Federal Way Link Extension
Draft EIS Summary

Route & station alternatives and impacts
# TABLE OF CONTENTS

**PROJECT OVERVIEW** .......................................................... 4
**PROJECT CONTEXT** ............................................................ 6
**TIMELINE/PROCESS** ............................................................ 8
**STAKEHOLDER OUTREACH** .................................................. 10
**ALTERNATIVES**  
- **SR 99 Alternative** ......................................................... 12  
- **I-5 Alternative** .............................................................. 14  
- **SR 99 to I-5 Alternative** ................................................... 16  
- **I-5 to SR 99 Alternative** .................................................... 18
**RESULTS**  
- **SR 99 Alternative** ........................................................... 20  
- **I-5 Alternative** ............................................................... 22  
- **SR 99 to I-5 Alternative** ................................................... 24  
- **I-5 to SR 99 Alternative** .................................................... 26  
- **SR 99 Alternative (with S 216th West Station)** ...................... 28  
- **SR 99 Alternative (with S 216th West and S 260th East Stations)** 30  
- **I-5 Alternative (with Kent/Des Moines I-5 At-Grade Station)** .... 32  
- **I-5 Alternative (with Kent/Des Moines SR 99 East Station)** .......... 34  
- **SR 99 to I-5 Alternative (with S 216th West Station)** ............... 36  
- **I-5 to SR 99 Alternative (with S 260th East Station)** ............... 38  
- **Summary** ....................................................................... 40  
- **Kent/Des Moines Terminus Station Comparisons** .................. 42  
- **Federal Way Terminus Station Comparisons** ......................... 44
**TOD ASSESSMENT** ............................................................... 46
**NEXT STEPS** ................................................................. 50
Project Overview

The Federal Way Link Extension is part of the voter-approved Sound Transit 2 (ST2) Plan to extend mass transit throughout the region. This project will extend light rail from the Angle Lake station in SeaTac to Kent/Des Moines by 2023. It will also develop a shovel-ready plan to reach the Federal Way Transit Center when additional funding is secured.

SR 99 to I-5 and I-5 to SR 99 Alternatives

Legend

Station I-5 Corridor ST2 Authorized for Construction
Station Currently Funded for Construction
N Not to Scale
The Federal Way Link Extension is part of the voter-approved Sound Transit 2 (ST2) Plan to extend mass transit throughout the region. This project will extend light rail from the Angle Lake station in SeaTac to Kent/Des Moines by 2023. It will also develop a shovel-ready plan to reach the Federal Way Transit Center when additional funding is secured.

Legend

- Station
- I-5 Corridor
- ST2 Authorized for Construction
- Potential Additional Station
- SR 99 Corridor
- Currently Funded for Construction

City of Federal Way
The distance between SR 99 and I-5 varies throughout the corridor ranging from one-quarter mile in the Kent/Des Moines area to three-quarters of a mile near the Federal Way Transit Center. The potential alignments and station locations overlap jurisdictional boundaries and the topography along the corridor is hilly, which affects guideway and station design, costs, and environmental impacts.

**CORRIDOR PROFILE**

To SeaTac Airport

- **ANGLE LAKE STATION**
  - ELEVATION 450 FT.

- **S 216TH STATION**
  - ELEVATION 450 FT.
  - (POTENTIAL ADDITIONAL STATION)

- **KENT/DES MOINES STATION**
  - ELEVATION 450 FT.
The distance between SR 99 and I-5 varies throughout the corridor ranging from one-quarter mile in the Kent/Des Moines area to three-quarters of a mile near the Federal Way Transit Center. The potential alignments and station locations overlap jurisdictional boundaries and the topography along the corridor is hilly, which affects guideway and station design, costs, and environmental impacts.
The Draft Environmental Impact Statement (Draft EIS) public comment period is April 10 to May 26. The Sound Transit Board will identify a preferred alternative based on the results of the Draft EIS and input received during the public comment period.
The Draft Environmental Impact Statement (Draft EIS) public comment period is April 10 to May 26. The Sound Transit Board will identify a preferred alternative based on the results of the Draft EIS and input received during the public comment period.
Stakeholder Outreach

What are some of the Stakeholder Outreach Activities held in the past?

PUBLIC OUTREACH

100 Property owner meetings
5 Public open houses

CITY/AGENCY COORDINATION

45 Community briefings
40 Neighborhood drop-in sessions

SOUND TRANSIT BOARD

200 Technical coordination meetings
25 Interagency working group meetings
25 City council/committee briefings

5 Capital committee briefings
1 Board action
Sound Transit has been working with stakeholders along the project corridor since the environmental analysis began in 2012. Through open houses, neighborhood and community briefings and technical coordination meetings, Sound Transit has provided information to the public, cities and agencies and has received valuable input to help inform the design and environmental analysis.

What are some of the Key Stakeholder Concerns we have learned so far?

- Minimize impacts to commercial parcels
- Protect Cities’ investment in SR 99 right of way
- Minimize view impacts along SR 99
- Minimize construction impacts
- Allow for future SR 509 extension
- Locate station close to Highline College
- Support transit oriented development
- Prioritize speed and reliability
- Facilitate parking and transit connections
The SR 99 Alternative would extend south from the Angle Lake Station on an elevated guideway, mostly in the median of SR 99. This alternative includes the Kent/Des Moines SR 99 West Station, S 272nd Redondo Station and Federal Way Transit Center Station. A number of station options were also evaluated in these areas, as were potential additional stations near South 216th Street and South 260th Street.

**LEGEND**
- SR 99 Alternative
- Station Option
The SR 99 Alternative would extend south from the Angle Lake Station on an elevated guideway, mostly in the median of SR 99. This alternative includes the Kent/Des Moines SR 99 West Station, S 272nd Redondo Station and Federal Way Transit Center Station. A number of station options were also evaluated in these areas, as were potential additional stations near South 216th Street and South 260th Street.

1. S 216th West Station Option (Trench Station)

2. S 216th East Station Option (Elevated Station)

3. Kent/Des Moines HC Campus Station Option (Trench Station)

4. Kent/Des Moines SR 99 West Station (Elevated Station)

5. Kent/Des Moines SR 99 Median Station Option (Elevated Station)

6. Kent/Des Moines SR 99 East Station Option (Elevated Station)

Diagrams are for illustration purposes only and are not to scale.
Alternatives

I-5 ALTERNATIVE

From the Angle Lake Station, the I-5 Alternative would cross SR 99 and continue along the south edge of the future SR 509 alignment to I-5. It would then turn south and follow the west side of I-5 to Federal Way. This alternative includes the Kent/Des Moines I-5 Station, the S 272nd Star Lake Station, and the Federal Way Transit Center Station. An alignment option and several station options were also evaluated.

**5** S 272nd Star Lake Station (Trench Station)

**6** Federal Way Transit Center Station (Elevated Station)

**7** Federal Way I-5 Station Option (Trench Station)

**8** Federal Way S 320th Park and Ride Station Option (Trench Station)

**LEGEND**

- **I-5 Alternative**
- **Station Option or Alignment Option**
From the Angle Lake Station, the I-5 Alternative would cross SR 99 and continue along the south edge of the future SR 509 alignment to I-5. It would then turn south and follow the west side of I-5 to Federal Way. This alternative includes the Kent/Des Moines I-5 Station, the S 272nd Star Lake Station, and the Federal Way Transit Center Station. An alignment option and several station options were also evaluated.

1. Kent/Des Moines I-5 Station (Elevated Station)

2. Kent/Des Moines At-Grade Station Option (At-Grade Station)

3. Kent/Des Moines SR 99 East Station Option (Elevated Station)

4. Landfill Median Alignment Option (Alignment)

Diagrams are for illustration purposes only and are not to scale.
Alternatives

SR 99 to I-5 ALTERNATIVE

1. To SeaTac Airport
2. Propered SR 509
3. Kent/Des Moines 30th Ave East Station (Elevated Station)
4. Landfill Median Alignment Option
5. S 272nd Star Lake Station (Trench Station)
6. Federal Way Transit Center Station (Elevated Station)
7. Federal Way I-5 Station Option (Trench Station)
8. Federal Way S 320th Park and Ride Station Option (Trench Station)

Diagrams are for illustration purposes only and are not to scale.

The SR 99 to I-5 Alternative would be similar to the SR 99 alignment north of Kent-Des Moines Road. South of Kent-Des Moines Road the alignment would transition to the I-5 alignment. This alternative would include the Kent/Des Moines 30th Avenue East Station in the transition area between SR 99 and I-5.
The SR 99 to I-5 Alternative would be similar to the SR 99 alignment north of Kent-Des Moines Road. South of Kent-Des Moines Road the alignment would transition to the I-5 alignment. This alternative would include the Kent/Des Moines 30th Avenue East Station in the transition area between SR 99 and I-5.
The I-5 to SR 99 Alternative would be similar to the I-5 alignment north of Kent-Des Moines Road. South of Kent-Des Moines Road the alignment would transition to the SR 99 alignment. This alternative would include the Kent/Des Moines 30th Avenue West Station in the transition area between I-5 and SR 99.

Diagrams are for illustration purposes only and are not to scale.

**LEGEND**
- SR 99 Alternative
- I-5 Alternative
- SR 99 to I-5 Alternative
- Station Option or Alignment Option

1. Kent/Des Moines 30th Ave West Station (Elevated Station)
2. S 260th West Station Option (Elevated Station)
3. S 260th East Station Option (Elevated Station)
4. S 272nd Redondo Station (Elevated Station)
5. S 272nd Redondo Trench Station (Trench Station)
6. Federal Way SR 99 Station (Elevated Station)
7. Federal Way Transit Center Station (Elevated Station)
The I-5 to SR 99 Alternative would be similar to the I-5 alignment north of Kent-Des Moines Road. South of Kent-Des Moines Road the alignment would transition to the SR 99 alignment. This alternative would include the Kent/Des Moines 30th Avenue West Station in the transition area between I-5 and SR 99.

1 Kent/Des Moines 30th Ave West Station
(Elevated Station)

2 S 260th West Station Option
(Elevated Station)

3 S 260th East Station Option
(Elevated Station)

Diagrams are for illustration purposes only and are not to scale.
Results

SR 99 ALTERNATIVE

BUSINESS DISPLACEMENTS

104 Units

29 Units

43 Units

98 Units

RESIDENTIAL DISPLACEMENTS

36 Units

285 Units

106 Units

244 Units

COMMERCIAL LAND ACQUIRED

31 Acres

13 Acres

17 Acres

26 Acres
The SR 99 Alternative would have the highest cost, similar travel time and similar ridership compared to other alternatives. It would have the greatest number of business displacements and would create more disruption to local traffic during construction than other alternatives. It would also displace the fewest residences and would be the most supportive of transit-oriented development (TOD).

**PROJECT COST**

- **1.77 Billion**
  - 1.42 Billion
  - 1.48 Billion
  - 1.72 Billion

**TRAVEL TIME**

- **13 Minutes**
  - 13 Minutes
  - 14 Minutes
  - 13 Minutes

**DAILY RIDERSHIP**

- **26,500 Riders**
  - 25,500 Riders
  - 26,000 Riders
  - 26,000 Riders

**LAND WITH TOD POTENTIAL**

- **119 Acres**
  - 76 Acres
  - 92 Acres
  - 126 Acres

Diagrams are for illustration purposes only and are not to scale.
The I-5 Alternative would have the lowest cost and similar travel time and ridership. It would have the highest number of residential displacements, primarily north of Kent-Des Moines Road and would remove trees along the freeway right of way. The I-5 Alternative would have the fewest business displacements, but would be the least supportive of TOD due to its proximity to I-5.
The I-5 Alternative would have the lowest cost and similar travel time and ridership. It would have the highest number of residential displacements, primarily north of Kent-Des Moines Road and would remove trees along the freeway right of way. The I-5 Alternative would have the fewest business displacements, but would be the least supportive of TOD due to its proximity to I-5.

**PROJECT COST**

| Cost (Billion) | $1.42 | $1.77 | $1.48 | $1.72 |

**TRAVEL TIME**

| Time (Minutes) | 13 | 13 | 14 | 13 |

**DAILY RIDERSHIP**

25,500 Riders

| Riders | 26,500 | 26,000 | 26,000 |

**LAND WITH TOD POTENTIAL**

76 Acres

| Acres | 119 | 92 | 126 |

Diagrams are for illustration purposes only and are not to scale.
Results

SR 99 to I-5 ALTERNATIVE

BUSINESS DISPLACEMENTS

43 Units

98 Units
104 Units
29 Units

RESIDENTIAL DISPLACEMENTS

106 Units

244 Units
36 Units
285 Units

COMMERCIAL LAND ACQUIRED

17 Acres

26 Acres
31 Acres
13 Acres

The SR 99 to I-5 Alternative would cost slightly more than the I-5 Alternative. It would avoid many of the business displacements associated with the SR 99 Alternative and residential displacements associated with the I-5 Alternative. Disruptions to local traffic during construction would be similar to the SR 99 Alternative north of Kent-Des Moines Road.

Lane closures during construction (S 208th St to Kent-Des Moines Rd)

Road reconstruction; sliver takes (S 208th St to Kent-Des Moines Rd)

Impacts two mobile home parks

Tree Removal - 29 acres (252nd to 317th)

Impacts Bingaman Creek

Visual impacts

Visual impacts

Visual impacts

Visual impacts

Visual impacts

Visual impacts

Visual impacts

Visual impacts

Visual impacts

Visual impacts

Diagrams are for illustration purposes only and are not to scale.
The SR 99 to I-5 Alternative would cost slightly more than the I-5 Alternative. It would avoid many of the business displacements associated with the SR 99 Alternative and residential displacements associated with the I-5 Alternative. Disruptions to local traffic during construction would be similar to the SR 99 Alternative north of Kent-Des Moines Road.

**PROJECT COST**

$1.48 Billion

**TRAVEL TIME**

14 Minutes

**DAILY RIDERSHIP**

26,000 Riders

**LAND WITH TOD POTENTIAL**

92 Acres

Diagrams are for illustration purposes only and are not to scale.
Results

I-5 to SR 99 ALTERNATIVE

Business Displacements

98 Units

43 Units
104 Units
29 Units

Residential Displacements

244 Units

106 Units
36 Units
285 Units

Commercial Land Acquired

26 Acres

17 Acres
31 Acres
13 Acres

The I-5 to SR 99 Alternative would cost slightly less than the SR 99 Alternative. This alternative would avoid some of the residential displacements associated with the I-5 Alternative but would have nearly as many business displacements as the SR 99 Alternative. Disruptions to local traffic during construction would be similar to the SR 99 Alternative south of Kent-Des Moines Road.
The I-5 to SR 99 Alternative would cost slightly less than the SR 99 Alternative. This alternative would avoid some of the residential displacements associated with the I-5 Alternative but would have nearly as many business displacements as the SR 99 Alternative. Disruptions to local traffic during construction would be similar to the SR 99 Alternative south of Kent-Des Moines Road.

### PROJECT COST

<table>
<thead>
<tr>
<th>Amount</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1.72 Billion</td>
<td>Red</td>
</tr>
<tr>
<td>$1.48 Billion</td>
<td>Green</td>
</tr>
<tr>
<td>$1.77 Billion</td>
<td>Green</td>
</tr>
<tr>
<td>$1.42 Billion</td>
<td>Red</td>
</tr>
</tbody>
</table>

### TRAVEL TIME

<table>
<thead>
<tr>
<th>Time</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>13 Minutes</td>
<td>Blue</td>
</tr>
<tr>
<td>14 Minutes</td>
<td>Blue</td>
</tr>
<tr>
<td>13 Minutes</td>
<td>Blue</td>
</tr>
<tr>
<td>13 Minutes</td>
<td>Blue</td>
</tr>
</tbody>
</table>

### DAILY RIDERSHIP

26,000 Riders

<table>
<thead>
<tr>
<th>Riders</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>26,000</td>
<td>Blue</td>
</tr>
<tr>
<td>26,500</td>
<td>Green</td>
</tr>
<tr>
<td>25,500</td>
<td>Red</td>
</tr>
</tbody>
</table>

### LAND WITH TOD POTENTIAL

126 Acres

<table>
<thead>
<tr>
<th>Acres</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>92</td>
<td>Blue</td>
</tr>
<tr>
<td>119</td>
<td>Green</td>
</tr>
<tr>
<td>76</td>
<td>Red</td>
</tr>
</tbody>
</table>

Diagrams are for illustration purposes only and are not to scale.
Results

**SR 99 ALTERNATIVE**
(with S 216th West Station)

- **Residential Displacements**: 36 Units
- **Commercial Land Acquired**: 37 Acres
- **Business Displacements**: 117 Units
- **Travel Time**: 13 Minutes
- **Daily Ridership**: 26,500 Riders
- **Project Cost**: $1.84 Billion
- **Land with TOD Potential**: 172 Acres

This scenario is similar to the SR 99 Alternative, but includes an additional station at S 216th. This station was not part of the voter-approved ST2 Plan. Including the S 216th West Station increases the project cost with minimal change to travel time and ridership compared to the SR 99 Alternative. This scenario would displace more businesses, but would also be more supportive of TOD.
This scenario is similar to the SR 99 Alternative, but includes an additional station at S 216th. This station was not part of the voter-approved ST2 Plan. Including the S 216th West Station increases the project cost with minimal change to travel time and ridership compared to the SR 99 Alternative. This scenario would displace more businesses, but would also be more supportive of TOD.

### PROJECT COST

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 99</td>
<td>$1.77B</td>
</tr>
<tr>
<td>SR 99 (with S 216th)</td>
<td>$1.84B</td>
</tr>
</tbody>
</table>

### TRAVEL TIME

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 99</td>
<td>13 min</td>
</tr>
<tr>
<td>SR 99 (with S 216th)</td>
<td>13 min</td>
</tr>
</tbody>
</table>

### DAILY RIDERSHIP

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 99</td>
<td>27k</td>
</tr>
<tr>
<td>SR 99 (with S 216th)</td>
<td>26.5k</td>
</tr>
</tbody>
</table>

### LAND WITH TOD POTENTIAL

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 99</td>
<td>119</td>
</tr>
<tr>
<td>SR 99 (with S 216th)</td>
<td>172</td>
</tr>
</tbody>
</table>

Diagrams are for illustration purposes only and are not to scale.
Results

SR 99 ALTERNATIVE
(with S 216th West and S 260th East Stations)

- Angle Lake Station
- Kent/Des Moines Highline College Campus Station
- S 260th East Station
- S 216th West Station
- S 272nd Redondo Trench Station

Lane closures during construction (under SR 99)
Relocate overhead power lines (along SR 99)
Visual impacts
Business displacements
Impacts mobile home park
Relocate overhead power lines (along utility corridor)

BUSINESS DISPLACEMENTS
134 Units
104 Units

RESIDENTIAL DISPLACEMENTS
87 Units
36 Units

COMMERCIAL LAND ACQUIRED
43 Acres
31 Acres

87 Units
36 Units

134 Units
104 Units

43 Acres
31 Acres

Diagram illustrates the scenario and impacts, note scale is not to proportion.

Compared to the SR 99 Alternative, this scenario would cause less disruption along SR 99 and would be more supportive of TOD, but would displace more businesses and residences and increase project cost.

How to Read

Alternative option
SR 99

Diagrams are for illustration purposes only and are not to scale.
This scenario includes additional stations at S 216th and S 260th (not part of ST2) and incorporates the Kent/Des Moines Highline College Campus Station and the S 272nd Redondo Trench Station options. Compared to the SR 99 Alternative, this scenario would cause less disruption along SR 99 and would be more supportive of TOD, but would displace more businesses and residences and increase project cost.

**PROJECT COST**

1.82 Billion

1.77 Billion

**TRAVEL TIME**

14 Minutes

13 Minutes

**DAILY RIDERSHIP**

27,500 Riders

26,500 Riders

**LAND WITH TOD POTENTIAL**

208 Acres

119 Acres

Diagrams are for illustration purposes only and are not to scale.
Results

**I-5 ALTERNATIVE**
(with Kent/Des Moines I-5 At-Grade Station)

**Diagrams are for illustration purposes only and are not to scale.**

**Business Displacements**
- **24 Units**

**Residential Displacements**
- **186 Units**

**Commercial Land Acquired**
- **11 Acres**

**Project Cost**
- **1.32 Billion**

**Daily Ridership**
- **25,500 Riders**

**Travel Time**
- **13 Minutes**

**Alternative option**
- I-5

**How to Read**
- Alternatives Comparison

The scenario is similar to the I-5 Alternative, but would include an at-grade station at Kent/Des Moines. This alignment would cost less and have fewer residential displacements than the I-5 Alternative, but would also be less supportive of TOD.
The scenario is similar to the I-5 Alternative, but would include an at-grade station at Kent/Des Moines. This alignment would cost less and have fewer residential displacements than the I-5 Alternative, but would also be less supportive of TOD.

**PROJECT COST**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Cost (Billion)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5 Alternative</td>
<td>1.32</td>
</tr>
<tr>
<td>Kent/Des Moines I-5 At-Grade Station</td>
<td>1.42</td>
</tr>
</tbody>
</table>

**TRAVEL TIME**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Time (Minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5 Alternative</td>
<td>13</td>
</tr>
<tr>
<td>Kent/Des Moines I-5 At-Grade Station</td>
<td>13</td>
</tr>
</tbody>
</table>

**DAILY RIDERSHIP**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5 Alternative</td>
<td>25,500</td>
</tr>
<tr>
<td>Kent/Des Moines I-5 At-Grade Station</td>
<td>25,500</td>
</tr>
</tbody>
</table>

**LAND WITH TOD POTENTIAL**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5 Alternative</td>
<td>73</td>
</tr>
<tr>
<td>Kent/Des Moines I-5 At-Grade Station</td>
<td>76</td>
</tr>
</tbody>
</table>

Diagrams are for illustration purposes only and are not to scale.
Results

I-5 ALTERNATIVE
(with Kent/Des Moines SR 99 East Station)

Visual impacts

Water tank relocation

Kent/Des Moines Park & Ride

Visual impacts

Impacts condos/apartments

Impacts two mobile home parks

RESIDENTIAL DISPLACEMENTS

258 Units

COMMERCIAL LAND ACQUIRED

19 Acres

BUSINESS DISPLACEMENTS

46 Units

19 Acres

13 Minutes

25,500 Riders

1.42 Billion

PROJECT COST

1.44 Billion

285 Units

13 Acres

How to Read

1-5

Kent/Des Moines SR 99 East Station

Alternatives Comparison

Diagrams are for illustration purposes only and are not to scale.
This scenario is similar to the I-5 Alternative, but includes a station at Kent/Des Moines near SR 99. This scenario would cost slightly more than the I-5 Alternative, but would provide a more direct connection to Highline College and RapidRide bus service. There would be fewer residential displacements but more business displacements and the station location would be more supportive of TOD.

**PROJECT COST**

| 1.44 Billion | $ |

**TRAVEL TIME**

| 14 Minutes | |

**DAILY RIDERSHIP**

| 25,500 Riders |

**LAND WITH TOD POTENTIAL**

| 84 Acres | |

Diagrams are for illustration purposes only and are not to scale.
Results

SR 99 to I-5 ALTERNATIVE
(with S 216th West Station)

- Angle Lake Station
- Kent/Des Moines
- 30th Ave East Station
- S 216th West Station
- S 272nd Star Lake Station

Lane closures during construction (all along SR 99)

- Impacts Bingaman Creek
- Visual impacts

Tree Removal - 35 acres along I-5

Business displacements

106 Units

- 17 Acres

RESIDENTIAL DISPLACEMENTS

106 Units

106 Units

COMMERCIALLAND ACQUIRED

23 Acres

17 Acres

BUSINESS DISPLACEMENTS

56 Units

43 Units

Land with TOD potential

14 Minutes

14 Minutes

Daily Ridership

26,500 Riders

26,000 Riders

1.48 Billion

PROJECT COST

1.52 Billion

92 Acres

145 Acres

How to Read

EIS Measure

EIS Result

MEASURE

Alternative option

SR 99 to I-5

Diagrams are for illustration purposes only and are not to scale.

This scenario is similar to the SR 99 to I-5 Alternative, but includes an additional station at S 216th. This station was not part of the voter-approved ST2 Plan. Including the S 216th West Station increases the project cost with minimal change to travel time and ridership, compared to the SR 99 to I-5 Alternative. This scenario would displace more businesses, but would also be more supportive of TOD.
This scenario is similar to the SR 99 to I-5 Alternative, but includes an additional station at S 216th. This station was not part of the voter-approved ST2 Plan. Including the S 216th West Station increases the project cost with minimal change to travel time and ridership, compared to the SR 99 to I-5 Alternative. This scenario would displace more businesses, but would also be more supportive of TOD.

**PROJECT COST**

<table>
<thead>
<tr>
<th>Option</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 99 to I-5 (with S 216th West Station)</td>
<td>$1.52 Billion</td>
</tr>
<tr>
<td>SR 99 to I-5</td>
<td>$1.48 Billion</td>
</tr>
</tbody>
</table>

**TRAVEL TIME**

<table>
<thead>
<tr>
<th>Option</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 99 to I-5 (with S 216th West Station)</td>
<td>14 Minutes</td>
</tr>
<tr>
<td>SR 99 to I-5</td>
<td>14 Minutes</td>
</tr>
</tbody>
</table>

**DAILY RIDERSHIP**

<table>
<thead>
<tr>
<th>Option</th>
<th>Riders</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 99 to I-5 (with S 216th West Station)</td>
<td>26,500 Riders</td>
</tr>
<tr>
<td>SR 99 to I-5</td>
<td>26,000 Riders</td>
</tr>
</tbody>
</table>

**LAND WITH TOD POTENTIAL**

<table>
<thead>
<tr>
<th>Option</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 99 to I-5 (with S 216th West Station)</td>
<td>145 Acres</td>
</tr>
<tr>
<td>SR 99 to I-5</td>
<td>92 Acres</td>
</tr>
</tbody>
</table>

Diagrams are for illustration purposes only and are not to scale.
Results

**I-5 to SR 99 ALTERNATIVE**
(with S 260th East Station)

**BUSINESS DISPLACEMENTS**
- 119 Units
- 98 Units

**RESIDENTIAL DISPLACEMENTS**
- 247 Units
- 244 Units

**COMMERCIAL LAND ACQUIRED**
- 30 Acres
- 26 Acres

**How to Read**
- EIS Measure
- EIS Result
- Alternative option

Alternatives Comparison

This scenario is similar to the I-5 to SR 99 Alternative, but includes an additional station at S 260th. This station was not part of the voter-approved ST2 Plan. Including the S 260th East Station slightly increases the project cost with minimal change to travel time and ridership, compared to the I-5 to SR 99 Alternative. This scenario would displace more businesses, but would also be more supportive of TOD.

Diagrams are for illustration purposes only and are not to scale.
This scenario is similar to the I-5 to SR 99 Alternative, but includes an additional station at S 260th. This station was not part of the voter-approved ST2 Plan. Including the S 260th East Station slightly increases the project cost with minimal change to travel time and ridership, compared to the I-5 to SR 99 Alternative. This scenario would displace more businesses, but would also be more supportive of TOD.

**PROJECT COST**

$1.73 Billion

**TRAVEL TIME**

14 Minutes

**DAILY RIDERSHIP**

27,000 Riders

**LAND WITH TOD POTENTIAL**

169 Acres

Diagrams are for illustration purposes only and are not to scale.
## Results

### Summary

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Cost (2014 dollars in Billions)</td>
<td>$1.77</td>
<td>$1.42</td>
<td>$1.48</td>
<td>$1.72</td>
</tr>
<tr>
<td>Travel Time (Minutes)</td>
<td>13</td>
<td>13</td>
<td>14</td>
<td>13</td>
</tr>
<tr>
<td>Daily Ridership (Riders)</td>
<td>26,500</td>
<td>25,500</td>
<td>26,000</td>
<td>26,000</td>
</tr>
<tr>
<td>Land with TOD Potential (Acres)</td>
<td>119</td>
<td>76</td>
<td>92</td>
<td>126</td>
</tr>
<tr>
<td>Business Displacements (Units)</td>
<td>104</td>
<td>29</td>
<td>43</td>
<td>98</td>
</tr>
<tr>
<td>Residential Displacements (Units)</td>
<td>36</td>
<td>285</td>
<td>106</td>
<td>244</td>
</tr>
<tr>
<td>Commercial Land Acquired (Acres)</td>
<td>31</td>
<td>13</td>
<td>17</td>
<td>26</td>
</tr>
</tbody>
</table>

### Performance Measures

- **Lower Performing**: more details [P.20]
- **Higher Performing**: more details [P.22]
- **SR 99 Alternative**: more details [P.24]
- **I-5 to SR 99 Alternative**: more details [P.26]

This table summarizes the tradeoffs between the alternatives and station options described in this booklet. Additional combinations of alternatives and options are possible. The Draft EIS describes the full range of alternatives and options and the costs and impacts of each. For more information, refer to the project website at federalwaylink.org.
This table summarizes the tradeoffs between the alternatives and station options described in this booklet. Additional combinations of alternatives and options are possible. The Draft EIS describes the full range of alternatives and options and the costs and impacts of each. For more information, refer to the project website at federalwaylink.org.

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Travel Time (Minutes)</th>
<th>Daily Ridership (Riders)</th>
<th>Land with TOD Potential (Acres)</th>
<th>Business Displacements (Units)</th>
<th>Residential Displacements (Units)</th>
<th>Commercial Land Acquired (Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 99</td>
<td>1.84</td>
<td>27,000</td>
<td>172</td>
<td>13</td>
<td>172</td>
<td>36</td>
</tr>
<tr>
<td>I-5</td>
<td>1.32</td>
<td>25,500</td>
<td>73</td>
<td>13</td>
<td>134</td>
<td>24</td>
</tr>
<tr>
<td>SR 99 to I-5 Alternative</td>
<td>1.44</td>
<td>25,500</td>
<td>84</td>
<td>14</td>
<td>134</td>
<td>24</td>
</tr>
<tr>
<td>I-5 to SR 99 Alternative</td>
<td>1.52</td>
<td>26,500</td>
<td>145</td>
<td>14</td>
<td>134</td>
<td>24</td>
</tr>
<tr>
<td>I-5 to SR 99 Alternative</td>
<td>1.73</td>
<td>27,000</td>
<td>169</td>
<td>14</td>
<td>134</td>
<td>24</td>
</tr>
</tbody>
</table>
Kent/Des Moines Terminus Station Comparisons

Kent/Des Moines Station Area

1. Kent/Des Moines HC Campus Station
   - Project Cost: 530 Million
   - Riders: 9,000
   - Land with TOD Potential: 30 Acres

2. Kent/Des Moines SR 99 West Station
   - Project Cost: 530 Million
   - Riders: 9,000
   - Land with TOD Potential: 32 Acres

3. Kent/Des Moines SR 99 Median Station
   - Project Cost: 550 Million
   - Riders: 9,000
   - Land with TOD Potential: 41 Acres

4. Kent/Des Moines SR 99 East Station
   - Project Cost: 530 Million
   - Riders: 9,000
   - Land with TOD Potential: 39 Acres

5. Kent/Des Moines 30 Ave East Station
   - Project Cost: 480 Million
   - Riders: 8,500
   - Land with TOD Potential: 39 Acres

The project may be built in phases, depending on funding. The costs and impacts of an interim terminus at Kent/Des Moines would vary depending on alignment and station location. SR 99 options would cost more but have higher ridership due to proximity to RapidRide bus connections. I-5 options would cost less but have lower ridership. Options near SR 99 and 30th Avenue would be more supportive of TOD.
The project may be built in phases, depending on funding. The costs and impacts of an interim terminus at Kent/Des Moines would vary depending on alignment and station location. SR 99 options would cost more but have higher ridership due to proximity to RapidRide bus connections. I-5 options would cost less but have lower ridership. Options near SR 99 and 30th Avenue would be more supportive of TOD.

The ST2 Plan assumed $409 million to $474 million (2014$) for an extension to Kent/Des Moines. As part of the ongoing realignment process and Board direction to manage all projects to the low end of the range, the financial plan was adjusted to $422 million.
## Results

### Federal Way Terminus Station Comparisons

There are several potential terminus options in downtown Federal Way. In general, options using an SR 99 alignment would cost more than options using an I-5 alignment. However, station options closer to SR 99 would be more supportive of TOD. For either alignment, the costs and impacts would also vary depending on the specific location of the terminus station in Federal Way.

#### Key Measurements

<table>
<thead>
<tr>
<th></th>
<th>Federal Way Transit Center Station</th>
<th>Federal Way SR 99 Station</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT COST</strong></td>
<td>$1.77 Billion</td>
<td>$1.70 Billion</td>
</tr>
<tr>
<td><strong>DAILY RIDERSHIP</strong></td>
<td>26,500 Riders</td>
<td>25,000 Riders</td>
</tr>
<tr>
<td><strong>TRAVEL TIME</strong></td>
<td>13 Minutes</td>
<td>12 Minutes</td>
</tr>
<tr>
<td><strong>LAND WITH TOD POTENTIAL</strong></td>
<td>119 Acres</td>
<td>130 Acres</td>
</tr>
<tr>
<td><strong>RESIDENTIAL DISPLACEMENTS</strong></td>
<td>36 Units</td>
<td>36 Units</td>
</tr>
<tr>
<td><strong>BUSINESS DISPLACEMENTS</strong></td>
<td>104 Units</td>
<td>91 Units</td>
</tr>
<tr>
<td><strong>COMMERCIAL LAND ACQUIRED</strong></td>
<td>31 Acres</td>
<td>33 Acres</td>
</tr>
</tbody>
</table>
There are several potential terminus options in downtown Federal Way. In general, options using an SR 99 alignment would cost more than options using an I-5 alignment. However, station options closer to SR 99 would be more supportive of TOD. For either alignment, the costs and impacts would also vary depending on the specific location of the terminus station in Federal Way.
Sound Transit assessed the relative degree to which the 21 different station options could support TOD. The following four criteria were used to develop ratings: access, land use, market support, and land availability. Station locations near SR 99 were found to generally be more supportive of TOD than locations along I-5.

**ACCESS**
- Auto access
- Bus access
- Bike access
- Pedestrian access

**LAND USE, PLANS AND POLICIES**
- Transit-oriented
- Auto-oriented

**LAND AVAILABILITY**
- Assemblage potential
- Low improvement value
- Vacant
- Small remnant parcel

**MARKET SUPPORT**
- Office
- Lodging
- Housing
- Retail

Is the location competitive for housing, retail, office and/or lodging?
Sound Transit assessed the relative degree to which the 21 different station options could support TOD. The following four criteria were used to develop ratings: access, land use, market support, and land availability. Station locations near SR 99 were found to generally be more supportive of TOD than locations along I-5.

**ASSESSMENT RESULTS**
OVERALL

- S 216th West Station Option
- S 216th East Station Option
- Kent/Des Moines SR 99 West Station
- Kent/Des Moines SR 99 Median Station Option
- Kent/Des Moines SR 99 East Station Option (SR 99)
- Kent/Des Moines SR 99 East Station Option (I-5)
- Kent/Des Moines 30th Ave West Station Option
- Kent/Des Moines 30th Ave East Station Option
- Kent/Des Moines I-5 Station
- Kent/Des Moines I-5 At-Grade Station Option
- S 260th West Station Option
- S 260th East Station Option
- S 272nd Redondo Station
- S 272nd Redondo Trench Station Option
- S 272nd Star Lake Station
- Federal Way SR 99 Station Option
- Federal Way Transit Center Station (SR 99)
- Federal Way Transit Center Station (I-5)
- Federal Way I-5 Station Option
- Federal Way S 320th Park & Ride Station Option
Overall, stations near the Federal Way Transit Center would be the most supportive of TOD. The Kent/Des Moines and S 272nd stations along I-5 would be the least supportive of TOD. A potential additional station as S 216th would be more supportive of TOD than an additional station at S 260th.

<table>
<thead>
<tr>
<th>Kent/Des Moines HC Campus Station Option</th>
<th>Kent/Des Moines SR 99 West Station</th>
<th>Kent/Des Moines SR 99 Median Station Option</th>
<th>Kent/Des Moines SR 99 East Station Option (SR 99)</th>
<th>Kent/Des Moines SR 99 East Station Option (I-5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kent/Des Moines I-5 Station</td>
<td>Kent/Des Moines I-5 At-Grade Station Option</td>
<td>S 260th West Station Option</td>
<td>S 260th East Station Option</td>
<td>S 272nd Redondo Station</td>
</tr>
<tr>
<td></td>
<td>S 272nd Redondo Trench Station Option</td>
<td>S 272nd Star Lake Station</td>
<td>Federal Way SR 99 Station Option</td>
<td>Federal Way Transit Center Station (SR 99)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Federal Way Transit Center Station (I-5)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Federal Way I-5 Station Option</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Federal Way S 320th Park &amp; Ride Station Option</td>
</tr>
</tbody>
</table>
Next Steps

April 10 2015
- Publish Draft EIS

April 10 to May 26 2015
- Public Comment Period

Summer 2015
- Identify Preferred Alternative
  Board Action

Mid 2016
- Publish Final EIS

Late 2016
- Select Project to Build
  Board Decision

Late 2016
- Record of Decision
  FTA Decision

2017
- Final Design

2019
- Construction

2023
- Revenue Service to Kent/Des Moines

The Draft EIS public comment period is April 10 to May 26. After the comment period, the Sound Transit Board will identify a preferred alternative to be followed by preparation of a Final EIS. A final decision on the alignment and stations will be made after publication of the Final EIS in 2016. Sound Transit anticipates completion of a light rail extension to Kent/Des Moines by 2023.
The Draft EIS public comment period is April 10 to May 26. After the comment period, the Sound Transit Board will identify a preferred alternative to be followed by preparation of a Final EIS. A final decision on the alignment and stations will be made after publication of the Final EIS in 2016. Sound Transit anticipates completion of a light rail extension to Kent/Des Moines by 2023.
Learn more about the Federal Way Link Extension

visit

federalwaylink.org

Watch our video
Build your route
Submit your comments
Read the Draft EIS