

## Fife and South Federal Way Engagement Report

### Engagement overview

Since beginning the environmental review process for the TDLE in 2018, Sound Transit identified the need to consider additional route and station options. These include:

- Two station options in Fife.
- An additional route in South Federal Way / Milton and associated station locations in South Federal Way.
- No additional alternatives are being proposed in Tacoma.

To bring these additional route and station options up to the same level of evaluation as our existing alternatives, we would delay Draft EIS publication to mid-2024. This delay would also impact the start of service for TDLE, which we now anticipate opening in 2035.

From February 27 to March 17, 2023, we publicized these project updates and hosted a comment opportunity. The engagement period drew more than 2,150 visitors to an online open house. We received more than 75 survey responses through the online survey (30 in Fife, 45 in South Federal Way), talked to more than 110 people at three in-person drop-in sessions, and received around 10 email comments. Read more about the engagement activities in [Appendix A](#).

This engagement report is being provided to the Sound Transit Board for their consideration at their March 23 meeting. The Board will identify additional route and station options for further study in the Draft Environmental Impact Statement.

The Draft EIS will include more detailed information about all routes and stations (including the additions to Fife and South Federal Way, should the Board identify them for inclusion), and their potential effects on the natural and built environments. We'll seek comments from the public, Tribal Nations, cities and agencies during a formal public comment period when the Draft EIS is published.



*Engagement by the numbers*

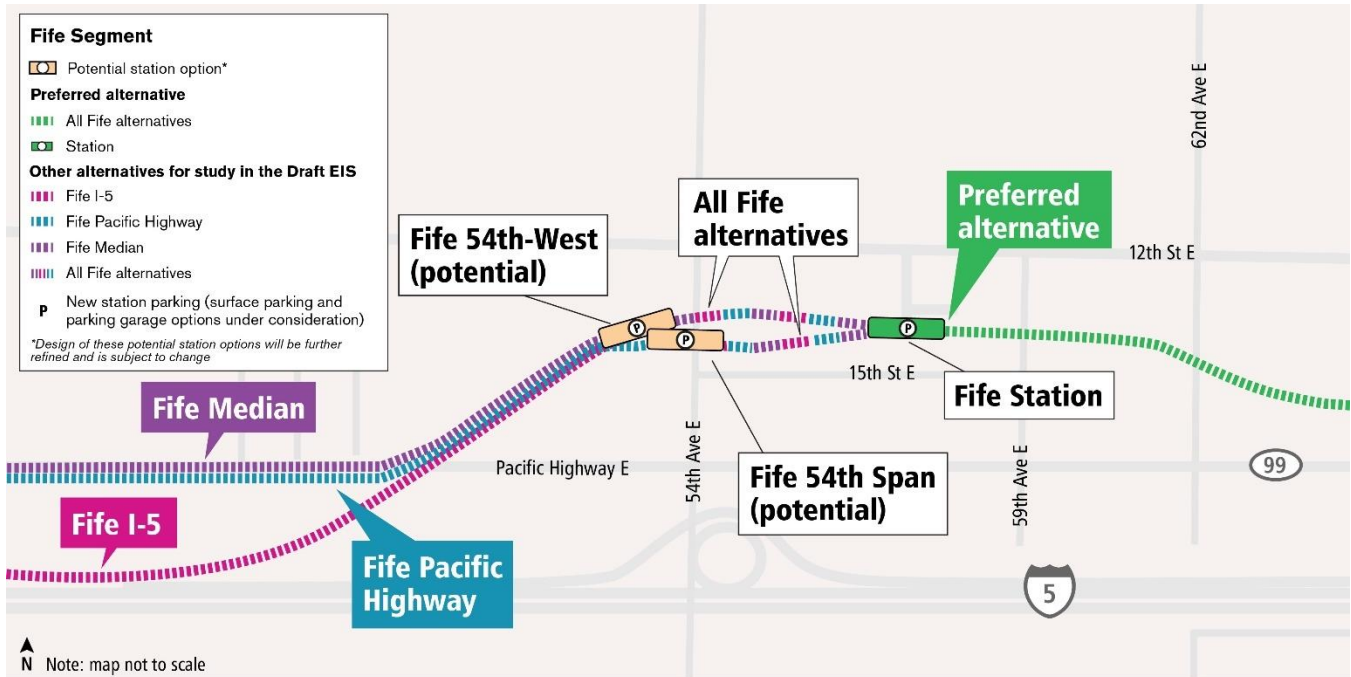
## Key comment themes

The online open house included two short surveys for people to provide feedback about the potential additions in Fife and South Federal Way/Milton. We also spoke to community members at three drop-in events, one in each city, and received several emails with comments. Themes from these feedback methods are summarized below.

## Fife station options

Fife Station, which the Sound Transit Board identified as part of the preferred alternative to study in the Draft EIS in 2019, is in a federally designated floodplain. Through ongoing development of the Draft EIS, we've come to better understand the nature and limits of the floodplain.

To meet federal environmental regulations related to floodplains, we're now proposing to study two more potential station options in the Draft EIS —the Fife 54th Span Station Option and Fife 54th-West Station Option—outside of the designated floodplain.



The two additional station options being considered in Fife.

## Comments about traffic, impacts

- Concerns about heavy traffic congestion in the area potentially made worse by station locations on 54th
- Questions about potential residential, business and community resource impacts from the station and parking
  - Question from representatives of the Korean Catholic Church (St. Paul Chong Hasang) community regarding noise and vibration if the station were to be located further west

## *Support for the 54th station options*

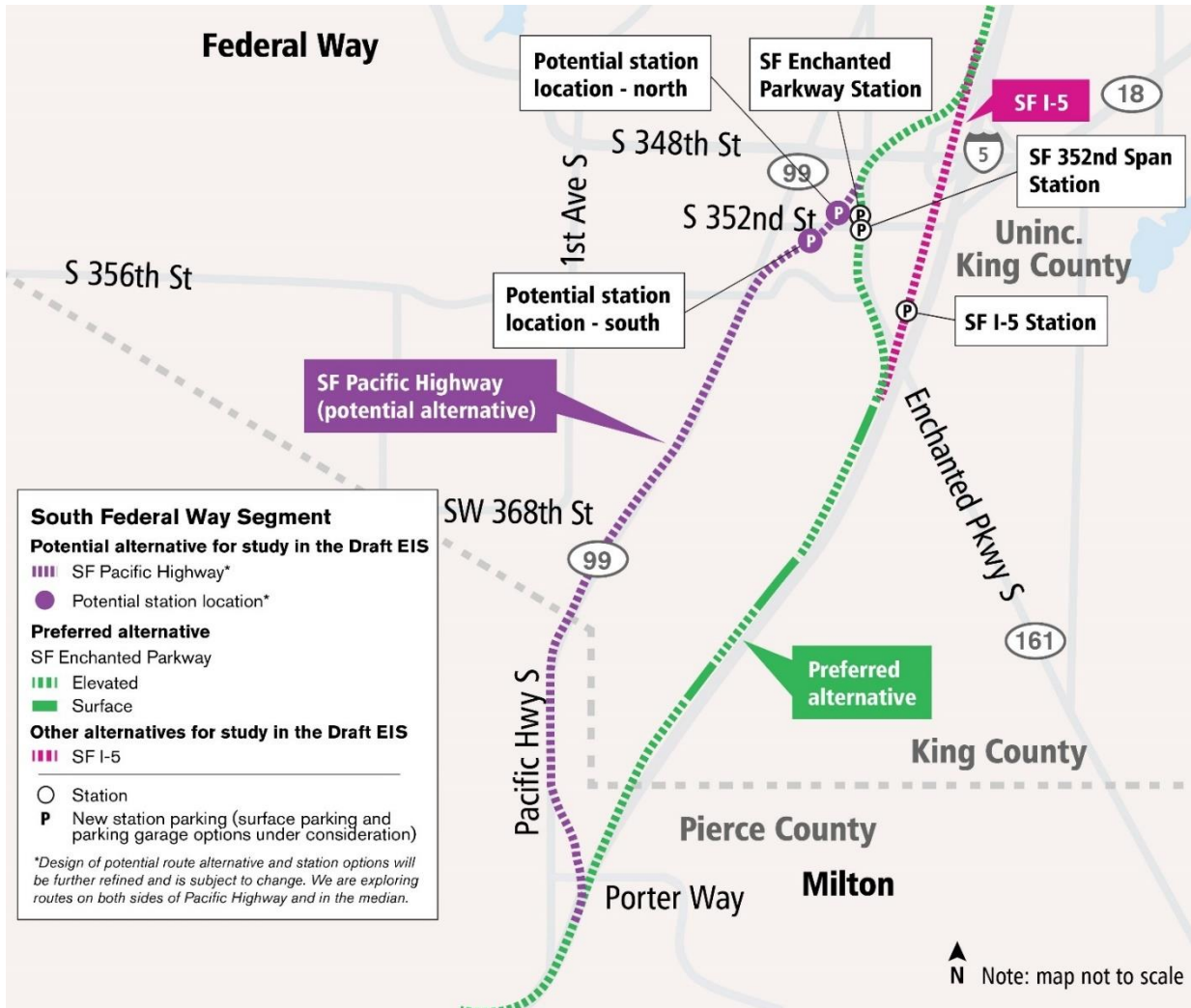
- Some commenters expressed support for one or both station options near 54th. Comments included:
  - 54th-West: Potential for fewer traffic impacts, opportunity for environmental restoration
  - 54th Span: Potential for providing pedestrian access to both sides of street
  - Either: Benefit of being outside of the federally designated floodplain
- Others stated a preference for the existing Fife Station location

## **South Federal Way/Milton route and stations**

The southern part of the South Federal Way Segment includes one route, which the Board identified as the preferred alternative. Early coordination with Regional Tribal Partners identified known cultural resources adjacent to I-5. In recent communications they voiced that these impacts are unavoidable. We are now considering studying a potential route from South Federal Way to Milton along Pacific Highway (SR 99).

We are exploring potential routes on either side of Pacific Highway as well as potentially in the median. The design of this route would be further refined and is subject to change. We're also exploring two potential station locations for study in the vicinity of the SF Enchanted Parkway Station that would serve the Pacific Highway route.

# Tacoma Dome Link Extension



The potential additional alternative in South Federal Way is along Pacific Highway and includes two potential station locations.

## Concerns about Pacific Highway route

- The top comment theme about the proposed additions in South Federal Way was concern about residential and commercial property impacts and displacements from the potential route on Pacific Highway
  - Participants at the Milton drop-in session presented a petition with around 30 signatories: “Home owners, company owners, property owners, against the Tacoma Link Project via 99 Pacific Hwy in Milton, WA as per Sound Transit projected map.” See [Appendix B](#).
  - Residents and the owner from Spring Valley Mobile Home Park expressed concerns about displacement of low-income homes
  - A Milton City Councilmember stated plans for the town to develop businesses near the Pacific Highway route and felt this would interfere with their community development

- Commenters also raised questions and concerns about other impacts from the potential route, such as environmental impacts to trees and the Hylebos watershed/West Hylebos Wetland Park and impacts to Gethsemane Cemetery

### *Support for Pacific Highway route*

- Some commenters expressed support for the route suggesting a potential to promote higher walkability and redevelopment in the corridor with a potential for an infill station in the future
  - A couple commenters suggested a need for an additional route that stays along I-5 longer before transitioning to Pacific Highway to keep the other station options viable

### *No clear station preference for South Federal Way*

- Some preferred existing station locations, some preferred the new proposed station locations along the Pacific Highway alignment
- General themes included concerns about increased traffic and congestion in the future station area and displacements no matter where the station is located

## **General feedback themes**

### *Questions about project milestones*

- Commenters expressed concerns and frustrations about delays on the project
  - Some opposed the additions suggesting it would be faster to only study what was already approved
  - Tacoma-area commenters expressed frustration of delay of transportation benefits to Pierce County
    - City of Tacoma and Pierce County Council sent letters that share concerns around this theme (see [Appendix B](#))
- Many we spoke to at the drop-ins asked when the Draft EIS would be available, when property impacts such as acquisitions needed for the project would be more certain, and when TDLE would open for service

### *Questions about nearby projects*

- Many drop-in participants, particularly at the Federal Way event, asked for updates about OMF South and the Federal Way Link Extension
  - There were participants from Belmor Park, Garage Town, and Pacific Christian Academy

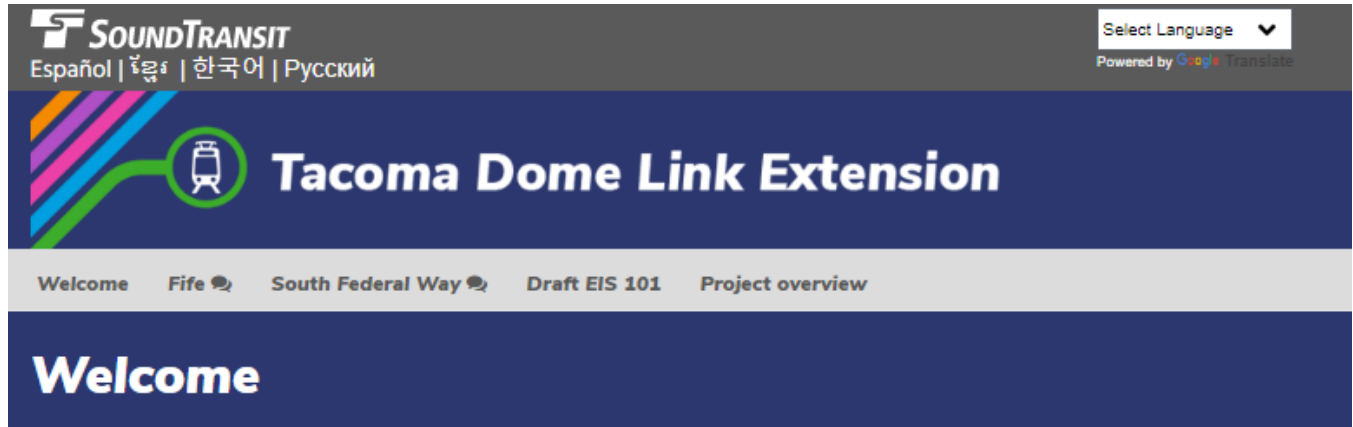
### *Feedback and questions on the Tacoma Segment*

- Though we had no new information to share about the Portland Avenue and Tacoma Dome station areas at this time, we got a few comments with feedback on routes and stations in Tacoma and requests for updates on the Tacoma Segment

# Appendix A: Engagement activities

## Online open house

We used an online open house as our main way to share information and gather feedback through short online survey questions. The online open house was available from Feb. 27 – March 17 in English, Spanish, Korean, Khmer and Russian, and drew over 2,150 visitors, including over 50 visitors to our in-language sites. We received 30 survey responses on the Fife survey and 45 survey responses on the South Federal Way survey (all survey responses were in English).



## Explore the latest

### Potential additions for further study

Since beginning the environmental review process for the Tacoma Dome Link Extension in 2018, Sound Transit identified the need to consider additional route and station options. These include:

- Two station options in Fife.
- An additional route in South Federal Way / Milton and associated station locations in South Federal Way.
- No additional alternatives are being proposed in Tacoma.

### Attend an in-person drop-in session

#### Milton/Edgewood Library

Wed., March 8 | 5-7 p.m.

900 Meridian Ave E, Milton

*Snapshot of the online open house website with project updates and the opportunity to provide feedback about the potential additions in Fife and South Federal Way/ Milton*

## Community events

We hosted three community drop-ins to talk with community members during this period.

- **Milton:** Wednesday, March 8, 5-7 PM, Milton/Edgewood Library
- **South Federal Way:** Tuesday, March 14, 8 - 10 AM, Federal Way Community Center
- **Fife:** Wednesday, March 15, 11 AM - 1 PM, Poodle Dog Restaurant



We had more than 110 attendees across the three events (around 35 in Milton and 40 each in Federal Way and Fife). At each event, staff shared information about the project updates, responded to questions, and encouraged participants to comment and sign up for the project listserv to stay in touch moving forward.



*A project staff member speaks with a community member at the Federal Way Community Center drop-in on March 14.*

## **Notifications**

We used several notification tools to share information about the project updates, the online open house, and the opportunity to ask questions and provide feedback.

### *Mailer*

We sent more than 12,900 mailers to nearby homes and businesses with information in four languages (English, Spanish, Korean, Khmer). The mailing area was centered on addresses near the proposed additions in Fife, Milton and South Federal Way.

Visit our online open house by March 17 to explore potential new route and station alternatives in Fife and South Federal Way.

ចូលទស្សនាទីតាំង បើកទទួលស្វាគមន៍របស់យើងតាមរយៈពិធីប្រតិបត្តិ ថ្ងៃទី 17 ខែមីនា ដើម្បីស្វែងរកជម្រើសផ្លូវ និងស្ថានីយ៍ថ្មី ដែលមានសក្តានុពលនៅក្នុង Fife និង South Federal Way ។

Fife 및 South Federal Way에서의 잠재적인 새 경로 및 역 대안을 조사하는 3월 17일 온라인 오픈하우스에 참여하세요.

Visite nuestra jornada de puertas abiertas en línea antes del 17 de marzo para explorar posibles nuevas alternativas de rutas y estaciones en Fife y South Federal Way.

[tdlink.participate.online](https://tdlink.participate.online)



Front side of the multi-lingual mailer promoting the online open house and drop-in sessions

### *Listserv*

We sent three email updates to our project email list with over 5,200 subscribers to announce the project updates (Feb. 27), remind people of the drop-in session events (March 8), and remind them to comment (March 16).

### *Property calls*

We made over 60 calls to properties potentially affected by the potential additional station options in Fife and route and station options South Federal Way/Milton the week of Feb. 27. Many attendees at the drop-in sessions mentioned receiving one of these calls.

### *Community partner toolkits*

We created a notification toolkit including posters, sample newsletter text and social media posts for our jurisdictional and community partners to share information to their networks.

### *Social media*

We also ran two social media ad campaigns on Facebook from Feb. 27 – March 3 and March 8 – March 11, which garnered a combined 46,000 impressions and 835 clicks.



# Appendix B: Petition and letters received

See below for documents received.

**HOME OWNERS, COMPANY OWNERS, PROPERTY OWNERS,  
AGAINST THE TACOMA LINK PROJECT VIA 99 PACIFIC HWY IN  
MILTON, WA AS PER SOUND-TRANSIT PROJECTED MAP.**

NAME Amanda Gutierrez  
COMPANY NAME Easy Street Auto Inc.  
ADDRESS 8425 Pacific Hwy E Tacoma  
PHONE NUMBER 206 304 9849

NAME Britton Cross  
COMPANY NAME Over/9/PPA automotive  
ADDRESS 8411 Pacific Hwy E Tacoma  
PHONE NUMBER 253 922 7554

NAME MARK HANSON  
COMPANY NAME SOUTHWIND AUTO CARE  
ADDRESS 8318 PACIFIC HWY E. TACOMA, WA.  
PHONE NUMBER 253-241-9255

NAME David Balbi / Sarah Balbi  
COMPANY NAME Skyline Mail Carriers, Inc  
ADDRESS 8209 Pacific Hwy E, Tacoma, WA 98422  
PHONE NUMBER 253.405.0298

NAME Justin Mandery  
COMPANY NAME  
ADDRESS 4025 Pacific Hwy 98422  
PHONE NUMBER 253 922 1023

NAME ELYSE REDFIELD  
COMPANY NAME DAFFODIL MOTEL  
ADDRESS 7909 PACIFIC HWY E MILTON WA  
PHONE NUMBER (253) 922-7000

NAME Jennifer Walker / Don Miniken  
COMPANY NAME Kanopy Kingdom, Inc  
ADDRESS 7110 Pacific Hwy E, Milton, WA 98354  
PHONE NUMBER 253-922-7725

NAME Vasilij Bondar  
COMPANY NAME Home owner  
ADDRESS 8324 Pacific Hwy E Tacoma, WA 98422  
(253) 21571-9925 2

NAME ROB VAEUGDENHIL  
COMPANY NAME OAK HILLS CONSTRUCTION  
ADDRESS 7902 PACIFIC HWY E  
PHONE NUMBER 253-218-2288

NAME Rick Williamson  
COMPANY NAME Budget Batteries Inc  
ADDRESS 7900 Pacific Hwy East  
PHONE NUMBER 253-922-3737

NAME Jennifer Chambers  
COMPANY NAME Dixon's Dixon Inc. dba: Baydo's RV Service Center  
ADDRESS 7916 Pacific Hwy East  
PHONE NUMBER (253)926-9212

NAME Edward Melnik  
COMPANY NAME Federal Way Automotive  
ADDRESS 8116 Pacific Hwy E Tacoma WA 98422  
PHONE NUMBER 253-508-0506

NAME Tracy Buckholz  
COMPANY NAME Federal Way Automotive  
ADDRESS 8116 Pacific Hwy E Tacoma WA 98422  
PHONE NUMBER 253 922 7200

NAME Leonard Boyko  
COMPANY NAME Boyko Motors  
ADDRESS 8118 Pacific Hwy E Tacoma WA 98422  
PHONE NUMBER 206-571-5644

NAME David Boyko  
COMPANY NAME Boyko Motors  
ADDRESS 8118 Pacific Hwy E Tacoma WA 98422  
PHONE NUMBER 253-264-8509

NAME Afford it auto Sales  
COMPANY NAME Alex Bondur  
ADDRESS 8324 Pacific Hwy E Tacoma, WA 98422  
PHONE NUMBER (253) 263-4155

NAME Sam Tymos  
COMPANY NAME ICE TRANSLIC  
ADDRESS 8410 Pacific Hwy EAST Tacoma WA 984  
PHONE NUMBER 253 851 0766

NAME Petro Yukiwchuk  
COMPANY NAME LOAD & GO TRANSPORTATION  
ADDRESS 8410 Pacific Hwy E. Tacoma WA 98422  
PHONE NUMBER 2063318217



NAME Karla Valencia (Total Property Property Management)

COMPANY NAME

ADDRESS 7220 Pacific Hwy E Milton WA 98354

PHONE NUMBER (253) 927-3070

NAME Stephanie Martin

COMPANY NAME Milton Mobile

ADDRESS 7320 Pacific Hwy E Milton 98354

PHONE NUMBER 253.922.4277

NAME Tami Moore / Jim Moore

COMPANY NAME Performance Systems Int. / Jim Tami Properties LLC

ADDRESS 301 Porter Way, Milton, WA 98354

PHONE NUMBER 206-660-1018-Jim

NAME Denis Isael

COMPANY NAME Tacoma Truck Repair

ADDRESS 7402 Pacific Hwy E, Milton, WA 98354

PHONE NUMBER 206-412-8195

NAME Josh Ehlund

COMPANY NAME Union Marine

ADDRESS 7708 Pacific Hwy E Milton, WA 98354

PHONE NUMBER 253-922-4849

NAME DONALD DOUBBET  
COMPANY NAME WHEELWRIGHT HAVEN  
ADDRESS 8411 PACIFIC HWY. E.  
PHONE NUMBER 253-926-8971

NAME Home owner Miguel Angel Magaña  
COMPANY NAME V Miguel Angel Magaña  
ADDRESS 6823 5th St CT NE Tacoma WA 9822  
PHONE NUMBER 253 282 23 24

NAME Clara Varquez  
COMPANY NAME Home owner  
ADDRESS 4822 5th St CT NE TACOMA WA 98422  
PHONE NUMBER ~~253~~ 714) 334-2745

NAME Dmitriy Bondur  
COMPANY NAME Seattle Steel  
ADDRESS 8324 Pacific Hwy E Tacoma WA 98422  
PHONE NUMBER (253) 228-3596

NAME  
COMPANY NAME  
ADDRESS  
PHONE NUMBER

NAME Ken Gasvin  
COMPANY NAME Federal way tire city  
ADDRESS 35516 Pacific Hwy S Federal way WA 98003  
PHONE NUMBER 253-874-7437

NAME Ron Pircey  
COMPANY NAME Ron Pircey Bnt LLC  
ADDRESS 37255 Pac. Hwy S. Federal way 98003  
PHONE NUMBER 206-713-5954

NAME Brandon Huhtala  
COMPANY NAME Automotive Images Inc.  
ADDRESS 8316 Pacific Hwy East Tacoma wash. 98422  
PHONE NUMBER 253-922-8891

NAME  
COMPANY NAME  
ADDRESS  
PHONE NUMBER

NAME  
COMPANY NAME  
ADDRESS  
PHONE NUMBER



# City of Tacoma

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City Council

March 8, 2023

Board of Directors  
Sound Transit

Re: Delays in light rail connection (ST3) to Tacoma

Dear Members of the Sound Transit Board of Directors,

The three-year delay we now face around the much anticipated Tacoma Dome Light Rail Extension project / ST3 – which would connect Fife and Tacoma to King County – is deeply frustrating and concerning. Like others on the Pierce County Council, we are troubled about the impact these public transit challenges will have on our workforce, the environment, economic development and tourism across our broader region.

Light rail is vital as Tacoma strives to meet the present and future needs of a growing and rapidly evolving community. We know from our partners at Workforce Central that one in four Pierce County workers travel to other counties for employment each day and of, those, more than 80 percent head north to work in King and Snohomish counties. This adds well over a hundred thousand drivers to the I-5 corridor every day, a statistic that doesn't even include those commuting south, or those traveling for leisure to enjoy all our region has to offer.

Sound Transit has long connected our community to King County with the 590 and 594 express bus routes and to the Seattle-Tacoma International Airport with the 574 express route; the Sounder Commuter Rail; and the Hilltop Link Extension within Tacoma. However, the reality is that the present impact of the TDLE delay as the largest project in the south sound requires immediate remedy.

With this in mind, we request that Sound Transit partner with us to expand transit options for our community, elevating their awareness of the benefits of public transportation in Tacoma and building their support for current and future projects.

Sound Transit should continue to prioritize solutions for public transportation in the South Sound that provide additional service sooner rather than later. Some options we have identified as potential relief points for Tacoma include:

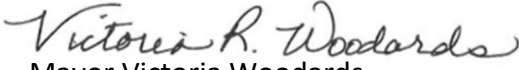
- Increasing opportunities for people to use Sounder Commuter Rail services throughout Pierce County with more daily train runs serving the South Sound. There is an opportunity to shift Sounder service from commuter rail to truly all-day regional rail. We urge Sound Transit to prioritize bringing more frequent Sounder trips to the South Sound as quickly as possible (and deprioritize increasing the capacity of Sounder trains at this time). Additional trips through the ST3-funded Sounder Improvement Plan or redistributing existing trips will require negotiations and approval from Burlington Northern Santa Fe (BNSF) railroad. We urge BNSF to enter these negotiations in good faith to expand regional Sounder rail service and we are ready to support Sound Transit in these discussions.
- Increasing ground transportation options with an expansion of the span and frequency of the express bus route services between Pierce County and King County points of interest. These routes continue to have the highest ridership in the system, and are vital connections for Tacoma workers and visitors alike. We stand ready to support Sound Transit's efforts to work in earnest with Pierce Transit and their local operator partners to address the driver shortage and implement increased bus service to the South Sound.
- Partnering with Pierce Transit to increase point-to-point transportation options like dial-a-lift or the Pierce Transit Runner to connect to Sound Transit express bus service stations and Sounder train stations. Sound Transit should focus on partnering with communities in their taxing district with no local bus service connecting to Sound Transit services, namely Sumner and Orting.

We understand issues arise in projects, especially one the size and scope of ST3, however, these delays in large public projects hurt the credibility of our collective voices advocating for the expansion of public transit. We look forward to partnering with Sound Transit and Pierce County to address our community's connection to the broader region by expanding the great services we know and love, and jointly working to proactively find ways to prioritize completion of TDLE and local projects and support the South Sound's connection to the greater Puget Sound Region.

We look forward to your response, as immediate action is needed to alleviate this situation.




Sincerely,

  
Mayor Victoria Woodards

  
Council Member Catherine Ushka – Position 4

  
Deputy Mayor Kristina Walker – Position 8

  
Council Member Joe Bushnell – Position 5

  
Council Member John Hines – Position 1

  
Council Member Kiara Daniels – Position 6

  
Council Member Sarah Rumbaugh – Position 2

  
Council Member Olgy Diaz – Position 7

  
Council Member Keith Blocker – Position 3

# PIERCE COUNTY

Office of the County Council



Dow Constantine  
Board of Directors Chair  
Sound Transit  
Transmitted Via Electronic Mail

March 8, 2023

Re: Delays in light rail connection (ST3) to Pierce County

Dear Chair Constantine & Members of the Sound Transit Board of Directors,

The Pierce County Council is writing to express our strong frustration related to additional delays in getting a light rail connection from King County to Fife and Tacoma - commonly referred to as the Tacoma Dome Light Rail Extension (TDLE). Pierce County residents are paying Sound Transit (ST) taxes and have been for years and we require transportation options to get people to opportunity sooner rather than later.

After a light rail connection was promised to voters of the South Sound, they are in waiting again for another 3 years to 2035. Considering this recent delay, we believe Sound Transit must work to provide improved transportation options to the South Sound now. One in four Pierce County workers travel to other counties for employment each day, and of those, more than 80 percent head north to work in King and Snohomish counties. This adds well over a hundred thousand drivers to the I-5 corridor.

Light rail is a vital connection for Pierce County, but in the absence of that connection, our view is Sound Transit needs to prioritize solutions for public transportation in the South Sound. Initial options we have identified as potential relief points include:

- Increasing opportunities for people to use Sounder Commuter Rail services throughout Pierce County with more daily train runs serving the South Sound. Additional trips through the ST3 funded Sounder improvement plan or redistributing existing trips will require negotiations and approval from Burlington Northern Santa Fe (BNSF) railroad. We urge Sound Transit to prioritize bringing more frequent Sounder trips to the South Sound as quickly as possible (and deprioritize increasing the capacity of Sounder trains at this time). We urge BNSF to enter these negotiations in good faith to expand regional Sounder rail service and we are ready to support ST in these discussions.
- An extension of Sounder Commuter Rail services to DuPont as quickly as possible.
- Increasing ground transportation options with an expansion of the span and frequency of express bus route services between Pierce County and King County points of interest. We are encouraged that sound transit funded more bus service to and from Pierce County during the pandemic as those routes continued to have the highest ridership in the system. Due to the national operator shortage those service increases have not been realized. Sound Transit should continue to work in earnest with Pierce Transit and their local operator partners to address the driver shortage and implement increased bus service to the South Sound.
- Partnering with Pierce Transit (PT) to increase point-to-point transportation options like dial-a-lift or the PT runner to connect to Sound Transit express bus service stations and Sounder train stations. ST should focus on partnering with communities in their taxing district with no local bus service connecting to ST services, namely Sumner and Orting.
- Assist Pierce Transit in completing its first Bus Rapid Transit (BRT) project connecting the communities of Spanaway, Parkland and Tacoma with \$5 M of additional funding. Sound Transit 3 already invested in this

project, however like other major infrastructure projects its budget has increased. This BRT line will be a major feeder service to the eventual TDLE connection and Sounder Commuter train service.

We understand issues arise in projects, especially one in the size and scope of ST3; however, that does not change the fact Pierce County residents need and deserve reliable transportation through the Puget Sound region. Given these needs and the promise of light rail connection, we respectfully request you prioritize improving regional public transportation through the South Sound through these other modes and ideas we have identified as you work to implement TDLE as quickly as possible.

We write this in the spirit of cooperation and urgency for the need of transit options our region requires for its competitiveness and livability. Please do not hesitate to reach out if further discussions may be of assistance.

Best,

A handwritten signature in black ink, appearing to read "Ryan N. Mello". The signature is fluid and cursive, with the first name "Ryan" being the most prominent part.

Ryan N. Mello  
Chair, Pierce County Council