

**From:** [Drais, Daniel \(FTA\)](#)  
**To:** [Kennedy, Steven](#)  
**Cc:** [Witmer, John \(FTA\)](#)  
**Subject:** reeval of LLE, 145th street station  
**Date:** Friday, January 6, 2017 3:28:13 PM

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Dear Steve:

The Federal Transit Administration (FTA) has received NEPA Re-evaluation materials submitted on December 14, 2016 related to Sound Transit's Lynnwood Link project refinements at the 145<sup>th</sup> Street Station area, including a Matrix of Impact Changes Based on the 2016 Design Refinements for the 145th St. Station, a traffic analysis/technical memo, a noise technical memo, and a graphic of the relocated station layout.

We understand that the project refinements would shift the station footprint about 400 feet to the north, with some associated street reconfigurations/realignments. This would eliminate the need to move the northbound I-5 on-ramp at 145<sup>th</sup> Street.

The changes would improve transit operations and LOS. They would not cause traffic-related construction impacts, and by not relocating the northbound I-5 on-ramp, the changes would result in fewer temporary ramp closures during construction.

The shifted station would acquire seven more properties than the 169 parcels anticipated in the ROD-approved project; this is a relatively minor increase. Sound Transit would provide appropriate compensation and relocation assistance to the affected residents, several of whom have asked to be relocated anyway in light of the impending LRT construction. All of the affected parcels have single-family homes on them.

The shift of the station would not change the project's Area of Potential Effects under Section 106. During the NEPA/Section 106 process, FTA previously determined that the houses that would be removed are ineligible for the National Register, and the SHPO concurred.

The relocated station's light-rail noise would affect different receivers, but not materially change the nature or extent of the impacts. There would be some new noise impacts from bus and auto traffic using the reconfigured surface streets and relocated station entrance, but Sound Transit would eliminate them with a noise wall. Sound Transit would provide sound insulation, if needed, for ten homes that would likely have residual impacts despite the wall.

The refinements would increase the amount of impervious surface by about 1.35 acres (to 2.34 acres). Sound Transit would size the detention facilities to accommodate and treat added impervious surface, resulting in no adverse effects.

The relocated station would remove 12 more trees and would visually affect different residences than the original station, but it would not change the nature or intensity of the impacts. Sound Transit would mitigate visual impacts as described in the ROD/FEIS.

Based on the information provided, **FTA finds that the refinements do not materially change the nature or the extent of the impacts previously disclosed in the Final EIS and ROD. No additional NEPA review is required.** This action applies only to the project as described in the above-referenced materials. Any changes to the proposed action from that described in the materials that would result in a significant environmental impact, or the disclosure of any new information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts which could result in significant environmental impacts not disclosed in the provided documentation, may require re-evaluation of this project's categorical exclusion.

Thank you for consulting with FTA about the project refinements. As always, please do not hesitate to contact me if you have any questions.

Sincerely,

Dan

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**From:** Kennedy, Steven [<mailto:steven.kennedy@soundtransit.org>]  
**Sent:** Wednesday, December 14, 2016 4:02 PM  
**To:** Drais, Daniel (FTA)  
**Cc:** Witmer, John (FTA); Irish, James  
**Subject:** Lynnwood Link 145th St. Station Relocation Environmental Analysis

Dan: Attached are the final materials included for the environmental analysis associated with moving the Lynnwood Link 145<sup>th</sup> St. Station about 400 feet to the north. We had been waiting on a few final tweaks to the technical memos. As documented in the attached matrix table of changed impacts, no new significant impacts from relocation of the station are anticipated.

The attached materials include the following:

- 1) Matrix of Impact Changes based on the 2016 Design Refinements for the 145<sup>th</sup> St. Station
- 2) Transportation Technical Memo
- 3) Noise Technical Memo
- 4) Graphic of Relocated Station Layout

I believe FTA is considering approval of a NEPA Reevaluation for these project changes, in part to cover the new property acquisitions. The attached materials are intended to provide the back-up for your determination. Let me know if you have questions. We could discuss this at our Environmental Coordination meeting tomorrow. Thanks. ---Steve

***Steven S. Kennedy, AICP***

Senior Environmental Planner

Sound Transit

Planning, Environmental, and Project Development (PEPD)

401 S. Jackson St.  
Seattle, WA 98177  
(206) 398-5302 (direct)  
(206) 903-7499 (fax)  
[steven.kennedy@soundtransit.org](mailto:steven.kennedy@soundtransit.org)