Question #1: Please describe in greater detail the anticipated outcome of this planning study. How is the plan intended to guide future capital investments in the regional trail system? What is the plan timeline/process?

Answer #1: The outcome of the plan will identify major regional trail connections between all of the SW King County / NW Pierce County agencies listed in the grant application as well as connections to existing regional trails and high capacity transit stations. There will be enough specificity to provide each respective agency the ability to reserve right-of-way as part of development.

All of the agencies have a non-motorized network identified for their agency. However, we have found that the “trail” identified for Agency 1 does not connect to the “trail” identified for Agency 2. For example, Federal Way has identified an extension of the BPA trail in Federal Way (that currently terminates just west of Federal Way Regional Center) to extend east into unincorporated King County and Auburn. Neither Auburn nor King County has the terminus/extension of this trail identified in their plans. There are numerous examples of this.

In addition, the extension of LINK light rail as part of the Federal Way Link Extension (FWLE) and Tacoma Dome Ling Extension have identified, or are close to finalizing, the locations of each of these high capacity stations. The FWLE EIS identifies a significant percentage of transit users will access the stations via non-motorized means. However, plans have not been updated to reflect providing this non-motorized access to these regional transit stations via regional trails.

Once the plan is complete, we have commitment from each of the partner agencies to update their Agency Plans accordingly to reflect the location of these trails identified as part of this Plan. This way, we will be able to meet the trails at our respective agency boundaries. Additionally, the Plan would work to identify potential funding strategies, priorities, and partnerships in completing the trail network.

We envision this Plan as a springboard to future regional trail corridor partnerships. An example that many SW King County agencies can point to (Tukwila, SeaTac, DesMoines, Kent, Federal Way), is how the Pacific Highway Corridor was completed from Federal Way to Tukwilla. Once the “plan” was completed on the needed cross section and HOV improvements, each agency took on their portion of the corridor, but partnered through the entire project, setting that project as a respective priority in completing this major regional transportation facility.

An example, is the desire to solidify the north-south trail connection between Federal Way and Des Moines. Federal Way has started its Pacific Highway non-motorized corridor/trail to connect to Federal Way’s regional center and regional transit center. Des Moines has started it’s Barnes Creek and Lake to Sound Regional Trail. We are both committed to utilizing this plan to identify
the connection between those two facilities. Then each of us working to get our portion constructed and meet in the middle. Federal Way residents could travel all the way to Highline Community College (in Des Moines) and beyond to SeaTac airport. Des Moines residents can access Federal Way Regional Center and its projected growth in employment.

**Question #2:** Please elaborate on how the outcomes of this planning study will support the various regional centers noted, as well as the housing and employment development within.

**Answer #2:** Recognizing that “plans” don’t actually build anything in themselves, the plan is a springboard to identify trail alignments in order for them to be built in the future.

One specific item, that Federal Way has encountered as we identified final location for the regional transit stations, is by not having an identified alignment connecting these facilities to the regional trail network, we are unable to reserve needed right-of-way for future rail corridors.

As housing and jobs grows within each respective regional center, with identified trail alignments, there is an ability to have each development at a minimum, reserve the right-of-way needed, and/or construct a portion of the trail as part of development. Without this plan and its identified alignments, each regional center could potentially lose the right-of-way to development making it much more costly to secure right-of-way in the future.

**Question #3:** This project request seems to unnecessarily disassociate the planning of limited/multiple trail connection options with what could be a project/request that determines the optimal connection(s) and designs/builds it as part of the funding request. As such, the potentially identified trail connections and their resulting projects could prematurely have their project “clocks” started with no identified path to realization. Please explain the request strategy per the above perspective.

**Answer #3:**

Planning studies do NOT start the Federal shot clock on implementation. (this was confirmed with PSRC staff).

Please see answer to previous questions to clarify purpose of study and follow-on steps.