

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
- Forecasted Service: 2035
- Currently in Draft EIS phase

Link light rail

Tacoma Dome Link Extension

- Preferred Alternative
- Other Draft EIS alternatives
- Design options
- Segment boundaries*

Route profiles

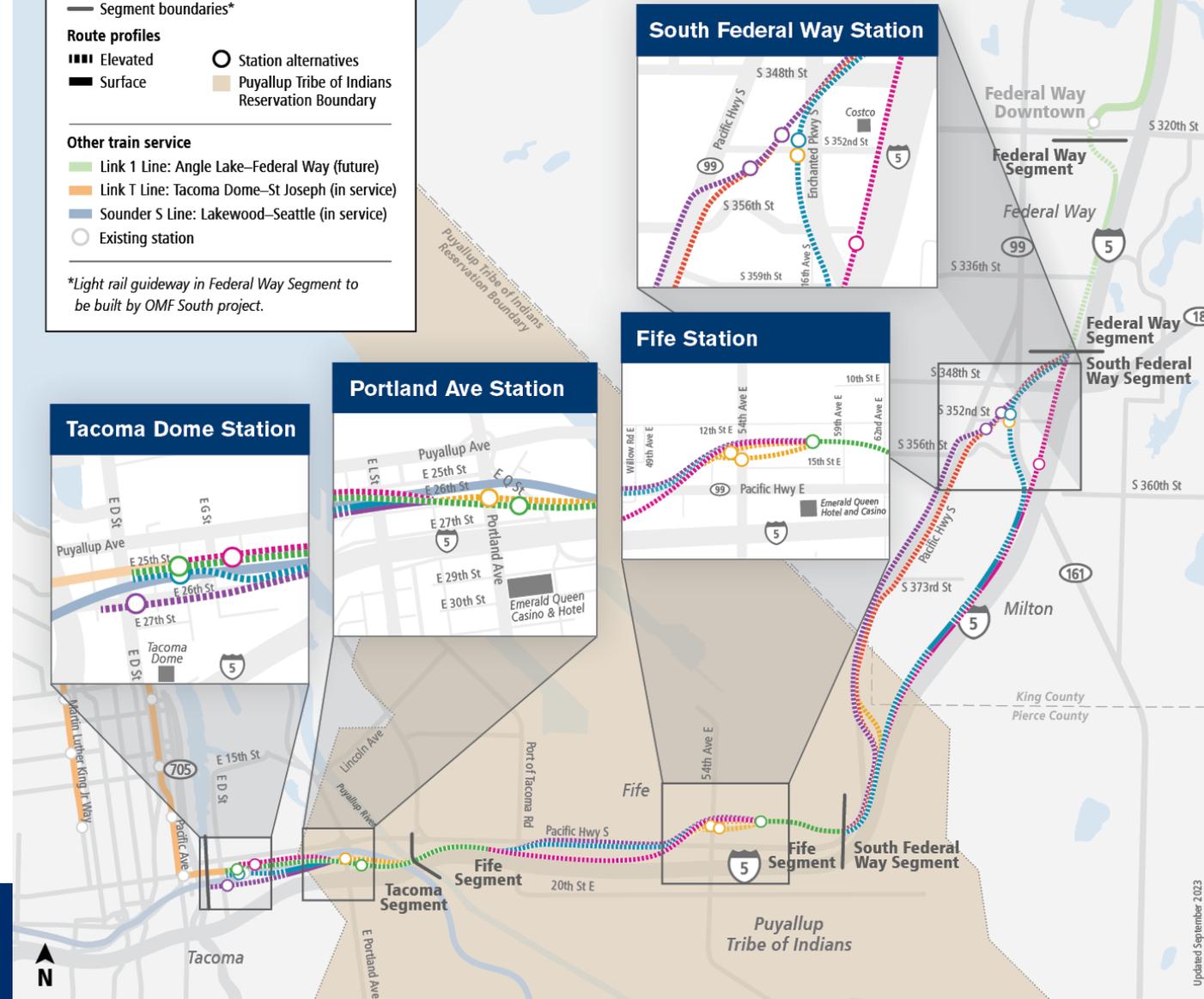
- Elevated
- Surface
- Station alternatives
- Puyallup Tribe of Indians Reservation Boundary

Other train service

- Link 1 Line: Angle Lake–Federal Way (future)
- Link T Line: Tacoma Dome–St Joseph (in service)
- Sounder S Line: Lakewood–Seattle (in service)
- Existing station

*Light rail guideway in Federal Way Segment to be built by OMF South project.

1 Line



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

- ★ 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 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

We're planning a light rail expansion between Federal Way and Tacoma
Tacoma Dome Link Extension

SOUNDTRANSIT [Comment now](#)

Draft EIS Engagement: Corridor-wide Themes

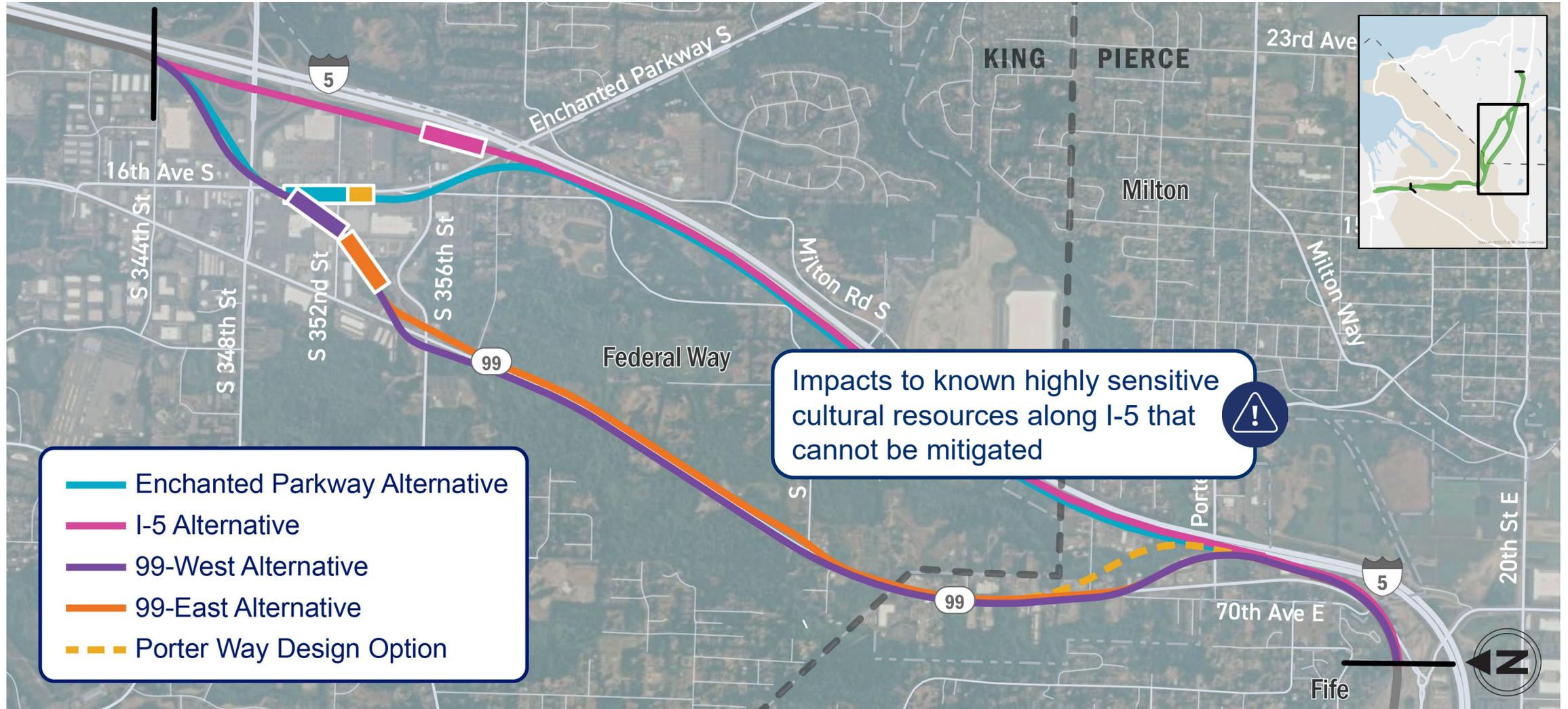
- Corridor-wide support for the project
- Desire to build project sooner
- Concerns around impacts, particularly wetlands, and residential and business displacements
- Concern over construction impacts and business access
- Desire to ensure close Tribal coordination
- Desire for multimodal transportation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



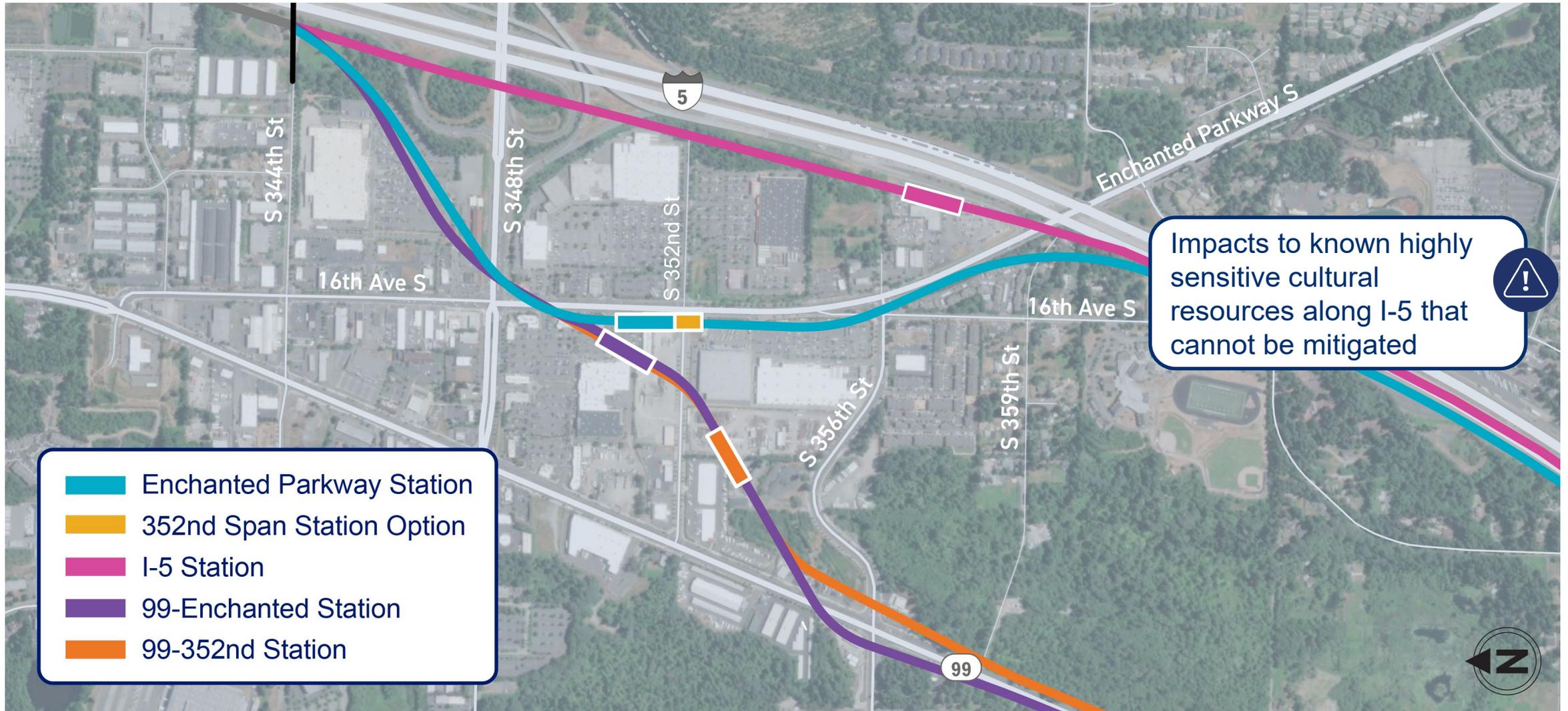
TDLE Draft EIS Alternatives

South Federal Way Segment

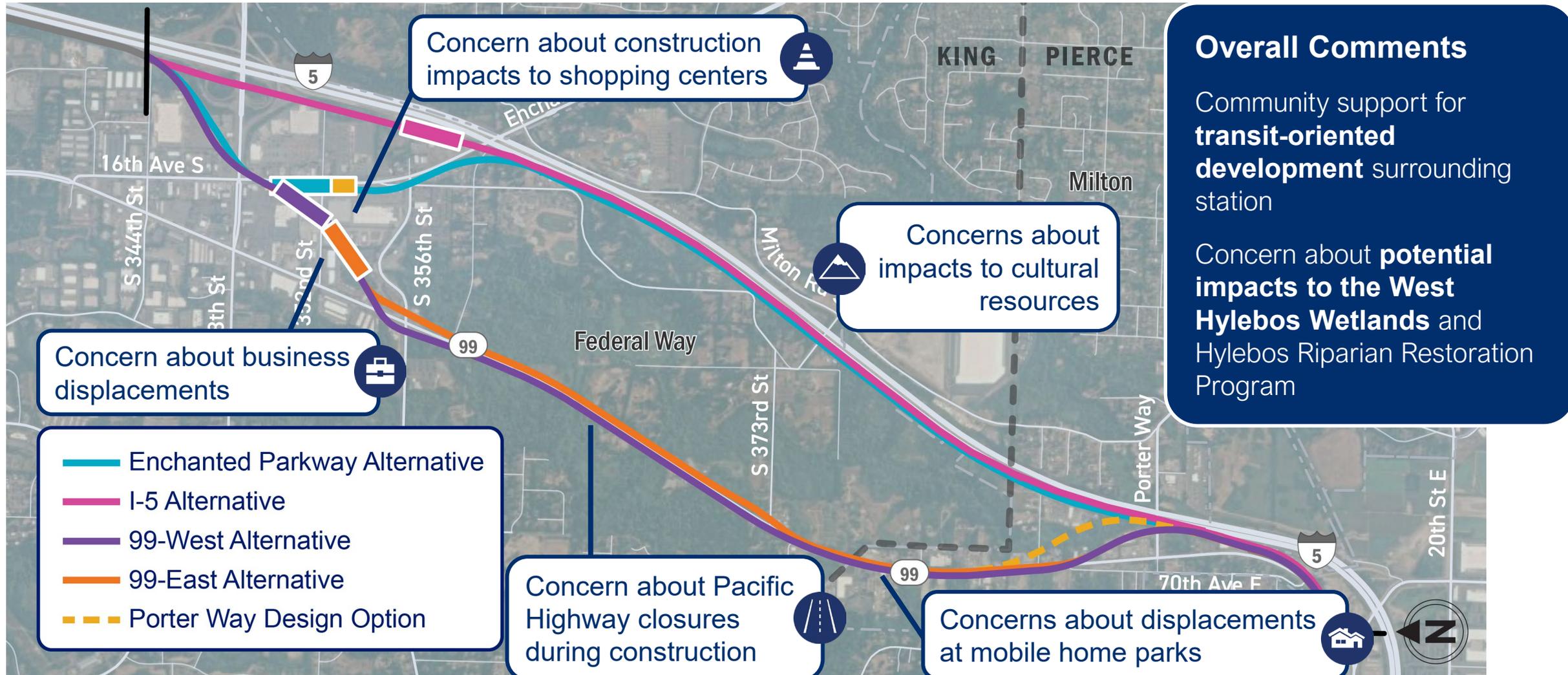
South Federal Way Segment Overview



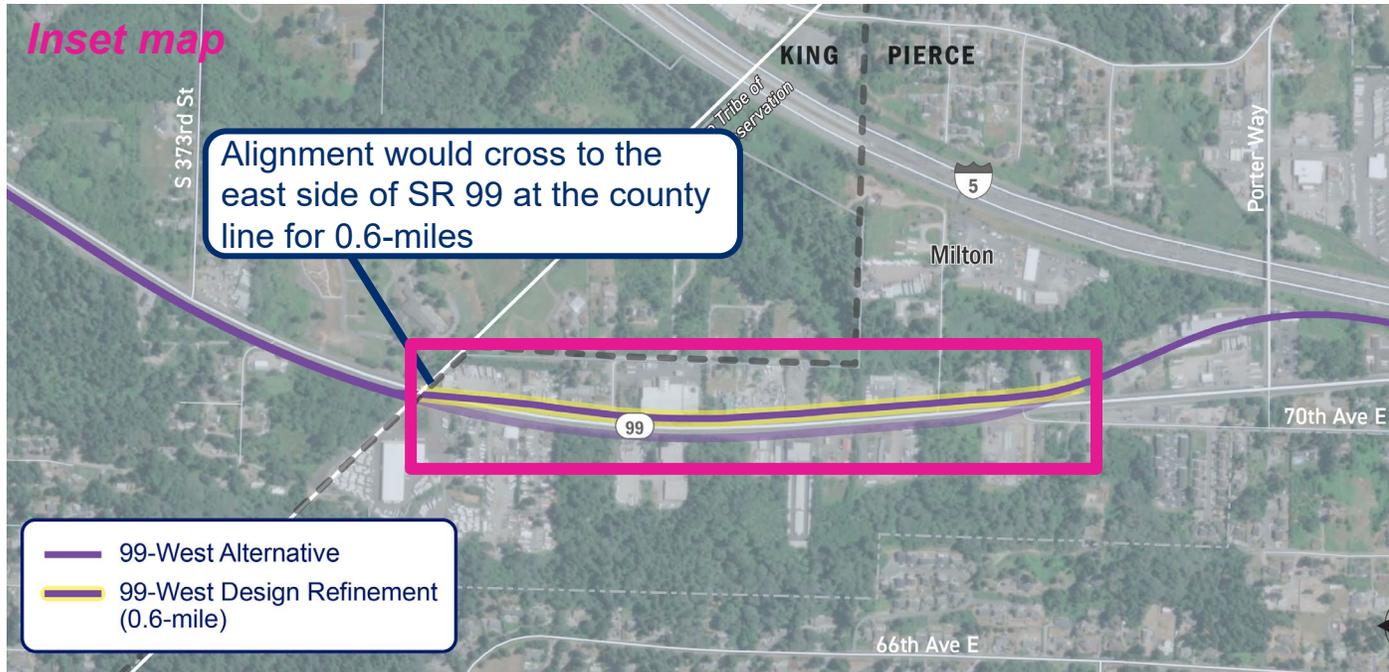
South Federal Way Stations



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

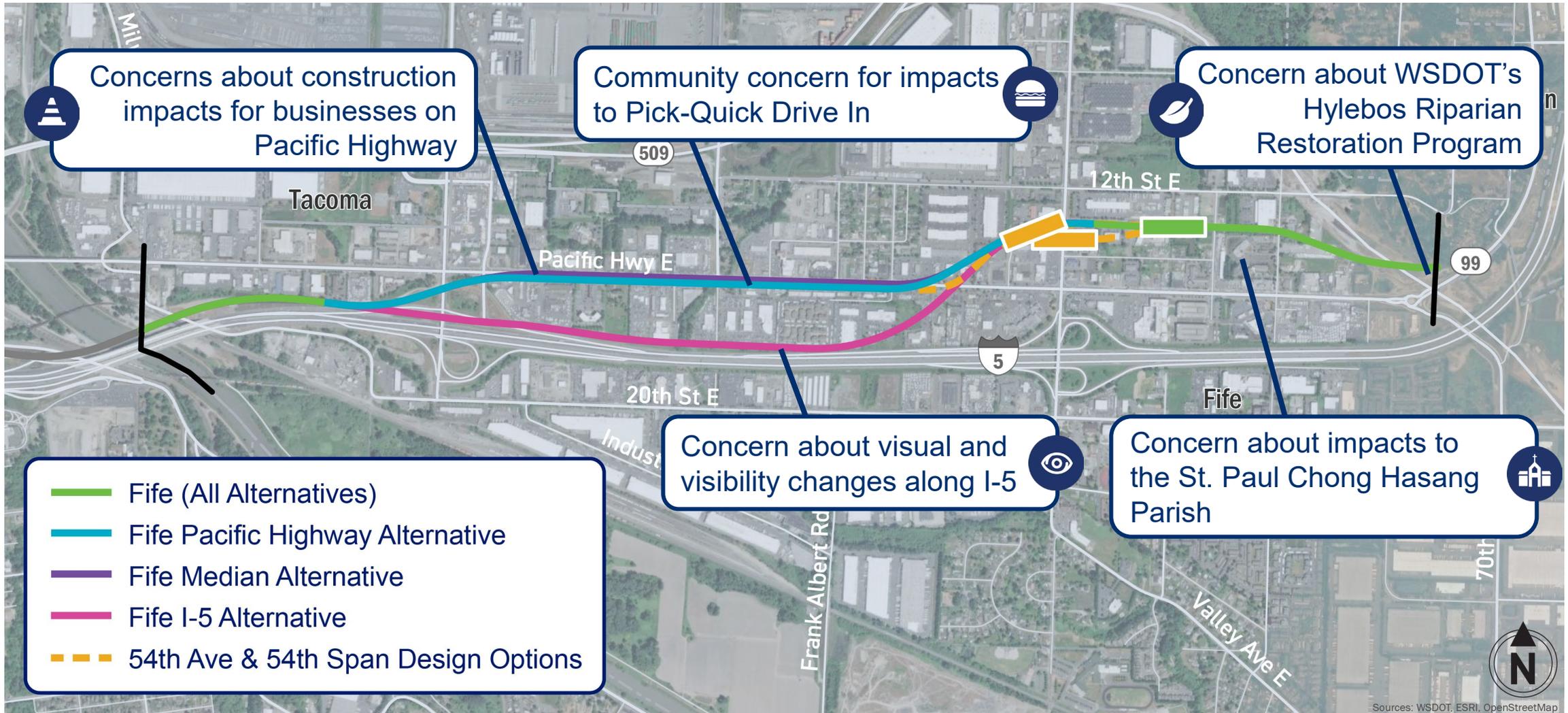
Fife Segment Overview



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



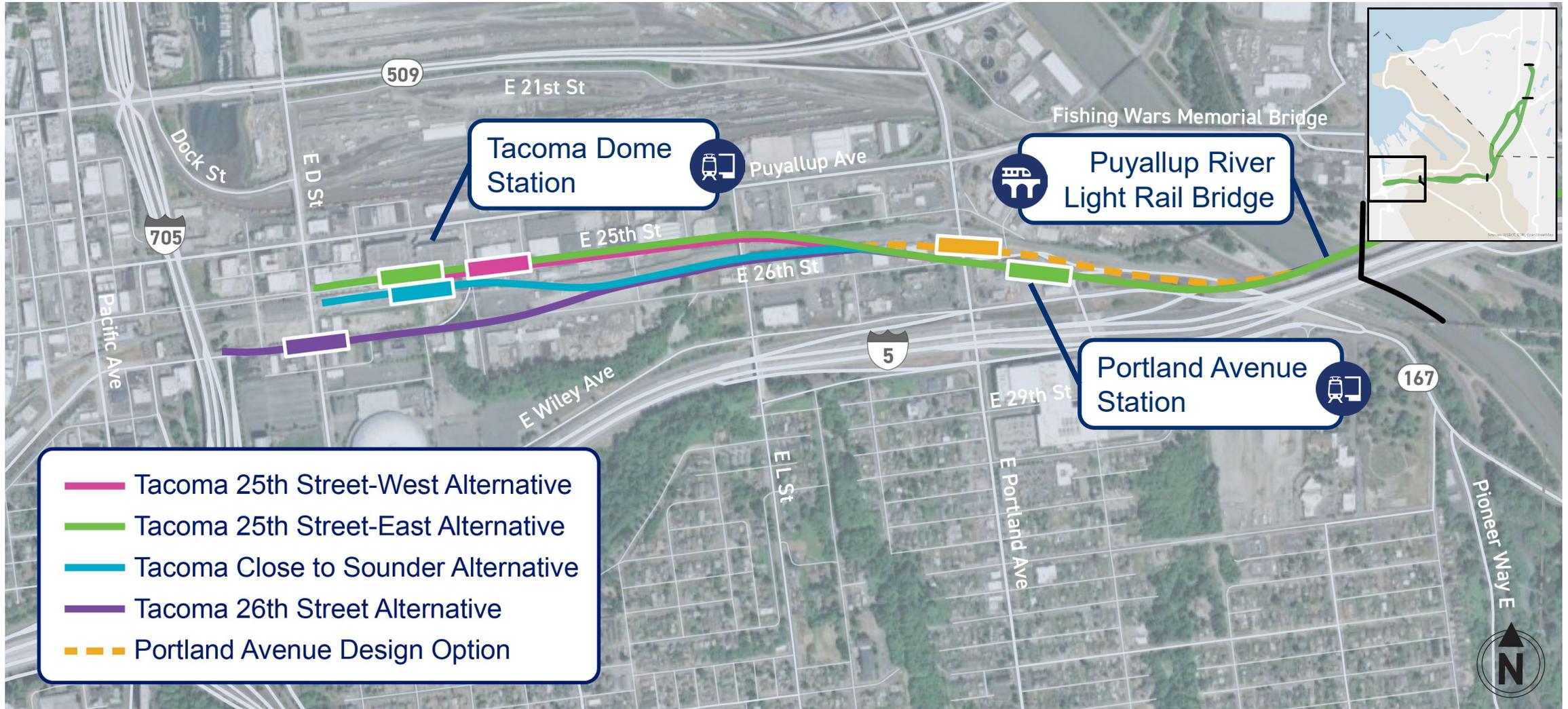
Continue collaborating with City of Fife to optimize station location and minimize noise and ecosystem impacts



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

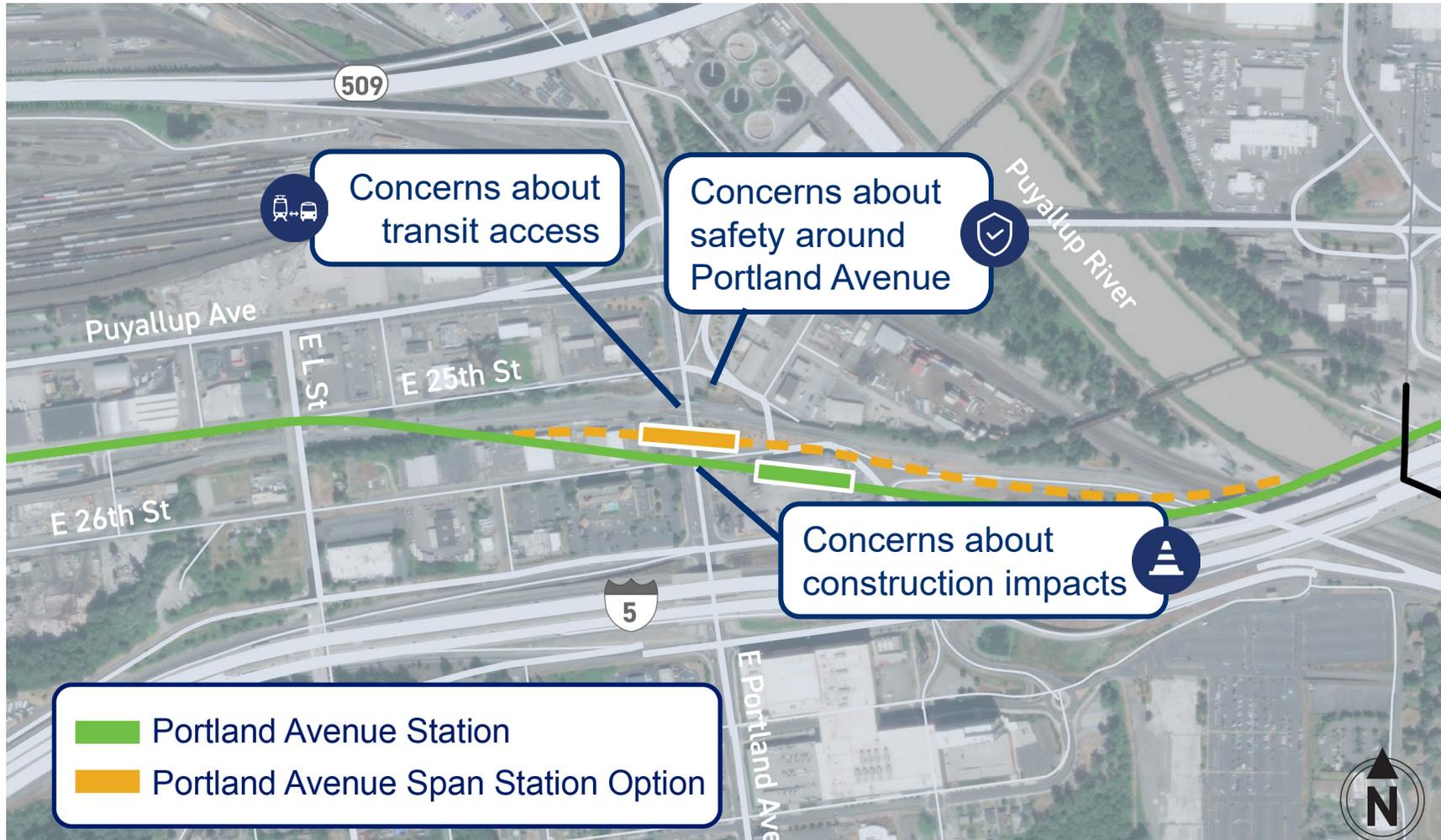
Clear-span option: greater change to views of the Mountain

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



Tacoma Segment

What we heard: Portland Avenue Station



Preliminary Staff Recommendation*: Tacoma Segment

Portland Avenue Station

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



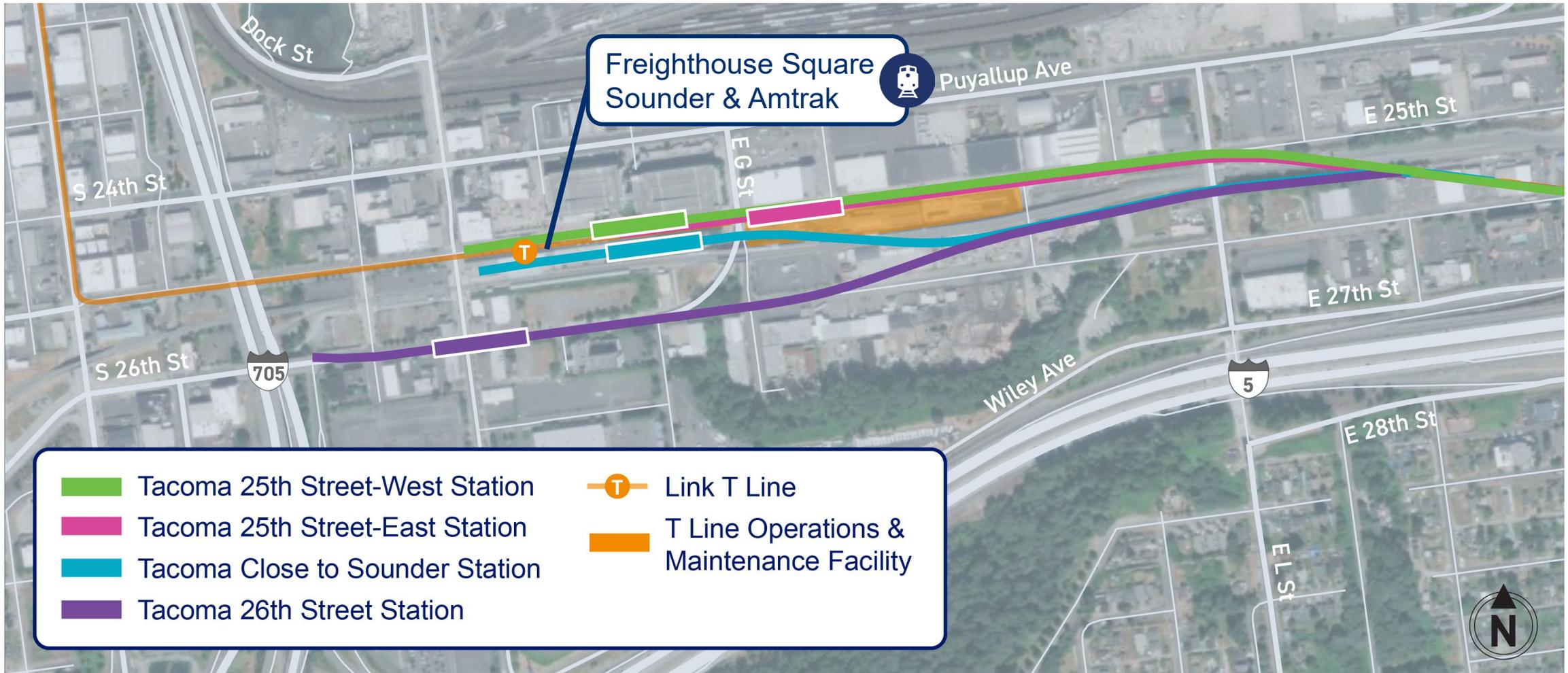
Next Steps:

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

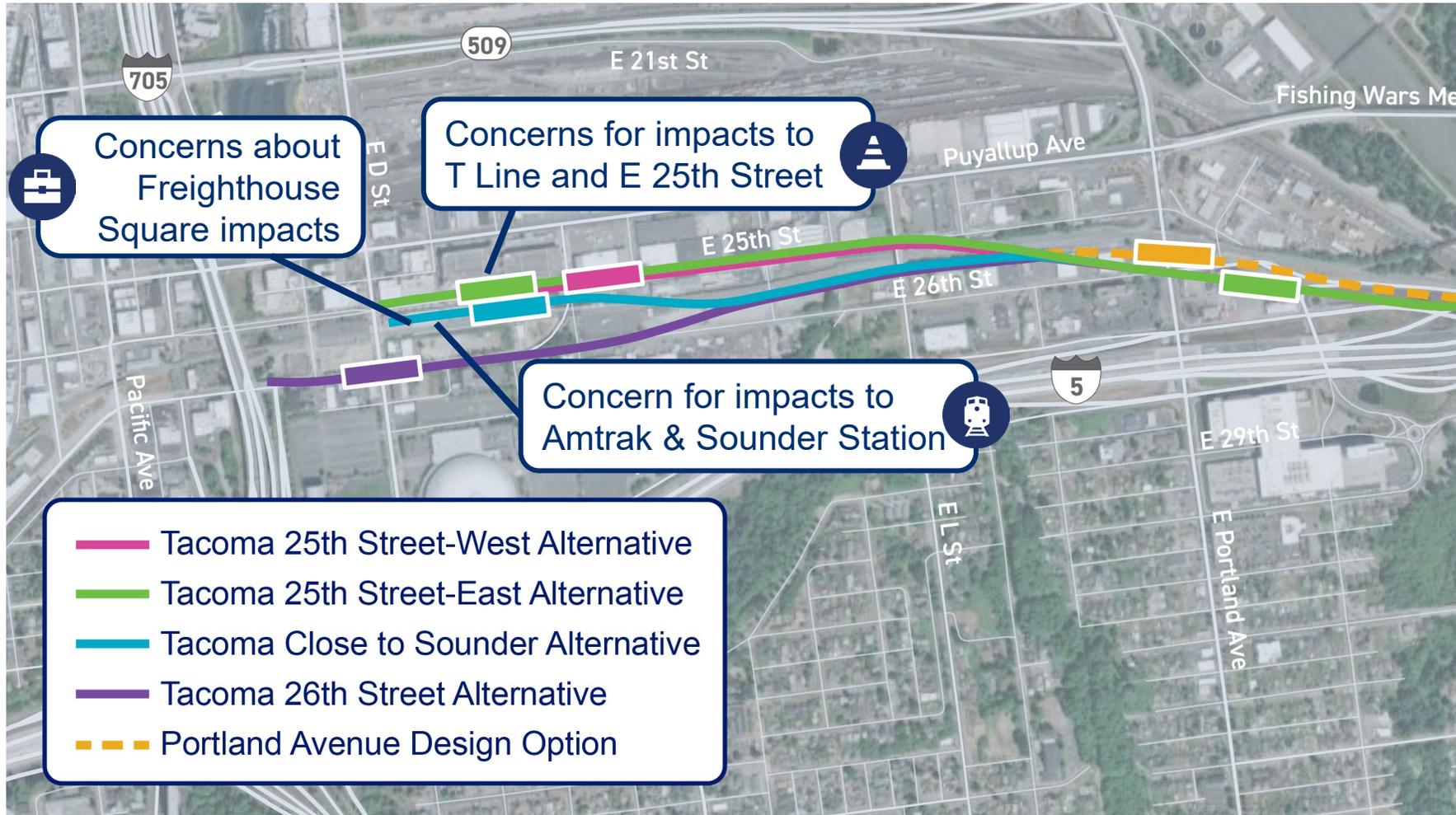
Tacoma Segment

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

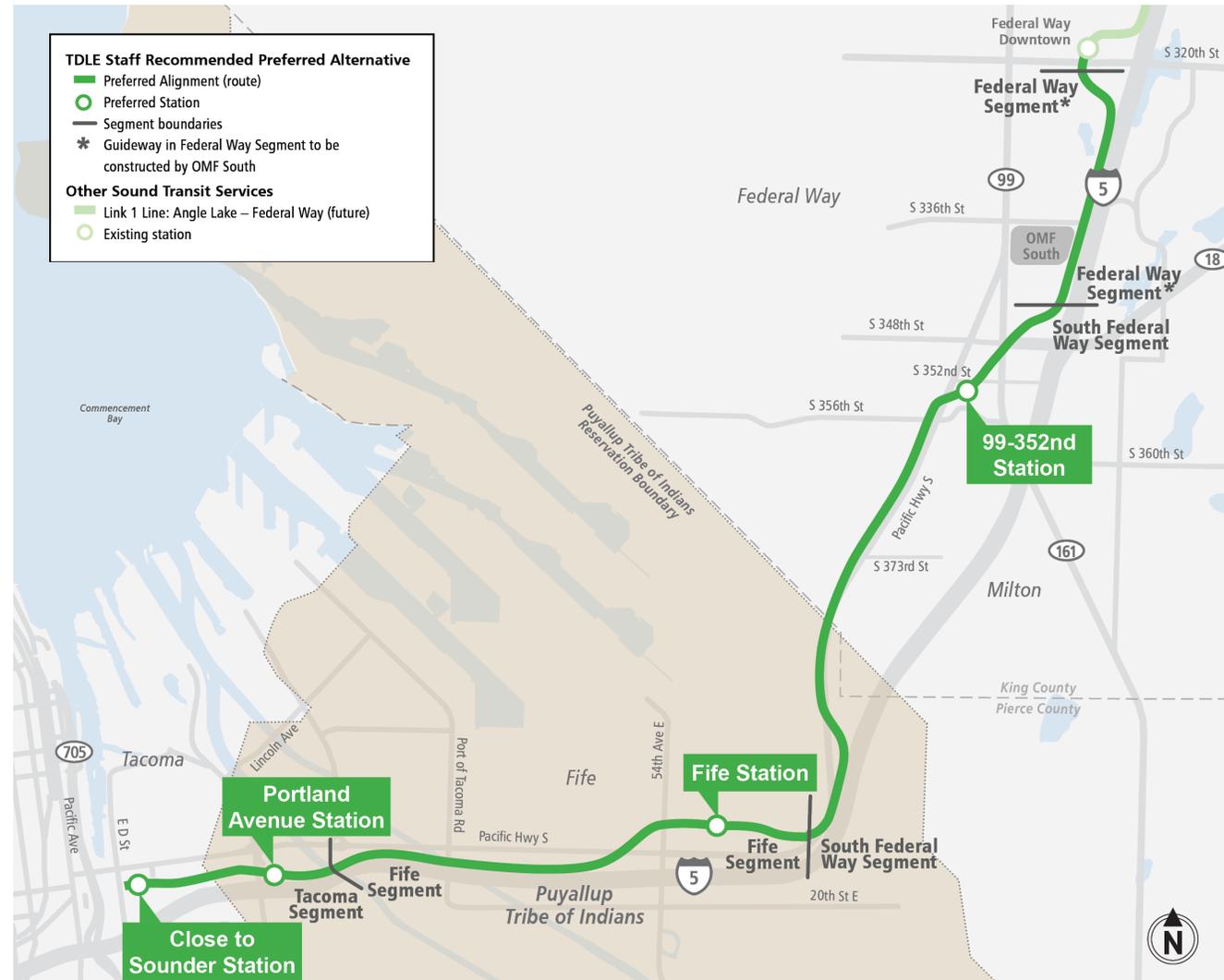
- 99-West Alternative with 99-352nd Station

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.



 [soundtransit.org](https://www.soundtransit.org)



Appendix

South Federal Way Alternatives Comparison

Performance rating key



	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*	\$\$	\$	\$	\$\$

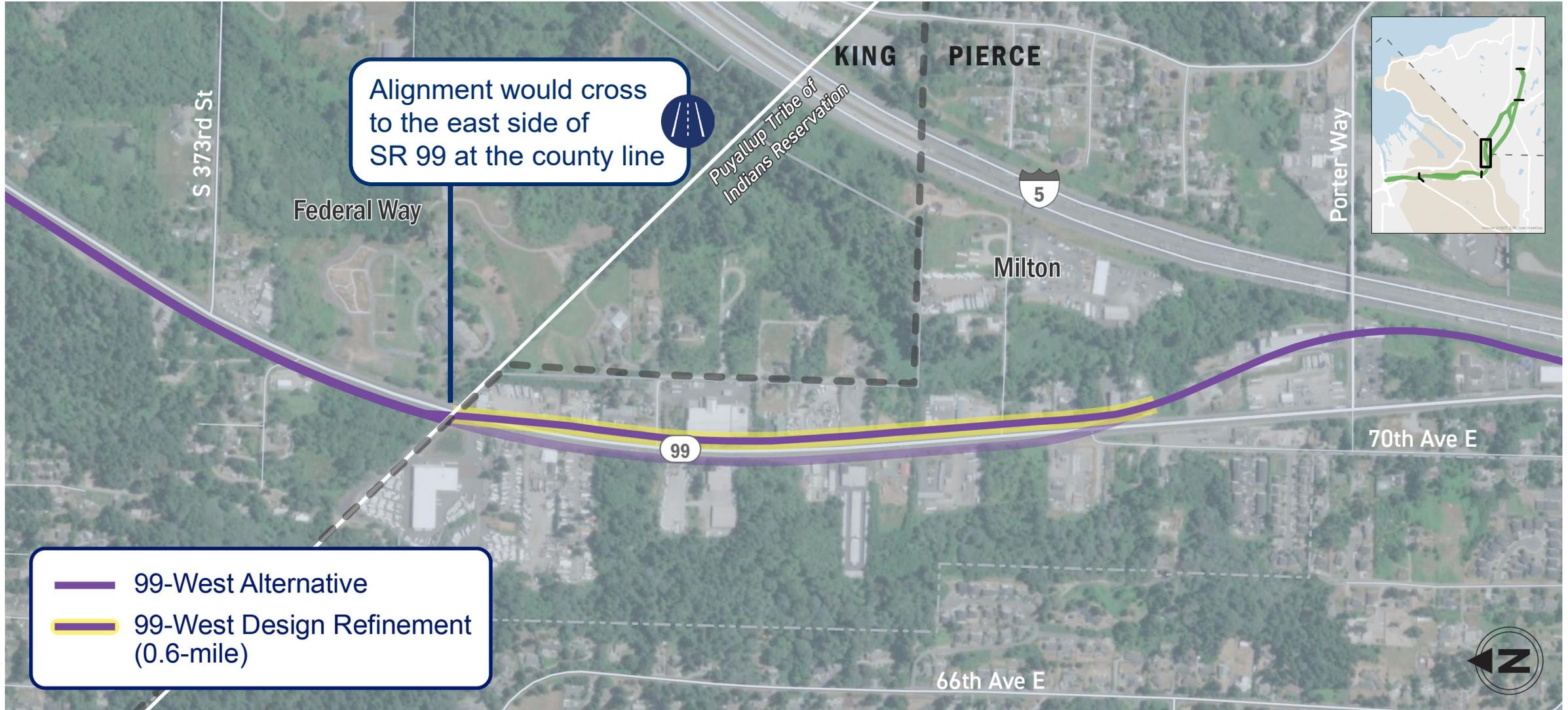
South Federal Way Station Comparison

Performance rating key



	Enchanted Parkway Station	I-5 Station	Enchanted Station	352nd Station
BUSINESS DISPLACEMENTS <i>Estimated station displacements</i>	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 <i>Transportation detours</i>	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



	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



	Fife Station	Fife 54th Avenue Station Option	Fife 54th Span Station Option
BUSINESS DISPLACEMENTS <i>Entire Fife Segment</i>	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*	\$\$	\$\$	\$	\$\$