

Resolution No. R2025-14

Budget Amendment for the Tacoma Dome Link Extension Project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	06/12/2025 06/26/2025	Recommend to Board Final action	Terri Mestas, Deputy CEO, Capital Delivery Manan Garg, Executive Director Lauryn Douglas, Planning Director

Proposed action

Amends the Adopted 2025 Budget to advance the Tacoma Dome Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by \$144,950,939 from \$112,388,021 to \$257,388,960 and b) increasing the adopted 2025 annual project budget by \$27,486,000 from \$15,198,000 to \$42,684,000.

Key features summary

- This action increases the Tacoma Dome Link Extension (TDLE) project budget to provide funding for the consultant team to complete environmental review and preliminary engineering, support agency administration costs including Sound Transit staff, and pre-acquisition and early right-of-way services support.
- A related Motion No. M2025-31 would approve a contract modification with HDR Engineering, Inc. to complete environmental review and advance preliminary engineering.
- Approval of this budget increase and the noted contract modification also allows for the advancement and incorporation of cost reduction ideas to improve project affordability without delaying the project schedule.
- This action supports anticipated spending at this phase of project development. This incremental budget increase is typical for system expansion projects as the agency continues implementing the pre-baseline work.

Background

TDLE is part of the Sound Transit 3 Plan (ST3) of regional transit system investments, approved for funding by voters in the region in 2016. TDLE includes construction of about 8.5 miles of guideway from the future Operations and Maintenance Facility South to the Tacoma Dome. This includes four stations, two parking facilities, and allowances for system access improvements, sustainability, and transit-oriented development. The Board adopted forecasted in-service date is 2035.

The project development process has three phases. Phase 1 included alternatives development, environmental scoping and identification of a preferred alternative and other alternatives to study in the Draft EIS. Phase 2 included the preparation of a Draft EIS and conceptual engineering of alternatives. Phase 3 will include preparation of a Final EIS, including responses to public and agency comments on the Draft EIS, and preliminary engineering.

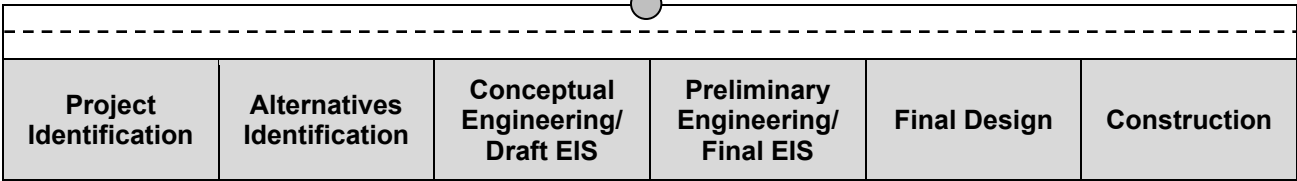
To maintain eligibility for potential federal funding and obtain required federal approvals, the project will comply with the requirements of the National Environmental Policy Act (NEPA). As the public agency proposing the project, Sound Transit is required to comply with the State Environmental Policy Act (SEPA). The FTA, as the federal lead agency under NEPA, and Sound Transit, as the state lead agency under SEPA, have determined that the proposed project may have probable significant adverse environmental impacts. To satisfy both NEPA and SEPA requirements, the agencies published a Draft EIS for the project in December 2024 and will prepare a Final EIS in Phase 3.

A related Board action, proposed Motion No. M2025-31, authorizes a modification to the consultant services contract with HDR Engineering, Inc. to provide additional project development services, for completion of Phase 3 – Final Environmental Impact Statement and Preliminary Engineering for the Tacoma Dome Link Extension project.

Sound Transit anticipates publishing the TDLE Final EIS in 2027 and the Board will be asked to select the Project to be Built. The Record of Decision is anticipated to be issued in 2027 following Board action.

Project status

Tacoma Dome Link Extension



Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction
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Projected completion date for Preliminary Engineering/Final EIS: 2027.

Current project status, performance metrics, and additional information are located on page 16 of the April 2025 System Expansion Monthly Status Report.

Fiscal information

This action increases the 2025 Annual Project Budget and Authorized Project Allocation for the Tacoma Dome Link Extension project.

This action funds TDLE project development services by increasing the agency administration, preliminary engineering, and right-of-way phases of the 2025 annual project budget and authorized project allocation.

The current 2025 annual project budget for the TDLE project is \$15,198,000. This action increases the annual project budget by \$27,486,000, resulting in a revised total of \$42,684,000.

The current authorized project allocation for the TDLE project is \$112,388,021. This action increases the authorized project allocation by \$144,950,939 resulting in a revised total of \$257,338,960.

The increases in agency administration and right-of-way are within the project’s financial plan estimate for those phases. The increase in preliminary engineering is 15% over the TDLE financial plan estimate for the preliminary engineering phase. It is reasonably assumed that this additional cost for the preliminary engineering is not material to the completion or affordability of the remainder of the ST3 program and is a necessary expense to continue project development. These expenses are needed to both further the project development work to understand full costs of the project or project options. Both the preliminary engineering work and pre-acquisition activities will retain their usefulness and value over time.

In line with trends across other capital projects experiencing significant cost pressures, the agency is actively reassessing this project’s cost outlook. As directed by the Board in Motion No. M2024-59, the project is undergoing extensive work plan efforts to identify and mitigate rising cost drivers. This action today funds continuation of that work to further assess this project and its cost outlook. This includes evaluating programmatic, financial, and project-level opportunities to improve affordability and strengthen the agency’s overall financial position.

Tacoma Dome Link Extension

(in thousands)

Project Phase	2025 Annual Project Budget			Authorized Project Allocation		
	Adopted Annual Project Budget	Budget Amendment	Revised Annual Project Budget	Current Authorized Project Allocation	Allocation Revision	Revised Authorized Project Allocation
Agency Administration	\$3,040	\$4,486	\$7,526	\$21,866	\$18,887	\$40,754
Preliminary Engineering	4,163	22,700	26,863	54,410	103,785	158,195
Final Design & Specifications						
Property Acquisition	4,890	300	5,190	10,052	22,279	32,330
Construction						
Construction Services						
Third Parties	3,105		3,105	26,060		26,060
Vehicles						
Contingency						
Total	\$15,198	\$27,486	\$42,684	\$112,388	\$144,951	\$257,339

Notes:
Amounts are expressed in Year of Expenditure \$000s.
For detailed project information, see page 143 of the 2025 Adopted Budget & Financial Plan.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Not applicable to this action.

Time constraints

Delay in the modification of the consultant contract funded by this action would affect the critical path for design advancement for the Tacoma Dome Link Extension project.

Prior Board/Committee actions

Resolution No. R2024-25: Adopted an annual budget for the period from January 1 through December 31, 2025 and adopts the 2025 Transit Improvement Plan (TIP).

Resolution No. R2024-15: Established the Operations and Maintenance Facility South project budget from the Tacoma Dome Link Extension project budget.

Environmental review – KH 5/27/25

Legal review – AJP 6/6/25

Resolution No. R2025-14

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the Adopted 2025 Budget to advance the Tacoma Dome Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by \$144,950,939 from \$112,388,021 to \$257,388,960 and b) increasing the adopted 2025 annual project budget by \$27,486,000 from \$15,198,000 to \$42,684,000.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, in November 2016, the voter-approved ST3 Plan including funding to extend Link Light Rail from downtown Federal Way to the Tacoma Dome; and

WHEREAS, in July 2019, the Board approved Motion No. M2019-77 and identified preferred alternatives and other alternatives for detailed study in the Draft Environmental Impact Statement; and,

WHEREAS, Resolution No. R2021-05 identified the Tacoma Dome Link Extension as a Tier 1 project to proceed without funding delay; and

WHEREAS, in March 2023, the Board, via Motion No. M2023-19, modified and added alternatives for the Tacoma Dome Link Extension in the Fife segment to address concerns with the Fife floodplain and to avoid unmitigable impacts to cultural resources along I-5 in the South Federal Way segment; and,

WHEREAS, the Tacoma Dome Link Extension Draft Environmental Impact Statement was published on December 13, 2024 and briefed the System Expansion Committee on the findings; and,

WHEREAS, staff presented on the comments received during the 60-day extended comment period to the System Expansion Committee and Board in May 2025; and,

WHEREAS, the Board is considering an action to confirm, modify, and identify the preferred alternative and other alternatives for study in the Final Environmental Impact Statement; and,

WHEREAS, Motion No. M2025-31 is contingent upon adoption of this Resolution.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Adopted 2025 Budget is amended to advance the Tacoma Dome Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by \$144,950,939 from \$112,388,021 to \$257,388,960 and b) increasing the adopted 2025 annual project budget by \$27,486,000 from \$15,198,000 to \$42,684,000.

ADOPTED by no less than a 2/3 affirmative vote of the entire membership of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator