WELCOME
TACOMA LINK EXPANSION
OPEN HOUSE

• Learn more about the alignment
• Comment on potential station locations
• Review operations and maintenance facility expansion site options
• Discuss key design factors
• Discuss types of potential environmental impacts to be evaluated
In 2008 regional voters approved Sound Transit 2, which included partnership funding towards a Tacoma Link expansion. Sound Transit Board of Directors has identified an alignment for environmental review in 2014.

LENGTH: 2.4 MILES

STATIONS: 5 PROPOSED LOCATIONS

PROJECT FEATURES:
- Double track
- Train tracks in traffic lane shared with cars and buses
- Compatible with on-street parallel parking and bike lanes (no bike lanes on MLK Jr. Way)
- Power substations will provide power to vehicles
- Includes expansion of existing operations and maintenance facility

FREQUENCY: 10-15 MINUTES during the majority of the day

Benefits:
- Operates 5 a.m. to 10 p.m. most days.
- Serves ethnically and economically diverse neighborhoods. Within a quarter-mile of the alignment, the population is 40% minority, 25% have low-incomes and 30% of households have no vehicle.
- Expansion will more than double Tacoma’s existing Link system—from 1.6 miles to 4 miles.
- Encourages economic development in Tacoma. The City of Tacoma identified 11 economic development opportunities within a five-minute walk of the corridor, with an estimated value of $321 million.
- Estimated to serve nearly 45,000 jobs by 2030.
- Saves 10 to 15 minutes per trip compared to existing bus service.

soundtransit.org/TacomaLinkExpansion
Sound Transit 2, approved by voters in 2008, includes funding for a partnership to expand Tacoma Link. In addition to Sound Transit’s capital contribution, potential expansion of the current 1.6-mile system will require partnership funding and federal funding.

- Sound Transit is working with the City and the community to identify an affordable project that is the right fit for Tacoma.

- During the environmental phase, Sound Transit will study a cost-savings option to end the line at S. 11th Street as well as the baseline assumption of a terminus at S. 19th Street.

- The Sound Transit Board will select the project to be built following environmental review and public comment.

### Tacoma Link Expansion

$150 million

<table>
<thead>
<tr>
<th>Source</th>
<th>Funding</th>
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<tbody>
<tr>
<td>Sound Transit Regional revenue capital contribution</td>
<td>$50 million</td>
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<tr>
<td>Federal funding Small Starts grant</td>
<td>$50 million</td>
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<tr>
<td>Partner(s) funding</td>
<td>$50 million</td>
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</tbody>
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**Potential terminus**

- **at S. 11th St.**
  - $150 million
  - (Cost savings option)

- **at S. 19th St.**
  - $165 million
  - (Baseline option)
**Station requirements:**
- Located near key destinations or activity areas where people want to go
- Spaced approximately a quarter mile or less apart (five minute walk) for easy access
- Located on street grades less than two percent to allow for ADA accessibility
- Located near key bus routes/stops
- Positioned to minimize impacts to bicycle lanes, on-street parking and driveways
- Stations would include:
  - Passenger shelter
  - Seating
  - Fare collection
  - Lighting
  - Trash receptacle
  - Rider information/area map sign panel
  - Art

**Track requirements:**
- Tracks stay within street right-of-way and can negotiate sharp corners
- Double-track alignment
- Compatible with on-street parallel parking and bicycle lanes

**System operating requirements:**
- Trains are electric, powered by overhead contact wire
- One or two traction power substations supply power to the overhead wire
- Signal priority at traffic signals
- Tacoma Link vehicles will share lanes with cars and buses
- Low-floor vehicles similar to current Tacoma Link system
Following are a range of station examples from other cities. The public will have the opportunity to comment on station design features during the final design phase.

Seattle, WA
San Diego, CA
Tampa Bay, FL
Tacoma, WA
Kenosha, WI
Toronto, Canada
Portland, OR
Kansas City, MO
The Federal Transit Administration (FTA) and Sound Transit will evaluate potential environmental impacts in compliance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). Sound Transit will share results of the evaluation with the public and agencies in fall/winter 2014.

Sound Transit will evaluate potential project impacts, and mitigation measures if necessary, for the following environmental resources.

**Transportation:**
- Traffic
- Transit
- Parking
- Bike and pedestrian

**Natural Environment:**
- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

**Built Environment:**
- Noise (such as train and bells) and vibration
- Visual effects
- Land use and economic activity
- Acquisitions, displacements, and relocations
- Energy use
- Hazardous materials
- Public services and utilities
- Impacts on low-income and minority populations (environmental justice)
- Cultural, historic and archaeological resources
- Parks
- Construction impacts
POTENTIAL SOURCES OF PARTNERSHIP FUNDING
TACOMA LINK EXPANSION

Partnership Funding*

*Potential funding opportunities for consideration

- Grants: TIGER grant, PSRC grants, WSDOT mobility grant
- City property needed for project
- Utility relocation
- Parking receipts
- Plan review, permit and inspector fees
- Sales tax
- Contributions from institutions/employers/businesses
- Vehicle registration fees
- Others?
In 2008, voters approved a potential expansion of Tacoma Link. Expanding the system, which currently travels 1.6 miles from the Tacoma Dome to the Theater District, requires securing a funding partner and additional funding before it can be built.

Sound Transit has been working with the City of Tacoma, business leaders and citizens to identify a potential alignment, station locations and funding sources.

**Project Goals**

- Improve mobility and transportation access for Tacoma residents and visitors.
- Increase transit ridership within the City of Tacoma.
- Serve underserved neighborhoods and communities in the City of Tacoma.
- Use transit to spur economic development and other types of investment.
- Ensure the project is environmentally sensitive and sustainable.
- Establish a project that is competitive for federal funding.