

MOTION NO. M2015-56

Identifying the Preferred Alternative for the Federal Way Link Extension Final EIS

| MEETING: | DATE: | TYPE OF ACTION: | STAFF CONTACT: |
|-------------------|----------|-------------------------|--|
| Capital Committee | 06/11/15 | Recommendation to Board | Ric Ilgenfritz, PEPD Executive Director Don Billen, Director, Capital Project Development |
| Board | 06/25/15 | Deferred | Cathal Ridge, Light Rail Development Manager |
| Board | 7/23/15 | Final Action | |

PROPOSED ACTION

Identifies the preferred light rail route and station locations for the Federal Way Link Extension Final Environmental Impact Statement and approves Gate 3 within Sound Transit’s Phase Gate process.

KEY FEATURES SUMMARY

- Identifies a preferred alternative for the Federal Way Link Extension, authorizes staff to complete the Final Environmental Impact Statement (EIS) analyzing the preferred alternative and the other alternatives evaluated in the Draft EIS, and authorizes staff to complete preliminary engineering for the portion of the preferred alternative between the Angle Lake Station and proposed Kent/Des Moines Station.
- The Final EIS will respond to comments received on the Draft EIS, including suggestions for design modifications or new alternatives. The Board will not make a final decision on the project to be built until after publication of the Final EIS, which is anticipated in late 2016.

The alternatives, station options, and potential additional stations below were evaluated in the Draft EIS and can be considered by the Board for identification as the preferred alternative.

1. Alternatives

SR 99 Alternative: This alignment would extend south from the Angle Lake Station on an elevated guideway, mostly in the median of SR 99. This alternative includes the Kent/Des Moines SR 99 West Station, S 272nd Redondo Station and Federal Way Transit Center Station.

I-5 Alternative: This alignment would cross SR 99 and continue along the south edge of the future SR 509 alignment to I-5. It would then turn south and follow the west side of I-5 to Federal Way. This alternative includes the Kent/Des Moines I-5 Station, the S 272nd Star Lake Station, and the Federal Way Transit Center Station. The alternative includes a design option in the I-5 median adjacent to the Midway Landfill.

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

I-5 to SR 99 Alternative: This alignment would be similar to the I-5 alignment north of Kent-Des Moines Road. South of Kent-Des Moines Road the alignment would transition to the

SR 99 alignment. This alternative would include the Kent/Des Moines 30th Avenue West Station in the transition area between I-5 and SR 99.

2. Station Options

Kent/Des Moines station area:

- Kent/Des Moines Highline College (HC) Campus Station Option (SR 99 alignment)
- Kent/Des Moines SR 99 Median Station Option (SR 99 alignment)
- Kent/Des Moines SR 99 East Station Option (SR 99 alignment)
- Kent/Des Moines At-Grade Station Option (I-5 alignment)
- Kent/Des Moines SR 99 East Station Option (I-5 alignment)

S 272nd station area:

- S 272nd Redondo Trench Station Option (SR 99 alignment)

Federal Way City Center station area:

- Federal Way SR 99 Station Option (SR 99 alignment)
- Federal Way I-5 Station Option (I-5 alignment)
- Federal Way S 320th Park-and-Ride Station Option (I-5 alignment)

3. Potential Additional Stations

The voter-approved ST2 Plan included stations at Kent/Des Moines and S 272nd. Potential additional stations that are not funded or approved by the voters for construction were evaluated in the Draft EIS. The potential additional stations would require additional funding and satisfaction of voter-approved standards for inclusion in the ST2 Plan. Potential additional station locations could include:

- S 216th West (SR 99 alignment)
- S 216th East (SR 99 alignment)
- S 260th West (SR 99 alignment)
- S 260th East (SR 99 alignment)

BACKGROUND

The Federal Way Link Extension would extend Link light rail from the Angle Lake light rail station at South 200th Street in SeaTac to the Federal Way City 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). The ST2 Plan authorized construction of transit improvements from Angle Lake to South 272nd Street, and environmental review to Tacoma, as part of the ST2 Plan of transit investments approved by voters in 2008.

Sound Transit has completed a Draft EIS and conceptual engineering from Angle Lake to the Federal Way Transit Center and a Final EIS will be prepared for the full length project. The Federal Way Link Extension also includes preliminary engineering for the 2.3-mile segment from South 200th Street to Kent/Des Moines and options to extend the scope of preliminary engineering farther south. Currently, there is projected funding to construct from Angle Lake to Kent/Des Moines in the vicinity of Highline College.

Evaluation of the alternative alignments and stations identified by the Board is being conducted in cooperation with the Federal Transit Administration (FTA). Before committing federal funds to the Federal Way Link Extension, the FTA is required to undertake environmental review in compliance

with the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the project.

Sound Transit and the FTA published the Draft EIS for the Federal Way Link Extension on April 10, 2015. The Draft EIS was distributed to public agencies and key stakeholders, and was also made available for review at public libraries and on the project website. The 45-day comment period closed on May 26, 2015. Two open house meetings with public hearings were held during the comment period, in Federal Way and at Highline College in Des Moines. Numerous briefings to city councils, chambers of commerce, community groups and property owners were also held prior to and during the comment period to encourage public input. The Board has received copies of the *Federal Way Link Extension Draft Environmental Impact Statement* and the *Draft EIS Public and Agency Comment Summary Report*, including copies of the approximately 620 comments submitted during the comment period.

NEPA requires that Sound Transit identify its preferred alternative in the Final EIS. The identification of a preferred alternative for the Final EIS is a statement of the Board's current intent regarding the Federal Way Link Extension project. The Board will make a final decision on the Federal Way Link Extension project to be built, including the route and station locations, after publication of the Final EIS.

FISCAL INFORMATION

The current cost estimate for the project is approximately \$422.4 million (2014\$). Costs may change in response to the final definition of the project alignment.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

PUBLIC INVOLVEMENT

Sound Transit has involved stakeholders, the public and public agencies at the local, regional, state, and federal levels to solicit early and continued feedback since project development was initiated in 2012. The main focus during the Draft EIS phase was on outreach activities leading up to and during the formal Draft EIS public comment period, which was held for 45 days from April 10 to May 26, 2015. Activities included:

- Two Draft EIS open houses and public hearings attended by 214 people. Direct mailers advertising the public hearings were distributed to about 26,500 households and businesses in the project corridor. Other notifications were made through newspaper, social media, e-mail, and web advertisements, community notification posters and community briefings;
- Property owner notification letters mailed to 1,104 potentially affected property owners, and meetings were held with owners of approximately 150 potentially affected properties;
- Over 196 briefings with 49 community groups and agencies;
- Briefings to Sound Transit's Capital Committee, city councils, chambers of commerce, and Highline College;

- Tours of the project corridor prior to the Draft EIS comment period, attended by Sound Transit Boardmembers, city councilmembers, city and agency staff;
- Monthly interagency working group meetings consisting of representatives of jurisdictions or agencies that may be affected by project development;
- Periodic e-mail newsletter updates to a project listserv now numbering over 1,500 people, and several Sound Transit weekly CEO report updates;
- Interactive project website with direct links provided through social media (Facebook, Twitter, Reddit);
- Targeted outreach to environmental justice populations, including provision of Draft EIS guides and project materials translated into four languages. Interpreters for five languages were present at the two Draft EIS open houses and public hearings. A translated version of the website was made available in 90 languages. The project team also met with three social service agencies in the corridor;
- Tabling events at fairs and festivals, libraries, retail stores, and city council meetings.

TIME CONSTRAINTS

Delaying identification of the preferred alternative to be studied in the Final EIS would delay the start of preliminary engineering and publication of the Final EIS.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2013-78: Authorized a contract amendment with HDR Engineering, Inc. to provide professional services for Phase 2 of the Federal Way Link Extension in the amount of \$8,835,865 with a 10% contingency of \$883,587, totaling \$9,719,452, for a total authorized contract amount not to exceed \$13,239,915.

Motion No. M2013-77: Identified the light rail alignment and station alternatives for study in the Draft EIS, approved Phase Gate 2, and changed the project name to Federal Way Link Extension.

Motion No. M2012-34: Executed a contract with HDR, Inc. to provide consulting services for Phase 1 of the Federal Way Transit Extension in the amount of \$3,200,421 with a 10% contingency of \$320,042, for a total authorized contract amount not to exceed \$3,520,463.

Resolution No. R2012-07: (1) Expanded the scope of the South Corridor HCT–South 200th Street to Kent/Des Moines project to include alternatives analysis, environmental review, and conceptual engineering to the Federal Way Transit Center; (2) amended the Adopted Lifetime Budget for the South Corridor HCT project to increase it by \$24,327,240 from \$17,515,899 to \$41,843,139; (3) amended the Adopted 2012 Budget for the South Corridor HCT project to increase it by \$1,254,486 from \$2,576,500 to \$3,830,986; (4) reduced the scope of the South Corridor Alternatives Planning project for the portion of the Federal Way extension that was already budgeted within that project; (5) amended the Adopted Lifetime Budget for the South Corridor Alternatives Planning project to decrease it by \$1,478,681 from \$5,542,319 to \$4,063,638; (6) amended the Adopted 2012 Budget for the South Corridor Alternatives Planning project to decrease it by \$739,341 from \$3,122,250 to \$2,382,909; and (7) approved Gate 1 within Sound Transit's Phase Gate process for the revised South Corridor HCT project and changing the name of the project to the South Corridor HCT–South 200th Street to Federal Way Transit Extension project.

Motion No. M2010-102: Approved a plan to implement the Sound Move and ST2 Plans within available resources.

ENVIRONMENTAL REVIEW

JI 6/5/2015

LEGAL REVIEW

PW 6/5/15

MOTION NO. M2015-56

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the preferred light rail route and station locations for the Federal Way Link Extension Final Environmental Impact Statement and approving Gate 3 within Sound Transit's Phase Gate process.

BACKGROUND

The Federal Way Link Extension would extend Link light rail from the Angle Lake light rail station at South 200th Street in SeaTac to the Federal Way City 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). The ST2 Plan authorized construction of transit improvements from Angle Lake to South 272nd Street, and environmental review to Tacoma, as part of the ST2 Plan of transit investments approved by voters in 2008.

Sound Transit has completed a Draft EIS and conceptual engineering from Angle Lake to the Federal Way Transit Center and a Final EIS will be prepared for the full length project. The Federal Way Link Extension also includes preliminary engineering for the 2.3-mile segment from South 200th Street to Kent/Des Moines and options to extend the scope of preliminary engineering farther south. Currently, there is projected funding to construct from Angle Lake to Kent/Des Moines in the vicinity of Highline College.

Evaluation of the alternative alignments and stations identified by the Board is being conducted in cooperation with the Federal Transit Administration (FTA). Before committing federal funds to the Federal Way Link Extension, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, has determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the project.

Sound Transit and the FTA published the Draft EIS for the Federal Way Link Extension on April 10, 2015. The Draft EIS was distributed to public agencies and key stakeholders, and was also made available for review at public libraries and on the project website. The 45-day comment period closed on May 26, 2015. Two open house meetings with public hearings were held during the comment period, in Federal Way and at Highline College in Des Moines. Numerous briefings to city councils, chambers of commerce, community groups and property owners were also held prior to and during the comment period to encourage public input. The Board has received copies of the *Federal Way Link Extension Draft Environmental Impact Statement* and the *Draft EIS Public and Agency Comment Summary Report*, including copies of the approximately 620 comments submitted during the comment period.

NEPA requires that Sound Transit identify its preferred alternative in the Final EIS. The identification of a preferred alternative for the Final EIS is a statement of the Board's current intent regarding the Federal Way Link Extension project. The Board will make a final decision on the Federal Way Link Extension project to be built, including the route and station locations, after publication of the Final EIS.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that, based on the alternatives evaluated in the Draft EIS and the public and agency comments received, the preferred alternative for the Federal Way Link Extension Final EIS is as follows:

I-5 Alternative: The alternative would extend south from the Angle Lake Station, cross SR 99 and continue along the south edge of the future SR 509 alignment to I-5. It would continue south along the west side of I-5. In the Kent/Des Moines station area, the preferred alternative would include the Kent/Des Moines SR 99 East Station Option. The alignment would then continue south along the west side of I-5 to include the S 272nd Star Lake Station and would terminate at the Federal Way Transit Center Station.

Staff, in coordination with key stakeholders, is directed to further evaluate potential modifications to the preferred Kent/Des Moines Station that would optimize the location of the station between Highline College and 30th Avenue S to: 1) facilitate access to Highline College and 2) enhance future transit oriented development potential in the Midway area.


To ensure that the implementation program for Federal Way Link favors cities with supportive land use plans, staff, in coordination with key stakeholders, is directed to evaluate possible approaches by Sound Transit and partner agencies to improve the potential for transit-oriented development (TOD) at station locations along the corridor, including at S 272nd Street. Areas of study could include: improved east-west transit service and improvements to RapidRide service on SR 99 to facilitate better connections to the future light rail stations, pedestrian and bicycle access improvements, placemaking initiatives and development opportunities.

In addition, staff is directed to work with local jurisdictions in the corridor to identify and obtain commitments for permitting processes that would provide certainty and predictability for the project. Items to be addressed could include: use of completed Sound Transit environmental documents and FTA mitigation requirements, establishing a consolidated permit process, amending and resolving technical code requirements that are impractical or infeasible, supporting and accommodating the light rail system in land use plans and development regulations, and allowing for extended vesting or duration of land use approvals.

Staff, in coordination with key stakeholders, is directed to evaluate potential modifications to the preferred Federal Way Transit Center Station that would re-align the station along 23rd Avenue S to: 1) facilitate multimodal connections to the existing Federal Way Transit Center, 2) enhance future transit oriented development potential in the downtown area and 3) accommodate a future light rail extension south of the Federal Way City Center on either I-5 or SR 99.

This motion also approves Phase Gate 3 within Sound Transit's Phase Gate process, and authorizes staff to complete the Final EIS using the preferred alternative identified above and the other alternatives in the Draft EIS. Staff is also authorized to proceed with preliminary engineering on the preferred alternative to Kent/Des Moines and additional engineering as needed to support the receipt of environmental approvals. The Board will continue to consider all of the alternatives and will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in late 2016.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 23, 2015.



Dow Constantine
Board Chair

ATTEST:



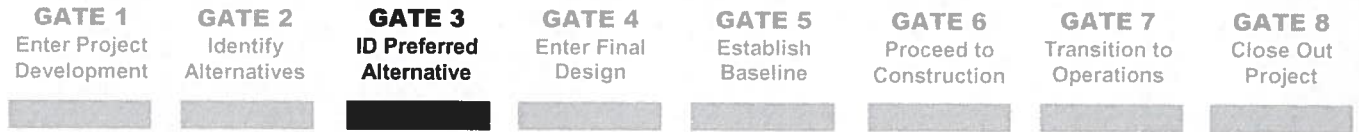
Kathryn Flores
Board Administrator



PHASE/GATE ACTION

Federal Way Link Extension

| MEETING | DATE | STAFF CONTACT | PHONE |
|-------------------|----------|---|----------------|
| Capital Committee | 06/11/15 | Ric Ilgenfritz, PEPD Executive Director | (206) 398-5239 |
| Board | 06/25/15 | Don Billen, Director, Capital Project Development | (206) 398-5052 |
| Board | 07/23/15 | Cathal Ridge, Light Rail Development Manager | (206) 903-7484 |



ACTION REQUESTED

Approve Gate 3 for the Federal Way Link Extension to identify the preferred alternative and complete preliminary engineering to the Kent/Des Moines Station.

PROJECT BUDGET

Adopted Project Budget: \$ 42,877,459

Estimated Final Project Cost: TBD

PROJECT SCHEDULE

Schedule to complete Preliminary

Engineering: 2016

Estimated Project Completion: 2023

PROJECT DESCRIPTION

The Federal Way Link Extension would extend Link light rail from the Angle Lake light rail station at South 200th Street in SeaTac to the Federal Way City 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). The ST2 Plan authorized construction of transit improvements from Angle Lake to South 272nd Street and environmental review to Tacoma, as part of the ST2 Plan of transit investments approved by voters in 2008. Currently, there is projected funding to construct to Kent/Des Moines in the vicinity of Highline College.

Project development has proceeded through the alternatives analysis and Draft EIS and conceptual engineering stages. Sound Transit and the FTA published a Draft EIS for the project on April 10, 2015. The 45-day comment period closed on May 26, 2015.

The Sound Transit Board will consider identification of a preferred alternative via Motion No. M2015-56 on June 25, 2015. The identification of a preferred alternative for the Final EIS is a statement of the Board's current intent regarding the Federal Way Link Extension project based on the Board's review of the Draft EIS, public comments from interested citizens, agencies, tribes and organizations, and other information developed to date; it is not a final decision. The Board will make a final decision on the Federal Way Link Extension project to be built, including the route and station locations, after publication of the Final EIS.

Preparation of the Final EIS and preliminary engineering is ready to begin.

ACTION APPROVED

Dow Constantine
Board Chair

7.23.15

Date