

APPENDIX F – INFORMATION MATERIALS

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

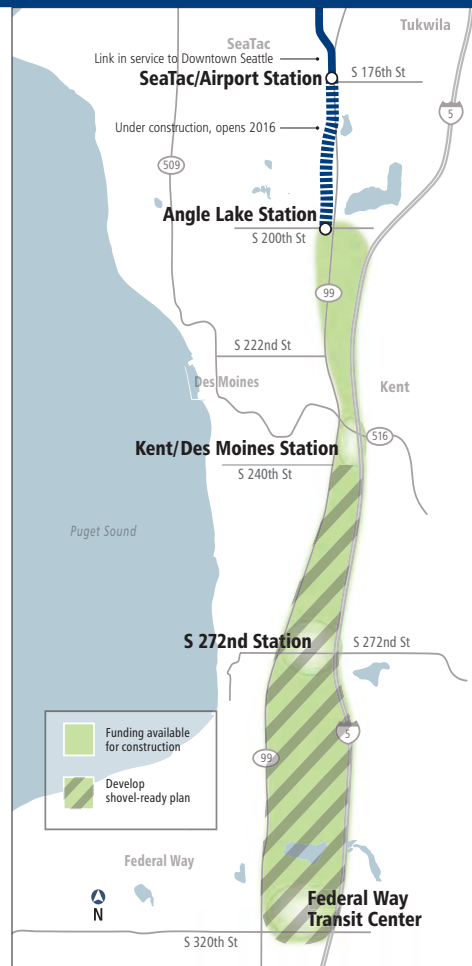
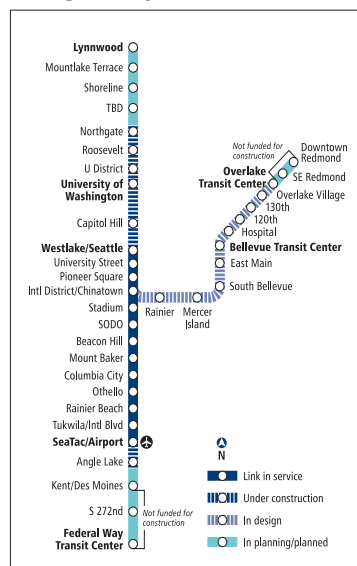
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FEDERAL WAY TRANSIT EXTENSION

Expanding the regional transit system

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

Link light rail system



Federal Way Transit Extension

JUNE 2013

Extending link light rail to Federal Way

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

Project Funding

In 2008 voters approved the extension of light rail from Sea-Tac International Airport to South 272nd Street at the northern edge of Federal Way as part of the Sound Transit 2 package. Based on current revenue forecasts, Sound Transit has enough funding to build light rail from South 200th to Kent/Des Moines and is working to ensure that the segment to the Federal Way Transit Center is ready for construction once funding is secured.

Purpose and Need Statement

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



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

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

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

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

Naga soo wac 1-800-823-9230 si aad wax badan uga ogaalo Fidiinta 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 gao cho chúng tôi ở số điện thoại 1-800-823-9230 để biết thêm tin tức về Hệ Thống Chuyển Chở Mỏ Rộng Đến Federal Way và cho biết ý kiến của quý vị.

請致電 1-800-823-9230，向我們了解更多有關“Federal Way 公共交通擴展”的信息，並提供您的反饋意見。

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.
Sound Transit | 401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 / TTY Relay: 711 | main@soundtransit.org | www.soundtransit.org

Alternatives Analysis

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

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

Environmental review

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

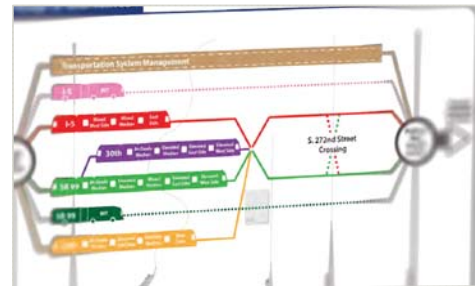
Environmental scoping meetings

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

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

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

We are here



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

Early Scoping & Alternatives Analysis

Environmental Review

Final Design

Construction

Testing & Pre-operations

Start of Service

Analyze a range of transit modes and alignment alternatives. Narrow these to a range of alternatives to consider.

Oct 2012

Public comment

June 2013
Alternatives Analysis Report
Determine the range of alternatives and "scope" of issues to study in the EIS.

June 2013

Public comment

Sept 2013
Sound Transit Board identifies alternatives for EIS

Describe the benefits and adverse effects of each alternative. Outline ways to avoid, minimize or mitigate negative effects.

Late 2014
Draft EIS

Late 2014

Public comment

Early 2015
Sound Transit Board identifies preferred alternative

Mid 2016

Final EIS
Respond to comments received on the Draft EIS. Outline mitigation for unavoidable environmental impacts.

Late 2016
Sound Transit Board selects project to build

Late 2016
Federal Transit Administration issues Record of Decision
Document what project Sound Transit will build and how it will avoid, minimize and mitigate for environmental impacts.

2017 – 2018

2019 – 2022

2022 – 2023

2023

STAY INVOLVED!

Join us for environmental scoping meetings

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

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

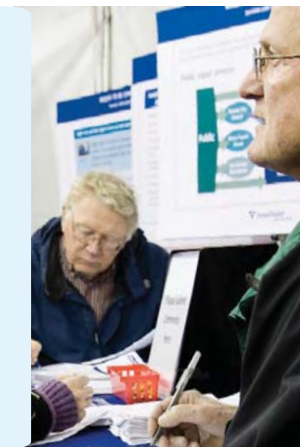
To request accommodations for persons with disabilities or information in alternate formats, call 1-800-201-4900/TTY Relay: 711 or email accessibility@soundtransit.org.

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

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



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Purpose and Need Statement

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

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

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

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

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

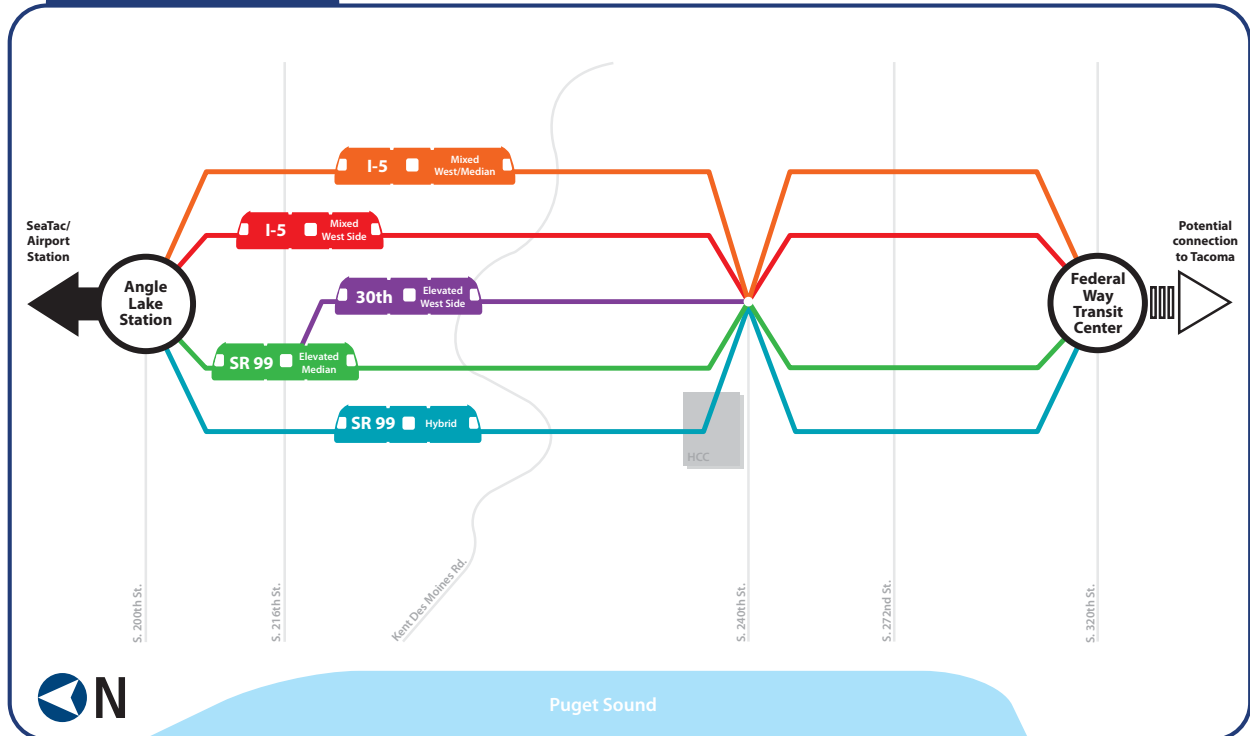


Federal Way Transit Extension

JUNE 2013

What alignment alternatives are being considered?

Level 2 Alternatives



SR 99 Hybrid Alternative





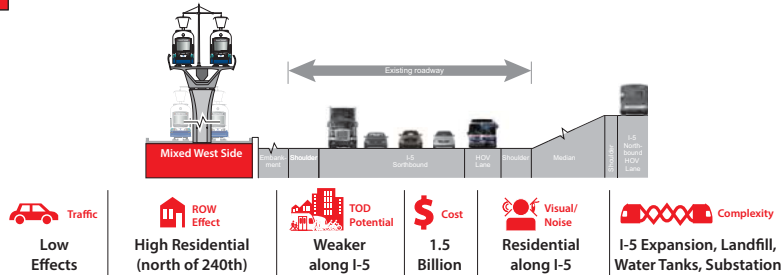
Federal Way Transit Extension

JUNE 2013

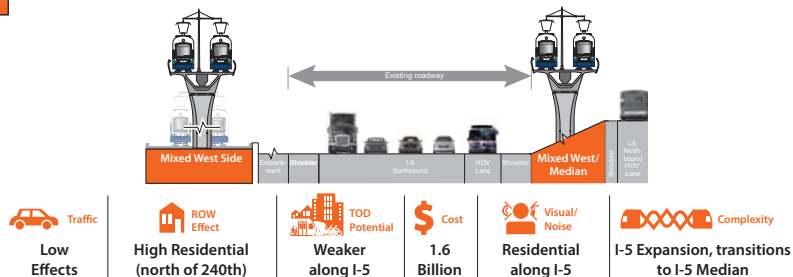
About the five alignment alternatives



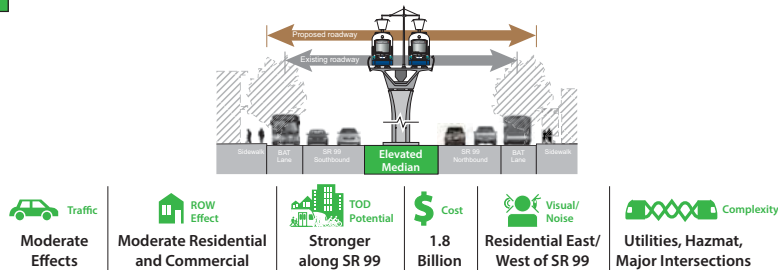
Mixed West Side



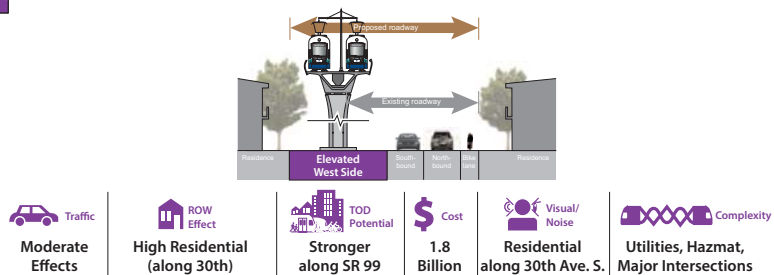
Mixed West/Median



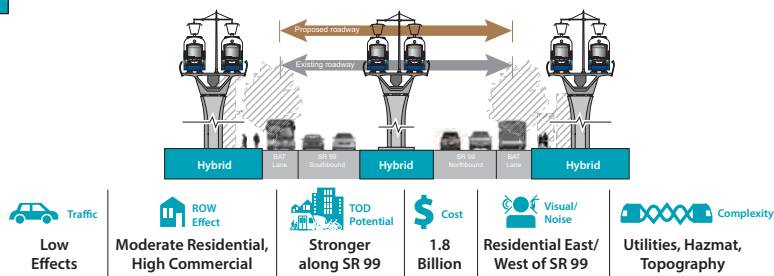
Elevated Median



Elevated West Side



Hybrid



What results were common to all Level 2 alternatives?



- Daily Ridership** 23,000 Riders
- Travel Time** 14 to 15 mins
- Population** 35,000 to 36,000 people
- Employment** 11,000 to 14,000 Jobs
- Households** 13,000 to 14,000 Households

How did we assess TOD Potential?



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

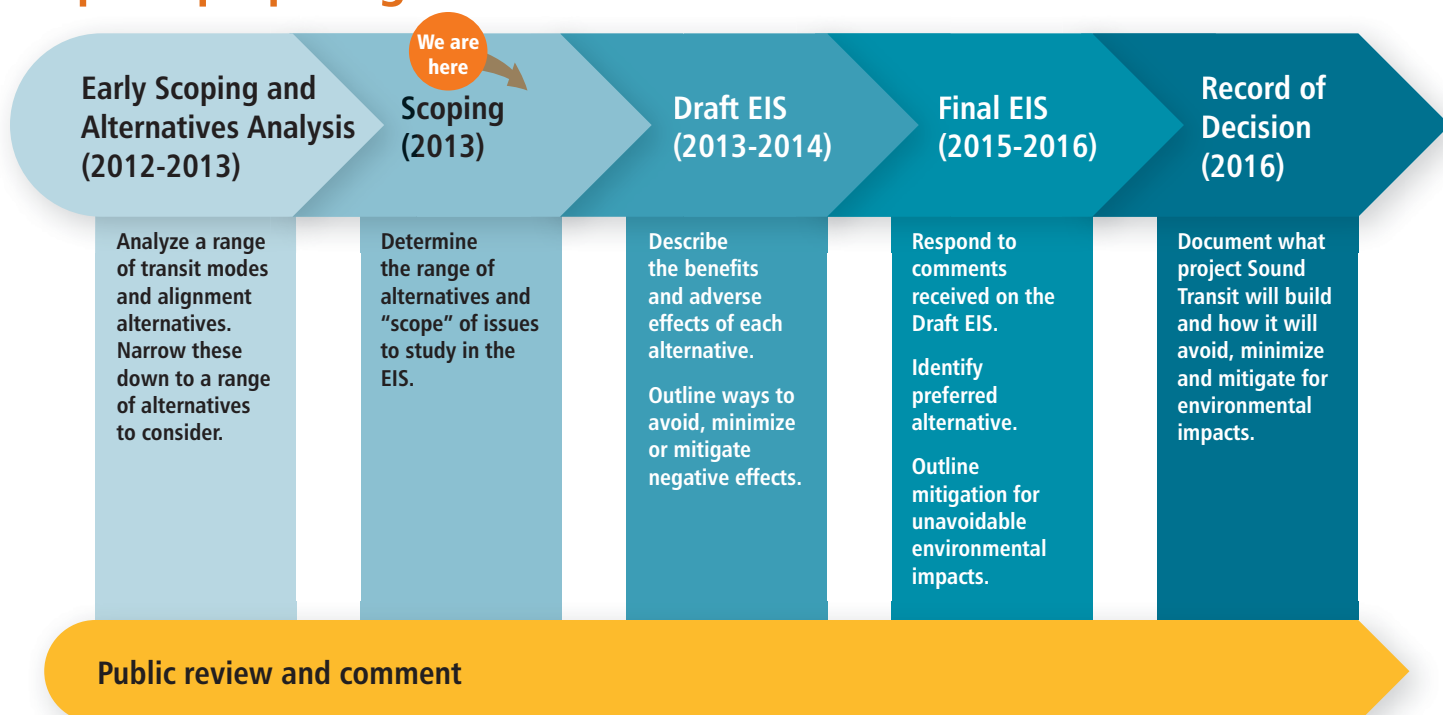


Federal Way Transit Extension

JUNE 2013

What is the environmental review process?

Steps in preparing an EIS



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

What is typically studied in an EIS?

Transportation:

- Transit
- Traffic

Natural environment:

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

Community impacts:

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

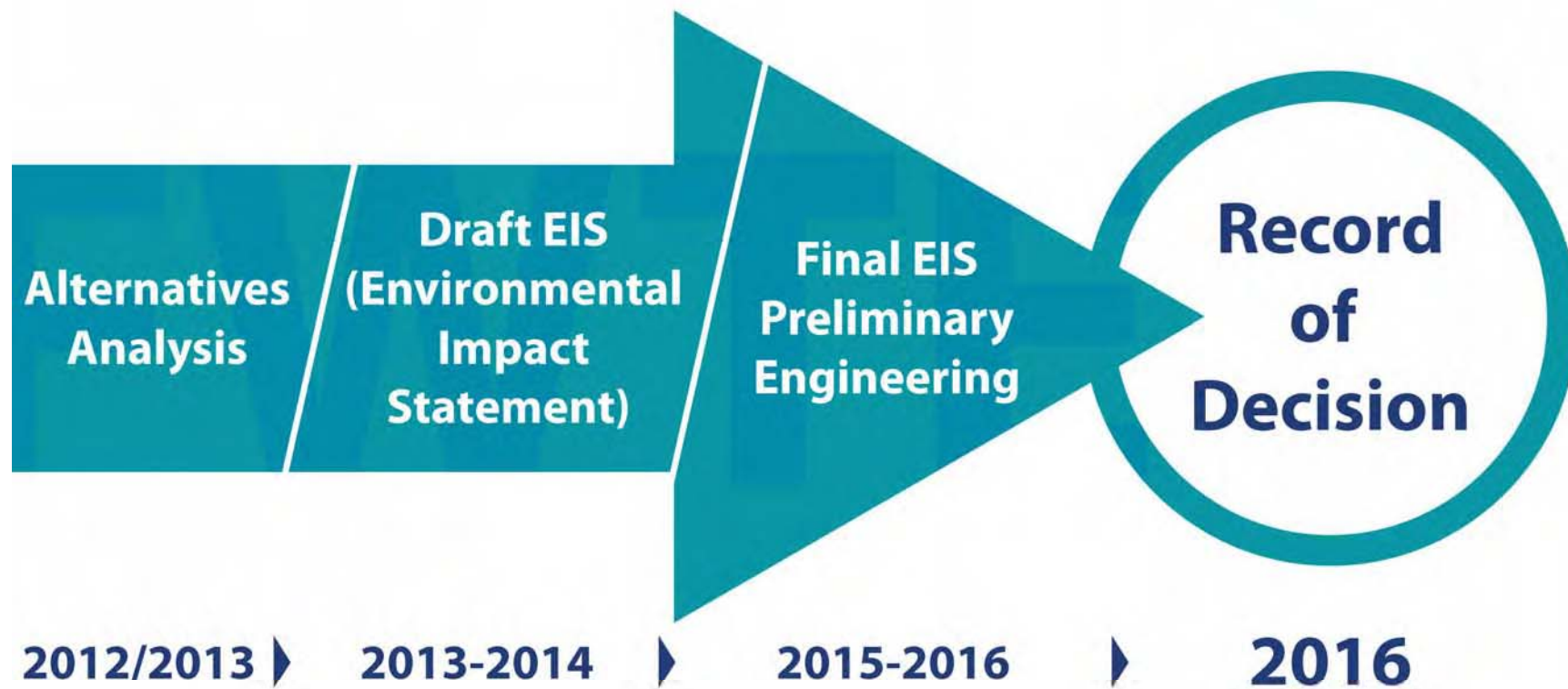
Federal Way Transit Extension

Alternatives Analysis Summary

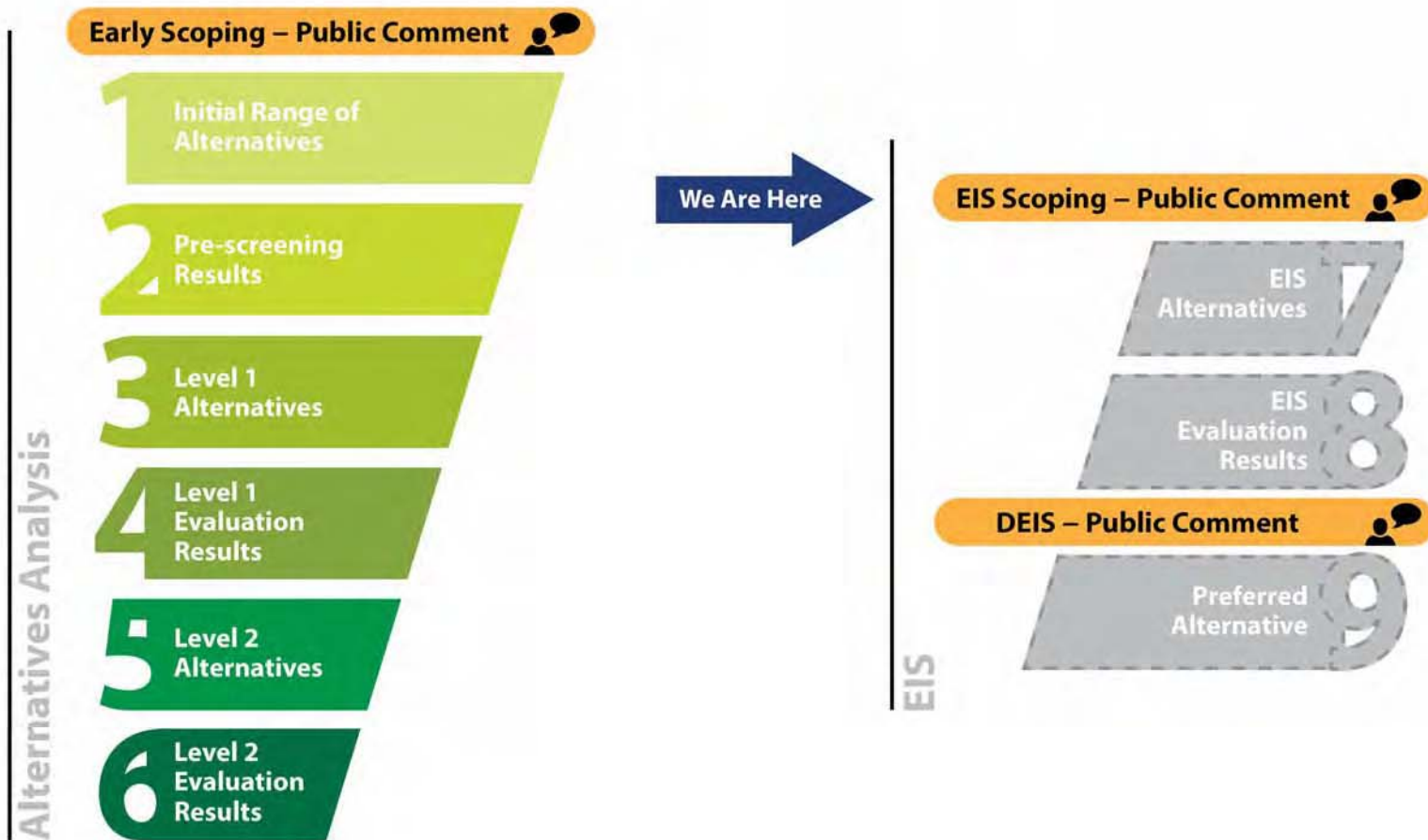
June 2013



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



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



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

Federal Way Transit Extension

Alternatives Analysis Summary

Initial Range of Alternative Corridors



Legend

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

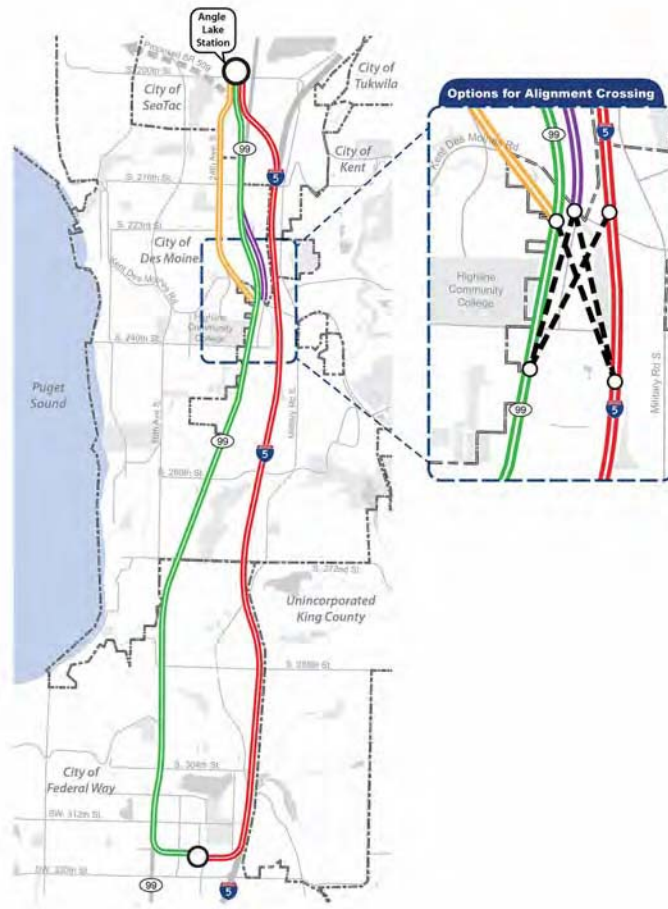


Based on public input during the Early Scoping public comment period, Sound Transit studied alternatives along the I-5 Corridor, SR 99 Corridor, as well as along 24th Avenue South and 30th Avenue South in the City of Des Moines.

Federal Way Transit Extension

Alternatives Analysis Summary

Initial Range of Alternative Corridors



Legend

- I-5 Corridor
- SR 99 Corridor
- 30th Avenue S. Corridor
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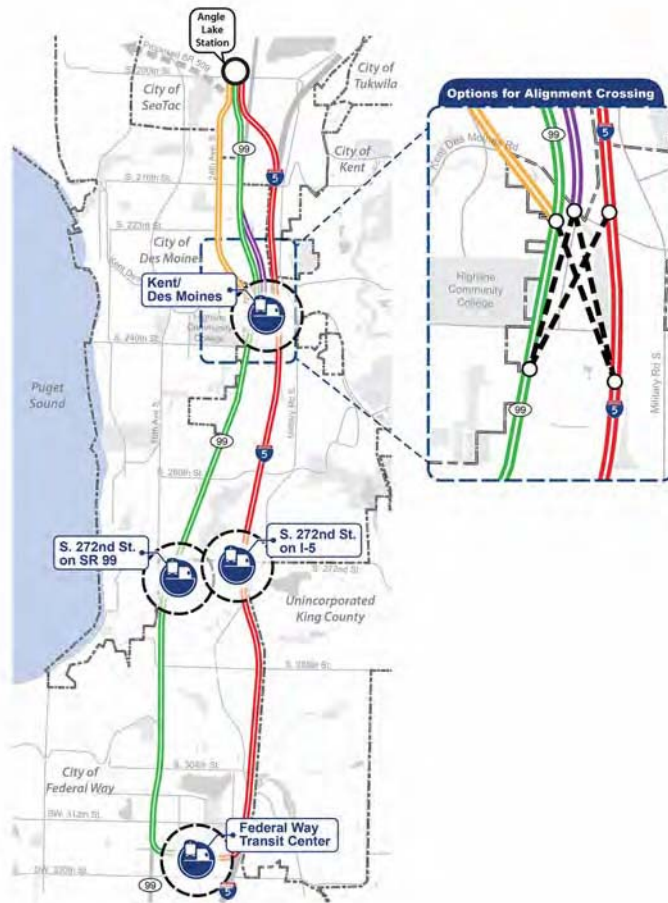


In the Kent/Des Moines area, the alignment could potentially transition from one corridor to another. The enlarged box shows potential crossing options.

Federal Way Transit Extension

Alternatives Analysis Summary

Initial Range of Alternative Corridors



Legend

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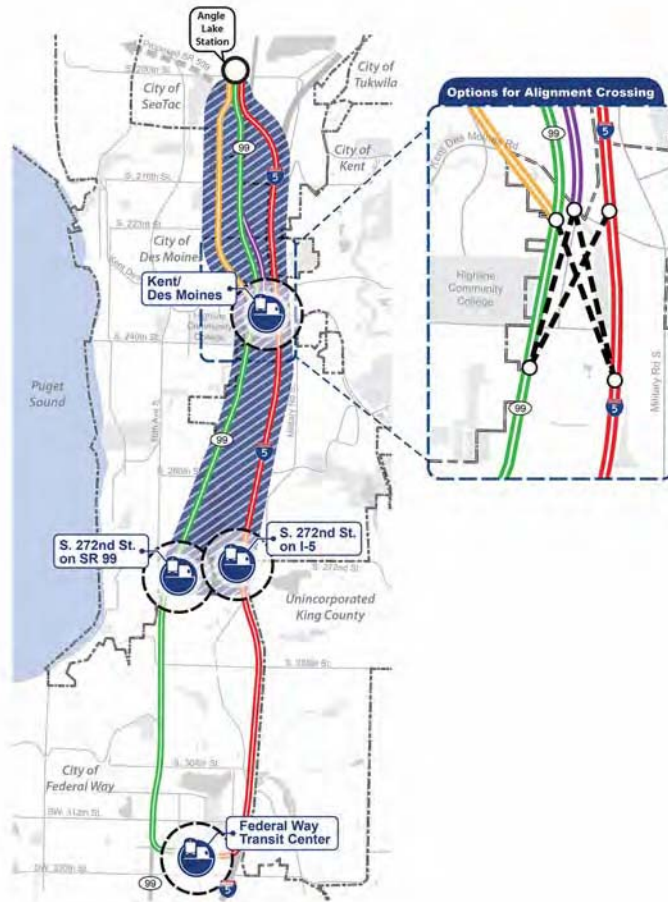


Previous planning identified potential station locations at Kent/Des Moines (in the vicinity of Highline Community College), South 272nd Street (Redondo or Star Lake park-and-rides), and the Federal Way Transit Center.

Federal Way Transit Extension

Alternatives Analysis Summary

Initial Range of Alternative Corridors



Legend

- I-5 Corridor
- SR 99 Corridor
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- 24th Avenue S. Corridor
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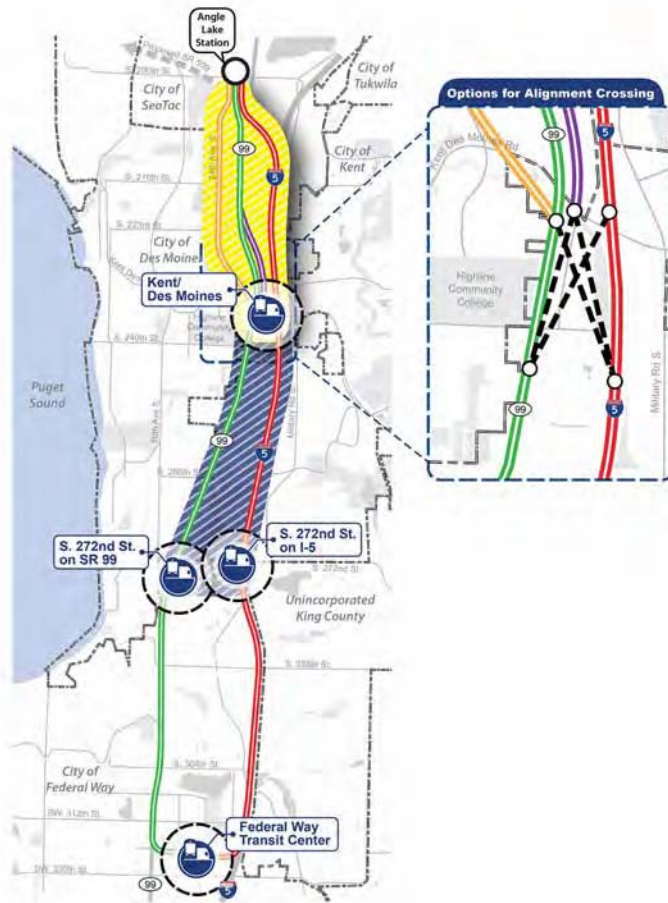


The Sound Transit 2 Plan, which was approved by the voters in 2008, included funding to build light rail as far as South 272nd Street on the border of Federal Way.

Federal Way Transit Extension

Alternatives Analysis Summary

Initial Range of Alternative Corridors



Legend

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

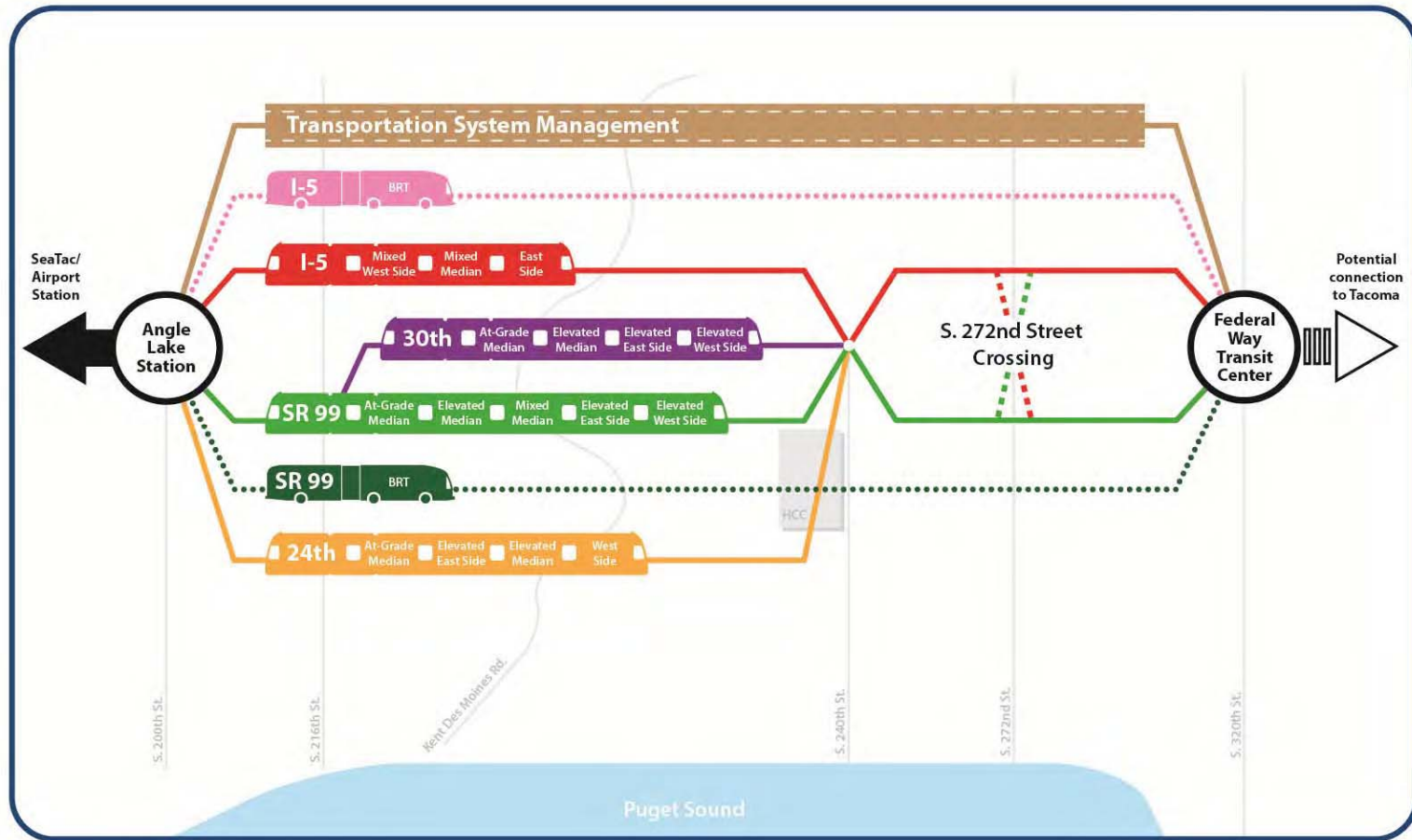


Based on current revenue forecasts, Sound Transit has enough funding to build light rail to Kent/Des Moines and is working to ensure that the segment to the Federal Way Transit Center is ready for construction once funding is secured.

Federal Way Transit Extension

Alternatives Analysis Summary

Initial Range of Alternatives

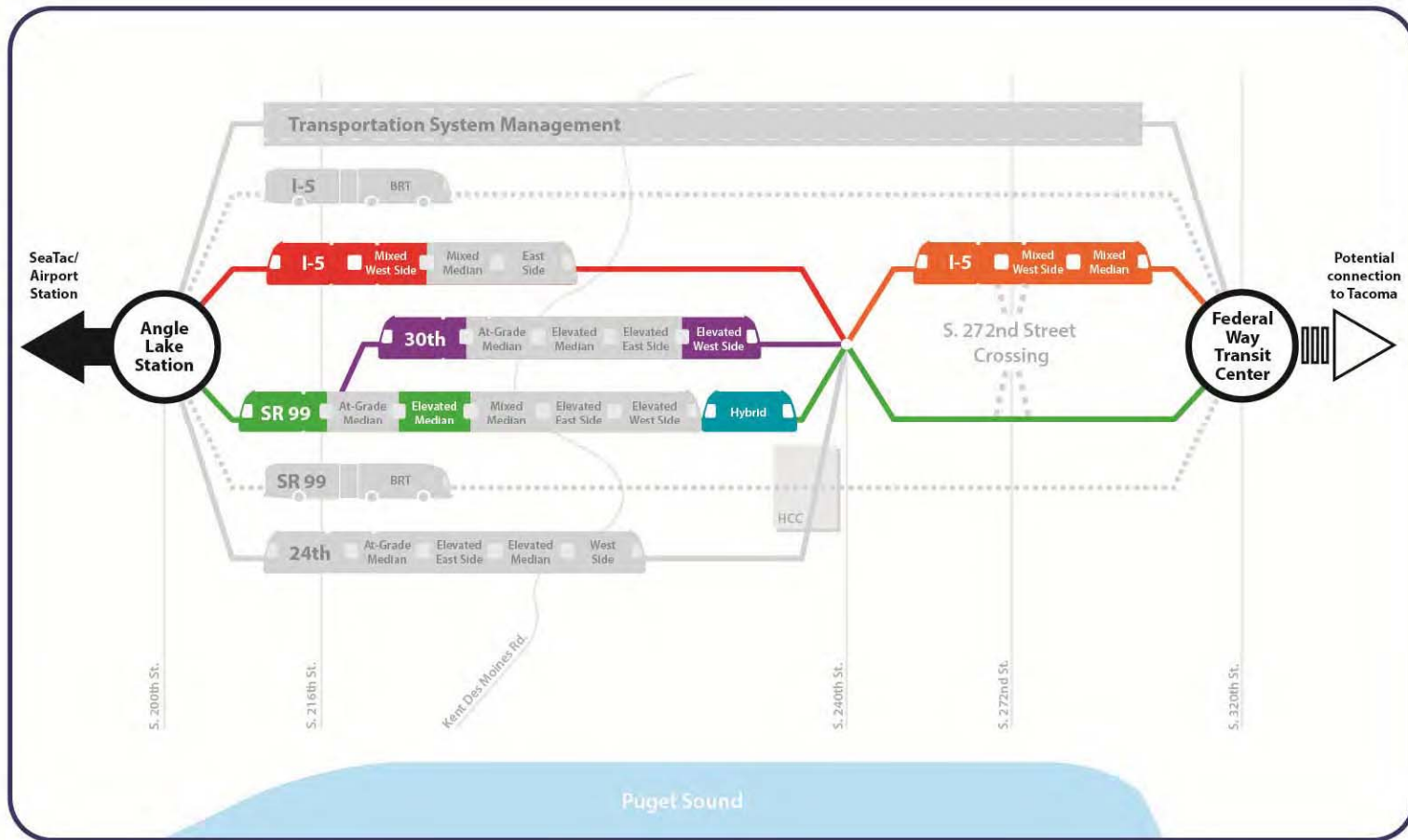


Alternatives suggested during the Early Scoping public comment period included light rail alignments on I-5, SR 99, 24th Avenue South and 30th Avenue South, as well as Bus Rapid Transit (BRT) on I-5 and SR 99, and improvements to the existing transportation system (TSM).

Federal Way Transit Extension

Alternatives Analysis Summary

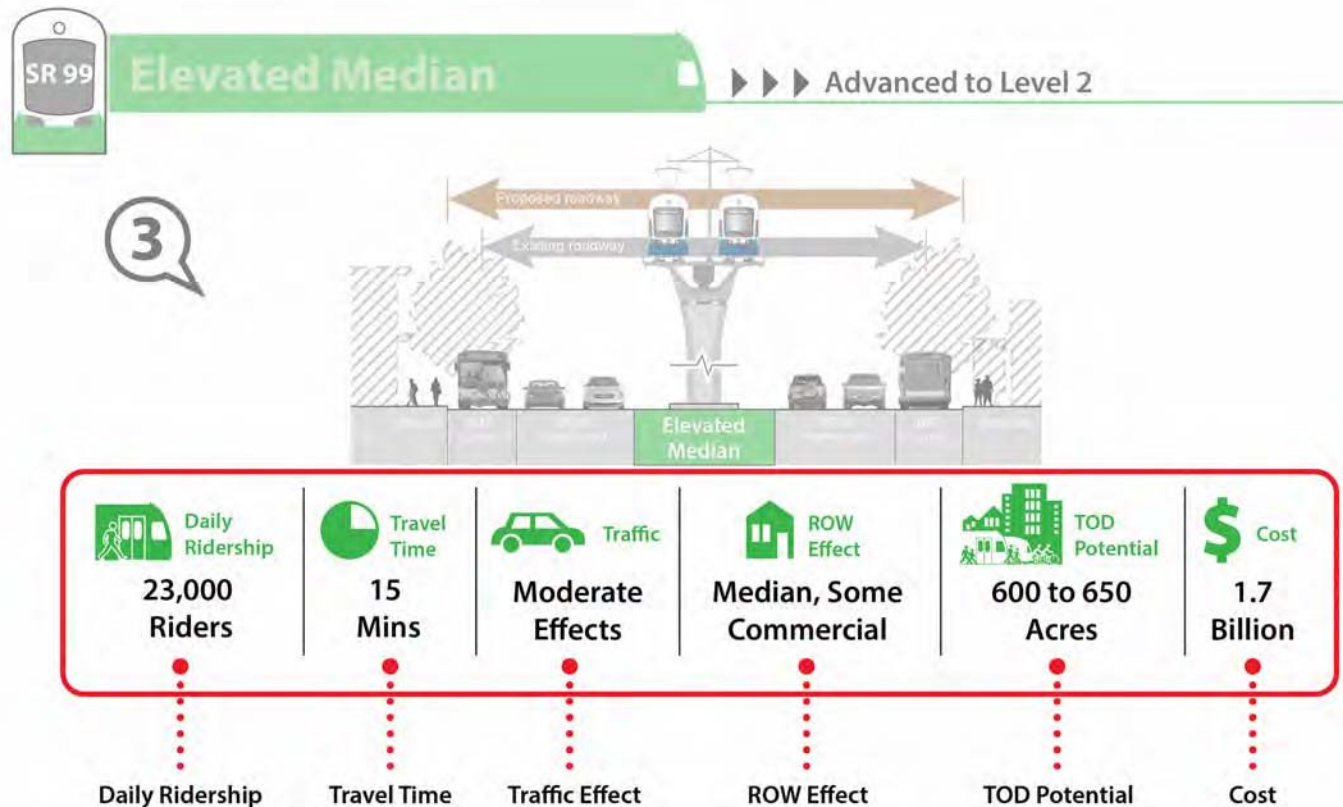
Level 1 Evaluation Results



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



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

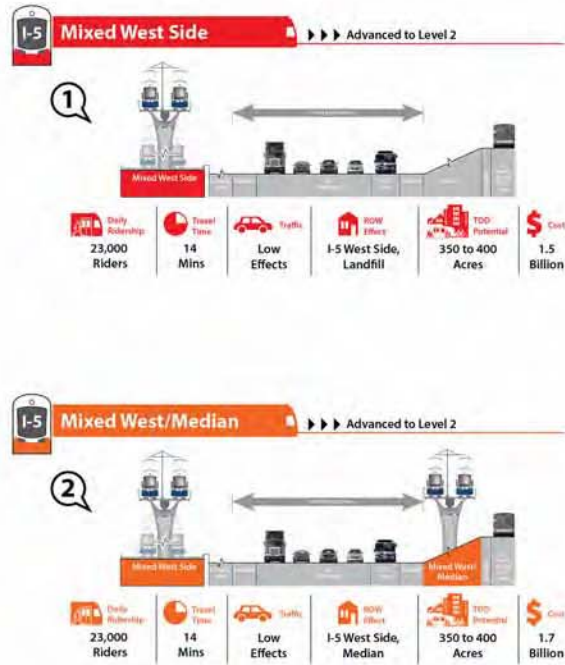


The key measures that differentiated the five remaining alignment alternatives are shown below each cross section.

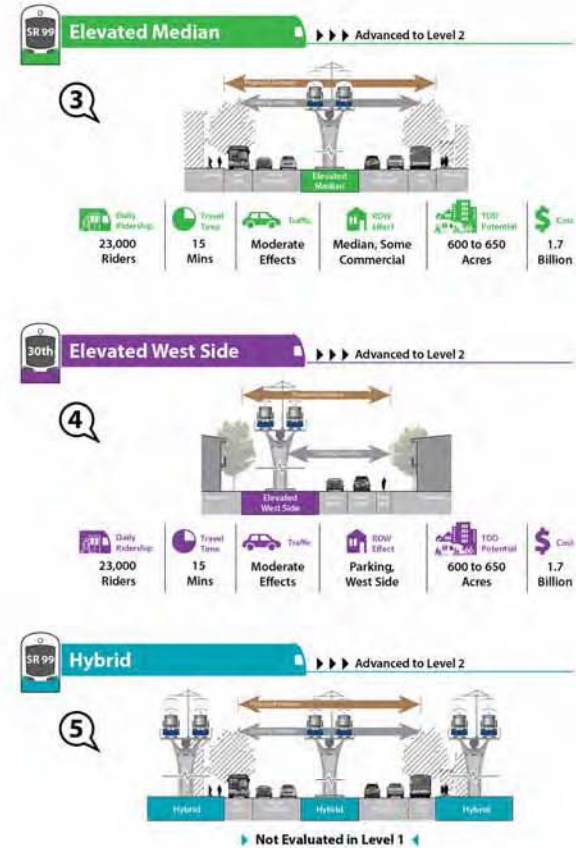
Federal Way Transit Extension

Alternatives Analysis Summary

Level 1 Evaluation Results



Advanced to Level 2



The five cross sections shown represent the alternatives that were proposed for further study in the Level 2 analysis, based on the key findings, the project's purpose and need, and the Level 1 evaluation criteria. All of the alternatives would have similar ridership and travel time. The SR 99 Hybrid alternative was a new alternative that was developed based on information learned during the Level 1 analysis.

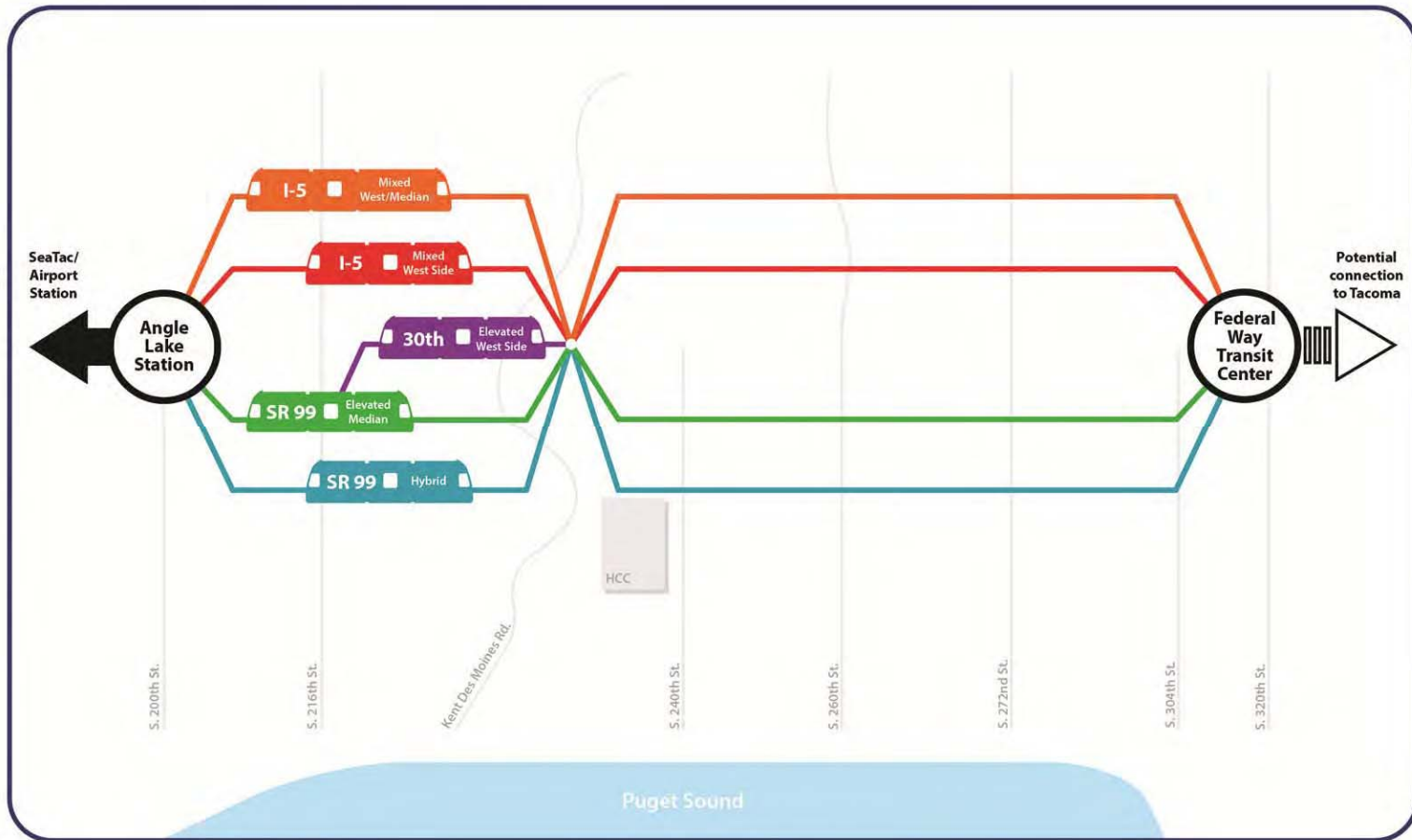


These cross sections represent the light rail alternatives that were not proposed for further study in the Level 2 analysis, based on the key findings, the project's purpose and need, and the evaluation criteria. In general, alternatives were not advanced if they had less ridership, a longer travel time,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

Federal Way Transit Extension

Alternatives Analysis Summary

Level 2 Alternatives



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

Federal Way Transit Extension

Alternatives Analysis Summary

SR 99 Hybrid Alternative



The Level 1 analysis showed that several standalone alternatives along SR 99 had flaws, but that different segments of the various SR 99 alternatives could work better if combined together into a new 'hybrid' alternative. The hybrid was designed to avoid impacts to key intersections and community facilities, and was informed by considerations such as topography and convenient access to existing park-and-ride lots.

What results
were common
to all Level 2
alternatives?



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

What results
were common
to all Level 2
alternatives?



**Daily
Ridership**  **▶ 23,000
Riders**

Travel Time  **▶ 14 to 15
mins**

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

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

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

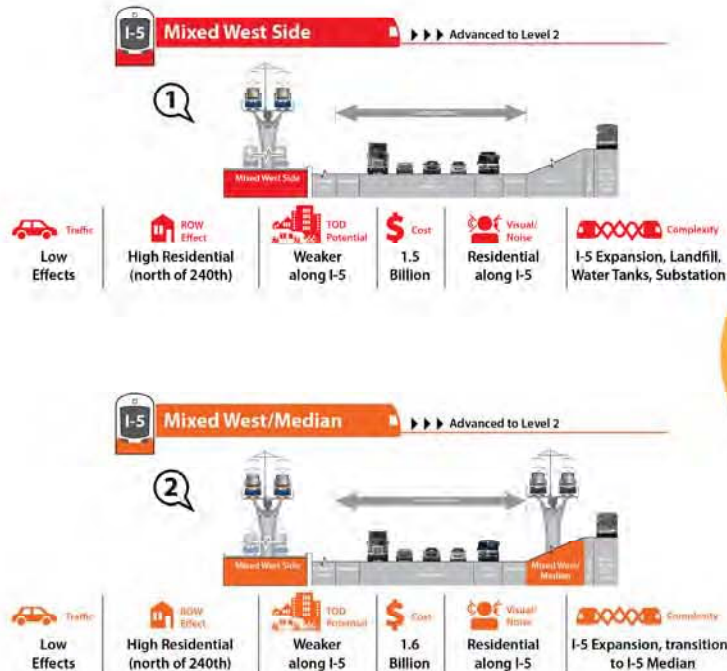


Daily ridership and travel time are expected to be about the same for all five of the Level 2 alternatives. The number of people, jobs, and households currently located within a half mile of each alignment are also similar for each alternative.

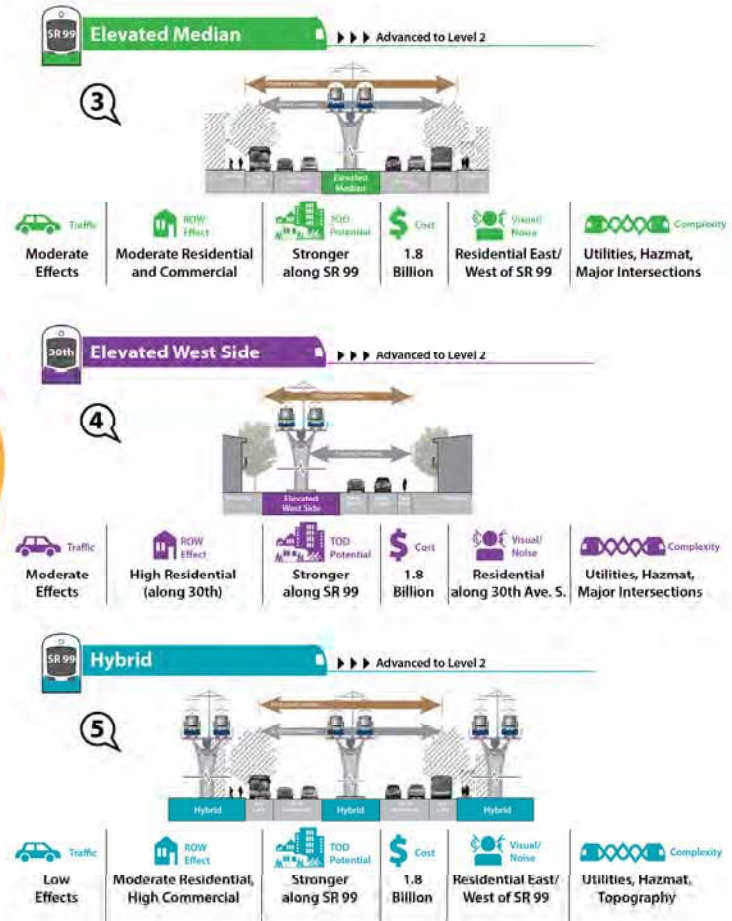
Federal Way Transit Extension

Alternatives Analysis Summary

Level 2 Evaluation Results



Level 2 Evaluation Results



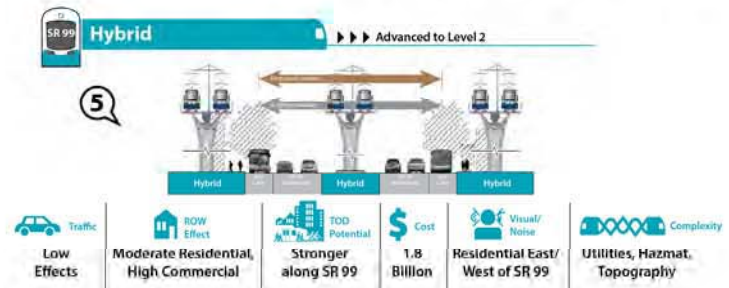
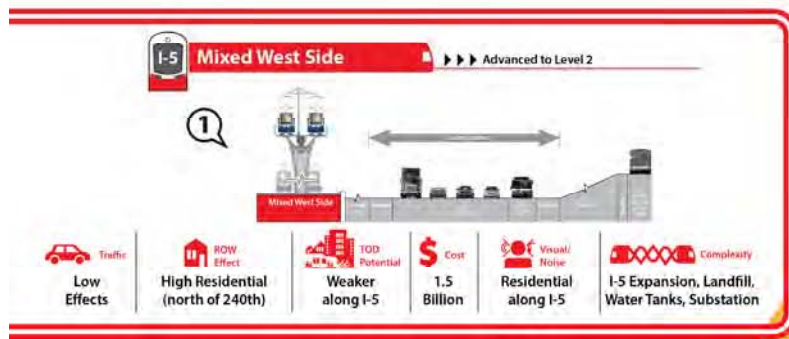
Some of the key distinguishers between the Level 2 alternatives are illustrated in this graphic.

Federal Way Transit Extension Alternatives Analysis Summary

Level 2 Evaluation Results



Level 2 Evaluation Results



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

Federal Way Transit Extension Alternatives Analysis Summary

Level 2 Evaluation Results

Level 2 Evaluation Results

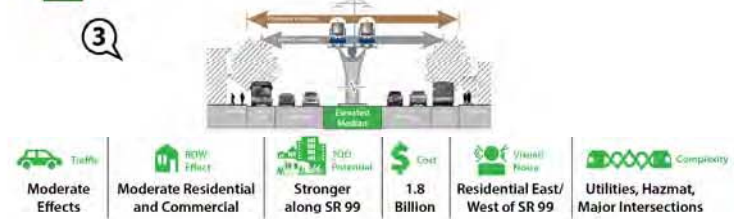
1 I-5 Mixed West Side Advanced to Level 2



2 I-5 Mixed West/Median Advanced to Level 2



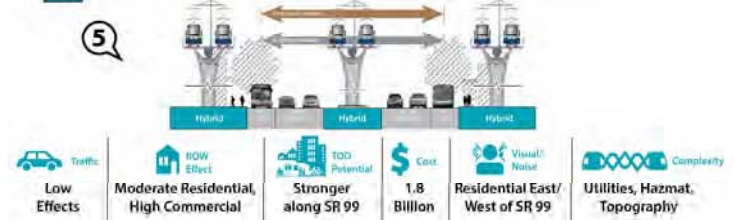
3 SR 99 Elevated Median Advanced to Level 2



4 SR 99 Elevated West Side Advanced to Level 2



5 SR 99 Hybrid Advanced to Level 2

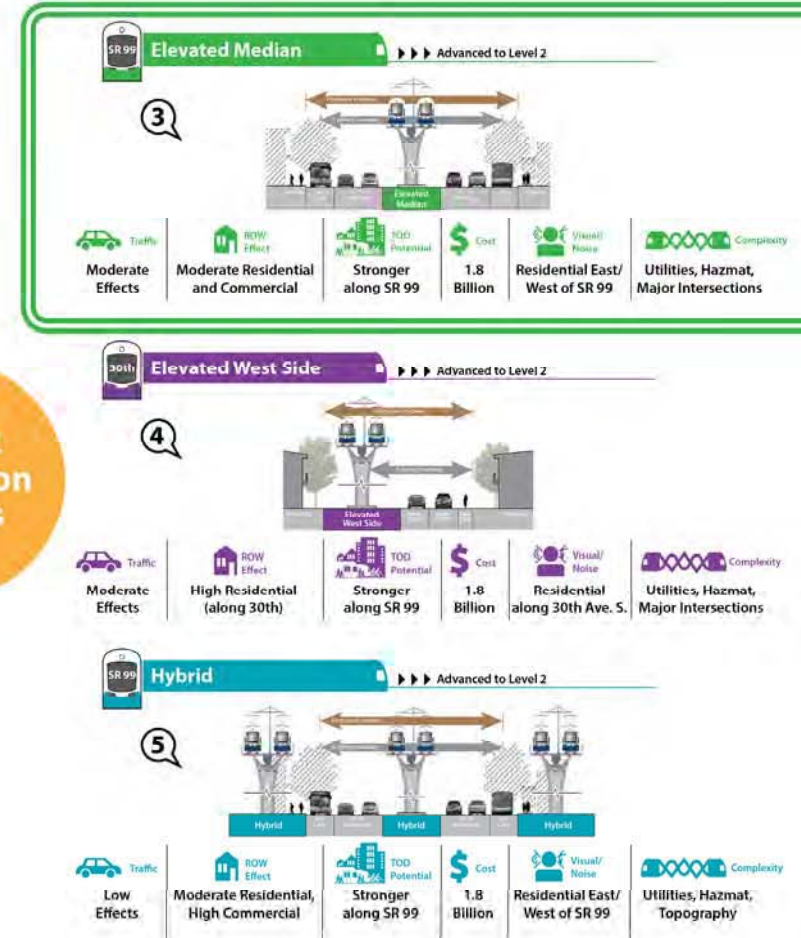
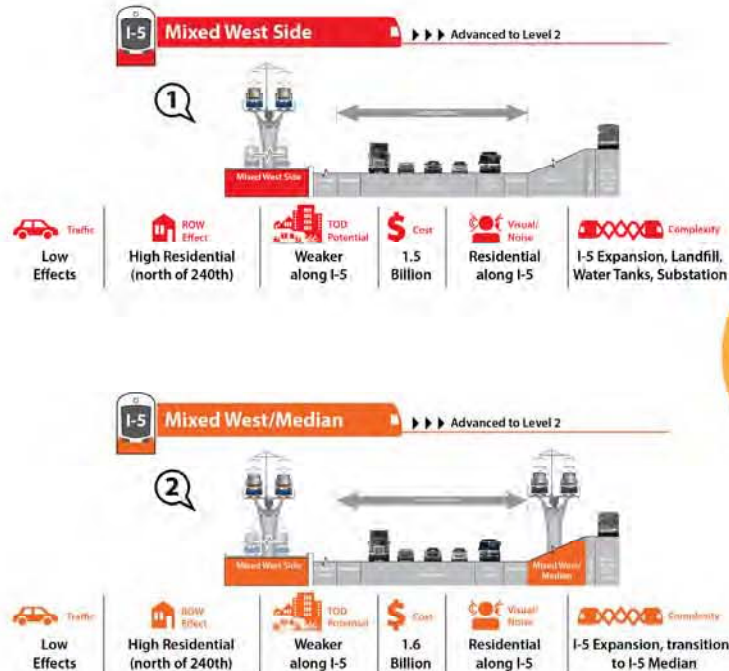


The I-5 Mixed West/Median alternative would also likely have high residential effects north of South 240th Street and weaker TOD potential. It would avoid the Midway landfill but would require large structures to transition to the I-5 median (south of South 240th Street) and then back to the west side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

Federal Way Transit Extension Alternatives Analysis Summary

Level 2 Evaluation Results

Level 2 Evaluation Results



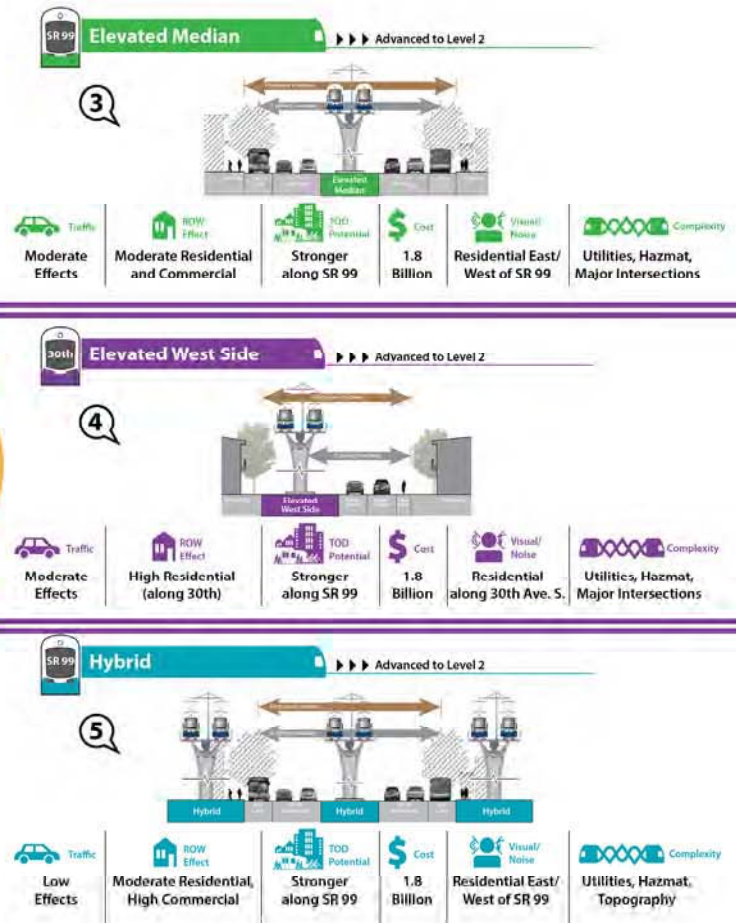
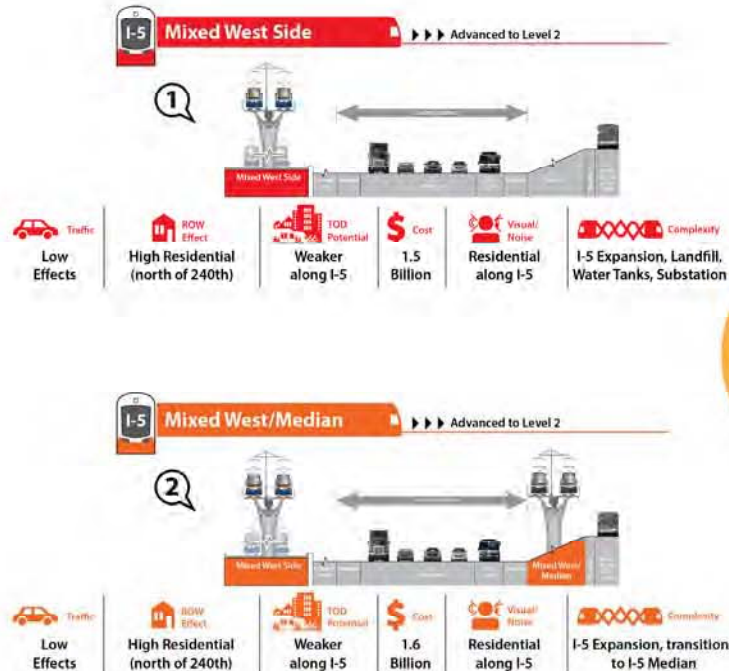
The SR 99 Elevated Median alternative would be located within the median of SR 99. It would have less effect to the roadway and adjacent buildings than other alternatives along SR 99 but would require major construction to cross key intersections along the alignment.

Federal Way Transit Extension Alternatives Analysis Summary

Level 2 Evaluation Results



Level 2 Evaluation Results



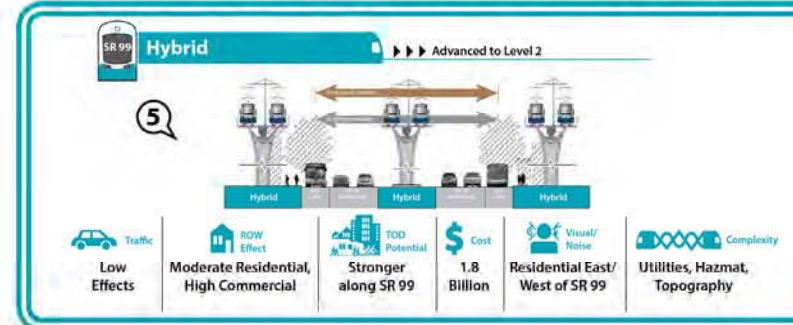
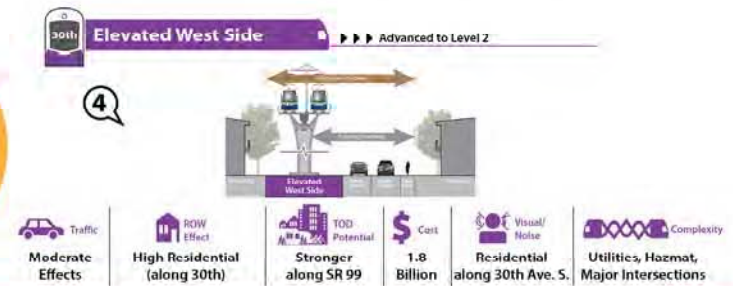
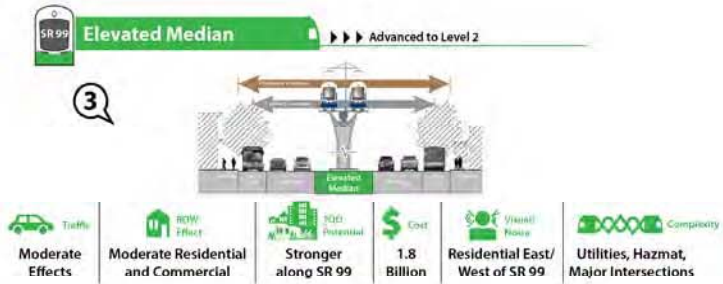
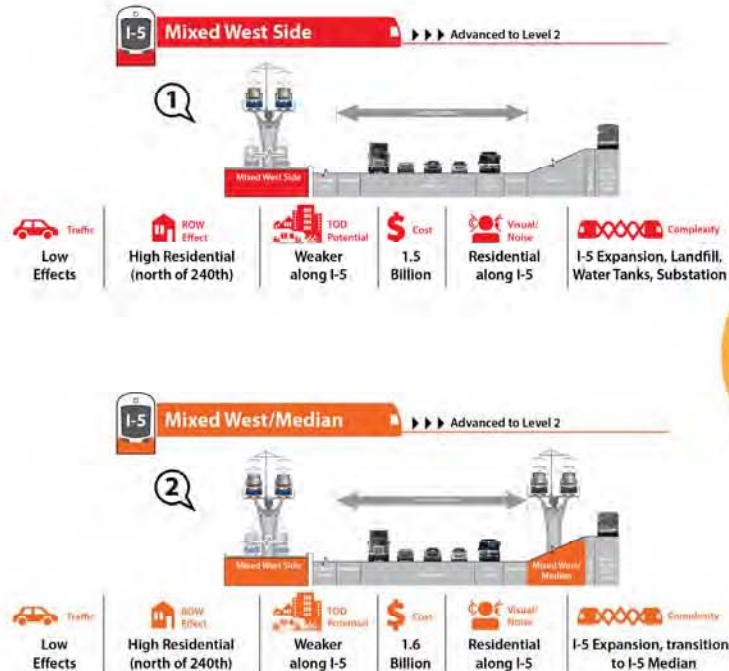
The 30th Avenue South Elevated West Side alternative would transition from SR 99 at about South 220th Street and then continue within the existing parking setback along 30th Avenue South. This alternative would affect commercial and residential properties at the transition point and could have noise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

Federal Way Transit Extension Alternatives Analysis Summary

Level 2 Evaluation Results



Level 2 Evaluation Results



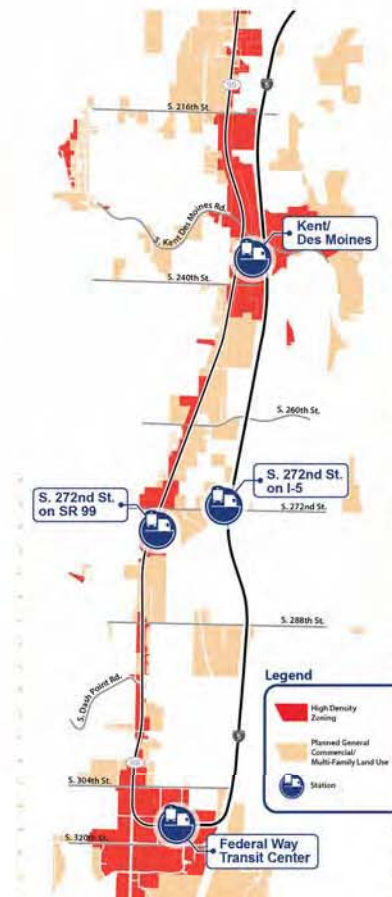
The SR 99 Hybrid alternative would affect commercial and residential properties at various locations along SR 99 but would avoid major effects to key intersections or community facilities.



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

Federal Way Transit Extension Alternatives Analysis Summary

TOD Potential - Alignments

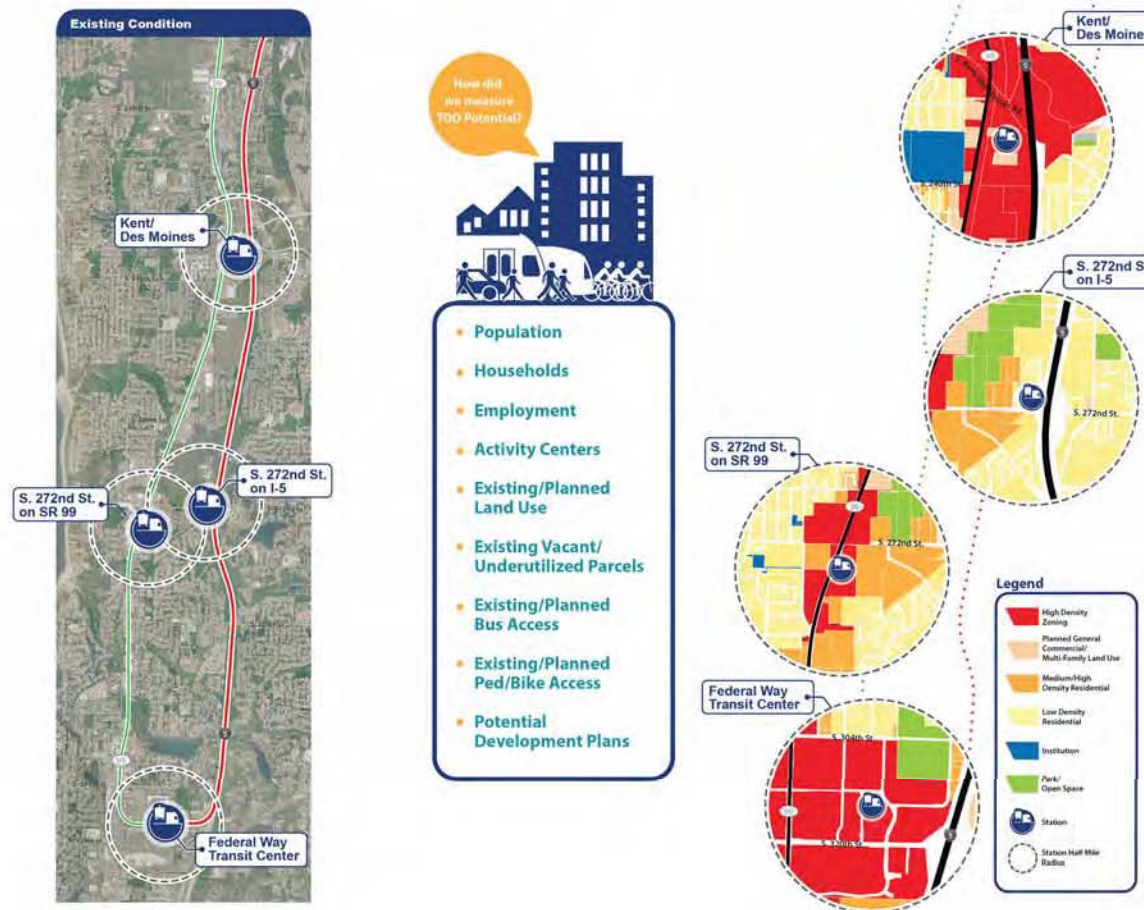


The graphic on the right illustrates the high density zoning and the planned commercial and multi-family land uses within ¼ mile of the alignment alternatives. TOD potential is generally higher along the SR 99 alignment alternatives.

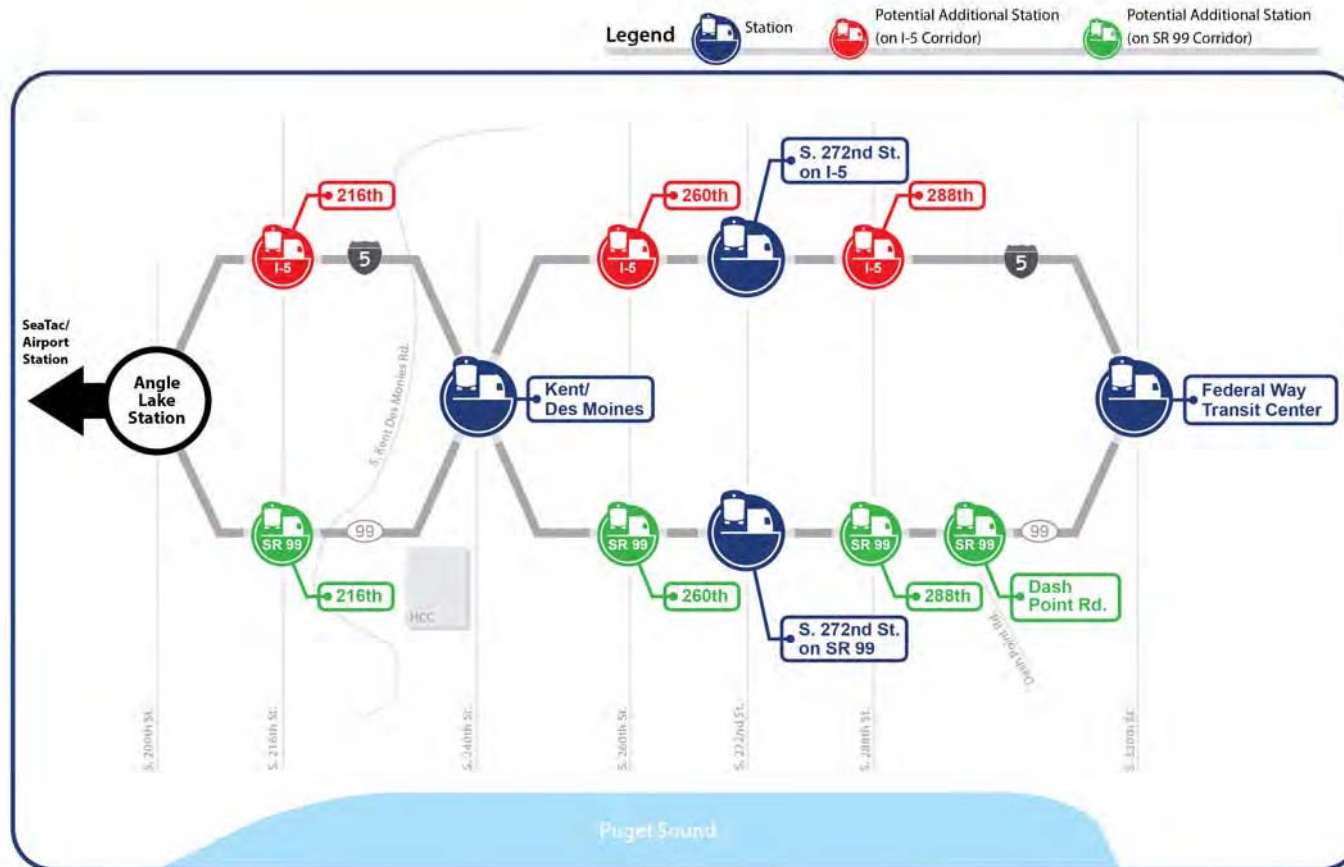
Federal Way Transit Extension

Alternatives Analysis Summary

TOD Potential - Stations



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



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



During the Early Scoping public comment period a number of potential additional station locations were suggested. Some were screened out because they were outside the study area, or in close proximity to existing locations. Seven locations were then evaluated in more detail (four along SR 99 and three along I-5).



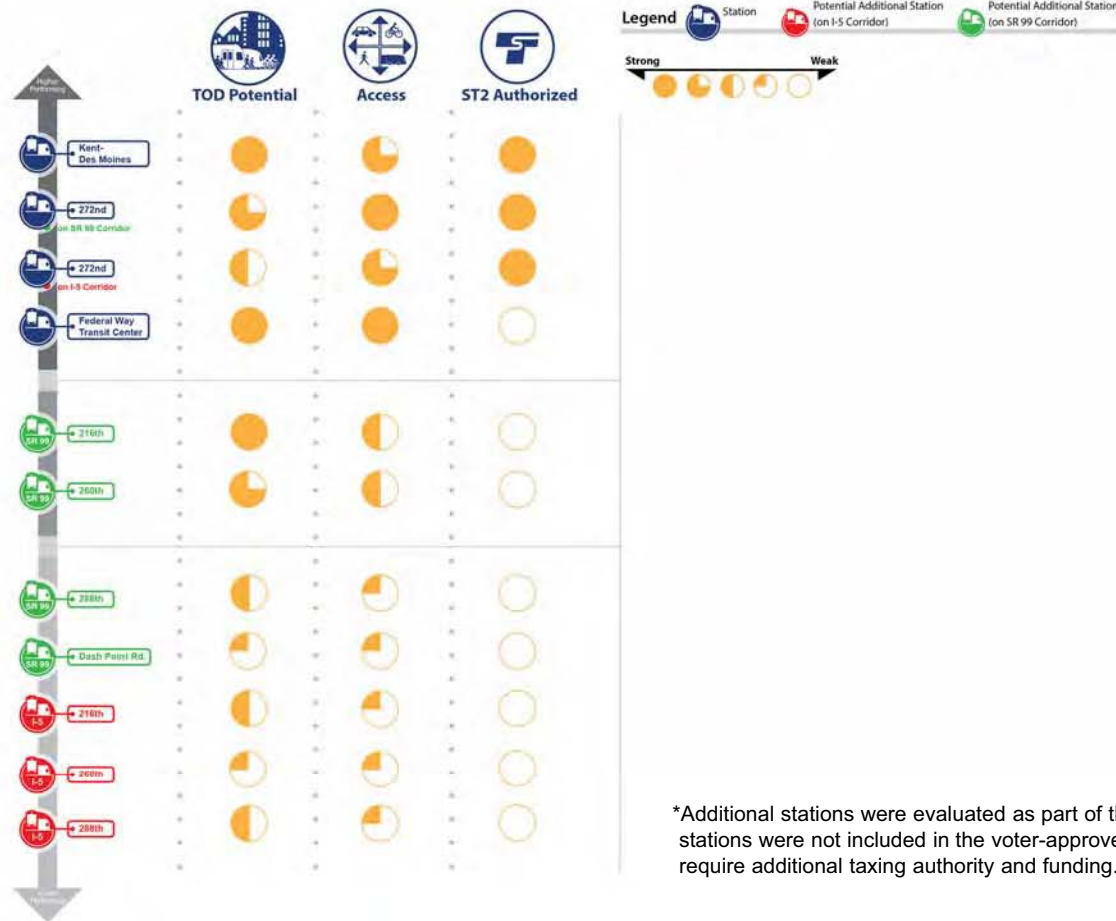
*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.



The station evaluation examined both TOD potential and multimodal access.

Federal Way Transit Extension Alternatives Analysis Summary

Station Evaluation Results



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



The four station locations identified in previous studies were evaluated along with the seven potential additional station locations that were suggested during the Early Scoping public comment period.

Federal Way Transit Extension Alternatives Analysis Summary

Station Evaluation Results



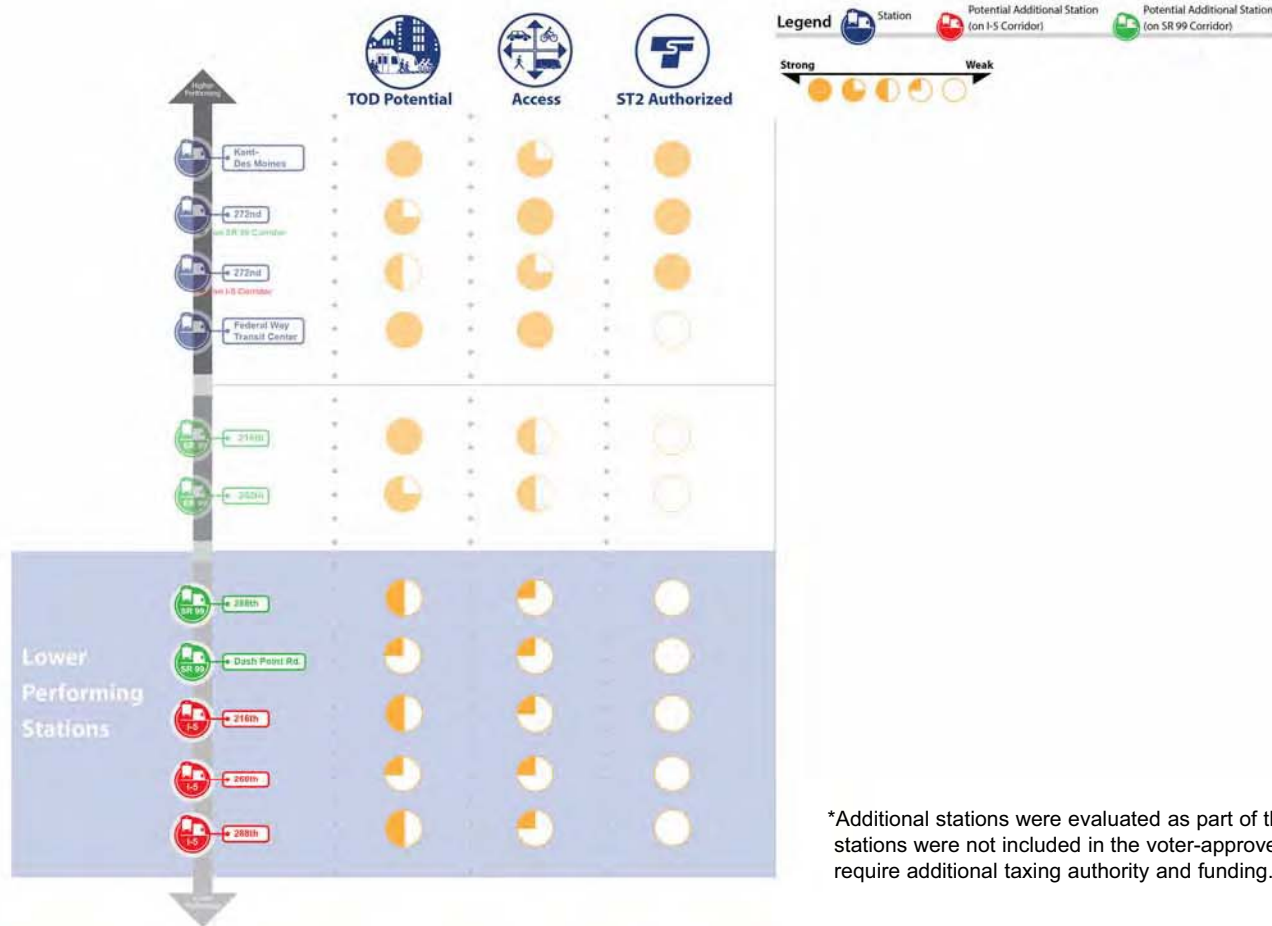
*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.



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

Federal Way Transit Extension Alternatives Analysis Summary

Station Evaluation Results



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

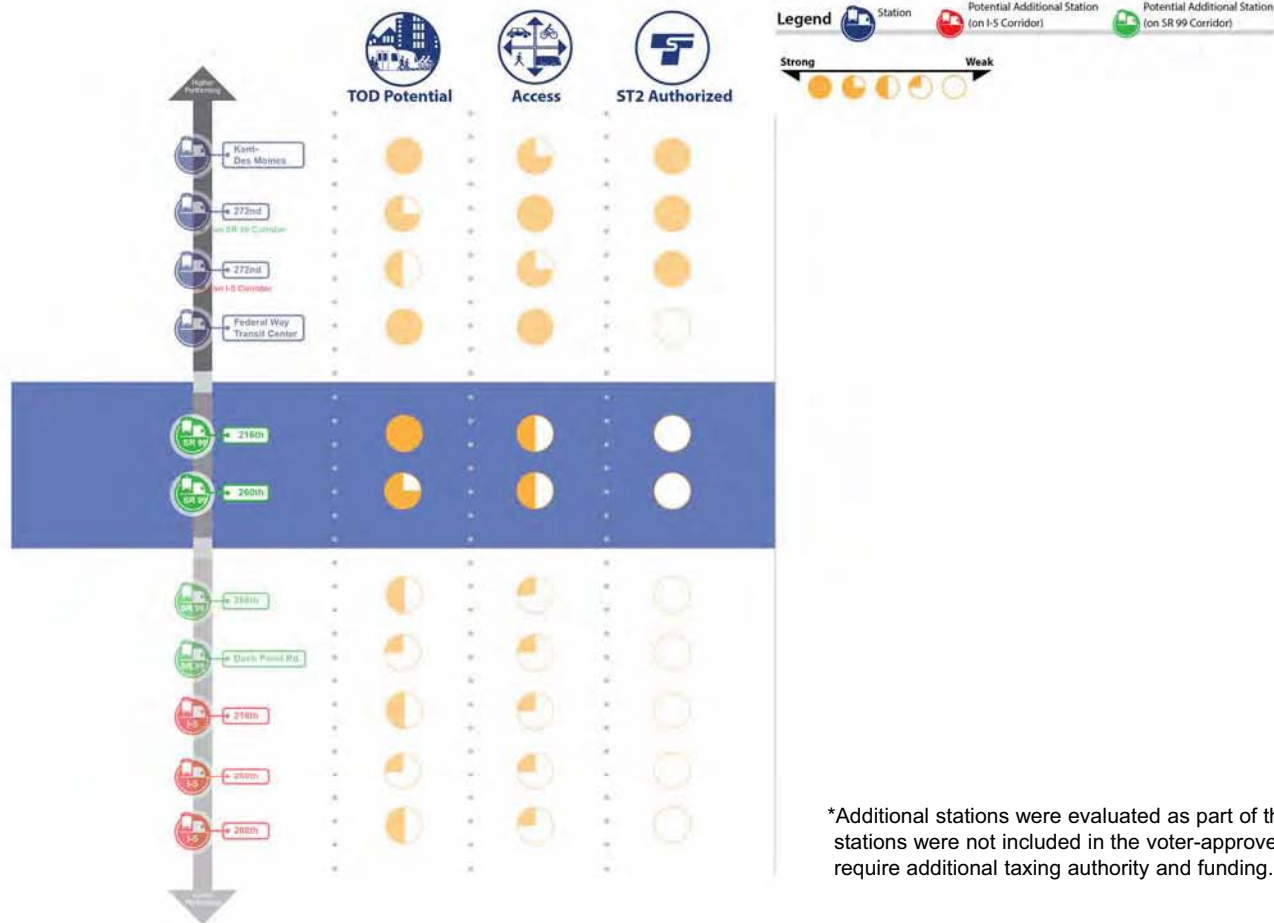


A number of the suggested additional station locations do not perform well. Generally, these locations have low density residential development around the station area and do not have good auto, bus, or pedestrian access.

Federal Way Transit Extension

Alternatives Analysis Summary

Station Evaluation Results



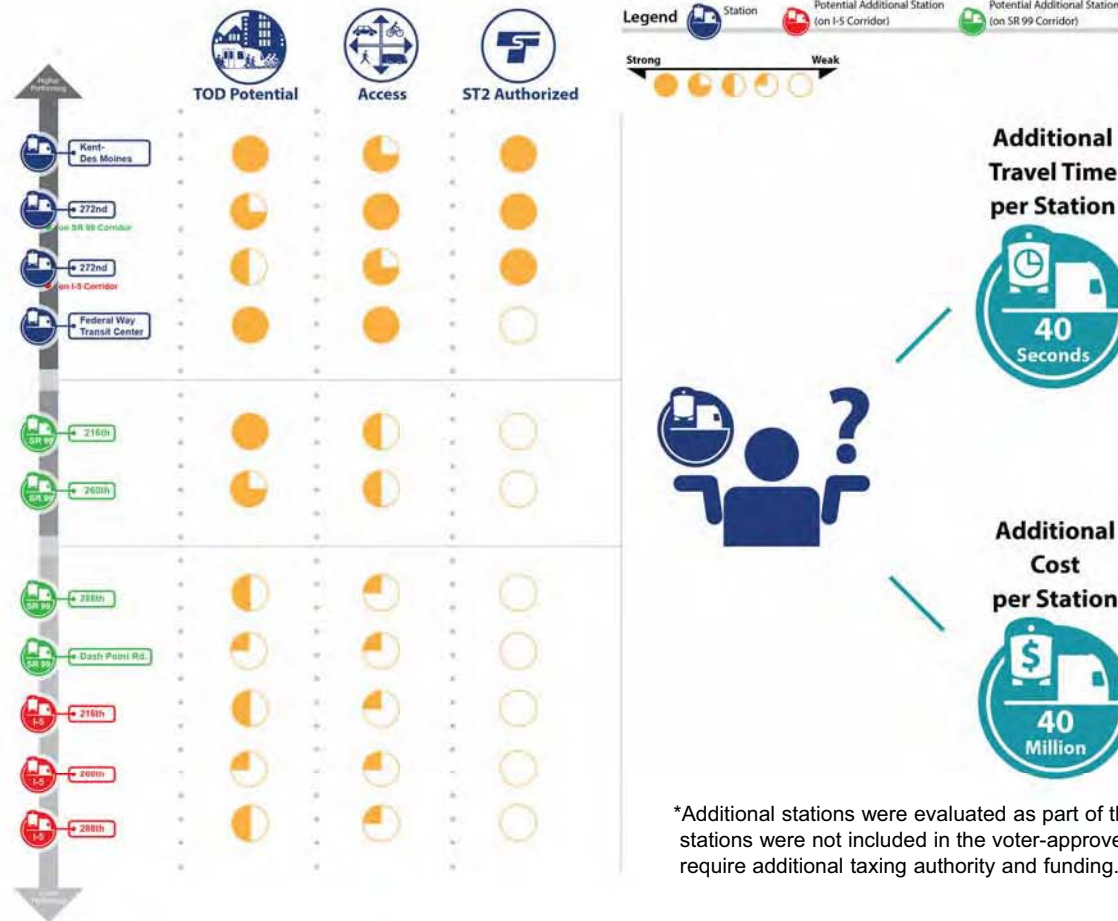
*Additional stations were evaluated as part of the alternatives analysis process; these stations were not included in the voter-approved ST2 Plan and, if approved, would require additional taxing authority and funding.



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

Federal Way Transit Extension Alternatives Analysis Summary

Station Evaluation Results



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



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



The results of the AA will be presented to the public during the EIS Scoping period in June 2013. Based on input received during scoping, the Sound Transit Board will then identify which alternatives should be studied in more detail in the Draft EIS. The Draft EIS will be available for public comment in late 2014. A final decision on which alternative should be built will be made after publication of a Final EIS in 2016.

Scoping Period:
June 14 - July 15, 2013



June 19, 2013
3 p.m. – 6 p.m.



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



June 26, 2013
5 p.m. – 7 p.m.



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



The EIS Scoping public comment period will last until July 15, 2013. Public meetings will be held at the locations and times noted above.

Send us your comments by
July 15, 2013



Mail:

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



Email:

FWTE@soundtransit.org



Online:

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



Attend a public meeting
and fill out a comment form



Comments regarding the AA and which alternatives should be studied further in the Draft EIS should be submitted by one of the methods above by July 15, 2013.



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

WELCOME

FEDERAL WAY TRANSIT EXTENSION

Meeting Purpose

Today, you will have the opportunity to:

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

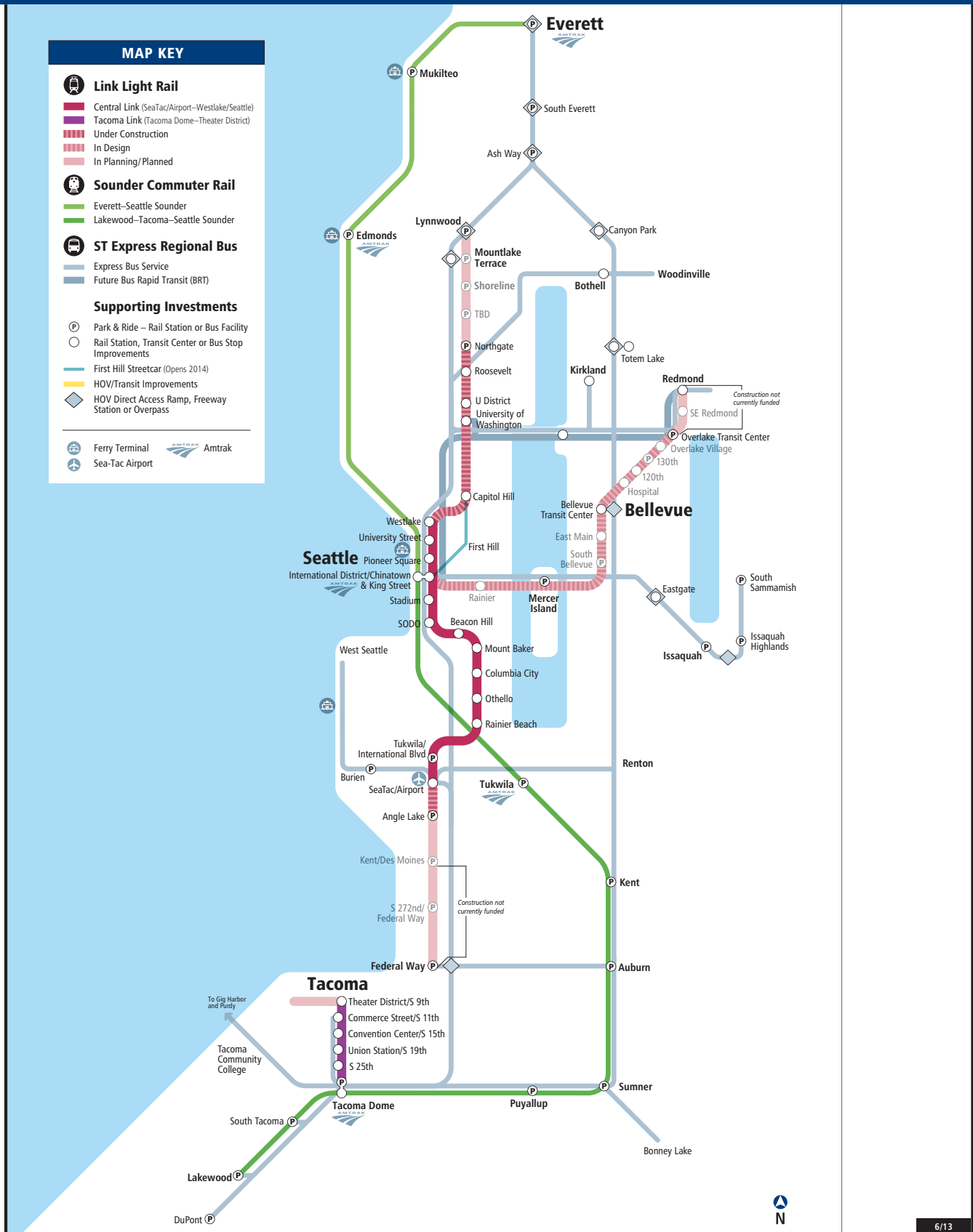
This scoping open house is an important part of the environmental review process.

Thank you for coming!



SOUND TRANSIT CURRENT SERVICE AND APPROVED PROJECTS

FEDERAL WAY TRANSIT EXTENSION



WHAT IS THE PROJECT FUNDING STATUS?

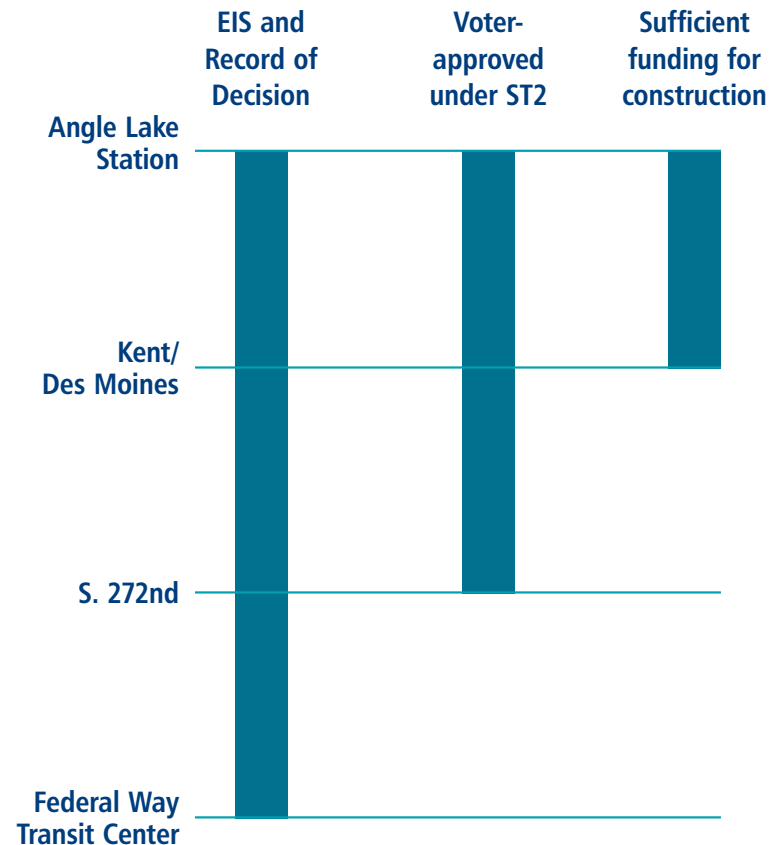
FEDERAL WAY TRANSIT EXTENSION

Sound Transit is in the process of delivering major voter-approved high capacity transit investments throughout the region. The national recession has significantly reduced funding, including a projected 41 percent reduction in in South King County revenues through 2023. Currently, project funding is available for construction to Kent/Des Moines.

Your help identifying light rail alternatives in South King County is vital to:

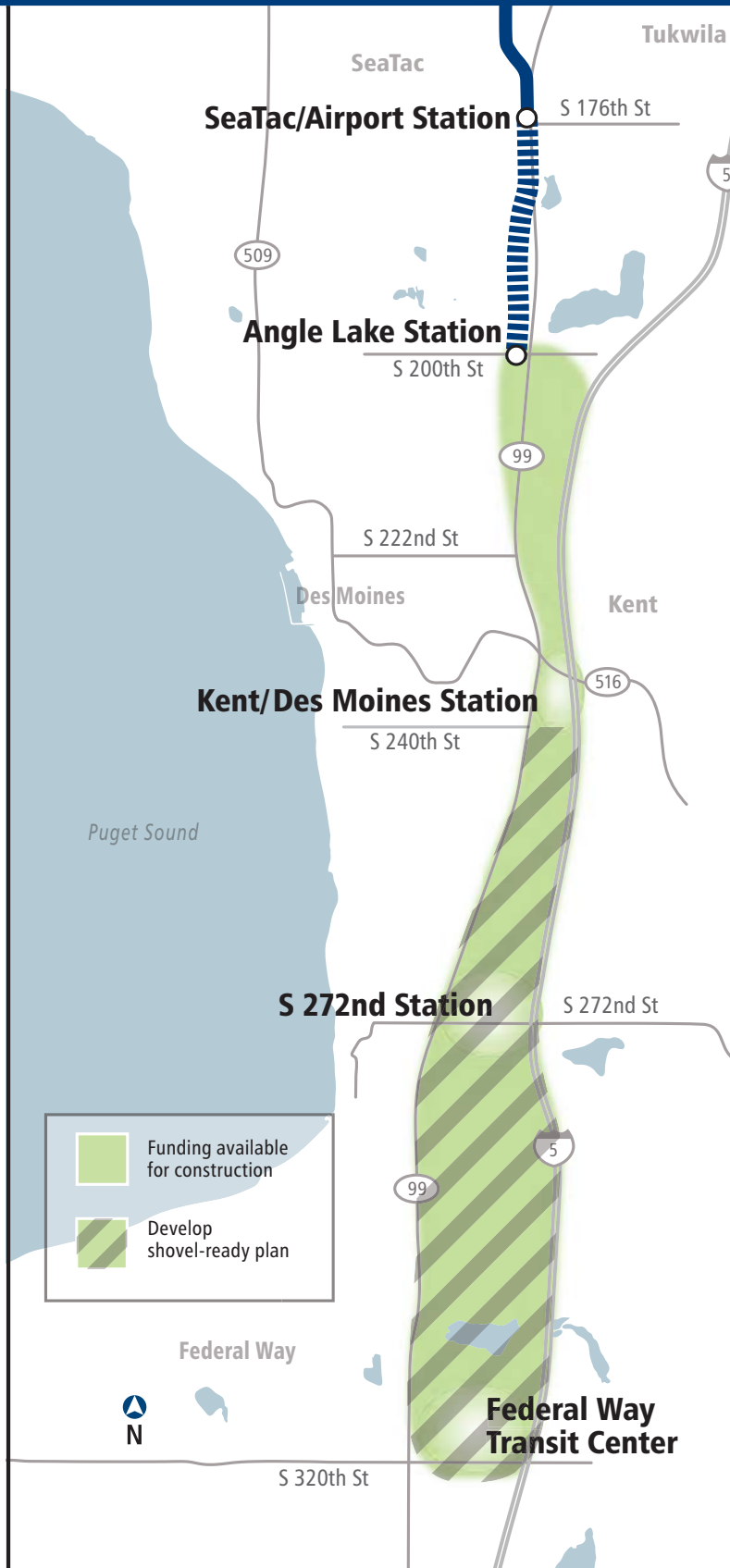
- Extending light rail from S. 200th Street to Kent/Des Moines.
- Developing a shovel-ready plan to extend services all the way to the heart of Federal Way.

Project Funding Status

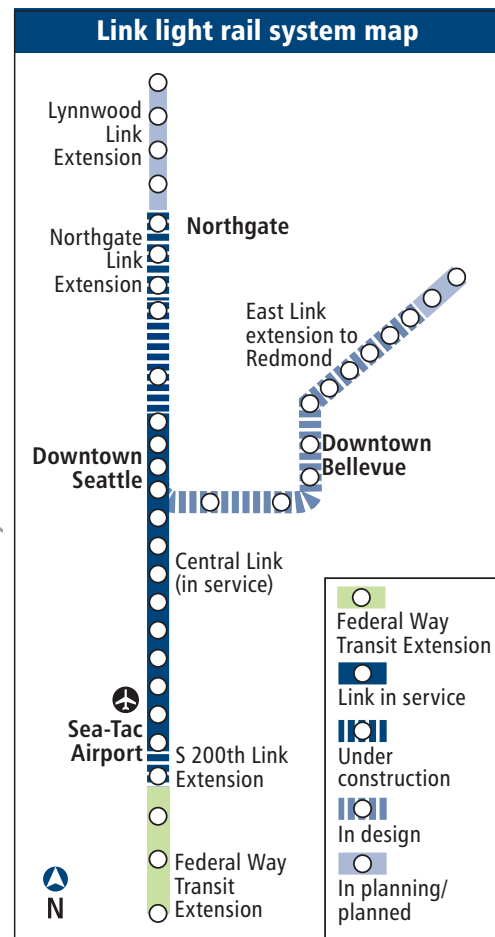


FEDERAL WAY TRANSIT EXTENSION CORRIDOR

FEDERAL WAY TRANSIT EXTENSION



Sound Transit is studying extending light rail from Angle Lake Station to the Federal Way Transit Center.



WHAT IS THE PROJECT PURPOSE?

FEDERAL WAY TRANSIT EXTENSION

A purpose and need statement will help guide decisions about the project.

The project purpose is:



- Provide an alternative to traveling on congested roadways.



- Improve mobility and access to transit.



- Provide more reliable and convenient public transportation to jobs and key destinations.



- Support local and regional land use, transportation and economic development plans.



- Preserve and promote a healthy environment.

PROJECT PURPOSE: TELL US WHAT YOU THINK

FEDERAL WAY TRANSIT EXTENSION

Understanding your priorities helps us evaluate alternatives.

The project purpose is:	Place a dot next to the issues that are most important to you.
Provide an alternative to traveling on congested roadways.	
Improve mobility and access to transit.	
Provide more reliable and convenient public transportation to jobs and key destinations.	
Support local and regional land use, transportation and economic development plans.	
Preserve and promote a healthy environment.	

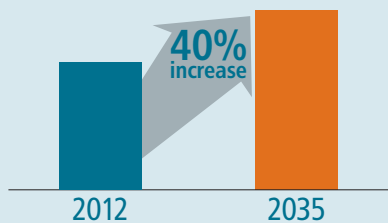
WHAT IS THE PROJECT NEED?

FEDERAL WAY TRANSIT EXTENSION

A purpose and need statement will help guide decisions about the project.

This project is needed because:

Demand for transit service



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



- Traffic congestion on I-5 will continue to worsen.



- Travel times will increase.

- Limited evening and weekend service.
- Does not connect to jobs and key destinations.
- Requires too much time and too many transfers.



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

PROJECT NEED: TELL US WHAT YOU THINK

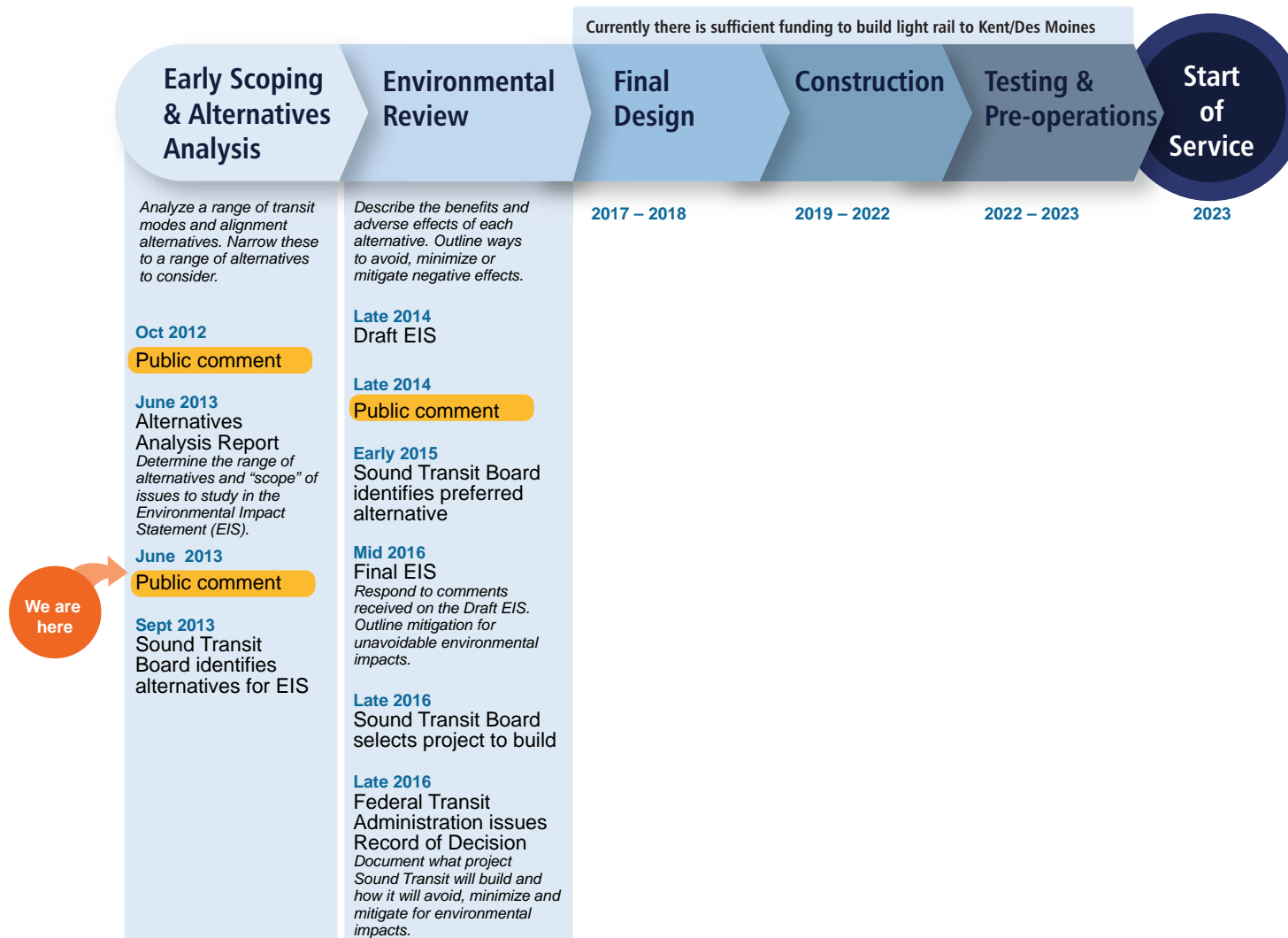
FEDERAL WAY TRANSIT EXTENSION

Understanding your priorities helps us evaluate alternatives.

The project is needed because:	Place a dot next to the topics that are most important to you.
More people will be living and working in the project area.	
Traffic congestion on I-5 will continue to worsen.	
Travel times will increase.	
Existing transit service does not meet the needs of people in the corridor.	

TIMELINE/PROCESS

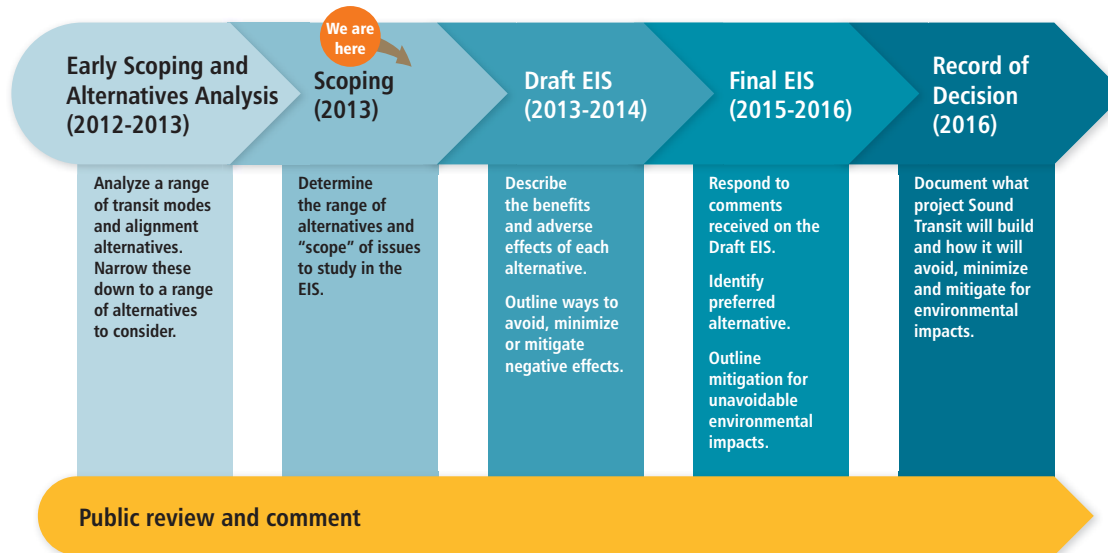
FEDERAL WAY TRANSIT EXTENSION



WHAT IS THE ENVIRONMENTAL REVIEW PROCESS?

FEDERAL WAY TRANSIT EXTENSION

Steps in preparing an EIS



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

What is typically studied in an EIS?

Transportation:

- Transit
- Traffic

Natural environment:

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

Community impacts:

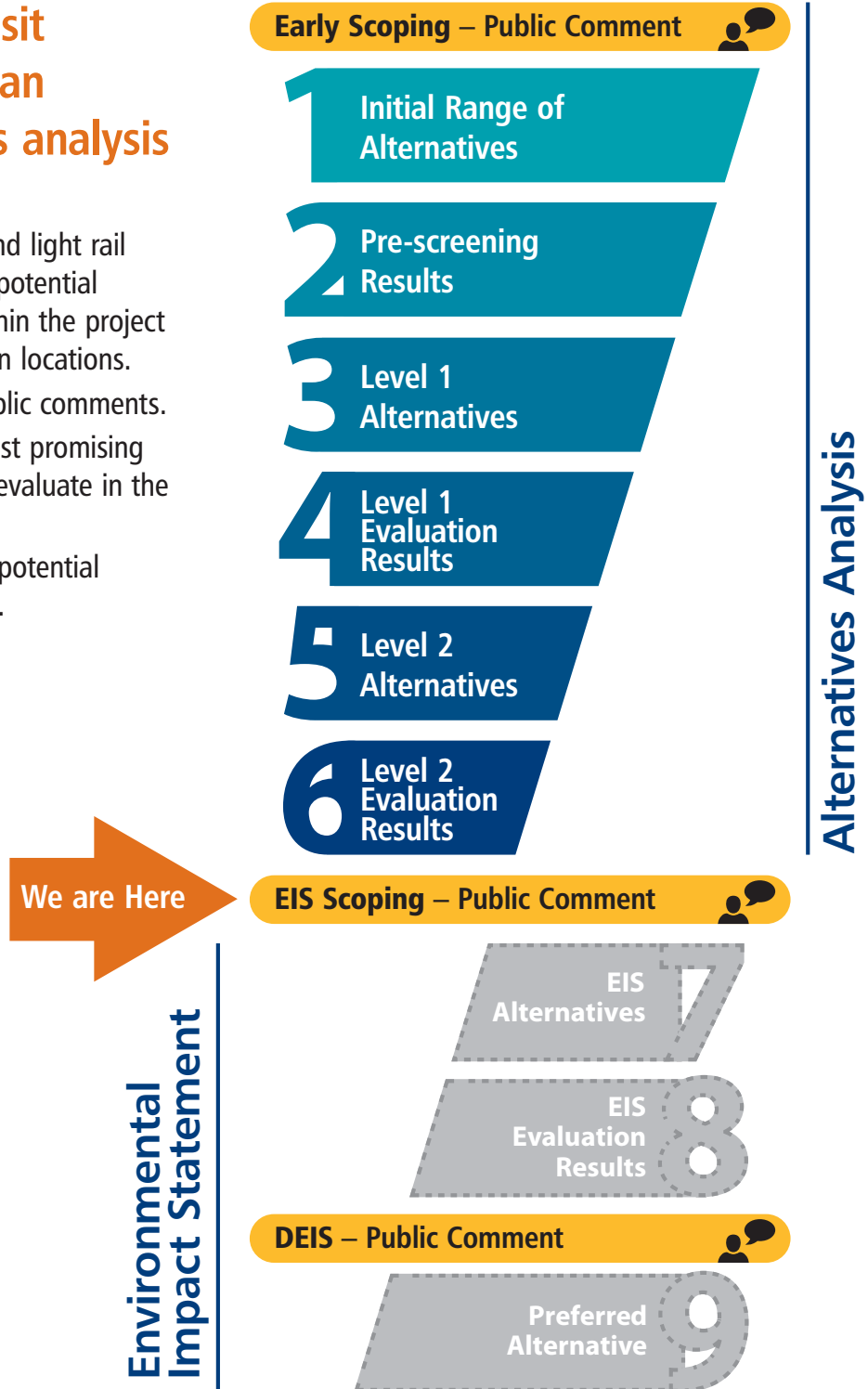
- Noise and vibration
- Visual effects
- Land use and economic activity
- Acquisitions, displacements and relocations
- Energy use
- Hazardous materials
- Public services and utilities
- Impacts on low-income and minority populations
- Cultural, historic and archaeological resources
- Parks
- Construction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

WHAT IS AN ALTERNATIVES ANALYSIS?

FEDERAL WAY TRANSIT EXTENSION

Sound Transit conducted an alternatives analysis process to:

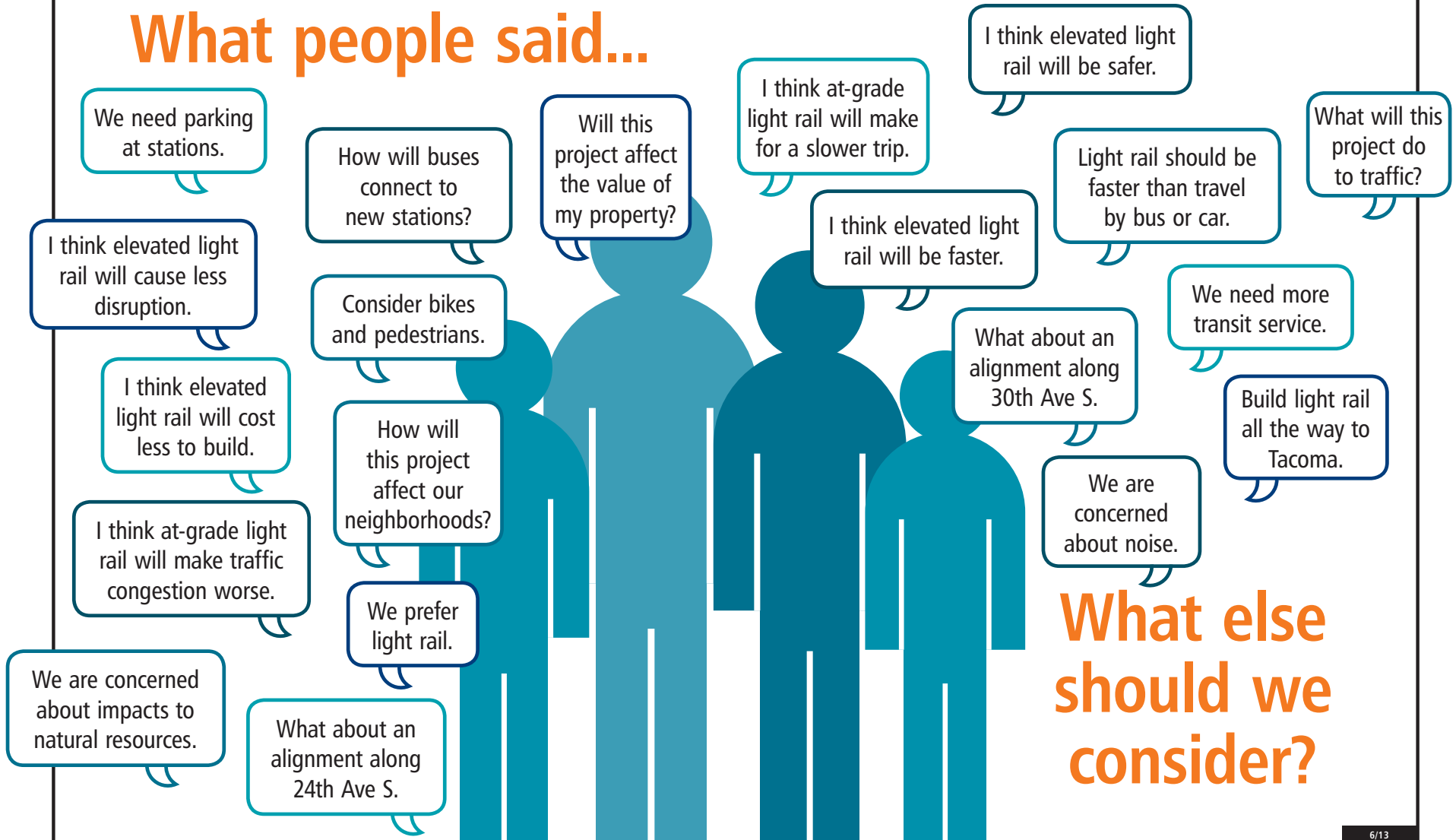
- Examine bus and light rail transit modes, potential alignments within the project area and station locations.
- Incorporate public comments.
- Identify the most promising alternatives to evaluate in the Draft EIS.
- Help to secure potential federal funding.



WHAT DID WE HEAR DURING ALTERNATIVES ANALYSIS?

FEDERAL WAY TRANSIT EXTENSION

What people said...



WHAT EVALUATION CRITERIA DID WE USE?

FEDERAL WAY TRANSIT EXTENSION

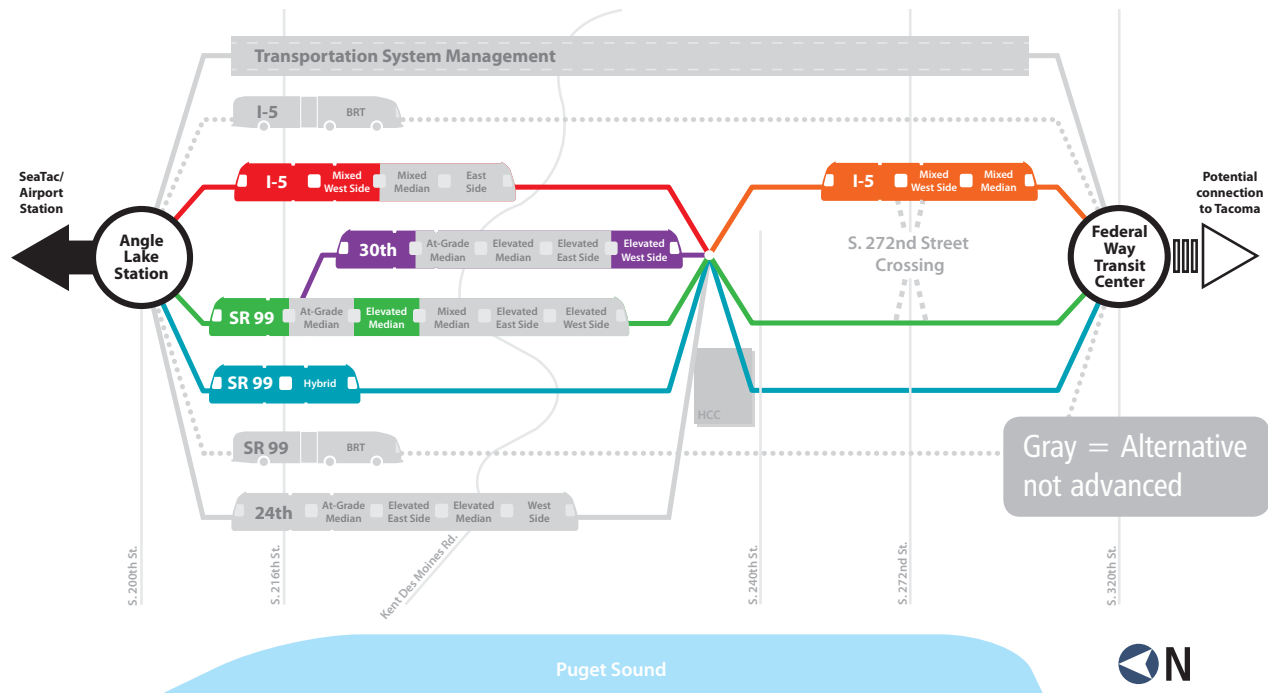
For each alignment under consideration, we asked these questions. Would this alignment:

- ✓ Increase transit ridership?
- ✓ Improve connections to regional transit?
- ✓ Improve transit service for people who do not have access to a car?
- ✓ Serve an area that is home to many low-income and/or minority residents?
- ✓ Connect to existing neighborhoods or major activity centers?
- ✓ Minimize impacts to the natural environment (such as wetlands, streams and lakes)?
- ✓ Minimize impacts to the built environment (such as parks, community facilities or private property)?
- ✓ Minimize or avoid traffic, noise and visual impacts?
- ✓ Be affordable to build?

WHAT ALIGNMENT ALTERNATIVES DID WE STUDY?

FEDERAL WAY TRANSIT EXTENSION

Evaluation Results



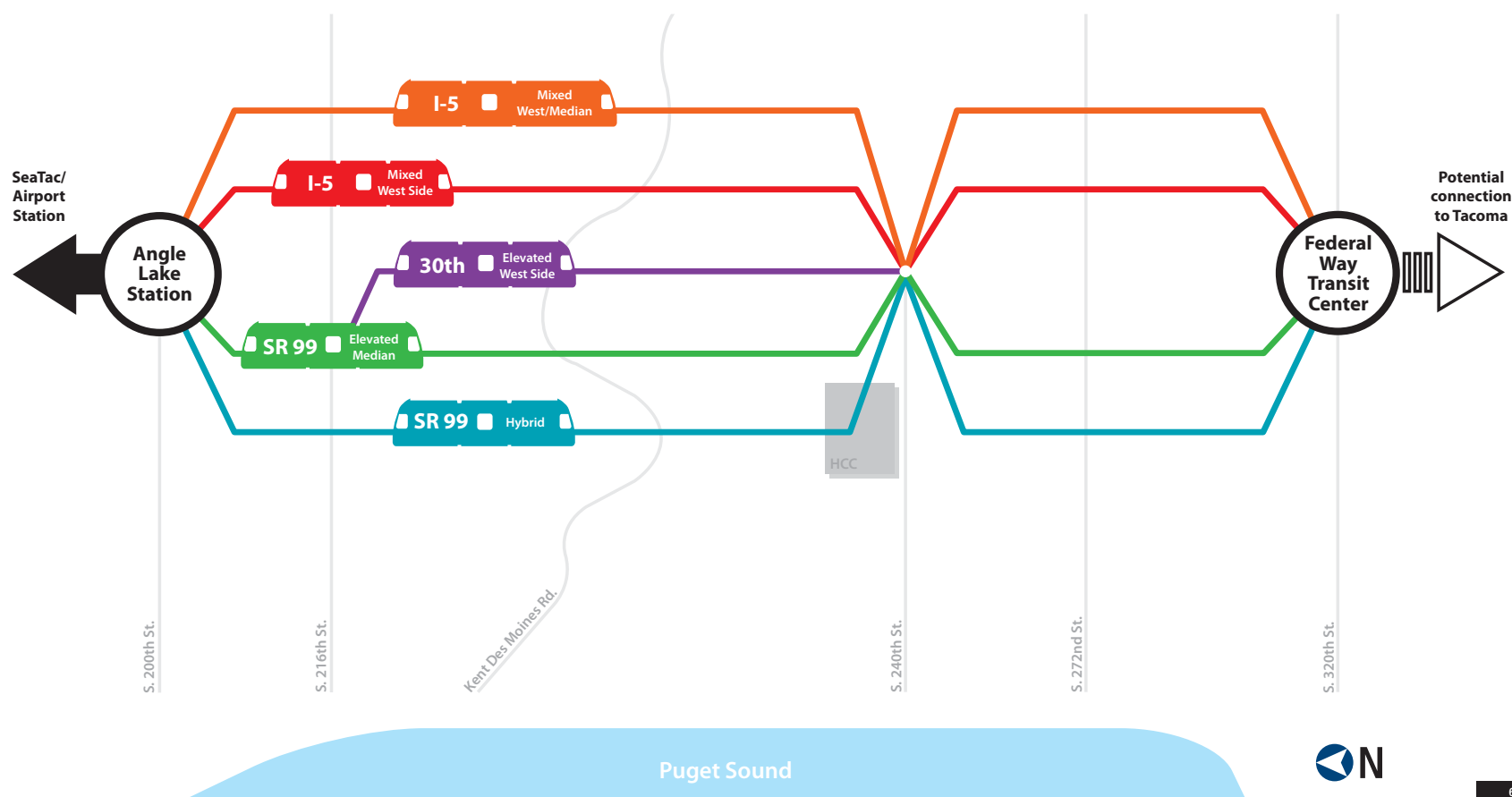
Alternatives were not evaluated further if they:

- Would not meet the project purpose and need.
- Would cause substantial impacts to the environment or communities.
- Would be too expensive to build compared with other alternatives.

WHAT ALIGNMENT ALTERNATIVES SHOULD WE STUDY IN THE DRAFT EIS?

FEDERAL WAY TRANSIT EXTENSION

Five alignment alternatives remain:



ABOUT THE SR 99 HYBRID ALTERNATIVE

FEDERAL WAY TRANSIT EXTENSION



ABOUT THE FIVE ALIGNMENT ALTERNATIVES

FEDERAL WAY TRANSIT EXTENSION

Common characteristics*:

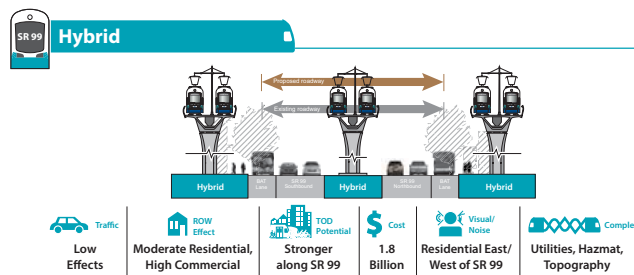
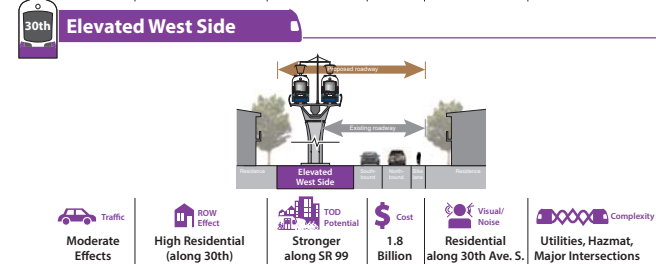
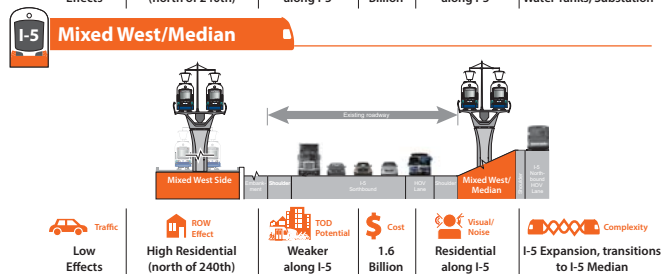
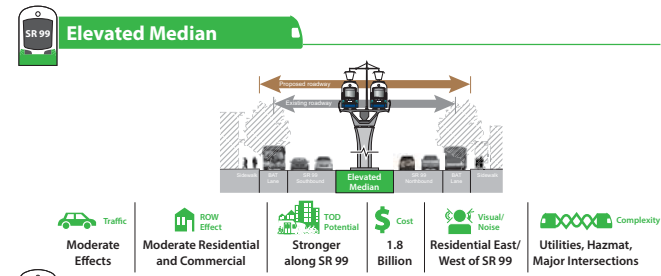
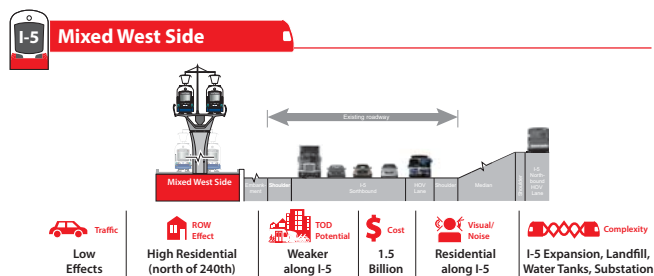
Daily Ridership  23,000 Riders

Travel Time  14 to 15 mins

Population  35,000 to 36,000 people

Employment  11,000 to 14,000 Jobs

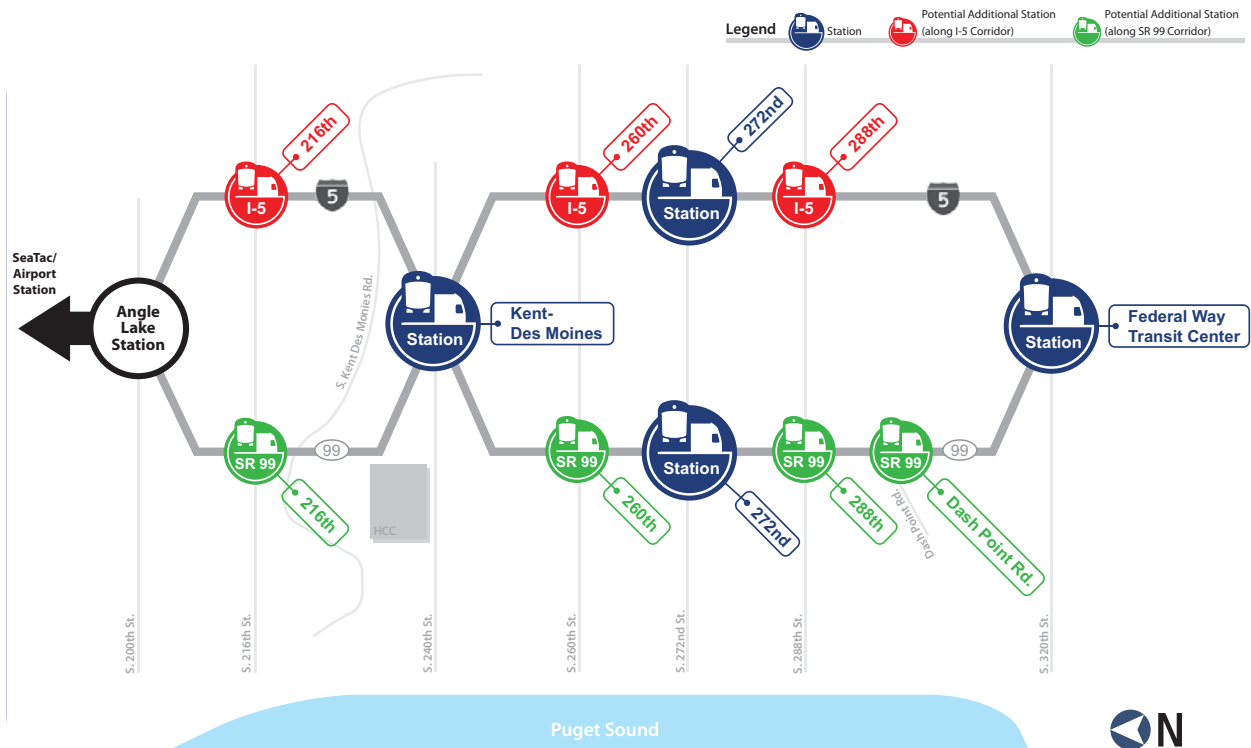
Households  13,000 to 14,000 Households



*Population, employment and household data within 1/2 mile of stations.

WHAT STATION ALTERNATIVES DID WE STUDY?

FEDERAL WAY TRANSIT EXTENSION



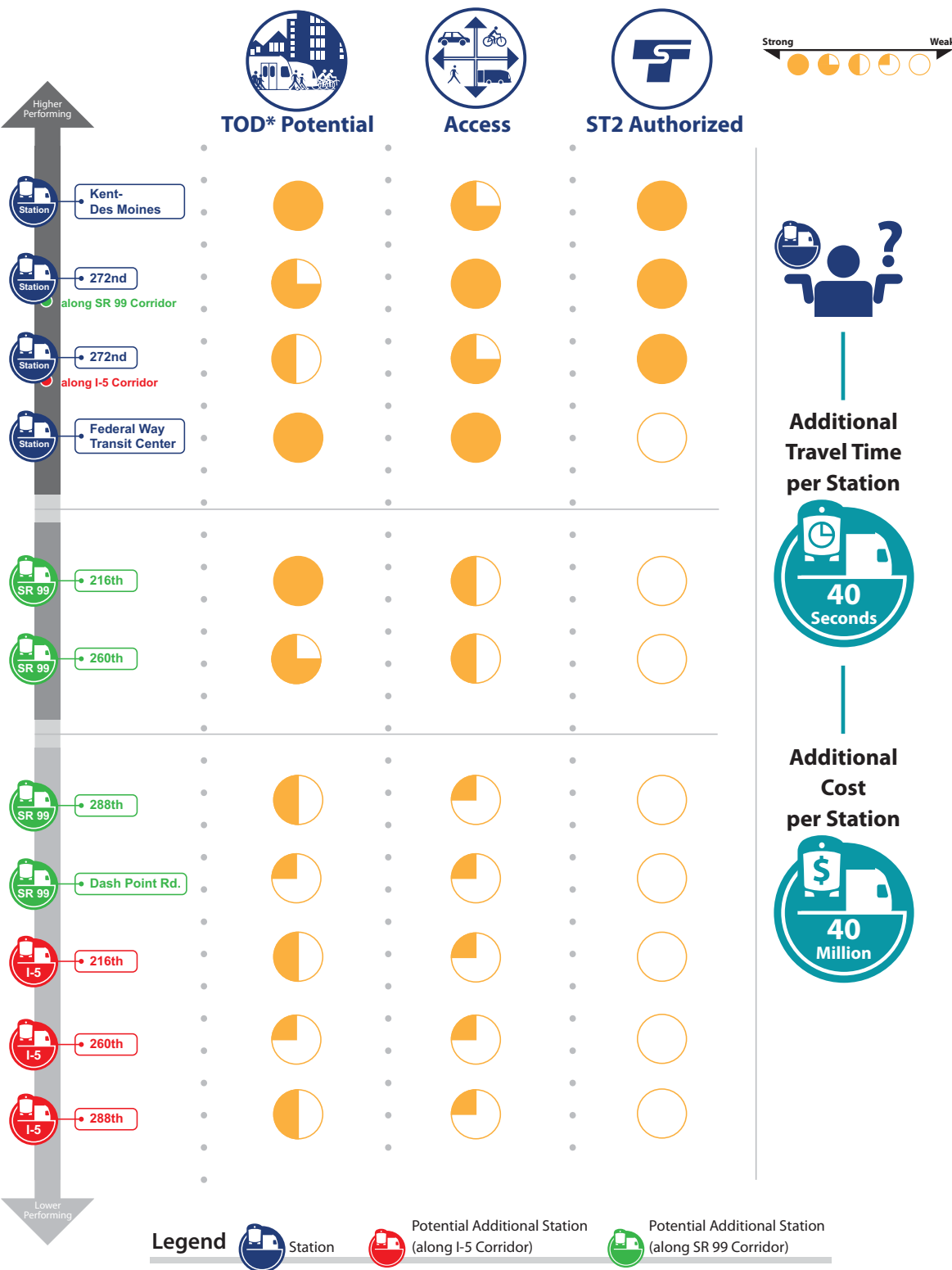
Sound Transit evaluated additional station locations during alternatives analysis based on comments received during early scoping.

Stations other than those identified in the voter-approved ST2 Plan would require additional taxing authority and funding.

The Sound Transit Board will decide which stations to evaluate further when it identifies the EIS alternatives in September 2013.

WHAT WERE THE RESULTS OF THE STATION EVALUATION?

FEDERAL WAY TRANSIT EXTENSION



*TOD=Transit Oriented Development

YOUR COMMENTS ARE IMPORTANT!

FEDERAL WAY TRANSIT EXTENSION

Tell us what you think:

- Are there changes Sound Transit should consider making to the draft purpose and need statement?
- Is Sound Transit considering the right alternatives?
- What social, economic, environmental and transportation issues are you concerned about in the project area?

How to comment:

- Fill out a comment form and drop it in a comment box or mail it from home.
- Online: Complete a scoping comment form at soundtransit.org/FWextension.
- Email: FWTE@soundtransit.org
- Mail: Kent Hale, Sound Transit
401 S Jackson St., Seattle, WA 98104

How to stay involved:

- Sign up for the latest project updates by visiting soundtransit.org/subscribe.



Send us your comments by July 15, 2013

