

Tacoma Dome Link Extension

DEIS Public Comment Period

Board of Directors

5/22/2025



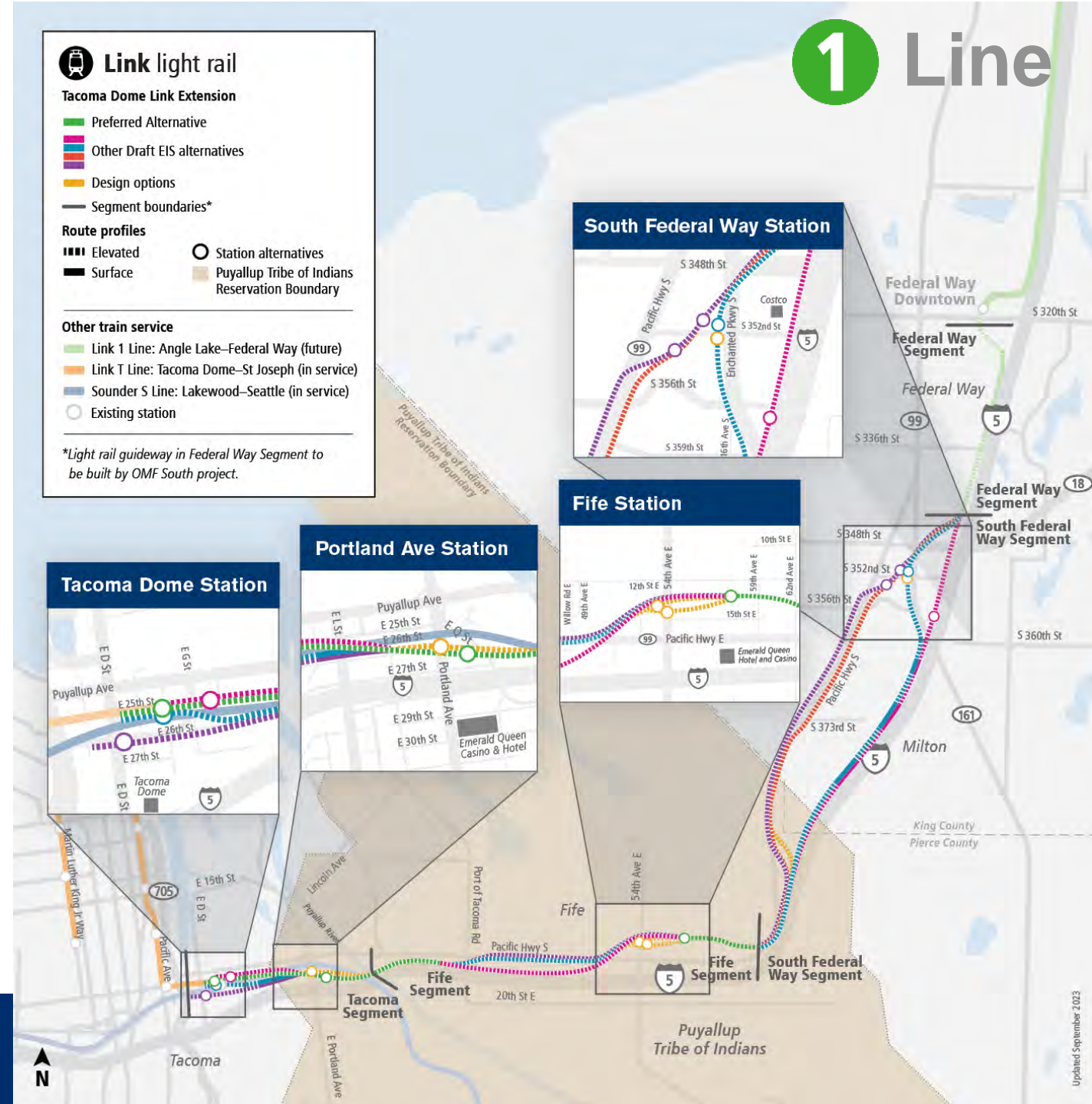
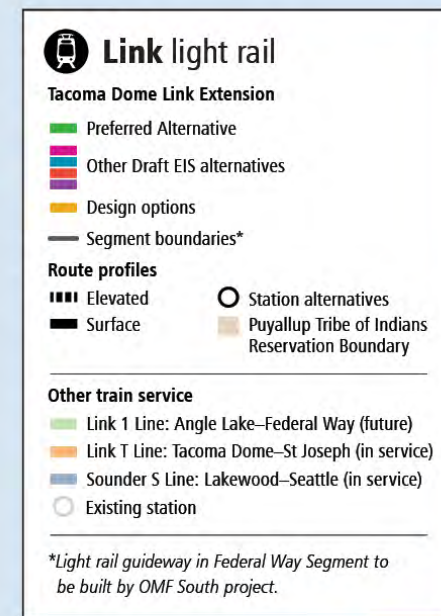
Why we're here

- Provide a brief update on the Tacoma Dome Link Extension project and key findings of the Draft EIS.
- Report on the Draft EIS 60-day public comment period.
- Review the preliminary staff recommendation to confirm or modify the Preferred Alternative.

No Action Today

Tacoma Dome Link Extension (TDLE)

- ~10 miles, 4 stations
- Fife & South Federal Way stations include 500 parking stalls in 2038
- Puyallup River light rail bridge
- 10% design level
- Forecasted Service: 2035
- Currently in Draft EIS phase



TDLE Project Timeline



2017–2019 Alternatives development ✓

2019–2027 Environmental Review



- Publish Draft EIS & public comment period (Dec 2024- Feb 2025)
- Board confirms, modifies, or identifies preferred alternatives (2025)
- Publish Final EIS (2027)
- Board selects project to be built (2027)
- Federal Record of Decision (2027)

Draft EIS Engagement by the Numbers

Extended, 60-day Comment Period: Dec 13 – Feb 10



169

attendees at
4 public
meetings



2,586

interactions on
social media



12

briefings with
city councils



13,956

mailers sent



5,000+

online open
house
participants



11

briefings with
agencies, stakeholder
groups, commissions



12

briefings with
community
organizations



318

comment
submissions
received



5,970

subscribers
received project
email updates



11

individual property
owners briefed



Draft EIS Engagement: Corridor-wide Themes

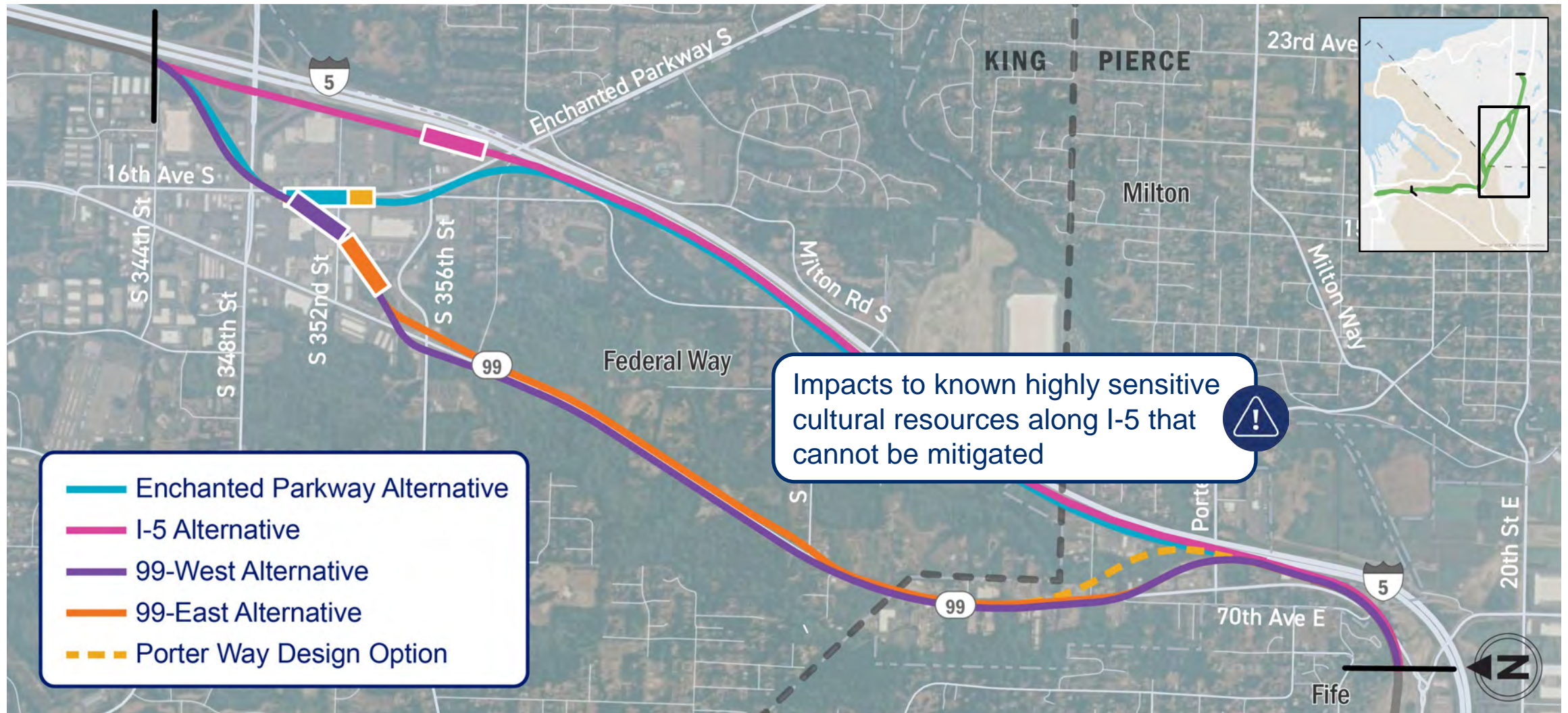
- Corridor-wide support for the project
- Desire to build project sooner
- Concerns around impacts, particularly wetlands, and residential and business displacements
- Concern over construction impacts and business access
- Desire to ensure close Tribal coordination
- Desire for multimodal transportation integration in each of the station areas
- Jurisdiction concern about timing and type of parking



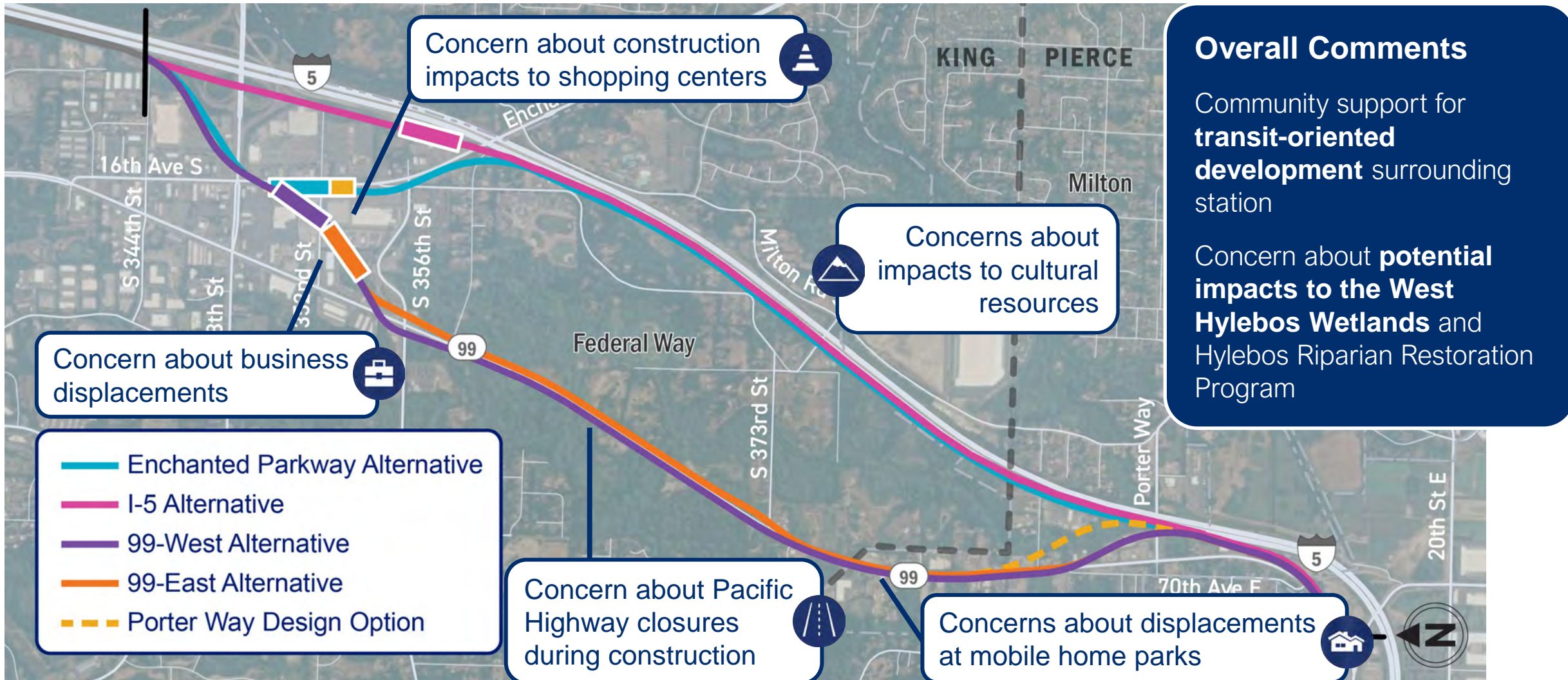
TDLE Draft EIS Alternatives

South Federal Way Segment

South Federal Way Segment Overview

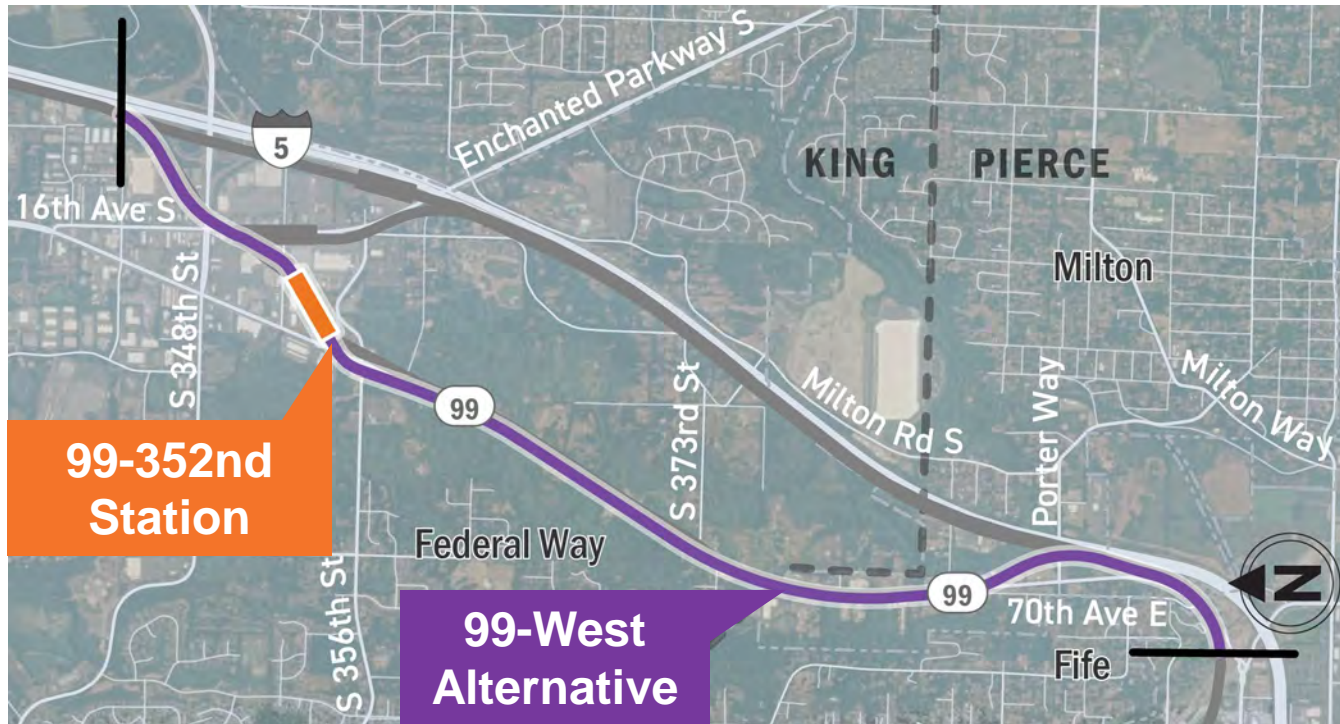


What we heard: South Federal Way Segment



Preliminary Staff Recommendation*: South Federal Way

- ✓ Identify **99-West** alternative with the design refinement to run on the east side of SR 99 in Milton; and the **99-352nd Station** as the Preferred Alternative.



Avoids highly-sensitive cultural resources along I-5 South



Among SR 99 options, fewer acres of long-term, permanent wetland impacts



Minimizes roadway construction and maintains most existing turning movements along the corridor



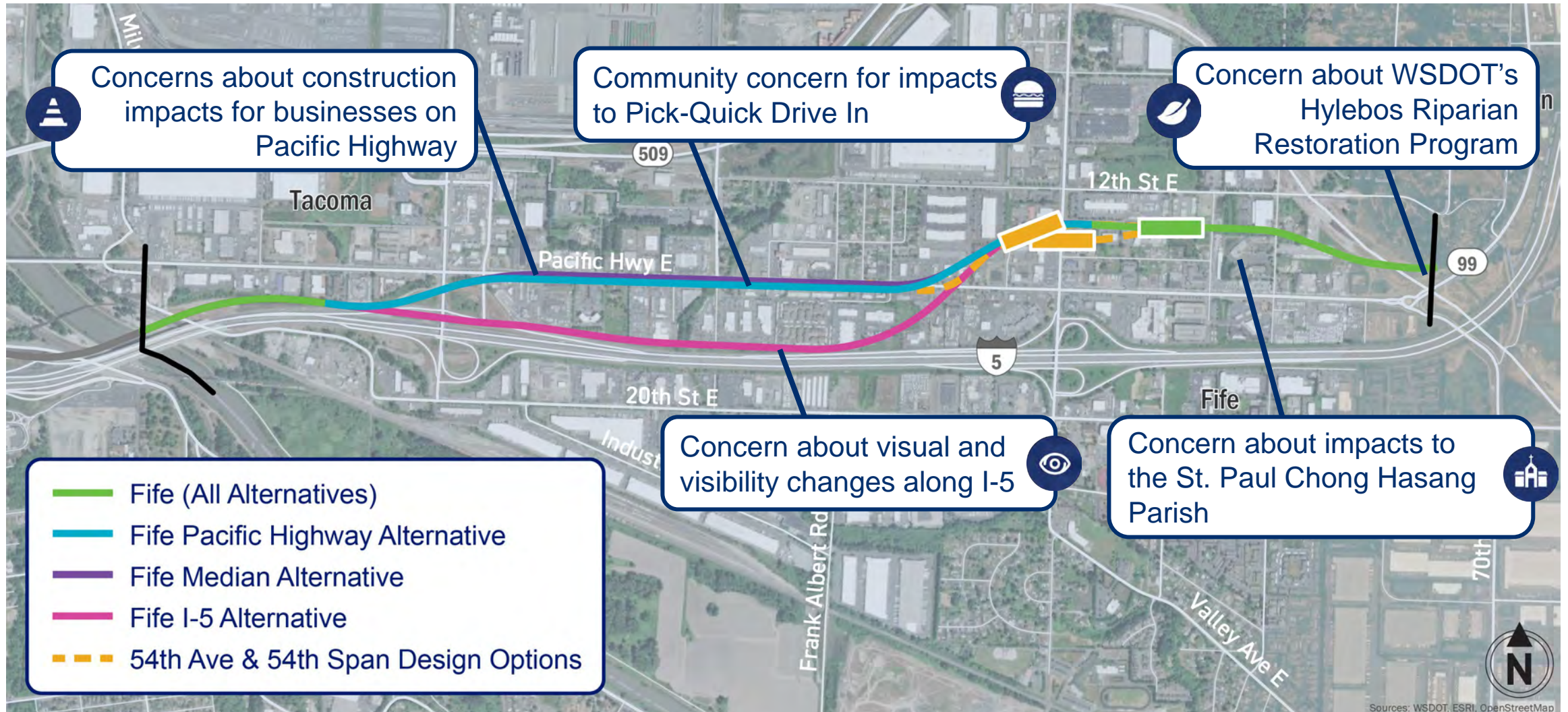
Highest TOD potential



Most opportunities for nonmotorized access and improved transit access

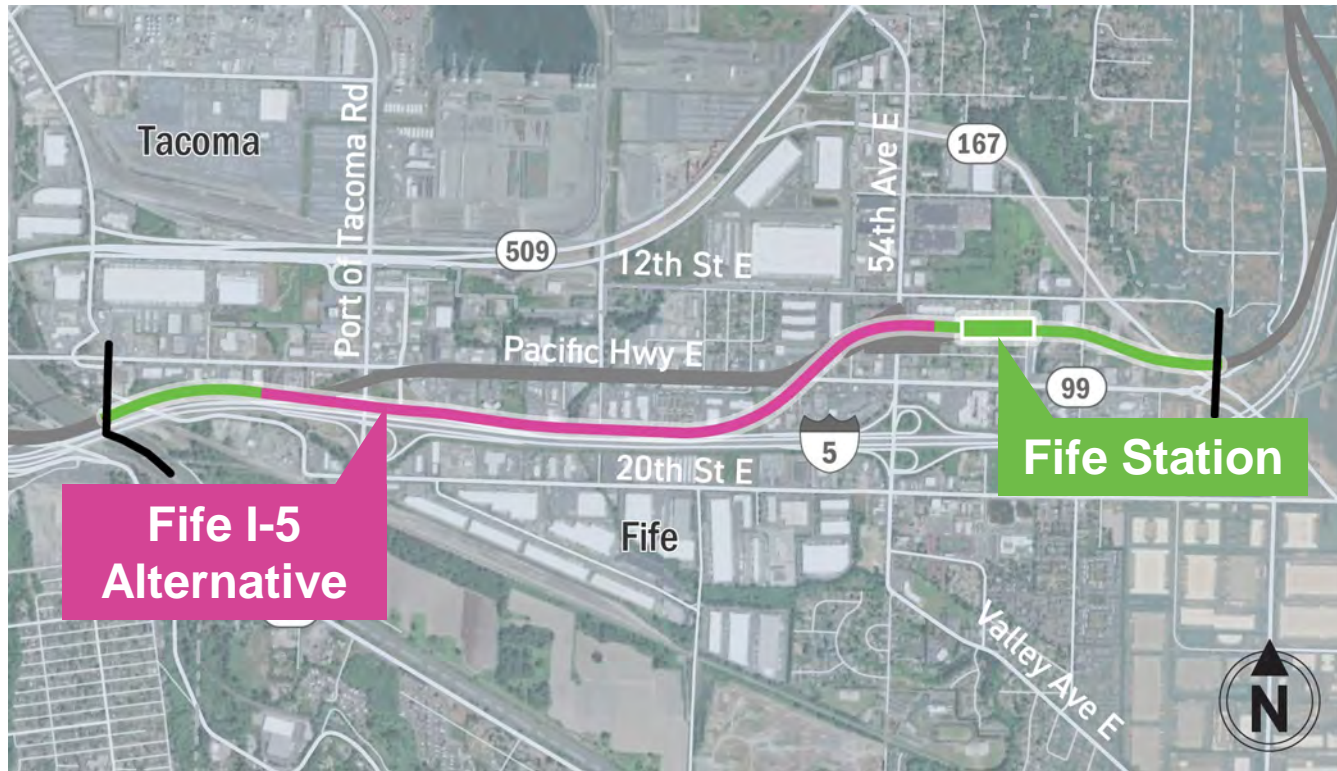
Fife Segment

What we heard: Fife Segment



Preliminary Staff Recommendation*: Fife

✓ Identify **Fife I-5 Alternative** & confirm **Fife Station** as the Preferred Alternative.



Station most consistent with Fife's City Center Subarea Plan



Better non-motorized access



Fewer construction, traffic and access impacts



Fewer permanent disruptions and access changes for Tribal properties & businesses on Pacific Highway



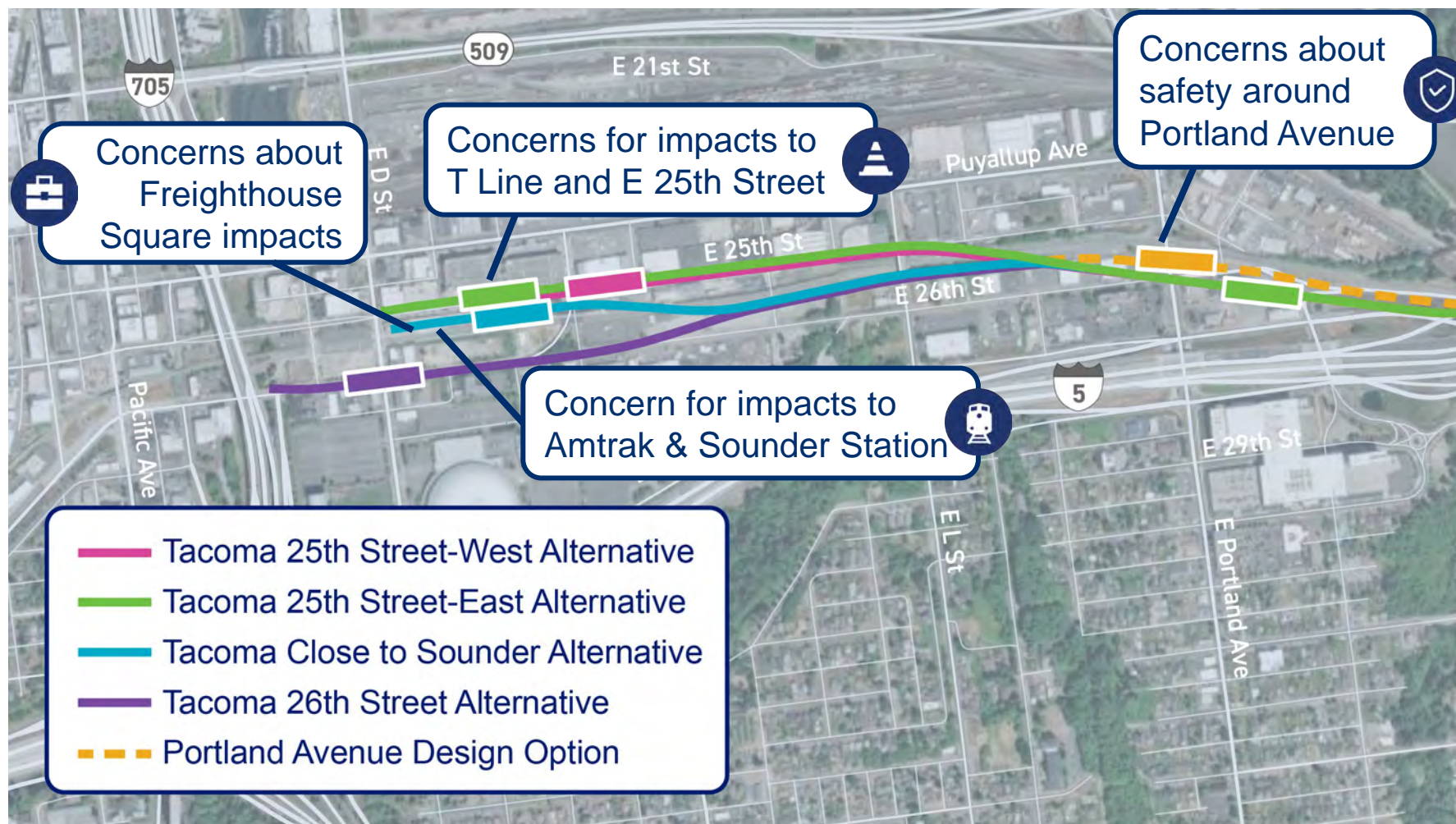
Minimizes impacts to historic resources

Tacoma Segment

Tacoma Segment Overview



What we heard: Tacoma Segment



Overall Comments

Focus on **seamless transit connections** between bus service, Sounder, Amtrak, T Line, and Link

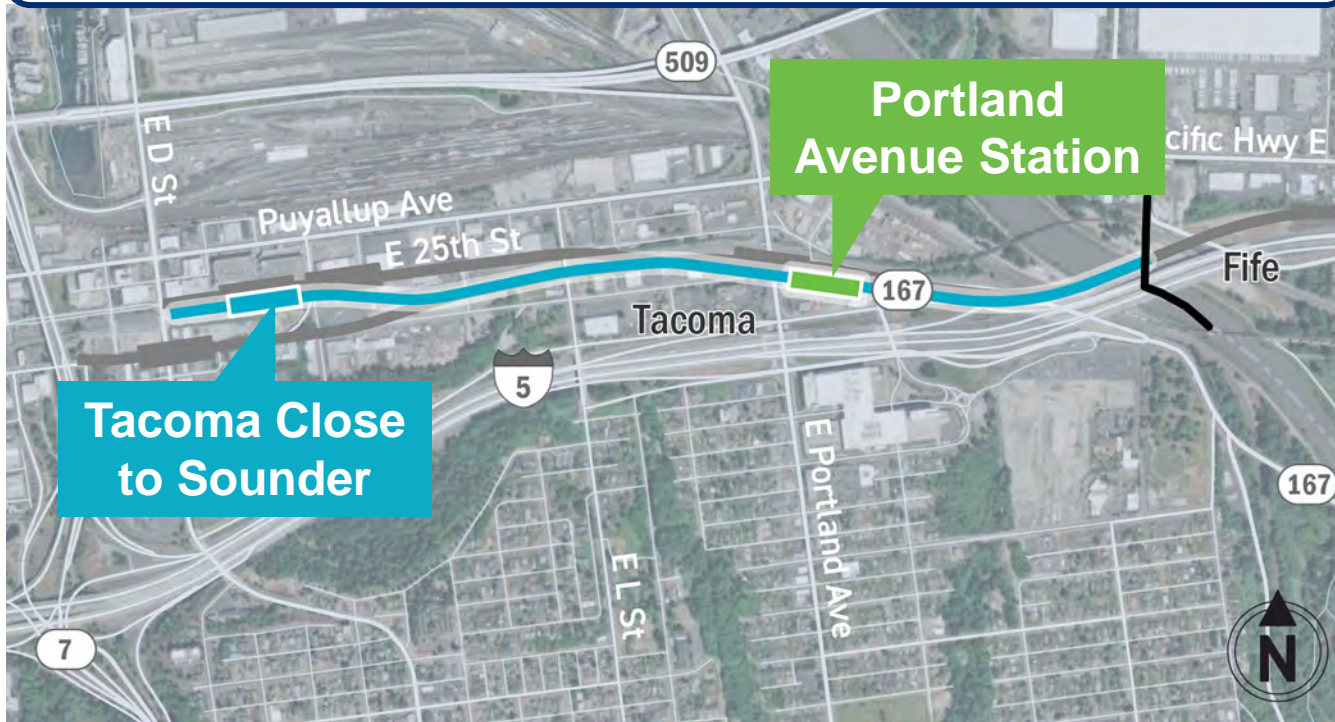
Excitement for the opportunity to create a **regional hub**

Prioritize passenger experience

Prioritize safety and accessibility of stations and station areas

Preliminary Staff Recommendation*: Tacoma Segment

Modify the Preferred Alternative to **Close to Sounder Alternative & Station** and confirm **Portland Avenue Station**.



Potential for fully integrated, seamless regional transit hub



Consistent with the City's Dome District Subarea Plan



Fewer construction impacts on E 25th St



Minimizes T Line closures



Minimizes visual "tunnel effect" of elevated structure along 25th

Next Steps

Next Steps

SEC & Board June 2025:

- Consider action to confirm, modify, or identify the Preferred Alternative
- Consider action on:
 - Amending the project budget
 - Approving a contract modification to prepare the Final EIS and advance design on the Preferred Alternative

Thank you.



 *soundtransit.org*



For reference:
May 8 SEC presentation

Tacoma Dome Link Extension

DEIS Public Comment Report

System Expansion Committee
05/08/2025



Why we're here

- Provide an update on the Tacoma Dome Link Extension project and review the key findings of the Draft EIS.
- Report on the Draft EIS 60-day public comment period.
- Review the preliminary staff recommendation to confirm or modify the Preferred Alternative, as requested by the Board.

No Action Today

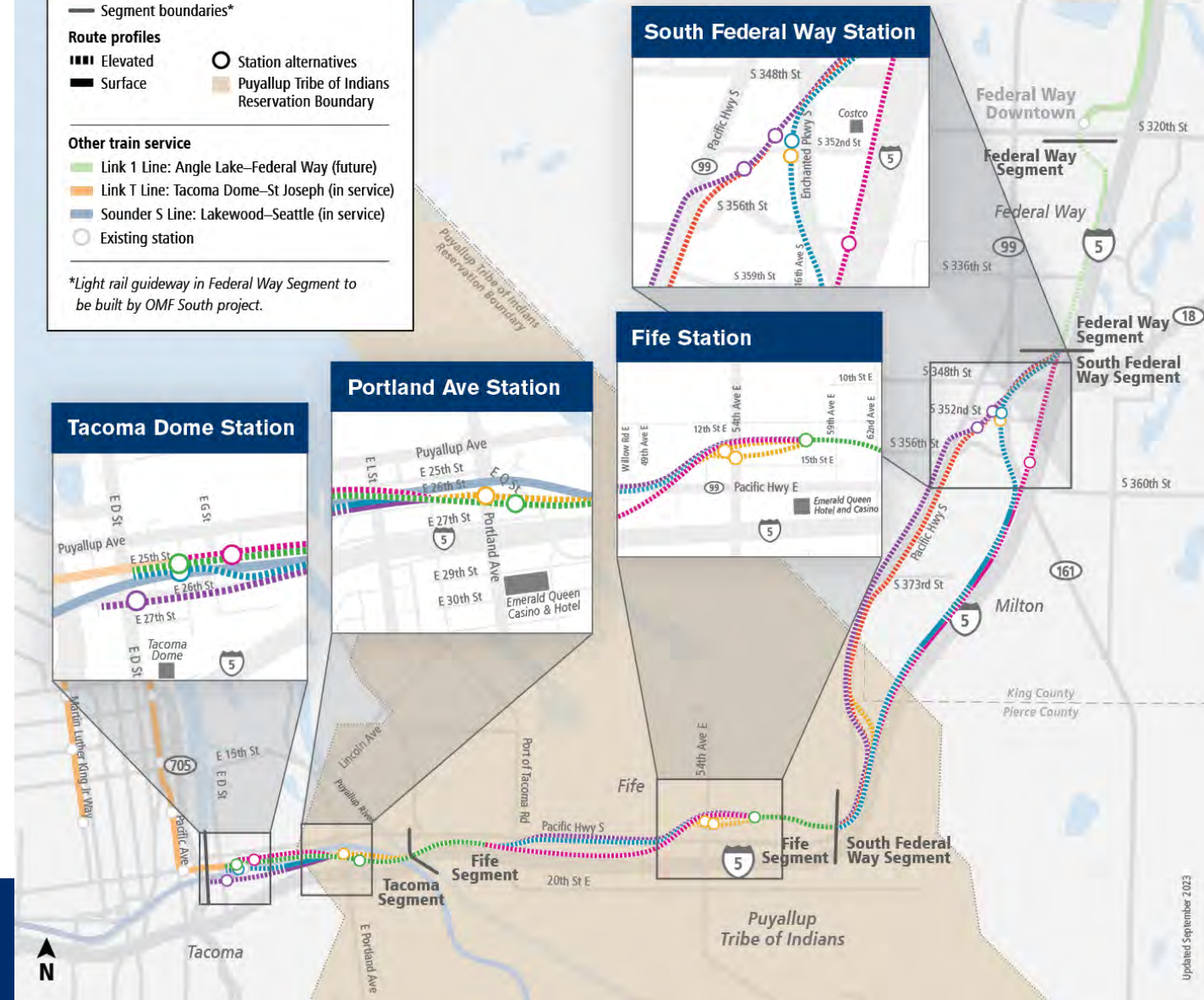
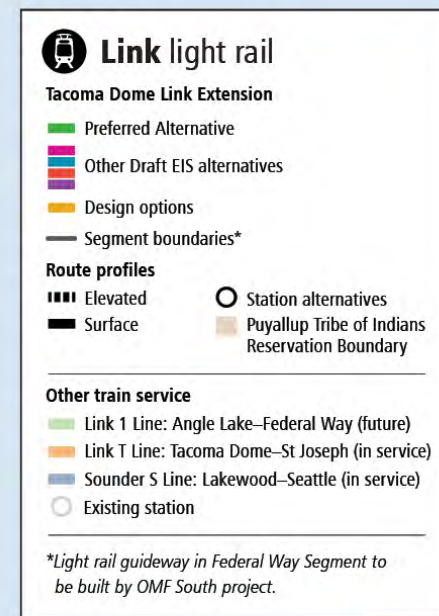
Where we've been / Where we're going

- ✓ **July 2019:** Board identified Preferred Alternative (PA) and other alternatives to study in DEIS
- ✓ **March 2023:** Board actions adds route and station options to Draft EIS
- ✓ **December 2024:** Published Draft EIS
- ✓ **Dec 13, 2024– Feb 10, 2025:** 60-day Draft EIS Comment period
 - **Today:** SEC update on DEIS comment period and the preliminary staff recommendation on the Preferred Alternative
 - **June SEC & Board:**
 - Seek SEC recommendation & Board action on the Preferred Alternative
 - Seek SEC recommendation & Board action on a budget amendment and contract modification to complete PE and prepare the Final EIS
 - **2027:** Final EIS / Board selection of the project to be built / Record of Decision

Tacoma Dome Link Extension Project Background

Tacoma Dome Link Extension (TDLE)

- ~10 miles, 4 stations
- Fife & South Federal Way stations include 500 parking stalls in 2038
- Puyallup River light rail bridge
- 10% design level
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1

Line



Tacoma Dome Line Extension

- ✓ Included in Sound Transit 3 (ST3) plan.
- ✓ Advances the “light rail spine” connecting Pierce County & the region’s 2nd largest city (Tacoma) to light rail network.
- ✓ Connects the region to employment, services and educational opportunities in Pierce County and vice versa.
- ✓ First light rail line to serve a Tribal Reservation in the U.S.
- ✓ 24,000 to 36,000 daily transit riders.
- ✓ Tacoma Dome Station to Sea-Tac Airport in 35 minutes.
- ✓ Federal Way to Tacoma Dome Station in 20 minutes.
- ✓ Fife to Tacoma Dome Station in 6 minutes.

TDLE Project Timeline



2017–2019 Alternatives development ✓

2019–2027 Environmental Review

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Draft EIS Engagement and Public Comment Summary

Draft EIS Comment Period Highlights

Extended, 60-day Comment Period: Dec 13 – Feb 10

Online, interactive open house

1 online public meeting and hearing, January 21

3 in-person public meetings:

- Tacoma Convention Center, January 23
- Federal Way Performing Arts Center, January 28
- Fife Community Center, January 30

Property owner engagement:

- Sent letters the week of November 25
- In person briefings as requested; notification and briefings
- Real Property staff available at public meetings/hearings



Draft EIS Engagement by the Numbers



169

attendees at
4 public
meetings



2,586

interactions on
social media



12

briefings with
city councils



13,956

mailers sent



5,000+

online open
house
participants



11

briefings with
agencies, stakeholder
groups, commissions



12

briefings with
community
organizations



318

comment
submissions
received



5,970

subscribers
received project
email updates



11

individual property
owners briefed



Draft EIS Engagement: Corridor-wide Themes

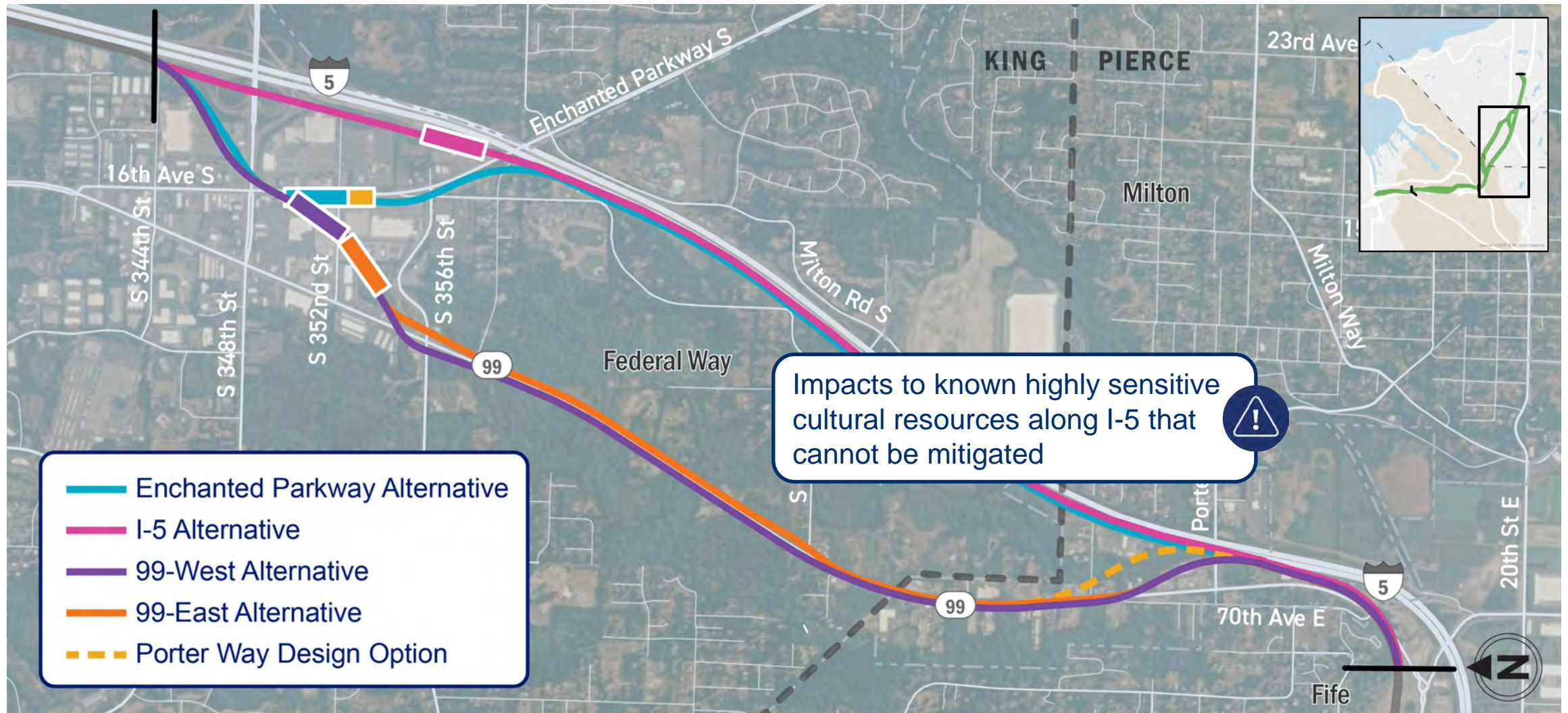
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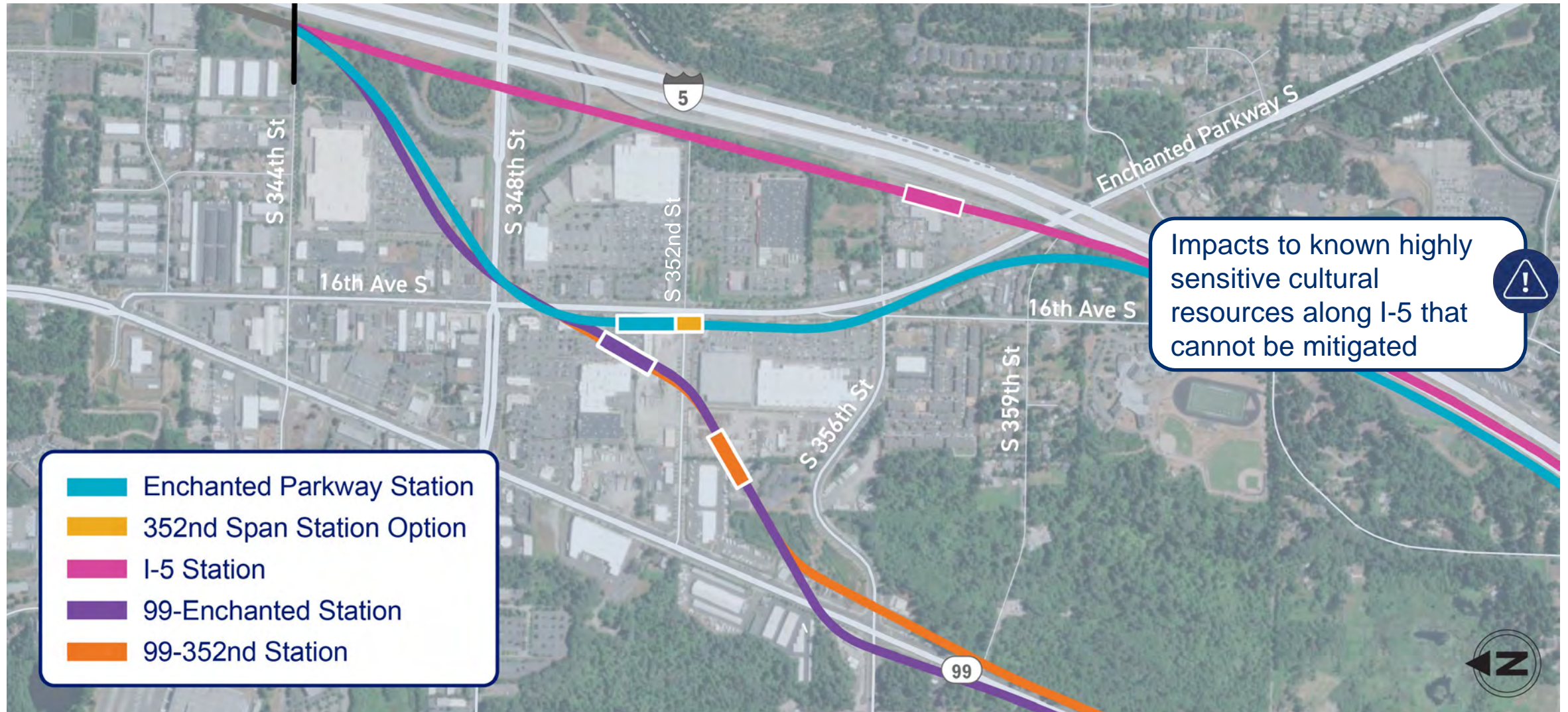
TDLE Draft EIS Alternatives

South Federal Way Segment

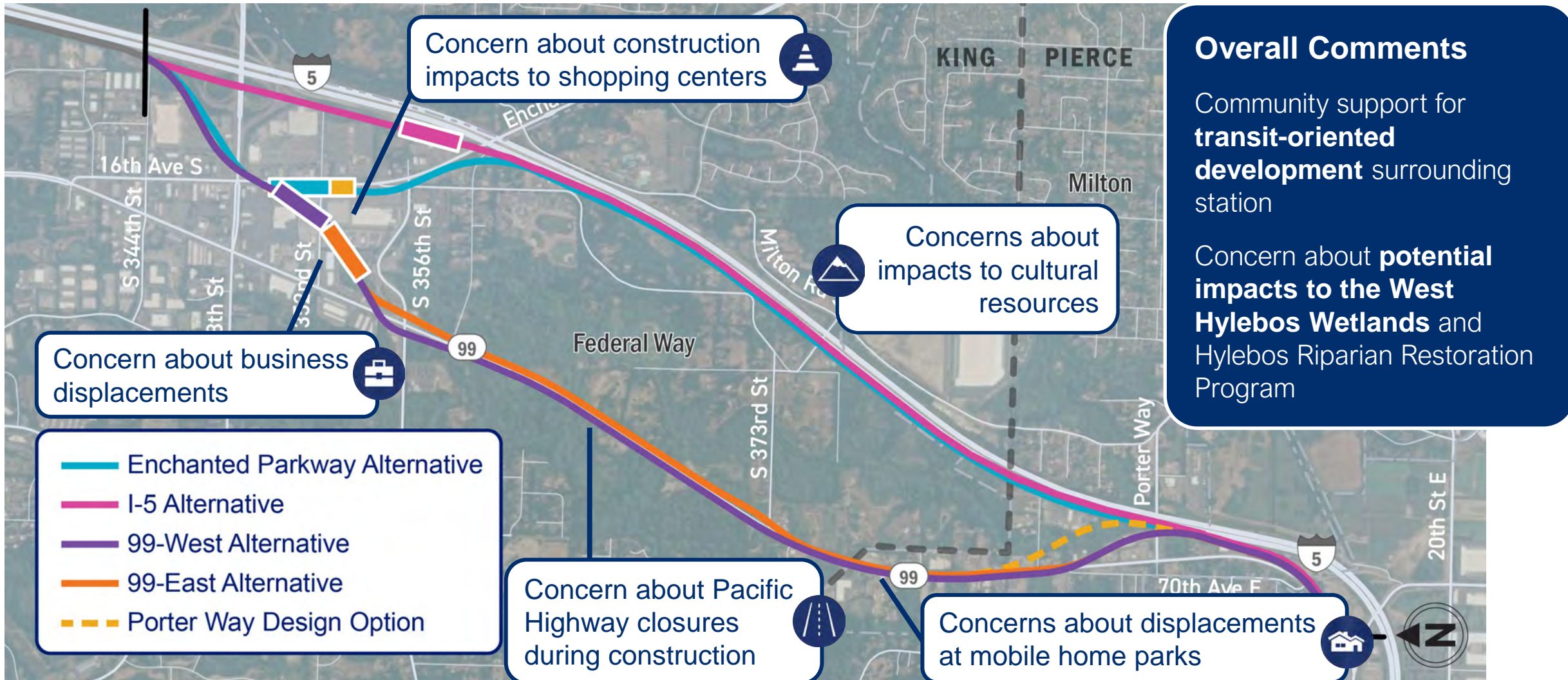
South Federal Way Segment Overview



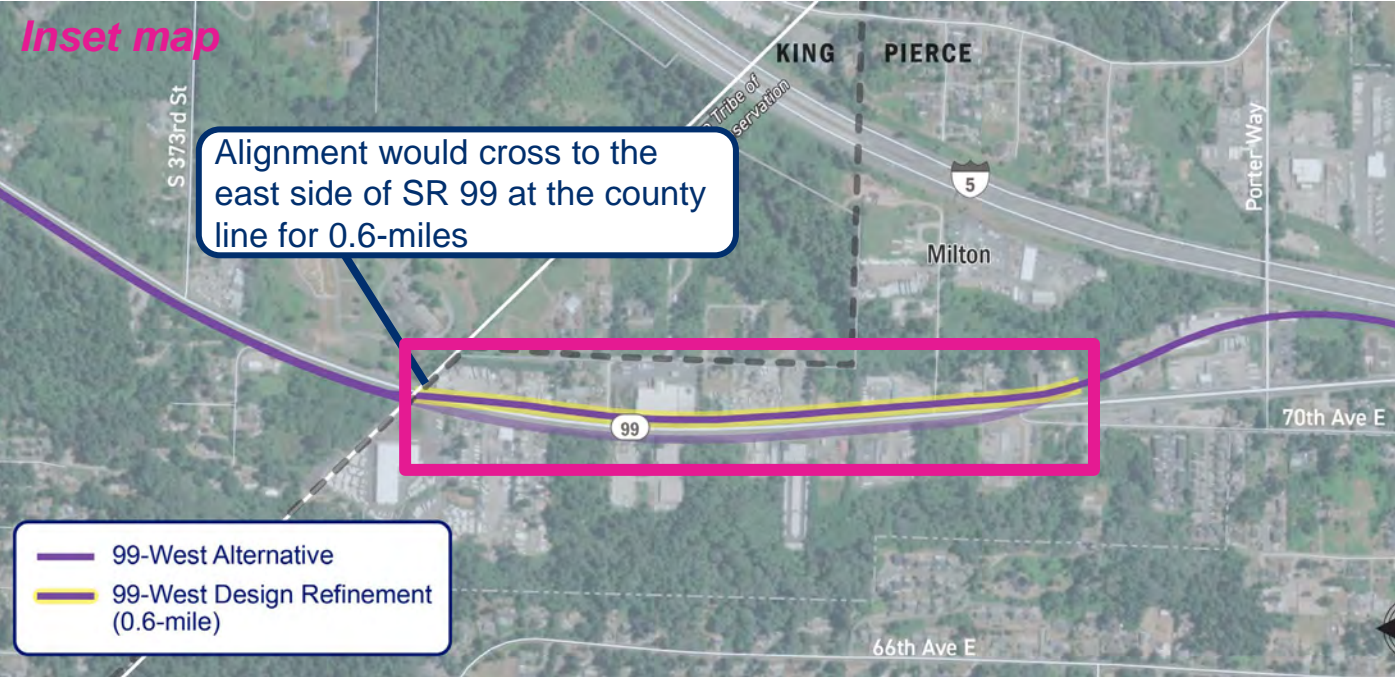
South Federal Way Stations



What we heard: South Federal Way Segment



99-West Design Refinement in Milton



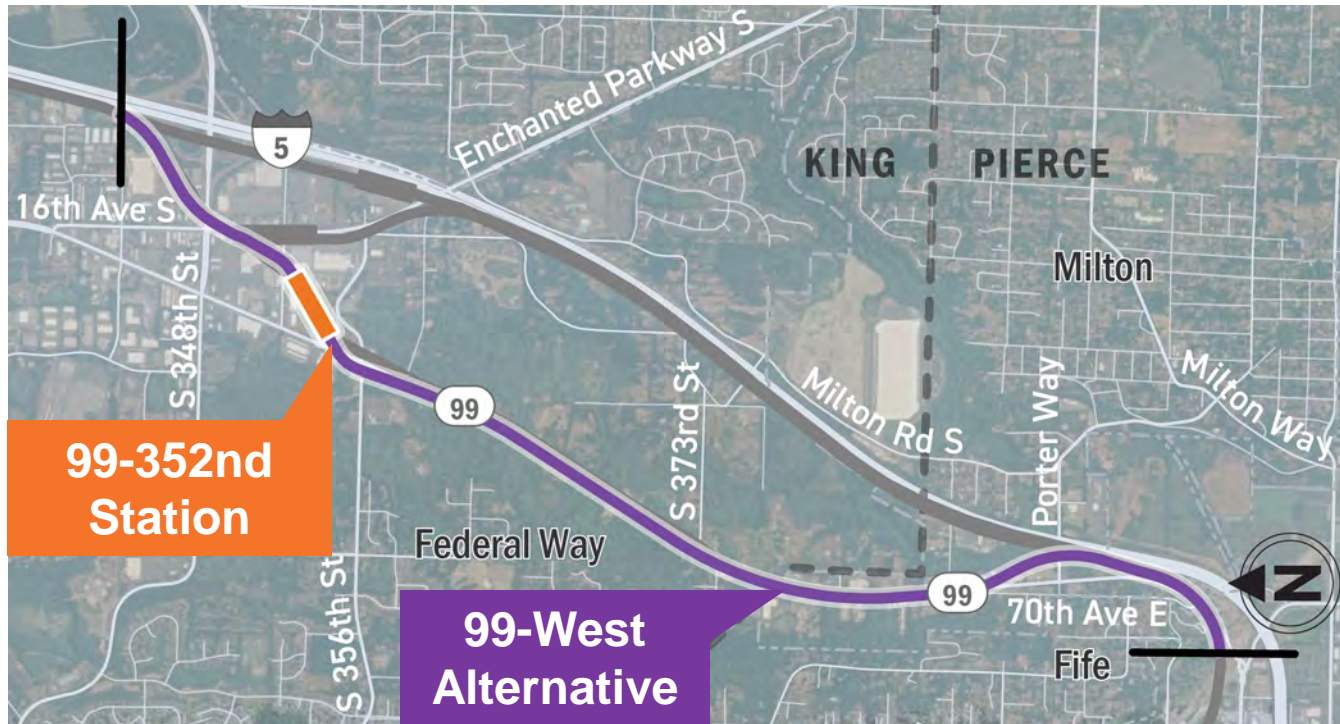
Preliminary Impact Comparison Table

	99-West Alternative	99-West w/ Design Refinement*
Residential Displacements	17	4
Business Displacements	25	25
4(f) Resources	4	3
Wetland Impacts (Acres of long-term impacts)	6.3	~4.3
Long-Term Easements on Tribal Trust properties	6	4

*Note: Preliminary estimates based on early design. Forecasted ridership and travel time would be similar.

Preliminary Staff Recommendation*: South Federal Way

- ✓ Identify **99-West** alternative with the design refinement to run on the east side of SR 99 in Milton; and the **99-352nd Station** as the Preferred Alternative.



Avoids highly-sensitive cultural resources along I-5 South



Among SR 99 options, fewer acres of long-term, permanent wetland impacts



Minimizes roadway construction and maintains most existing turning movements along the corridor



Highest TOD potential



Most opportunities for nonmotorized access and improved transit access

Next Steps: South Federal Way Segment



Continue to look at ways to refine design to minimize impacts to private properties



Explore opportunities to support City of Milton and WSDOT's efforts to improve safety along Pacific Highway in Milton



Identify opportunities to continue to minimize wetland impacts and identify wetland mitigation sites



Continue collaborating with the City of Federal Way on station design

Fife Segment

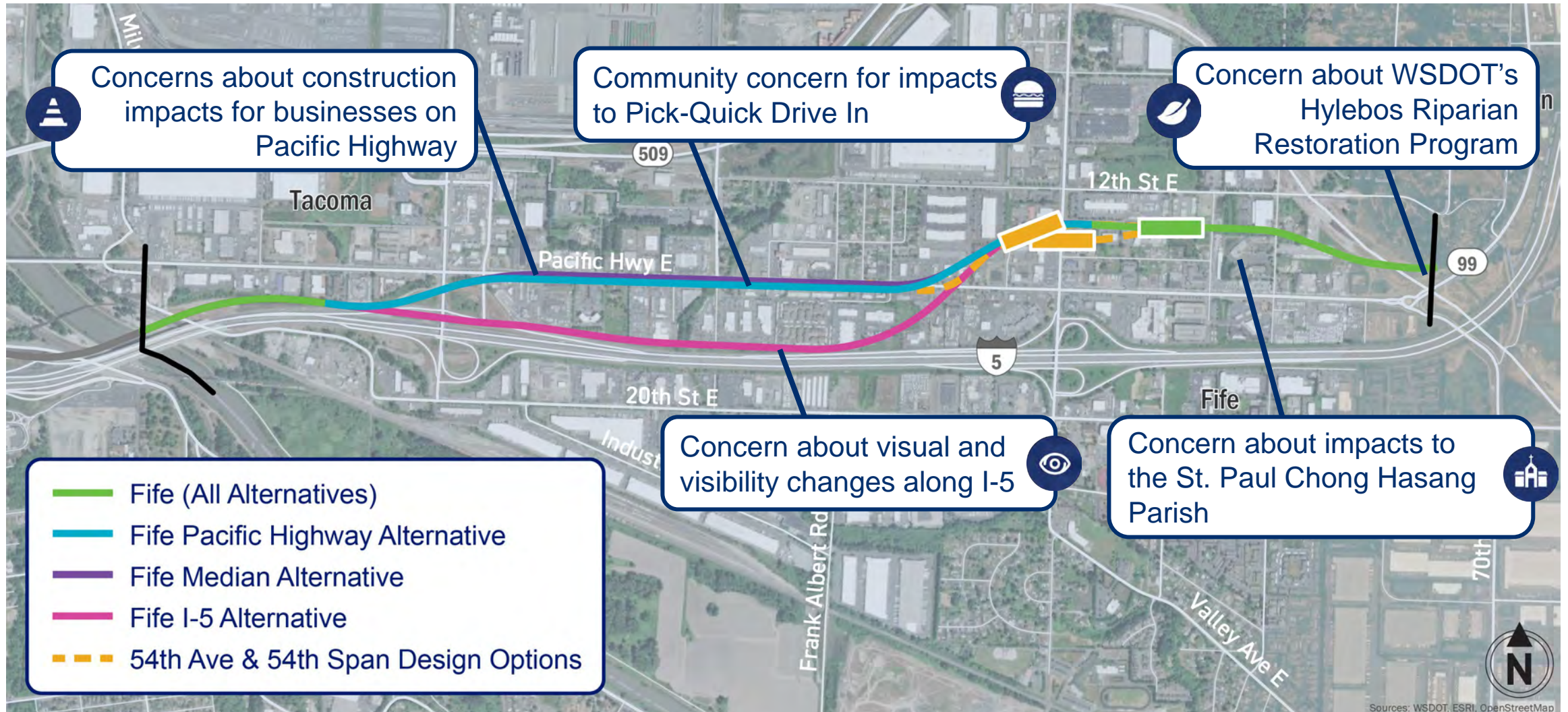
Fife Segment Overview



Fife Stations

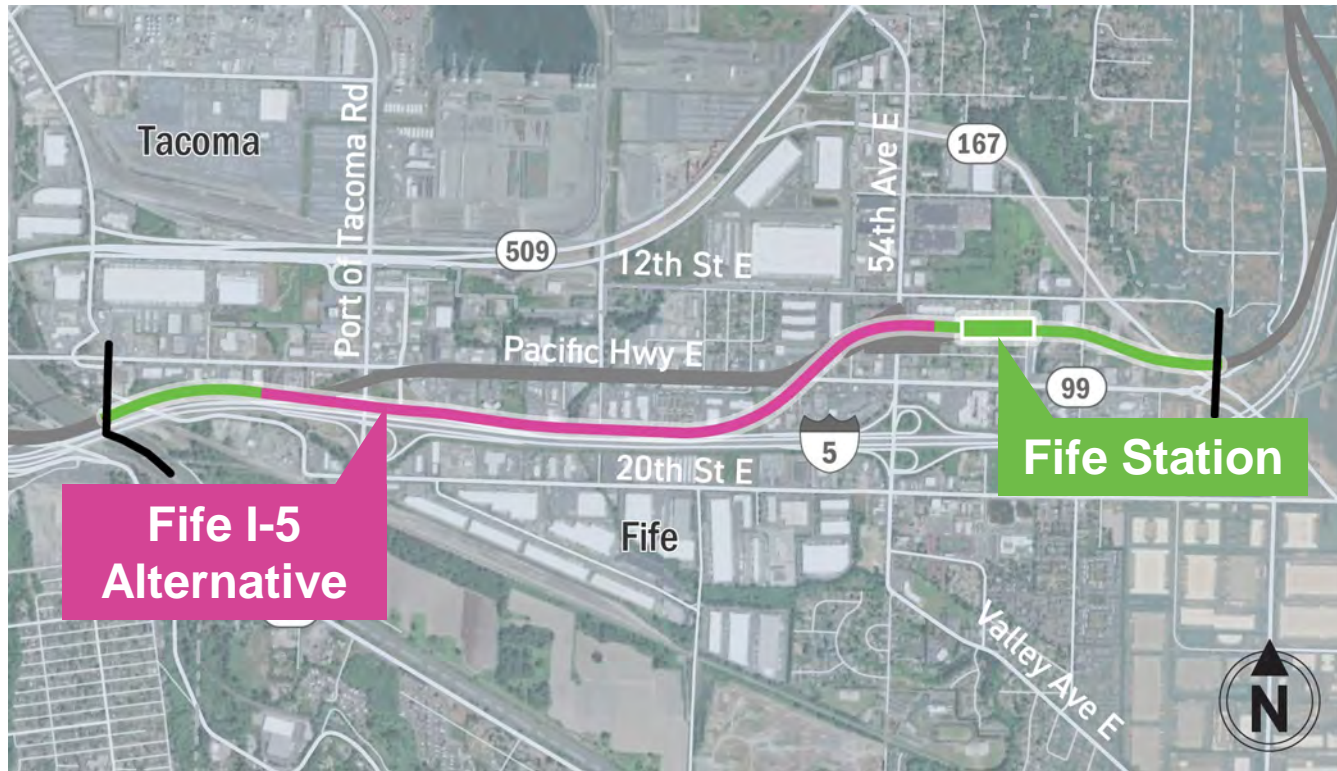


What we heard: Fife Segment



Preliminary Staff Recommendation*: Fife

- ✓ Identify **Fife I-5 Alternative** & confirm **Fife Station** as the Preferred Alternative.



-  Station most consistent with Fife's City Center Subarea Plan
-  Better non-motorized access
-  Fewer construction, traffic and access impacts
-  Fewer permanent disruptions and access changes for Tribal properties & businesses on Pacific Highway
-  Minimizes impacts to historic resources

Next Steps: Fife Segment



Work with City of Fife and FEMA to address potential flood risk



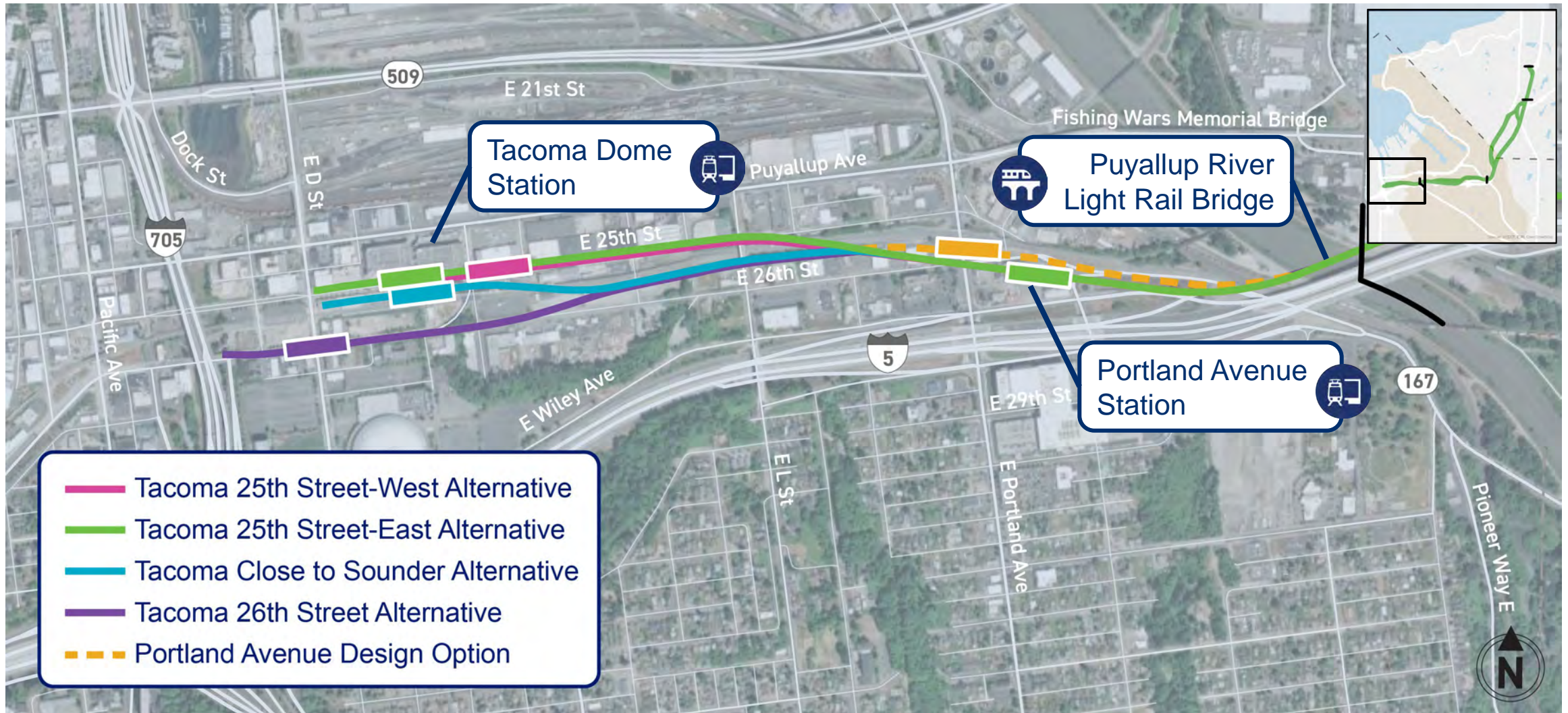
Continue collaborating with City of Fife to optimize station location and minimize noise and ecosystem impacts



Evaluate potential to minimize visual changes from the alignment to businesses and residents along I-5

Tacoma Segment

Tacoma Segment Overview



Tacoma Segment

Puyallup River Light Rail Bridge

Clear-span option: greater change to views of the Mountain

In-river pier option: greater impact to ecosystems, water resources, Tribal fishing rights

Existing conditions



Clear-span option

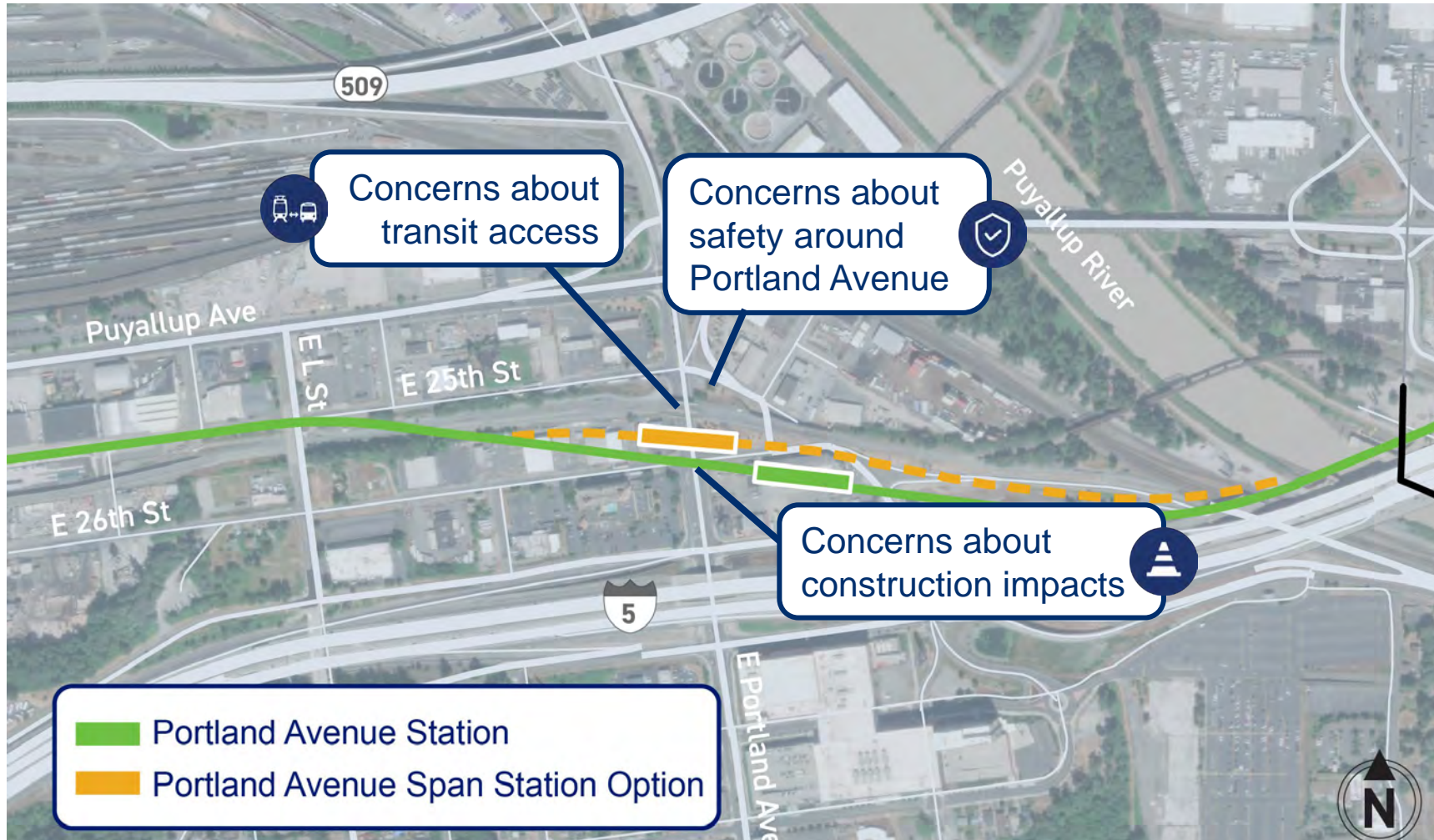


In-river pier option



Tacoma Segment

What we heard: Portland Avenue Station



Preliminary Staff Recommendation*: Tacoma Segment




Portland Avenue Station

- ✓ Confirm **Portland Avenue Station** in the Tacoma Segment.



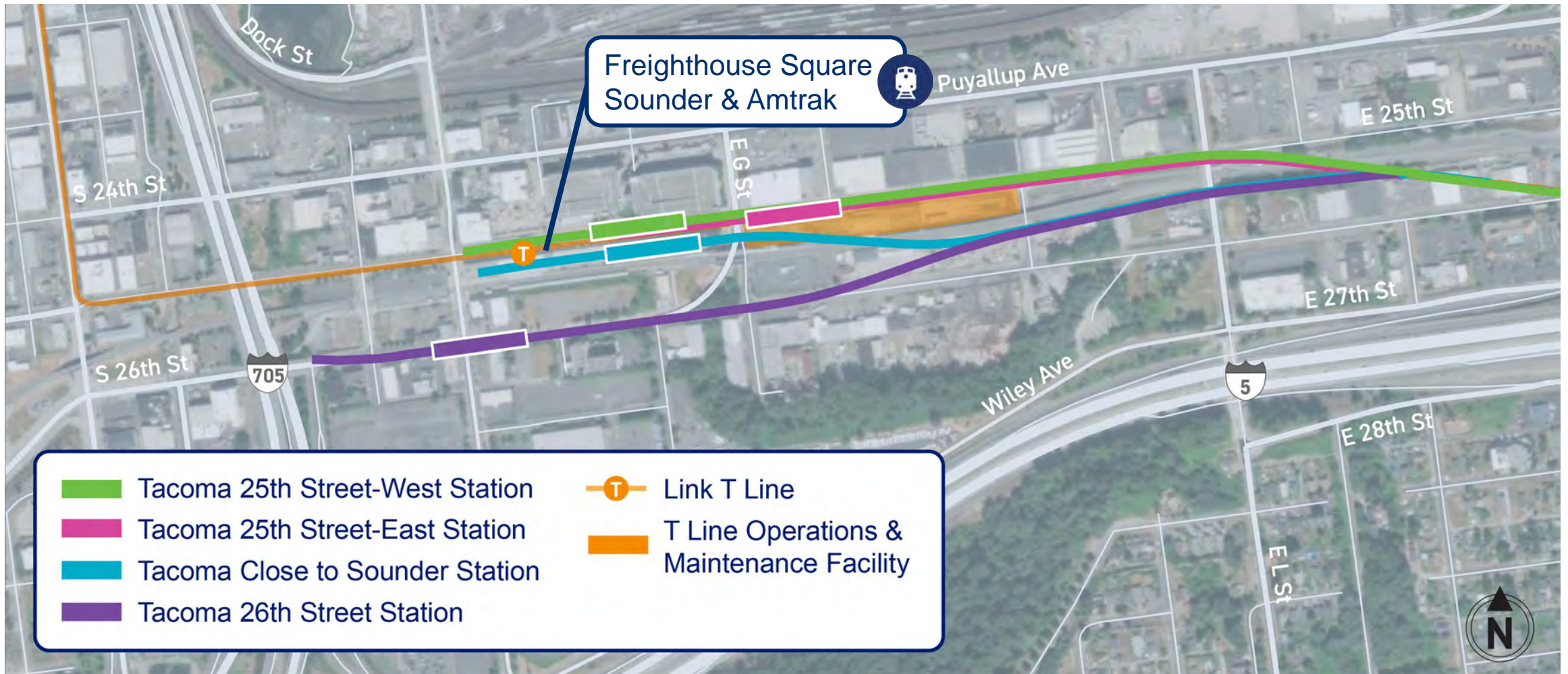
Next Steps:

Puyallup River Bridge & Portland Ave Station

-  Continue conversations with Puyallup Tribe of Indians on Puyallup River Bridge and Portland Avenue Station design
-  Work with City of Tacoma and Puyallup Tribe of Indians to study ways to improve safety, station access, and connections to nearby destinations
-  Work with Pierce Transit to maximize quick and safe transit connections

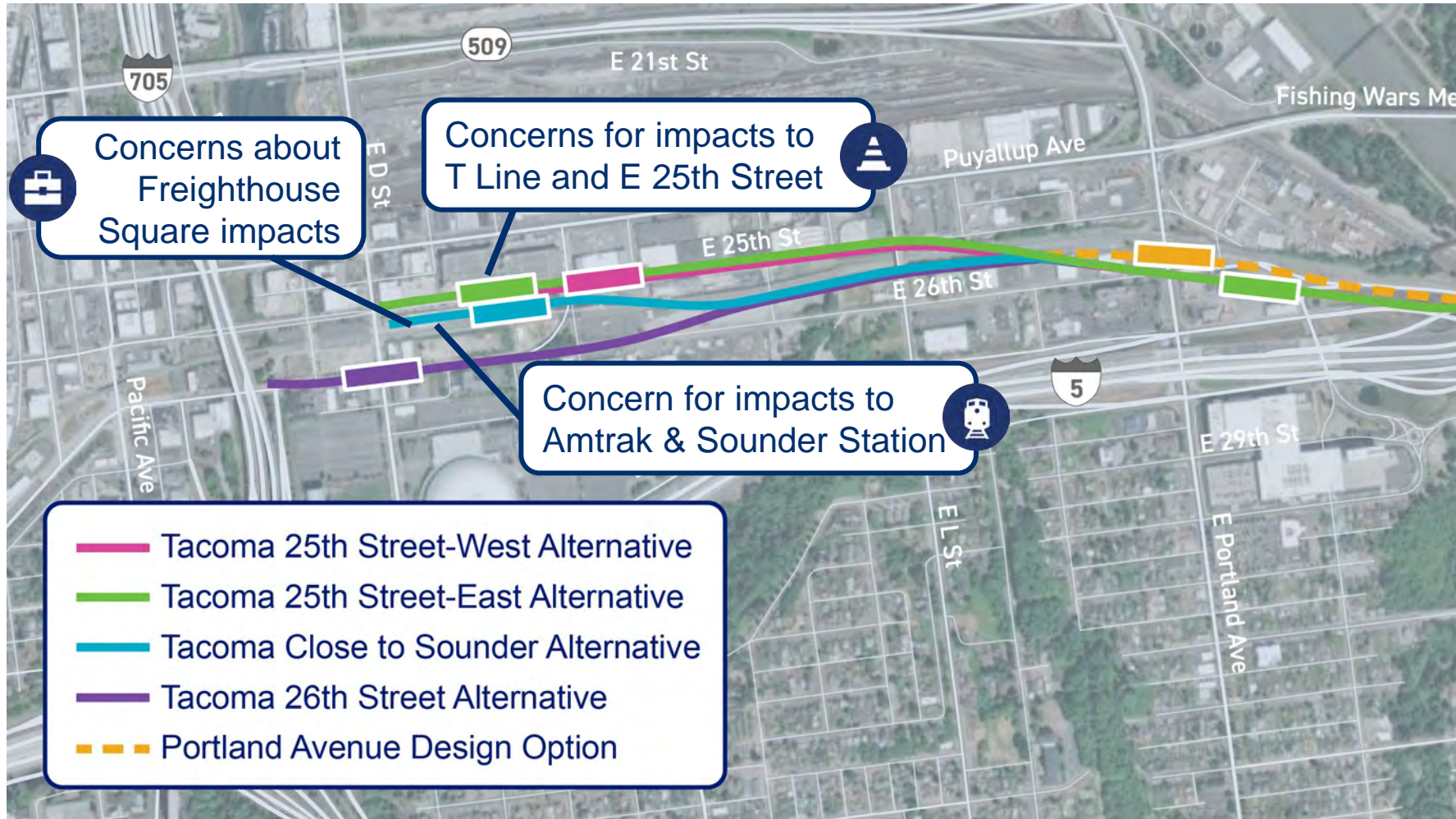
Tacoma Segment

Tacoma Alternatives & Stations



Tacoma Segment

What we heard: Tacoma Station



Overall Comments

Focus on **seamless transit connections** between bus service, Sounder, Amtrak, T Line, and Link

Excitement for the opportunity to create a **regional hub**

Prioritize passenger experience

Prioritize safety and accessibility of stations and station areas

Preliminary Staff Recommendation*: Tacoma Segment

Tacoma Station

 **Modify the Preferred Alternative to **Close to Sounder Alternative & Station.****



Potential for fully integrated, seamless regional transit hub



Consistent with the City's Dome District Subarea Plan



Fewer construction impacts on E 25th St



Minimizes T Line closures



Minimizes visual “tunnel effect” of elevated structure along 25th

Next Steps: Tacoma Segment



Continue to refine station plans to minimize disruptions to Sounder and Amtrak stations



Continue collaborating with City of Tacoma on station design in support of the long-term vision for the Dome District



Collaborate with partners to support multi-modal transit integration



Work with Freighthouse Square tenants to explore options for relocation

Preliminary Staff Recommendation* Summary

South Federal Way

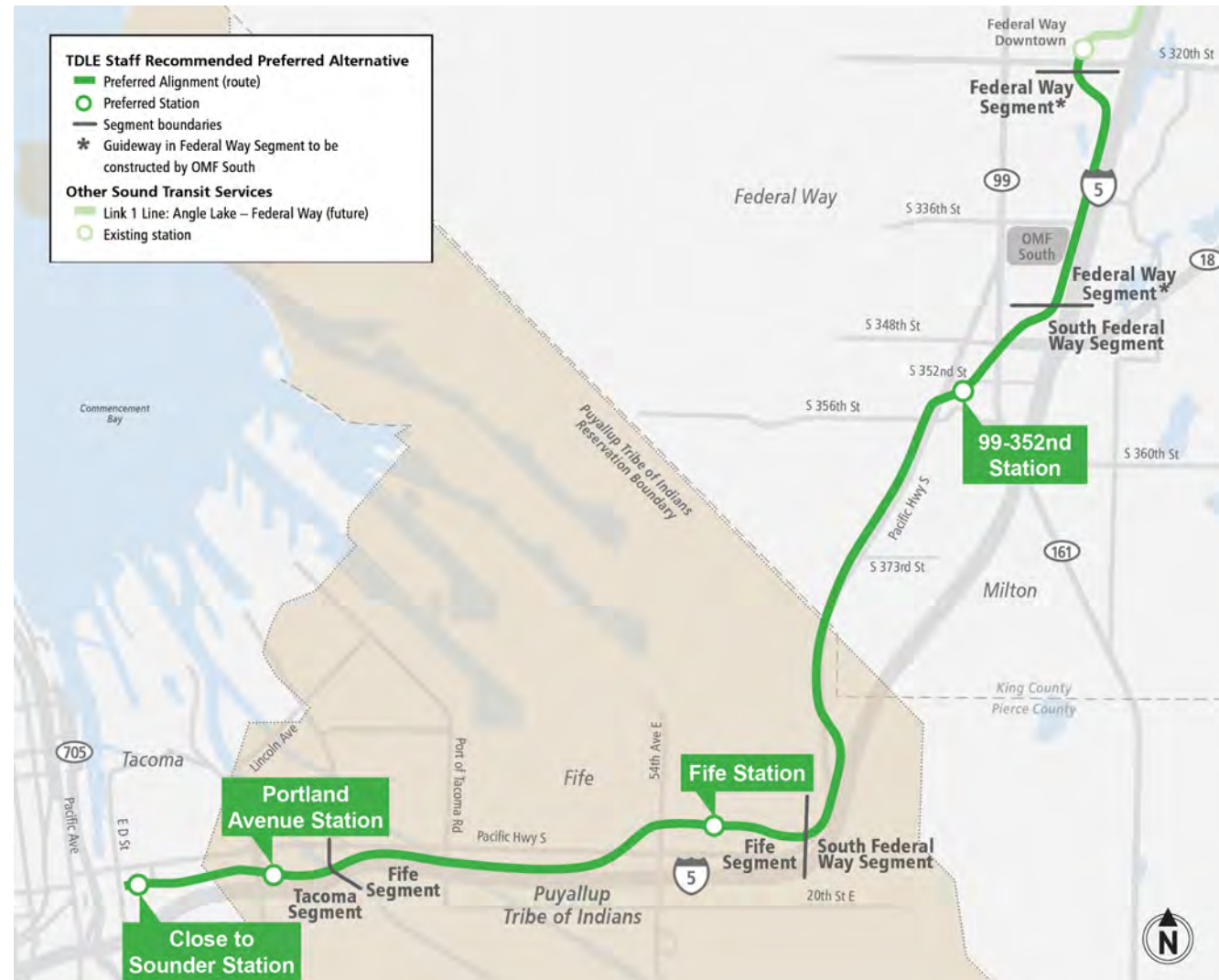
- 99-West Alternative with 99-352nd Station

Fife

- Fife I-5 Alternative with Fife Station

Tacoma

- Portland Avenue Station
- Tacoma Close to Sounder Alternative and Station



Next Steps

Next Steps

SEC & Board June 2025:

- Consider action to confirm, modify, or identify the Preferred Alternative
- Consider action on:
 - Amending the project budget
 - Approving a contract modification to prepare the Final EIS and advance design on the Preferred Alternative

Thank you.



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Appendix

South Federal Way Alternatives Comparison

Performance rating key

Lower performing



Higher performing

	Enchanted Parkway	I-5	99-West	99-East
RESIDENTIAL DISPLACEMENTS	40	3	17	2
BUSINESS DISPLACEMENTS	14	7	25	25
HISTORIC & CULTURAL RESOURCE IMPACTS	1 (known highly sensitive)	1 (known, highly sensitive)	4	2
ECOSYSTEMS IMPACTS <i>Long-term</i>	Wetlands: 2.65 ac Streams: 150 ft	Wetlands: 3.76ac Streams: 950 ft	Wetlands: 6.31 ac Streams: 600 ft	Wetlands: 7.33 ac Streams: 600 ft
TRANSPORTATION IMPACTS	Minimal changes to traffic circulation and access	Minimal changes to traffic circulation and access	Left-turn restriction at Pac Hwy and 70th Ave E (3 driveways)	Left-turn restrictions along one mile of Pac Hwy south (40 driveways)
COMPARATIVE COST DATA POINT*	\$\$	\$	\$	\$\$

South Federal Way Station Comparison

Performance rating key

Lower
performing



Higher
performing

**Enchanted Parkway
Station**

I-5 Station

Enchanted Station

352nd Station

BUSINESS DISPLACEMENTS
Estimated station displacements

9

3

13

15

NONMOTORIZED ACCESS

Connections to surrounding
station area

Fewer street connections

Connections to surrounding
station area

Dedicated facilities provide
connections

TRANSIT CONNECTIONS

Potential for traffic conflicts
at bus access points

Challenging for bus access
due to I-5

Potential for traffic conflicts
at bus access points

Easiest connecting bus
route access

CONSTRUCTION IMPACTS
Transportation detours

Temporary detours and
closure near the station and
on Enchanted Pkwy S

Temporary detours and
closures near the station

Temporary detours and
closures near the station and
on SR 99

Temporary detours and
closures near the station
and on SR 99

**TRANSIT ORIENTED
DEVELOPMENT POTENTIAL**

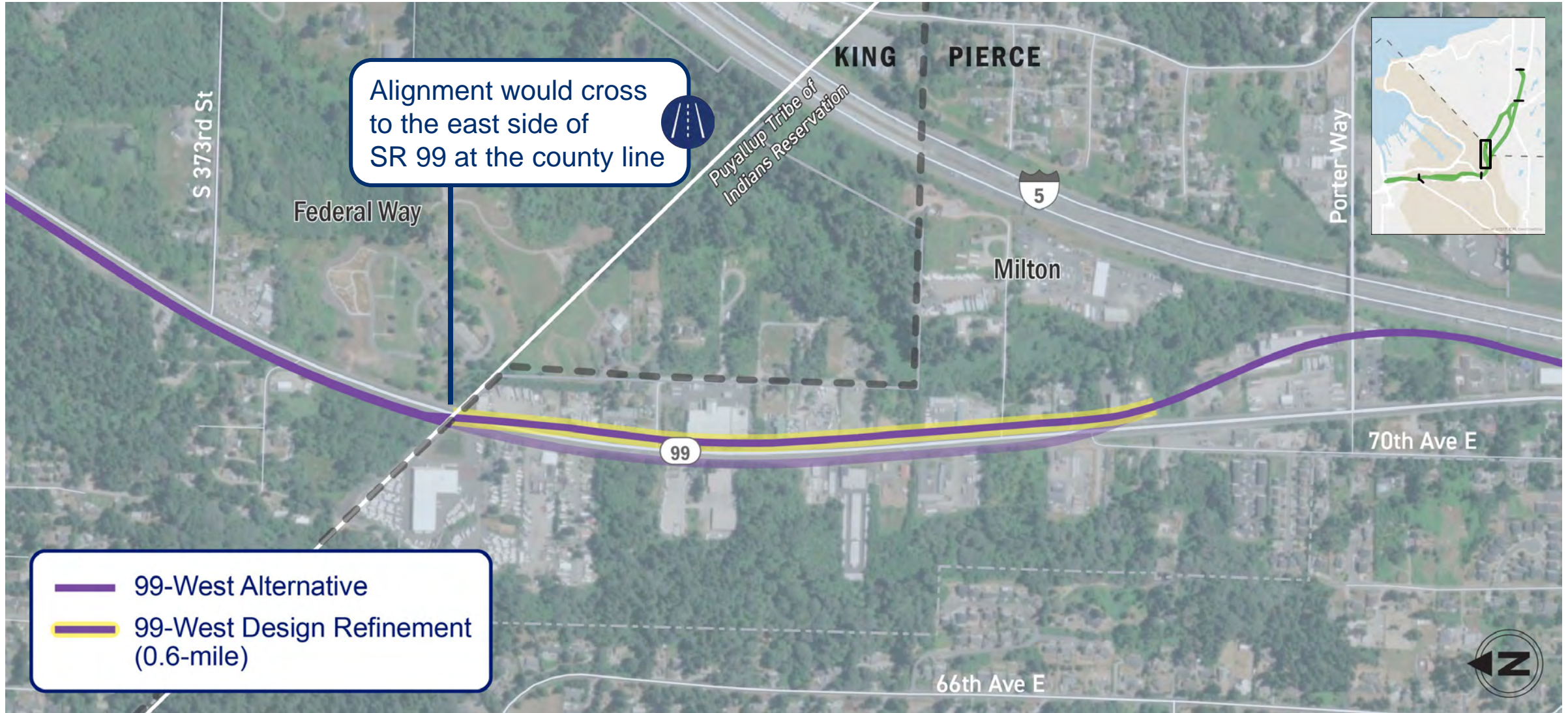
More street crossing from
residential areas; fewer new
development opportunities

Challenging access from
residential area; few
opportunities for new
development

More street crossing from
residential areas; some
opportunities for new
development

Easier to access from
residential areas; more
opportunities for new
development

99-West Design Refinement in Milton



99-West Design Refinement in Milton

Preliminary Impact Comparison

	99-West Alternative	99-West Alternative w/ Design Refinement*	Estimated Change in Impacts w/Design Refinement
RESIDENTIAL DISPLACEMENTS	17	4	↓ 13 fewer residential displacements
BUSINESS DISPLACEMENTS	25	25	✓ Same number of business displacements
4(F) RESOURCE IMPACTS	4	3	↓ 1 fewer 4(f) resource impact
WETLAND IMPACTS (Acres of long-term impacts)	6.3	~4.3	↓ ~2 acres fewer long-term wetland impacts
LONG-TERM EASEMENTS ON TRIBAL PROPERTIES	6	4	↓ 2 fewer long-term easements on Tribal properties

Fife Alternatives Comparison

Performance rating key

Lower
performing



Higher
performing

Fife Pacific Highway

Fife Median

Fife I-5

BUSINESS DISPLACEMENTS

Fife Station: 38
Fife 54th Ave Station Option: 50
Fife 54th Span Station Option: 54

Fife Station: 12
Fife 54th Ave Station Option: 24
Fife 54th Span Station Option: 28

Fife Station: 17
Fife 54th Ave Station Option: 34
Fife 54th Span Station Option: 40

HISTORIC & CULTURAL RESOURCE IMPACTS

2

1

1

CONSTRUCTION IMPACTS

Temp. access restrictions,
roadway/lane closures, and parking
impacts to businesses along Pac Hwy

Temp. access restrictions,
roadway/lane closures, and parking
impacts to businesses along Pac Hwy

Fewer temp. access restrictions. Temp.
parking impacts to businesses adjacent
to I-5

VISUAL IMPACTS

Close to some residences and visual
changes on Pac Hwy

Close to some residences and visual
changes on Pac Hwy

Close to more residences, changes to
sign visibility from I-5 and visual
changes for Chateau Rainier

COMPARATIVE COST DATA POINT

\$

\$\$

\$

Fife Station Comparison

Performance rating key

Lower
performing



Higher
performing

Fife Station

Fife 54th Avenue Station Option

Fife 54th Span Station Option

BUSINESS DISPLACEMENTS *Entire Fife Segment*

Fife Pacific Highway: 38
Fife Median: 12
Fife I-5: 17

Fife Pacific Highway: 50
Fife Median: 24
Fife I-5: 34

Fife Pacific Highway: 54
Fife Median: 28
Fife I-5: 40

NONMOTORIZED ACCESS

Pedestrian access to streets with lower traffic volumes

Access from multiple streets but from the east, would require crossing 54th Ave E

Fewer street crossings to access the station from either side of 54th Ave E

FLOOD RISK

Potential for future flood risk, within FEMA floodplain

Potential for future flood risk, outside FEMA floodplain

Potential for future flood risk, outside FEMA floodplain

CONSTRUCTION IMPACTS

Minimal temp. roadway closures of 54th Ave E

Fewer temp. roadway closures of 54th Ave E

More frequent and extensive temp. roadway closures of 54th Ave E

CONSISTENCY WITH CITY PLANS

More consistent

Less consistent

Less consistent

Tacoma Segment

Portland Avenue Station Comparison

Performance rating key



	Portland Avenue Station	Portland Avenue Span Station Option
TRANSIT ACCESS	Bus bays located on E 26th St	Bus bays located on Portland Ave, a major freight route
NONMOTORIZED ACCESS	Closer to lower traffic undercrossing at E Bay St	Fewer intersection crossings with station entrances on both sides of Portland Ave
PASSENGER EXPERIENCE	Side platforms: more challenging station navigation	Center platform: easier station navigation and track operations
CONSTRUCTION IMPACTS	Fewer temp. street closures on Portland Ave	More frequent temp. street closures on Portland Ave

Tacoma Segment

Tacoma Alternatives & Station Comparison

Performance rating key

Lower performing  Higher performing

	Tacoma 25th Street-West	Tacoma 25th Street-East	Tacoma Close to Sounder	Tacoma 26th Street
BUSINESS DISPLACEMENTS	9	9	43	13
VISUAL IMPACTS	Guideway may create “tunnel effect” over E 25th St	Guideway may create “tunnel effect” over E 25th St	Moderate visual changes near the station	Altered views from Tacoma Dome and LeMay Museum
CONSTRUCTION IMPACTS <i>Transportation impacts</i>	Temp. full closure of E 25th St & T Line closures	Temp. full closure of E 25th St & T Line closures	Temp. full closure of L Street bridge, Rebuild of Amtrak and Sounder stations	Temp. full closure of L Street bridge and E 26th St
CONSTRUCTION IMPACTS <i>Access restrictions</i>	Access restrictions on E 25th St including Freighthouse Square	Access restrictions on E 25th St including Freighthouse Square	Fewer construction access impacts on E 25th St	Access restrictions on E 26th St and E 27th St
PEDESTRIAN EXPERIENCE AND MULTIMODAL INTEGRATION	Close connections to other transit, parking, & Tacoma Dome	Connections to other transit, parking, & Tacoma Dome are further east	Close connections to other transit, parking, & Tacoma Dome	Closest to Tacoma Dome but farthest for connections to other transit and parking
COMPARATIVE COST DATA POINT*	\$\$	\$\$	\$	\$\$