Tacoma Dome Link Extension

Sound Transit Board of Directors Meeting

4/25/2019



Why we are here

- Update on Tacoma Dome Link Extension
- Summary of Level 2 technical results
- Project is currently in a scoping period
- Today's presentation: to inform a future decision for a Preferred
 Alternative and others EIS alternatives



Tacoma Dome Link Extension (TDLE)

Federal Way Transit Center to Tacoma Dome

- Length: 9.7 miles
- Stations: 4 (2 parking garages)
- Scheduled opening in 2030



TDLE alternatives development process

Project timeline



WE ARE HERE



Alternatives development (2018-2019)

- Investigation of alternatives
- · Board identifies **Preferred Alternative** and other options to study

Environmental review (2019-2022)

- **Draft EIS**
- Final EIS

Board selects project to be built

Federal Transit Administration issues Record of Decision

PUBLIC INVOLVEMENT



DESIGN

Final route design

Final station designs

Procure and commission station and public art

Obtain land use and development agreements

Begin property acquisition

PUBLIC INVOLVEMENT

CONSTRUCTION 2025-2030

Groundbreaking

Construction updates and mitigation

Safety education

Testing and pre-operations

PUBLIC INVOLVEMENT

START OF SERVICE





Alternatives development process



2016

WE ARE HERE

PLANNING 2018–2022

Alternatives development (2018-2019)

- Investigation of alternatives
- Board identifies
 Preferred Alternative
 and other options to
 study

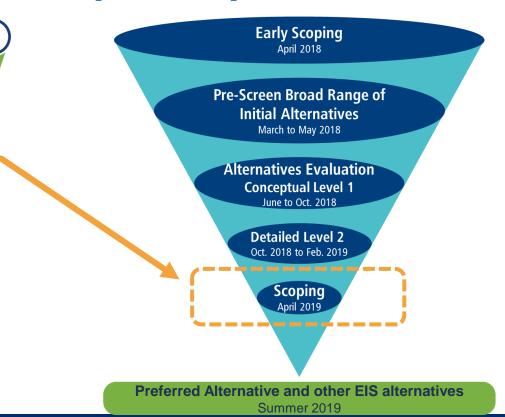
Environmental review (2019-2022)

- Draft EIS
- Final EIS

Board selects project to be built

Federal Transit
Administration issues
Record of Decision

PUBLIC INVOLVEMENT





EIS Scoping

- Start of federal environmental review process
- 30-day public comment period, April 1-May 1
- Seeking feedback on scope of EIS
 - Preferred alternative and other alternatives for further study
 - Topics to study (e.g. economics, displacements, ecosystems)
 - Project purpose and need
- Informs Board decision on what to study in EIS

Outreach overview

Scoping period: April 1-May 1

- Online open house (4 weeks)
- 3 public meetings
 - April 16: Fife Community Center
 - April 17: Tacoma Convention Center
 - April 23: Federal Way Performing Arts & Events Center
- Targeted briefings

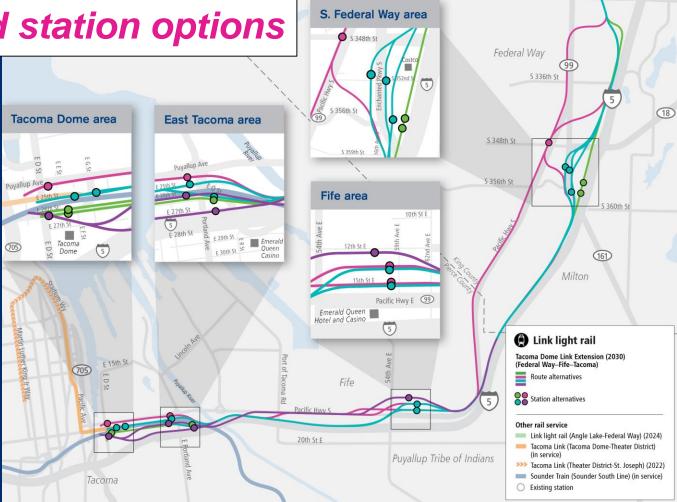






EIS Scoping: TDLE Level 2 alternatives evaluation

Route and station options



Federal Way **Transit Center**

S 320th St

Evaluation criteria



> Effective transportation solutions





Land use and economic development and Transit-Oriented Development (TOD)





Preserve the environment



Equitable mobility

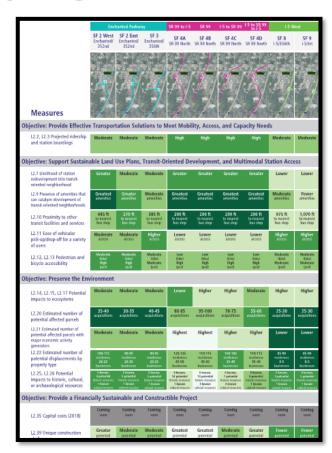


> Financially sustainable and constructible

Level 2 Evaluation Results

- Summary tables
- Detailed matrices

Measure	Methodology	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)		· 大学 · 人名 · · · · · · · · · · · · · · · · ·						
Objective: Provide Effective Transportation Solutions to meet Mobility, Access, and Capacity Needs										
L: Travel time	Estimated based on alignment length, percent of alignment with horizontal speeds below 55 MPH	Moderate percentage of alignment below 55 mph (16.3%); mid-olignment length; 0.35-miles longer than the shortest SF alternative	Moderate percentage of alignment below 55 mph (IS KNL) mid- alignment length; 0.12 miles longer than the shortest 5F alternative	Low percentage of signment below SS right (10.5%); shorter signment length; 0.05 miles longer than the shortest SF alternative	Highest percentage of oligoment below 55 mph (29:7%); longer alignment length, 0.35 miles longer than the shortest SF alternative					
1.2: Dully and arms all projected project Senship (2042)	Average-daily projected riders (baseline estimate provided for South Federal Way station end, with qualifacthe differences roted for station, long the station of the stati	development growth and multimodal station access (abundance of existing tag bee retual and proximity to 1-5).	(abundance of enisting big-box retail and proximity to I 3).	Moderate referrible potential due to relibble patential for monoli-criested development provide and multimodal station access (abundance of existing big- tion notal and proximity so 1.5).	Higher riderably potential due to restrive potential for transf-unesse development prowth and multimodal station access.					
1.3: Projected station boardings (2042)	Projected station boardings (baseline entirests provided for South Federal Way station area, with qualifactive differences noted for stational governor alternatives). South Federal Ways (1,500 days) (No boardings). Oddy 60 boardings)			Moderner Need of projected station branching due to melative potential for transs- contected development growth and multimodal station-access (abundance of big- tion rotal) and proximity 50-5§.	Higher level of projected station boundings due to celebra powerful fi transic oriented development growth and multimodal station access.					
	Objective: Support Sustainable Land Use Plans, Transit-Oriented Development, and Multimodal Station Access									
LA: Proximity to Puget Sound Regional puncil growth certies and anufacturing Industrial Centers	S Puget Sound Regional Council Growth Center and/or manufacturing/industrial creater within 10-minute walkshed	manufacturing/industrial center. No potential to support growth centers.	ON. No Pugot Sound Regional Council regional growth center or reserviscusing/industrial center. No potential to support growth centers.	04, No Paget Sound Regional Council regional growth content or manufacturing findustrial content. No potential to support growth content.	(M) No Puget Sound Regional Council regional growth center or manufacturing/industrial center. No potential to support growth centers.					
(S: Population (persons/acre) and job pbs/acre) dessities	Existing and future (2000) pap and employment dentities within 10-minute walkshee(1994) Lond Use Vision Dataseti	Population Benotives Leaving 236/fluture 259) and employment densities justiming 66/f future 850. High populations daming, high population growth. Medium joid idensity, high job growth.	Population dentities (existing 23% future 23%) and Employment dentities (soliding definiture 8%). High populations density, high population-generals. Medium jath density, high job-generals.	republishen dersibles (existing 235/future 236) and employment densibles (existing 32/future 62). High-populision-density, meekum population growth. Gewijde density, less jat growth.	Population denoties, existing 1384/hours 1601 Employment densities; existing 65/hours 95 Sowest population density, high population growth. Medium job density, high job growth.					
di. Consistency with civic and community entring and land use, evaluating elements of an local and initial development gools, sment and planted development, current of a recolated zoning, and/or on prohensive plans.	Evaluate each station location against the relevant documents/dvic plans rating each plan is "consistent with 1000 around alternative location"(+), "neutral", or "meansalatent with 1000 around alternative location"(-).	Sand use; zoning not compatible with mixed use transit oriented development with mixed residential and commercial uses in proximity to transit.	Land use, troning not compatible with mixed use transfer intented development with mixed residential and commercial costs in proximity to transit.	Land use, zoinig not compatible with mixed use trained ordered development with relead recibilities and commonstations in proceeding to branch. Small amount of land consel for multifereity reserving however, it is not a material ensured and a recently built-out so writing to recesses in the most future.	Obsecto coming that allows for a range off amentifies and land to the without is zoned for residential development.					
1.2: Likel hood of station area clevelopment into transit-oriented eighborhood	Assessment of degree to which the station area has land available its support development into a transit oriented enrightonhood, as measured by the amount of lend within a 'a relie washing distinct of statios that has a relatively greater likelihood to redevelop into transit valority.	Most land in the South Federal Way states over it closeffed as Tande with a bear Richfold or Inderdecky). The Stateshorthe bus a process required to that could indeed a compared to the other alternatives. This states is states from 1%, which results in more land overall that could deduce (I.T.B.).000 19" total land, 100% dates field as untitled to restricted (I.T.B.).000 19" total land, 100% dates field as untitled to restricted (I.T.B.).000 19" total land, 100% dates field as untitled to restricted.	Most land in the Courth Federal Way station are in described as fand with a lawer Electropic to redevelop. This internative has a mode one amount of best that could redevelop compared to the other alternatives are consistent of the data could redevelop compared to the other alternatives , 14,440,000 SF state land, 200% Cascaffed as unlikely to redevelop!	Soci lant in the South Federal Way, extron serva a climation in "load with a lower deschool to loce-level," like altercules not moderate resource of useful the sould reducing compound to the other alternatives, 14,372,000 % stall land; 22,000 % of land with a greater likelihood to redevelop, 4,132,000 % of land antikely to redevelop!	Most and in the South-Federa Way station over it clearlifed in lead with a laver (Weinford) to redessign. This illumentate has partial amount of fland that could redessign compared to the other attenuates. The Latition is further from its plant for most law several that a could redessign (4.972,000 of total law), 100% stickellar and lay to redessing).					
.3: Detailed evaluation of nonmotorited enters within a X-raile of the station	Assessment of barriers within half-onle of TSCS status areas (berriers 10; [2] Tapagraphy (half but in 18 the walshed, (2) Wide rood, [2] Highwoys, (4) Rodies of	Strains one of the best from a harmon part of love. Let mixing the major large case and part large case and part large case and part large case and part large case the part large case the form the form the large case and the average as if related May Course, and the remaining one Market Breat is related view, of first discrete for the case and the strength of the other above.	Stook his good streedfully because I space STAN Street, however, it is impacted by the Order of 5 sit the execut, also not as possible (passed final head head of sit and provided (passed final head of sit and provided (passed final head of sit). When it share a relative that people between the otherwise of the control of sit and the sit and	This states not later correctively reaches it is burned by 1 is with an effect to one compass and the stacks and on the other is classified privately to the west is official to seek. The wavelength of the control private and the wavelength below bepartment of homoperations planned self series and the wavelength below bepartment of homoperations planned self series and the wavelength of the control private is the desired of the control private the control private development of the desired by the control of the form the control private private and the desired by the control private and the control private self-control private and the control private self-control private and the control private self-control private self-control private self-control privat	The states is a cost obviough as the perfective crossing across dividual features of looking lives to be as I Cold and the examing lain as able and if frequent. On the waits, the helpful dividual features are all inferences in the contrastive of the lain or sensitive dividual features are all inferences and the lain or sensitive registerations in certain and feet in the states committy uses all the contrast of the lain and the lain and the lain and the contrast of the lain and the lain and the lain and majority is light and.					



Initial grouping of alternatives based on latest technical analysis

All Alternatives **More Potential**

Greater Challenges

- No decisions made
- Alternatives compared to others in that station area



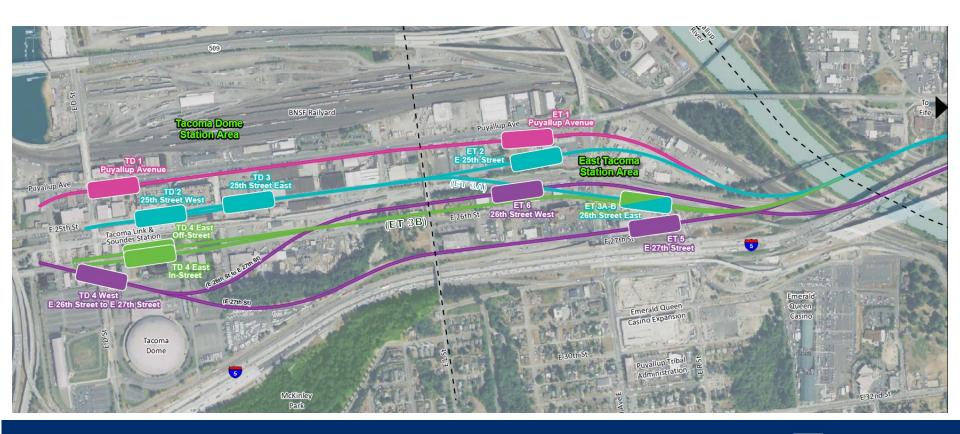
Notable advantages & disadvantages

Alternatives	Technical Analysis	Public Feedback	SG Feedback	ELG Recommendation						
Alternatives with MORE POTENTIAL										
	Notable Advantages:									
TD 2	Key takeaway									
	Notable Disadvantages:				te te					
25th Street West	 Key takeaway 				late ne					
	Notable Advantages:		Ď,		:: <u> </u>					
TD 3	Key takeaway	\Box	ay fir		g J					
	Notable Disadvantages:	o o	meeting: iid-May		.⊑ <u>></u>					
25th Street East	Key takeaway	.id :i5			ar					
Alternatives with	Scoping	n G Dim		meetings: lat ly, early June						
	Notable Advantages:	တ 💆	SC		ay ay					
TD 1	Key takeaway				LG m May,					
	Notable Disadvantages:				二					
Puyallup Avenue	Key takeaway				_					
	Notable Advantages:									
TD 4	Key takeaway									
East off-street	Notable Disadvantages:									
E 26th Street	Key takeaway									

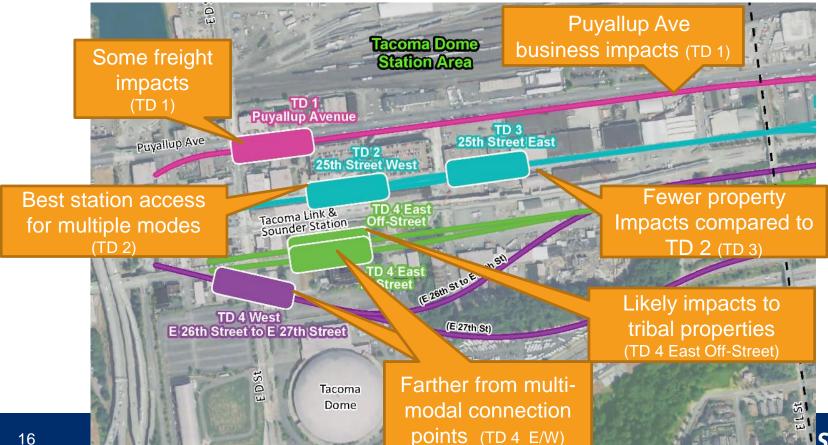
- Technical analysis first step in evaluation
- Also include summary of scoping feedback, Stakeholder Group feedback, & Elected Leadership Group recommendation
- Results provided to FTA and ST Board



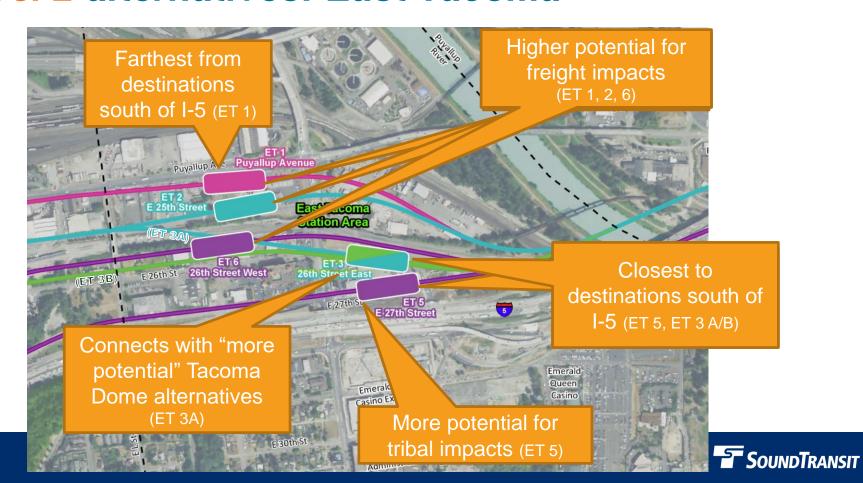
Tacoma Dome and East Tacoma station areas



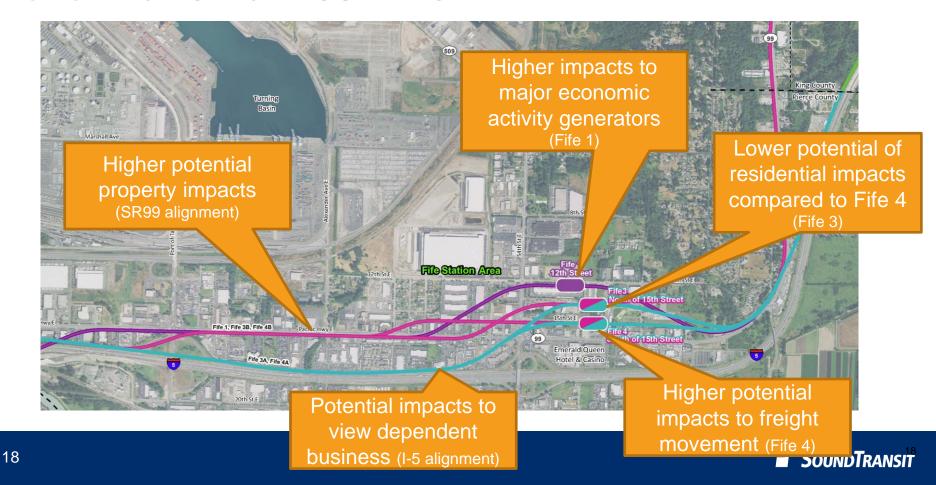
Level 2 alternatives: Tacoma Dome



Level 2 alternatives: East Tacoma



Level 2 alternatives: Fife



Level 2 alternatives: South Federal Way

Greater potential for development opportunities (SF 2 West)

Higher potential ridership

Higher potential business impacts

Higher potential of business impacts

business impacts

High School

Higher potential impacts to ecosystem (SR 99 alignment)

Lower potential for development opportunities (SF3)

West Hylebos Wetlands Park

Lower potential property impacts
(SF 8/9)

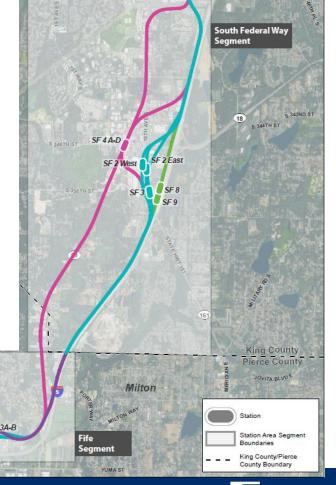
(SF 2 East)

Level 2 alternatives, end-to-end

East Tacoma Segment

167

Tacoma Dome



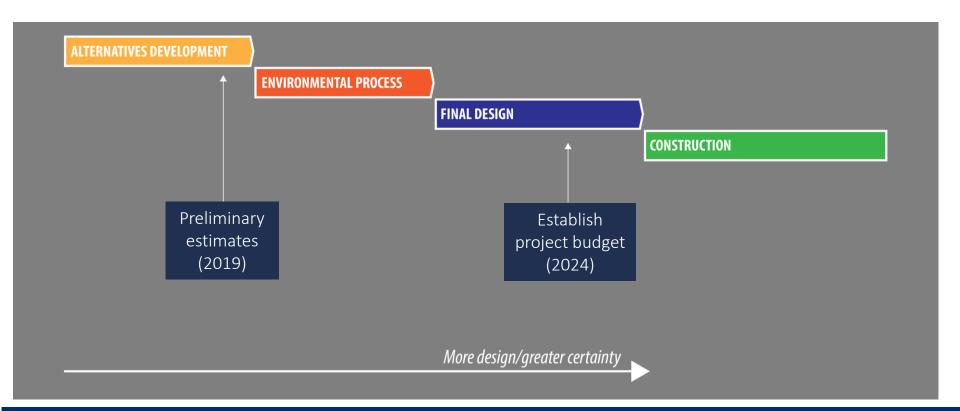
20TH ST E



Preliminary estimates

- > Purpose: To *inform comparison* of alternatives
- Preliminary estimates for end-to-end alternatives and site concepts
 - Consistent methodology (2018\$; construction, real estate, etc.)
 - > Based on *limited conceptual design* (less than 3% design)
 - Does not establish project budget
- Project budget established later in design

Project budget*

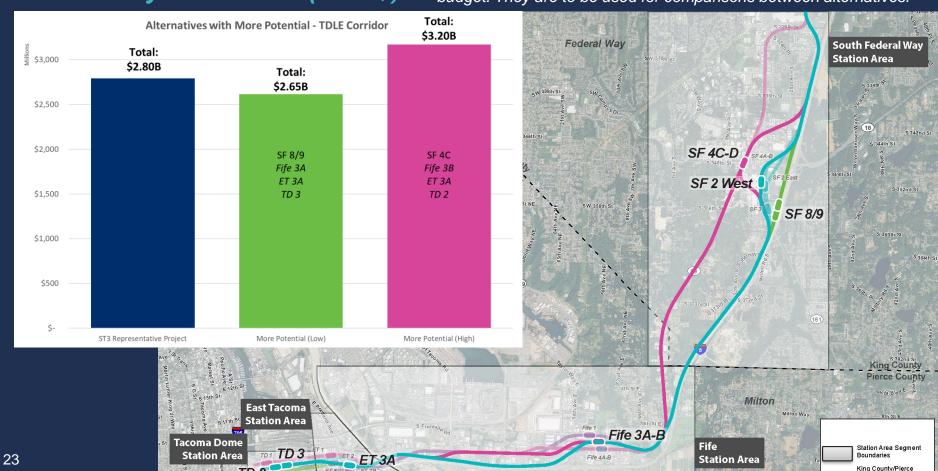


Preliminary estimates* (2018\$)

*Preliminary estimates are rounded and are not the project's budget. They are to be used for comparisons between alternatives.

Fife

County Boundary



Next steps for TDLE*

Preliminary schedule to reach a Preferred Alternative

April

EIS scoping period:

- Online open house
- In-person open houses (3)
- Agency Scoping meeting

May-June

Build consensus around Preferred Alternative and other options to study in Draft EIS, including:

- Scoping summary report
- Stakeholder Group feedback
- City & Tribal Councils' postscoping guidance to ELG ELG recommendation to ST Board (May 31; June 14)

July

ST Board identifies Preferred Alternative and other alternatives study in Draft EIS

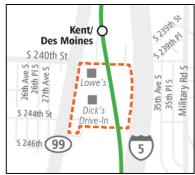


OMF South Scoping Update

Operations and Maintenance Facility Angle Lake (OMF) site options Federal Way Link Extension (2024) Angle Lake 200th St (3) O New station O Existing station Des Moines **Kent/Des Moines** uget Sound Lake Perovick Park Kent South 272nd Street 5 272nd St Star Lake Federal Way 5 316th St **Federal Way** 5 320th St **Transit Center** Celebration Par S 336th St

OMF South Scoping: Feb 19- April 1

S 240th St and SR 99



S 316th St and Military Rd



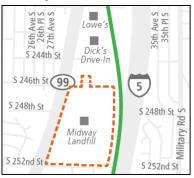
Midway Landfill and I-5



S 336th St and I-5



Midway Landfill and SR 99



S 344th St and I-5



OMF South Scoping Update

- A total of 1,448 communications with approximately 2,470 comments were received.
 - 370+ people attended two public meetings
 - 3,470+ visited online open house
 - Communications received via meetings, phone, email, online, and mail
 - Comments from Tribes, cities/jurisdictions, elected officials, community groups, potentially impacted businesses, members of the public
- May 3: Scoping Summary Report with full scoping comments
- May 9: System Expansion Committee
- May 24: Sound Transit Board Meeting

Thank you.



soundtransit.org





