



Tacoma Dome Link Extension

Draft Environmental Impact Statement

ALTERNATIVES DEVELOPMENT SUPPORTING DOCUMENTS

Appendix I

INTRODUCTION

The Tacoma Dome Link Extension (TDLE) project is the result of a lengthy planning process. After voter approval for funding the Sound Transit 3 Plan, which included the TDLE Project, Sound Transit continued to build on past planning with the alternatives development process. To identify alternatives to study in the TDLE Environmental Impact Statement (EIS), Sound Transit completed an alternatives development process that included a three-level screening process: prescreening, Level 1, and Level 2 alternatives evaluation. The alternatives development process began with early scoping under SEPA in April 2018. Sound Transit evaluated alternatives based on the alternative's ability to satisfy TDLE's preliminary purpose and need and how well it performs relative to other alternatives.

After each screening analysis was complete, the results were presented to the Stakeholder Advisory Group (SAG) for discussion and recommendations to the Elected Leadership Group of what alternatives to carry forward to the next level of screening. The Elected Leadership Group then made recommendations on which alternatives to study in the next screening level.

Following the public scoping period for the Draft EIS, the Sound Transit Board of Directors (the Board) reviewed the comments received and the results of the alternatives development process. In July 2019, the Board approved M2019-75 (South Federal Way, Fife, and East Tacoma) and M2019-77 (Tacoma Dome), which identified preferred alternatives, other alternatives, and design options to study in the Draft EIS.

As the analysis of alternatives for the Draft EIS was being developed, coordination with regional Tribal partners identified known cultural resources adjacent to I-5 in the South Federal Way Segment. As a result of that finding, the need for additional alignments was identified. In Fife, climate change and floodplain concerns were identified and resulted in two design options being developed. A public engagement period was held from February 27 to March 14, 2023, to share information about the potential additional alignment and station locations being considered based on that new information. In March 2023, the Sound Transit Board identified additional alternatives along the SR 99 (Pacific Highway) corridor as well as additional station options in Fife to study in the Draft EIS (Motion M2023-19).

The supporting documents for the alternatives development process are included in the following attachments:

- I1 Early Scoping Summary Report
- I2 Scoping Summary Report
- I3 Pre-Screening and Level 1 Alternatives Evaluation Report
- I4 Level 2 Alternatives Evaluation Report
- I5 Screening for Fife Station Options
- I6 Screening for Additional Alternatives in South Federal Way to Milton



Tacoma Dome Link Extension

Draft Environmental Impact Statement

EARLY SCOPING SUMMARY REPORT

Appendix I1



Tacoma Dome Link Extension

and Operations and Maintenance
Facility South

Early Scoping Summary Report

June 2018

Overview

Purpose

This report describes the early scoping process and summarizes the comments received during the early scoping period from the agencies, tribes, and public. Sound Transit conducted early scoping from April 2 through May 3, 2018. The comments submitted during early scoping are being considered by Sound Transit to identify and develop alternatives for the Tacoma Dome Link Extension and Operations and Maintenance Facility (OMF) South.

Early Scoping Process

The early scoping notice for the Tacoma Dome Link Extension and OMF South was published in the Washington State Environmental Policy Act (SEPA) register on March 28, 2018, with the early scoping comment period beginning on April 2, 2018. Sound Transit also mailed postcards to properties along the corridor, placed print and online advertisements, and posted notices to social media sites. An agency meeting and three community open houses were held during the comment period.

Sound Transit asked for comments on:

- The route (alignment), stations, potential alternatives, benefits, and impacts for the Tacoma Dome Link Extension
- The potential location, benefits, and impacts for an OMF in the south corridor (South King and Pierce counties)
- The Purpose and Need statement

The representative project from the Sound Transit 3 Plan was used as a starting point for comments on potential alternatives. The representative project route begins at the Federal Way Transit Center, extending south along the west side of Interstate 5 (I-5) through Federal Way and Milton, and along the north side of I-5 through Fife and the reservation of the Puyallup Tribe of Indians to the Tacoma Dome. Representative stations are located in south Federal Way near S 352nd Street, in Fife near 54th Avenue E, in Tacoma near Portland Avenue E, and near the Tacoma Dome.

Agency and Tribal Early Scoping Meetings

Notification for the April 17, 2018, early scoping meeting was sent by mail and email to 133 representatives from tribal, federal, state, regional, and local governments and agencies; twenty-four representatives attended the early scoping meeting. Sound Transit received comment letters from one tribal government and 11 agencies, covering the following topics:

- Support for the overall project
- Suggestions for the alignment and station locations
- Support for and comments on the Purpose and Need statement

- OMF South location
- Regional mobility
- Freight mobility
- Transit-oriented development around station locations
- Consideration of multimodal access at station locations
- Cohesion with regional and local planning efforts
- Community impacts, equity, and reaching underserved populations
- Cultural resources, including areas and properties important to the tribal community
- Environmental concerns:
 - Air quality and greenhouse gases
 - Hazardous materials and contaminated sites
 - Wetlands, streams, and aquatic resources

Public Early Scoping Meetings

To support early scoping, Sound Transit held three community open houses in Tacoma, Federal Way, and Fife. More than 190 people attended these meetings. In addition, an online open house was available at tdlink.participate.online during the early scoping period to inform the public about the project and provide an opportunity to receive feedback using social media tools. All materials presented at the open house were posted on the online open house. Between April 2 and May 3, over 2,470 visitors accessed the online open house.

Over 550 written comments were gathered in person and from online comment forms. Public comments were accepted in various ways, including email, online open house, open house comment forms, and mail. In addition, an interactive map tool in the online open house allowed users to place notes at specific locations on a map, and users could indicate if they liked or disliked other commenters' notes. Similarly, at the community open houses, attendees placed Post-it® notes with their input on large maps.

Overall, the most common themes in the public comments were:

- Alignment and station location suggestions
- Parking
- Potential for transit-oriented development
- Multimodal connections

- General support and expediting construction
- Concern about taxes and project cost
- Light rail operations and future expansion
- Increased access to employment areas
- Environmental concerns such as air quality, wetlands, vegetation, hazardous materials, geologic hazards, and environmental justice

In the online open house, when asked about the potential benefits of the project, the most common themes for the Tacoma Dome Link Extension were providing transit options and connections that reduce I-5 traffic, enhancing access to jobs, reducing greenhouse gas emissions, and promoting transit-oriented development.

When asked about the potential impacts of the project, the most common themes were project costs, tax increases, property values, and property displacements.

In addition to common themes, commenters also specifically addressed alignments, station locations, and other community considerations for the project:

- **Federal Way Transit Center to South Federal Way**—Commenters expressed the most interest in analyzing potential alignments along the west side of I-5 and State Route (SR) 99. Many of the comments received on the South Federal Way station area questioned the representative location near S 352nd Street, both for access, existing congestion, and impacts to the adjacent businesses.
- **South Federal Way to Fife**—Several commenters expressed concern about a light rail alignment through semi-rural areas and potential impacts to environmental resources such as Hylebos Creek and wetland areas. A few comments supported a station location in Milton.
- **Fife to East Tacoma**—For this area where I-5 and the representative project alignment generally run east and west, commenters suggested analyzing potential alignments on both the north and south sides of I-5, and along SR 99. Of the various station location suggestions received, a number of comments suggested locating the Fife Station north of SR 99 and east of 54th Avenue E.
- **East Tacoma and Tacoma Dome**—Commenters generally expressed interest in routing light rail along the north side of I-5 (the freeway runs east and west through this area). A variety of East Tacoma Station and Tacoma Dome Station locations were suggested, including sites north or south of I-5 for the East Tacoma Station. Many commenters expressed concern about whether there would be sufficient parking at the Tacoma Dome Station or if parking could be included at the East Tacoma Station. Others emphasized opportunities for transit-oriented development.

Next Steps

Sound Transit is now using the information received during early scoping to develop and refine potential alternatives. The initial evaluation process involves two steps: 1) considering the ability of the alternatives being considered to satisfy the Purpose and Need statement, and 2) evaluating the alternatives for their consistency with the Sound Transit 3 Plan, which is the basis for the proposed project. In a Level 1 Conceptual Evaluation, the performance of these alternatives will be assessed, using generally qualitative measures based on the purpose and need. The higher performing alternatives will then be advanced and further evaluated in Level 2 Detailed Evaluation, using more detailed criteria. The Level 1 and Level 2 evaluations include criteria such as transportation benefits, cost, ridership, transit-oriented development, land use plans, technical feasibility, and environmental impacts.

Sound Transit's alternatives development process will continue to involve the public as well as the project's advisory groups (Elected Leadership Group, Stakeholder Group, and Interagency Group). In addition, Sound Transit will conduct interviews with community leaders, jurisdictions, and social service providers to seek input and identify additional ways to reach low-income, minority, and limited-English-proficiency populations.

At the conclusion of the alternatives development process, the Sound Transit Board is expected to identify a preferred alternative and other reasonable alternatives to study in a Draft Environmental Impact Statement in summer 2019.

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Appendices are available on Sound Transit’s website at soundtransit.org/tdlink.

Acronyms and Abbreviations

DNR	Washington State Department of Natural Resources
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
I-5	Interstate 5
NEPA	National Environmental Policy Act
OMF	Operations and Maintenance Facility
PSRC	Puget Sound Regional Council
RV	recreational vehicle
Sea-Tac Airport	Seattle-Tacoma International Airport
SEPA	State Environmental Policy Act
Sound Transit	Central Puget Sound Regional Transit Authority
SR	State Route
ST3 Plan	Sound Transit 3 Plan
TOD	transit-oriented development
Tribe	Puyallup Tribe of Indians
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Purpose of this Report

Sound Transit conducted early scoping for the Tacoma Dome Link Extension and Operations and Maintenance Facility (OMF) South from April 2 through May 3, 2018. This report describes the early scoping process and summarizes the comments received from agencies, tribes, and the public. **Appendices A through G** provide supplementary information on the scoping process, public outreach, the project, and the comments received.

1.2 Tacoma Dome Link Extension and Operations and Maintenance Facility South

Sound Transit is starting the planning process for the Tacoma Dome Link Extension and OMF South with an alternatives development phase. During this phase, Sound Transit will develop alternatives for the routes, station locations, and maintenance facility locations to be further evaluated in an environmental impact statement (EIS).

The Tacoma Dome Link Extension will connect Pierce County and South King County residents to the regional light rail network, including direct access to Seattle-Tacoma International Airport (Sea-Tac Airport) and downtown Seattle, with stations at South Federal Way, Fife, East Tacoma, and Tacoma Dome. The Tacoma Dome Station will serve as a multimodal transit hub, with transfer options to and from Sounder service, Amtrak, Tacoma Link, and Pierce Transit and Sound Transit buses.

In accordance with the voter-approved Sound Transit 3 Plan (ST3 Plan), the representative project for the Tacoma Dome Link Extension is an approximately 9.7-mile light rail line connecting Federal Way to Tacoma on a primarily elevated guideway, with a new rail-only fixed-span crossing the Puyallup River.

The OMF South would be a full-service operations and maintenance facility for the light rail vehicle fleet, and would include routine and heavy maintenance as well as vehicle storage facilities.

Figure 1-1 shows a map of the Tacoma Dome Link Extension and potential areas for the OMF South.

What is a “representative project”?

For ST3 projects in the 2016 ballot measure, Sound Transit produced “representative projects” identifying the mode, station locations, and related features, such as an OMF, which formed the basis for the scope, schedule, and budget assumed for the expansion of light rail south to the Tacoma Dome.

The conceptual definitions of the representative light rail extension and the OMF South were used during early scoping to facilitate discussion and comments about alternatives to be studied in an environmental impact statement.



Figure 1-1 Tacoma Dome Link Extension “Representative Project”

2 EARLY SCOPING PROCESS

2.1 Purpose of Early Scoping

Early scoping was conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (Washington State Administrative Code 197-11-410). Sound Transit is the lead agency under SEPA. During early scoping, Sound Transit asked for comments on the following:

- The route (alignment), potential station locations, potential alternatives, benefits, and impacts for the Tacoma Dome Link Extension.
- The potential location, benefits, and impacts of the OMF in the south corridor (South King and Pierce counties).
- The Purpose and Need statement for the light rail extension and the OMF South define objectives that alternatives must meet; the statement will be used to develop and evaluate alternatives.

What is Early Scoping?

Early scoping is the first opportunity for the public to learn about the Tacoma Dome Link Extension. The purpose is to inform the public, agencies, stakeholders, and tribes about the project, and to receive input early in the alternatives development process for projects that will undergo environmental review.

Early scoping is done in advance of formal scoping for an EIS. After the alternatives development process is completed in spring 2019, Sound Transit expects to partner with the Federal Transit Administration to announce a Notice of Intent to Prepare an EIS, which will begin formal EIS scoping for federal and state environmental reviews. Tribal governments, agencies, and the public will be asked to comment on alternatives to be studied in the Draft EIS during EIS scoping. The Sound Transit Board of Directors is expected to identify a preferred alternative and other alternatives for study in the Draft EIS in summer 2019.

2.2 Opportunities to Comment

The comment period for early scoping was from April 2 through May 3, 2018. During this time, several meetings helped to inform and obtain input from agencies, tribes, and the public.

Three community open houses (public meetings) were conducted (see Section 3.2).

During the early scoping process, people were able to provide comments in the following ways:

- Online open house survey: tdlink.participate.online
- Email: tdlink@soundtransit.org
- Mail: Sound Transit, c/o Senior Environmental Planner Steve Kennedy, 401 S. Jackson Street, Seattle, WA 98104
- Community Open Houses: Written comment forms, interactive boards/roll plots, and a computer survey

In addition to the public meetings, an early scoping meeting was also held for tribes, agencies, and jurisdictions on the afternoon of April 17, 2018 in Tacoma. Agency participants were able to learn about the project, ask questions, and provide informal comments on interactive roll plots in advance of providing their formal early scoping comment letters.

2.3 Summary of Participation

During the early scoping period:

Tribal, agency, and jurisdiction participation

- Twenty-four representatives attended the Early Scoping Meeting the afternoon of April 17, 2018
- The Puyallup Tribe of Indians and members of several local government agencies attended community open houses
- The Puyallup Tribe of Indians and 11 agencies submitted comment letters

Public participation

- More than 190 people attended three community open houses in Tacoma, Federal Way, and Fife.
- Over 2,470 people participated in an online open house.
- Over 550 written comments were made in person or on online comment forms.
- 2,474 social media user clicks and engagements came in on Sound Transit's Facebook and Twitter pages.
- Posters were placed in 150 different locations throughout the project area between Kent and Tacoma.
- More than 51,160 postcards were mailed to homes, apartments, and businesses.
- Two news releases and four update notices were sent to 1,779 email list subscribers.
- Display advertisements and an online community calendar (**Appendix C**) postings were placed in 12 local online and print publications.
- Several posts were included on Sound Transit's Facebook page (30,047 subscribers) and Twitter (81,500 followers).

3 EARLY SCOPING MEETINGS AND OUTREACH

The early scoping period included an agency meeting and three public meetings. In addition, a series of station area workshops took place. **Appendix F** contains the Station Area Workshop 1 Summary. **Appendix G** includes maps showing the locations of station suggestions received during both the early scoping period and the station area workshops.

As part of the broader community engagement efforts, Sound Transit is also conducting briefings for city councils and organizations, and holds regular meetings with the Stakeholder Group, Elected Leadership Group, and Interagency Group.

3.1 Tribe, Agency, and Jurisdiction Early Scoping Meeting

3.1.1 Notification

An early scoping meeting to present project information and receive comments was held on April 17, 2018 from 1:00 to 3:00 p.m. in Tacoma at the Best Western Plus Tacoma Dome Hotel, 2611 East E Street. Sound Transit sent notices for the meeting by mail and email to 133 representatives of the following tribes, agencies and jurisdictions. Attendees at the early scoping meeting are shown with an asterisk.

Tribes

- Puyallup Tribe of Indians
- Confederated Tribes and Bands of the Yakama Nation
- Muckleshoot Indian Tribe
- Nisqually Indian Tribe

Federal Agencies

- Advisory Council on Historic Preservation
- Federal Aviation Administration, Northwest Mountain Region
- Federal Emergency Management Agency, Region 10
- Federal Highway Administration, Washington State Division*
- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- Federal Transit Administration, Region 10
- National Oceanic and Atmospheric Administration Fisheries, West Coast Region
- U.S. Army Corps of Engineers
- U.S. Bureau of Indian Affairs, Northwest Region
- U.S. Coast Guard, District 13
- U.S. Department of Homeland Security, Transportation Security Administration
- U.S. Department of Housing and Urban Development, Region 10
- U.S. Department of the Interior, Office of Environmental Policy and Compliance, Pacific Northwest Region
- U.S. Fish and Wildlife Service, Washington Fish and Wildlife Office

- U.S. Environmental Protection Agency, Region 10
- U.S. Department of the Interior, Office of Environmental Policy and Compliance, Pacific Northwest Region
- U.S. Postal Service, Western Area Operations

State Agencies

- Washington State Department of Archaeology and Historic Preservation*
- Washington State Department of Natural Resources*
- Washington State Department of Ecology
- Washington State Department of Fish and Wildlife
- Washington State Department of Transportation*

Regional and Local Agencies

- City of Federal Way*
- City of Fife*
- City of Kent
- City of Milton
- City of Tacoma*
- King County Department of Development and Environmental Services
- King County Fire District 44 – Station 93
- King County Metro Transit*
- Pierce County
- Pierce County Fire District 13
- Pierce County Fire Protection District 22 – Station 124
- Pierce Transit*
- Central Pierce Fire and Rescue
- Port of Seattle
- Port of Tacoma*
- Puget Sound Clean Air Agency
- Puget Sound Regional Council*
- Seattle Public Utilities
- South King Fire and Rescue
- Tacoma Fire Department, Station 12
- Tacoma Power
- Tacoma Rail*
- Tacoma Water*

Other Entities having Jurisdiction and Utility Providers

Other entities that have jurisdiction or ownership in the project corridor that were invited to participate in early scoping included:

- Amtrak
- BNSF Railway
- Bonneville Power Administration

- Century Link
- Click! Network
- Comcast Xfinity
- Highline Water District
- Lakehaven Sewer and Water District
- Maritime Administration, Pacific Northwest Gateway Office
- Midway Sewer District
- Northwest Seaport Alliance*
- Puget Sound Energy
- Rainier Connect

3.1.2 Early Scoping Meeting

Twenty-four representatives from tribes, agencies, and jurisdictions attended the early scoping meeting. Sound Transit staff presented background information, gave the overall timeline for the project, and introduced early scoping information with an overview of the representative project using a video flyover. A question-and-answer session followed.

After the presentation, attendees were invited to continue learning about and discussing the project around a series of roll plots of the project corridor, showing the representative project's more specific locations and features. At the close of the meeting, agencies were encouraged to submit formal comments to Sound Transit. These comments are summarized in Section 4.1 and the full letters are included in **Appendix D**.

3.2 Community Open Houses

Sound Transit held three community open houses at the following locations:

- **Tacoma**
Tuesday, April 17, 2018, 6:00–8:00 p.m.
Best Western Plus Tacoma Dome Hotel, 2611 East E Street
- **Federal Way**
Wednesday, April 18, 2018, 6:00–8:00 p.m.
Todd Beamer High School, 35999 16th Avenue S
- **Fife**
Tuesday, April 24, 2018, 6:00–8:00 p.m.
Fife Community Center, 2111 54th Avenue E

More than 190 people attended these meetings.

3.2.1 Open House Notification

Sound Transit advertised the community open houses through a variety of methods including:

- Postcards to over 51,160 households and businesses, including both owners and renters
- Online and print advertisements in 12 publications (listed in **Table 3-1**)
- Posters at 150 locations in the corridor
- Two news releases and four email update notices
- Social media posts
- Project website

Table 3-1 Online and Print Display Advertisements

Publication	Format and Run Dates
El Siete Dias	Print: 4/4/2018 and 4/11/2018 Online: 4/1/2018 to 4/30/2018
Federal Way Mirror	Print: 4/6/2018 to 4/12/2018 Online: 4/11/2018 to 4/25/2018
International Examiner	Print: 4/4/2018 to 5/1/2018 Online: 4/9/2018 to 4/30/2018
Korea Daily	Print: 4/11/2018 and 4/17/2018 Online: 4/1/2018 to 4/30/2018
Korean Times Seattle	Print: 4/10/2018 and 4/17/2018
Northwest Military	Online: 4/3/2018 to 4/30/2018
Northwest Vietnamese News	Print: 4/13/2018, 4/20/2018, and 4/27/2018 Online: 4/9/2018 to 4/27/2018
South Sound Biz	Print: 4/2/2018 to 4/30/2018
Tacoma News Tribune	Print: 4/9/2018 and 4/16/2018 Online: 4/7/2018 to 4/30/2018
Tacoma Weekly	Print: 4/13/2018 to 4/26/2018 Online: 4/6/2018 to 4/26/2018
Tu Decides	Online: 4/6/2018 to 4/26/2018
Weekly Volcano	Print: 4/12/2018 and 4/19/2018

3.2.2 Open House Format

The open houses presented the Purpose and Need, representative alignment, operations and maintenance facility, station areas, and process/timeline. The format consisted of a 30-minute welcome and orientation presentation, followed by an interactive open house where attendees could visit a series of stations with visual displays and provide feedback on the designs using comment forms and Post-it® notes on interactive boards or roll plots. Two videos were projected:

- A flyover of the representative alignment
- *Link Light Rail Maintenance: up all night to keep you moving in the morning* (April 2018)

Laptops were set up at the venues for attendees to review the online open house materials and submit comments. Sound Transit project staff were available to answer questions.

3.3 Outreach to Minority, Low-Income, and Limited-English-Proficiency Populations

Sound Transit's community engagement procedures, Executive Order 12898, U.S. Department of Transportation Order 5610.2(a), and Federal Transit Administration Circular C 4703.1, require Sound Transit to provide meaningful opportunities for minority, low-income, and limited-English proficiency groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. These directives make environmental justice a part of the decision-making process by identifying and addressing disproportionately high and adverse human health and environmental effects of Sound Transit's programs, policies, and activities on minority and low-income populations. Sound Transit conducted a preliminary demographic analysis to identify low-income, minority, and limited-English-proficiency populations. Based on this analysis, Sound Transit used the following strategies to engage these populations during early scoping:

- Provided translated text on posters in Spanish and Korean
- Provided translated meeting handouts in Spanish, Korean, Vietnamese, Khmer, and Russian
- Publicized events online and in print with language-specific media publications
- Provided translated text on the online open house web pages, as well as the embedded Google Translate tool (**Figure 3-1**) that can translate text into over 100 languages



Figure 3-1 Google Translate Capabilities Available in the Online Open House

As the project moves forward, Sound Transit will conduct interviews with community leaders, jurisdictions, and social service providers to seek input and identify additional ways to reach low-income, minority, and limited-English-proficiency populations.

3.4 Online Open House

An online open house was available at tdlink.participate.online during the early scoping period to inform the public about the project and provide an opportunity to receive feedback using social media tools. The web pages embedded the Google Translate tool to allow the public to translate materials into the language of their choice. All materials presented at the open house were posted on the online open house (**Figure 3-2**).

Between April 2 and May 3, over 2,470 visitors accessed the online open house. Visitors were given the opportunity to comment on the project's purpose and need, potential benefits and impacts, and the representative alignment using the electronic comment forms (survey) and an interactive map tool.

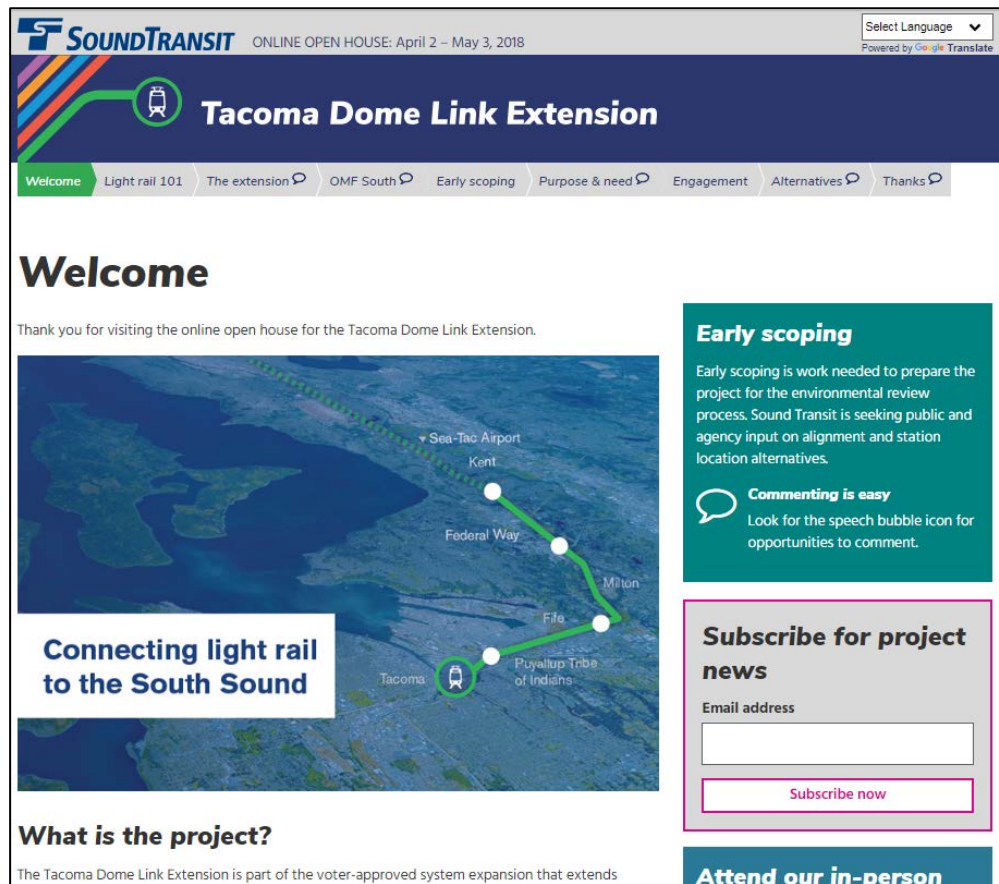


Figure 3-2 Online Open House Screen

Each tabbed section of the online open house included a space to type notes, which could be incorporated and submitted on a comments sheet. An interactive map tool provided users an informal way to make suggestions and share ideas directly on a map.

4 SUMMARY OF COMMENTS

This section summarizes the comments Sound Transit received during early scoping. **Appendix D**, Early Scoping Comments from Tribes and Agencies, includes the full letters received from each entity. **Appendix E**, Public Early Scoping Comments, includes all of the other public emails, comment forms, online notes, and information received.

Sound Transit asked for input on:

- The route, stations, potential alternatives, benefits, and impacts for the Tacoma Dome Link Extension
- The potential location benefits and impacts for an OMF in the south corridor (South King and Pierce counties)
- The Purpose and Need statement for the light rail extension and OMF, to be used to develop and evaluate alternatives

The representative project from the ST3 Plan was used as a starting point for potential alternatives. The representative project route begins at the Federal Way Transit Center, extending south along the west side of I-5 through Federal Way and Milton, and along the north side of I-5 through Fife and the reservation of the Puyallup Tribe of Indians to the Tacoma Dome. Representative stations are located in south Federal Way near S 352nd Street, in Fife near 54th Avenue E, in Tacoma near Portland Avenue E, and near the Tacoma Dome.



4.1 Summary of Comments from Tribes and Agencies

Early scoping comment letters were received from one tribal government and 11 agencies:

Tribes

- Puyallup Tribe of Indians

Federal Agencies

- Federal Highway Administration
- U.S. Environmental Protection Agency

State Agencies

- Washington State Department of Ecology
- Washington State Department of Natural Resources
- Washington State Department of Transportation

Regional and Local Agencies

- Port of Tacoma and Northwest Seaport Alliance
- Puget Sound Regional Council
- King County, Metro Transit Division
- City of Federal Way
- City of Fife and Fife City Council
- City of Tacoma

The primary themes are summarized in Sections 4.1.1 through 4.1.4.

4.1.1 Tribes

Puyallup Tribe of Indians

The Puyallup Tribe of Indians (Tribe) letter provided information on tribal properties as well as cultural and environmental considerations to help refine the project alignment and station locations. The letter emphasized close coordination between Sound Transit and the Tribe will be needed throughout the project. The letter noted:

- The locations of high risk parcels where cultural and human remains are likely present, and consultation will be required.
- The need to carefully design and coordinate the Puyallup River crossing. The Tribe stated a preference for a “clear span” bridge at the Puyallup River crossing, avoiding additional columns in the river. This area is a traditional cultural property, which includes the Tribe’s Ceremonial Grounds. Potential water quality and fishery impacts and mitigation, as well as stormwater facility locations should be coordinated as soon as possible.
- Alignments should avoid individual tribal member trust properties. The Tribe will consider necessary right-of-way needs for the project over government-owned tribal trust properties.

The Tribe’s letter stated preferences for the alignment and station locations, including:

- Fife area—stating a preference for a Fife Station on the north side of State Route (SR) 99 between 54th Avenue E and 59th Avenue E, and noting the Tribe does not support the representative station location near 54th Avenue E. West of the Fife Station, the alignment should return to follow I-5 in the Washington State Department of Transportation (WSDOT) right-of-way.
- East Tacoma area—stating potential alignments and an East Tacoma Station location south of I-5 should not be considered further.
- Tacoma Dome area—recommending an alignment from East Tacoma Station to the Tacoma Dome Station along 26th Avenue E.

4.1.2 Federal Agencies

Federal Highway Administration

The Federal Highway Administration (FHWA) encourages light rail alignment and stations that maintain mobility, access, and safety between the local street system and the interstate highway system. FHWA's comments covered:

- Station locations that facilitate future planning and development of urban centers, accommodate transit-oriented development (TOD), and increase access for bicyclists and pedestrians, such as in:
 - South Federal Way Station Area—noting a location farther west allows additional future growth opportunities, better accommodates future TOD, and provides more separation from the highway interchange.
 - Fife Station Area—noting difficulties with a station location adjacent to I-5 near 54th Avenue E, while locating a station north of Pacific Highway E, possibly between 12th Street E and 15th Street E, may provide TOD and walkshed benefits.
- Traffic analysis that considers impacts to the interstate highway system, interchanges, congestion on local surface streets, and safety between all modes.
- Options for Sound Transit and City of Tacoma to consider in replacing the existing bridge over the Puyallup River from Pacific Highway E to Puyallup Avenue, to reduce the total number of river crossings in the area.

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) provided comments supporting the Purpose and Need statement and made recommendations for the project's goals and objectives. These goals encourage:

- Improving public health, equity, and human well-being in communities that are already experiencing disproportionate social, environmental, health, and economic impacts.
- Providing efficient connections with other transportation modes and increasing accessibility for underserved populations and the disabled.
- Constructing and operating a well-located and designed project to minimize negative impacts.
- Considering children's health and safety.
- Using appropriate language and culturally appropriate means of communications.

EPA recommended that the range of alternatives include an SR 99 route, as well as placing the OMF South within existing commercial/industrial/paved areas. EPA also listed other environmental, transportation, and community impacts and benefits that are expected be considered in the National Environmental Policy Act (NEPA) analysis.

4.1.3 State Agencies

Washington State Department of Ecology

The Washington State Department of Ecology (Ecology) provided comments on:

- **Air Quality/Greenhouse Gases**—Ecology recommended estimating construction and operation greenhouse gas emissions, including considering climate adaptation issues such as severe weather events, flooding, and landslides.
- **Toxics Cleanup**—A portion of the project area could have heavy metal contamination due to air emissions from the north Tacoma Asarco smelter. The resulting soil contamination could pose human health risks to children, construction workers, and others who work in the soil. Ecology recommended conditions for approval before the initiation of any grading, filling, or clearing activities, including soil sampling, notification processes, and potential cleanup activities.

Washington State Department of Natural Resources

The Washington State Department of Natural Resources (DNR) expressed their willingness to coordinate and discuss the project regarding the potential for the project to be located on state-owned aquatic lands. As the project progresses, DNR requests that additional information be provided about potential impacts to state-owned aquatic lands and, if needed, collaborating to identify measures to avoid environmental impacts.

Washington State Department of Transportation

WSDOT encouraged Sound Transit to collaborate with other agencies and local jurisdictions to provide an integrated transit system that not only provides connections but also supports future population and employment growth in the region. WSDOT commented on the Purpose and Need, suggesting it reference local communities' long-term vision, and noted the upcoming effort to coordinate the compatibility of WSDOT's needs for the I-5 corridor with the location of light rail facilities. Comments included:

- **SR 167 Completion Project**—Sound Transit will need to continue to coordinate and accommodate the final SR 167 design.
- **South Federal Way Station Area**—A new southbound off-ramp will be added in the vicinity of the representative project's station location that will further constrain access. A location farther west may provide a better opportunity to create future TOD.
- **Fife Station Area**—WSDOT does not support a station location along the southbound I-5 off-ramp to 54th Avenue E. WSDOT suggests potentially locating a station north of Pacific Highway E. Soil conditions and potential climate change impacts in this low-lying area would need to be assessed.
- **East Tacoma Station Area**—Coordination is needed to improve connections and access for all modes to the station from the casino and neighborhoods south of I-5.
- **Tacoma Dome Station Area**—WSDOT encourages the project to optimize transfer opportunities with other transit services.

- OMF South—WSDOT prefers the OMF South location to be on the same side of I-5 as the alignment so that the light rail does not have to cross over I-5, which could restrict future adjustments to the highway.

4.1.4 Regional and Local Agencies

Port of Tacoma and Northwest Seaport Alliance

The Port of Tacoma and Northwest Seaport Alliance expressed their support of high-capacity transit to reduce congestion along the I-5 corridor and to maintain the area's economic competitiveness and quality of life. They also expressed concern about the representative alignment in the Fife Station area. The Port of Tacoma commented that the project should avoid negative impacts to truck and rail access to the Manufacturing Industrial Center during construction and operation, and to protect the capacity to improve truck and rail freight infrastructure in the future.

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) provided comments on two themes for implementing high-capacity transit to support growth:

- Incorporating TOD in the alternatives analysis.
- Incorporating PSRC's Regional Transit Access and Parking Strategy into the alternatives analysis. Key strategies include maximizing non-single-occupancy vehicle access to transit, managing parking demand, and adding strategic parking capacity.

King County, Metro Transit Division

King County Metro expressed their support for collaborating with Sound Transit to expand transit access to passengers throughout the Puget Sound region. King County Metro suggested the following features for the South Federal Way Station:

- The station location should maximize opportunities for multimodal access, TOD, and good urban design. The representative station location adjacent to I-5 limits these opportunities.
- Sound Transit should consider the King County Metro-owned South Federal Way Park-and-Ride when developing station concepts because it is underutilized.

City of Federal Way

The City of Federal Way expressed their support for completing the Tacoma Dome Link Extension on schedule, increasing mobility throughout the region, and providing suggestions for the Purpose and Need. The City's comments on the alignment and station location in South Federal Way noted:

- Substantial input was gathered for the Federal Way Link Extension Project resulting in an alignment on the west side of I-5. The City is looking to ensure that previous, current, and planned investments are not compromised by a proposed track alignment.
- Siting the South Federal Way Station in the vicinity of S 352nd Street and Enchanted Parkway S (SR 161) is highly important. Ensure safe and convenient access to the

station while not increasing traffic congestion in the area and minimizing loss of property tax revenue.

- Minimizing and mitigating the project's impacts to environmentally critical areas, such as wetlands and streams, are highly desirable.
- The OMF South should be sited in a way that does not negatively impact the City's long-term vision or comprehensive plans.
- The City is looking to maximize regional mobility for residents and businesses.

City of Fife

The City of Fife expressed their support for the Purpose and Need for the project and provided comments on the alignment and station area in the city:

- Fife's preferred alignment follows 15th Street E or Pacific Highway into Fife and returns to the vicinity of I-5 near the Port of Tacoma Road.
- Fife does not support a station location along southbound I-5 near 54th Avenue E.
- The City proposes locating the Fife Station north of Pacific Highway, and east of 54th Avenue E between 12th Street E and 15th Street E. The station would provide walkable TOD benefits, increased ridership, bicycle and pedestrian access, as well as opportunities to site the parking structure with access points on secondary streets. Fife's Comprehensive Plan and City Center Planning efforts are consistent with this station location.

City of Tacoma

In addition to noting the general guidance and comments provided by the Tacoma City Council (Resolution 39981), the City of Tacoma's early scoping letter included additional information for the alternatives analysis process. The comments suggested:

- The alternatives analysis should consider overall design and station locations that promote ridership and efficient service as well as account for elements such as TOD, multimodal access, equity, sustainability, and the community.
- The alternatives analysis should ensure that the preferred alternative is balanced, effective, and durable. The alternatives analysis process must examine consistency with regional and local land use plans and policies, including the *One Tacoma* plan.
- The alternatives analysis must evaluate the representative project East Tacoma Station location, and other options considered, regarding their consistency with *One Tacoma*, support of TOD, and connectivity to Tacoma's east side. An East Tacoma Station location north of I-5 would necessitate significant pedestrian and intermodal connectivity improvements.
- The alternatives analysis should include a preliminary traffic impact analysis and connectivity analysis that take into consideration transportation plans and policies, planned and anticipated projects, and coordination with transportation service providers. The evaluation of the Tacoma Dome Station location should focus on integration with

other transportation systems and a high-density urban environment. This analysis will be needed to inform the decision-making process for the preferred alternative.

- A clear timeline for the alternatives analysis should be shared with the community and stakeholders as the project moves forward.
- The alternatives analysis should evaluate aesthetics and economic impacts associated with an elevated corridor in high-density areas.

The City's comments also recognized:

- The importance of partnering with the Puyallup Tribe of Indians regarding the cultural resources in the area and the Puyallup River crossing.
- Existing infrastructure coordination for alignment location decisions. Tacoma Water provided an initial list of infrastructure that is located near the representative project. Further engagement and utilities coordination will be needed as the project progresses.

4.2 Summary of Public Comments

Over 550 written comments were gathered in person and from online comment forms. Public comments were accepted in various ways, including email, online open house, open house comment forms, and by mail. In addition, the public could use an interactive map tool to place notes at specific locations on a map in the online open house, and also indicate if they liked or disliked other commenters' notes. Similarly, at the community open houses, attendees could tag notes on large maps. The text from Post-it® notes placed on the roll plots at the open houses, and from the online public notes (along with the number of likes or dislikes) placed on the interactive map tool are included in **Appendix E**, Public Early Scoping Comments. **Appendix G** includes maps showing the locations of where people placed their comments on the roll plots and interactive maps.

The following subsections summarize the comments. General or project-wide comment topics are shown first, followed by comments about specific areas of the corridor. The full set of comments from early scoping is in **Appendix E**, Public Early Scoping Comments.

4.2.1 General or Project-wide Comments

Overall, the most common general themes present in the public comments were:

- **Parking**
Approximately 100 comments related to parking were received. Many of these comments requested that stations have adequate parking to accommodate ridership.
- **General support and expediting construction**
Over 30 commenters expressed support for extending the light rail system to Tacoma. Over 15 comments suggested constructing the project as quickly as possible.
- **Concern about taxes and project cost**
Approximately 40 commenters expressed concern that they would not use and do not want to pay for the project. Several of these comments brought up cost concerns and expressed frustration with taxes.

- **Light rail operations**

Approximately 10 members of the public expressed interest in increased frequency and extended operational hours for the system for those who travel to the airport or work shifts that are early in the morning or late at night.

- **Light rail expansion**

Approximately 20 comments were received suggesting the light rail line should be extended. These suggestions included a variety of locations:

- Downtown Tacoma
- Tacoma Mall
- Nalley Valley
- Lakewood
- Gig Harbor
- A spur to northeast Tacoma on S 356th Street
- A spur to south Tacoma

A few commenters were also referring to the planned Hilltop Tacoma Link Extension Project, which is a separate project from the Tacoma Dome Link Extension Project.

- **General Economic Benefits and Impacts**

Approximately 40 comments mentioned employment, business, or economic-related benefits and impacts. Several comments expressed interest in greater access to both local and regional job opportunities, including jobs associated with the light rail system and OMF South facility. Other comments expressed concern about impacts to businesses, tax revenue associated with local business impacts, and the need to be aware of planned economic and business growth in the local communities.

- **Transit-Oriented Development**

Over 35 people made comments directly related to TOD. Some of these comments encouraged TOD in general, while other comments were related to a specific route or station. Many of these comments were related to either South Federal Way or the Tacoma Dome areas. Commenters generally felt that TOD potential would be greater along the SR 99 corridor in Federal Way, and indicated that the project should account for TOD near the East Tacoma Station and Tacoma Dome Station.

- **General Environmental Concerns**

Approximately 15 commenters expressed overall concern for wetland and water resources, vegetation and tree removal, hazardous materials, and geologic hazards (such as fault zones and volcanic hazard areas). Approximately 10 additional concerns were noted relating to potential environmental impact from construction, utilities, and noise.

- **Community and Environmental Justice Concerns**

Over 30 commenters expressed concern for neighborhood and community impacts such as implications on land/property values, displacements, and overall impacts to

neighborhood cohesion or rural character. Concerns for low-income or minority populations were also mentioned by approximately 10 commenters, including comments asking Sound Transit to ensure that minorities were engaged throughout the planning process, and urging the project to avoid impacts on minority and low-income populations. Affordable housing was mentioned in approximately 15 comments.

- **Purpose and Need**

Approximately five commenters provided suggestions for the Purpose and Need. These comments encouraged inclusion of environmental justice and the rider experience, and emphasized the importance of multimodal connections, the need for increased transit capacity, and the need for a route that allows ongoing development in the future.

When asked about the potential benefits of the project, the most common themes for the Tacoma Dome Link Extension were:

- Providing transit options and connections that increase regional mobility
- Enhancing access to jobs
- Reducing I-5 traffic
- Reducing environmental impacts such as greenhouse gas emissions
- Promoting transit-oriented development

When asked about the potential impacts of the project, the most common themes were:

- Project costs
- Tax increases
- Property values
- Property displacements

4.2.2 Federal Way Transit Center to South Federal Way

The most common themes in the Federal Way comments were related to the light rail alignment and South Federal Way Station location. In addition, comments discussed parking and multimodal connections at the station as well as concerns for businesses and the environment.

Route

Through Federal Way, commenters most commonly expressed interest in routing light rail either along the west side of I-5, similar to the representative project, or on SR 99. There were approximately 15 comments for each corridor. In addition, other alignment possibilities mentioned less frequently included a light rail route on the east side of I-5 or in the median of I-5.

People who commented on the profile of the alignment generally expressed a preference for an elevated profile and no at-grade crossings. There were also a couple suggestions for an alignment that begins along SR 99 and transitions to I-5.

South Federal Way Station Location

There were approximately 35 comments on the South Federal Way Station location. Commenters made diverse suggestions for the potential location:

- South of the representative project location, near S 356th Street
- Support/opposition to a station location near Todd Beamer High School
- Middle of I-5
- East side of I-5 near Wild Waves
- Along SR 99

Many commenters questioned the representative location near S 352nd Street, both for access, existing congestion, and impacts to the adjacent businesses. Several commenters noted that TOD potential would be greater along SR 99 compared to a station location adjacent to I-5.

Parking and Multimodal Connections

Commenters expressed the need for sufficient parking at the South Federal Way Station. In addition, access to convenient bus connections and safe pedestrian and bicycle pathways to the station area were seen as a high priority. Some commenters suggested a pedestrian connection over I-5 to access the station location. Other commenters indicated that the accessibility of a station adjacent to I-5 would be more difficult compared to a station on SR 99.

Economic Benefits and Impacts

Many commenters expressed concern about affecting existing businesses in the South Federal Way Station representative location, specifically Costco, Lowes, and Home Depot. Approximately 15 comments directly mentioned these businesses. Commenters noted those businesses as important tax generators for the City and requested that these businesses not be displaced. In addition, there were some general concerns about impacts to the local economy, including increases in jobs, gentrification, and displacement of local businesses in Federal Way.

4.2.3 South Federal Way to Fife

From the Federal Way city limits through Milton, the most common themes were about a light rail alignment passing through semi-rural areas, asking for a station to be considered in Milton, providing bicycle and pedestrian connections to the Interurban Trail, and noting the Hylebos Creek watershed.

Route

Commenters expressed interest in routing light rail along the west side of I-5, similar to the representative project through Milton. A few people also expressed interest in a light rail alignment along SR 99, the east side of I-5, or along a portion of the Interurban Trail in this area.

Residents that identified themselves as being from neighborhoods on either side of I-5 expressed concerns that light rail could affect semi-rural neighborhoods such as Spring Valley in Milton.

Station Location

Between the south end of Federal Way and the north end of Fife, no stations are currently proposed. Approximately five comments suggested locating a station to serve Milton.

Economic Benefits and Impacts

Two comments were received about the potential economic impacts and loss of tax revenue in Milton as a result of potential property acquisitions in the vicinity of Porter Way or Lloyd's Sand and Gravel site.

Environmental Concerns

Approximately 10 comments were received relating to Hylebos Creek, wetlands, habitat, and open space in the watershed. A couple of these comments noted that Superfund settlement funds have been used in the restoration efforts in this area.

Approximately eight comments expressed concern about vegetation and tree removal; commenters asked Sound Transit to preserve as many trees as possible.

4.2.4 Fife to East Tacoma

The most common themes in the Fife vicinity were related to the alignment, station location, and parking. Additional themes included multimodal connections at the station as well as concerns for businesses and the environment.

Route

For this area, where I-5 and the representative alignment run east and west, approximately 12 commenters suggested routing light rail along:

- SR 99
- South of I-5, along 20th Street E
- Along I-5

In addition, a few comments mentioned avoiding conflicts with future SR 167 interchange and the challenges of the Port of Tacoma freight traffic in the Fife area.

Fife Station Location

There were about 15 comments on the Fife Station location, including comments supporting or opposing the representative location north of I-5 and east of 54th Avenue E near the Emerald Queen Hotel & Casino. Commenters made various suggestions for other potential station locations:

- North of Pacific Highway E in the area where Fife envisions a future downtown core; opposition to this location was expressed due to congestion and possible property acquisition or displacement
- North of I-5 and west of 54th Avenue E to access underutilized shopping areas
- South of I-5 for better access to residential areas, Fife Community Center, and Fife High School
- Use of open land between 68th Avenue E and 70th Avenue E, north of 12th Street E

- Near the future interchange at I-5 and SR 167
- Placement in higher density neighborhoods
- A second station location in Fife

A few comments also noted that walkable TOD around the station area should be included.

Parking and Multimodal Connections

Commenters encouraged Sound Transit to make sure sufficient parking is available at the Fife Station. A few commenters expressed concern about casino patrons using transit parking, or that overflow demand from the Tacoma Dome Station could affect parking availability at the Fife Station.

Other comments supported multimodal connections to the Fife Station, including five comments encouraging bicycle and pedestrian connections to nearby trails or suggesting a pedestrian bridge over I-5 to 20th Street.

Economic Benefits and Impacts

Commenters noted concerns about existing businesses in the Fife area, but also the potential for economic growth around the station area. Comments addressed potential property impacts to adjacent businesses such as restaurants and automobile and recreational vehicle (RV) dealerships. The owner of McDonald's shared the importance of the business to the local community and employees, requested the light rail alignment avoid displacing the restaurant, and expressed concern about the economic challenges of relocation.

Environmental Concerns

Comments mentioned potential impacts and benefits of the light rail extension, including air quality, geologic hazards, contamination, and the potential for climate change to affect this low-lying area.

4.2.5 East Tacoma to Tacoma Dome

The most common themes from the Puyallup River east to the Tacoma Dome vicinity focused on station locations, parking, and multimodal access.

Route

Commenters most commonly expressed interest in routing light rail along the north side of I-5, similar to the representative project. A few commenters were interested in serving communities on the south side of I-5.

East Tacoma Station Location

Approximately 10 comments were received about the East Tacoma Station location. Some comments questioned the representative station location and if the station was needed because it is close to the Tacoma Dome. Other commenters suggested additional potential station locations:

- South of I-5 to provide better access to Emerald Queen Casino and the communities south of I-5
- I-5 and Port of Tacoma Road

Tacoma Dome Station Location

There were approximately 30 comments on the Tacoma Dome Station location and facilities, including some suggesting a station site at:

- Existing location of train and bus station
- North of E 26th Street and west of D Street
- E 25th Street
- Puyallup Avenue
- South of Freighthouse Square

Several comments encouraged TOD near the East Tacoma Station and Tacoma Dome Station.

Parking and Multimodal Connections

Several commenters expressed a desire for additional parking at the Tacoma Dome Station because the existing parking is often at capacity. In addition, a few commenters suggested parking should be included at the East Tacoma Station. A commenter also suggested the two Tacoma stations might be combined with a larger parking area.

Commenters also emphasized the importance of connections and enhanced access to the other modes of transportation at the Tacoma Dome. These modes include Tacoma Link, Amtrak, Sounder, buses, pedestrians, and bicyclists. Several commenters asked specifically for an elevated walkway over the tracks. Several other commenters mentioned the need to create safe and accessible pathways for pedestrians and bicyclists in the station area.

Several comments described the need for safe walkable routes or connections between the East Tacoma Station and the casino area along Portland Avenue, including to residential areas to the south.

Economic Benefits and Impacts

A few comments were received noting that the alignment should minimize impacts to local businesses and hotels. In addition, a few commenters suggested this regional connection could improve access to locations such as the Emerald Queen Casino and the Tacoma Dome.

Environmental Concerns

One comment noted that the light rail bridge should be designed to minimize impacts on the river and any species present.

4.2.6 OMF South

An OMF is needed to serve the south corridor and support overall system expansion. Over 40 comments were received primarily related to the potential location of the OMF South:

- Kent—The Midway Landfill was suggested as a potential location.
- Federal Way—Specific locations suggested were along Enchanted Parkway, Costco or Todd Beamer High School area, the Weyerhaeuser Campus area, and near the future I-5/509 interchange. There were comments both for and against building the OMF South in Federal Way.

- Milton—The gravel pit (Lloyd Enterprises Inc - Materials Pit) was suggested as a potential location.
- Fife—Specific locations suggested were on the south side of I-5 between I-5 and 20th Street, and near the Emerald Queen Casino.
- Tacoma—There were comments received both for and against building the OMF South in Tacoma. Specific locations mentioned in Tacoma include the Nalley Valley and the former train painting and maintenance facility at Alexander Avenue and SR 509.

A few commenters expressed general concerns about potential noise, visual, and community impacts of an OMF. Other commenters suggested that the OMF South could bring job opportunities to the community, or potentially be integrated with TOD or affordable housing. Several commenters expressed a preference for siting the OMF South on industrially zoned or previously developed land instead of near residential development, areas with affordable housing, or on land that has not been developed.

5 NEXT STEPS

Sound Transit is now using the information received during early scoping to develop and refine potential alternatives. The initial evaluation process involves two steps: 1) considering the ability of the alternatives being considered to satisfy the Purpose and Need statement, and 2) evaluating the alternatives for consistency with the ST3 Plan, which is the basis for the proposed project. In a Level 1 Evaluation, the performance of alternatives being advanced following the initial evaluation will be assessed, using generally qualitative measures based on the Purpose and Need. The higher performing alternatives will then be advanced and further evaluated in Level 2, using more detailed criteria. The Level 1 and Level 2 evaluations include criteria such as transportation benefits, cost, ridership, TOD, land use plans, technical feasibility, and environmental impacts.

Sound Transit will continue to work with the community, Elected Leadership Group, Stakeholder Group, Interagency Group, and Sound Transit Board of Directors to develop a comprehensive recommendation for the next level of the alternatives screening process. As the project moves forward, Sound Transit will conduct interviews with community leaders, jurisdictions, and social service providers to seek input and identify additional ways to reach low-income, minority, and limited-English-proficiency populations.

EIS scoping under NEPA and SEPA is expected to start in spring 2019. The Federal Transit Administration is anticipated to be the federal lead agency for NEPA. There will be a formal comment period during this time. Following EIS Scoping, the Sound Transit Board is expected to identify the preferred alternative and other reasonable alternatives to study in a Draft EIS in summer 2019. An overview of the alternatives development process is shown in **Figure 5-1**.

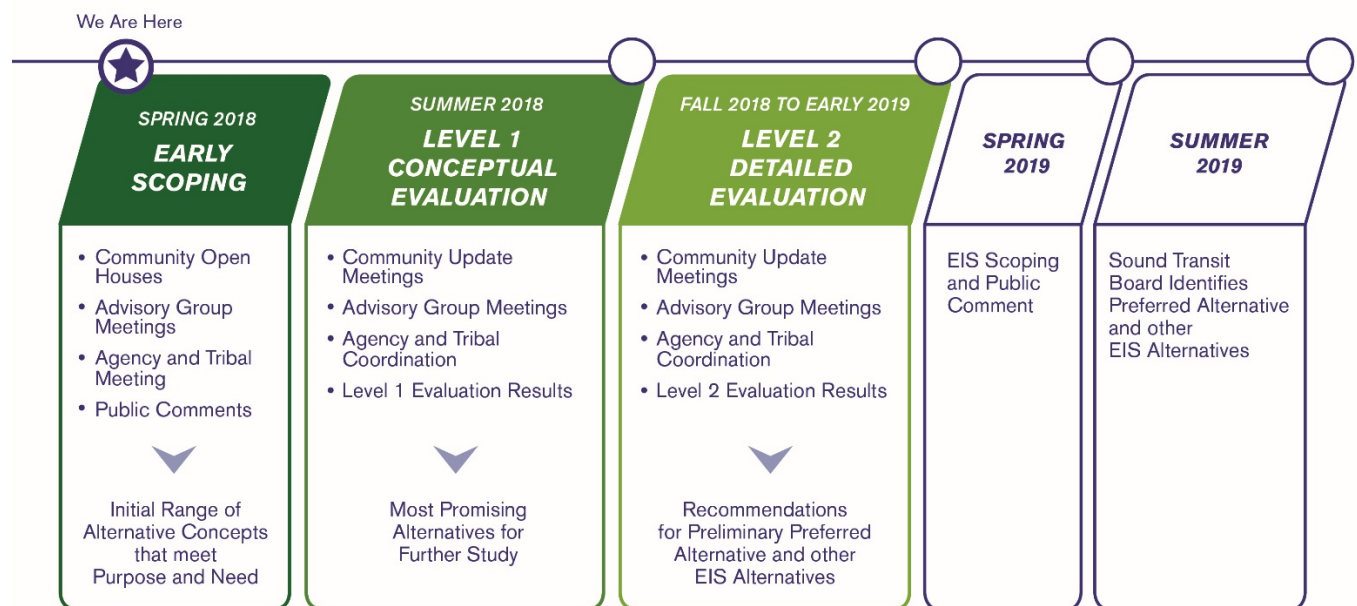


Figure 5-1 Alternatives Development Process

Sound Transit and the Federal Transit Administration expect to publish a joint NEPA and SEPA Draft EIS with a formal period for formal public, agency, and tribal comment. They will then publish a Final EIS that includes responses to public, agency, and tribal comments. After publication of the Final EIS, the expectation is for the Sound Transit Board to make the final decision on the project to be built, and the Federal Transit Administration will issue a NEPA Record of Decision.



Tacoma Dome Link Extension

and Operations and Maintenance Facility South

APPENDIX A

SEPA Register Notice



March 30, 2018

SEPA Unit
Washington State Department of Ecology
PO Box 47703
Olympia, WA 98504-7703
separegister@ecy.wa.gov

**Subject: Tacoma Dome Link Extension and
Operations and Maintenance Facility South
Invitation to Early Scoping Agency Meeting
Comment Period April 2 to May 3**

SEPA Unit:

Sound Transit is sending this early scoping notice to inform your agency that it will be evaluating alternatives for extending Link light rail from Federal Way to Tacoma Dome in King County and Pierce County, Washington (the Tacoma Dome Link Extension). An operations and maintenance facility will also be evaluated along the south corridor. Early scoping is being conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (WAC 197-11-410). Sound Transit is the lead agency under SEPA.

Early scoping supports the alternatives development process during which Sound Transit will evaluate the costs, benefits, and impacts of a range of light rail alternatives. Alternatives will include the Sound Transit 3 (ST3) representative project, other potential alternative alignments, stations, and an operations and maintenance facility to meet the project's purpose and need. At the end of the alternatives development process, Sound Transit anticipates narrowing the range of alternatives for further environmental review in an Environmental Impact Statement (EIS). Sound Transit Board is expected to identify a Preferred Alternative in summer 2019, for study in the EIS along with any other alternatives or options requested by the Board.

A description of the ST3 representative project and the project's purpose and need statement is included in the enclosed Early Scoping Information Report. Additional information is also available on Sound Transit's website at: soundtransit.org/tdlink.

The Tacoma Dome Link Extension representative project has:

- Approximately 9.7 miles of dedicated guideway to extend light rail from the Federal Way Transit Center to the Tacoma Dome Station area. The project

CHAIR

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Snohomish County Executive

VICE CHAIRS

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Joe McDermott
King County Council Chair

Roger Millar
*Washington State Secretary
of Transportation*

Paul Roberts
*Everett Council President/
Mayor Pro Tem*

Dave Upthegrove
King County Councilmember

Peter von Reichbauer
King County Councilmember

Victoria Woodards
Tacoma Mayor

CHIEF EXECUTIVE OFFICER

Peter M. Rogoff

travels through the cities of Federal Way, Milton, Fife and Tacoma, and the reservation of the Puyallup Tribe of Indians;

- Stations in south Federal Way, Fife, east Tacoma and the Tacoma Dome Station area;
- A rail-only fixed span bridge crossing the Puyallup River; and
- Parking garages at the South Federal Way and Fife stations.

The ST3 Plan also included an operations and maintenance facility to be located along the south corridor (South King and Pierce Counties). A specific site has not yet been identified. Potential sites will be identified and evaluated as part of this alternatives development process. The OMF South is needed to support the overall system expansion program.

Invitation to Early Scoping Agency Meeting and Comment

Sound Transit is inviting local, regional, state and federal agencies to attend an early scoping meeting. In addition, representatives from tribal governments are invited to participate. Your agency is invited to submit written comments on the project purpose and need statement, the ST3 representative project and potential alternatives, potential locations for an operations and maintenance facility, and the transportation and community impacts and benefits to be considered. If there is a potential for significant environmental impacts requiring an EIS, the Federal Transit Administration (FTA) and Sound Transit will publish a Notice of Intent to prepare an EIS in the Federal Register and invite agency comments on the scope of the EIS. This is expected to occur in about spring 2019.

AGENCY EARLY SCOPING MEETING

April 17, 2018, 1-2:30 p.m.

Best Western Plus Tacoma Dome Hotel 2611 East E Street

In the event you are not able to attend the agency meeting, you have an option to participate remotely via GoToWebinar. We will email you a calendar invitation to register.

Please RSVP to Elma Borbe, elma.borbe@soundtransit.org or (206) 398-5445.

In addition to the Agency Early Scoping Meeting above, public meetings will take place at the following locations from 6-8:00 p.m.:

- Tacoma: Tuesday, April 17 – Best Western Plus Tacoma Dome Hotel, 2611 East E Street
- Federal Way: Wednesday, April 18 – Todd Beamer High School, 35999 16th Avenue S.
- Fife: Tuesday, April 24 – Fife Community Center, 2111 54th Avenue E.

COMMENTS

Written scoping comments are requested by May 3, 2018 and can be mailed or emailed to the address below or provided via the online comment form.

Mailing Address: Tacoma Dome Link Extension (c/o Steve Kennedy, Senior Environmental Planner)
Sound Transit 401 S Jackson Street Seattle, WA 98104-2826

Email Address: tdlink@soundtransit.org

Online Comment form: **tdlink.participate.online**

SEPA REGISTER NOTICE

Please publish notice of this early scoping process and comment period for the Sound Transit Tacoma Dome Link Extension in the State SEPA Register on April 2, 2018. For your convenience, attached is a proposed notice.

If you have any questions related to this early scoping notice or need additional information, please contact me at (206) 398-5302 or Steven Kennedy at steven.kennedy@soundtransit.org.

Sincerely,

A handwritten signature in black ink that reads "Curvie Hawkins". The signature is written in a cursive, flowing style.

Curvie Hawkins
Project Development Director

Enclosure: Early Scoping Information Report
Early Scoping SEPA Register Notice

SOUND TRANSIT TACOMA DOME LINK EXTENSION AND
OPERATIONS AND MAINTENANCE FACILITY SOUTH

EARLY SCOPING SEPA REGISTER NOTICE

LEAD AGENCY	Sound Transit
CONTACT	Steve Kennedy (206) 398-5302 steven.kennedy@soundtransit.org
COUNTY	King
DOCUMENT TYPE	Early Scoping
DATE ISSUED	April 2, 2018
COMMENTS DUE	May 3, 2018
PROPOSAL DESCRIPTION	<p>Extend Link light rail from Federal Way to Tacoma Dome in King County and Pierce County, Washington (the Tacoma Dome Link Extension). An operations and maintenance facility will also be evaluated along the south corridor. Early scoping is being conducted under the Washington State Environmental Policy Act (SEPA) rules regarding expanded scoping (WAC 197-11-410). Sound Transit is the lead agency under SEPA.</p> <p>Sound Transit invites comments by May 3, 2018 on the project purpose and need, the Sound Transit 3 (ST3) representative project, potential alternatives, and the transportation and community impacts and benefits to be considered. Please see the Sound Transit project website at www.soundtransit.org/tdlink for further information and public meeting times.</p>
RELATED RECORD	n/a
LOCATION	King County and Pierce County
APPLICANT	Sound Transit
APPLICANT CONTACT	Steve Kennedy (206) 398-5302 steven.kennedy@soundtransit.org
DOCUMENTS	www.soundtransit.org/tdlink



Tacoma Dome Link Extension

and Operations and Maintenance Facility South

APPENDIX B

Early Scoping Information Report



*Tacoma Dome
Link Extension and
Operations and Maintenance
Facility South*

Early Scoping Information
Report

March 2018

EARLY SCOPING

Invitation to comment

Tacoma Dome Link Extension and Operations and Maintenance Facility South Early Scoping: April 2 to May 3, 2018

Sound Transit is conducting “Early Scoping” for the Tacoma Dome Link Extension project in south King and Pierce counties, Washington. **Exhibit 1** shows the extension from Federal Way to the Tacoma Dome station area.

- Learn about the project background, timeline and how to stay informed and involved.
- Provide input on the route, stations, potential alternatives, benefits and impacts.
- Provide input on the potential location of the operations and maintenance facility (OMF) in the south corridor (South King and Pierce Counties).
- Provide input on the Purpose and Need statement.

What is early scoping?

Early scoping starts the public conversation shaping the project before the start of formal state and federal environmental studies. With early scoping, the agency asks the public, other agencies and tribal governments to take part in defining goals for the Tacoma Dome Link Extension project and determining how it can best fit in with the communities and the environment.

Early scoping meetings

The public comment period for early scoping is open until May 3, with three public scoping meetings. The public meetings will take place at the following locations from 6-8:00 p.m.:

- **Tacoma:** Tuesday, April 17 – Best Western Plus Tacoma Dome Hotel, 2611 E. E Street
- **Federal Way:** Wednesday, April 18 – Todd Beamer High School, 35999 16th Avenue S.
- **Fife:** Tuesday, April 24 – Fife Community Center, 2111 54th Avenue E.

A separate early scoping meeting will take place with agencies to present project information and receive comments. Sound Transit invited local, regional, state and federal agencies and tribal governments to participate.

Ways to provide comments

In person: Fill out a comment card when attending any of the above public meetings.

Online: tdlink.participate.online

Email: tdlink@soundtransit.org

By mail: Tacoma Dome Link Extension Project
c/o Senior Environmental Planner Steve Kennedy
Sound Transit, 401 S. Jackson Street, Seattle, WA 98104-2826



Exhibit 1. Representative Project for the Tacoma Dome Link Extension

The “representative project”

The representative project for the Tacoma Dome Link Extension (see **Exhibit 1**) has:

- Approximately 9.7 miles of dedicated guideway to extend light rail from the Federal Way Transit Center to the Tacoma Dome Station area. The project travels through the cities of Federal Way, Milton, Fife and Tacoma, and the reservation of the Puyallup Tribe of Indians.
- Stations in south Federal Way, Fife, east Tacoma and the Tacoma Dome Station area.
- A rail-only fixed span bridge crossing the Puyallup River.
- Parking garages at the South Federal Way and Fife stations.

What is the representative project?

For ST3 projects in the 2016 ballot measure, Sound Transit produced “representative projects” identifying the mode, station locations and related features, such as an OMF, which formed the basis for the project’s scope, schedule and budget.

The ST3 Plan also included an OMF in the south corridor (South King and Pierce Counties). A specific site has not yet been identified. Potential sites will be identified and evaluated as part of this alternatives development process. The OMF South is needed to support overall system expansion.

About early scoping and the project schedule

With early scoping, Sound Transit is inviting public comments on the Tacoma Dome Link Extension’s Purpose and Need statement, and the “representative project” and other alternatives for consideration including the locations for the alignment, stations, and an OMF. The agency also seeks comment on transportation, environmental, and community impacts and benefits. After the early scoping comment period ends, Sound Transit will develop and evaluate potential alternatives, working with representatives from other agencies, tribes and public stakeholders.

Regulatory and public notice requirement. Sound Transit, as the local public agency proposing the project, must meet State Environmental Policy Act (SEPA) requirements. The project is also expected to need federal approvals from the Federal Transit Administration (FTA) and other federal agencies, activities that fall under the National Environmental Policy Act. Sound Transit designed the early scoping to meet relevant FTA requirements related to planning and project development, as outlined by Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America’s Surface Transportation Act (FAST Act).

Sound Transit announced early scoping in the SEPA register. Notices and advertisements for the upcoming public early scoping meetings are appearing in local area newspapers. The agency mailed postcards inviting citizens to attend scoping meetings. There is an option for participation online via Sound Transit’s website. Sound Transit also invited regulatory agencies to participate.

Exhibit 2 shows the project's overall development timeline, from planning through to construction and operation.

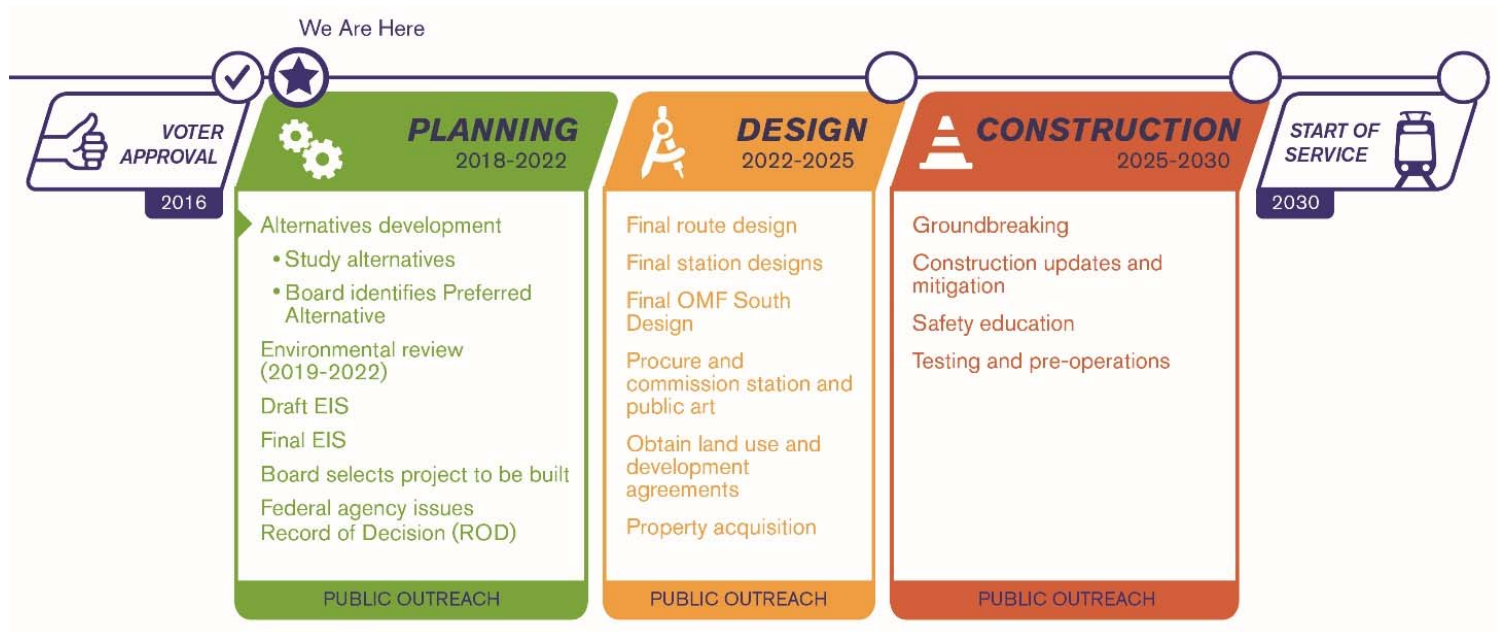


Exhibit 2. Project Timeline

Background information

Project area description

Land use in the project area is mostly commercial and industrial, with residential areas as well as parks, open space areas and smaller farms in some areas. Transportation facilities such as Interstate 5, State Route 99, local streets and railroads also account for large amounts of the land. The city centers of Federal Way and Tacoma are designated regional growth centers and serve as the primary hubs of employment and commercial activity within the project area. The Port of Tacoma's manufacturing and industrial center is a large employment area and a major intermodal hub for shipping goods and materials.

Like the rest of the Puget Sound region, cities in South King and Pierce counties are experiencing high rates of growth and have established plans for how they can accommodate more residential, commercial and employment opportunities. In 2016 the estimated population of the four cities within the project area was more than 300,000, and employment was more than 150,000. Regional and local plans anticipate high levels of growth within the corridor through 2040, continuing the trend of growth the corridor has seen over the past several decades. Population in the communities within the project area is forecasted to grow 40 percent by 2040, and employment over the same period is forecasted to grow by 63 percent.

The primary highways in Tacoma Dome Link Extension project area—I-5 and SR 99—experience high levels of congestion throughout most of the day, which creates long and unreliable travel times. The Tacoma Dome Link Extension would connect to the regional Link light rail system at Federal Way, which would serve the high levels of travel between the region's southern growth centers at Federal Way and Tacoma as well as other major activity and/or urban growth centers to the north and east. This includes SeaTac, Tukwila, Seattle and the University of Washington, as well as Bellevue and Redmond. By having a terminus at the existing multimodal transit center at the Tacoma Dome, the Tacoma Dome Link Extension will also allow easy transfers to other transit services and provide service to Sea-Tac International Airport. The existing transit center services include Tacoma Link light rail to downtown Tacoma and its extension to central Tacoma, as well as to Sounder commuter rail, Amtrak, and local and regional bus lines serving areas throughout the South Puget Sound area.

Previous studies

Sound Transit will be building on previous studies and plans that led to the proposed extension of light rail to the Tacoma Dome and the definition of a representative project. These studies include:

- **Federal Way to Tacoma HCT Study.** In 2013-2014, Sound Transit conducted a high-capacity transit (HCT) study covering the south corridor, including South King and Pierce Counties. The study evaluated multiple corridors and modes for extending HCT from Federal Way to Tacoma.
- **Regional Long-Range Plan Update:** Also in 2013 to 2014, Sound Transit updated its long-range plan and prepared a SEPA EIS. The update confirmed regional light rail as the preferred mode for the extended corridor to Tacoma.
- **Sound Transit 3 System Plan:** During ST3 system planning in 2015 and 2016, Sound Transit evaluated representative projects for inclusion in the November 2016 ballot measure. The ST3 plan as approved by voters included an extension of light rail from the Federal Way Transit Center to the Tacoma Dome with stops in the south Federal Way, Fife, east Tacoma, and Tacoma Dome areas. Operations planning also identified the need for an OMF to serve the south corridor and the entire Link system.
- **Federal Way Link Extension:** This extension of light rail from the Angle Lake station in SeaTac to the Federal Way Transit Center began planning in 2012 and completed its NEPA and SEPA environmental processes in 2017. The Federal Way Link Extension is now entering its final design and construction phases for opening in 2024. It is the starting point for the north end of the Tacoma Dome Link Extension.

The project as part of the region's mass transit system

Sound Transit was created to build a mass transit system connecting the urban centers of King, Pierce and Snohomish counties. In 1996 voters-approved Sound Move, the first phase of investment in the mass transit system that includes regional express buses, commuter rail and light rail. Sound Transit began operating the first phase of the Central Link light rail system with the line from downtown Seattle south to SeaTac in 2009.

When voters approved the ST2 Plan in 2008, the second phase of investment in the region's mass transit system began. The plan added regional express bus and commuter rail service while building 36 additional miles of light rail to form a 55-mile regional system. The ST2 Plan extends light rail south to Federal Way, Bellevue to the east, and Lynnwood to the north.

Voters approved the third phase of investment, the ST3 Plan, in 2016. In addition to bus and commuter rail service expansion, the ST3 Plan adds 62 new miles of light rail for a regional system reaching 116 miles. ST3 extends light rail from Federal Way to Tacoma, as well as to Everett, South Kirkland, Issaquah, Redmond, and the Seattle neighborhoods of West Seattle and Ballard.

Exhibit 3 shows the Regional Transit System, including the Tacoma Dome Link Extension and other projects that are part of the system expansion.

Purpose and Need statement

To guide decision-making during the alternatives analysis and to support the project's state and federal environmental reviews, Sound Transit has developed a draft statement of why this project is being proposed. The agency will use the Purpose and Need statement to evaluate alternatives leading to a preferred alternative as well as any other alternatives for further study in an EIS. The agency will continue to develop and refine the Purpose and Need statement to reflect public and agency comments as the project moves forward.

The purpose of the Tacoma Dome Link Extension is to expand the Link light rail system from the Federal Way Transit Center to the Tacoma Dome Station area to:

- Provide high-quality rapid, reliable, accessible and efficient peak and off-peak light rail transit service connecting Federal Way, Milton, Fife, Tacoma, and the Puyallup Tribe of Indians to other destinations on the regional high-capacity transit system.
- Meet projected transit demand and offer an alternative to travel on congested roadways, better connecting people to where they live, work and play.
- Connect regional growth centers as described in adopted regional and local land use, transportation and economic development plans, and Sound Transit's Regional Transit Long-Range Plan.
- Develop a light rail extension and an operations and maintenance facility that are technically feasible and financially sustainable to build, operate and maintain, consistent with the regional system defined by Sound Transit's ST3 Plan and the Regional Transit Long-Range Plan.
- Expand mobility for people in the corridor and region, including this corridor's high concentrations of low income, minority and transit-dependent populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access and multimodal integration, consistent with adopted local comprehensive or land use plans.
- Preserve and promote a healthy and sustainable environment by minimizing adverse impacts to people and the natural and built environments.



Exhibit 3. Regional Transit System

The project is needed because:

- Roadway congestion is increasing on I-5 and SR-99, the two primary highways connecting King and Pierce Counties, affecting reliability for transit as well as automobiles.
- There is not enough transit capacity to serve the corridor's riders today or in the future.
- Regional and local plans call for high-capacity transit (HCT) to serve long-term population and employment growth in the corridor consistent with VISION 2040 and the Regional Transit Long-Range Plan.
- The regional system does not have the operations and maintenance facility capacity to efficiently operate the long-term light rail vehicle fleet needed to serve South King and Pierce counties.
- South King and Pierce County citizens and communities, including its low income, minority and transit-dependent populations and residents, need better access to the rest of the region.
- Regional and local plans call for increased residential and employment growth and density in areas to be served by HCT and multi-modal transportation systems.
- Environmental and sustainability goals of the state and region include reducing total vehicles miles traveled and greenhouse gas emissions.

How alternatives will be developed

Based on early scoping comments, Sound Transit will evaluate the representative project and other project alternatives, station locations and associated features. Sound Transit is continuing to study the detailed requirements for an OMF and will be seeking comments on potential sites.

The evaluations will apply the purpose and need statement and include other information about operating, engineering and environmental issues that could affect the performance of alternatives. Examples of evaluation measures and considerations include:

- Ridership and access
- Travel time and travel speed
- Multimodal access to stations
- Capital, operations and maintenance costs
- Land use and economic development
- Transit-oriented development potential
- Impacts to the environment, including historic resources, parks, natural resources
- Property impacts and related effects
- Noise and vibration
- Traffic and other transportation effects

- Constructability and construction impacts
- Other engineering risks and constraints
- Safety and schedule factors
- Demographics along the corridor
- Other operational and site-level factors affecting stations, park-and-rides, the guideway and bridges
- Siting of an efficient, effective and feasible OMF

As described in the Sound Transit's *System Expansion Implementation Plan*, the project planning phase is to conclude with the Sound Transit Board identifying a preferred alternative and other alternatives to study in an Environmental Impact Statement. The board will consider public and agency comments, the evaluation materials and reports produced during the planning phase, recommendations from project advisory groups (i.e. Elected Leadership Group, Stakeholders Group, and Interagency Group), and public comments as they consider and identify a preferred alternative and other alternatives for evaluation in an EIS.

Exhibit 4 shows the timeline and major steps in alternatives development. Following early scoping, Sound Transit will summarize the early scoping process and comments in an Early Scoping Summary Report.

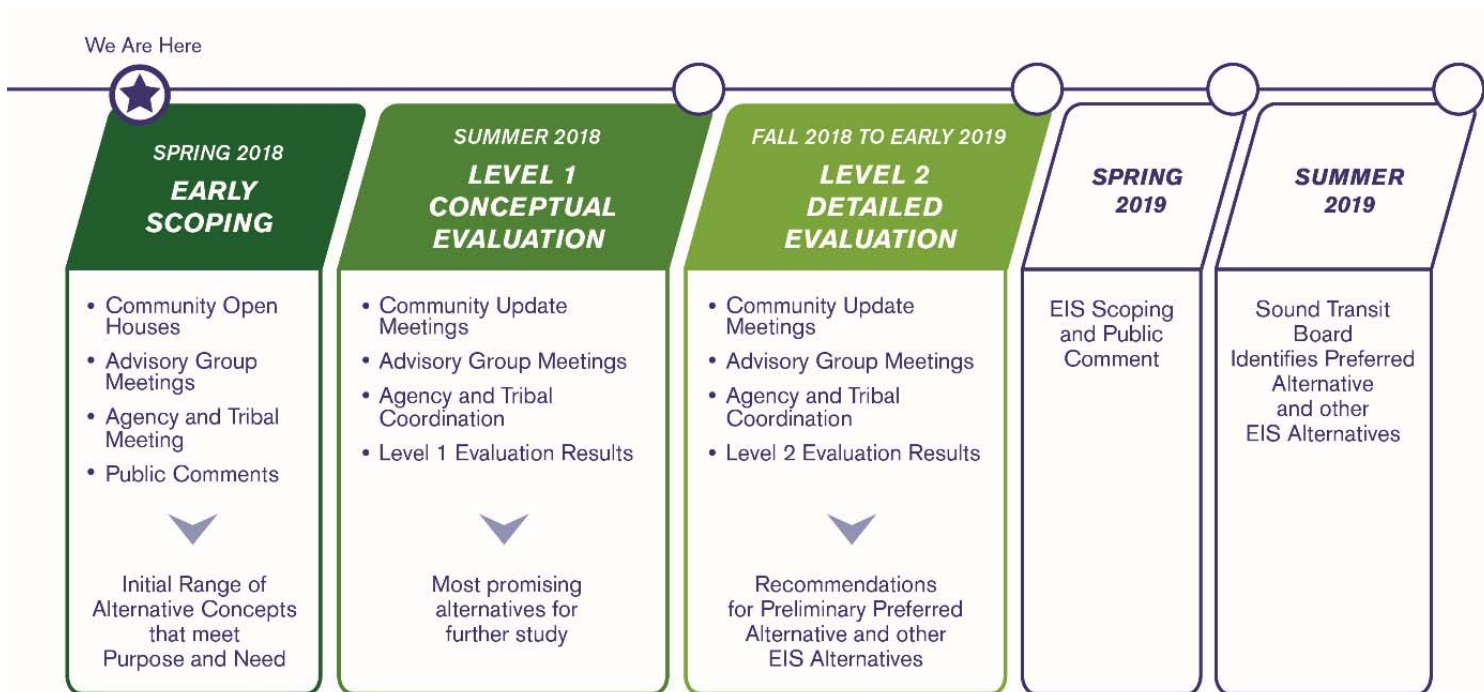


Exhibit 4. Alternatives Development Process

Next steps

At the end of the alternatives development process, in spring 2019, Sound Transit and FTA expect to begin scoping for an Environmental Impact Statement (EIS) by publishing a Notice of Intent to Prepare an EIS in the Federal Register and inviting public and agency comments. This period is called the EIS Scoping.

Based on information from the alternatives development process and environmental scoping, the Sound Transit Board is anticipated to identify the preferred alternative and other reasonable alternatives to study in a Draft EIS in summer 2019.

Sound Transit will publish a Draft EIS, provide an opportunity for formal public and agency comment, and publish a Final EIS that includes responses to public and agency comments. After publication of the Final EIS, the expectation is for the Sound Transit Board to make the final decision on the project to build.

What is the difference between early scoping and formal EIS scoping?

Early scoping is the first opportunity for the public to learn about the Tacoma Dome Link Extension. The purpose is to inform the public, agencies, stakeholders and Tribes about the project, and to receive input early in the alternatives development process. Early scoping is happening now.

EIS scoping is part of the formal state and federal environmental review process expected to start in spring 2019.



Tacoma Dome Link Extension

and Operations and Maintenance Facility South

APPENDIX C

Meeting Advertisements

Appendix C. Meeting Advertisements

Meeting advertisements placed in the following publications:

- El Siete Dias
- Federal Way Mirror
- International Examiner
- Korea Daily
- Korean Times Seattle
- Northwest Military
- Northwest Vietnamese News
- Tacoma News Tribune
- Tacoma Weekly
- Tu Decides
- South Sound Biz
- Weekly Volcano

The images on the following pages show the online and print advertisements that ran during the early scoping comment period.

Advertisements were published in English in the Federal Way Mirror, International Examiner, Northwest Military, and Tacoma News Tribune, Tacoma Weekly, South Sound Biz, and Weekly Volcano.



International Examiner
Seattle's Asian Pacific Islander nonprofit news source since 1974.

NEWS | OPINION | COMMUNITY | ARTS | CLASSIFIEDS | COMMUNITY RESOURCE DIRECTORY | ARCHIVES | SUPPORT US

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TACOMAWEEKLY NEWS

HOME | NEWS | CITY LIFE | SPORTS | TACOMA STUDENT ART | CALENDAR

Home Equity lines of credit promotional rate as low as **3.50%** **4.50%**

Sound Transit community stakeholder group seeks passionate volunteers

By Andrew Pickles - March 1, 2018



The Tacoma Dome Link Extension, scheduled to open in 2030, will add 9.7 miles of new rail between Federal Way and Tacoma. Photo courtesy of Sound Transit.

By 2030, Sound Transit plans to extend Link Light Rail from the Federal Way Transit Center to the Tacoma Dome. Called the Tacoma Dome Link Extension, Sound Transit plans to build another 9.7 miles of track, but the question that must be answered as part of the planning process is what route the extension will take.

This is where community residents living along the route, and who will ultimately become future users of the service, play a significant part. Sound Transit is seeking out individuals passionate about rail service and active in their respective communities to apply to serve on the Tacoma Dome Link Extension Stakeholder Group. Applications are due by 5 p.m. Tuesday, March 6.

"We want them to make a recommendation of the preferred alignment for the project that we will present to our elected leaders group," said Curvie Hawkins, project development director for the extension project. "It's an 18-month process. They will meet six to eight times through mid-2019, and so they will play an important role in developing the preferred alternative."

Summer 2019 is when Sound Transit will work toward having the stakeholder group give a

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GOLFER ON MONDAY

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Connecting light rail to the South Sound
Tacoma Dome Link Extension

SHAPE THE FUTURE

Tacoma News Tribune

St. Clare Hospital

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If hip or knee pain is keeping you from the activities you love, attend this free talk to learn about long-lasting solutions.

Join knee and hip specialist, orthopedic surgeon Joshua Johnson, MD, as he reviews hip and knee conditions and treatment options, including robotic arm-assisted surgery, and what to expect from surgery through the recovery process.

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6 - 7 p.m.
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Premarin® \$458.00 Save 97% from \$1400.00	Conj. Estrogen® \$51.00 Save 97% from \$1500.00
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Celebrex® \$743.17 Save 97% from \$2200.00	Celecoxib® \$83.00 Save 97% from \$2500.00

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Call the number below and use our additional \$15 off your first shipping on your first purchase order with Canada Drug Center. Expires June 30, 2018. Offer is available for purchases over \$50 and cannot be used in conjunction with any other offers. Valid for new customers only. One \$15 off per household. Max order \$1000. To receive this special offer.

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Canada Drug Center

Connecting light rail to the South Sound
Tacoma Dome Link Extension

Attend an open house

TACOMA
Tuesday, April 17
6-8 p.m.
Best Western Plus Tacoma Dome Hotel,
2611 E. E Street

FEDERAL WAY
Wednesday, April 18
6-8 p.m.
Todd Beamer High School,
35999 16th Ave. S.

FIFE
Tuesday, April 24
6-8 p.m.
Fife Community Center,
2111 54th Ave. E.

Online open house
tdlink.participate.online

SOUNDTRANSIT

Advertisements were published in Korean in The Korea Daily and Korean Times Seattle.

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자동차세상

임소록

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이문세 공연에 시애틀 한인들 잠 못 이뤘다

지난 3일 2시간30분 동안 30여곡 쉬지 않고 불려역대급 공연으로 객석 꽉 채운 1000여 팬들 열광

'별밤지기' 이문세가 시애틀 팬들을 열광시켰다.시애틀 공연역사상 역대급으로 꼽히는 이문세는 지난 3일

사회/정치

'기억'에 남을 한인의 날 행사 '돈'도 남겼다

"2만916.07달러 남았습니다."지난 1월 13일 제11회 워싱턴주 한인의 날(대회장 김순아) 행사를 성공적으로 개최한 한인의 날 축제재단이 지난 2일 페더럴웨이 해송에서 결산보고회를 개최했다.김순아 대회장과 홍윤선 이사장 등 대부분의 준비위원들이 참석한 가운데 진

사우스 사운드까지 경전철 연결

Tacoma Dome Link 확장

함께 설계합시다

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Tacoma Dome Link 확장

및 운영 & 유지관리 시설

사우스 사운드까지 경전철 연결

지역 경전철, 다함께 설계합시다.

다음 커뮤니티 오픈하우스에 참석해 주세요.

타코마 // 4월 17일 화요일, 오후 6-8시

Best Western Plus Tacoma Dome Hotel // 2611 E. E Street

페더럴 웨이 // 4월 18일 수요일 오후 6-8시

Todd Beamer High School // 35999 16th Ave. S.

파이프 // 4월 24 화요일 오후 6-8시

Fife Community Center // 2111 54th Ave. E.

온라인 참여: tdlink.participate.online

5월 3일까지 의견서 제출(내방, 온라인, 우편 또는 이메일)

Sea-Tac Airport

Kent

Federal Way

Milton

Fife

Puyallup Tribe of Indians

Tacoma

SOUNDTRANSIT

Page C-4 | Early Scoping Summary Report

June 2018

Advertisements were published in Spanish in El Siete Dias and Tu Decides.



Advertisements were published in Vietnamese in the Northwest Vietnamese News.



APPENDIX D

Early Scoping Comments from Tribes and Agencies

Appendix D. Early Scoping Comments from Tribes and Agencies

Early scoping comment letters were received from one tribal government and 11 agencies and are included in this appendix in the following order:

Tribe

- Puyallup Tribe of Indians

Federal Agencies

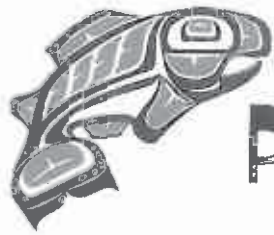
- Federal Highway Administration
- U.S. Environmental Protection Agency

State Agencies

- Washington State Department of Ecology
- Washington State Department of Natural Resources
- Washington State Department of Transportation

Regional and Local Agencies

- Port of Tacoma and Northwest Seaport Alliance
- Puget Sound Regional Council
- King County, Metro Transit Division
- City of Federal Way
- City of Fife and Fife City Council
- City of Tacoma



Puyallup Tribe of Indians



Dave Somers
Chair, Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

April 30, 2018

RE: Sound Transit Scoping Process Initial Comments

Dear Chair Somers,

The Puyallup Tribe of Indians is pleased to be working with Sound Transit staff in the initial scoping process for the Tacoma Dome Link Extension Project. The scoping process has provided important insight in how the Tribe can anticipate both the potential impacts and benefits of the representative alignment. Today, we provide our early scoping comments to help refine the project and to inform you and your staff.

1. Cultural & Environmental Considerations

- The proposed alignment will be impacting several historic sites and Sound Transit will need to work with Historic Preservation Department to limit those impacts with frequent and adequate consultation.
- Sound Transit should work with the Tribe's Historic Preservation Department to identify a preferable cultural resources consultant to work on the project.
- The representative alignment entering into Pierce County abuts Tribe's "St. George" property (King County Parcel 3221049134) is a property that has a high risk for cultural and human remains and should be avoided.
- The section of the representative alignment near SR 99 and 70th Ave E is an area of high risk probability for cultural and human remains. Sound Transit should work with the Tribe's Historic Preservation Department to determine suitability of piling locations in this area.
- The Puyallup River crossing and relocation of Hylebos will have significant water quality impacts during construction. The Tribe will want to work closely with Sound Transit and it's contractors to avoid and minimize to greatest extent possible.
- A clear span bridge over I-5 is highly preferable to additional columns in Puyallup River due to interruptions to fishing access and impacts to fishery and water quality.
- The crossing of the proposed Sound Transit bridge over the Puyallup River will also impact the Ceremonial grounds which is considered a Traditional Cultural Property (TCP) and ST should work closely with Historic Preservation Department to protect any cultural resources that will be impacted to limit those impacts.

- The Tribe requests locating storm ponds and other stormwater features as soon as possible in this process, so we can work with Sound Transit on treatment scheme and configuration. Additional outfalls in the Puyallup River will be problematic. We will convey the enhanced treatment pond the Tribe used in the WSDOT I-5 HOV project to the Sound Transit team.

2. Impact to Tribal Properties

- Any alignment should avoid individual tribal member trust properties. We have identified some of these properties within the vicinity of the representative alignment.
- There are several individual member trust properties consolidated around the Milton Area along SR 99. Maintaining an I-5 alignment will avoid impacting them.
- Additionally, there are two properties north of SR 99 in the City of Fife's Town Center concept area.
- The station location in East Tacoma abuts an individual member's property. If any of these properties are essential we ask that you engage with these Tribal members early in the process.
- The Puyallup Tribe will consider necessary right-of-way needs for the project over government owned tribal trust properties unless otherwise specified below.

3. Fife Area Representative Project Alignment and Station Location

- The representative station location in Fife is not a feasible consideration and will greatly impact the Tribe's EQC and Tahoma Market operations. It is because of this reason that alternatives immediately be considered.
- It is the Tribe's preferred option to have the initial rail alignment from the King/Pierce County boundary fall on I-5 and gently curve between SR 99 and 15th Street E to a preferred station location north of SR 99 between 54th Ave E and 59th Ave E with pedestrian access from SR 99.
- Additionally, it is the Tribe's preferred option for rail alignment to cross 54th Ave E and move toward I-5 and continue along WSDOT right-of-way to avoid impact to a major Tribal community at 12th and Alexander Ave E.

4. East Tacoma Area Representative Project Alignment and Station Location

- The Tribe anticipates working with Sound Transit to secure the necessary aerial easements/right-of-way over the Puyallup River and any necessary piling easements in the Puyallup River. These cannot be permanent easements under current BIA regulations and would be termed to a max of 99 years with renewal options.
- It is the Tribe's preferred option that the rail alignment fall south of the Tribe's Ceremonial Grounds to avoid any impact to them (Pierce County Parcels 4715024440, 4715023640, 4715024450, 4715023610).

- The Tribe's preferred station location area is well within the current representative station location just north of the individual member trust property (Pierce County Parcels 4715011370, 4715011350).
- An alignment and station location South of I-5 along Portland Avenue should not be further considered as there is no feasible alignment/siting without large impacts to tribal properties and increasing the cost of the project exorbitantly by crossing the interstate two times.
- The East Tacoma site should have proper connectivity through enhancing pedestrian infrastructure under I-5 on Portland Avenue and R Street. Additionally, the station should be transit oriented to work with Pierce Transit services since there will be no parking at this location.

5. Tacoma Dome Area Representative Project Alignment and Station Location

- The Tribe's preferred rail alignment from the East Tacoma Station is along East 26th Street.
- The preferred station location would be (1) not to impact the Tribe's current land holdings in the area (Pierce County Parcels 2076230024, 2076230010, 2076220080, 2076220070) and (2) provide connectivity into other modes around Tacoma Dome Station (Sounder, Pierce Transit, Link, Amtrak). If any of the above identified parcels are essential the Tribe is willing to entertain potential offers for easements/right-of-way. The Tribe cannot sell property under its constitution but can grant easements/right-of-way in 99 year terms under current BIA regulations. This may however not be acceptable for Sound Transit.

Finally, we would like to request setting up a meeting with our tribal community and individual member trust property owners to help provide input on the alignment and station locations. We take our member's concerns seriously and would like to offer them the opportunity to voice their concerns directly with Sound Transit. Please work with our staff on coordination with this effort.

The Puyallup Tribe of Indians looks forward to continuing to work with Sound Transit on finding a viable preferred alignment for the Tacoma Dome Link Extension. We are aligned with Sound Transit's mission to provide transit options to our tribal community and throughout the Puyallup Reservation.

Sincerely,



Chairman Bill Sterud
Puyallup Tribe of Indians



U. S. DEPARTMENT OF TRANSPORTATION

**FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
SUITE 501, EVERGREEN PLAZA
711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501**

May 2, 2018

Mr. Steven Kennedy
Tacoma Dome Link Extension
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

**FHWA Comments on Tacoma Dome Link
Extension (TDLE)**

Dear Mr. Kennedy,

First, I would like to thank Sound Transit for the opportunity to attend the Tacoma Dome Link Extension (TDLE) Early Scoping Meeting on April 17, 2018 and the Fife Station Area Workshop on May 1, 2018. Please accept these written comments related to the TDLE project.

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation (USDOT). USDOT is made up of several agencies including our partners at the Federal Transit Administration (FTA). Together FHWA and FTA are stewards for a multi-modal approach to the movement of people and goods, including pedestrians, bicyclists, freight, passenger vehicles, buses and other transit (including for-hire services), and commuter and light-rail trains.

FHWA is the steward of the National Highway System (NHS or System). The NHS includes the Interstate Highway System (Interstate) as well as highway segments that access ports, cities, manufacturing centers, facilities important to the defense of our nation, and other significant locations. The NHS provides mobility for the many modes of transportation that use the System, serving all users to the best ability that can be provided. It is in the national interest to preserve and enhance the performance of the Interstate, and the NHS, to meet the needs of the 21st Century and beyond. Interstate interchange areas are a part of the NHS.

As the steward of the NHS it is the responsibility of FHWA to assure that users of the System are provided the highest level of service in terms of safety and mobility while balancing the need for access to the System and the communities the System serves. To accomplish that responsibility, FHWA monitors the operation of Interstate interchanges providing connectivity to local communities, while striving to maintain the efficiency, functionality, and mobility Interstate users expect. It is critical to understand that the function of Interstate interchanges is not to serve adjacent land uses; they are the nodes of access between the local street system and the Interstate. Local access is a fundamental responsibility of the local street network and the community itself.

USDOT works with our state and local partners to develop multi-modal and multi-faceted transportation systems that work as seamlessly as possible to: assure public safety, provide mobility to all users, and

assure that the NHS and other modes operate as efficiently as possible. The goal of all transportation systems should be to facilitate the development of vibrant live-able communities while providing the mobility to support and enjoy those communities.

Sound Transit has presented a “representative alignment” for the TDLE that is located along side Interstate 5 (I-5) for significant distances between Federal Way and Fife, and Fife and Tacoma. Locating the alignment along I-5 will require that we work together to find solutions that reflect the goals of the FHWA, Sound Transit, and the communities the TDLE will serve.

Riders using High Capacity Transit (HCT) rely on access to and from an HCT station by other means, such as buses, cars, walking, or biking. Those other means rely upon the local network of streets and paths to access the HCT station. The local street network also provides access to and from the NHS interchanges. When considering locating an HCT station at or near an NHS interchange the evaluation of how riders will access that station must be evaluated, that evaluation should include the potential for impacts to the users of the NHS as well. I have come to think of the joint use of the local street system to access the HCT system and the NHS as cross-congestion. That is, the riders accessing the HCT station will occupy the same streets that are used to access the NHS; those streets are uniformly already congested. Adding further cross-congestion could be detrimental to both the riders of HCT and the vehicles destined for the NHS. An additional consideration is that the ridership of the HCT that walk or bike to the station will be moving through a congested the street system. Introducing pedestrians and bicyclists into an already congested street network will increase the potential for vehicle/pedestrian and vehicle/bicycle accidents. HCT station development decisions must seek to avoid cross-congestion as it can negatively impact both the HCT riders and the NHS users.

The FHWA has the following comments related to the TDLE early scoping process:

- 1) The location of HCT stations must facilitate future planning and development of urban centers.
- 2) HCT stations should be located to accommodate community growth typically associated with those stations, often called Transit-Oriented Development or TOD, while increasing access for bike or foot travel within the “walk shed” of those stations.
- 3) The location selection, development, and design of HCT stations must take into consideration their proximity to NHS interchange areas, other transportation modes, and the impact to the NHS and those modes.
- 4) Traffic analysis for HCT station siting must consider the movement of traffic accessing the HCT as well as the Interstate systems to avoid overlap and undue cross-congestion of surface traffic.
- 5) Traffic analysis must also consider the safety of users, including evaluating the potential for and mitigation of vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle accidents and crashes as all modes of transportation move to or from the site of the HCT station.
- 6) If an HCT station is located near an NHS interchange, impacts to the System must be fully evaluated and mitigated.
- 7) Refer to comment #2 above – the proponents should analyze the location of the South Federal Way Station (immediately west of Interstate 5) to assure that its location will not restrict potential TOD and the walk shed. Locating the South Federal Way Station farther to the west and possibly north, closer to SR 99, perhaps near 336th Street, may allow a more comprehensive future growth plan, better accommodate TOD, and separate the HCT node from the Interstate node, providing benefit to both modes of travel.
- 8) The area along I-5 between Porter Way and the 54th Avenue interchange (near the future SR 167 crossing of I-5 and SR 99) is extremely tight. Locating the TDLE alignment between I-5 and SR 99 will be difficult given the constraints of that location and the planned widening of I-5.

- 9) Refer to comment #2 and #7 above – the Fife Station near the 54th Avenue Interchange should be analyzed to assure its location will support TOD and the walk shed. Locating the station along 12th or 15th may well provide benefits to the City of Fife, HCT ridership, and NHS users.
- 10) The proposal, as presented at the April 17 scoping meeting, includes a new crossing of the Puyallup River slightly downstream from the I-5 bridges currently under replacement. The City of Tacoma is currently pursuing the replacement of the bridge that carries Eells Street over the Puyallup River. We recommend that Sound Transit and the City of Tacoma consider a joint bridge to carry Eells Street and the TDLE across the river, thereby reducing the number of river crossings. This would also create the potential for an improved Tacoma Dome Station location aligning more efficiently with the Link to downtown Tacoma and the Amtrak station.

Thank you for the opportunity to participate in the early scoping process for the TDLE. Please feel free to contact Dean Moberg at 360-534-9344 with any questions or need for clarification.



Dean Moberg, P.E.
Federal Highway Administration



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10**

1200 Sixth Avenue, Suite 155
Seattle, WA 98101-3140

OFFICE OF
ENVIRONMENTAL REVIEW
AND ASSESSMENT

May 2, 2018

Mr. Steve Kennedy, Senior Environmental Planner
Sound Transit
401 South Jackson Street
Seattle, Washington 98104-2826

Dear Mr. Kennedy:

The U.S. Environmental Protection Agency has reviewed the Sound Transit Early Scoping Information Report for the Tacoma Dome Link Extension and Operations and Maintenance Facility South (EPA Region 10 Project Number 18-0020-FTA). The EPA comments are provided pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Sections 1500-1508) and Section 309 of the Clean Air Act.

The Tacoma Dome Link Extension representative project is approximately 9.7 miles in length and would extend from the Federal Way Transit Center to the Tacoma Dome Station. The proposed project includes two parking garages (at south Federal Way and Fife), a rail-only fixed span bridge over the Puyallup River, a south corridor Operations and Maintenance facility, and stations in south Federal Way, Fife, east Tacoma, and the Tacoma Dome.

We appreciate the helpful online open-house information provided by Sound Transit. We offer the following comments based on the information available at this early stage of project development.

Purpose and Need, Goals and Objectives

We support the project purpose and need. We especially encourage special emphasis be placed upon serving and improving the quality of life for the high concentrations of low income, minority, vulnerable, disadvantaged, and transit-dependent populations within the project area. We recommend that Sound Transit adopt a goal, with supporting objectives, for improving public health and human well-being in communities that are already experiencing a disproportionate level of social, environmental, health, and economic impacts. A well-located and designed project that minimizes negative impacts from project construction, operations, and maintenance, and integrates multi-modal transport, particularly non-motorized modes, with uplifting design features, access to open spaces, and diverse natural vegetated areas could contribute to community placemaking and improved public health.¹

We also recommend children's health and safety be a prominent consideration. While public transportation via light rail should produce net benefits to communities served, it is important to be attentive to its location, construction, and operational impacts to ensure that the most disadvantaged and vulnerable populations are not disproportionately and cumulatively affected by project impacts. For example, using the EPA EJSCREEN GIS tool to assist with an analysis of the representative alignment, we find there are many schools nearby that are currently experiencing impacts from Interstate 5 and

¹ <http://www.placemakers.com/2018/04/03/healthiest-neighborhoods-both-walkable-and-green/>

other roadways. We would expect additional air pollution, noise, safety, and other impacts to schools and the surrounding communities from the Tacoma Dome Link Extension project construction activities, as well as the impacts from system operations and maintenance. Of particular concern are the air quality impacts from construction diesel emissions, other particulate matter, noise impacts to learning and residential environments, and the need for safe routes to schools. We also recommend project communications be in the appropriate languages for affected populations and issued through culturally appropriate means.

Range of Alternatives

We support the measures and considerations for developing alternatives, which are listed in the Early Scoping Information Report. In addition to the representative alignment, we recommend the range of alternatives include one or more routes along SR 99. An SR 99 route could support existing communities in terms of access, walkability, and transit oriented development. We also recommend the Operations and Maintenance Facility South location alternatives be within existing commercial/industrial/paved areas. Consider, too, whether there are brownfield sites that could be re-developed for this beneficial use.

Recommendations:

- Strive to incorporate both equity and health, including children's health and safety, considerations in evaluating project alternatives, design, and construction/operations/maintenance impacts;
- To improve equity, health, community and economic vitality, clean up and re-use any contaminated sites that may occur within proposed alignments;
- Identify and incorporate the needs of Limited English Proficiency (LEP) residents in project alternatives, design, construction, operations, and maintenance. For example, there is a substantial Korean LEP population in Tacoma. When the Portland light rail service began, LEP was found to be a contributing factor in an alarming number of deaths due to train strikes. Consider using faith-based means (churches) for access, communication, and outreach to these populations. Learn and incorporate varied ways to effectively communicate operational and safety factors for LEP and disabled persons;
- In response to the limited environmental screening presented in the Early Scoping Information Report, we support alternatives that both serve Environmental Justice/disadvantaged and underserved neighborhoods, and that would avoid negative impacts to habitat corridors, existing open/green spaces, and sensitive natural areas. More information is needed to determine the potential positive and negative effects of alignments that would pass through historic districts, parks, tribal lands, or other important social, cultural sites;
- Provide efficient, convenient connections with other public transportation routes and modes, including non-motorized travel, to lessen dependency on private automobiles, increase accessibility for underserved populations, reduce greenhouse gases and other air pollution. We have found that it is important to monitor current connections, such as between commuter rail and light rail, to evaluate the ease of making these connections;
- Examine the travel time and effort, particularly for the disabled, that are necessary to make these connections, and whether frequency of service is adequate to achieve transport that is both time and cost effective. Use monitoring results to inform planning and alternatives for the Tacoma Dome Link Extension;

- Continue to seek and evaluate ways that the Tacoma Dome Link Extension could leverage additional benefits to and from other current housing, commercial, and transportation investments; and,
- Ensure effective government to government consultation and coordination with affected Indian tribes, in accordance with Executive Order 13175. Incorporate provisions to ensure protection of tribal treaty rights and resources.

A general list of other environmental, transportation, and community impacts and benefits that we recommend be considered in developing alternatives and discussed in the NEPA analysis include, but are not necessarily limited to:

- Aquatic resources – effects to watersheds, hydrology, runoff; water quality and quantity for surface water, ground water, private or public drinking water supplies; effects to rivers, streams, wetlands, shorelines, riparian areas, lakes, ponds, estuaries, floodplains, marine waters; effects to waters listed as impaired under Clean Water Act Section 303(d); Clean Water Act anti-degradation provisions;
- Endangered, threatened, candidate, sensitive federal or state species and habitats; local areas of high biological diversity;
- Indirect and cumulative effects – to human health and/or environmental/natural resources of concern;
- Open space – greenways, parks, resource lands, wildlife areas, other valued public and/or open spaces;
- Ecological connectivity – need to provide for and/or effects upon existing habitat areas and corridors;
- Changes in climate – discuss impacts both on the project and from the project related to greenhouse gas emissions and adaptation; and,
- Air quality – transportation related emissions of criteria air pollutants and mobile source air toxics; construction-related emissions.

We would be happy to provide more detailed information regarding any of the above subjects. If at any time you have questions, would like to discuss these comments, or need information please contact me at (206) 553-2966, or by email at somers.elaine@epa.gov. Thank you for the opportunity to contribute to the early scoping phase of the Tacoma Dome Link Extension project.

Sincerely,



Elaine L. Somers
Environmental Review and Sediment Management Unit



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

*PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341*

May 3, 2018

Steve Kennedy, Senior Environmental Planner
Sound Transit
401 South Jackson Street
Seattle, WA 98104-2826

Dear Mr. Kennedy:

Thank you for the opportunity to comment on the early scoping for the Tacoma Dome Link Extension and Operations and Maintenance Facility South Project located from Federal Way to Tacoma Dome in King County and Pierce County. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

AIR QUALITY/GREENHOUSE GASES: Gail Sandlin (360) 407-6800

Construction and operation GHG emissions should be estimated. Plus considerations of climate adaptation issues such as severe weather events for flooding or landslide risks.

TOXICS CLEANUP: Eva Barber (360) 407-7094

Portions of this proposed project are located in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma (visit Ecology's Tacoma Smelter Plume map search tool: <https://fortress.wa.gov/ecy/smeltersearch/>).

Soil contamination from the former Asarco smelter poses a risk to human health and the environment. Children are at especially high risk from direct exposure to contaminated soil. Construction workers, landscapers, gardeners, and others who work in the soils are also at risk.

Ecology recommends that the lead agency include the following as conditions of approval, prior to the issuance of any site development permits or the initiation of grading, filling, or clearing:

- Sample the soil and analyze for arsenic and lead following the [2012 Tacoma Smelter Plume Guidance](#). The soil sampling results shall be sent to Ecology for review. If the

project includes open space areas, contact the Technical Assistance Coordinator, Eva Barber, for assistance in soil sampling methodology within the open space area.

- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.
- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
 - 1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology. For more information on the Voluntary Cleanup Program, visit Ecology's website at: <http://www.ecy.wa.gov/programs/tcp/vcp/vcpmain.htm>.
 - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local land use permitting agency the opinion letter from Ecology.
 - 3) Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.
- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Site design shall include protective measures to isolate or remove contaminated soils from public spaces, yards, and children's play areas. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health:

<https://fortress.wa.gov/ecy/publications/SummaryPages/1109095.html>.

For assistance and information about Tacoma Smelter Plume and soils contamination, the applicant shall contact, Eva Barber with the Toxics Cleanup Program at (360) 407-7094 or via email at Eva.Barber@ecy.wa.gov.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

Steve Kennedy, Senior Environmental Planner
May 3, 2018
Page 3

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(MLD:201801574)

cc: Gail Sandlin, AQ/GHG
Eva Barber, TCP



HILARY S. FRANZ
COMMISSIONER OF PUBLIC LANDS

**DEPARTMENT OF
NATURAL RESOURCES**

SOUTH PUGET SOUND REGION

950 FARMAN AVENUE N
ENUMCLAW, WA 98022-9282

360-825-1631

TRS 711

SOUTHPUGET.REGION@DNR.WA.GOV

WWW.DNR.WA.GOV

May 3, 2018

Steve Kennedy, Environmental Planner
Sound Transit
Tacoma Dome Link Extension
401 S Jackson Street
Seattle WA 98104-2826

Subject: Tacoma Dome Link Extension

Mr. Kennedy:

Thank you for the opportunity to provide comments on the Tacoma Dome Link Extension Project. The Department of Natural Resources (DNR) is steward of Washington's aquatic lands and their resources. Aquatic lands are managed for current and future citizens of the state to sustain long-term ecosystem and economic vitality, and to ensure access to the aquatic lands and the benefits derived from them. Washington DNR's management authority derives from the State's Constitution (Articles XV, XVII, XXVII), Revised Code (RCW 79.02 and 79.105) and Administrative Code (WAC 332-30). As proprietary manager of state-owned aquatic lands, DNR has been directed to manage the lands "...for the benefit of the public" in a manner that provides "...a balance of public benefits for all citizens of the state" that includes"

Encouraging direct public use and access

Fostering water-dependent uses

Ensuring environmental protection, and

Utilizing renewable resources.

In addition, generating revenue in a manner consistent with subsections 1) through 4) of this section is a public benefit (RCW 79.105.030).

The project may be located on Aquatic Lands owned by the State of Washington and managed by DNR. You must obtain authorization from DNR prior to building structures in the water and air space above state-owned aquatic lands or to harvest seaweed, shellfish, sand, or other resources for commercial use.

Steve Kennedy, Environmental Planner
Sound Transit
May 3, 2018
Page 2 of 2

To ensure sustainable management of state-owned aquatic lands, DNR has established environmental protection goals. These goals seek to ensure uses of state-owned land do not result in: shading that harms aquatic vegetation and fish migration; compaction, disruption, or impeding the natural movement of sediments; underwater noise that can disrupt important aquatic species when they are most vulnerable; or, release harmful contamination and waste. DNR is committed to working with applicants, in coordination with permitting agencies, to find ways to avoid impacts to aquatic habitats and species on state-owned aquatic land.

It is understood that the project is in the scoping phase. If this proposal will impact state-owned aquatic lands, DNR will need additional information and will request a site visit in order to identify measures necessary to avoid environmental impacts.

I can provide you with an application and discuss the authorization process before you apply for permits. As Land Manager, I am also available to meet with regulatory agencies to discuss the proposal in an effort to meet mutual goals while avoiding unnecessary expense or delays in the review of project proposals. Please do not hesitate to call me at 206-455-1014 or email me at trina.sunderland@dnr.wa.gov should you need additional information, or to arrange a meeting.

DNR reserves the right to comment on future amendments and revisions to this proposal.

Sincerely,



Trina Sunderland, Easement Land Manager
Shoreline District Aquatics

c: Neal Cox, DNR
File

May 3, 2018

Tacoma Dome Link Extension Team

RE: Tacoma Dome Link Extension (TDLE) Early Scoping Comments

The Washington State Department of Transportation (WSDOT) is pleased to provide Early Scoping comments for the Tacoma Dome Link Extension project (TDLE). The project aligns with WSDOT's vision of providing a sustainable and integrated multimodal transportation system and includes working with local transit agencies to promote transportation choices.

The comments below are compiled from various WSDOT staff including those that attended the Agency Early Scoping meeting.

General Comments:

The TDLE project presents an exciting opportunity for Sound Transit to collaborate with other agencies in building a seamless, integrated transit system that connects not only connects Tacoma, Fife and Federal Way to Seattle but also provides connections and increased transportation options between communities in Pierce County and South King County. In turn, an integrated transit system supports regional centers designated by the Puget Sound Regional Council (PSRC) and the projected growth in population and employment throughout the region. WSDOT's strategic goals include optimizing system capacity through better interconnectivity of all transportation modes and managing system assets and multimodal investments on corridors to enhance economic vitality.

WSDOT encourages the TDLE project to continue working with local jurisdictions to develop safe and direct non-motorized access to future light rail stations and to encourage Transit Oriented Development (TOD) in station areas.

It is probable that the comments we make now are applicable for the current situation and maybe even as far in the future as the next several decades, but we should be forward thinking enough to plan for this light rail stations & alignment to function in 75 years when much of the area will most likely be substantially redeveloped.

Purpose & Need:

The sixth bullet under Purpose and Need mentions encouraging equitable and sustainable growth consistent with adopted local comprehensive or land use plans. As this is a "75 or 100-year" project, it should look beyond adopted plans and reference local vision which may not have been adopted yet but are relevant to future growth and development.

WSDOT Coordination:

WSDOT will coordinate with the TDLE project on the upcoming Compatibility Report that will outline WSDOT's needs and any potential future expansion of I-5, which will then help to guide the location of light rail facilities within or adjacent to the right of way. Since the Compatibility Report is not yet available now we cannot include specific comments regarding WSDOT right of way.

WSDOT expects that any crossings of state highways and ramps by light rail will not be at grade and they will be separated in some form.

State Route (SR) 167 Completion Project:

The design of TDLE in Fife near the existing overpass of 70th Avenue must not preclude the ultimate build-out of the future I-5/SR 167 interchange at this location. WSDOT has provided the design plans to Sound Transit staff for the full interchange that was included in the 2006 Final Environmental Impact Statement (FEIS); this is the best information available at this time for the ultimate build-out of this interchange.

WSDOT is currently preparing a National Environmental Policy Act (NEPA) Re-Evaluation for the project for the Phase 1 Improvements, which is a lesser scope than what is included in the 2006 FEIS. The expected completion date for this NEPA Re-Evaluation is August 2018. This design information was provided to Sound Transit staff. Construction of the first stage of this interchange is funded and scheduled to begin in late 2019.

WSDOT will be preparing an updated design for the ultimate build-out of the I-5/SR 167 interchange, which will take into consideration the Phase 1 Improvements included in the current NEPA Re-Evaluation. This design information is expected to be completed by the end of calendar year 2018 and will be made available to Sound Transit upon request. The TDLE team should plan to work around the SR 167 project by using the current EIS configuration and then be ready to make adjustments when the final configuration is decided.

South Federal Way Station Area:

The representative alignment shows this station at a constrained site between the I-5/SR 18/SR 161 Southbound off/on ramps and the Home Depot parking lot. The next phase of the ongoing I-5/SR 161/SR 18 Triangle Project will add a southbound off ramp from I-5 to SR 161 that will further constrain the station site. The TDLE project should consider moving the station further west which would capture a larger watershed and provide a better opportunity to create future transit oriented development.

The City of Federal Way is currently studying the South 320th St Corridor though it is too early in the process to determine if there are any changes planned that could affect this light rail project. An option considers alterations to South 324th St. The TDLE team needs to keep this in mind as the planning progresses.

Fife Station Area:

The representative alignment location of this station is inside the southbound I-5 off ramp of the I-5/54th Ave East interchange. Access at such a location would be very difficult for a station that acts as a node for connecting light rail to pedestrian, bicyclists and users arriving by bus. The station's proposed location places a line of columns in the midst of a major I-5 interchange; this will restrict future WSDOT changes to this interchange. WSDOT does not support this location and recommends moving the station north to Pacific Highway East of 15th Street East, locations that will work significantly better for getting people to and from light rail and act as a catalyst for transit oriented development.

The City of Fife has stated that it would like to redevelop its city center around the future light rail station; WSDOT's experience in the area has shown that there are poor soil conditions and

potential climate change impacts in a low-lying area. Extensive soil analysis is required to verify conditions for the light rail alignment and if development were feasible.

Sound Transit should be aware that WSDOT has entered into agreement with multiple businesses with I-5 frontage allowing them to maintain the landscaping between I-5 and their property. These businesses contract with a landscaping company to keep this area clean and well-groomed to provide good visibility and appearance of their businesses. The representative alignment will impact some of those businesses as well as an existing WSDOT Project Engineering Office.

East Tacoma Station Area:

The representative location of this station is quite close to the low-income East Tacoma neighborhood and the Emerald Queen casino currently under construction. However, access to the neighborhood would be along Portland Avenue under I-5, which forms a significant barrier that is poorly lit with narrow sidewalks. The project team needs to coordinate closely with the City of Tacoma, WSDOT and the local community to develop ways of improving the connection and access for all modes if an alternative station location is not feasible.

Tacoma Dome Station Area:

The Tacoma Dome station is outside of I-5 or any other state right of way, therefore WSDOT has no comments on right of way impacts. WSDOT encourages the TDLE project to optimize the transfer opportunities between TDLE Light Rail, Tacoma Link Light Rail, Pierce Transit buses and other service providers at the Tacoma Dome station.

Operations and Maintenance Facility (OMF):

The OMF is expected to be placed outside WSDOT right of way, if it is placed on the east side of I-5, the opposite side of the main portion of the TDLE alignment, then the light rail alignment will most likely have to cross over I-5 twice. This is not our preference. We will support the best solution by working with Sound Transit, but we do not want added crossings of I-5 for this OMF unless it is the only solution. Two crossings of I-5 by light rail structures to service the OMF will most likely restrict future adjustments to I-5 by WSDOT which we prefer to avoid.

Thanks again for the opportunity to comment, WSDOT looks forward to continuing interaction with The TDLE project going forward.

Philip Harris

Comments compiled from Dylan Counts, Doug Haight, Celeste Gilman, JoAnn Schueler, Steve Fuchs, Steve Roark, and Philip Harris

From: Bagley, Susan Bagley@wsdot.wa.gov
Sent: Wednesday, May 2, 2018 12:51 PM
To: Tacoma Dome Link Extension
Subject: Tacoma Dome Link Extension - Comments

Thank you for the Open House last week. I shared several comments in person, but as soon as I left, I remembered that there is another very important consideration when siting the Fife Light Rail Station:

The former Interurban Railroad right-of-way has been repurposed through the City of Milton as a bicycle-pedestrian trail, which currently extends to 70th Ave, in Fife WA. The coordination your project is doing with the SR 167 extension (as part of the Gateway program) will keep you informed of the revisions to 70th Ave as well as the revisions to the bicycle-pedestrian trail.

My biggest and most emphatic comment is about making sure that there is adequate parking at the Fife Station, since the terrain is not very conducive to walking or bicycling (for most people); however, if the Fife Station could be located NORTH of the 54th Street Interchange and near the bicycle-pedestrian trail, it would certainly encourage many transit riders to consider walking or bicycling to the station.

I'm sure your team has already been considering these issues, but wanted to make sure we have it listed on the official comments list to be addressed in the EIS process.

Thank you, and if you have questions or need additional information, please let me know.



May 3, 2018

Board Chair Dave Somers
Tacoma Dome Link Extension
Sound Transit
401 S. Jackson Street Seattle, WA 98104

VIA EMAIL: dave.somers@snoco.org
tdlink@soundtransit.org

Re: Tacoma Dome Link Extension Early Scoping Comments

Dear Board Chair Somers:

Thank you for the opportunity to provide early scoping comments to start the project development and environmental process for the Tacoma Dome Link Extension. The impact of the project's representative alignment to Port of Tacoma and Northwest Seaport Alliance operations in the Tacoma Tidelands could be significant. This is true both during construction and subsequent operations. We appreciate that your staff has already reached out to ours, and look forward to partnering in the development of this critical new infrastructure.

The Port of Tacoma is a public municipal corporation established in 1918. Today, it includes the Northwest Seaport Alliance, a marine-cargo operating partnership of the Port of Seattle and Port of Tacoma. The Alliance is the nation's fourth largest container hub in the United States, serving as the "Pacific Gateway" for trade between Asia and the central and eastern United States, as well as the Northwest. In addition, the vast majority of trade between Alaska and the lower 48 states passes through Tacoma.

We are responsible for creating good jobs across Washington State by advancing trade and commerce, promoting manufacturing and maritime growth and stimulating economic development. To be successful in that mission, it is critical that other jurisdictions and government agencies like Sound Transit recognize the complicated nature of our operations and collaborate closely when major projects have the potential to impact our assets.

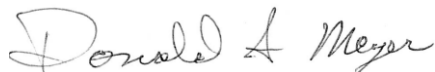
We fully support high-capacity transit to reduce congestion along the I-5 corridor, and look forward to a time when we can board a Link train to the airport at the Tacoma Dome. An integrated and robust transportation system is essential to maintaining Puget Sound's economic competitiveness and quality of life. At the same time, we must make sure that the future Link line avoids negative impacts to truck and rail access to the Port of Tacoma Manufacturing Industrial Center, both during construction and operation.

We also need to protect the untapped capacity to improve truck and rail freight infrastructure in the future.

We look forward to continuing our successful work with Sound Transit staff toward a system expansion that moves the region forward while complementing our ongoing economic development efforts.

Detailed early scoping comments developed by our staff are provided. Thank you for your consideration and continued cooperation.

Sincerely,

A handwritten signature in dark ink, reading "Donald G. Meyer". The signature is fluid and cursive, with the first name "Donald" being the most prominent.

Donald G. Meyer, President
Port of Tacoma Commission

cc: Sound Transit CEO Peter Rogoff
Port of Seattle Commission
Port of Tacoma Commission
Port of Tacoma & Alliance CEO John Wolfe

Dear TDLE staff,

Thank you for the opportunity to submit these early scoping comments. We strongly believe that this extension will significantly improve transportation options in our region. At the same time, there is the potential for significant risk to multiple stakeholders should the key issues identified below remain unaddressed. We look forward to working with you in defining the Tacoma Dome Link Extension's (TDLE's) preferred alignment and station locations in a way that addresses these issues, and appreciate our inclusion in the interagency team. For future coordination efforts, our staff contacts are:

Evette Mason, Local Government Relations Manager, Port of Tacoma, emason@portoftacoma.com, 253-383-9435

Christine Wolf, Senior Planner, Northwest Seaport Alliance, cwolf@nwseaportalliance.com or 253-888-4414

On the following pages, our comments follow the general outline of the Early Scoping Information Report:

- I. Representative Alignment
- II. Purpose & Need
- III. Development of Alternatives

I. Representative Alignment – issues, concerns, and areas of agreement

Our team supports development of a truly regional high capacity transit system, and in particular the extension to the Tacoma Dome. We appreciate the years of planning described in the Early Scoping Information Report that helped get us to this point. We are pleased that the Alternatives Analysis is now funded, so that the project team and stakeholders can work on the many issues and concerns related to the representative alignment voiced by stakeholders. As you know, we have identified our own concerns at a high level in prior comment letters. Based on our assessment of the materials provided to date, here are our immediate concerns, focused in three areas of the preferred alignment:

- Fife Station
- Puyallup River Crossing
- East Tacoma Station

Fife Station

The preferred alignment assumes an elevated station in the I-5 right-of-way, straddling the south-bound off-ramp to 54th Street in Fife. The station is planned to provide 500 parking spaces, currently conceived to be located on Puyallup Tribal property, immediately adjacent to the freeway off-ramp and the intersection of the south-bound on- and off-ramps and SR-99/Pacific Highway and 54th Street. This intersection is one of very few access points to the Tideflats for trucks. It serves two T-1 freight corridors, the highest designation in the state's Strategic Freight Corridor network: 54th

Street and SR-99/Pacific Highway are both listed. The ramp and intersection also play an important role in providing badly needed resiliency in the roadway system supporting the Tideflats. It is already heavily congested, and will be more stressed in the future.

Projects like the Puget Sound Gateway's 70th Street Bridge relocation and SR-509 spur, as well as Fife's plans for the I-5 and 54th Street interchange will help reduce the stress on the intersection and ramp by providing an alternative (especially the SR-509 spur), or by relocating some turning movements to a different location (I-5 and 54th Street Interchange). However, both planned nearby TOD development and overall population and business growth in the wider area will continue to put pressure on the ramps and intersection, with the potential to affect the I-5 mainline.

Experience with Park & Ride lots along the existing Link system has shown that some lots exceed capacity, and that riders will drive further to a different station to find parking. It is not clear that future population densities in the vicinity of the proposed station (apart from Fife's planned TOD adjacent to it) will be sufficient for viable traditional transit service to the station. Similarly, the impacts of new ride services like Uber and Lyft, as well as potential future ride share options based on these, or other, services are currently unknown.

For these reasons, we have grave concerns about the representative alignment. We are looking forward to working with you to ensure the continued functionality of the intersection and ramp system. It will be critical to develop solid ridership estimates and determine the mode split of those future riders. The goal should be to carry out a thorough analysis of the potential traffic impacts of the station and related garage before a final decision on its location is made.

Puyallup River Crossing

The river crossing location of the representative alignment has the potential to affect both existing and future freight rail infrastructure serving the Tideflats, Port of Tacoma and Northwest Seaport Alliance facilities. There are concrete plans to improve the existing rail access to the General Central Peninsula and the existing BNSF Railyard along Puyallup Avenue in the vicinity of the representative alignment crossing. Care will need to be taken to ensure that the placement of pilings does not interfere with existing and planned freight rail infrastructure, both during construction and operation. We would be happy to support you in your coordination efforts with BNSF Railway.

East Tacoma Station

Our concerns related to the representative location of the East Tacoma Station are similar to those for the Fife Station. Portland Avenue is also a T-1 Washington Freight Strategic Corridor, providing access to I-5 from the two southern peninsulas in the Tideflats. It is also part of the City of Tacoma's Heavy Haul and Freight Priority Network. Like the 54th Street and SR-99/Pacific Highway intersection, it provides critical resiliency to an already heavy congested and constrained system. Continued large private warehousing developments in the Tideflats will add thousands of new daily truck trips in the coming years. It is essential that the functionality of the corridor as a major freight corridor is preserved.

We understand, and appreciate, this location's potential in providing a viable commute option for employees and customers of the future Puyallup Tribe of Indians casino. At the same time, we fear that a station without a park & ride in this location will draw numerous kiss & ride, Uber and Lyft drop-offs and pick-ups, especially during the morning peak. We look forward to a thorough analysis

of the impacts of a station in this location.

II. Purpose and Need

We generally support the Purpose and Need statement. However, we are concerned that the statement lacks recognition that the project is straddling access to the Port of Tacoma Manufacturing and Industrial Center (MIC), one of the region's largest and most productive MICs. We respectfully request that this fact is explicitly acknowledged in the official documentation of the project.

The Port of Tacoma's [Land Use and Transportation Plan](#) and the [Container Port](#) element of the City of Tacoma's Comprehensive Plan both provide guidance related to the protection of industrial lands in the Port of Tacoma MIC, and the transportation infrastructure that supports them. As the TDLE extension crosses road and rail infrastructure supporting the Tideflats, its path must respect the vitality and economic contributions of the maritime and industrial sectors, and acknowledge the symbiosis of land uses and transportation systems needed to ensure that they can fulfill that function in the future. Increased transit passenger mobility must be balanced with existing and future industrial capacity and capability in the Port of Tacoma MIC.

Purpose

The current Purpose includes seven bullet points, which are all important. In keeping with our comments above, we suggest adding text to the third bullet—proposed text underlined:

- “Connect regional growth centers as described in adopted regional and local land use, transportation and economic development plans, and Sound Transit’s Regional Transit Plan, and support plans for the Port of Tacoma MIC, protecting the integrity of the freight infrastructure serving its businesses.”

As well as the sixth bullet:

- “Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access, and modal integration in a manner that is consistent with local land use and transportation plans and policies.”

Need

The Port of Tacoma fully supports the Needs statement contained in the Early Scoping Information Report, with the understanding that the right alignment and station location and design decisions will not simply reduce projected growth in freeway congestion by moving it to critical first and last mile freight facilities serving the Port of Tacoma MIC.

III. Development of Alternatives

Thank you for providing an opportunity to review potential evaluation measures and considerations as part of the early scoping process. We are heartened to see that you included “Land use and economic development” and “Traffic and other transportation effects” to the list. Please retain these two evaluation criteria, and develop measures and methods that ensure that the impacts on

the economic vitality of, and freight access to, the Port of Tacoma MIC are clearly identified. This will be essential for a balanced and rational decision process. We would be happy to work with you in defining measures and methods that will help achieve our goals.

We are looking forward to our continued work at the staff level to ensure that Tacoma will be able to enjoy access to a truly regional high capacity system. Please don't hesitate to call or email us with any questions or comments.



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104-1035 \\\ psrc.org \\\ 206-464-7090

May 3, 2018

Tacoma Dome Link Extension Project
c/o Senior Environmental Planner Steve Kennedy
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Subject: Tacoma Dome Link Extension Project

Dear Mr. Kennedy,

The Puget Sound Regional Council appreciates the opportunity to comment on the Tacoma Dome Link Extension during the Early Scoping period. As you are aware, implementation of high-capacity transit to support growing communities is fundamental to the success of VISION 2040, the region's integrated long-range strategy for growth management, transportation and economic development. The region's long-range strategy relies heavily upon the ability to leverage major investments such as Sound Transit's Link light rail extensions through siting stations in areas that provide an opportunity for Transit-Oriented Development (TOD) and multimodal access to those stations.

Incorporating TOD into Alternatives Analysis

PSRC supports building upon the work that Sound Transit accomplished during the Federal Way Link Extension, to incorporate a robust analysis of TOD in identification of preferred Link light rail station locations for the Tacoma Dome Link Extension. The work accomplished during the Federal Way Link Extension was a good start; Sound Transit can build upon that work to advance incorporation of TOD potential into station site selection.

Incorporating Regional Transit Access and Parking Strategy into Alternatives Analysis

We encourage Sound Transit to incorporate the Regional Transit Access and Parking Strategy into its Alternatives Analysis associated with Link light rail station locations. The Strategy is found on pages 40-41 of PSRC's Regional Transportation Plan which is scheduled for adoption by the PSRC General Assembly in May 2018. The Strategy was developed in cooperation with transit agencies, local jurisdictions, and other regional stakeholders, and can provide the basis for an analysis of station location that maximizes access to these important high capacity transit investments. Of particular note, the Strategy identifies Guiding Principles for delivering transit access, and articulates key strategies for improving transit access in the region. Key strategies including maximizing non-SOV access to transit; managing parking demand; and adding strategic parking capacity.

PSRC welcomes continued involvement in the Tacoma Dome Link Extension project. Our lead staff for this project will continue to be Gil Cerise, Principal Planner. Gil will ensure that appropriate PSRC staff are identified to assist Sound Transit in both incorporating TOD into the Alternatives Analysis and incorporating the Regional Transit Access and Parking Strategy into Alternatives Analysis.

The Tacoma Dome Link Extension is an important long-range investment for our region and we appreciate the opportunity to comment and participate. If you have any questions regarding our comments, please contact Gil Cerise at (206) 971-3053 or gcerise@psrc.org.

Sincerely,

A handwritten signature in blue ink that reads "Josh Brown". The signature is fluid and cursive, with the first name "Josh" and last name "Brown" clearly distinguishable.

Josh Brown, Executive Director

cc: Curvie Hawkins, Tacoma Dome Link Extension Project Director
Gil Cerise, Principal Planner
Erika Harris, Senior Planer



King County

Department of Transportation
Metro Transit Division
Service Development
201 South Jackson Street
KSC-TR-0426
Seattle, WA 98104-3856

May 7, 2018

Tacoma Dome Link Extension
(c/o Steve Kennedy, Senior Environmental Planner)
Sound Transit
401 S Jackson Street
Seattle, WA 98104-2826

Dear Mr. Kennedy:

Thank you for the opportunity to submit comments on the Tacoma Dome Link Extension's purpose and need. In our joint 2014 Transit Integration Report, "Getting there together," King County Metro and Sound Transit envisioned urban transit facilities that would feature reduced travel time, a seamless system, and better customer experience. In order to reach these goals, Sound Transit should consider the following features for the South Federal Way Station.

Multimodal Station Access – The representative station location is shown adjacent to I-5 and big-box retail. This location limits effective bus/rail integration, discourages non-motorized access, and hinders future development. While considering cost and engineering challenges, the ultimate station location chosen for South Federal Way should maximize opportunities for multimodal access including efficient bus/rail transfers (Metro and Pierce Transit), transit oriented development, and good urban design.

South Federal Way Park & Ride – Sound Transit should consider this Metro owned asset when developing station concepts for the Level 1 conceptual evaluation. This underutilized park & ride could be used in the future for LRT parking or as a transit oriented development site.

King County Metro excited to collaborate with Sound Transit to significantly expand transit access to passengers throughout the Puget Sound Region. Please contact Steve Crosley at 206-477-5794, scrosley@kingcounty.gov for questions of further discussion related to the Tacoma Dome Link Extension project.

Sincerely,

Bill Bryant
Managing Director
Service Development



CITY HALL
33325 8th Avenue South
Federal Way, WA 98003-6325
(253) 835-7000
www.cityoffederalway.com
Jim Ferrell, Mayor

April 27, 2018

Tacoma Dome Link Extension
c/o Steve Kennedy
Senior Environmental Planner
Sound Transit
401 S Jackson Street
Seattle, WA 98104

Re: *Comments on Tacoma Dome Link Extension Early Scoping*

Dear Mr. Kennedy:

Thank you for the opportunity to provide comments and feedback on the early scoping document for the Tacoma Dome Link Extension project. The City of Federal Way is excited about the future connection from our downtown City core into Pierce County and the increased opportunities for transportation access that brings. We appreciate your staff's responsiveness and creativity and look forward to continuing the environmental process and seeing the project advance.

The City of Federal Way strongly supports completion of this project in the voter outlined timeframe while balancing the project with local community visioning and needs. It is also important to the City of Federal Way that this project provides for proper mitigation of impacts that it creates.

Enclosed please find the City of Federal Way's scoping comments for your review, comment, and incorporation into the Early Scoping process.

The City of Federal Way looks forward to being an active participant throughout this process. Increased mobility throughout the region is a benefit to all.

Should you have any questions please do not hesitate to contact EJ Walsh, P.E., PAEC Project Director/Deputy Public Works Director at (253) 835-2713.

Sincerely,

Jim Ferrell
Mayor

Enclosure: City of Federal Way's scoping comments

cc: Marwan Salloum, PE, Public Works Director
 Brian Davis, Community Development Director
 Rick Perez, P.E., City Traffic Engineer
 Robert Hansen, Planning Manager

TECHNICAL COMMENTS ON THE TACOMA DOME LINK EXTENSION PROJECT

DATE: April 27, 2018
TO: Tacoma Dome Link Extension
c/o Steve Kennedy
FROM: EJ Walsh, PE, Deputy Public Works Director
SUBJECT: Sound Transit Tacoma Dome Link Extension Partnering Agreement

BACKGROUND:

Thank you for the opportunity to provide comments on feedback on the early scoping document for the Tacoma Dome Link Extension project. If you have any questions or would like to further discuss any of the items below, please do not hesitate to contact me.

General Comments:

1. As part of the Federal Way Link Extension project, substantial input was gathered resulting in an I-5 alignment for that project. Within the City of Federal Way limits, the City is looking to ensure that previous, current and planned City and other regional project investments are not compromised by a proposed track alignment.
2. The siting, access, traffic circulation, etc. of the proposed station in the vicinity of S 352nd Street and Enchanted Parkway S (SR 161) is of high importance to the City of Federal Way. Specifically the City is looking to ensure safe and convenient access to the proposed station while not increasing traffic congestion within the area and minimizing the loss of property tax revenue.
3. Throughout the life of the project, the City of Federal Way is looking to see coordination, education, and sharing of information and updates with local businesses, residents and interest groups occur.
4. Within the proposed project area within the limits of the City of Federal Way, substantial environmental critical areas including wetlands, buffers, streams, etc. exist. The City is looking to minimize and properly mitigate all environmental impacts as a result of the project.
5. The City of Federal Way is looking to see the Operations and Maintenance Facility sited in a way that while responsive to the needs of Sound Transit and the regional system does not negatively impact the City's long term visioning and comprehensive plans.
6. The City of Federal Way is looking for this project to provide maximum regional mobility both for our residents and businesses to the surrounding area as well as for people traveling throughout the Greater Puget Sound area to visit and frequent the City's many businesses and amenities.

Technical Comments:

1. Brian Davis, the Community Development Director, is the City's SEPA official.

The following comments relate to 'The representative project' section:

2. Related to the Operations and Maintenance Facility (OMF) in the south corridor, the document should clarify if the work related to this project is limited to identifying and evaluating sites, and a separate environmental process will be completed for the OMF, or if this EIS process is intended to completely encompass the environmental process for the OMF.

The following comments relate to the 'Purpose and Need Statement' section:

3. Bullet 1- The statement should conclude with an objective "while" this is being accomplished. For example, "...while allowing for accommodation to the transition from existing multimodal transportation."
4. Bullet 3- Consider replacing the word "adopted" with "recognized" or similar. Plans for Sound Transit, PSRC, local agencies, etc. change and evolve and the most current information that reflects population and economic conditions should be incorporated.
5. Bullet 4- Environmental consideration should be included for the OFM and rail alignment. Consider placing "most environmentally sound" within the "technically feasible and financially sustainable" statement.
6. Bullet 5- The statement addresses all populations but places emphasis upon low income and transit-dependent populations. Consider removing "minority" since it suggests they are all low-income and transit dependent. The sentence should also contain a statement that addresses current situations and concerns like "...while protecting and enhancing existing and potential private vehicle and pedestrian activities." This would better tie it to the first bullet.
7. Bullet 6- Consider replacing the word "adopted" with "recognized" per bullet 3.
8. Bullet 7- The statement does not recognize existing housing and living standard issues. After "adverse impacts to" consider adding "existing residents, neighborhood character, established and potential businesses..."

Within the Purpose and Need statement, the following comments relate to 'The Project is Needed' bullets:

9. Bullet 1- Consider adding the word "Current" at the beginning before "roadway".
10. Bullet 2- The transit serves local residents and businesses in addition to riders. Please consider expanding statement to include these interests as well.
11. Bullet 4- Please consider adding the word "current"
12. Bullet 5- Consider removing "minority" since it suggests they are all low-income and transit dependent.

The following comments relate to the 'How Alternatives will be Developed' section:

13. As part of the environmental process, the first paragraph should state "including considerations for impacts from station locations, track alignments, and features associated with transit development."
14. Within the second paragraph, consider revising "evaluation measures" to "elements that will be considered."
15. Bullet 3: Please consider expanding the "amount and type of" multi-modal access to stations and "impact upon existing and potential transportation networks", assuming that is the intended goal.
16. Bullet 5: Please consider expanding to "Impacts upon existing and potential" land use and economic development.



April 28, 2018

Sound Transit Board
c/o Board Administrator
401 South Jackson, St.
Seattle, WA 98104-2826

Honorable Sound Transit Board members,

Fife is excited to be working with you and your staff to extend the link light rail spine through the City of Fife to the Tacoma Dome. Two-years ago to the day, the City of Fife provided our official comments to Sound Transit to strengthen and support Sound Transit move forward with the 2016 Ballot Measure 1. We are fortunate that Fife and the majority in the region voted in favor and Fife remains firmly committed to work shoulder to shoulder with the Sound Transit Board and your staff to deliver TDLE early and under budget.

Today we offer our official early scoping comments. Our intent is to continue to further strengthen the project and enhance partnership opportunities as we move forward toward a preferred alternative, SEPA and construction. Our following comments are organized around the three questions you proposed in early scoping:

1. The representative project and potential alternatives.

Response

- The Representative Project located over the I-5 southbound off-ramp to 54th Ave E station, and I-5 rail alignment should not be further studied or advanced since it does not provide sufficient area for transit-oriented development and will significantly compound existing congestion on I-5 and local intersections.
- Fife's preferred alternative is to orient the station and parking structure north of Pacific Highway and east of 54th Ave E, between 15th St E and 12th St E which will provide opportunity for better traffic flow and significantly better opportunity sites for transit oriented development and increased ridership.
- Fife's preferred rail alignment also follows 15th St E (or possibly Pacific Highway) into Fife and returns to the representative Project alignment along I-5 near Port of Tacoma Road to ensure continued success of critical businesses and employment that serves the entire region.
- Sound Transit staff have stated that Fife's preferred station and parking alternative is consistent with previous station siting decisions and within the scope of the budget.

2. The purpose and need of the project.

Response: The project's purpose and need is well established in previous documented studies and actions that lead to the successful passage of the 2016 Ballot Measure 1. Light-rail will provide a critical tool to address our current and projected future growth, alleviate transportation congestion and help mitigate associated environmental impacts ranging from air quality, fossil fuel dependency and critical Hylebos stream and habitat protection.

3. Potential project benefits and impacts on your community, the environment and transportation.

Response: Fife's Comprehensive Plan envisions a City Center to serve existing and future citizens. City Center planning efforts have been underway since before 2010. The most recent step in that process was the adoption of Center of Local Importance (CoLI) that is based upon meeting all the principles contained in the Growth Management Act and documented existing market demand. Fife is currently in the midst of a Planned Action Environmental Impact Statement (EIS) for the City Center and we invite Sound Transit to support us in that effort.

Consistent with transit oriented development, Fife's Vision and City Center Guiding Principles (see attached), a light-rail station, parking structure and rail alignment oriented along 15th St E (north of Pacific Highway) and the EQC provide strong catalyst anchors for significant redevelopment of the generally underdeveloped properties within a 1/3 mile walking radius. The Fife City Center will attract people to work and live by creating an active, people-oriented environment serviced by light rail. Based on the City Center's Guiding Principles, we strongly encourage Sound Transit to particularly consider the following principles to evaluate a preferred alternative for the siting of the station, parking structure and rail alignment in Fife:

- Locate the station and parking in the City Center core east of 54th Ave E and oriented off 15th St E (between 12th St E on the north and Pacific Highway on the south) to provide an area of sufficient size to promote a walkable transit-oriented development.
- Locate new parking structures so that vehicular access is from secondary streets to minimize traffic impacts on the street network and allows retail opportunity.
- Provide great bike/pedestrian access.
- Maximize a half-mile walkable area to the station (I-5 is a significant barrier).
- Build within a new gridded network of streets with smaller walkable blocks to disperse traffic and create a pedestrian-oriented environment.
- Plan for multi-story mixed-use buildings served by parking structures; and allow for up to five (5) stories of residences over two (2) commercial stories to meet housing demand and ridership.

Thank you for the opportunity to provide our early scoping comments. Again, the City of Fife remains committed to making TDLE a success for all our citizens.

Sincerely,



Kim Roscoe
Mayor

cc: Bill Sterud, Chairman Puyallup Tribal Council, 3009 E. Portland Ave., Tacoma, WA 98404
Lawrence LaPointe, Vice-Chairman, Puyallup Tribal Council, 3009 E. Portland Ave., Tacoma, WA
Bruce Dammeier, Pierce County Executive, 930 Tacoma Ave. S. Room 737, Tacoma, WA 98402
Victoria Woodards, Mayor of Tacoma, 747 Market St., 12th Floor, Tacoma, WA 98402
Jon Wolfe, Chief Executive Officer, Northwest Seaport Alliance
Dean Moberg, Federal Hwy. Admin, Washington Division
Roger Millar, Director WSDOT, POB 47370, Olympia, WA 98504-7370
Austin Neilson, Sound Transit
Curvie Hawkins, Sound Transit
Todd Stamm, KPG Inc

Enclosure: Fife City Center Guiding Principles

Fife City Center GUIDING PRINCIPLES

City Center redevelopment will provide a new 'sense of place' by:

- 1) Focusing appropriate new land uses and economic development in a compact area with an urban form consistent with transit-oriented development.
- 2) Attracting people to work and live by creating an active, people-oriented environment that:
 - Blends a mix of commercial and residential uses and activities
 - Provides services that are desired by and meet the needs of the community
 - Favors appropriate land uses including multi-family housing, a small-scale full-service grocery, restaurants, a hotel, recreation, personal services and offices, such as banking and insurance; and which does not include drive-thru services and 'big-box' retail, i.e., large single-occupancy stores
 - Includes multi-story mixed-use buildings served by parking structures; and allows for up to 5 stories of residences over 2 commercial stories
 - Provides public open space for community gatherings and events
 - Integrates trees and green spaces
- 3) Creating a network of well-connected streets with smaller blocks that support pedestrian & bicycle use.
- 4) Creating engaging pedestrian-oriented street frontages.
- 5) Integrating a light-rail station located within or near the City Center perimeter.
- 6) Increasing potential transit ridership by optimizing opportunities for housing and retail uses in and near the station.
- 7) Maximizing security by locating and designing the station for high visibility, i.e., 'eyes on the station.'
- 8) Locating parking new structures so that vehicular access is from secondary streets, avoiding overflow surface parking.
- 9) Providing attenuation of noise associated with the transportation system, e.g., I-5, SR-167 and rail lines
- 10) Balancing the conflicting goals of providing freight vehicle access to the Port with the need for increased traffic safety by discouraging cut-through traffic and relocating the I-5 to 54th Avenue East ramps
- 11) Incorporating traffic-calming into appropriate streets.
- 12) Closing gaps in the pedestrian and bicycle network, such as by adding sidewalks and crosswalks
- 13) Improving I-5 crossings for all modes of travel.

From: Steve Friddle sfriddle@cityoffife.org

Sent: Wednesday, May 2, 2018 1:18 PM

To: Neilson, Austin; Hawkins, Curvie; Tacoma Dome Link Extension

Cc: Kitsis, Karen; Levy, Chelsea Subject: Fife City Council - Early Scoping Comments

All,

Attached please find the Fife City Council's "Early Scoping Comments" for the TDLE as it relates to the alignment, station and parking in the City of Fife. The correspondence represents unanimous consensus. During the Council deliberations, there was also discussion regarding the OMF. The general conclusion was that it is difficult for the Council to provide comments since there was no proposal to consider. When there is a proposal, the Fife City Council will provide comments. In the interim, there is preliminary consensus that Fife would not be a good candidate for the OMF. Thank you for all your work. As stated in the letter, Fife remains committed to work shoulder to shoulder with the Sound Transit Board and you to deliver TDLE early and under budget.

Steven Friddle

Community Development Director

City of Fife (253) 896-8633 | (253) 778-3484 cell 5411 23rd Street E., Fife, WA 98424 CityofFife.org

Note: This attached "Early Scoping Comments" are the same as the preceeding letter from the City of Fife Mayor Kim Roscoe.



May 3, 2018

Tacoma Dome Link Extension Project
c/o Steve Kennedy, Senior Environmental Planner
Sound Transit
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Mr. Kennedy,

Thank you for the opportunity to provide early scoping comments on the Tacoma Dome Link Extension Project (TDLE). As noted by the Tacoma City Council, it is important to recognize that substantial projects like the TDLE are fifty-plus year decisions – investments that are made only once every few generations. Therefore, it is most critical to ensure that the decisions about how and where these facilities will be located and designed are done through a decision making process that is strategic, comprehensive, thoughtful, and collaborative with the entire community – particularly with the Puyallup Tribe, one of our most significant community partners.

The Tacoma City Council, on April 10, 2018, adopted Resolution No. 39981. In addition to authorizing the City to enter into a partnership agreement with Sound Transit to facilitate coordination on this significant project, the Resolution provided early guidance from the Council on this project, and particularly how the Alternatives Analysis and scope for this project should be considered. As opposed to repeating those comments herein, I have attached a copy of the Resolution, and would specifically draw your attention to the guidance and comments provided on pages 2–4.

In addition to the general guidance and comments provided by our City Council, I would also like to provide some additional information that has been assembled for your consideration as part of the early scoping process:

1. The overall project design and consideration for station locations shall not only directly promote ridership and efficient service, but also catalyze transit-oriented development, support multi-modal access and connectivity, and enhance economic opportunity, housing affordability, social equity, healthy communities, environmental sustainability, and the preservation and support of unique cultural and community character. These, as well as factors that would minimize any potential negative impacts, should all be analyzed and considered as part of the Alternatives Analysis process to ensure the decision on the preferred alternative is balanced, effective, and durable.
2. The Alternatives Analysis process must include an examination of consistency with regional transportation and land use plans and the City's adopted policies and plans, including the *One Tacoma* Comprehensive Plan and some of its elements that are most relevant to the projects, such as the Transportation Master Plan and the South Downtown

Subarea Plan. Of note, the City will also be initiating a subarea planning process for the Port/Tideflats area in partnership with the Port of Tacoma and Puyallup Tribe.

3. Recognizing that the representative project includes an “East Tacoma” station that is not located in Tacoma’s Eastside and is separated from that area by a significant barrier (Interstate 5), the Alternatives Analysis should include options that more effectively connect Tacoma's Eastside and its current and future residents, employment, and destinations to the regional transit system.
4. The Alternatives Analysis must include evaluation of factors relative to how this transit investment can be developed in a manner that is supportive of transit-oriented development and that directly promotes the vision outlined in the *One Tacoma Plan*. It appears that the representative project may not directly promote the *One Tacoma Plan*, particularly as it relates to the potential East Tacoma station:
 - The preliminary location is within the regionally-designated Port/Tideflats Manufacturing/Industrial Center (M/IC), across the freeway from the Lower Portland Avenue Mixed-Use Center, and just east of the Downtown Regional Growth Center.
 - While the Downtown and Lower Portland Avenue areas are currently planned as high-density, transit-supportive commercial and residential areas, current policies direct that industrial land, such as within the Port/Tideflats M/IC, should generally not be used for non-industrial purposes.
 - If the East Tacoma Station is located in the area currently identified, it may necessitate a significant rethink of our *One Tacoma Plan* or a reconsideration of how that station might operate and what function it may serve in that area. Additionally, significant pedestrian improvements for safe passage to the Lower Portland Crossroads Center will be necessary and will need to be closely coordinated with City and Tribe.
5. The area in which the proposed extension is planned is already a complicated and, in some cases, congested area for traffic. This is particularly true at the two potential station areas. For example, the I-5/Portland Avenue interchange is complicated, currently being modified, and is a key connection point for significant employment and population centers and destinations, including the Emerald Queen Casino I-5, the Port of Tacoma, the Tacoma Dome, Tacoma’s Eastside neighborhoods and the Parkland-Spanaway-Midland area. Similarly, the Tacoma Dome Station area is one of the most concentrated (and complicated) multi-modal hubs in the region. The Alternatives Analysis process should include, at a minimum, a preliminary traffic impact and connectivity analysis to inform the decision-making process for the preferred alternative. The analysis will need to take into consideration numerous local transportation planning goals and policies and planned and anticipated projects, such as:
 - South Downtown Subarea Plan transportation goals
 - Transportation Master Plan (including planned connections/corridors)

Tacoma Dome Link Extension Project

Early Scoping Comments

May 3, 2018

Page 3 of 4

- Coordinate with the ongoing Puyallup Avenue corridor planning
 - Coordinate with Tacoma Link (including possible future extensions) and Sounder Commuter Rail
 - Coordinate with Pacific Avenue BRT planning
 - Coordinate with Pierce Transit and Intercity Transit
 - Coordinate with Amtrak relocation
 - Coordinate with the Puyallup Tribe on transportation/access/parking, particularly for the Emerald Queen Casino I-5 and other potential future development
 - Coordinate with the Tacoma Dome on event transportation/access/parking
 - Coordinate with existing and planned pedestrian and bike connections
 - Coordinate with ST2 Pedestrian Access Study/Improvements
6. As we move forward in the Alternatives Analysis process Sound Transit should strive to be as clear as possible with the community and stakeholders about the planning timeline, the various steps involved, what level of analysis will be done to support each part of the process, what flexibility there is in the alternatives being considered, and what decisions will be made at what points in the process.
 7. The City has concerns about the aesthetic, development and economic impacts associated with a fully elevated corridor, particularly as it travels into urban areas designated for high-intensity development. This should be evaluated during the Alternatives Analysis process.
 8. The corridor passes through areas in close proximity to both known culturally significant areas, archaeological sites and designated historic structures, as well as areas that are considered to have a high probability of containing archaeological sites. The Alternatives Analysis should include at least a preliminary analysis of potential impacts so those can be considered as part of identifying the preferred alternative.
 9. Locational decisions need to include other necessary infrastructure (e.g., the equipment stations) and where/how they fit in existing development and plans.
 10. The Puyallup River crossing, depending on location, will require local shoreline permitting as well as Corps of Engineer, State, and Tribe coordination and permitting. The shoreline permit timeline needs to be built in with other land use entitlements.
 11. Tacoma Water has conducted a very cursory review of initial TDLE alignment. Tacoma Water has several assets in the proposed alignment as summarized below. At this time it is too early to comment on the implications of the TDLE on our infrastructure, but Tacoma Water is requesting that Sound Transit keep us closely engaged on this project moving forward. Our infrastructure in the alignment include but aren't limited to:
 - 48" Transmission main along E 26th St, from Portland Ave to E G St.

Tacoma Dome Link Extension Project

Early Scoping Comments

May 3, 2018

Page 4 of 4

- 8" cast iron main along E 26th St, from Portland Ave to E G St.
- 48" Transmission main along Portland Ave, from E 26th St to E 27th St
- 42" Transmission main along Portland Ave, from E 26th St to E 27th St
- 8" ductile iron main along Portland Ave, from E 26th St to E 27th St
- 8" cast iron main along Bay St, from Portland Ave to E G St.
- Pipeline 5 (60") transmission main at Interstate 5 and S 320th St.

The City of Tacoma looks forward to our continued partnership on this very exciting project. We believe that these types of high-capacity connections are absolutely key to providing the full menu of transportation alternatives necessary to meeting the needs of the region and our growing population in a more sustainable and resilient way. We appreciate Sound Transit's early, continuous and broad-based community and stakeholder engagement efforts for the project and look forward to a very collaborative process as we work through the Alternatives Analysis process and move forward to making critical decisions.

If you have any questions regarding the above comments, please contact Brian Boudet, Manager of the Planning Services Division, at (253) 573-2389 or bboudet@cityoftacoma.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Peter Huffman", is written over a light blue circular stamp.

Peter Huffman, Director

Attachment – Tacoma Resolution No. 39981, adopted April 10, 2018

- c. Elizabeth Pauli, Tacoma City Manager
Kurtis Kingsolver, Tacoma Public Work Director
Alisa O'Hanlon, Tacoma Government Relations Office
Shirley Schultz, SEPA Official, City of Tacoma



RESOLUTION NO. 39981

1 BY REQUEST OF MAYOR WOODARDS

2 A RESOLUTION relating to transportation; approving the execution of a negotiated
3 Partnership Agreement with Sound Transit for the purpose of enhancing
4 coordination on the planning, design, and construction of the Tacoma Dome
Link Extension Project.

5 WHEREAS the Sound Transit 3 ("ST3") high-capacity transit system
6 expansion, approved by voters in November 2016, includes a variety of projects to
7 be implemented over the next 25 years, and
8

9 WHEREAS connecting the South Sound area and the second largest city in
10 the region to the Puget Sound light rail spine is critical to our success and the
11 region's long-term success, and

12 WHEREAS Tacoma is committed to implementing the principles of the state
13 Growth Management Act and the regional growth and transportation strategies
14 (Vision 2040, Transportation 2030, and their updates), of which a key component
15 is ensuring that we link infrastructure investments and growth in a way that
16 reduces our dependence on single-occupancy vehicles and growing commutes,
17 and
18

19 WHEREAS these high-capacity connections are absolutely key to providing
20 the full menu of transportation alternatives necessary to meeting the needs of our
21 growing population in a more sustainable, flexible and resilient way, and
22

23 WHEREAS it is critical to recognize that these types of substantial
24 investments are fifty plus year decisions on investments that are made only once
25 every few generations, and
26



WHEREAS the decision making process must be strategic, thoughtful, and collaborative, with the entire community and particularly with the Puyallup Tribe, one of our most significant community partners, and

WHEREAS, we must understand that these types of projects have the power to create, shift and catalyze growth in communities and to create value and opportunity for some, but the past also shows us that such projects, if done without sufficient consideration, can divide communities, exacerbate equity issues, and reduce value and opportunity for others, and

WHEREAS, the City is fully committed to getting this done on schedule, if not sooner, and within available resources, but we are even more committed to getting it right, and

WHEREAS Tacoma is supportive of the intent of identifying a preferred alternative early in the process as a mechanism to facilitate a streamlined environmental review and design process, but recognizes that this type of early decision-making is going to necessitate that the process is grounded in equitable community engagement and is designed to get broad consensus and buy-in, at the legislative, administrative, and public levels, and

WHEREAS all parties must recognize that this is part of a regional system that also has local impacts, it is critical to ensure that the process reflects a balance of regional perspectives and local perspectives, and the process must be very clear about what decisions are being made at what points in the process, and what the criteria are that are used to make such decisions, and



WHEREAS, the decision making process must ensure the validity and strength of the resulting decisions by making them only after significant analysis of the various alternatives and the potential benefits, costs and tradeoffs, and

WHEREAS Tacoma is committed to a project design and station locations that directly promote ridership and efficient service while also catalyzing transit-oriented development and supporting multi-modal access and connectivity, economic opportunity, housing affordability, social equity, healthy communities, environmental sustainability, and the preservation and support of unique cultural and community character, and

WHEREAS the Alternatives Analysis shall be comprehensive enough to examine all viable alternatives to facilitate the best long-term decision, and shall include the specific elements enumerated in this Resolution, and

WHEREAS the Alternatives Analysis shall include an examination of consistency with regional transportation and land use plans and the City's adopted policies and plans, including the One Tacoma Plan, the Transportation Master Plan, and the South Downtown Subarea Plan, and

WHEREAS the Alternatives Analysis shall include early consideration of key environmental, economic and operational impacts and issues, and

WHEREAS the Alternatives Analysis shall include options that effectively connect Tacoma's Eastside and its current and future residents, employment, and destinations

WHEREAS the Alternatives Analysis shall include examination of how this project will integrate, interact and support the other transportation systems and



1 modes in the station areas, particularly near the Tacoma Dome Station, which is
2 the most concentrated multi-modal hub in the region with Tacoma LINK, Sounder
3 Commuter Rail, Pierce Transit, Intercity Transit, Greyhound, Amtrak and planned
4 Bus Rapid Transit service, and

5 WHEREAS the Alternatives Analysis shall include recognition that this is not
6 the endpoint of this system, and project design needs to reflect and facilitate future
7 expansions to the City's other growth centers, as well as potential improved
8 connections to the Downtown Core and potential connections to other communities
9 in the South Sound, and
10

11 WHEREAS implementing the ST3 plan consistent with the scope, budget,
12 and schedule approved by the voters will require coordination and collaboration by
13 Sound Transit and its federal, state, and local partners, and
14

15 WHEREAS Sound Transit is beginning the initial planning phases for the
16 STE Project, and the City will play a key role as one of the primary partners for this
17 multi-jurisdictional transit project, and

18 WHEREAS the ST3 plan includes the Tacoma Dome Link Extension
19 ("TDLE") Project, which includes two key elements: (1) the Central Link light rail
20 expansion from Federal Way to the Tacoma Dome area; and (2) a Light Rail
21 Operations and Maintenance Facility along the Federal Way-to-Tacoma corridor,
22 and
23

24 WHEREAS, in order to facilitate a smooth planning, design, and
25 construction process, Sound Transit is pursuing Partnership Agreements with each
26



of the jurisdictions along the route, and moving the Alternatives Analysis phase to earlier in the process, and

WHEREAS these changes will allow for more and earlier community and inter-jurisdictional engagement, with the intent of ensuring that solid, supported decisions can be made progressively through the process and then sustained as the design and development process continues forward, and

WHEREAS providing early direction on City/local priorities and issues is one way the City can support the shared goal of moving the project forward efficiently and ensuring that it results in a regional transit project that appropriately balances and best meets both regional and local goals, and

WHEREAS this issue was presented to the Planning Commission at its meeting of February 21, 2018; to the Infrastructure, Planning and Sustainability Committee at its meeting of February 28, 2018; and to the City Council at its Study Session of March 20, 2018, with input from those discussions incorporated herein, particularly as it relates to the stated City/local goals and interests, and

WHEREAS this formalized partnership expresses the City's general commitment to the TDLE Project, as well as a commitment to work cooperatively with Sound Transit and the other jurisdictions on planning, design and construction of the project; and will provide early direction and input on high-level City/local goals and interests that should be considered as part of the upcoming planning process, and

WHEREAS, while it would be outlined in detail through a future, separate agreement, the proposed Partnership Agreement incorporates a commitment from



Sound Transit to reimburse the City for staff costs associated with future services that support the TDLE Project; Now Therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

1. That the Recitals of this Resolution are hereby adopted as the Council's legislative findings regarding the Alternatives Analysis.

2. That the proper officers of the City are hereby authorized to execute the Partnership Agreement with Sound Transit for the purpose of enhancing coordination on the planning, design, and construction of the Tacoma Dome Link Extension Project, said document to be substantially in the form of the agreement on file in the office of the City Clerk.

Adopted APR 10 2018

W. Woodard
Mayor

Attest:

Dennis Berum
City Clerk

Approved as to form:

[Signature]
Deputy City Attorney

APPENDIX E

Public Early Scoping Comments

Appendix E. Public Early Scoping Comments

Over 550 written comments were gathered in person and from online comment forms. Public comments were accepted in various ways, including email, online open house, open house comment forms, and mail. In addition, feedback was received using the interactive map tool where the users could interact by placing notes at specific locations on a map in the online open house (**Figure E-1**), and also indicate if they liked or disliked other commenters' notes. Similarly, at the community open houses, attendees placed Post-it® notes with their input on large maps (**Figure E-2**).

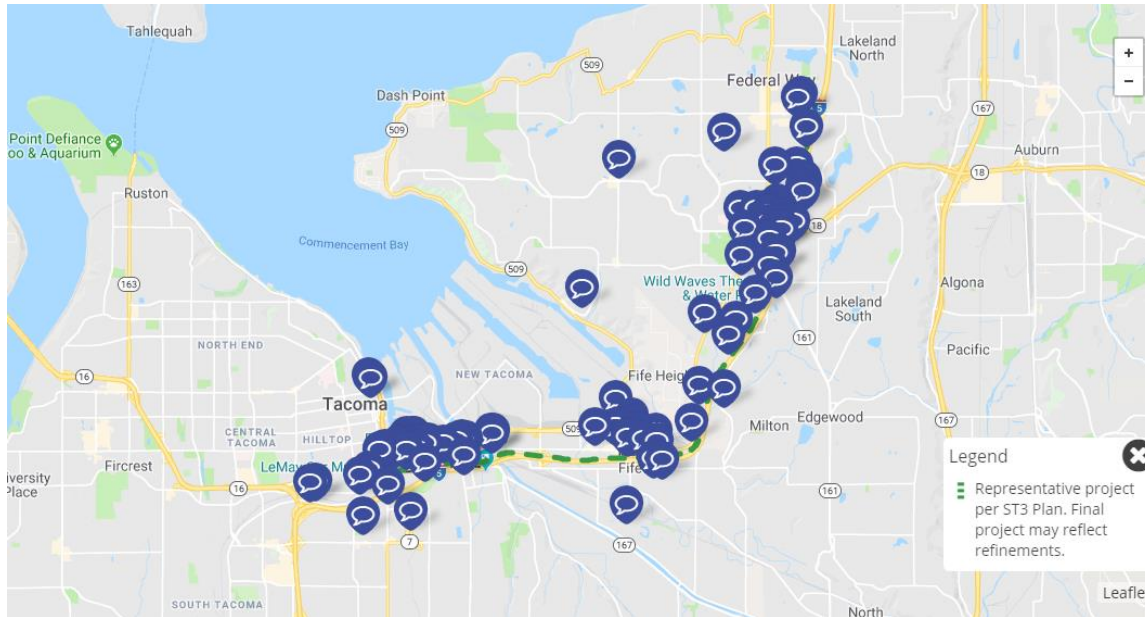


Figure E-1 Online Interactive Map Tool



Figure E-2 Community Open House Map with Post-Its®

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Date Received

04/19/2018

Source

Comment form

Communication

I will try of course that my goodness have yes it so and does I knew it I haven't think about it cool on you are happy for me; and it anything I'll been understand it will be can I'll say something and I've say it let see. Thinking of all them you would like me so much. I am gonna in my back around our some day. I knowing understand it be so any only way from me with it for my English this is different language I speak how my word good language of us. I am thankful be pretty goodness.

Date Received

04/19/2018

Source

Comment form

Communication

I think the maintenance facility should be at or near the old midway landfill and the Link rail should run along west side of I-5 as proposed.

Date Received

04/19/2018

Source

Comment form

Communication

1. Federal Way station possibility near Wild Waves, with a crossover pedestrian access will both support wild waves and relieve the HUGE congestion on Enchanted Parkway
 2. Do not negatively impact Home Depot or Costco. They are great tax generators for City of Federal Way
-

Date Received

04/17/2018

Source

Comment form

Communication

Arnold Klysiak-Black

- Don't get rid of 590/594 express busses. Still faster
 - Install parking availability signs at garages
 - More parking, can't find any parking after 7 AM at the dome garage
 - Extend to Mall and in between
 - E Tacoma station is in an awkward location
-

Date Received

04/17/2018

Source

Comment form

Communication

Basic route plan is sound. A strong need to improve access to Portland Ave/Emerald Queen Casino with A) route alteration, B) a spur, C) you're smarter than I am.

Maintenance 30 acres should prioritize proximity vs cheaper distant location

Could find enough usable land on southside of I-5 in Fife between I-5 and Frontal surface street (20th Ave?). Possible could be combined with Portland Ave/Casino need.

Date Received

04/17/2018

Source

Comment form

Communication

Tacoma's Link light rail need to extend from TCC down Bridgeport to Lakewood. Put it on the ballot, please, for funding.

On the 167 to I-5 to 509 project, you need to get rid of stoplights on the Federal Way to Tacoma section. As is, the two stoplights cause backups that severely delay traffic, and when you add traffic from I-5 and SR 167 to that flow, it will become far worse. Both current stop lights need to go! And...I would think the port of Tacoma would pound on that point (eventually).

Date Received

04/17/2018

Source

Comment form

Communication

- Add more parking! Current lots are full before 9 am (and keep the parking free!)
- Don't use E 26th Street, use E 25th instead. Traffic on 26th really heavy during Dome events
- Please! Make sure that current transit users aren't affected during construction
- Add passenger bridge over Sounder rails, too many people cutting under gates. And do this ASAP!
- Research Tacoma more to learn about our business growth and what is coming
- Considering running the line until 2 or 3 am to cover those who work late or are enjoying late night things in Seattle
- How does a commuter from the south (Federal Way or Tacoma) use the light rail to commute to the Eastside (Renton to Redmond)? Currently, no bus or train service offers this. I know I have not applied for eastside jobs because I would have to drive vs. using transit from Tacoma, and I am sure I'm not the only one
- With Seattle tolling 99 and looking at congestion fees for city streets, commuter traffic will drastically increase to avoid those fees. How does Sound Transit adjust # of cars, parking, etc. with things like this?

Date Received

04/17/2018

Source

Comment form

Communication

Having watched the video online it looks like you're going to be removing a substantial amount of trees. How are you planning on making up for this?

I don't think there is anything wrong with having the Tacoma Dome Link station right where the train and bus station already is. We don't need to move it closer to downtown, the connection will do that later.

Date Received

04/17/2018

Source

Comment form

Communication

Build non-motorized trail to connect fife to Tacoma – patch through to 509-167 non-motorized trail

Date Received

04/17/2018

Source

Comment form

Communication

Use gondola – ski lift to connect parking station over interstate and highway. Also – Puyallup Tribe casino and parking

Date Received

04/24/2018

Source

Comment form

Communication

Locate maintenance facility at former CECO train painting and maintenance facility at Alexander and SR 509. Has existing rail facilities and close to Port of Tacoma

Date Received

04/24/2018

Source

Comment form

Communication

I would like to be updated on projected route, especially if it will directly affect my property. I am angered by the recent PSE/LNG project that runs through my property line. I was never notified of the LNG pipeline until one month before digging started. That project deeply affected my quality of life. If this TDLE route or operations and maintenance facility will impact me, I would like to be notified sooner rather than later.

Thank you for your information and presentation!

Linda Dorris

Date Received

04/24/2018

Source

Comment form

Communication

- Sound mitigation during construction and beyond?
 - Transient protection under elevated areas and thru wooded areas?
-

Date Received

04/27/2018

Source

Comment form

Communication

I'm very excited for Link to get to Tacoma. I believe the priorities should not be for faster access to Seattle, but rather, the communities that are between Tacoma and the SeaTac airport. We should be maximizing future development because much of the route extends through relatively low-density areas, however, the East Tacoma station would benefit existing communities on the other side of I-5. The dome station MUST prioritize transfers between bus/Tacoma Link (streetcar)/Sounder/Central link. As part of early planning, it would benefit ST and Tacoma to consider a station in the brewery district before continuing south to the Tacoma mall. Keep up the great work!

Date Received

05/02/2018

Source

Comment form

Communication

The Tacoma Dome Station was presented tonight to be a "major station." To be futuristic in planning for this "major station," parking (a new parking garage) must be taken into consideration into the long range planning phase and goals for this station.

Date Received

04/17/2018

Source

Email

Communication

From: Jennifer Parriott

Sent: Tuesday, April 17, 2018 7:26 AM

To: Tacoma Dome Link Extension

Subject: Light Rail Extension

Good Morning,

I don't see anywhere on the sight where I can voice my opinion on the matter of the extension. I live in Tacoma and commute via Sound Transit every day to down town Seattle. The idea of public transportation is great, however having have lived in Washington for a better part of 6 years, the transportation system and the idea of opening it up by extending services, does not impact me. Therefore I want my voice to be heard that as a car owner, I don't want my money or tax dollars to be used for the project. I don't want higher car tabs because Sound Transit has proved it can't manage the money, and we all now the price for car tabs will continue to go up to account for any short falls. Short falls over poor budgeting should not fall at the feet of the tax payers. Sound Transit led a very misleading campaign on the last vote to move forward with the light rail extension from Seattle to Bellevue. If the idea of extension is so great, Sound transit needs to look to private investors as opposed to hard working people who will never step foot on the light rail or buses etc.

Thank you,

Jennifer Parriott

Date Received

04/04/2018

Source

Email

Communication

From: DEE LEWIS

Sent: Wednesday, April 4, 2018 11:15 AM

To: Tacoma Dome Link Extension

Subject: NO CONNECTING LIGHT RAIL

Dear Steven Kennedy,

Please no costs do to sound transit. I don't want to use it, I don't need it, I don't want to pay for it. Property taxes and auto and sales taxes are out of control and unaffordable putting financial strain and loss of properties on people thus has become against the people not for the people. Please stop sound transit and unwanted taxes.

Very sincerely,

Resident

Date Received

04/02/2018

Source

Email

Communication

From: kevin Mandt

Sent: Monday, April 2, 2018 7:10 PM

To: Tacoma Dome Link Extension

Subject: Comments

Hi, I wanted to respond to your recent mailer. I have several questions and comments.
Is there going to be adequate free parking at the stations? If not they will basically be useless for an airport transit.
Are you going to stop with the unfair vehicle valuation? If not, you are basically stealing money for next several decades.

What assurances can you give that you are going to stay on budget and deliver on time? ST has a horrible track record. How many billions over budget and years behind schedule are you currently. I am not interested in your rebalance numbers. I want to know the overruns based on what was promised in 1996 when we voted.

You do realize that by the time it is built it will be outdated right? You do realize for 10% of your budget you could actually fix the lions share of the South sound congestion. If not I question the competence of the board.

Please give me an option to opt out. I will promise I will never use it.

I am sure this will go directly into the deleted folder because it doesn't fit within your narrative but, I would really like honest answers to those questions.

Date Received

04/02/2018

Source

Email

Communication

From: JL Baldrige

Sent: Monday, April 2, 2018 5:29 PM

To: Tacoma Dome Link Extension

Subject: There wasn't any apparent way to get notes to send on the mobile site.

Bathrooms? Bathrooms at stations should exist, be clean, be accessible to people of all gender presentations and identities.

King Street station elevator access is pretty terrible; there is one small elevator serving the Lakewood train. In practice this results in terrible congestion, and having to take a lengthy detour or risk missing the train or risk injury if taking the stairs. Even if there aren't elevators for every stair, how about some ramps people.

Existing express buses serve me terribly as a person of size with mobility difficulties. I feel terrible about taking front seats when I know there are people with worse problems than I have, but it takes me 5 minutes to get to the back of the bus on a high capacity express with the narrow aisles. The arm rests grab my skirt at each seat. Sometimes the driver starts before I am seated, and I have fallen.

I routinely wait a few buses on the 590 line before one arrives where I feel comfortable boarding.

I would have better access if my local bus route ran more often.

My commute makes my time at my home computer scarce, so mobile access is important.

Anxiety makes it difficult to ask a bus driver to make space for me on an even halfway full bus. I worry about causing resentment in the commuters I spend time with every day.

Able-bodied people with long legs take accessible seats. This is because they don't physically fit in regular seats for a long haul bus ride without injury.

Date Received

04/20/2018

Source

Email

Communication

From: Ellenda Wulfestieg

Sent: Friday, April 20, 2018 9:10 AM

To: tdlink@southtransit.org

Subject: light rail to Seatac from Tacoma

I am a Tacoma resident. I would love love love light rail to Seatac, BUT I travel a lot and I frequently take flights between 5:30 and 6 AM which means I need to get to the airport between 3:30 and 4 AM. There are NO buses running at that time of the early morning so I always have to either beg a ride or park my car at a park and fly location. So if the light rail will NOT be operating at 2 or 3 AM it won't do me any good, sorry to say. Ellenda

Date Received

04/30/2018

Source

Email

Communication

From: Chris Karnes

Sent: Monday, April 30, 2018 5:11 PM

To: Tacoma Dome Link Extension

Subject: re: Purpose and Need

30 Apr 2018

Wilbert Santos

Sound Transit

Mr. Santos-

Thank you for the opportunity to comment on the Tacoma Dome Link Extension Project. I attended the station planning exercise for Tacoma Dome and East Tacoma on 4/26. My comments focus on changes to Purpose and Need based on existing conditions in the area.

The Tacoma-Pierce County Health Department (TPCHD) and the Puget Sound Clean Air Agency (PSCAA) can confirm that Pierce County has health and environmental disparities. The EPA has identified Pierce County as a non attainment area in the past, which has hindered the ability of residents to be physically active in their community during parts of the year. Residents lack infrastructure options for active mobility in their daily lives and congested streets make it both unsafe and unpleasant to walk or bike to transit stations. A term for this type of environment is "obesogenic" and it plays a role in heart disease, one of the leading causes of death in Pierce County. (Source: <https://www.tpchd.org/home/showdocument?id=194>)

Physical barriers in the built environment, such as I-5, SR-509, auto-only bridges, and the port-industrial area inhibit people from choosing healthier ways of making it from point A to point B. It is not a difficult case to make that neglect of these vital health and safety issues is a local structural cause of social injustice. These issues disproportionately affect low income individuals, People of Color, and transit-dependent populations, which TDLE is meant to serve. Staff should be aware of these issues and should confer with both the PSCAA and TPCHD for direct input on how they will affect the performance of TDLE as a transportation project as well as potential mitigation measures.

To that end, I would encourage inclusion of "Environmental Justice", "Health", and "Safe Access" into the Purpose and Need of the Tacoma Dome Link Extension, and the following edits to the same.

The purpose of the Tacoma Dome Link Extension is to expand the Link light rail system from the Federal Way Transit Center to the Tacoma Dome Station area to:

Provide

high-quality, rapid, reliable, accessible, safe,

and efficient peak and off-peak light rail transit service connecting Federal Way, Milton, Fife, the Puyallup Tribe of Indians and Tacoma to other destinations on the regional high-capacity transit system.

Meet

projected transit demand and offer an accessible alternative to travel on congested roadways, better connecting people to where they will live, work and play.

Connect

rRegional
gGrowth
cCenters

as described in adopted regional and local land use, transportation and economic development plans, and Sound Transit's Regional Transit Long-Range Plan.

Develop

a light rail extension and an operations and maintenance facility that are technically feasible and financially sustainable to build, operate and maintain, consistent with the Regional Transit Long-Range Plan, but not strictly limited to the regional system defined by Sound Transit's ST3 Plan and the Regional Transit Long-Range Plan

Expand mobility and safe access for people in the corridor and region, including this corridor's high concentrations of low income, minority and transit-dependent populations.

Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access and multimodal integration, consistent with adopted local comprehensive or land-use plans.

Connect to the urban fabric within Regional Growth Centers, and tie into planned local transit and non-motorized transportation networks.

Preserve and Promote

Environmental Justice,

health, and sustainability

a healthy and sustainable

environment by

removing barriers to mobility,

improving air quality, and

by minimizing adverse impacts to people and the natural and built environments.

The project is needed because:

Roadway congestion is increasing on I-5 and SR-99, the two primary highways connecting King and Pierce counties, affecting reliability for transit as well as automobiles.

There is not enough transit capacity to serve the corridor's riders today or in the future.

Regional and local plans call for high-capacity transit (HCT) to serve long-term population and employment growth in the corridor consistent with VISION 2040 and the Regional Transit Long-Range Plan.

The regional system does not have the maintenance and operations facility capacity to efficiently operate the long-term light rail vehicle fleet needed to serve South King and Pierce counties. South King and Pierce County citizens and communities, including its low income, minority and transit-dependent populations and residents, need better reliable, rapid and safe access to the rest of the region.

Regional and local plans call for increased residential and employment growth and density in areas to be served by HCT and multimodal transportation systems. Environmental and sustainability goals of the state and region include reducing total vehicles miles traveled, greenhouse gas emissions.

State plans call for reducing traffic fatalities and serious injuries to zero, while pedestrian and cyclist-related serious injuries and fatalities are flat or on the rise.

I encourage staff and consultants to think holistically about what it means to be able to safely access an alignment with few stations in Tacoma that are 1) slated for growth, 2) have no planned expansion of parking, and 3) are in areas that are unwelcoming and less safe to pedestrians and cyclists than other parts of the region.

Further, to meet the ridership goals of the representative project may require a slightly expanded scope than the alignment used strictly for cost estimates in the ST3 ballot measure. For example, an added station near Downtown Tacoma's Brewery District would connect with Tacoma's planned Prairie Line, Water Flume Line, and Ruston Way Waterfront Shared Use Paths, providing a safe option for pedestrians and cyclists to access light rail and expanded opportunities for transit oriented development. Both the connections and proximity to density would improve ridership.

Thank you again for the opportunity to comment,

Chris Karnes
Tacoma

Date Received

05/01/2018

Source

Email

Communication

From: Cho William (US Partners)

Sent: Tuesday, May 1, 2018 1:49 PM

To: Tacoma Dome Link Extension; Santos, Wilbert; Curvie Hawkins

Cc:

Subject: Early Scoping Comments effecting McDonald's, 1737 51st Ave East, Fife WA

May 1, 2018

Tacoma Dome Link Extension Project

Early Scoping Comments

c/o Senior Environmental Planner Steve Kennedy

Project Development Director Curvie Hawkins Jr., AICP

Sound Transit

401 S. Jackson St.

Seattle, WA 98104-2826

Dear Mr. Kennedy:

My name is Willie Cho, and I am the Owner/Operator and franchisee of the McDonald's restaurant located at 1737 51st Avenue East, Fife, Washington. The real property at the site is owned by McDonald's Real Estate Company. This restaurant opened in 1977, which has been upgraded a number of times through the years and has proven a great location for me to grow my business. I am a minority business owner who has successfully operated this restaurant since 2002.

I write to you today to convey my strong desire that Sound Transit select a route which will not result in an impact to the McDonald's restaurant I operate. This location is one of the busiest and most successful McDonald's in Washington, a fact of which I am extremely proud. A taking of this location would be devastating. I have worked hard over many years to become a valuable member of the business community in North Pierce County and South King County. This McDonald's is located at the gateway to the city center core of Fife. The restaurant serves the immediate business and residential community in Fife as well as commuters and the freight community that travel both the I-5 and Pacific Highway corridors.

I currently employ 70 people at this location. My organization provides entry-level jobs to individuals just starting out in the job market, as well as students needing flexible work hours and a dependable employer, with ample opportunity for advancement. We also have the unique ability to be a first-generation employer. We are very proud to have helped launch so many careers to so many individuals that speak English as a second language as well as launching the careers of many of our youth. The ability to provide job opportunities to our community is ubiquitous with all McDonald Restaurant locations. The ability to provide so many job opportunities, quite literally in the thousands over the years, since its inception, is extraordinary to this McDonald's in Fife because of its unique location resulting in its tremendous volume and popularity within the community. A taking at this location would have a detrimental impact to the community because of the loss of these jobs.

Additionally, this McDonald's has a great relationship with the public and private schools within the Fife area. We have a unique McDonald's fundraising program called McTeachers Night that serves area schools. This location is one of the most active in the Seattle area raising thousands of dollars every year to local schools. This location is also one of the largest restaurant contributors to the local and global Ronald McDonald House Charities through its Canister Give a Hand, Fry and Shake donation and match programs.

A taking at this location would be very damaging to my business, my employees, and the community. My organization provides valuable tax revenues, job resources, training, and support to the community. I would also like to stress that a large portion of business comes through the drive-thru at this location, so any taking of the drive-thru area, even a small portion, would be very damaging if not fatal.

Finally, from an economic point of view, not only the location but also the age of the property allows me as the franchisee to pay a much lower rent from my Franchisor, McDonald's USA LLC. If I am forced to relocate not only will I likely get a much inferior location (leading to lower sales), I will also have a much greater rent factor (leading to lower margins on those lower sales). Because of these factors and the ones described in the preceding paragraphs, it would be difficult, if not impossible, to find a comparable restaurant location. If the condemnation of the McDonald's in Fife occurs it will have a devastating impact not only to my organization and all of our employees but also to the Fife community.

For all of these reasons, I respectfully request that Sound Transit select a proposal, which would not result in a taking at the McDonald's located at 1737 51st Avenue East, Fife, Washington.

Sincerely,.

Date Received

05/02/2018

Source

Email

Communication

[See attached documents]

From: Jim Merritt

Sent: Wednesday, May 2, 2018 12:36 PM

To: Tacoma Dome Link Extension

Subject: Tacoma Dome Link Extension Comments for Early Scoping Period

Dear Ladies and Gentlemen:

Please find attached comments and a sketch resulting from my attendance at the April 17 Public Meeting in Tacoma.

Thank you for your consideration.

Jim

James R. Merritt FAIA

Principal

Merritt Arch PLLC

3201 No. Madison

Tacoma, WA 98407

253.720.1860

April 30, 2018

To:

Sound Transit

Fr:

Jim Merritt, Architect, FAIA

Re:

Tacoma Dome LINK Extension

Early Scoping Period Feedback

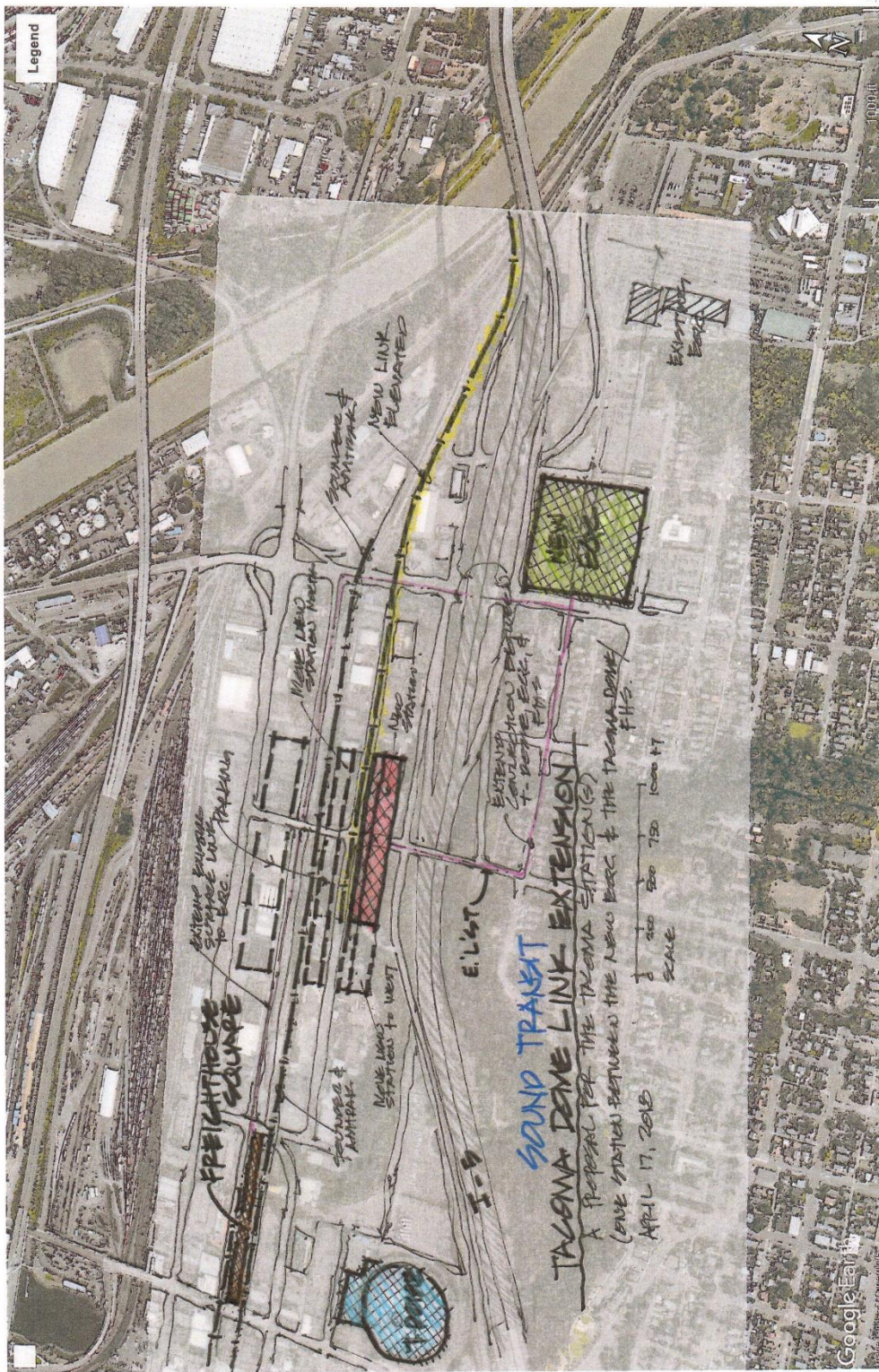
Tacoma, April 17, Best Western Tacoma Dome Hotel Public Meeting

It is pleasing to see that the LINK Light Rail Extension to Tacoma is starting to move forward. Here are some comments resulting from my attendance at the April 17 Public Meeting:

1. **Dedicated route of LINK to Tacoma along I-5 Corridor:**
 - a. The dedicated route along the I-5 Corridor will be the most effective route to minimize travel time to the airport.
 - b. The drawings at the public meeting illustrate this route and I endorse this alternative.
 - c. The "spine" needs to be simple in the single use corridor and not competing with other modes of transportation.
2. **Reduce the number of station stops to a minimum from the Sea-Tac Airport to Tacoma:**
 - a. Currently there appears to be a plan for seven stations: Angle Lake (now operational), 272nd, 320th, 348th, Fife, Portland Avenue, and the Tacoma Dome.
 - b. This number of stops should be reduced to five by eliminating or combining stations.

3. **Consolidate the Portland Avenue and Tacoma Dome stations into one station:**
 - a. With the new Emerald Queen Casino being built nearly 2000 feet closer to the Tacoma Dome on Portland Avenue, one station would be more viable.
 - b. One station similar to the Angle Lake Station with substantial parking between the new Emerald Queen I-5 Casino and the Tacoma Dome-Freighthouse Square. The distance from one consolidated station to each area would be approximately 1200 and 1800 feet or a few blocks.
 - c. The expanded entertainment district from the new Emerald Queen Casino to the Tacoma Dome could be connected by the extension of the current surface LINK light rail system or a gondola system. Another concept could be a walkable esplanade (partly covered) between the Tacoma Dome and Emerald Queen Casino with a people mover system used in other parts of the world.
4. **Accelerate the Design and Construction Schedule for this extension to Tacoma.**
 - a. Keep the route selection simple and move quickly to the other planning phases of route acquisition, environmental impacts, design, and construction.
 - b. Challenge a separate design-build team for the section from Tacoma north to 320th independent from the design-build team completing the extension south to 320th, with a bonus to the team to complete the extension first.
 - c. The goal should be to move completion to a date sooner than the projected 13 years.

End of Memo.



Date Received

05/02/2018

Source

Email

Communication

From: Susan Bagley

Sent: Wednesday, May 2, 2018 12:51 PM

To: Tacoma Dome Link Extension

Subject: Tacoma Dome Link Extension - Comments

Thank you for the Open House last week. I shared several comments in person, but as soon as I left, I remembered that there is another very important consideration when siting the Fife Light Rail Station: The former Interurban Railroad right-of-way has been repurposed through the City of Milton as a bicycle-pedestrian trail, which currently extends to 70th Ave, in Fife WA. The coordination your project is doing with the SR 167 extension (as part of the Gateway program) will keep you informed of the revisions to 70th Ave as well as the revisions to the bicycle-pedestrian trail.

My biggest and most emphatic comment is about making sure that there is adequate parking at the Fife Station, since the terrain is not very conducive to walking or bicycling (for most people); however, if the Fife Station could be located NORTH of the 54th Street Interchange and near the bicycle-pedestrian trail, it would certainly encourage many transit riders to consider walking or bicycling to the station. I'm sure your team has already been considering these issues, but wanted to make sure we have it listed on the official comments list to be addressed in the EIS process.

Thank you, and if you have questions or need additional information, please let me know.

Date Received

05/03/2018

Source

Email

Communication

From: Jacquelyn Whalen

Sent: Thursday, May 3, 2018 11:55 PM

To: Tacoma Dome Link Extension

Subject: comments on ST3

Comments Regarding Sound Transit's Tacoma Dome Light Extension:

From Jacquelyn Whalen; Milton WA. Member of the ST# Stakeholder Group.

E-mail = [REDACTED]

Phone 253-922-3221

Speaking as a citizen living in Milton.

The conditions that make me want to use the mass transit system are that the vehicles have to run on very frequent schedules and be clean, bright, reliable, roomy, safe, and fast. I want to have ease of

access for differing modes of travel, It has to be easy to connect from one provider to another. It has to be easy to figure out the routes and schedules. It has to be easy to know where to go to get on the correct train or light rail or bus that will get me to my destination.

THE LINK LIGHT RAIL "CARS:"

They need to be bright, clean, and roomy. I want to be able to have room next to me for : a) my purchases from shopping excursions to Seattle or Tacoma; b) my computer for working while riding, c) my extra gear for my lunch and books for attending conferences or u university.

THE PROPOSED STATIONS AND ALIGNMENT:

I agree with many of the comments expressed on the online participation forum's Social Pinpoint Map.

The South Federal Way Station proposed at the Home Depot seems very difficult to access. The Costco traffic alone is overwhelming, plus all the vehicles waiting to get onto Interstate-5 make it seem even more difficult to access. What about placing the South Federal Way Station near the concrete business/U-haul business sites; owy. 99 and South 356th.

Considering the heavy commuter traffic on Meridian Avenue/Enchanted Park, a station that caters to the Meridian Avenue seems helpful. The purchase of additional right-of-way from Jet Chevrolet may cause the Jet Chevrolet owners to be open to a relocation/buy-out of their business. If so, the Jet Chevrolet location might be a more viable location for the Station.

State Highway 99 alignment has advantages. But by the time you get to Milton, Hwy. 99 and Interstate-5 are so close together

PARKING:

Please build 750 parking stalls instead of the 500 as currently proposed for the South Federal Way and Fife Stations. It will be a very long time before people will really give up their cars because better alternative are available. When transit service is frequent, reliable, fast, and clean people are eager to use mass transit.

STATIONS:

Please make them very easy to accommodate interconnecting bus service and make them very easy for transit riders to be picked up and dropped off at the Station. I have really appreciated the Federal Way Transit Center's ease of access either for carpooling, parking and riding, or being dropped-off/picked-up after riding the bus.

ECONOMIC IMPACT:

Presuming that the land devoted to right-of-way would be exempt from having to pay property taxes, Milton will lose property tax revenue for the foreseeable future of the Sound Transit service; Milton loses the potential sales tax revenue as well from the business that could have located on that land area. Additionally Milton loses utility taxes (electric, water, storm water, and franchise utilities).

This represents a significant loss to Milton's ability to provide essential government services.

If the Lloyd's Sand & Gravel site in Milton was used for the operations and maintenance facility [OMF] :

Again, there is the presumed loss of property tax revenue. Yes, the OMF would provide great jobs, but jobs do not provide sales tax revenue. There would have to be significant mitigation and infrastructure improvement to compensate for the revenue losses. Perhaps a Master Plan Development model that created an overall development plan that complimented and supported the OMF on the remaining undeveloped land at the Lloyd's site - could compensate for the losses in property tax and sales tax revenues to the City.

ENVIRONMENTAL IMPACTS AND CONCERNS:

Water Quality

I would suggest that the riparian restoration work to be done for the Hylebos Creek watershed and the Surprise Lake Drainage be increased in land area so that ST3 could work in partnership with WSDOT's Hwy 167 Gateway Project. Many years ago, there was a concept of having Milton partner with WSDOT to create an even larger Hylebos Restoration project as a way to mitigate WSDOT's economic impacts on the City's revenue. The advantage for Milton was that the City could manage its storm water (along with the increasing amounts of water coming from the northern portions of the Hylebos Watershed) and to deal with the tidal surges and water-level changes in Commencement Bay. Please talk with Jamie Carter and Glen Baker in addition to Mark Howlett (at City of Milton) on this topic.

Create excess capacity - Oversize your storm water management system because:

Climate change creating a rise in sea levels, An ever increasing amount of impervious surface disrupting natural aquifer recharge, Ever more stringent standards for best management practices for storm water management, and The fact that your transit system will increase.

Noise:

Because of the topography surrounding Interstate 5 as it enters Pierce County from King County, the hills cause the noise to intensify. Adding the Link Extension elevated guideway seems to add to the harsh discordant noise that is generated by the car and truck traffic that we are experiencing.

Flood Water:

Interstate 5 has had occasional periods of being closed - due to flooding in Fife. Please be sure that your engineers take that into account when designing the supports for the guideway. Pierce County has recently enacted a flood control zone district for the Puyallup River Watershed. I am sure that they along with FEMA and Army Core of Engineers can provide historical data.

Visual Impact:

The elevated guideway is not attractive, for many with valley view properties... the guideway will be an eyesore... especially elevated as proposed.

ENGINEERING:

Be aware that the Porter Way overpass in Milton will be widened in the future. I have heard that the 167 Gateway Project may cause changes to Porter Way overpass.

It seems likely that the 70th Avenue overpass, connecting with Hwy. 99, will have to be widened given all of the freight and warehousing development in Fife.

SCHEDULE OF SERVICE:

I have learned from Boeing employees who work at the Renton Plant, that the 5:00 a.m. start time for transit service is too late for them because their shift starts at 5:00 a.m. Please consider coordinating with the big employers regarding the times for the start and end of shifts.

SAFETY ISSUES:

Please arrange time to meet with Milton's Chief of Police and Sargent Luckman. There is much to consider and be aware of from a public safety and crime prevention perspective. The homeless population is growing alarmingly fast. WSDOT was very slow to clean up and clear out the properties that they had purchased in preparation for the 167 Gateway Project. Seemingly abandoned properties gave ample opportunity for the area along Hwy 99 between Milton and Fife to attract the homeless.

Homeless crime is a big issue in Milton and surrounding areas.

Encampments in the wooded areas between and around Interstate 5 and Hwy 99 utilize pedestrian (non-motorized) trails, so plans to create bicycle trails underneath the elevated guideway could become places of encampment or simply get-away routes.

Speak to members of the Federal Way Parks Department to get an education on the costs and challenges that they are facing with the encampments and drug use in South Federal Way. Speak to Walmart and other big-box stores to learn of the huge increases in shoplifting.

Fife is having very large problems with the criminal activities drawn to the casino – drug trafficking, sex-trafficking, and theft. The Hwy 99 corridor is a main focus for the Fife police Department.

People of all ages need safe transit stations and transit centers!

AESTHETICS:

The Stations and Transit Centers need to be beautiful landmarks in our suburban and urban areas!

Many Thanks for your work in evaluating all the comments and weighing out all the issues to come up with the best possible results.

Date Received

04/03/2018

Source

Online open house

Communication

The Tacoma Link will be an amazing addition to the region. Easy, and fast access to the airport, Seattle, and UW will really benefit those south of Seattle and connect the region in ways it hasn't been before (and keep more cars off of I-5 which will help those who have to drive). Tacoma Hilltop extension will be a great way to connect hilltop and downtown. Hopefully this will help revitalize hilltop, but this must go along with other programs such as affordable housing to avoid pushing current residents out. We want the extension to provide access to affordable, clean transportation, not push people further into the suburbs where they will be more reliant on cars and have less access to affordable transportation. The TCC extension is currently planned to go down 19th which is not very dense, and does not provide much access to destinations. Would we be able to have the extension go down the 6th Ave business district? That would provide access to many more people and open up much more economic activity for local businesses. Electric transportation is much better for the global, and local environment, and the health of those in the area. Using electric instead of fossil fuels has a 100% reduction in direct emissions (and is quieter), and indirect emissions from electricity from the grid can be reduced over time as more renewable generators are brought in. Above all, thank you so much for pushing this project. I can't wait to ride from Tacoma to Seattle (and beyond). I'm excited to see projects that consider the future generations, and hope we can continue improving the region. Thanks!

Date Received

04/05/2018

Source

Online open house

Communication

This website was phenomenal. Incredibly well written and easy to digest, especially given the could-be-confusing information. Well done!

Date Received

04/17/2018

Source

Online open house

Communication

No comment

Date Received

04/17/2018

Source

Online open house

Communication

I oppose the proposed routing of the light rail adjacent to I5 through S. Federal Way and Fife, as it would impact on my quality of life and that of my neighbors and also birds and wildlife in our semi rural residential area. I would much prefer that the light rail be routed adjacent to Hwy 99 where there is more potential for local residents to access the light rail as opposed to bypassing the current higher population density and access to the Hwy 99 Bus routes.

Date Received

04/05/2018

Source

Online open house

Communication

Just one wish for the Tacoma Dome LINK extension: No at-grade crossings! They are LINK's biggest pain point in Rainier Valley, and not having them will save us tons of headaches down the road.

Date Received

04/17/2018

Source

Online open house

Communication

I keep reading that there is no fee to ride, this is a false statement and needs to be corrected. Sound transit has NOT delivered anything on time , why am I to believe this will get done by 2030. You are not being transparent with tax payers.

Date Received

04/16/2018

Source

Online open house

Communication

Federal Way station should include 312/I-5 on-off ramp to serve as access points to the station. The new access point will alleviate volumes on/from 320 and the HOV off/oramp

Date Received

04/16/2018

Source

Online open house

Communication

Federal Way station should include 312/I-5 onramp to alleviate volumes from 320 ad HOV off/oramp

Date Received

04/04/2018

Source

Online open house

Communication

Central Link terminating at the Tacoma Dome is a non-starter. At the very least it absolutely needs to go somewhere near 10th-12th and Commerce. Not bothering to connect Tacoma and Seattle does your constituents a grave disservice.

Date Received

04/18/2018

Source

Online open house

Communication

I called to get information and found there are no plans to provide enough parking. The planning committee believes that its those without cars that will use this. We need ample and free parking to draw commuters. Also why am I paying for this? I am miles from any planned services. I couldnt even take a bus from my neighborhood to get there. I don't have a single bus stop in walking distance from me

Date Received

04/06/2018

Source

Online open house

Communication

Move the alignment to SR 99 to maximize TOD potential.

Date Received

04/13/2018

Source

Online open house

Communication

Unfortunately the time line for ST3 is so far out, I will likely be dead before this project is completed. Why is it taking so long to permit and build? I moved from FW to Tacoma and now feel completely isolated from my family in West Seattle due to the disconnect between Pierce and King County bus and rail routes.

Date Received

04/18/2018

Source

Online open house

Communication

Please, whatever you do, don't raise our taxes anymore and do whatever you can to expedite construction and finish the connection to Tacoma. Also, don't make I-5 traffic worse. The last 18 years were bad enough.

Date Received

04/04/2018

Source

Online open house

Communication

I think the TDLE can't come soon enough. If there are any opportunities (such as using the design-build approach used at Angle Lake) to speed up the process, Sound Transit should take it. I-5 through Tacoma is a nightmare, and improving transportation connections with the airport and Seattle should be among the top three concerns for everyone in Tacoma.

Date Received

04/19/2018

Source

Online open house

Communication

I have just reviewed your online presentation. I have several questions: 1. In the aerial view of the proposed line through Milton, I see a swing of the elevated route along I5 southbound lane side to move inwards towards HWY99 and then back to the I5 southbound lane side. It is just south of Porter Street and Hwy 99. Why? 2. I am concerned about the OMF South Station. The board has to be in discussion about potential locations, why not discussing now? 3. When you talk about elevation, would the height equivalent of the track be like Seatac Airport from the north? What is that height from ground to track level? 4. Is there a required span distance from the elevated track and foundation on the ground required where structures may not exist? 5. How will be ST3 handle the potential homeless who might set up encampments under piling structures along the elevated track line.

Date Received

04/04/2018

Source

Online open house

Communication

Any reason I would take this line would be to get to the area of downtown Tacoma most likely because traffic will be too bad to consider driving. Consequently, my primary interest is that the train be fast and that it stop close to the urban center. Unless I am going to the Tacoma Dome or catching the Sounder south (unlikely), I will need to walk and board the streetcar. This is a major inconvenience and slow in that it will likely add 20 min or more to my trip. This cancels out my desire not to drive since the car trip will actually take less time. Please consider a terminus in downtown across from the UW.

Date Received

04/16/2018

Source

Online open house

Communication

It would literally not benefit me in any way. In fact, it is completely the opposite since it QUADRUPLED my tab fees for 2 vehicles in my household, making us pay nearly \$1000 a year just to drive. This doesn't go anywhere close to where I travel and I don't know of anyone who drives from Tacoma to Federal Way or back. Terrible terrible plan that Pierce County did not vote for. WE DONT WANT IT. GIVE US OUR MONEY BACK.

Date Received

04/02/2018

Source

Online open house

Communication

Good luck to all involved. I'd recommend station & bridge names, but the public & in-agency negativity towards that concept deeply dissuades me. Please make sure Tacoma Link & light rail is an easy transfer. Also needing easy transfer with minimal hikes that change in elevation at Tacoma Station: bus routes.

Date Received

04/24/2018

Source

Online open house

Communication

Build in reliability and capability to run express trains in the future and to run after a major disaster eg an earthquake

Date Received

04/21/2018

Source

Online open house

Communication

Anything that can be done to speed up Tacoma link to Seattle would be a great benefit to reducing or at least slowing the growth of traffic. I would likely replace a significant amount of my car trips to Seattle with transit. 2030 is a very long time to wait. If sounder trains could be added, weekend service especially (even if limited) would be a huge improvement on the current transit options. The bus is an option, but not reliable due to the heavy traffic in the sound area. This results in many people choosing to drive.

Date Received

04/20/2018

Source

Online open house

Communication

I think South Federal Way Station cannot be placed between the Home Depot parking lot and I-5. I think it's important to make it near local activities and have good local bus connections. I would prefer running it along 99 down to Milton, and moving over to the existing South Federal Way park and ride. Otherwise, good proximity to Wild Waves theme park and a reduced role for parking would be preferred (and a station on the east side of I-5).

Date Received

04/07/2018

Source

Online open house

Communication

Like others, I am curious why the proposed line doesn't align with SR 99. Running along the freeway will require many more large overpasses for exits/on ramps, reduces options for access, etc. People who live on the east side of I-5 currently have more bus and Sounder Train access options; why not bring the light rail further in to communities along SR 99 to improve transit access? Many areas along the 99 corridor could see improved property values and redevelopment opportunities (whether or not everyone agrees that is a good thing). It's also a shame that so many of the remaining large trees along I-5 would have to be removed for a light rail line, from what I can see on the map and video.

Date Received

04/17/2018

Source

Online open house

Communication

Not that you will actually listen or care, but this is a terrible idea. This is only going to be used as justification to add or create new 'transit taxes' of some kind to further the tradition of democrats taking everyone's money. It doesn't matter that 2 of the 3 counties that voted for this expansion voted no, Seattle voted yes so we have to do what they say apparently. I really do love living in this state and it makes me sad to see it be run into the ground by people who don't understand how they have been manipulated into thinking ideas like this actually help the people. I could go on but I know that after the first line this comment will be discarded because why would you ever want to listen to someone who doesn't agree with you.

Date Received

04/02/2018

Source

Online open house

Communication

Thanks for providing the opportunity to comment. In general, I'm very glad you're getting Light Rail closer to the south sound (Olympia / Lacey / DuPont and Tumwater). Probably will be 2100 before light rail ever makes it to the south sound, but at least this extension gets it one step closer. In general, please stay away from I-5. The communities between Federal Way and the Tacoma Dome aren't really located along I-5, rather they're along SR 99.... why you guys decided to go with the I-5 alignment instead of SR 99 for the Federal Way extension was dumbfounding, I just hope you don't make the same mistake again. It greatly reduces the attractiveness of light rail when the station locations are so far removed from the businesses you want to visit. Besides that, consider designing the Tacoma Dome station so that future light rail extensions can be made from it. Extending the mainline west / southwest towards DuPont / Lacey / Olympia, and a spur route to the south towards Midland, Spanaway and how such a spur could tie into a Tacoma Dome Station. Worst thing you could do is jeopardize future expansion by not considering such expansions now. Otherwise, keep up the great work.

Date Received

04/02/2018

Source

Online open house

Communication

Why build a light rail station with no parking? Will the two "new" sounder stations have adequate parking? I have yet to see how this ST 3 project will do anything to help eastern Pierce county (along the 167 corridor).

Date Received

04/16/2018

Source

Online open house

Communication

North of where I live. Will never use the service. Don't want to be included in paying for this project. Voted against it.

Date Received

04/03/2018

Source

Online open house

Communication

All of this light rail system should be constructed to accommodate future 24/7 service--it's frustrating to see Sound Transit plan (or include in public feedback prematurely) that light rail runs from 5AM-1AM. Please consider spending less on parking garages and more on system resiliency and future use that should accommodate service after 2:00 AM on the weekends and potential 24/7 service like that seen in Chicago and NYC.

Date Received

04/02/2018

Source

Online open house

Communication

Are there any plans to do work on the completion of 167 when the light rail goes through the should be started by then.

Date Received

04/17/2018

Source

Online open house

Communication

Bring it on!

Date Received

04/20/2018

Source

Online open house

Communication

The tentative locations of the rail line and stations/parking shown on the maps at the Open House looked OK to me. However, I saw some discussion about other possible rail and station locations proposed by Open House attendees that I would like to comment on. There was one suggestion to move the whole rail line to the east side of I-5 instead of the west side. I just want to go on record as opposing that, mostly for selfish reasons (I live on the east side of I-5 and don't want my neighborhood "urbanized" more than necessary), but I also believe there are lots of practical reasons to keep the line on the west side. I'm sure you all have done the analysis and know the reasons better than I. I also heard suggestions to locate the South Federal Way station near Todd Beamer / Wild Waves or across I-5 from the Weyerhaeuser Campus. I believe it's best to locate the stations in areas that are already "urbanized" with good road access. Locating a station, especially one with parking, in an area that is currently low-density, semi-rural, with limited road access (such as near Todd Beamer) invites a lot of disruption and cost. Residents of the area will resent the traffic, density, and urbanization being driven into their quiet semi-rural neighborhood, and there will be a lot of concern about potentially bringing crime into the area. Adding good traffic access will be complicated and costly, and to me it's accelerating a type of urban sprawl. To me, it makes more sense to locate stations in areas that are already dense with good vehicular access. The argument I heard for the Todd Beamer location is that it would serve Wild Waves customers in the summer in addition to commuters and other users. If this location is even to be considered, I'd like to see some data on whether attractions close to stations really do have a significant impact on ridership and the traffic relief provided by the Light Rail system. I don't know how much data is available or what kinds of analysis are typically used to drive these decisions, but it seems to me it would be useful to understand what percentage of ridership is likely to be commuters, vs. trips to Seattle for sporting events, vs. trips to Tacoma, vs. shopping trips, etc. And ideally, it would be good to have an estimate of how many cars and how much traffic congestion would be avoided under various scenarios – is the location of the South Federal Way station likely to have a significant impact on how much traffic congestion is eliminated by the System? I believe this is already a suggestion in the mix, but the Midway landfill seems like an ideal location for the maintenance facility – large piece of land available, currently unused, right on the rail line. One more suggestion – I own an electric car, and in spite of a lack of advertising or pushing by car manufacturers and dealerships, the number of electric vehicles on the road seems to be increasing very rapidly – electric cars make perfect sense in so many ways! The Angle Lake station has 4 charging stations, and they're nearly always full already, and as electric car usage increases the situation will only get worse. I think it would be good to plan for a LOT of charging stations in these proposed parking garages, and/or an infrastructure that makes it easy to convert additional parking spaces to charging stations as needed.

Date Received

04/03/2018

Source

Online open house

Communication

So, to start: I voted against ST3. Not because I oppose expanding regional transit, but because I wanted a different funding structure. Seattle and King Co. receive the majority of the benefits of ST3 expansion, but Tacoma and Sound Transit-Served Pierce Co. residents pay the same tax rates. This runs contrary to my definition of equity. I don't think I will use or receive considerable benefits from a Ballard extension--which seems like a Seattle-specific development, not a regional one--yet, South Sound tax dollars are subsidizing the project. I'm sharing this to ask for more honesty and transparency in how the projects are discussed, marketed, and developed. There's still work to be done to win over disgruntled taxpayers and I hope you're up to the challenge. The "Ballard--Seattle--Tacoma" extension is a farce. These are two different projects, serving exceedingly different populations. There is a Ballard extension and then a Tacoma extension. Bundling them in name is a ploy to play up the weak regional impacts of Seattle-specific services. "Borrowed funds." a.k.a. tax funded bonds. In the alternatives/map exercise, I was excited to see comments about mixed-modal transportation parallel to the light-rail expansion (e.g. bike trails and pedestrian bridges). Also, deviating the development away from I-5 and into more densely populated corridors sounds nice. If not actually feasible now, taking this future need into current design should be a priority.

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

More jobs Scaling maintenance facilities to system size is obviously ideal

Risks:

Don't bulldoze affordable housing to build it. There are plenty of sad broken down warehouses in the South Sound that would be better off bulldozed. Make sure relatively affordable housing can be close to the facility for the work force. Low impact because there is already a maintenance facility there. Placement of an OMF facility in between Tacoma and SeaTac airport could yield recurring situations where trains stop on the guideway in between stations for changing operators. This impact would increase trip times for Tacoma passengers further north, and could be a disparate impact to low income or minority populations relative to the rest of the region. Additional power and waste used. Land used. Environmental: another large plot of land dedicated to otherwise industrial use. I wouldn't expect any significant impact, since I assume it would be built to modern environmental standards. Not enough information provided to give constructive feedback. Adverse environmental impact could be caused by destruction of natural terrain for building of a new facility. Seattle may not care about green spaces (Olympic Sculpture Garden, Steinbruek Park), but most people South of Boeing Field do. Environmental pollution. Noise pollution. Minimal impacts. Doesn't help people in the Renton area. It would literally not benefit me in any way. In fact, it is completely the opposite since it QUADRUPLED my tab fees for 2 vehicles in my household, making us pay nearly \$1000 a year just to drive. This doesn't go anywhere close to where I travel and I don't know of anyone who drives from Tacoma to Federal Way or back. Terrible terrible plan that Pierce County did not vote for. WE DONT WANT IT. GIVE US OUR MONEY BACK. zero to none. Maintenance, Preservation, Operations is critical to a sustained system. Drag on city and state budgets for generations to come. Construction-time, cost, waste. Really none that outweigh benefit. Cars off the road. A ripoff to every community. This is just another boondoggle project that will bleed people dry of hard earned income. Cost of construction, growth, increased cost of living, and loss of parking. The OMF should be located in Pierce County to spread the impact of Sound Transit's investments throughout the region.- although I don't know how loud an OMF site gets for regular maintenance and cleaning, it may be disruptive or noisy if close to a dense housing hub / neighborhood. - might be helpful to do some noise studies at existing OMF to educate the public about No one is going to use this money sucking mess.

Date Received

04/02/2018

Source

Online open house

Communication

"Benefits:

Create jobs for folks

Impacts:

Make sure relatively affordable housing can be close to the facility for the work force"

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

Build it adjacent to the Street car line Tacoma's maintenance facility, could allow for combined operations

Impacts:

low impact because there is already a maintenance facility there"

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

Opportunity to design connections for bus transit, pedestrians, and cycling.

Impacts:

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

An OMF facility situated close to the end of the line in Tacoma could be strategically placed in the Nalley Valley area. Doing this may enable another station in South Downtown Tacoma with less cost, and would help with a future extension to the Tacoma Mall regional growth center identified in the Sound Transit Long Range Plan.

Impacts:

Placement of an OMF facility in between Tacoma and SeaTac airport could yield recurring situations where trains stop on the guideway in between stations for changing operators. This impact would increase trip times for Tacoma passengers further north, and could be a disparate impact to low income or minority populations relative to the rest of the region."

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

Supports future expansion of Light rail towards Olympia / Lacey.

Impacts:

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

Pure and simple, it should be along Pac Hwy in Milton.

Impacts:

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Additional local jobs surrounding a clean industry. Could be powered by clean, inexpensive renewable energy.

Impacts:

Additional power and waste used. Land used.

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Quicker overall service and maintenance for South Sound light-rail cars.

Impacts:

Environmental: another large plot of land dedicated to otherwise industrial use.

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Some jobs, no especially significant numbers though.

Impacts:

I wouldn't expect any significant impact, since I assume it would be built to modern environmental standards.

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Potentially provide a handful of jobs in the area. Less resources used getting trains to and from m&o facilities.

Impacts:

Not enough information provided to give constructive feedback.

Date Received

04/04/2018

Source

Online open house

Communication

Benefits:

Using already existing development to reduce impact on community, sprawl, and environment.

Impacts:

Adverse environmental impact could be caused by destruction of natural terrain for building of a new facility. Seattle may not care about green spaces (Olympic Sculpture Garden, Steinbruek Park), but most people South of Boeing Field do.

Date Received

04/04/2018

Source

Online open house

Communication

Benefits:

Needed infrastructure. Completely understand

Impacts:

Date Received

04/06/2018

Source

Online open house

Communication

Benefits:

Provide jobs. A more central location for southern operations. If something breaks, don't have to wait for Seattle maintenance to fix it.

Impacts:

Environmental pollution. Noise pollution.

Date Received

04/06/2018

Source

Online open house

Communication

Benefits:

An operations & maintenance facility based in the south corridor will bring family wage jobs to the area. An O&M facility will keep tax dollars in our community. An O&M facility will allow equipment to be maintained nearest to the area where it operates.

Impacts:

Minimal impacts.

Date Received

04/07/2018

Source

Online open house

Communication

Benefits:

Less freeway congestion Less auto accidents Better quality of life Less money spent on road maintenance

Impacts:

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

Impacts:

Doesn't help people in the Renton area

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

It would literally not benefit me in any way. In fact, it is completely the opposite since it QUADRUPLED my tab fees for 2 vehicles in my household, making us pay nearly \$1000 a year just to drive. This doesn't go anywhere close to where I travel and I don't know of anyone who drives from Tacoma to Federal Way or back. Terrible terrible plan that Pierce County did not vote for. WE DONT WANT IT. GIVE US OUR MONEY BACK.

Impacts:

It would literally not benefit me in any way. In fact, it is completely the opposite since it QUADRUPLED my tab fees for 2 vehicles in my household, making us pay nearly \$1000 a year just to drive. This doesn't go anywhere close to where I travel and I don't know of anyone who drives from Tacoma to Federal Way or back. Terrible terrible plan that Pierce County did not vote for. WE DONT WANT IT. GIVE US OUR MONEY BACK.

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

Think the former Weyerhaeuser Campus or surrounding parcels. Federal Way is centrally located and the ideal location for the OMF. There is ample commercial space along the proposed corridor including but not limited to Weyerhaeuser campus adjacent parcels, Enchanted Parkway, or, within areas near around Costco/Lowes/Todd Beamer

Impacts:

zero to none. Maintenance, Preservation, Operations is critical to a sustained system.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Impacts:

Drag on city and state budgets for generations to come.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Create new jobs. Localized help to facilitate the route.

Impacts:

Construction-time, cost, waste.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Improved access to Seattle without adding to traffic patterns.

Impacts:

Really none that outweigh benefit.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

benefits peoples lives and the environment.

Impacts:

Cars off the road

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

There is no benefit. This project should be scrapped in it's entirety.

Impacts:

A ripoff to every community. This is just another boondoggle project that will bleed people dry of hard earned income.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

I believe this will attract new economy to our region as well as tourism. Right now it can be challenging for international travelers to explore the region during their visits. Also, hopefully we will see less congestion on 1-5, which positively impacts the environment. This will provide a tremendous opportunity for seniors and those with disabilities to participate in community life and maintain independence throughout the region. Our municipal leaders should thoughtfully plan growth for housing and services for special populations that is near the link and other transit lines.

Impacts:

Cost of construction, growth, increased cost of living, and loss of parking.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Jobs. Opening additional transit for we residents from the Olympia area.

Impacts:

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Sounds like it will be necessary for servicing and maintaining the extension.

Impacts:

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Impacts:

The OMF should be located in Pierce County to spread the impact of Sound Transit's investments throughout the region.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

more long-term, stable jobs in the community, especially for Pierce County. - If OMF-S stop is co-located with / easily accessible to a planned TDLE stop, could provide transit commute for OMF-S workers (provided the work shifts are aligned with Link schedules) - OMF located closer to the service line could improve turnaround time for ongoing cleaning / maintenance - OMF located in Pierce county close to other employment, transit and other hubs could be attractive for other employers

Impacts:

- although I don't know how loud an OMF site gets for regular maintenance and cleaning, it may be disruptive or noisy if close to a dense housing hub / neighborhood. - might be helpful to do some noise studies at existing OMF to educate the public about

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

No benefit.

Impacts:

No one is going to use this money sucking mess.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

A centrally located facility would be convenient to keep trains and equipment in good shape and in service.

Impacts:

Date Received

04/02/2018

Source

Online open house

Communication

Just build it already. Also work to get Pierce Transit to feed this line better. Also need easy transfers to Tacoma Link. BIG priority! Thanks.

Date Received

04/02/2018

Source

Online open house

Communication

What about east Pierce county and the traffic along sr 167?

Date Received

04/03/2018

Source

Online open house

Communication

Consider short-term/interim projects that can help address some of the needs in the area yet still meet the purpose (traffic signal improvements, local access improvements, etc.) and set the stage for the future bigger projects. These can be phased over time so that the community sees progress rather than waiting around until 2030 to see construction.

Date Received

04/03/2018

Source

Online open house

Communication

To achieve these goals, a different alignment is required. Alignments abutting I-5 will permanently, physically, eliminate 1/2 of the ability to support transit-orient development, and all that stems from good transit. The I-5 alignment is not optimal for any of the other Purposes or Needs listed. The South Sound needs a route that allows for ongoing development much further into the future that the more built out north. Please (re)consider alignments, perhaps through Milton and along 20th in Fife, crossing back to the Tacoma station after crossing the Puyallup River. (Perhaps under I-5 near Bay Street where existing underpass are being filled in with foam blocks.)

Date Received

04/04/2018

Source

Online open house

Communication

This section is watered down and does not have any measuring sticks to influence evaluation criteria: Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access and multimodal integration, consistent with adopted local comprehensive or land-use plans. Please consider this wording: Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access and multimodal integration, to maximize transit ridership and reduce single occupancy vehicles in a way that's consistent with local and regional plans. Transportation options and health are closely related. They should be mentioned here? Pierce County has substantial problems with health due to air pollution and a lack of bicycle-pedestrian infrastructure of a similar scale as the rest of the region. This linear nature of this project has the ability to be leveraged in such a way as to transform how people get from Tacoma to Fife and Federal Way beyond just those that ride light rail.

Date Received

04/04/2018

Source

Online open house

Communication

Your ends and your means both need work. They don't support each other. A line that ends at the Tacoma Dome stops short of connecting regional growth centers. People don't live and play next to it. It doesn't expand mobility one iota. Many stations are in the suburbs. Why would you plan to bring equitable and sustainable urban growth to non-urban regions? That just promotes more sprawl. That's the opposite of ST's claimed goals. I could go on for pages. ST's heart is in the right place, but the brain and the arm seem willfully incompetent.

Date Received

04/06/2018

Source

Online open house

Communication

The most important purpose is: "There is not enough transit capacity to serve the corridor's riders today or in the future."

Date Received

04/06/2018

Source

Online open house

Communication

Add purpose and need statement about rider experience: Provide for transfers as convenient as possible between all transit modes, including Sounder, Tacoma Link and local bus systems, with preference given to level connectivity that doesn't require an elevator, escalator or stairs to facilitate movement for transit riders and to encourage more ridership.

Date Received

04/07/2018

Source

Online open house

Communication

This is absolutely a great idea and I am very happy this project is underway. As a UW student, I have to travel far to get to school every day--1.5 hrs there and back. I live in Federal Way and have to drive all the way to Angle Lake, and even then there may not be any parking available. That's a 20 min drive, plus a 10 minute buffer for traffic, parking and actually getting into the light rail. But as soon as I'm on the light rail, I can reliably estimate my time of arrival at around 50 minutes. When I heard of this project, I was very excited, because I am planning to work in the Seattle area in the future and this will be fantastic for my commute. It would greatly reduce my travel time, traffic frustration, my gas expenses and my impact on the environment. I know many UW students who live in the South Seattle area and would love a light rail connecting us to Seattle. Thank you so much for starting this project! We can't wait till it's finished. Keep it up--we're wholeheartedly supporting all of you!

Date Received

04/10/2018

Source

Online open house

Communication

Terrible waste of limited funds. Express bus on dedicated lanes is so much cheaper to build and maintain, and so much more flexible in case of equipment breakdown. Ridiculous that light rail is even under consideration.

Date Received

04/13/2018

Source

Online open house

Communication

Agree. Our public transit system is years behind other major metro areas.

Date Received

04/16/2018

Source

Online open house

Communication

Provide adequate parking. I will drive to light rail & take it, but I WILL not take a bus or uber or a taxi to go to light rail.

Date Received

04/16/2018

Source

Online open house

Communication

It would literally not benefit me in any way. In fact, it is completely the opposite since it QUADRUPLED my tab fees for 2 vehicles in my household, making us pay nearly \$1000 a year just to drive. This doesn't go anywhere close to where I travel and I don't know of anyone who drives from Tacoma to Federal Way or back. Terrible terrible plan that Pierce County did not vote for. WE DONT WANT IT. GIVE US OUR MONEY BACK.

Date Received

04/16/2018

Source

Online open house

Communication

The project diverts funds from adding additional lanes for interstates and freeway. Washington State doesn't have the density for light rail to work effectively.

Date Received

04/16/2018

Source

Online open house

Communication

This does nothing for me as I live in Snohomish, yet I pay A LOT for others to use it. I say find another way to fund it instead of taking money from people who don't use it.

Date Received

04/16/2018

Source

Online open house

Communication

The system is needed, period! Link as it currently is running today (through downtown Seattle) continues to demonstrate unequivocally, with its increased YOY ridership figures and timesaving benefits for riders why this system is a long time coming. Hands down good for the environment. We should have built the system in the 1960's when it was initially proposed.

Date Received

04/17/2018

Source

Online open house

Communication

The purpose is to line the pockets of politicians and the people who support them by building something we don't need.

Date Received

04/17/2018

Source

Online open house

Communication

I'd like to see this fast tracked. This is a vital link in "the spine" that in my opinion should be prioritized over the Hill-Top extension. Linking Tacoma to Seattle and Sea-Tac airport makes more sense and better use of ST dollars.

Date Received

04/17/2018

Source

Online open house

Communication

Need is obvious, all benefit outweighs any current cost projection.

Date Received

04/17/2018

Source

Online open house

Communication

We need to move forward in our infrastructure.

Date Received

04/17/2018

Source

Online open house

Communication

Strongly support any action to accelerate light rail expansion from Seattle to Tacoma. More efficient transportation options are critical to Tacoma's long term economic viability.

Date Received

04/17/2018

Source

Online open house

Communication

Get people off the road and back with their families.

Date Received

04/17/2018

Source

Online open house

Communication

Has there been any studies to determine the rate of accidents the system will insure with the current route in mind? How many intersections will be affected? How long it will take on average clear these accidents and put trains back into service and how you handle the traffic flow during these shutdown? Has a study been done as to the affect a major earthquake would have on the system? Will the tracks become misaligned due to ground movement? How to move the masses incase of a total system shutdown? Cost per trip per person on a daily basis at full capacity and other intervals in-between? I have never seen any of this data. Why not? It is extremely relevant to know this info to make any kind of rational decision.

Date Received

04/17/2018

Source

Online open house

Communication

This project is a great idea and meets a huge need. I would like to see the link light rail extended to Puyallup, a fast growing area that is full of commuters. In the meantime the Sounder needs to have extended hours during the weekday.

Date Received

04/17/2018

Source

Online open house

Communication

YES! Again; I am so excited for the light rail extension to Tacoma. It will be great for Tacoma and Tacomans!!! I can't wait to ride my bike to the light rail station to head up to a Mariners game or day in Seattle. This opens the possibility of considering job opportunities that I wouldn't have considered because I do not want to drive North on I5 Mon-Fri.

Date Received

04/17/2018

Source

Online open house

Communication

It doesn't give better access to anyone. If want access use buses or cars. Vehicles that actually can get everywhere. Sound Transit is a thief of the tax payers. You are literally stealing from the public with your over pricing on vehicle values and all the other ways you and this state are ripping everyone off. Not sure where you expect people to find all of this money. And on top of it none of this will benefit the majority. You should all be ashamed of your sidwinding game playing.

Date Received

04/17/2018

Source

Online open house

Communication

Add weekend service to the Sounder Train. We need a couple options going from Lkwd to Seattle and back. Also, please add service from Lkwd to the Airport. We need this option. Lastly, continue the parking opportunities. In this area with do not have local options 24x7 so it will be a necessity to drive to our commuting options.

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

Impacts:

How will the guideway effect the completion of the 167 to I-5

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

TDLE would be an option for mobility between Tacoma, Sea-Tac Airport and the rest of the Central Puget Sound Region. Electric light rail would help reduce air pollution in an area that has been in the past classified as a non-attainment area by the EPA. Light rail would improve quality of life by making it easier for people to get to work, school, and entertainment during peak use of the highway system, and make it possible to facilitate large events at the Tacoma Dome.

Impacts:

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

Opportunity to design connections for bus transit, pedestrians, and cycling.

Impacts:

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

It's fantastic -- need to get it done much quicker. Also cross the bridge to Gig Harbor

Impacts:

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

Connects regionally important locations and job centers. Provides easy access to the Tacoma Dome.

Bus transfers could be made easy to feed into Link and drive ridership. Grade separation means no traffic slowdowns or gridlock.

Impacts:

Improve livability, walkability, and community cohesion around station locations. Improve land use and value near stations. Decrease emissions and improve the environment.

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

Get's light rail closer to Olympia / Lacey.

Impacts:

Follows I-5, avoiding the main community centers along SR 99 that would actually benefit directly from stations along SR 99. Would rather deal with I-5 traffic and driving around than try to find my way to businesses on foot from stations located so far away from the actual business centers. Same goes for Federal Way extension, the I-5 alignment puts the stations way too far away from the SR 99 corridor businesses, which means if I use this route, it'll be just to get to and from Seattle, as I'll have little if any incentive to stop anywhere in-between.

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

More frequent service Reduce congestion on 5

Impacts:

Date Received

04/02/2018

Source

Online open house

Communication

Benefits:

South end is lower income than the north and east side; public transportation is more vital here. Plenty of space to create track line on Pac Hwy from T-Dome to FWTC. Also hope/help improve the area of Pac Hwy through Milton.

Impacts:

As a monopoly, you'll over charge/abuse the tax payers. You have no clue how to properly manage/spend/track/follow the funds. On a more understandable level, ...you'll be in the way of general traffic. Big time from T-Dome to getting over the river. The big rigs in the area are a b!tch to deal with already.

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Less cars on the road, cleaner air, giving more opportunities to people that can't afford to drive

Impacts:

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Get cars off the road.

Impacts:

Less money wasted on parking and road expansion.

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

-Less reliance on cars. This would allow easier access to the airport, Seattle, and more education (UW, etc) that is affordable (especially when compared to cars/parking) and much easier for families.

Strollers, bikes, and wheelchairs on light rail is muc

Impacts:

Any impacts are much much less than the alternative of expanding the freeway, or using cars. This may have a short term impact, but long term, this is much better for our community and the environment.

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Traffic-free transit option between Tacoma and Seattle. Some regional connections.

Impacts:

Still take a long time to get from Tacoma to Seattle (80+ minutes?). Longer than driving outside of rush hour. Environmental: Large capital construction and up-front carbon impact. Removal of trees.

Overlooked regional connections: Milton, Actual East Tacoma Challenges for people with mobility issues to get to/from TDLE and existing transit options (Sounder, Link, Tacoma Dome Transit Station, and Federal Way Transit Station).

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Connections from Tacoma to the airport and to downtown Seattle should remove a good number of trips from I-5, at least for me. I try to take the Sounder busses now, but sometimes they get caught in traffic and run well behind schedule. Light rail, especially when elevated, should all but eliminate traffic delays.

Impacts:

Sprawl rather than density. Making commuting easier may lead to more sprawl, instead of encouraging higher density urban development

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Easier to get to and from the airport which means less need for long-term parking and traffic in and around the airport.

Impacts:

Cost. Lengthy implementation-Tacoma can't wait until 2030 to have this service!

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

Convenient reliable service to Seattle and the airport.

Impacts:

Construction impacts. Time line seems long especially if service to fed way starts on 2024

Date Received

04/03/2018

Source

Online open house

Communication

Benefits:

It could drastically improve the gridlock on I-5 commuters face every day - cutting commuting times by 1-2 hours a day from Tacoma to Seattle - once the entire corridor is covered. The interim milestones that would only connect up to Federal Way would have a moderate effect only as many of us living in Tacoma have jobs in Seattle, not Federal Way. Link rail would provide a realistic solution that addresses the gaps in service (too few runs throughout the day) of the Sounder Train and the busses, which run frequently but are overcrowded and get stuck in traffic.

Impacts:

Construction of these link connections are stretched over too many years; meaning we'll be stuck in the interim on the freeways and elsewhere in bad traffic associated with construction; and many of us won't even get to reap the benefits of these improvements (we'll be retired by the time the gridlock eases).

Date Received

04/04/2018

Source

Online open house

Communication

Benefits:

If designed with supporting multimodal travel in mind, a bike path could be integrated into the overall light rail design, which could help improve access along the corridor, help solve first-mile/last-mile access, further reduce vehicle travel, and reduce the need for costly parking spaces. Right now it is very unsafe to bike in the Fife industrial area, either in bike lanes or on incomplete sidewalks, which limits the ability of that mode to serve as access to stations in the south corridor. This lack of access to regional bike infrastructure impacts the health of low income and minority residents. If light rail between Tacoma and Federal Way doubled as a bike path, it could be a regional attraction, and more people may ride the service.

Impacts:

If wetlands are displaced as a result of the expansion of light rail, those environmental services and habitat would need to be restored elsewhere in the area to compensate.

Date Received

04/04/2018

Source

Online open house

Communication

Benefits:

Easier, faster to get to SeaTac and Seattle than driving I-5 (either by car or bus).

Impacts:

Making the parking situation at Tacoma Dome Station even worse that it already is.

Date Received

04/04/2018

Source

Online open house

Communication

Benefits:

Densification - Seatac to Tacoma is an iconic example of sprawl, with only a mild increase in density around 320th. Putting light rail stops in already relatively dense regions of South King County, combined with TOD, could make a real difference in fighting sprawl down here. If we instead follow ST's current methods (using light rail stops and TOD to move people, rather than running transit to where people already are) all that will happen is sprawl getting sprawlier.

Impacts:

Poor routing - Central Link, not Tacoma Link, needs to go to TCC. The tracks in downtown Tacoma will likely need to be removed/retrofitted for this, but that is simply the price we will have to pay for our hubris and hindsight. Running and maintaining two separate light rail fleets is ludicrous, and I know reducing redundancy is one of ST's mandates. Central Link not going into downtown Tacoma is so foolish it goes beyond surreal. Longer travel times - The ST/Link gridded system turns many one seat rides into two or three seat rides, slowing everybody down. Fewer transfers means less time waiting at stops, making the commute to wherever quicker. Moving away from a grid system and towards a demand system serves more people for less.

Date Received

04/04/2018

Source

Online open house

Communication

Benefits:

Alternative to Increasingly horrible congestion. Grade separation means a reliable trip that is not prone to car/people interference (Rainier Valley) Can help shape land use policy (more transit-oriented development)

Impacts:

Date Received

04/05/2018

Source

Online open house

Communication

Benefits:

The benefits are too numerous to list - improved property values, reduced pollution and wasted time in traffic, community connectedness, reduced environmental impact from transportation. Most importantly - it's nice to dream of some actual benefit for Pierce County residents who have been paying for this light rail program for many years and have yet to see an ounce of benefit from it.

Impacts:

The oil and automotive-related industries will likely suffer a bit from lower sales. Providers of psychological therapy and depression medications may have a reduced customer base because people are happier and healthier.

Date Received

04/06/2018

Source

Online open house

Communication

Benefits:

Reduce traffic congestion if ridership is encouraged and the line is actually highly utilized/well received. I feel like there is some economic benefit to Tacoma and other communities for tourism. People visiting Seattle without a car might take advantage of the lightrail to come down to Tacoma to check out museums, restaurants, etc.

Impacts:

Noise pollution going through to Hilltop? Relocation of residents living in the path of the new extension.

Date Received

04/06/2018

Source

Online open house

Communication

Benefits:

Improved access to SeaTac. Improved mobility between Federal Way + Tacoma. Ability to divert bus hours away from I-5 corridor into neighborhood service. Ability to concentrate development at Link stations and reduce need for automobiles.

Impacts:

Minimal negatives.

Date Received

04/07/2018

Source

Online open house

Communication

Benefits:

Easy Access More money for the city and casino Less DUI accidents Less Pollution

Impacts:

More parking structures Takes too long to build Needs lots of land for busses to transfer to

Date Received

04/08/2018

Source

Online open house

Communication

Benefits:

I would love to see this project happen. Living in Federal Way, it would be much easier to travel to Tacoma and to Seattle.

Impacts:

Less traffic, less emissions, more job opportunities and better access to existing jobs, easier travel can generate more revenue from tourism.

Date Received

04/11/2018

Source

Online open house

Communication

Benefits:

Impacts:

Date Received

04/13/2018

Source

Online open house

Communication

Benefits:

South Sound areas would no longer be isolated from the airport and other downtown areas.

Impacts:

No major negative impact anticipated; would take cars off highways, decreasing traffic and pollution. I-5 is no longer really a freeway as it is always gridlocked, day and night.

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

All positive! Can't wait for this to happen. Can't imagine why anyone wouldn't want it.

Impacts:

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

Impacts:

Tacoma Dome parking structure is already used to its maximum potential during the week. Perhaps the link's end point should be somewhere else near to an OMF and another parking structure--East Tacoma would be my choice.

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

Provide adequate parking at each stop. I will not take a bus to a light rail stop.

Impacts:

Burning taxpayer money faster than I can pay it

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

More convenient, reduced traffic, fast, reduces carbon emissions

Impacts:

Higher costs and taxes

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

Impacts:

The impacts are many, but chief among them is the reality that it's a long-term commitment to publicly fund a project that replaces one form of transportation with another (specifically one associated with affluent/white communities.) Less objectively, it doesn't feel like it helps those who use public transit. It feels like it's a bet on infrastructure that may not even be relevant. Lastly, this doesn't feel like Tacoma. We don't need to make our city more like one of the many cited destinations. We need investment in infrastructure that supports the current needs of our residents and businesses.

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

It would literally not benefit me in any way. In fact, it is completely the opposite since it QUADRUPLED my tab fees for 2 vehicles in my household, making us pay nearly \$1000 a year just to drive. This doesn't go anywhere close to where I travel and I don't know of anyone who drives from Tacoma to Federal Way or back. Terrible terrible plan that Pierce County did not vote for. WE DONT WANT IT. GIVE US OUR MONEY BACK.

Impacts:

It would literally not benefit me in any way. In fact, it is completely the opposite since it QUADRUPLED my tab fees for 2 vehicles in my household, making us pay nearly \$1000 a year just to drive. This doesn't go anywhere close to where I travel and I don't know of anyone who drives from Tacoma to Federal Way or back. Terrible terrible plan that Pierce County did not vote for. WE DONT WANT IT. GIVE US OUR MONEY BACK.

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

None

Impacts:

Raises taxes Diverts funds from roads Takes too long to build

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

Studies have shown the long term overall (reduced) carbon footprint as a combined positive affect of folks using the light rail and associated modal options, rather than using their cars on our roads particularly during our ever extending peak commute hours - is a clear benefit of this investment. Building infrastructure creates jobs. Once the system is complete it support people who have jobs.

Impacts:

limited to none. Perhaps some displaced property owners (via right of way acquisition).

Date Received

04/16/2018

Source

Online open house

Communication

Benefits:

going past the casino is a big bonus draw!

Impacts:

Tacoma freeway traffic is horrible - this can help.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Keeps cars off the road. Less stress on workers Getting to work on time. Helps everyone You can also see the city.

Impacts:

It will allow more people to get to and from work faster. Create more jobs Keep the environment cleaner air. We are very behind in transit

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Extend to Amtrak stations

Impacts:

Enhance commerce and facilitate mass trans between Portland and Seattle

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Impacts:

Drag on city and state budgets for generations to come.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Eliminate some of the horrific traffic through Fife. Make commuting to Seattle easier for long distance commuters. Make commuting to SeaTac easier for those coming from the south sound. May eliminate some traffic during Tacoma Dome events. So many benefits...compared to other major growing cities, we are behind in our public transportation infrastructure.

Impacts:

Construction and related hazards/waste. Cost.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Linking the I-5 corridor, easing traffic congestion, general improvement in Seattle/Tacoma access without further traffic impact.

Impacts:

Really not that outweigh the benefit.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Access to businesses, friends and recreation.

Impacts:

We need to have all this infrastructure in place now, not years away. I do not mind at all paying for it through tab taxes.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Give Tacoma/Pierce County equity with Seattle/ King County. Allow Tacoma to grow in population without sacrificing maneuverability.

Impacts:

Nothing significant.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Strongly support any action to accelerate light rail expansion from Seattle to Tacoma. More efficient transportation options are critical to Tacoma's long term economic viability. In the past five years our family has seriously considered moving north at least three times due to longer and longer commutes. We love Tacoma but the lack of major fortune 500 companies in the area makes work in Seattle/Bellevue a necessity, every year the tipping point of work/life balance gets worse.

Impacts:

You can save money in the short term by delaying expansion, but the city will get left behind. High income earners, tax payers with discretionary income will move north impacting housing, small businesses and future development.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Connections to commercial centers. Currently, the light rail alignment seems to connect to big parking garages and parallel the interstate. While this benefits me personally as a Tacoma resident looking for a faster ride to downtown Seattle or the Seattle-Tacoma Airport, it will not benefit the communities who could potentially lure me into their downtown business districts if the light rail station was more conveniently located away from the interstate and parking garages.

Impacts:

The impact of light-rail line parallel to the interstate is greatest for the large centers and not the communities in between - it becomes a high-speed route from Tacoma to the airport and Seattle, rather than being a gateway into the suburban communities along the way. It seems that transit and parking garages will be needed to feed those suburban stations, rather than significant opportunities for transit-oriented development or placement of stations in existing business districts. Granted, this approach lowers the cost and also impact to existing structures - not sure that it allows as many longer-term benefits that could occur with a different alignment.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

This would take cars off the road and change peoples lives for the better.

Impacts:

This would make life so much easier and better for the environment.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Ease traffic congestions, make it easier for those who choose not to drive to access central locations like the airport, the stadium district, downtown Seattle, UW. I currently drive to Angle Lake station when I go to downtown Seattle or UW. Much more pleasant than sitting in traffic.

Impacts:

As the population of the South Sound grows, so will traffic congestions, and perhaps we will witness a younger generation that I hope will not feel the need to be so reliant on the automobile. We have used mass transit systems around the world and it is time that the Puget Sound area also provide smarter ways to move people. Will there the pain in the construction period? Of course. Will Parking garages and lots be full and disgruntled latecomers will complain? Of course. Will it be expensive to build? Undoubtedly. But it is a big step to making Tacoma a more livable city.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

This project will change the way that my husband and I evaluate any trip from going to the airport, to visiting a friend, exploring a new town center, or even evaluating job opportunities. At this time, I take the bus to work in Downtown Tacoma everyday. The trip is only 15 minutes and I love using transit. If I could experience equal convenience for a longer distance, I would always choose this option. This is especially convenient because my employer supplies me with an ORCA card so it is really the best option for me so long as total running time and available hours are convenient.

Impacts:

I live in North Tacoma so for this section's expansion the biggest issues I would see are potentially being an expensive project that is not offered frequently enough to be convenient for many type of trips as well as overall cost to tax payers. I hope that others paying for this project find the routes to be equally convenient.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Develop transit oriented development around stations. I have a daughter who is almost in college. Would love for her to be able to live near a station and take the link to UW. Will give us affordable housing options.

Impacts:

Parking. There is already a lack of parking. As someone who will drive up to Tacoma from Lacey, I will need a space. My use of a space may take away from area business owners.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

I couldn't be more excited about this as a means to travel from Tacoma to the airport and Seattle for work and entertainment.

Impacts:

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

This will greatly improve the connectivity between Tacoma and Seattle, the two hubs of our metro area.

Impacts:

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Yes Please. the soon the better.

Impacts:

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

Car free commute from Tacoma to FW and beyond.

Impacts:

20 minutes from South Federal Way to TDS seems a little long. Are there ways to shorten the commute?

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

The addition of the future light rail service to the Tacoma Dome Link Extension will offer a cleaner and faster transportation alternative to get to destinations north and south of here and it will be less time consuming, less stressful and more relaxing to get to these destinations.

Impacts:

When the light rail service has been completed and people start using it as a transportation alternative to driving on the highway in a personal vehicle, the price of using the light rail service could be a limiting factor for some passengers who need it. Unless there is the availability of a park-and-ride facility and access to local public transit near where there will be a light rail stop, some people may not be able to use the light rail as they will not be able to get to their destinations (i.e. to work and back home from work).

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

No benefits.....just a money suck.

Impacts:

Stripping money from tax payers for a wasted unuseable mess.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

It's a necessity!! We need less cars on the road. Congestion strips commuters of little time they have to allot to their personal lives. It adds increased costs and flat-out stinks. I travel daily from Lakewood to Renton and spend 3 hours commuting! And don't forget to offer parking opportunities!

Impacts:

This offers folks the opportunities to go car-less and get from their local spot to other areas offering other commuting options. Local options get people to/from their jobs.

Date Received

04/17/2018

Source

Online open house

Communication

Benefits:

I see this as beneficial for the disabled and elderly.

Impacts:

This will cost those of us that can and do drive and I personally feel that is not right. We already pay for roads, tabs, license, insurance and fuel. Find another way to get the money if you choose this project.

WA drivers pay for enough

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Important for new station to allow easy access to the other project, Hilltop Tacoma Link Extension, as well as the various bus bays here at Tacoma Dome Station. To encourage use, I think it is important to minimize confusion for locals traveling out of Tacoma as well as for tourists from the airport. Rider confusion will happen, but try to minimize potential problems of where to catch transfer to encourage ridership.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

I suggest the new maintenance facility be placed here at Wild Waves park. It is not used much of the year due to the weather and I feel like this might be a better public use. Unfortunately, I do not see better options that cause less disruption to other existing businesses or land. Also, it is fairly central in location for this new line, which I learned is important from the rep at the Open House.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

OMF at landfill? Seems like a potential great reuse if technically viable.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Locate the line and the station further from I-5 to allow for greater development around the station. Seems an alignment from the FWTC via 99 could route down Kingsbury and then return to an I-5 alignment.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

Parking? No additional parking was planned for this station location. Are there opportunities to either partner with the Tacoma Dome or adjacent private property owners to create more structured parking? This might be in coordination with instituting paid parking at the current garage. We want this area to develop as a vibrant mixed-use area. At the same time the Tacoma Dome and other destinations need parking some amount of parking, especially on evenings and weekends.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

At this location an elevated or at-grade line should enter a tunnel to reach the Tacoma Dome Station location. Seems it could easily extend to a location at 26th and D Street or alternatively route beneath the train tracks and freight house square to get closer to 25th and Puyallup Avenues.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Can we tunnel to a cut and cover station at Puyallup Ave or 25th? Maybe the solution is to be just west of D-Street between Puyallup and 25th, kitty corner from Freight House Square, close to parking, buses, and link... This would be a subterranean station with potential for TOD directly above. Would be transformational for the district and be a great location for transferring to other modes. Also allows for flexibility tunneling and extending the line further, including into downtown Tacoma.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Station here might spur development of Portland Ave as a mixed-use center and also suggest some rezone north of I-5. Ideally the station would be located south of I-5. Either way, designing a station for ease of drop-off & pick-up as well as mode transfer to buses is important. This might be facilitated by positioning the station to straddle Portland Ave or shifting it north to be away from the congested interchange at I-5. The pedestrian connection(s) under I-5 must be improved.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

Consider potential transportation improvements to facilitate access to the station locations from McKinley neighborhood. L-Street will become an important route.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Short tunnel here to get under hill and L Street. Potential at-grade alignment thru industrial area before returning to a tunnel and cut and cover station for the Tacoma Dome.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Station here should be a cut and cover. Allows for greater options for extending the line in the future beneath the Dome District and preferably further into downtown Tacoma (Brewery District or UWT) before eventually returning to above grade and continuing to Tacoma Mall.

Date Received

05/03/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

This seems like a potential location for a OMF. It's tucked out of the way and has a natural green buffer w/ a slope on the south side. A OMF at this location would be directly along the line and potentially could tie in with development around the Tacoma Dome w/ shared parking or some mixed use development.

Date Received

05/02/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

The historic Weyerhaeuser campus should NOT be used for the OEM facility. It is not zoned industrial and efforts are on ongoing to preserve its unique character. OEM facility is inappropriate next to the historic HQ building, bonsai museum and rhododendron garden.

Date Received

05/02/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

This is the major entrance to Federal Way, aesthetics is a must. Opposed to aerial tracks here. There should be grade separation, with 320th Street crossing over the rail line, similar to Tukwila on 188th or in downtown Kent on Willis Street.

Date Received

05/02/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

Most of the single-family residential and multi-family residential apartment complexes are south of I-5. The Fife light rail station should be located near these to better promote ridership and lessen the number of vehicles on highways. It doesn't seem practical to build the Fife light rail station north of I-5 because the majority of Fife residents live south of I-5.

Date Received

05/02/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

Light rail alignment and Fife station should stay along I-5. Coordinating between Federal Way, Fife, and Tacoma jurisdictions is stressful and complicated. Maintaining a stable I-5 alignment from Federal Way to Tacoma will be significantly less expensive to construct and quicker to complete than snaking through Highway 99 in Fife.

Date Received

05/02/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Move the station to this spot instead of the casino place, it's right in the middle of everything but leaves a little room so you're not building right on top of the awful 54th ave traffic. It's by the business park, post office, banks, food, shopping. Plenty of room for a parking garage.

Date Received

05/01/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Dome District is a true TOD! We just need the vacant lots filled with housing!

TOD residents are:

twice as likely not to own a car as US households

5 times more likely to commute by transit than others in region

able to save up to 16% on transportation compared to auto dependant exurbs

We need to maintain our north/south streets, do not cross at grade! and elevated tracks are over-rated, they can lower property values with the perception of being under the tracks. Underground!

Date Received

05/01/2018

Source

Online open house

Communication

Up Votes: 13

Down Votes: 0

Best for Dome District would be to underground here as the grade rises going west. Station could be at Puyallup Tribe land above Sounder/Amtrak station platform digging down with parking and a station that comes right out on south platform and a bridge with elevator that goes across the tracks to FH Sq. and Light Rail Link and busses etc. several stories of housing on top, of course

Date Received

04/30/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 1

Unless the City of Tacoma is willing to update the zoning in this area to support mixed use and residential, I would consider deleting this station and considering one in the Brewery district. There is very little in the station walkshed of interest, it is cut off from the residential across I-5, and there is limited value to rail/bus transfers (the 41 already stops at the dome).

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Consider an extension to this region as well.

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Consider expansion to Olympia.

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Consider expansion to the suburbs along the existing spur to allow for individuals with less money to more easily work in downtown Seattle or Tacoma.

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Consider acquiring large parcels around 16th Ave for construction staging. Great opportunity for TOD once construction is complete

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

Add additional parking in current P&R footprint. Keeps P&R traffic away from interchange traffic and station access traffic. Having parking at 'edge' of station walkshed is good for TOD

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 1

Walmart parking lot good locations for tracks to cut away from I5 towards station.

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 1

Large, industrial zoned space of old Wyehauser campus is good opportunity for large OMF facility, even with a necessary crossing of I5

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

Ensure good bus -rail connection for local (feeder) buses coming from SR 161

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

Consider opportunity for bus-rail transfers with bus routes on SR99

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 3

Down Votes: 1

Similar to Federal Way TC, even with I5 alignment, pull the station away from the interchange to maximize TOD

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 2

Down Votes: 0

Consider siting OMF yard slightly away from station, to no impeded upon TOD opportunities

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 1

Opportunity to extend to Pacific Ave, a key bus corridor

Date Received

04/28/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

Multi-modal crossing here would improve bike/ped access to East Tacoma Station and extend the station walk-shed

Date Received

04/27/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 2

No one will ride a bike or take a connecting bus to this location. You better plan to build lots of parking stalls for this to get used. People come to this location to buy large trunk loads of paper towels, food, hardware items, etc. This will not be items to bring home on the train.

Date Received

04/27/2018

Source

Online open house

Communication

Up Votes: 3

Down Votes: 1

The worst place to put the OMF is on the Hwy 18/15 Triangle area. This is a residential zoned area and is in the PAA for Federal Way. The traffic and truck traffic now already clogs the small streets. The noise from the operations will disrupt the residential neighborhood filled with families and children who attend nearby Lakeland Elementary school. The size of 30 - 50 acres of and "Industrial Complex" to even be considered for this area is unbelievable. This is Unincorporated King County.

Date Received

04/24/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 1

Also investigate aerial 99 alignment

Date Received

04/24/2018

Source

Online open house

Communication

Up Votes: 4

Down Votes: 0

Station spanning I-5 allows for access from community to the South as well as business/downtown access to the North

Date Received

04/24/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 1

Potential OMB location with tracks crossing I-5

Date Received

04/24/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Potential station location utilizing parking at Christian Faith Center; also serves local community. Would require bus connector or service improvements to serve SR 169/SR 18 area

Date Received

04/24/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 2

Potential station location serving both Walmart area and shopping center to the South
Station spans SR 18

Date Received

04/23/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 0

Retain access to Stadium Station.

An alternative under consideration for extensions to West Seattle/Ballard would remove the connection to Stadium Station for Tacoma and Federal Way. This would be detrimental to Tacoma and Federal Way riders of light rail. Please coordinate alternatives between the TDLE and Ballard/West Seattle processes to ensure they are not impacting one another.

Date Received

04/18/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

a walking path to connect to the bonsai museum and botanical garden would be nice

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 2

Down Votes: 3

South Federal Way to Fife line makes more sense on SR99 since there is less development and should be cheaper with less elevation changes (overpasses) to contend with.

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 2

Down Votes: 1

The Home Depot Station??? Why not the Beamer HS station or the Wild Waves station?

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 4

Down Votes: 0

Terrible place for a station without significant changes to area zoning; nothing but big-box stores with giant parking lots in all directions.

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 5

Down Votes: 0

Apartment complexes on both sides of the Freeway here. If you MUST place the station along I-5, consider an elevated station over the freeway with pedestrian bridges to both sides.

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 5

Down Votes: 0

Lots of big apartment complexes in this area that would be cut off from the station if it is placed on the north side of I-5.

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 4

Down Votes: 4

Station should be at least 1/4 mile away from I-5 to allow more people to walk/bike to it. Putting it next to I-5 effectively cuts the area served by the station in half! No one wants to cross the highway on foot, so just pick one side of the highway, north or south, and serve it properly.

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 2

Down Votes: 0

Station should be close to the bus bays; it's often faster to catch one of the many buses heading downtown than to wait 12 minutes for the next Tacoma Link.

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 4

Down Votes: 0

Study going through the Lincoln District on the way to the Tacoma Mall in the future study.

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 10

Down Votes: 0

I think hwy 99 makes more sense. If it's on I5 there is added time for the commuters coming from the west. Traffic is already quite congested between 99 and I5. You would save a lot of people a lot of time. Also locating the station at 356th makes more sense than 348th

Date Received

04/17/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 12

Horrible idea from start to finish. IF everything goes to plan it still won't be done for a very long time and we all know government cannot do a damn thing on time or budget. Which means car tabs staying at their ridiculous prices and probably a proposal for another gas tax of some kind. This will only be used as justification for taking more of our money and will provide nothing for actually helping transit. Look at the tolls on the bridge, those have only gone up, this will be the same.

Date Received

04/16/2018

Source

Online open house

Communication

Up Votes: 2

Down Votes: 0

Please make this affordable like other city mass transportation systems. I.e. on the 'L' in Chicago you can go everywhere on multiple trains for a \$5 daily pass - very similar with Los Angeles's all day passes that can be used on both buses and the subways. To pay a separate fee for buses and then \$10 for a round trip from Seattle to Tacoma is really expensive.

Date Received

04/16/2018

Source

Online open house

Communication

Up Votes: 4

Down Votes: 2

We are paying for it now. Get the damn thing done before 2030. People need it now and dinking around will only cost us more.

Date Received

04/16/2018

Source

Online open house

Communication

Up Votes: 0

Down Votes: 1

Where 16 enters I-5 is already a nightmare. I-5 to 16 isn't as bad but still congested. Tacoma Dome parking will not be able to handle increased use as it is now used to the max on weekdays so perhaps there needs to be another end point for the light rail out of this area of major congestion. Perhaps somewhere in east Tacoma.

Date Received

04/16/2018

Source

Online open house

Communication

Up Votes: 1

Down Votes: 0

Hoping that there will be public transportation to and from the Orting Plateau, as people are REALLY going north to work, not West as the County Council put in their parameters a few years ago to predict growth.

Date Received

04/16/2018

Source

Online open house

Communication

Up Votes: 2

Down Votes: 0

Looking forward to Light Rail Service coming to Fife and Tacoma.

Date Received

04/16/2018

Source

Online open house

Communication

Up Votes: 2

Down Votes: 0

If the route follows I5 why is it elevated so much. Using I5 ROW or slightly expanding it should allow ground level tracks with overpasses as needed.

Date Received

04/16/2018

Source

Online open house

Communication

Up Votes: 7

Down Votes: 0

Alignment should bring Sounder, Tacoma Link and FW Link as close together as possible, to make the connection from one to the other as easy as possible. Big mistake made when Tacoma Link track gauge did not match the rest of system. A very user friendly connection can help compensate for this past error.

Date Received

04/15/2018

Source

Online open house

Communication

Up Votes: 5

Down Votes: 0

336th would make a good location to return route to SR 99. Not a lot of development in the way.

Date Received

04/15/2018

Source

Online open house

Communication

Up Votes: 11

Down Votes: 2

After connecting to the FW transit center the route should move back toward SR 99. This is where the people and businesses are. They are not along I-5. A south FW station on SR 99 could spur growth in what is now a lot of empty land.

Date Received

04/14/2018

Source

Online open house

Communication

Up Votes: 11

Down Votes: 6

Station should be built with a possible transit center in mind, even if it's a small one so that there can be opportunity for Pierce Transit and King County Metro bus service expansion to areas like Federal Way, Milton, Puyallup, Sumner, and Fife.

Date Received

04/12/2018

Source

Online open house

Communication

Up Votes: 4

Down Votes: 0

Please consider adding bike lanes to Pacific Ave bridge across I5 to increase bike access to link station

Date Received

04/12/2018

Source

Online open house

Communication

Up Votes: 10

Down Votes: 0

Tacoma Link is due to run on a couplet with a second track on Puyallup Ave once it expands to Tacoma Community College. Siting Link from Federal Way on E 26th St would mean a transfer of over 1000 feet, not including stairs if elevated. The alignment needs to be closer to Puyallup or E 25th St to reduce the transfer penalty from one Link system to another.

Date Received

04/10/2018

Source

Online open house

Communication

Up Votes: 18

Down Votes: 0

Consider building direct cross-platform interchange between Tacoma Link and Tacoma Dome Extension trains (i.e. ability to change trains between lines without leaving the station platform)

Date Received

04/10/2018

Source

Online open house

Communication

Up Votes: 8

Down Votes: 0

Consider moving station location to be elevated above or in a tunnel beneath the existing Sounder/Amtrak and Tacoma Link stations

Date Received

04/06/2018

Source

Online open house

Communication

Up Votes: 12

Down Votes: 5

Move alignment to SR 99 to maximize TOD potential.

Date Received

04/06/2018

Source

Online open house

Communication

Up Votes: 14

Down Votes: 6

Move alignment to SR 99 to maximize TOD potential.

Date Received

04/05/2018

Source

Online open house

Communication

Up Votes: 4

Down Votes: 1

There is a huge population of people in Puyallup and the surrounding region that have zero access to meaningful public transportation options. I'm certain Pierce Transit will never improve bus service to neighborhoods, but at a minimum some sort of shuttle or connector service from major hub areas of Puyallup to a light rail station would take a huge load off of Hwy 167

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 8

Down Votes: 0

Should continue on into downtown Tacoma. The Commerce Street transit mall, where most of Pierce Transit's bus routes converge, would be a very sensible place to end the line (and by very sensible, meaning what the heck are you guys thinking of going to the mall in the future instead).

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 5

Down Votes: 9

Why is there no Central Link to Downtown Tacoma? Tacoma Link, connecting at the Tacoma Dome, just doesn't cut it. Go big or go home. That way someone willing to go big can replace you.

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 4

Down Votes: 2

Central Link MUST continue from here to at least downtown, probably all the way to TCC.

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 11

Down Votes: 0

Alignment could be run down part of BPA right-of-way through Federal Way. Already clear, could do mostly at-grade, and could get a station back near where people live. Major potential savings.

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 11

Down Votes: 11

Consider putting the Fife station at the new corner of SR-167/509 interchange. There is adequate land here for parking garages (already state owned) and would allow for shared alignment to Puyallup along SR-167 corridor in future.

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 7

Down Votes: 6

Station along I-5 is at the dead end of a very congested traffic area and hard to reach by car or bus. Consider moving closer into the SR-99 core, or across I-5 to the ex-Weyerhaeuser campus where there would be room for a real transit center. Federal way is a bedroom community and needs lots of parking space.

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 8

Down Votes: 0

The tail tracks should be designed thoughtfully to plan for a subsequent expansion, taking into account social equity.

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 9

Down Votes: 6

This interchange is already very traffic heavy with port industry. Adding a park and ride here would overwhelm the area. Also very little residential. Is the purpose of this station to serve the casino? See little use potential here for a station.

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 17

Down Votes: 0

Tacoma Dome tail tracks should be design for flexibility to allow future extension north (downtown), west (Tacoma Mall) or south (Pacific/PLU)

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 13

Down Votes: 1

There should be provisions to allow a future station at this location

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 10

Down Votes: 1

While an SR-99 alignment is superior in every possible way, if the I-5 alignment is used, suggest locating the S Federal Way station between Beamer High & Wild Waves, with pedestrian overpass so that it can serve both locations

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 9

Down Votes: 0

Consider improved bike lanes and pedestrian enhancements to increase the likelihood that light rail users will use modes of transport other than their cars to reach the Tacoma Dome.

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 10

Down Votes: 1

Light Rail is turning into commuter rail in the metro area - consider designing long station spacing sections for >55 mph speeds so travel time is faster relative to I5

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 15

Down Votes: 1

Stations on the freeway are a wasted opportunity because:

- I5 is a barrier to station access both for pedestrians and buses - it is noisy, unpleasant, impossible to cross
- One side of the station cannot have new transit oriented development which is enormous wasted growth
- The new station could bootstrap a new urban center, but when it is next to the freeway, this is less likely, as people do not want to live on the freeway

Date Received

04/04/2018

Source

Online open house

Communication

Up Votes: 5

Down Votes: 1

Consideration should be given to the 5 - SR 16 Tacoma/Pierce County HOV Program so that buses/vanpools/carpools from this station accessing this key interchange have an efficient route from this station

Date Received

04/03/2018

Source

Online open house

Communication

Up Votes: 4

Down Votes: 14

Please consider designing any new facilities so that homeless people are deterred from "living" in, on or around them. It seems that with every new overpass or bridge brings more homeless people and encampments. This only deters people from using the facilities, which is counter to what you are trying to achieve.

Date Received

04/03/2018

Source

Online open house

Communication

Up Votes: 29

Down Votes: 0

It is currently very difficult to cross the river on anything other than a car. Please include pedestrian/bike pathways in the design of the bridge to allow multi-modal access.

Date Received

04/03/2018

Source

Online open house

Communication

Up Votes: 24

Down Votes: 3

Integrate a bike path along the corridor between Tacoma Dome Station and Federal Way Transit Center. This could be underneath the elevated track and could double as a maintenance road.

Date Received

04/03/2018

Source

Online open house

Communication

Up Votes: 35

Down Votes: 0

Consider a multimodal crossing for Puyallup River like Tilikum Crossing in Portland.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 6

Down Votes: 10

What is the plan to accommodate the additional traffic in this area? It's already a congested area.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 40

Down Votes: 0

Please move the line along SR 99 so that the stations can better serve the actual community centers along the highway. The stations along I-5 are terrible for pedestrians or people who want to access nearby business without driving. The worst decision you guys made was moving the Federal Way extension along I-5 and away from the heart of the communities that could have been served by a SR 99 alignment. Hope you don't make the same mistake with this extension.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 18

Down Votes: 0

Consider how a future spur light rail route to the south would tie into / transfer to a Tacoma Dome Station (i.e. make sure station can be easily expanded in the future) . Communities' in South Tacoma / Midland / Spanaway are underserved by transit and would be ideal for a future light rail spur route.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 18

Down Votes: 1

Make sure future light rail expansion to the west/south is incorporated into the Tacoma Dome Station Design. Light Rail needs to extend to Olympia / Lacey someday and the fewer obstacles for that, the better.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 31

Down Votes: 0

Consider putting the East Tacoma station on the other side of the highway, or at least making sure it is easy and pleasant to access from south of I-5. There's a lot more on this side of the highway, and more potential for future growth around the station.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 24

Down Votes: 3

Please consider relocating the line away from I-5 so that it can be more than just a park and ride. 21st and 336th already has a much higher population density than the proposed site next to the highway, and would be far more conducive to future transit oriented development.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 37

Down Votes: 0

There should be a pedestrian bridge to connect the new link station to the Sounder platform, freighthouse square, Tacoma link, and the parking garage.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 26

Down Votes: 6

Investigate a highway 99 alignment to determine benefits in walkability, transit use, and future transit oriented development for stations not located directly next to I-5

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 32

Down Votes: 2

Consider moving the South FW station closer into the urban area and away from the freeway to improve pedestrian access to businesses and future upzonable land

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 11

Down Votes: 0

Consider a surface station with a pedestrian bridge to FHS to make light rail easier to access

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 23

Down Votes: 0

Consider a station design in East Tacoma that is accessible from both the East and West sides of Portland Avenue to improve pedestrian access

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 21

Down Votes: 1

Investigate an extension to expand access to the Brewery District

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 19

Down Votes: 0

Consider building a better overpass for Kitts Corner Road (SR 161) that would allow families to walk from the station to Wild Waves without crossing fast-moving traffic from the southbound offramp.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 18

Down Votes: 3

Move station to the other side of i-5 on 20th Milton and Eddgewood would have better access .so the bulk of the fife housing would be in TOD

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 39

Down Votes: 0

Need good transfer from the light rail to Tacoma Link.

Date Received

04/02/2018

Source

Online open house

Communication

Up Votes: 29

Down Votes: 5

Consider building the Fife station with an integrated pedestrian bridge over I-5 to 20th Street East. It should also be moved closer to Highway 99 to increase TOD potential.

Date Received

04/28/2018

Source

Online open house

Communication

Fife station - ensure good pedestrian access across I5 Consider shifting to SR99 at Fife. Tacoma Dome - design for further extension. OMF - ensure facility has good access to transit, while not impeding on TOD opportunity around Link stations

Date Received

04/29/2018

Source

Online open house

Communication

South Federal Way Station: You would need to remove the Home Depot in order to install a Park and Ride garage and bus connections. The more I think about this I just don't see Home Depot tearing down their location and moving across the parking lot and then asking Video Only to tear down their building as well. Does Home Depot move down the street? Then the other concern is improving traffic flow in an already very busy parking lot. During peak traffic periods it can take 10-15 minutes just getting in and out of the Coscto parking lot traffic on 352nd. Sound Transit should work with Costco in order to improve this already bad traffic issue. OMF South Facility: I see an undeveloped area off of I-5 near S. 375th but the Hylebos Creek is nearby so that might be an environmental concern. There is also some undeveloped land across I-5 from there but that would require crossing the freeway. Maybe acquiring a space in Fife near the EQC and the future I-5/509 interchange? With regards to Milton: It's a shame the City of Milton isn't more involved with the Tacoma Dome Link project. At this rate an infill station at Porter Way will happen sometime in 2040? 2050? East Tacoma Station: Focus heavily on pedestrian access and safety. That area is currently an unfriendly and unsafe place to walk during the day and especially at night. Tacoma Dome Station: Focus on making it fast, easy and safe to transfer to Tacoma Link, Sounder, ST Express and Pierce Transit. Increase Tacoma Link and Pierce Transit Route 1 service frequency! These lines will feed more ridership on Tacoma Dome Link.

Date Received

05/01/2018

Source

Online open house

Communication

Cumulative Effects - More bridges over Pacific Ave. and more tracks thru Dome District, more buildable land made useless, less integration with other transit facilities and less TOD principles when stations are spread out. So design for a compact, quickly accessible, pedestrian oriented addition to this transit hub that will make it a premier project with the best of TOD principles - dense, mixed use, compact, pedestrian -oriented center with public space and small town ethic around transportation choices and restored grid with lots of retail edges. Our vision for the DD.

Date Received

05/02/2018

Source

Online open house

Communication

Another item for scoping is the loss of trees along I-5 if the Link runs along side the freeway from Fed Way to Tacoma. The Doug Firs and other trees are the best thing about the route up from Tacoma to Seattle, making a nice barrier rather than the walls that are going in along I-5 now. Could the new LINK go down the middle of the freeway with off and on ramps and access similar to the on/off ramps at Federal Way north entrance?

Date Received

05/02/2018

Source

Online open house

Communication

Light rail alignment and Fife station should stay along I-5. Coordinating between Federal Way, Fife, and Tacoma jurisdictions is stressful and complicated. Maintaining a stable I-5 alignment from Federal Way to Tacoma will be significantly less expensive to construct and quicker to complete than snaking through Highway 99 in Fife. Also, most of the single-family residential and multi-family residential apartment complexes are south of I-5. The Fife light rail station should be located near these to better promote ridership and lessen the number of vehicles on highways. It doesn't seem practical to build the Fife light rail station north of I-5 because the majority of Fife residents live south of I-5.

Date Received

05/03/2018

Source

Online open house

Communication

Regarding the S. Federal Way Station, I don't think it is a good idea to locate it behind Costco. That area is extremely congested already; I avoid that area on the weekends due to traffic. That spot has very little room for a large parking garage and new roads to get there. Also, there would be no room to build dense housing adjacent to the station. I suggest considering a location off Pacific Hwy S, around the S 364th St area. There was a huge property for sale there, but it doesn't look like it is on the market right now. This area is SW of Todd Beamer H.S., and NW of Abbe Winery. That would be a good place for transit oriented development around a light rail station. In the Fife area, I have similar concerns that the potential station site next to the casino is too small of an area. Also, I believe casino customers would fill up the parking garage, leaving no spots for actual transit customers. A better location would be further north of Pacific Hwy E, in the area where Fife envisions its future downtown core. Good long term solution.

Date Received

04/18/2018

Source

Online open house

Communication

Benefits:

Reduced traffic and pollution throughout the I-5 corridor by providing a popular option for traveling from Tacoma to the airport and on to Seattle, instead of by car.

Impacts:

Date Received

04/20/2018

Source

Online open house

Communication

Benefits:

Using the Highway 99 corridor from Federal Way to Tacoma would provide far, far greater potential for transit-oriented development and economic development around the stations than using the boxed-in and isolated route along I-5. Right now, the only real benefit is for commuters and people who want to save money on airport parking.

Impacts:

You'll need a lot more than 500 stalls at the stations. You should know that from your experience at Angle Lake--full everyday--and the 2,400 hundred stalls at Tacoma Dome Station--full everyday. Don't undercut the potential value of light rail by underserving the stations.

Date Received

04/20/2018

Source

Online open house

Communication

Benefits:

It would help commuters to Tacoma who are transit dependent, by providing levels of transit service that previously was only available in the form of direct service to Seattle. It also takes over most of the 574 route, providing Tacoma with a good connection that does not take an excessive amount of travel time.

Impacts:

I think many riders will be frustrated with the travel time, as it may take an hour and a half to travel from Tacoma to Seattle at all times (compounded by its route through Rainier Valley and two ST3 infill stations), whereas routes 590/594 are much faster off-peak and only get comparable long during rush hour. Also, many riders will be frustrated by the higher fare of long distance Link under the current 5Â¢/mile formula, which can be mitigated by using a logarithmic formula, or by implementing a per trip fare cap.

Date Received

04/21/2018

Source

Online open house

Communication

Benefits:

Would never drive to the airport. Much more likely to take transit to seattle.

Impacts:

Reduced vehicles on road

Date Received

04/21/2018

Source

Online open house

Communication

Benefits:

This extension would greatly expand the mobility of people living in Federal Way like me. This extension would be able to save me money and enable me greater mobility into the greater Seattle area.

Impacts:

More job availability for people.

Date Received

04/22/2018

Source

Online open house

Communication

Benefits:

This project would take so many of the single-occupant vehicles off the road at a place that is known far and wide for congestion. More than half the trips I take on the road between Tacoma and Sea-Tac could easily be done on light rail: meeting a visitor at the airport, going to a store in Federal Way, freelance jobs in Seattle, etc. On the other side,

Impacts:

The construction will cause major disruptions to areas that are already highly congested. Before any ground is broken there should be plans in place for buses, alternate routes and advance notice for any detours or roads closed.

Date Received

04/24/2018

Source

Online open house

Communication

Benefits:

Allows more frequent and later service than the current Sounder line Allows more reliable service than current express buses Reliable fast service should draw users from cars, lowering congestion on I-5

Allows for access to Fife/Tacoma from the North end & use of housing, entertainment and business assets in the area

Impacts:

Construction impacts: may take away some business space Siting: too many stations limits system speed, but too few limit usage by the community Cost: not a cheap project and MUST be done right, not cheap

Date Received

04/24/2018

Source

Online open house

Communication

Benefits:

1. Car traffic decreasing 2. People who live far from Seattle and work in Seattle can easy commute without car. 3. Better situation with parking in Seattle. 4. Small city growing along light rail. 5. Beautiful construction of light rail and station attract people.

Impacts:

No impact.

Date Received

04/25/2018

Source

Online open house

Communication

Benefits:

No issue with the project as long as it does not impact our property at 2802 Pacific Hwy. E., Fife, WA.

Impacts:

Date Received

04/25/2018

Source

Online open house

Communication

Benefits:

It would be a benefit for commuters not to have to take the bus. Fewer bus routes will help offset some costs

Impacts:

Date Received

04/26/2018

Source

Online open house

Communication

Benefits:

This will help a lot of people commute without their cars.

Impacts:

There needs to be LOTS of available parking. 500 cars per lot is not sufficient. When garages are full, people DRIVE and are upset. Some may not attempt to use mass transit again. Relying on bus service is not an option for many when it adds an additional half hour to the commute (they might as well drive).

Date Received

04/26/2018

Source

Online open house

Communication

Benefits:

Anything you can do to reduce car traffic around the Tacoma Dome and the Joint Base area would be very helpful. Also, I hear from friends that the current light rail in Tacoma is underutilized. Maybe if it links up with this system and connections are frequent, as Tacoma develops a denser downtown area, people will stop using their cars so much in the South Sound area and use mass transit. I don't live or work in the South Sound area but I know that people who work in Seattle or Bellevue are choosing to live further and further away due to the high cost of housing, so anything to offer good mass transit solutions and alleviate traffic around Kent/Maple Valley, Renton etc will also help.

Impacts:

Date Received

04/28/2018

Source

Online open house

Communication

Benefits:

Better connect communities. Allow for denser development.

Impacts:

Date Received

04/29/2018

Source

Online open house

Communication

Benefits:

With the current plan in place Tacoma and Federal Way get the most benefit. The East Tacoma station is in the middle of a mostly industrial area but I would imagine TOD would transform that neighborhood.

Impacts:

The location of the South Federal Way Station concerns me. The current traffic to get in and out of Costco and Home Depot during peak periods is very heavy. Do you demolish and rebuild the Home Depot in order to build the Link station? Do you move the Home Depot down the street to another location? The Fife station seems like a tight fit as well in the parking lot of the EQC. Do you demolish the smaller buildings west of the parking lot?

Date Received

04/30/2018

Source

Online open house

Communication

Benefits:

going green -reduce carbon footprint -cuts down on highway congestion

Impacts:

-Small to Medium Business may have to move - Would need to ensure that the Puyallup River Studies from building the Bridge would lessen impact on species. (like the one did for the I-5 project as a reference point)

Date Received

05/01/2018

Source

Online open house

Communication

Benefits:

by catching those who think buses are for 2nd class citizens and being an alternative to cars and buses during commuter hours, the LINK has good potential benefit to the area, but it must be done right, especially as it ties into the true TOD, the Dome District. We must make sure we are not negatively impacting what is left of the grid in the DD thru surface tracks or lowering property values caused by a negative perception of being under the overhead tracks as happened to 5th ave in Seattle when the monorail was built. This LINK has great potential in tying into a hub of transit creating a very pedestrian-friendly, efficient, compact set of stations of alternative modes of transit. It is all in how it is designed. The best way to approach the hub is underground as the grade rises after Portland Ave. using 26th or 25th as the alignment, so that the station becomes one with the other stations not blocks away. I am also very concerned with the East Station (we really should admit it is for the casino and move it to the other side of I-5. This would also help get a bicycle trail to the other side, where it needs to get to River Road and on the Puyallup. (Of course this should have been designed while WADOT was designing the I-5 HOV Project....)

Impacts:

If this isn't done right and just the cheapest way like was done for the Sounder going thru the DD. We will loose this neighborhood and possibly the Tacoma Dome as it will be cut off by yet another set of tracks or be stranded with no surrounding supporting neighborhood. People will be getting off the trains, LINK and/or busses into a void rather than a bustling Transit Oriented District with lots of people on the wide sidewalks going to transit, restaurants or events etc. with people living within quick walking distance of the station so they don't have to have cars in an area of the city with the densest population in Tacoma.

Date Received

05/02/2018

Source

Online open house

Communication

Benefits:

Badly-needed reliable alternative to I-5 and Hwy 99 N/S routes which are frequently impacted by traffic events.

Impacts:

Displacement of properties and affects on noise and visual environment along alignment. Traffic impacts at and on main roads serving stations. Planning for reassignment of existing multiple-stop bus to circulate frequently to/from stations is the best use of available resources. The key is to encourage use is to keep most trips feasible with no more than one transfer.

Date Received

05/02/2018

Source

Online open house

Communication

Benefits:

Impacts:

Date Received

05/02/2018

Source

Online open house

Communication

Benefits:

reduce traffic congestion! Improve traveling safety. Improve business access to downtown & Hilltop Tacoma. Reduce pollution from car exhaust.

Impacts:

It's going to cost a lot of money, but it is a worthwhile investment. Will impact private transportation companies. We currently use airport shuttle services when going to the airport.

Date Received

05/02/2018

Source

Online open house

Communication

Benefits:

Get people off the unsafe sidewalks and off the freeway and off the bus. Improve travel times over the bus. More convenient for traveling from tacoma to Seattle than any other option

Impacts:

Takes up some space

Date Received

05/02/2018

Source

Online open house

Communication

Benefits:

Reducing vehicles on highways Increases access to South Sound residents to light rail options Provides alternative modes of transportation for those who don't want to drive

Impacts:

Deviating from I-5 light rail alignment will be more expensive and take longer to complete More problems coordinating between Federal Way, Fife, and Tacoma jurisdictions if I-5 light rail alignment is not chosen

Date Received

05/03/2018

Source

Online open house

Communication

Benefits:

Ease congestion; positive economic impacts as alternative to I-5 and time spent in congested traffic, building OMF in Tacoma adds jobs, environmental impacts, health benefits, positive transit oriented alternative to stimulate traveling King-Pierce County which due to I-5 congestion may not be happening today.

Impacts:

Date Received

05/03/2018

Source

Online open house

Communication

Benefits:

Reducing commute and travel times. Spurring development around station areas. Connecting communities. Strengthening regional identity. Supporting employment growth in downtown Tacoma and drawing employees from south King County.

Impacts:

Potential congestion around station areas or alignment. Need for well designed drop-off and pick-up zones at stations that facilitate transfer. Need to adjust bus and other transit options to take advantage of light rail and make for easy transfer of modes.

Date Received

05/03/2018

Source

Online open house

Communication

Benefits:

Impacts:

The South Federal Way and Fife stations in particular seem to be in very low density areas. Other than acting as commuter hubs, I'm not sure that they are beneficial locations. They are far from housing and there are already plenty of free parking lots in those areas. The South Federal Way station in particular is next to big box stores that don't seem oriented toward transit users (Home Depot and Costco). The Fife Station mostly serves truck traffic from the Port of Tacoma but there isn't a way for workers to easily access the Port from this station. Do these areas have plans for multi-use spaces near the stations? Are there opportunities to create affordable housing and more walkability in these areas? Can the stations be located to better connect with local assets -- Wild Waves, Todd Beamer High School, Fife Community Center, Fife High School, and/or higher density apartment neighborhoods)?

Date Received

05/03/2018

Source

Online open house

Communication

Benefits:

Huge benefits as a South Sounder, being able to drive from Olympia, park my car then take the rail into Seattle or University. Taking my car off the already congested roadway.

Impacts:

NEED MORE PARKING! Which will require much more square footage and land needs near the transit stations. I already cannot take the Link from Angle Lake or Tukwila past 8:30 a.m. because NEITHER have parking spaces available. It's shameful. I want to park my car and take transit, but because I cannot find one space, I have to drive all the way to Seattle and try to find parking there.

Date Received

05/03/2018

Source

Online open house

Communication

Benefits:

decreased travel time Pierce to King County/Seattle/Airport - good to reduce traffic congestion, carbon emissions; follows the freeway - fewer impacts to local neighborhoods; terminus coincides with Sounder and Tacoma Link - good proximity; increased connectivity with Tacoma/Seattle may bring more business down to Tacoma

Impacts:

South FW station is in a high congestion area and near a high school - how will traffic impacts from additional P&R traffic be mitigated? how good is transit in the area of the East Tacoma Station - no parking being provided here; mass transit link to Amtrak to also tie in with that system?

Date Received

05/03/2018

Source

Online open house

Communication

Benefits:

Provides alternative mode of transportation for people who do not drive or do not want to drive.

Impacts:

Fife light rail station and alignment north of Highway 99 in Fife will disrupt traffic in an already congested highway. The proposed alternative location for the Fife station will forcibly uproot single-family residences and force current businesses there to move. These negative impacts can be avoided by maintaining the Fife station and rail alignment along I-5.

Date Received

04/18/2018

Source

Online open house

Communication

Benefits:

Impacts:

Date Received

04/20/2018

Source

Online open house

Communication

Benefits:

How many jobs work out of a maintenance facility?

Impacts:

Locate it in an industrial area.

Date Received

04/20/2018

Source

Online open house

Communication

Benefits:

This could greatly expand potential for service span in the outer reaches of the system. Without it, the last train from Seattle to Tacoma might have had to leave in the 10pm hour to make it back to the SODO facility, whereas with the south facility, trains that end in the south can make the trip from Seattle later into the night.

Impacts:

Date Received

04/22/2018

Source

Online open house

Communication

Benefits:

The OMF would bring jobs and development to South Sound communities that are in dire need of new economic engines. It could help to keep more residents working closer to home, therefore adding less commuters to the highways. Best of all, a nearby OMF would make sure that the rolling stock in the South Sound was as well maintained as those in Central.

Impacts:

I think the impact of the OMF will mostly be felt in employment.

Date Received

04/24/2018

Source

Online open house

Communication

Benefits:

Allows for full system buildout, faster turnaround times for servicing Link -Faster turnaround could allow later hours on weekends and for special events Potential brownfield build-out site on the Midway Landfill to support OMB Redundancy in the event of a major disaster/other issues

Impacts:

Will take land and outside of Midway Landfill there is not a lot of potential land Some potential sites may involve crossing I-5, increasing cost and limiting I-5 expansion

Date Received

04/26/2018

Source

Online open house

Communication

Benefits:

The south has more space to put such a facility and would provide good jobs to residents of the area.

Impacts:

Date Received

04/27/2018

Source

Online open house

Communication

Benefits:

I see no benefit from having a complex like this in any other place but the Industrial zoned area of FIFE Impacts:

The worst place to put the OMF is on the Hwy 18/15 Triangle area. This is a residential zoned area and is in the PAA for Federal Way. The traffic and truck traffic now already clogs the small streets. The noise from the operations will disrupt the residential neighborhood filled with families and children who attend nearby Lakeland Elementary school. The size of 30 - 50 acres of and "Industrial Complex" to even be considered for this area is unbelievable. This is Unincorporated King County. My hope is that Peter VonReichbauer will step up and protect his constituents from this nightmare. Please, do not place a facility like this in a residential area. It is NOT an Industrial area and the South King County residents are tired of being the dumping ground. Which leads to the caution. This area being considered is on the old Federal Way Dump. Disruption of the soils will leach out the chemicals and toxins that were dumped at this site, into the Hylebos waterways, which run through the south end of the site. Putting a train rail yard next to brand new homes and town homes/apartments and established neighborhoods, feet from a beautiful Lake Killarney is the worst idea ever.

Date Received

04/27/2018

Source

Online open house

Communication

Benefits:

Impacts:

This page does not show anything about the potential sites and is very misleading. Showing happy faces, far away shots and quotes about it being approved, doesn't make it any nicer. People will hurry to sell to get away from a facility like this. If it does go into Federal Way PAA, it will only continue to bring down the area economy and reputation as the place to NOT go to.

Date Received

04/28/2018

Source

Online open house

Communication

Benefits:

Jobs for the community.

Impacts:

Large use of inactive space. Best to put away from activity centers.

Date Received

04/29/2018

Source

Online open house

Communication

Benefits:

Obviously you need a OMF in the south portion of the Link line.

Impacts:

The only two areas of the Tacoma Dome Link line I see as available and affordable are just south of 375th in Federal Way and just north of Porter Way in Milton. I would steer clear of Porter Way since that may some day be an exit off of I-5 and could also be a nice infill station some day.

Date Received

04/30/2018

Source

Online open house

Communication

Benefits:

create more jobs - keep the environment clean

Impacts:

cant say at the moment

Date Received

05/01/2018

Source

Online open house

Communication

Benefits:

Jobs - Hiring should be Local not meaning county-wide, but in the municipalities it is effecting; Tacoma, Fife, Milton and Federal Way.

Impacts:

Do not take up new treed lands to build this facility, use existing disturbed/stripped/paved underutilized lands Do not build this where it may be taking space away from potential office or commercial/retail space near stations, though it would be nice if these people working there would USE transit.

Date Received

05/02/2018

Source

Online open house

Communication

Benefits:

Local jobs. Site it in the Fife area, which can be easily reached by relatively more-affordable population centers of skilled potential employees in Tacoma, FW and Des Moines/Kent.

Impacts:

Minor traffic impacts if the site is properly selected.

Date Received

05/02/2018

Source

Online open house

Communication

Benefits:

If we increase public transit services, maintenance facilities will also have to be increased. Creates jobs

Impacts:

Costs are always the big impact, but in the end, it's money well invested!

Date Received

05/02/2018

Source

Online open house

Communication

Benefits:

Improves safety and reliability for light rail

Impacts:

might be an eyesore

Date Received

05/02/2018

Source

Online open house

Communication

Benefits:

Impacts:

Negative impacts to south Federal Way in sensitive environmental area. Better suited to Pierce County because it meshes with rail and freight traffic already present there.

Date Received

05/03/2018

Source

Online open house

Communication

Benefits:

Adds jobs during construction and once built, makes sense to have in South end, Tacoma ideal location.

Impacts:

Date Received

05/03/2018

Source

Online open house

Communication

Benefits:

proximity to south end of the line

Impacts:

these facilities consume a lot of property as I understand it; Bellevue was very irked at the one planned there. Try to locate it in an area that is both convenient for your service/maintenance, but offers minimal impact to communities; look to not disrupt areas of contiguous habitat (few of those left anymore, would hate to lose more) - can you target a more industrial area?

Date Received

04/20/2018

Source

Online open house

Communication

I think long travel times from Tacoma to Seattle will make it difficult to effectively convince people to not drive alone.

Date Received

04/21/2018

Source

Online open house

Communication

Drastically needed as seattle is becoming unaffordable for many people. This is resulting in people moving further and further out. Lack of transit is increasing use of roads and traffic. Anything that can be done to speed up timeline for Tacoma link extension would greatly help this.

Date Received

04/26/2018

Source

Online open house

Communication

This is definitely needed. There needs to be enough parking, though, for all that want to use it.

Date Received

04/30/2018

Source

Online open house

Communication

Can you also consider Priority Hire Community for the City of Tacoma/Pierce County and the Surrounding Indian Tribes affected by this project as well please.

Date Received

05/01/2018

Source

Online open house

Communication

There is need for having more education and expert help on promoting and advocating for density near transit. Example - Vancouver BC study - people 300 meters from a station owned 10% fewer vehicles than the average units more than 1000 meters away from station and 31% fewer than suburban locations a few miles away. This is why the state and PSRC have environmental and sustainable goals of reducing total vehicle miles and greenhouse gas emissions. We need to get the word out more with more examples etc. Make sure we look at where the LINK may go next, am assuming it will go to the next "Urban Growth Center", the Tacoma Mall, design with that in mind so we don't end up having to redo all later. Then on to Lakewood and JBLM ? Is the Sounder going to go to Olympia?

Date Received

05/02/2018

Source

Online open house

Communication

Connecting Tacoma to sea-tac in a more timely manner should take priority. A reliable mode to get to sea-tac w/o relying on the interstate will help spur development in the south south and provide a significant amenity for Pierce co. Residents. Please fast-track this project.

Date Received

05/02/2018

Source

Online open house

Communication

We need this! Lets build!!!

Date Received

05/02/2018

Source

Online open house

Communication

Need more than one stop in fife

Date Received

05/02/2018

Source

Online open house

Communication

Light rail alignment and Fife station should stay along I-5. Coordinating between Federal Way, Fife, and Tacoma jurisdictions is stressful and complicated. Maintaining a stable I-5 alignment from Federal Way to Tacoma will be significantly less expensive to construct and quicker to complete than snaking through Highway 99 in Fife. Also, most of the single-family residential and multi-family residential apartment complexes are south of I-5. The Fife light rail station should be located near these to better

promote ridership and lessen the number of vehicles on highways. It doesn't seem practical to build the Fife light rail station north of I-5 because the majority of Fife residents live south of I-5.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Cross here and try to reach where people and grants are few [Weyerhaeuser Technology Center]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Curves cause more trip time. Cut down on the curves

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Consider on east side of I-5 or do in the middle of I-5 (+3)

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Lazy alignment

Date Received

04/18/2018

Source

Open house/public meeting

Communication

If elevated especially using 99, give two side of impact

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Why is it elevated?

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Fewer stations to encourage faster commuting between urban centers and relate this South Federal Way Station [South Federal Way Station near Costco]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Possible expansion to NE Tacoma down 356th? [West of 16th Avenue South on 356th Street]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

South Federal Way station? Horrible traffic now!! Costco go? [South Federal Way Station near Costco]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Move South Federal Way station further south

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Station at 16th and 348th with Pacific Highway to I-5 alignment/route

Date Received

04/18/2018

Source

Open house/public meeting

Communication

I want a train stop at wild waves (+1)

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Put alignment where people can get to it, especially in the future

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Do it on old inter-urban alignment

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Elevate down the middle of I-5

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Consider alignment on east side of I-5

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Consider multimodal facility with a bike path underneath the elevated guideway

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Prefer Milton station

Date Received

04/18/2018

Source

Open house/public meeting

Communication

As close to I-5 as possible. Have state give you property

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Put South Federal Way Station here and a potential TOD station here [South of Todd Beamer High School]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Please avoid future conflicts with the SR-167 interchange as much as possible.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Interchanges grow/move/shift over time.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

RCW.43.21C. RCW.36.70A. Definition geological hazard. WAC 365-190, 365-195, 365-196.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

[Identifying the location of gas line] Utility transportation commission. Natural gas and liquid natural gas from PSE. [Port of Tacoma]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Geological Hazard areas, etc.

- 1) high liquefaction
 - 2) multiple tsunami hazard areas
 - 3) Lahar
 - 4) volcano eruption
 - 5) Puyallup river levy has been destroyed and can fail during a flood
-

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Like idea of running light rail down 99

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Cycling access is very dangerous through Fife. Add a bike facility under elevated tracks.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

There is no pedestrian access between Pacific Highway and 20th St E and would be the key connection to Fife Community Centers + residential neighborhoods on the south side of I-5

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Would building planned link extension result in cheaper environmental impact costs?

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Connect pedestrian/bike path to Fife station

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Consider Fife station location closer to Fife Community Center

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Move Casino station to other side of 54th to underutilized shopping areas

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Gondola! Parking and casino

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Not enough space in Tacoma for an OMF, already have Lightrail connection + 1 ["this may be very true"]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

To the city: TOD zoning from east of G St to the River and from Puyallup to I-5

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Assume Tacoma Link caplet [or/on] Puyallup Ave and design for connection

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Extend TOD zoning east to River [crossed out below is a comment saying "Our zoning is DMU"]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Choose design and route [illegible] easier expansion

Date Received

04/18/2018

Source

Open house/public meeting

Communication

What route gets most bang for the buck while making a logical connection in Tacoma

Date Received

04/18/2018

Source

Open house/public meeting

Communication

[Operations] and maintenance facility. Build in Tacoma. Makes sense, location and property, to do it.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Parking availability signs

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Consider E 25th St for route due to Puyallup Ave traffic from Dome during events

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Parking is vital, but there already isn't enough at Tacoma Dome Station

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Develop option and design most likely to not have increase [money] or challenge to completion by 2030

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Bid for open lot from city that's at Dome and turn it into more parking

Date Received

04/18/2018

Source

Open house/public meeting

Communication

How do we attract that who use cars now? Study the parking issue a lot more for Tacoma. Dome lot already full and NO parking at Fife.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

How will this affect the traffic in front of the Freighthouse Square building? I have a bus there.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Any consideration for a T-Dome station has to include a pedestrian access structure to the North side of the existing rails for Sounder/Amtrak service. +1

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Add parking

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Must respect Dome District's TOD and connections north and south [Dome District].

Date Received

04/18/2018

Source

Open house/public meeting

Communication

[Illegible] be the premier TOD with lots of [pedestrians] going to station, events, and home!

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Can you make these maps publicly available? At least the station areas

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Puyallup Ave NO!!! There is a study about this route. Dome District Development Group. Walking route to UW.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Station here on 26th north of 26th and west of D St.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Consider Dome District long term residential growth

Date Received

04/18/2018

Source

Open house/public meeting

Communication

No Puyallup Ave. [Too] much going on there.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Consider Puyallup Ave as possible route.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Not on Puyallup Ave. Use 25th or 26th. Could use Puyallup up to 6th St (Old 99) around to 26th then future to S. Tacoma Way south.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Consider this station on 25th to facilitate transfers to Tacoma Link and buses. Maybe co-locate Tacoma Link and Link Stations.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Fix the crossing arms at A and C Streets so pedestrian and vehicle traffic can flow.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Put the maintenance facility in Nalley Valley

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Use casino garage as park and ride and connect to station

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Pedestrian and bike connections to the station +1 ["and BUS"]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Angle the station to point it in a better direction to miss the hotel

Date Received

04/18/2018

Source

Open house/public meeting

Communication

One station with parking [that] serves [Emerald Queen Casino] and Dome +1 ["This might save some time too!"]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Direct, safe, and accessible pedestrian connection from TDLE to TD light rail and Sounder

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Elevated walkway connecting lightrail (Tacoma Dome) to Tacoma Link

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Add passenger bridge over tracks – over Sounder – regardless of location

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Station should go to Freighthouse Square south side. Use tribe land but be underground to use tracks below.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

The T-Dome station needs to be close to the bus station

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Keep going to Brewery District. Add one station 0.5 miles west.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Station at Wild Waves

Date Received

04/18/2018

Source

Open house/public meeting

Communication

How will the road improvements [east of Jet Chevrolet across I-5] coordinate with the potential new I-5 ramp?

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Please do keep light rail on west side of the I-5

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Concern about station near Todd Beamer HS due to potential criminal activity

Date Received

04/18/2018

Source

Open house/public meeting

Communication

High density makes walking patrons to station

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Please try to save as many trees as possible

Date Received

04/18/2018

Source

Open house/public meeting

Communication

I understand trying to encourage bus/link connection by limiting the number of spaces to park but 500 spaces in this big box area [near Costco and Home Depot] is not nearly enough—not the full transit center in Federal way is built for 2025

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Like it follow highway I-5. Do not impact Home Depot, Costco, Jet

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Area [near South Federal Way Station] needs ST/city; new network subarea plan for funding TOD

Date Received

04/18/2018

Source

Open house/public meeting

Communication

More parking is needed—this location will draw from a very large area—unless more is provided at 320th

Date Received

04/18/2018

Source

Open house/public meeting

Communication

I-5 access ramp [at Walmart across I-5]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

This [alignment] takes too many trees

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Ideal site for OMF [at park south of the Weyerhaeuser campus]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Less property impact—route is mostly not built upon

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Noise mitigation would be next to impossible

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Pedestrian crossing concerns at grade across 320th [near Federal Way Transit Center]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Make sure parking is sufficient for transit riders

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Make sure parking is sufficient for transit riders

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Train connection east-west along 320th [near Federal Way Transit Center]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Place station further south for access to Wild Waves with pedestrian bridge over freeway

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Good location [near Costco] if more roads are built to get there without going through the Costco, Home Depot lots (+1)

Date Received

04/18/2018

Source

Open house/public meeting

Communication

This station location [at South Federal Way Station near Costco] only serves commuters

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Station location with connection to east side of I-5 [near Jet Chevrolet]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Along highway 99 = not feasible. Many wetlands line Highway 99 through Hydebos. Very extensive, high impact to environment, very unlikely that development moved happen along the route due to impossible to develop sensitive area

Date Received

04/18/2018

Source

Open house/public meeting

Communication

I am concerned about noise pollution

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Please save as many trees as possible

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Would impact "rural" properties and need road access—change whole character of area and cost

Date Received

04/18/2018

Source

Open house/public meeting

Communication

How many riders to/from Wild Waves as a % of total ridership?

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Station destination Wile Waves—either side of I-5 with bridge over I-5

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Having a station [adjacent to Todd Beamer High School] would be too close to high school

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Concerned that the 500-stall parking garage would fill up with casino customers, making it hard for light rail patrons to park

Date Received

04/18/2018

Source

Open house/public meeting

Communication

[At the intersection of 62nd Ave E and Highway-99] Easy place to get to and from station from Pacific Highway

Date Received

04/18/2018

Source

Open house/public meeting

Communication

[Behind the Emerald Queen Casino] This is a tsunami hazard area and tsunami evacuation area for Fife and Port of Tacoma

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Very happy to see a parking garage planned for the Fife Station!

Date Received

04/18/2018

Source

Open house/public meeting

Communication

RCW 36.70A, WAC 365-190, WAC 365-195, WAC 365-196, RCW 43.21.C. The best available science and public safety the rail line cannot be built through any of Fife because of geological hazards.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Because of the high liquefaction from an earthquake in Fife and the Port of Tacoma, the line would have to be built to a 35,000 year scientific level

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Geological hazard areas are determined by the State of Washington Geology Department as being unbuildable for residential, commercial, and industrial (RCW 36.70A, WAC 365-190, WAC 365-195, WAC 365-196, RCW 43.21.C). Public safety. It [blocks] evacuation f

Date Received

04/18/2018

Source

Open house/public meeting

Communication

The line will block the lahar/[debris] flow and tsunami evacuation routes for Fife and Port of Tacoma

Date Received

04/18/2018

Source

Open house/public meeting

Communication

The rail line will go over the top of natural gas pipelines, the one for PSE Liquid Natural Gas is not built to national pipeline fire code, no seismic hazard. It is built to state [code] which is inferior!

Date Received

04/18/2018

Source

Open house/public meeting

Communication

If both the TARGA and PSE liquid natural gas line break during liquefaction, the pipe can explode and [asphyxiate] people

Date Received

04/18/2018

Source

Open house/public meeting

Communication

How walk from Link LR to Tacoma Light Rail? Covered overpass?

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Consider moving the guideway to east I-5 for less property impacts

Date Received

04/24/2018

Source

Open house/public meeting

Communication

This area is heavily congested at Costco and Federal Way Crossings—try to avoid contributing to the traffic [Federal Way Crossings near Costco]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Add more parking

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Keep it along I-5 to make it economical

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Consider a station in the middle of I-5 to make a walkable connection between west and east I-5 communities

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Large community of riders on east side of I-5—consider the station there [Northeast side of I-5 and Enchanted Parkway]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Poor location because of existing traffic on South 352nd Street [South Federal Way Station]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Milton Road needs rebuilding if ST is in this area. Road work is needed [South of Milton Road and South 376th Street]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Milton is interested in a station. If this quarry/mine becomes an OMF, consider adding a Milton Station [South of Milton Road and South 376th Street]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Asarco Fill [East of I-5 and 70th Ave East]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Superfund site [East of I-5 and 70th Ave East]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

More parking than 500

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Preserve this property [Tacoma RV Center—South of Pacific Highway East]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Try to minimize private property impact

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Add a pedestrian bridge across I-5 [Tacoma RV Center—South of Pacific Highway East]
Good idea, but make sure not too far and safe

Date Received

04/24/2018

Source

Open house/public meeting

Communication

This will relieve congestion off I-5

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Less right of way needed compared to 15th [north of Emerald Queen Hotel and Casino on 12th Street East]

This puts cut through traffic onto Fife Heights

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Avoid Poodle Dog

Date Received

04/24/2018

Source

Open house/public meeting

Communication

People will not walk here on 54th over freeway [I-5 and 54th Avenue East]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Focus on open land that is big enough

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Park block communities—google it how to develop

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Possible site for light rail station (Fife)--open land [West of SR 99 and east of 68th Avenue East]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Like station here [immediately north of Emerald Queen Hotel and Casino] (+2)

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Place station between I-5 and Pacific Highway East [54th Avenue East]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Helps development to west—more central [north of Pacific Highway East and west of 54th Avenue East]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

East Tacoma station with parking here [I-5 and Port of Tacoma Road East]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Geological hazard area, in tsunami hazard area, in lahar/debris/mud flow from Mt. Rainier eruption [Port of Tacoma]

Date Received

04/24/2018

Source

Open house/public meeting

Communication

In high liquefaction: RCW 36.70A, WAC 365-190, WAC 365-195, RCW 43.21.C Best Available science [Port of Tacoma]

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Hi, Mr. Nice guy. This is Kristoffer Hiserer. Thank you for having the open house.

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Final facility location can impact local communities in the surrounding area--land/property value, taxes, potential displacement, etc. Are community values being heard?

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Reduce SOV/I-5 traffic

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Better access to jobs

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Less greenhouse gas

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Will be a tremendous help to South Sound commuters! Also will help Seattle tourists reach Tacoma, which is also a great destination

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Jobs

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Public transportation connections

Date Received

04/18/2018

Source

Open house/public meeting

Communication

More space on transit

Date Received

04/18/2018

Source

Open house/public meeting

Communication

The damage to the rail line from the fail from the Cascadia Subduct, earthquake, Seattle Fault, Tacoma fault will create jobs to clean up the mess and damage

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Will free up some cards from I-5 and help with our ever-expanding population

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Very stress-free way to get all the way to Seattle the South Sound

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Up-zoning areas

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Limit parking availability near stations

Date Received

04/19/2018

Source

Open house/public meeting

Communication

Disrupt semi-rural properties in Spring Valley

Date Received

04/20/2018

Source

Open house/public meeting

Communication

Through displacement and gentrification throughout Seattle Metropolitan area, ensuring inclusive and authentic community engagement occurs, particularly with people of color and immigrants/refugees

Date Received

04/21/2018

Source

Open house/public meeting

Communication

It would stop the mass evacuation from Fife and the port of Tacoma both of which are in multiple tsunami evacuation hazard areas and are in the Mt. Rainier volcano evacuation/lahar/debris flow. It would interfere, stop, evacuation

Date Received

04/22/2018

Source

Open house/public meeting

Communication

During a 8.0 or 9.0 magnitude earthquake, it would derail interfering with massive evacuation. Federal Way has two earthquake fault lines that the rail will be on. In Port of Tacoma there are 2 fault lines and a fold line.

Date Received

04/23/2018

Source

Open house/public meeting

Communication

Project cost

Date Received

04/24/2018

Source

Open house/public meeting

Communication

Potential tax impact if businesses don't relocate into Federal Way

Date Received

04/25/2018

Source

Open house/public meeting

Communication

What if there is another recession like ST2?

Date Received

04/26/2018

Source

Open house/public meeting

Communication

Property tax/price increase due to nearby stations?

Date Received

04/27/2018

Source

Open house/public meeting

Communication

Increased property values, potentially displacing local communities and businesses that have already been displaced. Ensure local communities are anchored, thinking about local priority hires, affordable housing development

Date Received

04/28/2018

Source

Open house/public meeting

Communication

High liquification in Fife can derail the light rail. The Port of Tacoma uses both port of Tacoma Road and 54th as an extensive truck route from the port. Up to 9 million semi-trucks per year. Interfere with port trucks

Date Received

04/29/2018

Source

Open house/public meeting

Communication

500 car/vehicle parking in Fife would highly impact the people in Fife. It would interfere with traffic and some trucks causing mass congestion. Those cars would interfere with evacuation from lahar/debris flow and tsunamis

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Find way to integrate transit-oriented development with OMF

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Jobs

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Reduce downtime

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Can be a strategic investment that can help to build out rail to Tacoma Mall if placed in Nalley Valley

Date Received

04/18/2018

Source

Open house/public meeting

Communication

If elevated especially using 99, give two side of impact

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Why is it elevated?

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Less space for parks

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Lengthen trip times for transit passengers due to staff changed at maintenance facilities

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Reduce traffic and parking in crowded areas

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Provide a linear corridor for bicycle and pedestrian access (+1)

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Parking availability

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Will there be apprentice labor hours on this project?

Date Received

04/18/2018

Source

Open house/public meeting

Communication

By designing the terminal station to easily allow expansion further south, including into downtown Tacoma

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Create limited or unsafe pedestrian and bike crossings

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Limit parking availability near stations

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04/20/2018

Source

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Source

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Date Received

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Source

Open house/public meeting

Communication

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04/24/2018

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Date Received

04/25/2018

Source

Open house/public meeting

Communication

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Date Received

04/26/2018

Source

Open house/public meeting

Communication

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Date Received

04/28/2018

Source

Open house/public meeting

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Communication

500 car/vehicle parking in Fife would highly impact the people in Fife. It would interfere with traffic and some trucks causing mass congestion. Those cars would interfere with evacuation from lahar/debris flow and tsunamis

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Less space for parks

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Lengthen trip times for transit passengers due to staff changed at maintenance facilities

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Reduce traffic and parking in crowded areas

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Provide a linear corridor for bicycle and pedestrian access (+1)

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Parking availability

Date Received

04/18/2018

Source

Open house/public meeting

Communication

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Date Received

04/18/2018

Source

Open house/public meeting

Communication

By designing the terminal station to easily allow expansion further south, including into downtown Tacoma

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Create limited or unsafe pedestrian and bike crossings

Date Received

04/18/2018

Source

Open house/public meeting

Communication

Limit parking availability near stations

APPENDIX F

Station Area Workshop 1 Summary

Overview

Sound Transit's Tacoma Dome Link Extension (TDLE) will provide fast, reliable regional light rail connections between Pierce and South King counties and throughout the region. The project will extend light rail service approximately 10 miles from the Federal Way Transit Center Station (opening 2024) to Tacoma Dome Station by 2030. The extension assumes four stations in the vicinity of: South Federal Way, Fife, East Tacoma, and Tacoma Dome. The first phase of work, which includes the alternatives evaluation, is underway and will conclude with identification of a preferred alternative by summer 2019.

As part of a broader community engagement effort, Sound Transit is hosting a series of workshops focused on three geographic station areas: 1) South Federal Way, 2) Fife, and 3) East Tacoma and Tacoma Dome. These Station Area Workshops are a key element of the alternatives development process, allowing for a focused look at each station area in isolation. This document summarizes the first round of workshops, one held in each geographic station area.

Sound Transit will host two additional rounds of workshops in the Station Area Workshops series, currently proposed for July and November 2018. More information about the project and how to participate can be found at the project website, at soundtransit.org/tdlink.

Summary

The first round of workshops was held during the TDLE early scoping period (April 2 to May 3, 2018). Early scoping starts the public conversation, shaping the project before the start of formal state and federal environmental studies. The goals of the first workshop were to:

- Engage a broad cross-section of stakeholders using a facilitated focus group format.
- Gather input on participants' experience with transit to help guide station location and design, and ultimately provide better service to our customers.
- Gather participants' suggestions for possible station locations, and their rationale, to consider in our alternatives evaluation process.

Overall, the goal was to encourage active participation and robust conversations, resulting in ample input into the alternatives development phase of the TDLE project. Subsequent rounds of workshops will delve into additional topics as the TDLE alternatives development process advances.

The agenda for the first round of workshops (workshop 1) consisted of two parts:

- An optional pre-workshop briefing that provided an overview of the project.
- The main workshop where participants offered feedback on potential station locations.

The workshop format consisted of individual writing and mapping exercises and facilitated broader group discussions. See Appendix 1 for a copy of the materials from workshop 1.

Events and participation

Participants for the workshops were identified via an invitation process, with the intent of drawing a focus group of perspectives and experience in each station area. The initial invitee list was drawn from Sound Transit research, engagement, and requests for perspectives from the project's local jurisdiction partners, and by asking the project's Stakeholder Group for recommendations. Invited participants totaled between 50 and 95 for each workshop and included members of the project's Elected Leadership Group, Interagency Group, Stakeholder Group, and other community members with local perspectives.

Dates, times, locations, and attendance of the first round of workshops were as follows:

South Federal Way



Wednesday, April 25, 2018
5:00 – 8:30 p.m.
Federal Way Community Center
876 333rd St.
Federal Way, WA 98003

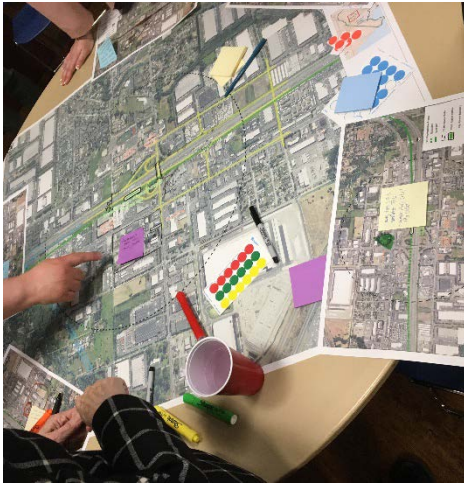
Attendance: 11

East Tacoma and Tacoma Dome



Thursday, April 26, 2018
5:00 – 8:30 p.m.
Court House Square
1102 A St., #438
Tacoma, WA 98402

Attendance: 23

Fife

Tuesday, May 1, 2018
 5:00 – 8:30 p.m.
 Fife Community Center
 2111 54th Ave. E.
 Fife, WA 98424

Attendance: 11

Feedback themes

Each workshop included geographically-focused discussions on one or two specific station areas, and also engaged participants in conversations about overall transit experiences and long-term (50+ years) planning considerations. Overall themes of the workshop discussions are summarized below, with representative comments extracted from group discussions and/or participant worksheets noted in italics.

Workshop participants were generally supportive of light rail and transit expansion. Even participants who were infrequent transit users expressed support for the project and improved transit access throughout the corridor. Contributors described leaving a legacy for the next generation—the belief that, if thoughtfully planned, effective transit systems are essential for successful future communities. Many expressed that population growth will increase traffic congestion, causing people to seek other mobility options.

“... rather than where it’s easy [to locate a station] now, pick a spot suitable for the construction of future homes, and the sidewalks, parks, and shops that will make [future generations’] homes great places to live.”

“Integration [of light rail] into the school system would encourage social acceptance of transit.”

It’s important to ensure the light rail system is scalable to accommodate increased ridership and system growth over time.

Workshop participants emphasized the need for system adaptability given the expected lifespan of the Tacoma Dome Link Extension. Contributors cited regional population growth trends and suggested flexibility to accommodate how riders may use light rail in the future (e.g., express trains, additional stations, future extensions, and/or increased capacity, more storage space for groceries/luggage).

“In 2080, I hope travelers will say... ‘those folks in 2020 really thought about an ability to expand and [create] more routes, stations and Link cars...’”

“The service will need to be more frequent to accommodate non-traditional shifts and more jobs...”

Stations should complement existing communities and integrate with planned future growth. Workshop participants believed future light rail stations should be incorporated into the urban fabric of communities and serve as distinctive, vibrant urban centers with access to amenities. Suggested features included transit-oriented development, mixed-use commercial and residential space, affordable housing, bike storage, higher density, and electrical vehicle charging stations, among others. Numerous participants expressed that they’d like stations to be destinations in and of themselves. Contributors further described the need for stations to blend with local jurisdictions’ economic and community development plans to be a catalyst for future development and community improvements.

"How will the communities served be developed? Answer that and [deciding] station location is easy. If you locate the station(s) correctly, ridership will be [a] given."

"Develop stations as 'destinations' with arts and commerce."

Safety in and around station areas is essential. The topic of station safety was prevalent in all workshop groups, with many expressing the need for security presence to dissuade crime, violence, and other safety concerns. Several participants spoke to the need for safety in the context of ensuring that younger generations feel confident using transit. Participants also highlighted the importance of clean cars and sanitary station facilities and believed this was a significant factor in increasing ridership.

"Stations need to be safe so our children can be comfortable using transit."

Stations need to be accessible by many modes of transportation. While ensuring sufficient parking at future stations was crucial for almost all workshop participants, there was strong consensus around providing access for people walking, biking or using other forms of transit. In addition to improving walkability and bike trail connections, participants encouraged Sound Transit to coordinate with King County Metro, Pierce Transit and other transit agencies to improve bus connections to light rail stations. Participants also urged Sound Transit to consider trending and future modes of transportation (rideshare, electric charging stations, self-driving cars, etc.). The key for many participants is strengthening east-west and north-south arterial connections to the station area and ensuring mode connections are easy to understand.

"If there is an opportunity to increase ridership by supporting non-motorized station access with a facility that is cost-effective, then we should do it."

"Construct enough branch lines and neighborhood connections that this system provides reliable access, not just 'A' to 'B' destination access."

Reliable schedules are crucial to increasing ridership. Many commenters shared the belief that reliability is one of the most important factors in encouraging people to opt for transit over personal vehicles.

"People need to know that if they miss the train, another one will be incoming in 12 minutes."

The current transit system is ideal for travel to major destinations, but doesn't serve surrounding areas adequately. Most contributors who weren't avid transit users reported utilizing light rail for travel to primary destinations, like Sea-Tac Airport or Century Link and Safeco fields. This same group expressed that transit won't be a viable daily option for them until it provides convenient connections near their homes.

"[Light rail] is the only way to go to a Seahawk's game!"

"The nearest bus stop is a 2.3-mile bike ride. My work is approximately 5 miles from my home, so if I have to bike halfway to the bus stop, I'm just going to stay on my bike until I get to my office."

Upgraded ticketing technology would improve ease of use and encourage ridership. Some contributors shared frustration with the ORCA card system and expressed a desire for a simplified way to pay for one-time transit use. While it's easy to operate between transit providers with the ORCA system, participants expressed that the length of time between loading the card and access to credited funds is too long. One participant suggested there be a way to pay immediately with a debit card; another proposed a dedicated smartphone app for fare payment. Contributors believed upgrading the technology would increase ridership in the short-term and encourage the next generation of light rail users.

Station location feedback by station area

For Sound Transit 3 projects in the 2016 ballot measure, Sound Transit produced "representative projects" identifying the transit mode, corridor, number of stations, general station locations and related features. These elements formed the basis for the project's scope, schedule and budget. The TDLE representative project is the starting place from which project alternatives will be developed. Station Area

Workshop participants were provided with maps of the TDLE representative project and asked to provide feedback on the representative stations and suggest any alternative station locations they thought should be considered. The following sections summarize station area suggestions and feedback themes as collected during the first round of workshops. Station locations suggested by Station Area Workshop participants and Early Scoping Online and Community Open House participants have been mapped. Scans of the original maps created during group discussions at the workshops are included in Appendix 2.

South Federal Way

A major theme of the South Federal Way workshop was a concern about access to the station, making sure the station location doesn't increase congestion in the area. Contributors were also interested in how the station area could be developed to become a destination in and of itself. The most common feedback about the representative project station location included:

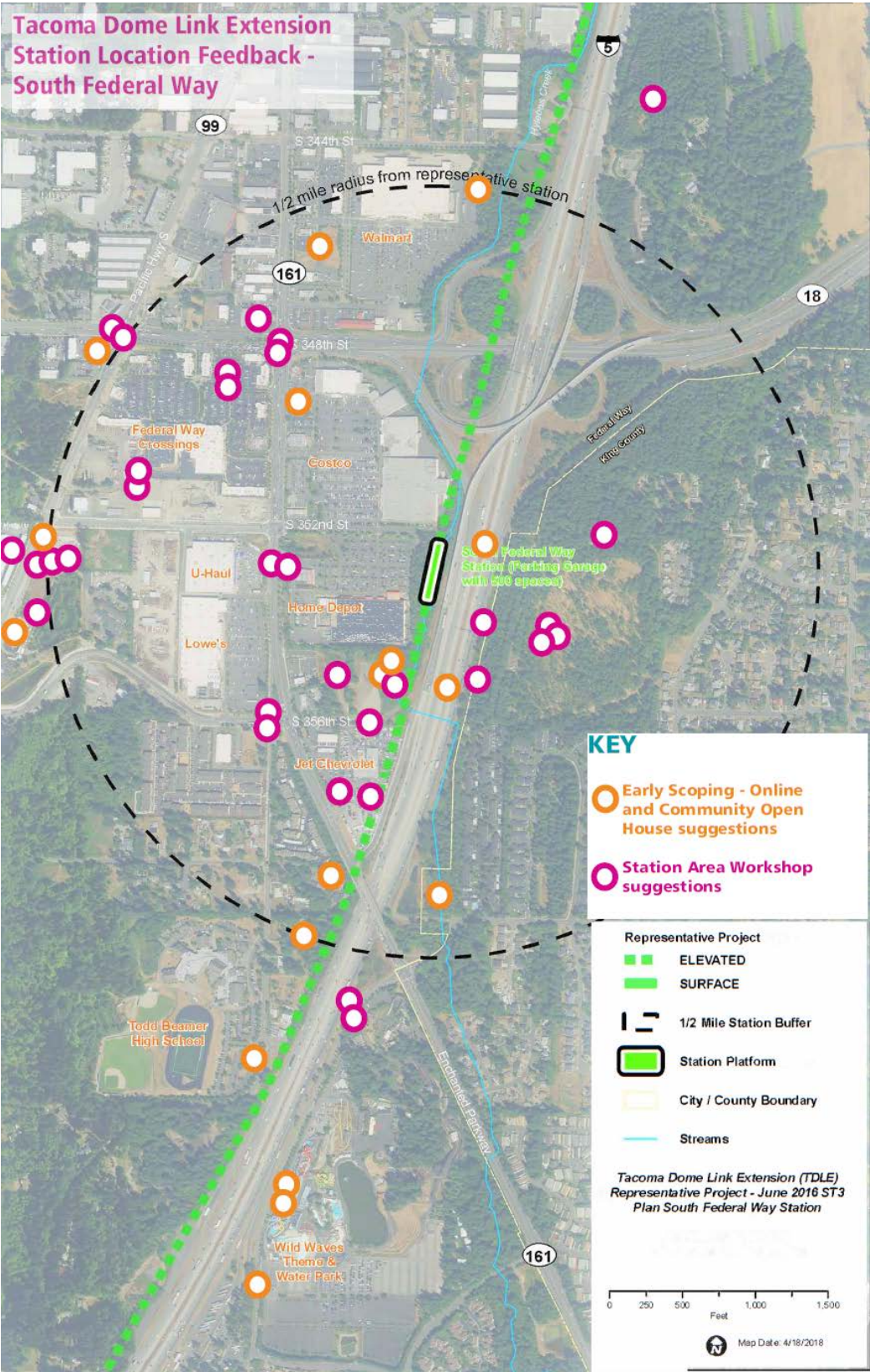
- The available right-of-way is constrained at this location and limits possibilities for station amenities and development in relation to current development patterns.
- Adding a parking garage in this location will increase congestion, particularly at peak hours due to existing congestion (but the Costco/Home Depot parking lots could be redeveloped).
- The proximity to I-5 would be a barrier to rider access and area of influence, while a location inland from I-5 would allow for more of a street grid to be built.

The following station location suggestions were gathered from the South Federal Way Station Area Workshop. Comments related to these station suggestions are outlined below and mapped on the graphic included:

- On Enchanted Parkway South.
 - Adjacent to Home Depot at South 52nd Street.
 - At the intersection with South 356th Street, near Lowes and Jet Chevrolet.
 - *Some participants suggested this location because Enchanted Parkway South provides convenient access to Puyallup.*
- WSDOT property just north of Jet Chevrolet.
 - *Some participants were interested in a possible development partnership with WSDOT, given that this property is still close to I-5, but has more room than the right-of-way.*
- On the Jet Chevrolet property.
- At the intersection of South 348th Street and 16th Avenue South.
- On Pacific Highway South.
 - At the intersection with South 348th Street.
 - Just south of the South 352nd Street intersection.
 - At the intersection with South 365th Street.
 - *Station suggestions on Pacific Highway South were considered to have better resident access (including Brown's Point / western communities), less congestion, and more room for growth of amenities.*
 - *Some trade-offs raised included that Pacific Highway South is far from the representative corridor and there could be negative environmental impacts on nearby wetlands.*
- Property just south of Federal Way Crossings.
 - *Supporters advocated locating a station on this property because it would provide access to the shopping center with a potential for combined parking with Federal Way Crossings. Supporters also highlighted this location as a good spot for expanded amenities.*
- Suggestion to avoid building too close to Todd Beamer High School.
 - *Some participants believed a station near the school had potential to disrupt school access due to parking overflow and could increase crime in the area.*
- Suggestions for locations on the east side of I-5.

- Across from Todd Beamer High School.
- Across from the representative station location.
- Across from Home Depot.
- *Supporters shared that the east side of I-5 would generally provide more flexibility and space for targeted development and increased possibility for amenities.*
- *Contributors noted this area may require more environmental mitigation.*
- *Regardless of whether the station is located on the east or west side of the Interstate, participants expressed concerns about how pedestrians could cross I-5 and reported a desire for safe pedestrian bridges/connections.*

South Federal Way: Mapped station location suggestions



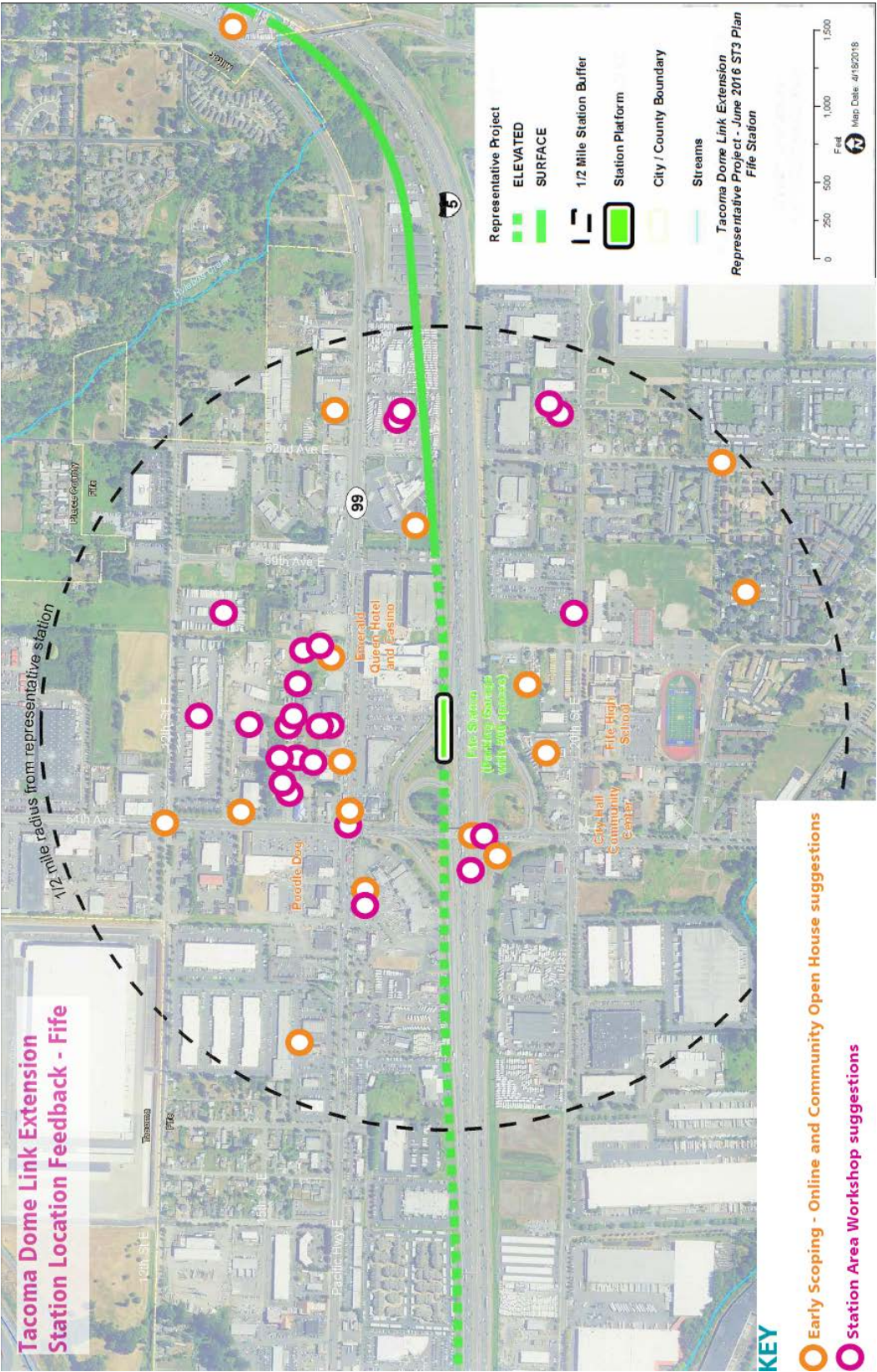
Fife

At the Fife workshop, participants were interested in how the station location could help promote development of the area. Regarding the station location in the representative project, contributors thought there was too much traffic and that the proximity to I-5 might limit development. Some participants suggested preserving visual access to the car dealerships along I-5. Participants were also concerned about potential impacts to Port operations and freight movement.

Other general comments included a suggestion to avoid impacting the Emerald Queen Casino and tribal land and to not put the station near the Fife Community Center because of potential interference with planned future interchange improvements on 54th Avenue East. Regardless of where participants made station suggestions, there was consensus that pedestrian connections or a pedestrian overpass would be necessary to ensure riders are able to safely cross I-5. Contributors suggested this connection should be located at 62nd Avenue East. Additional station location suggestions gathered from the Fife Station Area Workshop are outlined below and indicated on the map.

- On 54th Avenue East.
 - Bordering I-5.
 - Elevated station over I-5.
- On 12th Street East.
 - At the intersection of 59th Avenue East.
 - At the intersection of 64th Avenue East.
 - *Advocates for this station area were particularly interested in developing a town center with parking garage access off 12th Avenue East to mitigate traffic congestion on surrounding roads.*
- Off 15th Street East, west of the Emerald Queen Casino.
 - *Participants suggested incorporating the Casino into a town center plan with a station nearby.*
- On 62nd Avenue East.
 - At the intersection of 20th Street East.
 - *Participants were interested in serving those who live in Sumner or south of Sumner through this station location.*
 - At the intersection of Pacific Highway South.
 - *Participants suggesting this area thought it would serve North Hill residents better than the representation station. Participants believed the station should be close to the Emerald Queen Casino and Pacific Highway because there is better access to the street grid than the representative location on I-5, which limits future development.*

Fife: Mapped station location suggestions



East Tacoma and Tacoma Dome

Participants at the combined East Tacoma and Tacoma Dome workshop were particularly interested in how the East Tacoma station could best serve traditionally underrepresented populations. There was general agreement that I-5 is a significant barrier between the representative station and the East Tacoma neighborhood, an area that is currently underserved by transit and amenities. Contributors also placed strong importance on minimizing environmental impacts where the alignment crosses the Puyallup River.

Regarding the Tacoma Dome Station, contributors were most vocal about the need for coordination with other nearby transit systems, such as the Sounder and bus station, as well as parking and traffic impacts given the high level of transit activity near Tacoma Dome. Participants expressed a desire for additional parking beyond what is currently available given the popularity of the existing park and ride garage. Contributors suggested coordinating with other transit modes, so the ridership wouldn't be dependent on driving to the station area. Additional station location suggestions gathered from the East Tacoma and Tacoma Dome Station Area Workshop are outlined below.

EAST TACOMA

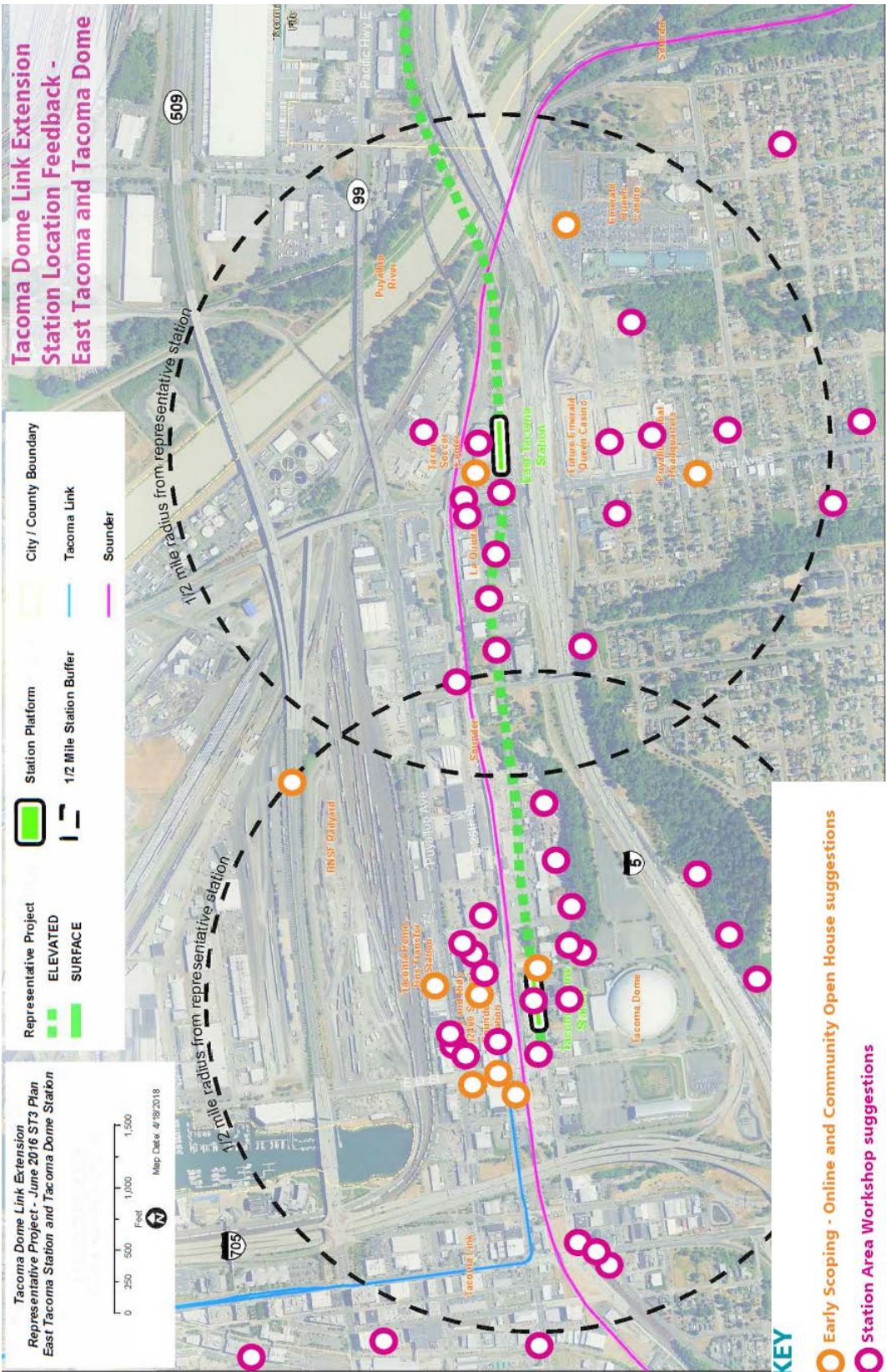
- Near representative alignment.
 - Representative location.
 - *Participants highlighted several issues with locating a station near the representative alignment, including significant issues for pedestrian accessibility as well as future development constraints that would make it difficult to create transit-oriented development.*
 - On the representative alignment, just west of the representative station location.
 - On La Quinta Inn & Suites site.
 - *Several participants advocated for this location due to better pedestrian access, more space for growth and parking, and less traffic congestion.*
 - On the north end of Soccer Center property, bordering East 26th Street.
- On property owned by the Puyallup Tribe of Indians.
 - Between the current Emerald Queen Casino location and the future Emerald Queen Casino location.
 - At future Emerald Queen Casino site.
 - At Puyallup Tribal Headquarters.
 - At the intersection of East R and 32nd streets.
 - *This station location removes I-5 as an obstacle for non-motorized transport and has good access to social services and the Salishan community.*
 - *This area was opposed by several participants who were interested in avoiding any interference with tribal land. Additionally, contributors worried about parking interference with casino guests.*
- Embedded within the East Tacoma neighborhood.
 - On East Roosevelt Ave.
 - Adjacent to park on East R Street.
 - Adjacent to Salishan (Tacoma Housing Authority affordable housing community).
 - Between East L and East M streets.
 - *Participants advocated for a station within the East Tacoma neighborhood, near existing amenities and social services.*

TACOMA DOME

- Near existing transit services.
 - Adjacent to existing bus station.
 - *Participants believed additional bus connections to the future light rail station would be key to reducing congestion in the station area and facilitating "last-mile" connections from transit to people's homes.*
 - Adjacent to the Sounder Station.

- Bordering the Tacoma Dome property.
 - Representative station location.
 - Underground station near representative station that provides underground connection to East Tacoma Station.
 - East end of Freighthouse Square.
 - *Station suggestions in this area were desired because of proximity to other transit networks.*
 - *There was strong consensus that additional parking would be necessary in this station area. Participants reported significant existing congestion on 25th Avenue East that could be compounded by adding parking capacity.*
 - *To improve accessibility to the station from the east side of I-5, participants suggested adding a crossing over I-5 to the Tacoma Dome.*
- Adjacent to the BNSF property.
 - Bordering BNSF property.
 - Bordering Pacific Highway South, northwest of the Tacoma Dome.
 - Adjacent to BNSF property off State Route 509.
 - *Advocates for this station suggestion were interested in removing traffic from the primary transit hub and ensuring more space for parking and flexibility to expand surrounding amenities.*

East Tacoma and Tacoma Dome: Mapped station location suggestions



Next steps

Input collected from the first workshops, along with other early scoping feedback, will be used to inform alternatives to be studied in the next step of the alternatives development process. All feedback will be considered by the project team and delivered to the Elected Leadership Group. Ideas provided during workshops may be reflected in preliminary alternatives, based on feasibility or other design and evaluation criteria.

Sound Transit will host two additional rounds of workshops in the Station Area Workshops series, currently proposed for July and November 2018. More information about the project and how to participate can be found at the project website, at soundtransit.org/tdlink.

Appendix 1 – Workshop 1 Materials

Agenda



Meeting Agenda Tacoma Dome Link Extension Station Area Workshop #1

Optional Pre-Workshop Briefing on Project Background and History (1 hour)

Meeting Time: 5:00 – 6:00 p.m.

Meeting Purpose: Provide background and context for the Tacoma Dome Link Extension to prepare participants who are less familiar with the project for the workshop.

Time	Topic
5:00 p.m.	Welcome and Introductions
5:10 p.m.	Project History
5:25 p.m.	Overview of the Representative Project
5:40 p.m.	Break

Station Area Workshop (2.5 hours)

Meeting Time: 6:00 – 8:30 p.m.

Meeting Purpose: Identify key opportunities for making the project successful, including how and where stations are located.

Time	Topic
6:00 p.m.	Welcome and Introductions
6:15 p.m.	Discussion: Experience of Transit
6:45 p.m.	Break
6:55 p.m.	Map activity: Explore Potential Station Locations
8:20 p.m.	Wrap Up & Next Steps

South Federal Way Worksheet

South Federal Way Station

About You

Name: _____

E-mail address: _____

(For use **only** if we have a follow up question or can't read something you wrote)

Discussion Questions

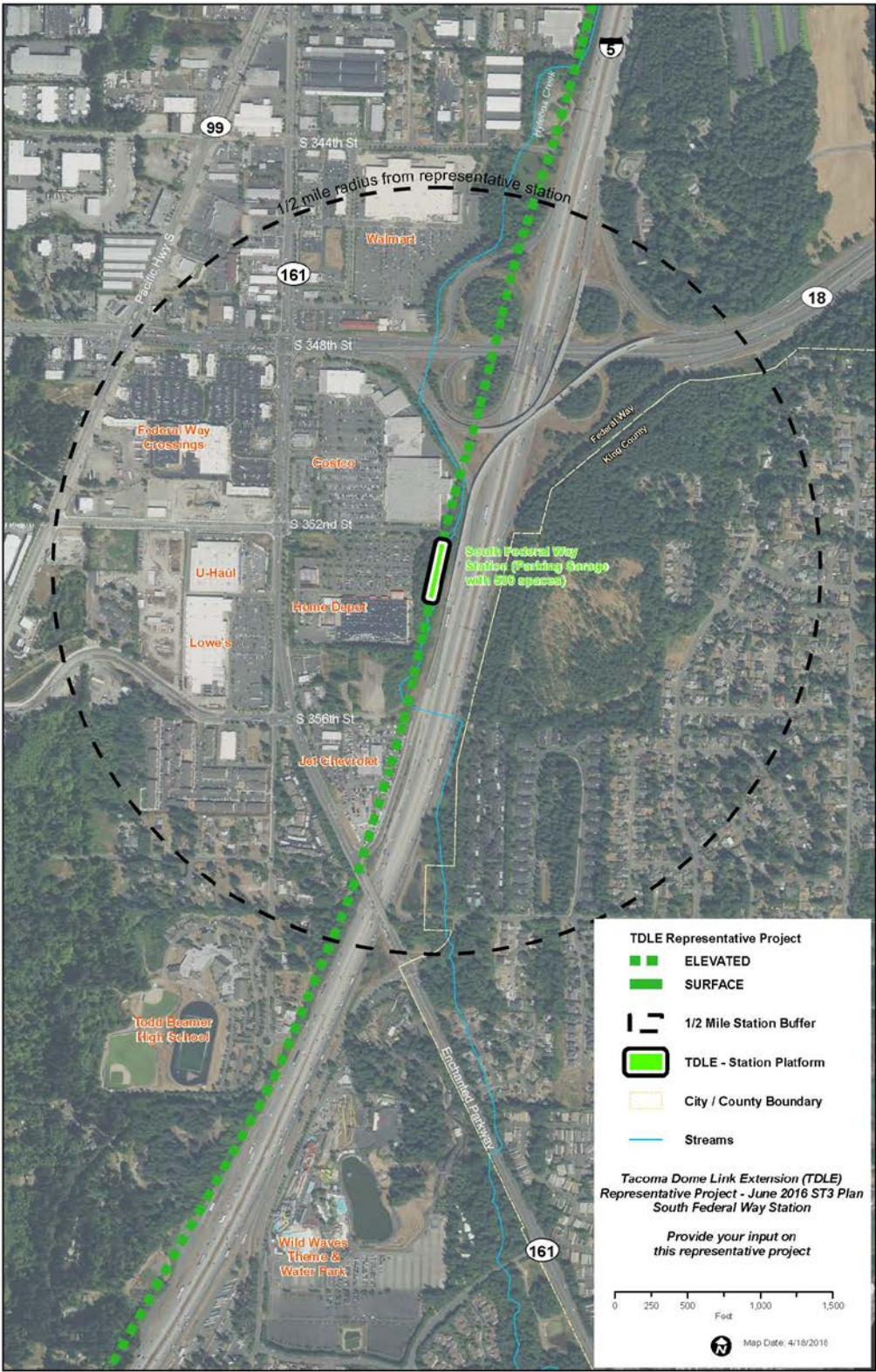
1. If you've taken transit recently, what made it a good or bad experience? If you haven't taken transit recently, why not? What would make transit a more appealing or compelling option for you?
2. The success of TDLE will be judged over the long term (50+ years). For the next generation, what is most important to get right?
3. What decisions, at this station and for the Link system as a whole, could limit the potential of the station and system?
4. The map provided shows the area around the station included in the Sound Transit 3 (ST3) "representative project." Please draw on the map to show any alternative station location(s) that you think we should consider, and note the main reasons you are suggesting the location(s). What might be some advantages or disadvantages to the location(s)?

Note that alternative station locations do not need to be placed on the representative alignment.

What is the representative project?

For ST3 projects in the 2016 ballot measure, Sound Transit produced "representative projects" identifying the transit mode, corridor, number of stations, general station locations and related features which formed the basis for the project's scope, schedule and budget. The Tacoma Dome Link Extension representative project is the starting place from which project alternatives will be developed, and does not necessarily represent the final location of stations or the rail alignment.

South Federal Way Map



Fife Worksheet

Fife Station

About You

Name: _____

E-mail address: _____

*(For use **only** if we have a follow up question or can't read something you wrote)*

Discussion Questions

1. If you've taken transit recently, what made it a good or bad experience? If you haven't taken transit recently, why not? What would make transit a more appealing or compelling option for you?
2. The success of TDLE will be judged over the long term (50+ years). For the next generation, what is most important to get right?
3. What decisions, at this station and for the Link system as a whole, could limit the potential of the station and system?

The map provided shows the area around the station included in the Sound Transit 3 (ST3) "representative project." Please draw on the map to show any alternative station location(s) that you think we should consider, and note the main reasons you are suggesting the location(s). What might be some advantages or disadvantages to the location(s)?

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Fife Map



East Tacoma and Tacoma Dome Station

About You

Name: _____

E-mail address: _____

(For use **only** if we have a follow up question or can't read something you wrote)

Discussion Questions

1. If you've taken transit recently, what made it a good or bad experience? If you haven't taken transit recently, why not? What would make transit a more appealing or compelling option for you?
2. The success of TDLE will be judged over the long term (50+ years). For the next generation, what is most important to get right?
3. What decisions, at this station and for the Link system as a whole, could limit the potential of the station and system?

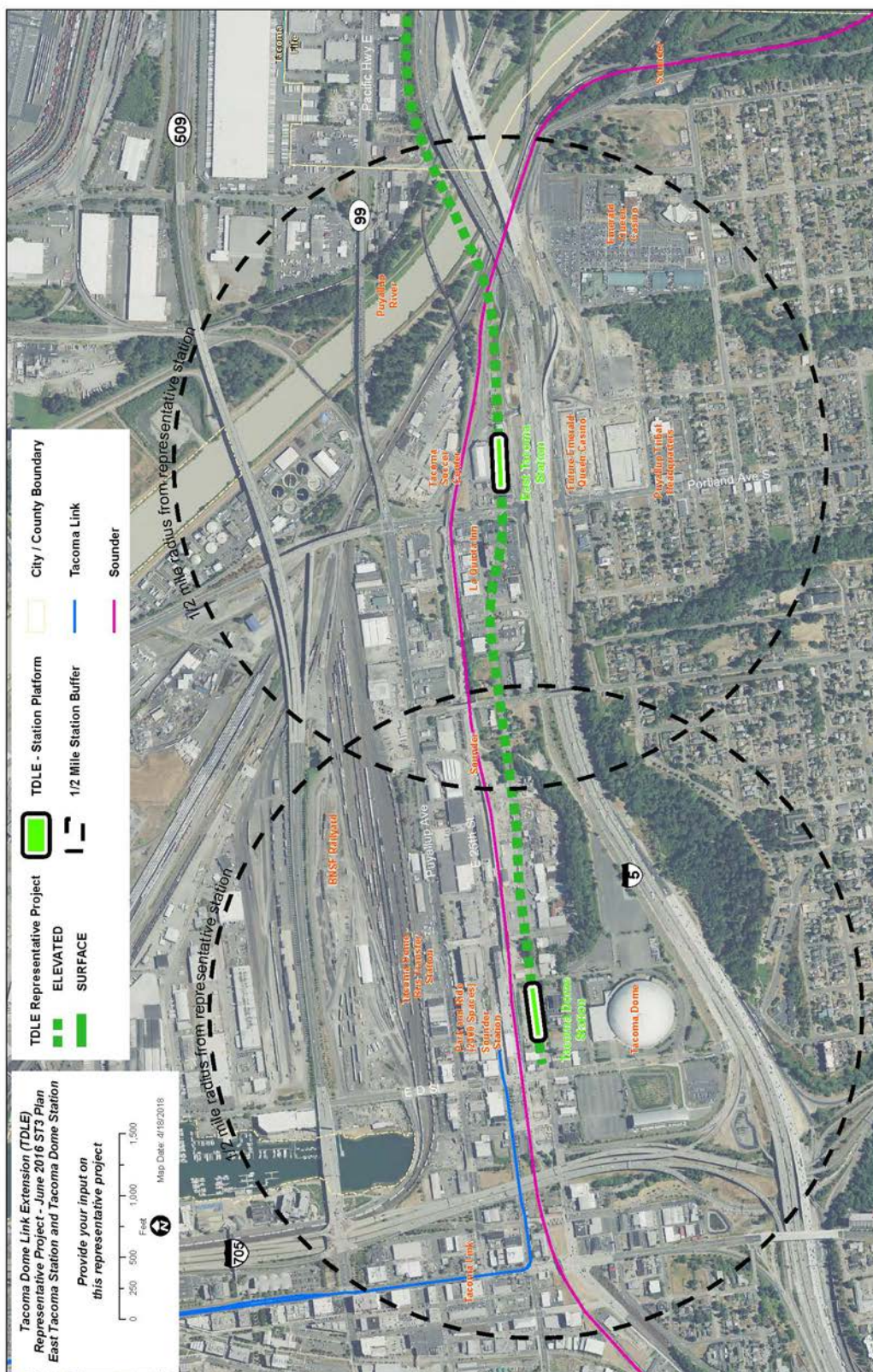
The map provided shows the area around the station included in the Sound Transit 3 (ST3) "representative project." Please draw on the map to show any alternative station location(s) that you think we should consider, and note the main reasons you are suggesting the location(s). What might be some advantages or disadvantages to the location(s)?

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What is the representative project?

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East Tacoma and Tacoma Dome Map

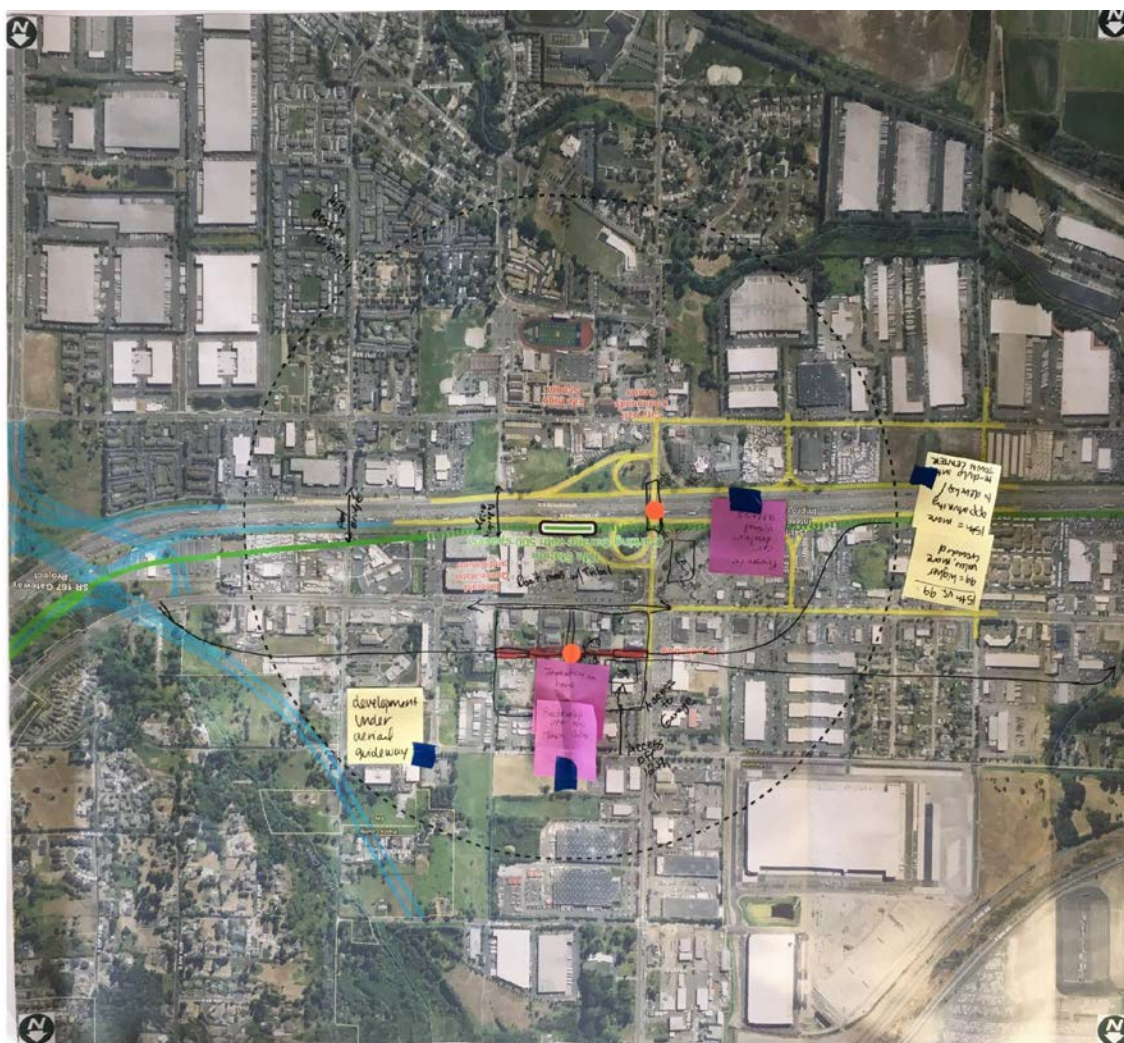


Appendix 2 – Scans from Group Mapping Exercise

South Federal Way



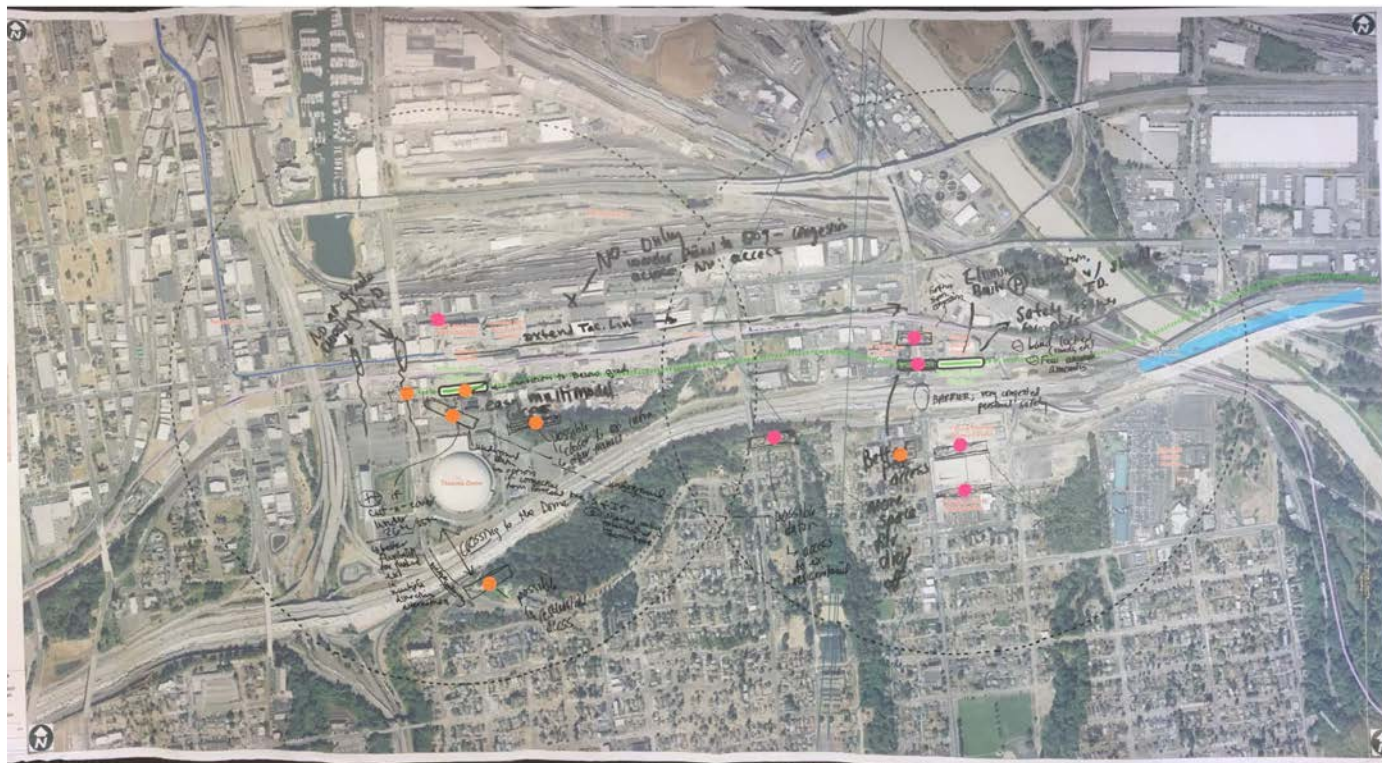






East Tacoma and Tacoma Dome

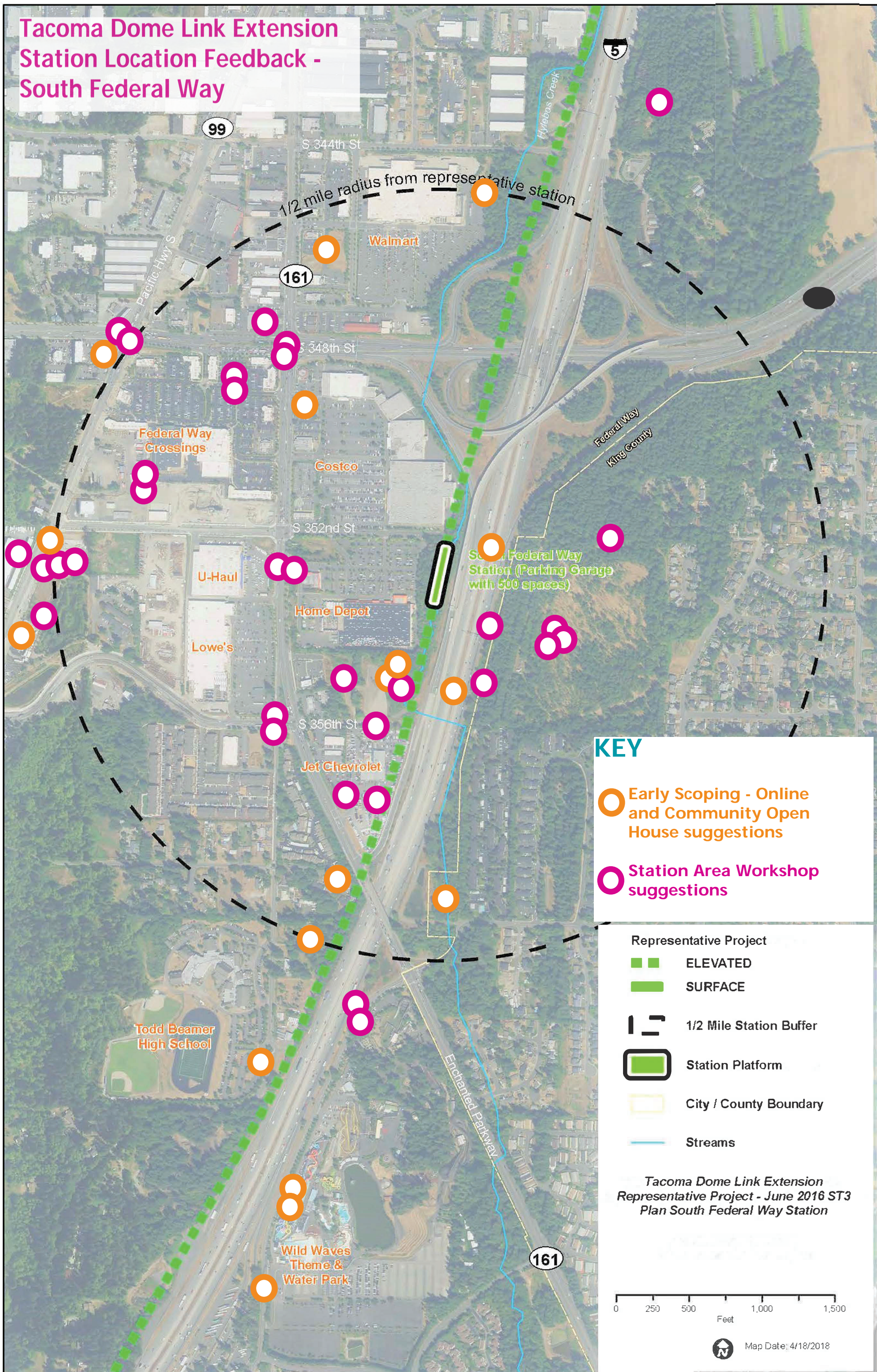




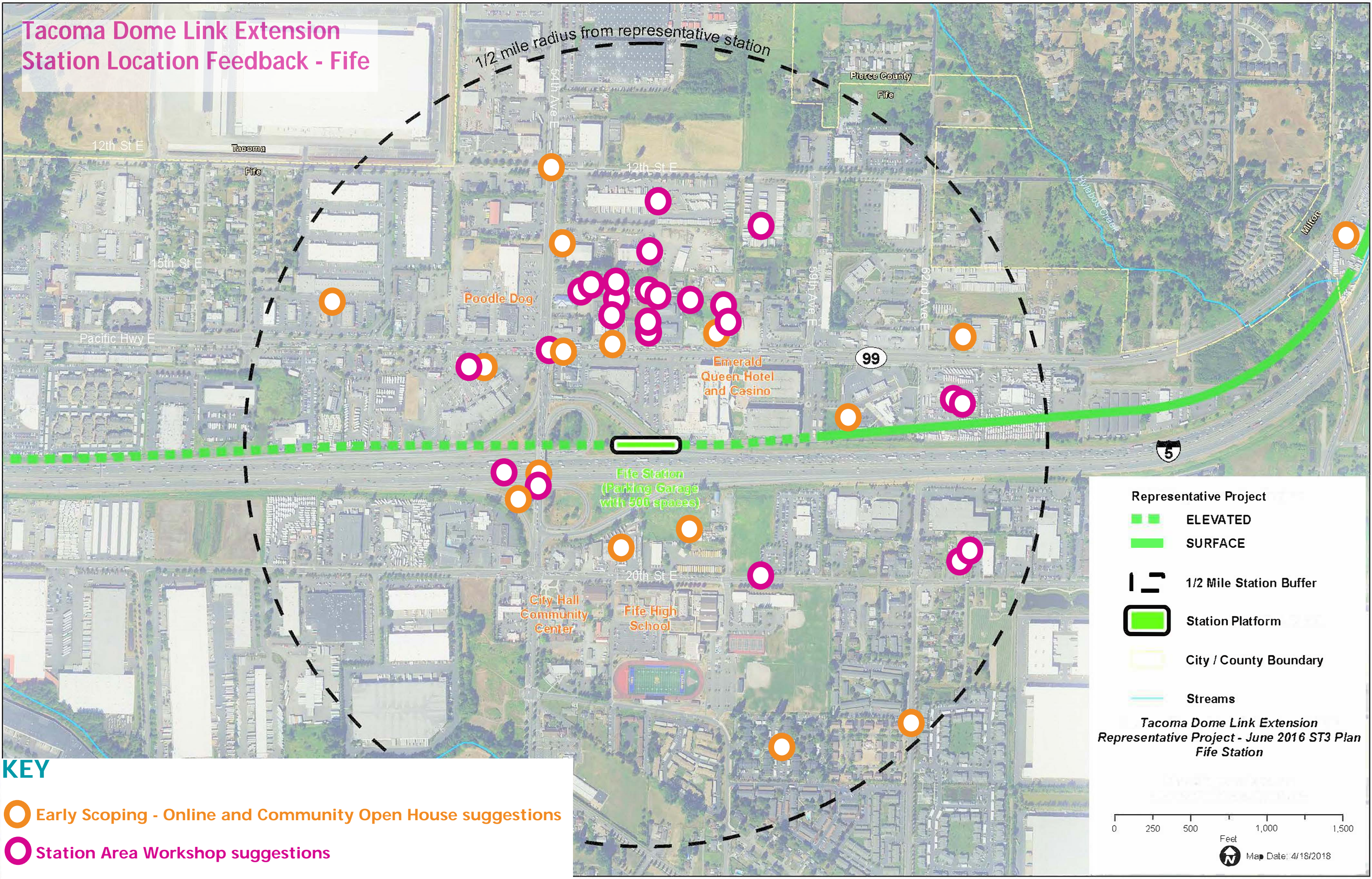
APPENDIX G

Station Location Feedback Maps

Tacoma Dome Link Extension Station Location Feedback - South Federal Way

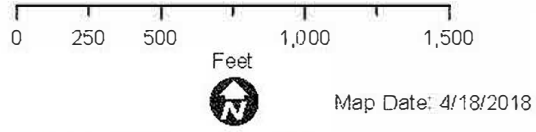


Tacoma Dome Link Extension
Station Location Feedback - Fife



- KEY**
- Early Scoping - Online and Community Open House suggestions
 - Station Area Workshop suggestions

**Tacoma Dome Link Extension
Representative Project - June 2016 ST3 Plan
East Tacoma Station and Tacoma Dome Station**

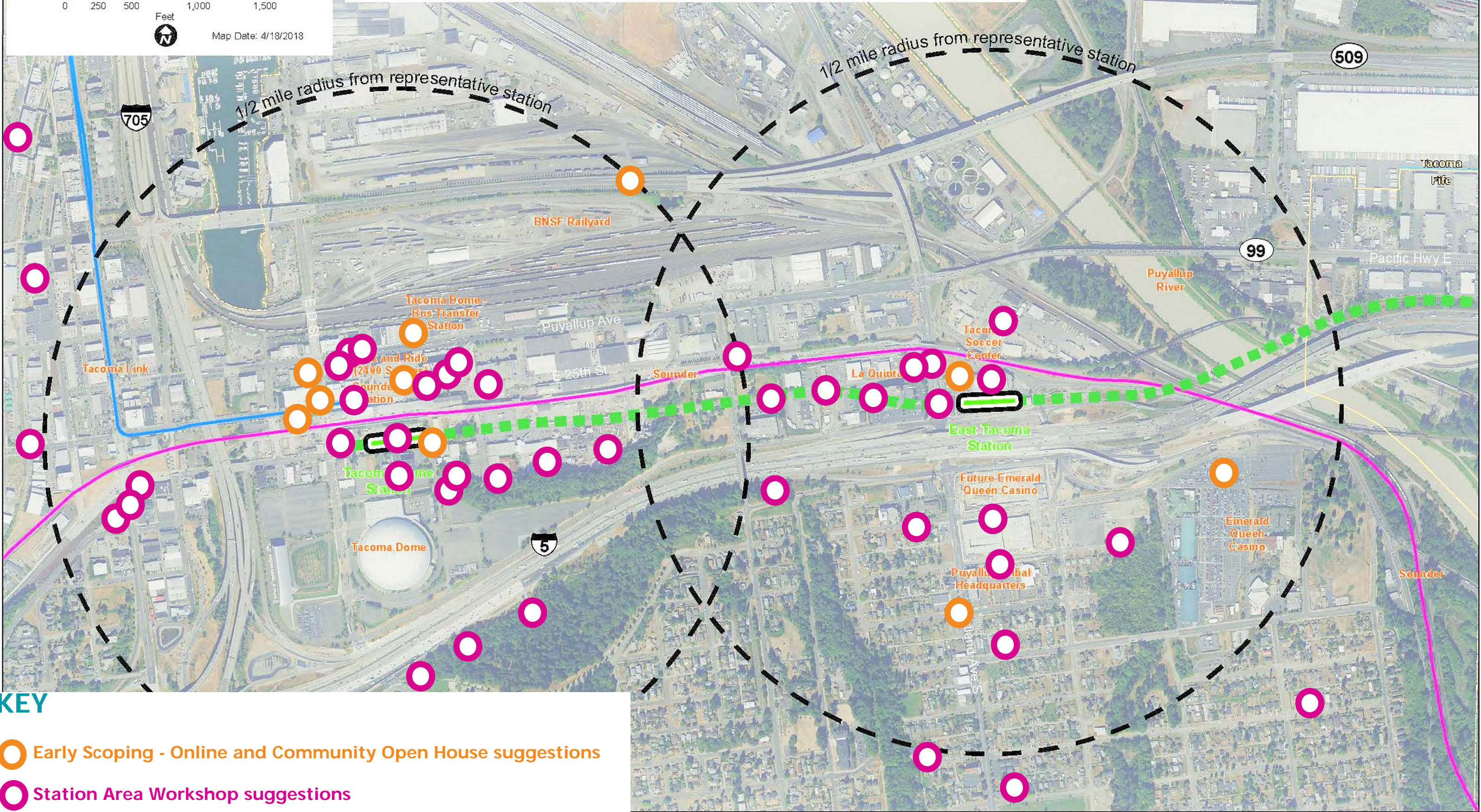


Representative Project
 ELEVATED
 SURFACE

Station Platform
 1/2 Mile Station Buffer

City / County Boundary
 Tacoma Link
 Sounder

**Tacoma Dome Link Extension
Station Location Feedback -
East Tacoma and Tacoma Dome**



- KEY**
- Early Scoping - Online and Community Open House suggestions
 - Station Area Workshop suggestions



Tacoma Dome Link Extension

Draft Environmental Impact Statement

SCOPING SUMMARY REPORT

Appendix I2



Scoping Summary Report

May 2019

To request accommodations for persons with disabilities or information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or email accessibility@soundtransit.org.

Para información acerca del proyecto llame al: 1-800-823-9230

Звоните 1-800-823-9230, чтобы получить информацию о проекте

프로젝트에 관한 정보는 다음으로 연락하십시오: 1-800-823-9230

សម្រាប់ព័ត៌មានអំពីគម្រោងម្តេ: សូមទូរស័ព្ទមកលេខ: 1-800-823-9230

Để biết tin tức về dự án này, xin gọi: 1-800-823-9230

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Appendix F Public Scoping Comments

Appendix G East Tacoma Listening Session Summary

Appendix H Questionnaire Results

Appendices are available on Sound Transit’s website at: soundtransit.org/tdle.

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
Board	Sound Transit Board
BRT	bus rapid transit
COT	Community of Interest
DAHP	Washington State Department of Archaeology and Historic Preservation
DNR	Washington State Department of Natural Resources
Ecology	Washington State Department of Ecology
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
FTA	Federal Transit Administration
FWPD	Federal Way Police Department
HCT	high-capacity transit
I-5	Interstate 5
Metro	King County Metro Transit
NEPA	National Environmental Policy Act
NWSA	Northwest Seaport Alliance
Port	Port of Tacoma
PSRC	Puget Sound Regional Council
ROD	Record of Decision
SEPA	State Environmental Policy Act
Sound Transit	Central Puget Sound Regional Transit Authority
SR	State Route
ST3	Sound Transit 3
TDLE	Tacoma Dome Link Extension
TOD	transit oriented development
Tribe	Puyallup Tribe of Indians
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Purpose of this Report

Sound Transit conducted scoping for the Tacoma Dome Link Extension from April 1 through May 1, 2019. This report describes the scoping process and summarizes the comments received from agencies, tribes, and the public. **Appendices A through H** provide supplementary information on the scoping process, public outreach, and the comments received.

1.2 Tacoma Dome Link Extension

The Central Puget Sound Regional Transit Authority (Sound Transit) and the Federal Transit Administration (FTA) are conducting scoping activities for an environmental impact statement (EIS) they will prepare for the Tacoma Dome Link Extension (TDLE) project. This project is part of the Sound Transit 3 (ST3) Plan approved by voters in 2016. The project would extend the regional light rail system nearly 10 miles, from the Federal Way Transit Center Station in the city of Federal Way, King County, to the Tacoma Dome Station area in the city of Tacoma, Pierce County. It includes four new stations and a bridge crossing the Puyallup River. **Exhibit 1** shows the location of the TDLE project and potential alternatives being considered during scoping as Sound Transit works to identify which alternatives to evaluate in the Draft EIS. TDLE is a regional capacity project listed as part of The Regional Transportation Plan—2018 (PSRC 2018) prepared by the Puget Sound Regional Council (PSRC) and Sound Transit's Regional Transit Long-Range Plan Update adopted on December 18, 2014 (Sound Transit 2014a). **Exhibit 2** shows Sound Transit's regional transit system, including TDLE and other projects that are part of the system expansion.

The TDLE project would be primarily elevated with stations at South Federal Way, Fife, East Tacoma, and Tacoma Dome, and park-and-ride facilities planned in South Federal Way and Fife. The Tacoma Dome Station would serve as a multimodal transit hub, with transfer options to and from Sounder service, Amtrak, Tacoma Link, and Pierce Transit and Sound Transit buses.

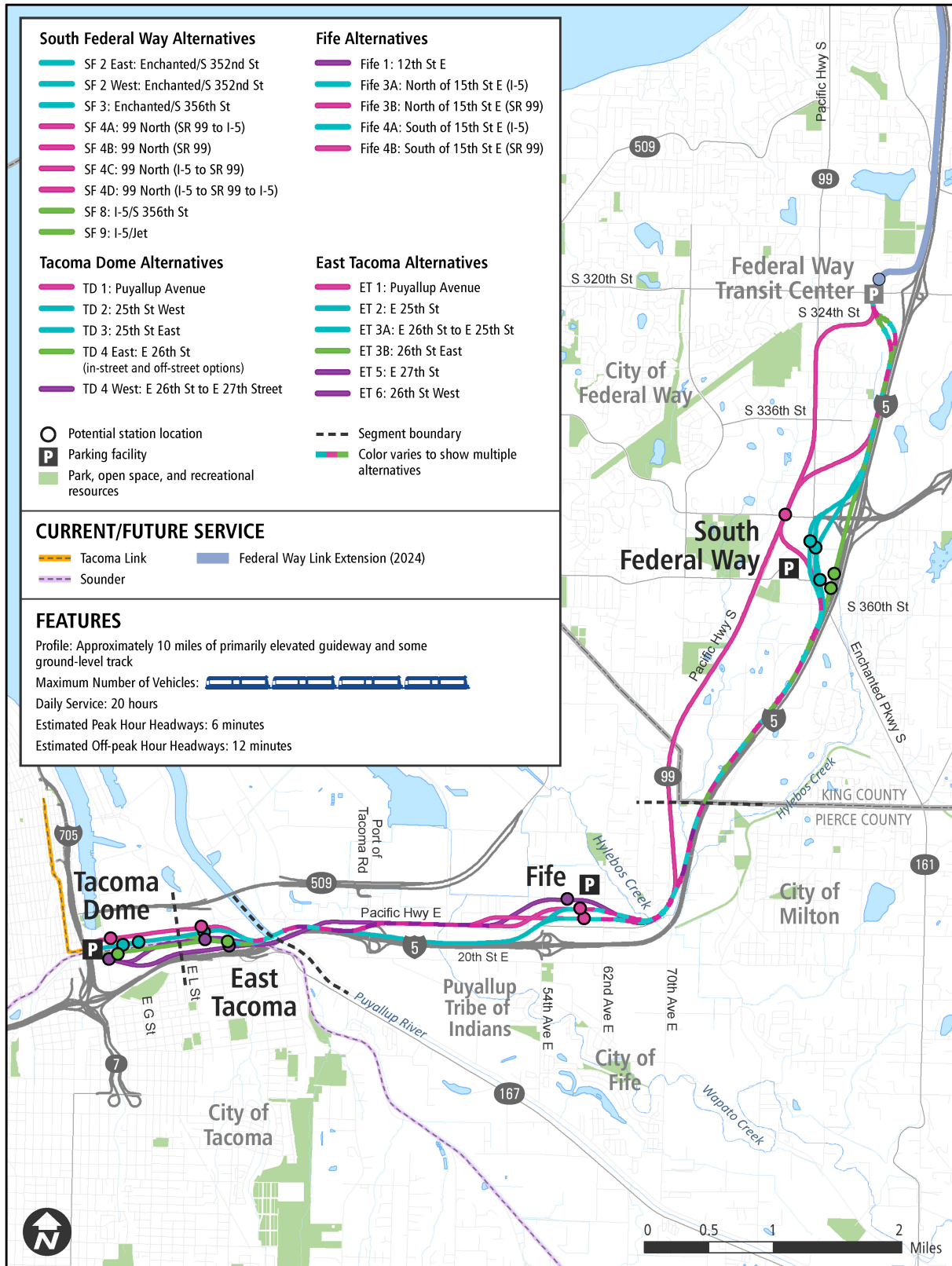


Exhibit 1 Project Area Map and Potential Alternatives Considered During EIS Scoping



Exhibit 2 Regional System Map

2 THE SCOPING PROCESS

2.1 Purpose of Scoping

Scoping provides an opportunity for the public to learn about and provide comments on the project as it begins, including the Purpose and Need statement, potential alternatives, and environmental resources to evaluate in the EIS. Scoping supports the project's overall planning, public involvement, and state and federal environmental approach.

The FTA and Sound Transit have concluded that the project has the potential to result in significant environmental effects and an EIS is needed, as required by the National Environmental Policy Act (NEPA) and Washington's State Environmental Policy Act (SEPA). Various alternatives to develop light rail in the corridor are being considered for evaluation in the EIS. The light rail alternatives are based on the potential alternatives identified through an alternatives evaluation process that includes input from agencies, tribes, and the public. A scoping notice for the EIS has been published in the Federal Register and the SEPA register (**Appendix A**).

2.2 Opportunities to Comment

The comment period for scoping was from April 1 through May 1, 2019. During this time, several meetings helped to inform and obtain input from agencies, tribes, and the public.

Three community open houses (public meetings) were conducted (see Section 3.2).

During the scoping process, people were able to provide comments in the following ways:

- Online: tdlink.participate.online
- Email: TDLEscoping@soundtransit.org
- Mail: Sound Transit, TDLE project
c/o Elma Borbe, Senior Environmental Planner
401 S. Jackson Street, Seattle, WA 98104
- Phone (via voicemail): 206-903-7118
- Open Houses: Written comment forms and computer terminals with online commenting input. A court reporter was also present at the open houses to transcribe spoken comments.
- Listening Session in East Tacoma: Written comment forms

In addition to the public meetings, a scoping meeting was held for tribes, agencies, and jurisdictions on the afternoon of April 16, 2019 in Fife. Agency participants were able to learn about the project, ask questions, and provide informal comments in advance of providing their formal scoping comment letters.

Scoping information was summarized in the Scoping Information Report prior to the start of the comment period (**Appendix B**).

2.3 Summary of Participation

Participation during the scoping period included:

Tribal, agency, and jurisdiction participation

- Fifteen representatives attended the Agency Scoping Meeting on the afternoon of April 16, 2019.
- The Puyallup Tribe of Indians (Tribe) and members of several local government agencies attended the Agency Scoping Meeting and community open houses.
- The Tribe and 13 agencies submitted comment letters.

Public participation

- More than 200 people attended three community open houses in Federal Way, Fife, and Tacoma and a listening session in East Tacoma.
- Over 3,100 people participated in an online open house.
- Over 650 communications were received. These included narrative feedback and evaluative/quantitative feedback for level of interest in a given alternative.
- Ads on Sound Transit's Facebook page reached over 34,500 social media users. More than 140 social media user engagements, likes, and retweets were observed on Sound Transit's Twitter page.
- Several posts were included on Sound Transit's Facebook page (31,164 subscribers) and Twitter (84,800 followers).
- Posters were placed in 151 different locations throughout the project area between Kent and Tacoma.
- More than 67,460 postcards were mailed to homes, apartments, and businesses in Federal Way, Fife, Milton, and Tacoma.
- One news release and three update notices were emailed to 6,200 email list subscribers.
- Display advertisements (**Appendix C**) were placed in 13 local online and print publications, as well as promoted posts on Facebook to zip codes in the project area.
- Four briefings were provided to stakeholders in the project area (Downtown On the Go, Tacoma Area Commission on Disabilities, Dome District Tacoma, EL1 Tacoma).
- Field visits/door-to-door outreach reached over 120 businesses, property owners, and residents.

3 SCOPING MEETINGS AND OUTREACH

The scoping period included an agency meeting, three open houses, and a listening session.

As part of the broader community engagement efforts, Sound Transit has also been conducting briefings for city councils and organizations, and regular meetings with the Stakeholder Group, Elected Leadership Group, and Interagency Group.

3.1 Tribe, Agency, and Jurisdiction Scoping Meeting

3.1.1 Notification

An agency scoping meeting to present project information and receive comments was held on April 16, 2019 from 2:00 to 4:00 p.m. at the Fife Community Center, 2111 54th Avenue E, Fife. Sound Transit sent notices for the meeting by email to representatives of the following tribes, agencies, and jurisdictions. Those that attended the meeting are shown with an asterisk.

Tribes

- Puyallup Tribe of Indians*
- Confederated Tribes and Bands of the Yakama Nation
- Muckleshoot Indian Tribe
- Nisqually Indian Tribe

Federal Agencies

- Advisory Council on Historic Preservation
- Bonneville Power Administration
- Federal Aviation Administration, Northwest Mountain Region
- Federal Emergency Management Agency, Region 10
- Federal Highway Administration, Washington State Division*
- Federal Motor Carrier Safety Administration
- Federal Railroad Administration
- Federal Transit Administration, Region 10
- Maritime Administration, Pacific Northwest Gateway Office
- National Oceanic and Atmospheric Administration Fisheries, West Coast Region
- U.S. Army Corps of Engineers
- U.S. Bureau of Indian Affairs, Northwest Region
- U.S. Coast Guard, District 13
- U.S. Department of Homeland Security, Transportation Security Administration
- U.S. Department of Housing and Urban Development, Region 10
- U.S. Department of the Interior, Office of Environmental Policy and Compliance, Pacific Northwest Region
- U.S. Fish and Wildlife Service, Washington Fish and Wildlife Office
- U.S. Environmental Protection Agency, Region 10*
- U.S. Department of the Interior, Office of Environmental Policy and Compliance, Pacific Northwest Region

State Agencies

- Washington State Department of Archaeology and Historic Preservation*
- Washington State Department of Natural Resources
- Washington State Department of Ecology
- Washington Department of Fish and Wildlife*
- Washington State Department of Transportation*
- Washington State Recreation and Conservation Office

Regional and Local Agencies

- City of Federal Way*
- City of Fife*
- City of Kent
- City of Milton
- City of Tacoma*
- City of Auburn
- City of University Place
- King County Department of Development and Environmental Services
- King County Metro Transit
- King County Council
- King County Department of Natural Resources and Parks
- Northwest Seaport Alliance*
- Pierce County
- Pierce Transit*
- Port of Tacoma
- Puget Sound Clean Air Agency
- Puget Sound Regional Council

3.2 Community Open Houses and Listening Session

Sound Transit hosted three community open houses (public meetings) and one targeted listening session to inform and obtain input from the public. More than 200 people attended these events:

- **Open house at Fife Community Center**
April 16, 2019, 6:00–8:00 p.m.
2111 54th Avenue E, Fife, WA 98424
- **Open house at Greater Tacoma Convention Center**
April 17, 2019, 6:00–8:00 p.m.
1500 Commerce Street, Tacoma, WA 98402
- **Open house at Federal Way Performing Arts and Event Center**
April 23, 2019, 6:00–8:00 p.m.
31510 Pete von Reichbauer Way S, Federal Way, WA 98003
- **Listening session at Eastside Community Center**
May 2, 2019, 6:30–8:30 p.m.
1721 E 56th Street, Tacoma, WA 98404

The listening session was an additional event added to the scoping and outreach program to provide further opportunities for members of the East Tacoma community. The event, which had translators available, allowed community members to discuss their views on the neighborhood that will be served by the new East Tacoma Station, and to provide comments on the Level 2 alternatives. See **Appendix G**, East Tacoma Listening Session Summary.

All public meetings were held at locations accessible to persons with disabilities. Alternative formats and translation services were available by contacting:

- Alternative formats: 1-800-201-4900
- Translation services: 1-800-823-9230
- Persons who are deaf or hearing-impaired: TTY Relay 711
- Email: accessibility@soundtransit.org

3.2.1 Open House Notification

Sound Transit advertised the community open houses through a variety of methods including:

- Postcards to over 67,460 households and businesses, including both owners and renters
- Online and print advertisements in 13 publications (listed in **Table 1**)
- Posters at 151 locations in the corridor
- One news release and three email update notices
- Social media posts
- Project website

Table 1 Online and Print Display Advertisements

Publication	Format and Run Dates
El Siete Dias (translated)	Print: April 1–30 Online: April 1–30
Federal Way Mirror	Print: April 12 and 19 Online: April 1–May1
International Examiner	Print: April 10–23 Online: April 5–26
Korea Daily (translated)	Print: April 16 and 20
Korean Times Seattle (translated)	Print: April 12 and 19
Northwest Military	Online: April 1–30
Northwest Vietnamese News (translated)	Print: April 5, 12, 19 Online: April 5–26
The Seattle Times	Print: April 14 and 21 Online: April 3–24
South Sound Biz	Online: April 1, 3, 4, 8, 10, 11, 15, 17, 18, 19, 22, 23
Tacoma News Tribune	Print: April 15 and 22 Online: April 5–26
Tacoma Weekly	Print: April 14 and 21 Online: April 12–26
Tu Decides (translated)	Online: April 12 and 19
Weekly Volcano	Print: April 4–17

3.2.2 Open House and Listening Session Format

The open houses presented the project Purpose and Need statement, the latest route and station options, and process/timeline. The listening session in East Tacoma presented the project background and primarily presented information about the East Tacoma and Tacoma Dome station areas. A summary of the East Tacoma listening session is provided in **Appendix G**, East Tacoma Listening Session Summary.

Laptops were set up at the venues for attendees to review the online open house materials and submit comments. Sound Transit project staff were available to answer questions. A court reporter was present to transcribe attendees' verbal comments.

3.3 Outreach to Minority, Low-Income, and Limited-English-Proficiency Populations

Sound Transit's community engagement procedures, Executive Order 12898, U.S. Department of Transportation Order 5610.2(a), and Federal Transit Administration Circular C 4703.1 require Sound Transit to provide meaningful opportunities for minority, low-income, and limited-English-proficiency groups to engage in the planning process. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. These directives make environmental justice a part of the decision-making process by identifying and addressing disproportionately high and adverse human health and environmental effects of Sound Transit's programs, policies, and activities on minority and low-income populations. Sound Transit conducted a preliminary demographic analysis to identify minority, low-income, and limited English proficiency populations. Based on this analysis, Sound Transit used the following strategies to engage these populations during scoping:

- Provided translated text on posters in Spanish, Vietnamese, and Korean
- Provided translated meeting handouts in Spanish, Korean, Vietnamese, Khmer, and Russian
- Publicized events online and in print with language-specific media publications
- Provided tactile interpreters at the Tacoma open house and Spanish, Cambodian, and Vietnamese interpreters at the East Tacoma listening session
- Provided translated text on the online open house web pages, as well as the embedded Google Translate tool that can translate text into over 100 languages
- Conducted a listening session in East Tacoma to more directly engage people at a community center in an area with a high proportion of people of color, people who are economically disadvantaged, and people who speak languages other than English

As the project moves forward, Sound Transit will conduct additional interviews with community leaders, jurisdictions, and social service providers to seek input and identify additional ways to reach low-income, minority, and limited-English-proficiency populations.

3.4 Online Open House

An online open house was available at tdlink.participate.online during the scoping period to inform the public about the project and provide an opportunity to give feedback. All content presented at the open house was posted on the online open house (**Exhibit 3**). A video embedded on the home page explained the route and station refinement process, offering English audio as well as English subtitles for hearing-impaired users. The subtitles were translated to multiple languages including Khmer, Korean, Russian, Spanish, and Vietnamese.

Between April 1 and May 1, 2019, over 3,100 unique visitors accessed the online open house over 3,900 times in total. Visitors were given the opportunity to comment on the project's Purpose and Need statement, topics to study in the environmental review phase for the Draft EIS, and respond to a questionnaire on the latest route and station options.

Users could offer generalized comments about the project or indicate specific routes and stations they wanted to comment on.

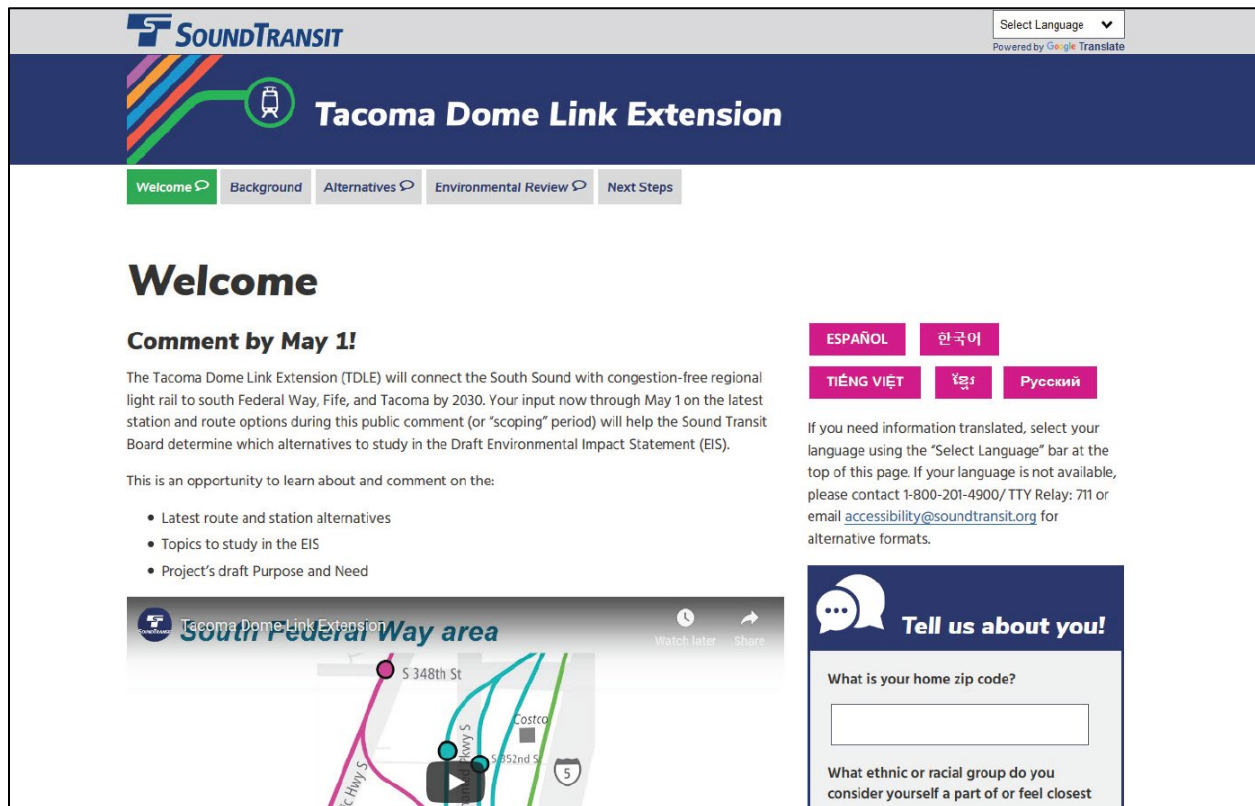


Exhibit 3 Online Open House Screen

4 SUMMARY OF COMMENTS

This section summarizes the comments Sound Transit received during scoping. **Appendix D**, Scoping Comments from Tribes and Agencies, includes the full letters received from each entity. Correspondence from businesses, commissions, and community groups is included in **Appendix E**. **Appendix F**, Public Scoping Comments, includes all of the other public emails, letters, comment forms, online notes, and information received.

Sound Transit asked for input on the:

- Draft Purpose and Need
- Route and station options (alternatives) to consider in the Draft EIS
- Topics to study in the Draft EIS

Sound Transit received a total of 654 communications during the scoping period, 519 of which were received through the online open house. Sound Transit received 135 communications through other comment opportunities, including 28 emails, 2 voicemail messages, 39 mailed letters, 60 written comment forms, and 6 statements recorded with a court reporter. One of the letters included a petition signed by nearly 500 people.

Exhibits 4 through 6 show the alternatives considered during scoping and are included at the end of this chapter for reference.

4.1 Summary of Comments from Tribes and Agencies

Scoping comment letters were received from one tribal government and 13 agencies. In addition, the U.S. Bureau of Reclamation responded that they had no comments. The following tribes and agencies submitted comments during the scoping period:

Tribes

- Puyallup Tribe of Indians

Federal Agencies

- U.S. Environmental Protection Agency

State Agencies

- Washington State Department of Archaeology and Historic Preservation
- Washington State Department of Ecology
- Washington State Department of Natural Resources
- Washington State Department of Transportation

Regional and Local Agencies

- Port of Tacoma and Northwest Seaport Alliance
- Puget Sound Regional Council
- King County, Metro Transit Division
- Pierce Transit
- City of Federal Way, Directors of Public Works and Community Development
- City of Fife, Mayor
- City of Fife, Directors of Public Works and Community Development
- City of Tacoma

The comment themes are summarized by entity in Sections 4.1.1 through 4.1.4.

4.1.1 Tribes

Puyallup Tribe of Indians

The Tribe submitted comments describing their position on several station locations, crossings, and alignment configurations.

South Federal Way

- State Route (SR) 99 alignment: An SR 99 alignment would pose a multitude of property impacts to tribal trust members.
- Interstate 5 (I-5) alignment: The Tribe prefers this alignment because there are fewer impacts to tribal property along I-5. While potential cultural resource impacts exist near the St. George property, the impacts can be properly addressed (minimized or avoided) through consultation with the Tribe's Historic Preservation Department.
- SR 167 project: It is important for Sound Transit and the Washington State Department of Transportation (WSDOT) to work collaboratively with the Tribe to ensure that efforts to enhance Hylebos Creek are not conflicted by the two projects.

Fife

- The Tribe recognizes the City of Fife's plans and supports the Fife 3A and 3B station locations in order to capture potential riders traveling to Tribal enterprises.
- West of the station, the Tribe supports continued study for alignments along the south side of SR 99 and along the north side of the I-5 right-of-way. The Tribe recognizes Sound Transit will likely need an easement on the Integrative Medicine Building property.
- The Tribe is opposed to an alignment along the north side of SR 99 between 46th Avenue E and Alexander Avenue, as this path would significantly impact Tribal facilities, businesses, residences, and trust lands.

Puyallup River Crossing

- The Tribal Council is pleased that multiple options to span the Puyallup River, including a clear span, are being explored. If any in-water piling options are pursued, strong mitigation measures to prevent impacts to the Tribal Fishery must be explored as part of the EIS process.
- The Tribe is pleased that the pre-scoping process eliminated alignments that would impact the Tribe's Ceremonial Grounds.

East Tacoma

- The Tribe supports the ET 3A and ET 3B station locations as part of the preferred alternative, with ET 6 being an important station location to study in the EIS.
- ET 1 and ET 2 are not supportive of ridership and connectivity, and ET 5 would impact individual member trust lands.
- The Tribe is interested in future consideration for Sound Transit parking facilities for the East Tacoma station area.

Tacoma

- The Tribe prefers alternatives TD 2 and TD 3 for continued study.
- The TD 4 East Off-Street alternative should be removed from further study.
- The TD 4 East In-Street alternative is undesirable but warrants further study in a nearby location that does not impact the frontage of Tribe property.
- The TD 4 West and TD 1 alternatives are poor location choices due to congestion impacts on East D Street and the distance in connecting to other transit options.
- The Tribe is deeply concerned with the possibility of tunneling in the Tacoma Dome station area because of the high probability of cultural and human remains in the area. An underground station would expose the project to potential catastrophic risks that could end up being immitigable and prevent completion of the project.

4.1.2 Federal Agencies

U.S. Environmental Protection Agency

The U.S. Environmental Protection Agency (EPA) listed the subjects (as identified in the Federal Register and on the project website) that are likely areas of investigation for possible adverse effects and should be addressed in a NEPA analysis.

EPA recommends that the EIS include a reasonable range of alternatives that meet the stated purpose and need, meet the goals and objectives, and respond to issues identified during the scoping process. EPA stated that situations can arise in which adverse impacts occur despite regulations being met and provided an example of this regarding air toxics.

Additionally, EPA pointed out that the alternatives do not currently appear to overlap with Superfund sites; however, the question of overlap with hazardous materials sites that have undergone active remediation or overlap with habitat mitigation sites associated with active remediation should be assessed and addressed in the EIS.

EPA also provided specific recommendations for the aquatic resource analysis and guidance associated with the Clean Water Act, and further stated that the EIS should disclose whether air toxics emissions would result from the project construction or operations, discuss health effects associated with air toxics and diesel particulate matter, and identify sensitive receptors.

EPA's recommendations for the route selection and project design include:

- Protect and enhance natural areas and corridors
- Maximize the use of existing infrastructure
- Consider redevelopment
- Apply context sensitive design
- Apply zero- or low-impact development
- Apply green building and management practices

EPA further recommends conducting community impact assessments for the communities and neighborhoods that would potentially be most affected by the proposed project.

For environmental justice, EPA recommends that outreach include tribes, minority and low-income communities, and other vulnerable populations, as well as the use of EJSCREEN. An analysis of impacts to children's health and safety should be included. Information gathered from the public participation process should be factored into decision-making and disclosed in the EIS.

Finally, EPA stated that the project evaluation should consider cumulative and indirect impacts and provided information about their guidance for consideration of cumulative impacts. EPA also mentioned tribal consultation, invasive species, and climate adaption.

4.1.3 State Agencies

Washington State Department of Archaeology and Historic Preservation

The Washington State Department of Archaeology and Historic Preservation (DAHP) provided the following comments:

- **Archaeological Resources:** DAHP did not identify major concerns but anticipated the Hylebos Creek drainage and the Puyallup River crossing areas would be "high probability areas" for containing archaeological resources. DAHP expects that if the track is elevated in the Tacoma area, locations where deep foundations are needed will need to be investigated. A geotechnical boring program is presumed.
- **Historic Resources:** DAHP believes several historic properties will be identified along the Old Pacific Highway/Pacific Highway E that are not currently in the Washington

Information System for Architectural and Archaeological Records Data (WISAARD). Effects may be avoided or minimized through the way the project would be incorporated into the existing transportation network, or by selecting an alternative that does not extend along Pacific Highway.

Washington State Department of Ecology

The Washington State Department of Ecology (Ecology) provided the following comments:

- **Air Quality and Climate Change:** The EIS should address the greenhouse gas emissions of the project itself, including management of climate resilience strategies.
- **Water Quality:** Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or storm drains that lead to waters of the state.
- Ecology also provided details about construction activities that require a Construction Stormwater General Permit.

Washington State Department of Natural Resources

The Washington State Department of Natural Resources (DNR) stated that at this time, the proposal does not impact aquatic lands owned by the state of Washington and managed by DNR; therefore, no approval from DNR is required for the proposed activity.

Washington State Department of Transportation

WSDOT fully supports the Purpose and Need statement and encouraged the TDLE project to continue working with local jurisdictions to develop safe and direct active transportation (e.g., walking and bicycling) access to future light rail stations and to encourage transit oriented development (TOD) in station areas.

As the TDLE project team refines the alignment options that will be analyzed in the EIS process, WSDOT looks forward to continued collaboration and the production of an updated Compatibility Report. Other areas of coordination that WSDOT expects to be addressed in the EIS include:

- Existing noise walls within WSDOT right-of-way
- Resource Conservation Areas
- Federal court injunction fish passage sites

WSDOT made the following statements about specific alignment and station options:

- **South Federal Way:** SF 8 and SF 9 have lower potential property impacts but limited walkshed and TOD potential. Sites SF 2 West, SF 4C and SF 4D all have greater TOD potential as well as better multimodal access.
- **Fife:** All station options support the City of Fife's proposed redevelopment. WSDOT encourages Sound Transit to work with the City to ensure suitable pedestrian access.

Sound Transit will be required to perform soil analysis to verify conditions for the project and redevelopment, and address potential climate change impacts to low-lying areas. As the project heads west of the station to the Puyallup River, no I-5 or SR 99 right-of-way is available to accommodate the light rail guideway; therefore, private or tribal property will be needed.

- **East Tacoma:** Sound Transit should continue to work with WSDOT and the City of Tacoma to address the current poor pedestrian environment along Portland Avenue under I-5. The station options that are closer to I-5 (ET 3A, ET 3B, and ET 5) have a shorter distance to destinations on the south side of I-5.
- **Tacoma Dome:** The Tacoma Dome potential station locations are all outside of I-5 or any other state right-of-way; therefore, WSDOT has no comments on possible right-of-way impacts. WSDOT encourages the TDLE project to optimize transfer opportunities. TD 2 is the best site for addressing the multimodal access and transfer opportunities at this location.

4.1.4 Regional and Local Agencies

Port of Tacoma and Northwest Seaport Alliance

The Port of Tacoma (Port) and Northwest Seaport Alliance (NWSA) stated that they generally support the Purpose and Need statement. They proposed amending one of the statement's bullets and adding a new bullet to recognize the uses within the Port of Tacoma Manufacturing/Industrial Center and freight infrastructure.

The Port and NWSA provided several comments on the potential alternatives, including:

- **Fife Station:** The agencies remain concerned that traffic related to the station locations (Fife 1, 3 and 4) has the potential to affect overall traffic congestion and freight mobility in the area. The EIS should evaluate freight effects along a corridor, not just a single intersection level, and include other relevant intersections in the analysis.
- **Puyallup River Crossing:** The EIS should evaluate the potential impact of the different crossing locations on both existing and future freight rail infrastructure.
- **East Tacoma Station:** The EIS must assess freight impacts and the effect of the remaining station locations on freight mobility in the corridor, and the potential for increased pressure for development that is not compatible with heavy industrial land uses on the north side of Puyallup Avenue.

The Port and NWSA also provided comments on the elements of the environment and topics to analyze in the EIS. Comments on these elements (transportation, land use, economy, public services, safety and security, and cumulative impacts), relate to the Port and NWSA's objective and their support for an integrated and robust transportation system that maintains Puget Sound's economic competitiveness and sustainability.

Puget Sound Regional Council

PSRC asked for the 2018 Regional Transportation Plan to be mentioned in the Purpose and Need statement. The letter also encouraged Sound Transit to continue to analyze displacement risk and include mitigation measures in the EIS to ensure all people can continue to live in and have access to thriving transit communities. PSRC's regional displacement risk analysis may provide additional information and data for future study in the EIS.

PSRC also recommended that TOD be explicitly called out as a topic to be addressed in the EIS and suggested that Sound Transit continue to include robust TOD analysis as a component of the EIS, similar to the work completed for the Federal Way Link Extension. As part of the TOD analysis, PSRC also suggested that the subject of door-to-door travel time would enrich the discussion of TOD potential in the EIS.

King County Metro Transit

King County Metro Transit (Metro) stated that their top three issues and needs concerning the project are as follows:

- Maintaining reliable and efficient service will be essential to providing mobility throughout this area of the county, especially to priority populations.
- If stations are located in the vicinity of I-5 and the associated alternative alignments, it will likely be more difficult for Metro to maintain reliable and efficient service and optimize rail/bus transfers than if stations are located further to the west.
- Metro's preferred South Federal Way station location is in the vicinity of the Metro-owned South Federal Way Park-and-Ride. The SF 4 alternative is located in proximity to this park-and-ride, which is currently underutilized and provides opportunities for adequate project parking capacity (over 500 parking spaces) and/or TOD. Further, this site offers the best conditions for reliable connections to transit for Metro's shared customers, as well as greater opportunity for mixed-use development and transit partnerships.

During the scoping period, Metro planning staff considered the EIS Scoping Information Report, which identifies the draft Purpose and Need statement and contains several objective statements, in their review of the station locations. Based on the station locations presented as alternatives with greater potential, Metro would prefer SF 2 West (West Enchanted/352nd). However, Metro would most prefer any of the SF 4 alternatives over the three alternatives identified in the Level 2 evaluation. The alternatives SF 8 and SF 9 would have the greatest impact to efficient Metro service, offer the least potential for TOD, and rank the lowest in terms of multimodal connections. The SF 4 options, because of the proposed location of the SF 4 station, are better able to meet regional mobility needs and have the greatest potential for ridership expansion at the South Federal Way station.

Pierce Transit

Pierce Transit made comments relevant to all stations. Specifically, they requested incorporating layover space in station design and highlighted the importance of TOD in decision-making for station locations. They also commented specifically on each station area,

ranking alternatives in order of preference according to transit integration and maximization of nonmotorized access.

- South Federal Way – SF 4; SF 2 East/West and SF 3; SF 8 and SF 9
- Fife – Fife 4A/B; Fife 3A/B; Fife 1
- East Tacoma – ET 3A/B; ET 5; ET 2; ET 1 and ET 6
- Tacoma Dome – TD 2; TD 3; TD 1; TD 4 East/West

Pierce Transit also recommended that Sound Transit focus on safe and efficient nonmotorized access to the East Tacoma station to maximize ridership because current plans do not include a parking structure.

City of Federal Way (Public Works Director and Community Development Director)

The City of Federal Way Public Works and Community Development directors provided technical comments on the alternatives in the South Federal Way station area. The City directors made several general comments that applied to all alternatives in the station area, which were primarily transportation-related, and also made comments specific to each alternative.

They wrote that increased traffic congestion in the immediate vicinity of the proposed station may require roadway improvements or new roadway connections, including areas of concern along S 348th Street, S 352nd Street, S 356th Street, Pacific Highway S, and SR 161. Additionally, nonmotorized access improvements may be required to address gaps in the pedestrian and bicycle network surrounding the proposed station, which would improve access to the existing South Federal Way Park-and-Ride.

The directors wrote that all station alternatives may have challenges with bus transit services, including street network access points and queuing accommodation. They recommended evaluating structural impacts to existing pavement if transit were to be rerouted on roadways that were not designed for transit vehicles. The comments also suggested that the proposed station's proximity to SR 18 and SR 161 will likely generate trips from southeast King County, northeast Pierce County, and northeast Tacoma, all of which have minimal transit services. Therefore, they conclude that most trips will take place via single occupant vehicles, which will increase the likelihood of illegal parking in surrounding retail parking lots due to minimal on-street parking within a quarter-mile of all station locations.

The City directors asked Sound Transit to coordinate with the City and other relevant agencies regarding potential impacts to City transportation projects, including the City Center Access project, the S 324th Street Extension project, the I-5/SR 18/SR 161 Triangle project (taking place from 2025 to 2027), and other current and planned projects within City limits.

Additional comments included the following:

- The directors mentioned extensive coordination between the City and Belmor Mobile Home Park regarding recent redevelopment and a submitted comprehensive plan

amendment. They asked that Sound Transit coordinate with the mobile home park regarding the project's potential impacts to future development.

- The directors noted that the Federal Way Police Department (FWPD) expects an increase in emergency calls as a result of the project, and that impacts to police operations should be evaluated in the EIS. They also suggested that Sound Transit consider a joint security substation in the vicinity of the South Federal Way station.
- The directors requested a financial analysis of property acquisition associated with each alternative and the resulting impacts to business and property tax revenue.

Comments specific to the South Federal Way alternatives included the following:

- SF 2 West and SF 2 East:
 - When comparing the two SF 2 alternatives, SF 2 West would have fewer impacts to existing businesses and infrastructure improvements, fewer barriers to nonmotorized access from the west of Enchanted Parkway, and more benefits associated with a location north of S 352nd Street, including multimodal station access, reduced traffic congestion, and high TOD potential.
 - The directors requested that the EIS include evaluation of wetland and stream impacts to the East Fork of Hylebos Creek for both SF 2 West and SF 2 East, and noted that any mitigation must be completed within City limits in the Hylebos watershed.
- SF 3:
 - Comments noted that SF 3 would be similar to alternatives SF 8 and SF 9, although impacts to businesses would be greater and costs would be higher.
- SF 4A through SF 4D:
 - The Pacific Highway alignment north of the proposed SF 4 station is unpopular with City staff and elected officials due to completed roadway improvements along the highway that cost a considerable amount of time and money. Also, this alignment would require additional right-of-way acquisition, which would fragment parcels and curtail business development along the highway.
 - The Pacific Highway alignment south of the proposed SF 4 station would result in substantial impacts to critical areas. The directors requested that the EIS include evaluation of wetland and stream impacts to the West Fork of Hylebos Creek resulting from this alignment, and noted that any mitigation must be completed within City limits in the Hylebos watershed.
 - The SF 4 station would be located closer to residential, office, and medical land uses along Pacific Highway S, and this area is better served by buses only, without the added congestion at the S 348th Street intersection that would result from the addition of the station. Additionally, the SF 4 station is within a critical aquifer recharge area and a wellhead capture zone. The EIS should include a

discussion of wellhead monitoring, mitigation, and other foreseeable environmental impacts.

- SF 8 and SF 9:
 - The directors asked that the EIS evaluate the need for a pedestrian bridge over I-5 and noted that the TOD potential for SF 8 and SF 9 is lower than that of stations SF 2 West and SF 4. They also noted that SF 8 and SF 9 would straddle parts of the I-5/SR 18/SR 161 Triangle project at S 356th Street, including the I-5 southbound off-ramp and a two-lane roundabout.

City of Fife (Mayor and City Council)

The City of Fife strongly favors Fife 3B as the preferred alternative and Pacific Highway as the preferred alignment. For the EIS, the City requested a detailed financial analysis of property impacts for the area extending between 54th Avenue E and Port of Tacoma Road. Additionally, the City directed the Fife Community Development Director and Public Works Director to submit a separate and more detailed scoping letter.

City of Fife (Public Works Director and Community Development Director)

As directed by the City Council, the directors of Public Works and Community Development submitted detailed comments for the Fife station area and light rail alignment.

Station area:

- The City of Fife favors Fife 3B as the preferred alternative because it is the most consistent with the comprehensive plan and transportation infrastructure plans, whereas Fife 1 and Fife 4 are less consistent with these plans.
- The directors requested several design modifications such as shifting the station west to span the new street, maintaining an east-west alignment east of 54th Street, and curving the alignment southwest of the commercial center where the Poodle Dog restaurant is located.
- Additional requests included a parking demand analysis, improvements to alternate modes of travel, identification of nonmotorized connections, and use of low-impact development best management practices.

Alignment:

- Between the Fife/Milton city limits and the Fife station:
 - The directors requested an archaeological analysis of cultural resources in consultation with the Tribe, an analysis of critical areas pursuant to Fife Municipal Code Title 17, and a viewshed analysis for residences in proximity to Pacific Highway and SR 167.
 - They also requested that Sound Transit identify locations for stormwater treatment, construction staging sites, station access street improvements, and short-term construction impacts, and asked that the alignment avoid impacts to a planned frontage road along the new Gateway freeway.

- Between the Fife station and the Puyallup River:
 - The City favors the Pacific Highway alignment because it preserves the opportunity for an additional station, allows for more nonmotorized connections, and increases redevelopment potential post-construction. The alignment should then transition from Pacific Highway to I-5 at the Port of Tacoma interchange to avoid impacts to commercial properties.
 - The City also stated that the I-5 alignment is not preferable because of visual impacts, environmental justice concerns, impacts as a result of property acquisition, and conflicts with potential and planned improvements to I-5.

The City directors requested an additional property impact analysis for the area between 54th Avenue E and Port of Tacoma Road. The directors would prefer that the 4-mile segment in Fife be split into smaller sections, specifically to more accurately compare alternatives Fife 3A and Fife 3B. According to the directors, the analysis should include the original evaluation matrix in addition to short- and long-term construction impacts to businesses, impacts to property and sales taxes, and impacts to emissions, viewsheds, and utilities.

City of Tacoma

The City Council expects to take legislative action in late May or early June 2019 to provide recommendations on station options and comments on what should be studied in the EIS process. In its letter, the City of Tacoma stated a set of core values that it had defined for the TDLE project to maximize its potential to connect Tacoma to the Puget Sound region and meet other goals of the City. These core values include:

- Destination City – Tacoma is the second-largest city in the Puget Sound region and is responsible for absorbing a major share of the population and employment growth in the region. The TDLE project should develop a sense of “place” in Tacoma.
- Equity – The City supports equitable access to transit and improved access to job centers, consumer amenities, and public services, and wants to ensure that the TDLE project benefits the diverse populations in the community.
- Economic Development – The City is a Regional Growth Center and values light rail as a catalyst for economic development throughout the region.
- Connections – The TDLE project must be consistent with the Tacoma Master Plan and the One Tacoma comprehensive plan, which aim to offer multimodal travel options that provide safe access to users, encourage healthy living, and protect the environment.
- Urban Fabric – Transit is more than transportation; it integrates housing, jobs, entertainment, recreation, services, and other aspects of life. The TDLE project must balance the needs for efficient, convenient transit while supporting dense TOD in an already developed urban area. The City requested that “cut-and-cover tunnel” and “over the Sounder” alternatives be considered for their ability to support the urban fabric of the Tacoma Dome District.
- Multi-Jurisdictional Partnership – The City is committed to collaboration with Sound Transit and other jurisdictions and agencies involved in the TDLE project, including the

Puyallup Tribe. Additionally, the City encourages continued coordination between Sound Transit and the multi-jurisdictional partnership that is creating a subarea plan for the Tideflats area.

The City provided comments about the project's environmental review and design, asking for more in-depth analysis in several areas:

- **Safety** – The City requested that transportation safety be included as an evaluation criterion. It also requested that the Draft EIS describe roadway improvements to enhance safety and analyze the potential for increased crime.
- **Equitable Access** – The City requested more in-depth analysis of impacts to equitable station access for all residents, employees, and visitors, including East Tacoma, which is surrounded by infrastructure barriers.
- **Development Potential** – The City requested evaluation of factors that ensure the project maximizes economic development, especially TOD, and avoids impacts to future development, including maintenance and safety concerns. They also wrote that the environmental review process must include examination of regional transportation and land use policies and plans.
- **Visual, Noise, and Urban Design** – The City requested analysis of visual and urban design impacts (including for planned development), the use and quality of open space, the potential to divide neighborhoods and limit roadway operations, and impacts associated with noise and air pollution.
- **Archaeological and Cultural Elements** – The City requested an in-depth analysis of known and potential cultural, archaeological, and historical elements.
- **Street Networks** – The City noted several opportunities to reconfigure the street network surrounding the East Tacoma station to enhance safety and access to the station. The City also requested an analysis of traffic flow on Portland Avenue, including impacts to freight and nonmotorized transportation, and an evaluation of connection methods between the East Tacoma station and the community south of I-5.
- **Multimodal Connections** – The City highlighted the importance of multimodal connections during alternatives evaluation and requested an analysis of traffic circulation in the station areas that discusses both existing and future transportation needs.
- **Pedestrian and Bicycle Connections** – The City highlighted the importance of pedestrian access in its planning documents and requested more detailed analysis of pedestrian access and safety for existing and future transportation modes surrounding TDLE stations.
- **Parking** – The City requested that parking impacts be considered along the entire TDLE corridor, including management of parking at stations without new parking garages.
- The City provided additional comments regarding construction and operation impacts, including impacts to existing transit services at the Tacoma Dome Station. The City also

commented on future extensions and project delivery, and asked for the EIS to address potential impacts to existing infrastructure.

Three City of Tacoma commissions submitted scoping comments: the Planning Commission, the Sustainable Tacoma Commission, and the Transportation Commission. Statements from these letters are summarized in Section 4.2.4 East Tacoma and Section 4.2.5 Tacoma Dome, under impacted businesses and community groups.

4.2 Summary of Public Comments

During the scoping period, 289 communications were submitted by organizations, businesses, and members of the general public. Of these communications, 40 were submitted by potentially impacted businesses and approximately 15 were submitted by organizations or community groups, including a church with a petition signed by nearly 500 people. Multiple comments were made within many of these communications.

The full set of public communications received during scoping are included in **Appendix E**, Scoping Comments from Businesses, Commissions, and Community Groups, and **Appendix F**, Public Scoping Comments.

Questionnaire

Comment forms, available online and as hard copies at the open houses, included a questionnaire for people to mark their interest in route and station alternatives. Sound Transit received 387 responses from online and hard copy comment forms. **Appendix H** contains the detailed questionnaire results.

4.2.1 General or Project-wide Comments

The most common general themes contained in the public comments were the following:

General Project Comments

These comments were mostly related to project design, budget and funding, community outreach, project schedule, and the overall screening process.

- Project design – About 60 comments were related to design, including design modifications to the alternative alignments and stations, potential I-5 overcrossings, and potential site-specific design modifications.
- Budget/funding – About 30 comments were related to TDLE and general ST3 funding, including taxes, car tabs, and a desire to keep the TDLE within budget.
- Community outreach – About 35 comments were related to community outreach, focusing on a desire to see members of the impacted communities represented in outreach efforts and partnerships with government agencies and community groups involved in completion of the project.
- Project schedule – About 15 comments mentioned the TDLE project schedule, indicating a desire for the project to be completed on schedule.

- Screening process and environmental concerns: About 70 comments indicated thoughts about the project's screening process and related environmental issues that should be studied in more detail in the EIS. The topics included impacts to and benefits for environmental justice populations, impacts to businesses, transportation impacts (multimodal connections, general/freight traffic impacts, and station access), TOD and redevelopment opportunities, and impacts to environmentally critical areas.

Additionally, some comments were made regarding other station areas that indicated design modifications or new alternative ideas that would potentially locate the TDLE alignment entirely within or directly adjacent to the I-5 right-of-way.

Purpose and Need Statement

About 10 comments on the EIS Purpose and Need statement were received from agencies, community groups, and the general public. Comments received from agencies included (also summarized in Section 4.1):

- EPA recommended the EIS include a reasonable range of alternatives that meets the stated Purpose and Need.
- WSDOT commented that they fully support the Purpose and Need statement.
- The Port of Tacoma/NWSA suggested revising draft Purpose and Need statement to include manufacturing and freight infrastructure.
- PSRC asked that the 2018 Regional Transportation Plan be mentioned in the Purpose and Need statement.

Transportation Choices Coalition suggested incorporating health and safety into the Purpose and Need statement. Other comments from the public included encouraging more specific wording on sustainability, environmental justice, and economic impacts.

Alternative Preferences

About 200 comment statements were in support of a specific alignment or station alternative, spread throughout the four station areas. Approximately 125 comments were opposed to a specific alignment or station alternative. The preferences are described by segment in Sections 4.2.2 through 4.2.5.

Other Alternatives

About 55 comment statements proposed new alternatives and station configurations, which largely centered on the Tacoma Dome station area. About 35 of these comments suggested an underground Tacoma Dome alignment and station, with 15 comments specifically asking for more study of a cut-and-cover tunnel alternative. About 5 comments mentioned a potential alignment and station over the existing Sounder tracks.

Transportation and Parking Impacts

About 70 comments mentioned traffic concerns, primarily related to the project's potential impacts on congested roadways in commercial areas. Approximately 15 comment statements specifically mentioned impacts on freight transportation within Fife and Tacoma, highlighting the importance of connections between the Port of Tacoma and transportation corridors. About

80 comments highlighted concerns about parking, primarily related to whether the parking garage capacity at stations is sufficient to meet demand at stations, as well as alignment impacts on private parking lots. About 15 comments mentioned alignment impacts to private driveways or alleyways.

Multimodal Connections

Approximately 140 comment statements expressed a desire for excellent multimodal connections and transfer opportunities at station locations, highlighting connections to other transit services, station access for nonmotorized modes, specific ADA access and universal design considerations, micro-transit connections, and vehicular drop-off areas. About 105 comments specifically mentioned pedestrian station access.

Transit Oriented Development

Approximately 105 comment statements mentioned TOD or redevelopment opportunities, often as an indication of support for a particular station or alignment. About 15 comments on TOD potential within the Tacoma Dome station area expressed concern about the compatibility of an elevated structure with existing, planned, and future developments.

Future Extensions

Approximately 35 comment statements mentioned future extensions, highlighting specific extensions beyond the Tacoma Dome station such as to the Tacoma Mall. Additional comments noted the ability of the TDLE to connect to future extensions of other transit service, such as the extension of the Tacoma Link to the East Tacoma station area.

General Environmental Concerns

Approximately 35 comment statements expressed concern for environmentally critical areas. The areas of most concern were Hylebos Creek and its associated wetlands, the Puyallup River, and the tideflats of Tacoma and Fife. About 25 comments highlighted concern about potential negative construction impacts, while 20 comments mentioned impacts to fish and wildlife habitats. Additional comments related to other environmental impacts including noise/vibration, parks/open space, and energy use/utilities.

About 10 comment statements mentioned potential impacts to the light rail infrastructure due to future climate change.

Economic Impacts and Property Acquisition

Approximately 140 comment statements indicated a concern about property acquisition and associated effects on businesses and residences. About 50 comments specifically expressed concerns about the project's impacts on the local economy, primarily relating to lost tax revenue and lost jobs stemming from business displacement. Additionally, some potentially impacted businesses submitted comments concerning financial hardships that might occur if they were relocated. Approximately 95 commenters concerned about property acquisitions specifically mentioned the South Federal Way and Fife station areas.

Environmental Justice

About 40 comment statements expressed concern about potential project impacts to and benefits for environmental justice populations. Comments highlighted specific concerns about the potential for residential displacement among historically disadvantaged populations and potential displacement of minority-owned businesses. Comments also noted the potential for impacts to tribal land and water resources, as well as a desire for community members to be represented on project teams in future public outreach efforts.

Community Advocacy Groups

Four community advocacy groups submitted related letters: the Transportation Choices Coalition, Downtown On the Go, the Puyallup Watershed Initiative Active Transportation Community of Interest, and Futurewise.

The Transportation Choices Coalition is a statewide nonprofit organization that advocates for affordable, reliable, accessible, and sustainable transit. Their letter provided comments regarding station access and mobility, future transit goals, displacements, and environmental justice.

- **Station Access** – The letter suggested incorporating health and safety into the Purpose and Need statement and recommended more detailed analysis on station visibility, quantity and quality of light rail crossings, transit transfers and level of service, multimodal integration of nonmotorized facilities, and access mitigation during project construction.
- **Future-Oriented System** – The letter emphasized future light rail expansion, bus and station integration, station capacity and accessibility, and land use planning, as these topics relate to population growth and increased ridership. The letter also stressed consideration of future technology advancements and climate resilience.
- **Displacements** – The letter expressed concerns about disproportionate displacements of certain demographics and potential long-term economic and cultural impacts such as gentrification. It recommended that Sound Transit formulate a plan to communicate with and justly compensate hard-to-reach populations including renters, non-English speakers, and undocumented persons.
- **Environmental Justice** – The letter recommended a more robust analysis of environmental justice impacts by disaggregating data by race and income for all EIS disciplines, considering cumulative impacts on historically marginalized populations, using a racial equity toolkit to prioritize mitigation for these populations, and shifting demographic language in the EIS.

Downtown On the Go expressed preference for alternatives ET 3A and ET 3B in East Tacoma and alternatives TD 2 and TD 3 at Tacoma Dome. Their letter highlighted the importance of integrating the station into the existing transit system and expanding multimodal transportation options, especially pedestrian and bike connections. They recommended that the project be integrated with current and future transportation projects including the Tacoma to Puyallup Trail

Connection, the Pierce Transit Bus Rapid Transit (BRT) project, and the City of Tacoma's Puyallup Avenue Multimodal Redesign.

The Puyallup Watershed Initiative, Active Transportation Community of Interest (COI) is a community coalition whose goal is to promote safe, healthy, and affordable active transportation options for all. The COI provided comments regarding the safety of Link riders who walk, bike, and take transit to and from the stations. The COI noted that there are current barriers to safely using these modes of transportation and would like Sound Transit to invest in infrastructure improvements for safety and accessibility, especially for residents of Tacoma's Eastside neighborhood. The COI supports the Transportation Choices Coalition and their statements made about equity, displacement, and environmental justice, and hopes that these elements are included in the EIS and throughout project implementation.

Futurewise is a statewide nonprofit organization that advocates for sustainable and equitable housing, transportation, and environmental policies, and whose goal is to prevent urban sprawl. The organization echoed comments made by Downtown On the Go, the Puyallup Watershed Initiative, and the Transportation Choices Coalition including safety, access, and equity priorities. They requested more emphasis on equity in the planning process to mitigate displacement impacts, promote affordable housing near the stations, and increase transit connections to historically marginalized populations, including residents of East Tacoma.

4.2.2 South Federal Way

Route and Station Location

Over 110 comment statements were received that related to one or more specific South Federal Way station area alternatives. SF 3, SF 4B, and SF 4C received the highest number of mentions (about 35 each), with SF 2 East receiving the least (about 25). Of the comments indicating either support for or opposition to a specific alternative, SF 8, SF 9, and SF 2 West received at least 50 percent support. There was not a large difference in the number of comments supporting or opposing the alternatives in this section.

About 165 comments discussed the South Federal Way station area overall, with about 50 comments mentioning concerns about property acquisitions, about 30 mentioning traffic congestion, about 25 discussing alignment effects on TOD opportunities, and 15 mentioning alignment impacts to environmentally critical areas. Approximately 30 of the alignment-related comments in South Federal Way were made by potentially affected businesses.

Over 15 comments mentioned a preference for new alternative alignments or modifications to Level 2 alternatives in the South Federal Way station area, the majority of which focused on an alignment within the I-5 right-of-way.

Transportation

About 40 comment statements relating to the South Federal Way station area mentioned concerns about traffic and congestion impacts, focusing on existing roadway congestion along S 348th Street and Enchanted Parkway S and potential traffic impacts stemming from the TDLE. About 25 comments mentioned multimodal connections to potential station locations, highlighting concerns about nonmotorized user safety and a lack of existing safe sidewalks and

bicycle facilities, connections to existing and future transit service, and potential new crossings over I-5.

Over 25 comment statements mentioned parking and were largely focused on ensuring that future parking garage capacity at station locations can meet demand. Some of these comment statements also suggested using the existing South Federal Way Park-and-Ride operated by Metro. Additional comment statements indicated concerns about driveway and alleyway access in the South Federal Way station area.

Economic Benefits and Impacts

Approximately 25 commenters expressed interest in the potential economic, community, and TOD growth that could occur around stations. Other commenters were concerned about construction effects to access and the viability of businesses, as well as the displacement of existing business and jobs. Specific comments from businesses are described below.

Businesses and Community Groups

Several potentially impacted businesses and commercial property representatives in the South Federal Way station area submitted comments during the scoping period. Several communications were received from Ellenos Yogurt expressing opposition to alignment alternatives that would displace their business and they also had concerns regarding emergency vehicle access, truck traffic, and impacts to Hylebos Creek and its wetlands. McDonald's Real Estate Company and the business owner of the franchise restaurant in Federal Way (who also owns the potentially impacted McDonald's in Fife) expressed preference for alternatives SF 3, SF 8, and SF 9 because they would result in fewer impacts to the business, which is owned by a person of color, has employees of color, and offers entry-level jobs to people in the community. They also noted that potential impacts to the drive-through would constitute a full-take of the property.

Target provided comments regarding temporary and permanent impacts to its store and the Commons at Federal Way shopping center including visibility, parking, safety, and construction schedule, and expressed preference for alternatives that follow I-5 from the Federal Way Transit Center to the South Federal Way station. The property owners of the Commons at Federal Way also expressed preference for alternatives that follow I-5 to the South Federal Way station, which would minimize property impacts to the shopping center and its commercial tenants. Comments from the Commons also suggested design modifications to prioritize business operations and avoid impacts to traffic flow, parking, utility infrastructure, and potential future development.

The property owners of Belmor Park and Golf Course expressed preference for alternatives that would cross directly through the property towards the I-5 alignment, and requested a station to be added in the area. The letter noted their request to the City of Federal Way for a rezone of the property to allow for expanded mixed-use development and increased urban density for buildings up to 60 stories, which could be supported by the extension of light rail. The letter included illustrations of potential configurations for residential and commercial development, green spaces, multimodal transportation integration, and assumed location of the Link station directly on site.

Environmental Concerns

About 15 comment statements mentioned concerns about environmentally critical areas, the majority of which focused on potential impacts to Hylebos Creek and its associated wetlands. Approximately 5 comments discussed potential visual impacts stemming from the project, specifically mentioning impacted residential views and visual obstruction incurred by businesses.

4.2.3 Fife

Route and Station Locations

About 65 comment statements related to one or more specific Fife station area alternatives. This total included two letters related to the Korean Catholic Church in Fife with an attached petition signed by nearly 500 people expressing concerns for all of the Fife station placements and alignments that would be near the church.

Of the 65 comment statements, Fife 1 received the highest number of mentions (30), with Fife 4B receiving the least (about 25), but many of these were split between support and opposition. Of the comments indicating either support for or opposition to a specific alternative, only Fife 3A had more comments supporting than opposing.

Over 105 comments discussed the Fife station area overall, with about 45 comments mentioning concerns about property acquisitions, about 15 comments discussing potential economic impacts stemming from business displacements, and about 10 comments discussing alignment effects on TOD opportunities. Approximately 25 of the alignment-related comments in Fife were made by potentially affected businesses, and about 15 were made by agencies.

Approximately 5 comments mentioned a preference for new alternative alignments or modifications to Level 2 alternatives in the Fife station area, the majority of which focused on alignments within or adjacent to I-5 or SR 99 rights-of-way.

Transportation

About 15 comments relating to the Fife station area mentioned concerns about traffic and congestion impacts, focusing on existing roadway congestion along SR 99 and 54th Avenue E. Approximately 10 comment statements discussed potential benefits and impacts to the Port of Tacoma, with over 5 statements expressing specific concerns about potential delays to freight traffic traveling between the Port and I-5. About 10 comments focused on multimodal connections to the station, noting potential improvements to nonmotorized facilities around potential station locations and within the Fife City Center.

Over 10 comment statements mentioned parking, largely focusing on the potential to increase parking garage capacity at station locations and parking impacts to private businesses that could occur through alignment and station placement.

Economic Benefits and Impacts

Approximately 10 commenters expressed interest in the potential economic, community, and TOD growth that could occur around stations. Other commenters were concerned about

construction effects to the accessibility and viability of businesses, as well as the displacement of existing business and jobs. Specific comments from businesses are described below.

Churches, Businesses, and Community Groups

Several potentially impacted businesses and commercial property owners in the Fife station area submitted comments during the scoping period. Most of these comments expressed opposition to alternatives that would impact their businesses. The property owners for Fife Business Center, Pacific Willows Center, and PICK-QUICK Drive In preferred alternatives Fife 3A and Fife 4A because they would impact fewer businesses along Pacific Highway through Fife. Additional comments included support for the draft Purpose and Need statement, concerns regarding impacts to parking and storefront visibility, and further analysis of land acquisition costs.

Several employees of Les Schwab Tire Center submitted written comments together that expressed preference for alternatives along the south side of 15th Street (Fife 3A and Fife 4A) and opposition for those along 12th Street (Fife 1) because of impacts to businesses and traffic flow near 54th Avenue E. The McDonald's Real Estate Company and the business owner also expressed preference for alternatives more aligned with I-5 because they would have fewer impacts to the business, which is owned by a person of color (the same individual who owns the South Federal Way restaurant). They noted the potential impacts to over 100 employees, the adverse effects of changes to parking or the drive-through, and the negative effects of a possible change in location. Poulsbo RV of Fife provided comments regarding temporary and permanent impacts to the business resulting from any of the Fife alternatives, including impacts due to loss of visibility, and suggested the potential for a property swap with the City of Fife.

St. Paul Chong Hasang Parish and the Archdiocese of Seattle are opposed to all Fife alternatives, with letters identifying direct and indirect impacts to the church and its parishioners. The Parish expressed concern for impacts related to loss of property as well as noise, safety, and traffic that could disrupt the practice of faith and activities on the church property. Additionally, the Parish is concerned about impacts to clergy housing and diminished property value. Four hundred ninety-four parishioners signed the letter submitted by the St. Paul Chong Hasang Parish.

Environmental Concerns

Approximately 10 comment statements discussed environmentally critical areas within the Fife station area. Comments centered on concern about constructing light rail through Fife due to geologic hazards including the potential for soil liquefaction, tsunamis, and lahars. Other comments discussed general soil quality concerns and climate change impacts to low-lying areas.

4.2.4 East Tacoma

Route and Station Location

Over 35 comment statements were related to one or more specific East Tacoma station area alternatives. ET 3A received the highest number of mentions (over 20), with ET 1 receiving the least (about 10). Of the comments indicating either support for or opposition to a specific alternative, only ET 3A and ET 3B received at least 50 percent support.

About 100 comments discussed the East Tacoma station area overall, focusing on property acquisitions and the potential to affect tribal land and displace businesses, traffic circulation impacts within the station area and concerns about vehicular station access, the ability of a station location to foster TOD and redevelopment, and potential negative effects on environmentally critical areas.

About 5 commenters suggested this station was not needed because it would be close to the Tacoma Dome Station, or that this area would be better served by a future extension of Tacoma Link.

Transportation

About 35 comment statements mentioned multimodal station access considerations within the East Tacoma station area, largely centered on the need to improve transit service and pedestrian and bicycle connections around potential station locations and to improve connections across I-5 to the residential neighborhoods of East Tacoma. Commenters noted that the current transportation network within the station area is not conducive to nonmotorized users. Over 5 comments specifically mentioned the potential for a pedestrian bridge across I-5 and about 5 comments noted that an above-grade crossing of Portland Avenue can be incorporated into station designs. Comments also highlighted the need for Americans with Disabilities Act (ADA) access improvements within the station area.

About 15 comments focused on parking within East Tacoma, highlighting concerns about the lack of a planned parking facility at the East Tacoma station and associated impacts on parking supply and demand in the vicinity. As with the Fife station area, 5 comments expressed concerns about potential impacts to Port of Tacoma freight traffic.

Economic Benefits and Impacts

Over 15 commenters expressed interest in the potential economic, community, and TOD development growth that could occur around East Tacoma station alternatives. Approximately 5 comment statements noted potential economic impacts stemming from the TDLE, including impacts to the Port of Tacoma and related businesses, and impacts to the Puyallup River as an economic resource for the Tribe.

Commissions, Businesses, and Community Groups

Several groups including City Council-appointed commissions, nonprofit organizations, and advocacy groups submitted comments about the East Tacoma station area.

The City of Tacoma Transportation Commission provided comments regarding safe and efficient pedestrian access to and from the East Tacoma station and expressed preference for either ET 3A and ET 3B. The Transportation Commission also recommended additional nonmotorized access improvements to the station, including a potential route to cross I-5.

The City of Tacoma Planning Commission provided comments expressing their preferred station and alignment alternatives moving into the EIS. The Planning Commission expressed preference for alternatives ET 3A and ET 3B, but is concerned about station accessibility from neighborhoods south of I-5, including Lower Portland Avenue Mixed-Use Center and McKinley

Hill. The Planning Commission also provided comments regarding station parking and traffic, architectural design, surrounding zoning, and expanded multimodal connections.

The Sustainable Tacoma Commission recommended prioritizing station integration of high-capacity transit (HCT) and nonmotorized modes and evaluating the project's greenhouse gas emissions and potential impacts to the climate, as well as potential impacts to the light rail infrastructure due to future climate change. The Sustainable Tacoma Commission encouraged further study of alternatives ET 3A and ET 3B in the East Tacoma station area.

Environmental Concerns

Approximately 5 comment statements discussed environmentally critical areas within East Tacoma, primarily focusing on concern for geologic hazards including the potential for soil liquefaction, tsunamis, and lahars.

4.2.5 Tacoma Dome

Route and Station Location

About 80 comment statements related to one or more specific Tacoma Dome alternatives. TD 2 received the highest number of comments (about 45), with TD 4 West 27th Street receiving the least (about 20). Of the comments stating an opinion, over 30 expressed support for TD 2 and about 25 supported TD 3.

About 185 comments discussed the Tacoma Dome station area overall, with about 35 comments mentioning alignment effects on TOD opportunities, about 30 mentioning concerns about property acquisitions, and about 20 mentioning potential visual impacts. Several comments also mentioned the importance of being in close proximity to the Sounder Station, Tacoma Link, Amtrak, and Pierce Transit bus service to create a multimodal hub.

About 70 comments mentioned a preference for new alternatives or modifications to Level 2 alternatives in the Tacoma Dome station area, with the majority focusing on the addition of below-grade options. Approximately 35 comment statements mentioned an underground alternative in the Tacoma Dome station area, of which about 15 comments specifically mentioned a cut-and-cover alternative and about 5 mentioned including an alternative that would be constructed over the existing Sounder right-of-way. Several comments also discussed the possibility of an alignment located directly adjacent to the existing Sounder right-of-way.

Transportation

About 85 comment statements mentioned multimodal station access considerations within the Tacoma Dome station area, with the majority focusing on the desire to integrate TDLE with existing transit service within the station area, including Amtrak, Greyhound, Sounder, Tacoma Link, ST Express buses, Pierce Transit buses, and Intercity Transit buses. Commenters mentioned the hope that transfers between services would be easy to navigate, especially for those with limited mobility or those arriving to the station through nonmotorized means. Over 35 comments specifically mentioned pedestrians, highlighting the potential to create direct connections between the station and existing transit services, the Tacoma Dome, Freighthouse Square, and neighborhoods south of I-5.

About 30 comment statements mentioned parking, focusing on existing parking garage capacity, garage capacity increases, and potential parking impacts on the station area overall.

Economic Benefits and Impacts

Some public commenters expressed that there is potential for economic and community development in the Tacoma Dome area. Approximately 35 commenters stated that the alternative decisions made in this phase could expand or limit potential future opportunities and TOD. The multimodal connections to serve downtown Tacoma as an employment center and urban neighborhood are important for access to jobs. Other commenters noted concern for potential business displacements and economic impacts during construction.

Commissions, Businesses, and Community Groups

Tacoma City Council-appointed commissions, nonprofit organizations, and advocacy groups submitted comments regarding the Tacoma Dome station area.

The City of Tacoma Transportation Commission provided comments regarding safe and efficient pedestrian access to and from the Tacoma Dome station and expressed preference for TD 2 as its top choice and TD 3 as its second choice. The Transportation Commission also suggested design modifications to pedestrian routes such as limiting multiple-grade connections and vehicular conflicts and providing covered routes.

The City of Tacoma Planning Commission expressed concerns regarding the elevated station and above-grade alignment alternatives in the Tacoma Dome station area because of visual, development, and traffic impacts within the Dome District. They described a below-grade, cut-and-cover station and alignment as more appropriate for the area and strongly recommended a tunnel alternative be studied in the EIS. In addition, the Planning Commission identified the TD 4 alignment and station as a candidate for a cut-and-cover alternative. They also described an “over Sounder tracks” alternative for an elevated alignment and station. Further, they identified TD 2 for an elevated station, and they also suggested the possibility of a station between the TD 2 and TD 3 alternatives. The Planning Commission recommended consideration of future expansion, such as to the Tacoma Mall, when siting the TDLE facility. Other comments discussed station parking and architectural design, multimodal connections, property acquisition, and visual impacts.

The Sustainable Tacoma Commission recommended prioritizing station integration of HCT and nonmotorized modes and evaluating the project’s greenhouse gas emissions and potential impacts to the climate, as well as potential impacts to the light rail infrastructure due to future climate change. The Sustainable Tacoma Commission encouraged further study of alternatives TD 2 and TD 4 East In-Street in the Tacoma Dome station area.

The Dome Business District provided comments regarding the Tacoma Dome station design and expressed their opposition to an elevated station and track because it would displace residents and businesses in new mixed-use buildings. In order to be more consistent with current and future TOD planning efforts, they suggested that Sound Transit study underground, below-grade, or cut-and-cover station designs in the EIS, including an underground version of each station, or an elevated track over the existing Sounder/Amtrak tracks. The Dome Business

District also expressed concern regarding visual impacts and pedestrian safety, and requested further analysis of traffic impacts and future transportation expansion in the EIS.

The New Tacoma Neighborhood Council expressed concerns regarding the elevated tracks and station options in the Dome District and recommended adding an underground option for alternatives TD 2, TD 3, and TD 4 East In-Street for analysis in the EIS. The letter also listed several impacts due to elevated tracks that should be further studied in the EIS, including lower property values, business displacements, creation of unbuildable lots, loss of urban street vitality, and potential for increased crime.

Historic Tacoma expressed opposition to the elevated alternatives in the Tacoma Dome station area because of impacts to TOD in the Dome District. Historic Tacoma also recommended an underground station to encourage development and prevent demolition of usable buildings or historic structures.

The Foss Waterway Development Authority expressed opposition to the elevated station and alignment alternatives in the Dome District because of the detrimental impacts they would have to the neighborhood, including businesses and residents. To support future development in this area, the Foss Waterway Development Authority recommended evaluating an underground alternative in the EIS.

Environmental Concerns

A few comments related to the natural and built environment were received regarding the Tacoma Dome area. These comments related primarily to visual concerns of an elevated structure and station. Other built environment concerns included potential impacts to historic structures and air quality. The Sustainable Tacoma Commission recommended prioritizing station integration of HCT and nonmotorized modes and evaluating the project's greenhouse gas emissions and potential impacts to the climate, as well as potential impacts to the light rail infrastructure due to future climate change.

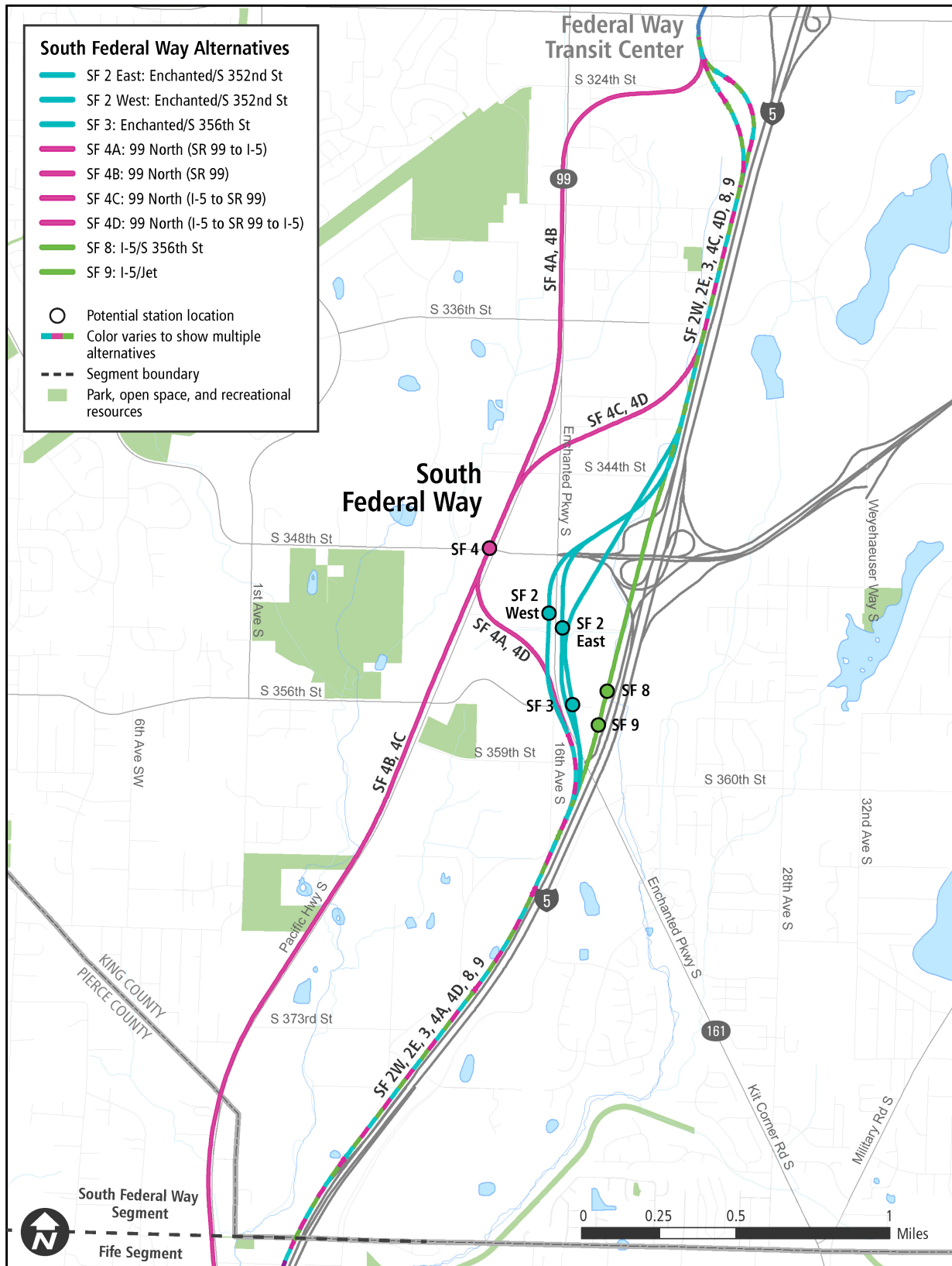


Exhibit 4 Potential Alternatives being Considered in South Federal Way

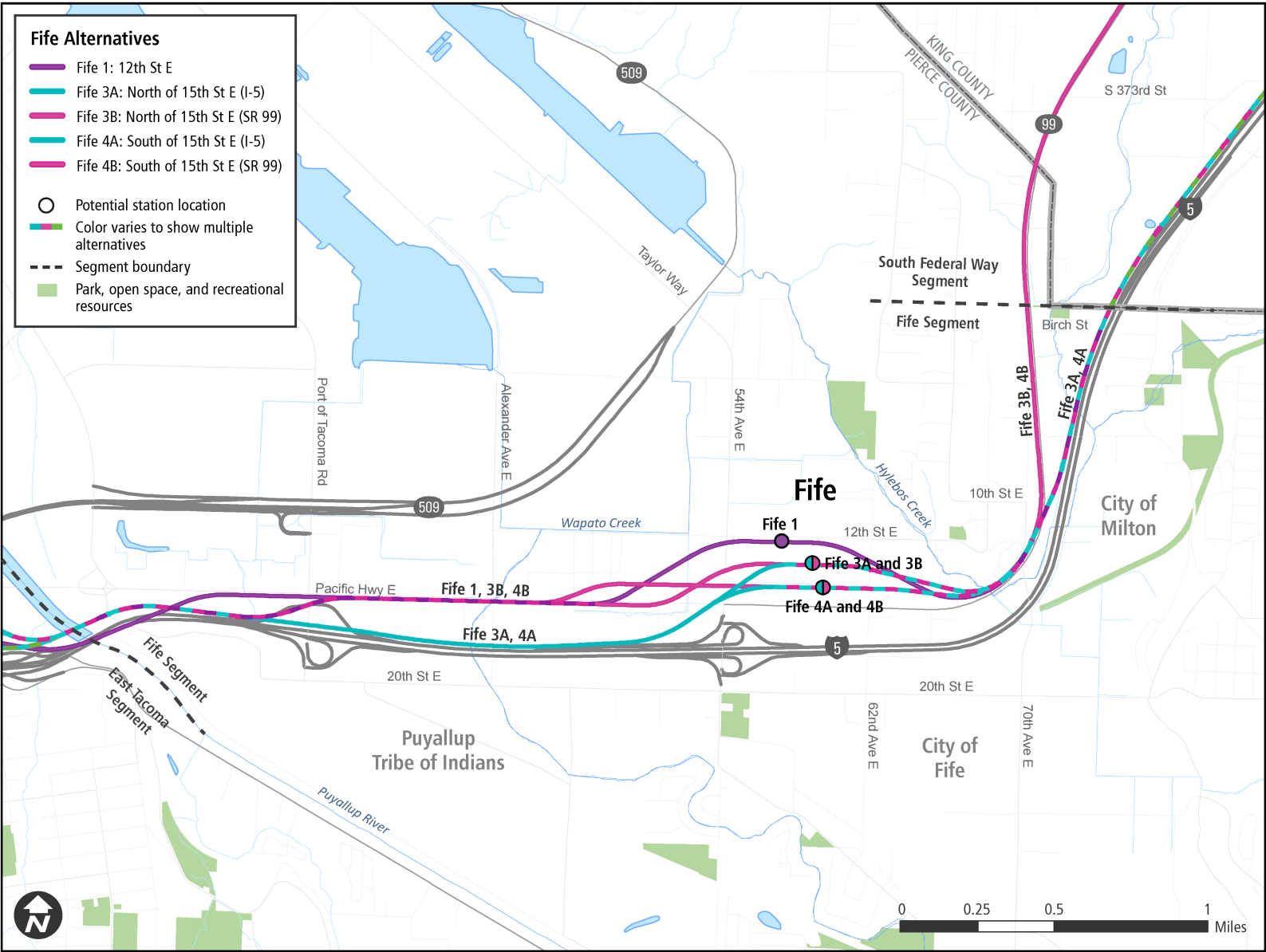


Exhibit 5 Potential Alternatives being Considered in Fife

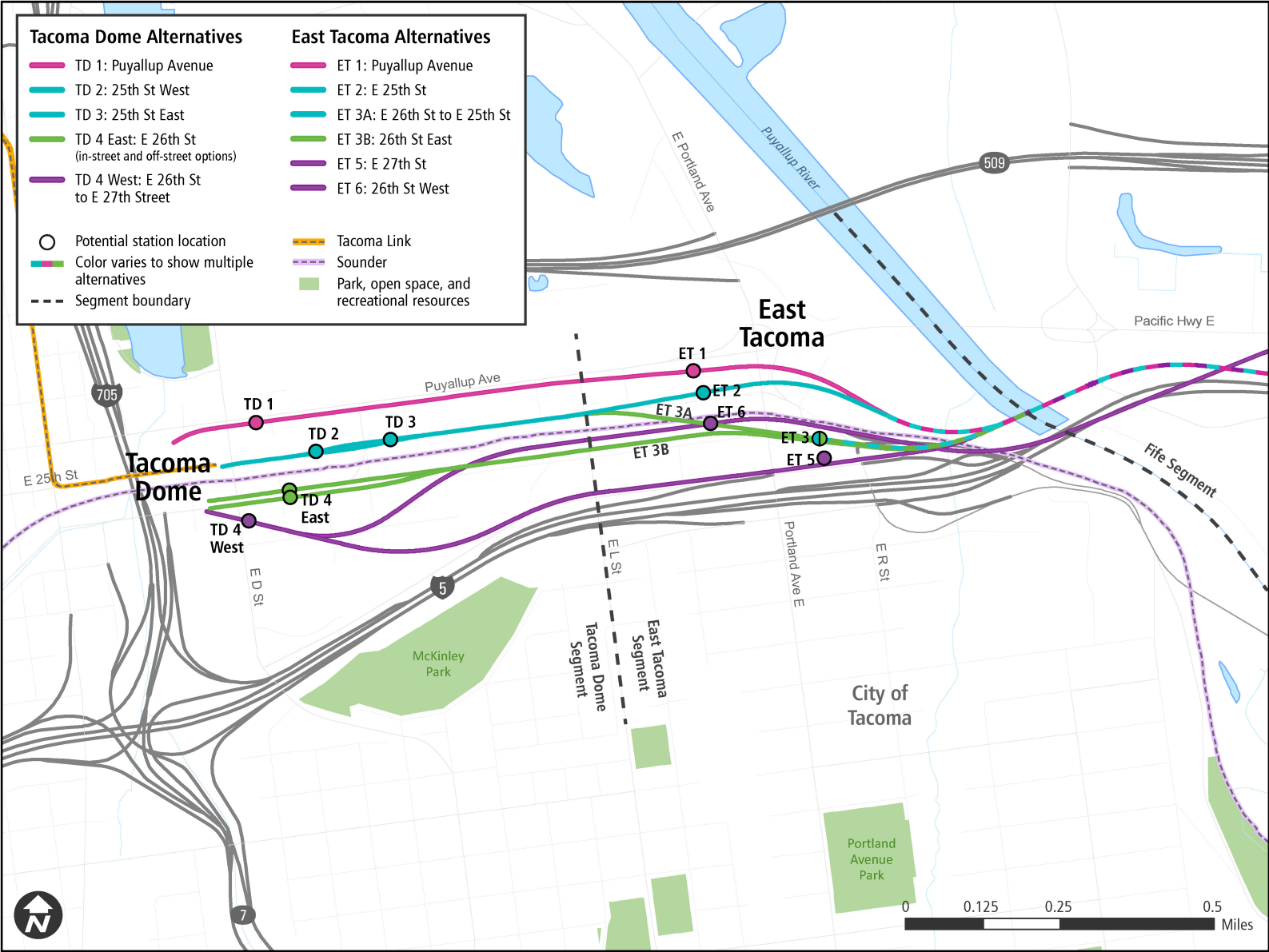


Exhibit 6 Potential Alternatives being Considered in East Tacoma and Tacoma

5 NEXT STEPS

The FTA and Sound Transit are using the information received during scoping, as well other planning information developed to date, to determine the range of alternatives to study in an EIS beginning in summer 2019. The Sound Transit Board (Board) may identify a Preferred Alternative at that time. The Board meetings allow public comment on items on the agenda, and Sound Transit provides meeting agendas and related materials prior to each Board meeting. This would include any staff reports, presentations, or motions involving the TDLE project.

Project Timeline and Process

Once the Board identifies the alternatives to be evaluated, the next steps in the process include:

- **Preparing and issuing a Draft EIS** – Work on the Draft EIS is anticipated to start in summer 2019. Sound Transit will evaluate the Preferred Alternative and other alternatives in the Draft EIS. The FTA and Sound Transit will publish the Draft EIS with a public review and comment period of at least 45 days, including public meetings and a public hearing.
- **Preparing a Final EIS** – The FTA and Sound Transit will consider comments and the Draft EIS findings. The Board will confirm or modify the Preferred Alternative following the evaluation of public comments on the Draft EIS and develop a Final EIS. The Final EIS will update the environmental information for the Preferred Alternative and other alternatives; respond to public, agency, and tribal comments on the Draft EIS; and further define measures to avoid, minimize, or mitigate potential project impacts.
- **Obtaining environmental approvals and commencing final design, construction, and operation** – After the Final EIS is published, the Board will select the project to be built. The FTA will then issue a federal Record of Decision (ROD) that describes the environmental findings and mitigation commitments. Following these actions, the project will advance into final design, permitting, construction, and operation.

Exhibit 7 shows the general project timeline.

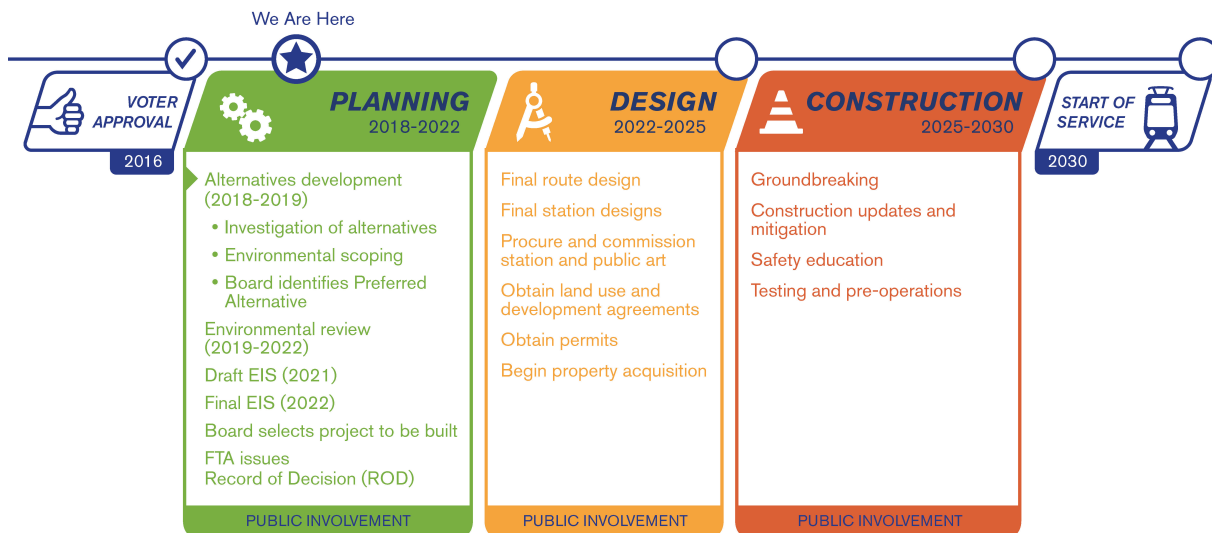


Exhibit 7 Project Timeline

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soundtransit.org/tdlink

tdlink@soundtransit.org
206-903-7118





Tacoma Dome Link Extension

Draft Environmental Impact Statement

PRE-SCREENING AND LEVEL 1 ALTERNATIVES EVALUATION REPORT

Appendix I3

February 2019

Tacoma Dome Link Extension

Pre-Screening and Level 1 Alternatives Evaluation Report



CENTRAL PUGET SOUND
REGIONAL TRANSIT AUTHORITY



Tacoma Dome Link Extension

Pre-Screening and Level 1 Alternatives Evaluation Report

Prepared for:
Sound Transit

Prepared by:
HDR & Parametrix

February 18, 2019

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Acronyms and Abbreviations

BNSF	Burlington Northern Santa Fe
BPA	Bonneville Power Administration
DAHP	Department of Archaeology and Historic Preservation
EIS	environmental impact statement
EJ	environmental justice
ELG	Elected Leadership Group
ESA	Endangered Species Act
ET	East Tacoma
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HCT	high-capacity transit
I-5	Interstate 5
I-705	Interstate 705
IAG	Interagency Group
LRT	light rail transit
mph	miles per hour
NEPA	National Environmental Policy Act
OMF South	Operations and Maintenance Facility South
OMF	Operations and Maintenance Facility
PSRC	Puget Sound Regional Council
Puyallup Tribe	Puyallup Tribe of Indians
ROW	right-of-way
SEPA	State Environmental Policy Act
SF	South Federal Way
Sound Transit	Central Puget Sound Regional Transit Authority
SR 99	State Route 99
ST	Sound Transit
ST3 Plan	Sound Transit 3 Plan
TD	Tacoma Dome
TDLE	Tacoma Dome Link Extension

TOD	transit- oriented development
WISAARD	Washington Information System for Architectural and Archaeological Records Data
WSDOT	Washington State Department of Transportation

Executive Summary

Purpose of the Report

The Central Puget Sound Regional Transit Authority (Sound Transit) and the Federal Transit Administration (FTA) are conducting an alternatives analysis to start the public planning and environmental processes for the Tacoma Dome Link Extension (TDLE). The proposed project is part of the Sound Transit 3 (ST3) Plan approved by voters in 2016. The project starts where the Federal Way Link Extension ends at the Federal Way Transit Center in the City of Federal Way in south King County and continues to the Tacoma Dome area in the City of Tacoma in Pierce County. Exhibit E-1 shows where the TDLE is located. The TDLE is an element of the regional Metropolitan Transportation Plan (the Puget Sound Regional Council [PSRC] 2040 Transportation Plan), and Sound Transit's Long-Range Transit Plan.

As part of the ST3 Plan, two new light rail maintenance facilities, one in the north and one in the south service area, were identified to support the expansion of light rail. The operations and maintenance facility (OMF) to serve overall regional system expansion, particularly for service in South King and Pierce counties, is called the Operations and Maintenance Facility: South (OMF South) and is evaluated in a separate report.

The public planning and environmental processes begin with development of this Level 1 Alternatives Analysis. The Level 1 Alternatives Analysis is intended to define a reasonable range of options that meet the project Purpose and Need, can be implemented at a reasonable cost, and would not result in unacceptable affects to the environment or community.

This report is organized into five sections:

- Introduction
- Pre-Screening of Alternatives
- Level 1 Evaluation Criteria
- Level 1 Analysis Results
- Findings and Conclusions

Draft Purpose and Need

The purpose of the Tacoma Dome Link Extension is to expand the Link light rail system from the Federal Way Transit Center to the Tacoma Dome Station area in order to:

- Provide high quality rapid, reliable, accessible, and efficient light rail transit service connecting the communities of Federal Way, Milton, Fife, Tacoma, and the Puyallup

Tribe of Indians (Puyallup Tribe) to other destinations on the regional high-capacity transit (HCT) system.

- Meet projected transit demand and offer an alternative to travel on congested roadways, better connecting people to where they live, work, and play.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit’s Regional Transit Long-Range Plan Update (Sound Transit 2014b).
- Develop a light rail extension that is technically and financially feasible to build, operate, and maintain, consistent with the regional system defined by the Sound Transit 3 Plan (Sound Transit 2016) and the Regional Transit Long-Range Plan update, which was developed through a robust local planning process that established transit mode, corridor, and general station locations.
- Expand mobility for people in the corridor and region, including low income, minority, and transit-dependent populations.
- Encourage equitable and sustainable urban growth in station areas through support of transit oriented development and multimodal integration in a manner that is consistent with adopted local comprehensive plans and policies, including Sound Transit’s Transit Oriented Development and Sustainability Policies.
- Preserve and promote a healthy and sustainable environment and economy by minimizing adverse impacts on the natural, built, and social environments.
- Encourage convenient and safe nonmotorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit’s System Access Policy.

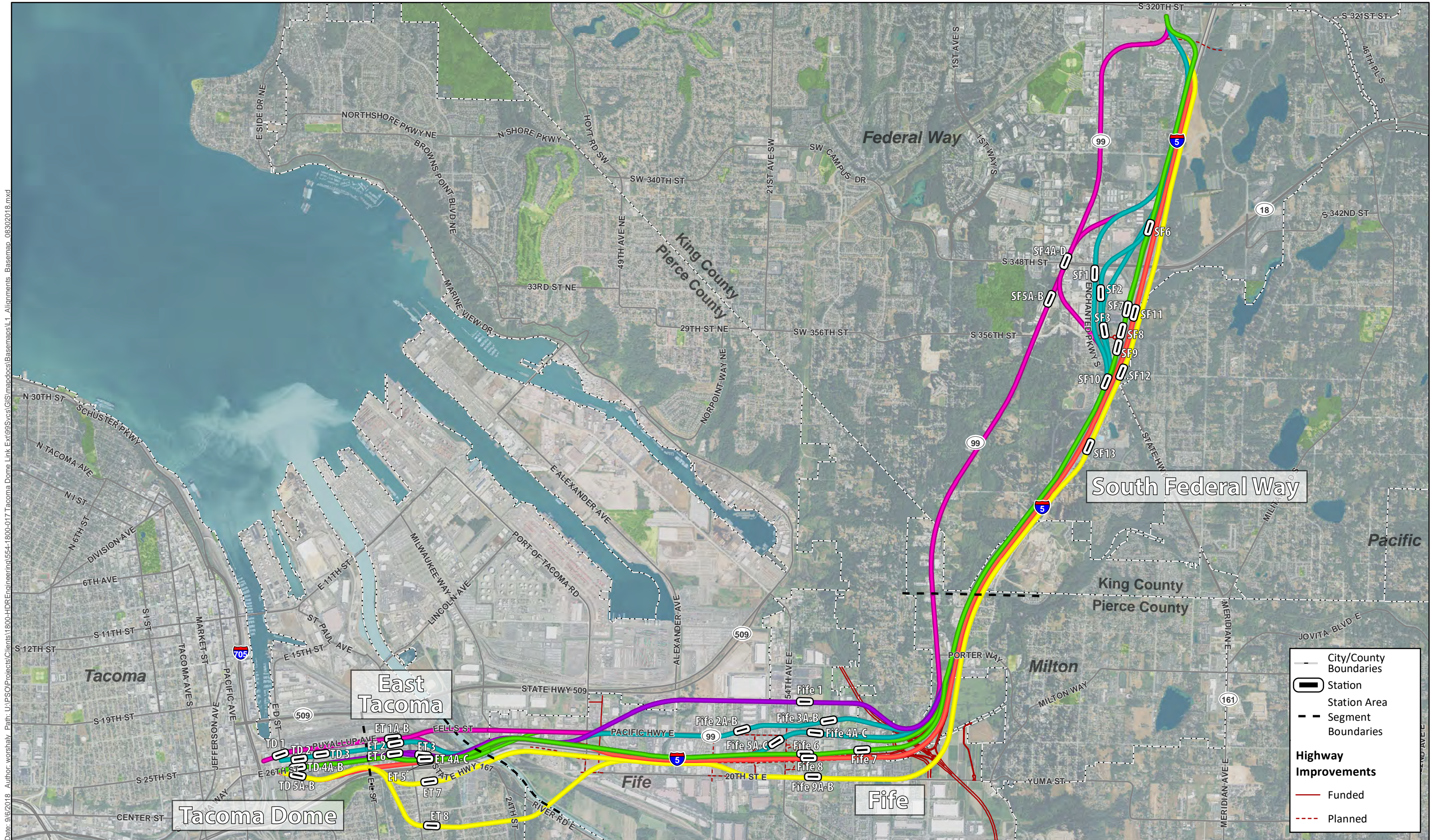
The project is needed because:

- Roadway congestion is increasing on Interstate 5 (I-5) and State Route 99 (SR 99), two of the primary highways connecting King and Pierce counties, affecting reliability for transit, automobiles, and freight.
- There is not enough transit capacity to serve the corridor’s riders today or in the future.
- PSRC, the regional metropolitan planning organization, and local plans call for HCT to serve long-term population and employment growth in the corridor, consistent with PSRC’s VISION 2040 (PSRC 2009) and the Sound Transit Regional Transit Long-Range Plan Update.
- South King and Pierce counties’ citizens and communities, including its low income and minority populations, and/or transit-dependent populations and residents, need

1 long-term regional mobility and multimodal connectivity as called for in the Washington
2 State Growth Management Act.

- 3 • Regional and local plans call for increased residential, commercial, and employment
4 growth and density in areas to be served by HCT and multimodal transportation
5 systems.
- 6 • Environmental and sustainability goals of the state and region include reducing
7 greenhouse gas emissions by reducing total vehicle miles traveled and by increasing
8 mobility options that do not rely on combustible fuels (RCW 47.01.440, PSRC VISION
9 2040, and 2018 Regional Transportation Plan [Sound Transit 2018a]).

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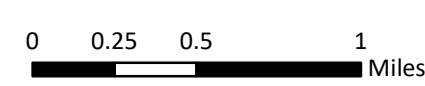


Exhibit E-1
Level 1 Alternatives for the Tacoma Dome Link Extension

Overview of Alternatives Analysis Process

The purpose of the alternatives analysis process is to identify the alternatives to be evaluated in an environmental impact statement (EIS), including the preferred alternative. To refine the alternatives, input from the tribes, agencies, and the public was considered throughout the process. Because the resulting project will seek federal funding, FTA's general guidance for conducting alternatives analysis was incorporated into the study process. This process included initiating the study, developing and refining alternatives and methodologies, analyzing and evaluating alternatives, and (in the future) identifying a preferred alternative, as shown on Exhibit E-2.

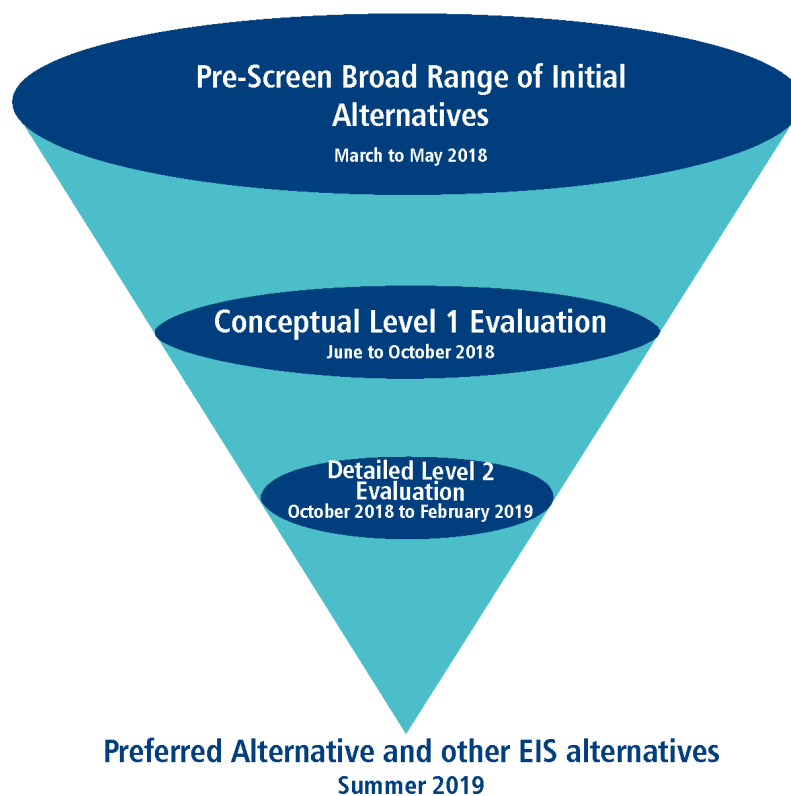


EXHIBIT E-2
Alternatives Evaluation Process

Information from the regional and local plans and projects, as well as previous work from the ST3 Plan, was reviewed as part of initiating the TDLE project, and a draft Purpose and Need of the project was developed. The draft Purpose and Need established the objectives that were used to develop the evaluation criteria and measures for the Level 1 analysis.

The next step, pre-screening alternatives to identify those that do not meet the Purpose and Need, helped to refine the alternatives that were analyzed in the Level 1 screening. The alternatives were then defined so that the evaluation measures of the study could be used to assess the transportation, environmental, and financial effects of each alternative. At this early stage in the process, the Level 1 analysis applied both qualitative and quantitative criteria to evaluate the alternatives based on early conceptual design. The representative project from ST3 was included in the Level 1 alternatives. The alternatives selected by the Elected Leadership Group (ELG) were refined and carried forward into the Level 2 analysis.

The Level 2 Evaluation will apply more quantitative criteria and compare the alternatives for the TDLE. The results of the Level 2 analysis will be presented to the Sound Transit Board to help them identify a preferred alternative to be evaluated in the EIS.

Pre-Screening

The initial pre-screening process involved two steps: 1) considering if the alternatives being studied satisfy the purpose and need Statement, and 2) evaluating the alternatives for consistency with the project scope defined in the ST3 Plan, which is the basis for the proposed project.

FTA guidelines were used to develop and analyze the project alternatives. Potential alternatives for the TDLE came from previous regional and local planning studies (see Section 2.2) and input from agencies, tribes, and the public during a 30-day early scoping period between April 2 and May 3, 2018. The early scoping period included three public open houses (in Federal Way, Fife, and Tacoma). The public open houses provided several interactive opportunities for attendees to provide input and draw alignment and station location suggestions on a large map of the project corridor. An online open house also provided opportunities to learn about the project and provide comments. During the early scoping process, people could provide comments in the following ways:

- Online open house survey: tdlink.participate.online
- Email: tdlink@soundtransit.org
- Mail: Sound Transit, c/o Senior Environmental Planner Steve Kennedy, 401 S. Jackson Street, Seattle, WA 98104
- Community Open Houses: Written comment forms, interactive boards/roll plots, and a computer survey

In addition to the public meetings, an early scoping meeting was held in Tacoma on the afternoon of April 17, 2018, for tribes, agencies, and jurisdictions. Agency participants could

learn about the project, ask questions, and provide informal comments on interactive roll plot maps of the corridor in advance of providing their formal early scoping comment letters.

Early scoping comments were received from one Tribal government and 11 agencies, and over 550 written comments were received from members of the public. Common project-wide themes included:

- Support for the light rail system
- Concern about taxes and project costs
- Providing adequate parking at stations
- Evaluating economic tradeoffs: increased access to local and regional job opportunities and potential impacts to businesses along the route
- Interest in transit oriented development (TOD)

The Early Scoping Summary Report contains further information about the comments received (Sound Transit 2018b).

Potential concepts for the TDLE project began by reviewing previous work done in regional planning studies, including Sound Move—The Ten-Year Regional Transit System Plan (Sound Transit 1996), the Regional Transit Long-Range Plan (Sound Transit 2005), Sound Transit 2: A Mass Transit Guide—The Regional Transit System Plan for Central Puget Sound (Sound Transit 2008), Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (Sound Transit 2016), and the Federal Way to Tacoma High Capacity Transit Corridor Study (Sound Transit 2014a). Local planning studies were also reviewed. The existing transit network and plans for the Federal Way Link Extension were also considered.

Based on previous studies and public involvement completed for the adoption of the Long-Range Plan and the EIS, and on the results of the Federal Way to Tacoma High Capacity Transit Corridor Study and related ST3 planning and outreach, the Sound Transit Board has adopted light rail transit (LRT) as the mode to serve the South Corridor connecting Seattle to Tacoma. Therefore, only LRT alternatives are being considered for the Tacoma Dome Link Extension.

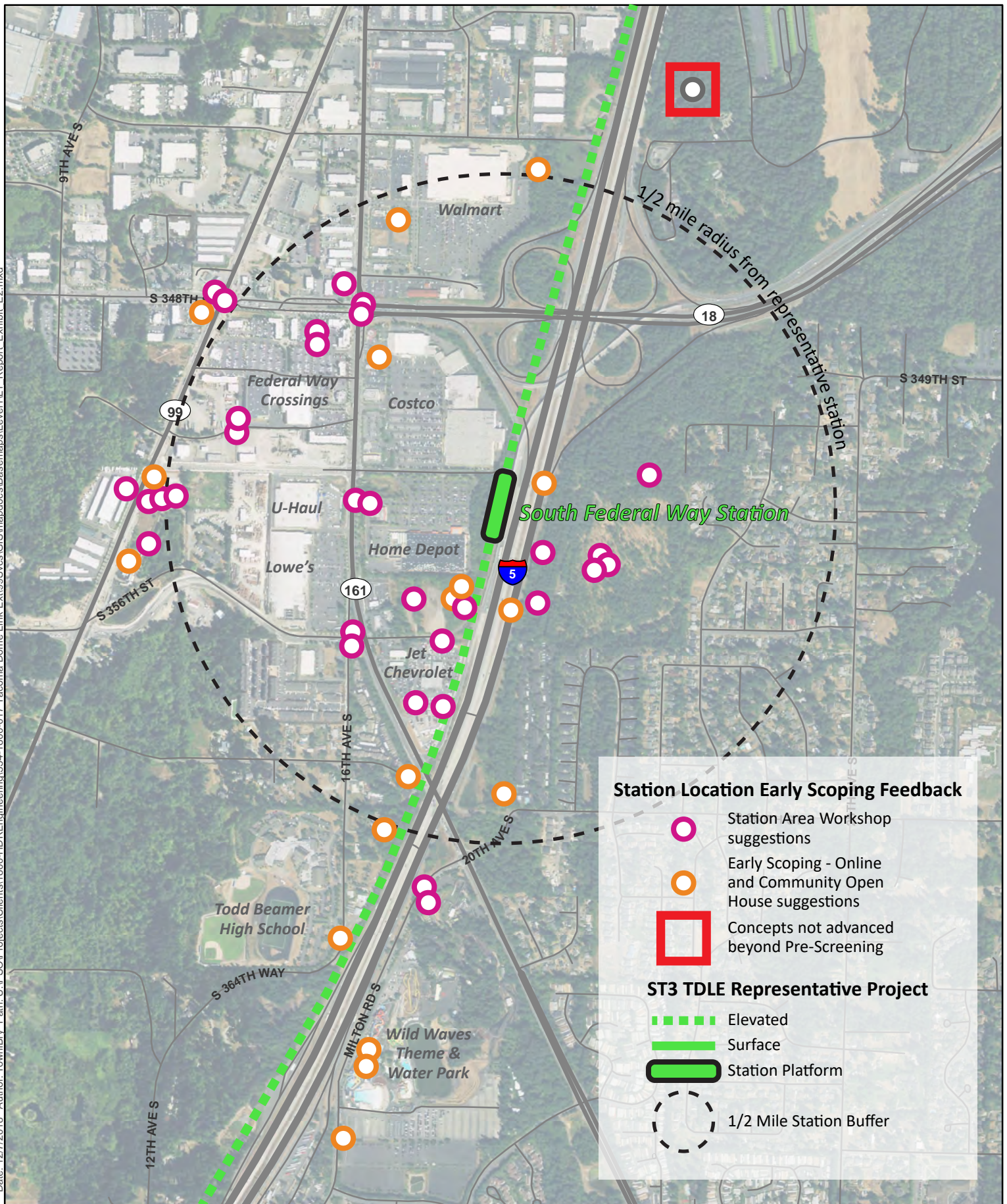
Alternatives considered during the pre-screening and Level 1 evaluation included different alignment and station concepts. The alignment refers to the horizontal location on the ground within a corridor and the vertical elevation of the aerial guideway. The initial range of alternatives are generally located within the SR 99 or I-5 corridors as shown in Exhibit E-1. The pre-screening of alternatives was undertaken to identify and screen out alignment and station concepts that did not warrant further consideration in the Level 1 evaluation.

A few alignment concepts outside of the SR 99 and I-5 corridors were considered in the pre-screening, such as an alignment along the Interurban Trail corridor and extending Tacoma Link west of the Tacoma Dome to East Tacoma (see Exhibit E-5). These concepts were not brought forward into the Level 1 evaluation because of inconsistency with the Purpose and Need, inconsistency with the ST3 Plan, circuitous routing that would add travel time to the HCT service, and environmental constraints. The SR 99 and I-5 corridors are the only practicable options to meet the project Purpose and Need to extend the HCT system between the Federal Way Transit Center and the Tacoma Dome station area, providing direct connections with Sounder commuter rail, Tacoma Link light rail, and Amtrak passenger rail (future), as well as the Sound Transit Express, Pierce Transit, Greyhound, and King County Metro bus transit systems.

Station concepts that were not brought forward into the Level 1 evaluation are shown on Exhibits E-3 to E-5. These station concepts included:

- A station located to the northwest of the I-5/SR 18 interchange in the Weyerhaeuser property—this station concept is inconsistent with ST3 because it is located outside of the South Federal Way activity center.
- A station located in Milton just north of 70th Avenue E between I-5 and Pacific Highway E—this station concept is inconsistent with ST3 because it is located outside of the Fife activity center.
- A station located in Tacoma in the SR 509 right-of-way (ROW) in the Burlington Northern Santa Fe (BNSF) Railyard – this station concept is inconsistent with ST3 because it is located outside of both the East Tacoma and Tacoma Dome activity centers.
- A series of stations located in McKinley Park in Tacoma—these station concepts are inconsistent with ST3 because of the location outside of the Tacoma Dome activity center and within a major public park facility.
- A series of stations located to the west of I-705 in Tacoma—these station concepts are inconsistent with ST3 because of the location outside of the Tacoma Dome activity center.

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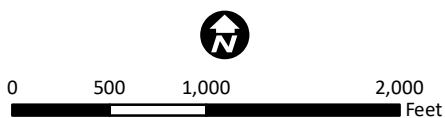
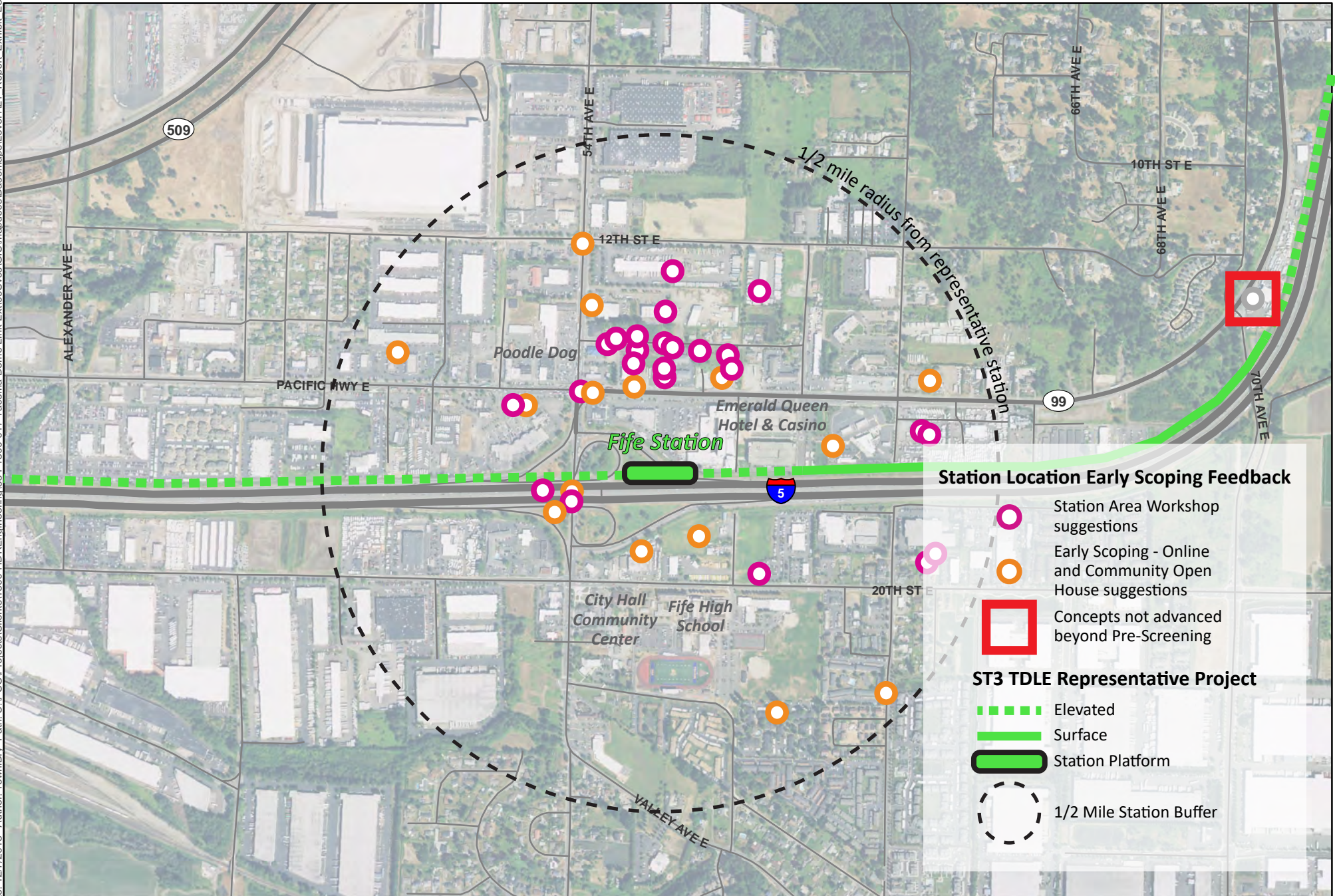


Exhibit E-3
TDLE Station Location Feedback
South Federal Way

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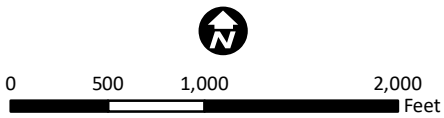
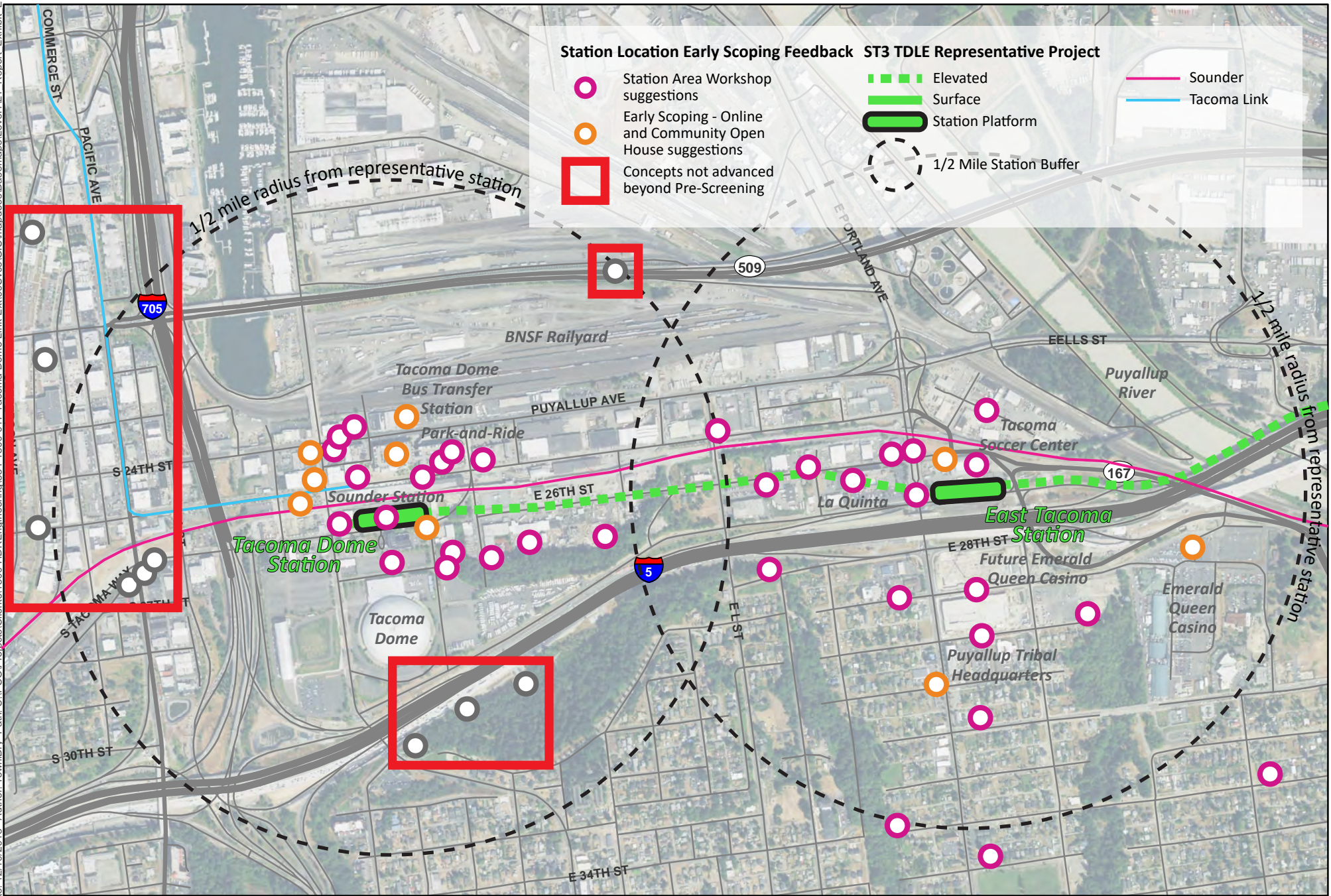


Exhibit E-4
TDLE Station Location Feedback
Fife

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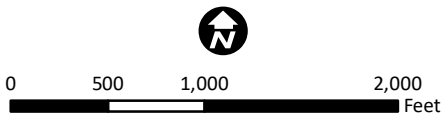


Exhibit E-5
TDLE Station Location Feedback
East Tacoma and Tacoma Dome

Level 1 Alternatives

There are a total of 51 alternatives in the segments that were evaluated in Level 1. The representative project, which was included in ST3, is included in the alternatives that were evaluated in Level 1. The vertical profile of all TDLE alternatives is assumed to be elevated except for relatively short at-grade alignment sections in locations where elevated street crossings are not required. More detailed information regarding specific design details will be developed in later phases of the project. This analysis assumed that all alternatives would be elevated.

South Federal Way

There are 17 alternatives in South Federal Way (SF) that can generally be categorized into four alignment families: Enchanted Parkway, SR 99, I-5 West/Representative, and I-5 Median/I-5 East, as shown on Exhibit E-6.

Enchanted Parkway

The Enchanted Parkway alternatives include SF 1 Enchanted/348th, SF 2 Enchanted/352nd, and SF 3 Enchanted/356th, as depicted on Exhibit E-7. For a detailed description of the Enchanted Parkway alternatives, see Section 2.2.

SR 99

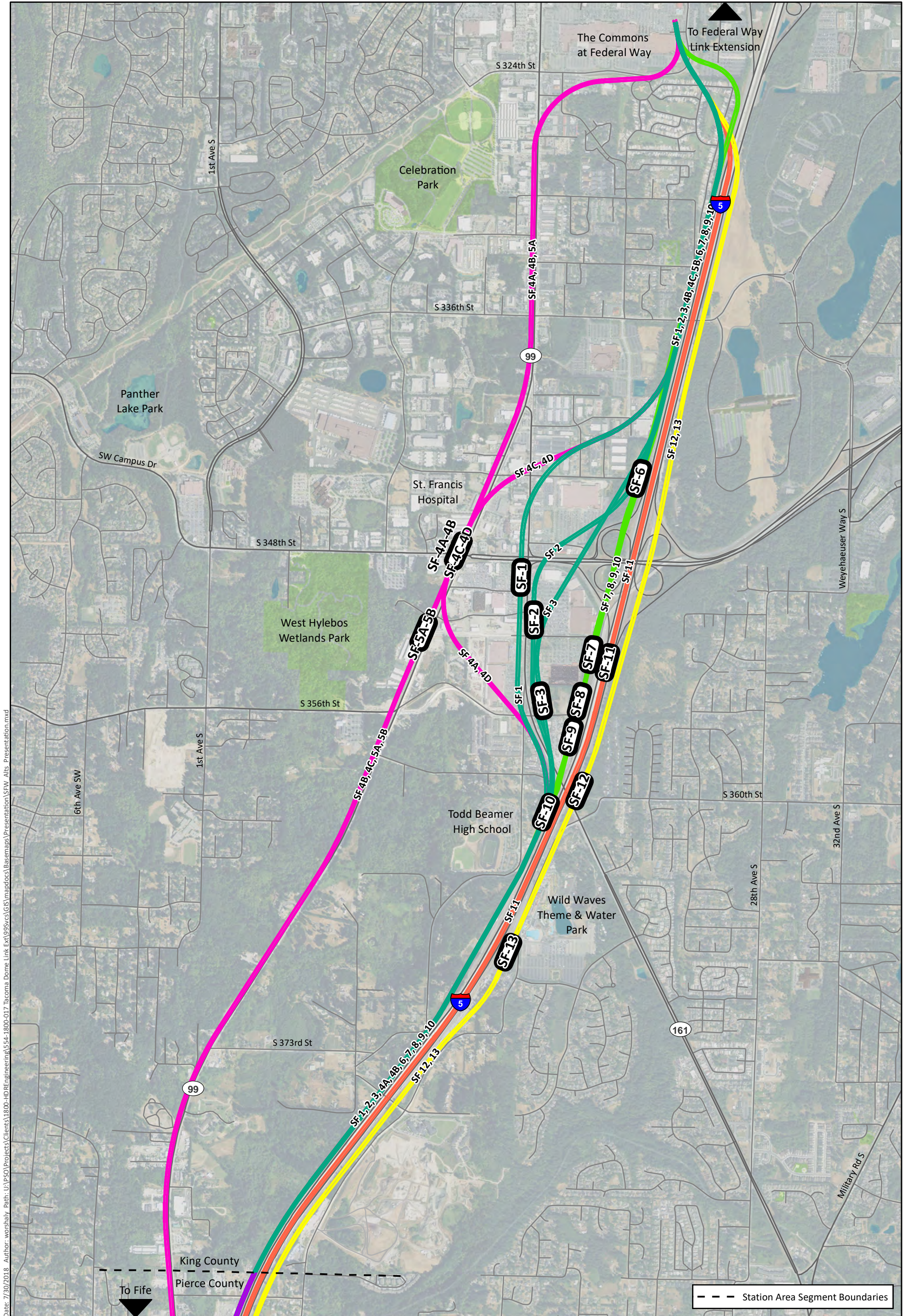
The SR 99 alternatives include SF 4A 99 North (SR 99 to I-5), SF 4B 99 North (SR 99), SF 4C 99 North (I-5 to SR 99), SF 4D 99 North (I-5 to SR 99 to I-5), SF 5A 99 South (SR 99), and SF 5B 99 South (I-5 to SR 99), as depicted on Exhibit E-8. For a detailed description of the SR 99 alternatives, see Section 2.2.

I-5 West/Representative Alignment

The I-5 West/Representative alternatives include SF 6 I-5/344th, SF 7 I-5/352nd (Representative), SF 8 I-5/356th, SF 9 I-5/Jet, and SF 10 I-5/359th, as depicted on Exhibit E-9. For a detailed description of the I-5 West/Representative Alignment alternatives, see Section 2.2.

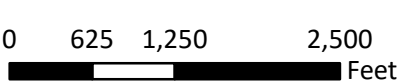
I-5 Median/I-5 East

The I-5 Median/I-5 East alternatives include SF 11 Median, SF 12 I-5 East/Enchanted, and SF 13 I-5 East/Wild Waves, as depicted on Exhibit E-10. For a detailed description of the I-5 Median/I-5 East alternatives, see Section 2.2.



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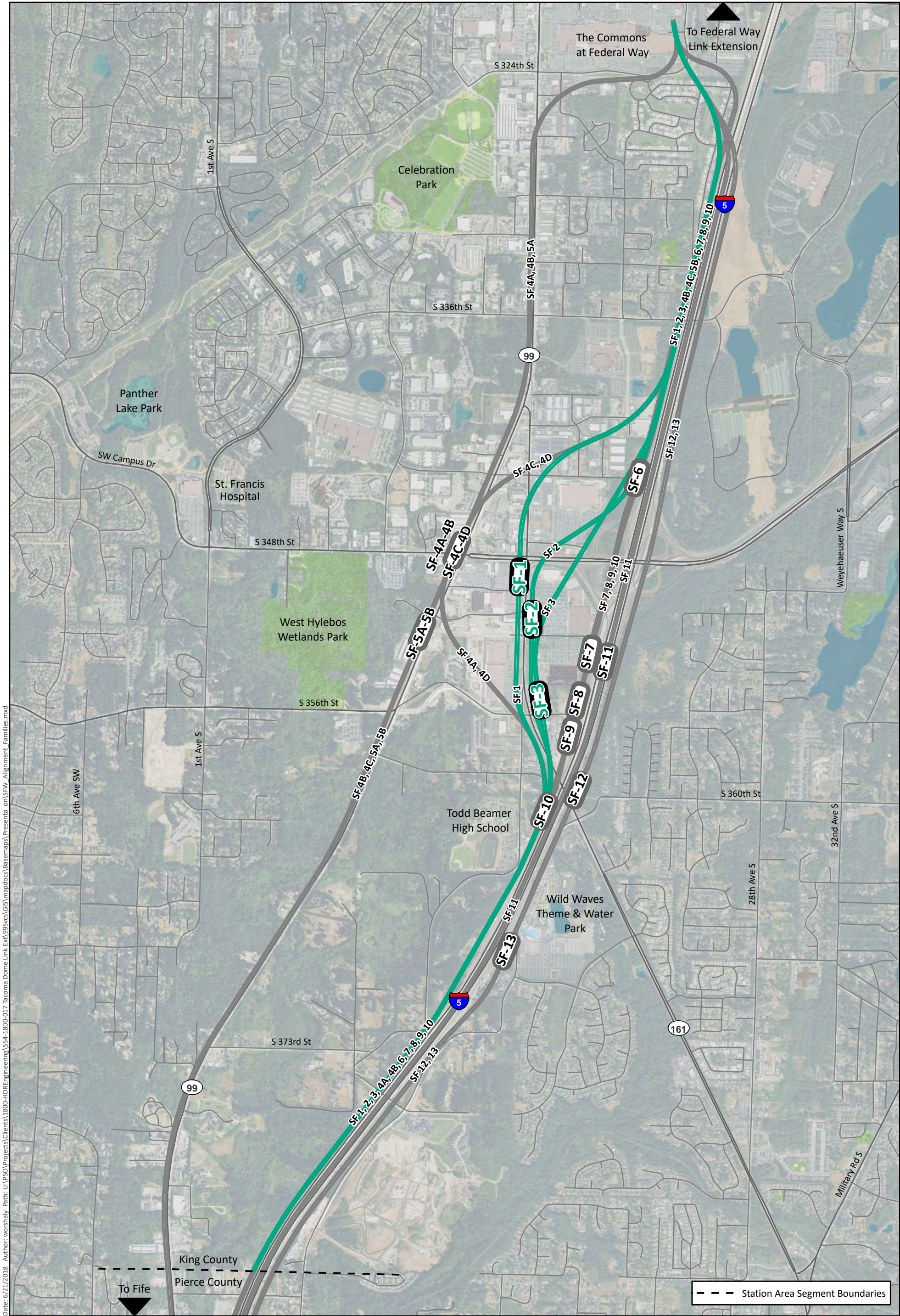
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South Federal Way Alternative Alignments

- | | | |
|----------------------|-------------------------------|---------------------------|
| SF 1 Enchanted/348th | SF 4D I-5 to SR 99 to I-5 | SF 9 I-5/Jet |
| SF 2 Enchanted/352nd | SF 5A SR 99 | SF 10 I-5/359th |
| SF 3 Enchanted/356th | SF 5B I-5 to SR 99 | SF 11 I-5 Median |
| SF 4A SR 99 to I-5 | SF 6 I-5/344th | SF 12 I-5 East/Enchanted |
| SF 4B SR 99 | SF 7 I-5/352nd/Representative | SF 13 I-5 East/Wild Waves |
| SF 4C I-5 to SR 99 | SF 8 I-5/356th | |

Exhibit E-6
Level 1 Alternatives -
South Federal Way



0 625 1,250 2,500
Feet



Enchanted Parkway Alignment Family

- Other Alignments
- SF 1 Enchanted/348th
- SF 2 Enchanted/352nd
- SF 3 Enchanted/356th

Exhibit E-7 Level 1 Alternatives - South Federal Way - Enchanted Parkway Alignment Family

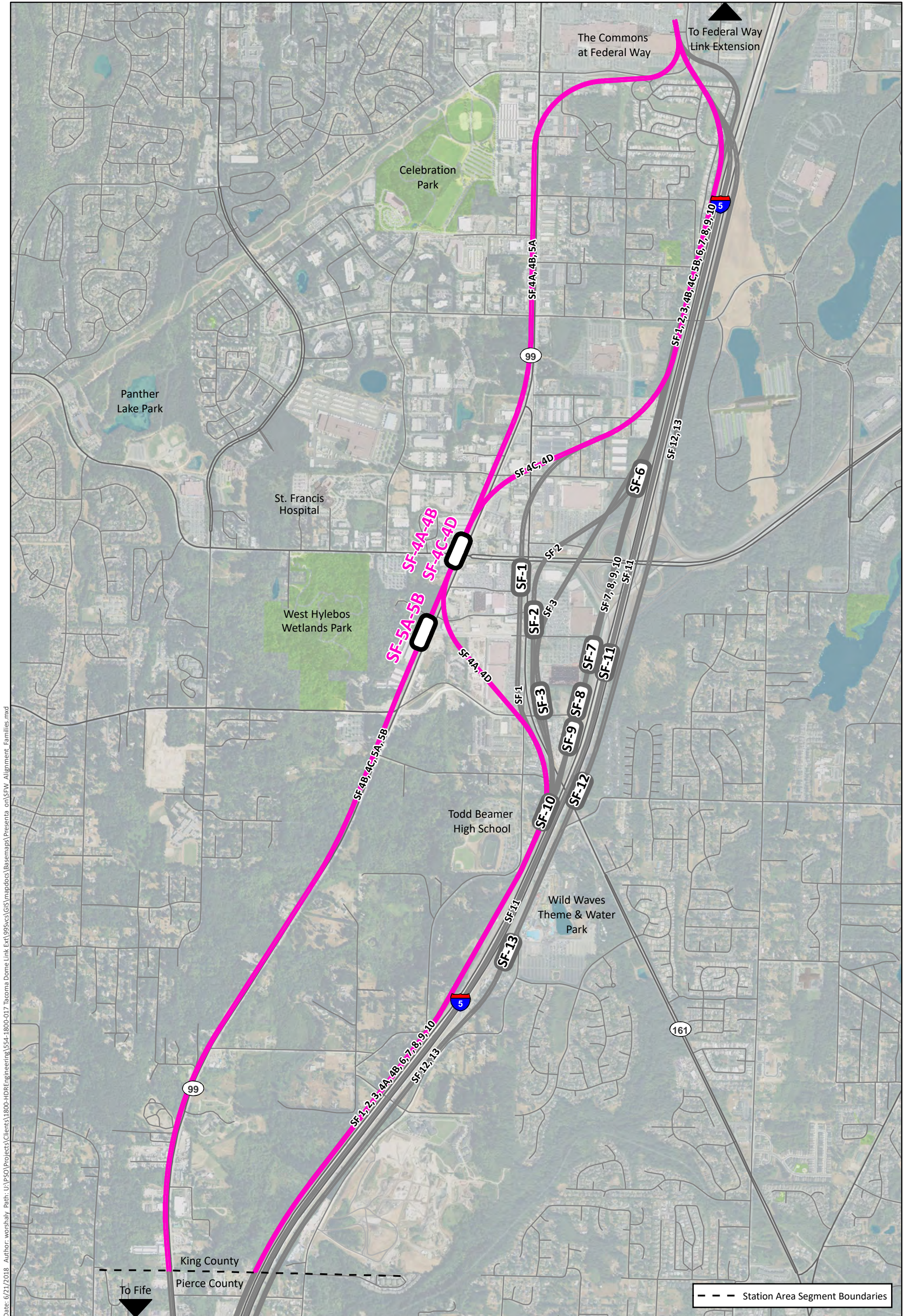
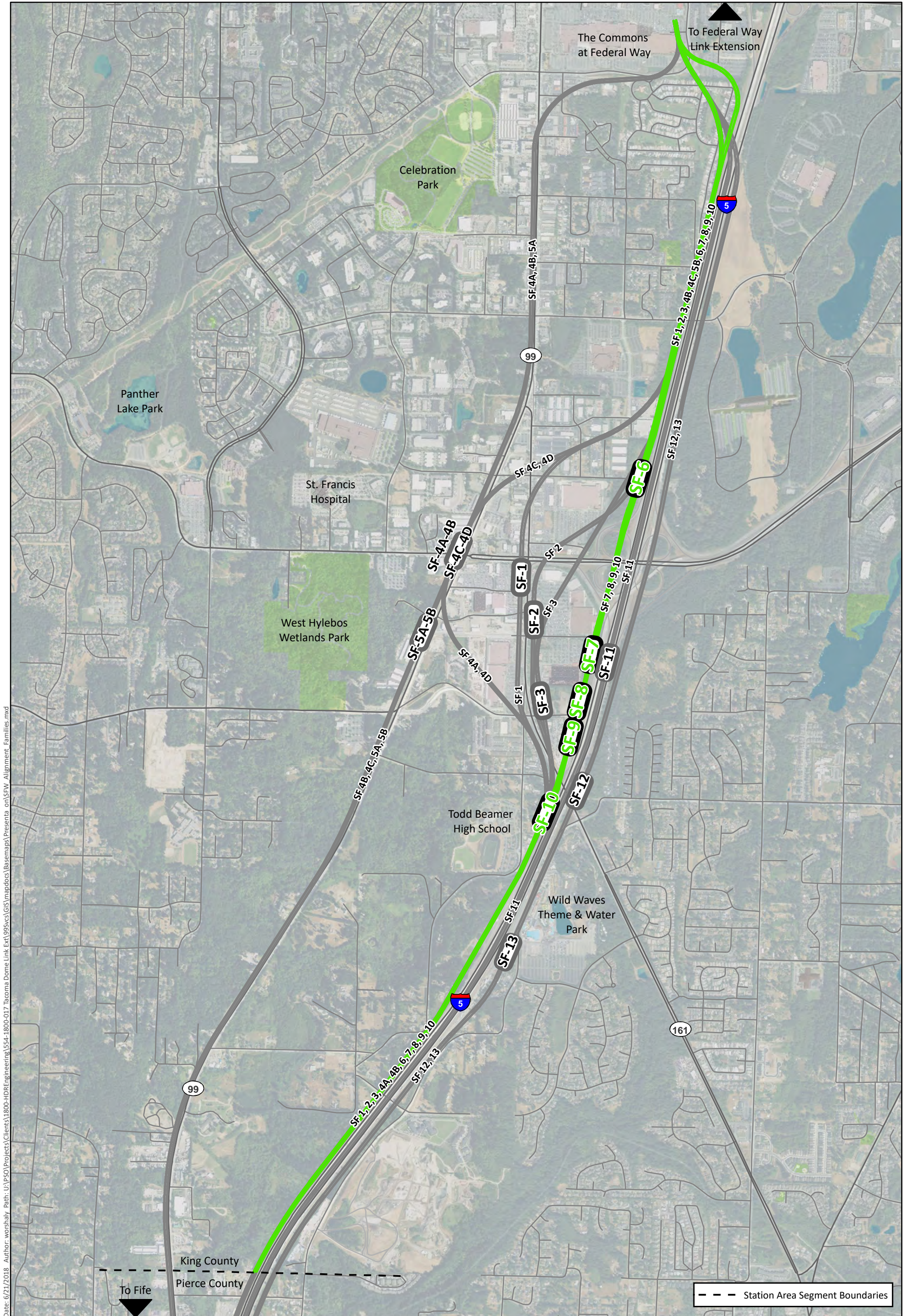


Exhibit E-8
Level 1 Alternatives - South
Federal Way - SR 99 Alignment
Family



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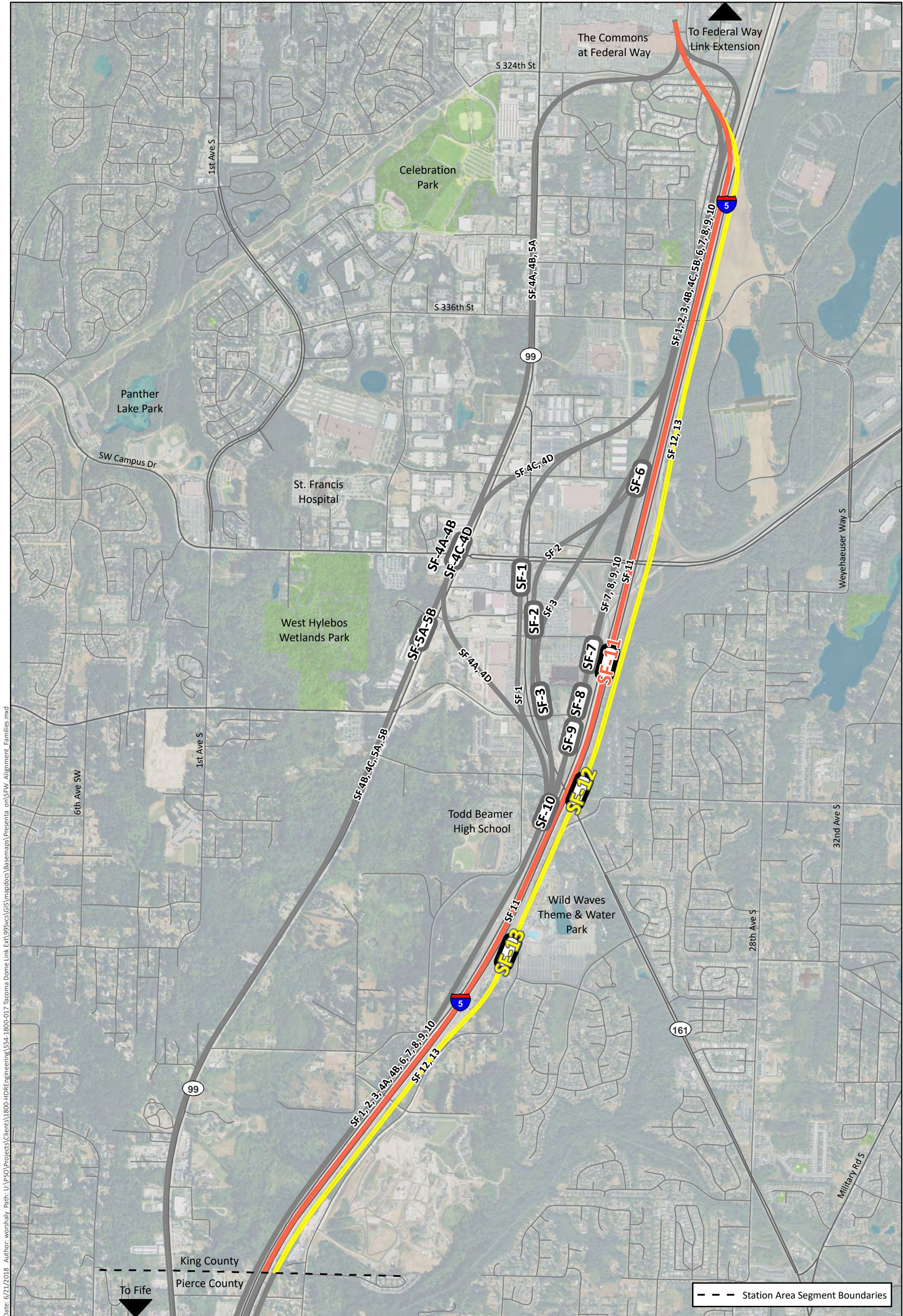


Exhibit E-10
Level 1 Alternatives - South Federal
Way - I-5 Median/I-5 East
Alignment Family

Fife

There are 16 alternatives in Fife that can generally be categorized into five alignment families: I-5 West to 12th Street, Pacific Highway/15th Street, Pacific Highway East/South, I-5 West/Representative, and I-5 Median/I-5 South, as shown on Exhibit E-11.

I-5 West to 12th Street

The I-5 West to 12th Street alternative includes Fife 1 12th Street, as depicted on Exhibit E-12. For a detailed description of the I-5 West to 12th Street alternative, see Section 2.2.

Pacific Highway West/15th Street

The Pacific Highway West/15th Street alternatives include Fife 2A-B Pacific Highway West and Fife 3A-B 15th Street, as depicted on Exhibit E-13. For a detailed description of the Pacific Highway West/15th Street alternatives, see Section 2.2.

Pacific Highway East/South

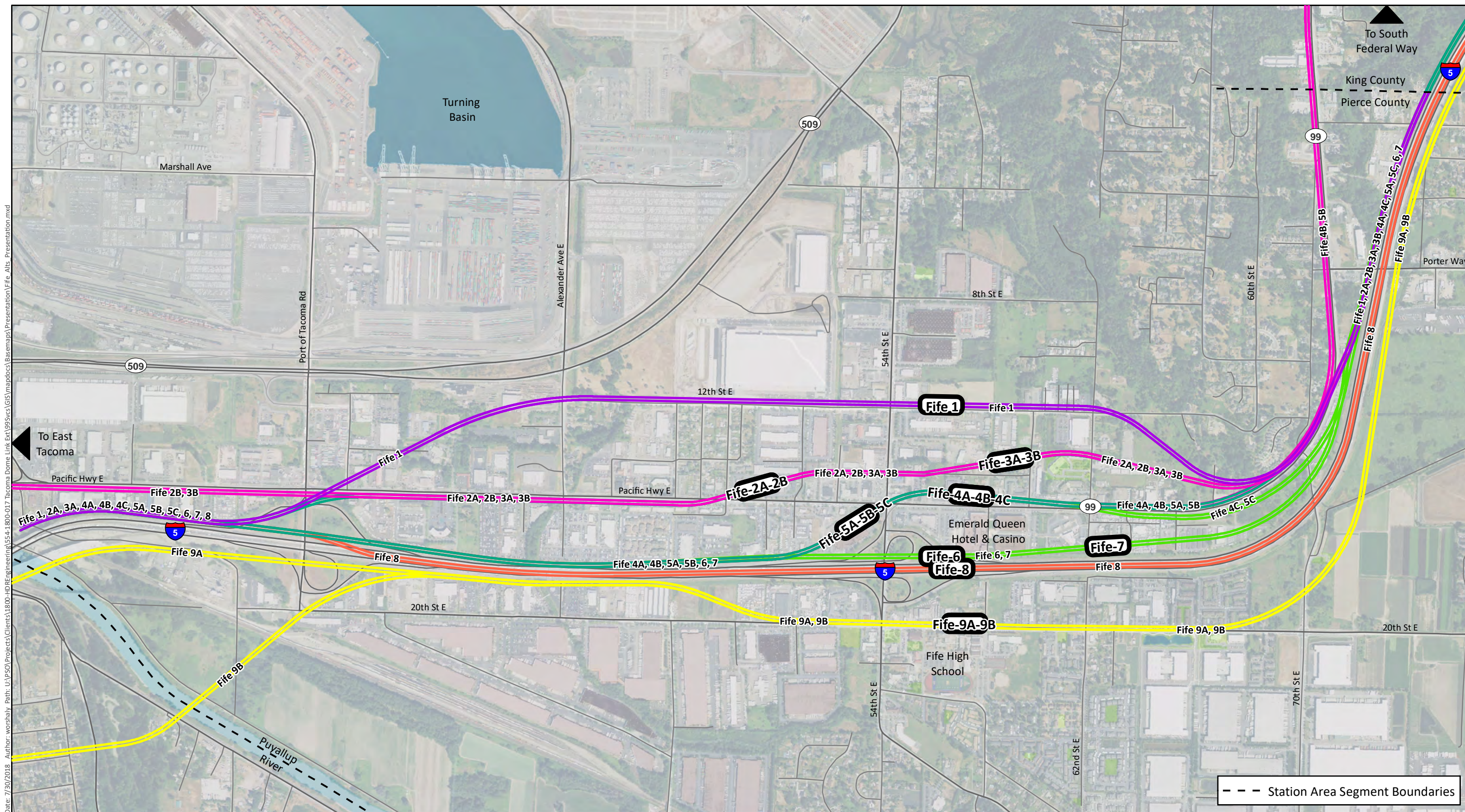
The Pacific Highway East/South alternatives include Fife 4A-C Pacific Highway East and Fife 5A-C Pacific Highway South, as depicted on Exhibit E-14. For a detailed description of the Pacific Highway East/South alternatives, see Section 2.2.

I-5 West/Representative

The I-5 West/Representative alternatives include Fife 6 I-5 West (Representative) and Fife 7 I-5 East, as depicted on Exhibit E-15. For a detailed description of the I-5 West/Representative alternatives, see Section 2.2.

I-5 Median/I-5 South

The I-5 Median/I-5 South alternatives include Fife 8 I-5 Median and Fife 9A-B 20th Street, as depicted on Exhibit E-16. For a detailed description of the I-5 Median/I-5 South alternatives, see Section 2.2.



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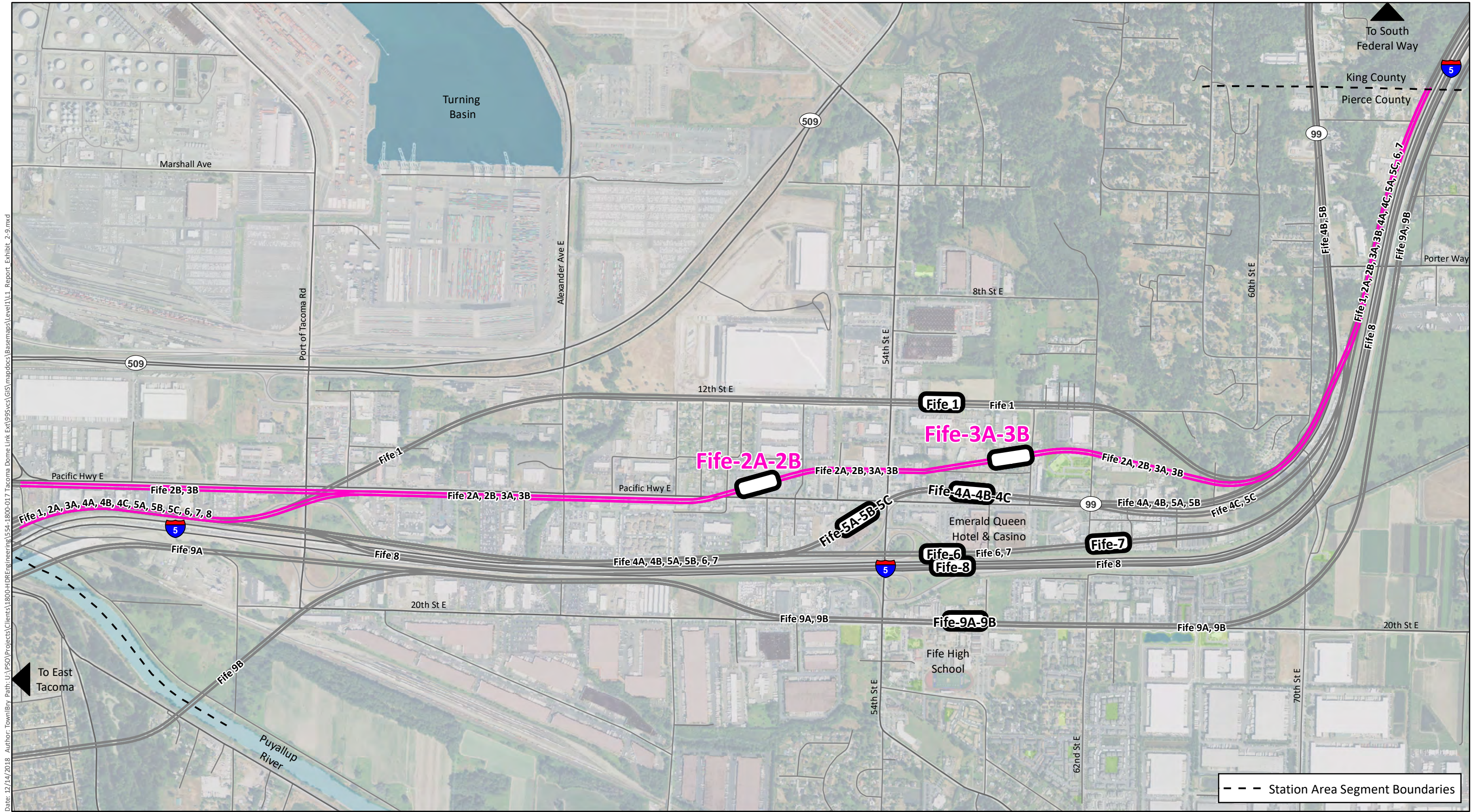


Fife Alternative Alignments

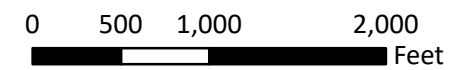
- | | | | |
|--------------------------|--------------------------|--------------------------------|---------------------|
| Fife 1 12th Street | Fife 3B 15th Street | Fife 5A Pacific Hwy South | Fife 7 I-5 East |
| Fife 2A Pacific Hwy West | Fife 4A Pacific Hwy East | Fife 5B Pacific Hwy South | Fife 8 I-5 Median |
| Fife 2B Pacific Hwy West | Fife 4B Pacific Hwy East | Fife 5C Pacific Hwy South | Fife 9A 20th Street |
| Fife 3A 15th Street | Fife 4C Pacific Hwy East | Fife 6 I-5 West/Representative | Fife 9B 20th Street |

Exhibit E-11 Level 1 Alternatives - Fife

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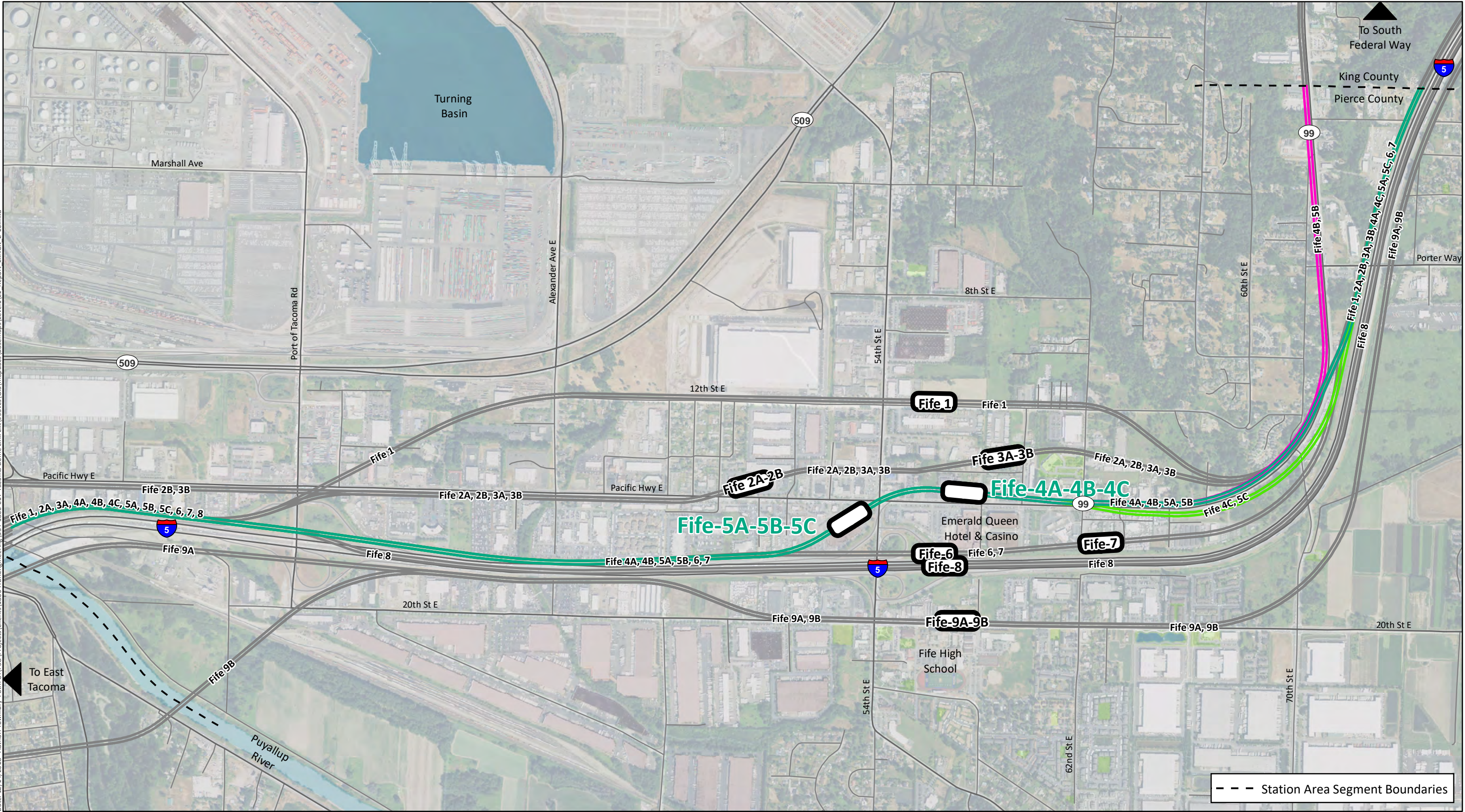


Source: © Mapbox, © OpenStreetMap



- Pacific Highway West/15th Street Alignment Family**
- Other Alignments
 - Fife 2A Pacific Highway West
 - Fife 2B Pacific Highway West
 - Fife 3A 15th St
 - Fife 3B 15th St

Exhibit E-13
Level 1 Alternatives - Fife - Pacific Highway West/15th Street Alignment Family



Source: © Mapbox, © OpenStreetMap

0 500 1,000 2,000
Feet



Pacific Highway East/South Alignment Family

— Other Alignments

— Fife 4A Pacific Highway East

— Fife 4B Pacific Highway East

— Fife 4C Pacific Highway East

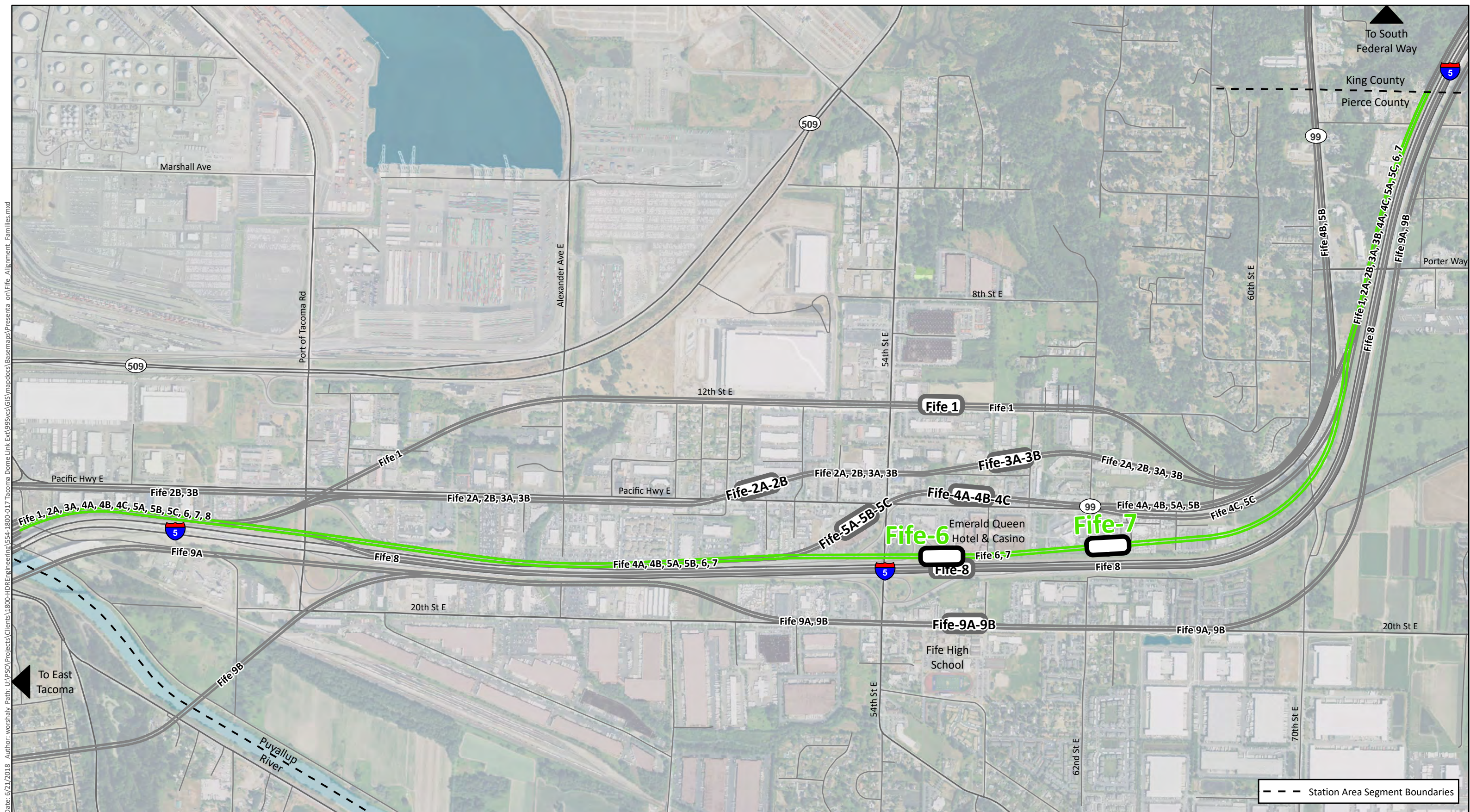
— Fife 5A Pacific Highway South

— Fife 5B Pacific Highway South

— Fife 5C Pacific Highway South

Exhibit E-14

Level 1 Alternatives - Fife - Pacific
Highway East/South Alignment Family



East Tacoma

There are 11 alternatives in East Tacoma (ET) that can generally be categorized into four alignment families: Puyallup Avenue, East 25th Street, East 26th Street/Representative, and East 26th/27th Street, as shown on Exhibit E-17.

Puyallup Avenue

The Puyallup Avenue alternatives include ET 1A Puyallup Avenue (I-5 West to Puyallup) and ET 1B Puyallup Avenue (SR 99 to Puyallup), as depicted on Exhibit E-18. For a detailed description of the Puyallup Avenue alternatives, see Section 2.2.

East 25th Street

The East 25th Street alternative includes ET 2 25th Street, as depicted on Exhibit E-19. For a detailed description of the East 25th Street alternative, see Section 2.2.

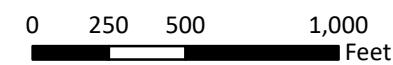
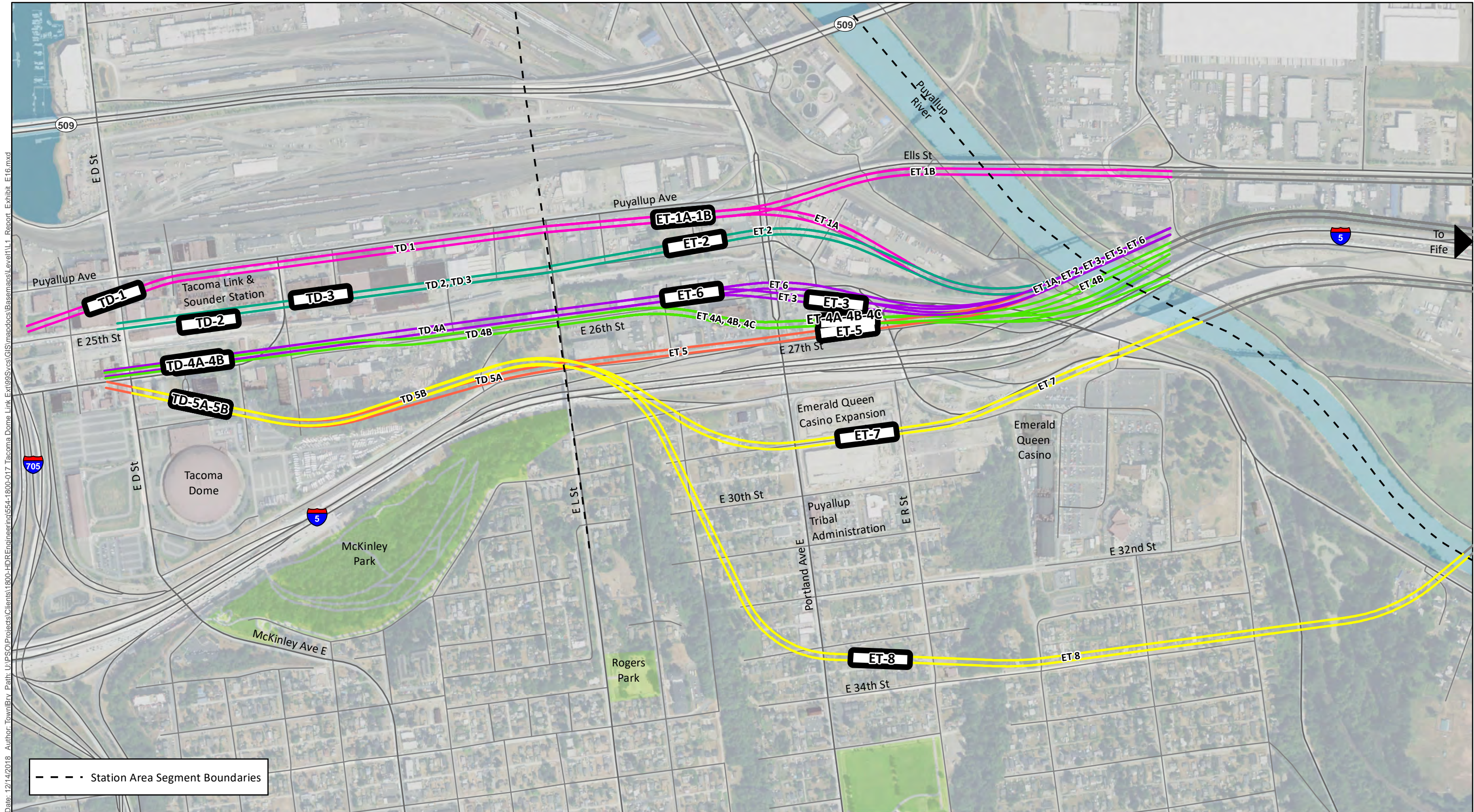
East 26th Street/Representative

The East 26th Street/Representative alternatives include ET 3 26th Street East, ET 4A-C 27th Street North, and ET 6 26th Street West, as depicted on Exhibit E-20. For a detailed description of the East 26th Street/Representative alternatives, see Section 2.2.

East 26th/27th Street

The East 26th/27th Street alternatives include ET 5 27th Street South, ET 7 29th Street, and ET 8 34th Street, as depicted on Exhibit E-21. For a detailed description of the East 26th/27th Street alternatives, see Section 2.2.

Date: 12/14/2018 Author: Town/Bry Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ex\99S\GIS\mapdocs\Basemaps\Level1\1 Report Exhibit E-16.mxd



Tacoma Dome Alternative Alignments

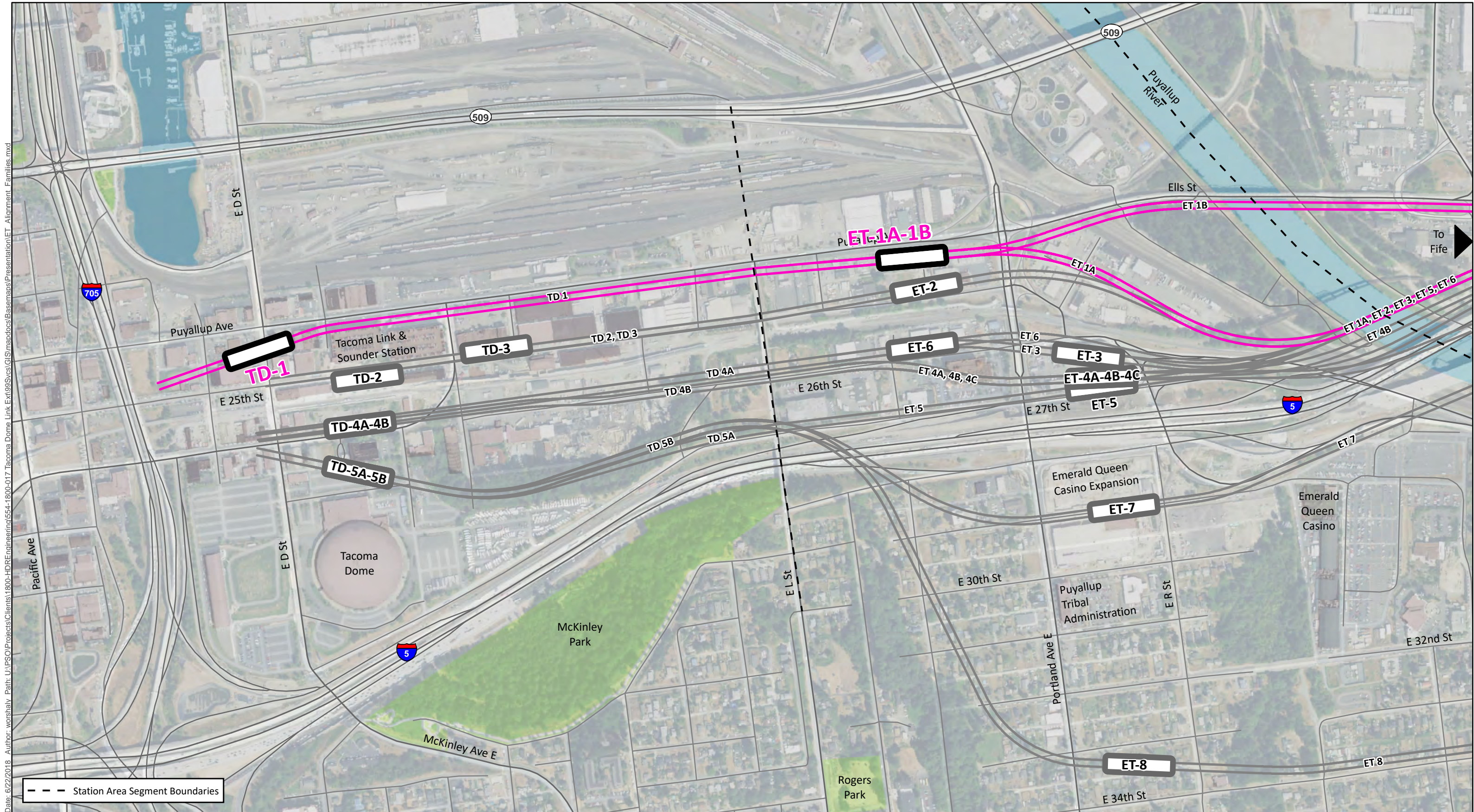
- TD 1 Puyallup Avenue
- TD 2 25th Street West
- TD 3 25th Street East
- TD 4A 26th Street
- TD 4B 26th Street/Representative
- TD 5A 27th Street
- TD 5B 27th Street

East Tacoma Alternative Alignments

- ET 1A Puyallup Avenue
- ET 1B Puyallup Avenue
- ET 2 25th Street
- ET 3 26th Street East
- ET 4A 27th Street North
- ET 4B 27th Street North/Representative
- ET 4C 27th Street North
- ET 5 27th Street South
- ET 6 26th Street West
- ET 7 29th Street
- ET 8 34th Street

Exhibit E-17
Level 1 Alternatives - East Tacoma and Tacoma Dome

Date: 6/22/2018 Author: worshahv Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ext\99Svcs\GIS\mapdocs\Basemaps\Presentation\ET Alignment Families.mxd



Source: © Mapbox, © OpenStreetMap

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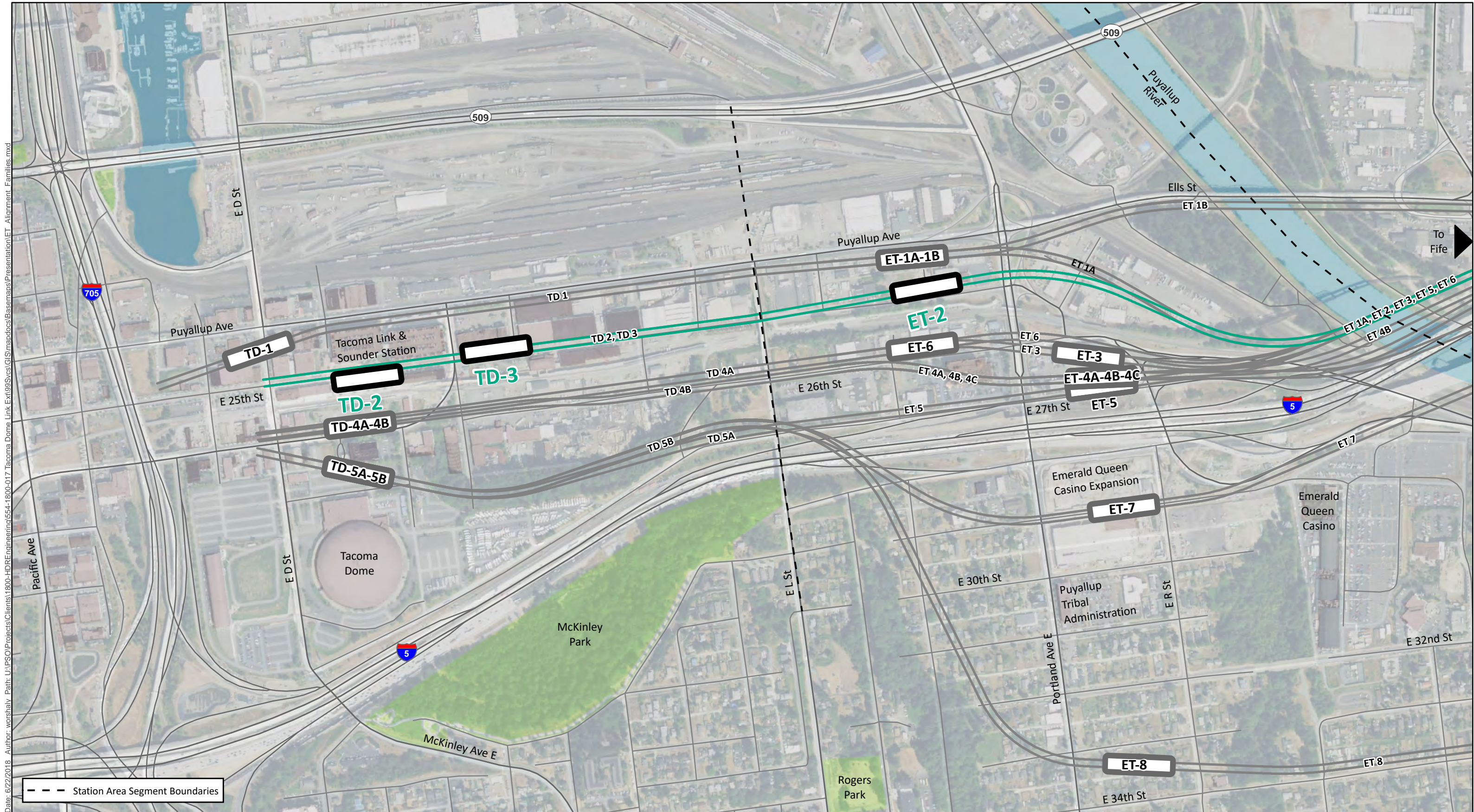


- Puyallup Avenue Alignment Family**
- Other Alignments
 - ET 1A Puyallup Avenue
 - ET 1B Puyallup Avenue
 - TD 1 Puyallup Ave

Exhibit E-18

Level 1 Alternatives - East Tacoma and Tacoma Dome - Puyallup Avenue Alignment Family

Date: 6/22/2018 Author: worshav Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link ET\99Svcs\GIS\mapdocs\Basemaps\Presentation\ET Alignment Families.mxd



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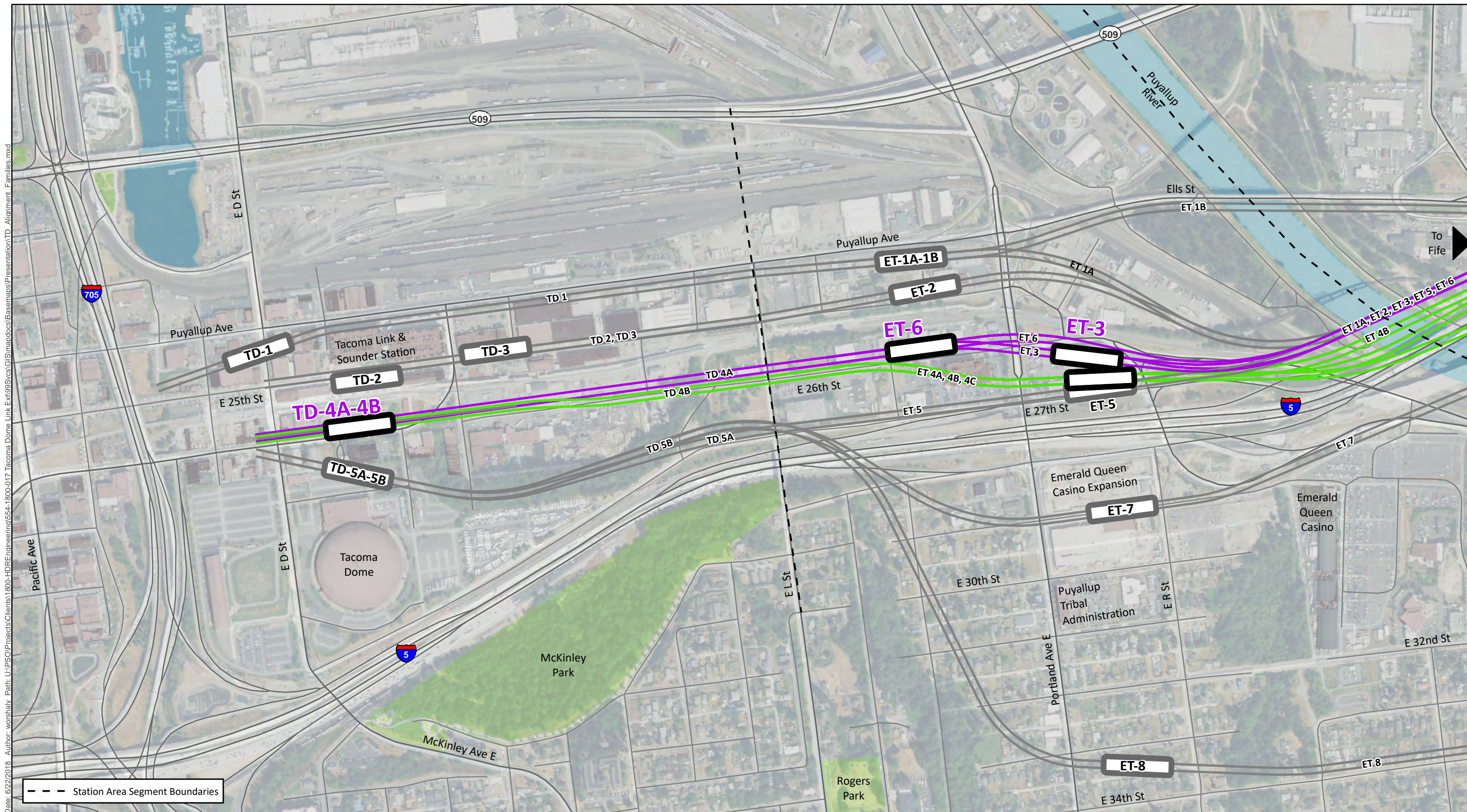
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- East 25th Street Alignment Family**
- Other Alignments
 - ET 2 25th Street
 - TD 2 25th Street West
 - TD 3 25th Street East

Exhibit E-19
Level 1 Alternatives - East Tacoma and Tacoma Dome - East 25th Street Alignment Family

Date: 6/22/2018 Author: worshah Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ex\99Srcs\GIS\mapdocs\Basemaps\Presentation\TD Alignment Families.mxd



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East 26th Street/Representative Alignment Family

— Other Alignments

— TD 4A 26th Street

— TD 4B 26th Street/Representative

— ET 3 26th Street East

— ET 4A 27th Street North

— ET 4B 27th Street North/Representative

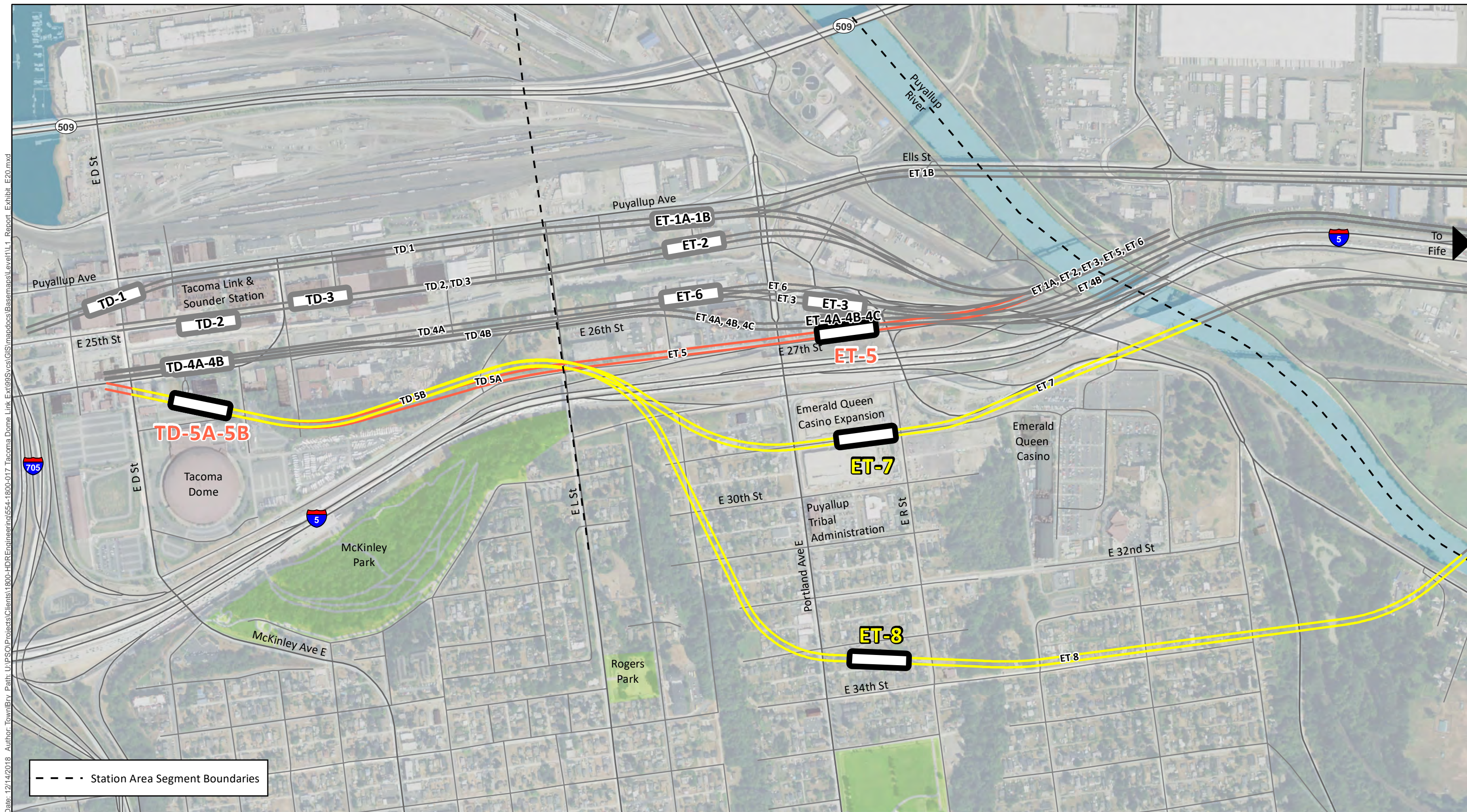
— ET 4C 27th Street North

— ET 6 26th St West

Exhibit E-20

Level 1 Alternatives - East Tacoma and Tacoma Dome - East 26th Street/Representative Alignment Family

Date: 12/14/2018 Author: Town/Bry Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ex\99Svcs\GIS\mapdocs\Basemaps\Level1\1 Report Exhibit E20.mxd



Source: © Mapbox, © OpenStreetMap

0 250 500 1,000 Feet



East 26th Street/27th Street Alignment Family

- Other Alignments
- TD 5A 27th Street
- ET 5 27th Street South
- TD 5B 27th Street
- ET 7 29th Street
- ET 8 34th Street

Exhibit E-21
Level 1 Alternatives - East Tacoma and Tacoma Dome - East 26th Street/27th Street Alignment Family

Tacoma Dome

There are seven alternatives at the Tacoma Dome (TD) that can generally be categorized into four alignment families: Puyallup Avenue, East 25th Street, East 26th Street/Representative, and East 26th/27th Street, as shown on Exhibit E-17.

Puyallup Avenue

The Puyallup Avenue alternative includes TD 1 Puyallup Avenue, as depicted on Exhibit E-18. For a detailed description of the Puyallup Avenue alternative, see Section 2.2.

East 25th Street

The East 25th Street alternatives include TD 2 25th Street West and TD 3 25th Street East, as depicted on Exhibit E-19. For a detailed description of the East 25th Street alternatives, see Section 2.2.

East 26th Street/Representative

The East 26th Street/Representative alternatives include TD 4A-B 26th Street, as depicted on Exhibit E-20. For a detailed description of the East 26th Street/Representative alternatives, see Section 2.2.

East 26th/27th Street

The East 26th/27th Street alternatives include TD 5A-B 27th Street, as depicted on Exhibit E-21. For a detailed description of the East 26th/27th Street alternatives, see Section 2.2.

Level 1 Criteria

The Purpose and Need Statement for this project establishes five objectives that have been used to develop the evaluation criteria for the Level 1 analysis of alternatives. These objectives are to:

- Provide Effective Transportation Solutions to meet Mobility, Access, and Capacity Needs;
- Support Sustainable Land Use Plans, Economic Development, and TOD;
- Preserve the Environment;
- Support Equitable Mobility; and
- Provide a Financially Sustainable and Constructible Project.

Exhibit E-22, Level 1 Screening, lists these objectives and evaluation criteria, which were used to develop measures to assess the differences among the alternatives. The qualitative and quantitative measures were used to select alternatives for a more detailed Level 2 evaluation. A broad set of initial alternatives were reviewed against the Purpose and Need of the project and the screening criteria for the Level 1 analysis.

EXHIBIT E-22
Level 1 Screening

Evaluation Criteria	Measures
Objective: Provide Effective Transportation Solutions to Meet Mobility, Access, and Capacity Needs Purpose and Need: <ul style="list-style-type: none"> • Provide high quality rapid, reliable, accessible, and efficient light rail transit service connecting the communities of Federal Way, Milton, Fife, Tacoma, and the Puyallup Tribe of Indians to other destinations on the regional HCT system. • Meet projected transit demand and offer an alternative to travel on congested roadways, better connecting people to where they live, work, and play. • Expand mobility for people in the corridor and region, including low income, minority, or transit-dependent populations. 	
Ridership Potential	L1.1: Travel time L1.2: Total population and employment (2035) within 1/2 mile of stations L1.3: Proximity to existing/future population and employment centers/activity centers and major destinations within 1/2 mile of stations
Objective: Support Sustainable Land Use Plans, Economic Development, and TOD Purpose and Need: <ul style="list-style-type: none"> • Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan Update(Sound Transit 2014b). • Encourage equitable and sustainable urban growth in station areas through support of TOD and multimodal integration in a manner that is consistent with adopted local comprehensive plans and policies, including Sound Transit's Transit Oriented Development and Sustainability Policies. • Encourage convenient and safe nonmotorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy. 	
Supports future TOD opportunities	L1.4: Consistency with local and Tribal economic development goals, planned development, current and anticipated zoning, and/or comprehensive plans L1.5: Barriers that limit the development potential, walkshed, and range and safety of bicycling around the station such as topography, wide roads, highways, bodies of water, and railways L1.6: Presence of amenities to catalyze complete neighborhoods, such as shops, services, schools, recreational facilities, civic or character amenities, or views/access to nature
Promotes multimodal access and connections	L1.7: Qualitative assessment of bike and pedestrian accessibility and potential for improvement L1.8: Qualitative assessment of transit connections and potential for improvement within station areas
Objective: Preserve the Environment Purpose and Need: <ul style="list-style-type: none"> • Preserve and promote a healthy and sustainable environment and economy by minimizing adverse impacts on the natural, built, and social environments. 	
Effects on the natural environment	L1.9: Proximity to major wetlands, streams, floodplains, steep slopes, Endangered Species Act (ESA) species, fisheries, or other natural habitat areas within 100 feet of an alternative (in acres of resources)
Effects on the built environment	L1.10: Estimated levels of property impacts (residential, commercial, other) and number of large tax-generating properties impacted L1.11: Estimated number of Tribal parcels impacted L1.12: Presence of known Section 4(f), park, historic, culturally-significant Tribal properties, or other protected areas

EXHIBIT E-22
Level 1 Screening

Evaluation Criteria	Measures
	L1.13: Presence of a viewshed or proximity to view-dependent businesses L1.14: Potential for impacts from vibration and noise L1.15: Potential for affecting areas with existing traffic congestion L1.16: Potential for affecting parking supply and demand and spillover parking effects L1.17: Potential avoidance of hazardous waste
Objective: Support Equitable Mobility Purpose and Need: <ul style="list-style-type: none"> Expand mobility for people in the corridor and region, including low income, minority, or transit-dependent populations. 	
Provide equitable transit service to low-income, minority, and transit-dependent populations	L1.18: Qualitative demographic differences among the option census data (households with no car, low-income, and minority populations) in station areas L1.19: Potential for impacts on low-income and minority populations
Objective: Provide a Financially Sustainable and Constructible Project Purpose and Need: <ul style="list-style-type: none"> Develop a light rail extension that is technically and financially feasible to build, operate, and maintain, consistent with the regional system defined by the Sound Transit 3 Plan and the Regional Transit Long-Range Plan update, which was developed through a robust local planning process that established transit mode, corridor, and general station locations. 	
Financial considerations	L1.20: Major cost elements beyond the representative project description
Constructability and engineering considerations	L1.21: Potential risks (major utilities or structures) L1.22: Availability and potential to use publicly-owned right-of-way L1.23: Capability to accommodate future expansion included in the Regional Transit Long-Range Plan
Operational considerations	L1.24: Consideration of operational elements (e.g., potential reliability, track alignment, tail tracks and pocket track at Tacoma Dome, number of at-grade crossings, if any)
Schedule considerations	L1.25: Overall schedule risk

The proposed methodologies for assessing the measures outlined in Exhibit E-22 are described in Chapter 3, Level 1 Evaluation Criteria.

Level 1 Evaluation Summary

A total of 51 alternatives across the four segments were evaluated for Level 1 analysis between the Federal Way Transit Center and Tacoma Dome Station area. These alternatives are further described in Chapter 2, Pre-screening of Alternatives.

Process to Identify Level 2 Alternatives

In September 2018, the results of the Level 1 Evaluation were reviewed by the ELG, Interagency Group (IAG), the Stakeholder Group, and the public. These groups provided input on the Level 1 evaluation and findings, and the ELG made a recommendation on which alternatives should continue to Level 2. Exhibit E-23, Summary of Level 1 Findings and Results, summarizes the full range of alternatives reviewed in Level 1 and which of those were advanced to Level 2 by the ELG for further development and evaluation.

EXHIBIT E-23
Summary of Level 1 Findings and Results

Alternative	Results
SOUTH FEDERAL WAY	
Enchanted Parkway	
SF 1 Enchanted/348th	✗ SF 1 is being removed due to higher property impacts of alignment and station compared to SF 2 and SF 3, which serve the same station area and have similar alignment types along Enchanted Parkway South. The alignment is slightly longer and includes an additional major arterial street crossing. Not preferred by the local jurisdiction.
SF 2 Enchanted/352nd	✓ Advance for further study in Level 2.
SF 3 Enchanted/356th	✓ Advance for further study in Level 2.
SR 99	
SF 4A 99 North (SR 99 to I-5) SF 4B 99 North (SR 99) SF 4C 99 North (I-5 to SR 99) SF 4D 99 North (I-5 to SR 99 to I-5)	✓ Advance for further study in Level 2.
SF 5A 99 South (SR 99) SF 5B 99 South (I-5 to SR 99)	✗ SF 5A and 5B are being removed due to lower-performing stations (multimodal access and TOD potential) compared to SF 4 alternatives that have a nearby station and offer the same SR 99 alignment choices. Not preferred by the local jurisdiction.
I-5 West	
SF 6 I-5/344th	✗ Removed due to lower-performing station (multimodal access, stream/wetlands, and TOD) along an alignment that is already being considered in alternatives SF 8 and SF 9.
SF 7 I-5/352nd (Representative)	✗ Removed for same reasons as SF 6 and impacts to major retail business loading area.
SF 8 I-5/356th	✓ Advance for further study in Level 2.
SF 9 I-5/Jet	✓ Advance for further study in Level 2.
SF 10 I-5/359th	✗ Removed for same reasons as SF 6.
I-5 Median	
SF 11 I-5 Median	✗ Removed due to lack of effective multimodal access to station location, lower TOD potential, higher potential environmental impacts due to the need to widen I-5, higher construction impacts, and higher engineering risks and challenges due to additional structures and bridges to cross I-5 and reconfigure existing ramps. Not supported by the Federal Highway Administration (FHWA) or the Washington State Department of Transportation (WSDOT).
I-5 East	
SF 12 I-5 East/Enchanted	✗ Removed due to lower-performing station on multimodal access, ridership and TOD potential, and higher engineering risks and challenges of additional structures to cross I-5.
SF 13 I-5 East/Wild Waves	✗ Removed for same reasons as SF 12.
FIFE	
12th Street	
Fife 1 12th Street	✓ Advance for further study in Level 2, with alignment modifications to avoid an area of Tribal ownership.

EXHIBIT E-23
Summary of Level 1 Findings and Results

Alternative	Results
Pacific Highway West	
Fife 2A Pacific Highway West	✗ Removed due to higher impacts of the alignment to multiple properties under Tribal ownership. Removal was also based on a lower-performing station site that was outside the Fife planned city center area, and for lower multimodal access and TOD potential. In addition, the alignment featured higher property and potential transportation impacts because of its location along SR 99. Not preferred by the local jurisdiction.
Fife 2B Pacific Highway West	✗ Removed for same reasons as Fife 2A, but also due to the SR 99 alignment approaching Tacoma that would have required a Puyallup River crossing on property of cultural importance to the Puyallup Tribe.
Fife 3A 15th Street Fife 3B 15th Street	✓ Advance for further study in Level 2.
Pacific Highway to I-5	
Fife 4A Pacific Highway East Fife 4B Pacific Highway East Fife 4C Pacific Highway East	✓ Advance for further study in Level 2.
Fife 5A Pacific Highway South Fife 5B Pacific Highway South Fife 5C Pacific Highway South	✗ Removed due to lower-performing stations based on congestion, multimodal access, and TOD measures. Aside from the station area, the alignments are being considered in other alternatives. Not preferred by the local jurisdiction.
I-5 West	
Fife 6 I-5 West	✗ Removed due to an alignment that conflicts with the planned SR 167 interchange, and that would impact a major Tribal property. Removal was also due to lower performance for multimodal access, congestion, and TOD measures, largely as a result of the access constraints and development posed by I-5 and the 54th Avenue East Interchange directly adjacent. Not preferred by the local jurisdiction.
Fife 7 I-5 West (Representative)	✗ Removed based on same alignment concerns as Fife 6, and due to a station that is more removed from the planned city center area than other alternatives, with lower performance for multimodal access and TOD potential.
I-5 Median	
Fife 8 I-5 Median	✗ Removed due to longer travel times, lack of effective multimodal access to the median station location, lower TOD potential, higher potential environmental impacts due to the need for major I-5 widening/modifications, higher construction impacts, and higher engineering risks and challenges. Not supported by FHWA or WSDOT.
I-5 South	
Fife 9A 20th Street	✗ Removed due to longer travel times; higher property impacts; higher impacts to farmlands, wetlands, and floodplains; and the need for an additional crossing of I-5 to the north or south. The station served by this alignment was lower-performing on multimodal access and TOD measures, and is well outside the Fife city center area.
Fife 9B 20th Street	✗ Removed for similar reasons as Fife 9A, with a station that is even more distant from Fife's city center area. Their associated alignments also cross into areas that are farmlands and floodplains, with a higher potential for archaeological and cultural impacts.
EAST TACOMA	
Puyallup Avenue	
ET 1A Puyallup Avenue (I-5 West to Puyallup)	✓ Advance for further study in Level 2.
ET 1B Puyallup Avenue (SR 99 to Puyallup)	✗ Removed due to a sub-alignment that impacts an area of cultural significance to the Puyallup Tribe adjacent to the Puyallup River. The same station and the rest of the alignment advanced with ET 1A.
25th Street	
ET 2 25th Street	✓ Advance for further study in Level 2.

EXHIBIT E-23
Summary of Level 1 Findings and Results

Alternative	Results
26th Street	
ET 3 26th Street - East	✓ Advance for further study in Level 2.
ET 6 26th Street - West	✓ Advance for further study in Level 2.
27th to 26th Street	
ET 4A 27th Street - North ET 4B 27th Street - North (Representative) ET 4C 27th Street - North	✓ Advance for further study in Level 2.
27th Street	
ET 5 27th Street - South	✓ Advance for further study in Level 2.
South of I-5	
ET 7 29th Street	✗ Removed due to impacts to major Tribal properties and Tribal economic development plans and carrying more residential displacements. Removal also due to the engineering, construction, and operational challenges of a sloped and curving crossing above one of the wider sections of I-5 where there is an overpass and auxiliary ramps on both sides of the freeway.
ET 8 34th Street	✗ Removed for similar reasons as ET 7, but with higher levels of residential and neighborhood impacts, including to multiple blocks under Tribal ownership. Longer, slower-curving alignment negatively affects travel times and operations. Also, involved an eastern crossing of the Puyallup River with farmland and floodplain impacts and greater potential to impact areas of cultural and historic significance to the Puyallup Tribe.
TACOMA DOME	
Puyallup Avenue	
TD 1 Puyallup Avenue	✓ Advance for further study in Level 2.
25th Street	
TD 2 25th Street - West	✓ Advance for further study in Level 2.
TD 3 25th Street - East	✓ Advance for further study in Level 2.
26th Street	
TD 4A 26th Street TD 4B 26th Street (Representative)	✓ Advance for further study in Level 2.
27th Street	
TD 5A 27th Street TD 5B 27th Street	✗ Removed due to a station that was lower-performing for multimodal access and TOD potential, in part because the Tacoma Dome, topography, and Sounder tracks limited its access potential. Other alignment alternatives include a station in the same general vicinity but with fewer impacts and better connections. Potential connecting alignments crossing I-5 from East Tacoma also were not advanced.

1 **Next Steps**

2 The next steps in the project are to complete the more detailed evaluation of the alternatives
3 that were advanced by the ELG. The conceptual designs of the alternatives will be further
4 developed, and additional measures will be used in the analysis. This evaluation, called the
5 Level 2 evaluation, will be used by the ELG and the Sound Transit Board of Directors to further
6 refine and select the preferred alternative and additional alternatives to study further in the EIS
7 for TDLE.

1 Introduction

The Central Puget Sound Regional Transit Authority (Sound Transit) and the Federal Transit Administration (FTA) are conducting an alternatives analysis to start the public planning and environmental processes for the Tacoma Dome Link Extension (TDLE). The proposed project is part of the Sound Transit 3 (ST3) Plan approved by voters in 2016. The project starts where the Federal Way Link Extension ends at the Federal Way Transit Center in the City of Federal Way in south King County and continues to the Tacoma Dome area in the City of Tacoma in Pierce County. The TDLE is an element of the regional Metropolitan Transportation Plan (the Puget Sound Regional Council [PSRC] 2040 Transportation Plan), and Sound Transit's Long-Range Transit Plan.

As part of the ST3 Plan, two new light rail maintenance facilities, one in the north and one in the south service area, were identified to support the expansion of light rail. The operations and maintenance facility (OMF) to serve overall regional system expansion, particularly for service in South King and Pierce counties, is called the Operations and Maintenance Facility: South (OMF South) and is evaluated in a separate report.

The public planning and environmental processes begin with development of this Level 1 Alternatives Analysis. The Level 1 Alternatives Analysis is intended to define a reasonable range of options that meet the project Purpose and Need, can be implemented at a reasonable cost, and would not result in unacceptable affects to the environment or community.

1.1 Relationship of this Evaluation to Project Development

The initial pre-screening process involved two steps: 1) considering if the alternatives being studied satisfy the Purpose and Need Statement, and 2) evaluating the alternatives for consistency with the Sound Transit 3 (ST3) Plan, which is the basis for the proposed project. The initial alignments and station concepts were developed into potential alternatives for the Level 1 evaluation process. The Level 1 Evaluation assessed the performance of the alternatives using evaluation measures based on the Purpose and Need. During the early phase of the alternatives development, Sound Transit met with local agencies and stakeholders to obtain input on potential projects and transit service ideas.

The alternatives selected by the Elected Leadership Group (ELG) will be advanced and further evaluated in Level 2, using more detailed criteria. The Level 1 and Level 2 evaluations include criteria such as transportation benefits, cost, ridership, transit oriented development (TOD), land use plans, technical feasibility, and environmental impacts. These evaluations will help Sound Transit to identify the alternatives to be considered in an environmental impact statement (EIS), including the preferred alternative.

1.2 Tacoma Dome Link Extension Corridor Background

Sound Transit is building on previous studies and plans that led to the proposed extension of light rail to the Tacoma Dome, called TDLE. These studies include:

- Federal Way to Tacoma High-Capacity Transit (HCT) Study. In 2013 to 2014, Sound Transit conducted an HCT study covering the south corridor, including South King and Pierce counties. The study evaluated multiple corridors and transit modes for extending HCT from Federal Way to Tacoma.
- Regional Long-Range Plan Update. Also in 2013 to 2014, Sound Transit updated its Long-Range Plan and prepared a Washington State Environmental Policy Act (SEPA) EIS. The update confirmed regional light rail as the preferred mode for the extended corridor to Tacoma.
- ST3 System Plan. During ST3 system planning in 2015 and 2016, Sound Transit evaluated representative projects for inclusion in the November 2016 ballot measure. Voters approved the ST3 Plan, which includes an extension of light rail from the Federal Way Transit Center to the Tacoma Dome with stops in the south Federal Way, Fife, east Tacoma, and Tacoma Dome areas. Operations planning also identified the need for an OMF to serve the south corridor and the entire Link system.
- Federal Way Link Extension: The planning for this extension of light rail from the Angle Lake station in SeaTac to the Federal Way Transit Center began in 2012 and completed National Environmental Policy Act (NEPA) and SEPA environmental processes in 2017. The Federal Way Link Extension is now entering its final design and construction phases for opening in 2024. It is the starting point at the north end of the TDLE.

1.3 Overview of Alternatives Analysis Process

The purpose of the alternatives analysis process is to identify the alternatives to be evaluated in an EIS, including the preferred alternative. To refine the alternatives, input from the Tribes, agencies, and the public was considered throughout the process. Because the resulting project will seek federal funding, the FTA general guidance for conducting alternatives analysis was incorporated into the study process. This process included initiating the study, developing and refining alternatives and methodologies, analyzing and evaluating alternatives, and (in the future) identifying a preferred alternative, as shown on Exhibit 1-1.

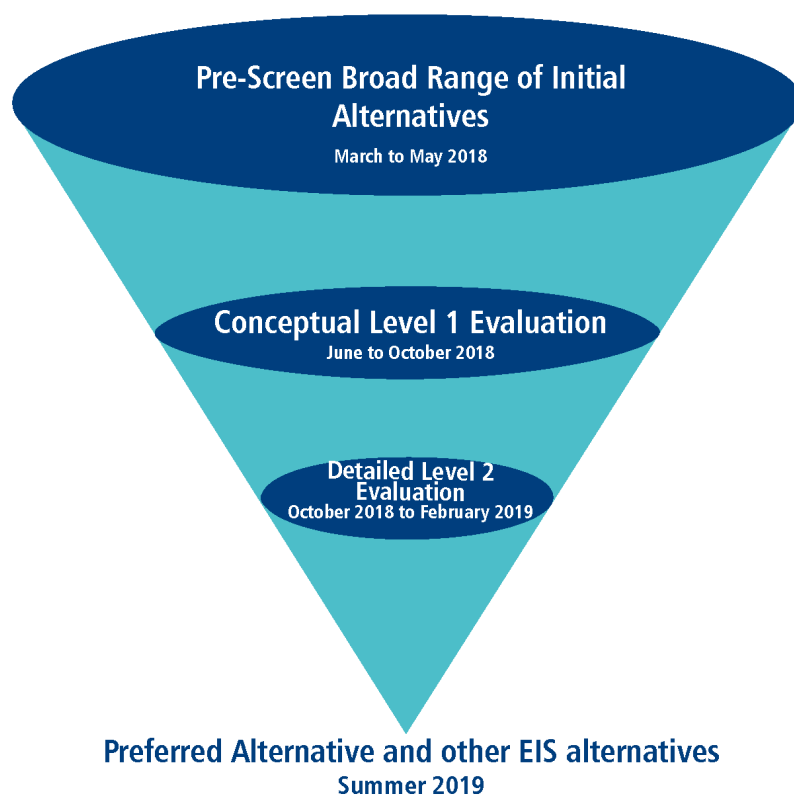


EXHIBIT 1-1
Alternatives Evaluation Process

Information from the regional and local plans and projects, as well as previous work from the ST3 Plan, was reviewed as part of initiating of the TDLE project, and a draft Purpose and Need Statement for the project was developed. The draft Purpose and Need established the objectives that were used to develop the evaluation criteria and measures for the Level 1 analysis.

The next step, pre-screening alternatives to identify those that do not meet the Purpose and Need, helped to refine the alternatives that were analyzed in the Level 1 screening. The alternatives were then defined so that the evaluation measures of the study could be used to assess the transportation, environmental, and financial effects of each alternative. At this early stage in the process, the Level 1 analysis applied both qualitative and quantitative criteria to evaluate the alternatives based on early conceptual design. The representative project from ST3 was included in the Level 1 alternatives. The alternatives selected by the ELG were refined and carried forward into the Level 2 analysis.

The Level 2 Evaluation will apply more quantitative criteria and compare the alternatives for the TDLE. The results of the Level 2 analysis will be presented to the Sound Transit Board to help them identify a preferred alternative to be evaluated in the EIS.

1.4 Organization of this Report

This report is organized into the following chapters:

1. Introduction: This chapter introduces the alternatives evaluation phase of the TDLE, some background on the corridor, and an explanation of the alternatives analysis process.
2. Pre-Screening of Alternatives: This chapter discusses alternatives identified in previous studies or submitted during the early scoping process that were pre-screened from further evaluation because they do not meet the project Purpose and Need, they have engineering or environmental constraints that make them infeasible, or they are inconsistent with adopted local and regional plans for public transportation infrastructure. This chapter also provides a summary of the project Purpose and Need and the alternatives evaluated in Level 1 of the alternatives evaluation.
3. Level 1 Evaluation Criteria: This chapter presents the evaluation criteria used to examine and compare the alternatives defined in Chapter 2. These criteria relate directly to the Purpose and Need and goals and objectives of the project.
4. Level 1 Analysis Results: This chapter provides the results of how each Level 1 alternative described in Chapter 2 performs under each criterion described in Chapter 3. Results are organized by criteria and provide a comparison between alternatives for each criterion.
5. Findings and Conclusions: This chapter summarizes the key findings of each alternative related to the evaluation criteria, and also summarizes which alternatives will not be advanced to Level 2 of alternatives evaluation.
6. References: This chapter lists the references used in this report.

2 Pre-Screening of Alternatives

The initial pre-screening process involves two steps: 1) considering if the alternatives being studied satisfy the Purpose and Need Statement, and 2) evaluating the alternatives for consistency with the project scope defined in the ST3 Plan and selected by the Sound Transit Board for voter approval, which is the basis for the proposed project.

During the pre-screening of alternatives, Sound Transit also received Tribal, agency, and public input during early scoping (April 2 through May 3, 2018).

2.1 Draft Purpose and Need

The purpose of the TDLE is to expand the Link light rail system from the Federal Way Transit Center to the Tacoma Dome Station area in order to:

- Provide high quality rapid, reliable, accessible, and efficient light rail transit service connecting the communities of Federal Way, Milton, Fife, Tacoma, and the Puyallup Tribe of Indians (Puyallup Tribe) to other destinations on the regional HCT system.
- Meet projected transit demand and offer an alternative to travel on congested roadways, better connecting people to where they live, work, and play.
- Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan Update (Sound Transit 2014b).
- Develop a light rail extension that is technically and financially feasible to build, operate, and maintain, consistent with the regional system defined by the Sound Transit 3 Plan (Sound Transit 2016) and the Regional Transit Long-Range Plan Update, which was developed through a robust local planning process that established transit mode, corridor, and general station locations.
- Expand mobility for people in the corridor and region, including low income, minority, and transit-dependent populations.
- Encourage equitable and sustainable urban growth in station areas through support of TOD and multimodal integration in a manner that is consistent with adopted local comprehensive plans and policies, including Sound Transit's Transit Oriented Development and Sustainability policies.
- Preserve and promote a healthy and sustainable environment and economy by minimizing adverse impacts on the natural, built, and social environments.
- Encourage convenient and safe nonmotorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy.

The project is needed because:

- Roadway congestion is increasing on Interstate 5 (I-5) and State Route 99 (SR 99), two of the primary highways connecting King and Pierce counties, affecting reliability for transit, automobiles, and freight.
- There is not enough transit capacity to serve the corridor's riders today or in the future.
- The Puget Sound Regional Council (PSRC), the regional metropolitan planning organization, and local plans call for HCT to serve long-term population and employment growth in the corridor, consistent with PSRC's VISION 2040 (PSRC 2009) and the Sound Transit Regional Transit Long-Range Plan Update.
- South King and Pierce counties' citizens and communities, including low-income and minority populations, and/or transit-dependent populations and residents, need long-term regional mobility and multimodal connectivity as called for in the Washington State Growth Management Act.
- Regional and local plans call for increased residential, commercial, and employment growth and density in areas to be served by HCT and multimodal transportation systems.
- Environmental and sustainability goals of the state and region include reducing greenhouse gas emissions by reducing total vehicle miles traveled and by increasing mobility options that do not rely on combustible fuels (RCW 47.01.440, PSRC VISION 2040, and 2018 Regional Transportation Plan [Sound Transit 2018a]).

2.2 Development of Alternatives

Identification of potential concepts for the TDLE project began by reviewing previous work done in regional planning studies, including Sound Move—The Ten-Year Regional Transit System Plan (Sound Transit 1996), the Regional Transit Long-Range Plan (Sound Transit 2005), Sound Transit 2: A Mass Transit Guide—The Regional Transit System Plan for Central Puget Sound (Sound Transit 2008), Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (Sound Transit 2016), and the Federal Way to Tacoma High Capacity Transit Corridor Study (Sound Transit 2014). Local planning studies were also reviewed. The existing transit network and plans for the Federal Way Link Extension were also considered.

Based on previous studies and public involvement completed for the adoption of the Long-Range Plan and the EIS, and on the results of the Federal Way to Tacoma High Capacity Transit Corridor Study and related ST3 planning and outreach, the Sound Transit Board has already adopted light rail transit (LRT) as the mode to serve the South Corridor connecting Seattle to Tacoma. Therefore, only LRT alternatives are being considered for the TDLE.

Alternatives developed during the pre-screening process include different alignment and station concepts. The alignment refers to the horizontal location on the ground within a corridor and

the vertical elevation of the aerial guideway. The vertical profile of all TDLE alternatives is assumed to be elevated except for relatively short at-grade alignment sections in locations where elevated street crossings are not required. More detailed information regarding specific design details will be developed in later phases of the project. The initial range of alternatives are generally located within the SR 99 or I-5 corridors as shown in Exhibit 2-1. The pre-screening of alternatives was undertaken to identify and screen out alignment and station concepts that did not warrant further consideration in the Level 1 evaluation.

2.2.1 South Federal Way

There are 17 alternatives in South Federal Way (SF) that can generally be categorized into four alignment families: Enchanted Parkway, SR 99, I-5 West/Representative, and I-5 Median/I-5 East, as shown on Exhibit 2-2.

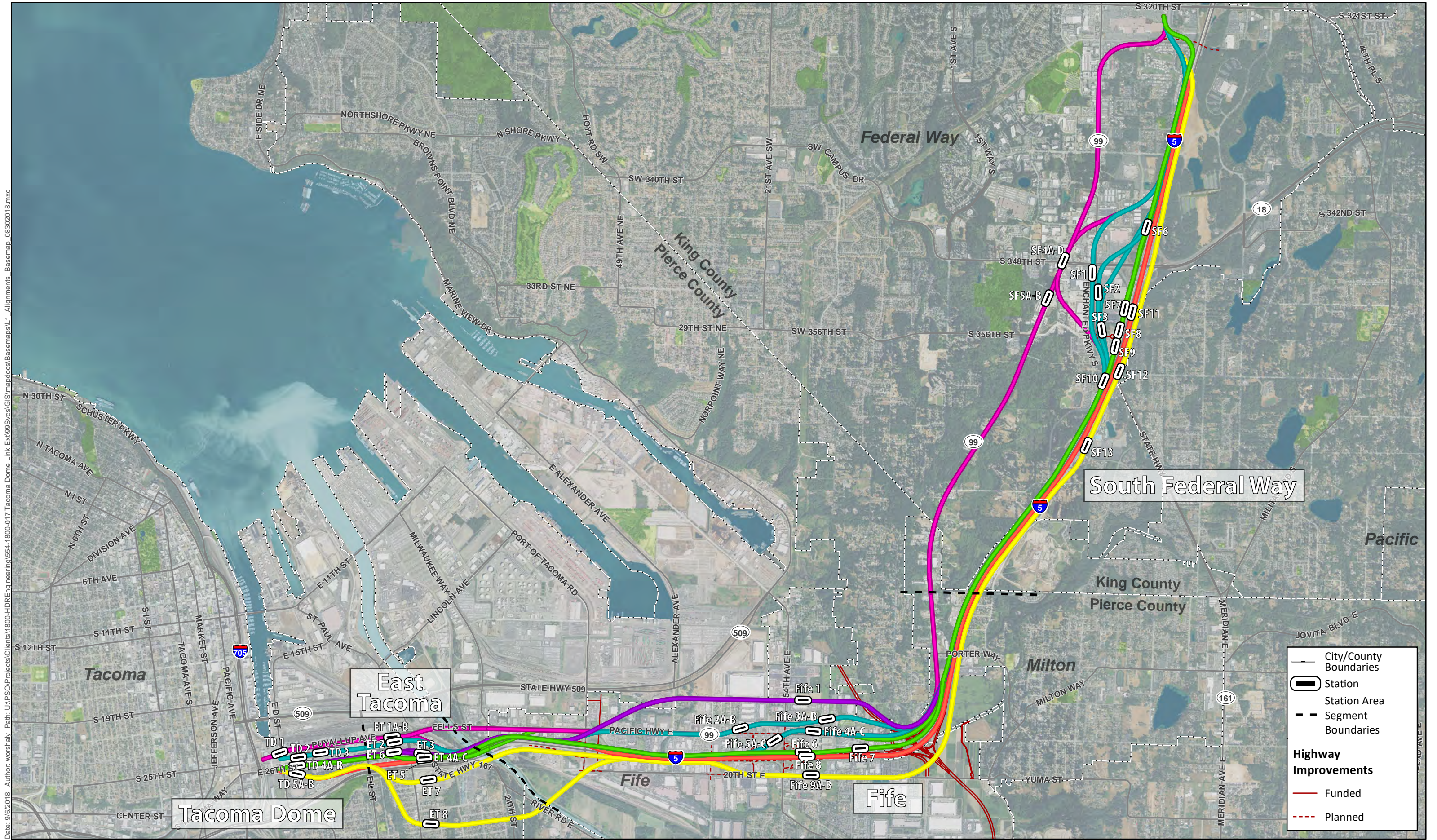
2.2.1.1 Alternatives Advanced for Level 1 Evaluation

2.2.1.1.1 Enchanted Parkway

The Enchanted Parkway alternatives include SF 1 Enchanted/348th, SF 2 Enchanted/352nd, and SF 3 Enchanted/356th, as depicted on Exhibit 2-3:

- SF 1 travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 until just south of South 336th Street, where the alignment begins to travel southwest towards 16th Avenue South/Enchanted Parkway South. SF 1 then continues to travel along the west side of Enchanted Parkway South until reaching I-5, where the alignment continues along the west side of I-5 through South Federal Way. The station is located at South 348th Street and Enchanted Parkway South.
- SF 2 travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 until South 344th Street, where the alignment begins to travel southwest towards 16th Avenue South/Enchanted Parkway South. SF 2 then continues to travel along the east side of Enchanted Parkway South until reaching I-5, where the alignment continues along the west side of I-5 through South Federal Way. The station is located at Enchanted Parkway South and South 352nd Street.
- SF 3 travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 until just south of South 344th Street, where the alignment begins to travel southwest towards 16th Avenue South/Enchanted Parkway South. SF 3 then continues to travel along the east side of Enchanted Parkway South until reaching I-5, where the alignment continues along the west side of I-5 through South Federal Way. The station is located at Enchanted Parkway South and South 356th Street.

Date: 9/6/2018 Author: worshaly Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ex\98Svc\GIS\mapdocs\Basemaps\L1 Alignments Basemap_08302018.mxd



Source: © Mapbox, © OpenStreetMap

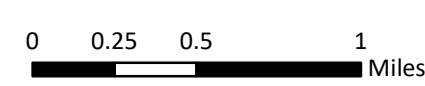
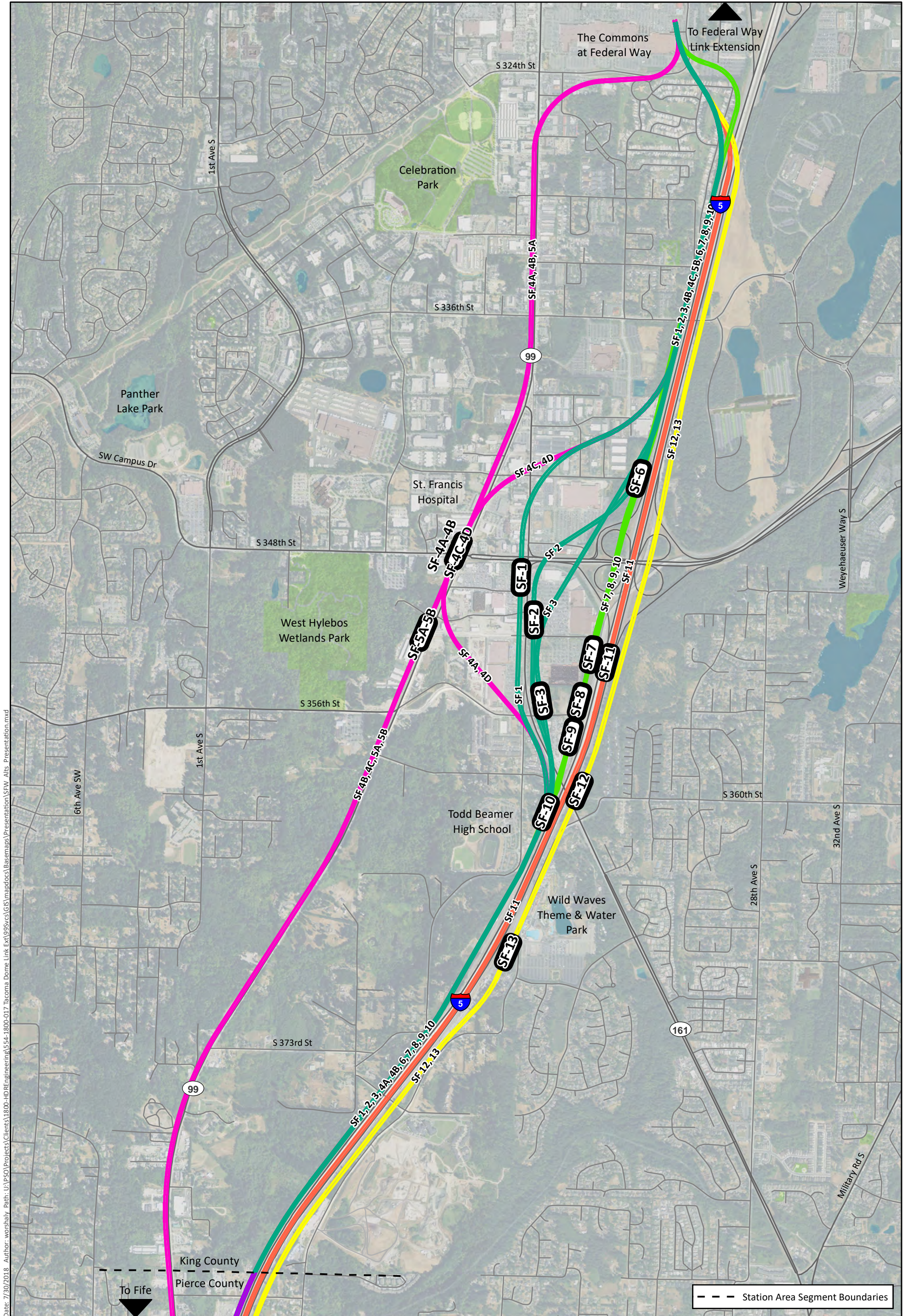
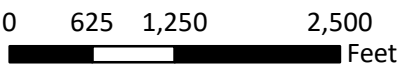


Exhibit 2-1
Level 1 Alternatives for the Tacoma Dome Link Extension



Date: 7/30/2018 Author: worshaly Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ext\99\cs\GIS\mapdocs\Basemaps\Presentation\SFW Alts Presentation.mxd

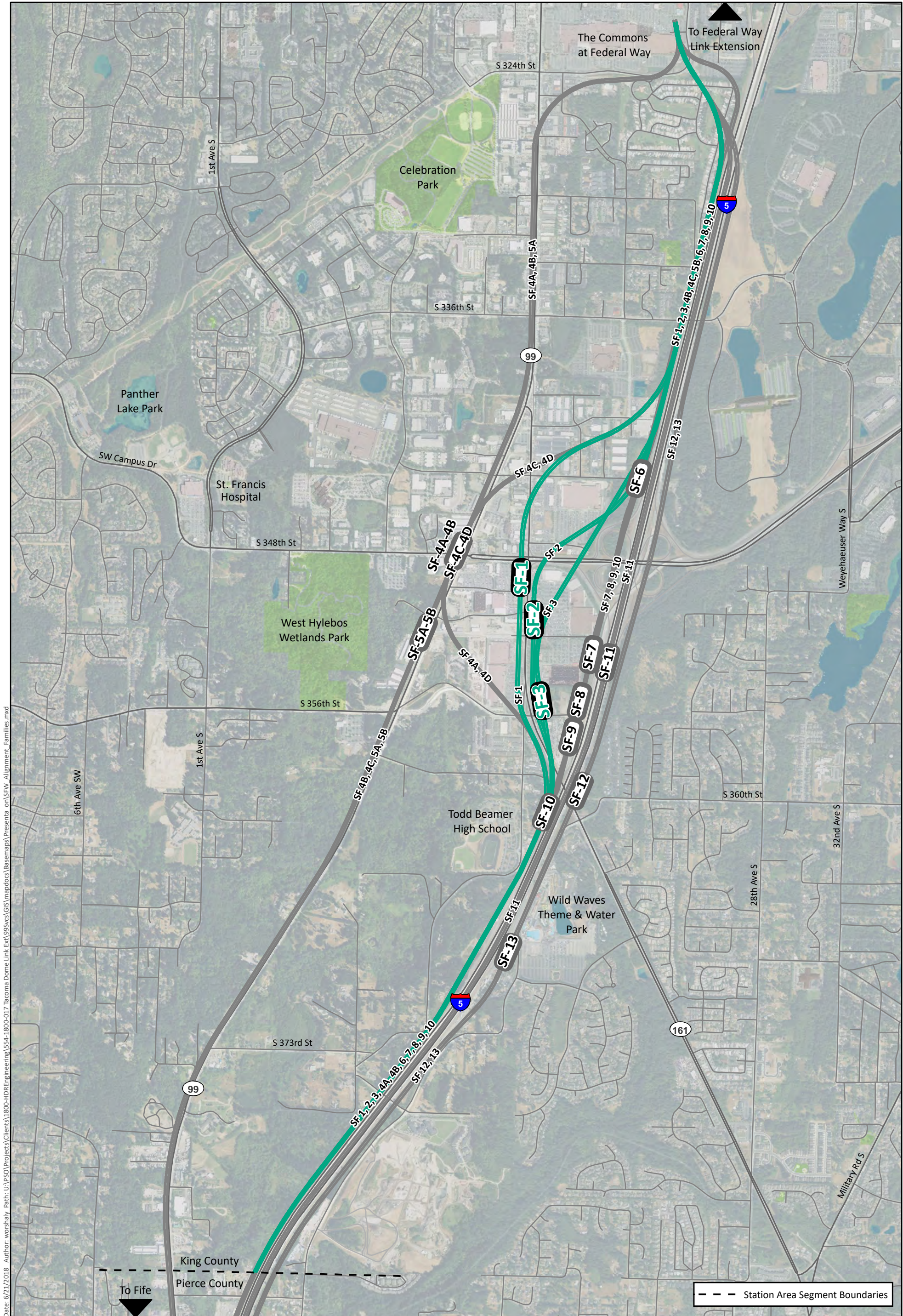
Source: © Mapbox, © OpenStreetMap



South Federal Way Alternative Alignments

- | | | |
|----------------------|-------------------------------|---------------------------|
| SF 1 Enchanted/348th | SF 4D I-5 to SR 99 to I-5 | SF 9 I-5/Jet |
| SF 2 Enchanted/352nd | SF 5A SR 99 | SF 10 I-5/359th |
| SF 3 Enchanted/356th | SF 5B I-5 to SR 99 | SF 11 I-5 Median |
| SF 4A SR 99 to I-5 | SF 6 I-5/344th | SF 12 I-5 East/Enchanted |
| SF 4B SR 99 | SF 7 I-5/352nd/Representative | SF 13 I-5 East/Wild Waves |
| SF 4C I-5 to SR 99 | SF 8 I-5/356th | |

Exhibit 2-2
Level 1 Alternatives -
South Federal Way



Date: 6/21/2018 Author: worshaly Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ext\995\cs\GIS\mapdocs\Basemap\Presenta on\SFW Alignment Families.mxd

Source: © Mapbox, © OpenStreetMap

0 625 1,250 2,500
Feet



Enchanted Parkway Alignment Family

- Other Alignments
- SF 1 Enchanted/348th
- SF 2 Enchanted/352nd
- SF 3 Enchanted/356th

Exhibit 2-3
Level 1 Alternatives - South
Federal Way - Enchanted
Parkway Alignment Family

2.2.1.1.2 SR 99

The SR 99 alternatives include SF 4A 99 North (SR 99 to I-5), SF 4B 99 North (SR 99), SF 4C 99 North (I-5 to SR 99), SF 4D 99 North (I-5 to SR 99 to I-5), SF 5A 99 South (SR 99), and SF 5B 99 South (I-5 to SR 99), as depicted on Exhibit 2-4:

- SF 4A travels southwest from the terminus of the Federal Way Link Extension along South 324th Street until SR 99, where it continues south along the west side of SR 99. Just north of South 352nd Street, SF 4A begins to travel southeast until it reaches the west side of I-5 at Enchanted Parkway South. SF 4A continues along the west side of I-5 through the remainder of South Federal Way. The station is located at South 348th Street and SR 99.
- SF 4B travels southwest from the terminus of the Federal Way Link Extension along South 324th Street until SR 99, where it continues south along the west side of SR 99 through South Federal Way. The station is located at South 348th Street and SR 99.
- SF 4C travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 until just south of South 336th Street, where the alignment begins to travel southwest towards SR 99. SF 4C continues along the west side of SR 99 through South Federal Way. The station is located at South 348th Street and SR 99.
- SF 4D travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 until just south of South 336th Street, where the alignment begins to travel southwest towards SR 99. SF 4D continues along the west side of SR 99 until just north of South 352nd Street, where the alignment begins to travel southeast until it reaches the west side of I-5 at Enchanted Parkway South. The station is located at South 348th Street and SR 99.
- SF 5A travels southwest from the terminus of the Federal Way Link Extension along South 324th Street until SR 99, where it continues south along the west side of I-5 through South Federal Way. The station is located at South 352nd Street and SR 99.
- SF 5B travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 until just south of South 336th Street, where the alignment begins to travel southwest towards SR 99. SF 5B continues along the west side of SR 99 through South Federal Way. The station is located at South 352nd Street and SR 99.

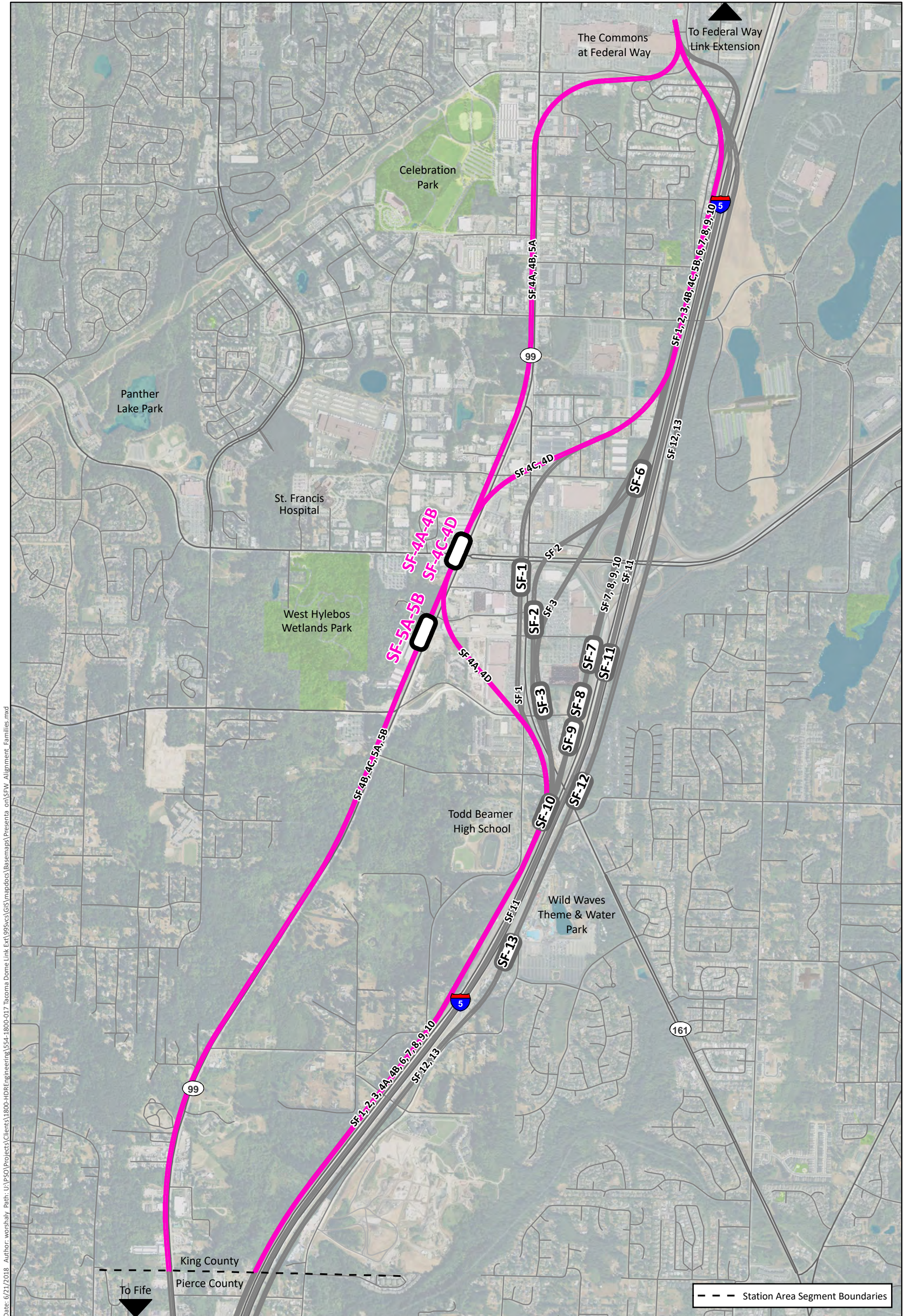


Exhibit 2-4
Level 1 Alternatives - South
Federal Way - SR 99 Alignment
Family

2.2.1.1.3 I-5 West/Representative Alignment

The I-5 West/Representative alternatives include SF 6 I-5/344th, SF 7 I-5/352nd (Representative), SF 8 I-5/356th, SF 9 I-5/Jet, and SF 10 I-5/359th, as depicted on Exhibit 2-5:

- SF 6 travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 through South Federal Way. The station is located at South 344th Street and I-5.
- SF 7 travels east just north of Winged Foot Way towards I-5, where the alignment travels along the west side of I-5 from the terminus of the Federal Way Link Extension through South Federal Way. The station is located at South 352nd Street and I-5. SF 7 is the Representative Project.
- SF 8 travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 through South Federal Way. The station is located just north of South 356th Street and I-5.
- SF 9 travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 through South Federal Way. The station is located just south of South 356th Street and I-5.
- SF 10 travels south-southeast from the terminus of the Federal Way Link Extension to align along the west side of I-5 through South Federal Way. The station is located at South 359th Street and I-5.

2.2.1.1.4 I-5 Median/I-5 East

The I-5 Median/I-5 East alternatives include SF 11 Median, SF 12 I-5 East/Enchanted, and SF 13 I-5 East/Wild Waves, as depicted on Exhibit 2-6:

- SF 11 travels southeast from the terminus of the Federal Way Link Extension into the I-5 median, where the alignment continues through South Federal Way. The station is located adjacent to South 352nd Street in the I-5 median.
- SF 12 travels southeast from the terminus of the Federal Way Link Extension across I-5, where the alignment continues south along the east side of I-5 through South Federal Way. The station is located at Enchanted Parkway South and I-5.
- SF 13 travels southeast from the terminus of the Federal Way Link Extension across I-5, where the alignment continues south along the east side of I-5 through South Federal Way. The station is located South 369th Street and I-5.

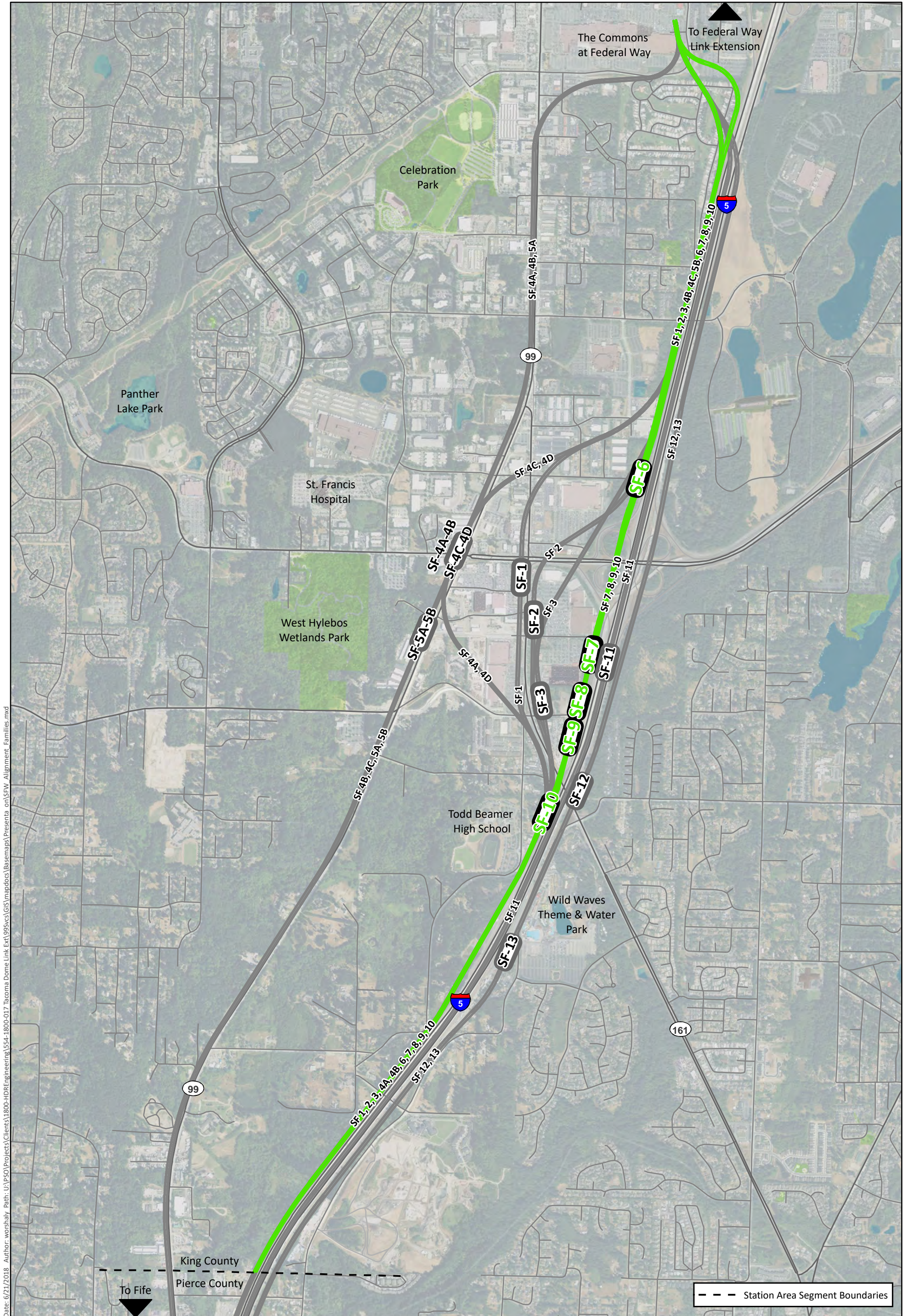
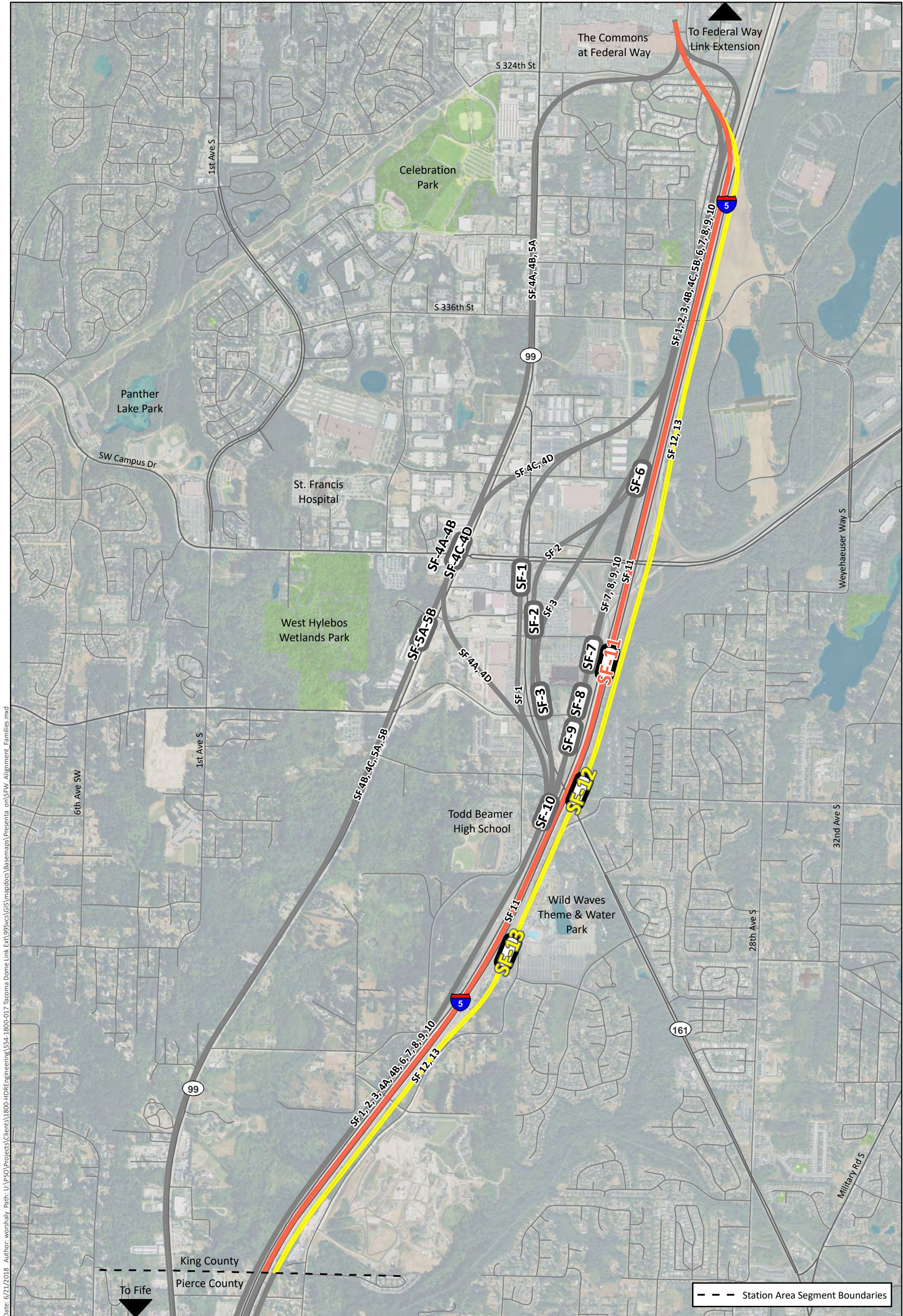


Exhibit 2-5
Level 1 Alternatives - South
Federal Way - I-5 West/
Representative Alignment Family



2.2.1.2 Alternatives Not Advanced for Level 1 Evaluation

One station location did not advance from the pre-screening phase into Level 1, as shown on Exhibit 2-7:

- A station located to the northwest of the I-5/SR 18 interchange in the Weyerhaeuser property—this station concept is inconsistent with the ST3 Plan because it is located outside of the South Federal Way activity center.

2.2.2 Fife

There are 16 alternatives in Fife that can generally be categorized into five alignment families: I-5 West to 12th Street, Pacific Highway/15th Street, Pacific Highway East/South, I-5 West/Representative, and I-5 Median/I-5 South, as shown on Exhibit 2-8.

2.2.2.1 Alternatives Advanced for Level 1 Evaluation

2.2.2.1.1 I-5 West to 12th Street

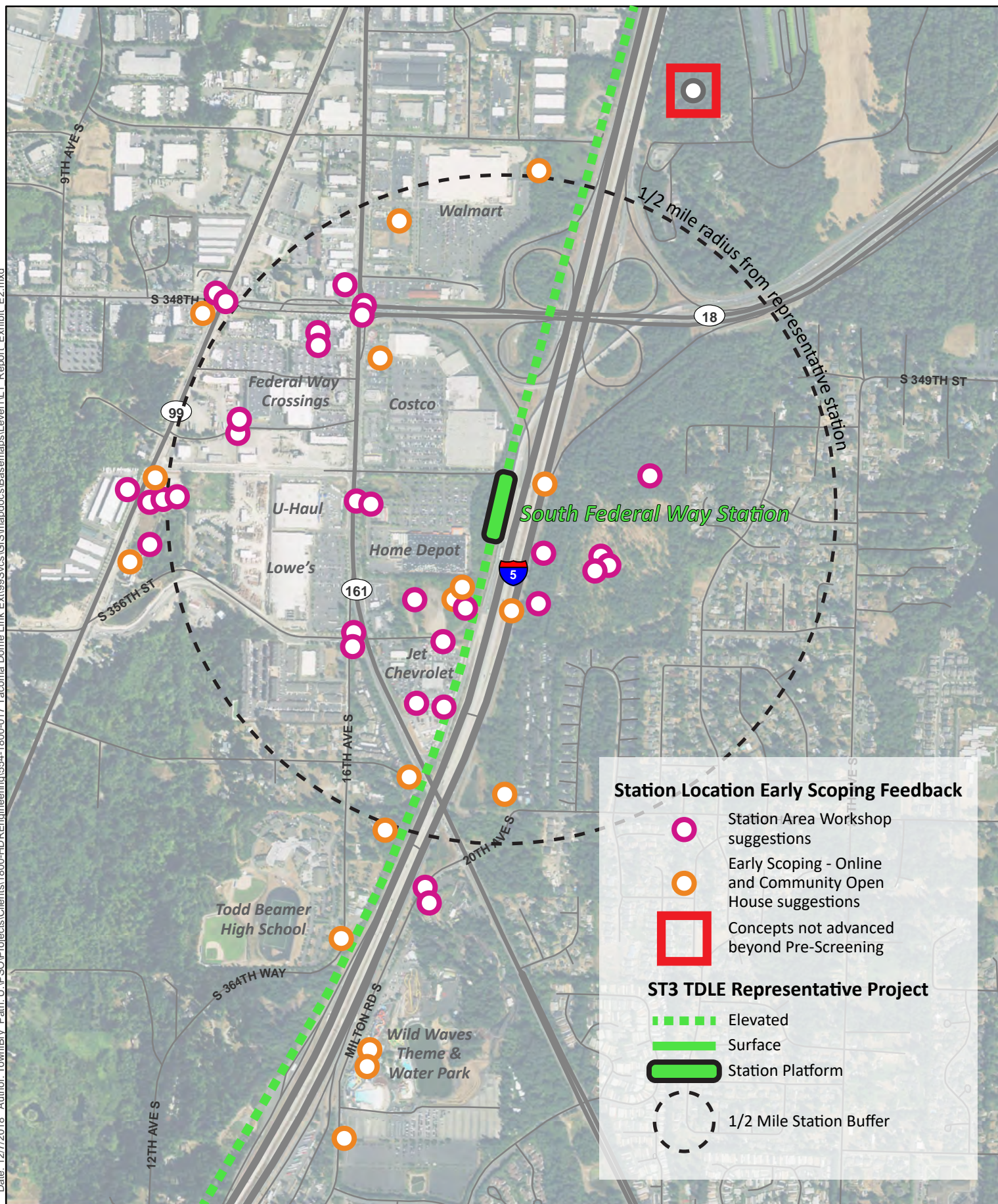
The I-5 West to 12th Street alternative includes Fife 1 12th Street, as depicted on Exhibit 2-9:

- Fife 1 travels along the west side of I-5 from the King/Pierce County boundary until just south of Porter Way, where the alignment begins to travel southwest towards Pacific Highway East and northwest around the Fife Ridge. Fife 1 then continues west along the north side of 12th Street East until just west of Alexander Avenue East, where the alignment travels southwest towards the north side of I-5 through the remainder of Fife. The station is located just east of 54th Avenue East on 12th Street East.

2.2.2.1.2 Pacific Highway West/15th Street

The Pacific Highway West/15th Street alternatives include Fife 2A-B Pacific Highway West and Fife 3A-B 15th Street, as depicted on Exhibit 2-10:

- Fife 2A travels along the west side of I-5 from the King/Pierce County boundary until just south of Porter Way, where the alignment begins to travel southwest towards Pacific Highway East and northwest around the Fife Ridge. Fife 2A then continues west along 15th Street East until just east of Willow Road East, where it continues southwest to travel along the south side of Pacific Highway East. At the Port of Tacoma Road, Fife 2A travels southwest along the westbound on-ramp to the north side of I-5, where it continues through Fife. The station is located just east of Willow Road East and Pacific Highway East.
- Fife 2B travels along the west side of I-5 from the King/Pierce County boundary until just south of Porter Way, where the alignment begins to travel southwest towards Pacific Highway East and northwest around the Fife Ridge. Fife 2B then continues west along 15th Street East until just east of Willow Road East, where it continues southwest to



Source: © Mapbox, © OpenStreetMap



Exhibit 2-7
TDLE Station Location Feedback
South Federal Way

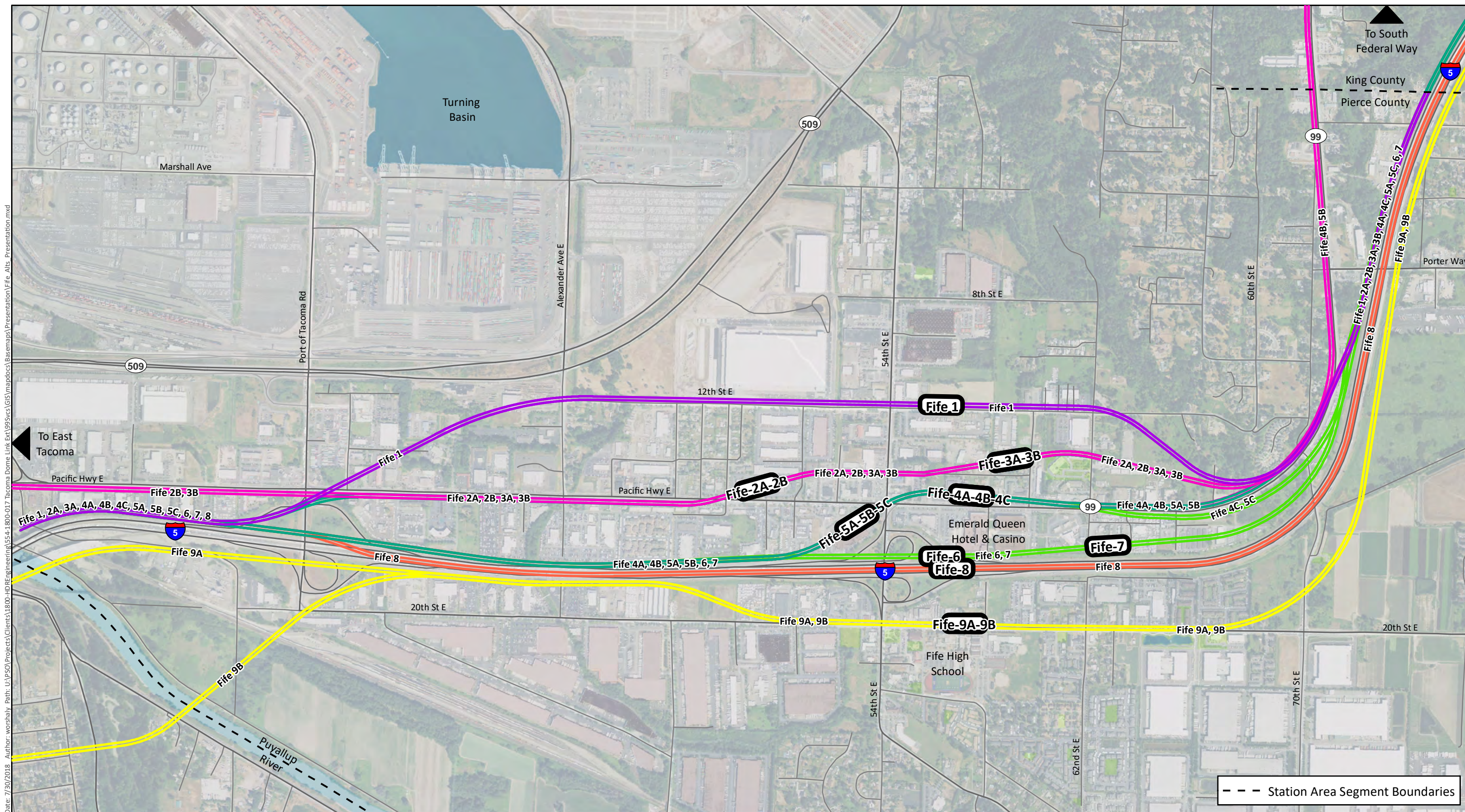
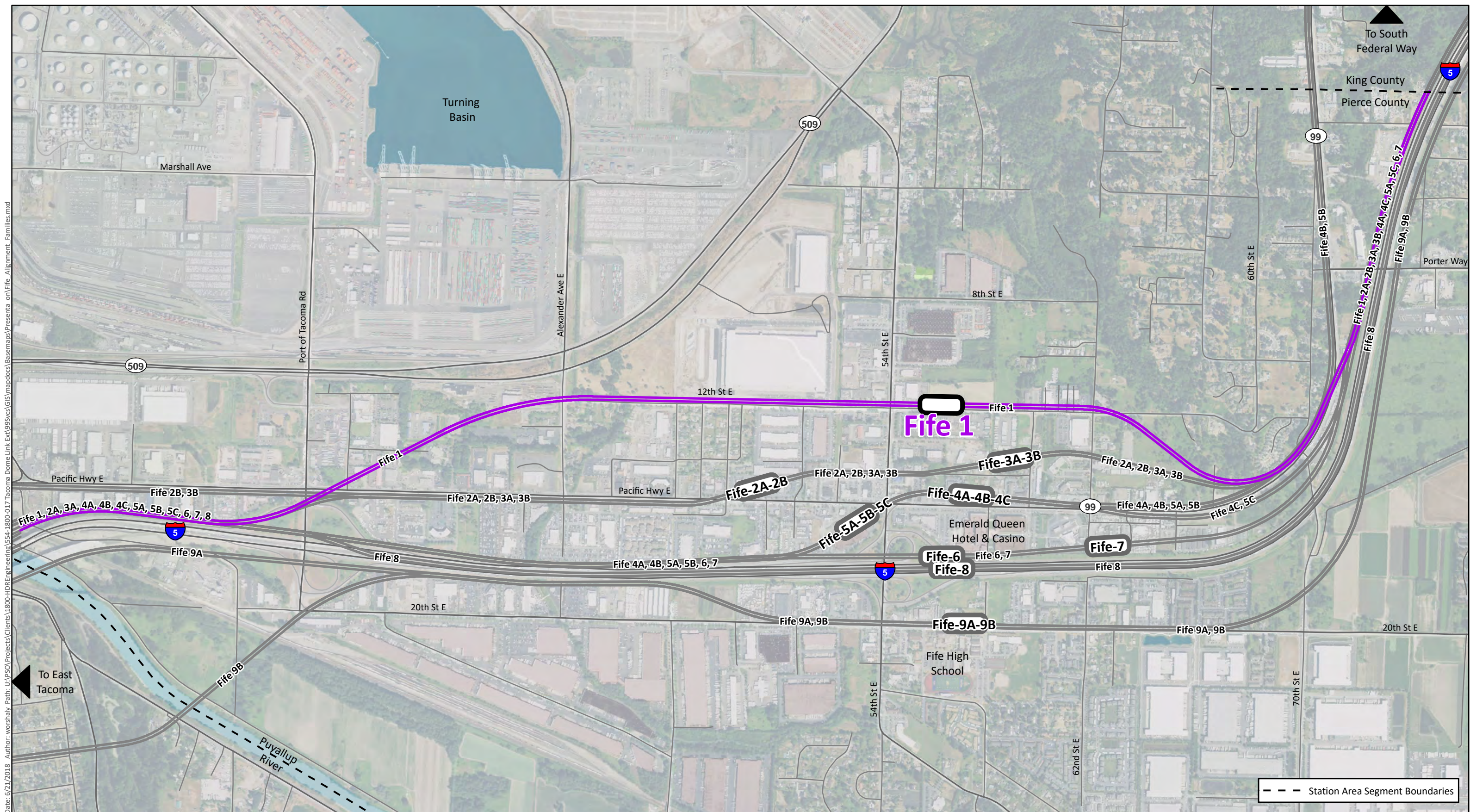


Exhibit 2-8
Level 1 Alternatives - Fife



Source: © Mapbox, © OpenStreetMap

0 500 1,000 2,000
Feet



I-5 West to 12th Street Alignment Family

- Other Alignments
- Fife 1 12th Street

Exhibit 2-9

Level 1 Alternatives - Fife - I-5 West to 12th Street Alignment Family

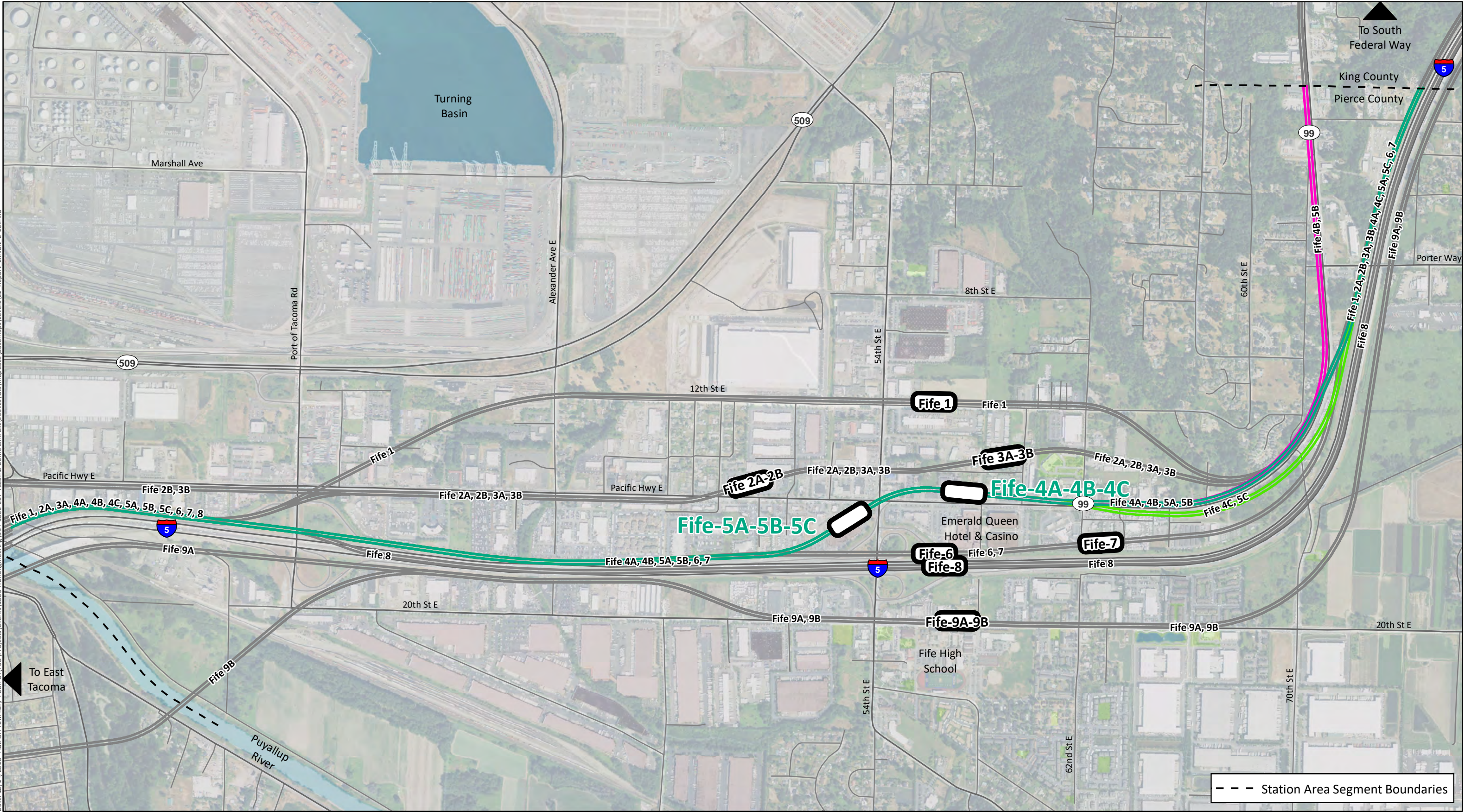
travel along the south side of Pacific Highway East through Fife. The station is located just east of Willow Road East and Pacific Highway East.

- Fife 3A travels along the west side of I-5 from the King/Pierce County boundary until just south of Porter Way, where the alignment begins to travel southwest towards Pacific Highway East and northwest around the Fife Ridge. Fife 3A then continues west along 15th Street East until just east of Willow Road East, where it continues southwest to travel along the south side of Pacific Highway East. At the Port of Tacoma Road, Fife 3A travels southwest along the westbound on-ramp to the north side of I-5, where it continues through Fife. The station is located just west of 59th Avenue Court East at 15th Street East.
- Fife 3B travels along the west side of I-5 from the King/Pierce County boundary until just south of Porter Way, where the alignment begins to travel southwest towards Pacific Highway East and northwest around the Fife Ridge. Fife 3B then continues west along 15th Street East until just east of Willow Road East, where it continues southwest to travel along the south side of Pacific Highway East through Fife. The station is located just west of 59th Avenue Court East at 15th Street East.

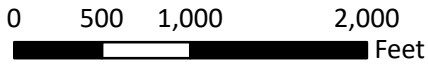
2.2.2.1.3 Pacific Highway East/South

The Pacific Highway East/South alternatives include Fife 4A-C Pacific Highway East and Fife 5A-C Pacific Highway South, as depicted on Exhibit 2-11:

- Fife 4A travels along the west side of I-5 from the King/Pierce County boundary until just south of Porter Way, where the alignment begins to travel southwest to continue along the north side of Pacific Highway East. At 54th Street East and Pacific Highway East, Fife 4A continues southwest to travel along the north side of I-5 through the remainder of Fife. The station is located east of 54th Street East on the north side of Pacific Highway East.
- Fife 4B travels along the west side of Pacific Highway East through the Fife curve and into the Fife city center. At 54th Street East and Pacific Highway East, Fife 4B continues southwest to travel along the north side of I-5 through the remainder of Fife. The station is located east of 54th Street East on the north side of Pacific Highway East.
- Fife 4C travels along the west side of I-5 from the King/Pierce County boundary until just north of 70th Avenue East, where the alignment travels west along the south side of Pacific Highway East. At 62nd Avenue East, Fife 4C crosses to the north side of Pacific Highway East and continues west until 54th Street East, where the alignment continues southwest to travel along the north side of I-5 through the remainder of Fife. The station is located east of 54th Street East on the north side of Pacific Highway East.



Source: © Mapbox, © OpenStreetMap



Pacific Highway East/South Alignment Family

- Other Alignments
- Fife 4A Pacific Highway East
- Fife 4B Pacific Highway East
- Fife 4C Pacific Highway East
- Fife 5A Pacific Highway South
- Fife 5B Pacific Highway South
- Fife 5C Pacific Highway South

Exhibit 2-11
Level 1 Alternatives - Fife - Pacific
Highway East/South Alignment Family

- Fife 5A travels along the west side of I-5 from the King/Pierce County boundary until just south of Porter Way, where the alignment begins to travel southwest to continue along the north side of Pacific Highway East. At 54th Street East and Pacific Highway East, Fife 5A continues southwest to travel along the north side of I-5 through the remainder of Fife. The station is located at Pacific Highway East and 54th Street East.
- Fife 5B travels along the west side of Pacific Highway East through the Fife curve and into the Fife city center. At 54th Street East and Pacific Highway East, Fife 5B continues southwest to travel along the north side of I-5 through the remainder of Fife. The station is located at Pacific Highway East and 54th Street East.
- Fife 5C travels along the west side of I-5 from the King/Pierce County boundary until just north of 70th Avenue East, where the alignment travels west along the south side of Pacific Highway East. At 62nd Avenue East, Fife 5C crosses to the north side of Pacific Highway East and continues west until 54th Street East, where the alignment continues southwest to travel along the north side of I-5 through the remainder of Fife. The station is located at Pacific Highway East and 54th Street East.

2.2.2.1.4 I-5 West/Representative

The I-5 West/Representative alternatives include Fife 6 I-5 West (Representative) and Fife 7 I-5 East, as depicted on Exhibit 2-12:

- Fife 6 travels along the west and north sides of I-5 through Fife. The station is located at I-5 and 54th Street East. This is the Representative Project.
- Fife 7 travels along the west and north sides of I-5 through Fife. The station is located at I-5 and 62nd Avenue East.

2.2.2.1.5 I-5 Median/I-5 South

The I-5 Median/I-5 South alternatives include Fife 8 I-5 Median and Fife 9A-B 20th Street, as depicted on Exhibit 2-13:

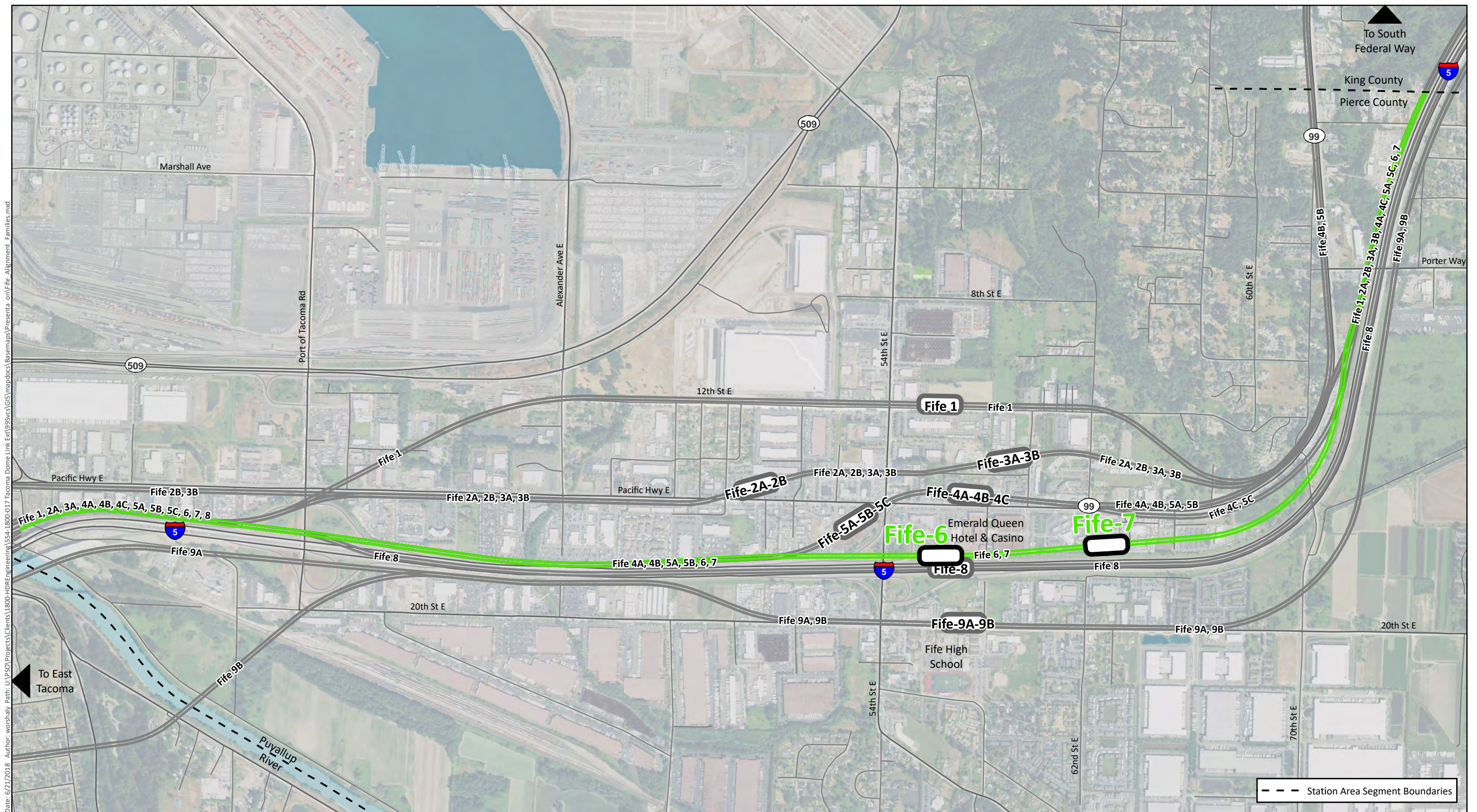
- Fife 8 travels in the median of I-5 from the King/Pierce County boundary until the I-5/Port of Tacoma Road interchange, where the alignment transitions to the north side of I-5 through the remainder of Fife. The station is located just east of 54th Street East in the I-5 median.
- Fife 9A travels along the east side of I-5 until just north of 70th Avenue East, where the alignment begins to pull away from I-5 to travel along the north side of 20th Street East. At 51st Avenue East, Fife 9A transitions to the south side of I-5 for the remainder of Fife. The station is located at 20th Street East and 58th Avenue East.
- Fife 9B travels along the east side of I-5 until just north of 70th Avenue East, where the alignment begins to pull away from I-5 to travel along the north side of 20th Street East.

At 51st Avenue East, Fife 9B transitions to the south side of I-5 until Port of Tacoma Road, where the alignment travels southwest through the remainder of Fife. The station is located at 20th Street East and 58th Avenue East.

2.2.2.2 Alternatives Not Advanced for Level 1 Evaluation

One station location and one alignment option did not advance from the pre-screening phase to Level 1, as shown on Exhibit 2-14:

- A station located in Milton just north of 70th Avenue East between I-5 and Pacific Highway East—this station concept is inconsistent with the ST3 Plan because it is located outside of the Fife activity center.
- An alignment option along the Interurban Trail corridor, which did not advance to the Level 1 evaluation because of inconsistency with the Purpose and Need, circuitous routing that would add travel time to the HCT service, and environmental constraints.



Source: © Mapbox, © OpenStreetMap

0 500 1,000 2,000
Feet

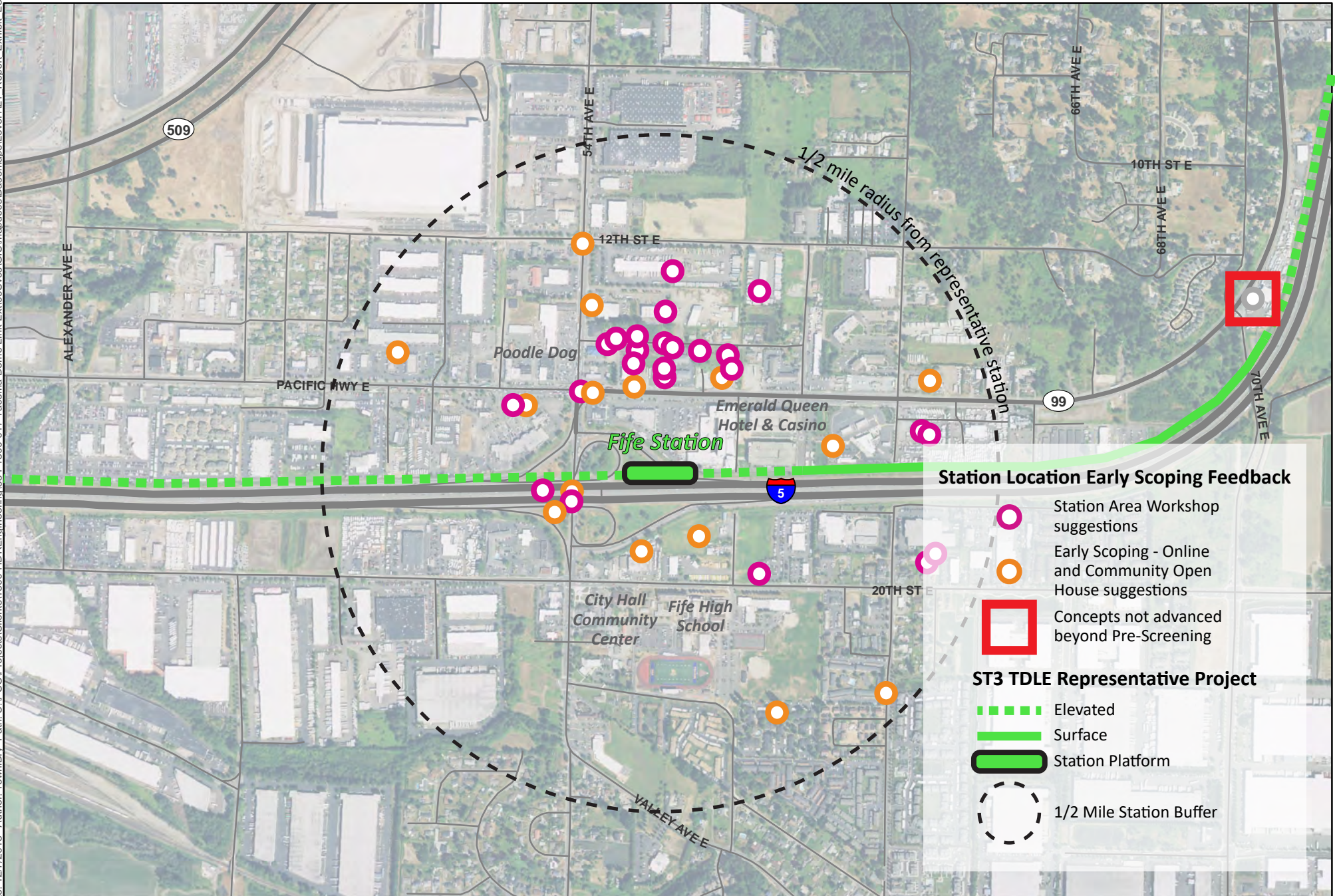


I-5 West/Representative Alignment Family

- Other Alignments
- Fife 6 I-5 West/Representative
- Fife 7 I-5 East

Exhibit 2-12
Level 1 Alternatives - Fife -
I-5 West/Representative
Alignment Family

Date: 12/7/2018 Author: Town/Bry Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ext\99Svcs\GIS\Mapdocs\Basemaps\Level\1.1 Report Exhibit E3.mxd



Source: © Mapbox, © OpenStreetMap

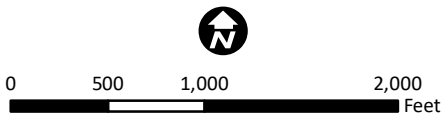


Exhibit 2-14
TDLE Station Location Feedback
Fife

2.2.3 East Tacoma

There are 11 alternatives in East Tacoma (ET) that can generally be categorized into four alignment families: Puyallup Avenue, East 25th Street, East 26th Street/Representative, and East 26th/27th Street, as shown on Exhibit 2-15.

2.2.3.1 Alternatives Advanced for Level 1 Evaluation

2.2.3.1.1 Puyallup Avenue

The Puyallup Avenue alternatives include ET 1A Puyallup Avenue (I-5 West to Puyallup) and ET 1B Puyallup Avenue (SR 99 to Puyallup), as depicted on Exhibit 2-16:

- ET 1A crosses the Puyallup River along the north side of I-5. At East Bay Street, ET 1A travels northwest to the south side of Puyallup Avenue where it continues through East Tacoma. The station is located at East M Street and Puyallup Avenue.
- ET 1B crosses the Puyallup River along the south side of the Pacific Highway bridge, where it continues along the south side of Puyallup Avenue through East Tacoma. The station is located at East M Street and Puyallup Avenue.

2.2.3.1.2 East 25th Street

The East 25th Street alternative includes ET 2 25th Street, as depicted on Exhibit 2-17:

- ET 2 crosses the Puyallup River along the north side of I-5. At East Bay Street, ET 2 travels northwest to the north side of East 25th Street where it continues through East Tacoma. The station is located at East M Street and East 25th Street.

2.2.3.1.3 East 26th Street/Representative

The East 26th Street/Representative alternatives include ET 3 26th Street East, ET 4A-C 27th Street North, and ET 6 26th Street West, as depicted on Exhibit 2-18:

- ET 3 crosses the Puyallup River north of I-5. At East Bay Street, ET 3 travels northwest to the north side of East 26th Street through the remainder of East Tacoma. The station is located at East 26th Street and East Bay Street.
- ET 4A crosses the Puyallup River along the north side of I-5 and continues west along the north side of East 27th Street. At Portland Avenue, ET 4A continues northwest to the center of East 26th Street through East Tacoma. The station is located at East 27th Street and East Bay Street.
- ET 4B crosses the Puyallup River to the north of I-5 and continues west along the north side of East 27th Street. At Portland Avenue, ET 4B continues northwest to the center of East 26th Street through East Tacoma. The station is located at East 27th Street and East Bay Street. This is the Representative Project.

- ET 4C crosses the Puyallup River just north of I-5 and continues west along the north side of East 27th Street. At Portland Avenue, ET 4C continues northwest to the center of East 26th Street through East Tacoma. The station is located at East 27th Street and East Bay Street.
- ET 6 crosses the Puyallup River north of I-5. At East Bay Street, ET 6 travels northwest to the north side of East 26th Street through the remainder of East Tacoma. The station is located at East 26th Street and East N Street.

2.2.3.1.4 East 26th/27th Street

The East 26th/27th Street alternatives include ET 5 27th Street South, ET 7 29th Street, and ET 8 34th Street, as depicted on Exhibit 2-19:

- ET 5 crosses the Puyallup River north of I-5 and continues west along the north side of East 27th Street through East Tacoma. The station is located at East 27th Street and East Bay Street.
- ET 7 crosses the Puyallup River south of I-5 near East 28th Street and continues along the north side of East 29th Street. Just west of East Portland Avenue, ET 7 travels northwest to cross to the north side I-5. The station is located at East 29th Street and East R Street.
- ET 8 crosses the Puyallup River south of I-5 near East 34th Street. The alignment continues along the north side of East 34th Street until just west of East Portland Avenue, where the alignment travels north to cross to the north side of I-5. The station is located just east of East Portland Avenue and East Wright Avenue.

2.2.3.2 Alternatives Not Advanced for Level 1 Evaluation

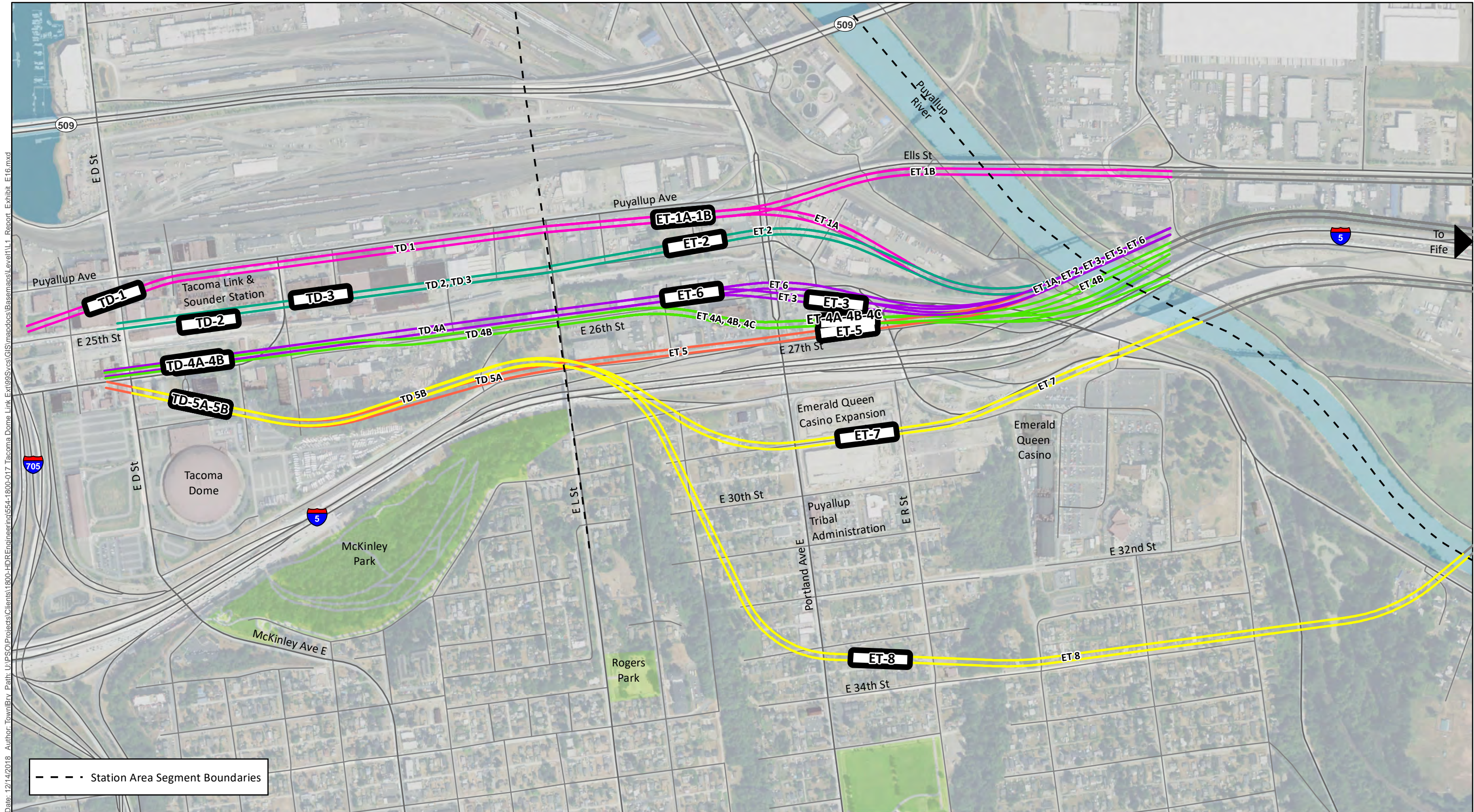
One station location did not advance from the pre-screening phase into Level 1, as shown on Exhibit 2-20:

- A station located in Tacoma in the SR 509 right-of-way (ROW) in the Burlington Northern Santa Fe (BNSF) Railyard—this station concept is inconsistent with the ST3 Plan because it is located outside of both the East Tacoma and Tacoma Dome activity centers.

2.2.4 Tacoma Dome

There are seven alternatives in the Tacoma Dome (TD) area that can generally be categorized into four alignment families: Puyallup Avenue, East 25th Street, East 26th Street/Representative, and East 26th/27th Street, as shown on Exhibit 2-15.

Date: 12/14/2018 Author: Town/Bry Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ex\99Svcs\GIS\mapdocs\Basemaps\Level1\1 Report Exhibit E16.mxd



0 250 500 1,000 Feet



Tacoma Dome Alternative Alignments

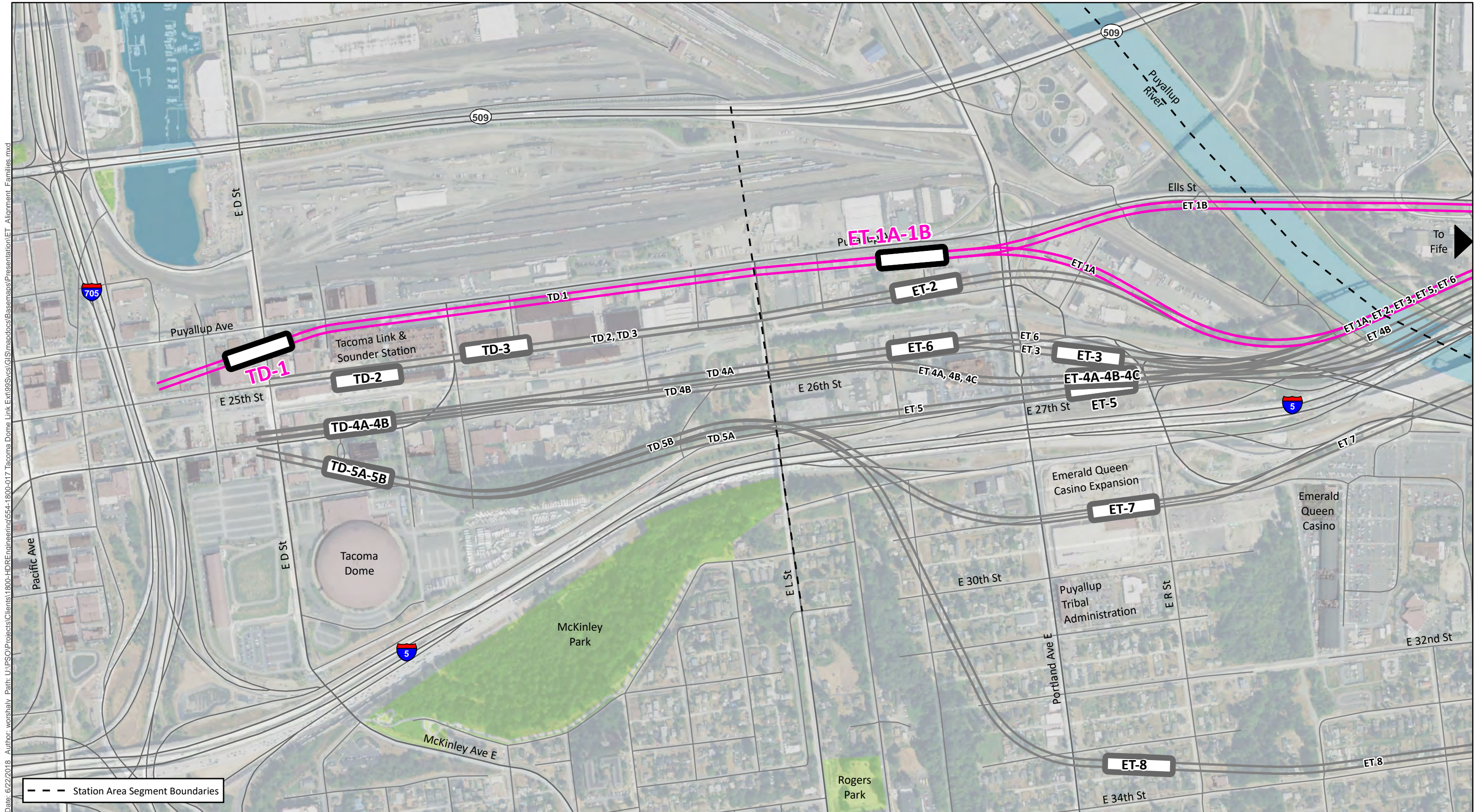
- TD 1 Puyallup Avenue
- TD 2 25th Street West
- TD 3 25th Street East
- TD 4A 26th Street
- TD 4B 26th Street/Representative
- TD 5A 27th Street
- TD 5B 27th Street

East Tacoma Alternative Alignments

- ET 1A Puyallup Avenue
- ET 1B Puyallup Avenue
- ET 2 25th Street
- ET 3 26th Street East
- ET 4A 27th Street North
- ET 4B 27th Street North/Representative
- ET 4C 27th Street North
- ET 5 27th Street South
- ET 6 26th Street West
- ET 7 29th Street
- ET 8 34th Street

Exhibit 2-15
Level 1 Alternatives - East Tacoma and Tacoma Dome

Date: 6/22/2018 Author: worshav Path: U:\PSO\Projects\Clients\1800-HDREngineering\554-1800-017 Tacoma Dome Link Ex\99Svcs\GIS\mapdocs\Basemaps\Presentation\ET Alignment Families.mxd



Source: © Mapbox, © OpenStreetMap

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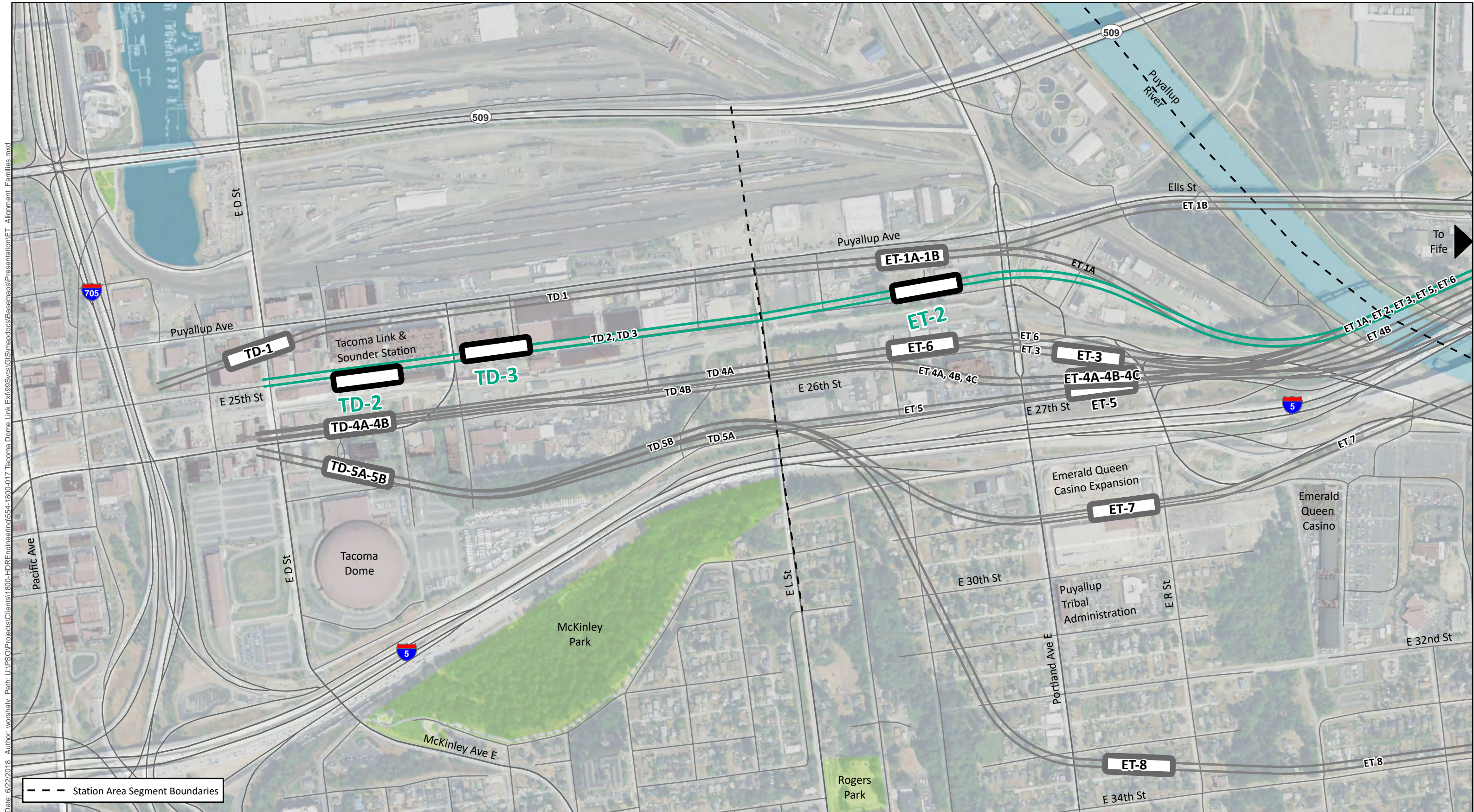


- Puyallup Avenue Alignment Family**
- Other Alignments
 - ET 1A Puyallup Avenue
 - ET 1B Puyallup Avenue
 - TD 1 Puyallup Ave

Exhibit 2-16

Level 1 Alternatives - East Tacoma and Tacoma Dome - Puyallup Avenue Alignment Family

Date: 6/22/2018 Author: worshav Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ext\99Svcs\GIS\mapdocs\Basemaps\Presentation\ET Alignment Families.mxd



Source: © Mapbox, © OpenStreetMap

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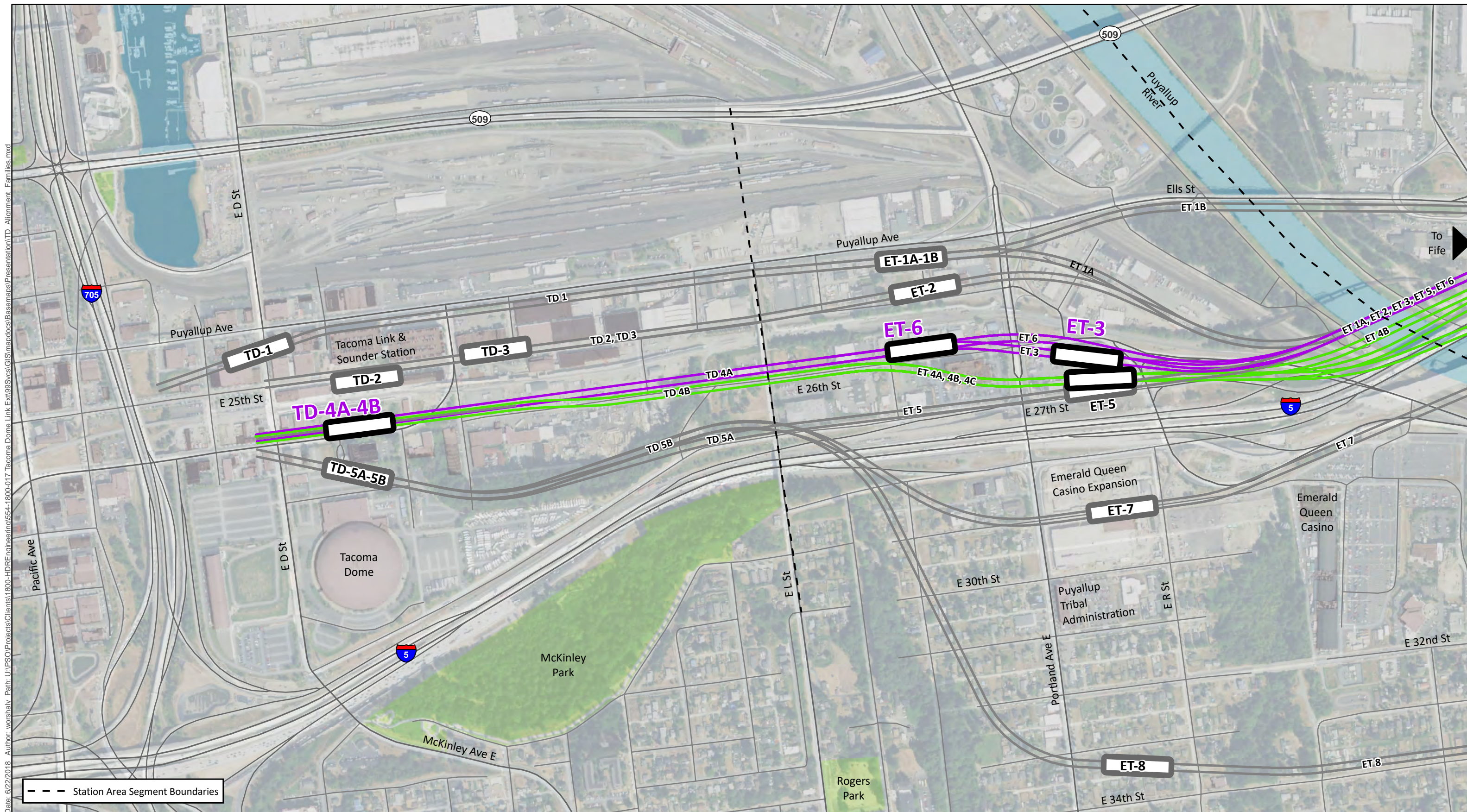


- East 25th Street Alignment Family**
- Other Alignments
 - ET 2 25th Street
 - TD 2 25th Street West
 - TD 3 25th Street East

Exhibit 2-17

Level 1 Alternatives - East Tacoma and Tacoma Dome - East 25th Street Alignment Family

Date: 6/22/2018 Author: worshav Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ex\99Srcs\GIS\mapdocs\Basemaps\Presentation\TD Alignment Families.mxd



Source: © Mapbox, © OpenStreetMap

0 250 500 1,000
Feet

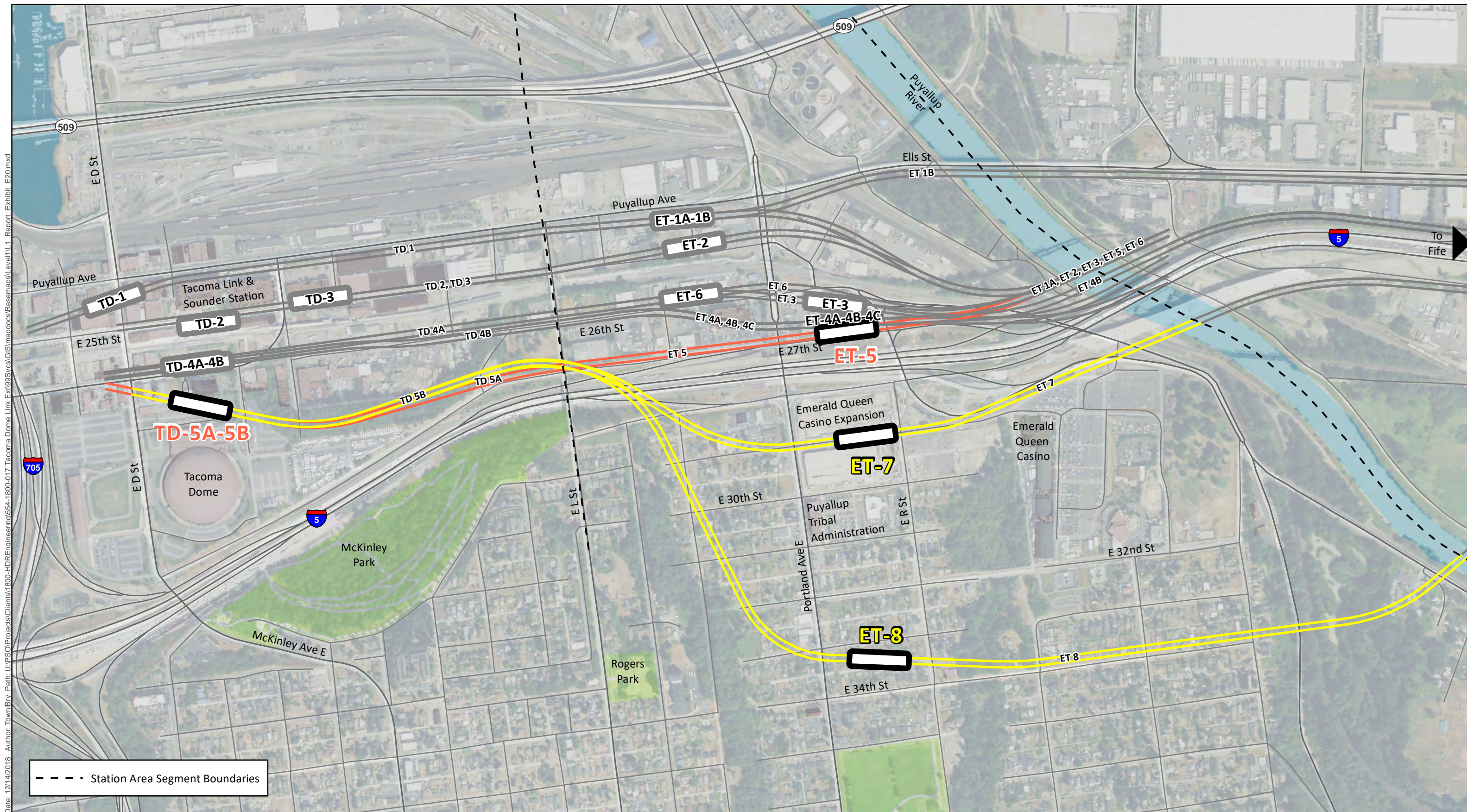


East 26th Street/Representative Alignment Family

- Other Alignments
- TD 4A 26th Street
- TD 4B 26th Street/Representative
- ET 3 26th Street East
- ET 4A 27th Street North
- ET 4B 27th Street North/Representative
- ET 4C 27th Street North
- ET 6 26th St West

Exhibit 2-18
Level 1 Alternatives - East Tacoma and Tacoma Dome - East 26th Street/Representative Alignment Family

Date: 12/14/2018 Author: Town/Bry Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ex\99Svcs\GIS\mapdocs\Basemaps\Level1\1 Report Exhibit E20.mxd



Source: © Mapbox, © OpenStreetMap

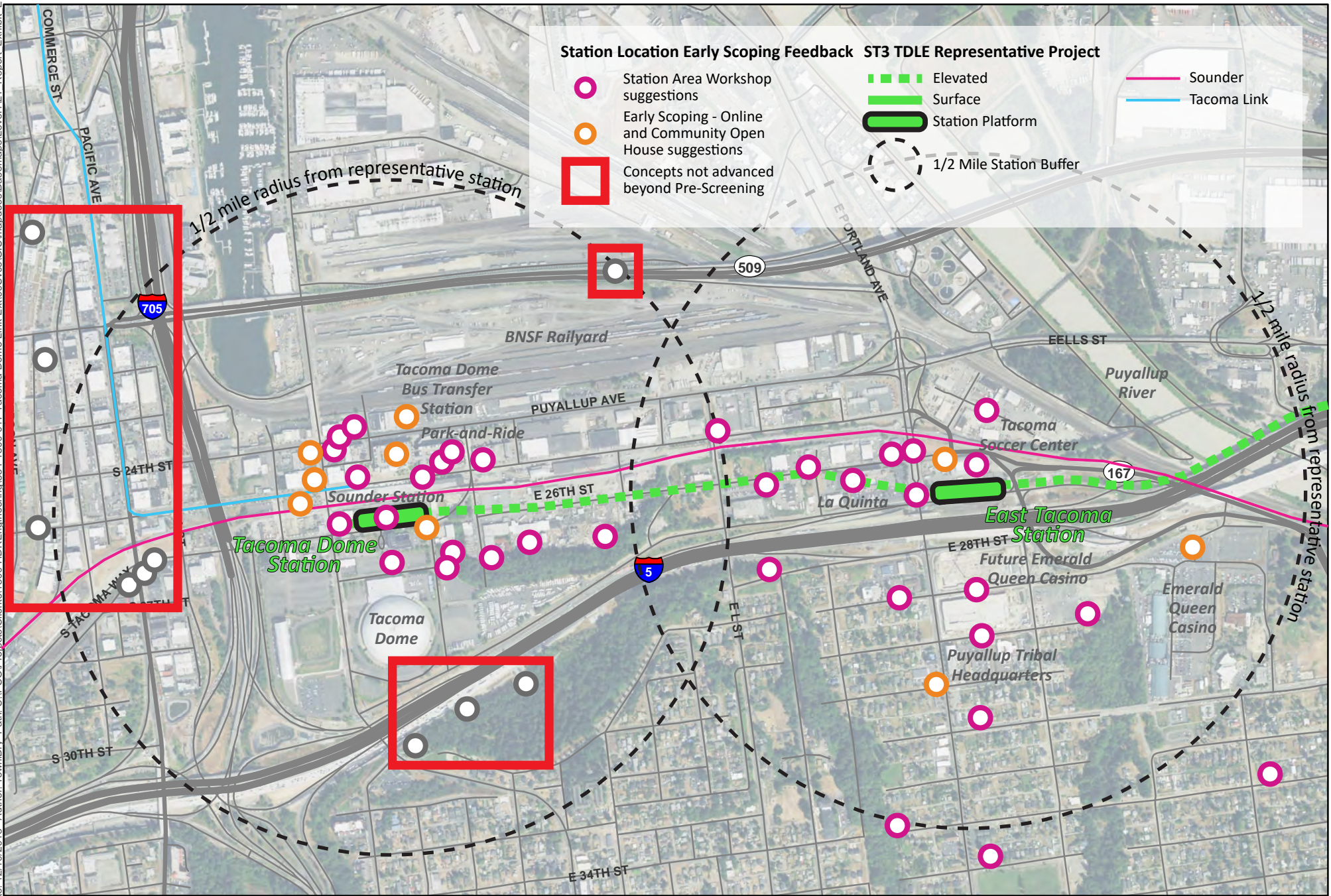
0 250 500 1,000 Feet



East 26th Street/27th Street Alignment Family

- Other Alignments
- TD 5A 27th Street
- TD 5B 27th Street
- ET 5 27th Street South
- ET 7 29th Street
- ET 8 34th Street

Exhibit 2-19
Level 1 Alternatives - East Tacoma and Tacoma Dome - East 26th Street/27th Street Alignment Family



Source: © Mapbox, © OpenStreetMap

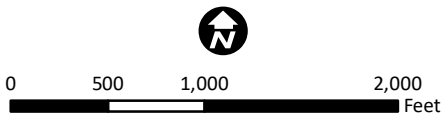


Exhibit 2-20
TDLE Station Location Feedback
East Tacoma and Tacoma Dome

2.2.4.1 Alternatives Advanced for Level 1 Evaluation

2.2.4.1.1 Puyallup Avenue

The Puyallup Avenue alternative includes TD 1 Puyallup Avenue, as depicted on Exhibit 2-16:

- TD 1 travels along the south side of Puyallup Avenue until just east of I-705. The station is located at Puyallup Avenue and East D Street.

2.2.4.1.2 East 25th Street

The East 25th Street alternatives include TD 2 25th Street West and TD 3 25th Street East, as depicted on Exhibit 2-17:

- TD 2 travels along the center of East 25th Street until just west of East D Street. The station is located east of East D Street along East 25th Street.
- TD 3 travels along the center of East 25th Street until just west of East D Street. The station is located at East G Street and East 25th Street.

2.2.4.1.3 East 26th Street/Representative

The East 26th Street/Representative alternatives include TD 4A-B 26th Street, as depicted on Exhibit 2-18:

- TD 4A travels along the north side of East 26th Street until just west of East D Street. The station is located on East 26th Street just east of East D Street.
- TD 4B travels along the south side of East 26th Street until just west of East J Street, where the alignment crosses to the north side of East 26th Street. TD 4B continues until just west of East D Street. The station is located on East 26th Street just east of East D Street. This is the Representative Project.

2.2.4.1.4 East 26th/27th Street

The East 26th/27th Street alternatives include TD 5A-B 27th Street, as depicted on Exhibit 2-19:

- TD 5A travels along the north side of I-5 and continues northwest just east of East G Street until just west of East D Street. The station is located at East 27th Street and East F Street.
- TD 5B travels along the north side of I-5 and continues northwest just east of East G Street until just west of East D Street. The station is located at East 27th Street and East F Street.

2.2.4.2 Alternatives Not Advanced for Level 1 Evaluation

Two station groupings and one alignment option did not advance from the pre-screening phase into Level 1, as shown on Exhibit 2-20:

- A series of stations located in McKinley Park in Tacoma—these station concepts are inconsistent with the ST3 Plan because of the location outside of the Tacoma Dome activity center and within a major public park facility.
- A series of stations located to the west of I-705 in Tacoma—these station concepts are inconsistent with the ST3 Plan because of the location outside of the Tacoma Dome activity center.
- An alignment option of extending Tacoma Link west of the Tacoma Dome to East Tacoma. This option was not brought forward into the Level 1 evaluation because of inconsistency with the Purpose and Need and the ST3 Plan.

3 Level 1 Evaluation Criteria

The draft Purpose and Need established five objectives that have been used to develop the evaluation criteria and measures. The objectives are to:

- Provide Effective Transportation Solutions to meet Mobility, Access, and Capacity Needs;
- Support Sustainable Land Use Plans, Economic Development, and Transit Oriented Development;
- Preserve the Environment;
- Support Equitable Mobility; and
- Provide a Financially Sustainable and Constructible Project.

The evaluation criteria and measures listed in Exhibit 3-1, Level 1 Screening, have been used to assess the differences in performance or potential effects among the concepts and pre-screen alternatives. The qualitative and quantitative measures are used to determine which alternatives warrant further consideration for more detailed analysis in Level 2.

EXHIBIT 3-1
Level 1 Screening

Evaluation Criteria	Measures
Objective: Provide Effective Transportation Solutions to Meet Mobility, Access, and Capacity Needs Purpose and Need: <ul style="list-style-type: none">• Provide high quality rapid, reliable, accessible, and efficient light rail transit service connecting the communities of Federal Way, Milton, Fife, Tacoma, and the Puyallup Tribe of Indians to other destinations on the regional HCT system.• Meet projected transit demand and offer an alternative to travel on congested roadways, better connecting people to where they live, work, and play.• Expand mobility for people in the corridor and region, including low income, minority, and transit-dependent populations.	
Ridership Potential	L1.1: Travel time L1.2: Total population and employment (2035) within 1/2 mile of stations L1.3: Proximity to existing/future population and employment centers/activity centers and major destinations within 1/2 mile of stations
Objective: Support Sustainable Land Use Plans, Economic Development, and Transit Oriented Development Purpose and Need: <ul style="list-style-type: none">• Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit's Regional Transit Long-Range Plan Update.• Encourage equitable and sustainable urban growth in station areas through support of TOD and multimodal integration in a manner that is consistent with adopted local comprehensive plans and policies, including Sound Transit's Transit Oriented Development and Sustainability Policies.• Encourage convenient and safe nonmotorized access to stations such as bicycle and pedestrian connections consistent with Sound Transit's System Access Policy.	

EXHIBIT 3-1
Level 1 Screening

Evaluation Criteria	Measures
Supports future transit oriented development (TOD) opportunities	<p>L1.4: Consistency with local and tribal economic development goals, planned development, current and anticipated zoning, and/or comprehensive plans</p> <p>L1.5: Barriers that limit the development potential, watershed, and range and safety of bicycling around the station such as topography, wide roads, highways, bodies of water, and railways</p> <p>L1.6: Presence of amenities to catalyze complete neighborhoods, such as shops, services, schools, recreational facilities, civic or character amenities, or views/access to nature</p>
Promotes multimodal access and connections	<p>L1.7: Qualitative assessment of bicycle and pedestrian accessibility and potential for improvement</p> <p>L1.8: Qualitative assessment of transit connections and potential for improvement within station areas</p>
Objective: Preserve the Environment Purpose and Need: <ul style="list-style-type: none"> Preserve and promote a healthy and sustainable environment and economy by minimizing adverse impacts on the natural, built, and social environments. 	
Effects on the natural environment	L1.9: Proximity to major wetlands, streams, floodplains, steep slopes, Endangered Species Act (ESA) species, fisheries, or other natural habitat areas within 100 feet of an alternative (in acres of resources)
Effects on the built environment	<p>L1.10: Estimated levels of property impacts (residential, commercial, other) and number of large tax generating properties impacted</p> <p>L1.11: Estimated number of Tribal parcels impacted</p> <p>L1.12: Presence of known Section 4(f), park, historic, culturally-significant Tribal properties, or other protected areas</p> <p>L1.13: Presence of a view shed or proximity to view-dependent businesses</p> <p>L1.14: Potential for impacts from vibration and noise</p> <p>L1.15: Potential for affecting areas with existing traffic congestion</p> <p>L1.16: Potential for affecting parking supply and demand and spillover parking effects</p> <p>L1.17: Potential avoidance of hazardous waste</p>
Objective: Support Equitable Mobility Purpose and Need: <ul style="list-style-type: none"> Expand mobility for people in the corridor and region, including low income, minority, and transit-dependent populations. 	
Provide equitable transit service to low-income, minority, and transit-dependent populations	<p>L1.18: Qualitative demographic differences among the option census data (households with no car, low income, and minority populations) in station areas</p> <p>L1.19: Potential for impacts on low-income and minority populations</p>
Objective: Provide a Financially Sustainable and Constructible Project Purpose and Need: <ul style="list-style-type: none"> Develop a light rail extension that is technically and financially feasible to build, operate, and maintain, consistent with the regional system defined by the Sound Transit 3 Plan and the Regional Transit Long Range Plan update, which was developed through a robust local planning process that established transit mode, corridor, and general station locations. 	

EXHIBIT 3-1
Level 1 Screening

Evaluation Criteria	Measures
Financial considerations	L1.20: Major cost elements beyond the representative project description
Constructibility and engineering considerations	L1.21: Potential risks (major utilities or structures) L1.22: Availability and potential to use publicly owned ROW L1.23: Capability to accommodate future expansion included in the Sound Transit Long-Range Plan
Operational considerations	L1.24 Consideration of operational elements (e.g., potential reliability, track alignment, tail tracks, pocket track at Tacoma Dome, number of at-grade crossings, if any)
Schedule considerations	L1.25: Overall schedule risk

3.1 Provide Effective Transportation Solutions to Meet Mobility, Access, and Capacity Needs

The criteria used to evaluate this objective was ridership potential. This criterion was evaluated using the three measures described below.

3.1.1 Ridership Potential

Ridership potential was quantitatively and qualitatively assessed based on travel time in the corridor, proximity to major activity centers, and proximity to population and employment density.

3.1.1.1 Measure L1.1: Travel time

This measure estimated travel times based on alignment characteristics, including distances and curves from stations to the regional Link system at the Federal Way Link Extension interim terminus.

Alternatives within each segment received a rating of 1 for having the longest travel time and a rating of 5 for having the shortest travel time.

3.1.1.2 Measure L1.2: Total population and employment within a half mile of stations

This measure evaluated total population and employment within a half mile of each station alternative for the existing and future (2040) years.

Alternatives within each segment received a rating of 1 for having the lowest population and employment totals within a half mile and a rating of 5 for having the highest.

3.1.1.3 Measure L1.3: Proximity to existing/future population and employment centers and major destinations within a half mile of stations

This measure evaluated the proximity of each station alternative to existing and future Puget Sound Regional Council (PSRC) designated centers, activity centers, and major destinations within a half mile.

Alternatives within each segment received a rating of 1 for having no designated centers or destinations within a half mile; a 2 for few; a 3 for several; a 4 for many; and a 5 for the highest number of designated centers or destinations.

3.2 Supports Sustainable Land Use Plans, Equitable Access, and Economic Development

The criteria used to evaluate this objective were Supports Future Transit Oriented Development Opportunities and Promotes Multimodal Access and Integration. The criteria were evaluated using the five measures described below.

3.2.1 Supports Future Transit Oriented Development Opportunities

Support of future TOD opportunities was qualitatively assessed based on consistency with local plans and planned development, walkshed barriers, presence of amenities to catalyze complete neighborhoods, and nonmotorized and transit accessibility.

3.2.1.1 Measure L1.4: Consistency with local and tribal economic development goals, planned development, current and anticipated zoning, and/or comprehensive plans

This measure assessed consistency with local and tribal economic development goals, current and future zoning, and land use plans.

Alternatives within each segment received a rating of 1 for plans that do not support TOD and a rating of 5 for plans that are very supportive of TOD.

3.2.1.2 Measure L1.5: Barriers that limit the development potential, walkshed, and range and safety of bicycling around the station

This measure qualitatively assessed barriers such as topography, wide roads, highways, bodies of water, and railways that limit the walkshed and ability of bicycling around station alternatives.

Alternatives within each segment received a rating of 1 for having many barriers in multiple categories; a 2 for many barriers within one or two categories or minor barriers in some categories; a 3 for some barriers, but minor only; a 4 for few barriers, but minor only; and a 5 for no barriers.

3.2.1.3 Measure L1.6: Presence of amenities to catalyze complete neighborhoods

This measure assessed the quantity and quality of “seed amenities” such as shops, services, schools, recreational facilities, civic or character amenities, or views and access to nature in station areas.

Alternatives within each segment received a rating of 1 for having no “seed amenities” or elements of a complete neighborhood that would make someone want to develop or live there; a 2 for one or two elements; a 3 for more than two elements, but not very desirable; a 4 for four or more elements of varying quality; and a 5 for many elements (i.e., shops, services, schools, parks, and views).

3.2.2 Promotes Multimodal Access and Integration

Promoting multimodal access and integration was qualitatively assessed based on availability of existing and planned nonmotorized and transit facilities and the potential to improve access.

3.2.2.1 Measure L1.7: Qualitative assessment of bicycle and pedestrian accessibility and potential for improvement

This measure qualitatively assessed the accessibility of station areas to major existing and planned bicycle and pedestrian facilities. It also identified infrastructure (or lack thereof) that supports walking and/or bicycling within general station areas for bicyclists and pedestrians, including those with limited mobility.

Alternatives within each segment received a rating of 1 for being in an area that is very dangerous or impossible to walk or bicycle with no opportunity to mitigate (due to infrastructure barriers, etc.); a 2 for being possible to walk or bicycle, but many obstacles or risks with minimal opportunities to mitigate; a 3 for being possible to walk or bicycle, but experience is poor with some opportunities to mitigate; a 4 for being possible to walk or bicycle but experience is poor with many opportunities to improve or expand the network, or could be a good place to walk or bicycle if there were useful destinations and there is some opportunity to improve or expand the network; and a 5 for being a good place to walk or bicycle, or could be a good place to walk or bicycle if there were useful destinations and there are many opportunities to improve or expand the network.

3.2.2.2 Measure L1.8: Qualitative assessment of transit connections and potential for improvement within station areas

This measure evaluated the potential to integrate light rail transit with bus and rail service and the ease of transfers for transit customers.

Alternatives within each segment received a rating of 1 for having few existing connections for other transit services and being a missed opportunity to integrate with fixed transit infrastructure (transit centers, other rail stations, etc.); a 2 for some existing connections and a missed opportunity to integrate with fixed transit infrastructure; a 3 for some existing

connections; a 4 for good access to existing transit services; and a 5 for a robust network of other transit services.

3.3 Preserve the Environment

The criteria used to evaluate this objective are Effects on the Natural Environment and Effects on the Built Environment. The criteria were evaluated using the nine measures described below.

3.3.1 Effects on the Natural Environment

Effects on the natural environment were quantitatively assessed based on potential impacts to various elements of the natural environment.

3.3.1.1 Measure L1.9: Impact in approximate acres of major wetlands, streams, floodplains, steep slopes, ESA species, fisheries, or other natural habitat areas within 100 feet of an alternative

This measure evaluated potential impacts to known natural resources including major wetlands, streams, floodplains, steep slopes, ESA species, and fisheries. It quantitatively assessed effects on the natural environment in terms of impacted acres within 100 feet of alignments and stations.

Alternatives within each segment received a rating of 1 for affecting the most wetlands or stream crossings and/or impacting natural areas with two or more acres affected within the footprint and nearby areas, and directly affecting high quality habitat for sensitive species; a 2 for a high potential for wetlands impacts and stream crossings or impacts to natural areas with 1 to 2 acres affected, or affecting high-quality habitat for sensitive species; a 3 for moderate potential for wetlands impacts and stream crossings or impacts to natural areas with less than 1 acre affected, but where sensitive species habitat may be present; a 4 for lower potential for wetlands impacts and stream crossings or impacts to natural areas with less than 1/2 acre affected, and low likelihood for encountering habitat for sensitive species; and a 5 for the least potential for wetlands impacts and stream crossings or impacts to natural areas, with few to no mapped resources for sensitive species encountered.

3.3.2 Effects on the Built Environment

Effects on the built environment were qualitatively and quantitatively assessed based on potential impacts to various elements of the built environment, such as parcel impacts, impacts to traffic, impacts to Tribal properties, and impacts to hazardous waste.

3.3.2.1 Measure L1.10: Estimated level of property impacts

This measure quantitatively assessed the number of potential property acquisitions for alignments and stations by property type (e.g., residential, commercial, other, and large tax-generator properties).

Alternatives within each segment received a rating of 1 for having the highest number of residential and commercial parcels potentially impacted, including several large tax-generator properties; a 2 for a higher number of residential and/or commercial parcels and some large tax-generator properties, several multi-family properties, or commercial complexes with multiple businesses affected; a 3 for a medium number of residential and/or commercial parcels and some large tax-generator properties; a 4 for a lower number of residential and/or commercial parcels and a few large tax-generator properties, or a few multi-family or commercial complexes affected; and a 5 for few to no residential and/or commercial parcels and few large tax-generator properties, multi-family properties, or commercial complexes affected.

3.3.2.2 Measure L1.11: Estimated number of Tribal parcels impacted

This measure quantitatively determined the number of potential Tribal parcels impacted by alignments and stations.

Alternatives within each segment received a rating of 1 for impacting greater than 15 Tribal-owned parcels; a 2 for 10 to 15 Tribal-owned parcels; a 3 for 5 to 9 Tribal-owned parcels; a 4 for 1 to 4 Tribal-owned parcels; and a 5 for having no impacts to Tribal-owned parcels.

3.3.2.3 Measure L1.12: Presence of known Section 4(f), park, historic, culturally significant Tribal properties, or other protected areas

This measure quantitatively evaluated potential impacts of alignments and stations within 100 feet of parks and WISAARD (Washington Information System for Architectural and Archaeological Records Data) historical properties, in addition to resources within standard Department of Archaeology and Historic Preservation (DAHP) buffers for archaeological sites (100 feet) and burials (300 feet).

Alternatives within each segment received a rating of 1 for the highest number of potential impacts to parks, historic properties, or archaeological and cultural resources (10 or more sites); a 2 for multiple potential impacts (6 to 8 sites); a 3 for several potential impacts (3 to 5 sites); a 4 for few potential impacts (1 to 2 sites); and a 5 for having no known impacts.

3.3.2.4 Measure L1.13: Presence of a viewshed and potential for impacts to view-dependent businesses

This measure qualitatively assessed potential visual effects of alignments and stations to nearby properties.

Alternatives within each segment received a rating of 1 for having impacts to a viewshed and many view-dependent businesses; a 2 for moderate impacts to both viewsheds and several view-dependent businesses; a 3 for moderate impacts to either viewsheds or view-dependent

businesses; a 4 for minimal impacts to either viewsheds or view-dependent businesses; and a 5 for having no impacts to either viewsheds or view-dependent businesses.

3.3.2.5 Measure L1.14: Potential for impacts from vibration and noise

This measure assessed the presence of sensitive receptors along alignments that would be impacted by potential noise and vibration effects (e.g., residences, hospitals, hotels, parks, schools, libraries, churches, etc.).

Alternatives within each segment were evaluated based on the number of parcels within the 175- to 300-foot Federal Transit Authority (FTA) screening distance from the light rail line (FTA 2006). Because the length of the East Tacoma and Tacoma Dome segments are much shorter, different ranges were used for the South Federal Way and Fife segments than for the East Tacoma and Tacoma Dome segments.

For Federal Way and Fife station areas, alternatives received a rating of 1 for greater than 80 residential parcels and 2 to 12 other noise receptor parcels; a 2 for 50 to 80 residential parcels and 2 to 12 other parcels; a 3 for 40 to 60 residential parcels and 2 to 7 other parcels; a 4 for 20 to 50 residential parcels and 0 to 4 other parcels; and a 5 for less than 30 residential parcels and 0 to 2 other parcels.

For East Tacoma and Tacoma Dome station areas, there were almost no other noise receptors within 175 to 300 feet of alignments; therefore, ratings were for the most part based on the number of residential parcels within range. Alternatives received a rating of 1 for 199 to 318 residential parcels; a 2 for 18 to 33 residential parcels; a 3 for 3 to 17 residential parcels; a 4 for 1 other parcel and 1 to 2 residential parcels; and a 5 for 1 or less residential parcels.

3.3.2.6 Measure L1.15: Potential for affecting areas with existing congestion

This measure identified potential impacts to known areas of existing congestion (e.g., major roadways and congested intersections).

Alternatives received a rating of 1 for having a potentially high impact to known areas of congestion; a 2 for moderate impacts; a 3 for some impacts; a 4 for minimal impacts; and a 5 for no impacts.

3.3.2.7 Measure L1.16: Potential for affecting parking supply and demand

This measure identified potential impacts to parking supply and known areas of high parking demand.

Alternatives received a rating of 1 for having a potentially high impact to parking supply and demand; a 2 for moderate impacts; a 3 for some impacts; a 4 for minimal impacts; and a 5 for no impacts.

3.3.2.8 Measure L1.17: Potential avoidance of hazardous waste

This measure estimated the number of hazardous materials sites within 1/8 mile (approximately 660 feet) of each alternative.

Alternatives received a rating of 1 for greater than 110 hazardous materials sites; a 2 for 81 to 110 sites; a 3 for 51 to 80 sites; a 4 for 20 to 50 sites; and a 5 for less than 20 sites.

3.4 Support Equitable Mobility

The criterion used to develop this objective was Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations. The criterion was evaluated using the two measures described below.

3.4.1 Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

Equitable transit service was qualitatively assessed based on demographic differences between populations located within a half mile of each station and potential acquisition or displacement of property with a presence of low-income and minority populations.

3.4.1.1 Measure L1.18: Qualitative demographic differences among the option census data (households with no car, low income, and minority populations) in station areas

This measure evaluated the percentages of minority and low-income populations within a half-mile radius of each station location and compared these populations to the overall minority and low-income percentages within each city as a whole (“baseline”). The baseline serves as the middle of the scoring range. If the percentage that the station area scored was greater than the baseline, it scored higher (ratings of 4 to 5, darker green); if the percentage that the station area served was lower than the baseline, it scored lower (ratings of 1 to 2, lighter green).

Each scoring band (1, 2, 3, etc.) represents a difference of 2 percentage points of minority and low-income populations. Minority and low-income populations were scored separately and then averaged together for a total rating.

3.4.1.2 Measure L1.19: Potential for impacts on low-income and minority populations

This measure compared the potential for property acquisition and displacement (Measure L1.10) with the presence of environmental justice (EJ) populations (minority and low-income) along the corridor segment. If there was a high potential of acquisition in addition to higher-than-baseline EJ populations, that would result in higher potential impacts. If there was a low potential of acquisition in addition to lower-than-baseline EJ populations, that would result in

lower potential impacts. A scoring matrix was built around these two end points to determine ratings.

Alternatives within each segment received lower ratings for higher potential impacts (ratings of 1 to 2, lighter green) and higher ratings for lower potential impacts (ratings of 4 to 5, darker green). The presence of EJ populations was ranked similar to Measure 18 but with a 100-foot buffer around the corridor instead of a half-mile buffer around the station areas.

3.5 Provide a Financially Sustainable and Constructible Project

The criteria used to evaluate this objective are Financial Considerations, Constructability and Engineering Considerations, Operational Considerations, and Schedule Considerations. The criteria were evaluated using the six measures described below.

3.5.1 Financial Considerations

Financial considerations were qualitatively assessed based on potential major cost elements beyond the representative project description.

3.5.1.1 Measure L1.20: Major cost elements beyond the representative project description

This measure assessed major cost elements of each alternative (e.g., I-5 crossings, major parcel impacts, track lengths, alignment profile, etc.) as compared to the ST3 Plan representative project.

Alternatives within each segment received a rating of 1 for a scope that is substantially inconsistent; a 2 for a moderately consistent scope; a 3 for a scope with minor inconsistencies; a 4 for a similar scope; and a 5 for a scope with a reduced definition.

3.5.2 Constructibility and Engineering Considerations

Constructability and engineering considerations were qualitatively assessed based on potential risks due to major utilities or structures, availability of publicly owned ROW, and capability to accommodate future expansion.

3.5.2.1 Measure L1.21: Potential risks (major utilities or structures)

This measure estimated potential impacts from known major utilities or structures (e.g., power lines, transportation infrastructure, etc.).

Alternatives within each segment received a rating of 1 for substantial impacts; a 2 for moderate impacts; a 3 for some impacts; a 4 for few impacts; and a 5 for no impacts.

3.5.2.2 Measure L1.22: Availability and potential to use publicly owned ROW

This measure assessed the availability of publicly owned ROW.

Alternatives within each segment received a rating of 1 for being located where there is no available publicly owned ROW; a 2 for minimal availability; a 3 for some availability; a 4 for moderate availability; and a 5 for substantial availability.

3.5.2.3 Measure L1.23: Capability to accommodate future expansion included in the Sound Transit Long-Range Plan

This measure evaluated the capability of station locations and alignments to accommodate future expansion in the Sound Transit Long-Range Plan.

Alternatives within each segment received a rating of 1 for no accommodation of future expansion, through a 5 for complete accommodation of future expansion.

3.5.3 Operational Considerations

Operational considerations were qualitatively assessed based on operational elements.

3.5.3.1 Measure L1.24: Consideration of operational elements

This measure compared operational considerations including potential reliability, track alignment, tail tracks, pocket track at Tacoma Dome, number of at-grade crossings (if any), etc.

Alternatives within each segment received a rating of 1 for having elements that create multiple operational concerns, through a 5 for having elements that create no operational concerns.

3.5.4 Schedule Considerations

Schedule considerations were qualitatively assessed based on potential schedule risks.

3.5.4.1 Measure L1.25: Overall schedule risk

This measure considered the potential risks to increase or delay the schedule. Alternatives within each segment received a rating of 1 for multiple potential risks, through 5 for no potential risks.

4 Level 1 Analysis Results

This section summarizes the Level 1 analysis results by criteria for each of the alternatives in the South Federal Way, Fife, East Tacoma, and Tacoma Dome segments. Exhibit 4-1 shows the TDLE corridor segments.

4.1 South Federal Way

The South Federal Way segment begins at the Federal Way Transit Center and extends south to the King-Pierce County boundary line. Exhibit 4-2 summarizes the performance by criteria of each of the South Federal Way alternatives.

4.1.1 Provide Effective Transportation Solutions to Meet Mobility, Access, and Capacity Needs

4.1.1.1 Ridership Potential

SF 1 performed the highest on this criterion compared to all other South Federal Way alternatives because it was within a half mile of higher existing and future population and employment and would have shorter travel times. SF 10, SF 12, and SF 13 were the lowest performing for Ridership Potential because these alternatives were within a half mile of lower existing and future population and major population/employment centers and destinations. All other alternatives performed similarly for Ridership Potential.

4.1.2 Support Sustainable Land Use Plans, Equitable Access, and Economic Development

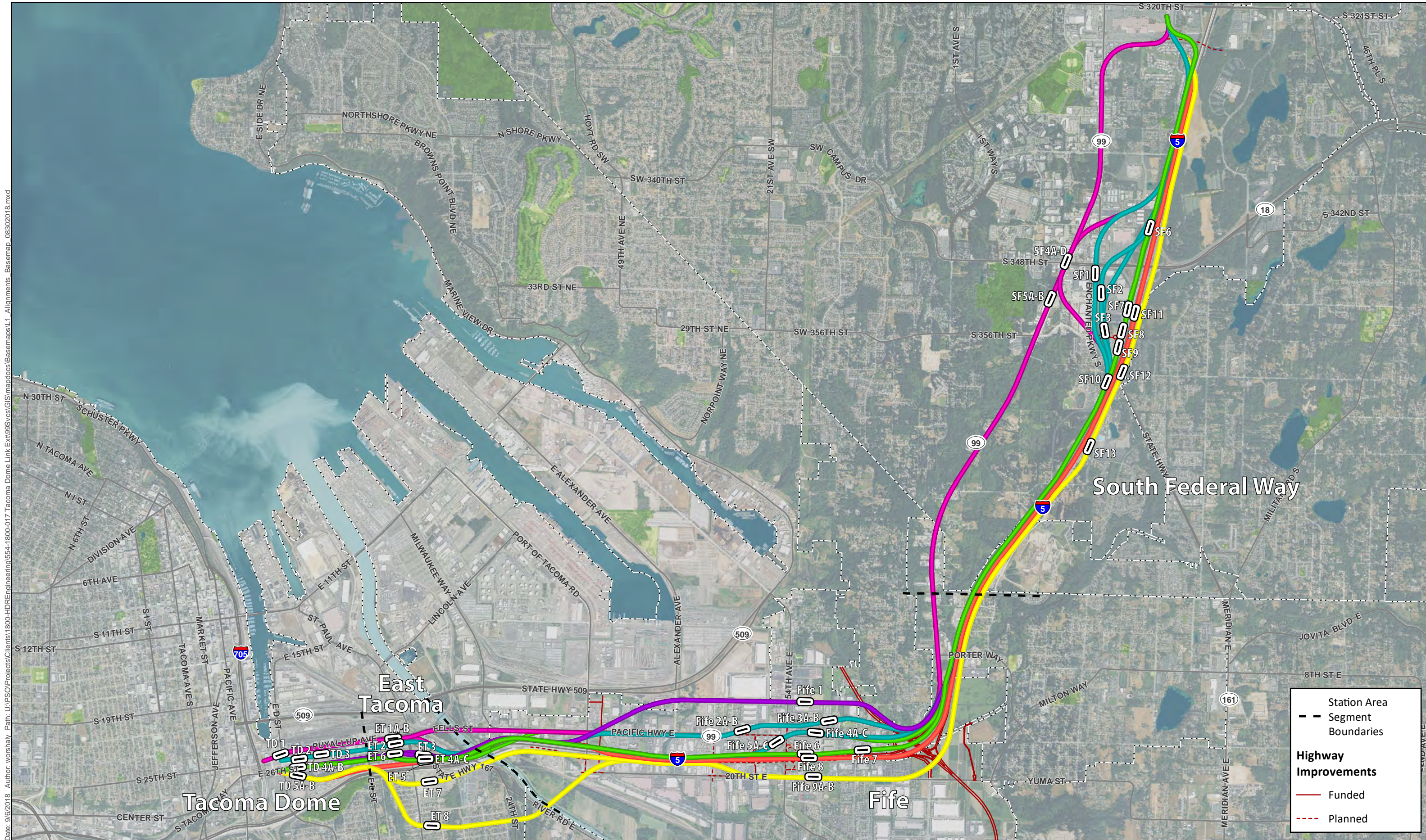
4.1.2.1 Supports Future Transit Oriented Development Opportunities

The South Federal Way alternatives with the highest performance on this criterion included SF 4A-D and SF 6. SF 4A-D had the fewest barriers to the walkshed and development potential and had the best access to amenities. SF 6 was located nearest to a zone that was compatible with TOD and was within proximity to more amenities. SF 7 and SF 12 had the lowest performance of all South Federal Way alternatives on this criterion because of the location within zones that are not compatible with TOD and had the most barriers to the walkshed and development potential. SF 12 also had no amenities within proximity of the station.

4.1.2.2 Promotes Multimodal Access and Integration

SF 1, SF 2, and SF 3 had the highest performance on this criterion of all South Federal Way alternatives primarily because these alternatives included a high number of existing and planned direct bus services. Most of the South Federal Way alternatives had similar nonmotorized access and integration. SF 6 performed the lowest for multimodal access and integration because this alternative has poor multimodal access that would be difficult to improve, and because all existing and planned transit service would require diversions to serve the station.

Date: 9/6/2018 Author: worshah Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ex\98Svcs\GIS\mapdocs\Basemaps\L1 Alignments Basemap_08302018.mxd



Source: © Mapbox, © OpenStreetMap

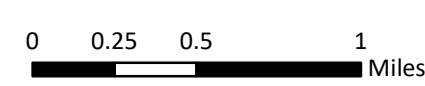


Exhibit 4-1
Level 1 Alternatives and Corridor Segments
for the Tacoma Dome Link Extension

4.1.3 Preserve the Environment

4.1.3.1 Effects on the Natural Environment

Of all South Federal Way alternatives, SF 1, SF 4A, and SF 4D performed the highest because these alternatives have fewer impacts on wetlands and steep slopes, and no impacts on other environmental categories. SF 4B, SF 4C, SF 5A, and SF 5B performed the lowest because these alternatives have higher impacts on wetlands.

4.1.3.2 Effects on the Built Environment

SF 8, SF 9, SF 10, SF 12, and SF 13 performed the highest on this criterion of all South Federal Way alternatives. Compared to the other South Federal Way alternatives, all these alternatives would have fewer impacts on viewsheds or proximity to view-dependent businesses, lower potential for impacts from vibration and noise, lower potential for impacting areas of existing congestion, and fewer impacts from hazardous waste sites. SF 12 and SF 13 also have the fewest property impacts. SF 4A-C, SF 5A, and SF 11 performed the lowest on this criterion. All these alternatives generally had more impacts on all elements of the built environment, especially to property. The alignment of these alternatives would result in higher amounts of property impacts compared to other South Federal Way alternatives.

4.1.4 Support Equitable Mobility

4.1.4.1 Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

Many of the South Federal Way alternatives had a similar performance on this criterion. SF 1, SF 2, SF 3, SF 4D, SF 6, SF 7, SF 8, SF 11, and SF 12 would moderately support equitable mobility. All these alternatives would serve slightly less to slightly more low-income and minority populations when compared to Federal Way citywide and would not have high impacts from acquisitions and displacements on EJ populations. All other South Federal Way alternatives (SF 4A-C, SF 5A-B, SF 9, SF 10, and SF 13) performed lower. SF 4A-C and SF 5A-B performed lower because these alternatives would have higher impacts from acquisitions and displacements on EJ populations. SF 9, SF 10, and SF 13 had a lower performance because these stations would serve less low-income and minority populations.

4.1.5 Provide a Financially Sustainable and Constructible Project

4.1.5.1 Financial Considerations

Most of the alternatives in South Federal Way would have additional cost elements beyond the representative project description and, therefore, are lower performing. SF 1, SF 2, SF 3, SF 4A-C, SF 5A-B, SF 11, SF 12, and SF 13 were all lower performing because of additional alignment length and more potential to impact higher complexity properties. SF 4A-B and SF 5A would also have additional design considerations because the guideway would travel parallel to the Bonneville Power Administration (BPA) high-voltage transmission line. SF 11, SF 12, and SF 13

would also require additional overcrossings and/or structures over I-5. SF 6, SF 8, SF 9, and SF 10 were higher performing because these alternatives would have minimal major cost elements beyond the representative project.

4.1.5.2 Constructibility and Engineering Considerations

Many of the South Federal Way alternatives performed similarly for this criterion, with moderate performance on constructibility and engineering considerations. SF 6, SF 8, SF 9, and SF 10 performed the highest of all South Federal Way alternatives. All these alternatives would have the potential to use the Washington State Department of Transportation (WSDOT) ROW and would only have some potential risks. SF 4B and SF 5A were the lowest performing for this criterion, primarily because the alignment for each of these alternatives would cross and run parallel to the BPA high-voltage transmission line and neither alternative would have the potential to use publicly owned ROW.

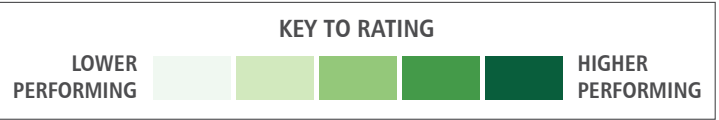
4.1.5.3 Operational Considerations

Most of the alternatives in South Federal Way performed well on operational considerations. SF 1, SF 3, SF 4C, SF 5B, SF 6, SF 8, SF 9, and SF 10 would have no major operational considerations. SF 4A performed the worst of all the alternatives in South Federal Way because it has three curves that reduce operating speeds below 55 miles per hour (mph).

4.1.5.4 Schedule Considerations

SF 4D performed the best on this measure; this alternative would have one potential higher complexity property impact but no other schedule risks. SF 11, SF 12, and SF 13 performed the worst. These alternatives would have potential schedule risks that include possible high complexity property impacts and crossings of I-5. SF 11 also includes potential coordination with the SR 18 off-ramp and would have a structure over Enchanted Parkway. SF 12 and SF 13 would also have impacts to a Tribal parcel. All other alternatives performed similarly for Schedule Considerations.

EXHIBIT 4-2: SOUTH FEDERAL WAY STATION AREA
Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA













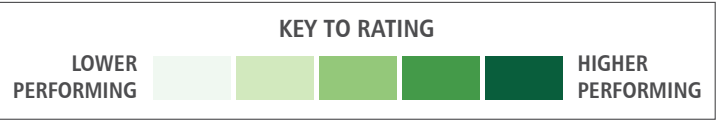
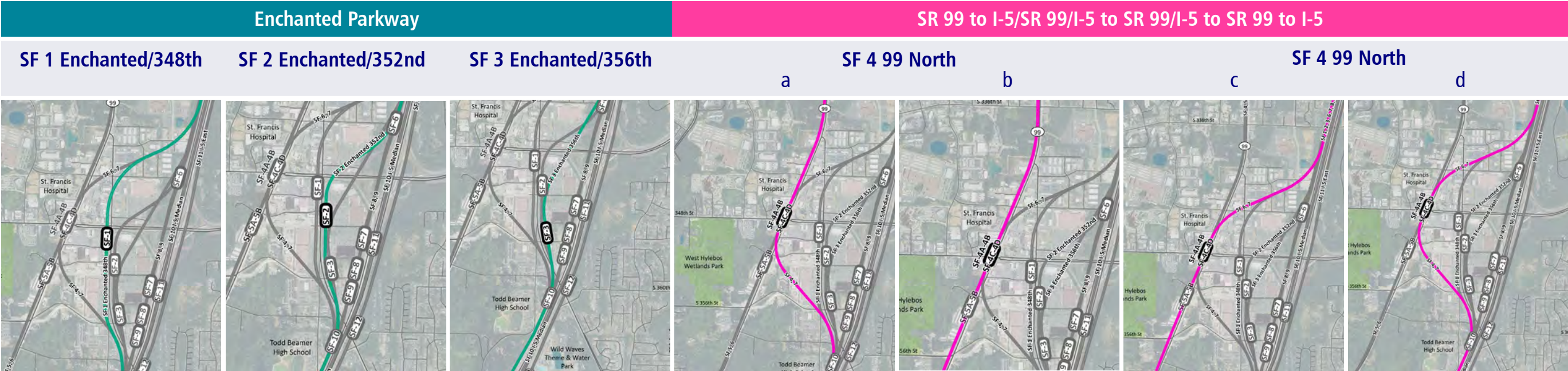
Enchanted Parkway				SR 99 to I-5/SR 99/I-5 to SR 99/I-5 to SR 99 to I-5			
SF 1 Enchanted/348th	SF 2 Enchanted/352nd	SF 3 Enchanted/356th		SF 4 99 North	SF 4 99 North	SF 4 99 North	SF 4 99 North
				a	b	c	d
							
PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS							
 <div>Ridership Potential</div>	<ul style="list-style-type: none">• Faster travel time• Population and employment within 1/2 mile of station are higher compared to other stations• Station is within 1/2 mile of some major shopping destinations	<ul style="list-style-type: none">• Travel time is in the middle compared to other alternatives• Population and employment within 1/2 mile of station are higher compared to other stations• Station is within 1/2 mile of major employers and destinations	<ul style="list-style-type: none">• Fastest travel time• Population and employment within 1/2 mile of station is in the middle compared to other alternatives• Station is within 1/2 mile of some major shopping destinations as well as educational and recreational facilities	<ul style="list-style-type: none">• Slower travel time due to length and curves• Population and employment within 1/2 mile of station are highest• Station is within 1/2 mile of some major employers and destinations	<ul style="list-style-type: none">• Slower travel time due to length and curves• Population and employment within 1/2 mile of station are highest• Station is within 1/2 mile of some major employers and destinations	<ul style="list-style-type: none">• Travel time is in the middle compared to other alternatives• Population and employment within 1/2 mile of station are highest• Station is within 1/2 mile of some major employers and destinations	<ul style="list-style-type: none">• Slower travel time due to length and curves• Population and employment within 1/2 mile of station are highest• Station is within 1/2 mile of some major employers and destinations
SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT							
 <div>Supports Future Transit-Oriented Development (TOD) Opportunities</div>	<ul style="list-style-type: none">• Commercial Enterprise Zone; also 1/2 mile from zone that allows residential• Few walkshed barriers within 1/4 mile but I-5, heavy traffic arterials create barriers within 1/2 mile of station• Station located near amenities such as major retail businesses and other retail businesses	<ul style="list-style-type: none">• Commercial Enterprise Zone; zoning does not allow residential development• Large hill, I-5, heavy traffic arterials, and large block sizes are a barrier to the walkshed within 1/2 mile• Station located near amenities such as major retail businesses and others further south	<ul style="list-style-type: none">• Commercial Enterprise Zone with small area of fully built-out multifamily housing; no other residential development nearby is possible• Topography, I-5, and busy arterials within 1/2 mile of the station are a walkshed barrier• Station located near limited amenities to support complete neighborhoods	<ul style="list-style-type: none">• Commercial Enterprise Zone; near an Office Park Zone and 1/2 mile from zone that allows multifamily residential• Few walkshed barriers within 1/2 mile of station• Station located near the highest number of amenities to support complete neighborhoods	<ul style="list-style-type: none">• Commercial Enterprise Zone; near an Office Park Zone and 1/2 mile from zone that allows residential• Few walkshed barriers within 1/2 mile of station• Station located near the highest number of amenities to support complete neighborhoods	<ul style="list-style-type: none">• Commercial Enterprise Zone; near an Office Park Zone and 1/2 mile from zone that allows multifamily residential• Few walkshed barriers within 1/2 mile of station• Station located near the highest number of amenities to support complete neighborhoods	<ul style="list-style-type: none">• Commercial Enterprise Zone; near an Office Park Zone and 1/2 mile from zone that allows multifamily residential• Few walkshed barriers within 1/2 mile of station• Station located near the highest number of amenities to support complete neighborhoods
 <div>Promotes Multimodal Access and Integration</div>	<ul style="list-style-type: none">• Some potential for improved nonmotorized access• Highest number of direct bus routes with minor diversions required for others	<ul style="list-style-type: none">• Some potential for improved nonmotorized access• Highest number of direct bus routes with minor diversions required for others	<ul style="list-style-type: none">• Some potential for improved nonmotorized access• Highest number of direct bus routes with minor diversions required for others	<ul style="list-style-type: none">• Some potential for improved nonmotorized access; large block sizes a barrier• Minimal direct bus service with diversions required for several routes	<ul style="list-style-type: none">• Some potential for improved nonmotorized access; large block sizes a barrier• Minimal direct bus service with diversions required for several routes	<ul style="list-style-type: none">• Some potential for improved nonmotorized access; large block sizes a barrier• Minimal direct service with diversions required for several routes	<ul style="list-style-type: none">• Some potential for improved nonmotorized access; large block sizes a barrier• Minimal direct bus service with diversions required for several routes
PRESERVE THE ENVIRONMENT							
 <div>Effects on the Natural Environment</div>	<ul style="list-style-type: none">• Minimal impacts to wetlands (0.8 acres). No major stream crossings and some minor stream crossings. No floodplain/floodway impacts. Some steep slope impacts.	<ul style="list-style-type: none">• Few impacts to wetlands (1 acre). No major stream crossings and some minor stream crossings parallel to Hylebos Creek. No floodplain/floodway impacts. Some steep slope impacts.	<ul style="list-style-type: none">• Few impacts to wetlands (1.1 acres). No major stream crossings and some minor stream crossings parallel to Hylebos Creek. No floodplain/floodway impacts. Some steep slope impacts.	<ul style="list-style-type: none">• Minimal impacts to wetlands (0.7 acres). No major stream crossings and few minor stream crossings. No floodplain/floodway impacts. Some steep slope impacts.	<ul style="list-style-type: none">• Several impacts to wetlands (4.5 acres). Few major and minor stream crossings. No floodplain/floodway impacts. Fewer steep slope impacts.	<ul style="list-style-type: none">• Several impacts to wetlands (4.5 acres). Few major and minor stream crossings. No floodplain/floodway impacts. Fewer steep slope impacts.	<ul style="list-style-type: none">• Minimal impacts (0.7 acres) to wetlands. No major stream crossings and some minor stream crossings. No floodplain/floodway impacts. Some steep slope impacts.
 <div>Effects on the Built Environment</div>	<ul style="list-style-type: none">• Middle amount of impacted acreage; tribal parcel impacted• Some impacts to historic properties; potential impacts to cemeteries• Some impacts to viewsheds/view-dependent businesses as well as sensitive noise receptors• Impacts to areas with existing congestion and high potential for hide/ride impacts to parking (commercial property)	<ul style="list-style-type: none">• Middle amount of impacted acreage; tribal parcel impacted• Few impacts to historic properties; potential impacts to cemeteries and archaeological site• Some impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors• Impacts to areas with existing congestion and high potential for hide/ride impacts to parking (commercial property)	<ul style="list-style-type: none">• More acreage of impacted parcels; tribal parcel impacted• Few impacts to historic properties; potential impacts to cemeteries and archaeological site• Some impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors• Minimal impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)	<ul style="list-style-type: none">• More acreage of impacted parcels compared to other alternatives; tribal parcel impacted• Some impacts to major parks and historic properties; potential impacts to cemeteries• Many impacts to viewsheds/view-dependent businesses and some impacts to sensitive noise receptors• Some impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)	<ul style="list-style-type: none">• Highest acreage of impacted parcels; tribal parcel impacted• Potential impacts to Spring Valley character• Some impacts to major parks and historic properties; potential impacts to cemeteries and archaeological sites• Many impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors• Some impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)	<ul style="list-style-type: none">• Higher amount of impacted parcels acreage; tribal parcel impacted• Potential impacts to Spring Valley character• Some impacts to parks and historic properties; potential impacts to cemeteries and archaeological sites• Several impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptors• Some impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)	<ul style="list-style-type: none">• Middle amount of impacted parcels acreage; tribal parcel impacted• Some impacts to historic properties; potential impacts to cemeteries• Some impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptors• Some impacts to areas with existing congestion; high potential for hide/ride impacts to parking (commercial property)

EXHIBIT 4-2: SOUTH FEDERAL WAY STATION AREA
Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.








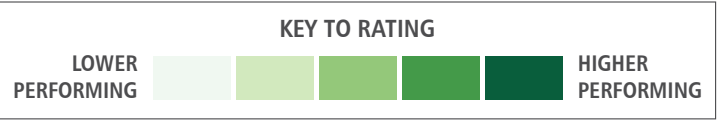
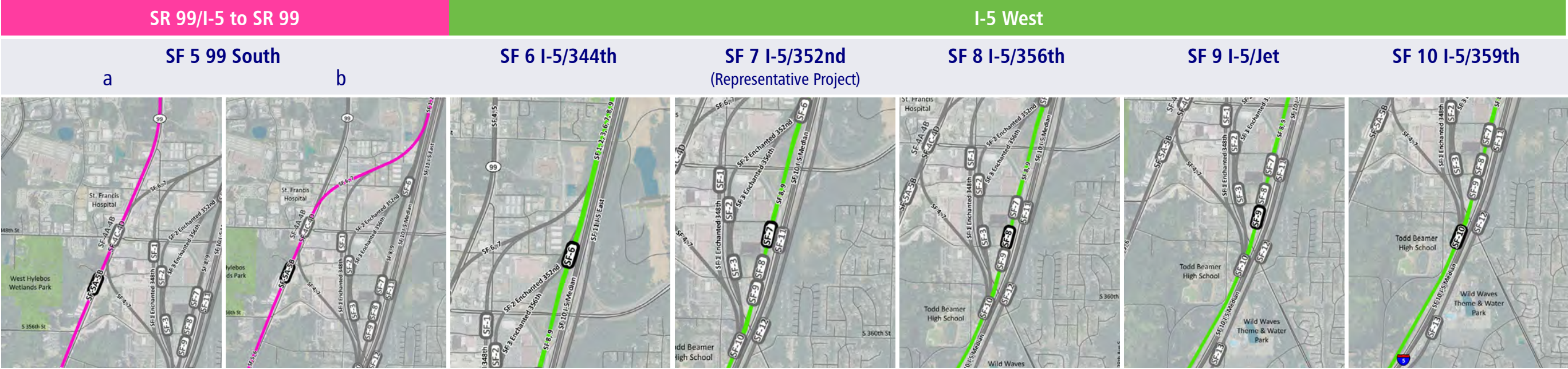
EVALUATION CRITERIA							
SUPPORT EQUITABLE MOBILITY							
	Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations	<ul style="list-style-type: none">Station area serves slightly more low-income/minority populations compared to Federal Way's averageModerate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves slightly more low-income/minority populations compared to Federal Way's averageModerate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves similar low-income/minority populations compared to Federal Way's averageModerate amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves slightly more low-income/minority populations compared to Federal Way's averageHigher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves slightly more low-income/minority populations compared to Federal Way's averageHigher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves slightly more low-income/minority populations compared to Federal Way's averageHigher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations
PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT							
	Financial Considerations (compared to Representative Project)	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily and commercial properties)Additional property impacts on Enchanted ParkwayAdditional alignment length (0.1 miles)No additional crossings of I-5	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily and commercial properties)Additional property impacts on Enchanted ParkwayAdditional alignment length (0.1 miles)No additional crossings of I-5	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily and retail properties)Additional property impacts on Enchanted ParkwayNo additional alignment lengthNo additional crossings of I-5	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily, major retail, and commercial properties)Additional property impacts on SR 99Additional alignment length (0.3 miles)No additional crossings of I-5	<ul style="list-style-type: none">Additional potential full property acquisitions (commercial properties)Additional property impacts on SR 99Additional alignment length (0.3 miles)No additional crossings of I-5	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily and commercial properties)Additional property impacts on SR 99Additional alignment length (0.4 miles)No additional crossings of I-5
	Constructability and Engineering Considerations	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines near 23rd Avenue SNo crossings of I-5 mainlineSome potential to use public right-of-way (ROW) north and south of station	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines near 23rd Avenue SNo crossings of I-5 mainlineSome potential to use public ROW north and south of station	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines near 23rd Avenue SNo crossings of I-5 mainlineSome potential to use public ROW north and south of station	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines at S 324th Street and runs parallel along S 324th StreetNo crossings of I-5 mainlineSome potential to use public ROW south of station	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines at S 324th Street and runs parallel along S 324th StreetNo crossings of I-5 mainlineNo potential to use public ROW	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines near 23rd Avenue SNo crossings of I-5 mainlineSome potential to use public ROW north of station
	Operational Considerations	<ul style="list-style-type: none">All curves at least 55 MPH	<ul style="list-style-type: none">Curve at S 348th reduces operating speed to 40 MPH	<ul style="list-style-type: none">All curves at least 55 MPH	<ul style="list-style-type: none">Curves near S 324th and S 322nd reduce operating speed to 30 MPH and 45 MPHCurve back to I-5 at 352nd reduces speed to 45 MPH	<ul style="list-style-type: none">Curves near S 324th and Pacific Highway S reduce operating speed to 30 MPH and 45 MPH	<ul style="list-style-type: none">All curves at least 55 MPH
	Schedule Considerations	<ul style="list-style-type: none">Impacts multifamily and commercial propertiesPotential property acquisitions along Enchanted ParkwayImpacts to tribal parcelNo anticipated interaction with other planned transportation projects or infrastructure	<ul style="list-style-type: none">Impacts multifamily and commercial propertiesPotential property acquisitions along Enchanted ParkwayImpacts to tribal parcelNo anticipated interaction with other planned transportation projects or infrastructure	<ul style="list-style-type: none">Impacts multifamily propertiesPotential property acquisitions along Enchanted ParkwayImpacts to tribal parcelNo anticipated interaction with other planned transportation projects or infrastructure	<ul style="list-style-type: none">Impacts multifamily and major retail propertiesPotential property acquisitions along SR 99Impacts to tribal parcelNo anticipated interaction with other planned transportation projects or infrastructure	<ul style="list-style-type: none">No impacts to major parcelsPotential property acquisitions along SR 99Impacts to tribal parcelNo anticipated interaction with other planned transportation projects or infrastructure	<ul style="list-style-type: none">Impacts multifamily propertyPotential property acquisitions along SR 99Impacts to tribal parcelNo anticipated interaction with other planned transportation projects or infrastructure

EXHIBIT 4-2: SOUTH FEDERAL WAY STATION AREA
Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.



EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY							
	Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations	<ul style="list-style-type: none">Station area serves slightly more low-income/minority populations compared to Federal Way's averageHigher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves slightly more low-income/minority populations compared to Federal Way's averageHigher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves slightly more low-income/minority populations compared to Federal Way's averageLower amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves slightly more low-income/minority populations compared to Federal Way's averageLower amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves similar low-income/minority populations compared to Federal Way's averageLower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves slightly less low-income/minority populations compared to Federal Way's averageLower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations
PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT							
	Financial Considerations (compared to Representative Project)	<ul style="list-style-type: none">Additional potential full property acquisitions (commercial properties)Additional property impacts on SR 99Additional alignment length (0.3 miles)No additional crossings of I-5	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily and commercial properties)Additional property impacts on SR 99Additional alignment length (0.2 miles)No additional crossings of I-5	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily properties)No additional alignment lengthNo additional crossings of I-5	<ul style="list-style-type: none">Potential additional costs associated with impacts to businessesNo additional alignment lengthNo additional crossings of I-5	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily property)No additional alignment lengthNo additional crossings of I-5	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily property)No additional alignment lengthNo additional crossings of I-5
	Constructability and Engineering Considerations	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines at S 324th Street and runs parallel along S 324thNo crossings of I-5 mainlineNo public ROW available	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines at S 324th StreetNo crossings of I-5 mainlineSome potential to use public ROW north of station	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines near 23rd Avenue SCoordination with planned SR-18 SB off-rampNo crossings of I-5 mainlinePotential to use WSDOT ROW	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines near 23rd Avenue SCoordination with planned SR-18 SB off-rampNo crossings of I-5 mainlinePotential public ROW constricted by off-ramp from SR 18	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines near 23rd Avenue SCoordination with planned SR-18 SB off-rampNo crossings of I-5 mainlinePotential to use WSDOT ROW	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines near 23rd Avenue SCoordination with planned SR-18 SB off-rampNo crossings of I-5 mainlinePotential to use WSDOT ROW
	Operational Considerations	<ul style="list-style-type: none">Curves near S 324th and Pacific Highway S reduce operating speed to 30 MPH and 45 MPH	<ul style="list-style-type: none">All curves at least 55 MPH	<ul style="list-style-type: none">All curves at least 55 MPH	<ul style="list-style-type: none">Curves near S 324th and S 322nd reduce operating speed to 30 MPH	<ul style="list-style-type: none">All curves at least 55 MPH	<ul style="list-style-type: none">All curves at least 55 MPH
	Schedule Considerations	<ul style="list-style-type: none">No impacts to major parcelsPotential property acquisitions along SR 99Impacts to tribal parcelNo anticipated interaction with other planned transportation projects or infrastructure	<ul style="list-style-type: none">Impacts multifamily parcelPotential property acquisitions along SR 99Impacts to tribal parcelNo anticipated interaction with other planned transportation projects or infrastructure	<ul style="list-style-type: none">Impacts multifamily parcelsImpacts to tribal parcelCoordination with SR 18 SB off-ramp necessary	<ul style="list-style-type: none">Impacts multifamily and major retail parcelsImpacts to tribal parcelCoordination with SR 18 SB off-ramp necessary	<ul style="list-style-type: none">Impacts multifamily parcelsImpacts to tribal parcelCoordination with SR 18 SB off-ramp necessary	<ul style="list-style-type: none">Impacts multifamily parcelsImpacts to tribal parcelCoordination with SR 18 SB off-ramp necessary

Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS



Ridership Potential

- Faster travel time
- Population and employment within 1/2 mile of station are towards middle compared to other alternatives
- Station is within 1/2 mile of few major destinations (educational and recreational facilities)

- Faster travel time
- Population and employment within 1/2 mile of station are lowest compared to other alternatives
- Station is within 1/2 mile of few major destinations (educational and recreational facilities)

- Faster travel time
- Population and employment within 1/2 mile of station are lowest compared to other alternatives
- Station is within 1/2 mile of few major destinations (educational and recreational facilities)

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT



Supports Future Transit
Oriented Development
(TOD) Opportunities

- No zoning over I-5; located near Commercial Enterprise Zone; no additional residential development possible
- Access to the station could be possible on either side of I-5
- Station located near limited amenities to support nearby neighborhoods; educational facility nearby

- Single-family zone with some existing exceptions for low-rise apartments
- The station is reachable from either side of I-5 via Enchanted Pkwy but the roadway network and topography east of I-5 reduces the walkshed
- There are no amenities to support complete neighborhoods

- Office Park zone; two single family zones nearby
- I-5 is a major barrier to the walkshed but access to the south and east is possible
- There are no amenities to support complete neighborhoods



Promotes Multimodal Access and Integration

- Potential for improved pedestrian access; large block sizes a barrier
- Highest number of direct bus routes with minor diversions for others and loops in/of stations required

- Limited nonmotorized access due to I-5 and large block sizes and minimal improvement potential
- Highest number of direct bus routes with minor diversions for others and loops in/of stations required

- Limited potential for improved pedestrian access; large block sizes a barrier
- No direct bus service; diversions from arterials would result in unserved areas

PRESERVE THE ENVIRONMENT



Effects on the Natural Environment

- Minimal impacts to wetlands (< 0.1 acres). No major stream crossings and few minor stream crossings. No floodplain/floodway impacts. Some steep slope impacts.
- Potential additional impacts from freeway demolition and widening

- Minimal impacts to wetlands (0.3 acres). No floodplain/floodway impacts. Several steep slope impacts.
- Alignment impacts existing open space areas

- Minimal impacts to wetlands (0.3 acres). No floodplain/floodway impacts. Several steep slope impacts.
- Alignment impacts existing open space areas



Effects on the Built Environment

- Lower acreage of impacted parcels; extensive WSDOT ROW needed; no tribal parcels impacted if within WSDOT ROW
- Potential additional impacts from freeway demolition and widening
- No impacts to historic properties; potential impacts to cemeteries and archaeological site
- No impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors
- Minimal impacts to areas with existing congestion and medium potential for hide/ride impacts to parking

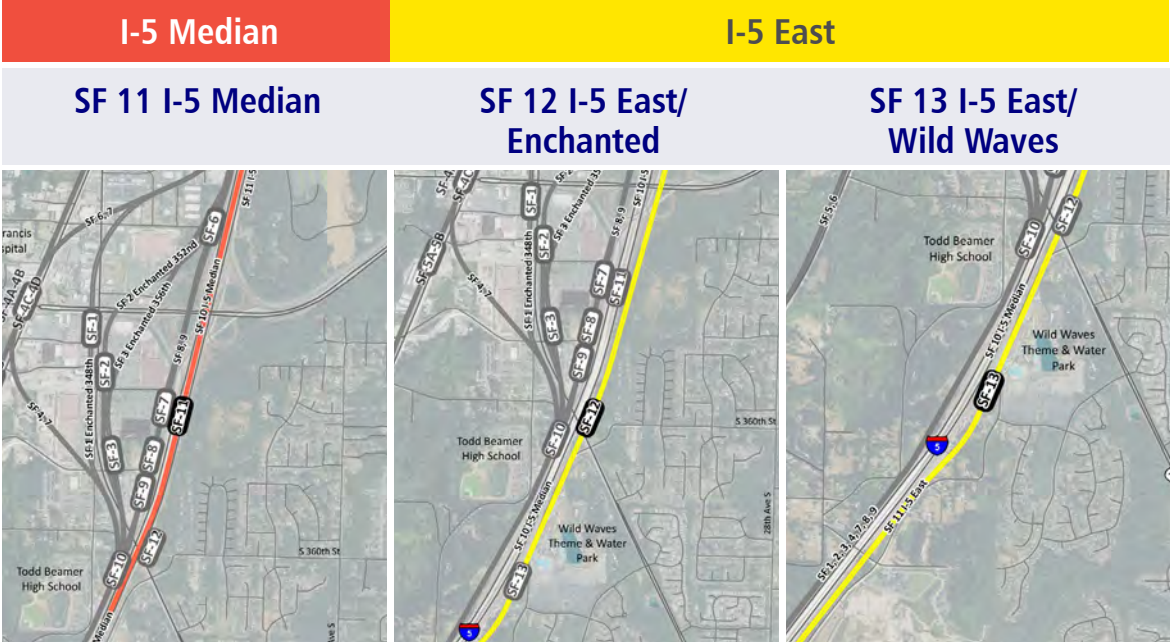
- Least acreage of impacted parcels; tribal parcel impacted
- Few impacts to historic properties
- Minimal impacts to viewsheds/view-dependent businesses and sensitive noise receptors
- Minimal impacts to areas with existing congestion and low potential for hide/ride impacts to parking

- Least acreage of impacted parcels; tribal parcel impacted
- Few impacts to historic properties
- Minimal impacts to viewsheds/view-dependent businesses and sensitive noise receptors
- Minimal impacts to areas with existing congestion and medium potential for hide/ride impacts to parking

EXHIBIT 4-2: SOUTH FEDERAL WAY STATION AREA
Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.



EVALUATION CRITERIA			
SUPPORT EQUITABLE MOBILITY			
	Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations	<ul style="list-style-type: none">Station area serves similar low-income/minority populations compared to Federal Way's averageHighest amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations	<ul style="list-style-type: none">Station area serves slightly less low-income/minority populations compared to Federal Way's averageLower amounts of acquisition/displacement would result in some potential impacts to Environmental Justice populations
	Financial Considerations (compared to Representative Project)	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily property)No additional alignment length1 additional crossing of I-5Additional pedestrian overpasses on either side of I-5Additional cost from freeway demolition and widening	<ul style="list-style-type: none">Additional potential full property acquisitions (multifamily property)No additional alignment length1 additional crossing of I-5
	Constructability and Engineering Considerations	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines, I-5 southbound lanes into median, and major I-5 highway crossings at SR-18 and Enchanted ParkwayCoordination with planned SR-18 SB off-rampPotential to use WSDOT ROW but could require freeway widening	<ul style="list-style-type: none">Alignment crosses BPA high voltage transmission lines near 23rd Avenue SCrosses I-5 mainlinePotential to use WSDOT ROW
	Operational Considerations	<ul style="list-style-type: none">Curve near S 324th and S 322nd reduces speed to 50 MPH	<ul style="list-style-type: none">Curve near S 324th and S 322nd reduces speed to 50 MPH
	Schedule Considerations	<ul style="list-style-type: none">Impacts multifamily parcelNo impacts to tribal parcelsCoordination with SR 18 SB off-ramp necessaryCrossing of I-5 southbound lanes into median and major I-5 highway crossings at SR-18 and Enchanted ParkwayPotential freeway demolition and widening	<ul style="list-style-type: none">Impacts multifamily parcelImpacts to tribal parcelCrossing of I-5

4.2 Fife

The Fife Segment begins at the King-Pierce County line and extends west to the Fife-Tacoma city boundary just east of the Puyallup River. Exhibit 4-3 summarizes the performance by criteria of each of the Fife alternatives.

4.2.1 Provide Effective Transportation Solutions to Meet Mobility, Access, and Capacity Needs

4.2.1.1 Ridership Potential

Most of the Fife alternatives performed similarly for Ridership Potential. Generally, all the Fife alternatives would be within proximity to similar existing and future population, major destinations, and have similar travel times. Fife 1, Fife 2A-B, Fife 8, and Fife 9A were slightly lower performing compared to the other alternatives in Fife because each were within proximity to fewer major destinations and had more curves and/or alignment length that reduced travel times.

4.2.2 Support Sustainable Land Use Plans, Equitable Access, and Economic Development

4.2.2.1 Supports Future Transit Oriented Development Opportunities

Fife 4A-C were the highest performing of all the Fife alternatives because these alternatives are located within the Community Commercial zone that is the most compatible with TOD, have fewer barriers due to locations away from I-5, and have a good mix of amenities nearby. Fife 7 performed the lowest of all the Fife alternatives, particularly because there are no amenities nearby and it has many barriers because of its adjacency to I-5 and the presence of a steep slope to the northeast.

4.2.2.2 Promotes Multimodal Access and Integration

Many of the Fife alternatives performed higher on this criterion, including Fife 2A-B, Fife 3A-B, Fife 4A-C, and Fife 5A-C. These alternatives performed higher because of minimal deviations of bus routes required to serve the stations, and because these alternatives would have more potential for improvement of nonmotorized access. Fife 1 performed the lowest because it is not currently served by any bus service and diversions would be necessary.

4.2.3 Preserve the Environment

4.2.3.1 Effects on the Natural Environment

All the Fife alternatives would have many impacts on floodplains and major and minor stream crossings.

Most of the Fife alternatives would have a similar, moderate performance for effects on the natural environment. Fife 2A-B, Fife 3A-B, Fife 4A-C, Fife 5A-C, Fife 6, and Fife 7 performed

better than other Fife alternatives primarily because of fewer wetlands impacts. Fife 9A and Fife 9B performed the lowest because of many impacts to wetlands and more impacts to floodplains than the other Fife alternatives.

4.2.3.2 Effects on the Built Environment

Most of the Fife alternatives performed moderately on this criterion. The highest performing alternative in Fife is Fife 7. This is because Fife 7 would have fewer property impacts, no impacts associated with viewsheds or view-dependent businesses, few impacts from vibration and noise, and low impacts to parking supply and demand. Fife 8 performed the lowest, primarily because of the potential to have many impacts to property due to the need to widen I-5, including major congestion impacts during freeway widening.

4.2.4 Support Equitable Mobility

4.2.4.1 Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

Fife 6, Fife 7, and Fife 8 performed the highest compared to other Fife alternatives because of serving more low-income and minority populations when compared to Fife citywide, and would have less acquisitions and displacements that could impact EJ populations. All other Fife alternatives performed moderately on this criterion.

4.2.5 Provide a Financially Sustainable and Constructible Project

4.2.5.1 Financial Considerations

Most Fife alternatives performed moderately on this criterion. Fife 8, Fife 9A, and Fife 9B had the lowest performance because these alternatives would require additional structures and/or overcrossings of I-5.

4.2.5.2 Constructibility and Engineering Considerations

Fife 4A and Fife 5A performed the highest primarily because there would be some availability to use publicly owned ROW and there would be minimal potential risks. All other Fife alternatives had a similar, moderate performance on this criterion.

4.2.5.3 Operational Considerations



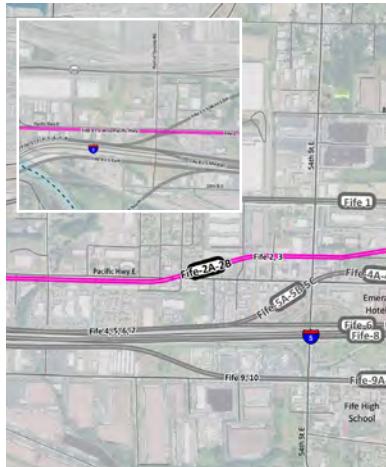







Fife 9A and Fife 9B performed the highest for Operational Considerations because these alternatives have no curves that reduce operating speeds below 55 mph. Fife 1, Fife 2A-B, and Fife 3A-B performed lower because of multiple curves that would reduce operating speeds.

4.2.5.4 Schedule Considerations

Most of the Fife alternatives performed similarly with a moderate performance for Schedule Considerations. The alternatives with the lowest performance were Fife 6, Fife 7, and Fife 9A-B. These alternatives would have more possible high-complexity property impacts, impacts on Tribal parcels, and coordination with the SR 167 project and 54th Street Interchange project.

EXHIBIT 4-3: FIFE STATION AREA
Level 1 Detailed Results



I-5 West to 12th		I-5 to Pacific Hwy to I-5/Pacific Hwy to I-5				
Fife 1 12th St		Fife 2 Pacific Hwy West a	Fife 2 Pacific Hwy West b	Fife 3 15th St a	Fife 3 15th St b	
<div>The ratings are a comparison of each alternative against all other alternatives in the station area.</div>						
EVALUATION CRITERIA						
PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS						
	Ridership Potential	<ul style="list-style-type: none">Slower travel timeStation is within 1/2 mile of some major employers and destinations	<ul style="list-style-type: none">Slower travel timeStation is within 1/2 mile of some major employers and destinations as well as the Port of Tacoma Manufacturing/Industrial Center	<ul style="list-style-type: none">Slower travel timeStation is within 1/2 mile of some major employers and destinations as well as the Port of Tacoma Manufacturing/Industrial Center	<ul style="list-style-type: none">Travel time is in the middle compared to other alternativesStation is within 1/2 mile of more major employers and destinations as well as the Port of Tacoma Manufacturing/Industrial Center	<ul style="list-style-type: none">Travel time is in the middle compared to other alternativesStation is within 1/2 mile of more major employers and destinations as well as the Port of Tacoma Manufacturing/Industrial Center
SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT						
	Supports Future Transit-Oriented (TOD) Development Opportunities	<ul style="list-style-type: none">Industrial zone; less supportive of housing and business developmentFew walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St; existing development may prevent infill of street networkNear few amenities except amenities at Fife Square	<ul style="list-style-type: none">Business Park zone; supports business development; no residential development is possibleFew walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th StNear some amenities that include small-scale shopping and services	<ul style="list-style-type: none">Business Park zone; supports business development; no residential development is possibleFew walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th StNear some amenities that include small-scale shopping and services	<ul style="list-style-type: none">Three zones that are supportive of housing and business development; also City of Fife's future City CenterFew walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th StNear few amenities	<ul style="list-style-type: none">Station is located in 3 zones that are supportive of housing and business development as well as the City of Fife's future City CenterFew walkshed barriers with the exception of heavy semi truck traffic on Pacific Hwy and 54thNear few amenities
	Promotes Multimodal Access and Integration	<ul style="list-style-type: none">Some potential for improved nonmotorized accessNo bus service currently provided; options available to provide for service modifications	<ul style="list-style-type: none">Some potential for improved nonmotorized accessHighest frequency bus service with options for service modifications	<ul style="list-style-type: none">Some potential for improved nonmotorized accessHighest frequency bus service with options for service modifications	<ul style="list-style-type: none">Some potential for improved nonmotorized accessHighest frequency bus service with options for service modifications	<ul style="list-style-type: none">Some potential for improved nonmotorized accessHighest frequency bus service with options for service modifications
PRESERVE THE ENVIRONMENT						
	Effects on the Natural Environment	<ul style="list-style-type: none">Few impacts to wetlands (1.6 acres). Impacts to several major and minor stream crossings and restoration areas of Wapato Creek. Several impacts to floodplains/floodways (36 acres). Minimal steep slope impacts.	<ul style="list-style-type: none">Minimal impacts to wetlands (0.5 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts.	<ul style="list-style-type: none">Minimal impacts to wetlands (0.5 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts.	<ul style="list-style-type: none">Minimal impacts to wetlands (0.5 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts.	<ul style="list-style-type: none">Minimal impacts to wetlands (0.5 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts.
	Effects on the Built Environment	<ul style="list-style-type: none">More acreage of impacted parcels; several tribal parcels impactedSome impacts to historic properties; potential impacts to archaeological sitesMinimal impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptorsFew impacts to areas with existing congestion; low potential for hide/ride impacts to parking	<ul style="list-style-type: none">Middle amount of impacted parcel acreage; several tribal parcels impactedSome impacts to historic properties; potential impacts to archaeological sitesSome impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptorsSome impacts to areas with existing congestion; medium potential for hide/ride parking impacts	<ul style="list-style-type: none">Middle amount of impacted parcel acreage; several tribal parcels impactedSome impacts to historic properties; potential impacts to archaeological sites and sensitive tribal cultural areasSome impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptorsSome impacts to areas with existing congestion; medium potential for hide/ride parking impacts	<ul style="list-style-type: none">Middle amount of impacted parcel acreage; several tribal parcels impactedSome impacts to historic properties; potential impacts to archaeological sitesSome impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptorsSome impacts to areas with existing congestion; low potential for hide/ride impacts to parking	<ul style="list-style-type: none">Middle amount of impacted parcel acreage; several tribal parcels impactedSome impacts to historic properties; potential impacts to archaeological sites and sensitive tribal cultural areasSome impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptorsSome impacts to areas with existing congestion; low potential for hide/ride impacts to parking

Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

- Station area serves similar levels of low-income/minority populations compared to Fife's average
- Higher amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves similar levels of low-income/minority populations compared to Fife's average
- Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves similar levels of low-income/minority populations compared to Fife's average
- Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Consideration (compared to Representative Project)

- Additional potential full property acquisitions (industrial property)
- No additional alignment length
- No additional crossings of I-5

- Additional potential full property acquisitions (commercial property)
- Shorter alignment length (-0.1 miles)
- No additional crossings of I-5

- Additional potential full property acquisitions (commercial property)
- Shorter alignment length (-0.1 miles)
- No additional crossings of I-5

- Additional potential full property acquisitions (commercial property)
- Shorter alignment length (-0.1 miles)
- No additional crossings of I-5

- Additional potential full property acquisitions (commercial property)
- Shorter alignment length (-0.1 miles)
- No additional crossings of I-5



Constructability and Engineering Considerations

- Crosses a single ramp of the planned SR 167 project
- No crossings of the I-5 mainline
- Some public ROW available north of Fife Heights and after Port of Tacoma Rd; large portion with no public ROW available

- Crosses a single ramp of the planned SR 167 project
- No crossings of the I-5 mainline
- Small portion of public ROW near Port of Tacoma Rd; large portion with no public ROW available

- Crosses a single ramp of the planned SR 167 project
- No crossings of the I-5 mainline
- No public ROW available

- Crosses a single ramp of the planned SR 167 project
- No crossings of the I-5 mainline
- Small portion of public ROW near Port of Tacoma Rd; large portion with no public ROW available

- Crosses a single ramp of the planned SR 167 project
- No crossings of the I-5 mainline
- No public ROW available



Operational Considerations

- Curve around Fife Heights Ridge reduces operating speed to 35 MPH and 45 MPH

- Curve around Fife Heights is 40 MPH
- Two curves along 15th Ave are 45 MPH
- One curve reduces speeds to 50 MPH

- Curve around Fife Heights is 40 MPH
- Two curves along 15th Ave are 45 MPH

- Curve around Fife Heights is 40 MPH
- Two curves along 15th Ave are 45 MPH
- One curve reduces speeds to 50 MPH

- Curve around Fife Heights is 40 MPH
- Two curves along 15th Ave are 45 MPH



Schedule Considerations

- Impacts to industrial parcels
- Impacts to several tribal parcels

- Impacts to commercial parcel
- Impacts to several tribal parcels

- Impacts to commercial parcel
- Impacts to several tribal parcels

- Impacts to commercial parcel
- Impacts to several tribal parcels

- Impacts to commercial parcel
- Impacts to several tribal parcels

Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA












		I-5 to SR 99/Pacific Hwy E/Pacific Hwy S											
		Fife 4 Pacific Hwy East		Fife 4 Pacific Hwy East		Fife 4 Pacific Hwy East		Fife 5 Pacific Hwy South		Fife 5 Pacific Hwy South		Fife 5 Pacific Hwy South	
		a		b		c		a		b		c	
<div>The ratings are a comparison of each alternative against all other alternatives in the station area.</div> <div>EVALUATION CRITERIA</div> <div>PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS</div>													
													
		Ridership Potential		Supports Future Transit-Oriented (TOD) Development Opportunities		Promotes Multimodal Access and Integration		Effects on the Natural Environment		Effects on the Built Environment			
		<ul style="list-style-type: none">• Travel time is in the middle compared to other alternatives• Station is within 1/2 mile of some major employers and destinations		<ul style="list-style-type: none">• Community Commercial Zone; very supportive of housing and business development• Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St• Near amenities such as small shops and services		<ul style="list-style-type: none">• Some potential for improved nonmotorized access• Highest frequency bus service with options for service modifications		<ul style="list-style-type: none">• Minimal impacts to wetlands (0.4 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (21 acres). Minimal steep slope impacts.		<ul style="list-style-type: none">• Fewer acreage of impacted parcels; some tribal parcels impacted• Some impacts to historic properties; potential impacts to archaeological sites• Minimal impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors• Major impacts to areas with existing congestion; high potential for hide/ride parking impacts (commercial property)			
		<ul style="list-style-type: none">• Faster travel time• Station is within 1/2 mile of some major employers and destinations		<ul style="list-style-type: none">• Community Commercial Zone; very supportive of housing and business development• Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St• Near amenities such as small shops and services		<ul style="list-style-type: none">• Some potential for improved nonmotorized access• Highest frequency bus service with options for service modifications		<ul style="list-style-type: none">• Minimal impacts to wetlands (0.4 acres). Some major and minor stream crossings. Many impacts to floodplains/floodways (19 acres). Minimal steep slope impacts.		<ul style="list-style-type: none">• Fewer acreage of impacted parcels; some tribal parcels impacted• Some impacts to parks, historic properties; potential impacts to archaeological sites• Some impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptors• Major impacts to areas with existing congestion; high potential for hide/ride parking impacts (commercial property)			
<ul style="list-style-type: none">• Travel time is in the middle compared to other alternatives• Station is within 1/2 mile of some major employers and destinations		<ul style="list-style-type: none">• Community Commercial Zone; very supportive of housing and business development• Few walkshed barriers except heavy semi-truck traffic on Pacific Hwy, 54th St• Near amenities such as small shops and services		<ul style="list-style-type: none">• Some potential for improved nonmotorized access• Highest frequency bus service with options for service modifications		<ul style="list-style-type: none">• No impacts to wetlands. Some major and minor stream crossings. Many impacts to floodplains/floodways (28 acres). Minimal steep slope impacts.		<ul style="list-style-type: none">• Fewer acreage of impacted parcels; some tribal parcels impacted• Some impacts to historic properties; potential impacts to archaeological sites• Minimal impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors• Major impacts to areas with existing congestion; high potential for hide/ride parking impacts (commercial property)					
<ul style="list-style-type: none">• Travel time is in the middle compared to other alternatives• Station is within 1/2 mile of some major employers and destinations		<ul style="list-style-type: none">• Regional Commercial zone; supportive of housing and business development but site is outside the City Center area• I-5 is a major barrier; major arterials also limit walkshed• Near some amenities that include small-scale shopping and services		<ul style="list-style-type: none">• Some potential for improved nonmotorized access• Highest frequency transit service with options for service modifications		<ul style="list-style-type: none">• Minimal impacts to wetlands (0.4 acres). Few major and minor stream crossings. Many impacts to floodplains/floodways (21 acres). Minimal steep slope impacts.		<ul style="list-style-type: none">• Fewer acreage of impacted parcels; some tribal parcels impacted• Some impacts to historic properties; potential impacts to archaeological sites• Minimal impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors• Major impacts to areas with existing congestion; medium potential for hide/ride parking impacts					
<ul style="list-style-type: none">• Faster travel time• Station is within 1/2 mile of some major employers and destinations		<ul style="list-style-type: none">• Regional Commercial zone; supportive of housing and business development but site is outside the City Center area• I-5 is a major barrier; major arterials also limit walkshed• Near some amenities that include small-scale shopping and services		<ul style="list-style-type: none">• Some potential for improved nonmotorized access• Highest frequency transit service with options for service modifications		<ul style="list-style-type: none">• Minimal impacts to wetlands (0.4 acres). Few major and minor stream crossings. Many impacts to floodplains/floodways (19 acres). Minimal steep slope impacts.		<ul style="list-style-type: none">• Fewer acreage of impacted parcels; some tribal parcels impacted• Some impacts to parks, historic properties; potential impacts to archaeological sites• Minimal impacts to viewsheds/view-dependent businesses; many impacts to sensitive noise receptors• Major impacts to areas with existing congestion; medium potential for hide/ride parking impacts					
<ul style="list-style-type: none">• Travel time is in the middle compared to other alternatives• Station is within 1/2 mile of some major employers and destinations		<ul style="list-style-type: none">• Regional Commercial zone; supportive of housing and business development but site is outside the City Center area• I-5 is a major barrier; major arterials also limit walkshed• Near some amenities that include small-scale shopping and services		<ul style="list-style-type: none">• Some potential for improved nonmotorized access• Highest frequency bus service with options for service modifications		<ul style="list-style-type: none">• No impacts to wetlands. Some major and minor stream crossings. Many impacts to floodplains/floodways (28 acres). Minimal steep slope impacts.		<ul style="list-style-type: none">• Fewer acreage of impacted parcels; some tribal parcels impacted• Some impacts to historic properties; potential impacts to archaeological sites• Minimal impacts to viewsheds/view-dependent businesses; some impacts to sensitive noise receptors• Major impacts to areas with existing congestion; medium potential for hide/ride parking impacts					

EXHIBIT 4-3: FIFE STATION AREA



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Lower amounts of acquisition/displacement would result in few potential impacts to Environmental Justice populations

PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

- Additional potential full property acquisitions (retail property)
- No additional alignment length
- No additional crossings of I-5

- Additional potential full property acquisitions (retail property)
- Shorter alignment length (-0.1 miles)
- No additional crossings of I-5

- Additional potential full property acquisitions (retail property)
- No additional alignment length
- No additional crossings of I-5

- Additional potential full property acquisitions (retail property)
- No additional alignment length
- No additional crossings of I-5

- Additional potential full property acquisitions (retail property)
- Shorter alignment length (-0.1 miles)
- No additional crossings of I-5

- Additional potential full property acquisitions (retail property)
- No additional alignment length
- No additional crossings of I-5



Constructability and Engineering Considerations

- Crosses a single ramp of the planned SR 167 project
- No crossings of the I-5 mainline
- Some public ROW north of Fife Heights and west of 54th St interchange

- Crosses a single ramp of the planned SR 167 project
- No crossings of the I-5 mainline
- Minimal public ROW west of 54th St interchange

- Crosses two ramps of the planned SR 167 project
- No crossings of the I-5 mainline
- Some public ROW north of Fife Heights and west of 54th St interchange

- Crosses a single ramp of the planned SR 167 project
- No crossings of the I-5 mainline
- Public ROW north of Fife Heights and the west of 54th St interchange

- Crosses a single ramp of the planned SR 167 project
- No crossings of the I-5 mainline
- Minimal public ROW west of 54th St interchange

- Crosses two ramps of the planned SR 167 project
- No crossings of the I-5 mainline
- Some public ROW north of Fife Heights and west of 54th St interchange



Operational Considerations

- Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH

- Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH

- Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH

- Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH

- Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH

- Curves on Pac Hwy reduce operating speed to 45 MPH and to 50 MPH



Schedule Considerations

- Impacts to multifamily and retail parcels
- Impacts to some tribal parcels

- Impacts to multifamily and retail parcels
- Impacts to some tribal parcels

- Impacts to multifamily and retail parcels
- Impacts to some tribal parcels

- Impacts to multifamily and retail parcels
- Impacts to some tribal parcels

- Impacts to multifamily and retail parcels
- Impacts to some tribal parcels

- Impacts to multifamily and retail parcels
- Impacts to some tribal parcels

EXHIBIT 4-3: FIFE STATION AREA



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS



Ridership Potential

- Travel time is in the middle compared to other alternatives
- Station is within 1/2 mile of some major employers and destinations

- Travel time is in the middle compared to other alternatives
- Station is within 1/2 mile of some major employers and destinations but no existing/future population and employment centers

- Slower travel time
- Station is within 1/2 mile of some major employers and destinations

- Slowest travel time
- Station is within 1/2 mile of some major employers and destinations but no existing/future population and employment centers

- Faster travel time
- Station is within 1/2 mile of some major employers and destinations

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT



Supports Future
Transit-Oriented
(TOD) Development
Opportunities

- Regional Commercial zone; supportive of housing and business development but site is outside the City Center area
- Potential impacts to tribal facilities
- I-5 is a major watershed barrier; major arterials and large developments also limit the watershed
- Near few amenities that include small-scale shopping and services

- Regional Commercial zone; supportive of housing and business development but site is outside the City Center area
- I-5 is a major walkshed barrier; topography also limits the walkshed
- Minimal amenities near the station

- Nearby zoning (Regional Commercial, Community Mixed Use) are supportive of housing and business development
- I-5 is a major walkshed barrier; major arterials also limit the walkshed but access into the station helps reduce I-5 as a barrier
- Some amenities near the station that support complete neighborhoods

- Residential uses near the station; more limited area that can be commercially developed
- There are some barriers to the walkshed due to I-5 and large street grid
- Civic and community amenities exist but minimal opportunity to develop service and retail amenities

- Residential uses near the station; more limited area that can be commercially developed
- There are some barriers to the walkshed due to I-5 and large street grid
- Civic and community amenities exist but minimal opportunity to develop service and retail amenities



Promotes Multimodal Access and Integration

- Some potential for improved nonmotorized access at I-5
- Highest frequency bus service with options for service modifications

- Minimal potential for improved nonmotorized access at I-5
- Highest frequency bus service with options for service modifications

- Some potential for improved nonmotorized access at I-5 however median location reduces pedestrian experience
- Highest frequency bus service with options for service modifications but a longer walk than other stations with access from SR 99

- Some potential for improved nonmotorized access at I-5; large block size and access to commercial areas sizes a barrier
- Less frequent bus service than other alternatives with options for service modifications

- Some potential for improved nonmotorized access at I-5; large block size and access to commercial areas sizes a barrier
- Less frequent bus service than other alternatives with options for service modifications

PRESERVE THE ENVIRONMENT



Effects on the Natural Environment

- No impacts to wetlands. Few major and minor stream crossings parallel to Hylebos Creek. Many floodplain/floodway impacts (25 acres). Minimal steep slope impacts.

- No impacts to wetlands. Few major and minor stream crossings parallel to Hylebos Creek. Many impacts to floodplains/floodways (25 acres). Minimal steep slope impacts.

- Minimal impacts to wetlands (0.1 acres). Few major and minor stream crossings parallel to Hylebos Creek. Some impacts to floodplains/floodways (14 acres). Minimal steep slope impacts.
- Additional potential impacts from freeway widening

- Many impacts to wetlands (> 10 acres). Some major and minor stream crossings parallel to Hylebos Creek. Many impacts to floodplains/floodways (36 acres). Minimal steep slope impacts.

- Many impacts to wetlands (> 10 acres). Some major and minor stream crossings parallel to Hylebos Creek. Many impacts to floodplains/floodways (35 acres). Minimal steep slope impacts.



Effects on the Built Environment

- Fewer acreage of impacted parcels; some tribal parcels impacted including a regionally significant employer
- Some impacts to historic properties; potential impacts to archaeological sites
- No impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors
- Major impacts to areas with existing congestion and high potential for hide/ride parking impacts (commercial property)

- Fewer acreage of impacted parcels; some tribal parcels impacted including a regionally significant employer
- Some impacts to historic properties; potential impacts to archaeological sites
- No impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors
- Moderate impacts to areas with existing congestion and low potential for hide/ride impacts to parking

- Fewer acreage of impacted parcels; extensive WSDOT ROW needed; no tribal parcels impacted if within WSDOT ROW
- Additional potential impacts from freeway widening
- Some impacts to historic properties; potential impacts to archaeological sites
- No impacts to viewsheds/view-dependent businesses; few impacts to sensitive noise receptors
- Some impacts to areas with existing congestion; medium potential for hide/ride parking impacts

- Middle amount of impacted parcel acreage; some tribal parcels impacted
- Moderate impacts to parks; historic properties; potential impacts to archaeological sites
- Minimal impacts to viewsheds/view-dependent businesses and some impacts to sensitive noise receptors
- Some impacts to areas with existing congestion; medium potential for hide/ride parking impacts

- More acreage of impacted parcels; some tribal parcels impacted
- Moderate impacts to parks, historic properties; potential impacts to archaeological sites
- Minimal impacts to viewsheds/view-dependent businesses and some impacts to sensitive noise receptors
- Some impacts to areas with existing congestion; medium potential for hide/ride parking impacts

Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Lower amounts of acquisition/displacement would result in lower potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Lower amounts of acquisition/displacement would result in lower potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Lowest amounts of acquisition/displacement would result in lower potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Higher amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves slightly more low-income/minority populations compared to Fife's average
- Higher amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

- Potential property acquisitions accounted for
- No additional alignment length
- No additional crossings of I-5

- Potential property acquisitions accounted for
- No additional alignment length
- No additional crossings of I-5

- Potential property acquisitions accounted for
- Additional alignment length (0.1 miles)
- 1 additional crossing of I-5
- Additional pedestrian overpasses on both sides of I-5 at the station

- Additional full property acquisitions are possible (multifamily property)
- Additional alignment length (0.2 miles)
- 1 additional crossing of I-5 at Puyallup River

- Additional full property acquisitions are possible (multifamily property)
- Shorter alignment length (-0.1 miles)
- 1 additional crossing of I-5 at Puyallup River



Constructability and Engineering Considerations

- Multiple crossings of the planned SR 167 project and crossing of planned 54th St interchange project
- No crossings of the I-5 mainline
- Minimal ROW because of SR 167 Project auxiliary lane

- Multiple crossings of the planned SR 167 project and crossing of planned 54th St interchange project
- No crossings of the I-5 mainline
- Potential to use WSDOT ROW

- Two crossings of the planned SR 167 project and crossing of planned 54th St interchange project
- Potential constructibility challenges from traveling in I-5 median
- Minimal potential to use WSDOT ROW

- Multiple crossings of the planned SR 167 project and crossing of planned 54th St interchange project
- 1 crossing of the I-5 mainline
- Public ROW north of Fife Heights and the west of 54th St

- Multiple crossings of the planned SR 167 project and crossing of planned 54th St interchange project
- 1 crossing of the I-5 mainline
- Public ROW north of Fife Heights and the west of 54th St



Operational Considerations

- Two curves reduce speed to 50 MPH near I-5 bend

- Two curves reduce speed to 50 MPH near I-5 bend

- Two curves near Port of Tacoma Road interchange reduce speeds to 50 MPH

- All curves at least 55 MPH

- All curves at least 55 MPH



Schedule Considerations

- Impacts to commercial and multifamily parcels
- Impacts to some tribal parcels
- Coordination with the planned SR 167 project and 54th St interchange project

- Impacts to commercial and multifamily parcels
- Impacts to some tribal parcels
- Coordination with the planned SR 167 project and 54th St interchange project

- No impacts to major parcels
- No impacts to tribal parcels
- Coordination with the planned SR 167 project and 54th St interchange project

- Impacts to multifamily parcels
- Impacts to some tribal parcels
- Coordination with the planned SR 167 project and 54th St interchange project

- Impacts to multifamily parcels
- Impacts to several tribal parcels
- Coordination with the planned SR 167 project and 54th St interchange project

4.3 East Tacoma

The East Tacoma Segment begins at the Fife-Tacoma city limits, crossing the Puyallup River to East L Street. Exhibit 4-4 summarizes the performance by criteria for each of the East Tacoma alternatives.

4.3.1 Provide Effective Transportation Solutions to Meet Mobility, Access, and Capacity Needs

4.3.1.1 Ridership Potential

The highest performing alternative in East Tacoma was ET 5. This alternative had a higher performance because it was within proximity to more existing and future population and employment and would have a faster travel time. All other East Tacoma alternatives were similar for ridership potential.

4.3.2 Support Sustainable Land Use Plans, Equitable Access, and Economic Development

4.3.2.1 Supports Future Transit Oriented Development Opportunities

Most East Tacoma alternatives were lower performing for supporting future TOD opportunities, primarily because existing zoning in the East Tacoma station area does not allow transit compatible uses. ET 3, ET 4A-C, and ET 5 were slightly higher performing because these alternatives had better access to the residential neighborhood to the south of I-5, and, therefore, fewer barriers to access and development. ET 8 also was slightly higher performing because it had the fewest barriers to access and development.

4.3.2.2 Promotes Multimodal Access and Integration

Most East Tacoma alternatives performed similarly for multimodal access and integration. Compared to other East Tacoma alternatives, ET 3, ET 4A-C, ET 5, ET 6, and ET 7 performed slightly higher. ET 3, ET 4A-C, ET 5, and ET 6 performed higher because these alternatives were within proximity to the most direct bus service and would require only moderate diversions to provide service to the station. ET 7 performed better because it had better nonmotorized access and potential for improvement than most other East Tacoma alternatives while also being located near existing transit service. All other East Tacoma alternatives performed moderately.

4.3.3 Preserve the Environment

4.3.3.1 Effects on the Natural Environment

All the East Tacoma alternatives were lower performing for effects on the natural environment. These alternatives would all have impacts from the crossing of the Puyallup River and impacts on floodplains and floodways. ET 8 had the lowest performance because it would have

additional impacts on wetlands and more acreage of impacts on floodplains and floodways than other East Tacoma alternatives.

4.3.3.2 Effects on the Built Environment

ET 1A-B, ET 2, ET 3, and ET 4A-B performed the highest on this criterion. ET 1A-B and ET 2 had an even higher performance because these alternatives would have no impacts associated with viewsheds or view-dependent businesses, minimal impacts from noise and vibration, and low impacts on parking supply and demand. ET 3 and ET 4A-B performed higher primarily because of fewer impacts on properties, no impacts associated with viewsheds or view-dependent businesses, and minimal impacts from noise and vibration. ET 7 and ET 8 performed the lowest because of numerous impacts on Tribal parcels and Section 4(f), park, historic, culturally significant Tribal properties, or other protected areas. These alternatives would also have higher impacts on properties compared to most other alternatives in East Tacoma.

4.3.4 Support Equitable Mobility

4.3.4.1 Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

Many of the East Tacoma alternatives performed similarly for this criterion. ET 1A, ET 2, ET 3, ET 4A-C, ET 5, and ET 6 all performed slightly higher than ET 1B, ET 7, and ET 8 because of serving more low-income and minority populations when compared to Tacoma citywide, and would have less acquisitions and displacements that could impact EJ populations.

4.3.5 Provide a Financially Sustainable and Constructible Project

4.3.5.1 Financial Considerations

Most East Tacoma alternatives performed similarly for this criterion. ET 1A-B, ET 2, ET 3, ET 5, and ET 6 performed higher because of less potential for higher complexity property impacts and no other differences compared to the representative project. ET 7 and ET 8 performed the lowest of the East Tacoma alternatives because of additional structures over I-5. ET 7 would also have additional costs associated with impacts on new development. ET 8 would also have additional costs for acquiring residential parcels and additional alignment length.

4.3.5.2 Constructibility and Engineering Considerations

ET 2, ET 5, and ET 6 performed the highest for this criterion. These alternatives would have the fewest potential risks and would not have potential space constraints for siting station amenities. ET 8 performed the lowest because it would have no potential to use publicly owned ROW and would include a crossing of I-5.

4.3.5.3 Operational Considerations

ET 1B, ET 3, ET 5, and ET 6 performed the highest for this criterion because these alternatives would have no curves that reduce operating speeds below 55 mph. ET 8 performed the lowest because it has one curve that reduces operating speeds to 35 mph just west of East Portland Avenue, and one curve that reduces operating speeds to 40 mph just east of East M Street.

4.3.5.4 Schedule Considerations








ET 1A, ET 2, ET 3, ET 4A, and ET 6 have minimal schedule risks except for impacts to a few Tribal parcels and, therefore, are higher performing. ET 7 is the lowest performing of all East Tacoma alternatives because of impacts to many Tribal parcels and a crossing of I-5.

EXHIBIT 4-4: EAST TACOMA STATION AREA



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

I-5 to Puyallup/SR 99 to Puyallup		I-5 West to 25th	I-5 West to 25th North	SR 99 to I-5 W to 26th/Representative/I-5 W to 26th		
ET 1 Puyallup Ave		ET 2 25th St	ET 3 26th St East	ET 4 27th St North	ET 4 27th St North	ET 4 27th St North
a	b			a	b (Representative Project)	c
						

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS



Ridership Potential

- | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Travel time is in the middle compared to other alternatives • Lowest population and highest employment • Station is near major employers and destinations | <ul style="list-style-type: none"> • Faster travel time • Lowest population and highest employment • Station is near major employers and destinations | <ul style="list-style-type: none"> • Travel time is in the middle compared to other alternatives • Lower population and middle employment • Station is near major employers and destinations | <ul style="list-style-type: none"> • Faster travel time • Population and employment is in the middle compared to other alternatives • Station is near major employers and destinations, including educational facility | <ul style="list-style-type: none"> • Travel time is in the middle compared to other alternatives • Population and employment is in the middle compared to other alternatives • Station is near major employers and destinations, including educational facility | <ul style="list-style-type: none"> • Travel time is in the middle compared to other alternatives • Population and employment is in the middle to upper end compared to other alternatives • Station is near major employers and destinations, including educational facility | <ul style="list-style-type: none"> • Travel time is in the middle compared to other alternatives • Population and employment is in the middle to upper end compared to other alternatives • Station is near major employers and destinations, including educational facility |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT



Supports Future Transit-Oriented Development (TOD) Opportunities

- | | | | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Light industrial zone; minimal potential for residential development • Existing transit infrastructure and overpasses constrain walkshed, require nonmotorized users to travel in unpleasant environment | <ul style="list-style-type: none"> • Light industrial zone; minimal potential for residential development • Existing transit infrastructure and overpasses constrain walkshed, require nonmotorized users to travel in unpleasant environment | <ul style="list-style-type: none"> • Light industrial zone; minimal potential for residential development • Existing transit infrastructure and overpasses constrain walkshed, require nonmotorized users to travel in unpleasant environment | <ul style="list-style-type: none"> • Light industrial zone; minimal potential for residential development • Closer to most pleasant underpassage of I-5 • Minimal amenities that support complete neighborhoods | <ul style="list-style-type: none"> • Light industrial zone; minimal potential for residential development • Closer to most pleasant underpassage of I-5 • There are minimal amenities that support complete neighborhoods | <ul style="list-style-type: none"> • Light industrial zone; minimal potential for residential development • Closer to most pleasant underpassage of I-5 • There are minimal amenities that support complete neighborhoods | <ul style="list-style-type: none"> • Light industrial zone; minimal potential for residential development • Closer to most pleasant underpassage of I-5 • There are minimal amenities that support complete neighborhoods |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



Promotes Multimodal Access and Integration

- | | | | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Highest levels of bus service with options for service modifications | <ul style="list-style-type: none"> • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Highest levels of bus service with options for service modifications | <ul style="list-style-type: none"> • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Highest levels of bus service with options for service modifications | <ul style="list-style-type: none"> • More access to the neighborhood south of I-5 • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Highest levels of bus service with options for service modifications | <ul style="list-style-type: none"> • More access to the neighborhood south of I-5 • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Highest levels of bus service with options for service modifications | <ul style="list-style-type: none"> • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Highest levels of bus service with options for service modifications | <ul style="list-style-type: none"> • More access to the neighborhood south of I-5 • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Highest levels of bus service with options for service modifications |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

PRESERVE THE ENVIRONMENT



Effects on the Natural Environment

- | | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. | <ul style="list-style-type: none"> • No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (3 acres). No steep slope impacts. | <ul style="list-style-type: none"> • No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. | <ul style="list-style-type: none"> • No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. | <ul style="list-style-type: none"> • No impacts to wetlands. Puyallup River crossing and several minor stream crossings. Few impacts to floodplains/floodways (3 acres). No steep slope impacts. | <ul style="list-style-type: none"> • No impacts to wetlands. Puyallup River crossing and some minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. | <ul style="list-style-type: none"> • No impacts to wetlands. Puyallup River crossing and several minor stream crossings. Few impacts to floodplains/floodways (2 acres). No steep slope impacts. |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



Effects on the Built Environment

- | | | | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Some acreage of impacted parcels; a few tribal parcels impacted • Minimal impacts to historic properties • Many impacts to areas with existing congestion and low potential for hide/ride impacts to parking | <ul style="list-style-type: none"> • Some acreage of impacted parcels; a few tribal parcels impacted • Puyallup River bridge crossing impacts a sensitive tribal cultural area • Minimal impacts to historic properties • Many impacts to areas with existing congestion and low potential for hide/ride impacts to parking | <ul style="list-style-type: none"> • More acreage of impacted parcels; a few tribal parcels impacted • Minimal impacts to historic properties • Many impacts to areas with existing congestion and low potential for hide/ride impacts to parking | <ul style="list-style-type: none"> • Less acreage of impacted parcels; a few tribal parcels impacted • Minimal impacts to historic properties • Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking | <ul style="list-style-type: none"> • Less acreage of impacted parcels; several tribal parcels impacted • Minimal impacts to historic properties • Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking | <ul style="list-style-type: none"> • Less acreage of impacted parcels; several tribal parcels impacted • Minimal impacts to historic properties • Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking | <ul style="list-style-type: none"> • Less acreage of impacted parcels; several tribal parcels impacted • Minimal impacts to historic properties • Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking • Potential impacts to hazmat sites |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

EXHIBIT 4-4: EAST TACOMA STATION AREA



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS



Ridership Potential

- Faster travel time
- Population and employment is in the middle to upper end compared to other alternatives
- Station is near major employers and destinations including educational facility

- Faster travel time
- Lower population and employment is in the middle compared to other alternatives
- Station is near major employers and destinations including educational facility

- Slower travel time
- Higher population and lower employment compared to other alternatives
- Station is near major employers and destinations including educational and community facilities

- Slower travel time
- Highest population and lower employment compared to other alternatives
- Station is near major employers and destinations including educational and community facilities

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT



Supports Future Transit-Oriented Development (TOD) Opportunities

- Light industrial zone; minimal potential for residential development
- Closer to most pleasant underpassage of I-5
- There are minimal amenities that support complete neighborhoods

- Light industrial zone; minimal potential for residential development
- Further from most pleasant underpassage of I-5
- There are minimal amenities that support complete neighborhoods

- Inconsistent with tribal economic development and land use goals
- I-5 is a barrier to the north but there are no other barriers to the walkshed
- The station would provide access to the tribal headquarters and activity center but there are limited other clusters of amenities

- Inconsistent with tribal economic development and land use goals
- There are minimal barriers to the walkshed
- There are minimal amenities to support complete neighborhoods



Promotes Multimodal Access and Integration

- Some potential for improved nonmotorized access although there are limited crossings of I-5
- Highest levels of bus service with options for service modifications

- Some potential for improved nonmotorized access although there are limited crossings of I-5
- Highest levels of bus service with options for service modifications

- High potential for improved bicycle access although there are limited crossings of I-5
- Less bus service compared to other alternatives with options for service modifications

- Residential neighborhood allows for comfortable cycling without designated facilities
- Many potential opportunities for improved nonmotorized access
- Lowest levels of bus service with significant diversions from major roadways to provide service

PRESERVE THE ENVIRONMENT



Effects on the Natural Environment

- No impacts to wetlands. Puyallup River crossing and some minor stream crossings.
- Few impacts to floodplains/floodways (2 acres).
- No steep slope impacts.

- No impacts to wetlands. Puyallup River crossing and some minor stream crossings.
- Few impacts to floodplains/floodways (2 acres).
- No steep slope impacts.

- No impacts to wetlands. Puyallup River crossing and few minor stream crossings.
Few impacts to floodplains/floodways (4 acres)
No steep slope impacts.

- Minimal impacts to wetlands (0.1 acres). Puyallup River crossing, few major and minor stream crossings. Several impacts to floodplains/floodways (7 acres). Few steep slope impacts.



Effects on the Built Environment

- More acreage of impacted parcels; some tribal parcels impacted
- Minimal impacts to historic properties
- Minimal impacts to viewsheds/view-dependent businesses and minimal impacts to sensitive noise receptors
- Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking

- More acreage of impacted parcels; a few tribal parcels impacted
- Minimal impacts to historic properties
- No impacts to viewsheds/view-dependent businesses and minimal impacts to sensitive noise receptors
- Some impacts to areas with existing congestion and medium potential for hide/ride impacts to parking

- Less acreage of impacted parcels; numerous tribal parcels impacted; many residential parcels
- Impacts to regional employer
- Some impacts to historic properties; potential impacts to cemetery and archaeological sites
- Some impacts to viewsheds/view-dependent businesses and moderate impacts to sensitive noise receptors
- Some impacts to areas with existing congestion and high potential for hide/ride impacts to parking

- Most acreage of impacted parcels; some tribal parcels impacted; many impacts to residential parcels
- Moderate impacts to historic properties; potential impacts to cemetery and archaeological sites
- Some impacts to viewsheds/view-dependent businesses and many impacts to sensitive noise receptors
- Minimal impacts to areas with existing congestion and high potential for hide/ride impacts to parking

Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Higher amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Higher amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations

PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

- Less potential full property acquisitions (commercial property)
- No additional alignment length
- No additional crossings of I-5

- Less potential full property acquisitions (commercial property)
- No additional alignment length
- No additional crossings of I-5

- Less potential full property acquisitions (commercial property)
- Potential impacts to new development
- No additional alignment length
- 1 additional crossing of I-5

- Less potential full property acquisitions (commercial property)
- Additional costs for acquiring residential parcels
- Additional alignment length (0.6 miles)
- 1 additional crossing of I-5



Constructability and Engineering Considerations

- No crossings of I-5 mainline
- Limited potential to use public ROW

- No crossings of I-5 mainline
- Limited potential to use public ROW

- Crosses I-5 mainline
- Minimal potential to use public ROW for short portion across Puyallup River

- Crosses I-5 mainline
- No potential to use public ROW



Operational Considerations

- All curves at least 55 MPH

- All curves at least 55 MPH

- Curves (3) before and after station and at I-5 reduce speeds to 45 MPH

- Curve after station reduces speeds to 35 MPH and to 40 MPH at I-5



Schedule Considerations

- No impacts to major parcels
- Impacts to some tribal parcels
- No coordination needed with other transportation infrastructure or planned projects

- No impacts to major parcels
- Impacts to a few tribal parcels
- No coordination needed with other transportation infrastructure or planned projects

- No impacts to major parcels
- Impacts to numerous tribal parcels
- Coordination for crossing of I-5

- No impacts to major parcels
- Impacts to some tribal parcels
- Coordination for crossing of I-5

4.4 Tacoma Dome

The Tacoma Dome Segment extends from East L Street to the terminus near East D Street. Exhibit 4-5 summarizes the performance by criteria of each of the Tacoma Dome alternatives.

4.4.1 Provide Effective Transportation Solutions to Meet Mobility, Access, and Capacity Needs

4.4.1.1 Ridership Potential

All Tacoma Dome alternatives performed the same for Ridership Potential, with a moderate performance.

4.4.2 Support Sustainable Land Use Plans, Equitable Access, and Economic Development

4.4.2.1 Supports Future Transit Oriented Development Opportunities

TD 1 performed the highest for support of future TOD opportunities because it is in a zone that is compatible with TOD and would have fewer barriers and more amenities located nearby compared to other Tacoma Dome alternatives. TD 2 was the second-highest performing alternative because it is located on the edge of a zone that is compatible with TOD and had moderate barriers that limit the walkshed. All other alternatives in the Tacoma Dome area performed similarly for this criterion.

4.4.2.2 Promotes Multimodal Access and Integration

TD 1, TD 2, and TD 3 performed the highest because of having more nonmotorized access because of being on the north side of the Sounder tracks. These alternatives also performed higher for transit integration because of being closer to the existing transit hub and requiring fewer deviations to provide service to the stations. All other Tacoma Dome alternatives performed the same.

4.4.3 Preserve the Environment

4.4.3.1 Effects on the Natural Environment

All the Tacoma Dome alternatives had no impacts on the natural environment and performed the same.

4.4.3.2 Effects on the Built Environment

TD 2, TD 3, and TD 4B performed the highest for effects on the built environment. These alternatives performed higher because of having fewer property impacts, no impacts to Tribal parcels, and few to no impacts to sensitive noise receptors. All other Tacoma Dome alternatives performed the same.

4.4.4 Support Equitable Mobility

4.4.4.1 Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

Most Tacoma Dome alternatives performed similarly for this criterion. TD 1, TD 2, TD 3, and TD 4A-B performed higher because of serving more low-income and minority populations when compared to Tacoma citywide, and would have less acquisitions and displacements that could impact EJ populations. TD 5A and TD 5B performed slightly lower because of having more acquisitions and displacements that could impact EJ populations.

4.4.5 Provide a Financially Sustainable and Constructible Project

4.4.5.1 Financial Considerations

Most Tacoma Dome alternatives had a moderate performance for Financial Considerations. TD 1, TD 3, TD 4A-B, TD 5, and TD 6 have no additional cost elements beyond the representative project. TD 2 performed slightly lower because it includes additional potential impacts on higher complexity property.

4.4.5.2 Constructibility and Engineering Considerations

TD 4A-C and TD 5 performed higher for this criterion because of having no potential risks. Furthermore, the location of the stations for these alternatives would provide the greatest potential for extending light rail under I-705. TD 1 and TD 5 performed the lowest. TD 1 performed lower primarily because the location of the station would have the lowest potential to extend the light rail line under I-705. TD 5 performed lower because it would include an additional crossing of I-5.

4.4.5.3 Operational Considerations

TD 2, TD 3, and TD 4A-B performed the highest because of having no curves that reduced operating speeds below 55 mph. All other Tacoma Dome alternatives performed moderately for this criterion because of having curves that reduce operating speeds.

4.4.5.4 Schedule Considerations

TD 1, TD 2, and TD 3 performed the highest for Schedule Considerations. These alternatives have no major considerations that could result in schedule risks. TD 4A-B were lower performing primarily because the station for these alternatives is located on Tribal land.


Level 1 Detailed Results





The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA



PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS

 Ridership Potential	<ul style="list-style-type: none"> • Slower travel time • Population and employment are highest • Station is near major employers and destinations 	<ul style="list-style-type: none"> • Travel time is in the middle compared to other alternatives • Population and employment are lower • Station is near major employers and destinations 	<ul style="list-style-type: none"> • Travel time is in the middle compared to other alternatives • Population and employment are lowest • Station is near major employers and destinations 	<ul style="list-style-type: none"> • Travel time is in the middle compared to other alternatives • Population and employment are towards middle • Station is near major employers and destinations 	<ul style="list-style-type: none"> • Travel time is in the middle compared to other alternatives • Population and employment are towards middle • Station is near major employers and destinations

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT

 <p>Supports Future Transit-Oriented Development (TOD) Opportunities</p>	<ul style="list-style-type: none"> • Supportive of housing and business development; surrounded by other zones that limit development potential • Railway, SR 509, and I-705 limit walkshed • Access under I-705 is best at this station • Some amenities to support complete neighborhoods but some categories are still missing 	<ul style="list-style-type: none"> • Supportive of housing and business development • Railway, SR 509, and I-705 limit walkshed • Access under I-705 is best at this station • Some amenities to support complete neighborhoods but some categories are still missing • Station would likely impact nearby businesses 	<ul style="list-style-type: none"> • Manufacturing zones; least residential development potential • Railway, SR 509, and I-705 limit walkshed • Some amenities to support complete neighborhoods but some categories are still missing 	<ul style="list-style-type: none"> • Supportive of housing and business development; adjacent to industrial zones; • Inconsistent with tribal land use and economic goals • Railway, topography, SR 509, and I-705 limit walkshed • Some amenities to support complete neighborhoods but some categories are still missing 	<ul style="list-style-type: none"> • Supportive of housing and business development; adjacent to industrial zones; • Inconsistent with tribal land use and economic goals • Railway, topography, SR 509, and I-705 limit walkshed • Some amenities to support complete neighborhoods but some categories are still missing
 <p>Promotes Multimodal Access and Integration</p>	<ul style="list-style-type: none"> • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Station in close proximity to other transit facilities and services 	<ul style="list-style-type: none"> • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Station in close proximity to other transit facilities and services 	<ul style="list-style-type: none"> • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Station in close proximity to other transit facilities and services 	<ul style="list-style-type: none"> • Topography and Sounder tracks make nonmotorized connections less convenient • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Station in close proximity to other transit facilities and services 	<ul style="list-style-type: none"> • Topography and Sounder tracks make nonmotorized connections less convenient • Some potential for improved nonmotorized access although there are limited crossings of I-5 • Station in close proximity to other transit facilities and services

PRESERVE THE ENVIRONMENT

 <p>Effects on the Natural Environment</p>	<ul style="list-style-type: none"> • No impacts 	<ul style="list-style-type: none"> • No impacts 	<ul style="list-style-type: none"> • No impacts 	<ul style="list-style-type: none"> • No impacts 	<ul style="list-style-type: none"> • No impacts
 <p>Effects on the Built Environment</p>	<ul style="list-style-type: none"> • Some acreage of impacted parcels; no tribal parcels impacted • Some impacts to historic properties • Moderate impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> • Least acreage of impacted parcels; no tribal parcels impacted • Minimal impacts to historic properties • Moderate impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> • Least acreage of impacted parcels; no tribal parcels impacted • Minimal impacts to historic properties • Moderate impacts to areas with existing congestion and medium potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> • Some acreage of impacted parcels; several tribal parcels impacted • Easement for station location; title ownership of land not possible • Some impacts to historic properties • Few impacts to sensitive noise receptors • Higher impacts to areas with existing congestion and high potential for hide/ride impacts to parking 	<ul style="list-style-type: none"> • Least acreage of impacted parcels; several tribal parcels impacted • Easement for station location; title ownership of land not possible • Minimal impacts to historic properties • Few impacts to sensitive noise receptors • Higher impacts to areas with existing congestion and high potential for hide/ride impacts to parking

Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

SUPPORT EQUITABLE MOBILITY



Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Lower amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Lower amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

- Station area serves more low-income/minority populations compared to Tacoma's average
- Moderate amounts of acquisition/displacement would result in moderate potential impacts to Environmental Justice populations

PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT



Financial Considerations (compared to Representative Project)

- No additional potential property acquisitions
- No additional alignment length
- No additional crossings of I-5

- Additional potential full property acquisitions
- No additional alignment length
- No additional crossings of I-5

- No additional potential property acquisitions
- No additional alignment length
- No additional crossings of I-5

- No additional potential property acquisitions
- No additional alignment length
- No additional crossings of I-5

- No additional potential property acquisitions
- No additional alignment length
- No additional crossings of I-5



Constructability and Engineering Considerations

- No crossings of I-5 mainline
- No public ROW available
- Lowest potential to extend the light rail line under I-705 and requires crossing over Sounder/heavy rail

- No crossings of I-5 mainline
- No public ROW available
- Lower potential to extend the light rail line under I-705 and requires crossing over Sounder/heavy rail;
- An extension at this location would need to avoid Tacoma Link

- No crossings of I-5 mainline
- No public ROW available
- Lower potential to extend the light rail line under I-705 and requires crossing over Sounder/ heavy rail;
- An extension at this location would need to avoid Tacoma Link

- No crossings of I-5 mainline
- No public ROW available
- Greatest potential to extend the light rail line under I-705 and creates no conflicts with Sounder/heavy rail

- No crossings of I-5 mainline
- No public ROW available
- Greatest potential to extend the light rail line under I-705 and creates no conflicts with Sounder/heavy rail



Operational Considerations

- Curves at D St and I-705 reduce operating speed to 40 MPH

- All curves at least 55 MPH

- All curves at least 55 MPH

- All curves at least 55 MPH

- All curves at least 55 MPH



Schedule Considerations

- No impacts to major parcels
- No impacts to tribal parcels
- No anticipated interaction with other planned transportation projects or infrastructure

- No impacts to major parcels
- No impacts to tribal parcels
- No anticipated interaction with other planned transportation projects or infrastructure

- No impacts to major parcels
- No impacts to tribal parcels
- No anticipated interaction with other planned transportation projects or infrastructure

- No impacts to major parcels
- Impacts to several tribal parcels
- Coordination for impacts to tribal property
- No anticipated interaction with other planned transportation projects or infrastructure

- No impacts to major parcels
- Impacts to several tribal parcels
- Coordination for impacts to tribal property
- No anticipated interaction with other planned transportation projects or infrastructure

EXHIBIT 4-5: TACOMA DOME STATION AREA

Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.

EVALUATION CRITERIA

PROVIDE EFFECTIVE TRANSPORTATION SOLUTIONS TO MEET MOBILITY, ACCESS, AND CAPACITY NEEDS



Ridership Potentia

- Slower travel time
- Population and employment are towards middle compared to other alternatives
- Station is near major employers and destination:

- Slower travel time
- Population and employment are towards middle compared to other alternatives
- Station is near major employers and destinations:

SUPPORT SUSTAINABLE LAND USE PLANS, EQUITABLE ACCESS, AND TRANSIT ORIENTED DEVELOPMENT



Supports Future Transit-Oriented Development (TOD) Opportunities

- Supportive of housing and business development; adjacent Warehouse/Retail zone also compatible
- Railway, topography, SR 509, and I-705 limit walkshed
- Some amenities to support complete neighborhoods but some categories are still missing and potential for new amenities is limited due to development

- Supportive of housing and business development; adjacent Warehouse/Retail zone also compatible
- Railway, topography, SR 509, and I-705 limit walkshed
- Some amenities to support complete neighborhoods but some categories are still missing and potential for new amenities is limited due to development



Promotes Multimodal Access and Integration

- Topography and Sounder tracks make nonmotorized connections less convenient
- Some potential for improved nonmotorized access although there are limited crossings of I-5
- Farthest from other transit facilities and services

- Topography and Sounder tracks make nonmotorized connections less convenient
- Some potential for improved nonmotorized access although there are limited crossings of I-5
- Farthest from other transit facilities and services

PRESERVE THE ENVIRONMENT



Effects on the Natural Environment

- No impacts

- No impacts



Effects on the Built Environment

- Some acreage of impacted parcels; a few tribal parcels impacted
- Easement for station location; title ownership of land not possible
- Some impacts to historic properties
- Minimal impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors
- Moderate impacts to areas with existing congestion and high potential for hide/ride impacts to parking

- Some acreage of impacted parcels; a few tribal parcels impacted
- Easement for station location; title ownership of land not possible
- Some impacts to historic properties
- Minimal impacts to viewsheds/view-dependent businesses and few impacts to sensitive noise receptors
- Moderate impacts to areas with existing congestion and high potential for hide/ride impacts to parking

EXHIBIT 4-5: TACOMA DOME STATION AREA
Level 1 Detailed Results



The ratings are a comparison of each alternative against all other alternatives in the station area.

		I-5 W to 27th	I-5 East
		TD 5 27th St a	TD 5 27th St b
EVALUATION CRITERIA			
SUPPORT EQUITABLE MOBILITY			
	Provide Equitable Transit Service to Low-Income, Minority, and Transit-Dependent Populations	<ul style="list-style-type: none">• Station area serves more low-income/minority populations compared to Tacoma's average• Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations	<ul style="list-style-type: none">• Station area serves more low-income/minority populations compared to Tacoma's average• Higher amounts of acquisition/displacement would result in substantial potential impacts to Environmental Justice populations
PROVIDE A FINANCIALLY SUSTAINABLE AND CONSTRUCTIBLE PROJECT			
	Financial Considerations (compared to Representative Project)	<ul style="list-style-type: none">• No additional potential property acquisitions• No additional alignment length• No additional crossings of I-5	<ul style="list-style-type: none">• No additional potential property acquisitions• No additional alignment length• No additional crossings of I-5
	Constructability and Engineering Considerations	<ul style="list-style-type: none">• No crossings of I-5 mainline• No public ROW available• Greatest potential to extend the light rail line under I-705 and creates no conflicts with Sounder/heavy rail	<ul style="list-style-type: none">• Crosses I-5 mainline• No public ROW available• Greatest potential to extend the light rail line under I-705 and creates no conflicts with Sounder/heavy rail
	Operational Considerations	<ul style="list-style-type: none">• Curves at I-5 and after station reduces speed to 45 MPH and 40 MPH	<ul style="list-style-type: none">• Curves at I-5 and after station reduces speed to 45 MPH and 40 MPH
	Schedule Considerations	<ul style="list-style-type: none">• No impacts to major parcels• Impacts to a few tribal parcels• No anticipated interaction with other planned transportation projects or infrastructure	<ul style="list-style-type: none">• No impacts to major parcels• Impacts to a few tribal parcels• Coordination for crossing of I-5

5 Findings and Conclusions

The Level 1 evaluation results reflect the potential of each alternative to meet the Purpose and Need of the project and related goals. In September 2018, the results of the Level 1 evaluation were reviewed by the ELG, Interagency Group (IAG), the Stakeholder Group, and the public. These groups provided input on the Level 1 evaluation and findings, and the ELG made a recommendation on which alternatives should continue into Level 2. Exhibit 5-1 and Exhibit 5-2 summarize the full range of alternatives reviewed in Level 1 and indicate which ones were advanced by the ELG to Level 2 for further development and evaluation. Exhibit 5-2 also displays the alternatives that are being advanced to Level 2. Alternatives advancing into Level 2 are in color, and alternatives not advancing into Level 2 are shown in grey.

EXHIBIT 5-1
Summary of Level 1 Findings and Results

Alternative	Results
SOUTH FEDERAL WAY	
Enchanted Parkway	
SF 1 Enchanted/348th	✗ SF 1 is being removed due to higher property impacts of alignment and station compared to SF 2 and SF 3, which serve the same station area and have similar alignment types along Enchanted Parkway South. The alignment is slightly longer and includes an additional major arterial street crossing. Not preferred by the local jurisdiction.
SF 2 Enchanted/352nd	✓ Advance for further study in Level 2.
SF 3 Enchanted/356th	✓ Advance for further study in Level 2.
SR 99	
SF 4a 99 North (SR 99 to I-5) SF 4b 99 North (SR 99) SF 4c 99 North (I-5 to SR 99) SF 4d 99 North (I-5 to SR 99 to I-5)	✓ Advance for further study in Level 2.
SF 5a 99 South (SR 99) SF 5b 99 South (I-5 to SR 99)	✗ SF 5A and B are being removed due to lower performing stations (multimodal access and TOD potential) compared to SF 4 alternatives that have a nearby station and offer the same SR 99 alignment choices. Not preferred by the local jurisdiction.
I-5 West	
SF 6 I-5/344th	✗ Removed due to lower performing station (multimodal access, stream/wetlands, and TOD) along an alignment that is already being considered in alternatives SF 8 and SF 9.
SF 7 I-5/352nd (Representative)	✗ Removed for same reasons as SF 6 and impacts to major retail business loading area.
SF 8 I-5/356th	✓ Advance for further study in Level 2.
SF 9 I-5/Jet	✓ Advance for further study in Level 2.
SF 10 I-5/359th	✗ Removed for same reasons as SF 6.

EXHIBIT 5-1
Summary of Level 1 Findings and Results

Alternative	Results
I-5 Median	
SF 11 I-5 Median	✗ Removed due to lack of effective multimodal access to station location, lower TOD potential, higher potential environmental impacts due to the need to widen I-5, higher construction impacts, and higher engineering risks and challenges due to additional structures and bridges to cross I-5 and reconfigure existing ramps. Not supported by the Federal Highway Administration (FHWA) or WSDOT.
I-5 East	
SF 12 I-5 East/Enchanted	✗ Removed due to lower performing station on multimodal access, ridership, and TOD potential, as well as higher engineering risks and challenges of additional structures to cross I-5.
SF 13 I-5 East/Wild Waves	✗ Removed for same reasons as SF 12.
FIFE	
Alternative	Results
12th Street	
Fife 1 12th Street	✓ Advance for further study in Level 2, with alignment modifications to avoid an area of Tribal ownership.
Pacific Highway West	
Fife 2a Pacific Highway West	✗ Removed due to higher impacts of the alignment to multiple properties under Tribal ownership. Also, removed based on a lower performing station site that was outside the Fife planned city center area, and for lower multimodal access and TOD potential. In addition, the alignment featured higher property and potential transportation impacts from being along SR 99. Not preferred by the local jurisdiction.
Fife 2b Pacific Highway West	✗ Removed for same reasons as Fife 2A, but also due to the SR 99 alignment approaching Tacoma that would have required a Puyallup River crossing on property of cultural importance to the Puyallup Tribe.
Fife 3a 15th Street Fife 3b 15th Street	✓ Advance for further study in Level 2.
Pacific Highway to I-5	
Fife 4a Pacific Highway East Fife 4b Pacific Highway East Fife 4c Pacific Highway East	✓ Advance for further study in Level 2.
Fife 5a Pacific Highway South Fife 5b Pacific Highway South Fife 5c Pacific Highway South	✗ Removed due to lower performing stations based on congestion, multimodal access, and TOD measures. Aside from the station area, the alignments are being considered in other alternatives. Not preferred by the local jurisdiction.
I-5 West	
Fife 6 I-5 West	✗ Removed due to an alignment that conflicts with the planned SR 167 interchange and that would impact a major Tribal property. Also, removed due to lower performance for multimodal access, congestion, and TOD measures, largely as a result of the constraints to access and development posed by I-5 and the 54th Avenue East Interchange directly adjacent. Not preferred by the local jurisdiction.
Fife 7 I-5 West (Representative)	✗ Removed based on same alignment concerns as Fife 6, and due to a station that is more removed from the planned city center area than other alternatives, with lower performance for multimodal access and TOD potential.

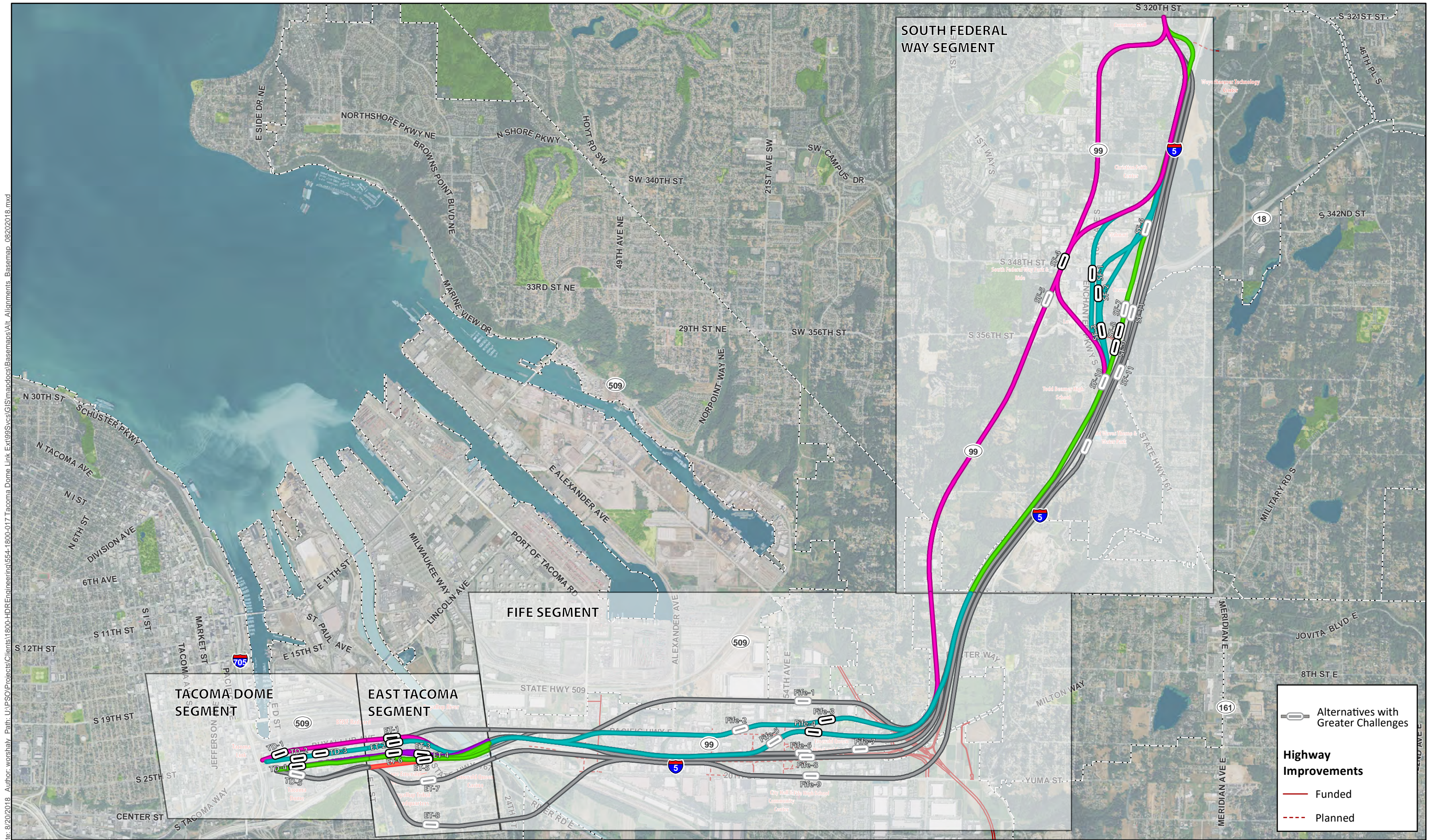
EXHIBIT 5-1
Summary of Level 1 Findings and Results

Alternative	Results
I-5 Median	
Fife 8 I-5 Median	✘ Removed due to longer travel times, lack of effective multimodal access to the median station location, lower TOD potential, higher potential environmental impacts due to the need for major I-5 widening/modifications, higher construction impacts, and higher engineering risks and challenges. Not supported by FHWA or WSDOT.
I-5 South	
Fife 9a 20th Street	✘ Removed due to longer travel times; higher property impacts; higher impacts to farmlands, wetlands, and floodplains; and the need for an additional crossing of I-5 to the north or south. The station served by this alignment was lower performing on multimodal access and TOD measures, and is well outside the Fife city center area.
Fife 9b 20th Street	✘ Removed for similar reasons as Fife 9A, with a station that is even more distant from Fife's city center area. Their associated alignments also cross into areas that are farmlands and floodplains, with a higher potential for archaeological and cultural impacts.
EAST TACOMA	
Puyallup Avenue	
ET 1a Puyallup Avenue (I-5 West to Puyallup)	✓ Advance for further study in Level 2.
ET 1b Puyallup Avenue (SR 99 to Puyallup)	✘ Removed due to a sub-alignment that impacts an area of cultural significance to the Puyallup Tribe adjacent to the Puyallup River. The same station and the rest of the alignment advanced with ET 1A.
25th Street	
ET 2 25th Street	✓ Advance for further study in Level 2.
26th Street	
ET 3 26th Street - East	✓ Advance for further study in Level 2.
ET 6 26th Street - West	✓ Advance for further study in Level 2.
27th to 26th Street	
ET 4a 27th Street - North ET 4b 27th Street - North (Representative) ET 4c 27th Street - North	✓ Advance for further study in Level 2.
27th Street	
ET 5 27th Street - South	✓ Advance for further study in Level 2.
South of I-5	
ET 7 29th Street	✘ Removed due to impacts to major Tribal properties, including Tribal economic development plans, and carrying more residential displacements. Also, removed due to the engineering, construction, and operational challenges of a sloped and curving crossing above one of the wider sections of I-5 where there is an overpass and auxiliary ramps on both sides of the freeway.
ET 8 34th Street	✘ Removed for similar reasons as ET 7, but with higher levels of residential and neighborhood impacts, including impacts to multiple blocks under Tribal ownership. Longer, slower curving alignment negatively affects travel times and operations. Also, involved an eastern crossing of the Puyallup River with farmland and floodplain impacts and greater potential to impact areas of cultural and historic significance to the Puyallup Tribe.

EXHIBIT 5-1
Summary of Level 1 Findings and Results

Alternative	Results
TACOMA DOME	
Puyallup Avenue	
TD 1 Puyallup Avenue	✓ Advance for further study in Level 2.
25th Street	
TD 2 25th Street - West	✓ Advance for further study in Level 2.
TD 3 25th Street - East	✓ Advance for further study in Level 2.
26th Street	
TD 4a 26th Street TD 4b 26th Street (Representative)	✓ Advance for further study in Level 2.
27th Street	
TD 5a 27th Street TD 5b 27th Street	✗ Removed due to a station that was lower performing for multimodal access and TOD potential, in part because the Tacoma Dome, topography and Sounder tracks limited its access potential. Other alignment alternatives include a station in the same general vicinity but with fewer impacts and better connections. Potential connecting alignments crossing I-5 from East Tacoma also were not advanced.

Date: 8/20/2018 Author: worshah Path: U:\PSO\Projects\Clients\1800-HDR\Engineering\554-1800-017 Tacoma Dome Link Ext\99Svcs\GIS\mapdocs\Basemap\Alt Alignments Basemap_08202018.mxd



Source: © Mapbox, © OpenStreetMap

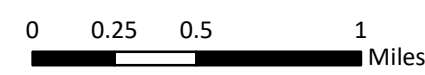


Exhibit 5-2
Level 1 Alternatives Advancing to
Level 2 for Tacoma Dome Link Extension

5.1 Relative Performance of Level 1 Alternatives by Segment

The following describes the relative performance of each Level 1 alternative by segment. It focuses primarily on the highest and lowest performing alternatives by segment.

5.1.1 South Federal Way

All of the South Federal Way alternatives feature one station with a parking garage and are 4.3 to 4.6 miles in length from the terminus of the Federal Way Link Extension and the end of this segment at the King County/Pierce County line.

5.1.1.1 Enchanted Parkway

SF 1 Enchanted/348th, SF 2 Enchanted/352nd, SF 3 Enchanted/356th

This family of three alternatives is mostly I-5-based. These alternatives leave the Federal Way Link Extension terminus and turn southwest to align along the west side of I-5, then curve toward Enchanted Parkway for a station between South 348th Street to South 356th Street before returning to the west side of I-5 to continue south to the King County/Pierce County line. The alternatives vary primarily on the station site on Enchanted Parkway and how the alignment curves to the station and then back to I-5. A summary of these alternatives includes:

- Higher performance in ridership measures, and moderate performance in TOD measures due to the station location on Enchanted Parkway, in a larger commercial area with residential uses to the south. The station for SF 3 is farthest south, away from more of the amenities in the area.
- Good vehicular connections to the stations, but large block sizes, topography, and busy arterials create a moderate rating for overall multimodal access.
- Moderate level of property-related impacts, with more related to the station location and nearby alignment.
- Having most of the remaining alignment along I-5 helps reduce both built and natural environmental impacts.
- Potential historic and archaeological impacts, including to cemeteries in the southern part of the alignment, but more of the area along I-5 and the Enchanted Parkway has been previously disturbed.
- These three alternatives are the same for most of the length except for the specific station site on Enchanted Parkway and nearby alignment sections. Station-centric measures such as TOD potential and multimodal access, and localized property impacts, were the primary differentiators among the alternatives.

5.1.1.2 SR 99

SF 4A SR 99 North (SR 99 to I-5), SF 4B SR 99 North (SR 99), SF 4C SR 99 North (I-5 to SR 99), SF 4D SR 99 North (I-5 to SR 99 to I-5)

This family of alternatives is focused around a station on SR 99 at South 348th Street. There are different sub-alignment choices to the station from the north and to the south, which affects the level of impacts, travel times, constructibility, and financial performance. From the terminus of the Federal Way Link Extension, the alternatives turn west to SR 99 or curve in from I-5. To the south, the alternatives either continue south along SR 99 or turn back toward I-5 to continue south to the King County/Pierce County line. A summary of these alternatives includes:

- Higher performance for ridership potential and multimodal access to the station at South 348th Street, but slower travel times due to a longer alignment and more curves getting to SR 99.
- Higher performance for TOD potential with the station location on SR 99 in the center of a larger area with a good mix of land uses and amenities nearby.
- Moderate to high level of property-related impacts, partly due to a longer alignment compared to others, particularly for SR 99 back to I-5 alignment (SF 4C and SF 4D).
- Station area and street network connecting to the station are congested.
- Potential for higher natural resource and archaeological impacts in the southern parts of either the I-5 or SR 99 portions of the alignments, but with a larger wetland complex potentially impacted along SR 99.
- The I-5 to SR 99 alignments (SF 4C and SF 4D) and the SR 99 alignments (SF 4A and SF 4B) both have potential Tribal property and archaeological impacts, although the full-length SR 99 alignment (SF 4B) crosses through more areas with a higher probability of containing archaeological resources.
- All four alternatives serve the same “promising” station, but feature an array of sub-alignments connecting to the station to and from I-5 or SR 99.

SF 5A SR 99 South (SR 99), SF 5B SR 99 South (I-5 to SR 99)

These alternatives are similar to SF 4B and SF 4C but feature a station farther south on SR 99 at South 352nd Street, which is essentially a station siting/design option for the other SR 99

alternatives. The SF 5 alternatives differ primarily in terms of the route taken to reach SR 99. A summary of these alternatives includes:

- The performance for the SF 5 alternatives is similar to the SF 4 alternatives because the alignments are the same; the primary difference between SF 5 and SF 4 alternatives is the station site.
- The station location for SF 5 alternatives is lower performing for multimodal access and congestion, and it has a lower potential for TOD, including for multi-family development.

5.1.1.3 I-5 West/Representative Alignment

SF 6 I-5/344th, SF 7 I-5/352nd, SF 8 I-5/356th, SF 9 I-5/Jet, SF 10 I-5/359th

These I-5 alternatives are based on the representative alternative (SF 7) from ST3, which stayed adjacent to the west side of I-5 after leaving the terminus of the Federal Way Link Extension. These alternatives feature different station siting options adjacent to the freeway, with some alignments farther north or south of the station locations featured in the Enchanted Parkway alignment family. The station siting is the primary driver for the differences in performance among these alternatives. A summary of these alternatives includes:

- Faster travel times due to shorter overall alignment and fewer curves compared to other South Federal Way alternatives.
- All I-5 West alternatives have potential conflicts with a planned SR 18 ramp.
- The stations included in the I-5 West alternatives have a lower to moderate performance for ridership, multimodal access, and TOD potential due to access and development barriers presented by I-5 and larger commercial parcels nearby the stations.
- The lower performing I-5 West stations for multimodal access and TOD were SF 6, SF 7, and SF 10, which were more remote.
- The higher performing stations for multimodal access and TOD in this alignment family were the SF 8 and SF 9 stations, which had good access from Enchanted Parkway.
- Property acquisition impacts performed moderately; however, the SF 7 station and alignment were the most constrained due to the lack of space between larger commercial properties and I-5.
- Having the alignment along I-5 helps reduce both built and natural environmental impacts.

5.1.1.4 I-5 Median/I-5 East

SF 11 I-5 Median, SF 12 I-5 East/Enchanted, SF 13 I-5 East/Wild Waves

The I-5 Median/I-5 East alternatives would all rely on more I-5 ROW, placing the alignment and stations either within the median (SF 11 where there are currently no cross streets/overpasses) or to the east of I-5 (at Enchanted Parkway or at Wild Waves). A summary of these alternatives includes:

- All I-5 Median/I-5 East alternatives performed lower on multimodal access and TOD potential for the stations.
- All would require additional structures and bridges across I-5 to reach these lower scoring stations.
- All reported similar to slightly lower environmental and property impacts compared to other Federal Way alternatives, but the level of additional widening or other requirements to use I-5 ROW was not included in the evaluation.
- Moving to the median or staying on the east side of I-5 also does not present advantages for the better performing alternatives in the Fife or Tacoma segments, and these alternatives would require two crossings of I-5 to reach its terminus at the Tacoma Dome and meet the requirements of the Purpose and Need.

5.1.2 Fife

The Fife alternatives begin at the King County/Pierce County line, are 3.9 to 4.3 miles long, and have one station with a parking garage located in Fife near 54th Avenue East.

5.1.2.1 I-5 West to 12th Street

Fife 1 12th Street

For analysis, this alternative assumes a pairing with alternatives on the west side of I-5 from Federal Way but could be matched with SR 99 alternatives. After leaving I-5 near the Fife curve, the alternative crosses southwest to align with 12th Street East to reach a station east of 54th Avenue East. The alternative then continues westbound on 12th Street East to East Alexander Avenue, then curves south toward I-5, crossing over near the East 34th Avenue and Port of Tacoma Road interchange. A summary of these alternatives includes:

- Station was lower performing for multimodal access and TOD measures due to more limited multimodal access and mostly industrial zoning, and longer travel times due to length and curves.
- Station is located outside of the City of Fife's planned city center area, where Fife's future growth is planned.

- Higher environmental impacts in the north portion of the alignment but also for the alignment transition to 12th Street East, with crossings of acres of lands with critical areas, including floodways and floodplains, steep slopes, and some wetlands.
- Property impacts are in the higher mid-range of alternatives and includes some impacts to Tribal parcels.
- Higher end of alternatives for potential historic and archaeological property impacts, but this is partly due to the north alignment portions along SR 99 that are not unique to this alternative.

5.1.2.2 Pacific Highway West/15th Street

Fife 2A Pacific Highway West, Fife 2B Pacific Highway West

The performance of Fife 2A and Fife 2B assumes a pairing with alternatives on the west side of I-5 from Federal Way but could be matched with SR 99 alternatives. After leaving I-5 near the Fife curve, these alternatives curve to the west of SR 99, run between 12th Street East and 15th Street East, and curve back toward SR 99/Pacific Highway for a station west of 52nd Avenue East. The alternatives then continue west along SR 99 to East Alexander Avenue, with Fife 2A curving back toward I-5, crossing near the East 34th Avenue and Port of Tacoma Road interchange, and Fife 2B following SR 99/Pacific Highway. A summary of these alternatives includes:

- Station location performed moderately for multimodal access and TOD measures and is located near some of the area attractions but is outside of the City of Fife's planned city center area, where growth is planned.
- Mid-level environmental impacts in most areas but higher impacts from crossings of acres of lands with critical areas, including floodways and floodplains, steep slopes, and wetlands.
- Higher potential historic and archaeological property impacts, but this is partly due to north alignment portions that are not unique to this alternative.
- Impacts to five Tribal parcels, which could be avoided with alignment modifications but likely would require lower speeds and operating tradeoffs.
- Most challenging would be the alignment of Fife 2B on Pacific Highway to Tacoma, which leads to a river crossing in an area of cultural significance to the Puyallup Tribe.

5.1.2.3 15th Street

Fife 3A 15th Street, Fife 3B 15th Street

Fife 3A and Fife 3B assume a pairing with the alternatives on the west side of I-5 from Federal Way, but other combinations could be used. After leaving I-5 near the Fife curve, the alternatives curve to the west of SR 99 and run between 12th Street East and 15th Street East, before curving back toward SR 99 for a station east of 54th Avenue East. Fife 3A and Fife 3B then follow the same alignments used by Fife 2A and Fife 2B. A summary of these alternatives includes:

- Supports the City of Fife's planned city center for a more livable, walkable, accessible, and business-friendly city center.
- Higher performance for TOD , including greater opportunities for housing and business development near the station.
- Higher performance for multimodal access with effective access for people walking, bicycling, taking transit, or driving, as well as good siting opportunities for a parking garage.
- Other performance measures are the same as Fife 2A and Fife 2B because the alignments are similar.
- Most challenging would be the alignment of Fife 3B on Pacific Highway to Tacoma, which leads to a river crossing in an area of cultural significance to the Puyallup Tribe.

5.1.2.4 Pacific Highway East/South

Fife 4A Pacific Highway East, Fife 4B Pacific Highway East, Fife 4C Pacific Highway East

The ratings for Fife 4A, Fife 4B, and Fife 4C assume a pairing of the alternatives on the west side of I-5 from Federal Way (Fife 4A and Fife 4C) or from SR 99 (Fife 4B). After leaving I-5 or SR 99 near the Fife curve, these alternatives curve to the west of SR 99 with a station between 59th Avenue East and 54th Avenue East. The alternatives then cross over SR 99 near 54th Avenue East to align along the west side of I-5. A summary of these alternatives includes:

- Supports the City of Fife's planned city center for a more livable, walkable, accessible, and business-friendly city center.
- Higher scoring for TOD, including greater opportunities for housing and business development near the station.
- Higher performance for multimodal access with effective access for people walking, bicycling, taking transit, or driving, as well as good siting opportunities for a parking garage.
- Potential parking and property impacts with the SR 99 alignment north of 54th Street East, but potential to reduce the impacts through alignment modifications.

- Some sub-segments of the alignment had somewhat lower property impacts than other alignments once they merged towards I-5, although stakeholders and the local jurisdiction stated concerns about visual and economic impacts.

Fife 5A Pacific Highway South, Fife 5B Pacific Highway South, Fife 5C Pacific Highway South

Fife 5A, Fife 5B, and Fife 5C assume a pairing of the alternatives on the west side of I-5 from Federal Way (Fife 5A and Fife 5C) or from SR 99 (Fife 5B). These alternatives continue to the west of SR 99 with a station between 59th and 54th Avenues East. The alternatives then cross over SR 99 near 54th Avenue East to align along the west side of I-5. A summary of these alternatives includes:

- The station performed lower for TOD measures. While it is located near some of the area attractions, it is outside of the City of Fife's planned city center area, where growth is planned.
- Outside of the station area, the north and south sub-segments of Fife 5A-C are already featured in other alternatives (Fife 4A-C).

5.1.2.5 I-5 West/Representative

Fife 6 I-5 West (Representative), Fife 7 I-5 East

Fife 6 is based on the ST3 representative project and assumes pairing with the alternatives on the west side of I-5 from Federal Way. This alternative follows the west side of I-5 to reach a station east of 54th Avenue East, near the interchange, and then continues south along the west side of I-5. Fife 7 is identical to Fife 6 but has a station located east of 62nd Avenue East. A summary of these alternatives includes:

- Both stations were rated lower for multimodal access and TOD measures, in part due to the proximity to the interchange and being adjacent to I-5, which restricts access and future development.
- Higher property and potential economic impacts of the stations and the I-5 alignment, including impacts to a major Tribal property, and because of potential visual and property impacts to major economic generating properties abutting the freeway.
- Higher engineering and constructibility concerns due to conflicts with the planned SR 167 interchange.
- North of the Fife curve, less impacting sub-segments of an I-5 alignment are still featured in other alternatives and would remain in consideration.

5.1.2.6 I-5 Median/I-5 South

Fife 8 I-5 Median

This alternative assumes a pairing with the South Federal Way alternative SF 11. The alternative continues along the median to reach a station east of 54th Avenue East, near the interchange,

and then continues westbound in the median of I-5 before crossing over to the north side of I-5 near the Port of Tacoma Road interchange. A summary of this alternative includes:

- The station was lower rated for multimodal access and for lower TOD potential due to the isolated nature of a median station near a congested interchange area.
- Higher engineering risks and challenges due to the need for major I-5 widening and modifications in an area with multiple existing and planned interchanges.
- Higher potential for major construction impacts from the combination of light rail construction and modifications to I-5.
- Approaching Tacoma, the alignment crosses back to be adjacent to the north side of I-5, which is already featured in other available alternatives.
- Slightly longer alignment increases travel times and scope compared to alternatives to the west.
- Because of the slopes, curves, interchanges, ramps, and other constraints for I-5 in East Tacoma, and due to the need to reach the Tacoma Dome to make the connections called for in the Purpose and Need, there is no need for a median alignment beyond Fife.

Fife 9A 20th Street, Fife 9B 20th Street

These two “east of I-5 alternatives” assume pairings with South Federal Way SF 12 and SF 13 east of I-5. These alternatives swing from the east side of I-5 to align with 20th Street East, with a station west of 58th Street East. After crossing 54th Avenue East, the alternatives align with the south side of I-5. Approaching Puyallup River, Fife 9B turns farther south, away from I-5. A summary of these alternatives includes:

- The station was lower rated for multimodal access and for TOD because the station is across the freeway from Fife’s planned city center area; there is a high school and municipal buildings or parks nearby; and the block sizes are large.
- Higher potential for residential impacts, including impacts to several multi-family complexes.
- Higher potential for wetland and floodplain impacts.
- Impacts to several Tribal parcels, as well as impacts to potential archaeological sites and sites of cultural significance.
- Potential conflicts with planned improvements for the SR 167 project, as well as the 54th Street interchange project.

5.1.3 East Tacoma

The East Tacoma alternatives include the bridge crossing of the Puyallup River, along with a station near Portland Avenue. Based on preliminary information from the U.S. Coast Guard, vertical navigational requirements are minimal and set by existing bridges over the river. All

alternatives assume a similar bridge height, and do not preclude a given bridge type or the potential for a multimodal bridge.

5.1.3.1 Puyallup Avenue

ET 1A Puyallup Avenue (I-5 West to Puyallup), ET 1B Puyallup Avenue (SR 99 to Puyallup)

The Puyallup Avenue alternatives include ET 1A-B, which involve the same station and alignment along Puyallup Avenue but a different crossing location of the Puyallup River. ET 1A crosses the Puyallup River along the north side of I-5. At East Bay Street, ET 1A travels northwest to the south side of Puyallup Avenue where it continues through East Tacoma to the station at East M Street and Puyallup Avenue. ET 1B crosses the Puyallup River along the south side of the Pacific Highway bridge but is otherwise the same as ET 1A once it reaches Puyallup Avenue. A summary of these alternatives includes:

- Lower performance for station area TOD potential due to the location in a light industrial area on a busy street with higher levels of freight movement, and with railyards and major municipal infrastructure nearby.
- Lower to moderate performance for multimodal access, although Puyallup Avenue has additional multimodal facilities planned that would improve access.
- Station is farthest away from more populated areas and Puyallup Tribe facilities to the south of I-5.
- The Puyallup River crossing adjacent to the SR 99 bridge has impacts to a riverfront property with cultural significance to the Puyallup Tribe.
- Two to three parcels under Tribal ownership are affected.
- Other environmental or property impacts are moderate.

5.1.3.2 East 25th Street

ET 2 25th Street

The East 25th Street alternative, ET 2, crosses the Puyallup River along the north side of I-5. At East Bay Street, ET 2 travels northwest to the north side of East 25th Street where it continues through East Tacoma. The station is located at East M Street and East 25th Street. A summary of this alternative includes:

- Lower performance for TOD due to location in light industrial area.
- Slightly better access for transit and closer connections to more areas, but area is currently not attractive for pedestrian or bicycle trips due to lack of facilities and visual/physical barriers.
- Low levels of environmental impacts.
- Station is closer to more populated areas and Puyallup Tribe facilities to the south of I-5.
- Three parcels under Tribal ownership are affected.
- Moderate property impacts due to more constrained ROW along East 25th Street.

5.1.3.3 East 26th Street/Representative

ET 3 26th Street East, ET 4A 27th Street North, ET 4B 27th Street North (Representative), ET 4C 27th Street North, ET 6 26th Street West

The East 26th Street/Representative alternatives include ET 3, ET 4A-C, and ET 6. ET 3 crosses the Puyallup River along the north side of I-5. At East Bay Street, ET 3 travels northwest to the north side of East 26th Street through the remainder of East Tacoma. The station is located at East 26th Street and East Bay Street. The ET 4A-C alternatives cross the river in a similar location as ET 3 but follow the north side of East 27th Street, and have slightly different alignments from the river crossing to a station at East 27th Street and East Bay Street.

Alternative ET 6 crosses the Puyallup River north of I-5 and travels northwest to the north side of East 26th Street to a station at East N Street and East 26th Street. A summary of these alternatives includes:

- Overall similar performance as ET 2 in most categories, but with station locations that are closer to the more populated areas and Puyallup Tribe facilities south of I-5, and south of the commuter rail tracks.
- Pedestrian and bicycle connectivity performance remains low due to lack of multimodal facilities and visual/physical barriers to walking destinations.

5.1.3.4 East 26th/27th Street

ET 5 27th Street South

ET 5 crosses the Puyallup River along the north side of I-5 and continues along the north side of East 27th Street through the remainder of East Tacoma. The station is located at East Bay Street and East 27th Street. A summary of this alternative includes:

- Lower performance for TOD due to location in light industrial area.
- Better multimodal access due to the station being closer to the more populated areas and Puyallup Tribe facilities south of I-5, and south of the commuter rail tracks.
- More impacts to property and five parcels under Tribal ownership are affected.

ET 7 29th Street, ET 8 34th Street

Alternatives ET 7 and ET 8 feature river crossings south of I-5 and alignments that continue south of I-5 to stations east of Portland Avenue East, before traveling towards the northwest and crossing over I-5. A summary of these alternatives includes:

- The stations had lower ratings for TOD potential due to siting on the Puyallup Tribe reservation where either residential properties or major Tribal facilities are already located.

- Moderate performance for multimodal access.
- Higher levels of property impacts, including residential displacements with ET 8, which has a longer curving alignment that crosses through multiple blocks of single-family residential areas.
- Higher levels of engineering risks and construction and operational challenges due to a longer, curving alignment, topography, and an I-5 crossing. The I-5 crossing requires a sloped and curving crossing above one of the wider sections of I-5 where there is an overpass as well as auxiliary ramps on both sides of the freeway.
- Impacts to multiple parcels under Tribal ownership.
- South of the I-5 crossing of the Puyallup River, farmland and floodplain impacts are greater, with more potential to impact areas of cultural and historic significance to the Puyallup Tribe compared to other alternatives.

5.1.4 Tacoma Dome

The Tacoma Dome alternatives are located in the vicinity of the Tacoma Dome within proximity to each other, making most performances similar. Differences in performance largely relate to the trade-offs from property impacts in the different alignments, all of which are in constrained areas. Each of the Tacoma Dome alternatives is located relatively close to the multi-block intermodal transit hub (bus, Tacoma Link, Sounder commuter rail, and Amtrak), although some alternatives are closer than others.

5.1.4.1 Puyallup Avenue

TD 1 Puyallup Avenue

TD 1 travels along the south side of Puyallup Avenue until just east of I-705 with a station at Puyallup Avenue and East D Street. A summary of this alternative includes:

- Higher performance for TOD potential due to location within a TOD-compatible zoning designation and mix of several amenities nearby.
- TD 1 has potential conflicts with plans by the City of Tacoma for a more multimodal complete street approach for Puyallup Avenue.
- TD 1 presents more challenges for future extensions of light rail under I-705 because it results in the shortest distance to elevate the alignment over Pacific Avenue on the western side of I-705, would require additional property impacts, and would require the alignment to cross over the Tacoma Link and Sounder tracks.
- TD 1 would have the potential to impact historic-era properties and is near archaeological sites, but the specific impacts and the significance of most of the historic properties requires further study.

- Most other types of environmental impacts are low, although many properties have the potential for hazardous materials contamination.

5.1.4.2 East 25th Street

TD 2 25th Street West, TD 3 25th Street East

TD 2 and TD 3 travel along the center of East 25th Street until west of East D Street, with the TD 2 station east of East D Street and the TD 3 station at East G Street. A summary of these alternatives includes:

- Moderate to low performance for TOD measures because the stations are either on the edge or located immediately adjacent to a TOD-compatible zone and the mix of amenities nearby is moderate. TD 2 would likely remove Freighthouse Square, which provides several amenities.
- TD 2 and TD 3 would have the potential to impact historic-era properties and are near archaeological sites, but the specific impacts and the significance of most of the historic properties requires further study.
- Most other types of environmental impacts are low, although many properties have the potential to have hazardous materials contamination.
- These alternatives have a lower performance for extending light rail under I-705 because the location results in a shorter distance to elevate the alignment over Pacific Avenue on the western side of I-705 and would require the alignment to avoid Tacoma Link and cross the Sounder tracks.
- These alternatives would have the potential to impact historic-era properties and is near archaeological sites, but the specific impacts and the significance of most of the historic properties requires further study.

5.1.4.3 East 26th Street/Representative

TD 4A-B 26th Street

TD 4A travels along the north side of East 26th Street to a station east of East D Street, while TD 4B travels along the south side of East 26th Street and then crosses to the north side of the street to the same station at East D Street.

A summary of the above alternatives includes:

- Lower performance on TOD potential because the location is inconsistent with Tribal land use and economic goals, and because there are some additional barriers that limit the watershed compared to other alternatives, such as the Sounder tracks to the north and topography.
- There are more impacts to Tribal properties compared to other alternatives.

- These alternatives have a higher potential to extend the light rail line under I-705 because they allow the longest distance to elevate the line over Pacific Avenue on the western side of I-705 and do not conflict with Tacoma Link or Sounder.
- These alternatives would have the potential to impact historic-era properties and are near archaeological sites, but the specific impacts and the significance of most of the historic properties requires further study.
- Most other types of environmental impacts are low, although many properties have potential for hazardous materials contamination.

5.1.4.4 East 26th/27th Street

TD 5A 27th Street and TD 5B 27th Street

TD 5A and TD 5B travel along the north side of I-5 and continue northwest just east of East G Street until turning to a station at East 27th Street and East F Street. The alignments vary slightly based on which East Tacoma alignment is being connected to. A summary of these alternatives includes:

- Lower performance for TOD potential because nearby development would likely be limited by the surrounding street grid and uses, nearby amenities are limited, and additional barriers limit the walkshed compared to other alternatives, such as the Sounder tracks to the north and topography.
- The station is the greatest distance to connections to downtown Tacoma, including Tacoma Link and the transit center on Puyallup Avenue.
- The station and adjacent alignment affect Tribal property, and the alignment is in the vicinity of cultural and archaeological resources.
- The alignment features more curves and slope challenges than other alternatives but would allow future extensions.
- Most other types of environmental impacts are low, although many properties have potential for hazardous materials contamination.

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