

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](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, 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 1, 2002



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.

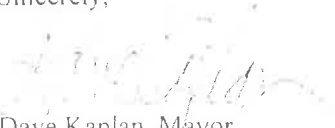
Extending Link Light Rail initially to Highline Community College and then on to Federal Way will have a profound effect on our community and neighboring cities. As such, the Des Moines City Council and City staff are committed to working with Sound Transit and our neighbor cities (SeaTac, Kent and Federal 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.

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 redevelopmentability? 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 redevelopmentability 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

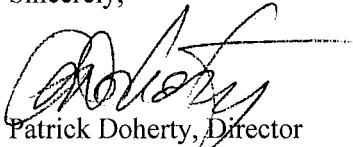
Evaluate emergency response impacts generated by access restrictions on SR 99 alignments, or any potential street closures and potential right-of-way impacts to City Maintenance Yard of I-5 alignment.

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.

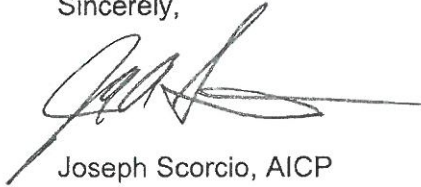
Aesthetics

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,

A handwritten signature in black ink, appearing to read 'J. Scorcio', with a long horizontal flourish extending to the right.

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

cc: Todd Cutts
Gwen Voelpel
Soraya Lowry



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.

- 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,

A handwritten signature in black ink, appearing to read "Jack Bermingham". The signature is fluid and cursive, with a long horizontal stroke at the end.

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.

Kent Hale
July 15, 2013
Page 2

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
Auburn, WA 98092
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 roadways¹. 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) Section 6834(a)(3)(A) (2009)
- USGBC* LEED for Existing Buildings, <http://www.usgbc.org>
- USGBC* LEED Public Policies, <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=18529&order=1>

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/meda/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/cumulative/consideration.htm>. 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.

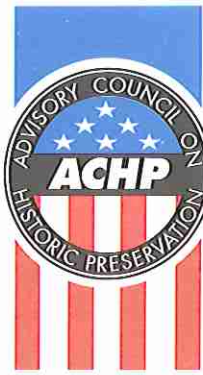
Indirect effects are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, road systems and access, population 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 somers.e@epa.gov.

Sincerely,



Elaine L. Somers
Environmental Review and Sediment Management Unit



Preserving America's Heritage

WK
/scan

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).

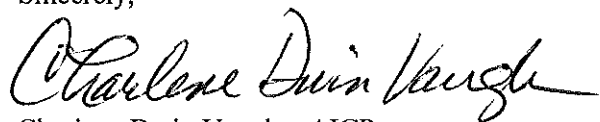
JUL 8 2013 AM 10:53

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,

A handwritten signature in black ink, reading "Charlene Dwin Vaughn". The signature is written in a cursive, flowing style with a large initial "C".

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

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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 financial 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 (I5) already is an alternative for buses, especially with its Diamond lanes.

I assume that Rapid Ride would continue on 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.



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 Moniza Miller
Address P.O. Box 4374 Federal Way, WA 98063
Email Andramida@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

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



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 RapidRide 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 SR 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 J. Janssen*

Address *805 E. 165th St.*

Email *Mocki.H.Z.L@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

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



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.

32nd Pl. So. ~~to~~ in the neighborhood
where Waterbury Park Apts are to get rid of Sol
Also to go all the way down 320th Street & Pacific Hwy
South

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

to help others in wheel chairs
crutches
walkers
cans
to get around alot 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 98083

Email jenniemm1colm@yahoo.com Phone (253) 569-9610
217-2693

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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 ~~more 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 Fick

Address _____

Email _____ Phone _____

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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 Ton Kapela (Argus Publ. Co.)

Address _____

Email BLK 206 Davis investors .com Phone 425/ 885-7996 H
425-246-7282 C.

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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
fun to ride

- 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.

I 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 253-661-0920

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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 - wives 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

Email

No Computer

Phone

(253) 941-4901 WA. 98003-9007

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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 - ~~WIDE~~

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 representatives 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 Des Moines 98198

Email Carrseekingerman98@yahoo.com Phone 206 824 3555

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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 A LOT 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 IS, 30TH AVES OR HWY 99 ALONE. IT WILL PROVIDE HIGHLINE COLLEGE WITH A LARGER STUDENT BASE & MAKE IT EASIER FOR STUDENTS

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

TO GET AROUND THE AREA, EITHER TO THE AIRPORT OR DOWNTOWN SEATTLE

Optional:

Name WALTER TOMASZEWSKI

Address 23014 30TH AVES / APT 157 DES MOINE WA

Email JAMAL SHOOKUP@6MAIL.COM Phone 206.878.8363

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kent.hale@soundtransit.org

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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 in order to keep
- commute times low
- ~~cost for jobs 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 adversely 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

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kent.hale@soundtransit.org

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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.

cut down on buying fuel from
foreign countries

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

John Buckingham

Address

23410 28 Ave South Des Moines 98148

Email

Phone

206 405 4437

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kent.hale@soundtransit.org

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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 Jaly Terrana

Address _____

Email Jalya.terrana@msn.com Phone _____

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kent.hale@soundtransit.org

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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

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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. Groon	2505 South 250 th PLACE
Joseph Colgan	2451 So 249 th PL, KENT
Gat Colgan	2451 So 249 th PL, Kent
Patricia K. Cristel	2013 So. 250 th St, Kent, 98032
Brenda Oberfo	25012 25 th Ave S. Kent 98032
Shirley R. Ober	2109 S. 250 th 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 comfortable ride
A fun adventure

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:

Name _____

Address _____

Email _____



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

Phone _____

(253) 617-5264

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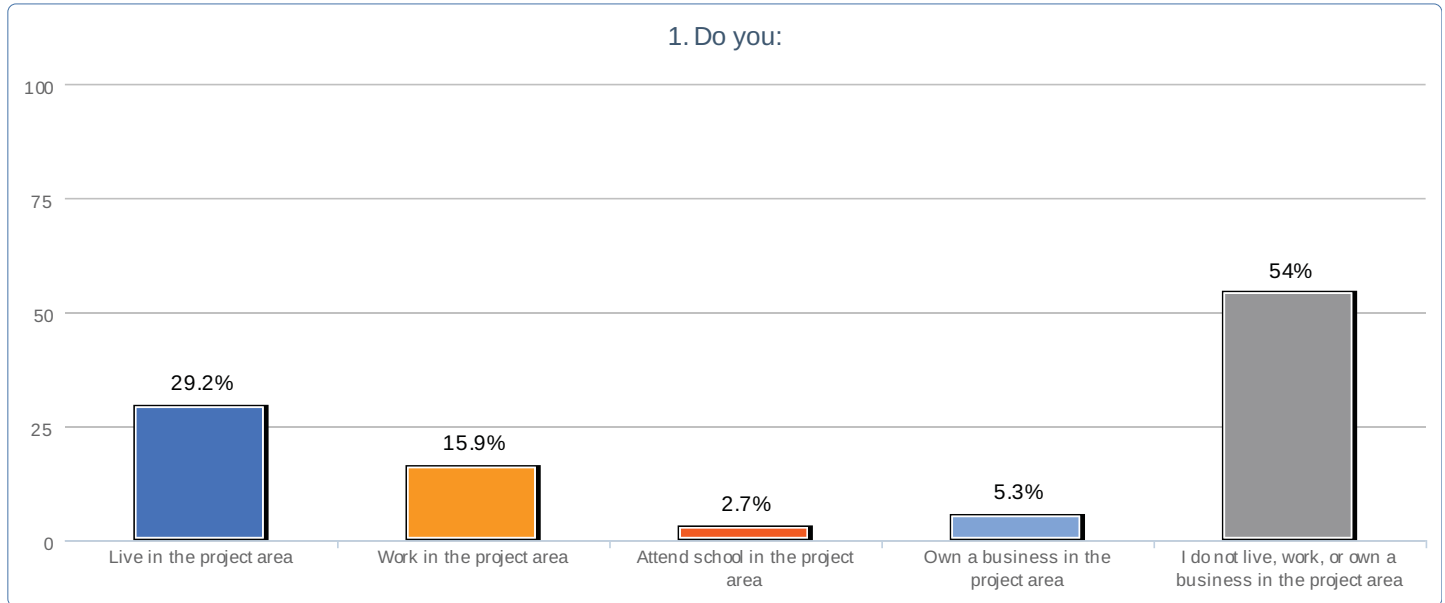
kent.hale@soundtransit.org

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



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%

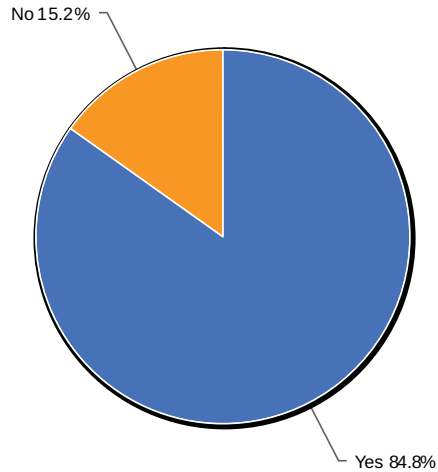
Statistics	
Total Responses	113

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?



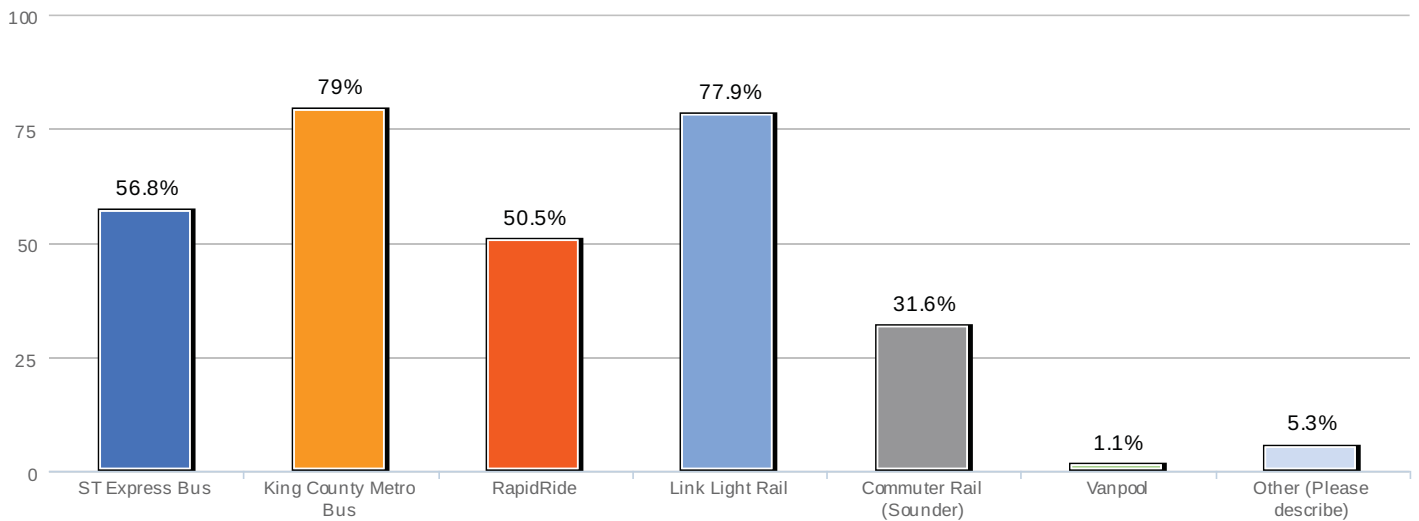
3. Do you use public transportation?

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

Statistics

Total Responses	112
-----------------	-----

4. What kinds of public transportation do you use?



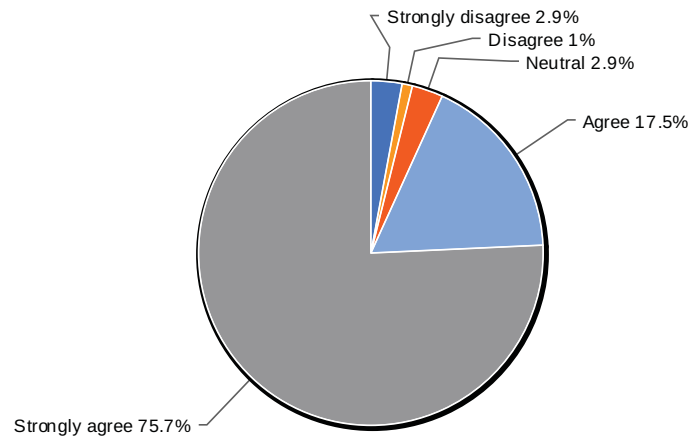
4. What kinds of public transportation do you use?

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.

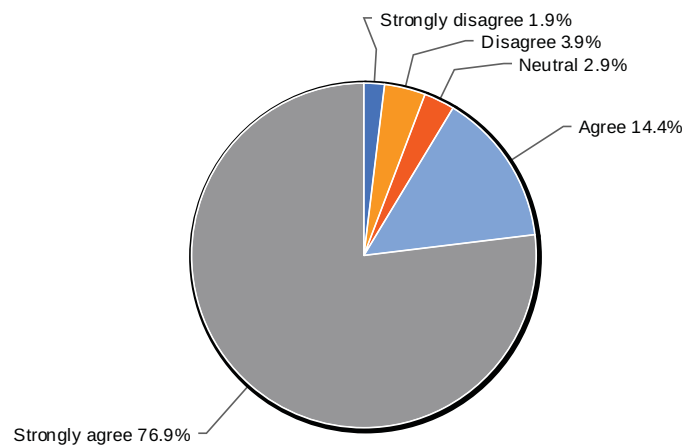


5. Provide more reliable and convenient public transportation to jobs and key destinations and meet future demand for public transportation.

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.

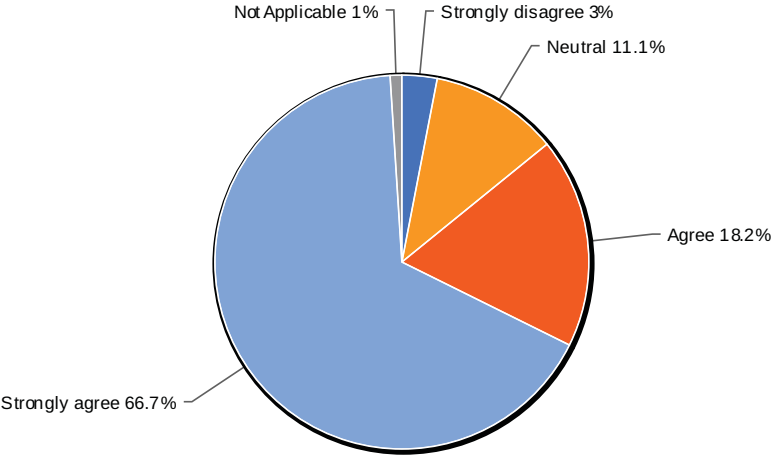
Value	Count	Percent %
-------	-------	-----------

Statistics	
------------	--

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%

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.

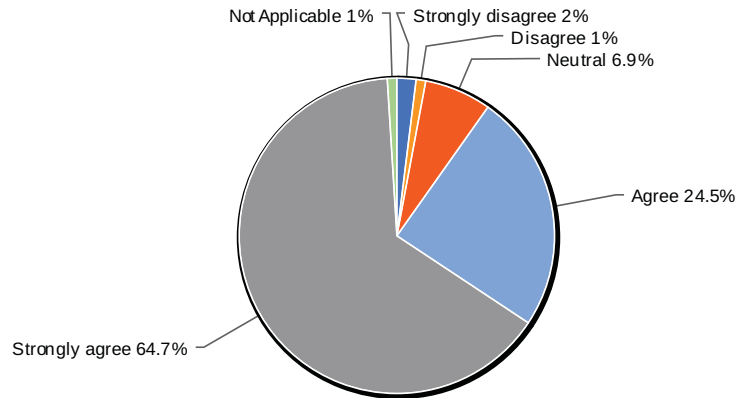


7. Support local land use, transportation, and economic development plans.

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.

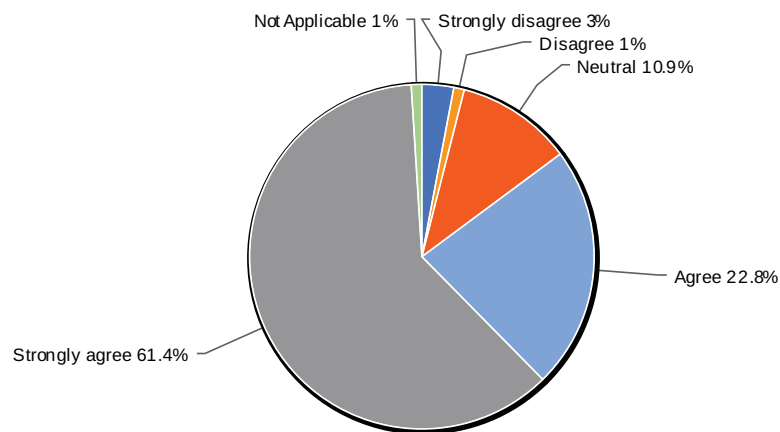


8. Advance the Sound Transit Long-Range Plan by providing high-quality regional transit service connecting major activity centers in King, Pierce, and Snohomish counties.

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.

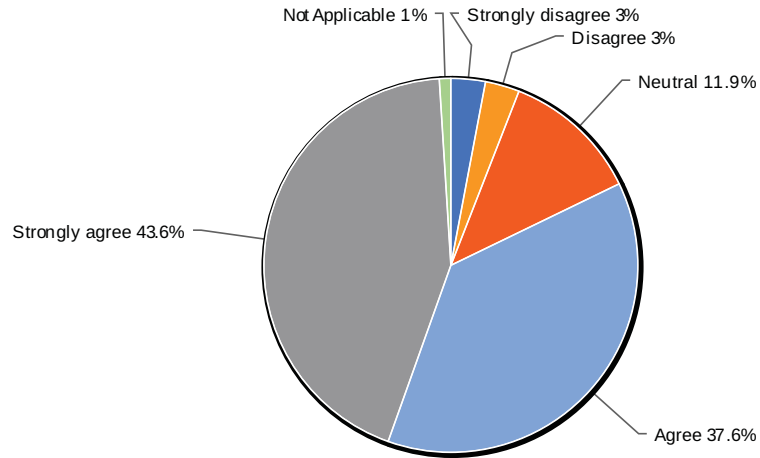
Value	Count	Percent %
Strongly disagree	3	3.0%
Disagree	1	1.0%
Neutral	11	10.9%

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.

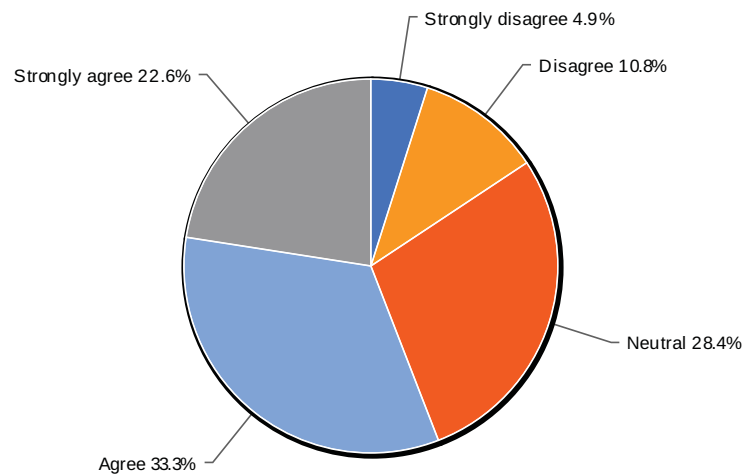


10. More people will be living and working in the project area.

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.

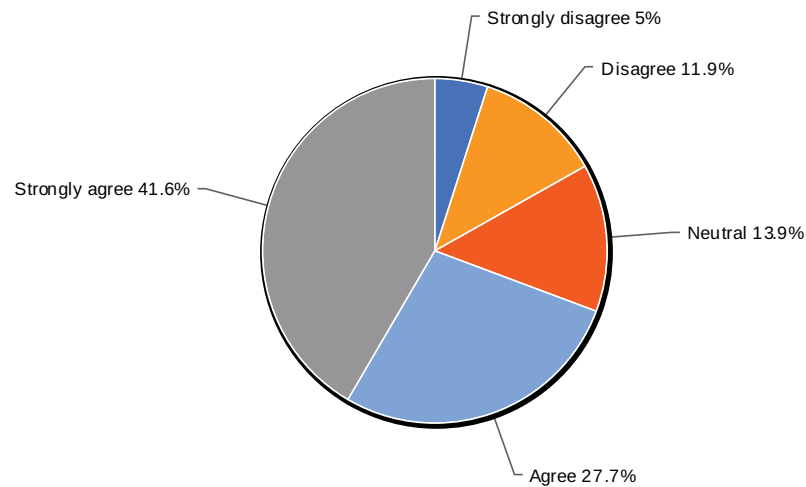


11. Many people living in the project area do not have access to a car.

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.

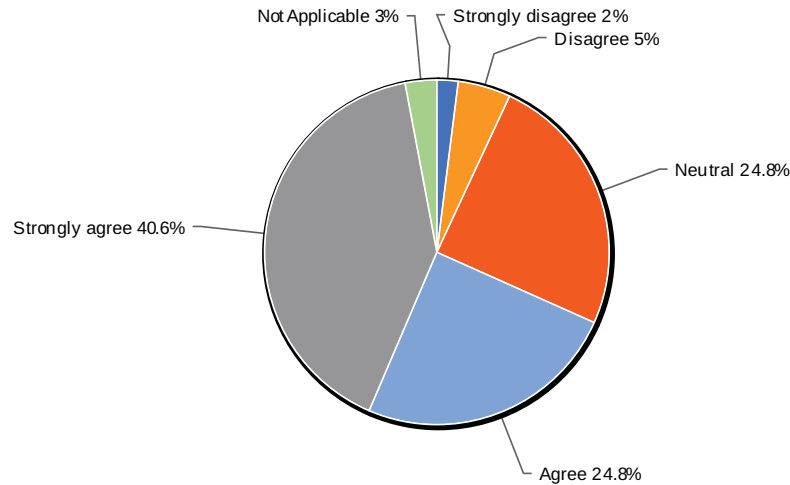


12. Congestion in the project area will increase and further degrade existing transit performance and reliability.

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.

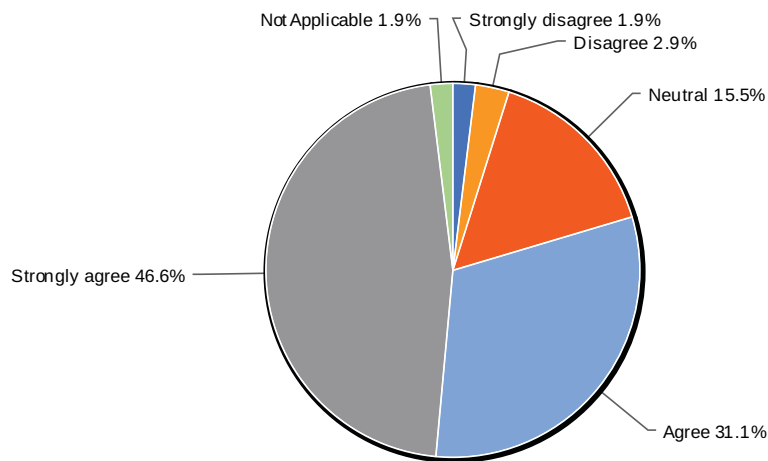


13. Existing transit service does not meet the needs of people living in the corridor.

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

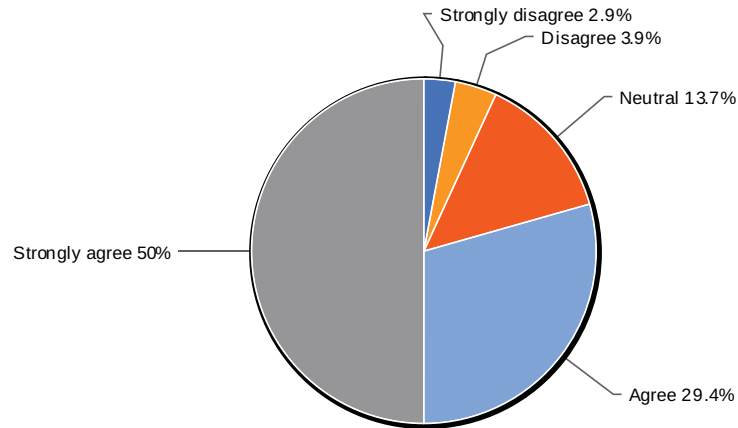
Value	Count	Percent %
Strongly disagree	2	1.9%
Disagree	3	2.9%
Neutral	16	15.5%
Agree	32	31.1%

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



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?

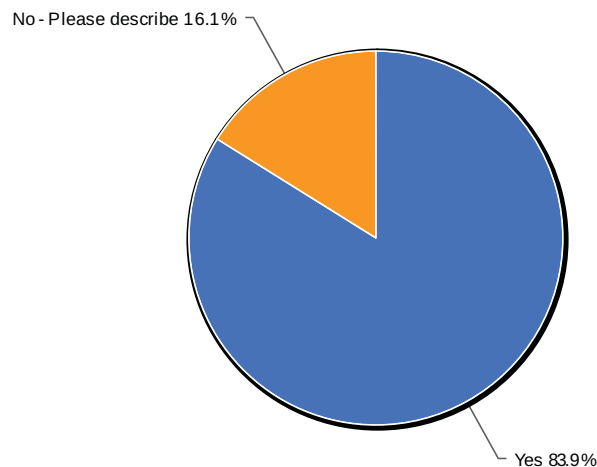
Count	Response
1	Build a system that is entirely grade-separated and can travel at high sustained speed.
1	I don't know what a "purpose and need statement" is. Sounds term of art-y
1	Improve overall mobility and transit ridership as much as possible with available funding
1	More park and rides
1	Park 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 might 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 its 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 would like to see the station to be built on 288 and Pacific Hwy. because there are thousands of people living in apartments 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%

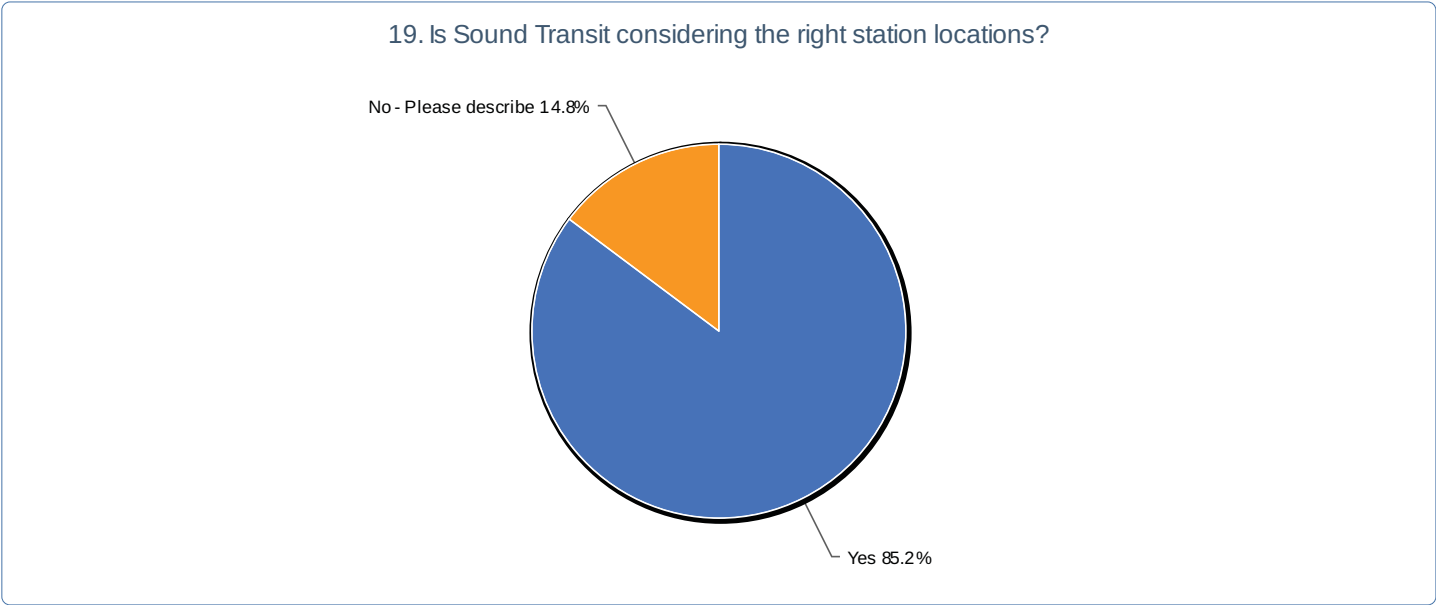
Statistics	
Total Responses	93

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.



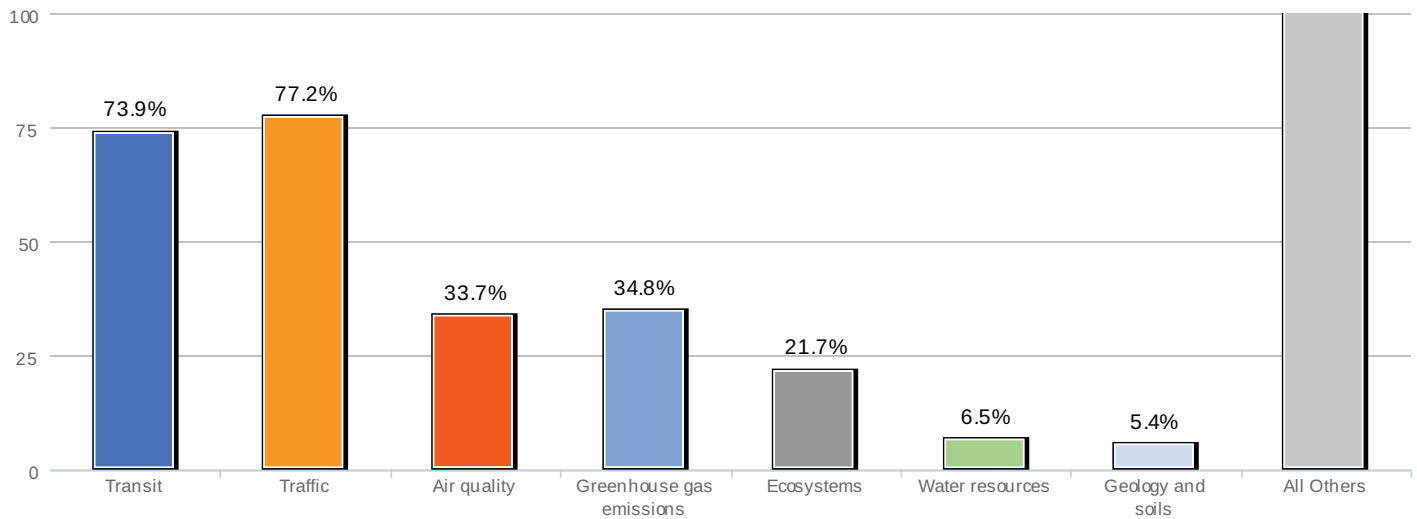
19. Is Sound Transit considering the right station locations?

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

Statistics

Total Responses88

20. Select 5



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
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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 build 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. Building 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%
Yes - please provide your email address	0	0.0%

Statistics	
Total Responses	0

APPENDIX D – MEETING ADVERTISEMENTS

- Postcard
- Display Advertisements
- Blog Advertisements

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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.

Liámenos 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 의견을 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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Extending Link light rail to Federal Way

Federal Way Transit Extension

Please join us!

PUBLIC 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**

Sound Transit and the Federal Transit Administration will prepare an Environmental Impact Statement that evaluates how this project could affect the community and the environment. Public scoping meetings will be held to give the public and agencies the opportunity to provide comments on options and issues that should be studied. **Public comments will be accepted until July 15, 2103.**

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.

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.



Union Station | 401 S. Jackson | Seattle, WA 98104 | 206-398-5000 or 800-201-4900 / TTY Relay 711

Extending Link light rail to Federal Way
Federal Way Transit Extension

PUBLIC MEETINGS

JUNE 19 3–6 p.m.

JUNE 26 5–7 p.m.

▶ [click for more information](#)



 **SOUNDTRANSIT**
soundtransit.org

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.

The Des Moines City Coun-



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

cil 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 year's 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 dur-

ing their college experience, Director of Multicultural Affairs and Leadership Natasha Burrows, said.

Multicultural Affairs is sponsoring the event and guest speakers will include two student lead-

ers and Dr. Rolita Ezenu, dean of Instruction, Transfer and Pre-College Education.

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

Although all students are in-

cluded to attend and invite their families, only students who pre-registered will receive a stole to wear at Commencement on June 12.

Live music and light refreshments will be provided.

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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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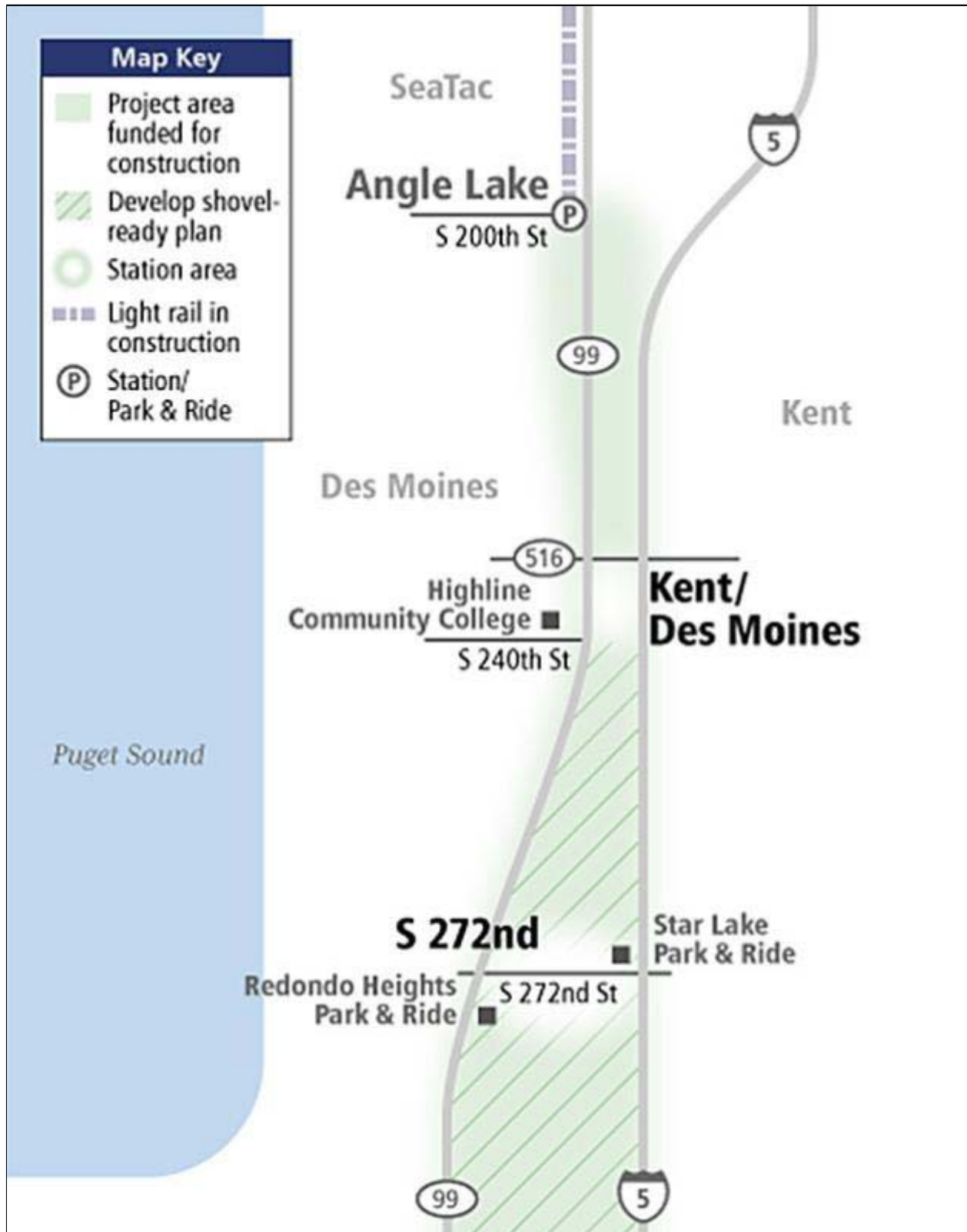
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Light rail: Sound Transit explores possible routes to FW



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>

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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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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 Moines, 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 congestion.

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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:

- 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.

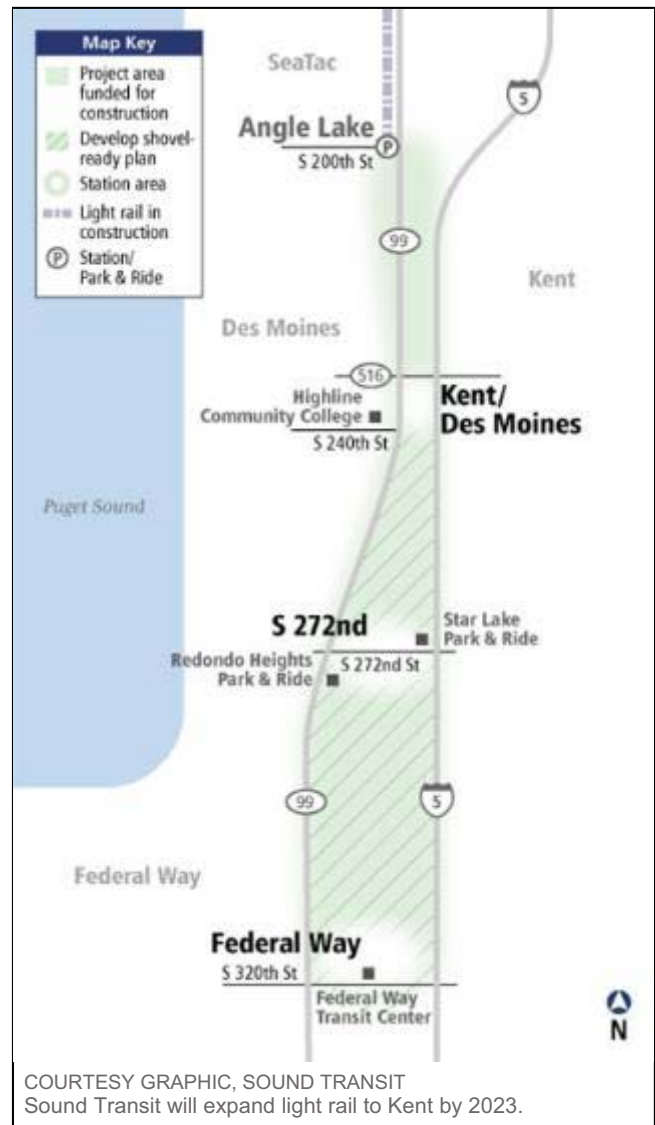
- I-5 mix

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.

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