SOUNDTRANSIT

Motion No. M2025-30

Confirming, modifying, or identifying the preferred light rail route and stations for the Tacoma Dome Link Extension Final Environmental Impact Statement

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- Capital Delivery **Lauryn Douglas, Project Director- HCT Development**

Proposed action

Confirms, modifies, or identifies the preferred light rail route and stations for the Tacoma Dome Link Extension Final Environmental Impact Statement.

Key features summary

- This action confirms, modifies, or identifies the preferred alternative for evaluation in the Final EIS for the Tacoma Dome Link Extension (TDLE), along with other alternatives evaluated in the Draft Environmental Impact Statement (EIS) that was published on December 13, 2024.
- The Representative Project in the Sound Transit 3 (ST3) Plan defined the areas to be served by stations, general alignment and initial estimated cost and schedule for TDLE.
- During the 2018 and 2019 alternatives development process, Sound Transit developed and refined potential alternatives through multi-level evaluation process with public input and recommendations by the Stakeholder Group and Elected Leadership Group. Public, Tribal, and agency input were also received during the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) scoping period.
- The System Expansion Implementation Plan includes the objective to identify a preferred alternative along with other EIS alternatives at the end of the alternatives development process. The Sound Transit Board identified preferred alternatives and other alternatives to study in the Draft EIS in 2019 and 2023 in via Motions Nos. M2019-75, M2019-77, and M2023-19.
- In response to the Technical Advisory Group (TAG) and requests from Board members, the action includes Sound Transit staff's recommendations on a Preferred Alternative. The staff recommendation considers the Draft EIS analysis, Draft EIS comments, additional analysis in response to Draft EIS comments, Sound Transit's Equitable Engagement Tool, and other considerations.
- The preferred alternative, as confirmed, modified, or identified by the Board, and other Draft EIS alternatives will be advanced in the Final EIS as part of ongoing environmental review. Preliminary engineering will also be advanced for the preferred alternative.
- The Board will not make a final decision on the project to be built until after publication of the Final EIS, which is anticipated in 2027.

Equity Considerations

The TDLE team was part of Sound Transit's Equitable Engagement Tool (EET) pilot project in 2021 and developed an early strategy for working with priority communities along the corridor and in the station areas. The EET served as the foundation for community engagement. TDLE staff worked with communities including St Paul's Chong Hasang Church, Salishan housing community, and the Tacoma Area Commission on Disabilities, Freighthouse Square tenants, and the Federal Way Diversity Commission. The TDLE team considered and integrated community feedback and comments in deliberations and daily work to drive project outcomes and increase access to opportunities in TDLE.

A large portion of the project, including two stations, are located on the Puyallup Indian Reservation. Sound Transit acknowledges Tribal Sovereignty and is legally bound by the treaty rights of the Puyallup Tribe of Indians. The project team closely coordinates and collaborates with the Puyallup Tribe of Indians (PTOI) to hear their interests and concerns about the project. Staff prioritized, sponsored, and participated in PTOI events such as the Tribe's Pride Festival, and supported the Tribal Youth Canoe Journey in 2024, which is a Tribal tradition of traveling on ancestral waters.

TDLE staff is focused on prioritizing the needs and interests of traditionally underserved transit communities and those living in affordable housing. The staff recommended preferred alternatives consider equity in the alternatives analysis for each alignment and station location. The TDLE recommended alternatives reflect a data-driven, demographically informed, approach to early station area planning, design, and access. Staff also researched historic impacts of infrastructure projects to avoid repeating the harmful patterns of displacement and disconnection of large infrastructure projects that still have impacts along the corridor.

Alternatives for consideration

The alternatives below were evaluated in the *Tacoma Dome Link Extension Draft Environmental Impact Statement* (December 2024). The Board can consider these alternatives and additional analysis in response to comments to confirm, modify, or identify the preferred alternative.

Federal Way

The alignment in the Federal Way segment that will be used for TDLE service is planned to be constructed by the Operations and Maintenance Facility (OMF) South project as selected in the Project to be Built adopted in Resolution No. R2024-16.

South Federal Way

Preferred Alternative in Draft EIS

- No preferred alternative is currently identified in this segment. The Board identified the South Federal Way (SF) I-5 Alternative with an elevated station along Enchanted Parkway near S 352nd St in the vicinity of I-5 (described below) as the Preferred Alternative in M2019-75. Subsequently, the Board removed the Preferred Alternative designation in M2023-19 to allow for additional input by Tribes, the public, and agencies during the Draft EIS comment period.

Other EIS alternatives

- **SF Enchanted Parkway Alternative**: Travels southwest from the west side of I-5 to an elevated station on the northwest corner of Enchanted Parkway S and S 352nd Street (SF Enchanted Parkway Station) or to an elevated station spanning S 352nd Street (SF 352nd Span Station Option). It would then transition back to the west side of I-5 and continue south.
- **SF I-5 Alternative**: Travels along the west side of I-5 to an elevated station (SF I-5 Station) adjacent to I-5. The route would then continue south along the west side of I-5.

- **SF 99-West Alternative**: Travels southwest from the west side of I-5 to an elevated station at Enchanted Parkway S and S 352nd Street (SF 99-Enchanted Station) or to an elevated station south of S 352nd Street (SF 99-352nd Station). It would then travel along the west side of SR 99 until transitioning to the west side of I-5 near Birch Street in Milton. Following the Draft EIS comment period and in response to comments, staff studied a refinement to the SF 99-West Alternative to minimize impacts. The refinement would transition the guideway to the east side of SR 99 near the King/Pierce County line and begin transitioning to the west side of I-5 near Birch Street in Milton.
- **SF 99-East Alternative**: travels southwest from the west side of I-5 to an elevated station on the northwest corner of Enchanted Parkway S and S 352nd Street (SF 99-Enchanted Station) or to an elevated station south of S 352nd Street (SF 99-352nd Station). It would then travel along the east side of SR 99 and transition to the median of SR 99 near S 373rd Street. It would then transition to the west side of I-5 near Birch Street in Milton.

All South Federal Way station locations include approximately 500 park-and-ride spaces which may be accommodated with a parking structure or a surface parking lot.

Fife

Preferred alternative in Draft EIS

- **Fife Station**: Elevated station in Fife north of 15th Street E.
- No preferred route was identified west of the station.

Other EIS alternative routes

- **Fife Pacific Highway Alternative**: West of the station, the route travels along the south side Pacific Highway E to about the Port of Tacoma Road. It would then curve to follow the north side of I-5. This route could be paired with any of the Fife station locations.
- **Fife Median Alternative:** West of the station, the route travels along the median of Pacific Highway E to about Port of Tacoma Road. It would then curve to the southwest to follow the north side of I-5. This route could be paired with any of the Fife station locations.
- **Fife I-5 Alternative**: West of the station, the route travels along the north side of I-5. This route could be paired with any of the Fife station locations.

Other EIS station design options

- **Fife 54th Avenue Station Option**: elevated station on the west side of 54th Avenue E, south of 12th Street E.
- **Fife 54th Span Station Option:** elevated station that spans over 54th Avenue E between 12th Street E and 15th Street E.

All Fife station locations include approximately 500 park-and-ride spaces which may be accommodated with a parking structure or a surface parking lot.

Tacoma - Portland Avenue

Preferred Alternative in Draft EIS

- **Portland Avenue Station:** Elevated station between E Portland Avenue and E Bay Street along E 26th Street.

Other EIS alternatives

- **Portland Avenue Span Station Option**: Elevated station spanning E Portland Avenue.

Tacoma - Tacoma Dome

Preferred Alternative in Draft EIS

- **Tacoma 25th Street-West:** Travels along E 25th Street with a station along E 25th Street between E G Street and E D Street (Tacoma 25th Street-West Station).

Other EIS alternatives

- **Tacoma 25th Street-East**: Travels along E 25th Street until just east of E D Street with a station over E 25th Street just east of E G Street (Tacoma 25th Street-East Station).
- **Tacoma 26th Street**: Travels parallel to the Sounder tracks to an elevated station over the intersection of E 26th Street and E D Street (Tacoma 26th Street Station).
- **Tacoma Close-to-Sounder**: Travels parallel to Sounder tracks to an elevated station west of G Street at Freighthouse Square (Tacoma Close-to-Sounder Station).

Staff Recommendation

Sound Transit staff recommend that the Board confirm, modify, or identify the following as the preferred alternative in each segment:

South Federal Way Segment

- Identify the 'SF 99-West Alternative' with the design refinement to run on the east side of SR 99 in Milton; and the 'SF 99-352nd Station' as the preferred alternative.
- Explore opportunities to refine the route to continue to minimize impacts to private properties and wetlands.

Fife Segment

- Identify the 'Fife I-5 Alternative' and confirm the 'Fife Station' as the preferred alternative.
- Explore opportunities to optimize the station location by minimizing noise, ecosystems, and floodplain impacts and maintaining consistency with Fife's City Center Subarea Plan.

Tacoma Segment

- Confirm the 'Portland Avenue Station' as the preferred station.
- Modify the preferred route and Tacoma Dome station to the 'Tacoma Close-to-Sounder' Alternative.
- In coordination with WSDOT and Amtrak, explore opportunities to refine the station design to minimize disruptions to the Sounder and Amtrak stations and passengers; and
- In coordination with the City of Tacoma, support Freighthouse Square tenants, with ongoing engagement and clear information regarding potential relocation process.

The staff recommendation minimizes community impacts from temporary roadway closures and permanent access restrictions along the alignment. It also avoids impacts to known highly sensitive cultural resources along I-5 in south Federal Way. In station areas, the staff recommendation enhances opportunities for non-motorized access, transit integration, and transit-oriented development.

Background

The Tacoma Dome Link Extension is part of the Sound Transit 3 Plan (ST3) of regional transit investments, approved for funding by voters in 2016. TDLE includes construction of about 8.5 miles of

guideway and four stations to expand the regional light-rail system south from the City of Federal Way in King County to Tacoma in Pierce County. The project includes one station in South Federal Way, one in Fife, and two in Tacoma. The South Federal Way and Fife stations each include a 500-space parking facility which may be accommodated with a parking structure or by a surface parking lot. The project includes a rail-only fixed-span bridge crossing the Puyallup River. The alignment crosses the ancestral and reservation lands of the PTOI.

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

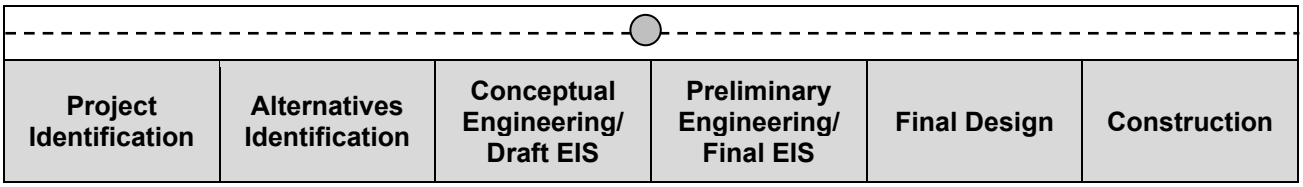
In July 2019, the Sound Transit Board identified the alternatives for study in this Draft EIS and a preferred alternative for some portions of the project in motions M2019-75 and M2019-77. In March 2023, the Sound Transit Board identified additional alternatives to study in the South Federal Way and Fife segments in Motion M2023-19 to address impacts to known sensitive cultural resources and floodplains. In response to comments received during the Draft EIS comment period, Sound Transit staff studied a refinement to the SF 99-West Alternative in Milton to minimize residential displacements, permanent wetland impacts, and impacts to Tribal trust properties.

To maintain eligibility for potential federal funding and support 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). FTA, as the federal lead agency under NEPA, and Sound Transit, as the 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 are preparing a combined NEPA/SEPA EIS for the project. Sound Transit and the Federal Transit Administration (FTA) published the TDLE Draft EIS on December 13, 2024, starting a 60-day public comment period that ended on February 10, 2025.

NEPA requires that Sound Transit identify a preferred alternative in the Final EIS. This motion to confirm, modify, or identify the preferred alternative for TDLE is a statement of the Board's current intent regarding the project based on the Board's review of the TDLE Draft EIS findings, comments from Tribes, agencies, and the public. It is not a final decision. The Board will make a final decision on the project to be built, including the route and station locations, after publication of the Final EIS.

In August 2021, the Sound Transit Board adopted Resolution No. R2021-05, referred to as the system expansion realignment plan, which serves as a framework for delivering projects efficiently while addressing the affordability gap. The resolution establishes a target for beginning TDLE operations in 2032; however, due to the additional alternatives analysis identified in Motion No. M2023-19, the beginning of operation is now projected to be in 2035. The Realignment resolution establishes affordable completion dates for parking facilities at both Fife and Federal Way stations in 2038, approximately 3 years after the currently forecasted in-service date. The realignment plan establishes an annual program review to evaluate cost savings and additional funding opportunities for the system expansion. As part of the annual program review, it directs Sound Transit staff to "identify opportunities and make recommendations to deliver flexible, innovative and affordable methods to get people to transit stations if structured parking facilities have to be delayed." If opportunities are identified and funding is available, parking facilities could potentially be completed before 2038.

Project status



Projected completion date for Preliminary Engineering/Final EIS: 2027.

Project scope, schedule and budget summary are located on page 16 of the April 2025 System Expansion Monthly Status Report.

Fiscal information

There is no direct fiscal impact associated with the proposed action to identify the Preferred Alternative.

The current comparative conceptual engineering cost data, updated in 2023, indicates a projected cost of $4.63 billion in 2025 dollars, with an assumed in-service date of 2035. 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 M2024-59, the project is undergoing extensive work plan efforts to identify and mitigate rising cost drivers. This includes evaluating programmatic, financial, and project-level opportunities to improve affordability and strengthen the agency's overall financial position.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Sound Transit engaged with stakeholders, the public, Tribes, and various agencies at the local, regional, state and federal levels to solicit early and continued feedback since project development was initiated in 2018. The main focus during the Draft EIS phase was on engagement activities leading up to and during the formal Draft EIS comment period, which was held for 60-days from December 13, 2024 to February 10, 2025.

The Draft EIS is available for viewing at Sound Transit offices, public libraries, and community-based organizations in the project area. Digital copies are available on Sound Transit's website and online open house. One virtual and three in-person meetings/hearings were conducted during the comment period. Community and property owner briefings were also held during the comment period. Comments were accepted by mail, email, online and hardcopy comment forms, transcribed phone messages, and via court reporter at the public hearings.

Time constraints

Delay in identifying the Preferred Alternative would affect the critical path for design advancement for the Tacoma Dome Link Extension project.

Prior Board/Committee actions

Motion No. M2025-21: Authorized the chief executive officer to execute a Project Administration Agreement with the City of Tacoma for the Tacoma Dome Link Extension project.

Resolution No. R2024-16: Selected the project to be built for the Operations and Maintenance Facility South project, including approximately 1.4 miles of guideway originally part of Tacoma Dome Link Extension.

Motion No. M2023-19: (1) Identified additional alternatives for study in the Draft Environmental Impact Statement for the Tacoma Dome Link Extension project, including new alignment and station options, and (2) modified the preferred alternative in the South Federal Way segment from the station area south.

Motion No 2021-44: Authorized the chief executive officer to execute a funding agreement with the Washington State Department of Transportation for its improvements to the Portland Avenue I-5 underpass in Tacoma, Washington to accommodate future transit access improvements for a total fixed amount of $363,000.

Motion No. M2019-77: Identified the preferred alternative(s) and other alternatives for study in the Tacoma Dome Link Extension Environmental Impact Statement for the Tacoma Dome station area, with the expectation that prior to the Board meeting staff continue to work with the Federal Transit Administration in the hope of a revised opinion so the cut and cover options can be studied.

Motion No. M2019-75: Identified the preferred alternative(s) and other alternatives for study in the Environmental Impact Statement for the Tacoma Dome Link Extension project.

Motion No. M2019-24: Authorized the chief executive officer to execute a Statement of Partnering Intent with the Puyallup Tribe of Indians for the Tacoma Dome Link Extension.

Motion No. M2019-03: Authorized the chief executive officer to (1) execute an agreement with the City of Federal Way for project administration to provide expedited permitting, design, design review, and construction services for the Tacoma Dome Link Extension and (2) execute Task Order 1 in the amount of $45,936 with a 10% contingency of $4,594, for a total authorized agreement amount not to exceed $50,530.

Motion No. M2018-149: Authorized the chief executive officer to execute (1) an agreement with the City of Milton to provide expedited permitting, design, design review, and construction services for the Tacoma Dome Link Extension and (2) Task Order 1 in the amount of $19,560, with a 10% contingency of $1,956, for a total authorized agreement amount not to exceed $21,516.

Motion No. M2018-121: Authorized the chief executive officer to execute (1) an agreement with the City of Fife for Project Administration to provide expedited permitting, design, design review, and construction services for the Tacoma Dome Link Extension and (2) Task Order 1 in the amount of $43,320, with a 10% contingency of $4,332, for a total authorized agreement amount not to exceed $47,652.

Environmental review – KH 6/4/25

Legal review – PW 6/9/25

Motion No. M2025-30

A motion of the Boardof the Central Puget Sound Regional Transit Authority confirming, modifying, or identifying the preferred light rail route and stations for the Tacoma Dome Link Extension Final Environmental Impact Statement.

Background

The Tacoma Dome Link Extension is part of the Sound Transit 3 Plan (ST3) of regional transit investments, approved for funding by voters in 2016. TDLE includes construction of about 8.5 miles of guideway and four stations that would expand the regional light rail system south from Federal Way in King County to Tacoma in Pierce County and includes crossing the ancestral and reservation lands of the Puyallup Tribe of Indians. The project includes one station in South Federal Way, one in Fife, and two in Tacoma. The South Federal Way and Fife stations each include a 500-space parking facility which may be accommodated with a parking structure or by a surface parking lot. The project also includes a rail-only bridge crossing the Puyallup River.

The project development process has three phases. Phase 1 included alternatives development, scoping, and identification of alternatives to study in the EIS. As part of Phase 1, Sound Transit developed and refined potential alternatives through a multi-level evaluation process including public input and recommendations by the Stakeholder Group and Elected Leadership Group. Public, Tribal, and agency input were also received during the SEPA and NEPA scoping period. Phase 2 included conceptual engineering and preparation of a Draft EIS. Phase 3 will include preparation of the Final EIS, including responses to substantive Draft EIS comments and preliminary engineering.

To maintain eligibility for potential federal funding and support 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). FTA, as the federal lead agency under NEPA, and Sound Transit, as the 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 are preparing a combined NEPA/SEPA EIS for the project.

In July 2019, the Sound Transit Board identified the alternatives for study in this Draft EIS and a preferred alternative for some portions of the project in motions M2019-75 and M2019-77. In March 2023, the Sound Transit Board identified additional alternatives to study to address impacts to known sensitive cultural resources and floodplains in the South Federal Way and Fife segments in Motion M2023-19.

Sound Transit and the Federal Transit Administration (FTA) published the TDLE Draft EIS on December 13, 2024, starting a 60-day public comment period that ended on February 10, 2025. In response to comments received during the Draft EIS comment period, Sound Transit staff studied a refinement to the SF 99-West Alternative in Milton to minimize residential displacements, permanent wetland impacts, and impacts to Tribal trust properties.

NEPA requires that Sound Transit identify a preferred alternative in the Final EIS. This motion to confirm, modify, or identify the preferred alternative for TDLE is a statement of the Board's current intent regarding the project, based on the Board's review of the TDLE Draft EIS findings, comments from Tribes, agencies, and the public, additional analysis in response to Draft EIS comments, recommendations from staff, and other considerations. The preferred alternative identified by the Board will be advanced in the Final EIS, along with the other Draft EIS alternatives, as part of ongoing environmental review. Preliminary engineering will also be advanced for the preferred alternative. The Board will make a final decision on the project to be built, including the route and station locations, after publication of the Final EIS which is anticipated in 2027.

In August 2021, the Sound Transit Board adopted Resolution No. R2021-05, referred to as the system expansion realignment plan, which serves as a framework for delivering projects efficiently while addressing the affordability gap. The resolution establishes a target for beginning TDLE operations in 2032. However, due to the additional analysis required to evaluate alternatives identified in Motion No. M2023-19, the beginning of operation is now projected to be in 2035. The Realignment resolution establishes affordable completion dates for parking facilities at both Fife and Federal Way stations in 2038, approximately 3 years after the currently forecasted in-service date. The realignment plan establishes an annual program review to evaluate cost savings and additional funding opportunities for the system expansion. As part of the annual program review, it directs Sound Transit staff to "identify opportunities and make recommendations to deliver flexible, innovative and affordable methods to get people to transit stations if structured parking facilities have to be delayed." If opportunities are identified and funding is available, parking facilities could potentially be completed before 2038.

The TDLE team was part of Sound Transit's Equitable Engagement Tool (EET) pilot project in 2021 and developed an early strategy for working with underserved communities along the corridor and in the station areas. The EET served as the foundation for community engagement. TDLE staff worked with underserved communities including St Paul's Chong Hasang Church, Salishan housing community, Tacoma Area Commission on Disabilities, Freighthouse Square tenants, and the Federal Way Diversity Commission. The TDLE team considered and integrated community feedback and comments in deliberations and daily work to drive project outcomes and increase access to opportunities in TDLE.

Because two TDLE stations are located on the Puyallup Indian Reservation, staff collaborated with the Puyallup Tribe of Indians to hear their interests and project concerns. Staff prioritized, sponsored, and participated in Puyallup Tribe of Indians events such as the Tribe's Pride Festival, and supported the Tribal Youth Canoe Journey in 2024. Sound Transit acknowledges Tribal Sovereignty and is legally bound by the Puyallup Trie of Indians' treaty rights.

TDLE staff is focused on prioritizing the needs and interests of traditionally underserved communities and those living in affordable housing. The alternatives analysis for each alignment and station location included equity considerations that informed the staff recommended preferred alternatives. The TDLE recommended alternatives reflect a data-driven, demographically informed approach to early station area planning, design, and access. TDLE staff also researched historic impacts of infrastructure projects to avoid repeating the harmful patterns of displacement and disconnection of large infrastructure projects that still have impacts along the corridor.

Motion

As such, based on Board's review of the findings from the *Tacoma Dome Link Extension Draft Environmental Impact Statement* (December 2024); comments received on the Draft EIS, additional analysis in response to Draft EIS comments, Sound Transit's Equitable Engagement Tool, recommendation from staff, and other information developed to date, it is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the preferred alternative, for TDLE are modified, confirmed, and identified as follows:

South Federal Way Segment

The Board identifies the "SF-99 West Alternative" with the design refinement to transition the guideway to the east side of SR 99 near the King/Pierce County line; and the "SF 99-352nd Station" as the preferred alternative. This alternative would travel southwest from the west side of I-5 to an elevated station south of S 352nd Street and west of Enchanted Parkway. It would then travel along the west side of SR 99 through Federal Way and transition to the east side of SR 99 near the King/Pierce County line. South of Birch Street it would begin transitioning to the west side of I-5.

The Board also directs staff to explore opportunities to refine the route to continue to minimize impacts to private properties and wetlands.

Fife Segment

The Board identifies the 'Fife I-5 Alternative' and confirms the 'Fife Station' as the preferred alternative. This alternative would have an elevated station in Fife north of 15th Street. West of the station, the route would travel along the north side of I-5.

The Board also directs staff to explore opportunities to optimize the station location by minimizing noise, ecosystems, and floodplain impacts and maintain consistency with Fife's City Center Subarea Plan.

Tacoma Segment

The Board confirms the "Portland Avenue Station" as the preferred Portland Avenue station and modifies the preferred route and Tacoma Dome station to the "Close to Sounder Alternative". This alternative would include an elevated station along E 26th between E Portland Avenue and E Bay Street. The route would then travel generally parallel to Sounder tracks to an elevated station west of G Street at Freighthouse Square.

The Board also directs staff to coordinate with WSDOT and Amtrak to explore opportunities to refine the station design to minimize disruptions to the Sounder and Amtrak stations and passengers, and to coordinate with the City of Tacoma to support Freighthouse Square tenants with ongoing engagement and clear information regarding a potential relocation process.

This motion also authorizes staff to advance the Final EIS and preliminary engineering for TDLE. The Board will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2027.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 26, 2025.

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator