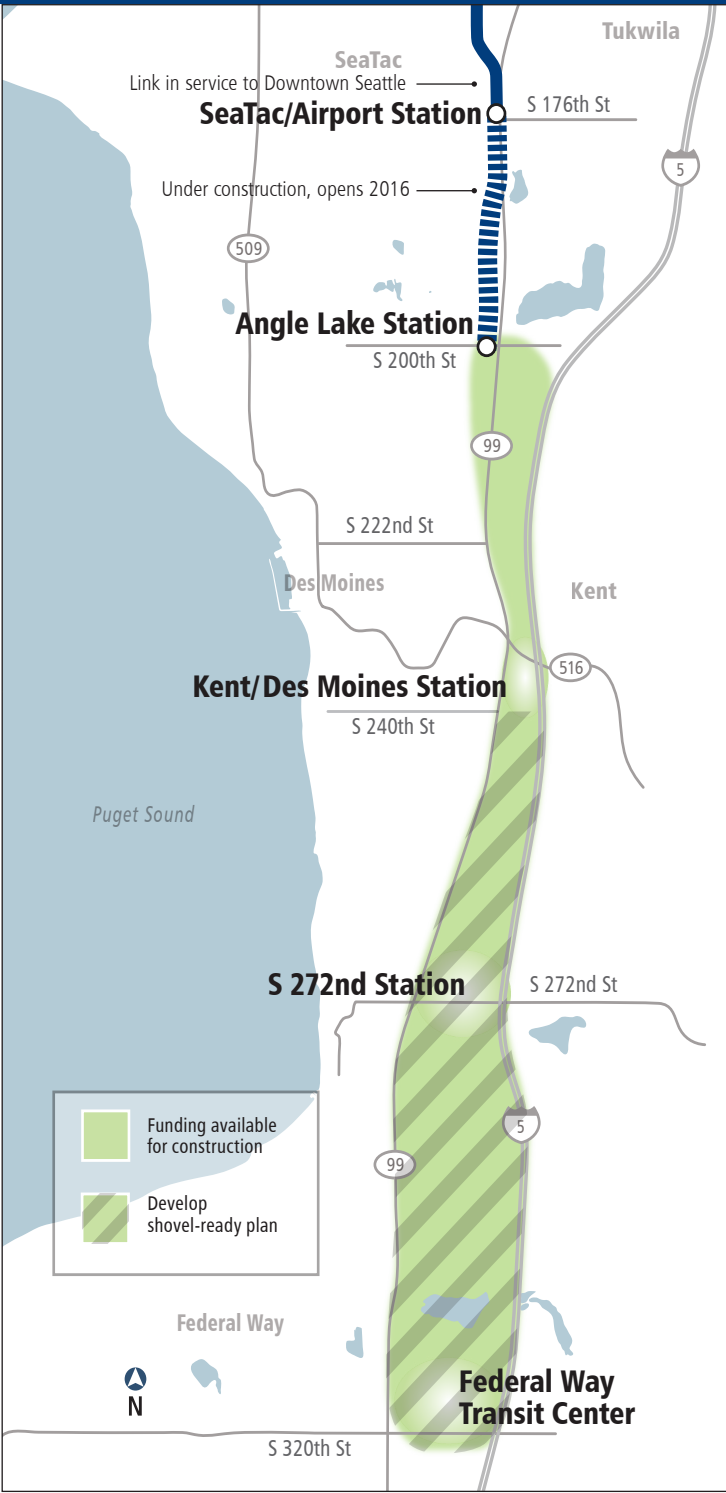
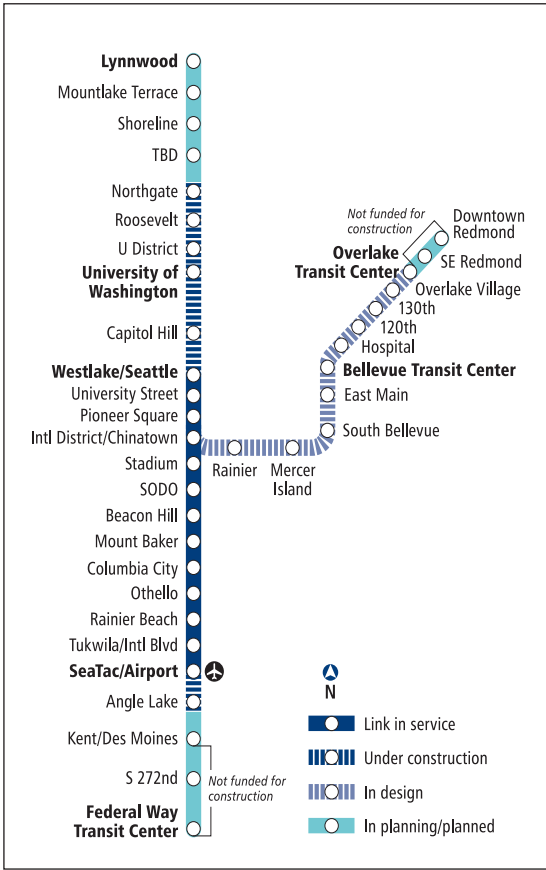


FEDERAL WAY TRANSIT EXTENSION

Expanding the regional transit system

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

Link light rail system



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

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 Fidirinta 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 Chờ Mở Rộng Đến Federal Way và cho biết ý kiến của quý vị.

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



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.



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.

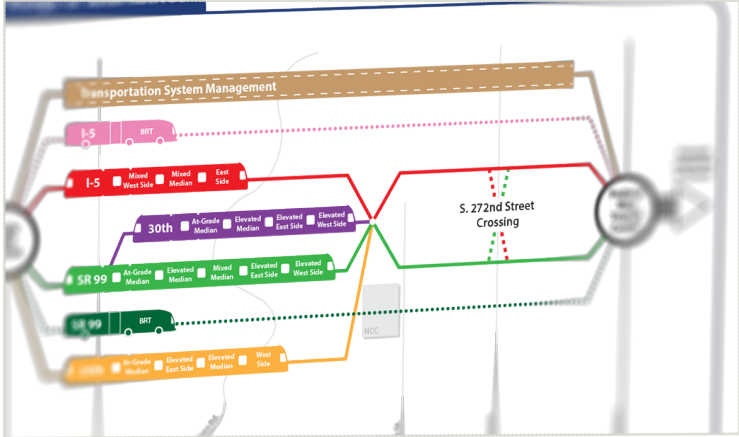
Environmental scoping meetings

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





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:

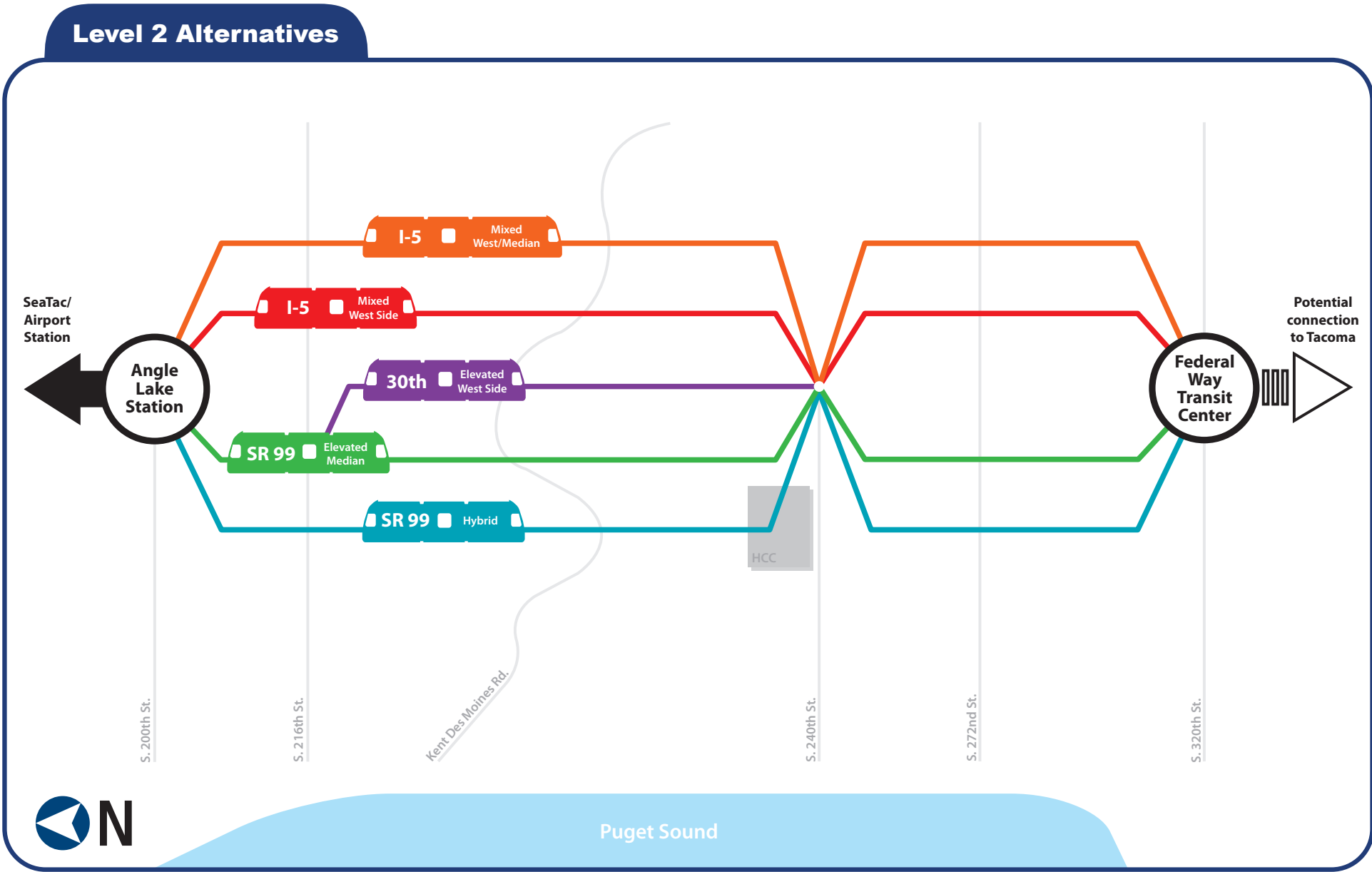
- North-south transit demand is expected to grow by 30 to 40 percent by 2035 as a result of residential and employment growth in the FWTE corridor and regionally.
- The FWTE corridor population is a highly transit-dependent population with needs for efficient, reliable regional connectivity.
- Congestion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





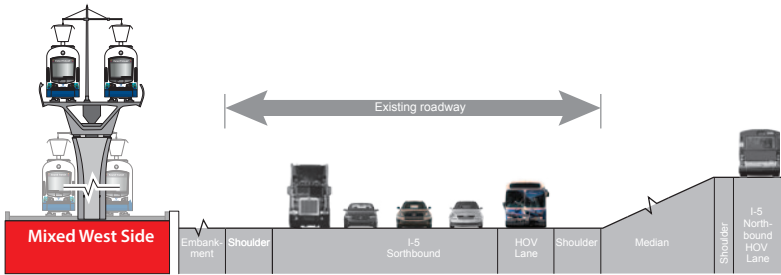
Federal Way Transit Extension

JUNE 2013

About the five alignment alternatives



Mixed West Side



Traffic
Low Effects

ROW Effect
High Residential (north of 240th)

TOD Potential
Weaker along I-5

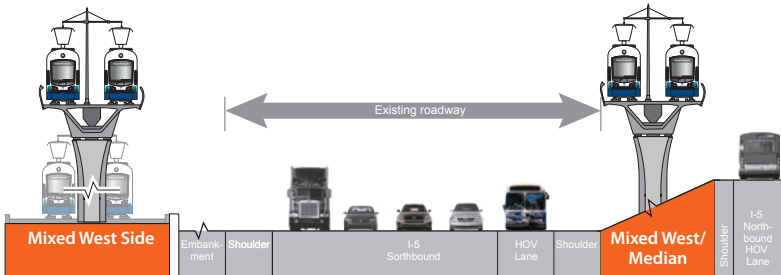
Cost
1.5 Billion

Visual/ Noise
Residential along I-5

Complexity
I-5 Expansion, Landfill, Water Tanks, Substation



Mixed West/Median



Traffic
Low Effects

ROW Effect
High Residential (north of 240th)

TOD Potential
Weaker along I-5

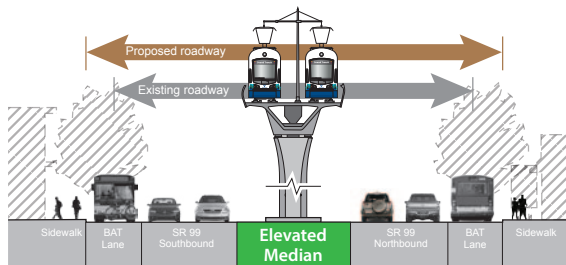
Cost
1.6 Billion

Visual/ Noise
Residential along I-5

Complexity
I-5 Expansion, transitions to I-5 Median



Elevated Median



Traffic
Moderate Effects

ROW Effect
Moderate Residential and Commercial

TOD Potential
Stronger along SR 99

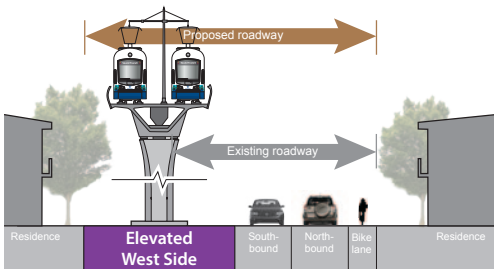
Cost
1.8 Billion

Visual/ Noise
Residential East/ West of SR 99

Complexity
Utilities, Hazmat, Major Intersections



Elevated West Side



Traffic
Moderate Effects

ROW Effect
High Residential (along 30th)

TOD Potential
Stronger along SR 99

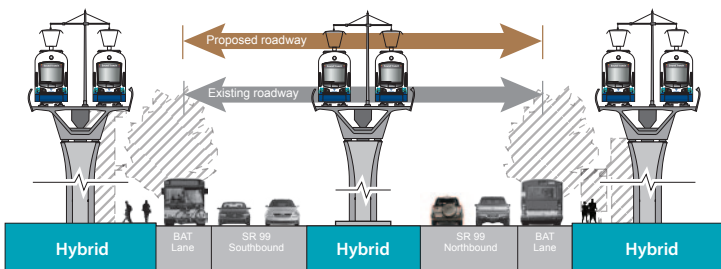
Cost
1.8 Billion

Visual/ Noise
Residential along 30th Ave. S.

Complexity
Utilities, Hazmat, Major Intersections



Hybrid



Traffic
Low Effects

ROW Effect
Moderate Residential, High Commercial

TOD Potential
Stronger along SR 99

Cost
1.8 Billion

Visual/ Noise
Residential East/ West of SR 99

Complexity
Utilities, Hazmat, Topography

What results were common to all Level 2 alternatives?



Daily Ridership
23,000 Riders

Travel Time
14 to 15 mins

Population
35,000 to 36,000 people

Employment
11,000 to 14,000 Jobs

Households
13,000 to 14,000 Households

How did we assess TOD Potential?



Population

Households

Employment

Activity Centers

Existing/Planned Land Use

Existing Vacant/Underutilized Parcels

Existing/Planned Bus Access

Existing/Planned Ped/Bike Access

Potential Development Plans

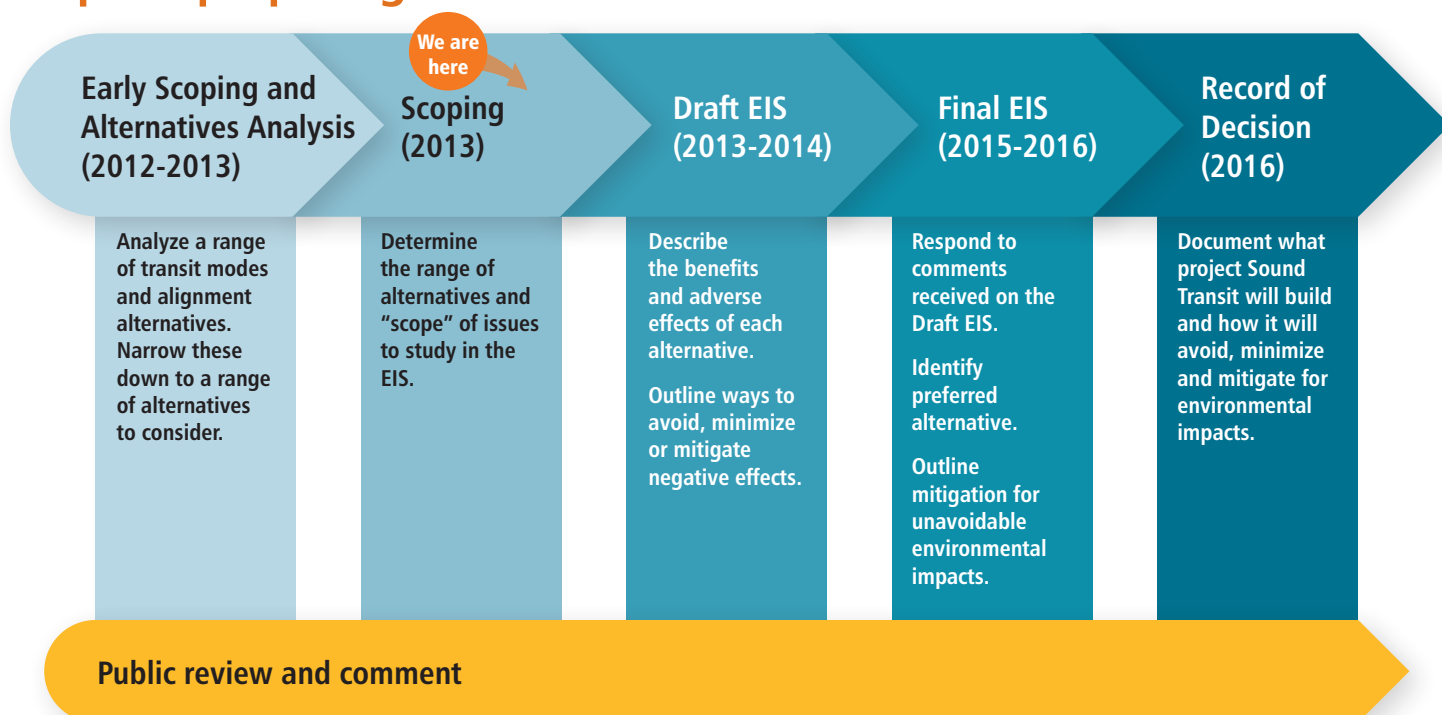


Federal Way Transit Extension

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