



## Resolution No. R2026-06

### Selecting the Project to be Built for the Tacoma Dome Station Parking and Access Improvements project and Amending the ST2 Plan

Meeting:	Date:	Type of action:
System Expansion Committee	04/09/2026	Recommend to Board
Board	04/23/2026	Final Action

Staff name:	Staff title:
Terri Mestas	Deputy CEO, Capital Delivery
<b>Manan Garg</b>	<b>Executive Director</b>
<b>Diane Wiatr</b>	<b>HCT Development Manager</b>

### Proposed action

Selects the non-motorized and transit improvements to be built to improve access to the Tacoma Dome Station as part of the Tacoma Dome Station Parking and Access Improvements Project, amending the ST2 Plan.

### Key Features Summary:

- This action defines and selects the bicycle, pedestrian, transit, and station area improvements to be built for the Tacoma Dome Station Parking and Access Improvements project by 2032. The ST2 Plan originally defined the Tacoma Dome Station Parking and Access Improvements Project as surface parking (up to 300 stalls) but authorized the Board to construct alternative improvements.
- The proposed scope is a permitted plan amendment to ST2 because ridership patterns have changed and demand in the Pierce Transit parking garages (2,300 stalls) adjacent to Tacoma Dome Station is at 50 percent of capacity. Construction of additional parking would result in more underutilized parking, and surface parking is unaffordable with the allocated project estimate in the financial plan. The proposed scope was included in the voter-approved plan as alternative improvements which still fulfill the stated purpose of enhancing rider access to Sound Transit services.
- Sound Transit has completed the conceptual design and engineering of these proposed improvements and an opinion of probable cost, and that information helped inform the staff recommended set of improvements to advance through this action to final design and construction. Estimates are conceptual and based on 10% design level. The future funding agreement will include a prioritization of these improvements to be delivered should actual costs exceed the conceptual cost estimate.
- Sound Transit completed environmental review under the State Environmental Policy Act (SEPA). As the SEPA lead agency, Sound Transit has determined the project does not have a probable

significant adverse impact on the environment and issued a SEPA Determination of Nonsignificance in January of 2026.

- The City of Tacoma would own and maintain all improvements located in the City right-of-way. The City is aware of, and concurs with, this expectation. This will be administered through a funding agreement to be approved by the Sound Transit Board of Directors through a future Board action targeted for Q4 2026.
- Sound Transit will perform final design and construction of the improvements located in the Sound Transit right-of-way and in the Pierce Transit parking garage.

## Equity considerations

The project approach to identifying and prioritizing access projects included a social equity criterion, in which each of the projects was evaluated for how they would expand access to the Station for historically excluded communities. The analysis was based on a review of demographics near the station area via Tacoma's Equity Index Mapping tool, the Racial Equity Tool goals for the Tacoma Dome station area, considerations for ADA and pedestrian safety improvements, and a meeting with the Tacoma Area Commission on Disabilities. That meeting resulted in a site visit to the Tacoma Dome station area and included a blind member of the Commission who provided invaluable input on potential enhancements.

## Staff Recommendation

Project staff are recommending that surface parking not advance further. The global pandemic has changed travel patterns and reduced ridership on existing transit service and demand for parking at some transit centers. While Pierce Transit's parking garages at the Tacoma Dome Station were nearly filled to capacity most weekdays in 2019; today they are about 50% full and the construction of additional parking would result in more underutilized parking and would not deliver any enhanced access benefit to riders. Additional surface parking in the station area also conflicts with the City of Tacoma's South Downtown SubArea Plan.

These changed conditions are the primary justification for the recommendation to amend the project scope to build the non-parking alternatives identified as part of the ST2 Plan. In addition, surface parking is unaffordable with the allocated project estimate in the financial plan. Accordingly, building these alternative access improvements is in the best interest of Sound Transit to deliver the benefits contemplated by the ST2 plan.

Sound Transit staff recommend that the following non-motorized and transit improvements be carried forward for further design and construction and that the surface parking lot not advance:

- **Puyallup Ave Corridor Improvements** – Reconstruct the roadway on Puyallup Avenue from South C Street to the Fishing Wars Memorial Bridge with complete street elements including sidewalks/curb ramps, bulb-outs, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a business access and transit lane, as well as minor improvements to side streets. A bicycle and pedestrian connection to Fife is also included as part of the spuyaləpabš Trail. The \$8.5 million proposed contribution for Puyallup Ave Corridor would leverage the \$34 million in funding the City of Tacoma has already acquired, and would complete the project.
- **East D St/E McKinley Way Bicycle and Pedestrian Improvements** – Improve bicycle lanes on East D Street/E McKinley Way from E 21st Street to E 34th Street by providing separation from travel lanes and safety improvements through intersections. Create a pedestrian connection to improve pedestrian safety and access on McKinley Way between East D Street and East G Street.
- **Dome District Rail Crossing Improvements (East D St Rail Crossing)** – Improve bicycle and pedestrian safety at the railroad crossing between E 25th Street and E 26th Street on East D Street.

- **25th St Pedestrian Improvements (A St to Pacific Ave)** – Complete gaps in sidewalk and improve pedestrian safety and accessibility on S 25th Street (both sides) from South A Street to Pacific Avenue.
- **Station Wayfinding Improvements** – Accessible wayfinding improvements near the Tacoma Dome Parking Garage and transit services on E 25th Street. Wayfinding improvements would include intuitive visuals, large font, tactile pavers, and clear direction provide passengers information to facilitate transfers between services.

Additionally, if funding remains after the above improvements are designed and constructed, the following set of non-motorized improvements would be delivered:

- **Dome District Rail Crossing Improvements (East C St Rail Crossing)** – Improve bicycle and pedestrian safety at the railroad crossing between E 25th Street and E 26th Street on East C Street.
- **25th St Pedestrian Improvements (I-705 to East J St)** – Complete gaps in sidewalk and improve pedestrian safety and accessibility on E 25th Street (both sides) from I-705 to East J Street.
- **E 26th Street Pedestrian Improvements** – Complete gaps in sidewalk on E 26th Street (both sides) from A Street to East F Street. Improve the I-5 off-ramp and E 26th Street intersection, including improving the crosswalk.
- **Pacific Avenue Pedestrian Safety Improvements** – Improve pedestrian safety and accessibility on Pacific Avenue across the I-5 on-ramp between S 28th Street and S 30th Street through new enhanced crossing opportunities to avoid the ramp and/or missing-link sidewalk and enhanced crossing of the ramp. This includes potential signalized crossings of Pacific Avenue at S 30th Street. A signal at S 27th Street may be considered as part of future design and environmental work by the City of Tacoma.
- **East 25th Street Midblock Crossing** – Upgrade the mid-block crosswalk on E 25th Street between East D Street and Freighthouse Square to be fully accessible.
- **Station Area Accessibility Spot Improvements** – Retrofit curb ramps, cross-slopes, and driveways within 0.25 mile of the station to meet ADA requirements, as needed to improve pedestrian safety and accessibility at spot locations not included in larger corridor projects, including E 27th St and East F St.

The current Financial Plan estimate for the project is \$19,605,561 (2025\$). A conceptual engineering cost estimate was developed during Phase 2 of the project. The number of proposed improvements, including surface parking, exceeded the Financial Plan estimate. Therefore, the proposed improvement list outlined above was developed to fit within the Financial Plan estimate. While the list of proposed improvements does not exceed the Financial Plan Estimate, the list is further broken down to show a prioritization of improvements to be delivered should actual costs exceed the conceptual cost estimate. A funding agreement will be developed with more details on the approach for the City to deliver the majority of the proposed improvements. This funding agreement will be brought to the Board in Q3 2026, along with a budget amendment.

## Background

In November 2008, voters approved access improvements to the Tacoma Dome Station as part of the ST2 ballot measure to expand mass transit throughout the region. Subsequently, the Tacoma Dome Station Parking and Access Study was conducted to identify potential access improvements at Tacoma Dome Station.

During Phase 1 – Alternatives Analysis, Sound Transit, in collaboration with City of Tacoma and Pierce Transit, assessed current conditions for driving, walking, rolling, and taking transit to and from the

Tacoma Dome Station. A study for potential surface parking sites accommodating 300 spaces in the Tacoma Dome area was also developed to be consistent with City of Tacoma plans for the area. A list of improvements was identified and evaluated, including pedestrian, bicycle, pick-up/drop-off, parking, and transit integration improvements. At the conclusion of Phase 1, a subset of improvements were identified in collaboration with the City of Tacoma, and with comments from public engagement, to take into further study.

During Phase 2, a conceptual design and conceptual cost estimate were completed on all the proposed improvements on the Priority 1 and 2 lists, including parking. Sound Transit evaluated these improvements and issued a Determination of Nonsignificance and supporting environmental documents under the State Environmental Policy Act (SEPA) in January 2026.

## **Project status**

Project Development Phase: Alternatives Analysis

Percent complete (measured to revenue service date): 8%

Current project status, performance metrics, and additional information are located on page 16 of the February 2026 System Expansion Monthly Status Report.

## **Fiscal information**

This action does not have a direct fiscal impact. The current authorized project allocation for the Tacoma Dome Station Parking and Access Improvements project is \$930,348, of which \$864,941 has been previously committed. This action does not propose to increase this amount and would require a future Board Action to authorize expenditure of the funds necessary to complete the improvements selected here. The Tacoma Dome Station Parking and Access Improvements project has a long-term cost estimate projected to be \$19,605,561 (2025\$).

## **Disadvantaged and small business participation**

Not applicable to this action.

## **Public involvement**

Public outreach was conducted from August to September of 2024 to seek community interest and comment on potential TDAI projects. This engagement included an online open house, strategic organizational and neighborhood outreach, and briefings with City of Tacoma committees and commissions. TDAI non-motorized projects received a robust response, and there was very limited community interest in surface parking. In addition, we held a 14-day comment period on the SEPA analysis in January 2026 and received only three responses related to the environmental document.

## **Time constraints**

A one-month delay would not create a significant impact to the project schedule.

## **Prior Board/Committee actions**

No prior Board/Committee actions on the Tacoma Dome Station Parking and Access Project.

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**Environmental review** – KH 4/2/26

**Legal review** – MT 4/7/26



## Resolution No. R2026-06

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending ST2 and selecting the project to be built for the Tacoma Dome Station Access Improvements project.

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;

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;

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;

WHEREAS, the ST2 Plan included access improvements to the Tacoma Dome Sounder Station which primarily consisted of surface parking but the improvements were suspended due to inadequate revenue during the great recession;

WHEREAS, the project was identified as Tier 1 in the 2021 Realignment process, to be delivered along with the Tacoma Dome Link Extension;

WHEREAS, a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS) was issued by Sound Transit in January 2026 for the project.

WHEREAS, the Board's action to select the Tacoma Dome Station Access Improvements project to be built identified in this resolution is informed by review of the SEPA analysis, comments and input from the public, the City of Tacoma, WSDOT and Pierce Transit;

WHEREAS, the ST2 Plan authorizes the Board to amend the ST2 Plan and the Tacoma Dome Station Access Improvements project to construct identified alternatives to the parking improvements to meet rider access demands and needs if the original scope is deemed impracticable or unaffordable;

WHEREAS, due to changed ridership patterns following the unforeseen Covid-19 pandemic, the originally contemplated parking garage is impracticable to meet the stated project purpose of enhancing rider access to the station, and structured parking is unaffordable within the allocated project estimate in the financial plan;

WHEREAS, after consideration of the substantially changed and unforeseen reduced parking demand after the pandemic, and, environmental, social, economic and other relevant factors, including public and agency comment and environmental review, the Board finds that it is in the best interest of and will best serve the people in the Sound Transit district to amend the ST2 Plan to select and implement the Tacoma Dome Station Access Improvements project described below.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that ST2 is amended as follows:

Section 1: The Tacoma Dome Station Access Improvements project to be built is adopted as follows (as described in the SEPA Environmental Checklist and DNS):

The project would be located along and near the Sounder Tacoma Dome Station.

The proposed project would involve construction and operation of the following non-motorized and transit stop improvements:

- **Puyallup Ave Corridor Improvements** – Reconstruct the roadway on Puyallup Avenue from South C Street to the Fishing Wars Memorial Bridge with complete street elements including sidewalks/curb ramps, bulb-outs, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a business access and transit lane, as well as minor improvements to side streets. A bicycle and pedestrian connection to Fife is also included as part of the spuyaləpabš Trail.
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Additionally, if funding remains after the above improvements are designed and constructed, the following set of non-motorized improvements would be delivered:

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ADOPTED by a no less than a two-thirds affirmative vote of the entire membership of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on

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Dave Somers  
Board Chair

**Attest:**

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Kathryn Flores  
Board Administrator