Why we are here

- Project update; no Board action today
- Review design refinements responding to summer 2019 Board direction on Preferred Alternative and other alternatives to evaluate in Environmental Impact Statement (EIS)
- Possible scope and schedule impacts of COVID-19 are not reflected
- Discuss next steps
Tacoma Dome Link Extension (TDLE)

- 10 miles
- 4 stations
- 1 river crossing

Link light rail

Federal Way-Fife-Tacoma (2030)
Tacoma Dome Link Extension

- Route alternative
- Station alternative

Other rail service

- Angle Lake - Federal Way (2024)
- Tacoma Dome - Theater District (in service)
- Theater District - St. Joseph (2020)
- Sounder South Line (in service)
- Existing station

Sound Transit
South Federal Way Segment: overview

- Two alignment alternatives leaving Federal Way Transit Center Station (FWLE)
- Two station location alternatives +1 option
  - SF Enchanted Parkway Station (preferred)
  - SF 352nd Span (option)
  - SF I-5 Station
South Federal Way Station: design refinements

- Refined location for SF I-5 station
- Included SF Enchanted Parkway station option spanning 352nd St
- Configuration of 500 park-and-ride spaces (surface or structure)
- Non-motorized and transit access to station
Fife Station Segment: overview

- One station location
- Three alignment alternatives (*no preferred west of station)*:
  - Fife Pacific Highway
  - Fife Median
  - Fife I-5
Fife Station: design refinements

- Station location refinements
- Configuration of 500 park-and-ride spaces (surface or structure)
- Non-motorized and transit access to station
Tacoma Segment: overview

- Two stations
- Puyallup River light rail-only bridge two crossing options:
  - Clear span
  - In-river piers
Portland Avenue Station: Overview

One station alternative location + one station option

- Portland Avenue Station (preferred)
- Portland Avenue Span (option)
Portland Avenue Station: design refinements

- Board direction to evaluate a pedestrian bridge over I-5
- Agreement with WSDOT to allow for widening of I-5 underpass sidewalk
- Non-motorized and transit access to station
Tacoma Dome Station: Overview

- Four station location alternatives
- Developed Close-to-Sounder alignment and station alternative at Board’s direction
- Two primary alignment alternatives
Tacoma Dome Station: design refinements

- Shifted TD 26th Station to span East D St
- Pedestrian and bike bridge options for all station alternatives
- Non-motorized and transit access to station
<table>
<thead>
<tr>
<th>Year</th>
<th>Event Description</th>
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</thead>
<tbody>
<tr>
<td><strong>2019</strong></td>
<td><strong>July 2019</strong>&lt;br&gt;ST Board &amp; FTA identified alternatives to study in EIS</td>
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<td><strong>2020 / 2021</strong></td>
<td><strong>Spring 2021</strong>&lt;br&gt;Draft EIS issued; public comment period</td>
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<td><strong>2022</strong></td>
<td><strong>Summer 2021</strong>&lt;br&gt;ST Board confirms or revises Preferred Alternative</td>
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<td><strong>Spring/Summer 2022</strong>&lt;br&gt;Final EIS issued&lt;br&gt;Summer 2022&lt;br&gt;ST Board selects project to be built&lt;br&gt;FTA issues record of decision (ROD)</td>
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*Pre-COVID-19 schedule*
Public engagement since Summer 2019

During Environmental Phase to-date: Aug 2019 – Apr 2020

- 6 email updates
- 33 community briefings
- 100+ properties visited
- 59,000+ postcards mailed
- 350+ attendees at eleven drop-in sessions
- 1,700+ Visitors to online drop-in session
- 20 attendees at two Station Access Workshops

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Next Steps

• Continued development of the Draft EIS
• Fieldwork as permitted by the Governor’s Order, following COVID-19 safety protocols
• Remote/ virtual outreach to stakeholders, neighboring communities and potentially impacted properties
• Coordination with Tribes, partner cities, agencies and FTA
• Spring 2021: Draft EIS publication target
Thank you.

soundtransit.org