

RESOLUTION NO. R2015-05

Selecting the route, profiles and station locations for the Lynnwood Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	04/09/2015	Recommend to Board	Ric Ilgenfritz, Executive Director, PEPP
Board	04/23/2015	Final Action	Matt Shelden, Light Rail Project Development Manager

PROPOSED ACTION

Selects the route, profile, and stations for the Lynnwood Link light rail extension.

KEY FEATURES SUMMARY

- This action defines and selects the light rail alignment, profile, stations, and associated infrastructure to be built between Northgate and the Lynnwood Transit Center.
- This action is needed to establish the project definition for the NEPA Record of Decision, which completes the project’s federal environmental review. It will also enable Sound Transit to apply to the Federal Transit Administration (FTA) for a Capital Investment (New Starts) grant, and to begin final design.
- In November 2013, the Board identified the following preferred alternative:

Segment A: Northgate to NE 185th Street

Alternative A1, At-Grade/Elevated with NE 145th and NE 185th Street Stations, with these features:

- Align the guideway east of 1st Avenue NE and the NE 117th Street bridge as in Alternative A5
- Maintain access to the Latvian Evangelical Lutheran Church after the project is complete
- Locate the NE 145th Street station parking garage as in Alternative A3, station option 2
- Align the guideway east of the NE 185th Street bridge with a side-platform station as in Alternative A5

Segment B: NE 185th Street to 212th Street SW

Alternative B2, East Side to Mountlake Transit Center to West Side

Segment C: 212th Street SW to Lynnwood Transit Center

Alternative C3, Along I-5 to Lynnwood Park-and-Ride, with station Option 1 utilizing the existing Lynnwood Transit Center, with Alternative C3 re-aligned to better connect to the Lynnwood Transit Center, preserve more re-developable area, and minimize wetland and stream impacts to the extent feasible.

- The Board also directed staff to evaluate a number of potential modifications to the preferred alternative:

Segment A: Northgate to NE 185th Street

- Include a retained cut station at NE 130th Street
- Provide for the future addition of a station at NE 130th Street

- Pedestrian improvements on the NE 185th Street bridge over I-5 to better connect the transit parking garage and station

Segment B: NE 185th Street to 212th Street SW

- Re-align Alternative B2 to align closer to I-5 and under the 220th Street SW bridge
- Include a retained cut station at 220th Street SW
- Provide for the future addition of a retained cut station at 220th Street SW
- Transit parking expansion options at or near the Mountlake Terrace Transit Center
- Continue to advance the design and engineering of Alternative B1, East Side to Mountlake Transit Center to Median, and develop a preliminary plan for future use of the Mountlake Terrace Freeway Station once light rail service to Lynnwood begins.

Segment C: 212th Street SW to Lynnwood Transit Center

- Further transit parking expansion at or near the Lynnwood Transit Center beyond that included in Alternative C3.
- The Final Environmental Impact Statement evaluates the preferred alternative, potential modifications to the preferred alternative, and the other alternatives included in the Draft EIS.
- The Board may approve an alternative within the range of alternatives evaluated in the Final EIS.

BACKGROUND

The Lynnwood Link Extension Project identifies and evaluates transit alternatives between Northgate in the City of Seattle to Lynnwood in Snohomish County with stations in Shoreline, Mountlake Terrace, and Lynnwood. Consistent with FTA New Starts requirements, the project Alternative Analysis was completed in the third quarter 2011. Environmental scoping for the project was completed in the fourth quarter 2011. Conceptual engineering and the Draft Environmental Impact Statement (EIS) concluded in 2013. In November 2013, the Sound Transit Board identified the preferred route and station alternatives for evaluation in the Final EIS.

The preferred route and station alternatives identified by the Board in 2013 consists of a fully grade-separated 8.5 mile extension of the Link light rail system from Northgate to Lynnwood primarily along Interstate 5, with stations at NE 145th Street and NE 185th Street, the Mountlake Terrace Transit Center, and the Lynnwood Transit Center. The alignment supports local and regional growth management plans by connecting the Vision 2040 designated urban centers at Northgate and Lynnwood and the communities in between. The extension provides high quality, high-capacity transit service to these communities and is expected to carry 63,000-74,000 daily riders in 2035.

The project has undergone rigorous environmental review and complies with both the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA). The environmental review process included a SEPA Addendum to the Long Range Plan 2005 Final Supplemental EIS, scoping, preparation of Draft and Final EISs, and robust community outreach. The Final EIS was issued on April 1, 2015 by Sound Transit and on April 3, 2015 by the FTA.

Future Board actions will authorize final design (Phase Gate 4), baseline the project budget and schedule at approximately the mid-point of final design (Phase Gate 5), authorize property acquisition, and authorize construction at the completion of final design (Phase Gate 6).

PROJECT STATUS

Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
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Projected Completion Date for Preliminary Engineering: 4Q 2015
Project scope, schedule and budget summary located on pages 39-41 of the December 2014 Agency Progress Report.

FISCAL INFORMATION

The current cost estimate for the project, excluding vehicles and vehicle maintenance facilities separately budgeted, is approximately \$1.5 billion. Costs may change in response to the final definition of the project.

SMALL BUSINESS/DBE PARTICIPATION, APPRENTICESHIP UTILIZATION, AND TITLE VI COMPLIANCE

Not applicable to this action.

PUBLIC INVOLVEMENT

Following identification of the preferred alternative in late 2013 for evaluation in the Final EIS, public outreach during preliminary engineering and preparation of the Final EIS included periodic community updates via newsletter and e-mail, and briefings as requested. Potentially affected property owners were notified and updated on real estate process and schedule, and notices were sent to residents near soil and noise testing locations before field work began. In 2015, a number of specific outreach activities advertised the availability of the Final EIS and highlighted opportunities for the public to provide further input to the Sound Transit Board before the Board's project selection, including:

- Notification postcard to approximately 80,000 corridor residents
- Website, newspaper & Federal Register notices of availability
- An e-mail notice to approximately 4,000 interested persons
- Posters at transit facilities and kiosks at community gathering places
- Letters to approximately 270 potentially impacted property owners

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2013-96: Identified the preferred light rail route and station locations for the Lynnwood Link Extension Final Environmental Impact Statement.

Motion No. M2012-17: Identified the light rail route and station alternatives to study in detail in the Lynnwood Link Extension Draft Environmental Impact Statement.

Motion No. M2011-87: Identified the range of North Corridor Transit Project alternatives to be studied in the Draft Environmental Impact Statement and excluded from further study worse performing and less promising alternatives evaluated in the project alternatives analysis.
Resolution R2008-10: Adopted a revised Sound Transit 2 Regional Transit System Plan.

ENVIRONMENTAL REVIEW

JI 4/3/2015

LEGAL REVIEW

PW 4/3/2015

RESOLUTION NO. R2015-05

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the route, profile and stations for the Lynnwood Link Extension.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under RCW Chapters 81.104 and 81.112 for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region, known respectively as Sound Move and Sound Transit 2 (ST2); and

WHEREAS, ST2, the plan for expanding high-capacity transit in the central Puget Sound region includes an electric light rail line extension connecting the cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood; and

WHEREAS, Sound Move and ST2 are the first two phases of project and service investments reflected in Sound Transit's Regional Transit Long-Range Plan; and

WHEREAS, the environmental impacts of the Regional Transit Long-Range Plan were evaluated in a programmatic supplemental environmental impact statement (November 26, 2014); and

WHEREAS, the majority of Sound Move projects are now complete, under construction, and in service; and

WHEREAS, ST2 builds upon Sound Move and further expands mobility options for the people of the central Puget Sound; and

WHEREAS, the central Puget Sound region continues to be burdened with heavy congestion, especially in the Interstate 5 (I-5) north corridor, and needs a congestion-free, high-capacity transit alternative in this corridor; and

WHEREAS, the region's population is expected to increase 20 percent between 2010 and 2040, and the population increase will further constrain the movement of people and goods and will adversely affect the region's quality of life; and

WHEREAS, the Lynnwood Link Extension will expand the Link light rail system from the Northgate Station in Seattle to Shoreline, Mountlake Terrace, and Lynnwood. The extension will provide congestion-free high-capacity transit access between high-growth population areas and employment centers; and

WHEREAS, in October, 2011, the Federal Transit Administration (FTA) issued notice of its intent to prepare an environmental analysis of the impacts of constructing and operating the Lynnwood Link Extension (formerly known as the North Corridor High-Capacity Transit Project) as required by the National Environmental Policy Act (NEPA). Sound Transit concurrently issued a determination of significance and scoping notice for the preparation of an Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA). The FTA and Sound Transit agreed that required environmental reviews should be combined in a single EIS; and

WHEREAS, on December 15, 2011, following completion of an Alternatives Analysis and SEPA Addendum, the Board identified light rail transit as the preferred transportation mode for high-capacity transit and identified I-5 as the preferred corridor for light rail between Seattle and Lynnwood; and

WHEREAS, the environmental scoping process for the Lynnwood Link Extension included extensive community outreach, formal scoping meetings, and public hearings to solicit input on the alternative alignments, profile, and stations for detailed analysis in the EIS; and

WHEREAS, on April 26, 2012, the Board identified the routes, profile and stations to be studied in detail in the Lynnwood Link Extension Draft EIS; and

WHEREAS, Sound Transit held community and neighborhood outreach meetings to allow citizens and groups to comment on the design, and technical and environmental analysis to be included in the Draft EIS. Sound Transit also considered comments from other agencies and local governments to inform preparation of the Draft EIS; and

WHEREAS, Sound Transit and the FTA issued the Lynnwood Link Extension Draft EIS on July 26, 2013. The Draft EIS included detailed analysis of the environmental impacts of the alternatives for each route, profile and station. The Draft EIS also analyzed a “no-build” alternative and included potential mitigation measures for reducing project impacts; and

WHEREAS, the Draft EIS was widely distributed to the public, affected local jurisdictions, regional, state, and federal agencies, Indian tribes, community organizations, environmental and other interested groups, and interested individuals; and

WHEREAS, Sound Transit provided a 60-day comment period on the Draft EIS, which closed on September 23, 2013. To ensure adequate opportunity for public comment, the comment period included four open houses and public hearings; and

WHEREAS, on November 21, 2013, following review of the Draft EIS, and after consideration of public and agency comments and other information, the Board identified the preferred light rail route, profile and stations for evaluation in the Lynnwood Link Extension Final EIS, along with other alternatives; and

WHEREAS, Sound Transit and the FTA published the Lynnwood Link Extension Final EIS on April 1 and April 3, 2015, respectively. The Final EIS evaluates a “no-build” alternative and several build alternatives, including the preferred route, profile and stations identified by the Board. The Final EIS considers and responds to the public and agency comments on the Draft EIS; and

WHEREAS, the Final EIS, including the public and agency comments and Sound Transit's responses, and other relevant environmental documents and materials were provided to the Board for review and consideration before the Board's decision on the Lynnwood Link Extension; and

WHEREAS, the Board's selection of the Lynnwood Link Extension identified in this resolution is informed by review of the Lynnwood Link Extension Final EIS, public comments from interested citizens, agencies, tribes and organizations, and other information; and

WHEREAS, the Lynnwood Link Extension will help meet growing transit and mobility demands by providing a high-capacity transportation system in the I-5 north corridor, and will strengthen the transportation linkages between the major urban employment and residential centers in south Snohomish County, north King County and Seattle by providing fast, reliable, all-day transit access to major employment and activity centers; and

WHEREAS, the Lynnwood Link Extension will support the Seattle, Shoreline, Mountlake Terrace and Lynnwood adopted land-use plans to create concentrated centers of high-density, mixed-use, and pedestrian-oriented development consistent with the State of Washington Growth Management Act and the Puget Sound Regional Council's transportation and land-use plans (Transportation 2040 and Vision 2040), directing high-capacity transit to centers within communities actively planning for growth; and

WHEREAS, after due consideration of the environmental, social, economic and other relevant factors, including public and agency comment and environmental review, the Board finds that it is in the best interest of and will best serve the people in the Sound Transit district to select and implement the Lynnwood Link Extension described below.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The route, profile and stations for the Lynnwood Link Extension are identified in the following paragraphs (consistent with the range of alternatives and impacts generally described in the Lynnwood Link Extension Final EIS):

- A. The route will begin on elevated guideway at the terminus of the Northgate Link Extension. It will cross over 1st Avenue NE and enter Interstate 5 right-of-way just north of the NE 107th Street on-ramp to northbound I-5 and continue on elevated guideway over NE Northgate Way adjacent to the east side of I-5, and then transition to a combination of retained cut, retained fill and elevated structures. The route will continue along the east side of I-5, partially in interstate right-of-way and partially on adjacent properties, to NE 145th Street, crossing over NE 130th Street on elevated structure. Low cost infrastructure improvements that are both consistent with the ST2 plan and necessary to avoid substantial disruption of future light-rail operations will be made to facilitate construction of an elevated station near NE 130th Street if approved.
- B. An elevated station, an approximately 500-stall parking garage, and bus transfer facilities will be provided just north of NE 145th Street, east of I-5, and interstate ramps will be reconfigured to accommodate the station, garage and bus facilities. The route will proceed along the east side of I-5 in a combination of retained cut, retained fill and elevated structures, partially in interstate right-of-way and partially on adjacent properties, to NE 185th Street.
- C. A retained cut station and bus transfer facilities will be provided just north of NE 185th Street, east of I-5. An approximately 500-stall parking garage will be provided in interstate right-of-way on the west side of I-5, and pedestrian connections between the station and garage will be improved on or adjacent to the existing NE 185th Street bridge over I-5.
- D. The route will proceed along the east side of I-5 in a combination of retained cut, retained fill and elevated structures, partially in interstate right-of-way and partially on

adjacent properties, to the Mountlake Terrace Transit Center at 236th Street SW. The NE 195th Street pedestrian bridge over I-5 will be replaced, to accommodate retained cut light rail guideway through this area.

- E. An elevated station bridging over 236th Street SW will be provided, and the Mountlake Terrace Transit Center will be reconfigured to accommodate the station.
- F. The route will proceed on elevated guideway across I-5, transitioning from the east side to the west side of the interstate, and then proceed in a combination of retained cut, retained fill and elevated structures to and over 220th Street SW, partially in interstate right-of-way and partially on adjacent properties. Low cost infrastructure improvements that are both consistent with the ST2 plan and necessary to avoid substantial disruption of future light-rail operations will be made to facilitate construction of a station near 220th Street SW if approved.
- G. The route will proceed along the west side of I-5 in a combination of retained cut, retained fill and elevated structures to approximately 50th Avenue W, where it will turn north to cross over the Interurban Trail and Scriber Creek on elevated guideway, and enter the Lynnwood Park and Ride lot.
- H. An elevated station and approximately 1,300-stall parking garage that will consolidate and increase total Lynnwood Park and Ride capacity to approximately 1,900 stalls, will be provided adjacent to the Lynnwood Transit Center. The elevated guideway will extend beyond the station and over 44th Avenue W to provide tail tracks for train layover and turn-back operations.

Section 2: The Lynnwood Link stations will be developed with consideration for pedestrian, bus transit, passenger drop-off and pick-up, and bicycle access to link the light rail line with surrounding neighborhoods. Where practical, space for bus passenger and paratransit facilities that facilitate easy transfers and bicycle storage will be provided at or near stations.

Section 3: Sound Transit will implement reasonable measures to mitigate significant impacts of construction or operation of the light rail system as identified in the Lynnwood Link Final EIS consistent with Board policy, and will involve local jurisdictions, businesses, community groups, affected institutions and the public in its implementation. In addition, Sound Transit will provide opportunities for affected neighborhoods to have input on the design of the Lynnwood Link stations and other project elements to ensure cost-effective, community-sensitive design solutions. Sound Transit will continue to work with King County Metro Transit and Community Transit to develop plans for bus feeder service to Lynnwood Link stations, to connect the light rail line to the surrounding communities and encourage Link ridership. Sound Transit recognizes the importance of safe and effective pedestrian, bicycle and vehicular access to its facilities. Consistent with Sound Transit's system access policy, Sound Transit will partner with the cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood during project final design to identify and implement appropriate pedestrian, bicycle and vehicular access enhancements to stations focused generally within a quarter mile of the stations.

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



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator