

# *Tacoma Dome Link Extension*

*Motion No. M2025-30*

*Board of Directors*

*06/26/2025*



# *Why we're here*

Seek Board action to confirm, modify or identify the preferred light rail route and stations for the Tacoma Dome Link Extension Final Environmental Impact Statement (*Motion No. M2025-30*)

***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
- Currently in environmental review
- Forecasted Service: 2035

**Link light rail**

**Tacoma Dome Link Extension**

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

**Route profiles**

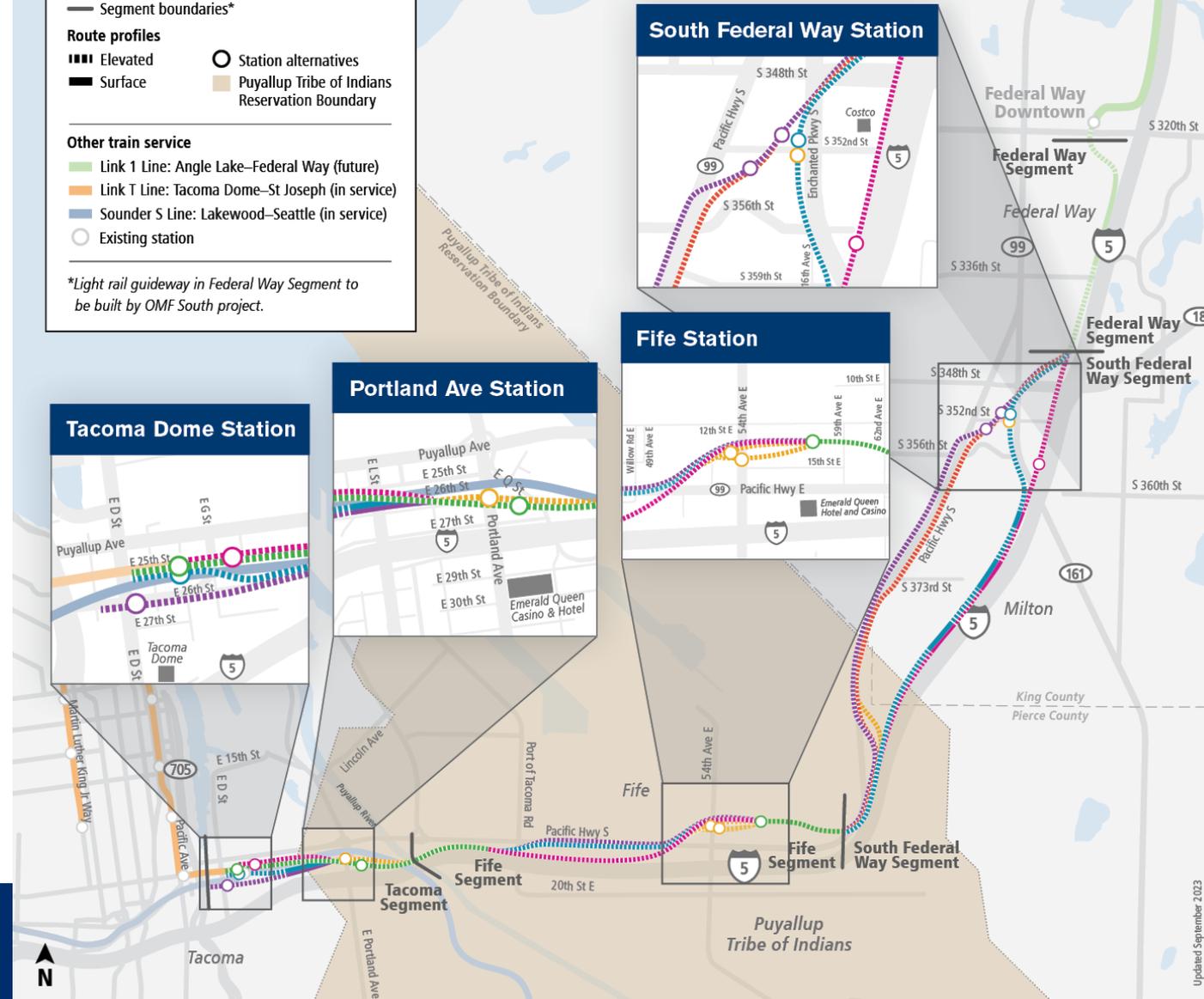
- Elevated
- Surface
- Station alternatives
- Puyallup Tribe of Indians Reservation Boundary

**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



# TDLE Project Timeline



**2017–2019 Phase 1: Alternatives development** ✓

**2019–2027 Environmental Review**

**Phase 2: Draft EIS & Conceptual Engineering (2019-2025)**

Publish Draft EIS & public comment period (Dec 2024- Feb 2025)

★ **Board confirms, modifies, or identifies preferred alternatives (2025)**

**Phase 3: Final EIS & Preliminary Engineering (2025-2027)**

Publish Final EIS (2027)

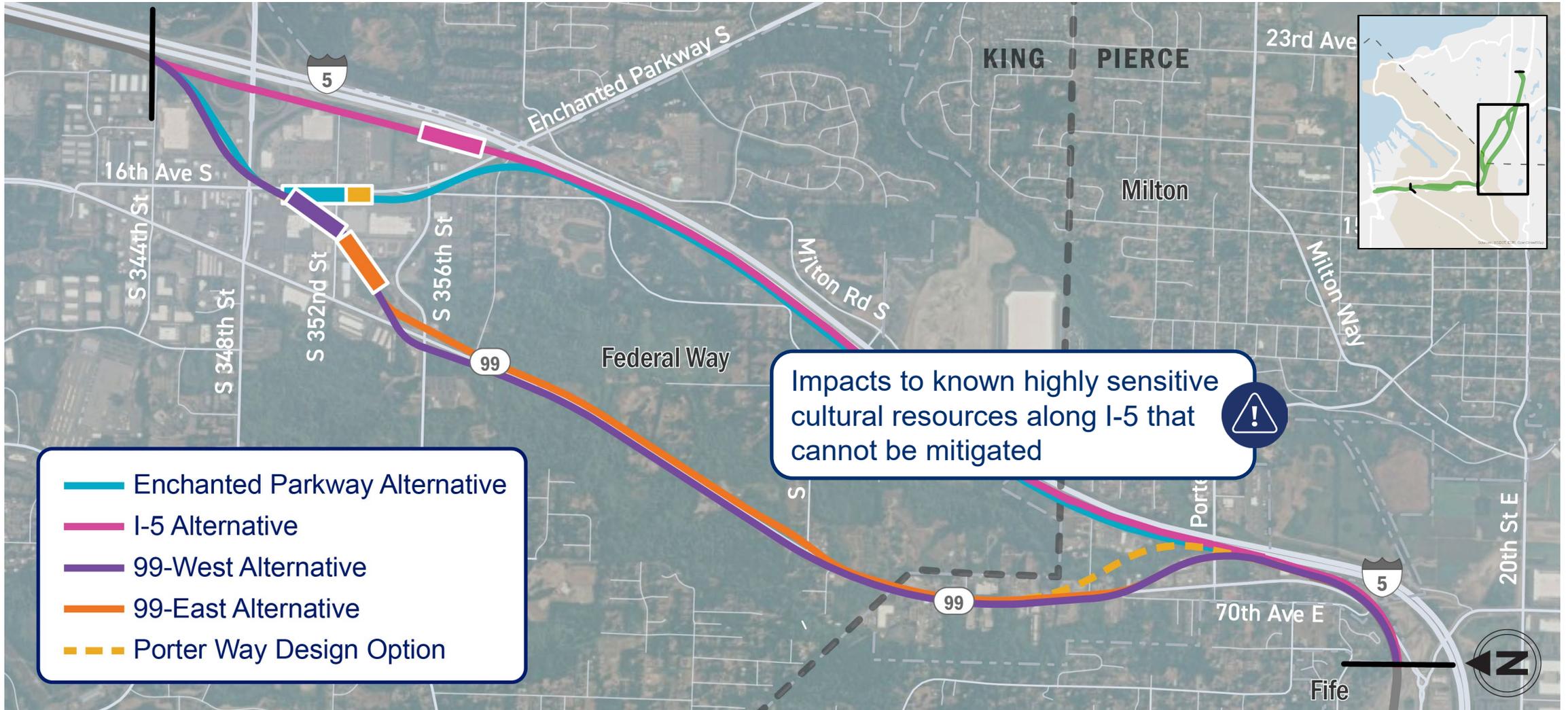
Board selects project to be built (2027)

Federal Record of Decision (2027)

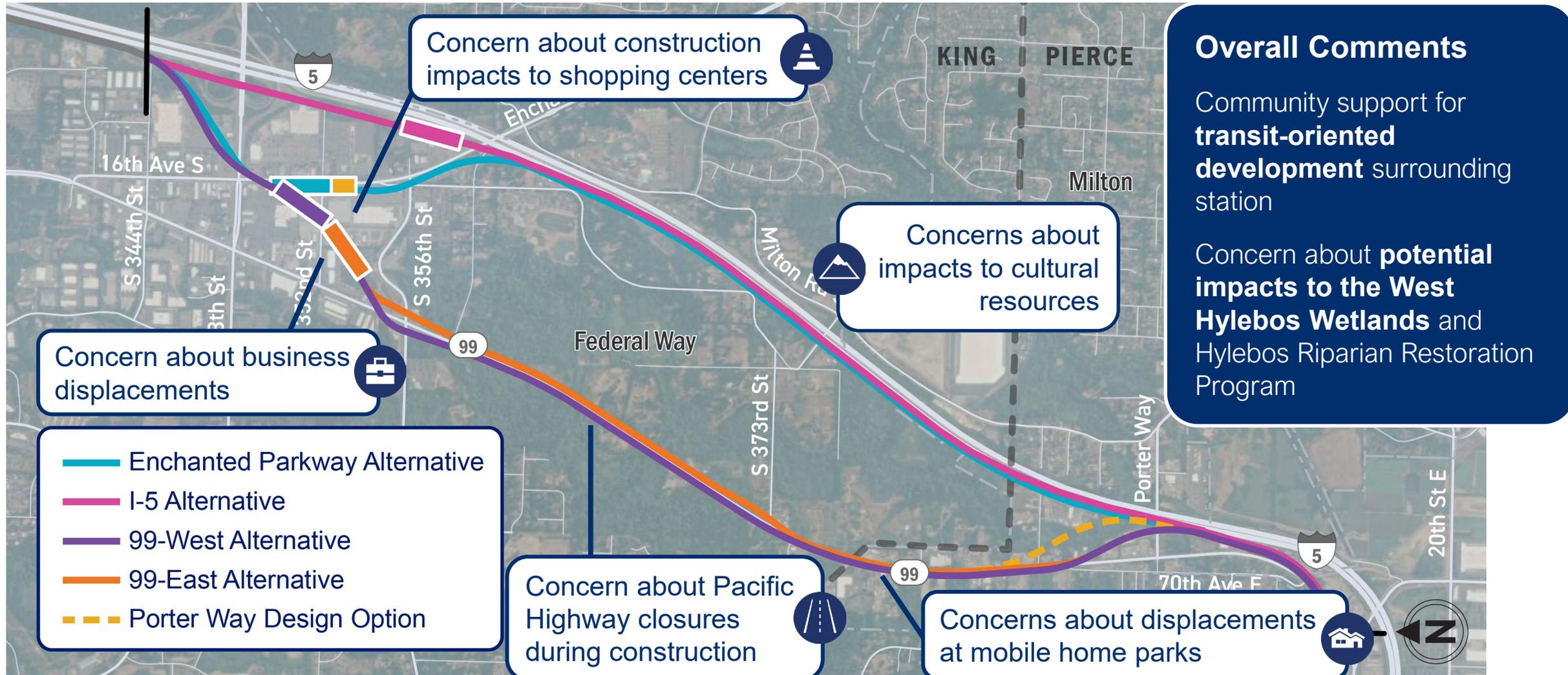
# ***TDLE Draft EIS Alternatives***

# *South Federal Way Segment*

# South Federal Way Segment Overview



# What we heard: South Federal Way Segment



# SEC 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



Continue conversations with Puyallup Tribe of Indians about South Federal Way alignment



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



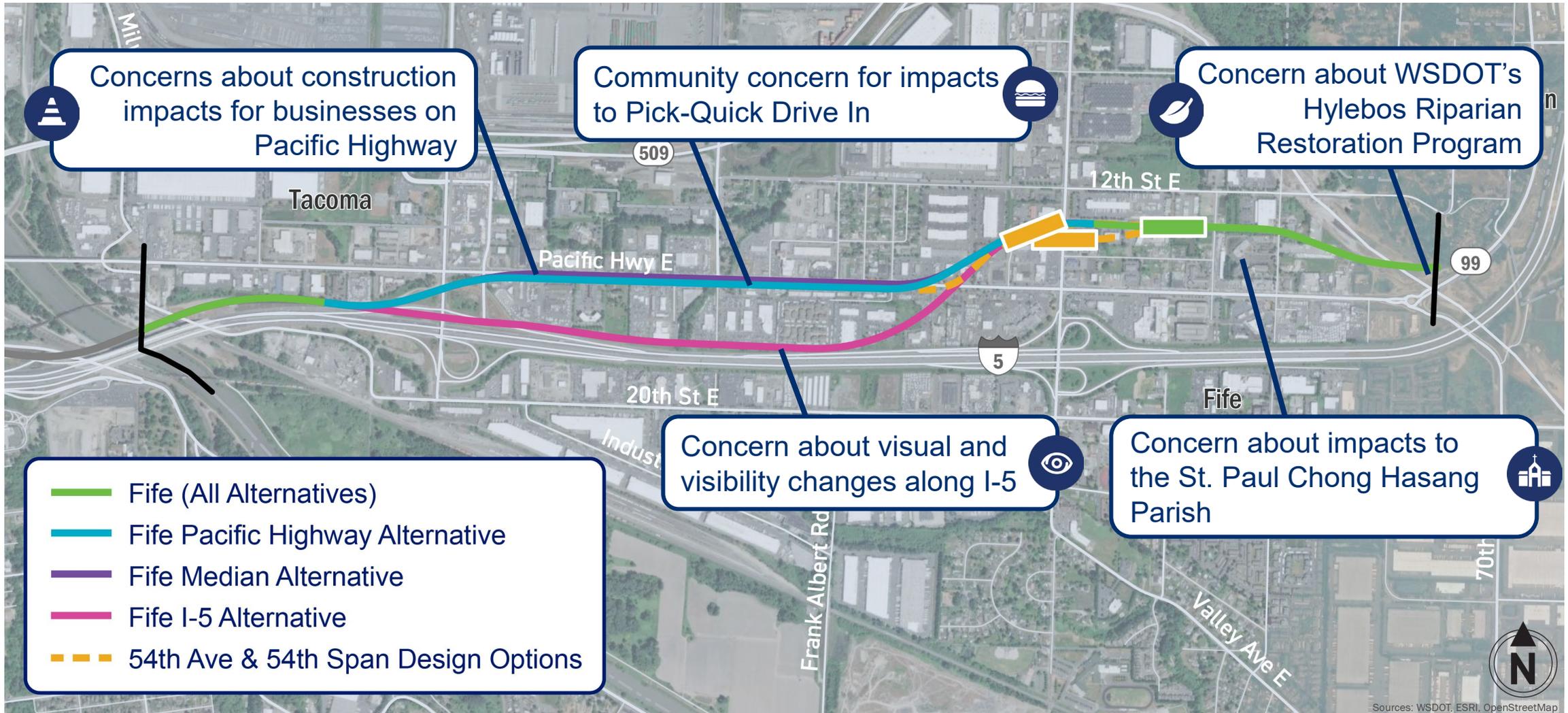
Identify opportunities to continue to minimize wetland impacts and identify wetland mitigation sites



Continue collaborating with the City of Federal Way on station design

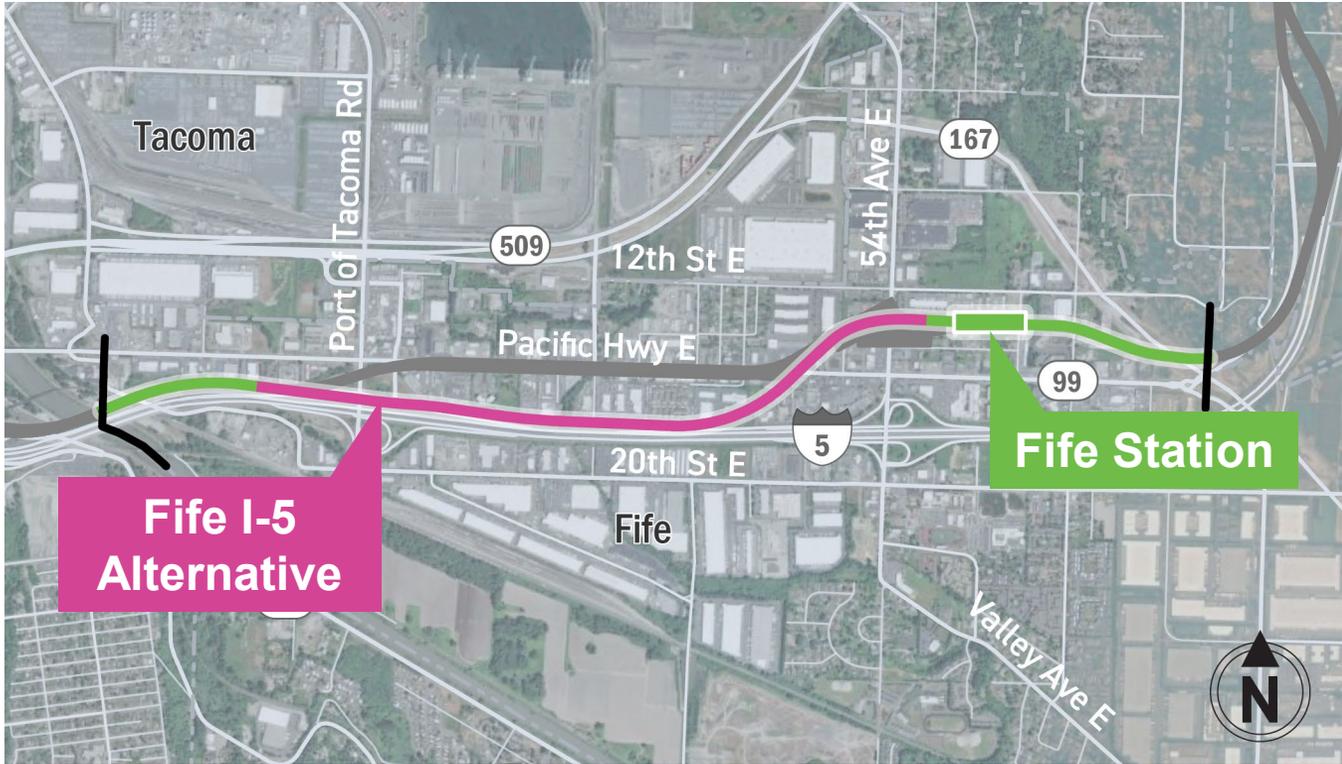
***Fife Segment***

# What we heard: Fife Segment



# SEC 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



Continue conversations with Puyallup Tribe of Indians about Fife alignment and station design



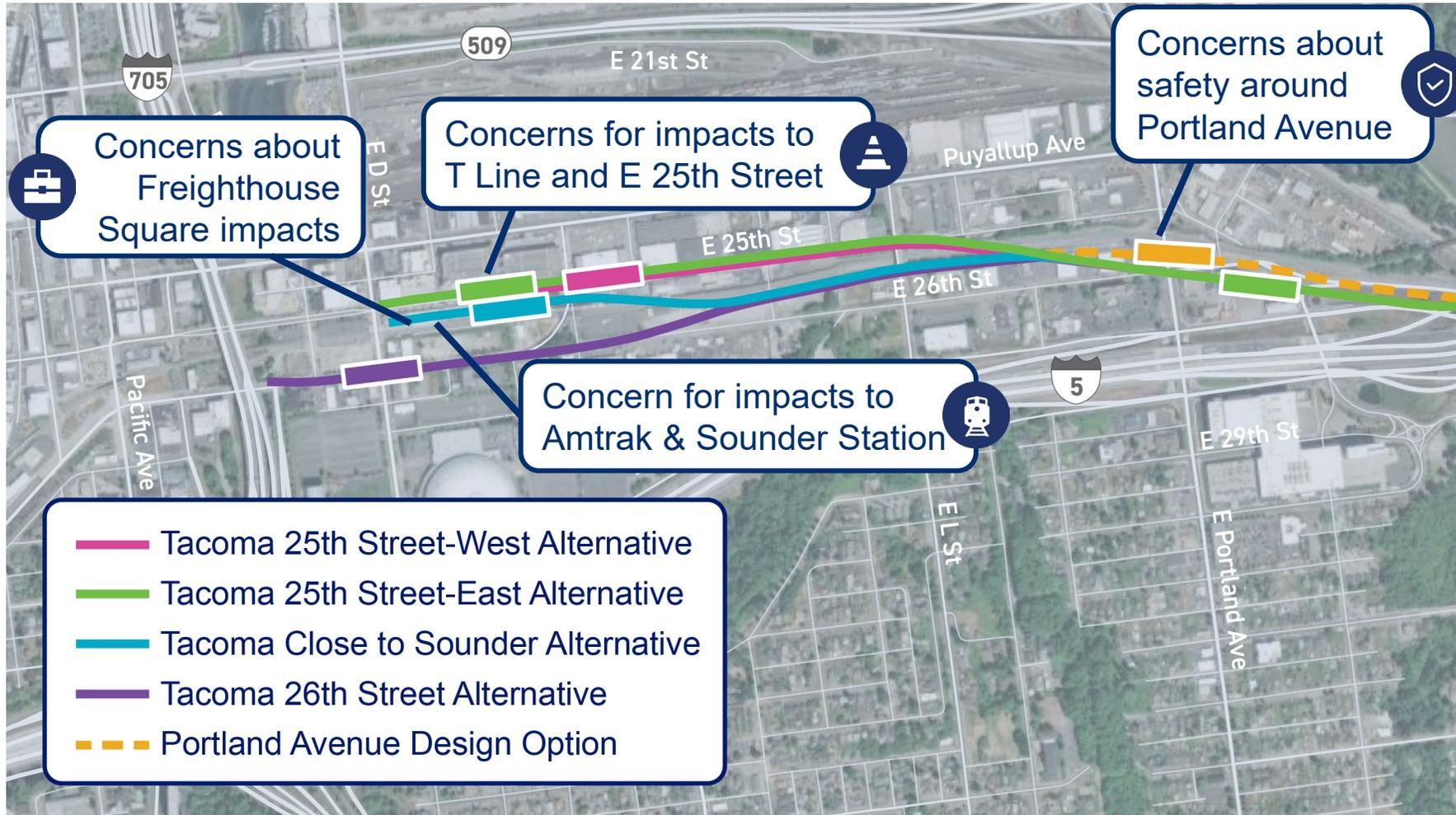
Evaluate potential to minimize visual changes from the alignment to businesses and residents along I-5

# *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

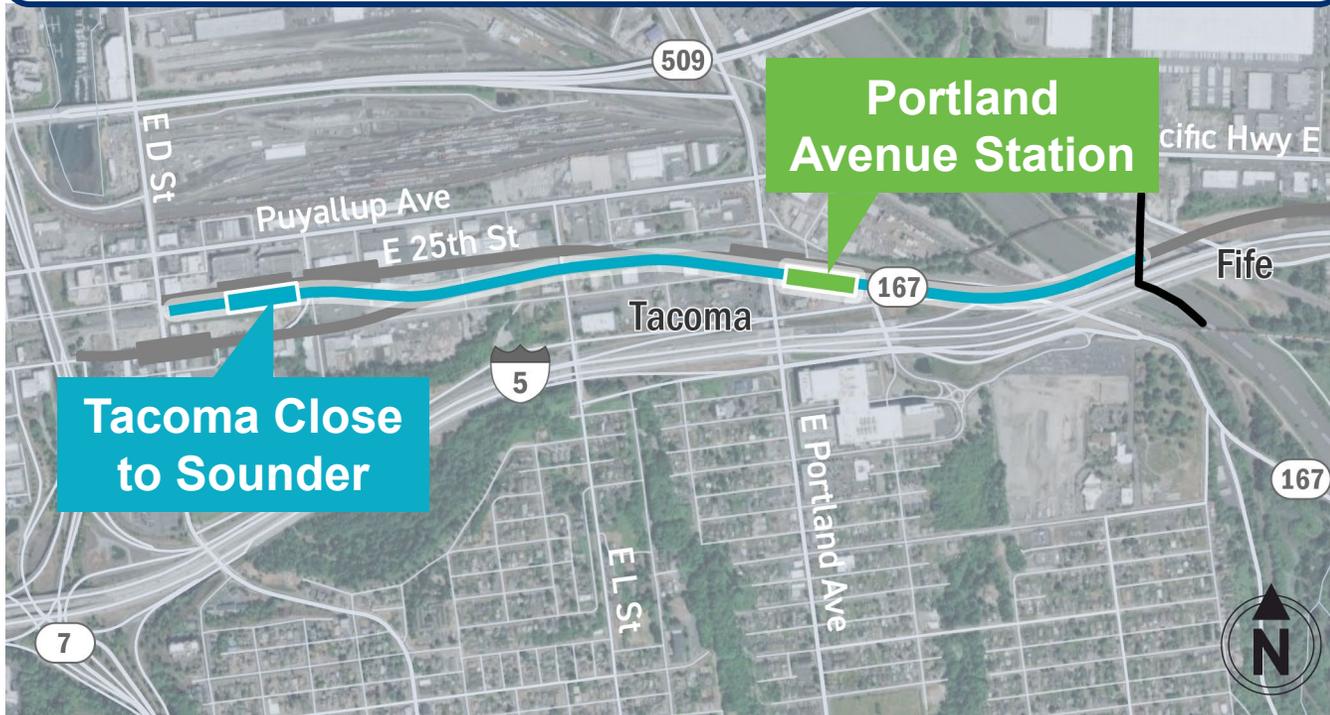
Excitement for the opportunity to create a **regional hub**

Prioritize passenger experience

Prioritize safety and accessibility of stations and station areas

# SEC 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: Tacoma Segment*

## **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

# *Next Steps: Tacoma Segment*

## Tacoma Dome Station



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



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



Support Freighthouse Square tenants with ongoing engagement and clear information regarding potential relocation process

# SEC Recommendation Summary

## South Federal Way

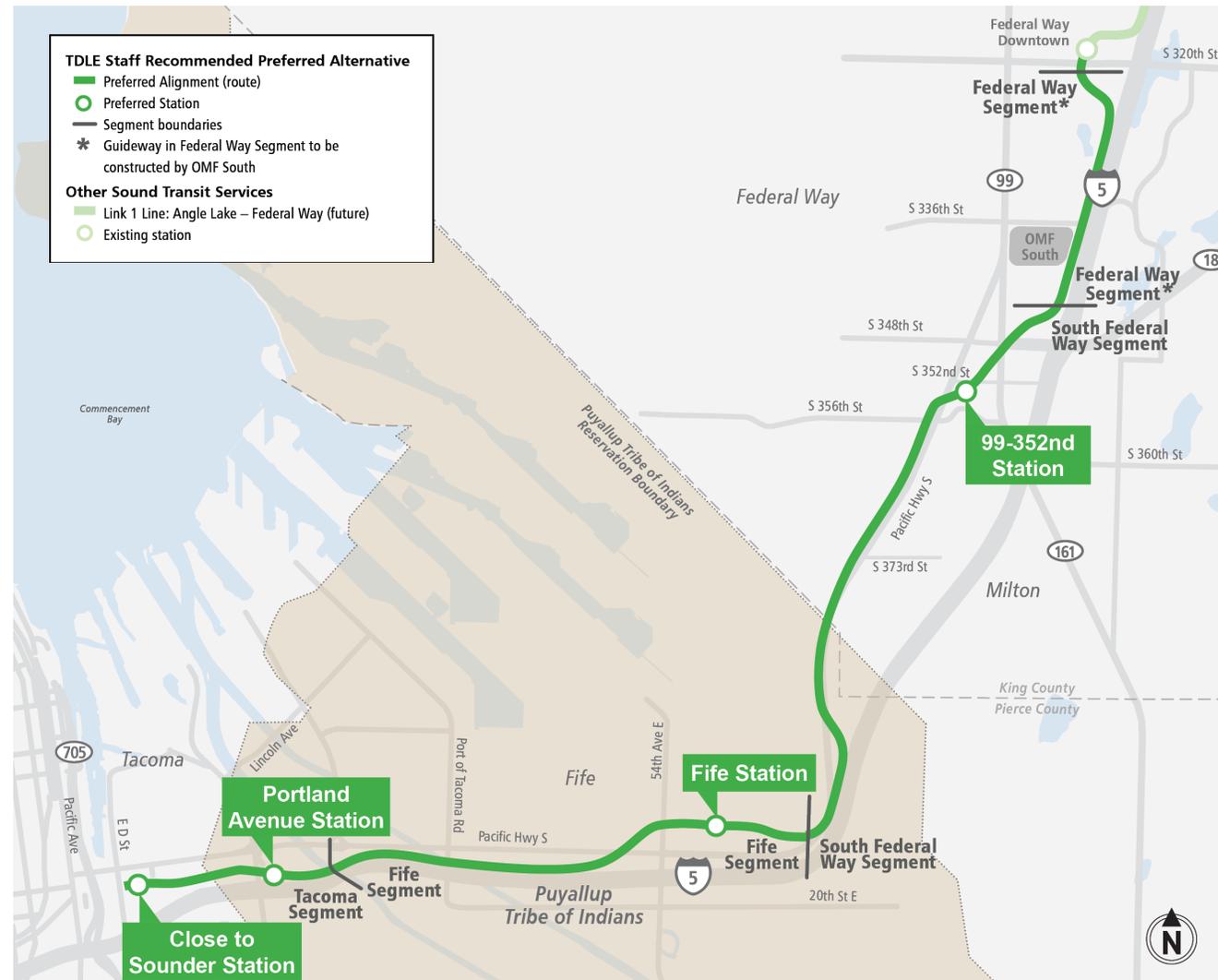
- 99-West Alternative (with design refinement in Milton) with 99-352nd Station

## Fife

- Fife I-5 Alternative with Fife Station

## Tacoma

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



# *Today's Action*

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.

*Thank you.*



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



# *Appendix*

# South Federal Way Station Comparison

Performance rating key



**PREFERRED ALTERNATIVE  
RECOMMENDATION**

**352nd Station**

**Staff Recommended  
Preferred Alternative**

**Enchanted  
Parkway Station**

Not recommended due to known highly sensitive cultural resource impacts

**I-5 Station**

Not recommended due to known highly sensitive cultural resource impacts & limited access/connections

**Enchanted Station**

Not recommended due to less TOD potential and more challenging access

**BUSINESS DISPLACEMENTS**  
*Estimated station displacements*

15

9

3

13

**NONMOTORIZED ACCESS**

Dedicated facilities provide connections

Connections to surrounding station area

Fewer street connections

Connections to surrounding station area

**TRANSIT CONNECTIONS**

Easiest connecting bus route access

Potential for traffic conflicts at bus access points

Challenging for bus access due to I-5

Potential for traffic conflicts at bus access points

**CONSTRUCTION IMPACTS**  
*Transportation detours*

Temporary detours and closures near the station and on SR 99

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

**TRANSIT ORIENTED  
DEVELOPMENT POTENTIAL**

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

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

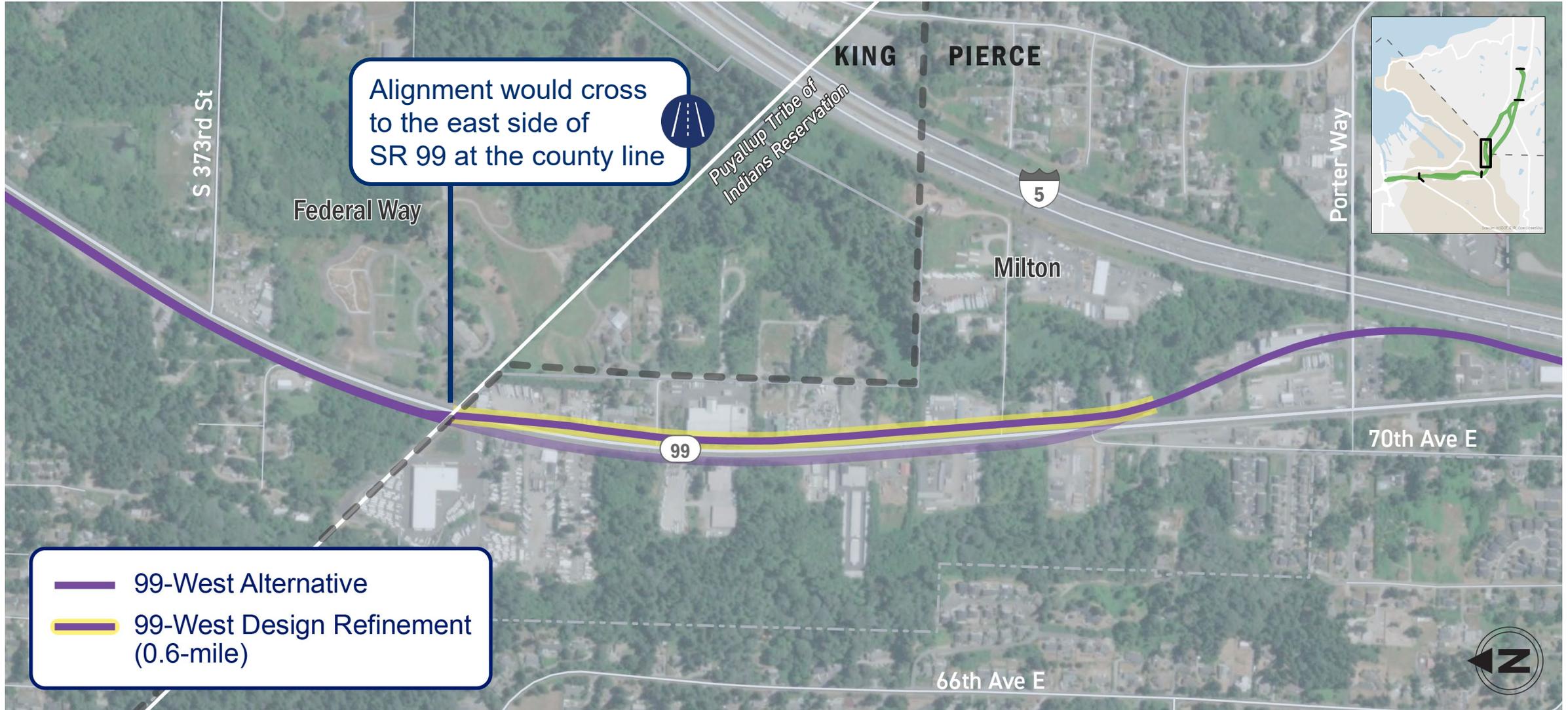
# South Federal Way Alternatives Comparison

Performance rating key



	99-West (Refined in Milton)	Enchanted Parkway	I-5	99-East
<b>PREFERRED ALTERNATIVE RECOMMENDATION</b>	Staff Recommended Preferred Alternative with refinements	Not recommended due to known highly sensitive cultural resource impacts	Not recommended due to known highly sensitive cultural resource impacts	Not recommended due to greater wetland and transportation impacts
<b>RESIDENTIAL DISPLACEMENTS</b>	4	40	3	2
<b>BUSINESS DISPLACEMENTS</b>	25	14	7	25
<b>HISTORIC &amp; CULTURAL RESOURCE IMPACTS</b>	3	1 (known highly sensitive)	1 (known highly sensitive)	2
<b>ECOSYSTEMS IMPACTS</b> <i>Long-term</i>	Wetlands: ~4.3 ac Streams: 600 ft	Wetlands: 2.65 ac Streams: 150 ft	Wetlands: 3.76 ac Streams: 950 ft	Wetlands: 7.33 ac Streams: 600 ft
<b>TRANSPORTATION IMPACTS</b>	Left-turn restrictions into driveways where guideway crosses Pac Hwy	Minimal changes to traffic circulation and access	Minimal changes to traffic circulation and access	Left-turn restrictions along one mile of Pac Hwy south (40 driveways)
<b>COMPARATIVE COST DATA POINT*</b>	\$	\$\$	\$	\$\$

# 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
<b>RESIDENTIAL DISPLACEMENTS</b>	17	4	↓ 13 fewer residential displacements
<b>BUSINESS DISPLACEMENTS</b>	25	25	✓ Same number of business displacements
<b>4(F) RESOURCE IMPACTS</b>	4	3	↓ 1 fewer 4(f) resource impact
<b>WETLAND IMPACTS (Acres of long-term impacts)</b>	6.3	~4.3	↓ ~2 acres fewer long-term wetland impacts
<b>LONG-TERM EASEMENTS ON TRIBAL PROPERTIES</b>	6	4	↓ 2 fewer long-term easements on Tribal properties

# Fife Alternatives Comparison

Performance rating key



	Fife I-5	Fife Pacific Highway	Fife Median
<b>PREFERRED ALTERNATIVE RECOMMENDATION</b>	Staff Recommended Preferred Alternative	Not recommended due to greater construction and permanent business impacts	Not recommended due to greater construction impacts
<b>BUSINESS DISPLACEMENTS</b>	Fife Station: 17 Fife 54th Ave Station Option: 34 Fife 54th Span Station Option: 40	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
<b>HISTORIC &amp; CULTURAL RESOURCE IMPACTS</b>	1	2	1
<b>CONSTRUCTION IMPACTS</b>	Fewer temp. access restrictions. Temp. parking impacts to businesses adjacent to I-5	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
<b>VISUAL IMPACTS</b>	Close to more residences, changes to sign visibility from I-5 and visual changes for Chateau Rainier	Close to some residences and visual changes on Pac Hwy	Close to some residences and visual changes on Pac Hwy
<b>COMPARATIVE COST DATA POINT</b>	\$	\$	\$\$

# Fife Station Comparison

Performance rating key



	Fife Station	Fife 54th Avenue Station Option	Fife 54th Span Station Option
<b>PREFERRED ALTERNATIVE RECOMMENDATION</b>	<b>Staff Recommended Preferred Alternative</b>	Not recommended due to greater construction and business impacts and less consistency with City plans	Not recommended due to greater construction and business impacts and less consistency with City plans
<b>BUSINESS DISPLACEMENTS</b> <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
<b>NONMOTORIZED ACCESS</b>	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
<b>FLOOD RISK</b>	Potential for future flood risk, within FEMA floodplain	Potential for future flood risk, outside FEMA floodplain	Potential for future flood risk, outside FEMA floodplain
<b>CONSTRUCTION IMPACTS</b>	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
<b>CONSISTENCY WITH CITY PLANS</b>	More consistent	Less consistent	Less consistent

# Tacoma Segment

## Portland Avenue Station Comparison

Performance rating key



**PREFERRED ALTERNATIVE  
RECOMMENDATION**

**Portland Avenue Station**

**Portland Avenue Span  
Station Option**

**Staff Recommended Preferred  
Alternative**

Not recommended due to lower  
performing transit access

**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 Dome Alternatives & Station Comparison

Performance rating key



**PREFERRED ALTERNATIVE  
RECOMMENDATION**

	Tacoma Close to Sounder	Tacoma 25th Street- West	Tacoma 25th Street- East	Tacoma 26th Street
	Staff Recommended Preferred Alternative	Not recommended due to construction and visual impacts	Not recommended due to construction and visual impacts	Not recommended due to limited transit connections
<b>BUSINESS DISPLACEMENTS</b>	43	9	9	13
<b>VISUAL IMPACTS</b>	Moderate visual changes near the station	Guideway may create “tunnel effect” over E 25th St	Guideway may create “tunnel effect” over E 25th St	Altered views from Tacoma Dome and LeMay Museum
<b>CONSTRUCTION IMPACTS</b> <i>Transportation impacts</i>	Temp. full closure of L Street bridge, Rebuild of Amtrak and Sounder stations	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 and E 26th St
<b>CONSTRUCTION IMPACTS</b> <i>Access restrictions</i>	Fewer construction access impacts on E 25th St	Access restrictions on E 25th St including Freighthouse Square	Access restrictions on E 25th St including Freighthouse Square	Access restrictions on E 26th St and E 27th St
<b>PEDESTRIAN EXPERIENCE AND MULTIMODAL INTEGRATION</b>	Close connections to other transit, parking, & Tacoma Dome	Close connections to other transit, parking, & Tacoma Dome	Connections to other transit, parking, & Tacoma Dome are further east	Closest to Tacoma Dome but farthest for connections to other transit and parking
<b>COMPARATIVE COST DATA POINT*</b>	\$	\$\$	\$\$	\$\$