





# Tacoma Dome: Level 2 Technical Evaluation and Feedback summary

 ELG preferred alternative for further study in EIS 
  Recommended for further study in EIS 
  Not recommended for further study in EIS

Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
Alternatives with MORE POTENTIAL					
<p><b>TD 2</b> E 25th Street, West</p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Highest station access for people walking, biking, taking transit or driving</li> <li>Close to other transit modes for ease of transfer (closest proximity to Tacoma Link)</li> <li>Zoning and nearby amenities offer greater potential for housing and business development near station</li> <li>Higher ridership potential</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Higher potential impacts to businesses that are major economic activity generators along 25th Street</li> <li>Highest preliminary estimate<sup>1</sup> based on alignment and station location</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> received at least 90% support to move forward for further study</li> </ul>	<ul style="list-style-type: none"> <li>Stated support from Puyallup Tribe of Indians, WSDOT, Pierce Transit, City of Tacoma Transportation Commission, Sustainable Tacoma Commission, and Downtown On the Go to move forward for further study</li> <li>Concern for deeply buried cultural resources from State Department of Archeology and Historic Preservation</li> <li>Pierce Transit: optimal for transit integration</li> </ul>	<p style="text-align: center;"></p> <ul style="list-style-type: none"> <li>Connects to TOD and located at core of Dome District neighborhood</li> <li>Shortest pedestrian connection to other transit modes</li> <li>Elevated station is a concern in the urban core of Dome District</li> <li>Concern that redevelopment of adjacent parcels is less desirable if the station is elevated</li> <li>Safety concern for vehicle/pedestrian incidents crossing Tacoma Link tracks and E 25th St</li> <li>An elevated alignment may be a challenge in this area because it's already saturated with amenities (Freighthouse Square, 25th Street, Tacoma Link, etc.)</li> <li>Consider using Tacoma Link instead of regional light rail to extend to Tacoma Mall</li> <li>Design refinements:                             <ul style="list-style-type: none"> <li>Preferred opportunity for underground station option</li> <li>Consider a station located between TD 2 and TD 3 (TD 2.5) that straddles G Street                                     <ul style="list-style-type: none"> <li>Access from both sides of G Street</li> <li>If elevated, no opportunity to redevelop land underneath the station</li> </ul> </li> <li>Minimizes impact to existing businesses</li> <li>Could accommodate tail track and future expansion</li> </ul> </li> </ul>	<p style="text-align: center;"></p> <ul style="list-style-type: none"> <li><b>Recognized:</b> City of Tacoma support for this alternative; potential for deeply buried cultural, tribal resources (requires additional study)</li> <li><b>Design recommendation:</b> Adjust route and station to be within or as close to the Sounder corridor as possible</li> <li><b>EIS recommendation:</b> In addition to elevated station alignment, study location with cut-and-cover alignment</li> </ul>
<p><b>TD 3</b> E 25th Street, East</p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Higher ridership potential than TD 4 alternatives</li> <li>Fewer potential property impacts</li> <li>Moderate rating for multimodal access (closer to buses, but farther from Tacoma Link)</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Lower potential for development opportunities near station due to location in a light industrial zoning district</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: medium interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> received at least 85% support to move forward for further study</li> </ul>	<ul style="list-style-type: none"> <li>Stated support from Puyallup Tribe of Indians, City of Tacoma Transportation Commission, and Downtown On the Go to move forward for further study</li> <li>Concern for deeply buried cultural resources from State Department of Archeology and Historic Preservation</li> </ul>	<p style="text-align: center;"></p> <ul style="list-style-type: none"> <li>Closest to existing bus service</li> <li>Too far from other modes (Tacoma Link); closer to East Tacoma station</li> <li>Elevated station is a concern in the urban core of Dome District</li> <li>Concern that redevelopment of adjacent parcels is less desirable if the station is elevated</li> <li>An elevated alignment may be a challenge in this area because it's already saturated with amenities (Freighthouse Square, 25th Street, Tacoma Link, etc.)</li> <li>Design refinements:                             <ul style="list-style-type: none"> <li>Preferred opportunity for underground station option</li> <li>Consider a station located between TD 2 and TD 3 (TD 2.5) that straddles G Street                                     <ul style="list-style-type: none"> <li>Access from both sides of G Street</li> <li>If elevated, no opportunity to redevelop land underneath the station</li> </ul> </li> <li>Minimizes impact to existing businesses</li> <li>Could accommodate tail track and future expansion</li> </ul> </li> </ul>	<p style="text-align: center;"></p> <ul style="list-style-type: none"> <li><b>Recognized:</b> City of Tacoma support for this alternative; potential for deeply buried cultural, tribal resources (requires additional study)</li> <li><b>Design recommendation:</b> Adjust route and station to be within or as close to the Sounder corridor as possible</li> </ul>

<sup>1</sup> Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

<sup>2</sup> Abbreviated summary of key alternative feedback. All feedback will be reviewed by the Sound Transit Board and the Federal Transit Administration.

<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.

Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
<b>Alternatives with GREATER CHALLENGES</b>					
<div style="background-color: #e91e63; color: white; padding: 5px; border-radius: 5px; display: inline-block;"><b>TD 1</b></div> <b>Puyallup Avenue</b>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Higher ridership potential</li> <li>Close to other transit modes for ease of transfer</li> <li>Zoning and nearby amenities offer greater potential for housing and business development near station</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Higher potential impacts to businesses that are major economic activity generators along Puyallup Avenue</li> <li>Potential future extension to Tacoma Mall is most difficult</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: medium interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Puyallup Tribe of Indians: poor location choices due to congestion impacts and lack of multimodal connectivity</li> <li>Concern for deeply buried cultural resources from State Department of Archeology and Historic Preservation</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li>Traffic impacts on main east-west connections, 26th Street and Puyallup Avenue, especially during Tacoma Dome events</li> <li>Farther away from Dome District center</li> <li>Potential for negative development impacts</li> <li>Impacts to freight mobility</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Farther away from the Dome District center</li> </ul>
<div style="background-color: #4caf50; color: white; padding: 5px; border-radius: 5px; display: inline-block;"><b>TD 4</b> E Off-Street</div> <b>E 26th Street</b>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Potential future extension to Tacoma Mall is easier</li> <li>Lowest preliminary estimate<sup>1</sup> based on alignment and station location</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Farther from multimodal connections (majority of buses)</li> <li>More difficult car access</li> <li>Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking</li> <li>Likely impacts to tribal properties</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: low interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> received at least 55% support to move forward for further study</li> </ul>	<ul style="list-style-type: none"> <li>Puyallup Tribe of Indians: should be removed; most impactful to off-reservation trust lands</li> <li>Concern for deeply buried cultural resources from State Department of Archeology and Historic Preservation</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li>26th Street is a positive entry point into the City of Tacoma, visually and with existing amenity proximity</li> <li>Considerable distance from existing bus service</li> <li>Traffic impacts on main connections, 26th Street and D Streets, especially during Tacoma Dome events</li> <li>Concern about potential impacts to BRT running on 26th Street</li> <li>Negative impacts to tribal property</li> <li>Visual impacts to D Street from tail tracks</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Negative impacts to tribal property</li> </ul>
<div style="background-color: #4caf50; color: white; padding: 5px; border-radius: 5px; display: inline-block;"><b>TD 4</b> E In-Street</div> <b>E 26th Street</b>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Potential future extension to Tacoma Mall is easier</li> <li>Fewer potential property impacts</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Farthest from multimodal connections (Tacoma Link and bus)</li> <li>More difficult car access</li> <li>Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: low interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> received at least 60% support to move forward for further study</li> </ul>	<ul style="list-style-type: none"> <li>Puyallup Tribe of Indians: undesirable but warrants further study in a location that doesn't impact Tribal property</li> <li>Stated support from City of Tacoma Sustainable Tacoma Commission</li> <li>Concern for deeply buried cultural resources from State Department of Archeology and Historic Preservation</li> </ul>	<div style="font-size: 2em; color: green; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li>26th Street is a positive entry point into the City of Tacoma, visually and with existing amenity proximity</li> <li>Considerable distance from existing bus service</li> <li>Traffic impacts on main connections, 26th Street and D Streets, especially during Tacoma Dome events</li> <li>Concern about potential impacts to BRT running on 26th Street</li> <li>Negative impacts to tribal property</li> <li>Concern about visual impacts to D Street from tail tracks</li> <li>Design refinements:                             <ul style="list-style-type: none"> <li>Greatest potential for underground station with connections to Sounder/bus</li> <li>Less preferred location for underground station option</li> </ul> </li> </ul>	<div style="font-size: 2em; color: green; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li><b>Recognized:</b> City of Tacoma support for this alternative; likely negative impacts to tribal property (warrants additional study)</li> <li><b>Design recommendation:</b> Adjust/study station location closer to D Street</li> </ul>

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<sup>2</sup> Abbreviated summary of key alternative feedback. All feedback will be reviewed by the Sound Transit Board and the Federal Transit Administration.

<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.

Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
<p><b>TD 4 WEST</b>  <b>E 26th Street to E 27th Street</b>  <i>Both TD 4 West alternatives share same station location</i></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Potential future extension to Tacoma Mall is easier</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Farther from multimodal connection points</li> <li>More difficult car access</li> <li>Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking</li> <li>Higher number of potential property impacts</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: low interest</b> in station moving forward for further study</li> <li><b>Route preference: low interest</b> in either route option</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Puyallup Tribe of Indians: poor location choices due to congestion impacts and lack of multimodal connectivity</li> <li>Concern for deeply buried cultural resources from State Department of Archeology and Historic Preservation</li> </ul>	<div style="font-size: 2em; color: red;">✘</div> <ul style="list-style-type: none"> <li>Too far from parking garage and bus</li> <li>Would require improved pedestrian access to station</li> <li>Potential for negative impacts to businesses and D Street connection</li> <li>Maybe more potential for more TOD development at Tacoma Dome</li> </ul>	<div style="font-size: 2em; color: red;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Too far from Tacoma Link and parking; impacts to Tacoma Dome</li> </ul>
<p><b>TD 4 WEST</b>  <b>E 27th Street</b>  <i>Both TD 4 West alternatives share same station location</i></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Potential future extension to Tacoma Mall is easier</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Farther from multimodal connection points</li> <li>More difficult car access</li> <li>Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and parking</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: low interest</b> in station moving forward for further study</li> <li><b>Route preference: low interest</b> in either route option</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>		<div style="font-size: 2em; color: red;">✘</div> <ul style="list-style-type: none"> <li>Too far from parking garage and bus</li> <li>Would require improved pedestrian access to station</li> <li>Potential for negative impacts to businesses and D Street connection</li> <li>Maybe more potential for more TOD development at Tacoma Dome</li> </ul>	<div style="font-size: 2em; color: red;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Too far from Tacoma Link and parking; impacts to Tacoma Dome</li> </ul>
<b>Other alternatives suggested by public</b>					
<p><b>A below-grade alignment and station alternative (40 scoping comments)</b></p>	<p><i>NOT INCLUDED IN LEVEL 2 TECHNICAL EVALUATION</i></p>	<ul style="list-style-type: none"> <li>Stated support from Station Area Workshops, City of Tacoma Planning Commission, Dome Business District, New Tacoma Neighborhood Council, Historic Tacoma, Foss Waterway Development Authority</li> <li>Puyallup Tribe of Indians: deeply concerned that tunneling would expose the project to potential catastrophic risks due to cultural resources and potential human remains</li> </ul>		<div style="font-size: 2em; color: green;">✔</div> <ul style="list-style-type: none"> <li>TD 2, TD 3, TD 4 E In-street alternatives identified as preferred opportunities for below-grade stations/routes</li> <li>Could impact existing businesses</li> </ul>	<div style="font-size: 2em; color: green;">✔</div> <ul style="list-style-type: none"> <li><i>Suggest for further study at TD 2 location</i></li> </ul>
<p><b>An alignment and station over the existing Sounder ROW (5 scoping comments)</b></p>	<p><i>NOT INCLUDED IN LEVEL 2 TECHNICAL EVALUATION</i></p>			<div style="font-size: 2em; color: green;">✔</div> <ul style="list-style-type: none"> <li>Consider alignment that “hugs” Sounder to south</li> <li>Consider stacking light rail over Sounder at the station and tail track</li> <li>Follow the Sounder alignment as much as possible to minimize light rail footprint and reduce property impacts</li> </ul>	<ul style="list-style-type: none"> <li><i>Sound Transit did not recommend continued study due to operational constraints during construction and long-term operations; ELG agreed</i></li> </ul>
<p><b>Other key considerations from the Stakeholder Group</b></p>				<ul style="list-style-type: none"> <li>Maintain safe curves in the track and maintain route speed for efficiency of travel from South Federal Way to Tacoma Dome and consider long-term impact/ speed south of Tacoma Dome</li> </ul>	

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<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.

# EAST TACOMA: Level 2 Technical Evaluation and Feedback summary

★ ELG preferred alternative for further study in EIS    
 ✔ Recommended for further study in EIS    
 ✘ Not recommended for further study in EIS

Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
<b>Alternatives with MORE POTENTIAL</b>					
<div style="background-color: #0070c0; color: white; padding: 2px; border-radius: 5px; display: inline-block;"><b>ET 3A</b></div> <b>E 26th Street to E 25th Street</b> <i>Shares station location with ET 3B</i>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Close to destinations and neighborhood south of I-5</li> <li>Fewer non-motorized barriers to access; better access to multimodal connections</li> <li>More existing and potential development opportunity south of I-5 within walking distance</li> <li>Alignment connects to more potential Tacoma Dome station alternatives TD 2 and TD 3</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Highest preliminary estimate<sup>1</sup> based on alignment and station location</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Route preference:</b> more interest in 3A (East 26th Street to East 25th Street)</li> <li><b>Narrative public comments<sup>4</sup>:</b> received at least 70% support to move forward for further study</li> </ul>	<ul style="list-style-type: none"> <li>Stated support from Puyallup Tribe of Indians and Pierce Transit</li> <li>WSDOT: shorter distance to destinations on south side of I-5</li> <li>Stated support from City of Tacoma Transportation, Planning, and Sustainable Tacoma Commissions and Downtown on the Go</li> <li>Pierce Transit: optimal for transit integration</li> </ul>	<div style="color: green; font-size: 2em; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li>Station location is closer to community on south side of I-5</li> <li>More area around station to reimagine street grid</li> <li>Most opportunity for future redevelopment</li> <li>Highly visible from I-5</li> <li>No strong preference for 3A or 3B &gt; flexibility for two different alignments into Tacoma Dome</li> <li>Design refinement: consider a station bridging Portland Avenue                             <ul style="list-style-type: none"> <li>Entrances on either side of Portland Avenue</li> <li>Could provide connection to McKinley via L Street</li> <li>26th Street is a positive entry point into the City of Tacoma, visually and proximity to existing amenities</li> <li>Flexible transit options</li> </ul> </li> </ul>	<div style="color: green; font-size: 2em; margin-bottom: 10px;">★</div> <ul style="list-style-type: none"> <li><b>Recognized:</b> Puyallup Tribe of Indians and City of Tacoma support</li> <li><b>Design/ EIS recommendation:</b> Include multimodal access (transit, ped/non-motorized, and/or shuttle) connection to south of I-5; also continue to consider this element as in-scope for overall project</li> </ul>
<b>Alternatives with GREATER CHALLENGES</b>					
<div style="background-color: #990066; color: white; padding: 2px; border-radius: 5px; display: inline-block;"><b>ET 1</b></div> <b>Puyallup Avenue</b>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Closest to existing transit connections (bus)</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Lower ridership potential</li> <li>Farther from destinations south of I-5; more non-motorized barriers and more difficult car access</li> <li>Highest potential property impacts</li> <li>Higher potential for additional freight delay</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: low interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Puyallup Tribe of Indians: not supportive of ridership and connectivity</li> </ul>	<div style="color: red; font-size: 2em; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li>Station location is too far from community on south side of I-5</li> <li>Perception is too close to Tacoma Dome station if west of Portland Avenue</li> <li>Impacts to freight mobility and Port of Tacoma</li> </ul>	<div style="color: red; font-size: 2em; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Puyallup Tribe of Indians does not support, too far from intended neighborhood served</li> </ul>
<div style="background-color: #0070c0; color: white; padding: 2px; border-radius: 5px; display: inline-block;"><b>ET 2</b></div> <b>E 25th Street</b>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Alignment connects to more potential Tacoma Dome station alternatives TD 2 and TD 3</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Lower ridership potential</li> <li>More barriers for pedestrians and bicyclists</li> <li>Farther from destinations south of I-5</li> <li>More difficult car access</li> <li>Higher potential for additional freight delay</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: medium interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Puyallup Tribe of Indians: not supportive of ridership and connectivity</li> </ul>	<div style="color: red; font-size: 2em; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li>Station location is too far from community on south side of I-5</li> <li>Perception is too close to Tacoma Dome station if west of Portland Avenue</li> <li>Impacts to freight mobility and Port of Tacoma</li> <li>Adjacent to Sounder tracks and ROW, which limits space for development around the station</li> </ul>	<div style="color: red; font-size: 2em; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Puyallup Tribe of Indians does not support, too far from intended neighborhood served</li> </ul>
<div style="background-color: #008000; color: white; padding: 2px; border-radius: 5px; display: inline-block;"><b>ET 3B</b></div> <b>E 26th Street, East</b> <i>Shares station location with ET 3A</i>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Close to destinations and neighborhood south of I-5</li> <li>Fewer non-motorized barriers to access; better access to multimodal connections</li> <li>More existing and potential development opportunity south of I-5 within walking distance</li> <li>Lowest preliminary estimate<sup>1</sup> based on alignment and station location</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Alignment connects to more challenging Tacoma Dome station alternative TD 4</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Route preference:</b> more interest in 3A (East 26th Street to East 25th Street)</li> <li><b>Narrative public comments<sup>4</sup>:</b> received at least 70% support to move forward for further study</li> </ul>	<ul style="list-style-type: none"> <li>Stated support from Puyallup Tribe of Indians and Pierce Transit</li> <li>WSDOT: shorter distance to destinations on south side of I-5</li> <li>Stated support from City of Tacoma Transportation, Planning, and Sustainable Tacoma Commissions and Downtown on the Go</li> <li>Pierce Transit: optimal for transit integration</li> </ul>	<div style="color: green; font-size: 2em; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li>Station location is closer to community on south side of I-5</li> <li>More area around station to reimagine street grid</li> <li>Most opportunity for future redevelopment</li> <li>Highly visible from I-5</li> <li>No strong preference for 3A or 3B flexibility for two different alignments into Tacoma Dome</li> </ul>	<div style="color: green; font-size: 2em; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li><b>Recognized:</b> Puyallup Tribe of Indians, City of Tacoma support</li> <li><b>Design/EIS recommendation:</b> Include multimodal access (transit, ped/non-motorized, and/or shuttle) connection to south of I-5; also continue to consider this element as in-scope for overall project</li> </ul>

<sup>1</sup> Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

<sup>2</sup> Abbreviated summary of key alternative feedback. All feedback will be reviewed by the Sound Transit Board and the Federal Transit Administration.

<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.

Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
<p><b>ET 5</b></p> <p><b>E 27th Street</b></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Fewest businesses potentially impacted</li> <li>Closest to destinations and neighborhood south of I-5</li> <li>Fewer non-motorized barriers to access; better access to multimodal connections</li> <li>More existing and potential development opportunity south of I-5 within walking distance</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Alignment connects to more challenging Tacoma Dome station alternative TD 4</li> <li>Greater potential impacts to tribal properties</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>:</b> <b>medium interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Puyallup Tribe of Indians: would have individual member trust land impacts</li> <li>WSDOT: shorter distance to destinations on south side of I-5</li> </ul>	<ul style="list-style-type: none"> <li>Space constrained and less opportunity for redevelopment</li> <li>No existing proposal for connection from ET 5 to preferred Tacoma Dome station locations—would require additional alignment</li> <li>Follows I-5 ROW and a positive entry point into the City of Tacoma, visually and proximity to existing amenities</li> <li>More opportunity for community connection to south side of I-5</li> <li>Note: could bring back if need another option to study</li> </ul>	<ul style="list-style-type: none"> <li><b>Reasoning:</b> Localized congestion, location too close to I-5</li> </ul>
<p><b>ET 6</b></p> <p><b>E 26th Street, West</b></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>No potential to affect historic resources</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>More difficult car access</li> <li>Higher potential for additional freight delay</li> <li>Farther from destinations and neighborhood south of I-5</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>:</b> low interest in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Puyallup Tribe of Indians: important station location to study in the EIS</li> </ul>	<ul style="list-style-type: none"> <li>Adjacent to Sounder tracks and ROW, which limits space for development around the station</li> <li>More business disruption</li> <li>Station location is too far from community on south side of I-5</li> </ul>	<ul style="list-style-type: none"> <li><b>Recognized:</b> Puyallup Tribe of Indians support as alternative station location</li> <li><b>Design considerations:</b> Avoid impacts to hotel; explore site as future parking access location</li> <li><b>EIS recommendation:</b> Consider if additional alternative to ET 3 is needed</li> </ul>
<b>Other alternatives suggested by public</b>	<i>NOT INCLUDED IN LEVEL 2 TECHNICAL EVALUATION</i>	<ul style="list-style-type: none"> <li>A below-grade alignment and station alternative (less than five scoping comments)</li> <li>An alignment and station alternative entirely along SR 99 or I-5 (less than five scoping comments)</li> <li>An alignment and station alternative directly adjacent to the Sounder tracks (less than five scoping comments)</li> <li>A station is not needed within ET (less than five scoping comments)</li> </ul>			
<b>Other key considerations from the Stakeholder Group</b>				<ul style="list-style-type: none"> <li>Concern about cultural resources when considering tunnel route extending east of Puyallup River to Tacoma Dome</li> <li>Maintain safe curves in the track and maintain route speed for efficiency of travel from South Federal Way to Tacoma Dome and consider long-term impact/ speed south of Tacoma Dome</li> </ul>	

<sup>1</sup> Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.







<sup>2</sup> Abbreviated summary of key alternative feedback. All feedback will be reviewed by the Sound Transit Board and the Federal Transit Administration.

<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.

# FIFE: Level 2 Technical Evaluation and Feedback summary

 ELG preferred alternative for further study in EIS
  Recommended for further study in EIS
  Not recommended for further study in EIS

Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
<b>Alternatives with MORE POTENTIAL</b>					
<p><b>Fife 3A</b></p> <p><b>North of 15th Street (I-5 route alignment)</b> Shares station location with Fife 3B</p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Location in planned City Center offers greater potential for development opportunities near station</li> <li>Lower potential impacts to natural environment</li> <li>Lower potential property impacts than Fife 3B; lower potential residential displacements than Fife 4A/4B</li> <li>Lowest preliminary estimate<sup>1</sup> based on alignment</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>More potential for impacts to view-dependent businesses</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Route preference:</b> no clear preference between 3A and 3B</li> <li><b>Narrative public comments<sup>4</sup>:</b> received at least 60% support to move forward for further study</li> </ul>	<ul style="list-style-type: none"> <li>Stated support from Puyallup Tribe of Indians</li> <li>WSDOT: stated all station options support Fife's City Center plans</li> <li>St. Paul Hasang Parish and the Archdiocese of Seattle are opposed to all Fife alternatives due to direct and indirect impacts (494 signatures received from parishioners)</li> </ul>	 <ul style="list-style-type: none"> <li>First choice of group for station and first choice for route</li> <li>Fewer individual parcel impacts/ number of businesses, maybe not tax revenue</li> <li>Large businesses along I-5 will require construction access, however, more opportunity to minimize these impacts for larger businesses compared to smaller businesses</li> <li>Milton route option: Strong preference for the route in Milton to be along I-5 even if the South Federal Way route is along SR 99</li> </ul>	 <ul style="list-style-type: none"> <li><b>Recognized:</b> City of Fife support (in conjunction with City Center plans); City of Milton supports the route along I-5 in Milton to avoid negative impacts on future development along SR 99</li> <li><b>EIS recommendation:</b> Consider visual barrier caused by I-5 alignment, potential impacts to tribal property</li> </ul>
<p><b>Fife 3B</b></p> <p><b>North of 15th Street (SR 99 route alignment)</b> Shares station location with Fife 3A</p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Location in planned City Center offers greater potential for development opportunities near station</li> <li>Lower potential impacts to natural environment</li> <li>Lower potential residential displacements than Fife 4A/4B</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Higher potential property impacts due to alignment on Pacific Highway</li> <li>Higher preliminary estimate<sup>1</sup> based on alignment</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Route preference:</b> no clear preference between 3A and 3B</li> <li><b>Narrative public comments<sup>4</sup>:</b> no clear preferences in written comments</li> </ul>	<ul style="list-style-type: none"> <li>Stated support from City of Fife and Puyallup Tribe of Indians</li> <li>City of Fife: strongly favors, most consistent with Fife plans, with some station and alignment modifications (shift station west, curve alignment west of commercial center with Poodle Dog)</li> <li>WSDOT: stated all station options support Fife's City Center plans</li> <li>St. Paul Hasang Parish and the Archdiocese of Seattle are opposed to all Fife alternatives due to direct and indirect impacts (494 signatures received from parishioners)</li> </ul>	 <ul style="list-style-type: none"> <li>First choice of group for station and second choice for route</li> <li>More property impacts (number of businesses impacted)</li> <li>Consider safety in this route and security &gt; crime prevention through environmental design</li> <li>Milton route option: Strong preference for the route in Milton to be along I-5 even if the South Federal Way route is along SR 99</li> </ul>	 <ul style="list-style-type: none"> <li><b>Recognized:</b> Puyallup Tribe of Indians, City of Fife support (in conjunction with City Center plans)</li> <li><b>EIS recommendation:</b> Consider potential impacts to tribal property</li> <li><b>Long-term:</b> potential opportunity for future station in Fife</li> </ul>
<b>Alternatives with GREATER CHALLENGES</b>					
<p><b>Fife 1</b></p> <p><b>12th Street</b></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Better car access</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Lower ridership potential.</li> <li>Zoning and a limited road network north of station show less potential for development opportunities near station</li> <li>Higher potential ecosystem impacts.</li> <li>Higher potential impacts to major economic activity generators</li> <li>Highest preliminary estimate<sup>1</sup> based on alignment and station location</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: low interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> no clear preferences in written comments</li> </ul>	<ul style="list-style-type: none"> <li>City of Fife: less consistent with Fife plans</li> <li>WSDOT: stated all station options support Fife's City Center plans</li> <li>St. Paul Hasang Parish and the Archdiocese of Seattle are opposed to all Fife alternatives due to direct and indirect impacts (494 signatures received from parishioners)</li> </ul>	 <ul style="list-style-type: none"> <li>Group did not support this station location, but the route could avoid more business impacts if it extended farther west on 12th Street</li> <li>Station is far from residential/ downtown and closer to the Port of Tacoma</li> </ul>	 <ul style="list-style-type: none"> <li><b>Reasoning:</b> Would shift transit-oriented development too far north; this location includes better ped/bike access, but there are opportunities to create that elsewhere</li> </ul>

<sup>1</sup> Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

<sup>2</sup> Abbreviated summary of key alternative feedback. All feedback will be reviewed by the Sound Transit Board and the Federal Transit Administration.

<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.

Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
<b style="background-color: #003366; color: white; padding: 2px;">Fife 4A</b> <b>South of 15th Street (I-5 route alignment)</b> <i>Shares station location with Fife 4B</i>	<b>Notable Advantages:</b> <ul style="list-style-type: none"> <li>Location in planned City Center indicates greater potential for development opportunities near station</li> <li>Lowest preliminary estimate<sup>1</sup> based on alignment</li> </ul> <b>Notable Disadvantages:</b> <ul style="list-style-type: none"> <li>Greatest potential residential property impacts (including Rainier View Senior Apartments)</li> <li>More difficult car access.</li> <li>Higher potential impacts to freight movement</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>:</b> <b>medium interest</b> in moving forward for further study</li> <li><b>Route preference:</b> no clear preference between 4A and 4B</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Stated support from Pierce Transit</li> <li>City of Fife: less consistent with Fife plans</li> <li>Pierce Transit: optimal for transit integration</li> <li>WSDOT: stated all station options support Fife's City Center plans</li> <li>St. Paul Hasang Parish and the Archdiocese of Seattle are opposed to all Fife alternatives due to direct and indirect impacts (494 signatures received from parishioners)</li> </ul>	<div style="font-size: 2em; color: red; margin: 0 auto;">✘</div> <ul style="list-style-type: none"> <li>More impacts to Fife City Center Plan</li> <li>Negative impacts to senior and low-income housing. Displacement of these housing sources will be difficult to replace</li> </ul>	<div style="font-size: 2em; color: red; margin: 0 auto;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Puyallup Tribe of Indians does not support; localized congestion in vicinity</li> </ul>
<b style="background-color: #003366; color: white; padding: 2px;">Fife 4B</b> <b>South of 15th Street (SR 99 route alignment)</b> <i>Shares station location with Fife 4A</i>	<b>Notable Advantages:</b> <ul style="list-style-type: none"> <li>Location in planned City Center indicates greater potential for development opportunities near station</li> </ul> <b>Notable Disadvantages:</b> <ul style="list-style-type: none"> <li>Higher potential property impacts due to alignment on Pacific Highway; higher potential residential property impacts (including Rainier View Senior Apartments)</li> <li>Higher potential effects on freight movement</li> <li>Higher preliminary estimate<sup>1</sup> based on alignment</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>:</b> <b>medium interest</b> in moving forward for further study</li> <li><b>Route preference:</b> no clear preference between 4A and 4B</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Stated support from Pierce Transit</li> <li>City of Fife: less consistent with Fife plans</li> <li>WSDOT: stated all station options support Fife's City Center plans</li> <li>St. Paul Hasang Parish and the Archdiocese of Seattle are opposed to all Fife alternatives due to direct and indirect impacts (494 signatures received from parishioners)</li> </ul>	<div style="font-size: 2em; color: red; margin: 0 auto;">✘</div> <ul style="list-style-type: none"> <li>More impacts to Fife City Center Plan</li> <li>Negative impacts to traffic and freight mobility</li> <li>Some housing impacts</li> </ul>	<div style="font-size: 2em; color: red; margin: 0 auto;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Puyallup Tribe of Indians does not support; localized congestion in vicinity</li> </ul>
<b>Other alternatives suggested by public</b>					
<b>Other alternatives suggested by public</b>	<i>NOT INCLUDED IN LEVEL 2 TECHNICAL EVALUATION</i>	<ul style="list-style-type: none"> <li>An alignment and station alternative entirely along SR 99 or I-5 (less than five scoping comments)</li> </ul>			
<b>Other key considerations from the Stakeholder Group</b>				<ul style="list-style-type: none"> <li>Maintain safe curves in the track and maintain route speed for efficiency of travel from South Federal Way to Tacoma Dome and consider long-term impact/ speed south of Tacoma Dome</li> </ul>	

<sup>1</sup> Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

<sup>2</sup> Abbreviated summary of key alternative feedback. All feedback will be reviewed by the Sound Transit Board and the Federal Transit Administration.

<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.

# SOUTH FEDERAL WAY: Level 2 Technical Evaluation and Feedback summary

★ ELG preferred alternative for further study in EIS    
 ✔ Recommended for further study in EIS    
 ✘ Not recommended for further study in EIS

Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
<b>Alternatives with MORE POTENTIAL</b>					
<div style="background-color: #0066b3; color: white; padding: 5px; border-radius: 5px; display: inline-block;"><b>SF 2 West</b></div> <b>Enchanted/352nd</b>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities</li> <li>Better multimodal station access (good pedestrian infrastructure)</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Greater construction challenges due to crossing spans over both 348th Street and Enchanted Parkway</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> received at least 50% support to move forward for further study</li> </ul>	<ul style="list-style-type: none"> <li>WSDOT: greater TOD potential and multimodal access</li> <li>King County Metro: not as supportive of multimodal connections</li> <li>City of Federal Way: benefits for multimodal station access</li> </ul>	<div style="color: green; font-size: 2em; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li>More TOD potential</li> <li>Concern about increased traffic congestion in an already-congested area</li> </ul>	<div style="color: green; font-size: 2em; margin-bottom: 10px;">★</div> <ul style="list-style-type: none"> <li><b>Recognized:</b> City of Federal Way support, including long-term potential for economic development and transit-oriented development</li> </ul>
<div style="background-color: #006633; color: white; padding: 5px; border-radius: 5px; display: inline-block;"><b>SF 8/9</b></div> <b>I-5/356th and I-5/Jet</b>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Lower potential property impacts</li> <li>Lowest preliminary estimate<sup>1</sup> based on alignment and station location</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Lower ridership potential than SF 4 alternatives</li> <li>Lower potential for development opportunities near station due to proximity to I-5, topographic and other barriers, and fewer nearby amenities</li> <li>Farther from bus service</li> <li>Higher potential impacts to ecosystems</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: medium interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> received at least 55% support to move forward for further study</li> </ul>	<ul style="list-style-type: none"> <li>WSDOT: lower potential property impacts but limited watershed and TOD potential</li> <li>City of Federal Way: could impact I-5/SR 161/SR 18 Triangle Improvements, evaluate pedestrian bridge</li> <li>King County Metro: least supportive of multimodal connections</li> </ul>	<div style="color: red; font-size: 2em; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li>Considerable existing traffic congestion in the area, especially from the west</li> <li>Alignment going over SR 18 would need to be very elevated</li> <li>Minimal development/TOD opportunities</li> <li>Fewer property impacts</li> </ul>	<div style="color: green; font-size: 2em; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li><b>Recognized:</b> City of Federal Way support, however more limited development potential than SF 2 West due to poor access and congestion</li> <li><b>EIS recommendation:</b> Consider if alternative needed for SF 2 West station location</li> </ul>
<div style="background-color: #990066; color: white; padding: 5px; border-radius: 5px; display: inline-block;"><b>SF 4C</b></div> <b>SR 99 North (I-5 to SR 99 route alignment)</b>  <i>All SF 4 alternatives share same station location</i>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Higher ridership potential</li> <li>Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities</li> <li>Closest to bus service and existing underutilized Park &amp; Ride at 348th Street (could provide additional parking for Link riders)</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>More difficult car access</li> <li>Higher potential property impacts (though less than SF 4A/4B)</li> <li>Higher potential impacts to ecosystems</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Route preference:</b> most interest in 4C (I-5 to SR 99)</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Stated support from King County Metro (all SF 4 options), Pierce Transit (all SF 4 options)</li> <li>Puyallup Tribe of Indians: SR 99 alignment would pose a multitude of tribal trust property impacts</li> <li>Puyallup Tribe of Indians: SR 99 alignment would pose a multitude of tribal trust property impacts</li> <li>WSDOT: greater TOD potential and multimodal access</li> <li>City of Federal Way: SR 99 alignment south of station would impact streams and wetlands; SR 99 better served by existing bus transit, not supported due to completed improvements on SR 99</li> </ul>	<div style="color: green; font-size: 2em; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li>Design refinement: Consider bringing route back to I-5 near Pierce County line</li> <li>Group likes station location due to proximity/central location and alignment of technical analysis with public interest</li> <li>Group likes route as uses I-5 in northern reach</li> <li>Consider tribal impacts</li> </ul>	<div style="color: red; font-size: 2em; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Puyallup Tribe of Indians does not support due to negative property impacts at southern reach of SR 99; City of Federal Way does not support as this location is far from activity center (requiring longer track), juxtaposes urban infrastructure with rural community, and could have negative environmental/wetland impacts</li> <li><b>Design recommendation:</b> SF 4 station location has high potential for transit-oriented development. ELG recommends working with the City of Federal Way to support more mixed use transit-oriented development at preferred site options</li> </ul>

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<sup>2</sup> Abbreviated summary of key alternative feedback. All feedback will be reviewed by the Sound Transit Board and the Federal Transit Administration.

<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.



Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
<p><b>SF 4D</b></p> <p><b>SR 99 North (I-5 to SR 99 to I-5 route alignment)</b></p> <p><i>All SF 4 alternatives share same station location</i></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Higher ridership potential (shares station location with other SF 4 alternatives)</li> <li>Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities</li> <li>Closest to bus service and existing underutilized Park &amp; Ride at 348th Street (could provide additional parking for Link riders)</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>More difficult car access</li> <li>Higher potential property impacts (though less than other SF 4 alternatives)</li> <li>Greater construction challenges due to two crossings of SR 99, including a wide crossing</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Route preference:</b> some interest in 4B (SR 99) and 4D (1-5 to SR 99 to I-5)</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Stated support from King County Metro (all SF 4 options), Pierce Transit (all SF 4 options)</li> <li>WSDOT: greater TOD potential and multimodal access</li> <li>City of Federal Way: not supported due to completed improvements on SR 99</li> </ul>	<div style="font-size: 2em; color: green; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li>Group likes station location due to proximity/central location and alignment of technical analysis with public interest</li> <li>Group likes route as uses I-5 in northern reach</li> <li>Consider potential tribal impacts</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Puyallup Tribe of Indians does not support due to negative property impacts at southern reach of SR 99; City of Federal Way does not support as this location is far from activity center (requiring longer track), juxtaposes urban infrastructure with rural community, and could have negative environmental/wetland impacts</li> <li><b>Design recommendation:</b> SF 4 station location has high potential for transit-oriented development. ELG recommends working with the City of Federal Way to support more mixed use transit-oriented development at preferred site options</li> </ul>
<b>Alternatives with GREATER CHALLENGES</b>					
<p><b>SF 2 East</b></p> <p><b>Enchanted/352nd</b></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Moderate ridership potential</li> <li>Fewer potential property impacts than SF 4 alternatives</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Potential impacts to businesses and properties on east side of Enchanted Parkway</li> <li>Moderately less potential for development opportunities near the station compared to SF 2 West due to proximity to I-5</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: medium interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>No notable comments</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li>Considerable existing traffic congestion in this area</li> <li>Potential hazardous materials due to gas station</li> </ul>	<div style="font-size: 2em; color: green; margin-bottom: 10px;">✔</div> <ul style="list-style-type: none"> <li><b>EIS recommendation:</b> Use as design alternative if needed to SF 2 West station location</li> </ul>
<p><b>SF 3</b></p> <p><b>Enchanted/356th</b></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Similar to SF 2 West, but like SF 2 East, runs on east side of Enchanted Parkway with potential property impacts</li> <li>Better car access</li> <li>Fewer property acquisitions than SF 4 alternatives</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Lower rating for pedestrian and bike access</li> <li>Lower potential for development opportunities near the station due to proximity to I-5, topographic and other barriers, and fewer nearby amenities</li> </ul>	<ul style="list-style-type: none"> <li><b>Public interest survey<sup>3</sup>: low interest</b> in moving forward for further study</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>City of Federal Way: similar to SF 8/9, but more costly and with more business impacts</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li>Considerable existing traffic congestion in this area</li> <li>Potential hazardous materials due to gas station</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Localized congestion in vicinity</li> </ul>

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<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.

Alternatives	Technical Analysis	Public Feedback <sup>2</sup>	Distinguishing Tribal, Agency or Organization Feedback <sup>2</sup>	Stakeholder Group Feedback	Elected Leadership Group Recommendation
<p><b>SF 4A</b></p> <p><b>SR 99 North (SR 99 to I-5 route alignment)</b></p> <p><i>All SF 4 alternatives share same station location</i></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Higher ridership potential (shares station location with other SF 4 alternatives)</li> <li>Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities</li> <li>Closest to bus service and existing underutilized Park &amp; Ride at 348th Street (could provide additional parking for Link riders)</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Highest potential property impacts</li> <li>More difficult car access</li> <li>Greater construction challenges due to guideway parallel to high voltage transmission lines and wide crossing over SR 99 at 327th</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Route preference:</b> least interest in 4A (SR 99 to I-5)</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Stated support from King County Metro (all SF 4 options), Pierce Transit (all SF 4 options)</li> <li>Puyallup Tribe of Indians: SR 99 alignment would pose a multitude of tribal trust property impacts</li> <li>City of Federal Way: SR 99 alignment north of station would impact completed roadway improvements and businesses</li> <li>Pierce Transit: optimal for transit integration</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li>Group likes station location</li> <li>Group does not like SR 99 route connection north of station due to property impacts</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Puyallup Tribe of Indians does not support due to negative property impacts at southern reach of SR 99; City of Federal Way does not support as this location is far from activity center (requiring longer track), juxtaposes urban infrastructure with rural community, and could have negative environmental/wetland impacts</li> <li><b>Design recommendation:</b> SF 4 station location has high potential for transit-oriented development. ELG recommends working with the City of Federal Way to support more mixed use transit-oriented development at preferred site options</li> </ul>
<p><b>SF 4B</b></p> <p><b>SR 99 North (SR 99 route alignment)</b></p> <p><i>All SF 4 alternatives share same station location</i></p>	<p><b>Notable Advantages:</b></p> <ul style="list-style-type: none"> <li>Higher ridership potential (shares station location with other SF 4 alternatives)</li> <li>Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities</li> <li>Closest to bus service and existing underutilized Park &amp; Ride at 348th Street (could provide additional parking for Link riders)</li> </ul> <p><b>Notable Disadvantages:</b></p> <ul style="list-style-type: none"> <li>Highest potential property impacts</li> <li>More difficult car access</li> <li>Greater construction challenges due to guideway parallel to high-voltage transmission lines and wide crossing over SR 99 at 327th</li> <li>Highest preliminary estimate<sup>1</sup> based on alignment and station location</li> </ul>	<ul style="list-style-type: none"> <li><b>Survey<sup>3</sup>: high interest</b> in moving forward for further study</li> <li><b>Route preference:</b> some interest in 4B (SR 99) and 4D (I-5 to SR 99)</li> <li><b>Narrative public comments<sup>4</sup>:</b> <i>no clear preferences in written comments</i></li> </ul>	<ul style="list-style-type: none"> <li>Stated support from King County Metro (all SF 4 options), Pierce Transit (all SF 4 options)</li> <li>Puyallup Tribe of Indians: SR 99 alignment would pose a multitude of tribal trust property impacts</li> <li>City of Federal Way: SR 99 alignment north of station would impact completed roadway improvements and businesses; SR 99 alignment south of station would impact streams and wetlands; SR 99 better served by existing bus transit</li> <li>Pierce Transit: optimal for transit integration</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li>Group likes station location</li> <li>Group does not like SR 99 route connection north of station due to property impacts</li> </ul>	<div style="font-size: 2em; color: red; margin-bottom: 10px;">✘</div> <ul style="list-style-type: none"> <li><b>Reasoning:</b> Puyallup Tribe of Indians does not support due to negative property impacts at southern reach of SR 99; City of Federal Way does not support as this location is far from activity center (requiring longer track), juxtaposes urban infrastructure with rural community, and could have negative environmental/wetland impacts</li> <li><b>Design recommendation:</b> SF 4 station location has high potential for transit-oriented development. ELG recommends working with the City of Federal Way to support more mixed use transit-oriented development at preferred site options</li> </ul>
<p><b>Other alternatives suggested by public</b></p>	<p><i>NOT INCLUDED IN LEVEL 2 TECHNICAL EVALUATION</i></p>	<ul style="list-style-type: none"> <li>An alignment and station alternative entirely along SR 99 (less than five scoping comments)</li> </ul>			
<p><b>Other key considerations from the Stakeholder Group</b></p>				<ul style="list-style-type: none"> <li>Consider how potential OMF South sites will impact route alternatives</li> <li>Maintain safe curves in the track and maintain route speed for efficiency of travel from South Federal Way to Tacoma Dome and consider long-term impact/ speed south of Tacoma Dome</li> </ul>	

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<sup>3</sup> Based on results from Tacoma Dome alternatives interest online/handwritten survey fielded during environmental scoping period; number of responses out of 177 total respondents. Results not statistically valid as all participants were self-selected and respondents could make more than one selection. Participants were asked to rate alternatives on a scale from one to five, where one signified low interest and five indicated high interest.

<sup>4</sup> Percentages reflect only those comments that indicated support or opposition to a particular alignment and are a subset of the overall public comments received.