit were in Federal Way this week to give updates on the "alternatives analysis" related to potential alignments for a light rail connection to the city.

The five alignments for a possible connection to Federal Way include two that would move along I-5, two that would move along SR 99, and one that would dip into the city of Des Moines.

This whole process is to make the project "shovel ready" in case funding - which Sound Transit thought it would secure with the 2008 ST2 ballot measure - becomes available in the future, said Cathal Ridge, light rail development manager.

At the Federal Way City Council's June 18 meeting, Ridge explained that the next stage of project development is the public comment period for the Environmental Impact Statement (EIS).

"We're moving forward on this process all the way down to Federal Way…(that) if we can find or come across funding at some point in the future, we'll be able to move forward with the project development process, and have the (EIS) already in place," he said.

Two changes had occurred since Ridge last presented before the council in March. The first was the development of a "hybrid" alignment along SR 99, and the other was the inclusion of "transit oriented development" (TOD) in Sound Transit's planning processes.

Ridge indicated that the "new" alignment along SR 99 would switch back and forth along the east and west side of the roadway, in an attempt to avoid issues with major intersections along that route. This is being considered, he said, because of cost factors that would be involved with building the connection through those intersections.

In addition, right-of-way issues would have to be taken into consideration, Ridge said.

"Obviously, the issue with that is it would have commercial or residential impacts on whatever side of the street it happens to be on," he said.

Transit oriented development is a planning tool Sound Transit recently integrated into its planning processes that looks at a number of factors when considering large-scale projects like this, Ridge said.

"It looks at a number of things," he said. "We looked at population, households, employment, activity centers."

Essentially, transit oriented development is an attempt to see if planned projects will be built in an area with access and populations to use them. Ridge said they looked at the TOD opportunities along the alignment routes, and also in conjunction with the possible station locations that would be built as part of any future project.

Ridge said that TOD did come into consideration with two new station locations that had been suggested by the public in the previous round of public comment. Those locations were along SR 99 at 216th Street and 260th Street, he said, but cautioned that those ideas are probably pretty much static for now.

"These (stations) were not considered in the ST 2 plan, they were not voter approved. We cannot use ST 2 funding to construct these station locations," he said, referring to the Sound Transit 2 proposal that voters approved in 2008 to bring light rail to South 272nd Street in Federal Way.

Sound Transit has enough funding to build light rail from South 200th Street to Kent/Des Moines (near Highline Community College). Light rail may not reach the northern edge of Federal Way until 2034 or later. The ultimate goal is to connect light rail to the Federal Way Transit Center.

Public comment

Those interested in providing comment can mail a letter to Kevin Hale, Sound Transit, 401 Jackson St, Seattle, WA 98104, email FWTE@soundtransit.org, visit www.soundtransit.org/FWextension or attend a public meeting and fill out a comment form.

The first public meeting was held June 19 at the Federal Way Transit Center. Another meeting is scheduled from 5 to 7 p.m. June 26 at Parkside Elementary in Des Moines.

Contact Federal Way Mirror reporter Greg Allmain at gallmain@fedwaymirror.com or 253-925-5565 ext. 5054.

Find this article at:
http://www.federalwaymirror.com/news/212223841.html

☐ Check the box to include the list of links referenced in the article.

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Crowd overflows chambers as SeaTac

Photo by Katie Nelson

Residents look over alternative locations for the Des Moines light-rail station.

Where should Des Moines light-rail station go?

07/03/2013

By Katie Nelson
HIGHLINE TIMES

Approximately 30 community members congregated at Parkside Elementary School in Des Moines on June 26 to give their input on the extension of light rail service from the Federal Way Transit Center to the new Angle Lake station, which is currently under construction.

The light rail route passes by Kent-Des Moines Road, where Sound Transit is hoping to erect a new station by 2023.

The public meeting is part of an environmental impact statement scoping survey, which is the second step on the project's continuum. The purpose of scoping is to gain public opinion on the location of potential building areas.

"Our goal is to determine the range of alternatives to study for the draft of the environmental impact statement," said Kimberly Reason, Sound Transit spokesperson. "What we want to do is explain to the constituents in the corridor what the Federal Way Transit Center project is, where we are right now in terms of what kinds of alignments we're studying … what the cost parameters are, and what we're looking at down the road here."

The building process has been hindered largely due to the onset of the recession in 2008, according to Reason. Because 90 percent of Sound Transit's funds are obtained through sales tax, the economic downturn resulted in the loss of $4.1 billion, which would have gone toward the ballot measure supporting the light rail extension. This means that the original building timeline developed in November 2008, which predicted the entire extension's completion by 2023, will be pushed back. Sound Transit's new timeframe includes building the Kent-Des Moines Road station by 2023.

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Letter: Klan group litters Burien neighborhood with flyers

Wesley Homes in Des Moines to offer monthly rentals

Community Calendar Week of 7-22-13

While the funds for building to Kent-Des Moines Road are nearly cemented, the exact location for the light rail's route is not. Part of the meeting included images portraying optional locations for both stations and tracks, known as alignments.

"Right now we're looking at a total of 10 stations in the study area … and five different alignments," Reason said. "We're looking at alignments on Highway 99, as well as I-5."

As far as which options are considered the best, Reason said it is too early to tell, and that all options are being weighed equally.

"That's what this whole [scoping] process is about, to thoroughly look at the impact, how much right of way are we going to need to acquire, how much transit-oriented development, how much ridership, travel time, what elements might impede, delay or make more expensive each of those alignments," she said.

Pati Guenther, a Des Moines resident who lives on the north side of Highline Community College, was present at the June 26 meeting and had attended several other events pertinent to the construction over the past few years. The future location of the Kent-Des Moines Road station is near the college, ensuring an alignment will run somewhere alongside it.

While Guenther remarked that she will definitely use the service and is excited for it to be built, she also expressed uncertainty.

"I'm just curious as to how it's going to affect my home and where I live and my neighborhood," Guenther said. "I have the concern that probably most of the homeowners have, and that is, 'How is this going to affect the worth of my property?'"

The project's next step is to evaluate community responses and to create an environmental impact statement, which will help determine the best locations for the stations and alignments. The EIS will be drafted in late 2013 and early 2014.

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I have been a resident of Des Mones, since 1976. I welcome the light rail, as we have experts analyzing the best solution. My wife and I travel to Seattle on the light rail as often as possible. A Des Moines stations enables more people to travel, carefree of downtown costly parking fees, and roadway congestation.

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Sound Transit seeks best light rail route through Kent

By STEVE HUNTER
Kent Reporter Courts, government reporter
JULY 9, 2013 · 4:43 PM

Sound Transit officials are trying to figure out in the next few years where to build light rail tracks when they extend the line along Kent's West Hill by 2023.

After numerous studies and public input, Sound Transit has narrowed the options to five potential routes, mainly along Pacific Highway South or Interstate 5, as it aims for a decision on a preferred route by 2015 with a final selection in 2016.

Light rail is funded to be built from South 200th Street in SeaTac to Kent/Des Moines near Highline Community College, just north of South 240th Street.

But transit officials are designing a route to South 272nd Street in Federal Way, including $8 million in the 2013 budget for project development. Officials want the route designed to Federal Way in case money becomes available to build the line that far.

Cathal Ridge, South Corridor development manager of Sound Transit, presented an update about the project July 2 to the Kent City Council at a workshop.

"By late 2016 the board will select a project (route) to build," Ridge said to the council.

Here are the options:

COURTESY GRAPHIC, SOUND TRANSIT
Sound Transit will expand light rail to Kent by 2023.

• Interstate 5 westside

This route along the west side of I-5 could cause problems because the state Department of Transportation (DOT) has limited right-of-way north of 240th Street. The DOT also may want to use the right-of-way to add toll lanes, Ridge said.

• I-5 mix

Part of the route along the west side of the freeway and part of it down the freeway median. Sound Transit is uncertain if the median is available if DOT wants to expand freeway lanes.

• State Route 99 (Pacific Highway)

Tracks could be elevated and go down the median of SR 99, also known as Pacific Highway South. This would cause minimal impact to existing vehicle lanes and businesses but would be an issue at crossing intersections and where the highway doesn't have a median.

• 30th Avenue South

Elevated along the west side of the street that runs east of Pacific Highway South. Could be difficult to transition the track from Pacific Highway to 30th Avenue.

• State Route 99 (Pacific Highway) hybrid

Track would run along west side of street in some areas; down the median in some areas and along the east side in other areas. Track would be elevated in most areas, at-grade in others.

"I've been tracking this for a couple of years and the hybrid (option) looks like the more elegant solution I've seen," said Councilwoman Elizabeth Albertson in response to the proposals listed by Ridge.

"We looked at all of the configurations and screened out a lot," Ridge said. "It was not good to go all on the east side or all on the west side. It (the hybrid) is kind of the best of all worlds. But this is out there for consideration, it's not how it has to be. There may be questions about why it's on the east side or the west side (at certain spots)."

Sound Transit also needs to determine where to put stations and how many stations to have. Right now the primary stations are expected to be at Kent/Des Moines near Highline Community College and at South 272nd Street (either along I-5 or SR 99).

Light rail currently runs from Sea-Tac Airport to downtown Seattle. Sound Transit has started construction on a new 1.6-mile line from the airport south to South 200th Street in SeaTac that is expected to open in 2016. That route will run on an elevated guideway primarily along 28th Avenue South and is budgeted for $72 million this year.

Sound Transit gets the majority of its funding through sales taxes, vehicle licensing fees, federal grants and fare box revenue.

Voters initially approved funding light rail in 1996 and approved a sales tax increase in 2008 to fund expansion projects through 2023 to Southwest King County, Overlake and Lynnwood.

Ridge said once a route is picked, it will take until 2014 to compile a draft Environmental Impact Statement (EIS) and until 2016 to get a final EIS. Design of the project takes another two to three years. Construction takes three to four years, with a projected start of construction in 2019. That pushes the project completion date to 2023.

Councilman Bill Boyce asked Ridge if Sound Transit had heard any strong opposition to the project.

"No, not yet," Ridge said. "I don't know if that's good or bad. Maybe people don't know about the project. But we sent mailings to everyone in or near the corridors."

For more information and to comment about Sound Transit's light rail plans, go to www.soundtransit.org/Projects-and-Plans/Federal-Way-Transit-Extension.

Contact Kent Reporter Courts, government reporter Steve Hunter at shunter@kentreporter.com or 253-872-6600, ext. 5052.

Find this article at:
http://www.kentreporter.com/news/214836711.html

☐ Check the box to include the list of links referenced in the article.

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APPENDIX F – INFORMATION MATERIALS

- EIS Scoping Folio
- Alternatives Analysis Summary
- Public Scoping Meeting Displays

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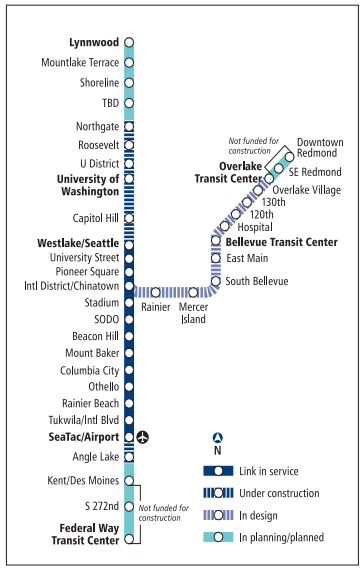
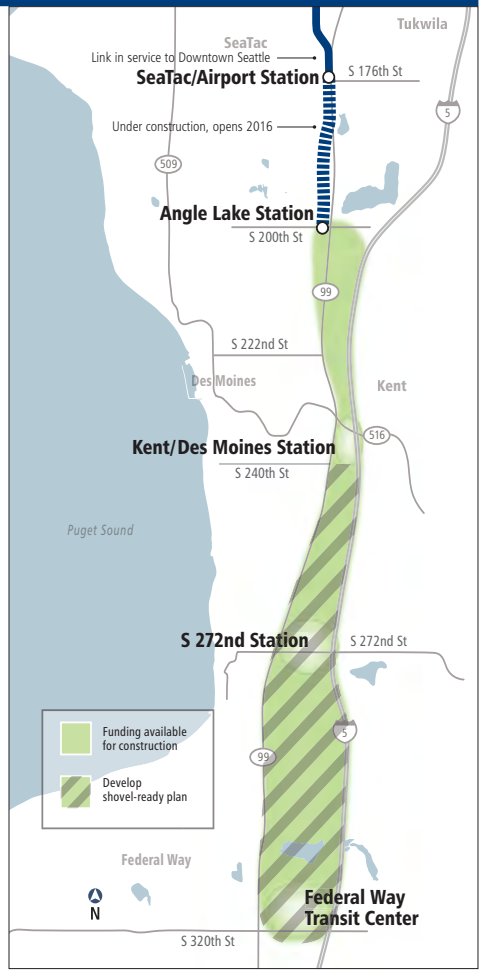
FEDERAL WAY TRANSIT EXTENSION

Expanding the regional transit system

In 2008, the region's voters approved Sound Transit 2, a major expansion of the regional transit system with substantial extensions of Link light rail throughout the region plus more Sounder train and ST Express bus services.

Link light rail system





For information in alternative formats, call 1-800-201-4900/ TTY Relay: 711 or email accessibility@soundtransit.org.

Llámenos al 1-800-823-9230 para averiguar más detalles acerca de la Extensión de Tránsito a Federal Way y proporcionar su opinión.

Federal Way 트랜짓 익스텐션에 관한 질문은 1-800-823-9230 으로 연락하시고 귀하의 소견을 말씀해 주시기 바랍니다.

С вопросами о продолжении ветки железной дороги в Federal Way, а так же, чтобы поделиться своим мнением, звоните нам 1-800-823-9230.

Naga soo wac 1-800-823-9230 si aad wax badan uga ogaato Fidinta Federal Way Transit oo aad uga dhiibato ra'yigaaga.

Tawagan kami sa 1-800-823-9230 upang malaman ang mas marami pa ukol sa Federal Way Transit Extension (Pagdurugtong ng Sistemang Sasakyang Pampubliko sa Federal Way) at magbigay ng inyong komentaryo.

Xin gọi cho chúng tôi ở số điện thoại 1-800-823-9230 để biết thêm tin tức về Hệ Thống Chuyên Chở Mở Rộng Đến Federal Way và cho biết ý kiến của quý vị.

请致电 1-800-823-9230，向我们了解更多有关"Federal Way 公共交通扩展"的信息，并提供您的反馈意见。

SOUNDTRANSIT
RIDE THE WAVE

Federal Way Transit Extension

JUNE 2013

Extending link light rail to Federal Way

Sound Transit is evaluating alternatives to extend light rail from the future Angle Lake light rail station on South 200th Street in SeaTac to the Federal Way Transit Center, a distance of about 7.6 miles. Currently, there is projected funding to build the extension to Kent/Des Moines.

Project Funding

In 2008 voters approved the extension of light rail from Sea-Tac International Airport to South 272nd Street at the northern edge of Federal Way as part of the Sound Transit 2 package. Based on current revenue forecasts, Sound Transit has enough funding to build light rail from South 200th 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.

Purpose and Need Statement

The Purpose and Need Statement is intended to briefly explain the underlying purpose and need for the project (see Purpose and Need Statement insert). The scoping process provides an opportunity for public and agency comments about the Purpose and Need statement through July 15, 2013.

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

Sound Transit | 401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / TTY Relay: 711 | main@soundtransit.org | www.soundtransit.org

Alternatives Analysis

Sound Transit and the Federal Transit Administration (FTA) have conducted an Alternatives Analysis (AA) to start the public planning and environmental phases for this project. An AA is a way to evaluate costs, benefits, and impacts of a range of alternatives designed to meet the purpose and need of the people and community in the project corridor.

Multiple alternatives are being considered to study in the Environmental Impact Statement (EIS) including a No-Build alternative and five light rail alternatives. Potential alternatives came from regional and local planning studies and from the public and agencies comments received during the early scoping process from Oct. 18 to Nov. 19, 2012. Reports related to the AA process are available on the project website at: www.soundtransit.org/FWextension.

Environmental review

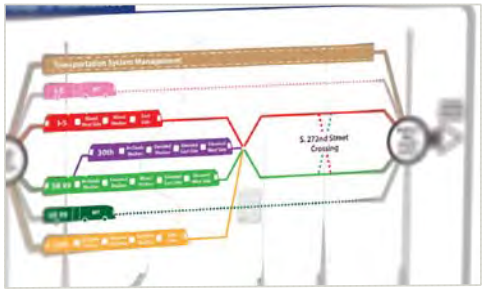
Sound Transit and the FTA will prepare an EIS under the National Environmental Policy Act (NEPA) and Washington State Environmental Policy Act (SEPA) to further examine how the project could affect the community and environment. In fall 2013, the Sound Transit Board will identify the alternatives to be further evaluated in the draft EIS. The draft EIS is anticipated for public and agency review in late 2014.

Environmental scoping meetings

Sound Transit is considering five potential alternatives for further analysis in the environmental review process (*see insert*: What alignment alternatives are being considered?):

Sound Transit invites comments on the potential alternatives, purpose and need statement and impacts on the environment:

- In Person: Attend a scoping meeting and fill out a comment form
- Online: Complete a scoping survey at soundtransit.org/FWextension.
- Email: FWTE@soundtransit.org
- Mail: Sound Transit, Attn: Kent Hale, 401 S. Jackson St., Seattle, WA 98104
- 30-day comment period ends July 15, 2013.



Currently there is sufficient funding to build light rail to Kent/Des Moines

Early Scoping & Alternatives Analysis	Environmental Review	Final Design	Construction	Testing & Pre-operations	Start of Service
Analyze a range of transit modes and alignment alternatives. Narrow these to a range of alternatives to consider.	*Describe the benefits and adverse effects of each alternative. Outline ways to avoid, minimize or mitigate negative effects.*				
Oct 2012 Public comment	**Late 2014** Draft EIS				
June 2013 Alternatives Analysis Report *Determine the range of alternatives and "scope" of issues to study in the EIS.*	**Late 2014** Public comment				
June 2013 Public comment	**Early 2015** Sound Transit Board identifies preferred alternative				
Sept 2013 Sound Transit Board identifies alternatives for EIS	**Mid 2016** Final EIS *Respond to comments received on the Draft EIS. Outline mitigation for unavoidable environmental impacts.*				
	Late 2016 Sound Transit Board selects project to build				
	Late 2016 Federal Transit Administration issues Record of Decision *Document what project Sound Transit will build and how it will avoid, minimize and mitigate for environmental impacts.*				
		2017 – 2018	2019 – 2022	2022 – 2023	2023

We are here

STAY INVOLVED!

Join us for environmental scoping meetings

June 19, 3–6 p.m.
Federal Way Transit Center Plaza
31621 23rd Ave S.
Federal Way, 98003

June 26, 5–7 p.m.
Parkside Elementary cafeteria
2104 S. 247th St.
Des Moines, 98198

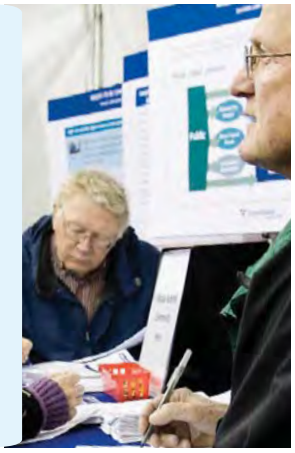
To request accommodations for persons with disabilities or information in alternate formats, call 1-800-201-4900/TTY Relay: 711 or email accessibility@soundtransit.org.

Find project information, updates and upcoming events on our website. Please visit **www.soundtransit.org/FWextension**

For additional information about Federal Way Transit Extension or to request a project briefing for your organization, contact Tralayne Myers, South Corridor Outreach Specialist, at 206-398-5014 or tralayne.myers@soundtransit.org.

Receive E-mail Updates

Sign up for email updates at www.soundtransit.org/subscribe



Federal Way Transit Extension

Purpose and Need Statement

The following is a Purpose and Need Statement for review during this Scoping process. After considering the Scoping comments received, the Federal Transit Administration under the National Environmental Policy Act and Sound Transit under the State Environmental Policy Act will finalize the Purpose and Need Statement and determine the range of alternatives to be evaluated in the EIS.

The purpose of the Federal Way Transit Extension is to expand the Sound Transit Link light rail system from SeaTac to the cities of Des Moines, Kent, and Federal Way in King County in order to meet the following objectives:

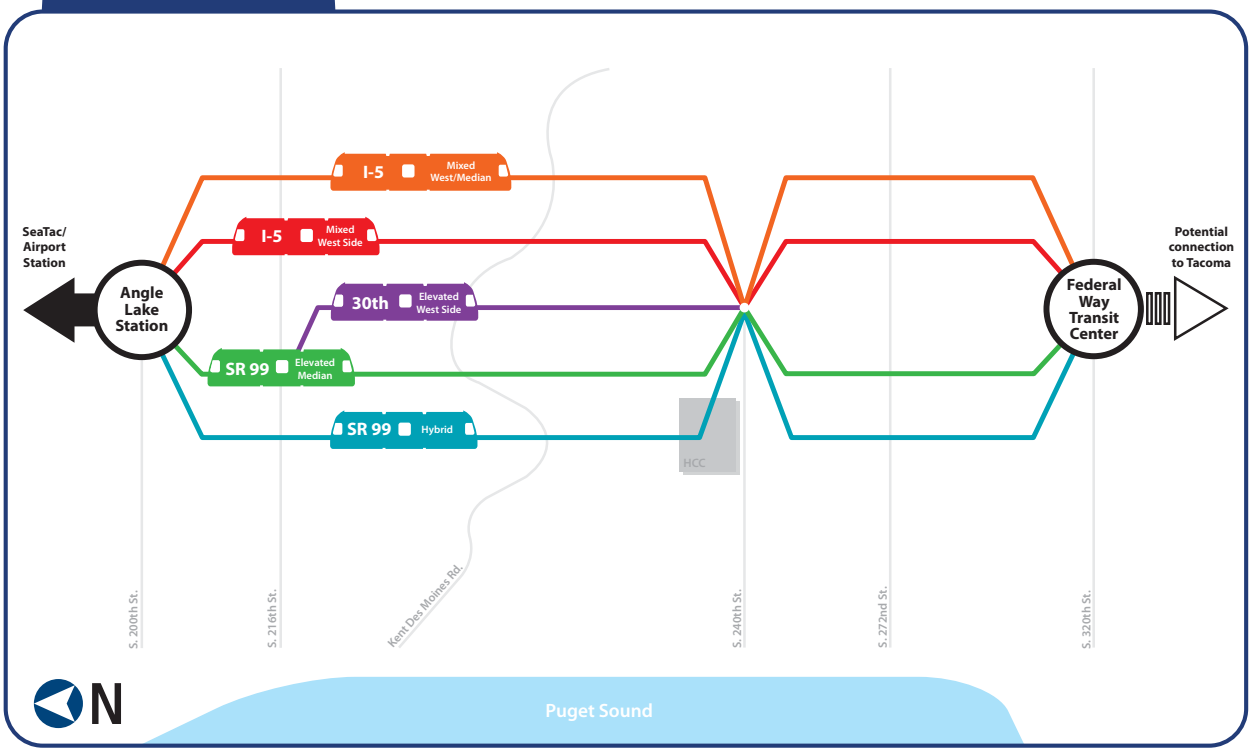
- Provide a rapid, reliable, accessible, and efficient alternative for travel to and from the corridor and other urban growth and activity centers in the region with sufficient capacity to meet projected demand.
- Expand mobility alternatives to traveling on congested roadways and improve connections to the regional multimodal transportation system with peak and off-peak service.
- Provide the high-capacity transit (HCT) infrastructure to support adopted regional and local land use, transportation, and economic development plans.
- Advance the long-range vision, goals, and objectives for transit service established by the Sound Transit Long-Range Plan for high-quality regional transit service connecting major activity centers in King, Pierce, and Snohomish counties.
- Implement a financially feasible system that seeks to preserve and promote a healthy environment.

The following conditions within the project corridor demonstrate the need for the project:

- North-south transit demand is expected to grow by 30 to 40 percent by 2035 as a result of residential and employment growth in the FWTE corridor and regionally.
- The FWTE corridor population is a highly transit-dependent population with needs for efficient, reliable regional connectivity.
- Congestion on I-5 and on the key corridor arterials leading in and out of the study area will increase and further degrade existing transit performance and reliability.
- There is a lack of reliable and efficient peak and off-peak transit service connecting persons in the FWTE corridor with the region's growth centers.
- Regional and local plans call for HCT in the corridor consistent with PSRC's *VISION 2040* and the *Regional Transit Long-Range Plan*.
- Implementing the project will help meet environmental and sustainability goals of the state and region, including reduced vehicle miles traveled and greenhouse gas emissions.

What alignment alternatives are being considered?

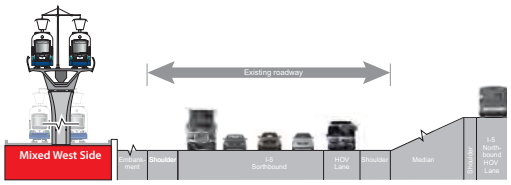
Level 2 Alternatives



SR 99 Hybrid Alternative

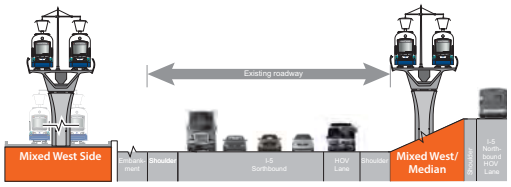
About the five alignment alternatives

I-5 Mixed West Side



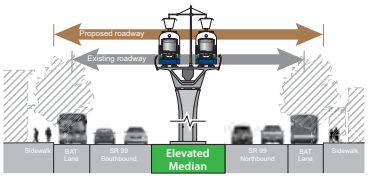
Traffic	ROW Effect	TOD Potential	Cost	Visual/ Noise	Complexity
Low Effects	High Residential (north of 240th)	Weaker along I-5	1.5 Billion	Residential along I-5	I-5 Expansion, Landfill, Water Tanks, Substation

I-5 Mixed West/Median



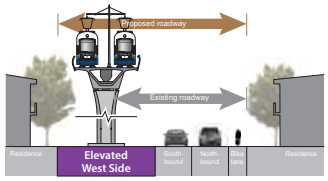
Traffic	ROW Effect	TOD Potential	Cost	Visual/ Noise	Complexity
Low Effects	High Residential (north of 240th)	Weaker along I-5	1.6 Billion	Residential along I-5	I-5 Expansion, transitions to I-5 Median

SR 99 Elevated Median



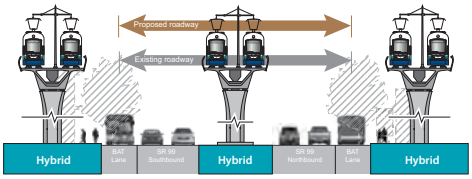
Traffic	ROW Effect	TOD Potential	Cost	Visual/ Noise	Complexity
Moderate Effects	Moderate Residential and Commercial	Stronger along SR 99	1.8 Billion	Residential East/ West of SR 99	Utilities, Hazmat, Major Intersections

30th Elevated West Side



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

SR 99 Hybrid



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

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

How did we assess 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

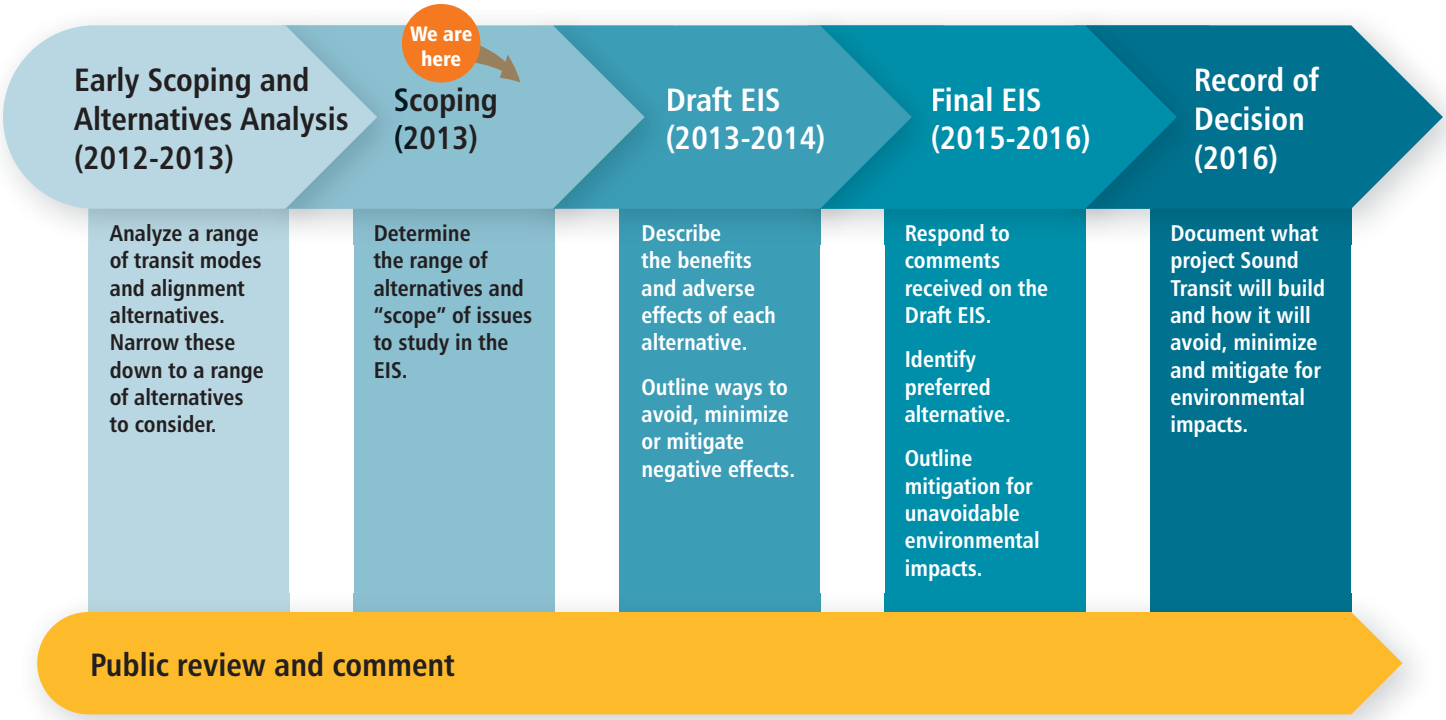
SOUNDTRANSIT
RIDE THE WAVE

Federal Way Transit Extension

JUNE 2013

What is the environmental review process?

Steps in preparing an EIS



Sound Transit and the Federal Transit Administration will prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). In the EIS, Sound Transit will evaluate how the project could affect the community and the environment.

What is typically studied in an EIS?

Transportation:
- Transit
- Traffic

Natural environment:
- Air quality
- Greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

Community impacts:
- Noise and vibration
- Visual effects
- Land use and economic activity
- Acquisitions, displacements and relocations
- Energy use
- Hazardous materials
- Public services and utilities
- Impacts on low-income and minority populations
- Cultural, historic and archaeological resources
- Parks
- Construction impacts

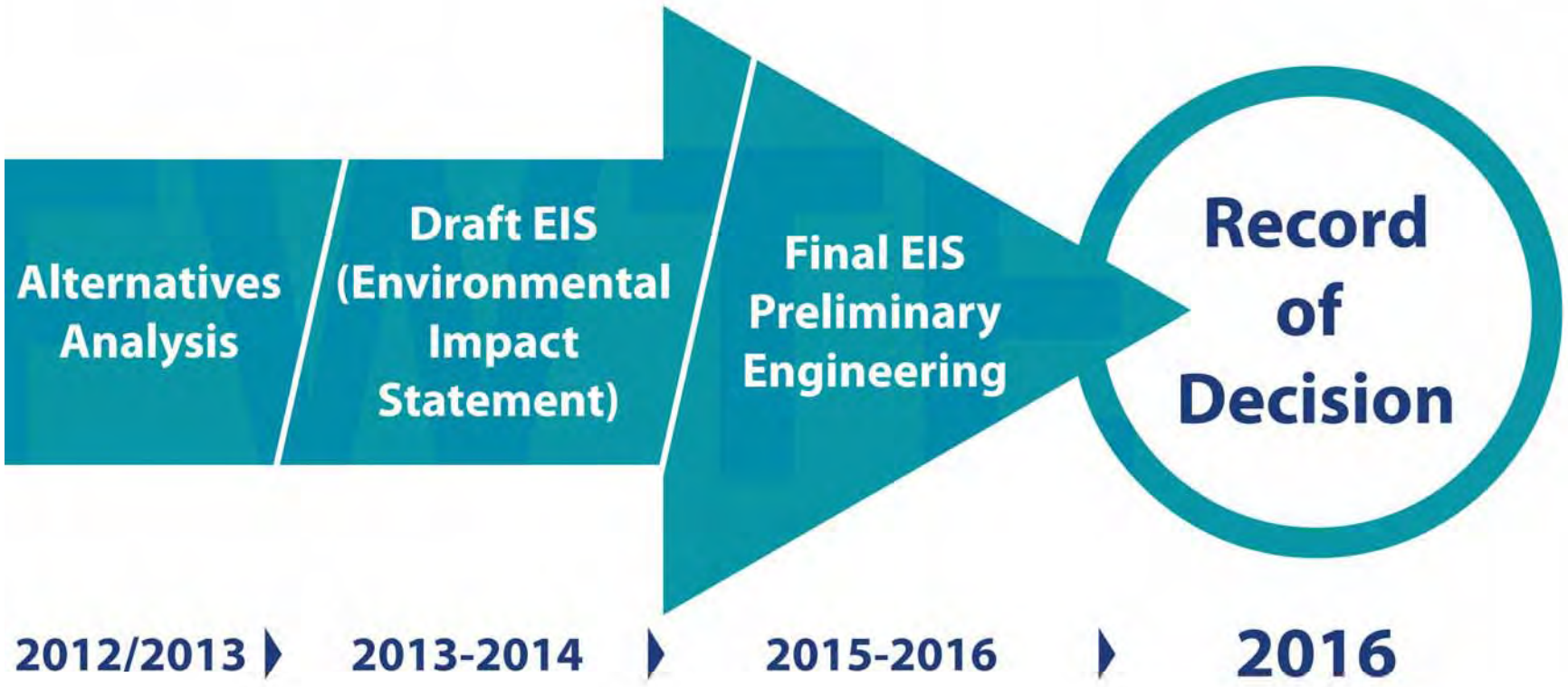
Federal Way Transit Extension

Alternatives Analysis Summary

June 2013

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.

Schedule

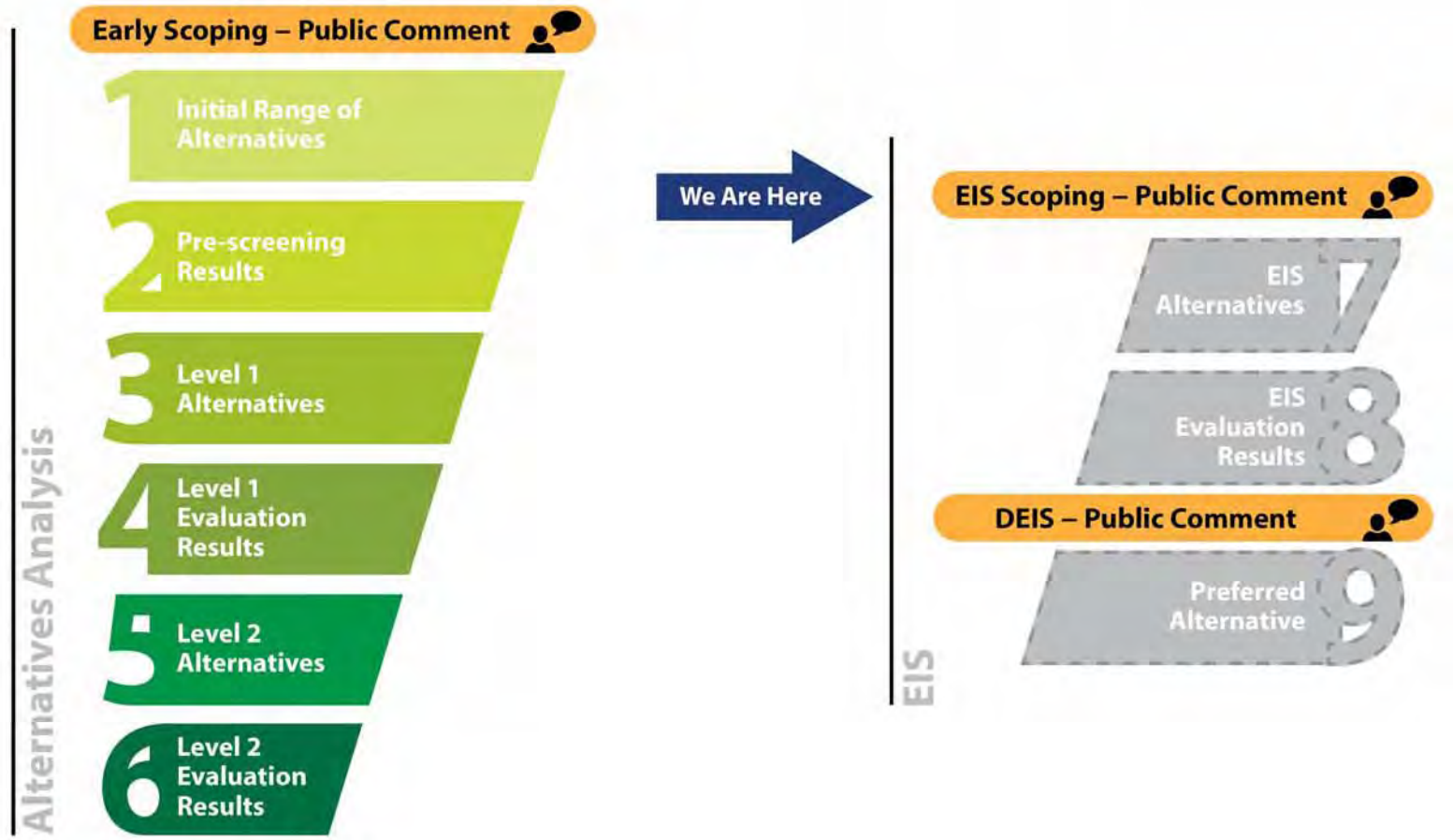


The Alternatives Analysis (AA) phase is almost done. It will be followed by a Draft Environmental Impact Statement (EIS) phase through 2014, and a Final EIS phase through mid-2016. The environmental review process will conclude with a Record of Decision from the Federal Transit Administration in late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

Federal Way Transit Extension
Alternatives Analysis Summary

Alternatives Analysis Process

SOUNDTRANSIT RIDE THE WAVE



Sound Transit began the AA phase with an Early Scoping public comment period in October 2012. The results of the AA are now available and will be presented to the public during the EIS Scoping period in June 2013.

Federal Way Transit Extension
Alternatives Analysis Summary

Initial Range of Alternative Corridors

SOUNDTRANSIT
RIDE THE WAVE

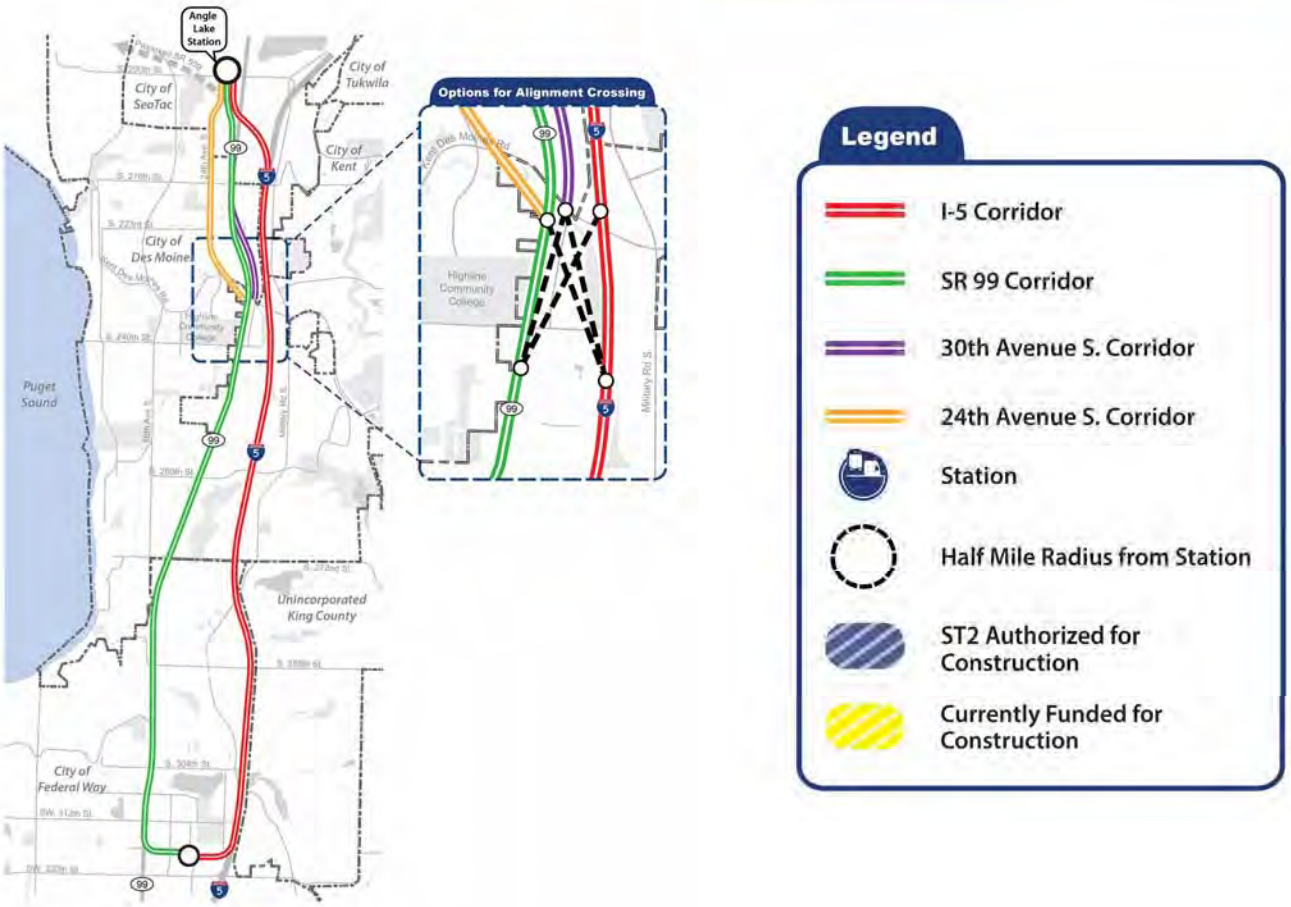
Legend

- 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

4

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.

Initial Range of Alternative Corridors

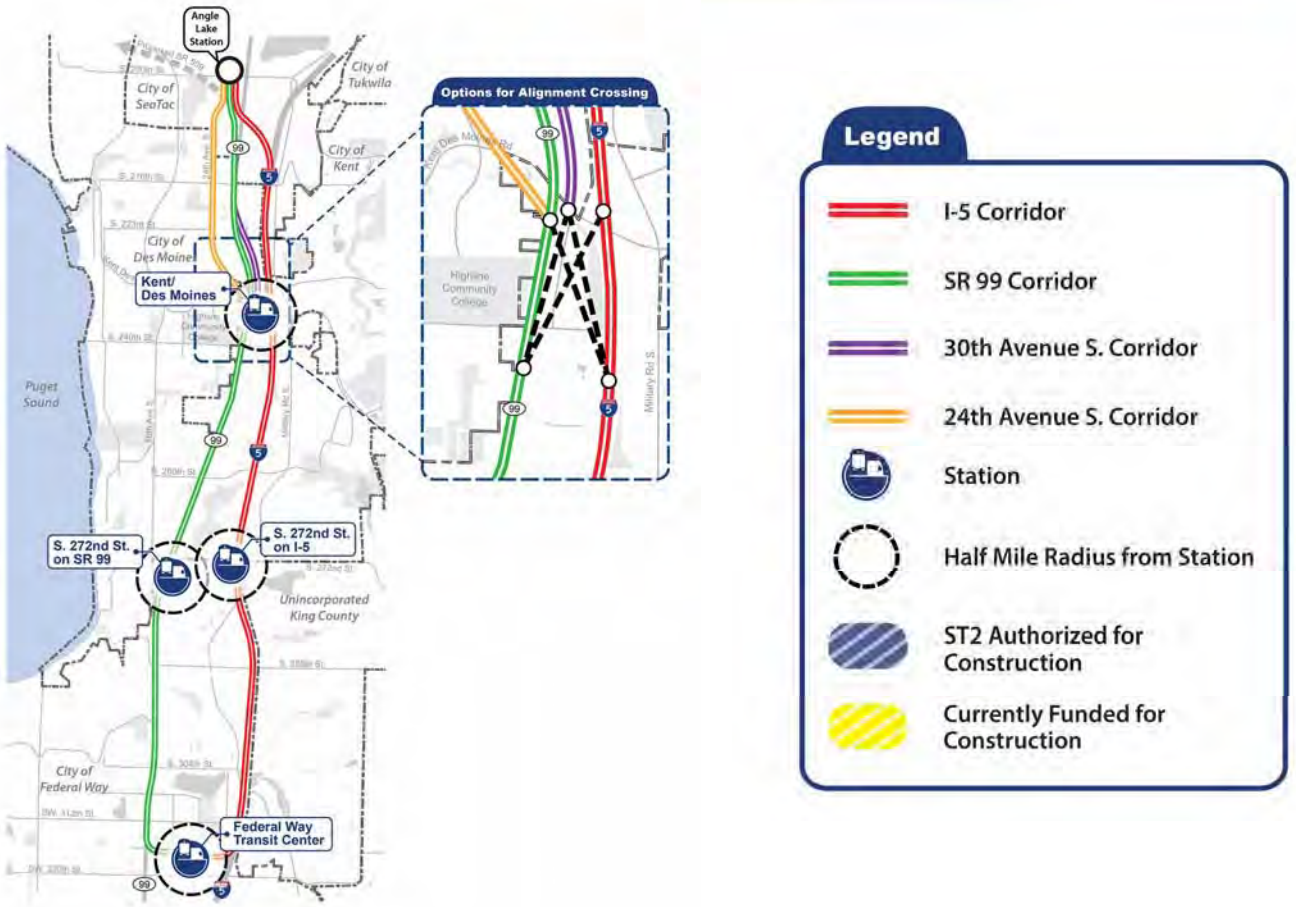


In the Kent/Des Moines area, the alignment could potentially transition from one corridor to another. The enlarged box shows potential crossing options.

Federal Way Transit Extension
Alternatives Analysis Summary

Initial Range of Alternative Corridors

SOUNDTRANSIT RIDE THE WAVE

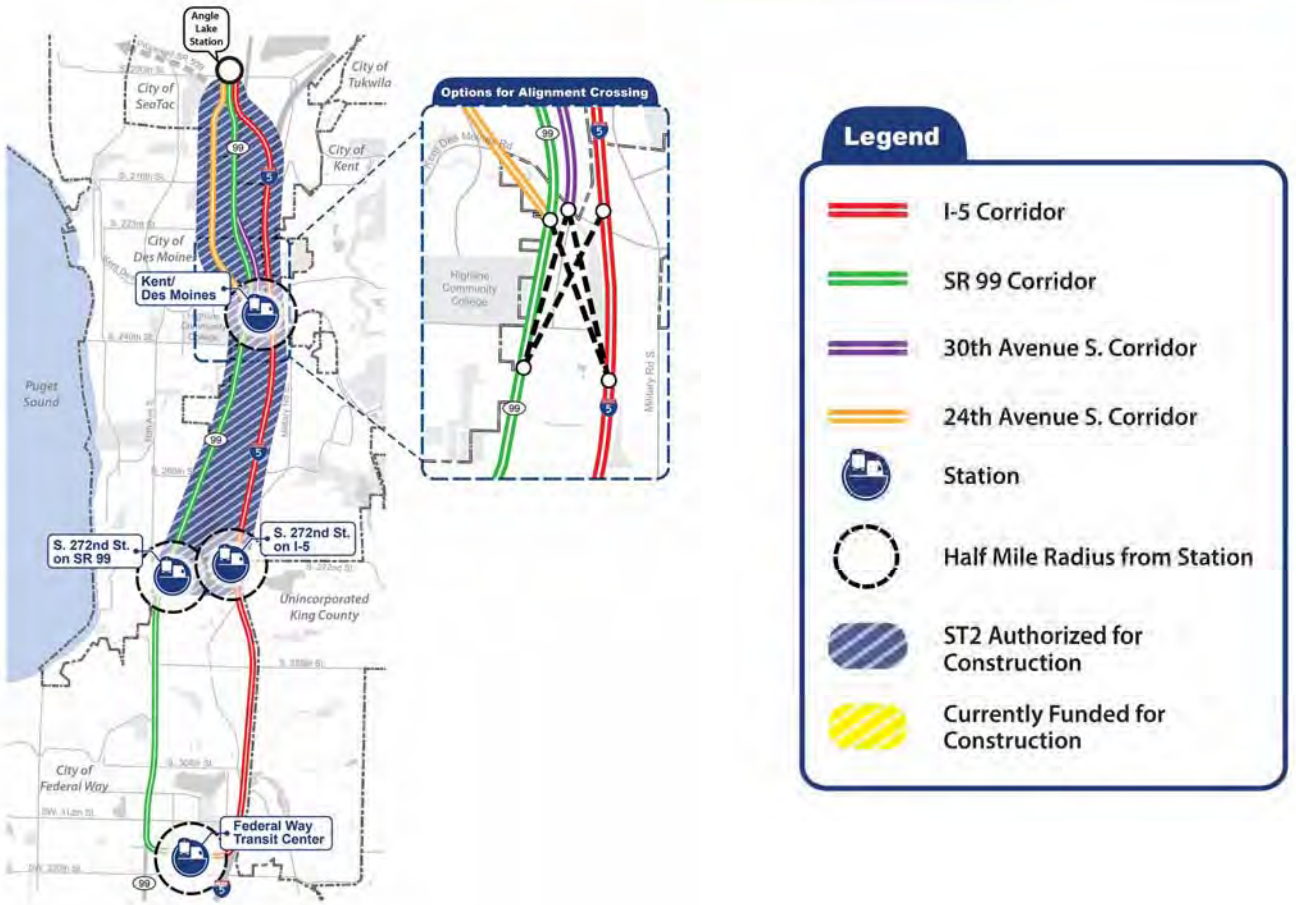


Previous planning identified potential station locations at Kent/Des Moines (in the vicinity of Highline Community College), South 272nd Street (Redondo or Star Lake park-and-rides), and the Federal Way Transit Center.

Federal Way Transit Extension
Alternatives Analysis Summary

Initial Range of Alternative Corridors

SOUNDTRANSIT RIDE THE WAVE

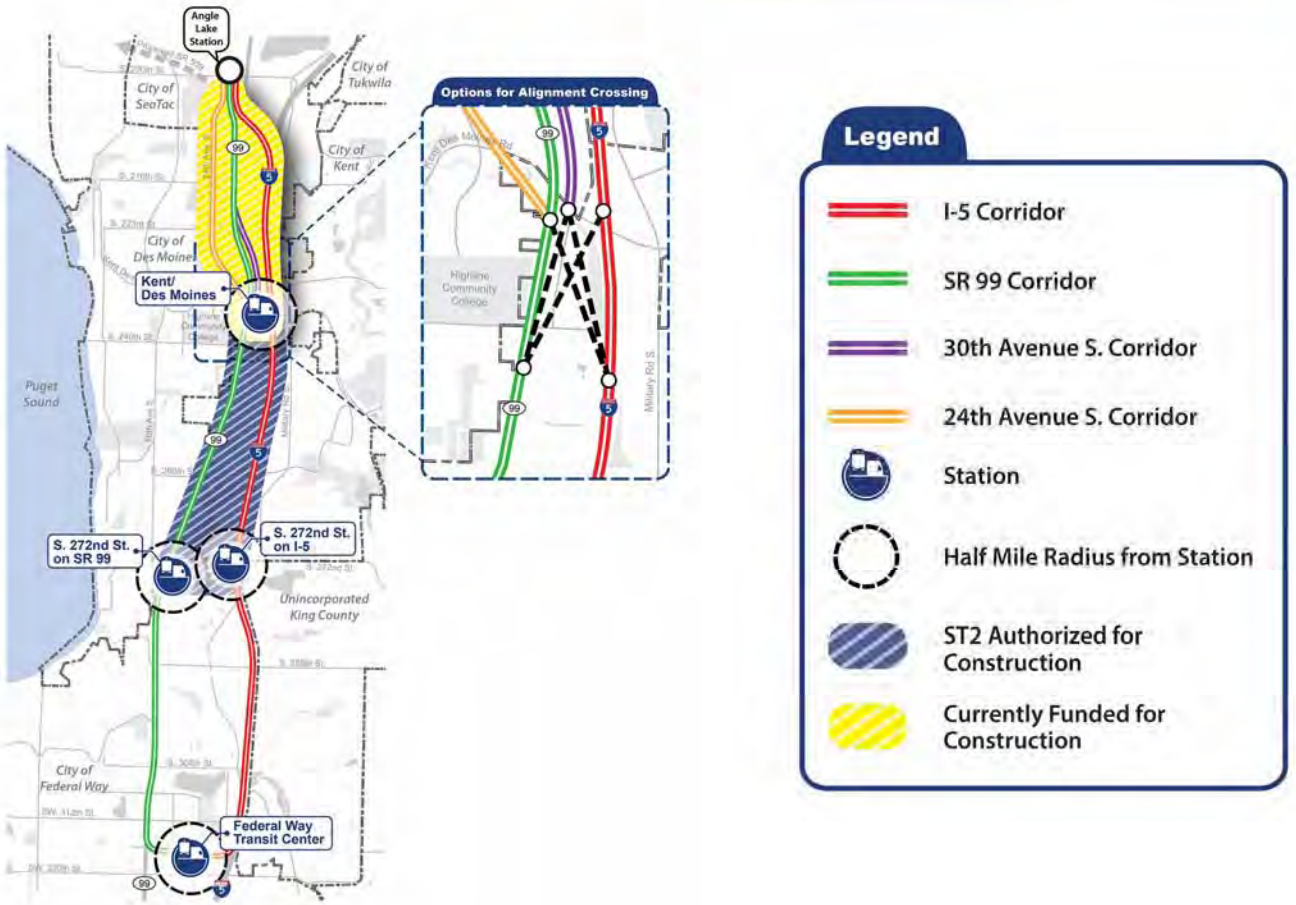


The Sound Transit 2 Plan, which was approved by the voters in 2008, included funding to build light rail as far as South 272nd Street on the border of Federal Way.

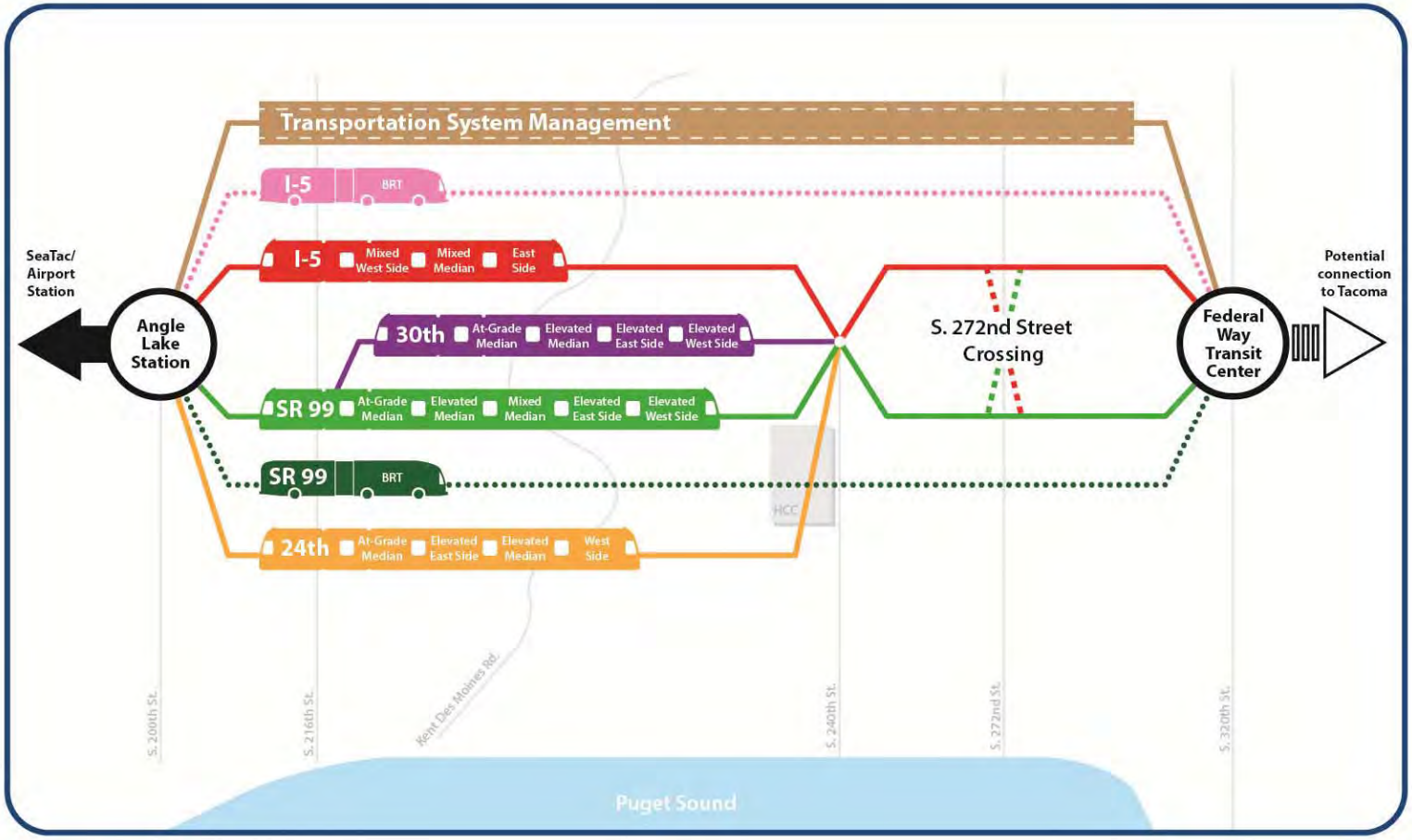
Federal Way Transit Extension
Alternatives Analysis Summary

Initial Range of Alternative Corridors

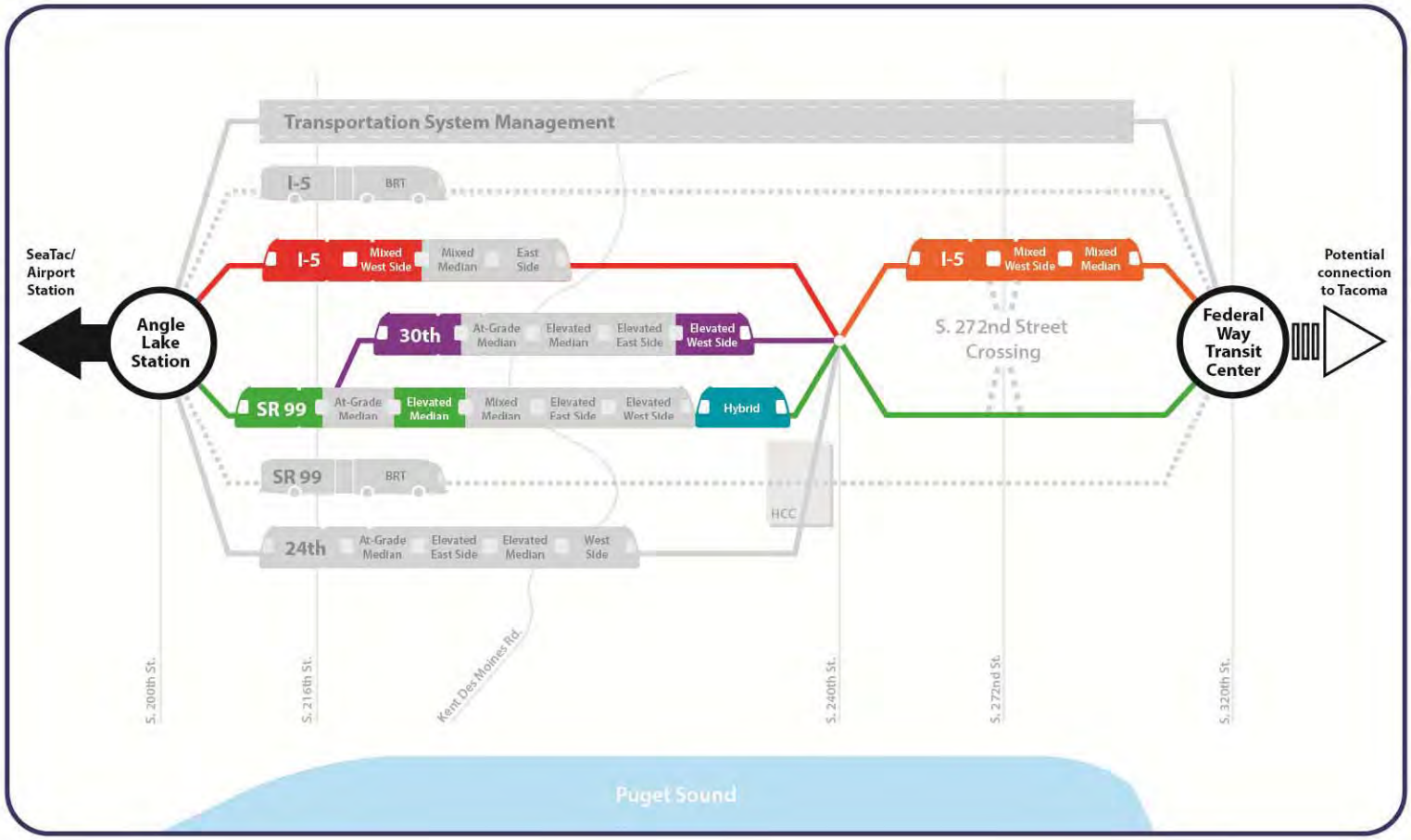
SOUNDTRANSIT RIDE THE WAVE



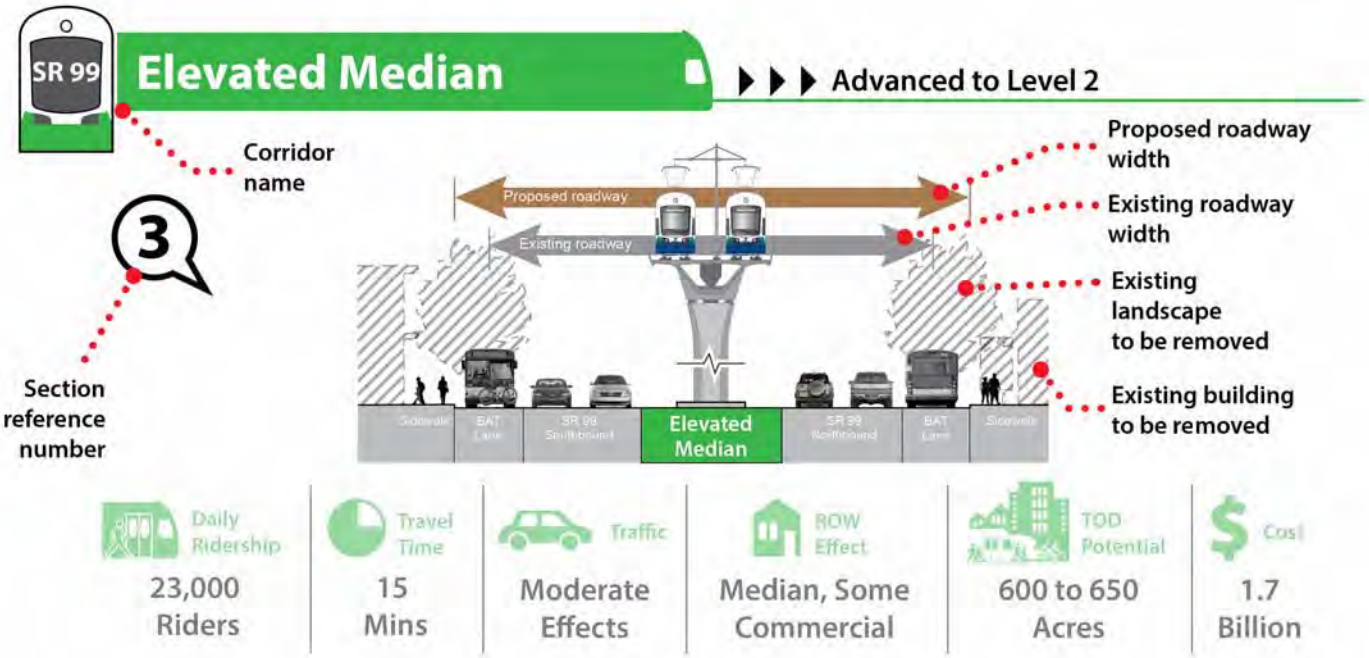
Based on current revenue forecasts, Sound Transit has enough funding to build light rail to Kent/Des Moines and is working to ensure that the segment to the Federal Way Transit Center is ready for construction once funding is secured.



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).

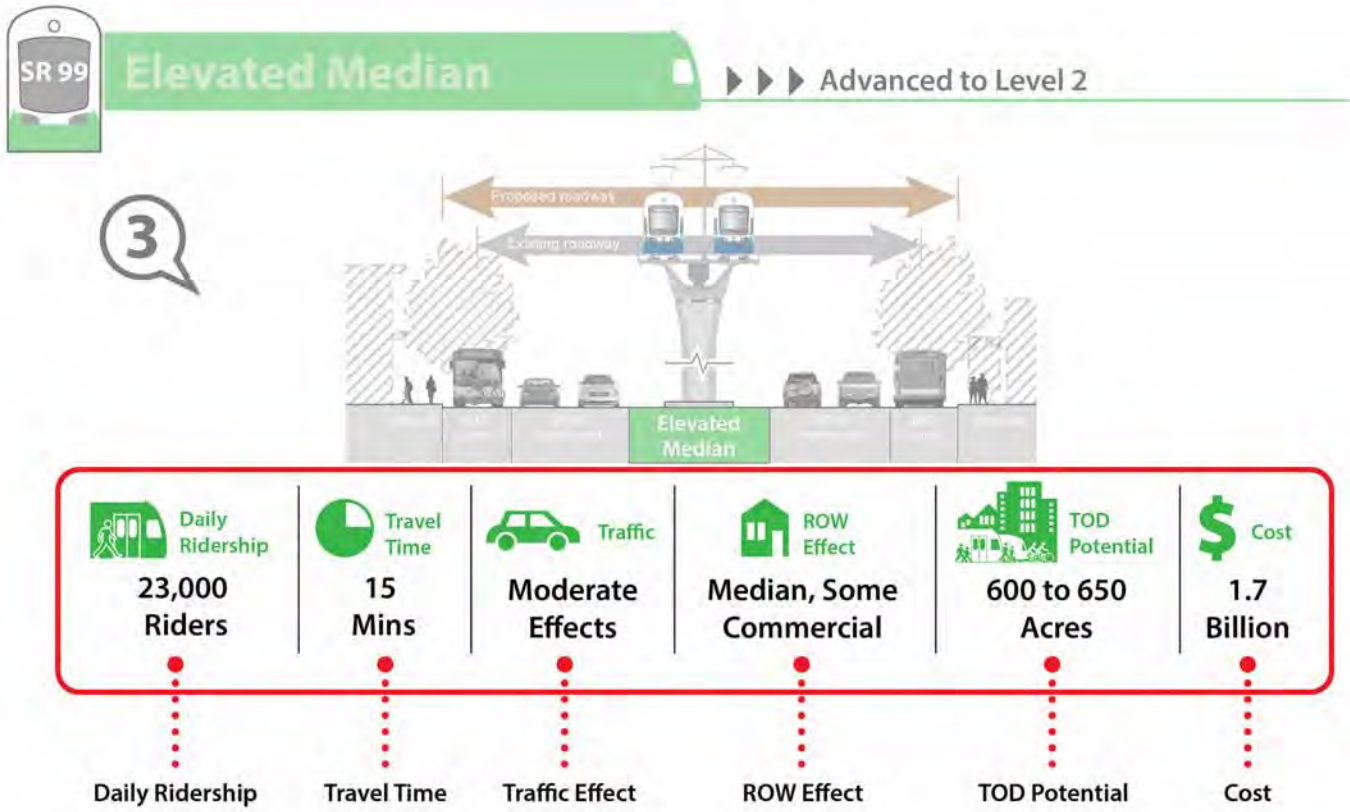


Following pre-screening of the alternatives, and a Level 1 evaluation, five light rail alignment alternatives were advanced for further evaluation in the Level 2 analysis. Previous planning in the corridor, such as the Regional Transit Long Range Plan, evaluated several transit modes and recommended 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.

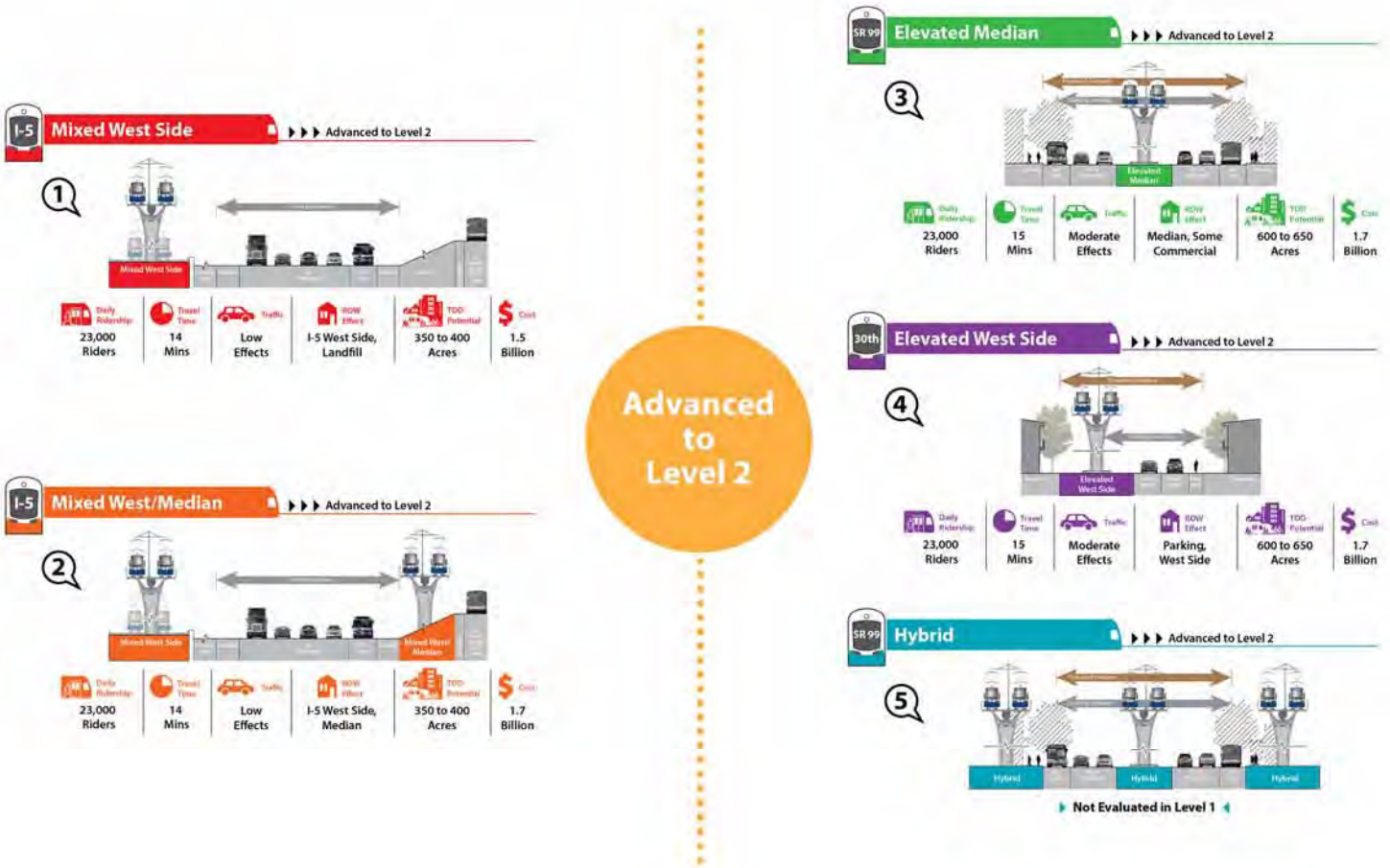


Representative cross sections are shown for each of the five alternatives that advanced to Level 2. Each cross section provides a schematic representation of how the light rail alignment would affect existing roadway widths, existing landscaping, and adjacent buildings.

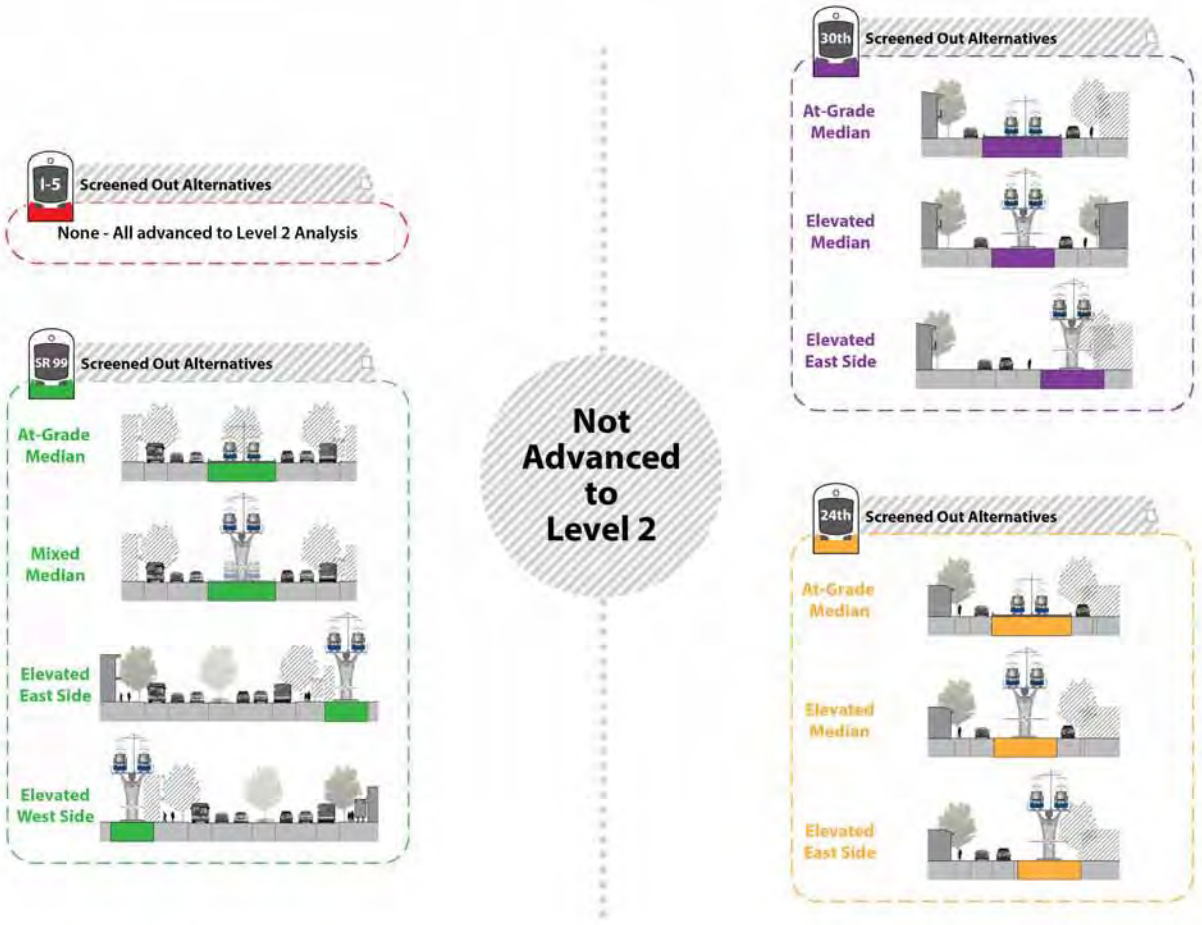
How to Read Typical Section



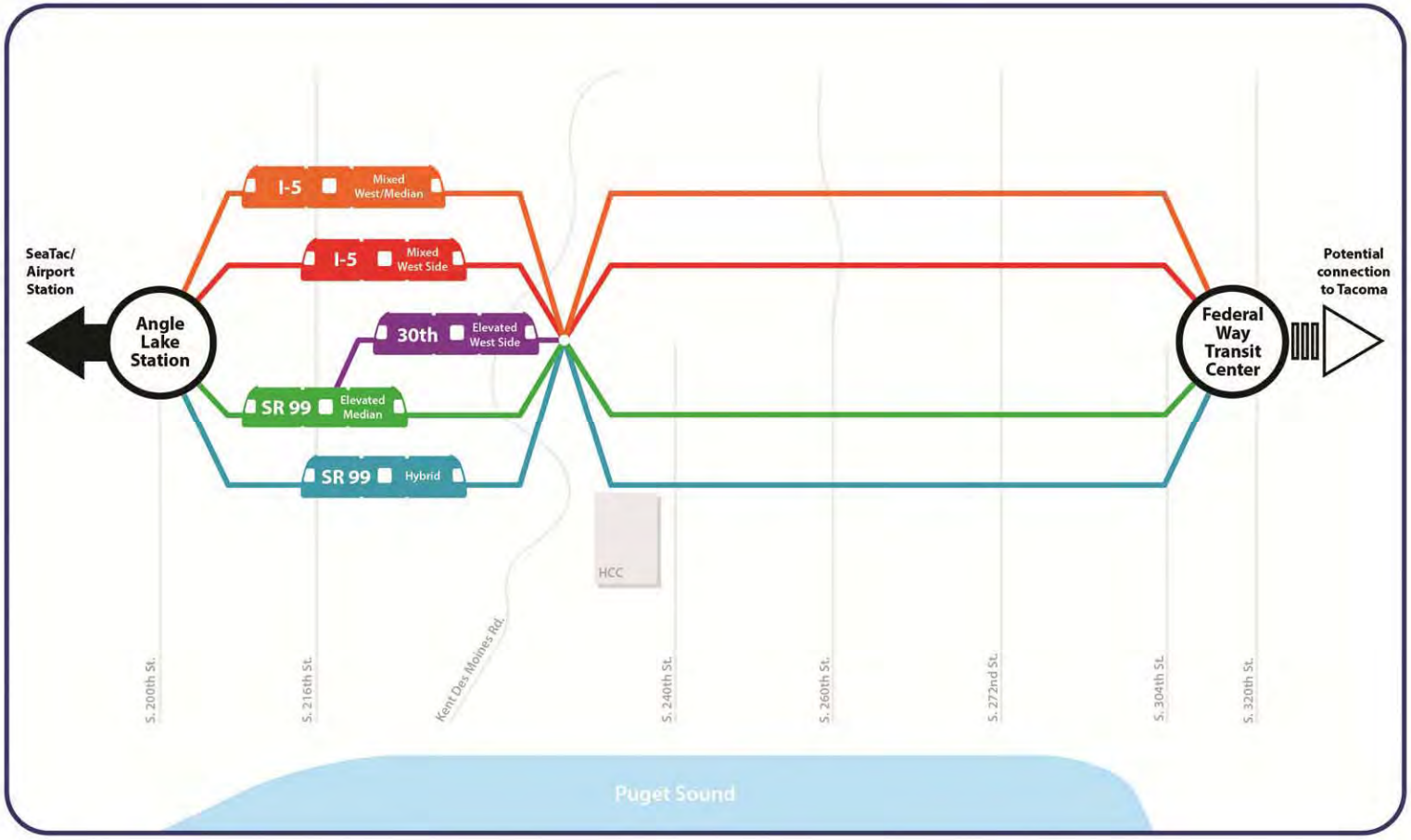
The key measures that differentiated the five remaining alignment alternatives are shown below each cross section.



The five cross sections shown represent the alternatives that were proposed for further study in the Level 2 analysis, based on the key findings, the project's purpose and need, and the Level 1 evaluation criteria. 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 analysis.



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



The five alternatives that were further defined and evaluated in the Level 2 evaluation included two alternatives along I-5, one alternative on 30th Avenue South and two alternatives, (including a new hybrid alignment), along SR 99.

SR 99 Hybrid Alternative

The Level 1 analysis showed that several standalone alternatives along SR 99 had flaws, but that different segments of the various SR 99 alternatives could work better if combined together into a new 'hybrid' alternative. The hybrid 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.

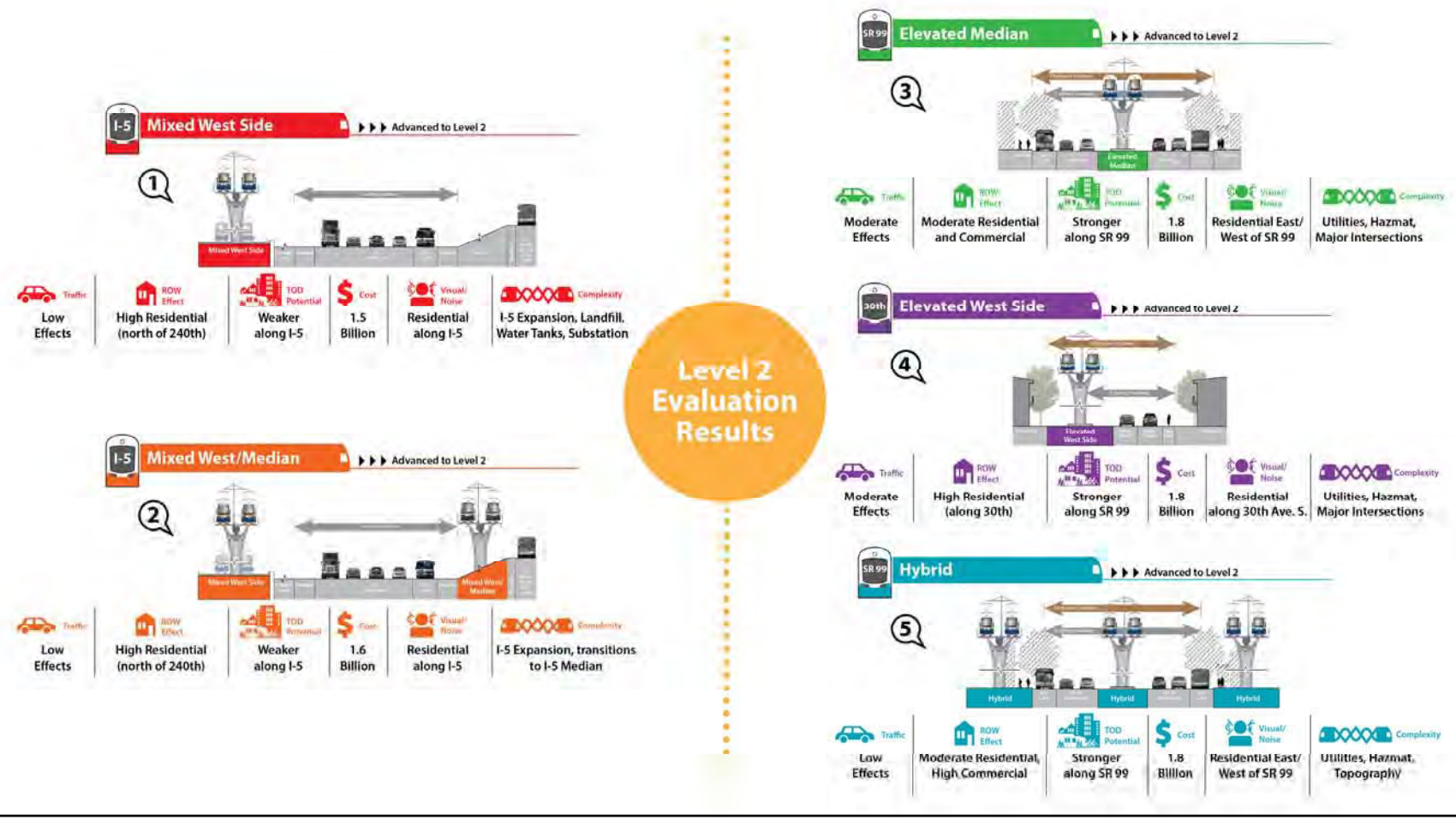
Over thirty different measures were evaluated to help distinguish the pros and cons of the Level 2 alternatives. A number of the measures yielded results that were common to all the Level 2 alternatives.

Daily ridership and travel time are 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 are also similar for each alternative.

Federal Way Transit Extension
Alternatives Analysis Summary

Level 2 Evaluation Results

SOUNDTRANSIT RIDE THE WAVE

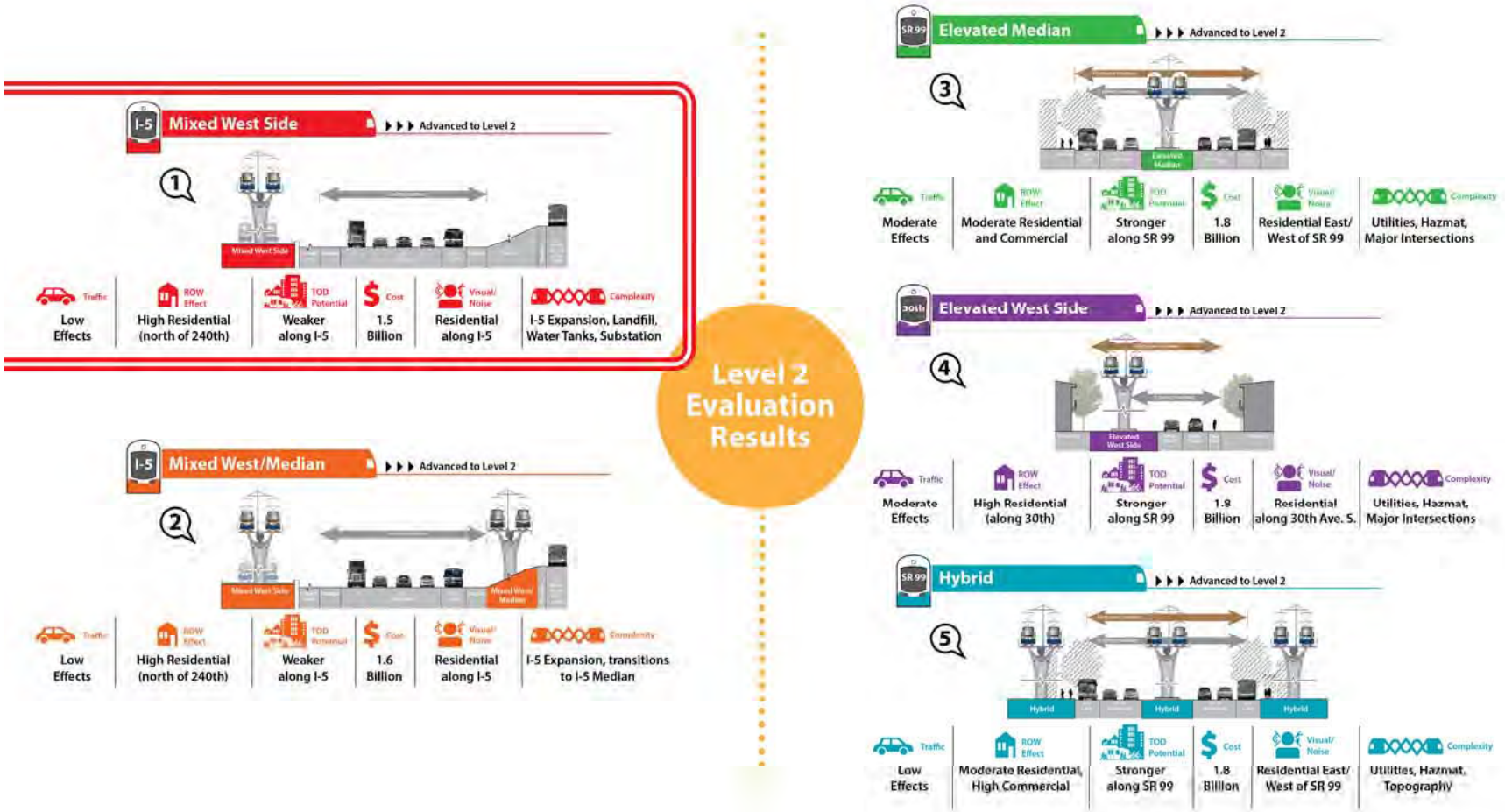


Some of the key distinguishers between the Level 2 alternatives are illustrated in this graphic.

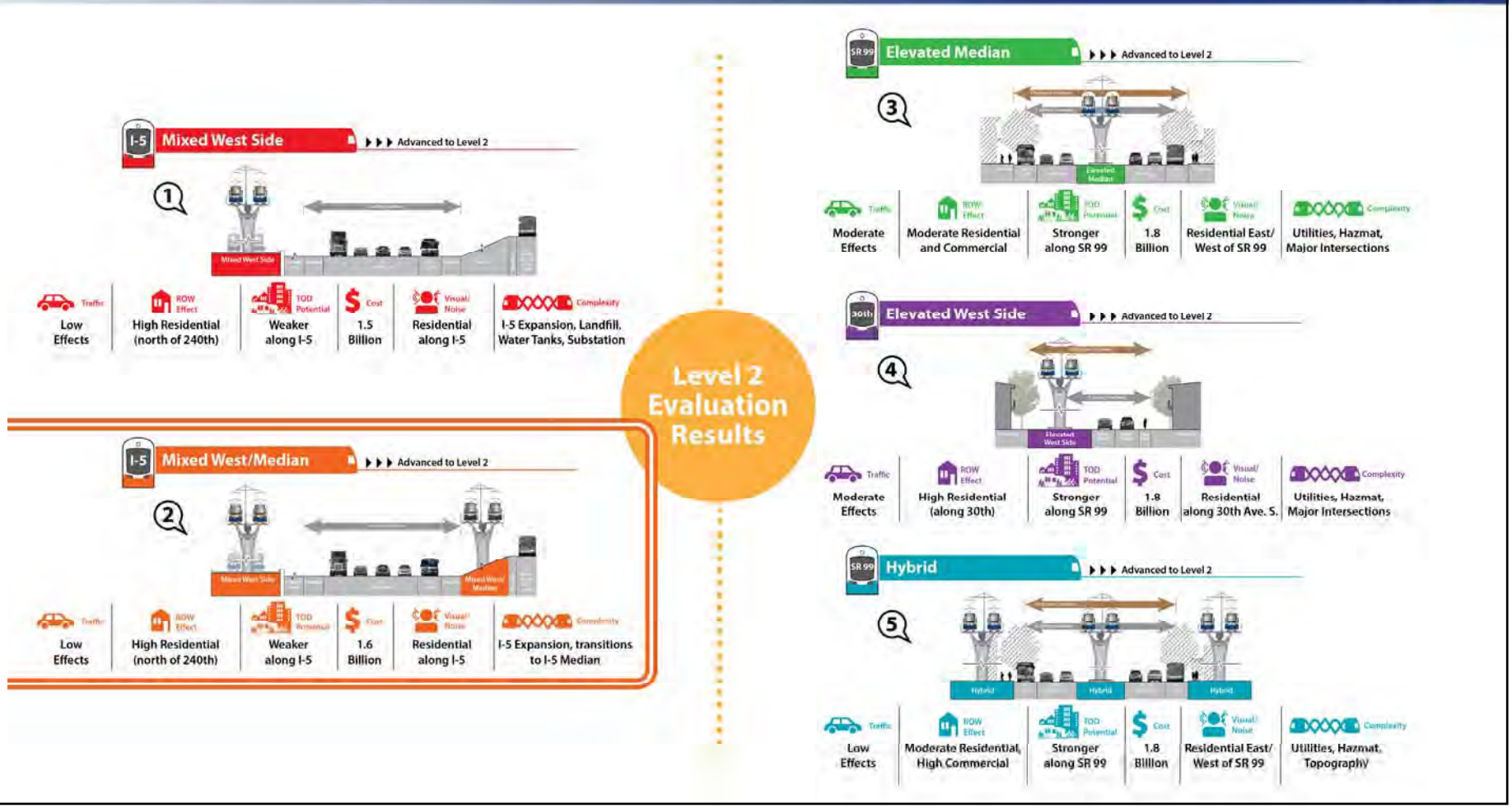
Federal Way Transit Extension
Alternatives Analysis Summary

Level 2 Evaluation Results

SOUNDTRANSIT RIDE THE WAVE



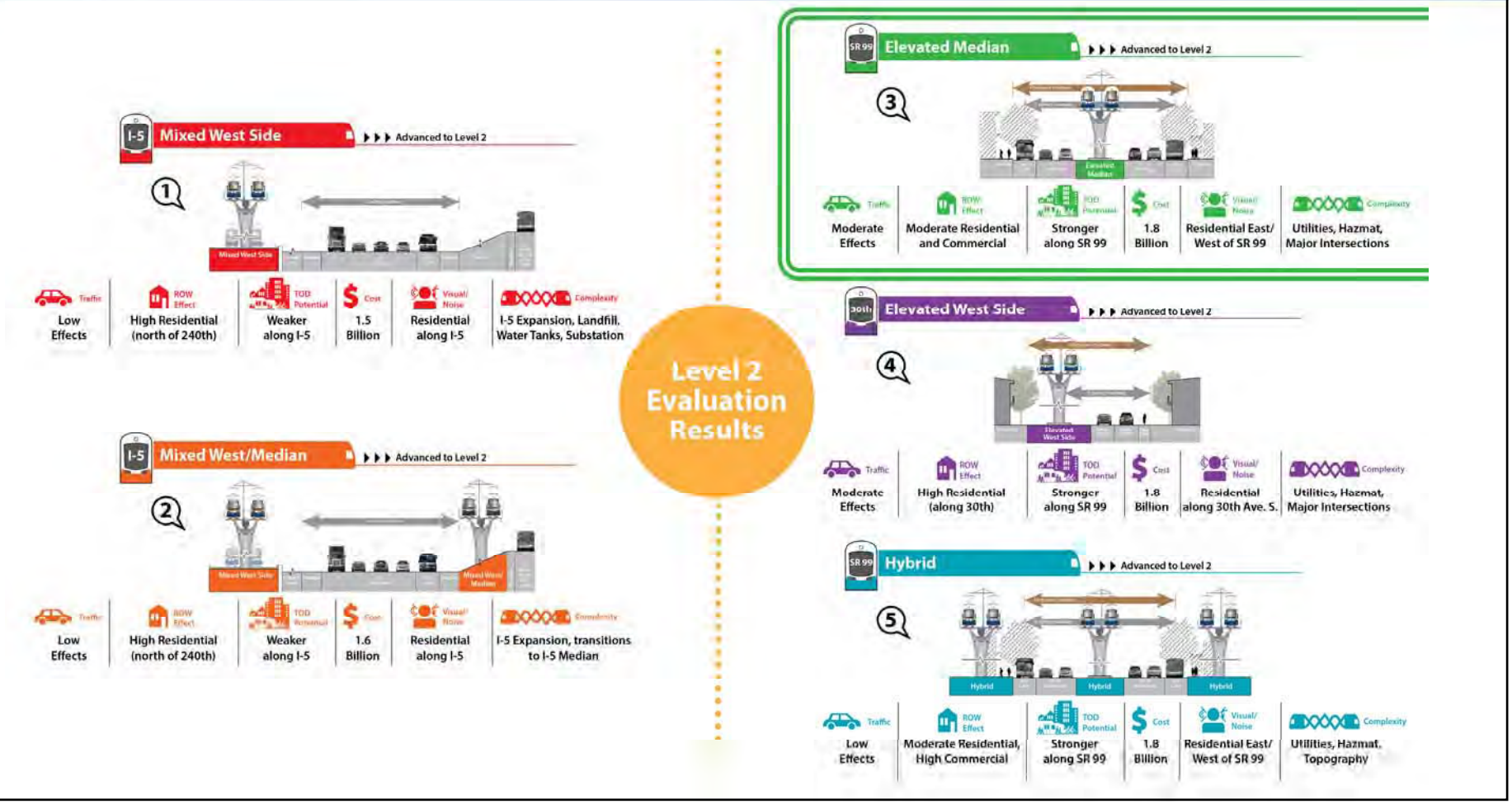
The I-5 Mixed West Side alternative would likely have high residential effects north of South 240th Street and would have weaker transit oriented development (TOD) potential. Engineering challenges could include the Midway landfill south of South 240th Street, and proximity to the Highline Water District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



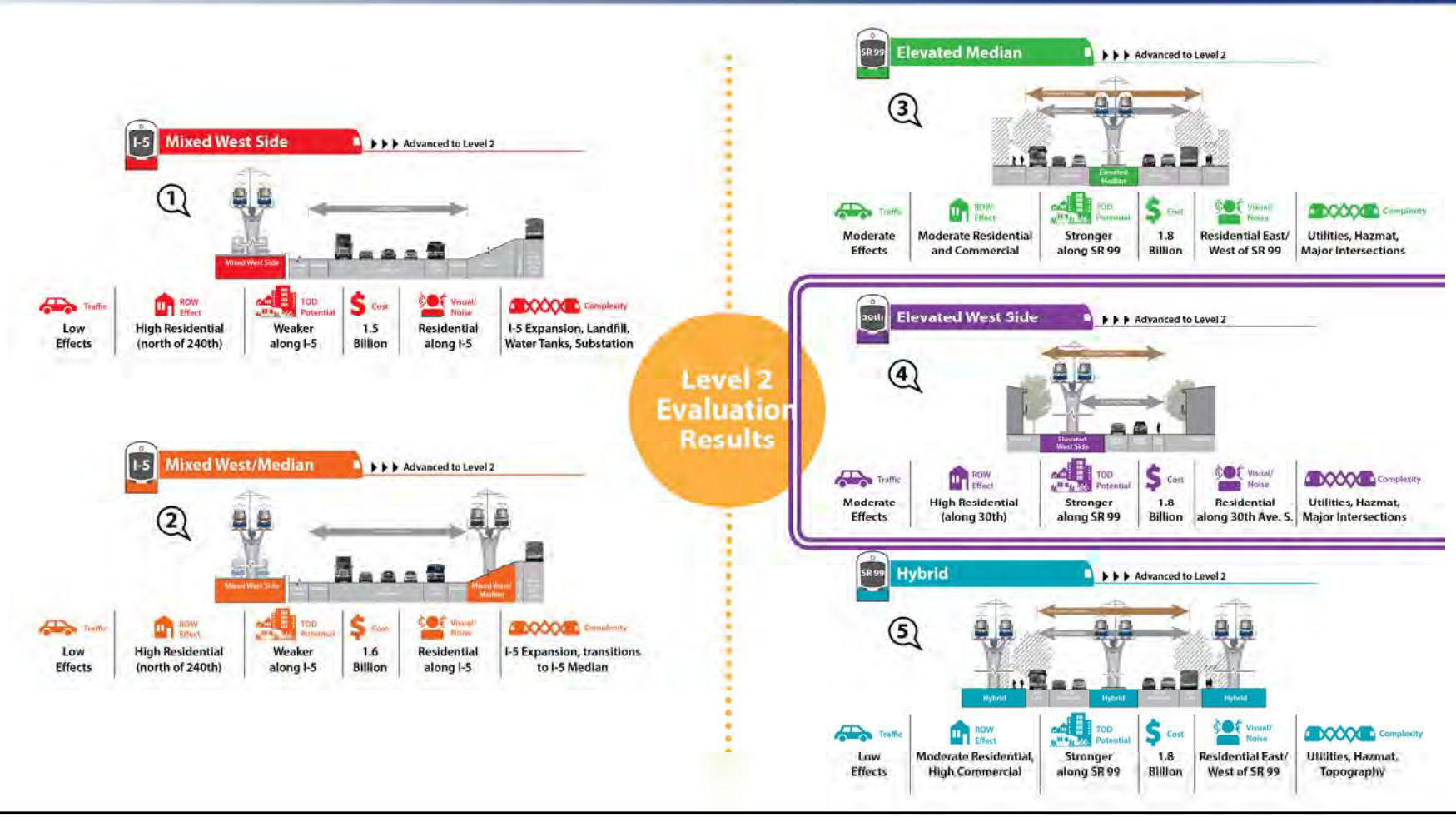
The I-5 Mixed West/Median alternative would also likely have high residential effects north of South 240th Street and weaker TOD potential. It would avoid the Midway landfill but would require large structures to transition to the I-5 median (south of South 240th Street) and then back to the west side at South 272nd Street and the Federal Way Transit Center.

Level 2 Evaluation Results

SOUNDTRANSIT RIDE THE WAVE



The SR 99 Elevated 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.

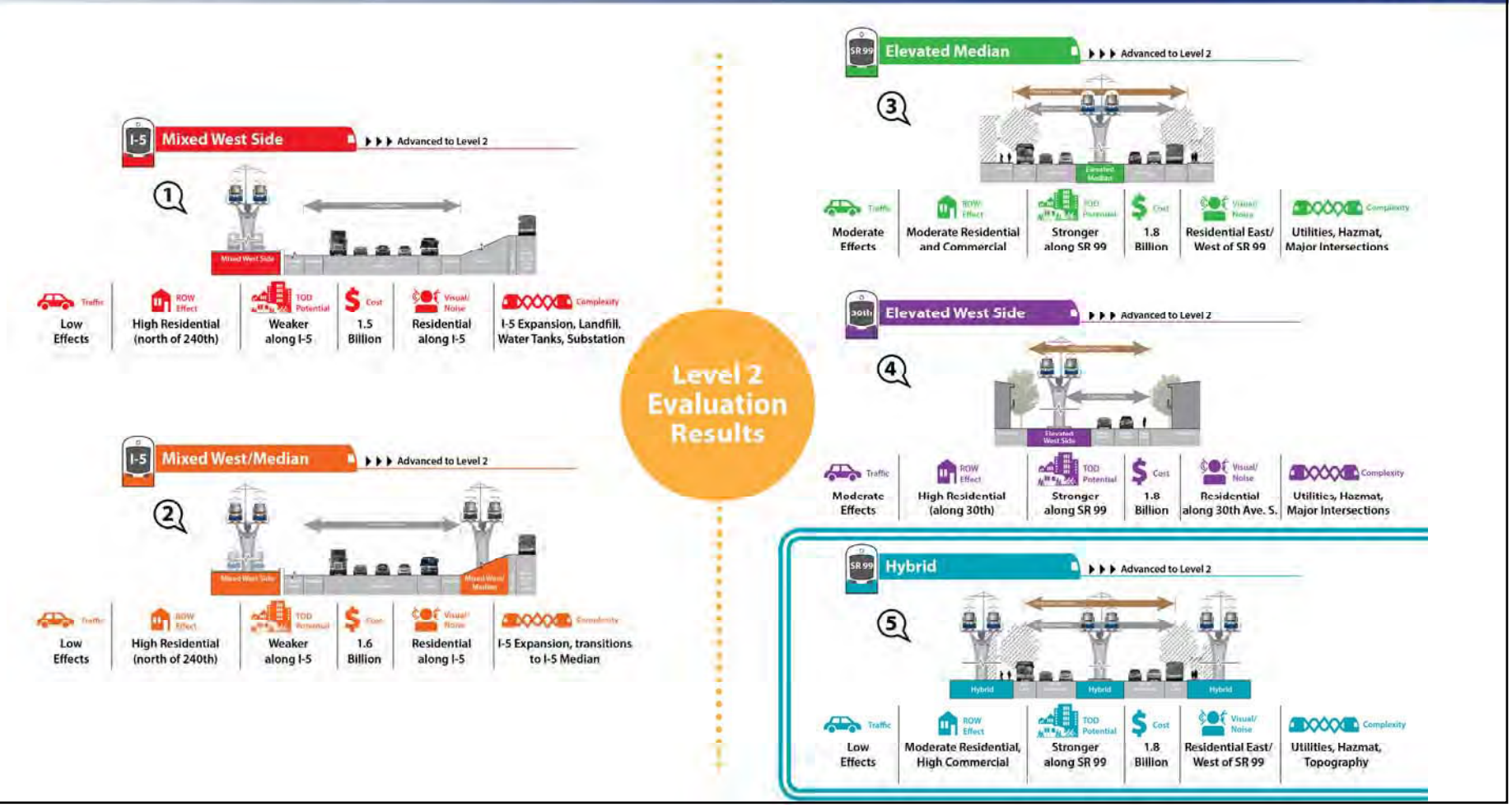


The 30th Avenue South Elevated West Side alternative would transition from SR 99 at about South 220th Street and then continue within the existing parking setback along 30th Avenue South. This alternative would affect commercial and residential properties at the transition point and could have noise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

Federal Way Transit Extension
Alternatives Analysis Summary

Level 2 Evaluation Results

SOUNDTRANSIT RIDE THE WAVE

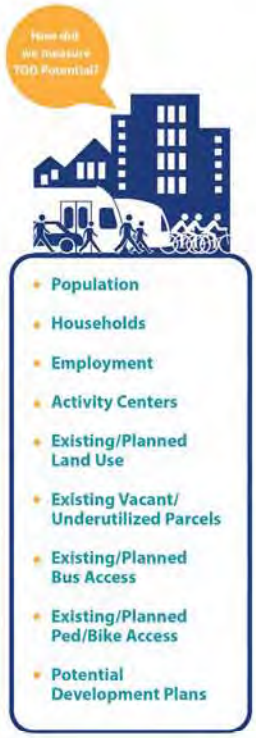


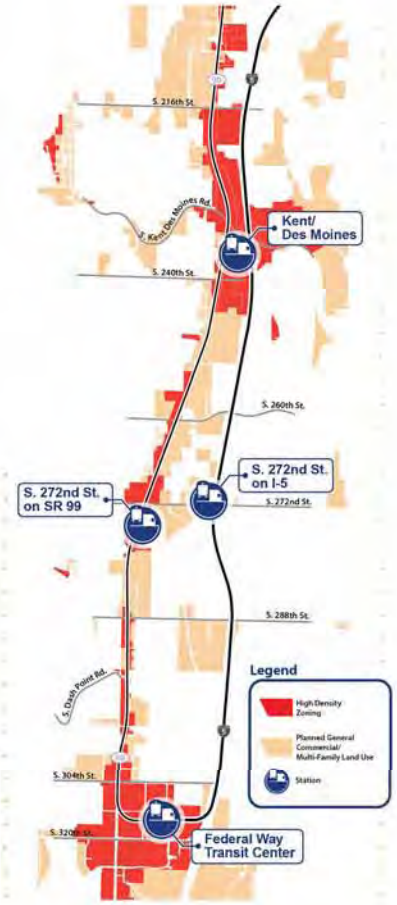
The SR 99 Hybrid alternative would affect commercial and residential properties at various locations along SR 99 but would avoid major effects to key intersections or community facilities.

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

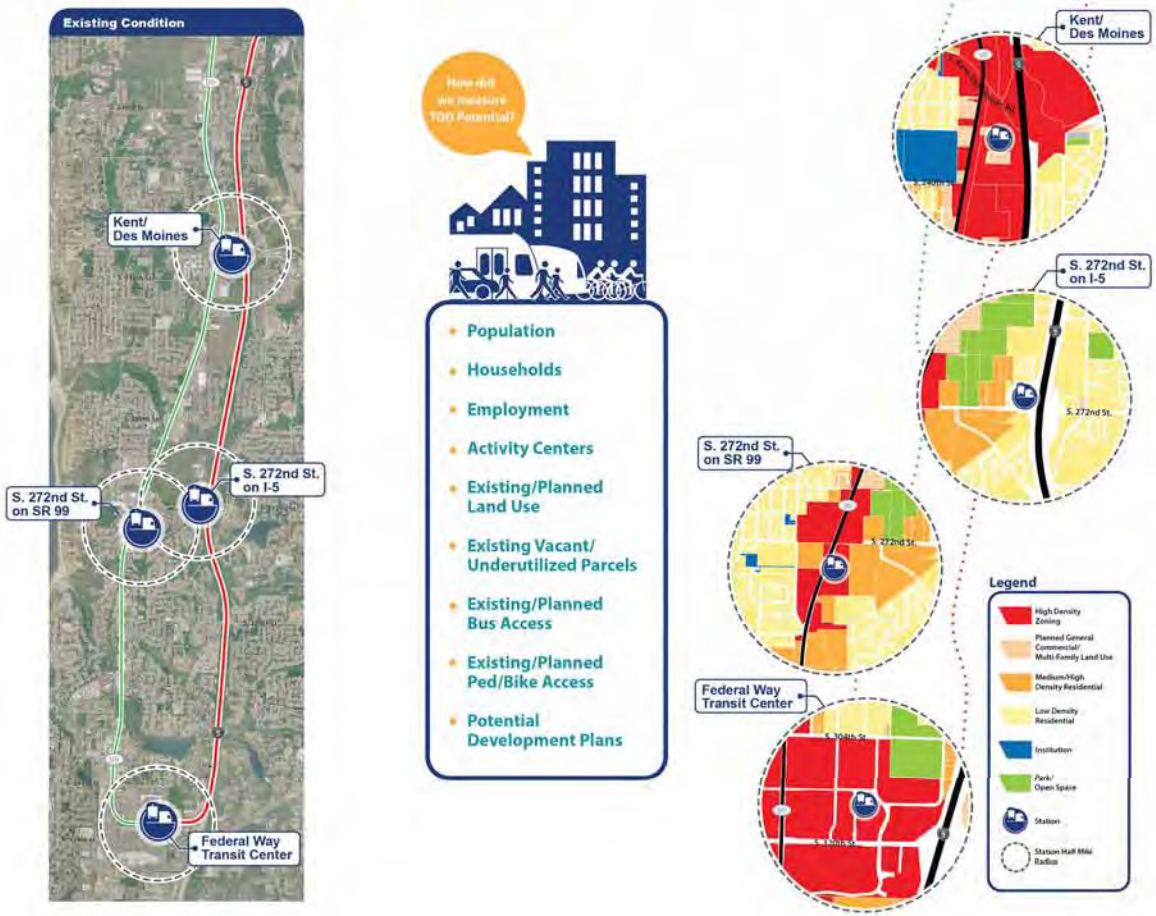
As part of the alternatives analysis, Sound Transit analyzed the transit oriented development (TOD) potential of the various alternatives. This analysis was conducted in accordance with Sound Transit's TOD policy. The assessment of TOD potential considered a range of issues. Both alignment alternatives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



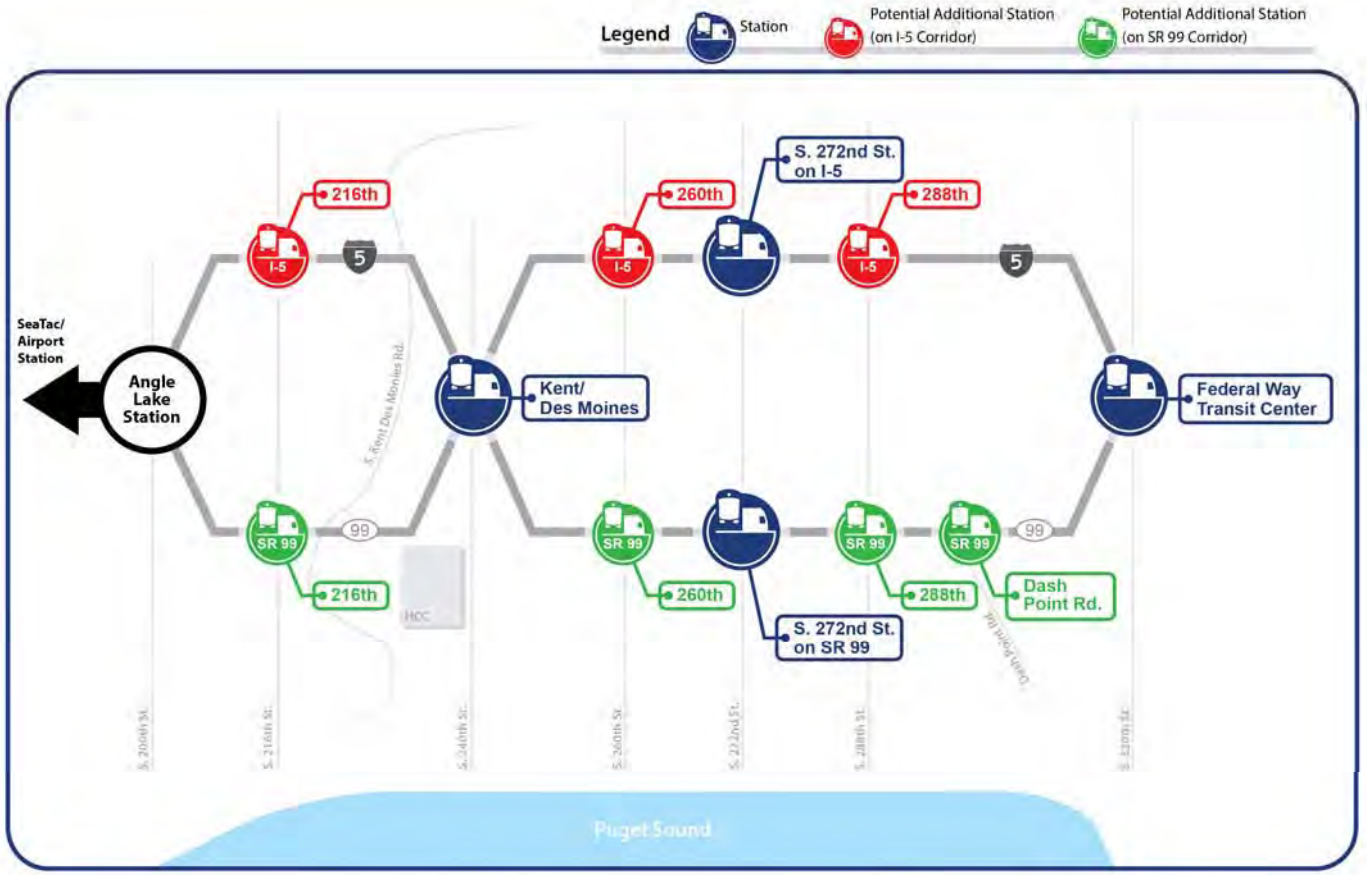


The graphic on the right illustrates the high density zoning and the planned commercial and multi-family land uses within ¼ mile of the alignment alternatives. TOD potential is generally higher along the SR 99 alignment alternatives.

TOD Potential - Stations



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.



*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.

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).

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

- Bus Access
- Ped/Bike Access
- East - West Auto Access
- North - South Auto Access
- Existing Park-and-Ride Capacity

*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.

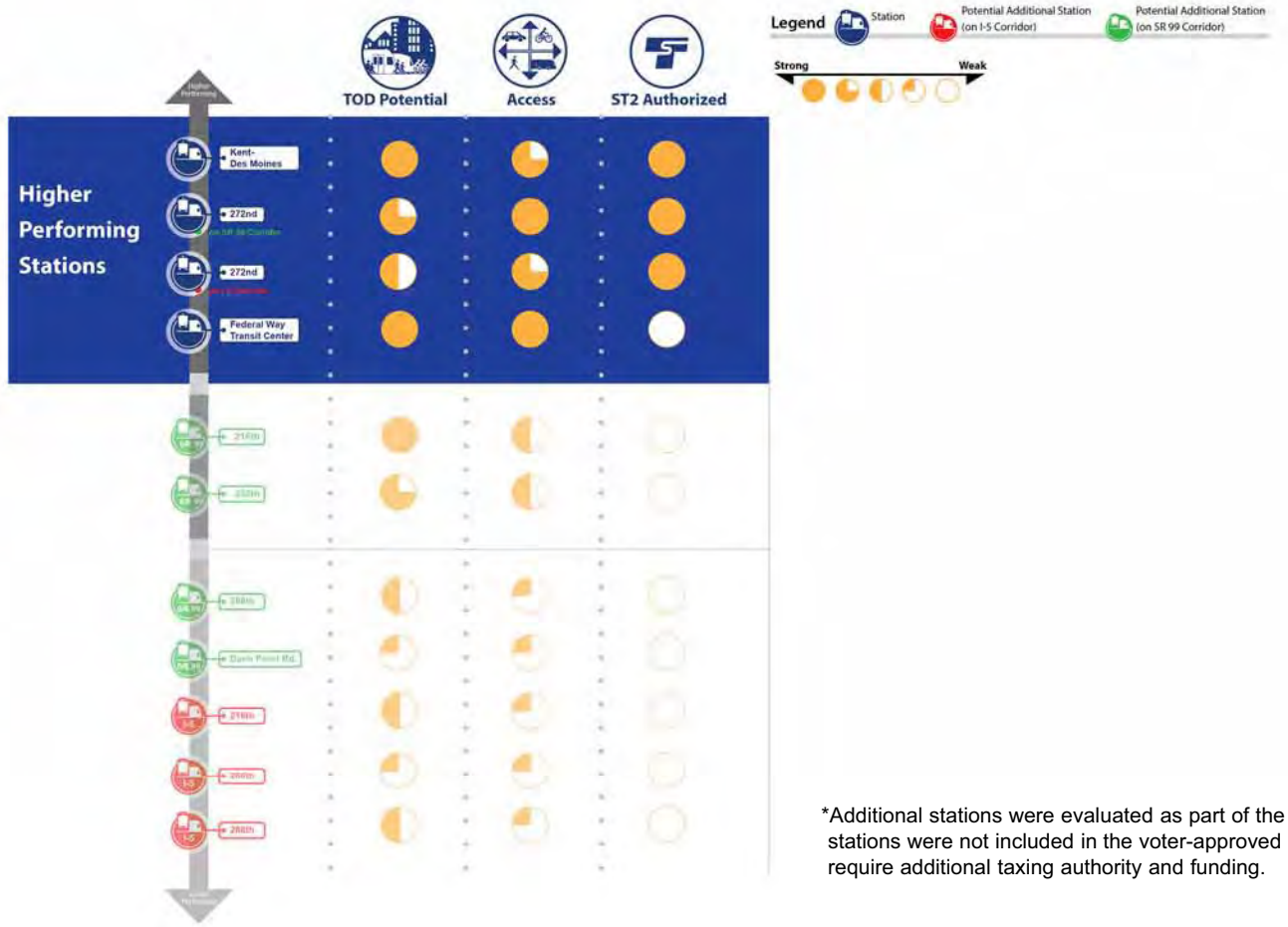
The station evaluation examined both TOD potential and multimodal access.

Station Evaluation Results

*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.

The four station locations identified in previous studies were evaluated along with the seven potential additional station locations that were suggested during the Early Scoping public comment period.

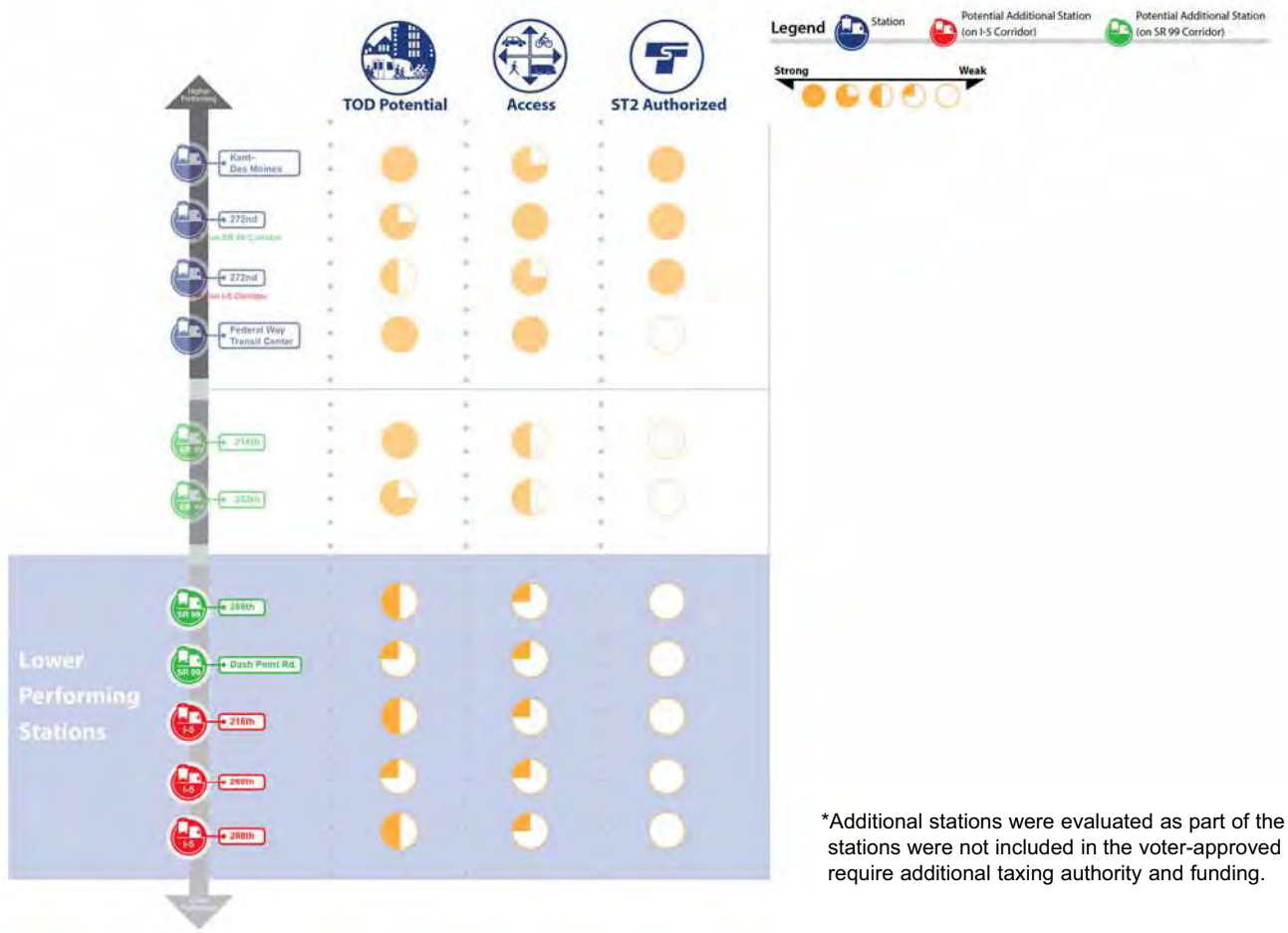
Station Evaluation Results



*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.

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

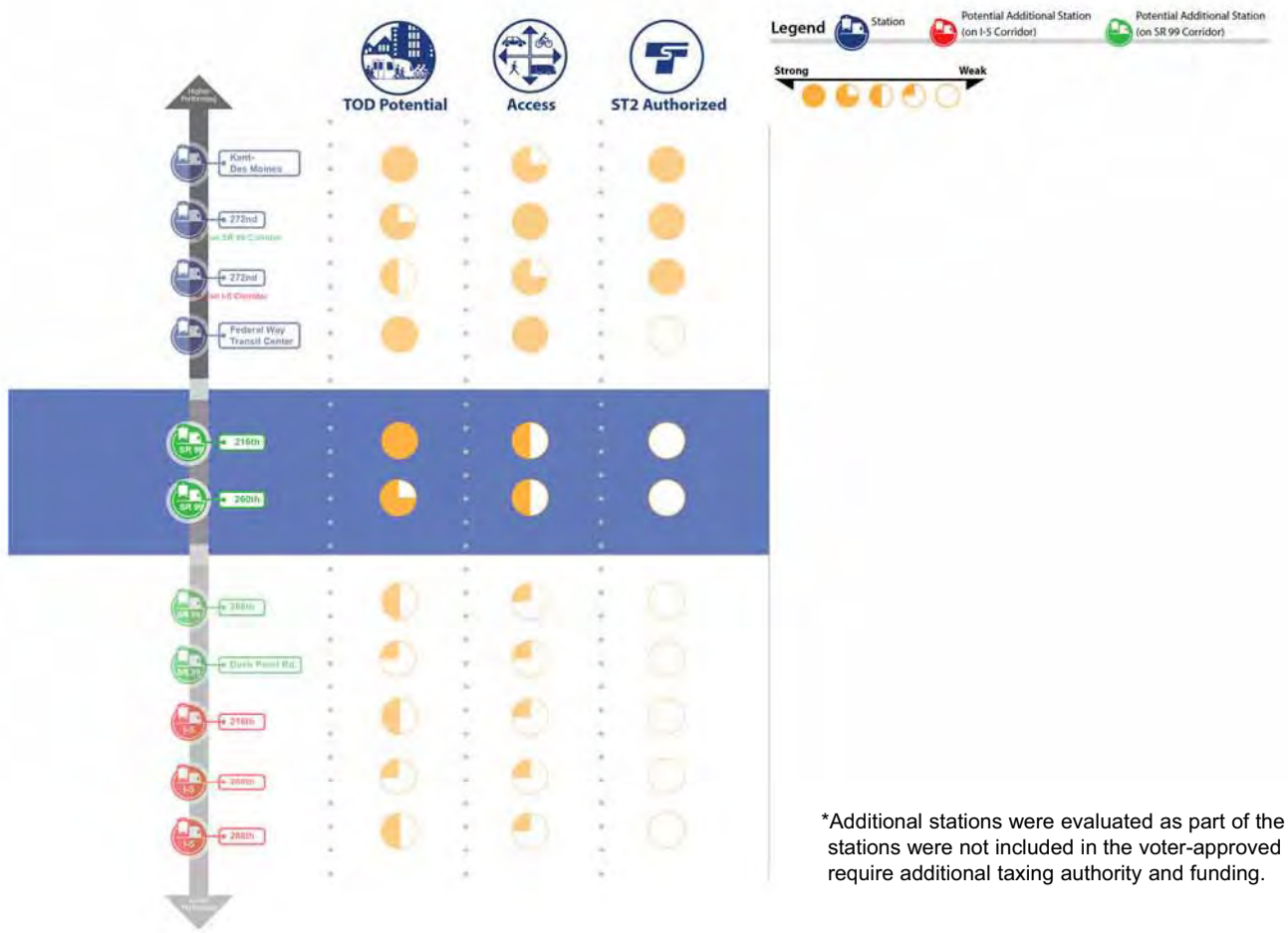
Station Evaluation Results



*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.

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.

Station Evaluation Results



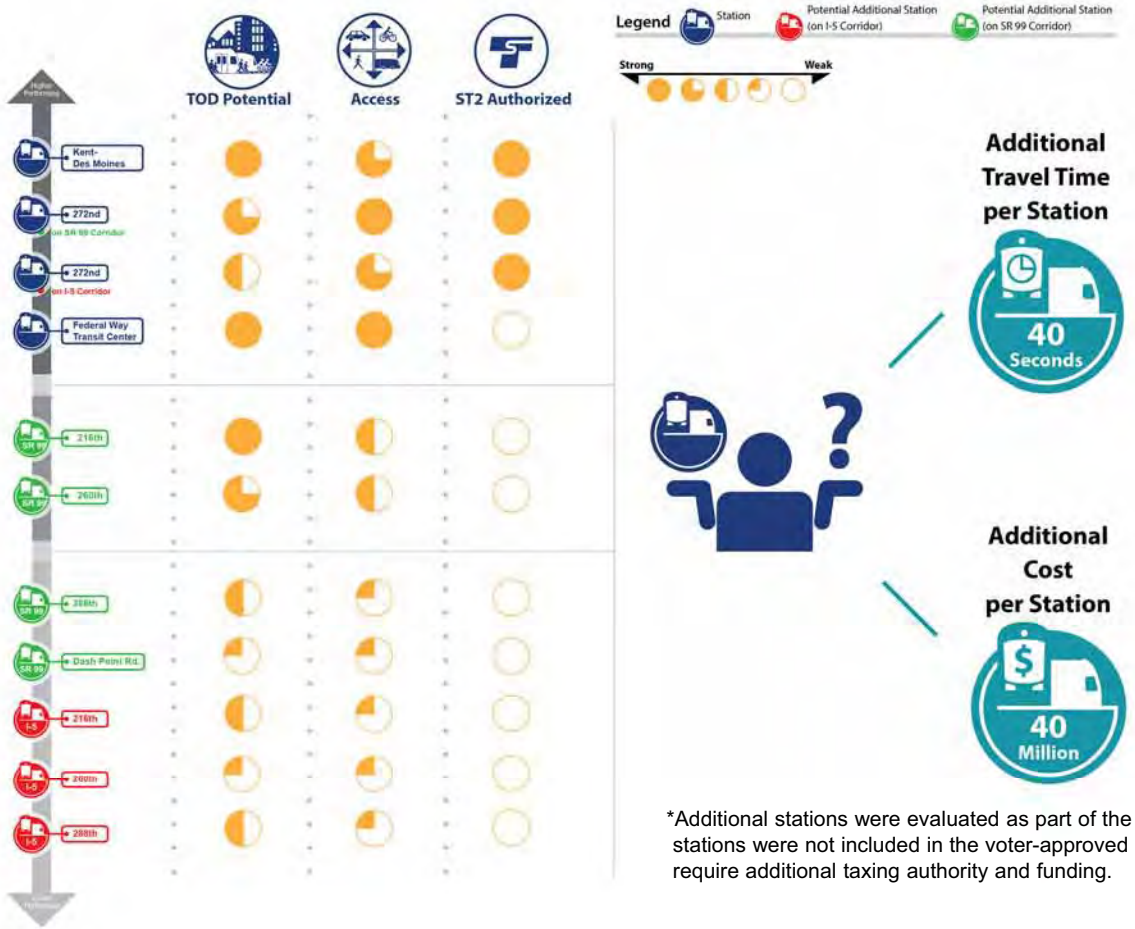
*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.

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 Summary

Station Evaluation Results

SOUNDTRANSIT RIDE THE WAVE



*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.

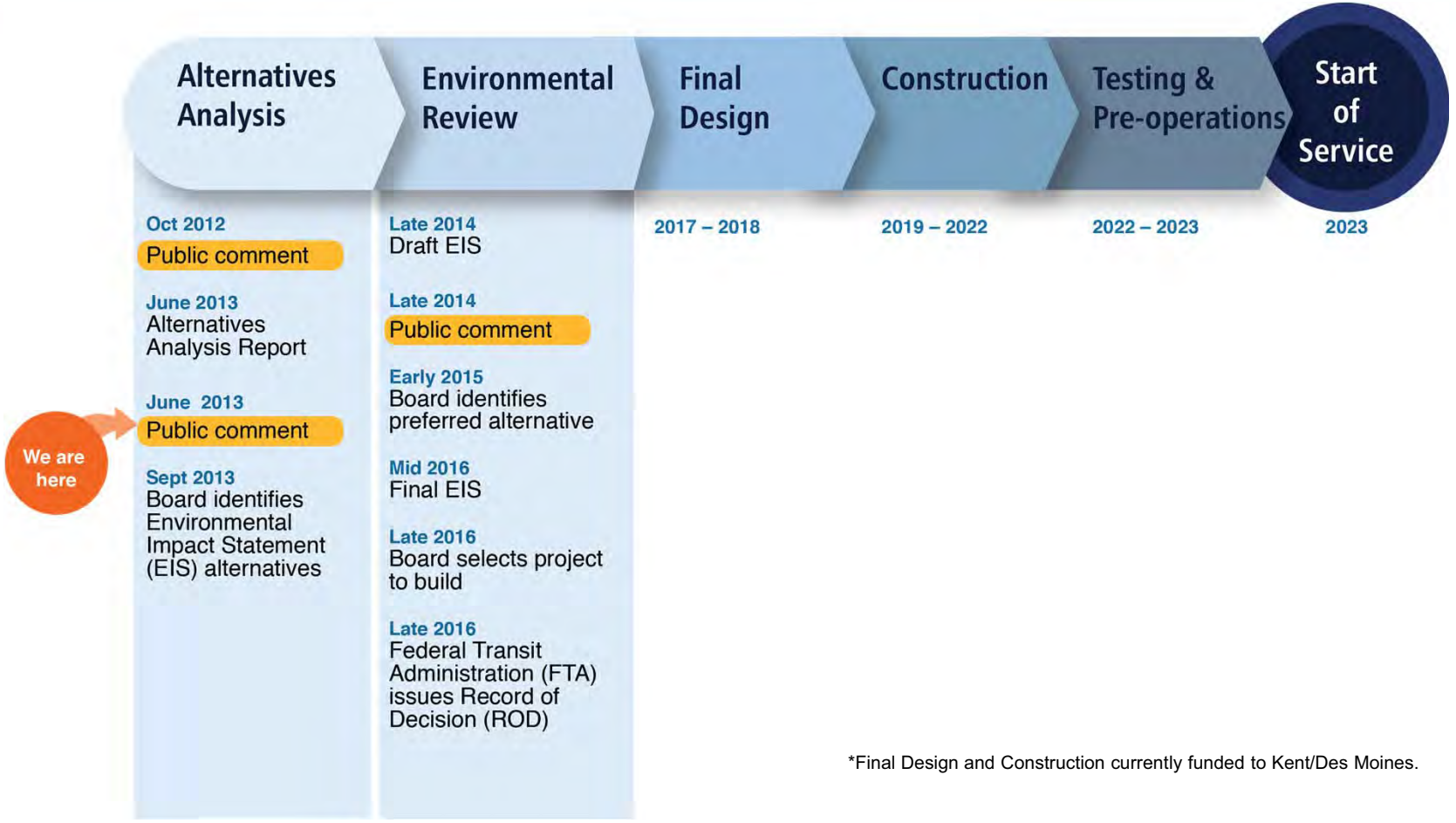
Each additional station would increase the end-to-end travel time by about 40 seconds. The cost of constructing an additional station is about $40 million.

Federal Way Transit Extension

Alternatives Analysis Summary

Timeline/Process

SOUNDTRANSIT RIDE THE WAVE



*Final Design and Construction currently funded to Kent/Des Moines.

The results of the AA will be presented to the public during the EIS Scoping period in June 2013. Based on input received during scoping, the Sound Transit Board will then 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.

Scoping Period:
June 14 - July 15, 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 EIS Scoping public comment period will last until July 15, 2013. Public meetings will be held at the locations and times noted above.

Send us your comments by
July 15, 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 and which alternatives should be studied further in the Draft EIS should be submitted by one of the methods above by July 15, 2013.

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, click on "Federal Way document archive" in the bottom right corner of the project home page.

WELCOME

FEDERAL WAY TRANSIT EXTENSION

Meeting Purpose

Today, you will have the opportunity to:

- Learn about the project purpose and need.
- Review potential alternatives.
- Tell us how the project could affect people and the environment.
- Ask questions of project staff.
- Tell us what you think.

This scoping open house is an important part of the environmental review process.

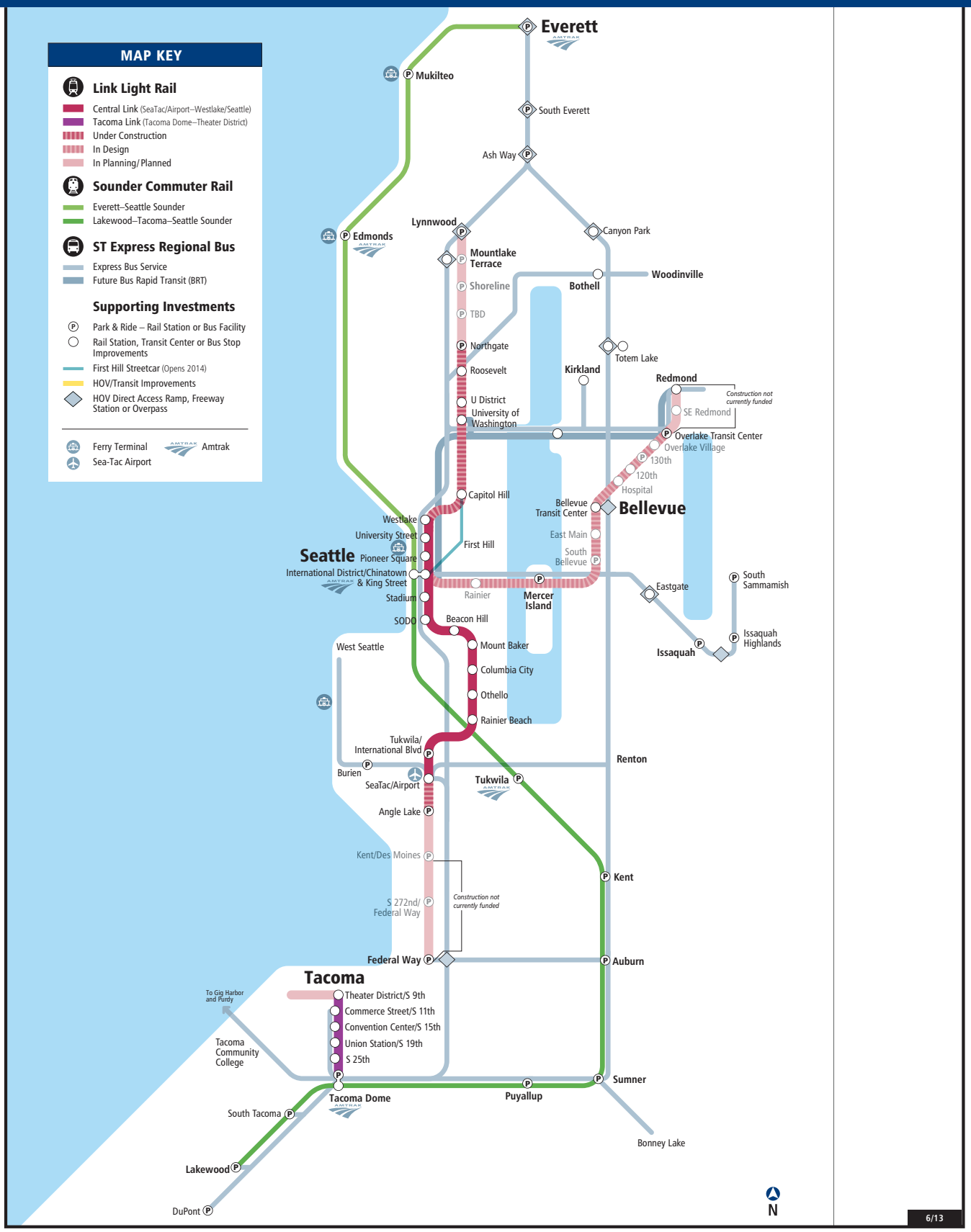
Thank you for coming!

6/13

SoundTransit
RIDE THE WAVE

SOUND TRANSIT CURRENT SERVICE AND APPROVED PROJECTS

FEDERAL WAY TRANSIT EXTENSION



SOUNDTRANSIT
RIDE THE WAVE

WHAT IS THE PROJECT FUNDING STATUS?

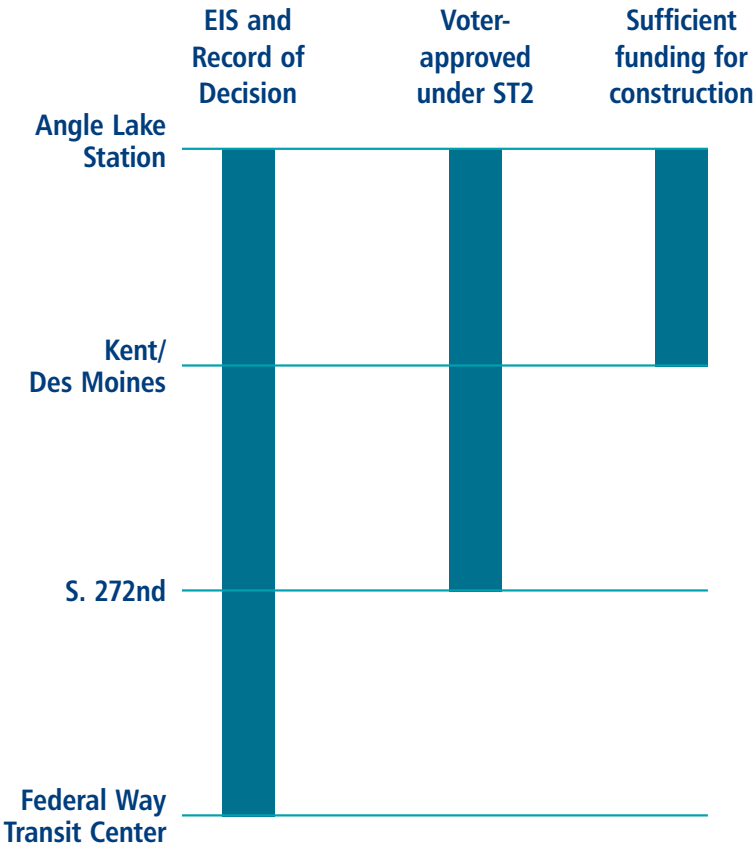
FEDERAL WAY TRANSIT EXTENSION

Sound Transit is in the process of delivering major voter-approved high capacity transit investments throughout the region. The national recession has significantly reduced funding, including a projected 41 percent reduction in in South King County revenues through 2023. Currently, project funding is available for construction to Kent/Des Moines.

Your help identifying light rail alternatives in South King County is vital to:

- Extending light rail from S. 200th Street to Kent/Des Moines.
- Developing a shovel-ready plan to extend services all the way to the heart of Federal Way.

Project Funding Status

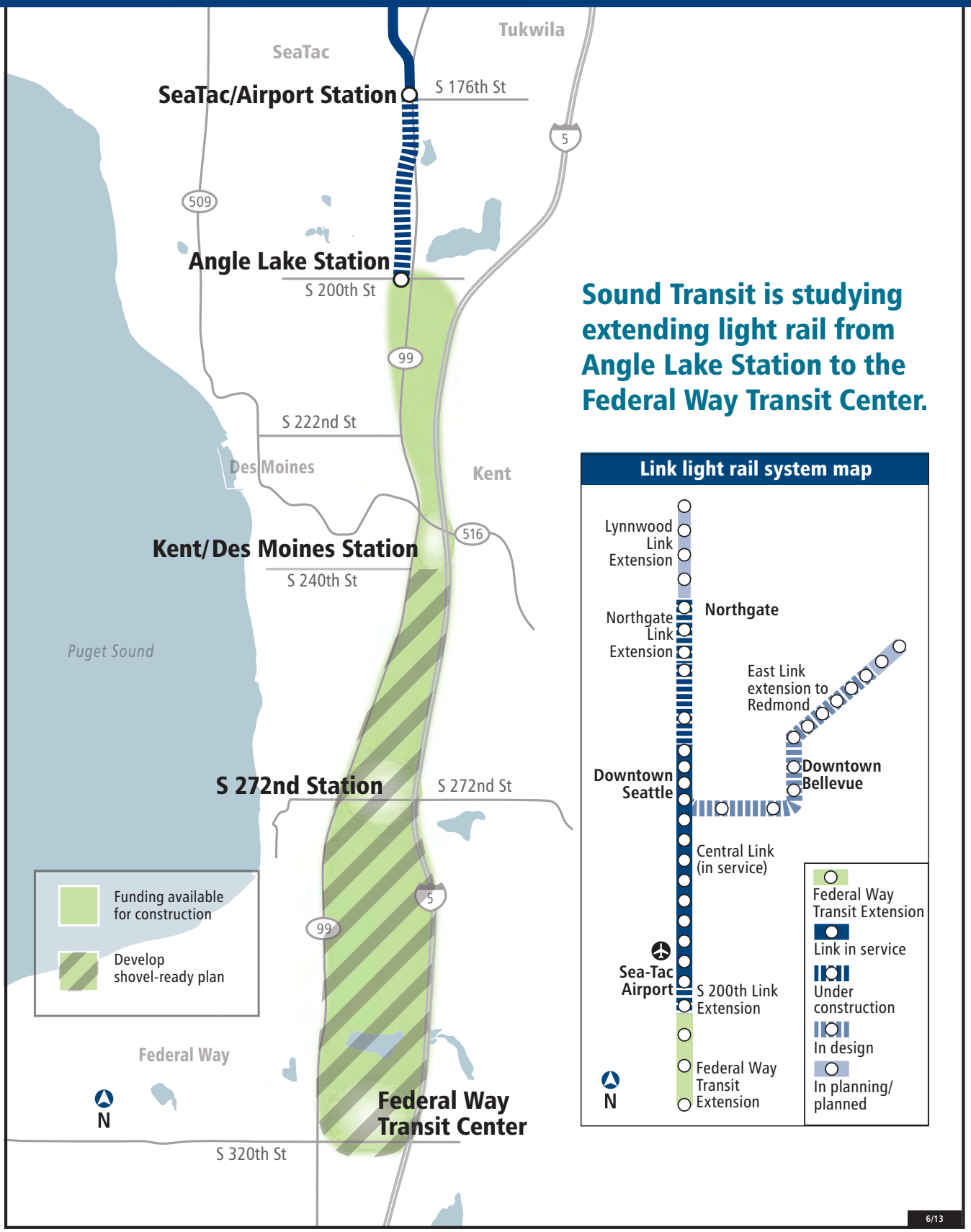


6/13

SOUNDTRANSIT
RIDE THE WAVE

FEDERAL WAY TRANSIT EXTENSION CORRIDOR

FEDERAL WAY TRANSIT EXTENSION



SOUNDTRANSIT
RIDE THE WAVE

WHAT IS THE PROJECT PURPOSE?

FEDERAL WAY TRANSIT EXTENSION

A purpose and need statement will help guide decisions about the project.

The project purpose is:

- Provide an alternative to traveling on congested roadways.

- Improve mobility and access to transit.

- Provide more reliable and convenient public transportation to jobs and key destinations.

- Support local and regional land use, transportation and economic development plans.

- Preserve and promote a healthy environment.

SOUNDTRANSIT
RIDE THE WAVE

PROJECT PURPOSE: TELL US WHAT YOU THINK

FEDERAL WAY TRANSIT EXTENSION

Understanding your priorities helps us evaluate alternatives.

The project purpose is:	Place a dot next to the issues that are most important to you.
Provide an alternative to traveling on congested roadways.	
Improve mobility and access to transit.	
Provide more reliable and convenient public transportation to jobs and key destinations.	
Support local and regional land use, transportation and economic development plans.	
Preserve and promote a healthy environment.	

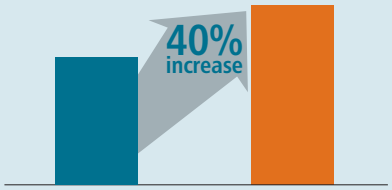
WHAT IS THE PROJECT NEED?

FEDERAL WAY TRANSIT EXTENSION

A purpose and need statement will help guide decisions about the project.

This project is needed because:

Demand for transit service



- More people will be living and working in the project area.

- Traffic congestion on I-5 will continue to worsen.

In 2035, it will take **25% longer** to drive between Seattle and Federal Way during rush hour.

- Travel times will increase.

- Limited evening and weekend service.
- Does not connect to jobs and key destinations.
- Requires too much time and too many transfers.

- Existing transit service does not meet the needs of people in the corridor.

SOUNDTRANSIT
RIDE THE WAVE

PROJECT NEED: TELL US WHAT YOU THINK

FEDERAL WAY TRANSIT EXTENSION

Understanding your priorities helps us evaluate alternatives.

The project is needed because:	Place a dot next to the topics that are most important to you.
More people will be living and working in the project area.	
Traffic congestion on I-5 will continue to worsen.	
Travel times will increase.	
Existing transit service does not meet the needs of people in the corridor.	

TIMELINE/PROCESS

FEDERAL WAY TRANSIT EXTENSION

Currently there is sufficient funding to build light rail to Kent/Des Moines

Early Scoping & Alternatives Analysis	Environmental Review	Final Design	Construction	Testing & Pre-operations	Start of Service
Analyze a range of transit modes and alignment alternatives. Narrow these to a range of alternatives to consider.	*Describe the benefits and adverse effects of each alternative. Outline ways to avoid, minimize or mitigate negative effects.*				
Oct 2012 Public comment	**Late 2014** Draft EIS				
June 2013 Alternatives Analysis Report *Determine the range of alternatives and "scope" of issues to study in the Environmental Impact Statement (EIS).*	**Late 2014** Public comment				
June 2013 Public comment	**Early 2015** Sound Transit Board identifies preferred alternative				
Sept 2013 Sound Transit Board identifies alternatives for EIS	**Mid 2016** Final EIS *Respond to comments received on the Draft EIS. Outline mitigation for unavoidable environmental impacts.*				
	Late 2016 Sound Transit Board selects project to build				
	Late 2016 Federal Transit Administration issues Record of Decision *Document what project Sound Transit will build and how it will avoid, minimize and mitigate for environmental impacts.*				
		2017 – 2018	**2019 – 2022**	**2022 – 2023**	**2023**

We are here

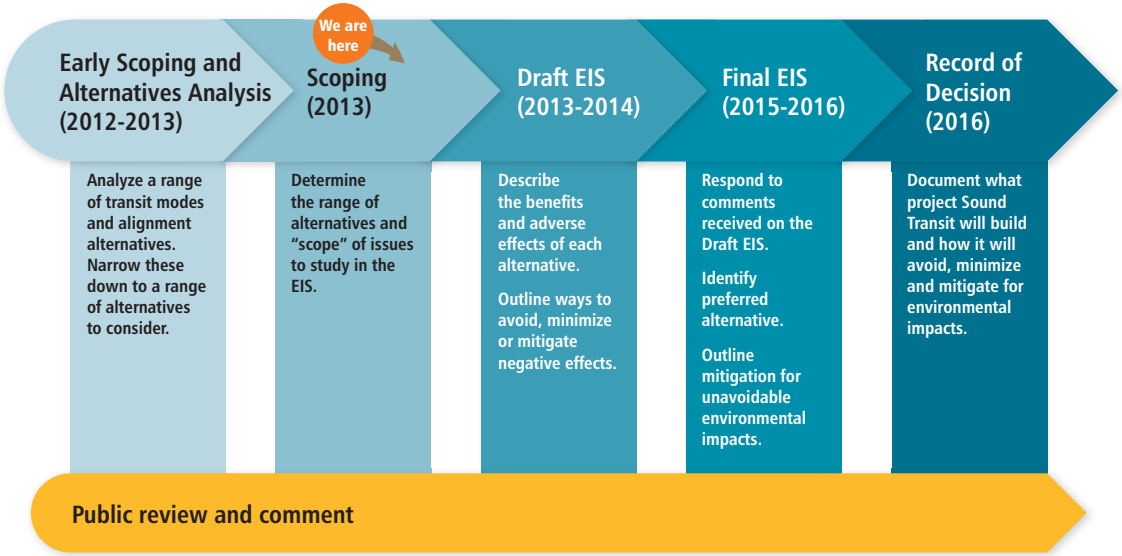
6/13

SOUNDTRANSIT
RIDE THE WAVE

WHAT IS THE ENVIRONMENTAL REVIEW PROCESS?

FEDERAL WAY TRANSIT EXTENSION

Steps in preparing an EIS



Sound Transit and the Federal Transit Administration will prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). In the EIS, Sound Transit will evaluate how the project could affect the community and the environment.

What is typically studied in an EIS?

Transportation:

- Transit
- Traffic

Natural environment:

- Air quality
- Greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

Community impacts:

- Noise and vibration
- Visual effects
- Land use and economic activity
- Acquisitions, displacements and relocations
- Energy use
- Hazardous materials
- Public services and utilities
- Impacts on low-income and minority populations
- Cultural, historic and archaeological resources
- Parks
- Construction impacts

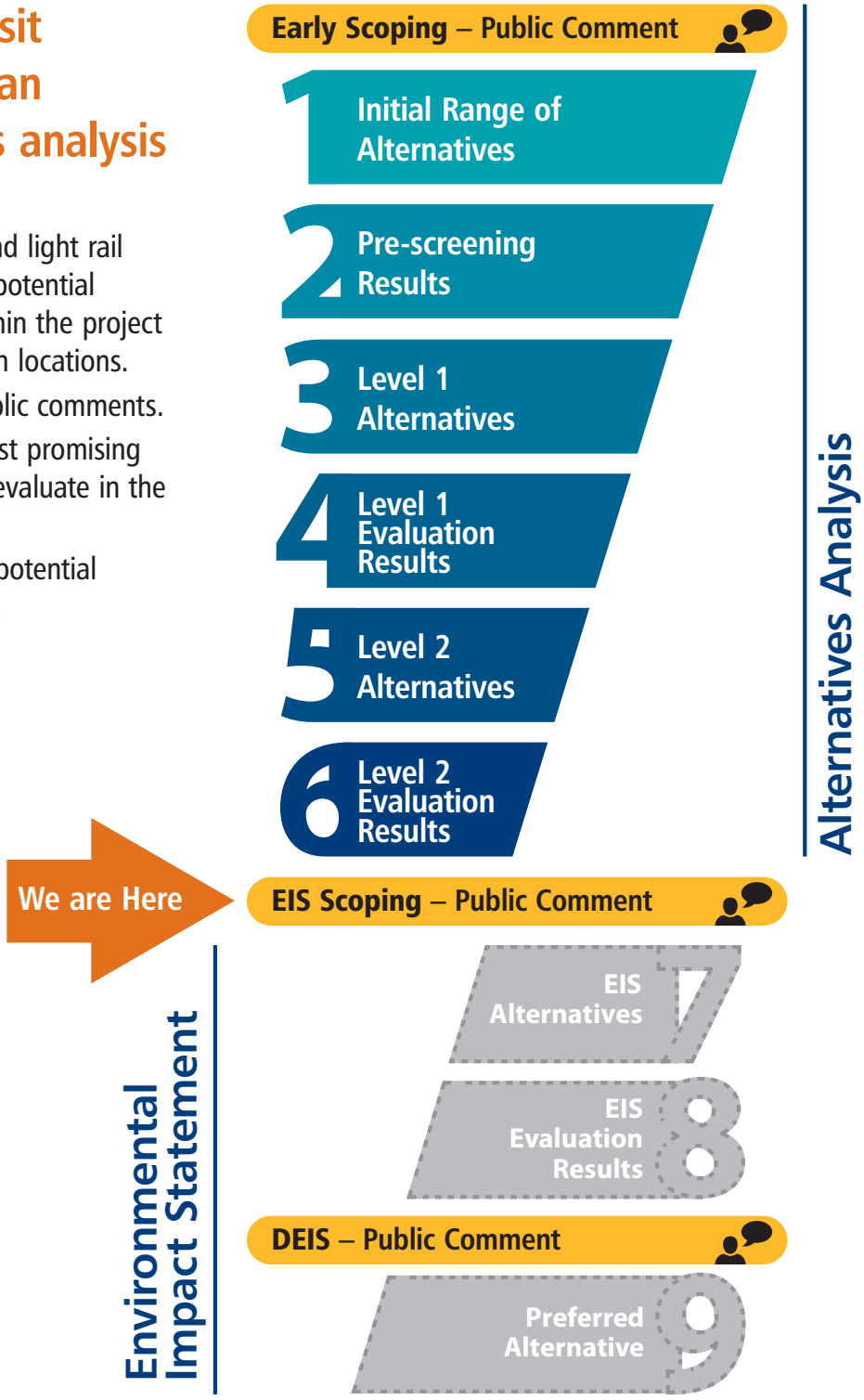
SOUNDTRANSIT
RIDE THE WAVE

WHAT IS AN ALTERNATIVES ANALYSIS?

FEDERAL WAY TRANSIT EXTENSION

Sound Transit conducted an alternatives analysis process to:

- Examine bus and light rail transit modes, potential alignments within the project area and station locations.
- Incorporate public comments.
- Identify the most promising alternatives to evaluate in the Draft EIS.
- Help to secure potential federal funding.



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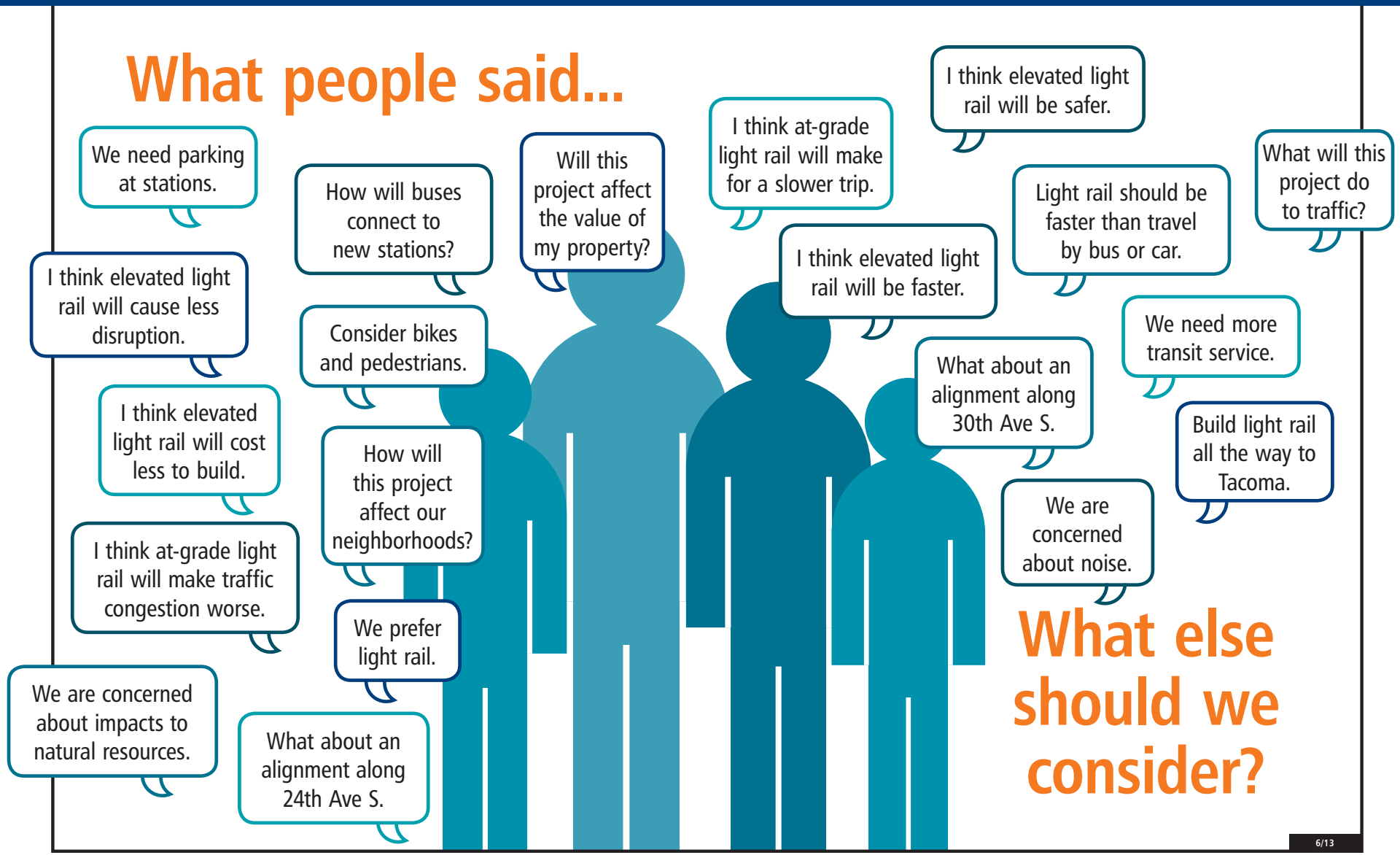
SOUNDTRANSIT
RIDE THE WAVE

WHAT DID WE HEAR DURING ALTERNATIVES ANALYSIS?

FEDERAL WAY TRANSIT EXTENSION



SOUNDTRANSIT
RIDE THE WAVE

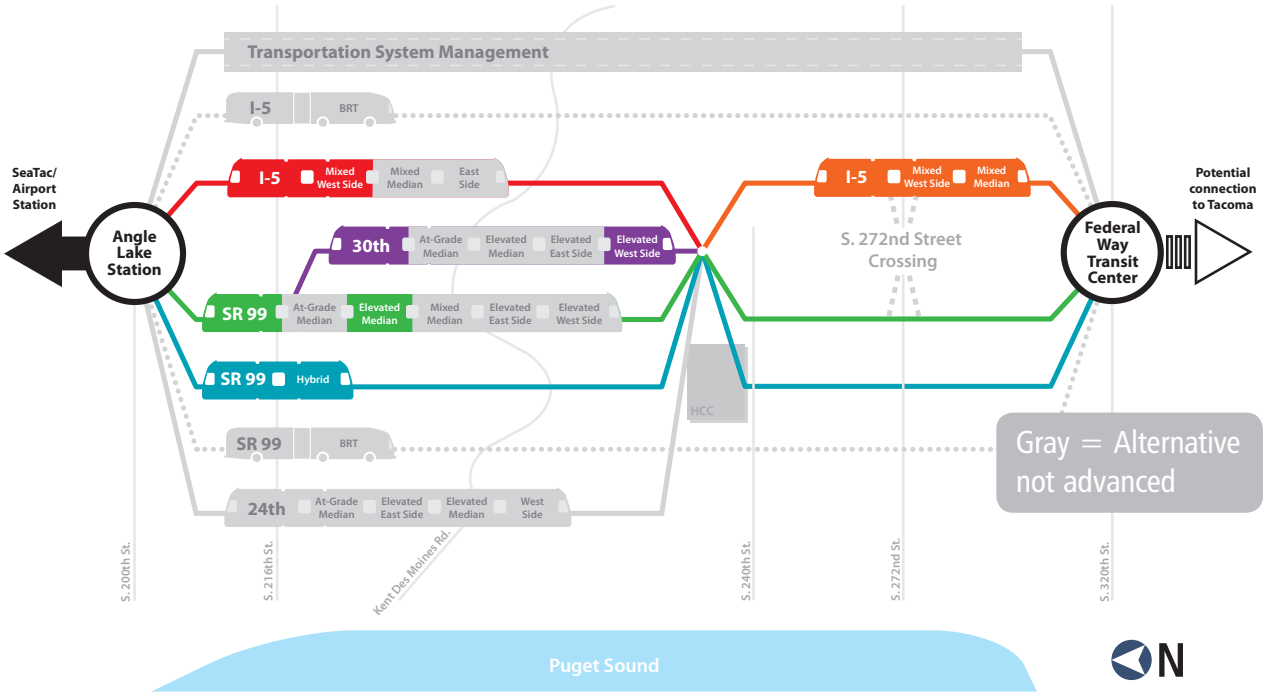
For each alignment under consideration, we asked these questions. Would this alignment:

- ✓ Increase transit ridership?
- ✓ Improve connections to regional transit?
- ✓ Improve transit service for people who do not have access to a car?
- ✓ Serve an area that is home to many low-income and/or minority residents?
- ✓ Connect to existing neighborhoods or major activity centers?
- ✓ Minimize impacts to the natural environment (such as wetlands, streams and lakes)?
- ✓ Minimize impacts to the built environment (such as parks, community facilities or private property)?
- ✓ Minimize or avoid traffic, noise and visual impacts?
- ✓ Be affordable to build?

WHAT ALIGNMENT ALTERNATIVES DID WE STUDY?

FEDERAL WAY TRANSIT EXTENSION

Evaluation Results



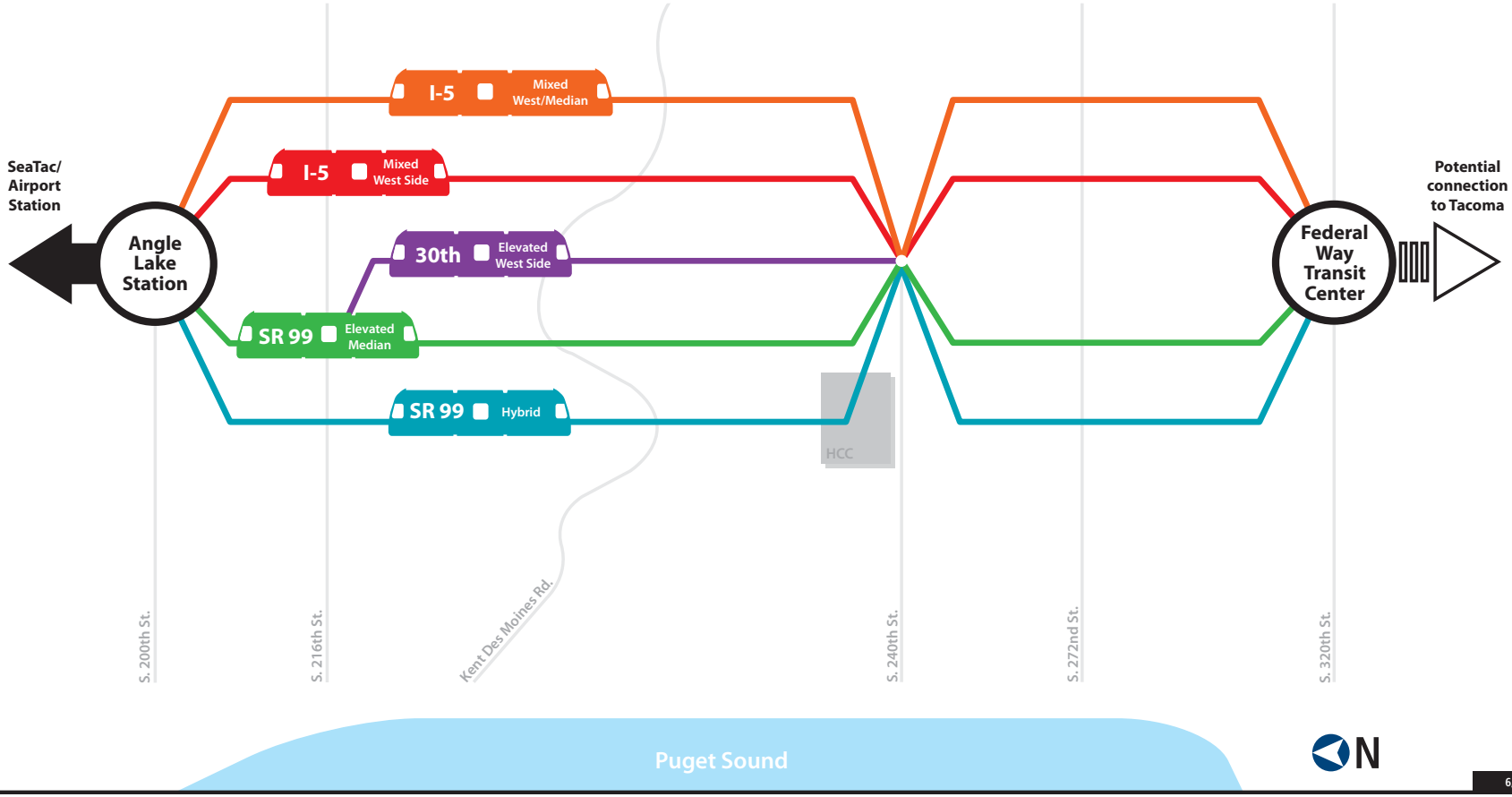
Alternatives were not evaluated further if they:

- Would not meet the project purpose and need.
- Would cause substantial impacts to the environment or communities.
- Would be too expensive to build compared with other alternatives.

WHAT ALIGNMENT ALTERNATIVES SHOULD WE STUDY IN THE DRAFT EIS?

FEDERAL WAY TRANSIT EXTENSION

Five alignment alternatives remain:



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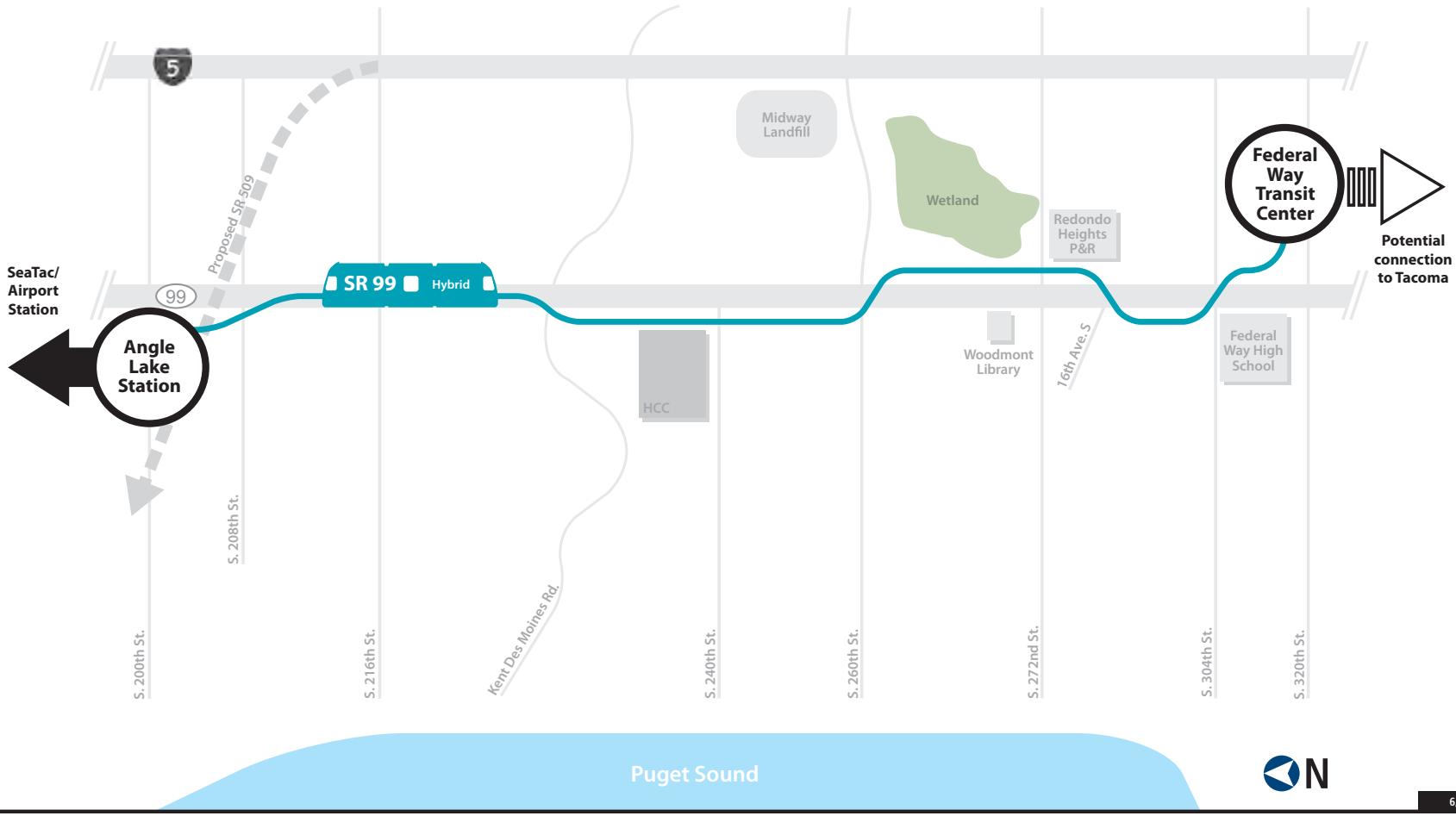
SOUNDTRANSIT
RIDE THE WAVE

ABOUT THE SR 99 HYBRID ALTERNATIVE

FEDERAL WAY TRANSIT EXTENSION



SOUNDTRANSIT
RIDE THE WAVE

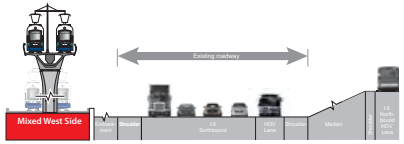
ABOUT THE FIVE ALIGNMENT ALTERNATIVES

FEDERAL WAY TRANSIT EXTENSION

Common characteristics*:

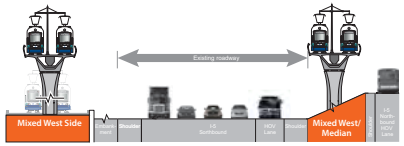
- **Daily Ridership:** 23,000 Riders
- **Travel Time:** 14 to 15 mins
- **Population:** 35,000 to 36,000 people
- **Employment:** 11,000 to 14,000 Jobs
- **Households:** 13,000 to 14,000 Households

Mixed West Side



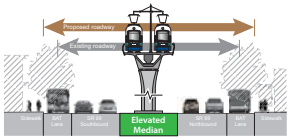
Traffic	ROW Effect	TOD Potential	Cost	Visual/ Noise	Complexity
Low Effects	High Residential (north of 240th)	Weaker along I-5	1.5 Billion	Residential along I-5	I-5 Expansion, Landfill, Water Tanks, Substation

Mixed West/Median



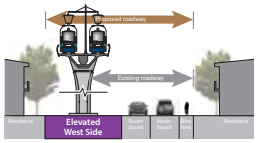
Traffic	ROW Effect	TOD Potential	Cost	Visual/ Noise	Complexity
Low Effects	High Residential (north of 240th)	Weaker along I-5	1.6 Billion	Residential along I-5	I-5 Expansion, transitions to I-5 Median

Elevated Median



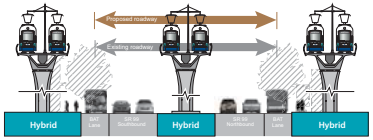
Traffic	ROW Effect	TOD Potential	Cost	Visual/ Noise	Complexity
Moderate Effects	Moderate Residential and Commercial	Stronger along SR 99	1.8 Billion	Residential East/ West of SR 99	Utilities, Hazmat, Major Intersections

Elevated West Side



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

Hybrid



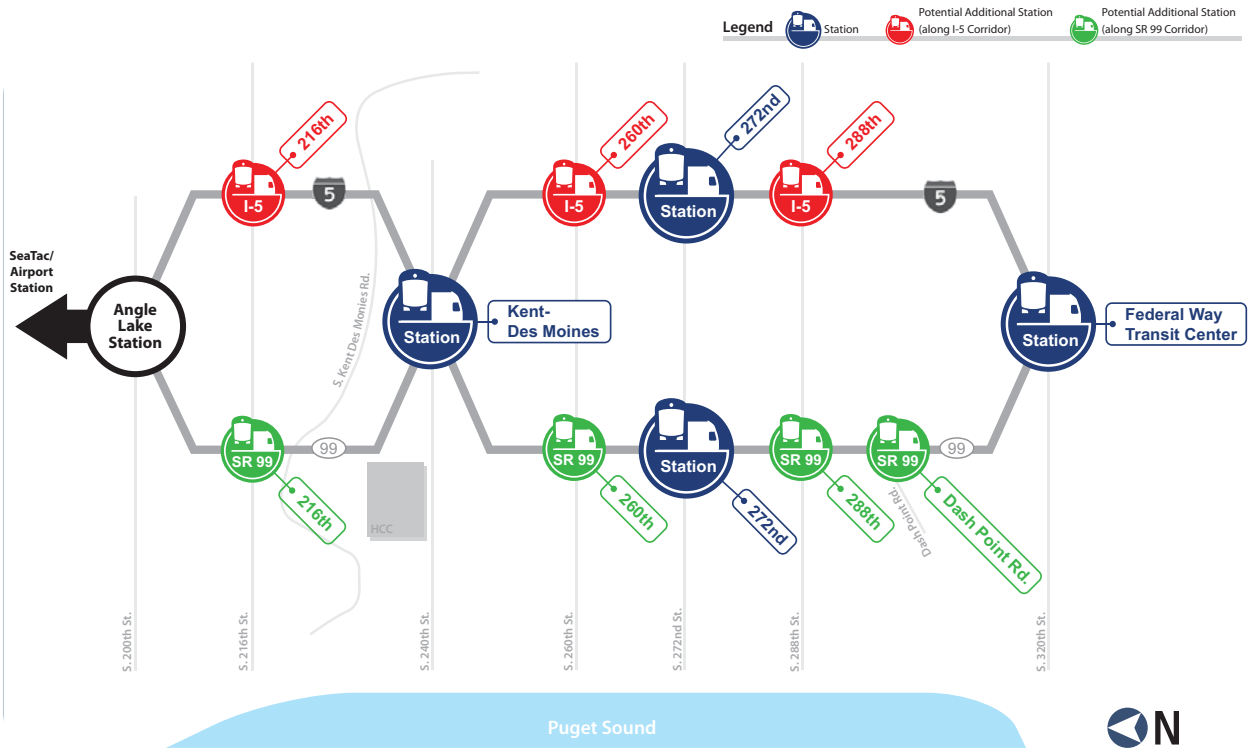
Traffic	ROW Effect	TOD Potential	Cost	Visual/ Noise	Complexity
Low Effects	Moderate Residential, High Commercial	Stronger along SR 99	1.8 Billion	Residential East/ West of SR 99	Utilities, Hazmat, Topography

*Population, employment and household data within 1/2 mile of stations.

SOUNDTRANSIT
RIDE THE WAVE

WHAT STATION ALTERNATIVES DID WE STUDY?

FEDERAL WAY TRANSIT EXTENSION



Sound Transit evaluated additional station locations during alternatives analysis based on comments received during early scoping.

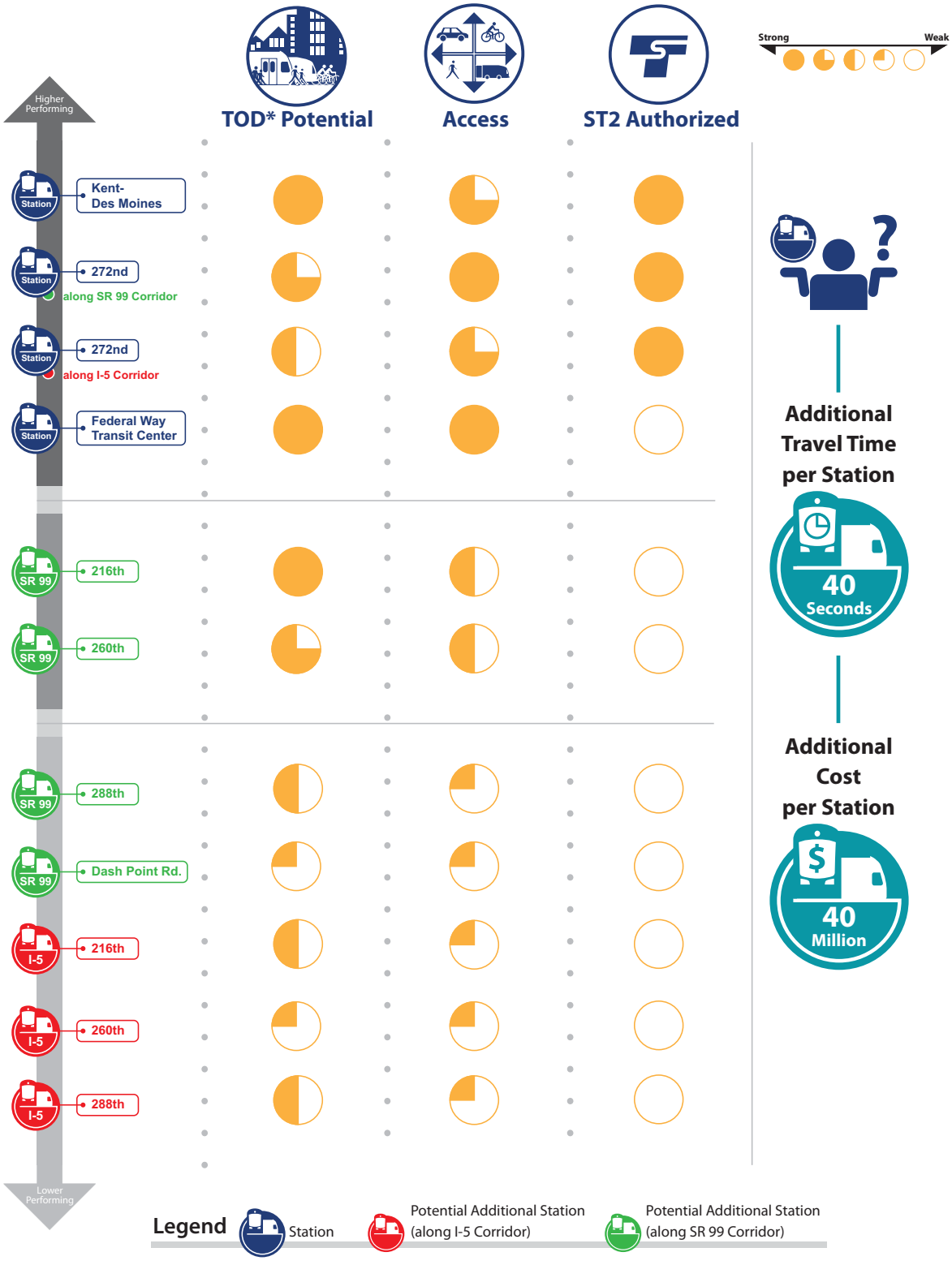
Stations other than those identified in the voter-approved ST2 Plan would require additional taxing authority and funding.

The Sound Transit Board will decide which stations to evaluate further when it identifies the EIS alternatives in September 2013.

SOUNDTRANSIT
RIDE THE WAVE

WHAT WERE THE RESULTS OF THE STATION EVALUATION?

FEDERAL WAY TRANSIT EXTENSION



*TOD=Transit Oriented Development

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SOUNDTRANSIT
RIDE THE WAVE

YOUR COMMENTS ARE IMPORTANT!

FEDERAL WAY TRANSIT EXTENSION

Tell us what you think:

- Are there changes Sound Transit should consider making to the draft purpose and need statement?
- Is Sound Transit considering the right alternatives?
- What social, economic, environmental and transportation issues are you concerned about in the project area?

How to comment:

- Fill out a comment form and drop it in a comment box or mail it from home.
- Online: Complete a scoping comment form at *soundtransit.org/FWextension*.
- Email: *FWTE@soundtransit.org*
- Mail: Kent Hale, Sound Transit
  401 S Jackson St., Seattle, WA 98104

How to stay involved:

- Sign up for the latest project updates by visiting *soundtransit.org/subscribe*.

Receive E-mail Updates

Send us your comments by July 15, 2013

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