Tacoma Dome Link Extension

Tacoma Planning Commission
November 6, 2019
Tacoma Dome Link Extension (TDLE)

Federal Way Transit Center to Tacoma Dome

- Length: 9.7 miles
- Stations: 4 (South Federal Way, Fife, East Tacoma, Tacoma Dome)
- Scheduled opening in 2030
Alternatives development (2018-2019)
• Investigation of alternatives
• Board identifies Preferred Alternative and other options to study
Environmental review (2019-2022)
• Draft EIS
• Final EIS
Board selects project to be built
Federal Transit Administration issues Record of Decision

Final route design
Final station designs
Procure and commission station and public art
Obtain land use and development agreements
Begin property acquisition

Groundbreaking
Construction updates and mitigation
Safety education
Testing and pre-operations
# Environmental review timeline*

<table>
<thead>
<tr>
<th>Year</th>
<th>Events</th>
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<tbody>
<tr>
<td>2019</td>
<td><strong>Spring 2019</strong> EIS scoping / public comment period</td>
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<tr>
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<td><strong>July 2019</strong> ST Board &amp; FTA expected to identify alternatives to study in EIS</td>
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<tr>
<td>2020 / 2021</td>
<td><strong>Spring 2021</strong> Draft EIS issued; public comment period</td>
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<td>2022</td>
<td><strong>Spring/Summer 2022</strong> Final EIS issued</td>
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<td><strong>Summer 2022</strong> ST Board selects project to be built</td>
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<td>FTA issues record of decision (ROD)</td>
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*Dates are subject to change.
The Sound Transit Board directed ST staff to examine an alignment and station close to the Sounder corridor, not currently shown on the map.
Sound Transit Board Direction on Tacoma Dome Station alternatives

“Options for the alignment and station close to the Sounder corridor should be examined.”

Staff approach to develop? Start with Draft Guiding Principles based on:

• City Council’s resolution from June 2019
• Feedback from community outreach
# Tacoma Dome Station: Guiding Principles

<table>
<thead>
<tr>
<th>Element</th>
<th>Example keywords</th>
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| Development Capacity                         | • Retained development capacity  
• Proximity to adjacent development                                                        |
| Comfortable urban environment                | • Engaging street frontage  
• Pedestrian safety and walkability  
• Few visual and sunlight impacts                                                           |
| Great multi-modal transit hub                | • Direct, quick, and safe transfers between modes  
• Passenger amenities nearby  
• Avoid, or incorporate and enhance, Freighthouse Square                                       |

**Suggestions we’ve heard:**

**Development capacity**
• Promote development capacity  
• Don’t detract from development potential

**Comfortable urban environment**
• Well-integrated into the neighborhood  
• Passenger weather protection  
• ADA accessibility

**Great multi-modal transit hub**
• Passenger amenities integrated or nearby  
• Special events considerations (circulation)  
• Be a catalyst for and enhance the neighborhood

**General/other**
• Sensitivity to historic and cultural resources  
• Traffic and parking management
Thank you.
What is typically studied in an EIS?

Transportation
- Ridership
- Transit
- Regional and local traffic
- Non-motorized facilities and modes
- Freight movement
- Marine navigation
- Aviation
- Construction traffic

Built Environment
- Air quality and greenhouse gas emissions
- Ecosystems and fish and wildlife habitat
- Water resources
- Geology and soils

Natural Environment
- Noise and vibration
- Economic effects
- Visual resources
- Parks resources
- Land use
- Acquisitions, displacements and relocations
- Energy use
- Hazardous materials
- Public services and utilities
- Impacts on low income and minority populations
- Cultural, historic and archaeological resources
- Construction impacts