

SEPA Checklist / DNS Public Engagement and Comment Summary

Overview

Sound Transit is partnering with the City of Tacoma to improve access to the Tacoma Dome Station area through the [Tacoma Dome Access Improvements](#) (TDAI) project. Improvements may include up to 300 new surface parking stalls and easier, safer ways to walk, roll, bike, and ride transit to and from the station area.

To advance the project, Sound Transit completed a State Environmental Policy Act (SEPA) checklist and supporting technical information. Based on that information, Sound Transit, as the SEPA lead agency, determined that the project is not expected to have a probable significant adverse impact on the environment and issued a Determination of Nonsignificance (DNS).

The comment period for the SEPA checklist, supporting documents, and DNS was open from Jan. 14 – 29, 2026. Sound Transit received 12 comments via an online comment form and a dedicated email inbox.

Outreach and notifications

Sound Transit shared the comment opportunity through multiple channels. Notifications included project information, dates to submit comments, a link to the project webpage, and instructions for submitting comments online or by email, phone, or mail. Notifications included:

- **Washington State SEPA Register:** DNS published on Jan. 14, 2026.
- **Postcard:** Mailed to approximately 1,400 parcels within a 0.25-mile radius of Tacoma Dome Station on Jan. 13, 2026. See Appendix A.
- **GovDelivery email:** Sent announcement to the Tacoma Dome Link Extension (TDLE) email list (more than 5,900 subscribers) on Jan. 15, 2026. See Appendix B.
- **Legal notices:** Published in the Daily Journal of Commerce and Tacoma News Tribune on Jan. 14, Jan. 21, and Jan. 28, 2026. See Appendix C.
- **Emails to Tacoma commissions, committees, and community groups:** Sent emails on Dec. 17, 2025, and Jan. 14, 2026.
- **Emails to partner agencies and Tribes:** Sent emails on Jan. 14 and Jan. 15, 2026.
- **Briefings:** Held coordination briefings with City of Tacoma staff during regularly scheduled biweekly meetings.

Comment collection

Sound Transit created a TDAI project webpage in December 2025 with background information and project timing. The webpage was updated to publish the SEPA checklist, DNS, and supporting documents, and to provide a link to the online comment form.

The online comment form included an open comment box and optional demographic questions. Sound Transit also created a dedicated email inbox for comments: tdaisepacomments@soundtransit.org.

Summary of comments

Sound Transit received 12 comments during the comment period. Eight were submitted via the online comment form, and four were submitted by email.

- **Agency comments:** The Department of Ecology provided comments regarding:
 - Hazardous waste and toxics reduction
 - Waste storage
 - Solid and toxic waste cleanup
- **Businesses and organizations:** The following businesses and organizations submitted nearly identical comments requesting further mitigation for air and noise pollution:
 - Montagnevetta LLC and SawShop Property LLC
 - Redefine Tacoma
- **Public comments:** Feedback received included comments on the TDAI and TDLE project designs:
 - Requests for trees and quiet zones near the station
 - Requests for further mitigation for air and noise pollution
 - Comments about the future of Freighthouse Square
 - Requests to speed up TDLE and increase T Line capacity
 - Question about existing parking capacity

Full comments are included in Appendices D and E.

Appendix A: Postcard

Postcard mailed to approximately 1,400 properties in a 0.25-mile radius surrounding the station on Jan. 13, 2026.



Tacoma Dome Access Improvements

Comment by Jan. 29 on the SEPA environmental analysis

Sound Transit has completed a State Environmental Policy Act (SEPA) checklist and supporting technical information, which provide information about the project's potential environmental impacts and benefits. Based on this environmental review, Sound Transit has determined the project does not have a probable significant impact on the environment and has issued a Determination of Nonsignificance (DNS).

The DNS and SEPA checklist are available at soundtransit.org/TDAI-SEPA.

How to comment on the SEPA checklist:

Go online: soundtransit.org/TDAI-comments

Email: TDAISEPAcomments@soundtransit.org

Write: Elma Borbe, Sr. Environmental Planner
Sound Transit, 401 S Jackson St, Seattle, WA 98101

About the Tacoma Dome Access Improvements (TDAI) project

TDAI will make it easier and safer for people to access the Tacoma Dome Station area by walking, rolling, biking, and taking transit. Proposed improvements could include up to 300 stalls of new surface parking near the station, upgraded sidewalks and crossings, and improved bike connections.

Questions?

Contact Community Engagement: tdlink@soundtransit.org or 206-398-5453.



Interpreter 800-823-9230
 Español 漢語 한국어 日本語
 Tagalog русский язык Tiếng Việt

Information in alternative formats:
 800-201-4900 / TTY: 711 or accessibility@soundtransit.org.



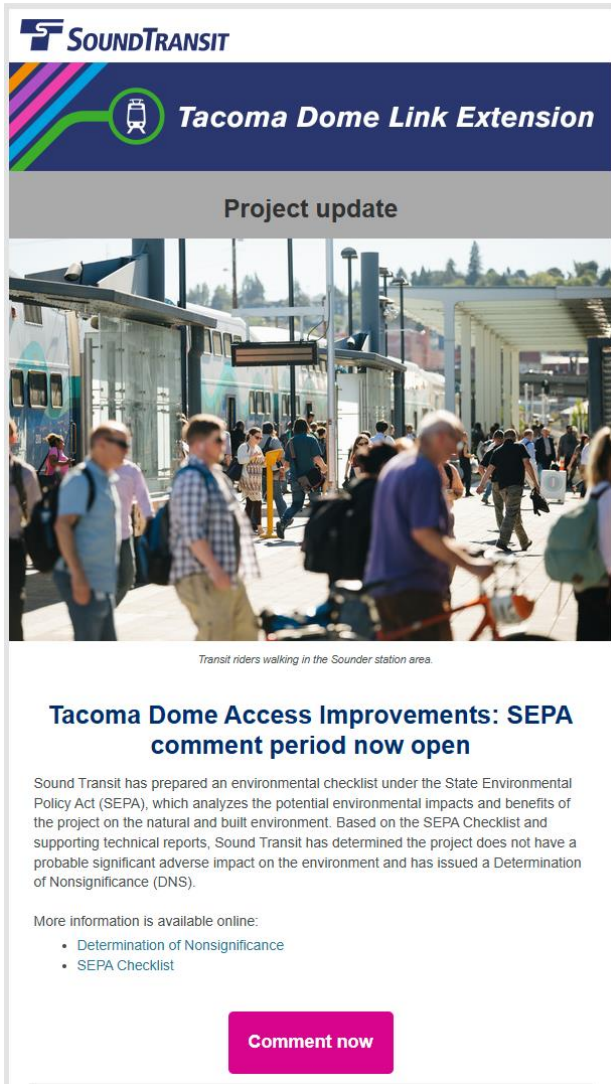
Union Station, 401 S Jackson St, Seattle, WA 98104-2826

Tacoma Dome Access Improvements

PRSRST STD
 U.S. POSTAGE PAID
 WA STATE DEPT
 ENTERPRISE SRVCS 98501

Appendix B: GovDelivery update


GovDelivery email update published on Jan. 15, 2026.



SOUNDTRANSIT

Tacoma Dome Link Extension

Project update



Transit riders walking in the Sounder station area.

Tacoma Dome Access Improvements: SEPA comment period now open

Sound Transit has prepared an environmental checklist under the State Environmental Policy Act (SEPA), which analyzes the potential environmental impacts and benefits of the project on the natural and built environment. Based on the SEPA Checklist and supporting technical reports, Sound Transit has determined the project does not have a probable significant adverse impact on the environment and has issued a Determination of Nonsignificance (DNS).

More information is available online:

- Determination of Nonsignificance
- SEPA Checklist

Comment now

Submit comments on the SEPA DNS and Checklist by 5:00 p.m. on Jan. 29, 2026 via one of the following options:

- **Online:** Fill out the online comment form: [soundtransit.org/TDAI-comments](https://www.soundtransit.org/TDAI-comments)
- **Email:** Email us at tdaisepacomments@soundtransit.org
- **Mail:** Send written comments to:
Sound Transit
C/O: Elma Borbe, Sr. Environmental Planner
401 S Jackson St.
Seattle, WA 98101

What is TDAI?

Sound Transit is partnering with the City of Tacoma to improve access to the Tacoma Dome Station area as part of the Tacoma Dome Access Improvements (TDAI) project. Station access options could include a surface parking lot with up to 300 stalls and improvements that support access by walking, rolling, biking, and other non-motorized travel options.

View environmental study

Stay up to date

- Stay engaged on the Tacoma Dome Link Extension project
- Review the latest on the Tacoma Dome Access Improvements project

More project info: <https://www.soundtransit.org/tdlink>
Contact us: tdlink@soundtransit.org or 206-398-5453

Appendix C: Legal Notices

Legal notices published in the Daily Journal of Commerce and Tacoma News Tribune on Jan. 14, Jan. 21, and Jan. 28.



DAILY JOURNAL OF COMMERCE

ADVERTISING PROOF

Date: 01/09/2026
Adnum: 445257
Custid: 5285

Customer: SOUND TRANSIT
Ad Title: DNS
Lines: 168

DETERMINATION OF NONSIGNIFICANCE (DNS) TACOMA DOME ACCESS IMPROVEMENTS PROJECT

Description of Proposal: Sound Transit proposes to provide access improvements to the Tacoma Dome Station along the Sounder South Commuter Rail line. Access improvements would include enhanced walking, bicycling, parking and driving to and from the station. Other proposed improvements include new and updated sidewalks, Americans with Disabilities Act (ADA) compliant ramps, and bike lanes.

Proponent: Sound Transit (Central Puget Sound Regional Transit Authority)

Location of the Proposal: Tacoma, Washington

Lead Agency: Sound Transit (Central Puget Sound Regional Transit Authority)

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of the completed environmental checklist and other information on file with Sound Transit.

This determination of nonsignificance (DNS) is issued under WAC 197-11-340(2) and Sound Transit's State Environmental Policy Act (SEPA) rules (Resolution R2018-17). The lead agency will not act on the proposal for 14 days from the date of issue below.

Availability of Documents: The SEPA Checklist and associated materials are available for review and download at soundtransit.org/tdai-sepa. Contact Elma Borbe, Senior Environmental Manager, at (206) 398-5445 or elma.borbe@soundtransit.org for questions or to request hard copies (at cost).

Comments Due: Comments must be submitted by 5:00 p.m., January 29, 2026. Email comments should be submitted to tdaisepacomments@soundtransit.org. Written comments should be mailed to Elma Borbe, Senior Environmental Planner, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104.

The responsible official will reconsider the DNS based on timely comments and may retain, modify or, if significant adverse impacts are likely, withdraw the DNS. If the DNS is retained, it

will be final after the expiration of the comment deadline.

Responsible official: Perry Weinberg

Position/title: Managing Legal Counsel

Phone: (206) 920-7130

Address: Sound Transit Legal Department

Union Station, 401 South Jackson St., Seattle, WA 98104-2826

Challenges to this Determination of Nonsignificance (DNS) are governed by Sound Transit Resolution R2018-17 and the SEPA rules and regulations (Ch. 43.21C RCW and WAC 197-11-680). Sound Transit Resolution R1018-17 is available online at: Resolution R2018-17.pdf. As provided in Resolution R2018-17, appeals of SEPA determinations must be made in writing by filing a letter of appeal and paying the required fee within 14 days following the date the environmental document is issued under SEPA. You should be prepared to make specific factual objections. Letters of appeal should be addressed to the Chief Executive Officer, Sound Transit, Union Station, 401 South Jackson Street, Seattle, Washington 98104-2826. For this DNS, appeals must be received by Sound Transit on or before 5:00 p.m. on February 5, 2026. Contact Perry Weinberg for arrangements if you require hand delivery of an appeal. Additional details about the appeals process and requirements are set out in Resolution R2018-17 and in the SEPA rules and regulations.

The responsible official may reconsider the DNS based on timely comments and may retain or modify the DNS or, if the responsible official determines that significant adverse impacts are likely, withdraw the DNS or supporting documents. If the DNS is retained, it will be final after the expiration of the comment deadline.

Responsible official: Perry Weinberg

Position/title: Managing Legal Counsel, Legal Department

Phone: (206) 689-4931

Address: Sound Transit Office of Environmental Affairs and Sustainability

Union Station, 401 South Jackson St., Seattle, WA 98104-2826

You may appeal this determination to: Sound Transit Chief Executive Officer, Sound Transit, Union Station, 401 South Jackson

St., Seattle WA 98104-2826 no later than 5:00 p.m., February 5, 2026, by submitting a written statement requesting an appeal, setting forth the information required by Sound Transit's SEPA rules (Resolution No. R2018-17) and by paying the required fee. You should be prepared to make specific factual objections. Resolution No. R2018-17 is available online at:

https://www.soundtransit.org/st_sharepoint/download/sites/PRDA/FinalRecords/Resolution%20R2018-17.pdf

Please contact Elma Borbe or Perry Weinberg at the phone numbers listed above if you would like to discuss arrangements for delivering an appeal.

Date: January 14, 2026

Signature:

Perry Weinberg

Dates of publication in the Seattle Daily Journal of Commerce, January 14, 21 and 28, 2026.

1/28(445257)

DETERMINATION OF NONSIGNIFICANCE (DNS)

TACOMA DOME ACCESS IMPROVEMENTS PROJECT

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Location of the Proposal: Tacoma, Washington

Lead Agency: Sound Transit (Central Puget Sound Regional Transit Authority)

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of the completed environmental checklist and other information on file with Sound Transit.

This determination of nonsignificance (DNS) is issued under WAC 197-11-340(2) and Sound Transit's State Environmental Policy Act (SEPA) rules (Resolution R2018-17). The lead agency will not act on the proposal for 14 days from the date of issue below.

Availability of Documents: The SEPA Checklist and associated materials are available for review and download at soundtransit.org/tdal-sepa. Contact Elma Borbe, Senior Environmental Manager, at (206) 398-5445 or elma.borbe@soundtransit.org for questions or to request hard copies (at cost).

Comments Due: Comments must be submitted by 5:00 p.m., January 29, 2026. Email comments should be submitted to tdaisepacomment@soundtransit.org. Written comments should be mailed to Elma Borbe, Senior Environmental Planner, Sound Transit, 401 S. Jackson Street, Seattle, WA 98104.

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Responsible official: Perry Weinberg
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Signature: Perry Weinberg 1/8/2026
 IPL0302031
 Jan 14, 21, 28 2026

Post Date: 01/14 12:00 AM

Refcode: #IPL0302031 Print

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Appendix D: All public comment form results

The online comment form received eight comments, but none related to the SEPA Checklist, DNS, or supporting documents. The full list of comments from the online comment form is below:

- Build the Tacoma Dome LINK faster! ABUNDANCE!
- I think the parking lot should be planted with large trees, and I noticed that the street trees will be small. The street trees should be large as possible and they should be watered until well established.
- How much parking is currently available at the Tacoma dome station?
- I am concerned with the loss of historically significant structures and businesses in Freighthouse Square.
- Please plant as many trees and add as much greenery as you can! I'm supportive of all the improved sidewalks, crosswalks, and so on but I worry we're creating a bit of concrete jungle.
- Quiet zone for C and D street at 26th. amount of train traffic to increase exponentially and affect housing in area
- There's been a major oversight in this project. When TDLE opens, the T Line will become overcrowded with people going to any destination from TDS. Single-car tram vehicles will run only every 12 minutes despite ST3 intending to increase headways, however it is currently impossible for Sound Transit to increase T Line headways due to the single-track segment. This problem is only supposed to be solved 5-9 years AFTER TDLE opens, with the TCCLE project. TDAI presents the perfect opportunity to reallocate some funds from TCCLE and accelerate the double-tracking to open alongside TDLE. Accessibility improvements need to be looking at transit too, not only biking, walking, and driving.
- Tear down Freight House Square. It's gross.

Appendix E: Email comments

The comment inbox (tdaisepacomments@soundtransit.org) received the following three substantive comments:

Department of Ecology

The following page was sent as a PDF attachment from Joe Thomas (ERTS & SEPA Coordinator, Southwest Region, swrosepacoordinator@ECY.WA.GOV) on Jan. 28, 2026.



**STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY**

Southwest Region Office

PO Box 47775, Olympia, WA 98504-7775 • 360-407-6300

January 28, 2026

Elma Borbe, Senior Environmental Planner
Sound Transit
401 S. Jackson St
Seattle, WA 98104

Dear Elma Borbe:

Thank you for the opportunity to comment on the determination of non-significance for the Tacoma Dome Access Improvements Project as proposed by Elma Borbe, Senior Environmental Planner. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

HAZARDOUS WASTE & TOXICS REDUCTION: Garret Peck (564) 669-0836

The applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present, such as PCB-containing lamp ballasts, fluorescent lamps, and wall thermostats containing mercury, are removed prior to demolition. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials.

Please review the "Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes," posted at Ecology's website, <https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Dangerous-waste-guidance/Common-dangerous-waste/Construction-and-demolition>. The applicant may also contact Katy Harvey of Ecology's Hazardous Waste and Toxics Reduction Program at katy.harvey@ecy.wa.gov for more information about safely handling dangerous wastes and demolition debris.

SOLID WASTE MANAGEMENT: Derek Rockett (360) 995-3176

All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. All removed debris resulting from this project must be disposed of at an approved site. Contact the local jurisdictional health department or Department of Ecology for proper management of these materials.

TOXICS CLEANUP: Sandy Smith (360) 999-9588

As described in the SEPA checklist, the area of the planned Tacoma Dome Access Improvements Project includes numerous known or suspected cleanup sites where hazardous substances have been released to the environment. To search and access information concerning these sites see <https://ecology.wa.gov/Spills-Cleanup/Contamination-cleanup/Cleanup-sites>. Hazardous substances may be present in soil or groundwater in planned construction areas in amounts and/or concentrations likely to affect human health or the environment. The cleanup of toxic cleanup sites is regulated under the Washington Model Toxics Control Act (MTCA), Chapter 70A.305 RCW, and implementing regulations contained in Chapter 173-340 WAC. Ecology recommends that pollution in the environment, if present within the access improvement project construction areas, be cleaned up in compliance with WAC 173-340 before the road improvement project is constructed. If contamination is suspected, discovered, or occurs during construction of the access improvements, testing of the potentially contaminated media must be conducted. If contamination of soil or groundwater is readily apparent, or is revealed by testing, the Department of Ecology must be notified. To notify Ecology, contact the Environmental Report Tracking System Coordinator at the Southwest Regional Office at (360) 407-6300. For assistance and information about subsequent cleanup and to identify the type of testing that will be required, contact Sandy Smith with the Toxics Cleanup Program at the Southwest Regional Office at (360) 999-9588.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(JKT:202600094)

cc: Garret Peck, HWTR
Derek Rockett, SWM
Sandy Smith, TCP

Montagnevetta LLC and SawShop Property LLC

The following comment was sent via email from [REDACTED] on Jan. 28. It is nearly identical to the comment from Redefine Tacoma.

These comments pertain to the TDAI-SEPA CheckList, under Environmental Elements

2. Air

4. Plants - d. Proposed landscaping....

7 Environmental Health - b. Noise

2. Air The air emissions generated during this project are nothing like what the Dome District has had to endure during the last 20 years of transit construction, from the Pierce Transit Parking Garage, Sound Transit's Sounder, Pierce Transit's BRT debacle to the proposed LINK Extension through the center of the Dome District.

BUT the proposed A2 & A3 parking lots are needed and well placed, *outside* the immediate circle (1/4 mile radius) of the Dome Stations, wherein housing should be constructed with services at ground level. Thank you!

4. Plants - d. Proposed landscaping We are concerned with the word *small*

Small street trees will be planted according to Tacoma's Urban Forest Manual at these improvements:

- TD11 Pacific Ave.
- TD13 East F St.
- TD08 East 26th St.
- TD09 East D St.

From the Figure 1 Overview Map, *small* is not appropriate in any of these places, whether *small* means 1" caliper at planting time (in an urban situation a high percentage of those trees are destroyed within the first year by people, machines or neglect) or *small* means trees that grow no taller than 12 -20 feet. *Small* trees on such large streets won't grow tall enough. Tall street trees can be headed up, as the years go by, to have a canopy that is above the required heights of 8 feet over the sidewalk and 14 feet over the roadway as stated in the landscaping standards. This also helps create the shade canopy needed for our warming summers.

7. Environmental Health - b. Noise

Since all the Improvements are not only for the existing Tacoma Dome Station but the proposed preferred TDLE Station in the center of the DD basically at East D St. & East 25th/26th Sts. (referred to throughout this SEPA Check List as the "project area"), we know that this major Noise Impact was a grave omission to the Environmental Health's Noise section of the Check List.

The Horns! and people accessing the Station platforms or just waiting to crossing the tracks at E D St & E C St. to say nothing of the disturbance to adjacent/nearby buildings. To reach the north bound track for the commuter trains, one has to come out and walk around the train (that's over the tracks), these people are often stopped by the train entering the station at 5mi/hr blowing their horns 4 times at both E C St and, right in front of them within 5 to 8 feet, E D St crossing. This sound of the horns, because it is not constant is very unhealthy, even up and down E D St. by 2 blocks it is still a shocking blast!

Sounder Commuter Rail, Amtrak trains and Tacoma Rail are legally required to blow their horns, one long and two short 4 times at each crossing.

We, the Dome District had worked to get a "Quiet Zone" approved and funded for East D St., East C St. and South C St. (FRA, requires 3 crossings to apply for a Quiet Zone) over the last 15 years. The City of Tacoma had this project on their 6 yr. budget list for most of that time and got the \$ together twice, but then used the money for other projects.

Since the Sounder and Amtrak are the main culprits this should have been a major red flag for this access improvement project as they are the ones that will, over the years, grow to become more and more trains.

Mitigation should include helping the City to implement the Quiet Zone and to encourage development of housing within the 1/4 mile circle of the Stations

Thank you,

Montagnevetta LLC and SawShop Property LLC

[REDACTED]
[REDACTED]

Redefine Tacoma/Claudia Riedener

The following comment was sent from Claudia Riedener at Redefine Tacoma ([REDACTED]) on Jan. 28. It is nearly identical to the comment from Montagnevetta LLC and SawShop Property LLC.

These comments pertain to the TDAI-SEPA CheckList, under Environmental Elements

Please include me in future communication and decisions on this issue.

To me this entire idea is confusing. Have you spent any time in this neighborhood? You can quickly identify that very pricy public amenities, ADA access have been chained off for many years and made entirely inaccessible for all.

What is the purpose of spending money on amenities BEFORE any final ST plan is available to the public?

Why burn more money now, understanding that even existing nearly new sounder and AmTrak stations will be bulldozed along with our historic building, housing lots of small business ST claims to support?

I am deeply disappointed in this waste of time and money when Tacoma will not even see the link connection for over a decade, while other communities are loing connected.

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