

Tacoma Dome Link Extension

Project Update & M2023-19

System Expansion Committee

03/09/23



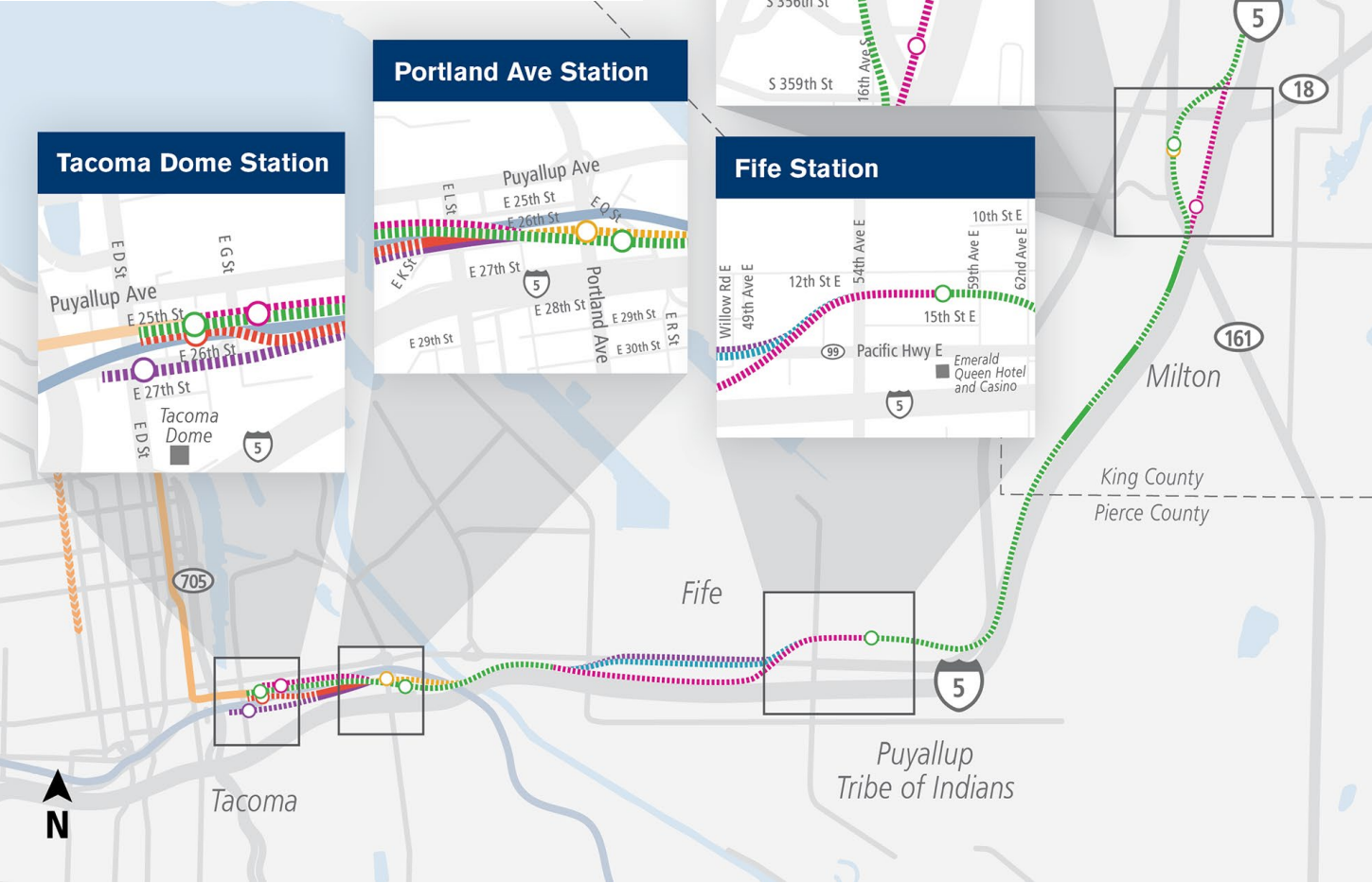
Why We're Here Today

- Provide an update on the Tacoma Dome Link Extension
- Discuss additional analysis in Fife station area and South Federal Way segment
- Modify the alternatives previously identified by the Board in Motion No. 2019-75 and 2019-77 by introducing additional alternatives for evaluation in the Draft EIS for the Tacoma Dome Link Extension (M2023-19)
- Update on community engagement
- Discuss schedule implications

Tacoma Dome Link Extension (TDLE)

- 10 miles
- 4 stations
- 1 river crossing
- Currently in DEIS phase

█ Preferred Alternative █ Other Draft EIS alternatives
█ Design options █ █ █
Route profiles
 Elevated Surface
 Station alternatives



TDLE Project Performance Tracker Status



Cost Risks

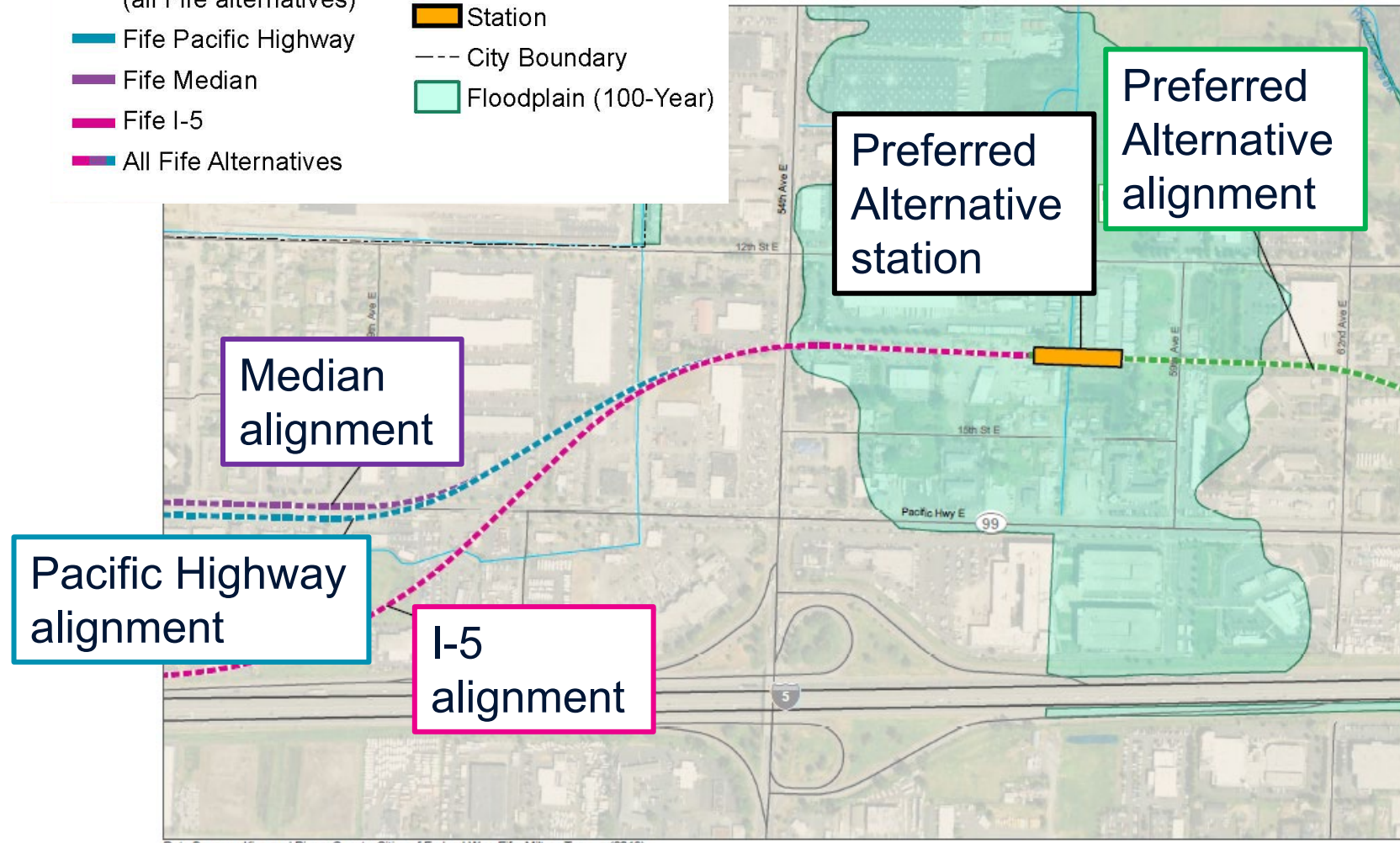
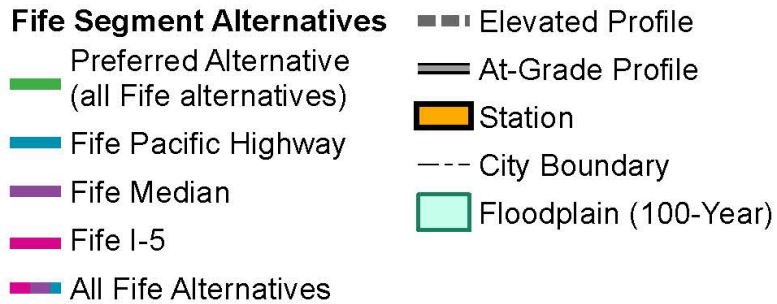
- Design changes or unanticipated mitigation associated with cultural and/ or natural resources
- Challenges associated with crossing of Puyallup River
- Unknown third-party requests/ requirements
- Environmental mitigation costs could increase
- Higher real estate and construction costs

Schedule Risks

- Identification of new station options in Fife outside floodplain and additional alignment in South Federal Way
- Cultural resources requiring additional investigation, design, coordination and potentially mitigation prior to construction
- Permitting challenges with permitting authorities
- Puyallup River crossing design and construction constraints

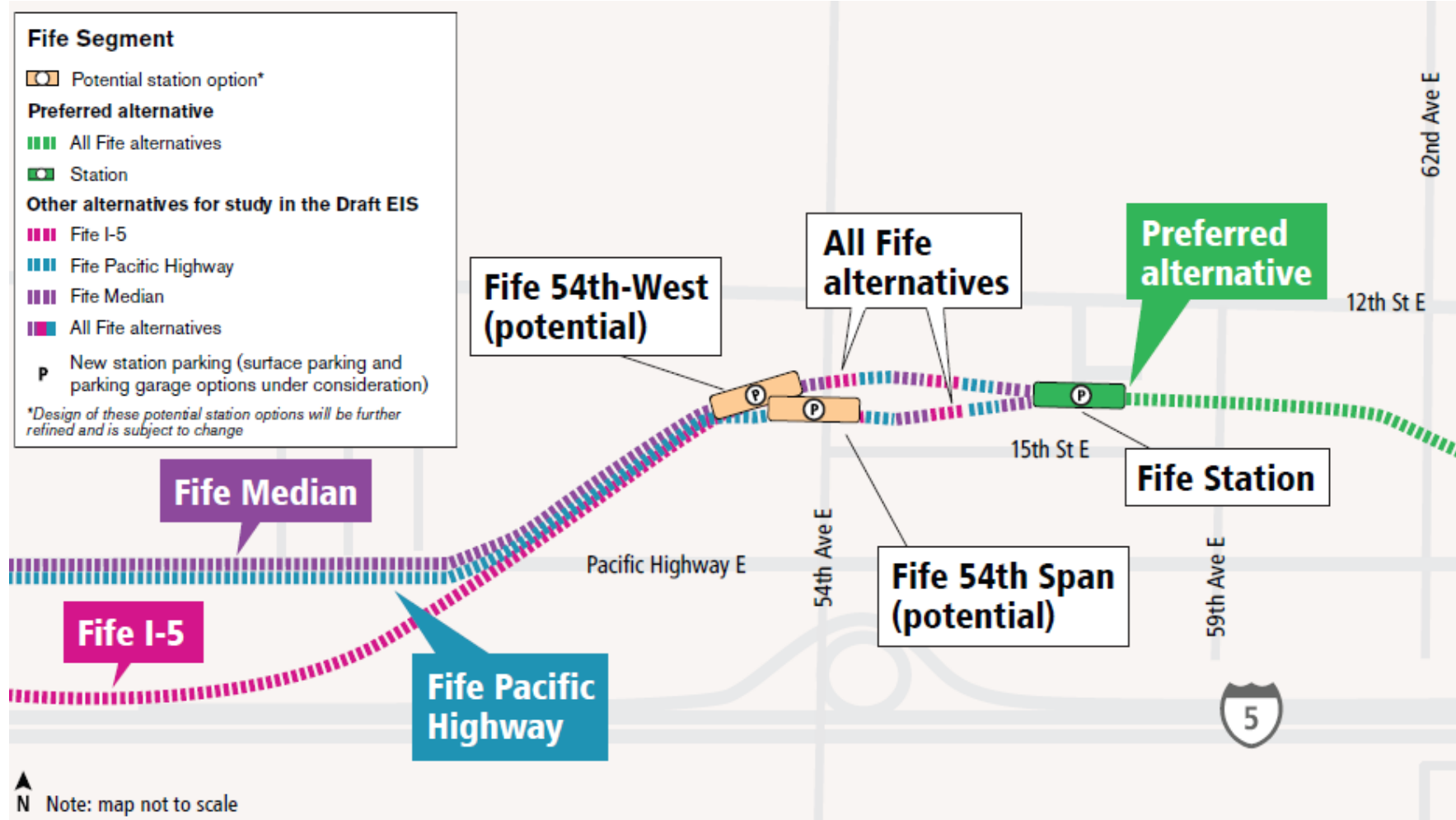
Fife Station Alternative

- Draft EIS: One station alternative, three alignments to west
- Reflected early consensus among Puyallup Tribe of Indians/ City of Fife and other agencies
- Configuration of up to 500 park-and-ride spaces (surface or structure)



Fife proposed additions

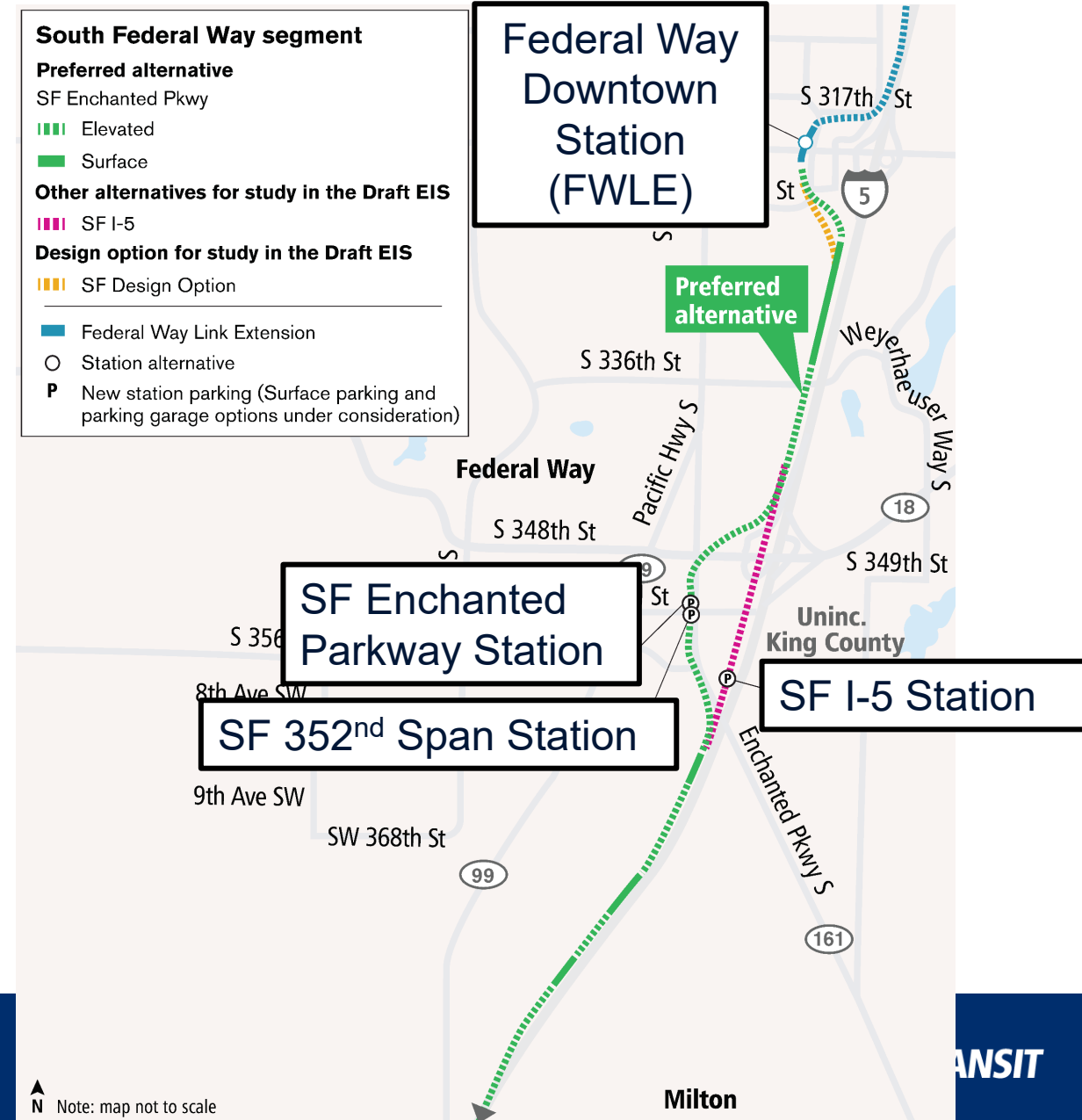
- Two proposed additional stations:
 - Fife 54th-West
 - Fife 54th Span
- Intended to meet federal environmental regulations related to floodplains
- Current PA remains in Draft EIS



South Federal Way Segment

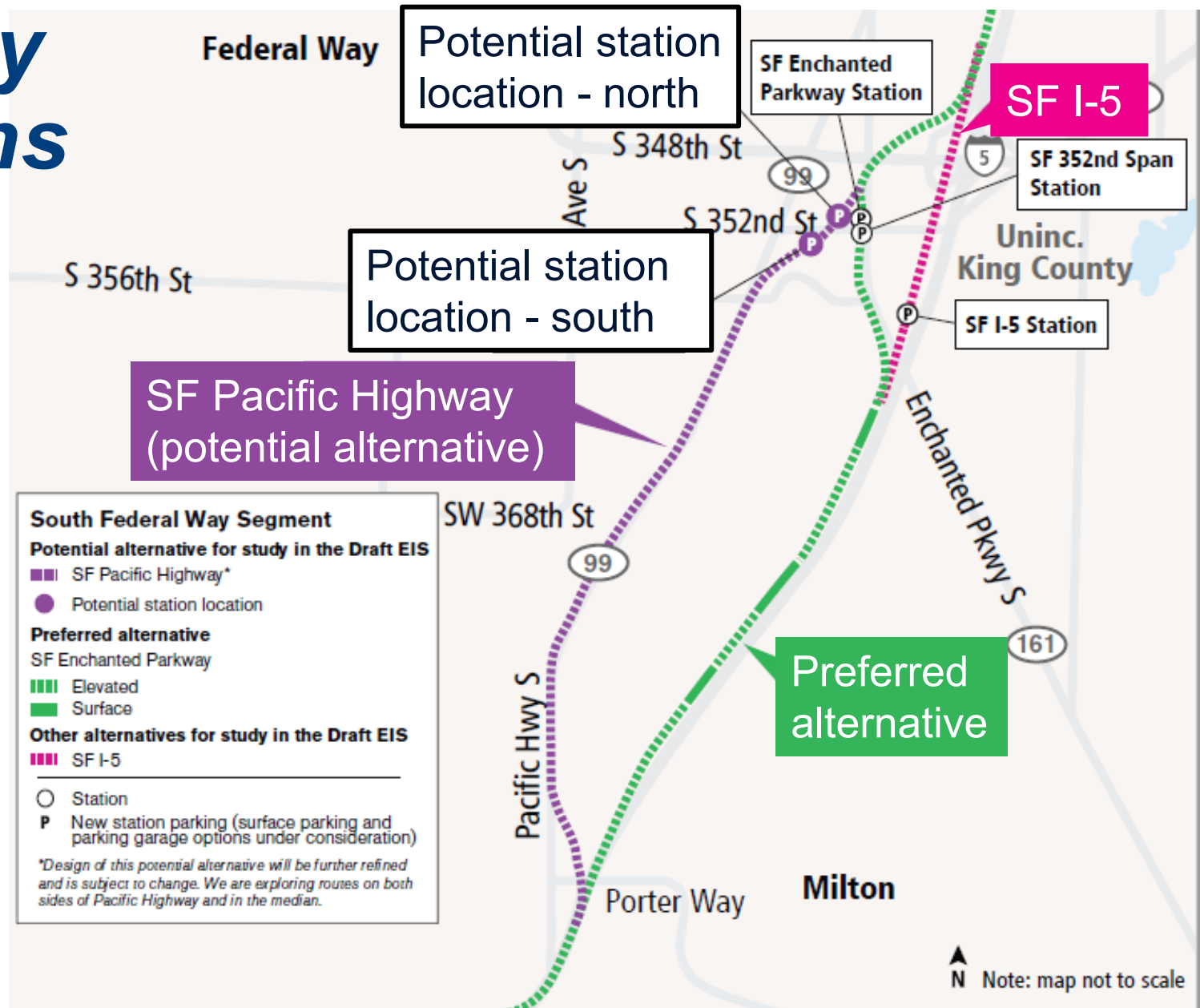
Draft EIS currently includes:

- SF Enchanted Parkway Alternative (Preferred Alternative)
 - SF Enchanted Parkway Station
 - SF 352nd Span Station option
- SF I-5 Alternative
 - SF I-5 Station
- Reflected early consensus among Puyallup Tribe of Indians, cities of Federal Way, Milton and other agencies



South Federal Way proposed additions

- Alignment from South Federal Way to Milton along Pacific Highway/SR 99 with two station options
- Seeks to avoid known cultural resources along I-5
- The I-5 alignment south of the station area would advance as additional alternative in the Draft EIS, no longer as the preferred alternative.



Community Engagement Activities

- **Online open house**
with opportunities for feedback
 - Feb 27 - March 17
 - Translation in Spanish, Russian, Korean, and Khmer

tdlink.participate.online

- **Mailers** to properties within ½ mile from alternatives
- **Property owner notifications** and calls

- **In-person drop-ins**

- Milton/Edgewood Library
March 8, 5-7 p.m.
- Federal Way Community Center
March 14, 8-10 a.m.
- Fife, Poodle Dog
March 15, 11 a.m. – 1 p.m.

Initial Community Feedback Key Themes

Proposed Fife Station:

- Concerns about traffic impacts along 54th Ave E.
- Perceived fewer traffic impacts to 54th Ave E.
- Concerns about project delays.
- General support for the new station options vs. the preferred alternative due to being outside of a floodplain.

Proposed South Federal Way alignment & stations:

- Concerns about impacts to the Hylebos watershed.
- Concerns about business/property impacts along SR 99.
- Some support for SR 99 alignment due to greater potential for watershed utilization, implementation of trails, and integration with existing infrastructure.

Initial Community Feedback Key Themes

Businesses

- General understanding of the rationale to study additional station and alignment alternatives.
- Questions/ concerns regarding the impact to the project schedule
- Interest to learn more and speak to project staff.
- Questions regarding the design of potential station options and route.

Elected Officials

- Concerns about schedule delay.
- Understanding of need for additional alternatives.
- Desire to prioritize minimizing business/retail impacts.
- Positive interest in new South Federal Way stations.

TDLE Schedule Implications*

2024

Mid - Draft EIS issued
Public comment period

Late - ST Board
modifies/confirms PA

2026

- Final EIS issued
- Board selects project to be built
- FTA issues record of decision

2035

- Open for revenue service

* Assumes March 2023 identification of additional alternative/options to study in EIS, subject to change

Fiscal Impact

- If this motion is approved, the revenue service date of the project will be updated to 2035. The fiscal impact of this is:
 - Increase in capital cost of \$400M (YOES) due to inflation from delay
 - Decrease in O&M cost of \$100M (YOES)
 - Delayed financing costs
- The cost of the additional alternative is anticipated to be greater than the current estimate for the I-5 alternative in the Financial Plan.
- **Anticipated cost increase is unaccounted for in the Financial Plan.**
- Staff will return to the Board by end of the year with information on the cost impact to the Financial Plan.

Today's Action – M2023-19

- Modifies the alternatives previously identified by the Board in Motion No. 2019-75 and 2019-77 by introducing additional alternatives for evaluation in the Draft EIS for the Tacoma Dome Link Extension.
- Identifies two additional station options in Fife and one additional alignment alternative in South Federal Way along Pacific Highway/ SR 99 for study in the Draft EIS.
- Removes the preferred alternative designation in the South Federal Way segment from the station area south to Fife.
- Identification of these additions to the Draft EIS would result in publication of the Draft EIS in mid-2024. This delay would have a corresponding impact on the revenue service date to 2035.

Thank you.



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