

# COMMISSION AGENDA

Item No: 3A

Meeting: 8/20/2020

**DATE:** August 3, 2020

**TO:** Port Commission

**FROM:** Eric Johnson, Chief Executive Officer

Project Manager: Evette Mason, Government Affairs Manager

Sound Transit Presenters:

Curvie Hawkins – Sound Transit Project Director

Austin Neilson - Sound Transit Government and Community Relations Officer

**SUBJECT:** BRIEFING - SOUND TRANSIT'S TACOMA DOME LINK EXTENSION UPDATE

## **A. BRIEFING**

Sound Transit staff will provide the Port of Tacoma Commission with a Tacoma Dome Link Extension (TDLE) Project Update. No commission action is requested at this time.

## **B. BACKGROUND**

In November 2016, Sound Transit started with a voter-approved “representative project,” which included four new light rail stations near south Federal Way, Fife, East Tacoma and the Tacoma Dome Station and parking facilities at the South Federal Way and Fife stations. The Tacoma Dome Link Extension (TDLE) will add nearly 10 miles to the regional light rail system via mostly elevated tracks between the Federal Way Transit Center and the Tacoma Dome. The stations will also provide connections to other regional transit services, such as Sounder, Tacoma Link, ST Express, King County Metro, Pierce Transit, Intercity Transit and Amtrak. Stations will feature pickup and drop-off zones and provide convenient access for pedestrians, cyclists, and riders arriving on paratransit and other modes. The future South Federal Way and Fife stations will each offer approximately 500 parking spaces. The project is currently scheduled for completion in 2030.

Sound Transit is coordinating with staff from the Puyallup Tribe of Indians, local jurisdictions and agencies, including the Port of Tacoma and Northwest Seaport Alliance, on this project.

## **C. SCOPE OF WORK AND SOUND TRANSIT REALIGNMENT**

Like other jurisdictions, the COVID-19 crisis is greatly reducing the revenues Sound Transit relies on to expand their regional transit system. As businesses remain closed and people stay home, sales tax revenues critical to funding transit construction have rapidly declined. Sound Transit does not know how long or damaging the current recession will be.

With greatly depleted revenues, Sound Transit will not be able to deliver many expansion projects on their original timelines unless they receive alternative revenue from federal or state sources. Through a process called realignment, the Sound Transit Board of Directors is working to determine which plans and timelines for voter-approved projects will need to

change due to lower revenue projections, absent the receipt of alternative funds.

At their June 2020 meeting, the Sound Transit Board set a process for the capital program realignment to better understand the financial impacts of the recession and a strategy to pursue additional funding opportunities. The realignment will establish clear expectations about project delivery timelines by summer 2021 after gaining input from the public and partner organizations.

**D. NEXT STEPS**

- i. Continued development of the Draft EIS
- ii. Continued coordination with Tribes, partner cities, agencies and FTA
- iii. Remote/virtual outreach to stakeholders, neighboring communities and potentially impacted properties
- iv. Fall 2020: Station site design and transit & non-motorized station access online open house
- v. Summer 2021: Draft EIS publication target\*

*\*Schedule is subject to change. COVID-19 is impacting Sound Transit, city partners, agencies and Tribes to varying degrees. The pandemic will have both financial and schedule impacts for Sound Transit projects across the region. The specifics of these impacts are not fully known yet. Sound Transit staff are continuing to advance the environmental review for TDLE projects and are committed to communicating specific impacts as they become known.*

# *Tacoma Dome Link Extension*

*Port of Tacoma Commission  
August 20, 2020*



# Tacoma Dome Link Extension (TDLE)

- 10 miles
- 4 stations
- 1 river crossing

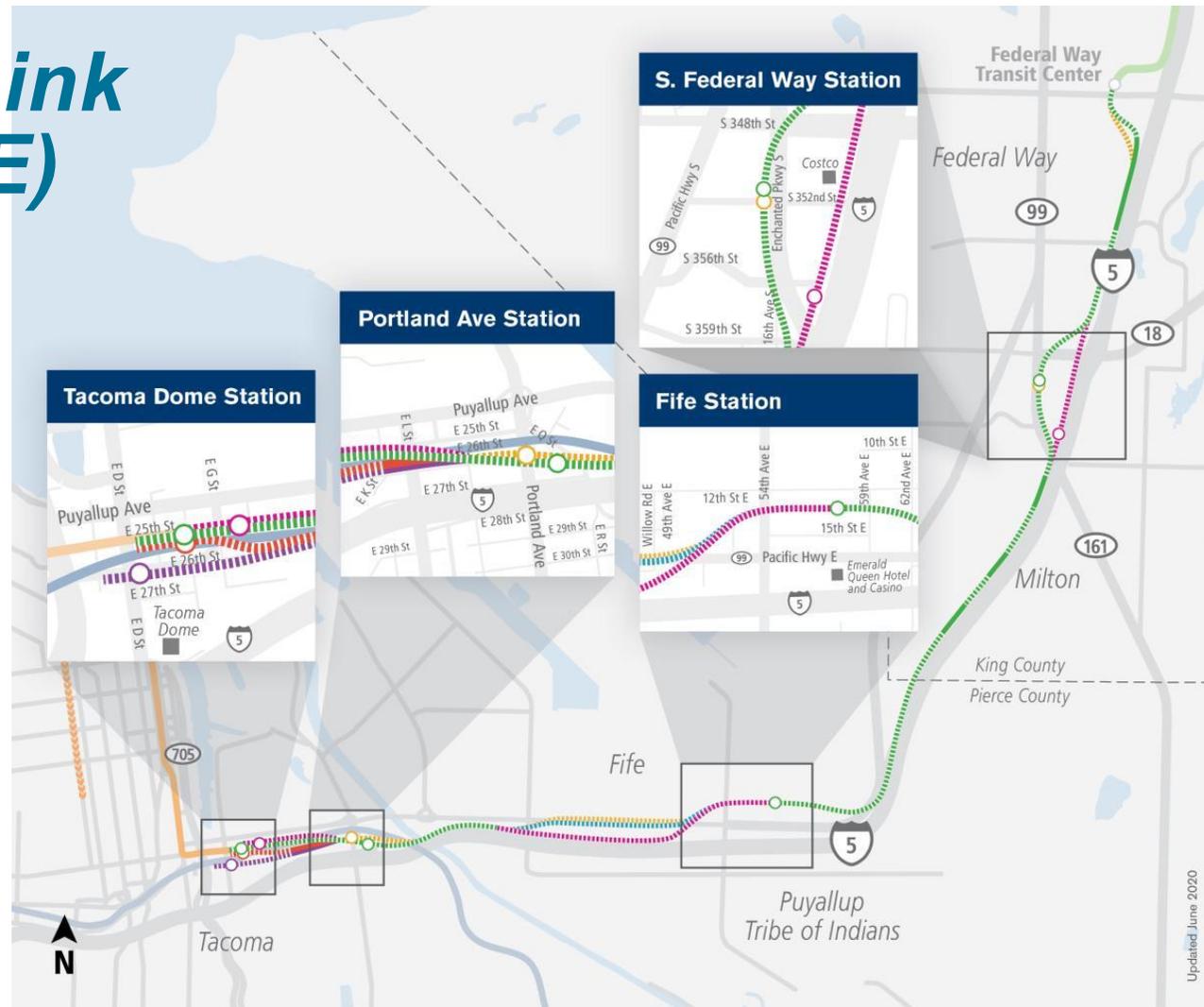
- Preferred Alternative
- Design options
- Other Draft EIS alternatives

## Route profiles

- ▬▬▬ Elevated
- ▬ Surface
- Station alternatives

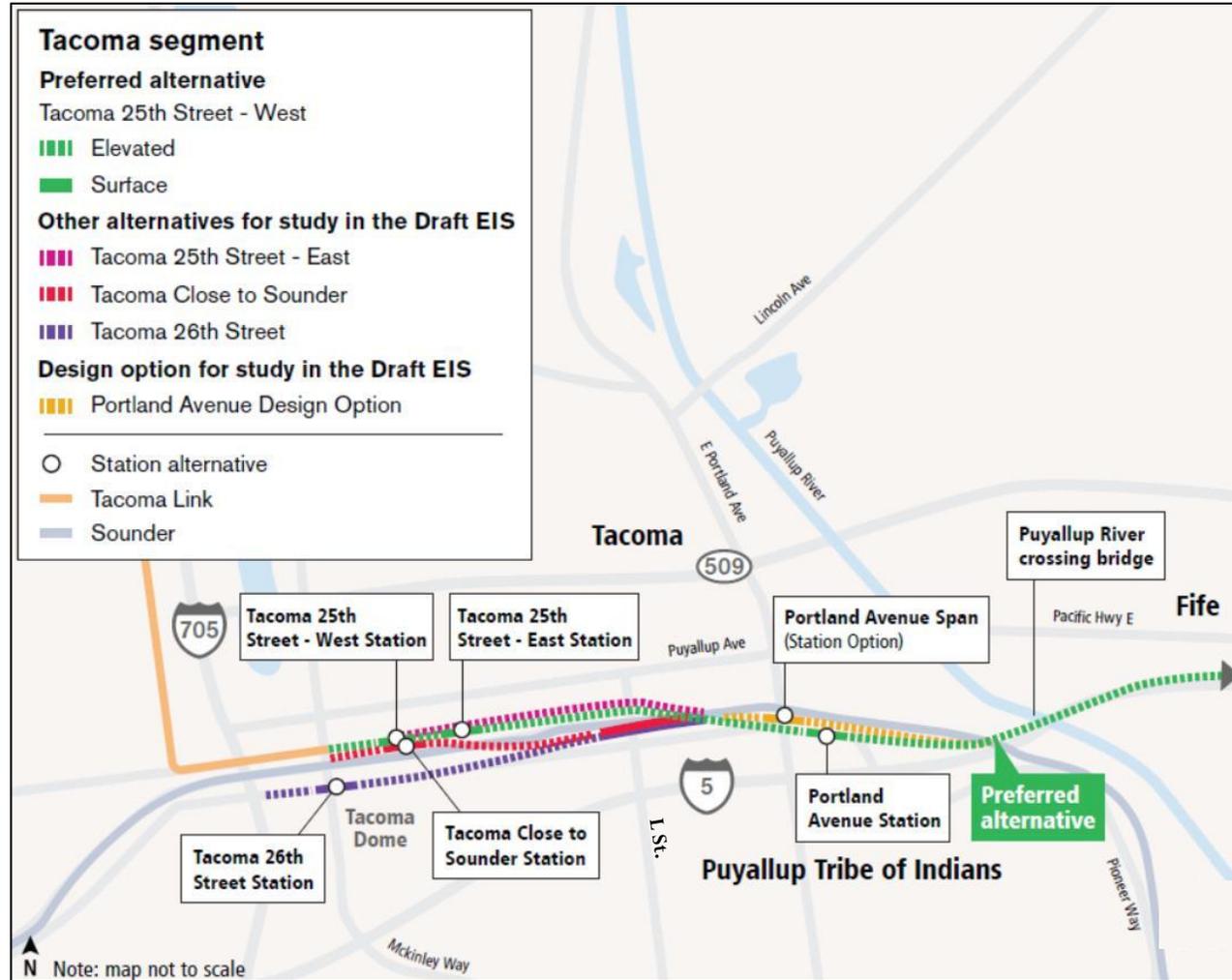
## Other rail service

- ▬ Angle Lake–Federal Way (2024)
- ▬ Sounder South: Lakewood–Seattle (in service)
- Existing station
- ▬ Tacoma Dome–Theater District (in service)
- ▬ Theater District–St Joseph (2022)



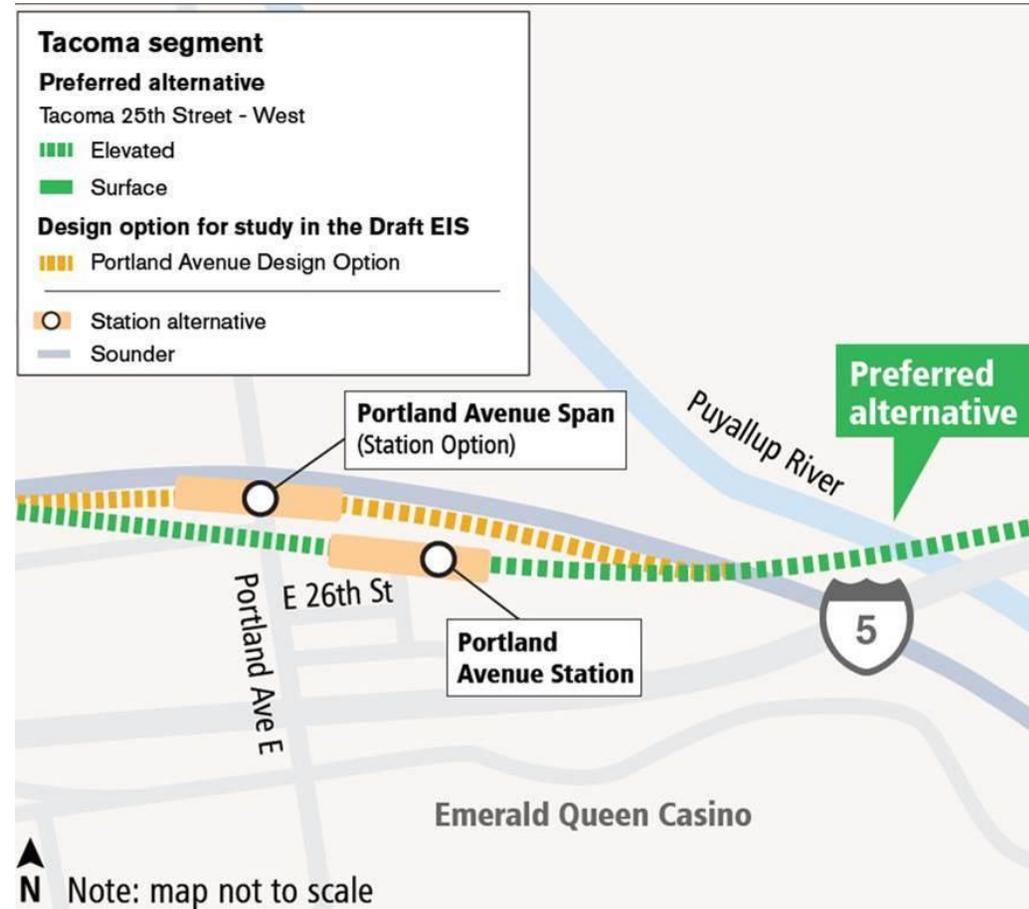
# Tacoma Segment: overview

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



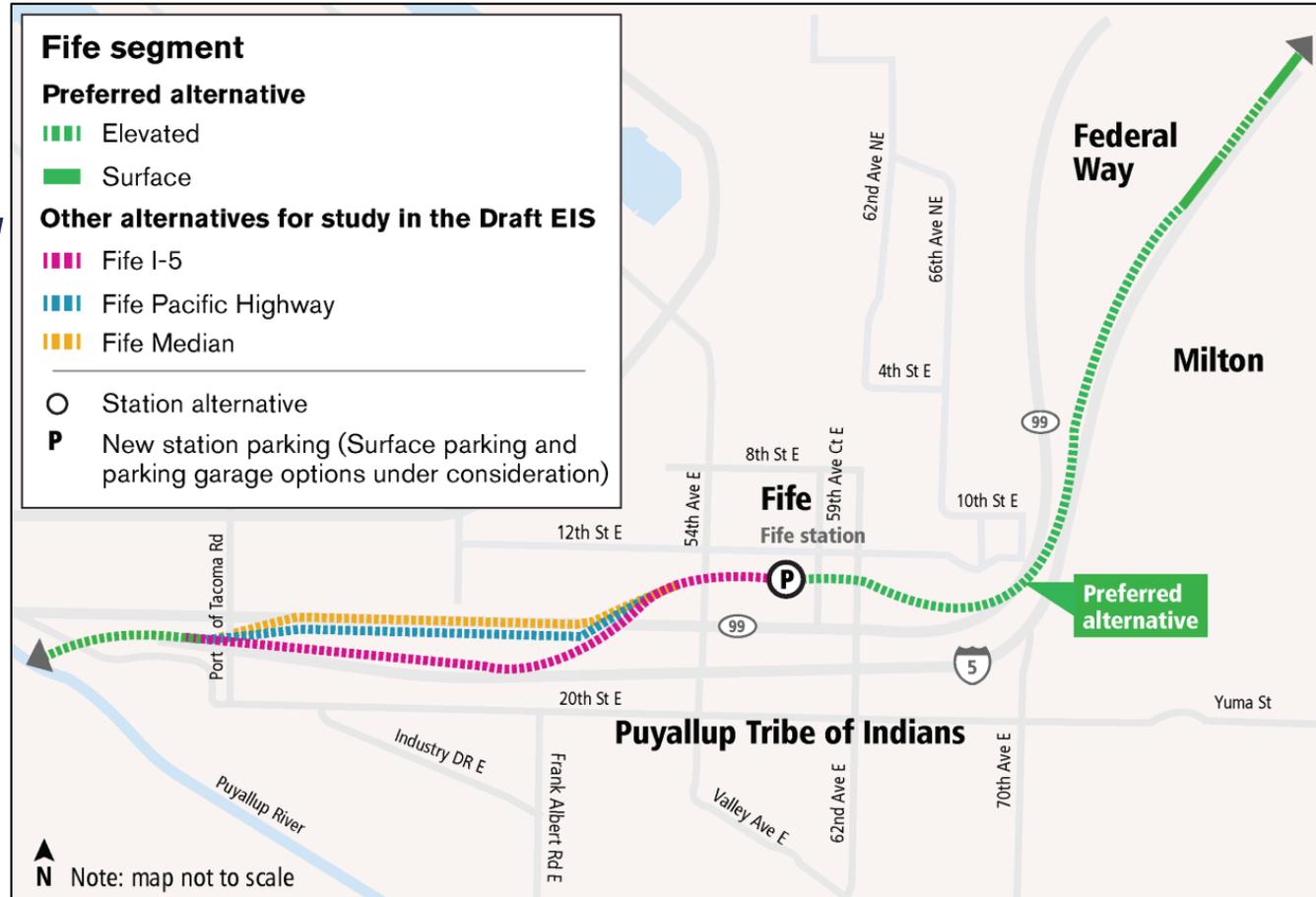
# Portland Avenue Station: Overview

- **Portland Avenue Station (preferred)**
- **Portland Ave Span (option)**
- 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



# Fife Station Segment: overview

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

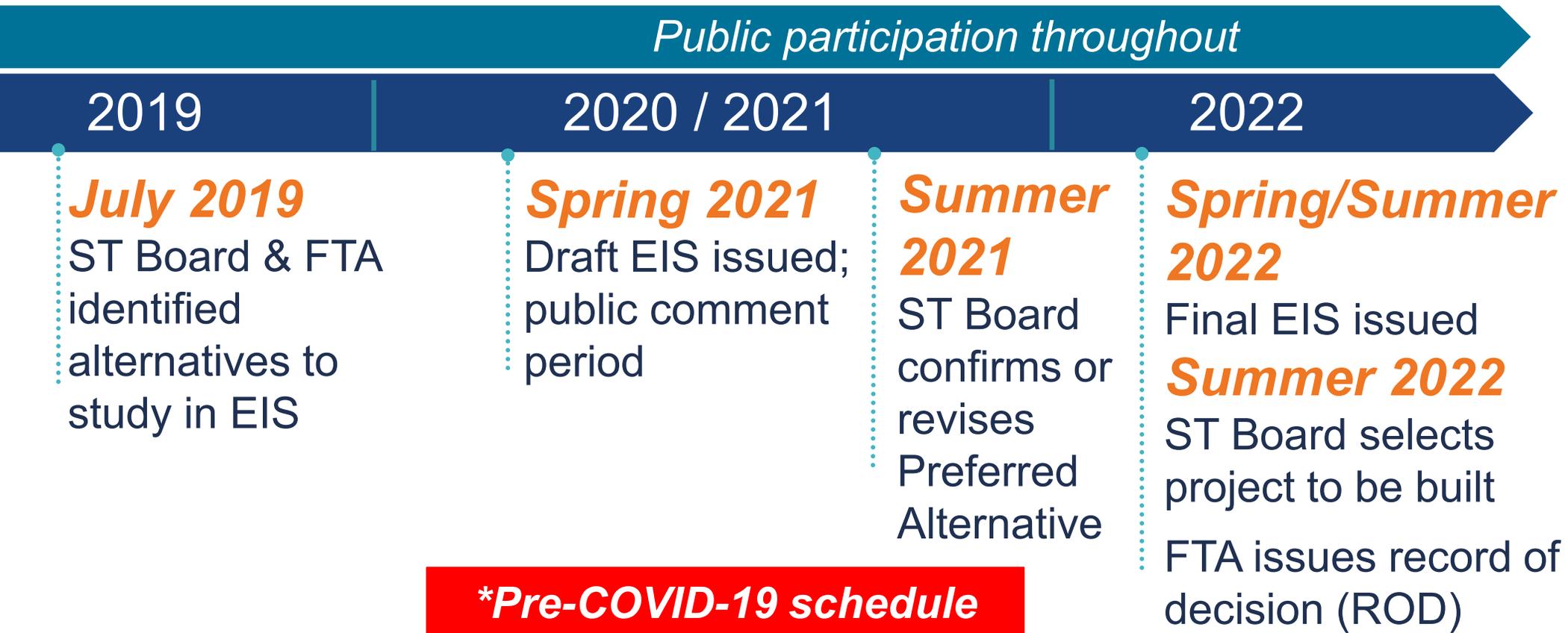


# Fife Station: design refinements

- Configuration of 500 park-and-ride spaces (surface or structure)
- Non-motorized and transit access to station



# TDLE Environmental Review timeline\*



# *Upcoming Fall Outreach*

- Online open houses
  - Design refinements
  - Station & access open house
- Phone follow-ups
- Briefings to community groups and property owners

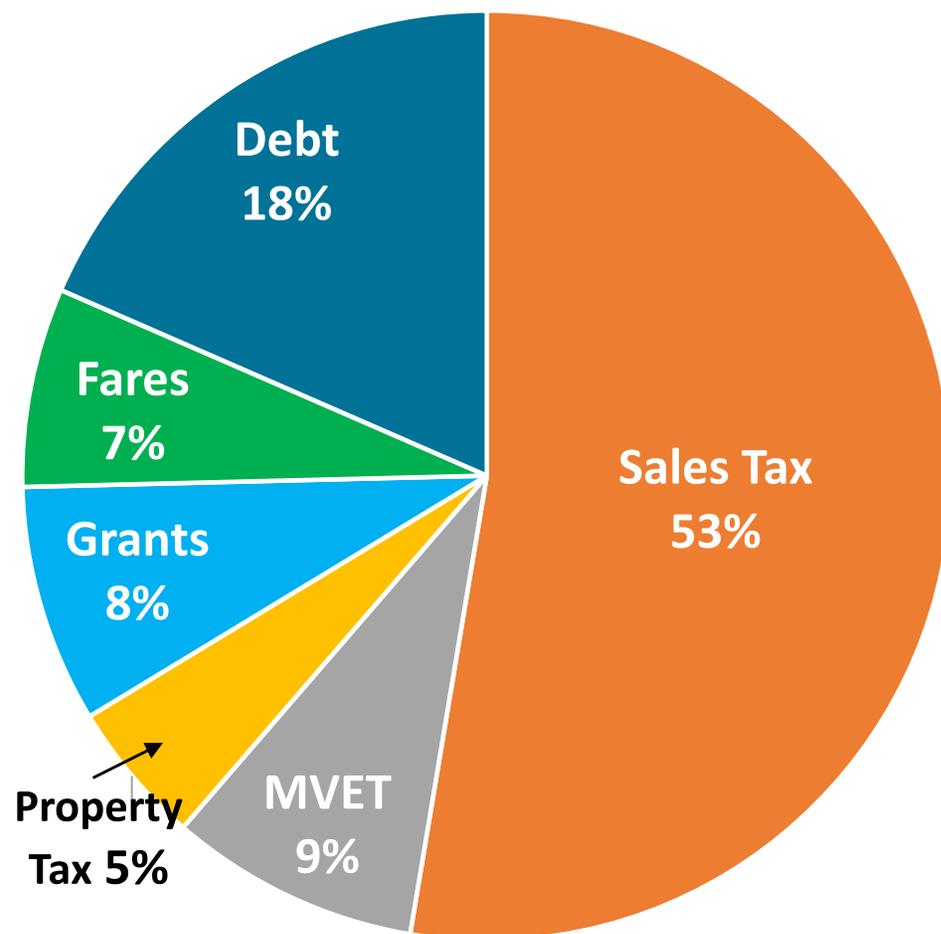


# *Realigning expansion plans*



# Revenue sources

- Tax revenues fund 66%.
- Debt funds 18%.
- Fares fund 7%.

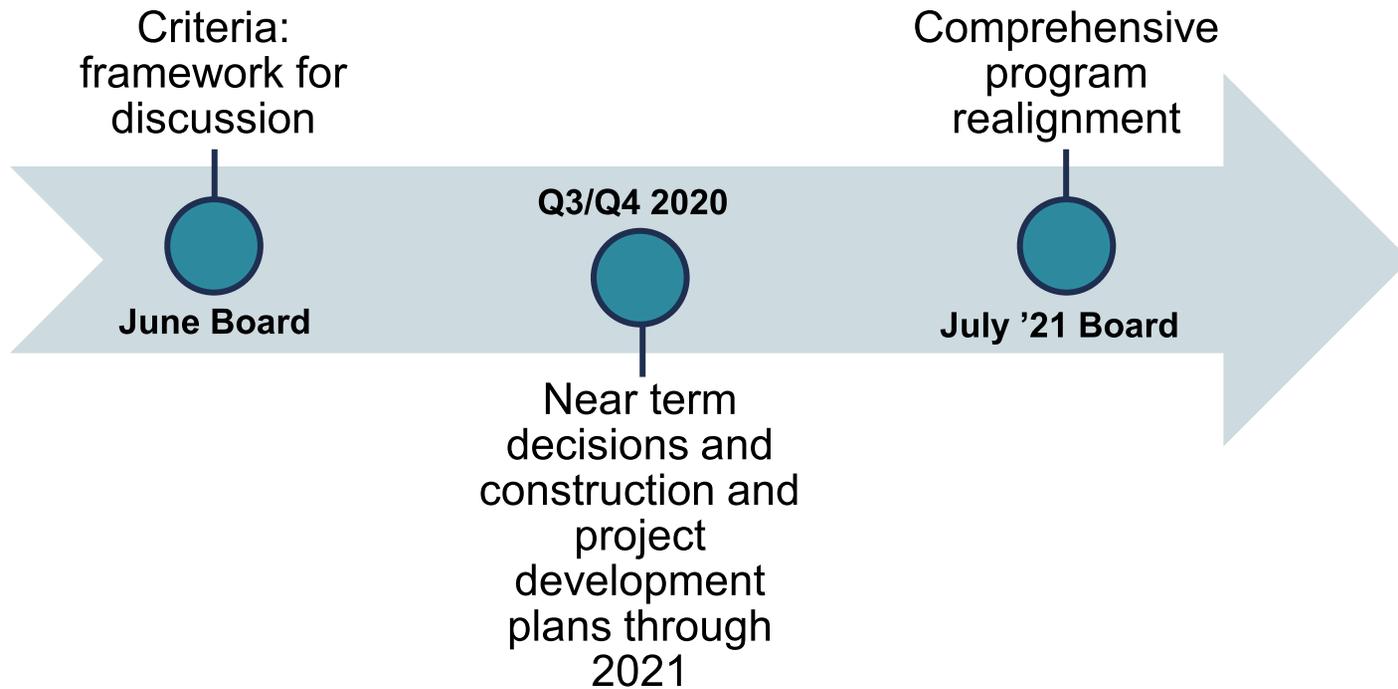


# ***Board tools to manage affordability***

## ***Tools established in ST3 plan documents***

- Delay project completion.
- Modify project scope (alignments/stations, etc).
- Secure new grant funding or funding partners.

# Realignment process timeline



*Thank you.*



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