



## **AGENDA**

**MEETING:** Regular Meeting

**TIME:** Wednesday, November 6, 2019, 5:00 p.m.

**LOCATION:** Council Chambers, 1<sup>st</sup> Floor, Tacoma Municipal Building  
747 Market Street, Tacoma, WA 98402

### **A. Call to Order and Quorum Call**

### **B. Approval of Agenda and Minutes (October 2, 2019)**

### **C. Public Comments**

- Comments are accepted on Discussion Item and are limited to 3 minutes per person.

### **D. Discussion Items**

#### **1. Tacoma Dome Link Extension (TDLE) Update**

- Description: Review the status of the project.
- Action: Feedback
- Staff Contact: Lihuang Wung, 253-591-5682, [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)

### **E. Topics of the Upcoming Meeting (November 20, 2019):**

- (1) Tacoma Dome Link Extension (TDLE) Update
- (2) Pierce Transit Long Range Plan Update

### **F. Communication Items**

- (1) The Infrastructure, Planning and Sustainability Committee is meeting on Wednesday, November 6, 2019, at 4:30 p.m., in Room 248. Tentative agenda (subject to change) includes: Sustainable Tacoma Commission Interviews; Electric Vehicle Updates; and Code Updates for Electric Vehicle Adaptation.

### **A. Adjournment**







## MINUTES (DRAFT)

**TIME:** Wednesday, October 2, 2019, 5:00 p.m.

**PLACE:** Council Chambers, Tacoma Municipal Building, 1<sup>st</sup> Floor  
747 Market Street, Tacoma, WA 98402

**PRESENT:** Anna Petersen (Chair), Jeff McInnis (Vice-Chair), Carolyn Edmonds, Ryan Givens, David Horne, Christopher Karnes, Brett Santhuff, Andrew Strobel, Alyssa Torrez

**ABSENT:** N/A

### **A. CALL TO ORDER AND QUORUM CALL**

Chair Petersen called the meeting to order at 5:03 p.m. A quorum was declared.

### **B. APPROVAL OF AGENDA AND MINUTES**

The agenda for the meeting was approved.

The minutes for the September 18, 2019 meeting was approved as amended. The amendment was on page 2, as follows:

- Commissioner McInnis commented in favor of the progress of the program ~~but was conscious about its speed. He would like to see it taken more slowly.~~ and its speed. In reference to the Urban Design Program, he expressed that it should proceed at a slower rate, more in line with that of the Residential Infill Pilot Program.

Susan Haigh, City's Clerk Office, swore in Commissioner Christopher Karnes, newly appointed to the Public Transportation position.

### **C. PUBLIC COMMENTS**

None.

### **D. DISCUSSION ITEMS**

#### **1. Tideflats Subarea Plan Update**

Stephen Atkinson, Planning Services Division, presented the status of the preparation for the development of the Tideflats Subarea Plan. He focused on the work plan that would act as a guide for the project over the next few years, and key next steps that would require further discussion and guidance from the Planning Commission.

Mr. Atkinson provided an overview of the Port of Tacoma Manufacturing and Industrial Center, which is the focus area of the subarea plan. This is a large area compared to that of other subarea plans in the past – i.e. 10x larger than Tacoma Mall area, 4x larger than downtown. Other unique characteristics of the area such as its ecosystem and being prone to natural risks/disasters also contribute to distinguishing this subarea plan from previous ones. After providing background information on the area, Mr. Atkinson explained the benefits of the subarea plan. The overarching goal is to develop a shared vision for the area

among all governments involved, which in turn would help prioritize and coordinate development in the future.

Mr. Atkinson went on to provide more details of the work plan: what it is (general content, advisory, and intergovernmental) and what it is not (scope of work, approval, and complete community process). He also described the structure of the teams and committee involved, along with their roles in the subarea plan process. The subarea plan would address topics in various categories including a vision for the area, environment, land use, economy, public services and facilities, and transportation. Looking forward in the process, the next milestone is consultant selection, followed by the Steering Committee's development of the subarea plan and the Planning Commission's review before the City Council's review and adoption through the legislative process.

Commissioner Edmonds began the Commission's discussion by commending the work plan. Regarding the multi-jurisdictional element, she inquired whether this was the first time or there had been precedence. While the concept of joint-planning is widely known, the Tideflats Subarea Plan is technically a pioneer project of its kind that the City of Tacoma is involved in. It was noted that collaboration would run deeper and require more time to understand each jurisdiction's goal. Commissioner Edmonds also asked about the Tideflats Interim Regulations, specifically concerning the renewal frequency and feedback on the regulations. The feedback generally falls into two main topics: one about uncertainty of future development and investment opportunities, the other concerning the restriction on new big development in the area.

Commissioner Karnes inquired about the timeline of the subarea plan, which has not been determined due to various reasons. Commissioner Santhuff wanted the subarea plan to explore other zoning uses, not just industrial, and consider the transition beyond city limits. He also would like the area around Sound Transit's station (for the planned Tacoma Dome Link Extension) on Portland Avenue to be studied for potentially a different zoning option. Commissioner Givens added that he would like to see an employment center with amenities and services for workers, and the Planning Commission to have meaningful involvement in early stage of the subarea plan process.

## **2. Affordable Housing Action Strategy (AHAS) – Planning Actions**

Brian Boudet, Manager of Planning Services Division, provided an overview of the Affordable Housing Action Strategy (AHAS), a strategic response to the housing issues and crisis in Tacoma. The AHAS identifies 4 objectives to be accomplished through 27 actions, of which 12 actions are being pushed forward by the City Council. Included in the 12 actions are two significant initiatives that are closely related to the work of the Planning Commission, i.e., Action 1.2: Inclusionary Zoning and Action 1.8: Diverse Housing Types.

The basic idea of inclusionary zoning is to get affordable housing incorporated into market base housing; it is one of the few actions in the AHAS that do not require direct subsidy. Mr. Boudet explained the requirements and incentives of inclusionary zoning. The City has existing provisions for inclusionary zoning, most of which are voluntary but ineffective. The City Council expressed that they would prefer Voluntary to Mandatory, and want effective policies from both revising existing ones and new recommendations. Mr. Boudet also detailed other initial input provided by the City Council.

Elliott Barnett, Planning Services Division, continued the presentation by explaining diverse housing types, which are "natural-occurring" housing options to support broader affordability (not dedicated affordability). He presented the Future Land Use Map to demonstrate that a large portion of the City is designated for single-family development, which poses limitations on how much housing could be built and the diversity of housing types. Recent actions in regards to housing diversity were also presented. Mr. Barnett indicated that other cities had similar plans in place for several years, and the City of Tacoma could learn from them especially on what policies to implement, types of messages, communication, challenges, etc.

Mr. Barnett also presented the proposed planning work program for implementing the two initiatives (Actions 1.2 and 1.8), including the phased approach, components of the analysis, and the corresponding timeline.

Discussion ensued. Commissioner Givens stated that he would like to go through a data analysis exercise and recommended, for market study, looking into criteria for lending money to developers. Vice-Chair McInnis inquired about why existing policies were ineffective. Mr. Boudet analyzed that one potential cause might be the City putting in place programs at times that their markets had not adequately formed yet.

Commissioner Strobel asked about how the AHAS, originally with over 20 actions, was consolidated to 12 actions. Mr. Boudet indicated that the Council did not eliminate the other actions, but through a prioritization process, decided to first move forward with actions that were more achievable and could make the most impact. Commissioner Strobel also commented on homelessness and transitioning people out of homelessness, asking if the Diverse Housing Types initiative would look into transitional housing types to accommodate the issue.

Commissioner Karnes asked what was considered a benchmark for affordable housing, noting that people exchanged transportation cost to go further out to unincorporated Pierce County to access more affordable housing. Given that efficient transportation offsets housing costs, he recommended factoring in transportation cost as part of affordability.

Commissioner Edmonds wanted clarification for whether the discussion was on rental housing or home ownership, adding that the market forces for rental and mortgage could be very different and the two types could not be grouped together. Staff acknowledged that while an individual might be able to afford to rent, renting cost constantly changes in, most often, upwards direction, whereas mortgage rate gets locked in. The discussion of affordable housing includes both rental and home ownership, but it is split into different levels of low income. Chair Petersen commented that demographics were changing, not everyone would want to own a home but there were also drawbacks to not having an opportunity to own a home. She emphasized that it was crucial to consider family stability. For instance, children repeatedly changing school due to their family's housing change could have negative impact on the children and the community. She also added that the market study needed to include a breakdown of ownership vs. rental needs and the changing needs of demographics.

Commissioner Santhuff was concerned about inclusionary zoning and development capacity. He would be interested in tiered approach for voluntary vs. mandatory affordable units. For diverse housing types, he preferred housing that could be more adaptive, capable of potentially renting out a room or a unit. Commissioner Strobel questioned if the AHAS had any housing survey conducted and, if so, how long ago. He suggested that, instead of predicting what people need, conducting surveys and gathering input from them (needs, housing situations, etc.). Commissioner Torrez raised a question on incentives for people to build Accessory Dwelling Units (ADUs) on their property. While there are no capital incentives or bonuses, there are attempts to remove barriers in code and permitting when people apply for ADUs. Additionally, Commissioner Givens stated that he liked the idea of allowing more dwelling units in neighborhood (potentially through conditional use permit, a powerful tool) and encouraged further discussion in the near future.

## **E. COMMUNICATION ITEMS**

The Commission acknowledged receipt of communication items on the agenda, including the cancellation of the next meeting on October 16, 2019.

Mr. Boudet introduced Tasha Santos, a new planner who had recently moved from the Current Planning team to join the Long Range Planning team.

The City Council adopted a proclamation in celebration of the Community Planning month of October on Tuesday, October 1, 2019. The Mayor expressed her appreciation to the Planning Commission for all the hard work.

Regarding the Tacoma Dome Link Extension (TDLE) project, Sound Transit would present at the Planning Commission meeting on Wednesday, November 6, 2019.

The City Council adopted a modification to the park code on Tuesday, October 1, 2019, which will go in effect in December 2019. The modification restricts temporary structures, i.e. tents, from being in parks.

The Prairie Line Trail celebration will take place on Thursday, October 3, 2019. The Commission is invited to attend and celebrate the completion of the trail.

Lihuang Wung, Planning Services Division, informed the Commission that, in reference to the Short Courses in the Communication Items of the agenda, the Commission is encouraged to attend. The time for the Local Transportation Planning course has been updated to 5:30 p.m. on Thursday, October 10, 2019. The courses are free and registration is required.

Commissioner Karnes introduced himself, providing education information, work background, and public service record.

## **F. ADJOURNMENT**

The meeting was adjourned at 7:37 p.m.

***\*These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:***

[http://www.cityoftacoma.org/government/committees\\_boards\\_commissions/planning\\_commission/agendas\\_and\\_minutes/](http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/)



**To:** Planning Commission  
**From:** Lihuang Wung, Planning Services Division  
**Subject:** **Tacoma Dome Link Extension (TDLE) Update**  
**Meeting Date:** October 30, 2019  
**Memo Date:** November 6, 2019

**Action Requested:**  
Feedback

**Discussion:**

At the Planning Commission's meeting on November 6, 2019, Sound Transit staff will provide an update of the Tacoma Dome Link Extension (TDLE) project. The presentation is part of ST's stakeholder engagement and public outreach efforts to assist the ST Board in making the decision on which alternatives to be studied in the Draft Environmental Impact Statement (DEIS) process.

On July 25, 2019, the ST Board approved the following two milestone motions that outlined preferred alternative(s) and other alternatives to be considered moving forward (both motions are attached):

- Motion No. M2019-75 pertaining to all segments of the TDLE, except the Tacoma Dome segment; and
- Motion No. M2019-77 pertaining to the Tacoma Dome segment.

The update on November 6th will focus on the DEIS methodologies and design principles and assumptions relating to various alternatives in the Tacoma Dome and the East Tacoma station areas. A follow-up presentation is tentatively scheduled for the Commission's meeting on November 20, 2019 to review some preliminary designs and footprints of the "Close to Sounder" alternative that the City Council and the ST Board have directed staff to examine in the Tacoma Dome District.

**Project Summary:**

The TDLE project will extend regional light rail approximately 10 miles from the Federal Way Transit Center to the Tacoma Dome, with stations at South Federal Way, Fife, East Tacoma and Tacoma Dome. The project also includes two parking facilities in South Federal Way and Fife.

The overall schedule for the TDLE is as follows:

- Planning (2017-2022)
  - Phase 1 – Alternatives Development (2017-2019)
  - Phase 2 – Draft Environmental Impact Statement (DEIS) (2019-2021)
  - Phase 3 – Final Environmental Impact Statement (FEIS) (2021-2022)
- Design (2022-2025)
- Construction (2025-2030)
- Start of Service (2030)

*(Continued on the next page)*



The TDLE is currently at the juncture of having completed *Planning Phase 1* and moving into *Planning Phase 2*. With respect to the Tacoma Dome and the East Tacoma station areas, the Board decided to move forward the following alternatives into the DEIS process:

Tacoma Dome

Preferred Alternative

- TD2: Elevated station in vicinity of E 25th St., west of G Street.

Other EIS Alternatives

- TD3: Elevated station in the vicinity of E 25th St., east of G Street.
- TD4 East In-Street: Elevated station located over E 26th St., closer to D Street.

East Tacoma

Preferred Alternative

- ET3A: Elevated station in the vicinity of E 26th St. or E 27th St. near Portland Avenue and north of Interstate 5 with elevated guideway in the vicinity of E 25th St. or E 26th St. connecting to TD2 or TD3.

Other EIS alternative

- ET3B: Elevated station in the vicinity of E 26th St. or E 27th St. near Portland Avenue and north of Interstate 5 with elevated guideway in the vicinity of E 26th St. connecting to TD4.

**Prior Actions:**

- April 17, 2019 – Submitted scoping comments to Sound Transit
- April 3, 2019 – Review of a draft letter prepared by Commissioner Brett Santhuff
- March 20, 2019 – Review of TDLE status by Planning and Transportation Commissions
- February 21, 2018 – Review of scope of TDLE by Planning Commission

**Staff Contact:**

- Lihuang Wung, [lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org), (253) 591-5682

**Attachment:**

1. Sound Transit Motion No. M2019-75
2. Sound Transit Motion No. M2019-77

c. Peter Huffman, Director



## **Motion No. M2019-75**

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the preferred alternative(s) and other alternatives for study in the Tacoma Dome Link Extension Environmental Impact Statement, for all segments except the Tacoma Dome segment.

### **Background**

Early scoping under SEPA for the Tacoma Dome Link Extension (TDLE) project was conducted from April 2 through May 3, 2018, and public comment was received. The TDLE project would expand Link light rail transit service from the Federal Way Transit Center to the Tacoma Dome Station. The project corridor is approximately 10 miles long and is part of the Sound Transit 3 Plan (ST3) of regional transit system investments, funding for which was approved by voters in the region in 2016.

The mode and corridor served for the proposed project were identified through a multi-year planning process, including the Sound Transit Regional Transit Long-Range Plan and ST3 Plan. Through the local alternatives evaluation and screening process, Sound Transit ultimately developed the representative project included in the ST3 Plan and, based on additional public engagement and technical analysis, advanced various light rail transit alternatives with design options for further study. Each light rail transit alternative includes four stations that serve the following areas: South Federal Way, Fife, East Tacoma (near Portland Avenue and Interstate 5) and Tacoma Dome.

Evaluation of the alternatives identified by the Board will be conducted in cooperation with the Federal Transit Administration (FTA). Before committing federal funds to TDLE, the FTA is required to undertake environmental review in compliance with the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies are preparing a combined NEPA/SEPA EIS for the project.

The FTA and Sound Transit conducted Environmental Impact Statement (EIS) scoping from April 1 through May 1, 2019, under SEPA and NEPA, for the TDLE project. Three public scoping meetings and a meeting for agencies and tribes were held during this period, as well as an online open house from April 1 through May 1, 2019. FTA and Sound Transit asked for comments on the draft Purpose and Need statement; the alternatives that should be evaluated in the EIS; and social, economic, environmental, and transportation issues to be evaluated in the EIS. Comments were accepted by mail, email, online comment forms, transcribed phone messages, and through comment forms and via a court reporter at the scoping meetings. Input from the EIS scoping period was documented in the *Tacoma Dome Link Extension Scoping Summary Report* (May 2019) and was made available on the project website.

The local planning and alternatives development processes included technical analysis, public engagement, and input from affected local, state, and federal agencies and tribes. Sound Transit developed an initial range of alternatives from agency and public input during the SEPA early scoping process held April 2 through May 3, 2018. The project's Elected Leadership Group (ELG), a comprehensive group of elected officials that represent the service corridor, and the Stakeholder Group (SG), an advisory group consisting of members of communities along the alignment appointed by the ELG, then recommended narrowing and refining these alternatives based on additional analysis and community, agency, and tribal input.

The ELG recommended the following alternatives for inclusion in the EIS:

- **South Federal Way** – SF2 West (preferred alternative) and SF 2 East, SF 8/9
- **Fife** – F3B, SR 99 alignment west of station (preferred alternative) and F3A I-5 alignment west of station
- **East Tacoma** – ET3A (preferred alternative) and ET3B, ET6
- **Tacoma Dome** - TD2 (preferred alternative) and TD2 cut and cover, TD3, TD4 East In-Street

Subsequent to the ELG recommendation, the City of Tacoma requested also evaluating cut and cover stations at TD3 and TD4 East In-Street.

Additionally, potential station locations at ET 6 and SF 2 East were included in the ELG recommendation, however the potential opportunities of these station locations can be accomplished through design refinements to stations ET3A/ ET3B and SF2 West respectively. Therefore ET 6 and SF 2 East have not been included as separate alternatives in the EIS.

On July 11, 2019, FTA as the lead agency for the NEPA EIS process provided the following to Sound Transit:

#### **Tacoma Dome Station Area**

- The cut-and-cover alternatives should be removed from going forward into the NEPA EIS, based on Sound Transit’s analysis, briefings, the alignment tour, tribal concerns, and conclusions described in the February 2019 technical memorandum...
- FTA concurs with TD2, TD3, and TD4 elevated alternatives moving forward into the NEPA EIS.

#### **East Tacoma Station Area**

- FTA concurs with preferred station alternative at ET3A, with ET3B elevated alternative moving forward into the NEPA EIS.

#### **Fife Station Area**

- FTA concurs with Fife 3 as a preferred station alternative.
- FTA does not concur with a “preferred” alternative alignment (I-5 vs. SR-99) identified for this location. Both alignment alternatives (I-5 and SR-99) should move forward into the NEPA EIS without one being identified as “preferred”.

#### **South Federal Way Station Area**

- FTA concurs with SF2 West as the preferred station alternative, and SF 8/9 elevated alternatives moving forward into the NEPA EIS.
- FTA concurs with the I-5 alignment.

## **Motion**

Recognizing the objectives included in the System Expansion Implementation Plan (SEIP) of identifying a preferred alternative and other alternatives under SEPA and NEPA prior to preparing environmental documents in order to accelerate overall project delivery, and given the commitments to schedule and budget noted in the Partnering Agreements and Statement of Partnering Intent made by the jurisdictions along the project corridor, the Board will consider identifying a “Preferred Alternative” and “Other EIS alternative(s)”, for study within any given segment as follows:

- Preferred Alternative and Other EIS Alternative(s): Incorporates refinements to the representative project, consistent with the scope identified in the ST3 Plan, based on recommendations from the Elected Leadership Group and/ or input from the Stakeholder Group, scoping comments from the public, agencies and Tribes and Sound Transit’s technical analysis.

- As part of the EIS analysis, Sound Transit will establish estimates of the costs of delivering the Preferred Alternative and Other EIS Alternative(s). The estimates would include any necessary modifications identified during the EIS analysis that may be needed to meet ST3 voter-approved requirements and would be calculated based on delivering the full project, not individual segments. These estimates would reflect updates to the costs of construction, real estate, EIS mitigation requirements, etc.

After publication of the draft EIS and receipt of public comment, the Board intends to confirm or modify the preferred alternative.

As such, it is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that, based on Board's review of the findings from the alternatives development process; the identification of third-party funding consistent with the partnering agreements with local jurisdictions; public and agency scoping comments; tribal comments; input from the SG (May 29, 2019) and ELG (June 14, 2019); the Partnering Agreements with the Cities of Tacoma, Fife, Milton, and Federal Way; the Statement of Partnering Intent with the Puyallup Tribe of Indians, the System Expansion Transit Integration Agreement with King County Metro, input from FTA, and other information developed to date, the preferred alternative, and other alternatives for the TDLE Draft EIS are identified as follows for all segments except the Tacoma Dome station area:

## **East Tacoma**

### **Preferred Alternative**

- ET3A: Elevated station at East Tacoma in the vicinity of E 26<sup>th</sup> St. or E 27<sup>th</sup> St. near Portland Avenue and north of Interstate 5 with elevated guideway in the vicinity of E 25<sup>th</sup> St. or E 26<sup>th</sup> St. connecting to TD2 or TD3. Option for an elevated station spanning Portland Avenue should be studied.

### **Other EIS alternative**

- ET3B: Elevated station at East Tacoma in the vicinity of E 26<sup>th</sup> St. or E 27<sup>th</sup> St. near Portland Avenue and north of Interstate 5 with elevated guideway in the vicinity of E 26<sup>th</sup> St. connecting to TD4. Option for an elevated station spanning Portland Avenue should be studied.

The Board also directs staff to work with the City of Tacoma, Puyallup Tribe, Port of Tacoma, local transit agencies, the City's TOD Advisory Group and other stakeholders to examine opportunities to ensure appropriate multi-modal access, particularly non-motorized, drop-off and transit access, to this station, as well as how the station location and design can best support appropriate transit-oriented development. A particular focus will need to be on connections between the station and the neighborhoods and key destinations on the south side of I-5, including exploration of a pedestrian and bicycle bridge.

## **Fife**

### **Preferred Alternative**

- Fife 3: Elevated station in Fife north of 15<sup>th</sup> St.

### **Other EIS alternatives**

- Fife A (I-5 Alignment): Elevated guideway alignment to the north of the station in the vicinity of I-5 and to the west of the station in the vicinity of I-5.

- Fife B (SR 99 Alignment): Elevated guideway alignment to the north of the station in the vicinity of I-5 and to the west of the station on the south side of SR 99.

The Fife station includes approximately 500 park-and-ride spaces. Additionally, the Board directs staff to examine opportunities to establish appropriate non-motorized, drop-off and transit access to this station and work with the City of Fife and stakeholders to support transit oriented development around the station.

### **South Federal Way**

#### **Preferred Alternative**

- SF2 West: Elevated station in South Federal Way along Enchanted Parkway near S 352<sup>nd</sup> St. in the vicinity of I-5.

#### **Other EIS alternatives**

- SF 8/9: Elevated station in South Federal Way along I-5 near S 356<sup>th</sup> St. in the vicinity of I-5.

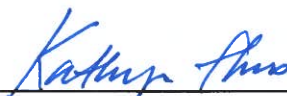
The South Federal Way station includes approximately 500 park-and-ride spaces. Additionally, the Board directs staff to work with the City of Federal Way and stakeholders to support transit oriented development around the station and examine opportunities to establish appropriate non-motorized, drop-off and transit access to this station.

This motion also authorizes staff to complete the Draft EIS, using the preferred alternative(s) and other alternatives identified above. The Board will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2022.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 25, 2019.

  
\_\_\_\_\_  
Kent Keel  
Board Vice Chair

**Attest:**

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator

## Motion No. M2019-77

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying the preferred alternative(s) and other alternatives for study in the Tacoma Dome Link Extension Environmental Impact Statement for the Tacoma Dome station area, with the expectation that prior to the Board meeting staff continue to work with the Federal Transit Administration in the hope of a revised opinion so the cut and cover options can be studied.

### Motion

Recognizing the objectives included in the System Expansion Implementation Plan (SEIP) of identifying a preferred alternative and other alternatives under SEPA and NEPA prior to preparing environmental documents in order to accelerate overall project delivery, and given the commitments to schedule and budget noted in the Partnering Agreements and Statement of Partnering Intent made by the jurisdictions along the project corridor, the Board will consider identifying a “Preferred Alternative” and “Other EIS alternative(s)”, for study within any given segment as follows:

- Preferred Alternative and Other EIS Alternative(s): Incorporates refinements to the representative project, consistent with the scope identified in the ST3 Plan, based on recommendations from the Elected Leadership Group and/ or input from the Stakeholder Group, scoping comments from the public, agencies and Tribes and Sound Transit’s technical analysis.
- As part of the EIS analysis, Sound Transit will establish estimates of the costs of delivering the Preferred Alternative and Other EIS Alternative(s), The estimates would include any necessary modifications identified during the EIS analysis that may be needed to meet ST3 voter-approved requirements and would be calculated based on delivering the full project, not individual segments. These estimates would reflect updates to the costs of construction, real estate, EIS mitigation requirements, etc.

After publication of the draft EIS and receipt of public comment, the Board intends to confirm or modify the preferred alternative.

As such, it is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that, based on Board’s review of the findings from the alternatives development process; the identification of third-party funding consistent with the partnering agreements with local jurisdictions; public and agency scoping comments; tribal comments; input from the SG (May 29, 2019) and ELG (June 14, 2019); the Partnering Agreements with the Cities of Tacoma, Fife, Milton, and Federal Way; the Statement of Partnering Intent with the Puyallup Tribe of Indians, the System Expansion Transit Integration Agreement with King County Metro, input from FTA, and other information developed to date, the preferred alternative, and other alternatives for the TDLE Draft EIS for the Tacoma Dome station area is identified as follows:

### Tacoma Dome

#### **Preferred Alternative**

- TD2: Elevated station at Tacoma Dome station in vicinity of E 25<sup>th</sup> St., west of G Street. Options for the alignment and station close to the Sounder corridor should be examined.

#### **Other EIS Alternatives**

- TD3: Elevated station at Tacoma Dome station in vicinity of E 25<sup>th</sup> St., east of G Street. Options for the alignment and station close to the Sounder corridor should be examined.

- TD4 East In-Street: Elevated station at Tacoma Dome station located over E 26<sup>th</sup> St. Station location should be examined closer to D Street.

Recognizing that the Tacoma Dome Station is the stop for Downtown Tacoma and the South Sound's regional multi-modal hub, the Board also directs staff to work with the City of Tacoma, Puyallup Tribe, local transit agencies, Amtrak, the City's TOD Advisory Group and other stakeholders to ensure the Tacoma Dome Station represents the highest possible level of urban design and integration and catalyzes transit-oriented development in the neighborhood.

This motion also authorizes staff to complete the Draft EIS, using the preferred alternative(s) and other alternatives identified above. The Board will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2022.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 25, 2019.

  
\_\_\_\_\_  
Kent Keel  
Board Vice Chair

**Attest:**

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator