



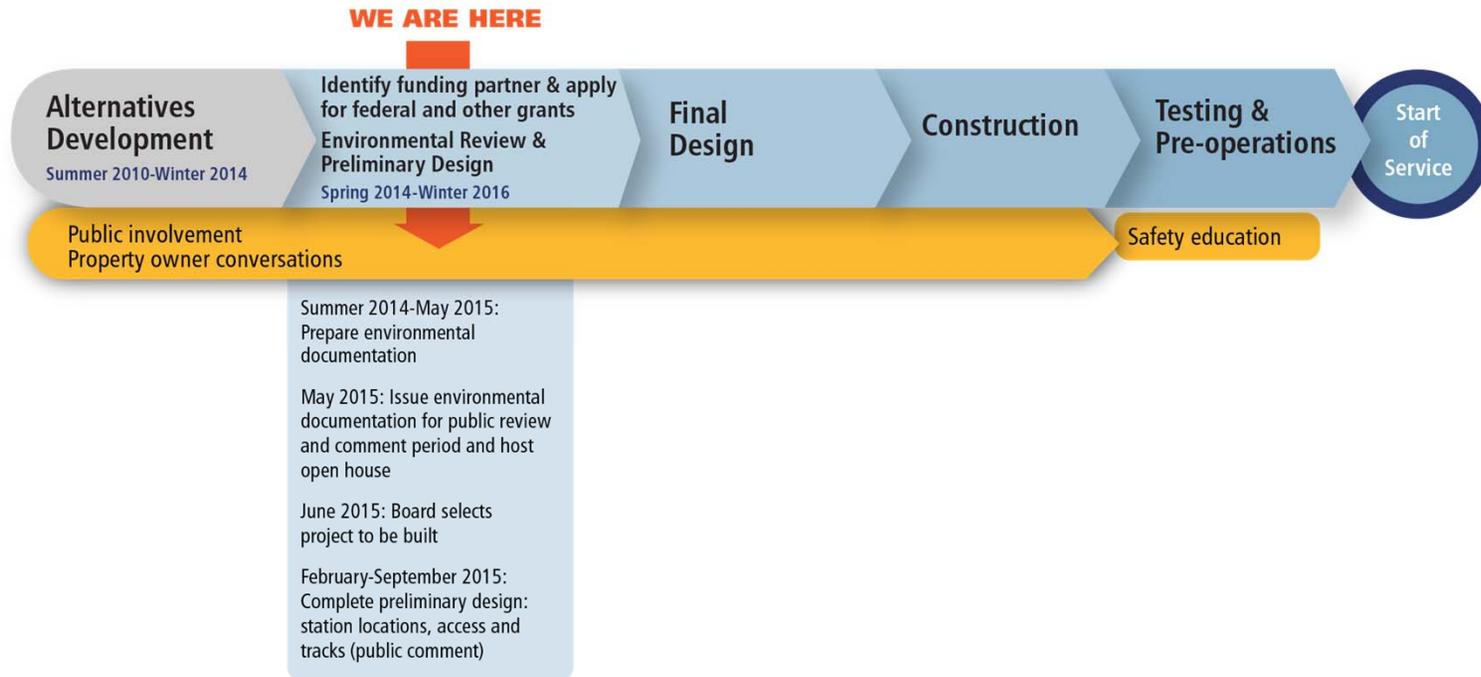
Tacoma Link Expansion
Infrastructure, Planning and Sustainability Committee
March 25, 2015

Presentation Purpose

- Update:
 - Schedule
 - Funding
 - Public engagement
- Share results of draft environmental evaluation



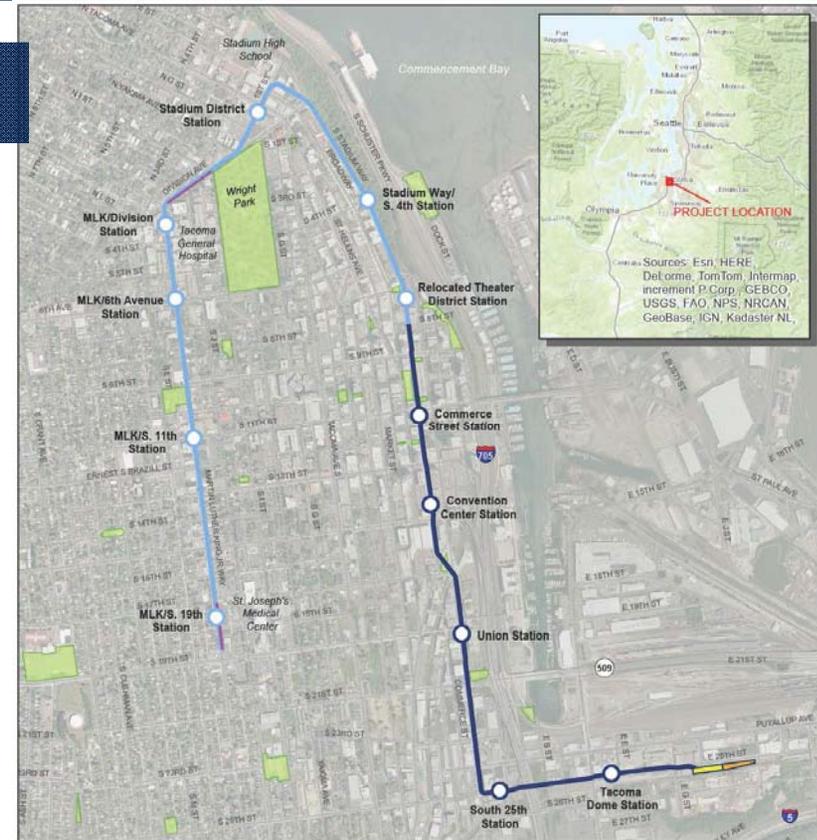
Project and Environmental Review Schedule



Project Overview

2.4 mile expansion from downtown to the Hilltop:

- Tacoma Link primarily in mixed traffic
- Electricity from traction power substations
- Six new stations proposed and relocated Theater District Station
- Expansion of existing Operations and Maintenance Facility



Project Benefits

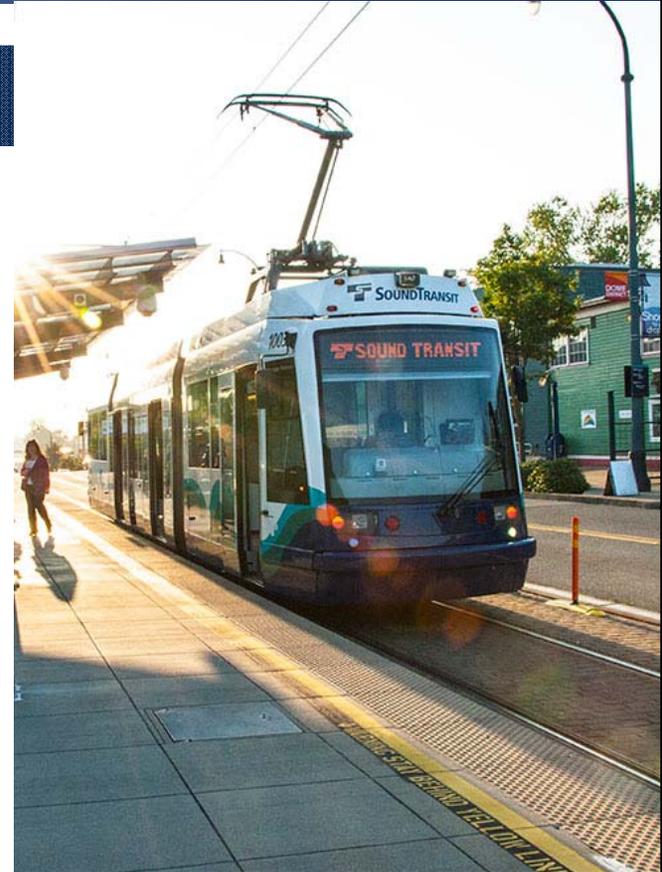
- Decrease headways from 12 min. to 10 min. most of the day; 20 min. off-peak
- Serve ethnically and economically diverse neighborhoods
- Expansion doubles existing system—from 1.6 to 4 miles
- By 2035: Estimated to serve 54,000 jobs and 47,000 residents

Tacoma Link ridership

	October 2014	2035 Tacoma Link build alternative
Tacoma Link Project riders (weekdays)	3,000*	10,800**

*Source: Sound Transit Operations October 2014 Service Performance Report

** Source: STOPS Model, 2012



Funding

Funding sources:

- Sound Transit=\$50 million
- Federal Small Starts grant \$74.99 million proposed in President's budget
- City of Tacoma=\$40 million
 - Grants: \$13.1 million in secured grants and other potential grant sources
 - Memorandum of Understanding being developed based on Term Sheet

Environmental Decision Process

The community is engaged throughout the process

May 2015
Open House to be scheduled
two-week comment period on
Environmental Review

May/June 2015
City Council discussion to
be scheduled
City Council may
recommend alignment to be
built

June/July 2015
Sound Transit board discussion to
be scheduled. Board selects
project to be built

Environmental Review Process

- One alignment with limited anticipated impacts
- Streamlined environmental review process
- Evaluated potential impacts to comply with National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA)
- Anticipate FTA approval of environmental review April 2015



Elements of the Environment Studied

Prepared three detailed Technical Reports: Transportation; Noise and Vibration; and Historical and Archaeological Resources. Evaluation of impacts and mitigation for all elements of the environment:

Built Environment

- Transportation (Traffic, Transit, Bikes, Pedestrians)*
- Aesthetics and Visual Effects*
- Noise and Vibration*
- Property Acquisition*
- Historic and Cultural Resources*
- Air Quality
- Environmental Justice (minority/low-income)
- Hazardous Materials
- Park and Recreational Resources
- Energy
- Public Services
- Utilities

Natural Environment

- Construction Impacts*
- Coastal Zone
- Floodplain
- Navigable Waterways
- Prime and Unique Farmlands
- Biological
- Seismic and Soils
- Water Quality
- Wetlands
- Endangered Species Act Screening List
- EPA Sole Source Aquifer Checklist
- Cumulative and Indirect Impacts

**Discussing today*

Transportation Findings

- Existing: PM Peak Hours:
 - Transit mode share (auto vs. transit):
 - Transit mode share: up to 9%
 - Auto: over 90+%
- In 2035:
 - Transit mode share increases up to 34%
 - Travel times for Tacoma Link Expansion will be 13-14 minutes from Theater District to South 19th Street\Martin Luther King Jr Way
- Developed a transit integration plan with Pierce Transit
- Project improves crosswalks and curb ramps near stations and provides ADA improvements as necessary along route

Transportation - Projected Ridership

Station	2035 Boardings
Tacoma Dome	2,300
South 25 th	200
Union Station	900
Convention Center	1,300
Commerce Street	300
Theater District	800
Stadium and 4 th Street	100
Stadium District	800
MLK/Division	1,300
MLK/6 th	500
MLK/11 th	800
MLK/19 th	1,500
Total	10,800

Transportation - Traffic Projections



- Minimal traffic impacts
- All study intersections will operate at City Level of Service standard or better
- Assumed transit signal priority (TSP) at signalized intersections – extra green time for trains
- Level of TSP to be agreed upon by Sound Transit and City of Tacoma
- Train will stop at each station for approximately 30 seconds (average Tacoma traffic signal is 90 seconds)
- Will adjust signals as needed

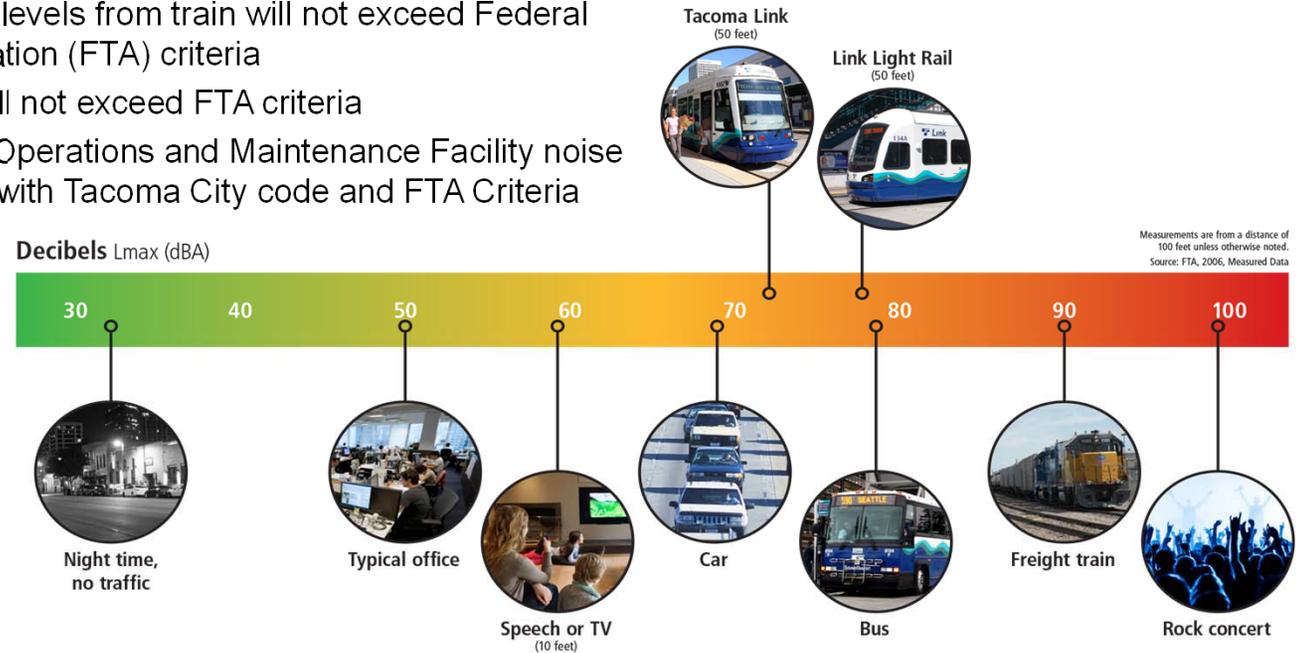


Transportation - Parking

- Approximately 50 on-street parking spaces removed along proposed alignment
 - Less than 2% of on-street parking in the corridor impacted
- Sound Transit will coordinate with the City to:
 - Determine whether replacement on-street parking can be identified
 - Promote awareness of alternate parking options
 - Work with the City and community to monitor and implement parking control measures as necessary

Noise and Vibration Findings

- Operational noise levels from train will not exceed Federal Transit Administration (FTA) criteria
- Vibration levels will not exceed FTA criteria
- Construction and Operations and Maintenance Facility noise levels will comply with Tacoma City code and FTA Criteria



Views and Visual Character

- No substantial impacts to views
 - Wires height: ~21 ft.
 - Pole height: ~23 ft.
 - Views from some residences on Stadium Way could be altered by poles and wires
 - Wires lower than many existing street lights and large trees
- Consistent with scale and character of neighborhood streets



Visual Simulations

Relocated Theater District Station on Commerce Street



Existing View



Proposed Theater District Station Simulation

Visual Simulations

4th Street Station on Stadium Way



Existing View



Future Visual Simulation

Visual Simulations

Tacoma Link on Stadium Way



18 Existing View



Future Visual Simulation

Visual Simulations

Curbside Station on Martin Luther King Way at S. 11th Street



19 Existing View



Future Visual Simulation

Property Acquisitions

- Expansion of existing Operations Base
- Potential Traction Power Substation (TPSS) sites are in City right of way or on City property; working with City to evaluate sites



TPSS Examples

Traction Power Substations (TPSS)



21 Seattle Streetcar TPSS



Central Link TPSS

Historic Resources Effects

- Project alignment had streetcars operating in past, so project restoring historic setting
- Passes through Old City Hall Historic District
- No physical impacts, alterations, acquisitions of any historic structures along the alignment
- Continuing consultation with State Historic Preservation Officer (SHPO) and City of Tacoma Historic Preservation Office (Section 106)

Cultural Resources Effects

- Stations and corridor have been determined to be “low probability” for finding cultural resources
- Expanded Operations and Maintenance Facility (OMF) site is “high probability” area for finding cultural resources
 - Preparing Programmatic Agreement (PA) in consultation with DAHP, FTA and interested Tribes. PA will outline plan for subsurface testing at OMF to determine if cultural resources are present, and evaluation of project effects, if any.

General Construction Process

	Utility relocation	Install track	Complete stations	Install power	Install and test systems
What work will occur?	Relocate above ground and below ground utilities	Construct three- to four-block sections of track by removing existing pavement, placing the tracks, then repaving and restriping the roadway. Add station platform and any needed utilities	Add shelter and station amenities	Add poles and overhead wires	Before Tacoma Link Expansion opens to passengers, Sound Transit will complete a safety certification process and test communications, safety, and emergency systems, as well as signals and crossing gates
					

Community Outreach

April - June

- Stakeholder Roundtable meeting
 - Mid-April 2015
- Open house:
 - May 2015
- Online survey
- Online and print ads
- Postcard mailing
- Listserv notifications
- Community and property owner briefings
- Website:
soundtransit.org/tacomalinkexpansion

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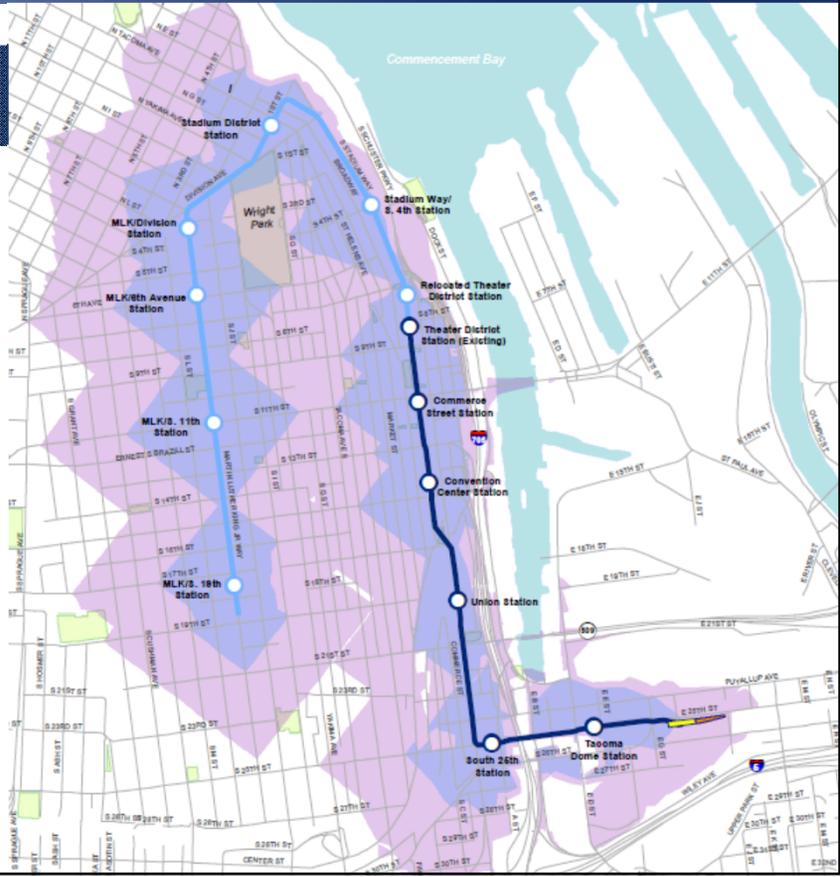


Questions?

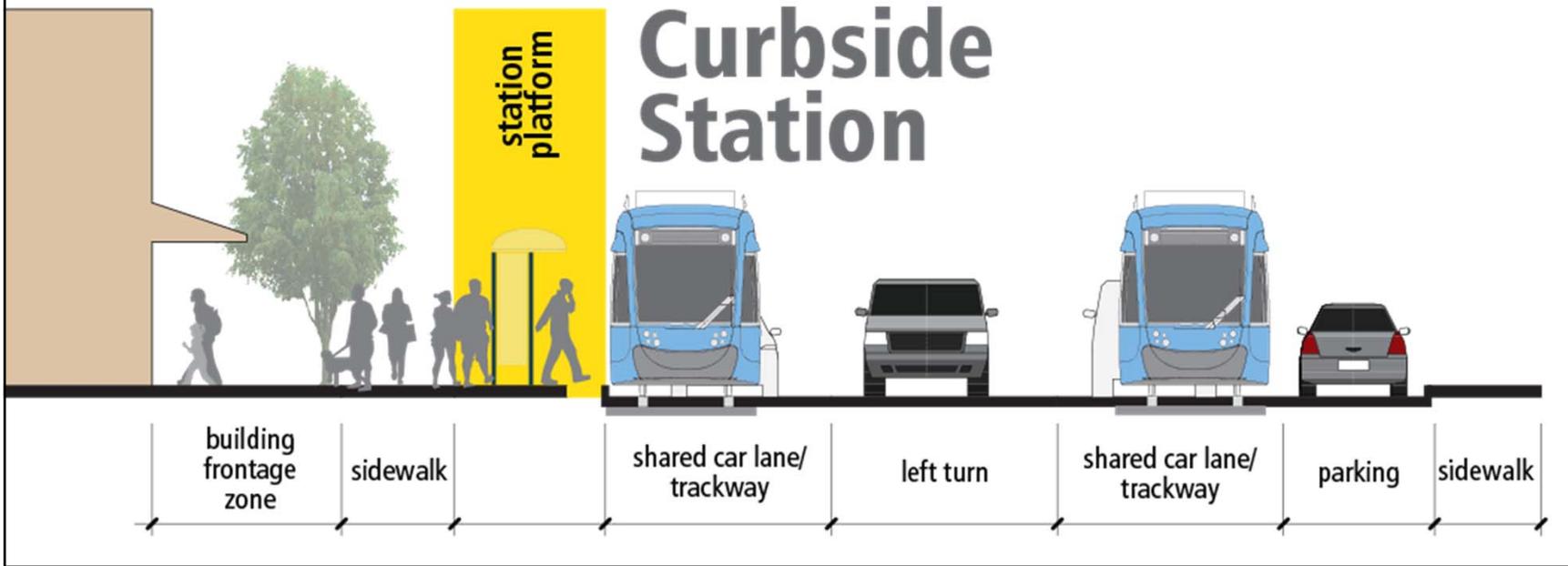
Station Area Walk Sheds

LEGEND

- Proposed Stations
- Existing Stations
- Existing Alignment
- Proposed Alignment
- Existing Operations and Maintenance Facility Site
- Proposed Operations and Maintenance Facility Expansion Site
- Parks
- Walk Shed within 1/4 mile
- Walk Shed within 1/2 mile



Curbside Station



Median Station

