

Welcome!
¡Bienvenido!
Kính chào quý vị!
환영합니다!
Добро пожаловать!
សូមស្វាគមន៍!



Tacoma Dome

Link Extension

Tonight's Agenda

- 6:00-6:30 p.m.**
Open house
- 6:30 p.m.**
Orientation presentation
- 7:00-8:00 p.m.**
Open house

Multiple ways to participate tonight

- › Fill out a comment card
- › Complete a comment form online at computers
- › Speak to a court reporter

We want to hear your feedback on:

- › Routes and stations
- › Topics to study in the Environmental Impact Statement
- › Project purpose and need

For information in alternative formats, call 1-800-201-4900 / TTY Relay: 711

Spring 2019

WHO IS SOUND TRANSIT?

Sound Transit plans, builds and operates regional transit systems and services to improve mobility in urban areas of King, Pierce and Snohomish counties.



Link light rail

Link light rail runs between Angle Lake and the University of Washington. Construction is underway to extend light rail to Northgate in 2021, Bellevue in 2023, and Lynnwood, Federal Way and downtown Redmond in 2024. Link light rail service is offered seven days a week and trains run every 6, 10 or 15 minutes depending on the time of day.



Sounder commuter rail

Sounder trains travel between Lakewood and Seattle (making stops in South Tacoma, Tacoma, Puyallup, Sumner, Auburn, Kent and Tukwila) and between Everett and Seattle (making stops in Mukilteo and Edmonds). The Sounder regularly runs weekday mornings and afternoons with weekend service for major events.



ST Express bus

ST Express bus routes serve urban centers in Snohomish, King and Pierce counties. The 28 routes provide fast service between major cities and job centers, and allow convenient transfers to train service and local buses. Sound Transit bus service is offered seven days a week for many routes.



Bus Rapid Transit Coming 2024

The BRT system will be designed for fast arrivals and departures with features such as off-board fare payment and multiple-door entry and exit. Transit improvements such as new business access and transit lanes and bus queue jumps will help riders avoid traffic congestion and enjoy more frequent and reliable service.

Example BRT coach pictured.

Our Board

Sound Transit is governed by an 18-member Board made up of local elected officials and the Secretary of the Washington State Department of Transportation. The Board establishes policies and gives direction and oversight.

Funding

The system plan is paid for with a combination of voter-approved local taxes, federal grants, farebox revenues, borrowed funds and interest revenues. By 2026, system operating costs will be paid for with local taxes, farebox revenues, interest earnings, private sources and federal operating assistance.

SYSTEM EXPANSION

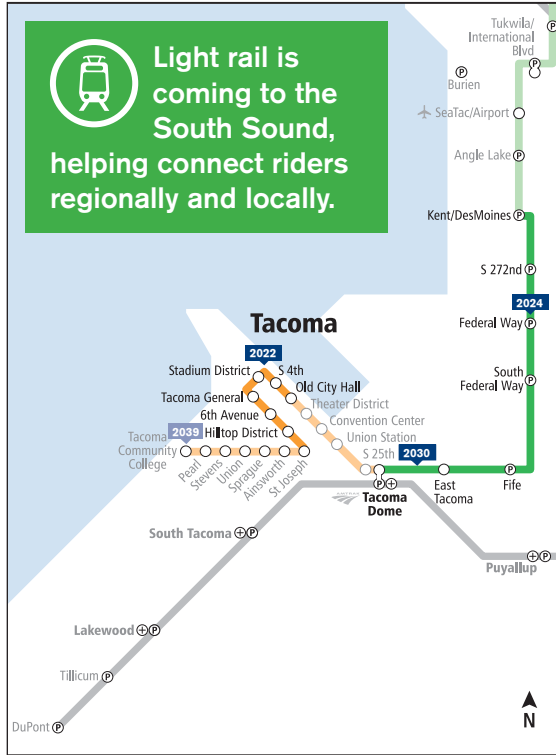
Sound Transit is:

- › Building a 116-mile network extending regional light rail from Tacoma to Everett, and from densely developed Seattle neighborhoods to Redmond and Issaquah, and extending Tacoma Link.
- › Establishing Bus Rapid Transit to the north, east and south of Lake Washington.
- › Expanding Sounder south line capacity and service, adding two new stations.
- › Improving access and expanding parking at Sounder stations.
- › Expanding operations & maintenance facility (OMF) capacity with a new OMF in Bellevue (currently under construction), as well as an OMF in the South Sound and one in Sound Transit's North Corridor.



Spring 2019

THREE NEW LIGHT RAIL PROJECTS IN THE SOUTH SOUND: WHAT'S THE DIFFERENCE?



Tacoma Dome Link Extension

WE ARE HERE (Construction phase)

PLANNING **DESIGN** **CONSTRUCTION** **START OF SERVICE 2030**

- DISTANCE**: ~10 miles
- TRACK TYPE**: Elevated and at-grade track
- STATIONS**: 4 stations, 2 with parking
- CONNECTS TO**: Federal Way Transit Center and Sea-Tac Airport

Federal Way Link Extension

WE ARE HERE (Design phase)

PLANNING **DESIGN** **CONSTRUCTION** **START OF SERVICE 2024**

- DISTANCE**: 7.8 miles
- TRACK TYPE**: Elevated and at-grade track
- STATIONS**: 3 stations with parking
- CONNECTS TO**: Federal Way Transit Center

Hilltop Tacoma Link Extension

WE ARE HERE (Design phase)

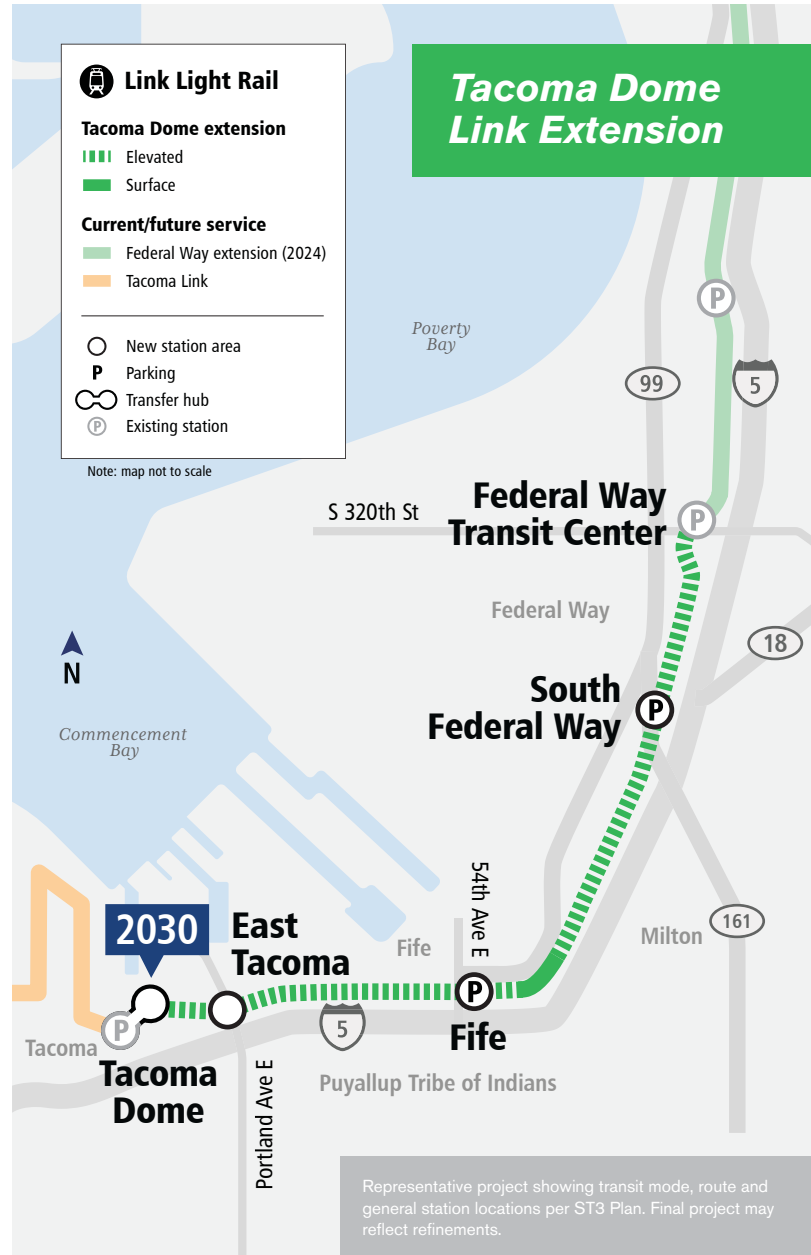
PLANNING **DESIGN** **CONSTRUCTION** **START OF SERVICE 2022**

- DISTANCE**: 2.4 miles
- TRACK TYPE**: At-grade
- STATIONS**: 6 stations
- CONNECTS TO**: Hilltop neighborhood



BACKGROUND

Tacoma Dome Link Extension (TDLE) will extend the regional light rail system nearly 10 miles via mostly elevated tracks between Federal Way (opening 2024) and Tacoma, with four new light rail stations. When complete in 2030, this extension will connect to the regional light rail network, with service to CenturyLink Field, Sea-Tac Airport, and Seattle.



Fast and frequent service to destinations

- South Federal Way to Tacoma Dome station in 20 minutes.
- Fife to Tacoma Dome Station in 6 minutes.
- Tacoma Dome Station to Sea-Tac Airport in 35 minutes.
- Federal Way to CenturyLink Field in 45 minutes.

LINK LIGHT RAIL: WHAT WILL IT LOOK LIKE IN THE SOUTH SOUND?

About regional Link light rail

Currently, regional Link light rail runs from Angle Lake and Sea-Tac Airport through downtown Seattle and to the University of Washington. Construction is underway to extend service to Northgate in 2021, and to Bellevue and east King County in 2023. By 2024, service will further extend to Federal Way, Lynnwood and downtown Redmond. Regional Link light rail runs seven days a week with trains running every 6 – 15 minutes depending on the time of day.



Elevated

Height of elevated guideways varies depending on the ground level and surrounding infrastructure.



At-grade

At-grade trains operate on the ground level, separate from traffic.



Parking

Parking is available at some light rail stations. Parking along the Tacoma Dome Link Extension corridor is planned for approximately 500 parking spaces each at South Federal Way and Fife stations. There are currently 2,400 parking spaces at Tacoma Dome Station.



Biking, walking and riding the bus

Riders access light rail stations in many ways. People ride bicycles, walk and use buses to access light rail.



Things to know about regional light rail:

- Service is available from 5 a.m. - 1 a.m.
- Adult fares currently range from \$2.25 to \$3.25 depending on how far you travel.

Each Link car can hold...



2-4 bicycles



4 wheelchairs



200 riders



Multiple suitcases

WHAT CAN I EXPECT AS A PROJECT NEIGHBOR?

Email updates

If you are a resident, business or property owner near a TDLE route or station alternative, we encourage you to sign up for project email updates and comment here or attend one of three in-person open houses.

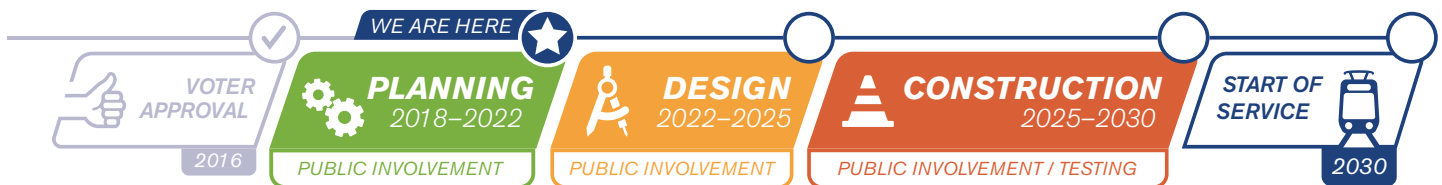
More information in the EIS

The EIS will evaluate property impacts of potential alternatives in detail following further design work.

Final route and stations announcement

An official decision by the Sound Transit Board about which route and stations to build for TDLE will occur following the issue of the Final EIS scheduled for 2022.

Schedule



HOW DID WE GET HERE?

The TDLE project was assumed as part of light rail expansion in the Sound Transit 3 ballot measure. Since last spring (April 2018), Sound Transit has begun a conversation about potential route and station locations in the South Sound.

January 2016-May 2019

Broad range of initial routes and station locations



Project approval
November 2016
We started with a voter approved representative project in November 2016.



Brief Project Planning Partners
February-April 2018
We kicked off the first Elected Leadership Group (ELG), Interagency Group, and Stakeholder Group meetings to introduce the Tacoma Dome Link Extension and Operations and Maintenance Facility (OMF) South projects.



Early Scoping
April-May 2018
We asked the public for ideas for alternative route and station locations in April 2018. We also hosted a round of Station Area Workshops (SAWs) to gather more feedback on potential station locations. We examined them to see if they met the project purpose and need.



Technical analysis and briefings
May-September 2018
We evaluated and narrowed the universe of possible routes and station locations from early scoping based on the project purpose and need and consistency with the Sound Transit 3 plan. We briefed Project Planning Partners on the evaluation results.



Feedback on focused route and station alternatives
September 2018
We asked the public, agencies and tribes to provide feedback on refined alternatives for each station area. This set of alternatives was evaluated against a set of 25 measures related to effective transportation solutions, support of land use and economic development, preservation of the environment, support for mobility, and support for a financially sustainable and constructible project.



Narrow potential alternatives
September-November 2018
We briefed Project Planning Partners on the results of the September 2018 outreach and requested their feedback. The ELG provided a recommendation of route and station alternatives for further refinement and study to the Sound Transit Board.



Technical analysis
November 2018-February 2019
We refined the route and station alternatives to a smaller list and did more research and evaluation to compare them. We hosted another round of SAWs to discuss the refined alternatives and understand priorities for station area design. Based on the technical analysis, we split them into two initial groups to help focus public feedback: alternatives with more potential and alternatives with greater challenges.



Scoping
April-May 2019
No decisions have been made yet about which alternatives will continue forward into the Draft Environmental Impact Statement (EIS). We want to hear from you! We invite you to comment on routes and stations to study in the Draft EIS, environmental topics to include, and the project's draft Purpose and Need.

We are here

Next Steps



Scoping Summary Report
We will compile a summary of comments received during scoping. The report will be posted online and shared with the Stakeholder Group, ELG, Interagency Group, the Puyallup Tribe of Indians, Federal Transit Administration, and Sound Transit Board. We will invite the Stakeholder Group to provide feedback for the ELG, and we expect the ELG to make a recommendation on the preferred alternative and other alternatives to include in the EIS.



Sound Transit Board review
The Sound Transit Board will consider comments received and other information to identify a preferred alternative for routes and stations and other alternatives to study in the Draft EIS.



Draft and final EIS
The Federal Transit Administration and Sound Transit Board will take about three years to complete the EIS, with other opportunities for public comment before the Board will select a project to be built in 2022.



Final design, construction, and testing
After the EIS process, we will begin more refined design (2022-2025), then construction and testing 2025-2030.



Service begins
Service will begin in 2030.



Spring 2019

PROJECT PLANNING PARTNERS



Public

As a member of the public, Sound Transit invites you to communicate your ideas, concerns and questions about the project through a variety of communications channels.



Sound Transit Board

The Sound Transit Board oversees the implementation and delivery of the project, and has final voting authority on identification of the preferred alternative and other major decisions. The board will consider recommendations and feedback from the Elected Leadership Group, Stakeholder Group and public when making decisions.

Sound Transit Board members in the South Sound are:

- Nancy Backus, Auburn Mayor
- Dow Constantine, King County Executive
- Bruce Dammeier, Pierce County Executive
- Kent Keel, University Place Mayor
- Kim Roscoe, Fife Mayor
- Dave Upthegrove, King County Councilmember
- Pete von Reichbauer, King County Councilmember
- Victoria Woodards, Tacoma Mayor



Elected Leadership Group

The Elected Leadership Group is a comprehensive group of elected officials who represent the Puyallup Tribe of Indians, the four cities along the project corridor, the Sound Transit Board and Washington State Department of Transportation. The purpose of this group is to reach local agreement around key decisions and work through project issues as needed.

The Elected Leadership Group will:

- Appoint Stakeholder Group members.
- Work with project staff to understand and evaluate tradeoffs.
- Recommend a preferred alternative to the Sound Transit Board based on the recommendations from the Stakeholder Group, public input and the voter-approved project scope, schedule and budget.



Stakeholder Group

The Stakeholder Group provides a forum for community liaisons to inform the development of alternatives for the project. Stakeholder group members are asked to highlight issues and consider tradeoffs in the corridor, then make recommendation about a preferred alternative to the Elected Leadership Group.



Station Area Workshops

In addition to these Stakeholder Group meetings, Sound Transit will convene a Station Area Workshop Series. In each project area geography, the stakeholder group will break out to take a deeper dive into each station and OMF area. Local agency staff will join them for conversations around specific station issues. Sound Transit may seek additional voices at the table from the communities around each station area.

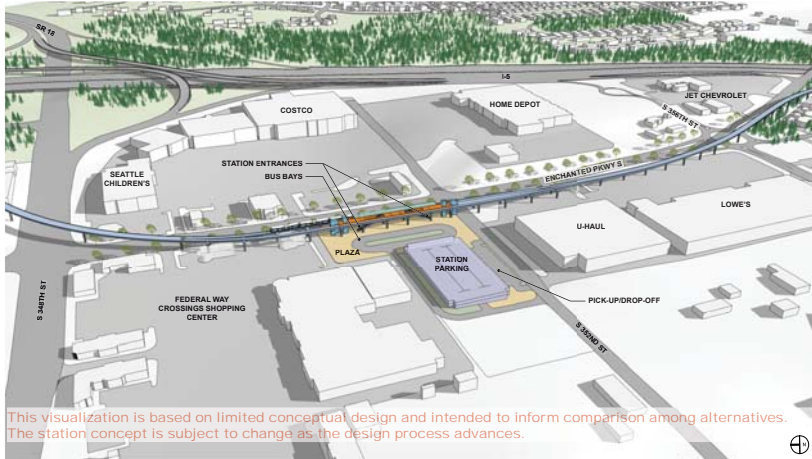


Interagency Group

Sound Transit will work closely to coordinate with agencies and governments as this project moves forward at a technical level, ensuring consistency with other city and agency plans and projects.

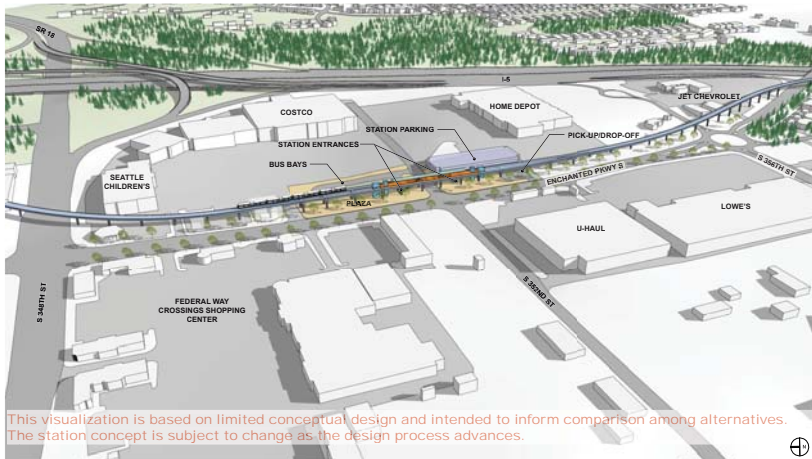
ALTERNATIVES: SOUTH FEDERAL WAY

SF 2 West Enchanted/352nd



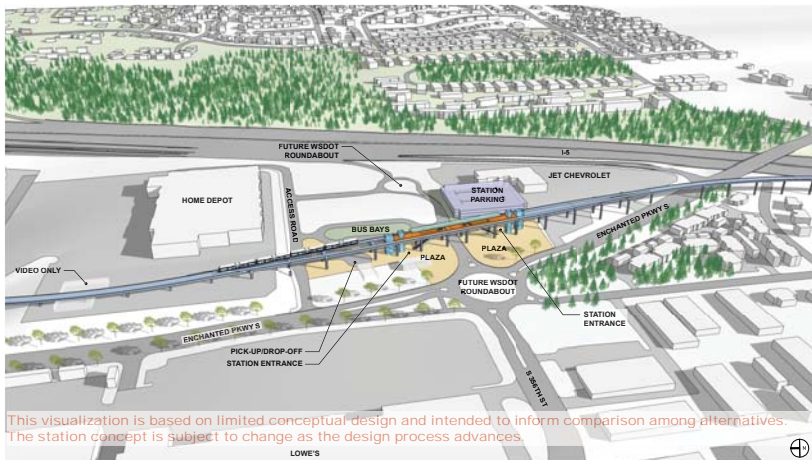
This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

SF 2 East Enchanted/352nd



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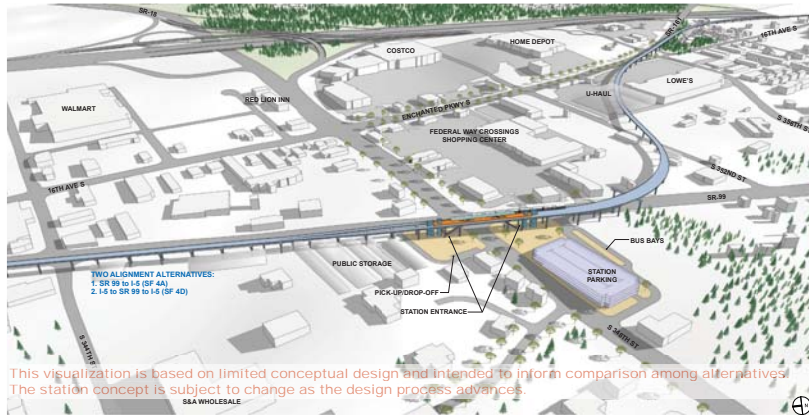
SF 3 Enchanted/356th



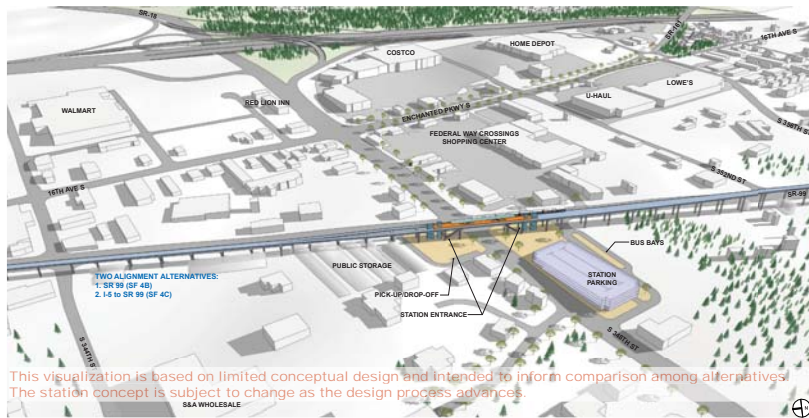
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ALTERNATIVES: SOUTH FEDERAL WAY

SF 4A SF 4D SR 99 North (two alignment alternatives)

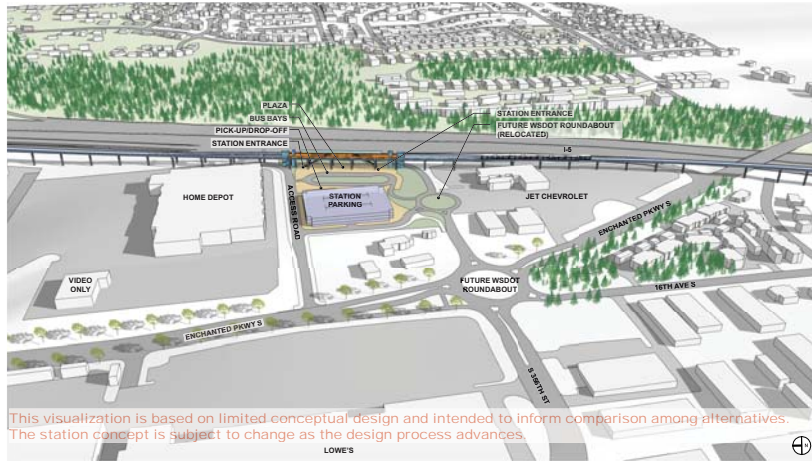


SF 4B SF 4C SR 99 North (two alignment alternatives)

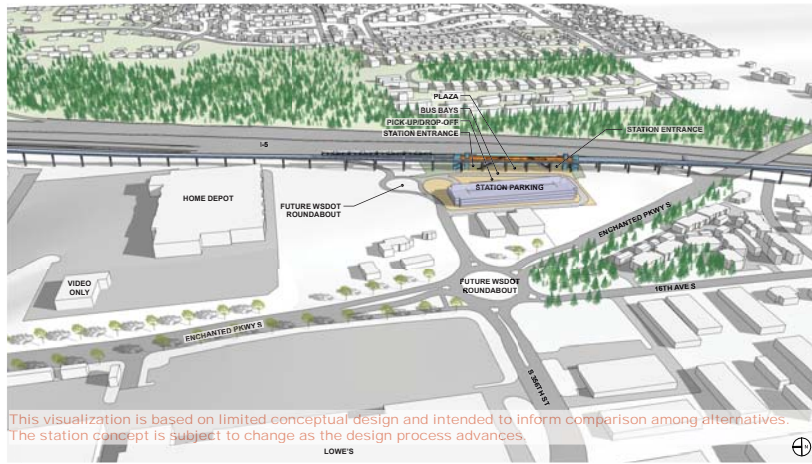


ALTERNATIVES: SOUTH FEDERAL WAY

SF 8 I-5/356th

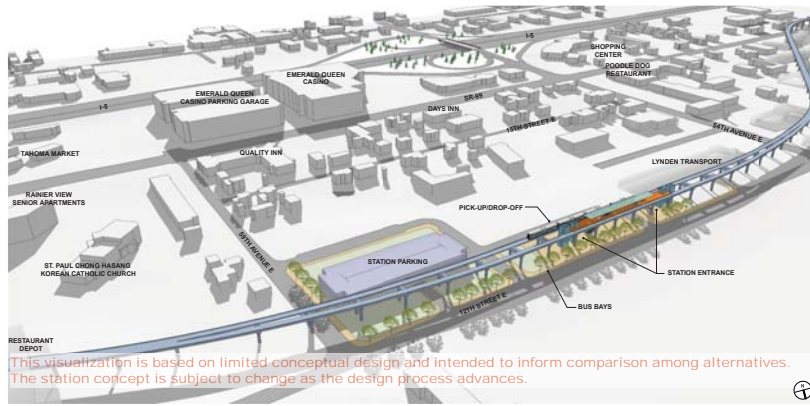


SF 9 I-5/Jet

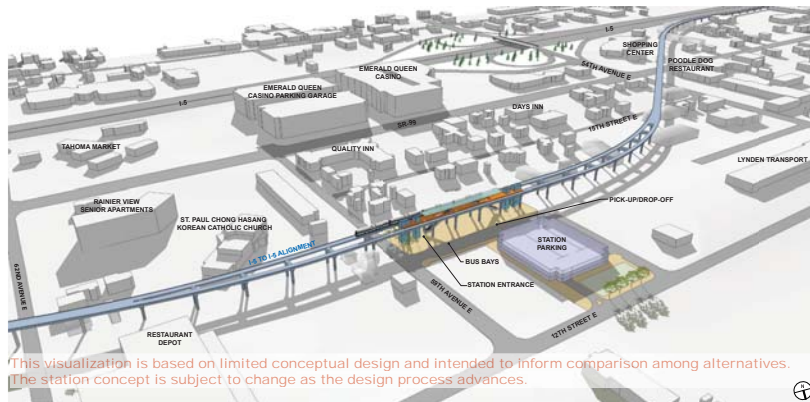


ALTERNATIVES: FIFE

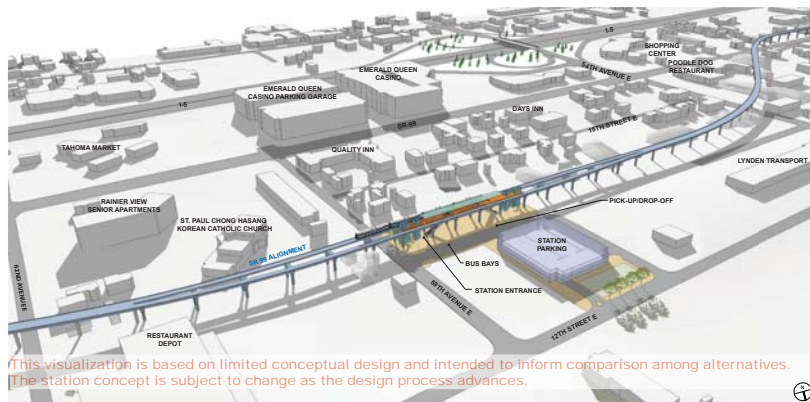
Fife 1 12th Street



Fife 3A North of 15th Street (I-5)

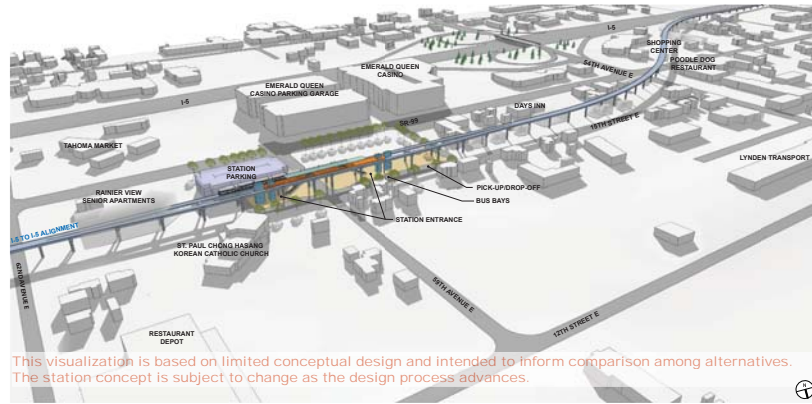


Fife 3B North of 15th Street (SR 99)

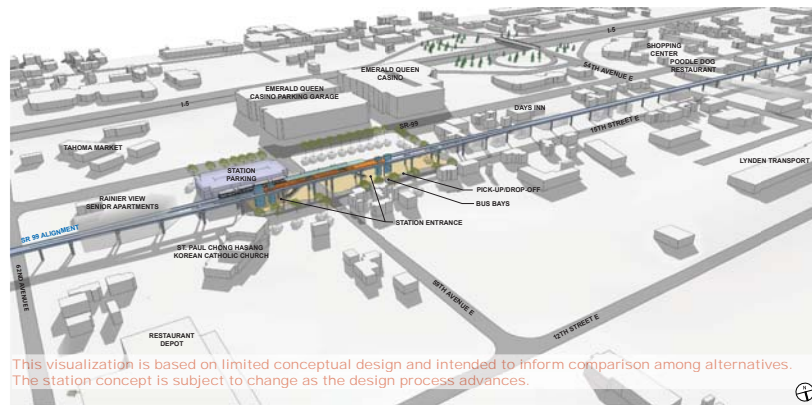


ALTERNATIVES: FIFE

Fife 4A South of 15th Street (I-5)



Fife 4B South of 15th Street (SR 99)



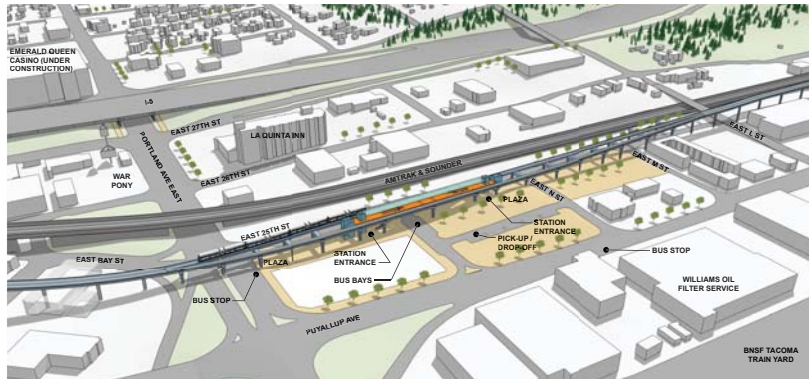
ALTERNATIVES: EAST TACOMA

ET 1 Puyallup Avenue



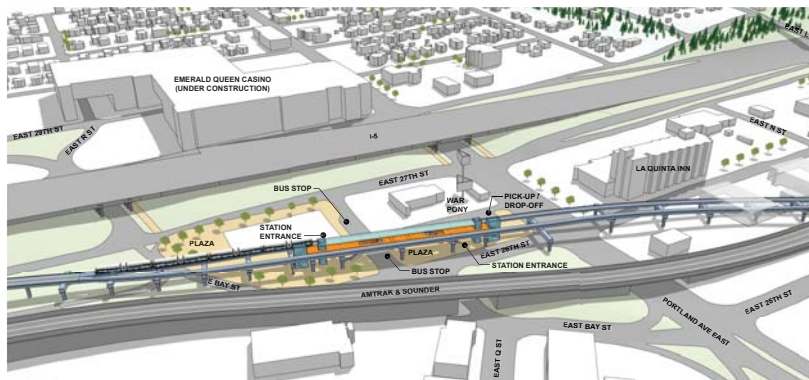
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ET 2 East 25th Street



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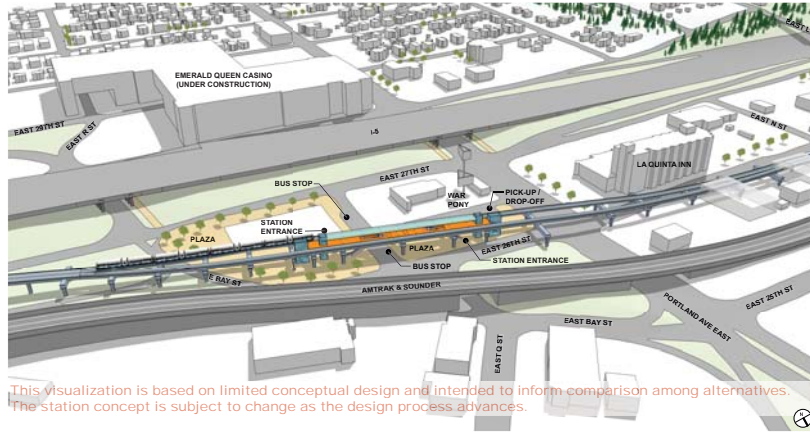
ET 3A East 26th Street to East 25th Street



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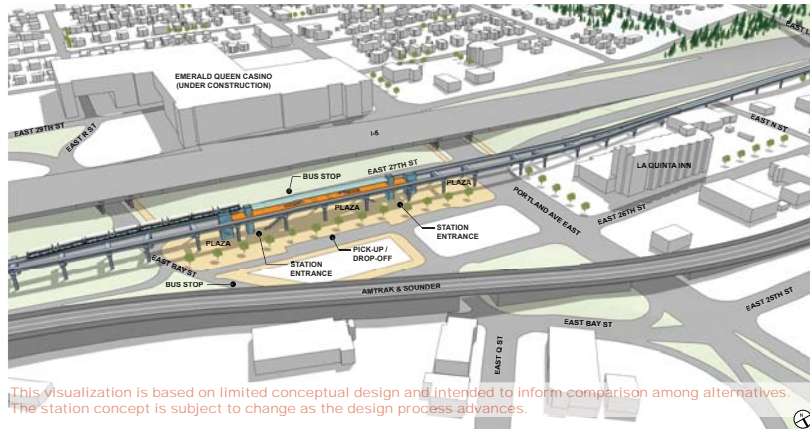
ALTERNATIVES: EAST TACOMA

ET 3B 26th Street East



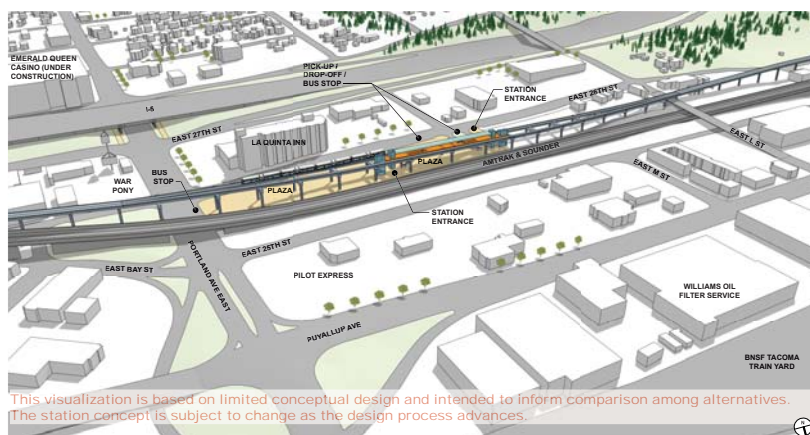
This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

ET 5 East 27th Street



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

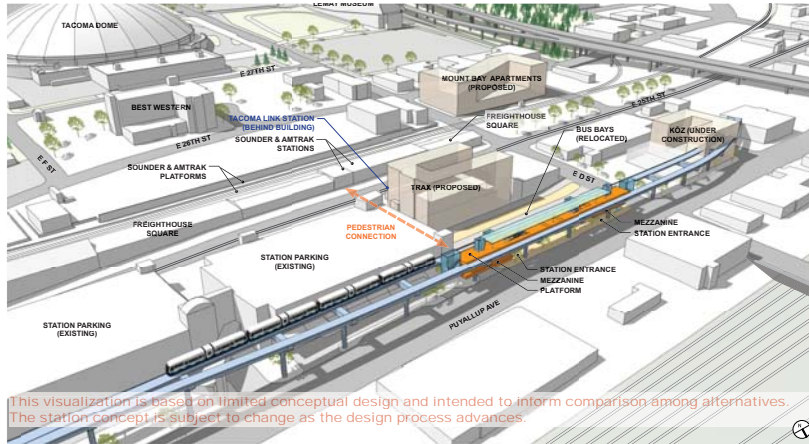
ET 6 26th Street West



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

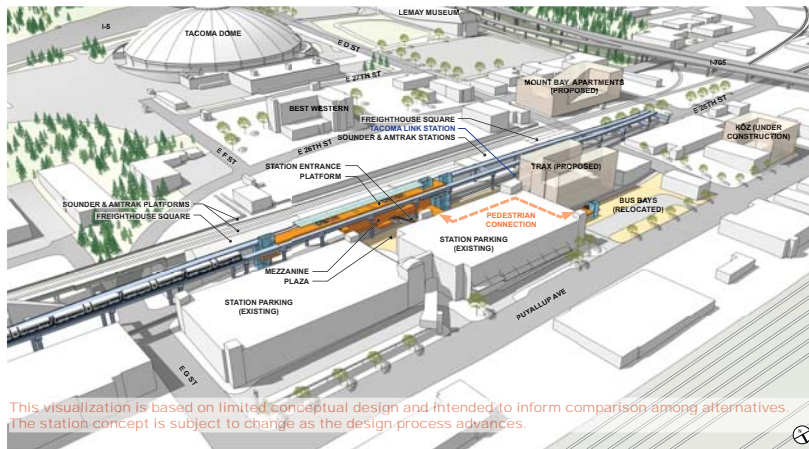
ALTERNATIVES: TACOMA DOME

TD 1 Puyallup Avenue



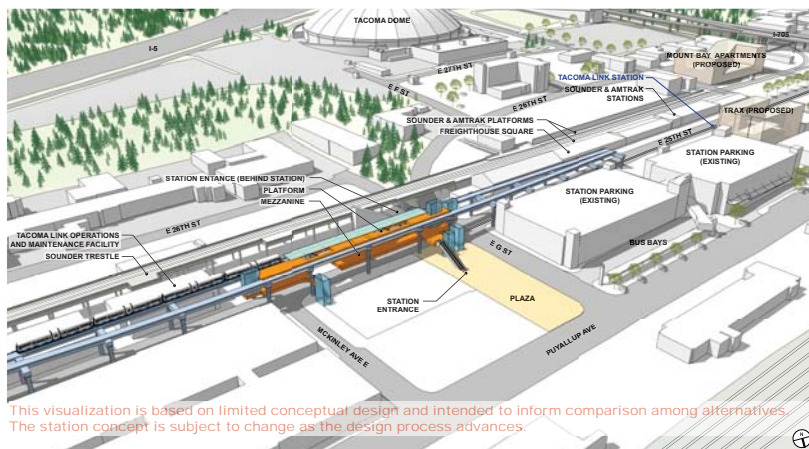
This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

TD 2 25th Street West



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

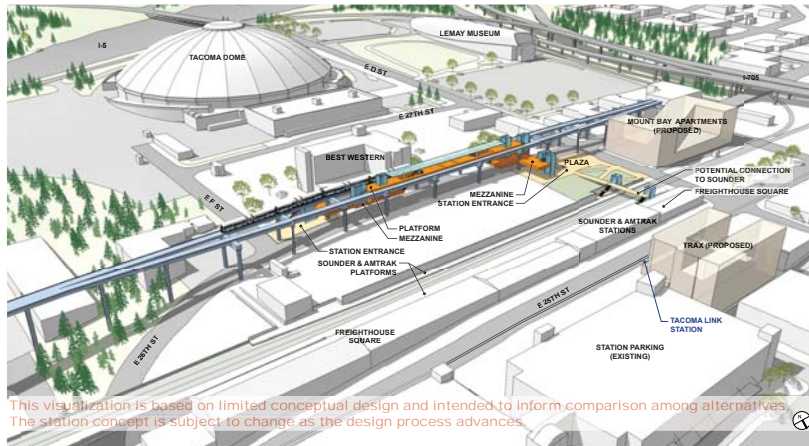
TD 3 25th Street East



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

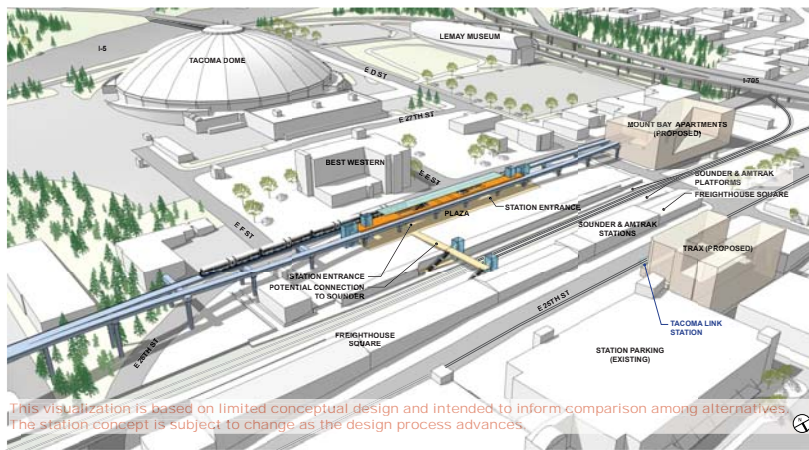
ALTERNATIVES: TACOMA DOME

TD 4 E In-Street E 26th Street



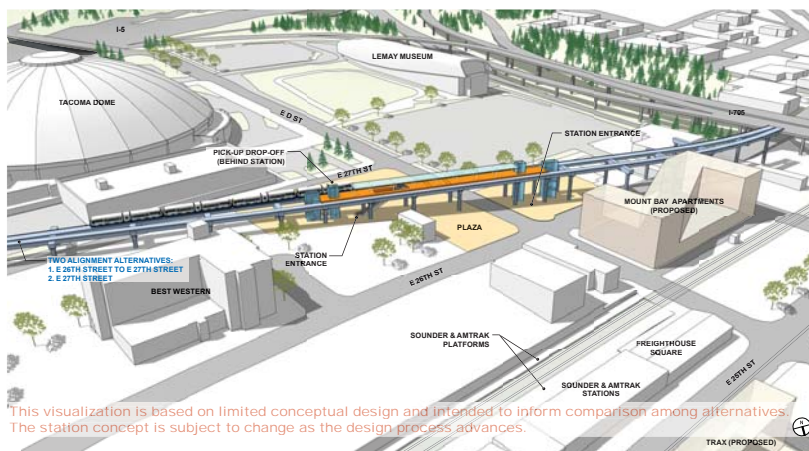
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TD 4 E Off-Street E 26th Street



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

TD 4 WEST E 27th Street (two alignment alternatives)



This visualization is based on limited conceptual design and intended to inform comparison among alternatives. The station concept is subject to change as the design process advances.

SOUTH FEDERAL WAY ROUTE AND STATION ALTERNATIVES

About our analysis

These alternatives have been split into two initial groups based on the technical analysis:

- Those that are showing more potential – or are generally performing better in the technical analysis than other alternatives in that station area.
- Those that seem to have greater challenges – or are not performing as well on the evaluation criteria.

No decisions have been made about which alternatives, including a preferred alternative, will continue on to be studied in the EIS, because we still need to hear your feedback.

Alternatives with more potential

	Notable Advantages:	Notable Disadvantages:
SF 2 West Enchanted/352nd	<ul style="list-style-type: none"> • Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities. • Better multimodal station access (good pedestrian infrastructure). 	<ul style="list-style-type: none"> • Greater construction challenges due to crossing spans over both 348th Street and Enchanted Parkway.
SF 8/9 I-5/356th and I-5 Jet	<ul style="list-style-type: none"> • Lower potential property impacts. • Lowest preliminary estimate¹ based on alignment and station location. 	<ul style="list-style-type: none"> • Lower ridership potential than SF 4 alternatives. • Lower potential for development opportunities near station due to proximity to I-5, topographic and other barriers, and fewer nearby amenities. • Farther from bus service. • Higher potential impacts to ecosystems.
SF 4C SR 99 North (I-5 to SR 99)	<ul style="list-style-type: none"> • Higher ridership potential. • Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities. • Closest to bus service and existing underutilized Park & Ride at 348th Street (could provide additional parking for Link riders). 	<ul style="list-style-type: none"> • More difficult car access. • Higher potential property impacts (though less than SF 4A/4B). • Higher potential impacts to ecosystems.
SF 4D SR 99 North (I-5 to SR 99 to I-5)	<ul style="list-style-type: none"> • Higher ridership potential. • Greater potential for development opportunities near station due to having more land for redevelopment and more nearby amenities. • Closest to bus service and existing underutilized Park & Ride at 348th Street (could provide additional parking for Link riders). 	<ul style="list-style-type: none"> • More difficult car access • Higher potential property impacts (though less than other SF 4 alternatives). • Greater construction challenges due to two crossings of SR 99, including a wide crossing.

Alternatives with greater challenges

	Notable Advantages:	Notable Disadvantages:
SF 2 East Enchanted/352nd	<ul style="list-style-type: none"> • Moderate ridership potential. • Fewer potential property impacts than SF 4 alternatives. 	<ul style="list-style-type: none"> • Potential impacts to businesses and properties on east side of Enchanted Parkway. • Moderately less potential for development opportunities near the station compared to SF 2 West due to proximity to I-5.
SF 3 Enchanted/356th	<ul style="list-style-type: none"> • Potential impacts to businesses and properties on east side of Enchanted Parkway. • Moderately less potential for development opportunities near the station compared to SF 2 West due to proximity to I-5. 	<ul style="list-style-type: none"> • Potential impacts to businesses and properties on east side of Enchanted Parkway. • Moderately less potential for development opportunities near the station compared to SF 2 West due to proximity to I-5.
SF 4A SR 99 North (SR 99 to I-5)	<ul style="list-style-type: none"> • Potential impacts to businesses and properties on east side of Enchanted Parkway. • Moderately less potential for development opportunities near the station compared to SF 2 West due to proximity to I-5. 	<ul style="list-style-type: none"> • Potential impacts to businesses and properties on east side of Enchanted Parkway. • Moderately less potential for development opportunities near the station compared to SF 2 West due to proximity to I-5.
SF 4B SR 99 North (SR 99)	<ul style="list-style-type: none"> • Potential impacts to businesses and properties on east side of Enchanted Parkway. • Moderately less potential for development opportunities near the station compared to SF 2 West due to proximity to I-5. 	<ul style="list-style-type: none"> • Potential impacts to businesses and properties on east side of Enchanted Parkway. • Moderately less potential for development opportunities near the station compared to SF 2 West due to proximity to I-5.

¹Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

FIFE

ROUTE AND STATION ALTERNATIVES

About our analysis

These alternatives have been split into two initial groups based on the technical analysis:

- › Those that are showing more potential – or are generally performing better in the technical analysis than other alternatives in that station area.
- › Those that seem to have greater challenges – or are not performing as well on the evaluation criteria.

No decisions have been made about which alternatives, including a preferred alternative, will continue on to be studied in the EIS, because we still need to hear your feedback.

Alternatives with more potential

	Notable Advantages:	Notable Disadvantages:
Fife 3A North of 15th Street (I-5)	<ul style="list-style-type: none"> • Location in planned City Center offers greater potential for development opportunities near station. • Lower potential impacts to natural environment. • Lower potential property impacts than Fife 3B; lower potential residential displacements than Fife 4A/4B. • Lowest preliminary estimate¹ based on alignment. 	<ul style="list-style-type: none"> • More potential for impacts to view-dependent businesses.
Fife 3B North of 15th Street (SR 99)	<ul style="list-style-type: none"> • Location in planned City Center offers greater potential for development opportunities near station. • Lower potential impacts to natural environment. • Lower potential residential displacements than Fife 4A/4B. 	<ul style="list-style-type: none"> • Higher potential property impacts due to alignment on Pacific Highway. • Higher preliminary estimate¹ based on alignment.

Alternatives with greater challenges

	Notable Advantages:	Notable Disadvantages:
Fife 1 12th Street	<ul style="list-style-type: none"> • Better car access. 	<ul style="list-style-type: none"> • Lower ridership potential. • Zoning and a limited road network north of station show less potential for development opportunities near station. • Higher potential ecosystem impacts. • Higher potential impacts to major economic activity generators. • Highest preliminary estimate¹ based on alignment and station location.
Fife 4A South of 15th Street (I-5)	<ul style="list-style-type: none"> • Location in planned City Center indicates greater potential for development opportunities near station. • Lowest preliminary estimate¹ based on alignment. 	<ul style="list-style-type: none"> • Greatest potential residential property impacts (including Rainier View Senior Apartments). • More difficult car access. • Higher potential impacts to freight movement.
Fife 4B South of 15th Street (SR 99)	<ul style="list-style-type: none"> • Location in planned City Center indicates greater potential for development opportunities near station. 	<ul style="list-style-type: none"> • Higher potential property impacts due to alignment on Pacific Highway; higher potential residential property impacts (including Rainier View Senior Apartments). • Higher potential effects on freight movement. • Higher preliminary estimate¹ based on alignment.

¹Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

EAST TACOMA ROUTE AND STATION ALTERNATIVES

About our analysis

These alternatives have been split into two initial groups based on the technical analysis:

- › Those that are showing more potential – or are generally performing better in the technical analysis than other alternatives in that station area.
- › Those that seem to have greater challenges – or are not performing as well on the evaluation criteria.

No decisions have been made about which alternatives, including a preferred alternative, will continue on to be studied in the EIS, because we still need to hear your feedback.

Alternatives with more potential

	Notable Advantages:	Notable Disadvantages:
ET 3A E 26th Street to E 25th Street	<ul style="list-style-type: none"> • Close to destinations and neighborhood south of I-5. • Fewer non-motorized barriers to access; better access to multimodal connections. • More existing and potential development opportunity south of I-5 within walking distance. • Alignment connects to more potential Tacoma Dome station alternatives TD 2 and TD 3. 	<ul style="list-style-type: none"> • Highest preliminary estimate¹ based on alignment and station location.

Alternatives with greater challenges

	Notable Advantages:	Notable Disadvantages:
ET 1 E Puyallup Avenue	<ul style="list-style-type: none"> • Closest to existing transit connections (bus). 	<ul style="list-style-type: none"> • Lower ridership potential. • Farther from destinations south of I-5; more non-motorized barriers and more difficult car access. • Highest potential property impacts. • Higher potential for additional freight delay.
ET 2 E 25th Street	<ul style="list-style-type: none"> • Alignment connects to more potential Tacoma Dome station alternatives TD 2 and TD 3. 	<ul style="list-style-type: none"> • Lower ridership potential. • More barriers for pedestrians and bicyclists. • Farther from destinations south of I-5. • More difficult car access. • Higher potential for additional freight delay.
ET 3B 26th Street East	<ul style="list-style-type: none"> • Close to destinations and neighborhood south of I-5. • Fewer non-motorized barriers to access; better access to multimodal connections. • More existing and potential development opportunity south of I-5 within walking distance. • Lowest preliminary estimate¹ based on alignment and station location. 	<ul style="list-style-type: none"> • Alignment connects to more challenging Tacoma Dome station alternative TD 4.
ET 5 E 27th Street	<ul style="list-style-type: none"> • Fewest businesses potentially impacted. • Closest to destinations and neighborhood south of I-5. • Fewer non-motorized barriers to access; better access to multimodal connections. • More existing and potential development opportunity south of I-5 within walking distance. 	<ul style="list-style-type: none"> • Alignment connects to more challenging Tacoma Dome station alternative TD 4. • Greater potential impacts to tribal properties.
ET 6 26th Street West	<ul style="list-style-type: none"> • No potential to affect historic resources. 	<ul style="list-style-type: none"> • More difficult car access. • Higher potential for additional freight delay. • Farther from destinations and neighborhood south of I-5.

¹Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

TACOMA DOME ROUTE AND STATION ALTERNATIVES

About our analysis

These alternatives have been split into two initial groups based on the technical analysis:

- › Those that are showing more potential – or are generally performing better in the technical analysis than other alternatives in that station area.
- › Those that seem to have greater challenges – or are not performing as well on the evaluation criteria.

No decisions have been made about which alternatives, including a preferred alternative, will continue on to be studied in the EIS, because we still need to hear your feedback.

Alternatives with more potential

	Notable Advantages:	Notable Disadvantages:
TD 2 E 25th Street West	<ul style="list-style-type: none"> • Highest station access for people walking, biking, taking transit or driving. • Close to other transit modes for ease of transfer (closest proximity to Tacoma Link). • Zoning and nearby amenities offer greater potential for housing and business development near station. • Higher ridership potential. 	<ul style="list-style-type: none"> • Higher potential impacts to businesses that are major economic activity generators along 25th Street. • Highest preliminary estimate¹ based on alignment and station location.
TD 3 E 25th Street East	<ul style="list-style-type: none"> • Higher ridership potential than TD 4 alternatives. • Fewer potential property impacts. • Moderate rating for multimodal access (closer to buses, but farther from Tacoma Link). 	<ul style="list-style-type: none"> • Lower potential for development opportunities near station due to location in a light industrial zoning district.

Alternatives with greater challenges

	Notable Advantages:	Notable Disadvantages:
TD 1 Puyallup Avenue	<ul style="list-style-type: none"> • Higher ridership potential. • Close to other transit modes for ease of transfer. • Zoning and nearby amenities offer greater potential for housing and business development near station. 	<ul style="list-style-type: none"> • Higher potential impacts to businesses that are major economic activity generators along Puyallup Avenue. • Potential future extension to Tacoma Mall is most difficult.
TD 4 E 26th Street Off Street	<ul style="list-style-type: none"> • Potential future extension to Tacoma Mall is easier. • Lowest preliminary estimate¹ based on alignment and station location. 	<ul style="list-style-type: none"> • Farther from multimodal connections. • More difficult car access. • Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking. • Likely impacts to tribal properties.
TD 4 E 26th Street In Street	<ul style="list-style-type: none"> • Potential future extension to Tacoma Mall is easier. • Fewer potential property impacts. 	<ul style="list-style-type: none"> • Farthest from multimodal connections. • More difficult car access. • Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking.
TD 4 WEST E 26th Street to E 27th Street	<ul style="list-style-type: none"> • Long-term, future extension to Tacoma Mall is easier. 	<ul style="list-style-type: none"> • Farther from multimodal connection points (Tacoma Link). • More difficult car access. • Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and associated parking. • Higher number of potential property impacts.
TD 4 WEST E 27th Street	<ul style="list-style-type: none"> • Long-term, future extension to Tacoma Mall is easier. 	<ul style="list-style-type: none"> • Farther from multimodal connection points (Tacoma Link). • More difficult car access. • Lower potential for development opportunities near station due to surrounding land uses, fewer nearby amenities, and proximity to civic amenities and parking.

¹Preliminary estimates are not the project's budget. They are for use as comparisons among alternatives.

WHAT IS SCOPING?

Scoping provides an opportunity to learn about and comment on the Tacoma Dome Link Extension project at the beginning of the environmental review process. During this time, Sound Transit and the Federal Transit Administration (FTA) are seeking input from the public, agencies and tribes. Scoping is occurring in compliance with the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA). FTA is the lead agency under NEPA, and Sound Transit is the lead agency under SEPA.

Based on feedback gathered through the alternatives development process and the scoping comment period, the Sound Transit Board will identify a preferred alternative and other alternatives to study in the Environmental Impact Statement (EIS).



✓ *Environmental Topic Areas for Study in the EIS:*

- › Transportation
 - › Regional travel
 - › Transit
 - › Local travel—traffic, access and circulation, safety, bicycling, walking, and parking
 - › Freight movement
- › Land use
- › Economics
- › Acquisitions and displacements
- › Historic, cultural, and archaeological resources—including Section 106 of the National Historic Preservation Act and tribal resources and ownership
- › Ecosystems
- › Water resources—including floodplains and crossing the Puyallup River
- › Parks and recreation
- › Noise and vibration
- › Community impacts
- › Public services and utilities—including the Bonneville Power Administration (BPA)
- › Visual resources
- › Geology and soils
- › Hazardous materials
- › Air quality—including greenhouse gas emissions
- › Energy
- › Electromagnetic fields
- › Construction impacts
- › Cumulative effects—including climate change and environmental sustainability, as well as the effects of other projects such as the OMF South
- › Environmental justice
- › Section 4(f)—a U.S. Department of Transportation regulation protecting parks, recreational areas, wildlife and waterfowl refuges, or historic resources

HOW CAN I STAY ENGAGED?

CONTACT US



CALL the project line to speak with an Outreach Specialist
206-903-7118



EMAIL with questions, concerns or comments
tdlink@soundtransit.org

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SCHEDULE A BRIEFING

Sign up your community group for a briefing to hear more about the project and how you can stay involved. **Email or call us!**



ATTEND FUTURE OPEN HOUSES

Come to open houses later this year to learn about how the community's input has helped shape the project. Provide your feedback and comment on current plans.

Stay informed about upcoming events:
soundtransit.org/subscribe

COMMENT HERE



There are many ways to
comment by May 1:



ONLINE tdlink.participate.online



EMAIL TDLEScoping@soundtransit.org



MAIL Sound Transit, Environmental Planner Elma Borbe,
401 S. Jackson Street, Seattle WA 98104



PHONE 206-903-7118



NEXT STEPS

Thank you for attending the Scoping Open House!

What comes next

- › Compile a summary of comments received during scoping. The report will be posted online.
- › This scoping summary report will be shared with the Stakeholder Group and Elected Leadership Group (ELG). We expect the ELG to make a recommendation on the preferred alternative.
- › The Sound Transit Board will review the scoping report and will consider the ELG recommendation, scoping comments and other information to identify a preferred alternative for routes and stations and other alternatives to study in the draft Environmental Impact Statement (EIS).
- › A draft EIS will be published in 2021 and a final EIS will be published in 2022.
- › Final design, construction, and testing of the facility will take place from 2022 to 2030.
- › Service will begin in 2030.



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