

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

Tacoma Dome

Link Extension



Thanks for joining us.
Translated factsheets
are available.

참여해 주셔서 감사합니다. 번역된
현황 보고서도 있습니다.

Gracias por acompañarnos.
Hay disponibles boletines
informativos traducidos.

Благодарим вас за участие.
Имеются переведённые
информационные бюллетени.

Cám ơn quý vị đã tham
gia với chúng tôi. Có sẵn
các tờ thông tin được
phiên dịch.

សូមអរគុណចំពោះការចូលរួមជាមួយយើង។
មានកម្រិតជាសងកសារព័ត៌មានដេលេហានបកប្រែ។

WHO IS SOUND TRANSIT?

We are connecting more people to more places.



Link light rail

Currently, 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. Link light rail runs seven days a week with trains running every 6, 10 or 15 minutes depending on the time of day.



Tacoma Link

The existing 1.6-mile light rail line currently serves six stations between the Theater District and the Tacoma Dome. Trains run every 12 minutes and provide nearly a million rides per year. Sound Transit is extending this route north to the Hilltop District, adding six stations. This extension is targeted to open for service in 2022. Tacoma Link will further extend to Tacoma Community College in 2039.



Sounder commuter rail

Our 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). Sounder regularly runs weekday mornings and afternoons with weekend service for major events.



ST Express bus

ST Express bus routes serve urban centers in Pierce, King and Snohomish counties with fast service between major cities and job centers. ST Express service offers easy transfers to train service and local buses, and operates seven days a week for many routes.

Sound Transit 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

Funding for Sound Transit's system expansion comes from a combination of voter-approved local taxes, federal grants, farebox revenues, borrowed funds and interest revenues.

Summer 2018

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.

Link Light Rail

Future service:

- Everett–Seattle–West Seattle
- Redmond–Seattle–Mariner
- Ballard–Seattle–Tacoma
- Issaquah–Bellevue–South Kirkland
- Tacoma Dome–Tacoma Community College

In service:

- Univ. of Washington–Angle Lake
- Tacoma Dome–Theater District

Sounder Commuter Rail

Future service:

- DuPont–Lakewood

In service:

- North Line (Everett–Seattle)
- South Line (Lakewood–Seattle)

Bus

Future service:

- Bus Rapid Transit (BRT)

In service:

- ST Express bus (service re-evaluated annually)

○ New station or bus facility
 P Added parking
 ⊕ Station improvements
 ⊕ Major transfer hub
 ○ Existing station or bus facility
 P Existing parking
 ○ Provisional light rail station



HOW YOU CAN HELP TONIGHT



An initial set of route and station alternatives reflects public feedback to date. Your comments tonight will help determine which alternatives continue to be studied.

- Sound Transit 3 was voter-approved in November 2016.
- We started with a “representative project.”
- We asked for public ideas for alternative route and station locations in April 2018. We examined them to see if they met the project purpose and need.
- Today, we have a focused, but broad set of alternatives. Now is the time to help Sound Transit choose the ones that should continue to be studied.
- After we hear from you, all community input will be reviewed to keep moving forward.



Comments will be accepted through Sept. 21

Visit our Comment Station to submit your feedback. Comments received will be documented in an outreach summary report.

Comment online:
tdlink.participate.online



Share your thoughts on:

Light rail route and station locations

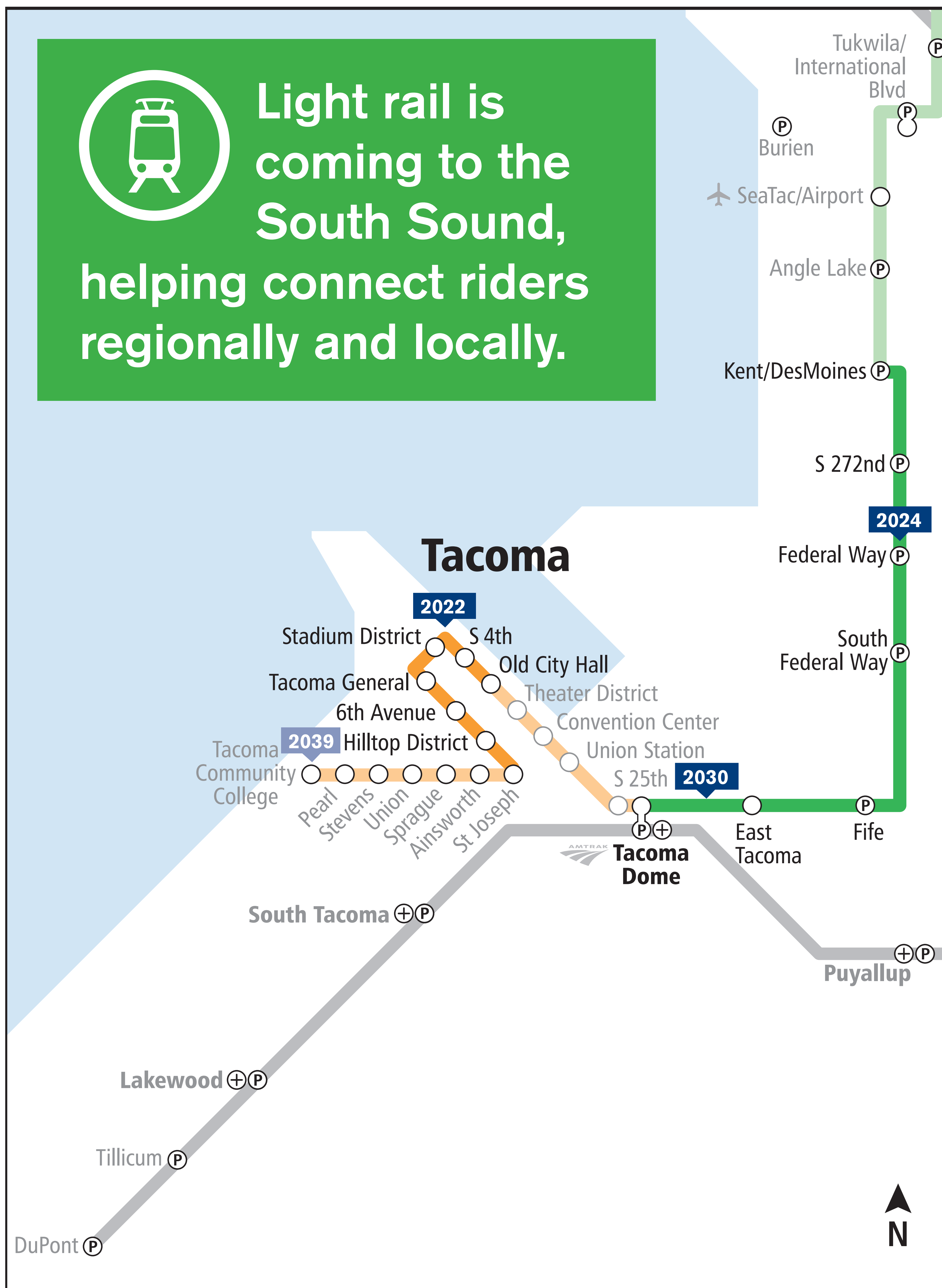
Project background, process, schedule and next steps



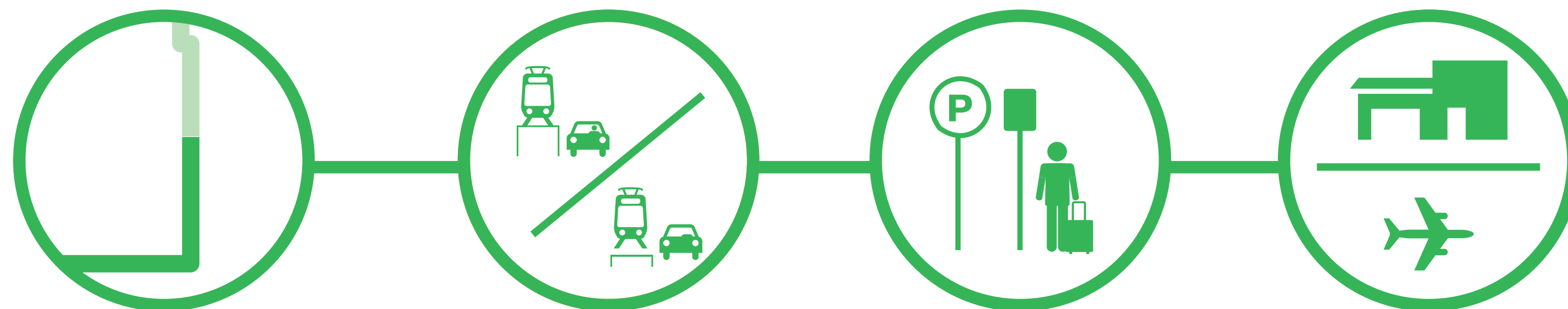
VISIT THE MAPS ON TABLES

CHECK OUT THE PROJECT DISPLAYS

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



Tacoma Dome Link Extension



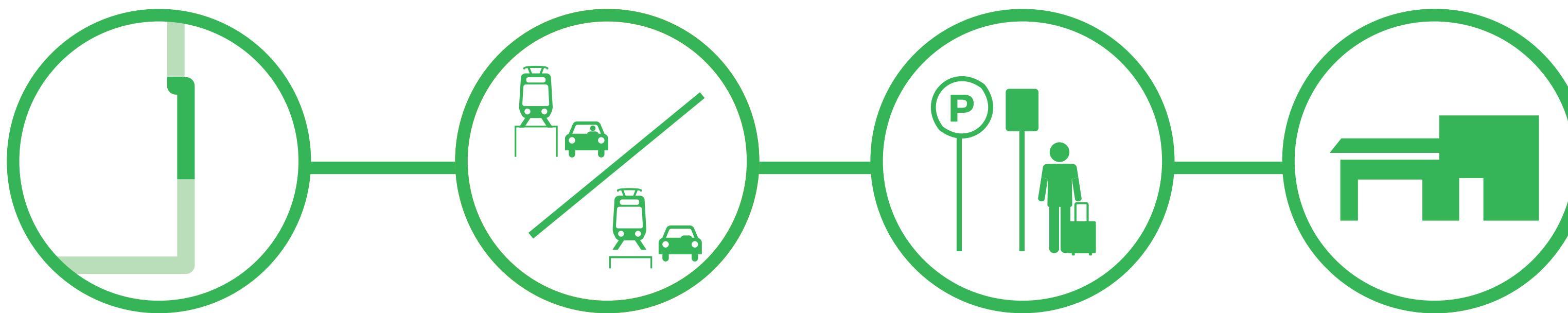
DISTANCE
9.7 miles

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



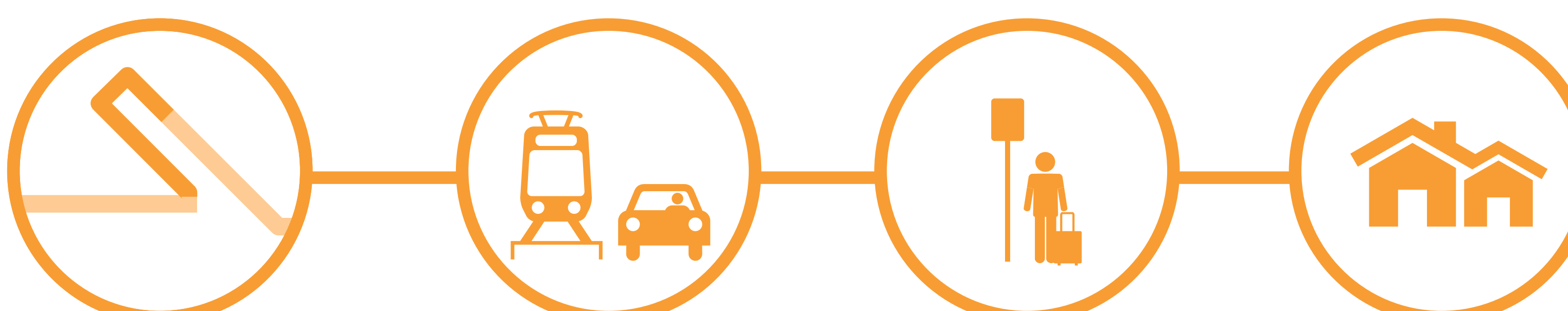
DISTANCE
7.8 miles

TRACK TYPE
Elevated and at-grade track

STATIONS
3 stations
with parking

CONNECTS TO
Federal Way
Transit Center

Hilltop Tacoma Link Extension



DISTANCE
2.4 miles

TRACK TYPE
At-grade

STATIONS
6 stations

CONNECTS TO
Hilltop
neighborhood

BACKGROUND

Assumptions: representative project

For projects in the voter-approved system expansion, Sound Transit produced “representative projects that formed the basis for the project’s scope, schedule and budget,” which include mode, station locations and related features, such as an operations and maintenance facility.

As assumed in that plan, Tacoma Dome Link Extension (TDLE) will extend regional light rail approximately 10 miles from the Federal Way Transit Center to the Tacoma Dome Station area. The project travels through the cities of Federal Way, Milton, Fife and Tacoma, and the reservation of the Puyallup Tribe of Indians.



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?

Light rail runs elevated and at-grade



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.



Things to know about light rail:

- Service is available from 5 a.m. - 1 a.m.
- Link light rail runs seven days a week with trains every 6, 10 or 15 minutes depending on the time of day.
- Adult fares currently range from \$2.25 to \$3.25 depending on how far you travel.

Each Link car can hold...



2-4 bicycles



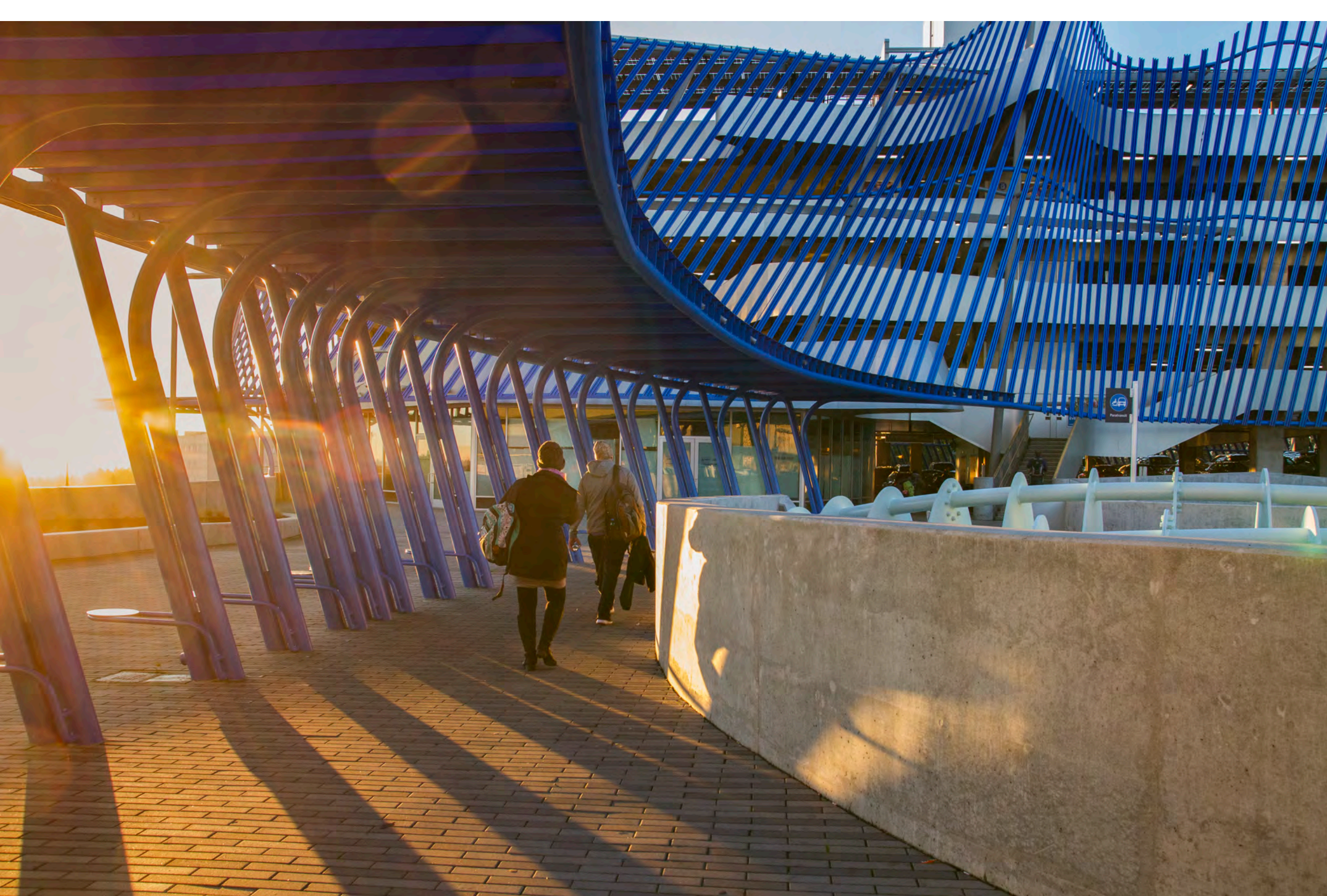
4 wheelchairs



200 riders



Multiple suitcases



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.

Summer 2018

EVALUATION CRITERIA

At this stage, all alternatives are currently compared equally to each other. These criteria were developed in consultation with the project's Elected Leadership Group, Interagency Group and Stakeholder Group, and include:



Provide effective transportation solutions

Fast and short travel distances



Support land use and economic development plans and transit oriented development (TOD)

Supports development around station areas (housing and businesses)



Preserve the environment

Low potential impacts to the environment



Support equitable mobility

Offers mobility opportunities for all



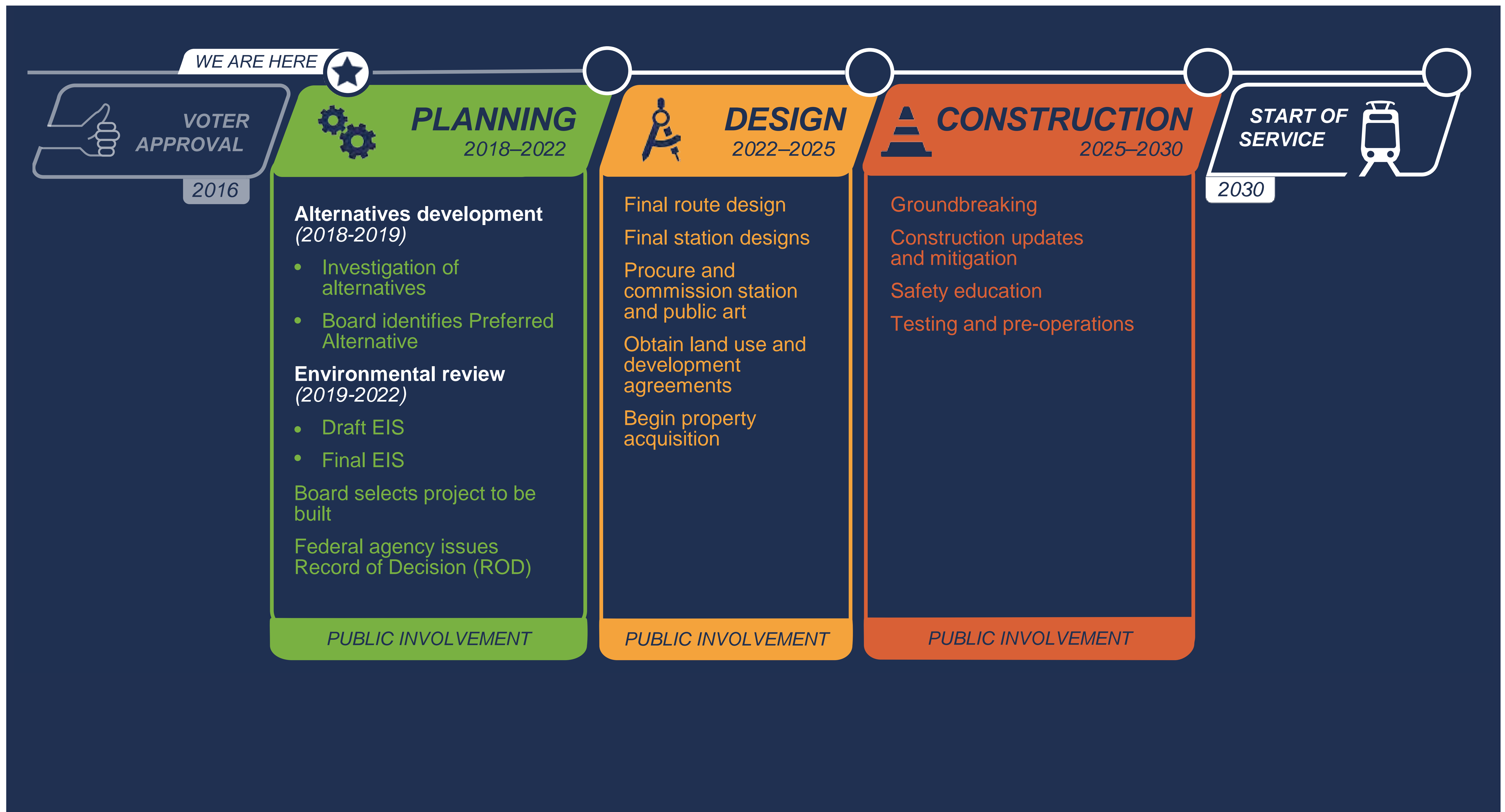
Provide financially sustainable and constructible project

Maintains the assumed project schedule and budget

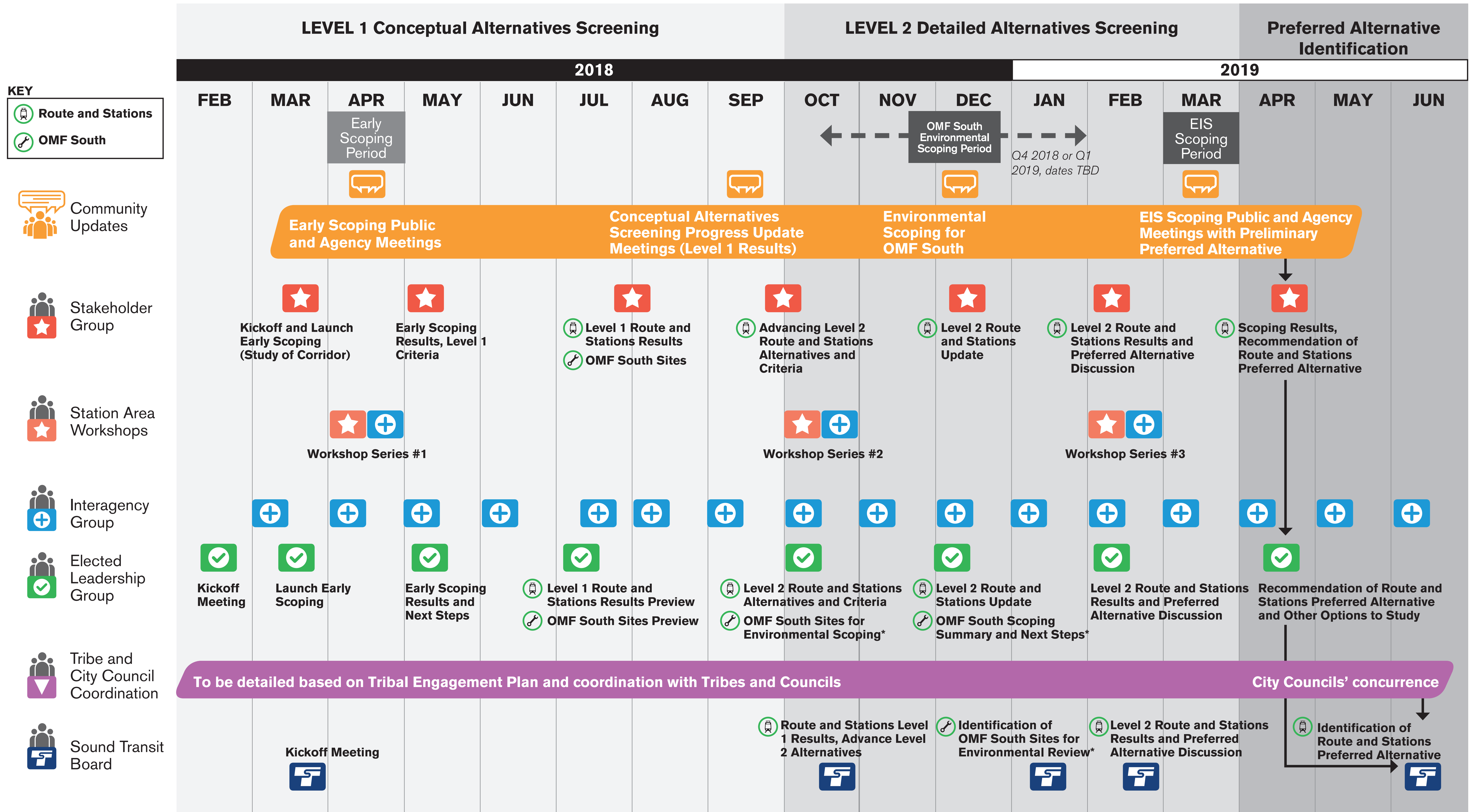


SCHEDULE

Tacoma Dome Link Extension



PROCESS AND TIMELINE*



*Tentative; Sound Transit currently evaluating schedule
*Subject to change

SOUTH FEDERAL WAY ROUTES AND STATIONS

- Sound Transit looked at five alignment families and 13 individual station alternatives based on spring 2018 public input.
- The station in South Federal Way will have approximately 500 parking spaces.
- Each route extends light rail from Federal Way Transit Center to the 348th/South Federal Way area. Federal Way Link Extension opens in 2024.

The project team's initial analysis shows which stations and alignments have more potential or greater challenges in the table below – but now we need your feedback before determining which move ahead for further refinement and study.

Our initial analysis: more potential, greater challenges

| Alternatives | Reasons |
|---|---|
| Alternatives with more potential ✓ | |
| SF 1 SF 2 SF 3 | <ul style="list-style-type: none"> • Greater opportunities for housing and business development near station • Offers greater station access for people walking, biking, taking transit or driving |
| SF 4 [4 alternative routes] | <ul style="list-style-type: none"> • Most opportunities for housing and business development near the station |
| SF 8 SF 9 | <ul style="list-style-type: none"> • Least potential impacts to nearby properties and businesses • Least impact to retail sales-tax generating properties • Shortest alignment distance and fastest travel time |
| Alternatives with greater challenges ! | |
| SF 5 | <ul style="list-style-type: none"> • Highest potential impacts to nearby properties, businesses and retail sales-tax generating properties • Longest alignment and longest travel time • Lower potential for housing and business development and higher environmental impacts than other station alternative on SR 99 |
| SF 6 | <ul style="list-style-type: none"> • Higher potential impacts to nearby properties and businesses • Fewer opportunities for housing and business development near the station |
| SF 7 | <ul style="list-style-type: none"> • Potential for impacts to nearby retail businesses |
| SF 10 | <ul style="list-style-type: none"> • Fewer opportunities for housing and business development near the station • Limited station access for people walking, biking, taking transit or driving |
| SF 11 | <ul style="list-style-type: none"> • Requires additional structures to cross into station in the median, including a pedestrian bridge over I-5 • Limited space in the median could require widening I-5 • More highway congestion likely during construction |
| SF 12 SF 13 | <ul style="list-style-type: none"> • Requires construction of additional structures to cross I-5 • Fewer opportunities for housing and business development near the station |

FIFE ROUTES AND STATIONS

- Sound Transit looked at six alignment families and nine individual station alternatives based on spring 2018 public input.
- A station in Fife will have approximately 500 parking spaces.

The project team's initial analysis shows which stations and alignments have more potential or greater challenges – but now we need your feedback before determining which move ahead for further refinement and study.

Our initial analysis: more potential, greater challenges

| Alternatives | Reasons |
|---|---|
| Alternatives with more potential ✓ | |
| Fife 3 [2 alternative routes] | <ul style="list-style-type: none"> • Supports the City of Fife's planned City Center for a more livable, walkable, accessible and business-friendly city center • Greater opportunities for housing and business development near station • More convenient station access for people walking, biking, taking transit or driving |
| Fife 4 [3 alternative routes] | <ul style="list-style-type: none"> • Supports the City of Fife's planned City Center for a more livable, walkable, accessible and business-friendly city center • Greater opportunities for housing and business development near station • More convenient station access for people walking, biking, taking transit or driving |
| Alternatives with greater challenges ! | |
| Fife 1 | <ul style="list-style-type: none"> • Fewer opportunities for housing and business development near the station • Least convenient station access for people walking, biking, taking transit or driving |
| Fife 2 [2 alternative routes] | <ul style="list-style-type: none"> • Located outside of City of Fife's planned City Center |
| Fife 5 [3 alternative routes] | <ul style="list-style-type: none"> • Station located near to an already congested intersection: SR 99/54th Street |
| Fife 6 Fife 7 | <ul style="list-style-type: none"> • Potential challenges to build elevated track around SR 167, I-5 and 54th Street ramps • Fewer opportunities for housing and business development near station • Potential for more highway congestion delay along SR 99 and 54th Street during construction |
| Fife 8 | <ul style="list-style-type: none"> • Requires construction of additional structures to reach median, including a pedestrian bridge over I-5 • Limited space in the median would require widening I-5 • More highway congestion likely during construction |
| Fife 9 [2 alternative routes] | <ul style="list-style-type: none"> • Located outside of City of Fife's planned City Center • Fewer opportunities for housing and business development near station • Potential impacts to nearby wetlands • Most construction coordination challenges with SR 167 extension project |

EAST TACOMA ROUTES AND STATIONS

- Sound Transit looked at six alignment families and nine individual station alternatives based on spring 2018 public input.

The project team's initial analysis shows which stations and alignments have more potential or greater challenges – but now we need your feedback before determining which move ahead for further refinement and study.

Our initial analysis: more potential, greater challenges

| Alternatives | Reasons |
|---|---|
| Alternatives with more potential ✓ | |
| ET 1 (I-5 to Puyallup Ave) | <ul style="list-style-type: none"> • Most direct route along Puyallup Ave to connect with station TD 1 • Route to station would have lower impacts for building a new bridge over Puyallup River |
| ET 2 | <ul style="list-style-type: none"> • Most direct route along 25th Street to connect with stations TD 2 or TD 3 • Lower impacts for building a new bridge over Puyallup River |
| ET 3 ET 6 | <ul style="list-style-type: none"> • Lower impacts for building a new bridge over Puyallup River • Station located near activity center south of I-5 • Avoids property impacts to nearby businesses |
| ET 4 [3 alternative routes] | <ul style="list-style-type: none"> • Station located near activity center south of I-5 • Lower impacts for building a new bridge over Puyallup River |
| ET 5 | <ul style="list-style-type: none"> • Lower impacts for building a new bridge over Puyallup River • Station located near activity center south of I-5 • Higher potential to avoid property impacts to nearby businesses |
| Alternatives with greater challenges ! | |
| ET 1 (SR 99 to Puyallup Ave) | <ul style="list-style-type: none"> • Route to station over Puyallup River crosses sensitive tribal cultural area |
| ET 7 ET 8 | <ul style="list-style-type: none"> • Higher impacts to nearby properties • Most impacts for building a new bridge over Puyallup River • Requires building a complex structure over I-5 |

TACOMA DOME ROUTES AND STATIONS

- Sound Transit looked at four alignment families and five individual station alternatives based on spring 2018 public input.
- This station will connect to the existing Tacoma Dome Station and other transit services such as Amtrak, Greyhound and Sounder.

The project team's initial analysis shows which stations and alignments have more potential or greater challenges – but now we need your feedback before determining which move ahead for further refinement and study.

Our initial analysis: more potential, greater challenges

| Alternatives | Reasons |
|---|--|
| Alternatives with more potential ✓ | |
| TD 1 | <ul style="list-style-type: none"> • Most opportunities for housing and business development near station • More convenient access for people walking, biking, taking transit or driving |
| TD 2 TD 3 | <ul style="list-style-type: none"> • Most convenient access for people walking, biking, taking transit or driving • More opportunities for housing and business development near station |
| TD 4 [2 alternative routes] | <ul style="list-style-type: none"> • Least challenging to extend future line to Tacoma Mall under I-705 • Has more direct access to Tacoma Dome |
| Alternatives with greater challenges ! | |
| TD 5 [2 alternative routes] | <ul style="list-style-type: none"> • Least convenient access to multimodal transportation center • Constructability challenges through steep slope area • Lower potential for housing and business development near station |

OPERATIONS AND MAINTENANCE FACILITIES - OVERVIEW

Guaranteeing a safe, clean and comfortable ride for passengers

Link vehicles must be cleaned and stored every night and regularly pulled out of service to perform routine maintenance. Operations and maintenance facilities support efficient light rail operations and station maintenance.

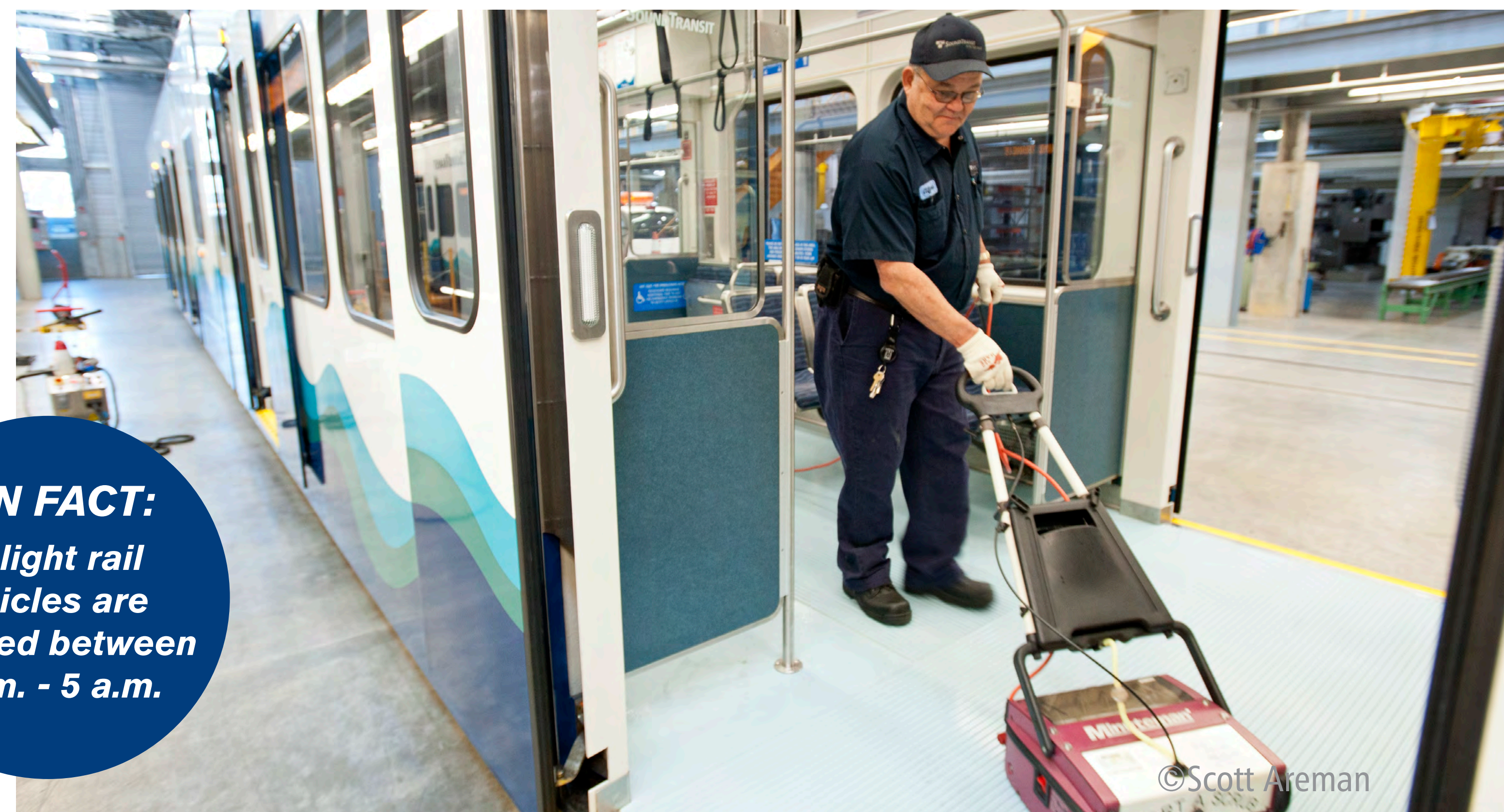


©Scott Areman



FUN FACT:
The current OMF:
Central employs
approximately
370 people.

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FUN FACT:
All light rail
vehicles are
serviced between
1 a.m. - 5 a.m.



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OPERATIONS AND MAINTENANCE FACILITY SOUTH



A new operations and maintenance facility (OMF)

To serve the expanding regional Link light rail system, additional operations and maintenance facilities (OMF) are needed to efficiently operate the long-term light rail vehicle fleet. The central OMF in Seattle is in operation now, the east location is under construction in Bellevue, and two new facilities are needed in the north and south. The OMF South will support overall light rail system expansion.

What sites are being considered?

A specific site for the OMF South has not yet been identified. Approximately 25 initial location suggestions for the OMF South were identified through workshops with technical staff and by the public during early scoping for the project from Kent to Tacoma. These sites were then screened to identify the locations that met minimum requirements for size, shape, consistency with Sound Transit plans, and environmental considerations. Of the initial site suggestions, almost 20 sites have been identified for further evaluation.

Next steps

Sound Transit will evaluate the sites advancing out of pre-screening to help determine which ones should be studied through a public environmental process.

Evaluation criteria includes:

- Environmental factors – What are the potential impacts to the natural and built environment?
- Operational, financial and technical factors – What are the potential barriers to building and operating the facility?
- Plan consistency – Are the locations consistent with approved Sound Transit plans?

The results of this evaluation will be shared in a public environmental process in the coming months – please stay tuned for details!

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
- Ron Lucas, Steilacoom 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.

HOW CAN I STAY ENGAGED?

CONTACT US



CALL the project line to speak with an Outreach Specialist
206-398-5453



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

GO ONLINE



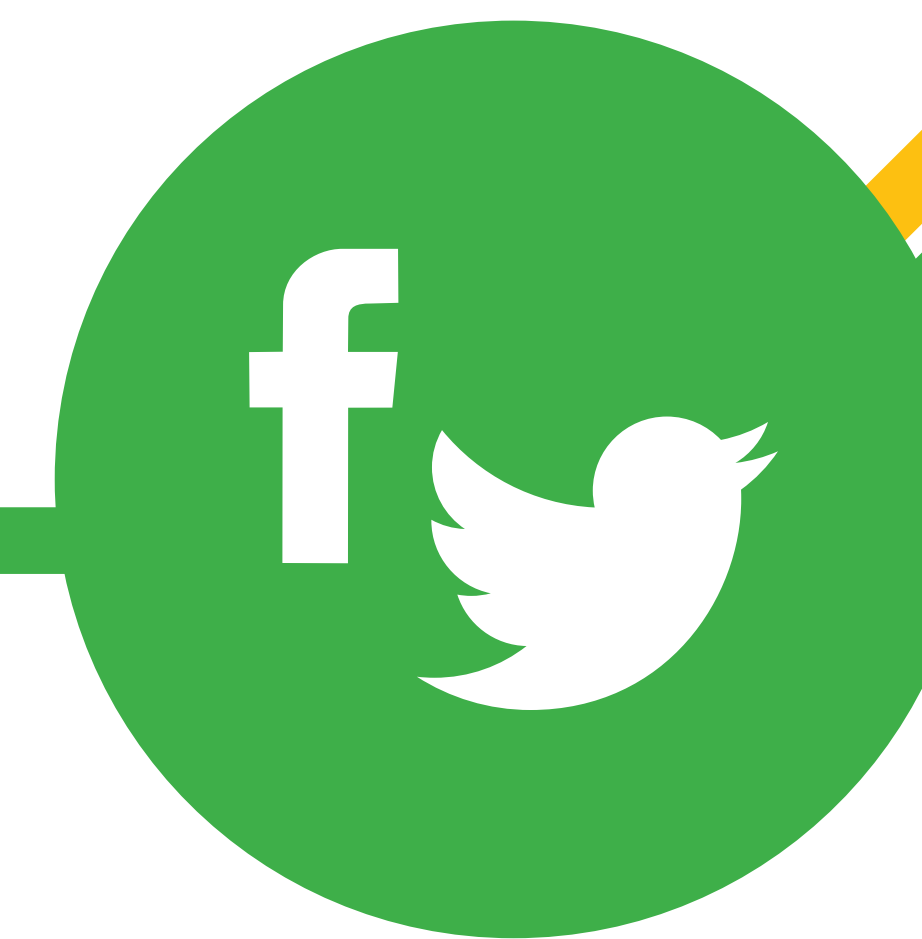
Learn about the project
SOUNDTRANSIT.ORG/TDLINK



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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

Summer 2018