

SOUND TRANSIT FEDERAL WAY LINK EXTENSION FWLE Development Agreement Alteration No. 2



March 2, 2021 Regular City Council Meeting

Policy Question

Should the City Council approve the change to the Federal Way Link Extension Project Development Agreement between the Central Puget Sound Regional Transit Authority (Sound Transit) and the City of Federal Way?

Presentation Outline:

- Project History
- Background on Federal Way Transit Center Design
- Proposed Change to the Agreement
- Process and Next steps

Project History – Federal Way Link Extension:

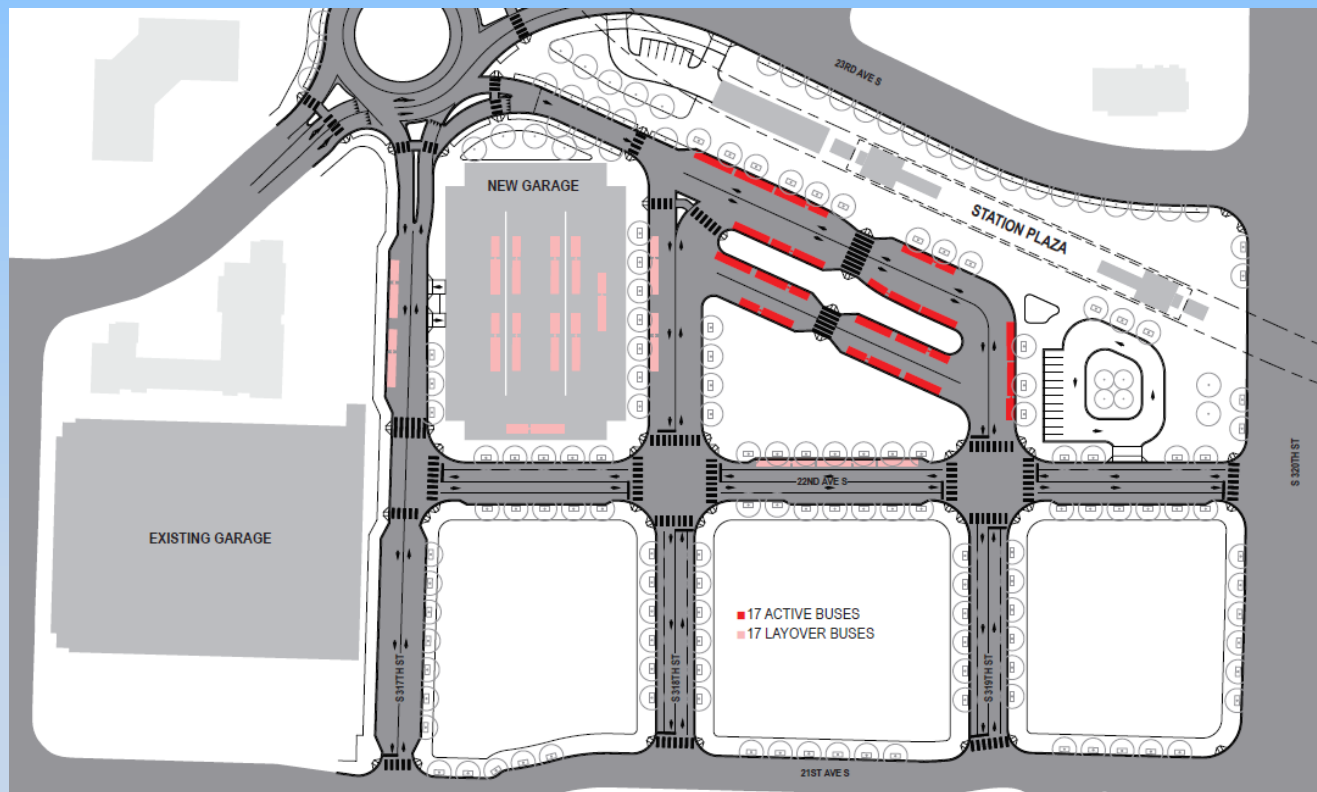
- Sound Transit 2 passed in 2008 approving the project
- 2015: Resolution 15-686 recommending I-5 alignment
- Sound Transit 3 passed in 2016 approving project funding
- 2017: Interstate 5 Project alignment selected by Sound Transit Board
- **2017-2018: Letters of concurrence and partnership during Sound Transit pre-engineering efforts**
- 2019: Transit Way Agreement executed
- **2019: City adopts the Project Development Agreement permitting the project to proceed as a Design-Build project.**
- 2019: Selected Kiewit Infrastructure West as Design/Build Contractor and issue NTP.
- **2019 – Present: The Design-Build review process and implementation of the project begins.**

The Issue:

- Most of the agreement, including key mitigation measures, the process for Sound Transit selling any surplus property in the future, and the basis for its approval as an essential public facility, remains the same as it was originally approved.
- This second alteration to the Development Agreement is about changes to the project elements and specific exhibits necessary for staff to move forward in permitting the final station area design.

The Issue:

- The City based the original approval of the Development Agreement on a conceptual design that included a number of project elements and station facilities. The original plan had some operational and design shortfalls that could not be resolved.



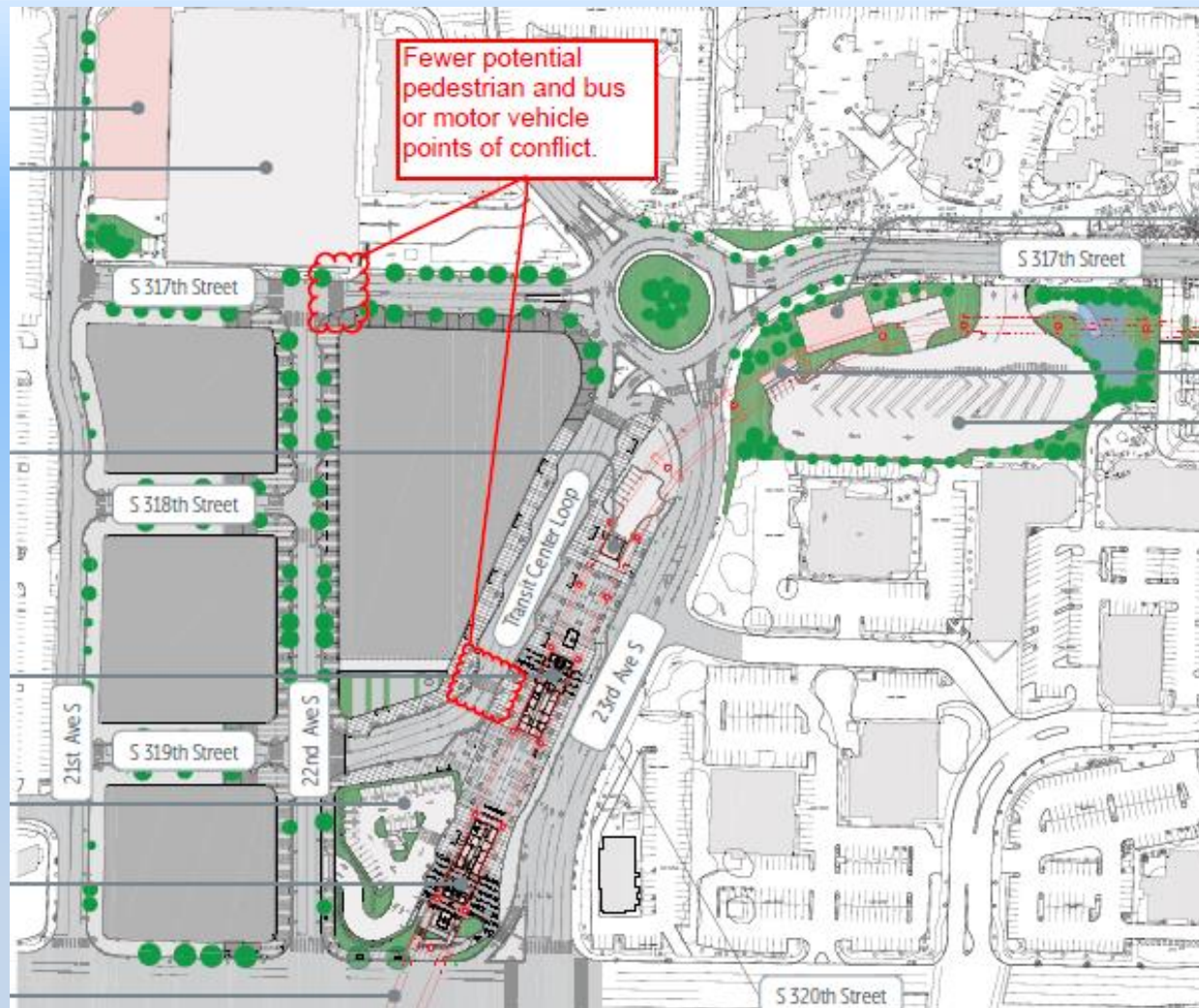
The Issue:

- When Kiewit Infrastructure West was hired as the Design-Build Contractor, they put forward an alternative design.
- Both the City and Sound Transit identified concerns with regards to pedestrian safety early in the development review process.
- Introduced the concept of extending the parking garage rather than building a new one.



The Issue:

- A final design has now been put forth that resolves the issues found in the previous designs.
- Most light rail riders are expected to arrive by bus and will have a shorter walk to the station as well.
- Changes to the Development Agreement are meant to enable this design.



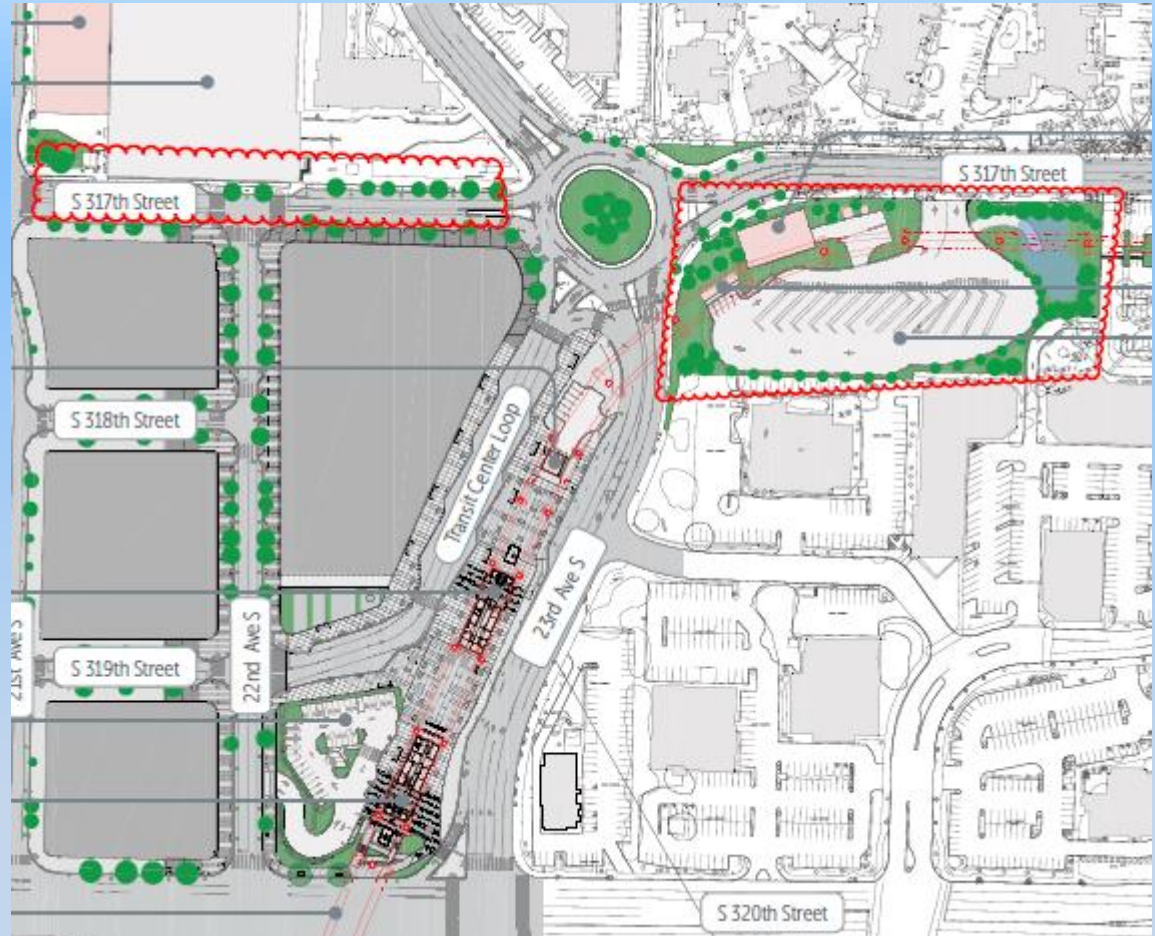
The Issue: Pedestrian Safety

	From Garage to Station	From Bus to Station
Original Design	2 to 4 vehicle lanes and 2 to 4 bus lanes	0 to 4 bus lanes
Design-Build Contractor Design	2 vehicle lanes, 8 bus lanes	2 vehicle lanes, 4 to 8 bus lanes
New Design	2 vehicle lanes, 2 bus lanes	0 to 2 bus lanes

Based on projected ridership, the new concept has a 35% reduction in total pedestrian lane crossings from the original concept and a 75% reduction in total pedestrian lane crossings from the contractor's concept design.

Key Changes to the Development Agreement:

- Adding a separate bus layover lot behind the guideway as a project element as well as temporary bus layover spaces on the new 317th St. extension.
- The original concept had the layover as being primarily located on the ground floor of the new parking garage and the contractor's concept extended the existing bus terminal to accommodate these spaces.



Key Changes to the Development Agreement:

- Language clarifying the parking garage is not proposed to be a new parking garage, but an extension of the existing parking garage.
- Changing language regarding the extension of 317th St. and reconstruction of 23rd Ave.



Key Changes to the Development Agreement Exhibits:

- (Exhibit B) Roadways exhibit to reflect the new street layout and facility locations.
- (Exhibit D) Landscaping exhibit that supports where typical landscaping is modified due to clearance requirements from the guideway.
- Exhibit (P) Conceptual operations and maintenance exhibit. The underlying maintenance principles did not change, but the maintenance responsibilities of a number of areas did change.

Key Facts & Findings:

- Sound Transit and the City have a standing Development Agreement for this project and the changes are limited to those necessary for the final design to be approved.
- The new design improves upon safety by reducing points of conflict between vehicles and pedestrians in the future station area.
- The Federal Way Comprehensive Plan supports a pedestrian-friendly City Center and these changes will help achieve that goal.
- Sound Transit is lead agency for purposes of environmental review (SEPA) and has done the required analysis to verify that the new design is consistent with the Environmental Impact Statement.

Summary:

- In 2016 Sound Transit submitted a conceptual design that was the basis for the original Environmental Impact Statement and Development Agreement.
- A new design has been refined collaboratively with City staff, Sound Transit, and the Design-Build Contractor. The new design requires some changes to the project elements in the Development Agreement.
- The question before City Council is whether to enact an ordinance allowing changes to the Agreement to allow staff to permit this new design.
- Only the changes noted in the Ordinance Attachment will be made. Everything else remains the same.

Options Considered

1. Approve the proposed ordinance allowing the Mayor to execute the change to the Development Agreement.
2. Do not approve the proposed ordinance and provide direction to staff.

LUTC Recommendation

At the March 1, 2021 meeting, LUTC discussed the proposed change to the Development Agreement and voted to support the ordinance.

Mayor's Recommendation

The Mayor recommends Option 1 to approve the proposed ordinance.

QUESTIONS?

