

August 2013

FEDERAL WAY TRANSIT EXTENSION

Scoping Summary Report



CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY

This page intentionally left blank.

TABLE OF CONTENTS

1. PURPOSE OF THIS REPORT	1
2. OVERVIEW OF THE FEDERAL WAY TRANSIT EXTENSION.....	3
3. THE SCOPING PROCESS	7
3.1 Purpose of Scoping.....	7
3.2 Public Notices in the Federal Register and SEPA Register	7
3.3 Opportunities for the Public and Agencies to Comment.....	7
3.4 Background Materials	8
4. AGENCY SCOPING	9
4.1 Agency and Tribal Involvement.....	9
4.2 Agency Scoping Meeting.....	10
4.3 Interagency Work Group and Stakeholder Briefings	10
4.4 Summary of Comments from Public Agencies, Jurisdictions, and Institutions.....	14
5. PUBLIC SCOPING	19
5.1 Public Scoping Meetings	19
5.2 Meeting Notification	19
5.3 Public Outreach to Minority, Low-Income, and Limited-English-Proficient Populations...	20
5.4 Public Scoping Meeting Format	22
5.5 Summary of Public Comments	23
5.6 Comments Related to the Purpose and Need	23
5.7 Comments Related to the Alternatives.....	24
5.8 Comments Related to Potential Effects	25
6. NEXT STEPS.....	27
6.1 Identifying the Draft EIS Alternatives and the Scope of the EIS	27
6.2 Draft EIS.....	27
6.3 Final EIS	27
6.4 Record of Decision.....	27

EXHIBITS

1 Federal Way Transit Extension Project Area and Connection to the Link Light Rail System.....	4
2 Schedule for Developing the Federal Way Transit Extension.....	5

APPENDIXES

A – FEDERAL REGISTER AND SEPA REGISTER NOTICES	
B – AGENCY COMMENT LETTERS	
C – PUBLIC SCOPING COMMENTS	
D – MEETING ADVERTISEMENTS	
E – INFORMATION MATERIALS	
F – MEDIA COVERAGE	

1. PURPOSE OF THIS REPORT

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

The remainder of this report is organized into five sections:

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

This page intentionally left blank.

2. OVERVIEW OF THE FEDERAL WAY TRANSIT EXTENSION

Sound Transit is evaluating alternatives to extend light rail from the future Angle Lake light rail station at South 200th Street, to the Federal Way Transit Center area in Federal Way. The project corridor is approximately 7.6 miles long and parallels State Route 99 (SR 99) and Interstate 5 (I-5). Exhibit 1 shows where the Federal Way Transit Extension study area is located.

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

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

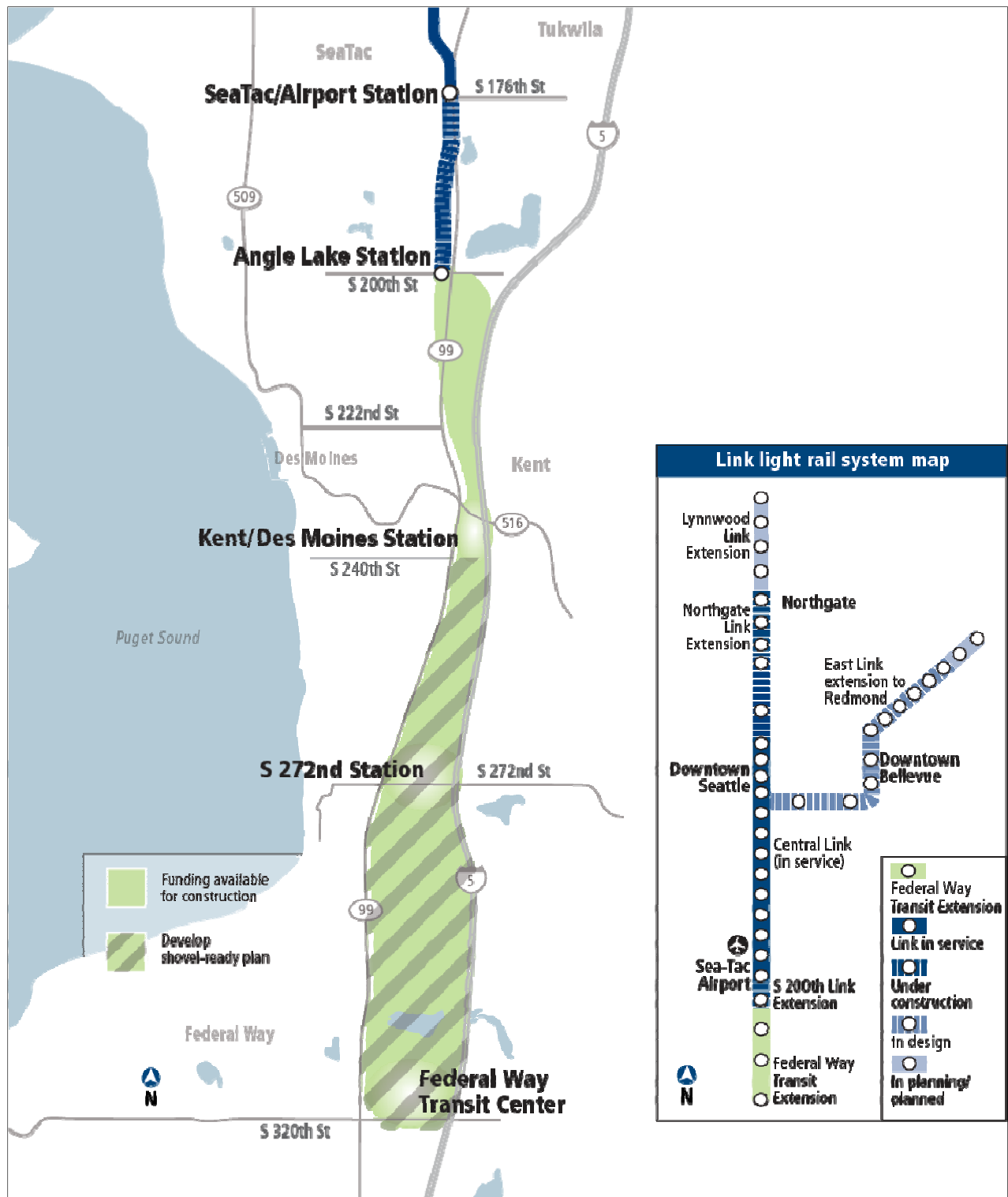


Exhibit 1 – Federal Way Transit Extension Project Area and Connection to the Link Light Rail System

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

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



Exhibit 2 – Schedule for Developing the Federal Way Transit Extension

This page intentionally left blank.

3. THE SCOPING PROCESS

3.1 Purpose of Scoping

Scoping is an early step in the NEPA/SEPA process. The purpose of scoping is to inform the public of the proposed project and the purpose and need for the project, seek public comment on the range of potential alternatives, and collect feedback from partner agencies, tribes, and the public on the scope of the environmental issues to study during the EIS process. During scoping, Sound Transit asked for comments from the public and agencies on:

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

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

What is a Purpose and Need Statement?

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

3.2 Public Notices in the Federal Register and SEPA Register

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

3.3 Opportunities for the Public and Agencies to Comment

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

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

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

3.4 Background Materials

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

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

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

4. AGENCY SCOPING

4.1 Agency and Tribal Involvement

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

Cooperating Agencies

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

Participating Agencies

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

Other Agencies Invited that Declined or Did Not Respond

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

- Pierce Transit

Tribes Consulted

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

4.2 Agency Scoping Meeting

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

Some of the agencies that were represented included:

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

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

4.3 Interagency Work Group and Stakeholder Briefings

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

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

The Interagency Work Group includes representatives of the following entities:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

This page intentionally left blank.

5. PUBLIC SCOPING

5.1 Public Scoping Meetings

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

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

5.2 Meeting Notification

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

Sound Transit placed display advertisements in the following print publications:

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

Sound Transit posted advertisements in the following online publications:

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

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

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

Sound Transit is committed to equal engagement opportunities for all interested members of the public. In addition to Sound Transit outreach policy, multiple federal laws and guidance encourage/require Sound Transit to provide meaningful opportunities for these groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. Executive Order 12898, signed by President Clinton in 1994, directs federal agencies, to make environmental justice a part of its mission by identifying and addressing disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority and low-income populations. FTA and DOT guidance further describes how to incorporate environmental justice principles into plans, projects, and activities. This guidance includes a section on achieving meaningful public engagement with environmental justice populations.

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

Strategy	Implementation	Outcome
Partner with community organizations to organize outreach events.	Hosted project information table at the Des Moines Senior Activity Center Transportation Fair on June 18, 2013.	Provided project information and announced the scoping meetings and comment period to 20 community members.
Build relationships with community organizations.	Attended monthly meetings with South King County Mobility Coalition, South King County Human Services, and City Vision in Federal Way.	Provided updates on project, distributed materials, and announced scoping meetings.
Host tabling events and conduct briefings at community gathering places.	Hosted 19 tabling events from March to June 2013 in SeaTac, Des Moines, Kent, and Federal Way. Provided briefings to the following neighborhood councils: <ul style="list-style-type: none">West Hill Council, June 19, 2013, at 7:00 p.m. at	Provided project information to approximately 375 community members, including minority, low-income and limited-English-proficient populations.

Strategy	Implementation	Outcome
	<p>the Trinity Community Church in Kent</p> <ul style="list-style-type: none"> • Saltair Hills Council, June 20, 2013, at 6:30 p.m. at Marcus Whitman Church in Des Moines 	
Host meetings in transit-accessible facilities.	Hosted a public scoping meeting at the Federal Way Transit Center.	Engaged approximately 137 transit riders, including minority, low-income and limited-English-proficient populations.
Provide translation and interpretation services for project materials and interpretation services at public meetings.	Included translated statements on meeting advertisements and materials on how to access interpretation services.	Meeting advertisements included translated statements in Korean, Russian, Somali, Spanish, Tagalog, and Vietnamese with a phone number for non-English-speaking community members to access interpretation services and get more information about the scoping meetings.
Host meetings to accommodate shift workers.	<p>Hosted scoping meetings and tabling events during the scoping period at a variety of dates and times:</p> <ul style="list-style-type: none"> • Federal Way Transit Center scoping meeting, June 19, 2013, from 3-6 pm. • Parkside Elementary scoping meeting, June 26, 2013, from 5-7 pm. • Des Moines 	Provided engagement opportunities to meet a variety of schedules.

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

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

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

5.4 Public Scoping Meeting Format

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

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

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

Participants were invited to provide comments through three interactive exercises:

1. Staff provided a map of the corridor on a long table. Participants could use markers and post-it notes to provide comments on the proposed alternatives and identify any important environmental or community resources.
2. Participants could use dot stickers to identify which elements of the purpose and need statement were most important to them.
3. Participants could complete a comment form or take the online survey at the comment station.

Examples of the display materials are provided in Appendix F.

5.5 Summary of Public Comments

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

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

5.6 Comments Related to the Purpose and Need

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

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

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

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

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

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

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

5.7 Comments Related to the Alternatives

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

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

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

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

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

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

5.8 Comments Related to Potential Effects

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

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

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

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

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

6. NEXT STEPS

6.1 Identifying the Draft EIS Alternatives and the Scope of the EIS

The public and agency comments received during scoping will help Sound Transit (at the direction of the Sound Transit Board) and FTA finalize the purpose and need for the project and identify the issues and alternatives to be considered in the Draft EIS.

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

6.2 Draft EIS

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

Sound Transit is planning to issue the Draft EIS for public and agency review in late 2014. The Draft EIS will be available for a minimum 45-day public comment period that will include public hearings. After the close of the Draft EIS public comment period, the Sound Transit Board will consider public comments as well as the information in the Draft EIS when it identifies the preferred alternative for the Final EIS.

6.3 Final EIS

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

6.4 Record of Decision

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

This page intentionally left blank.