

Tacoma Dome Link Extension

Motion No. M2025-30

System Expansion Committee

06/12/2025



Why we're here

Seek SEC recommendation to the Board to confirm, modify or identify the preferred light rail route and station locations 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

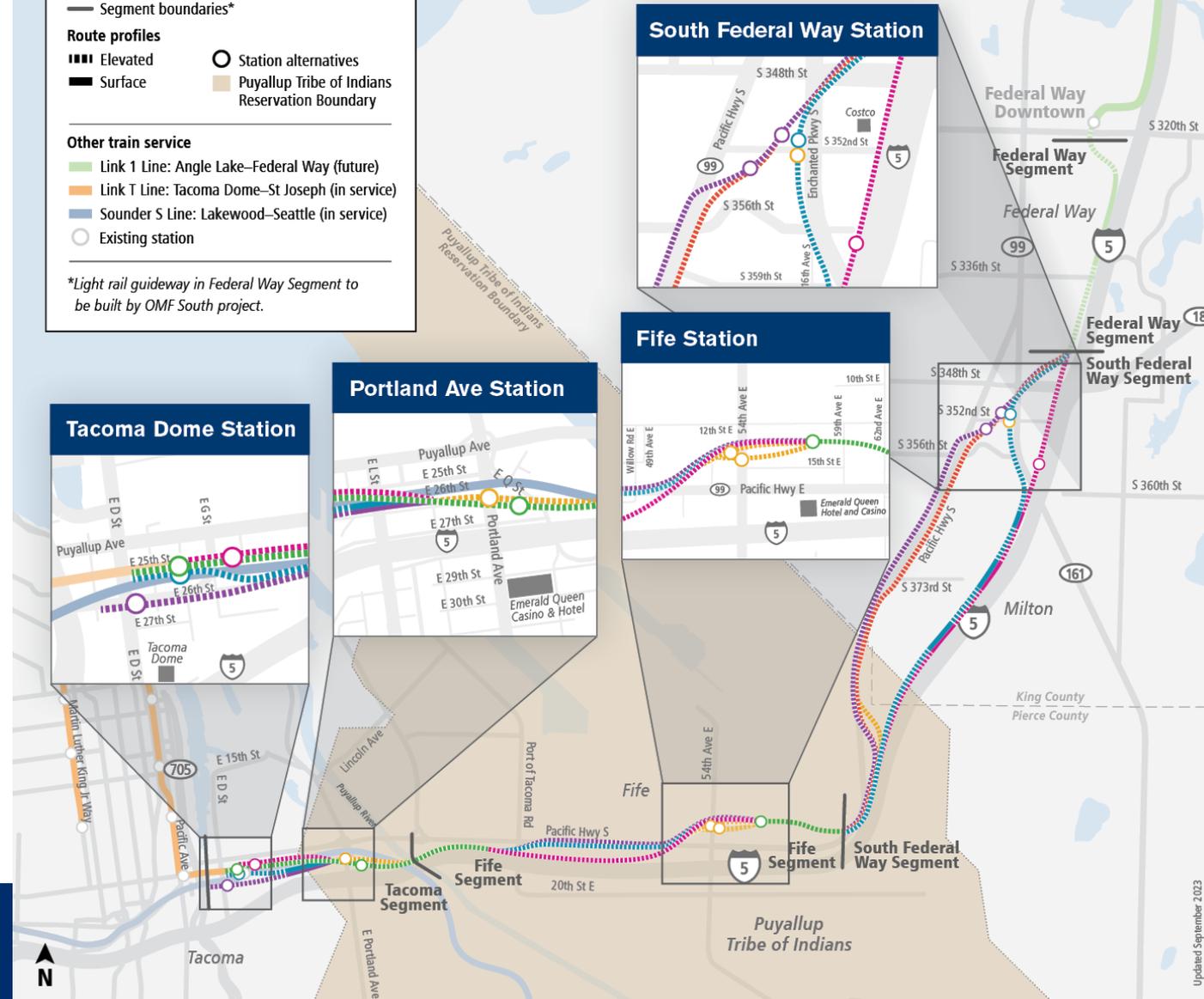
- Elevated
- Surface
- Station alternatives
- Puyallup Tribe of Indians Reservation Boundary

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)

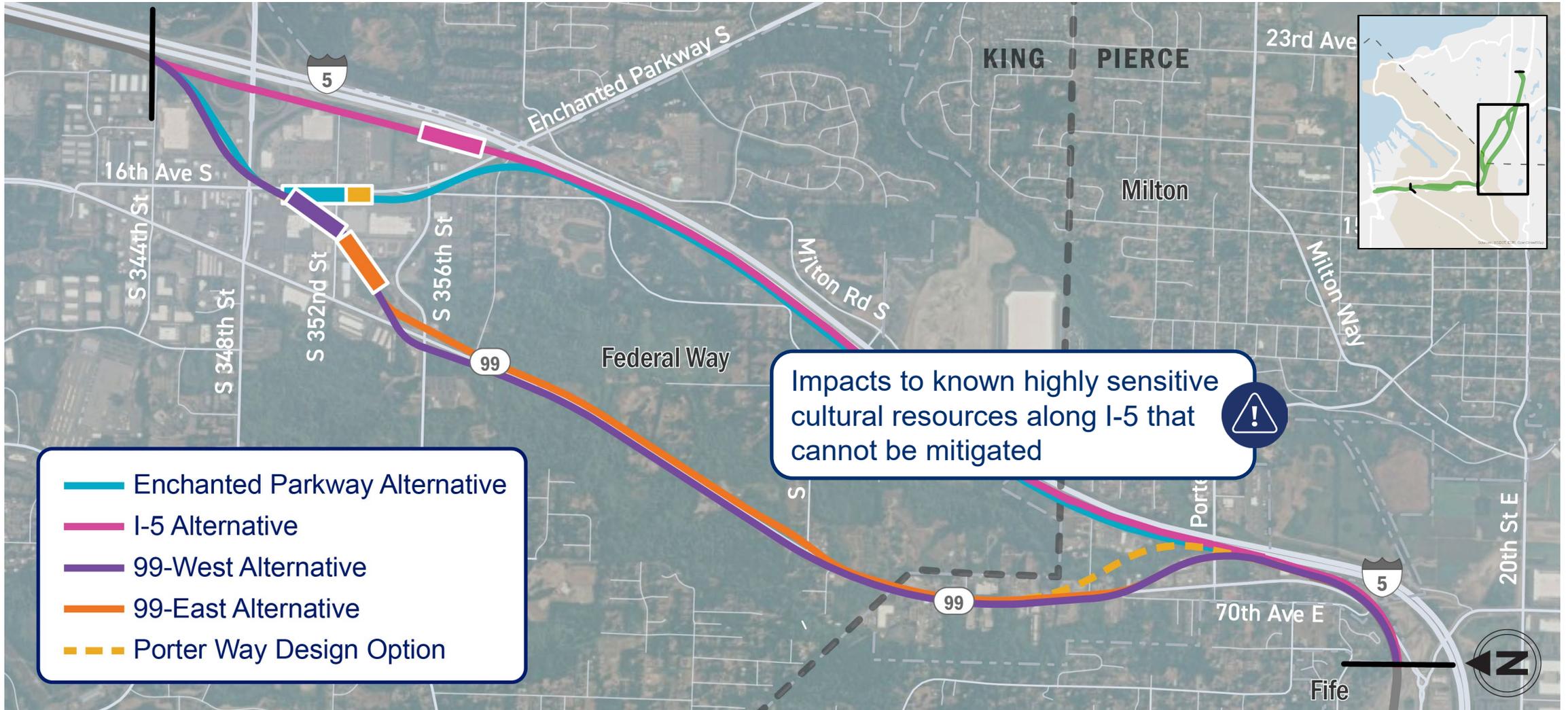
Board selects project to be built (2027)

Federal Record of Decision (2027)

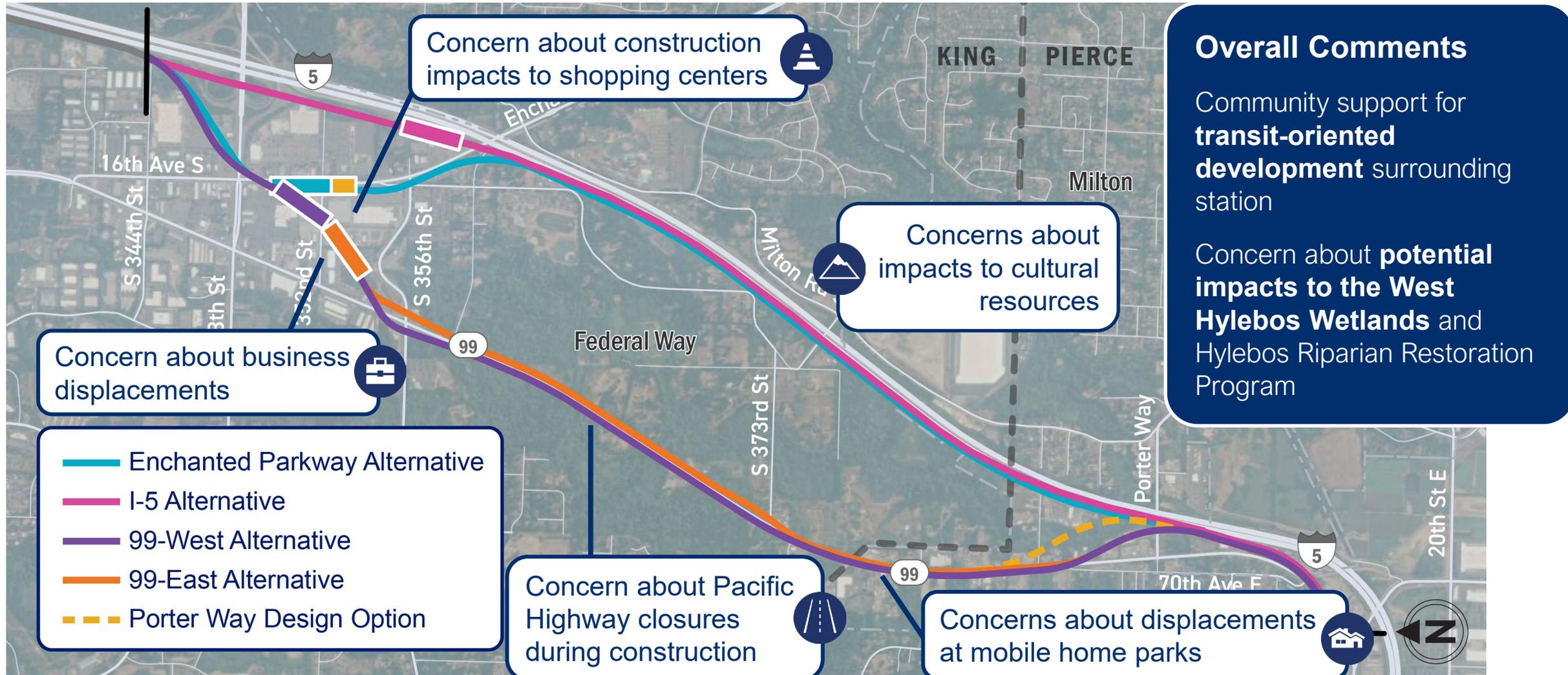
TDLE Draft EIS Alternatives

South Federal Way Segment

South Federal Way Segment Overview



What we heard: South Federal Way Segment



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



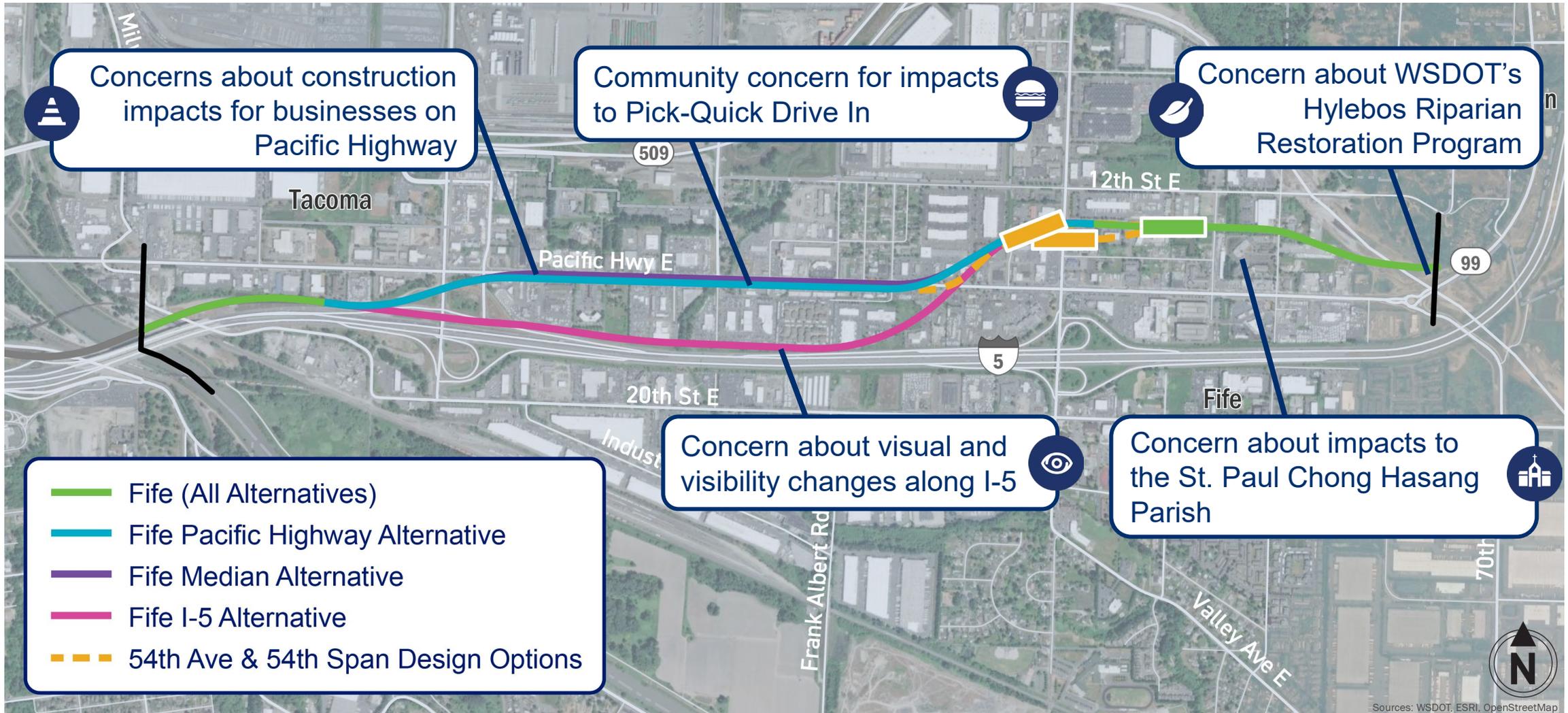
Most opportunities for nonmotorized access and improved transit access

Next Steps: South Federal Way Segment

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

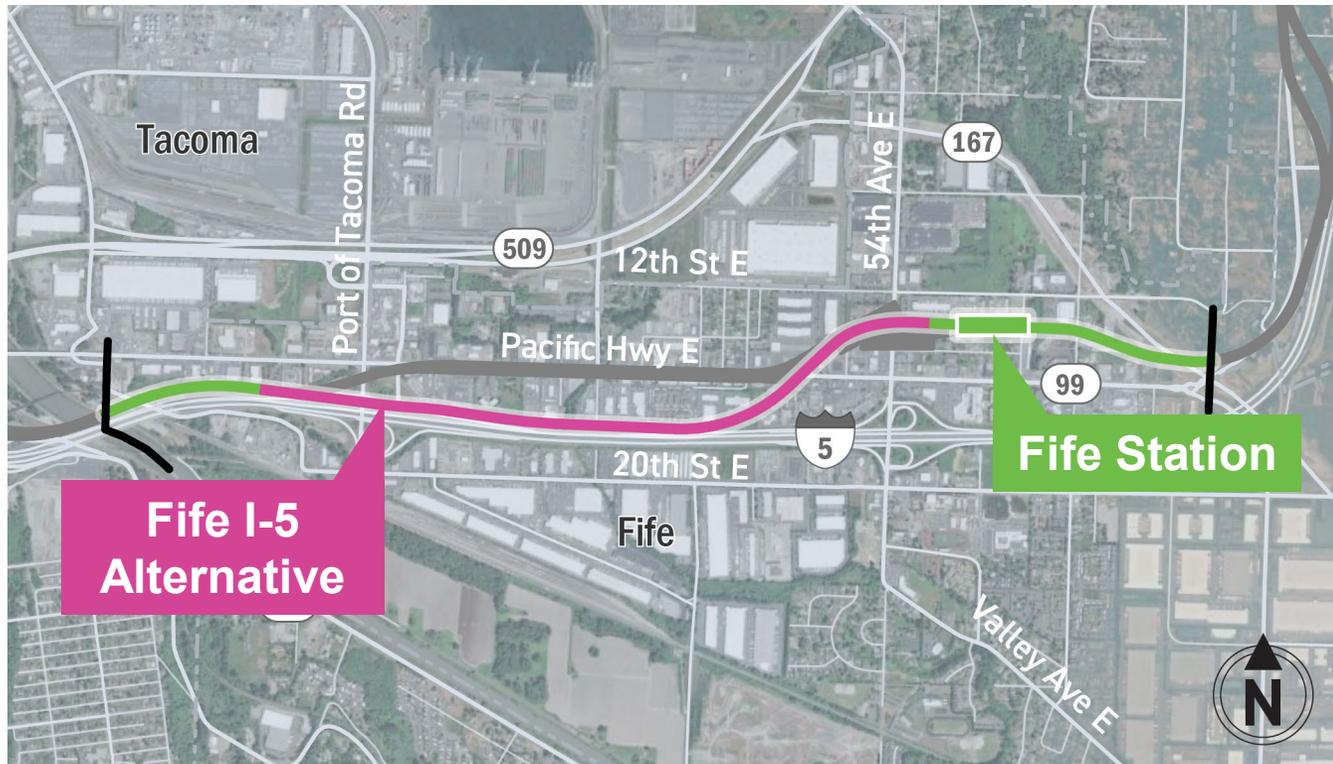
Fife Segment

What we heard: Fife Segment



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



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



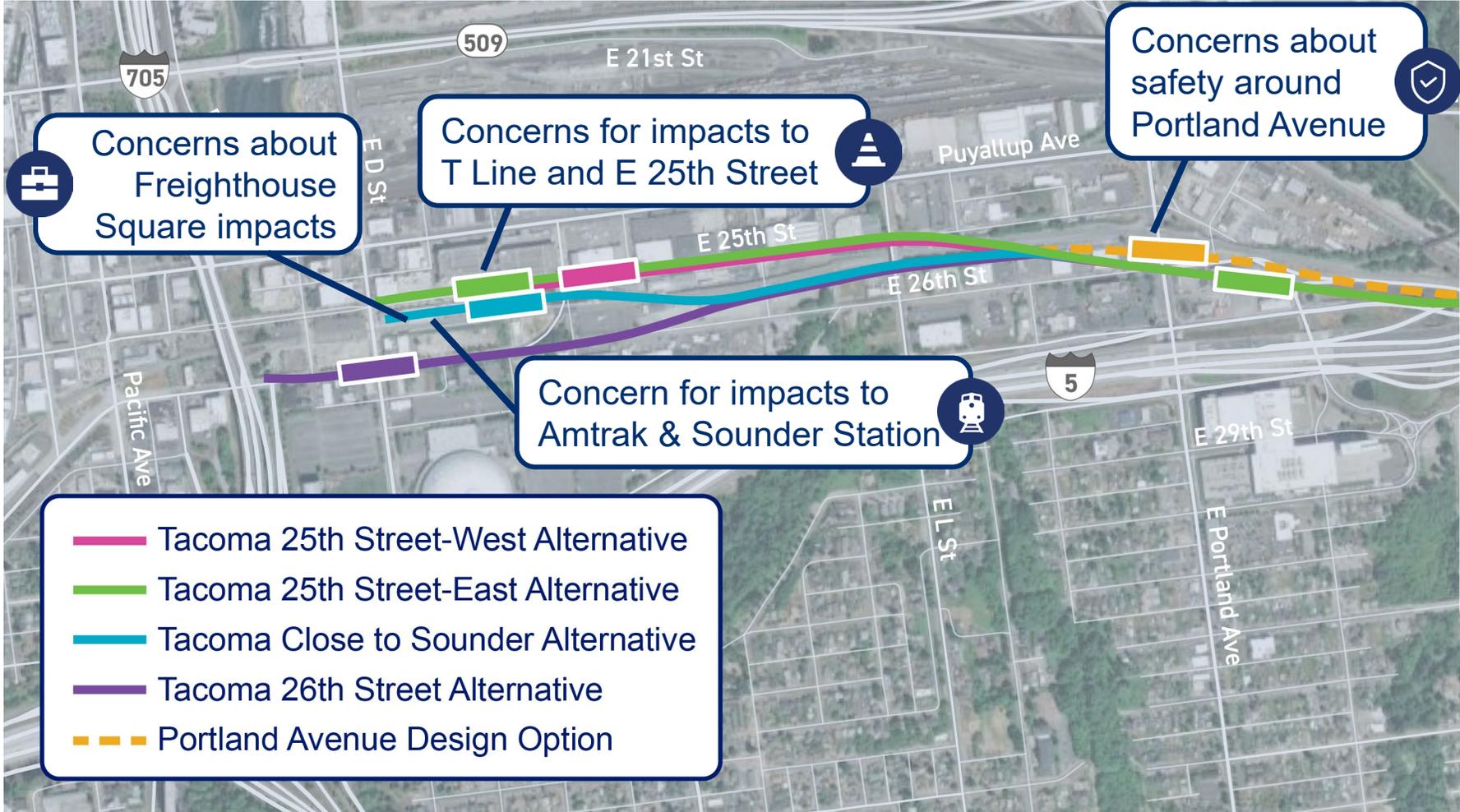
Evaluate potential to minimize visual changes from the alignment to businesses and residents along I-5

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

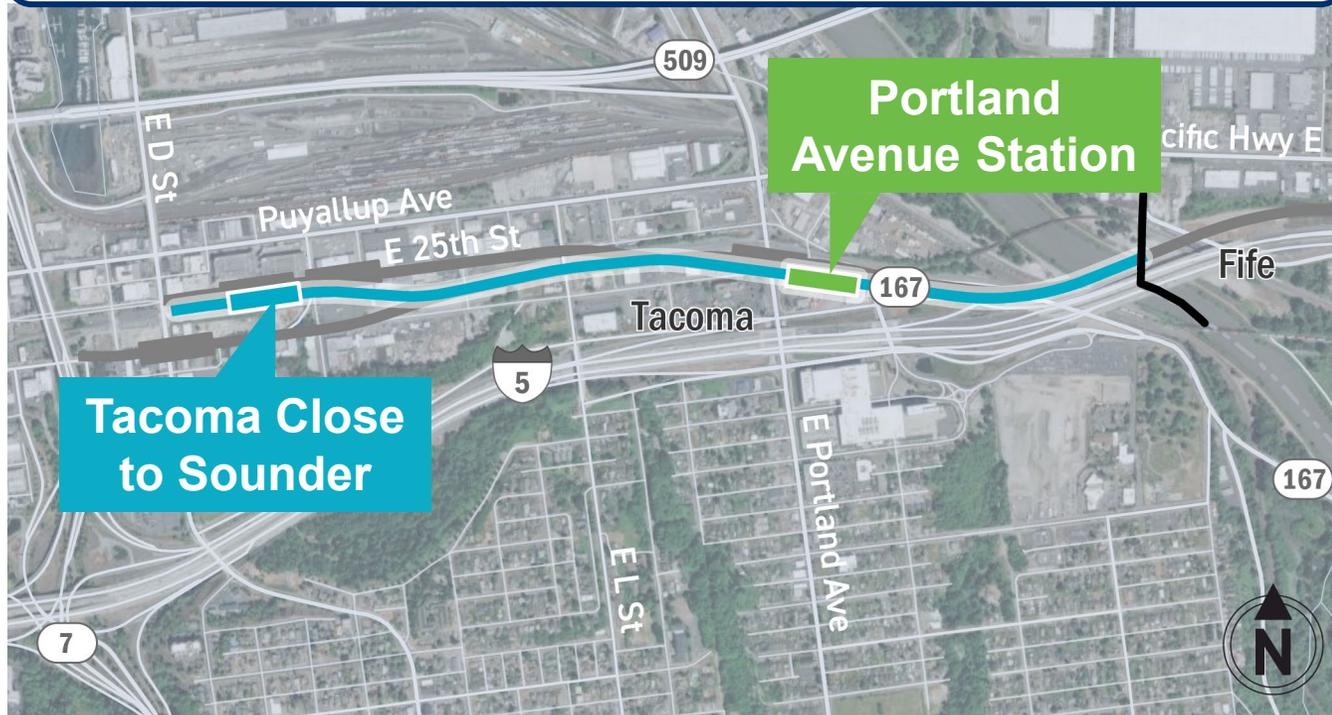
Excitement for the opportunity to create a **regional hub**

Prioritize passenger experience

Prioritize safety and accessibility of stations and station areas

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: 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

Staff Recommendation Summary

South Federal Way

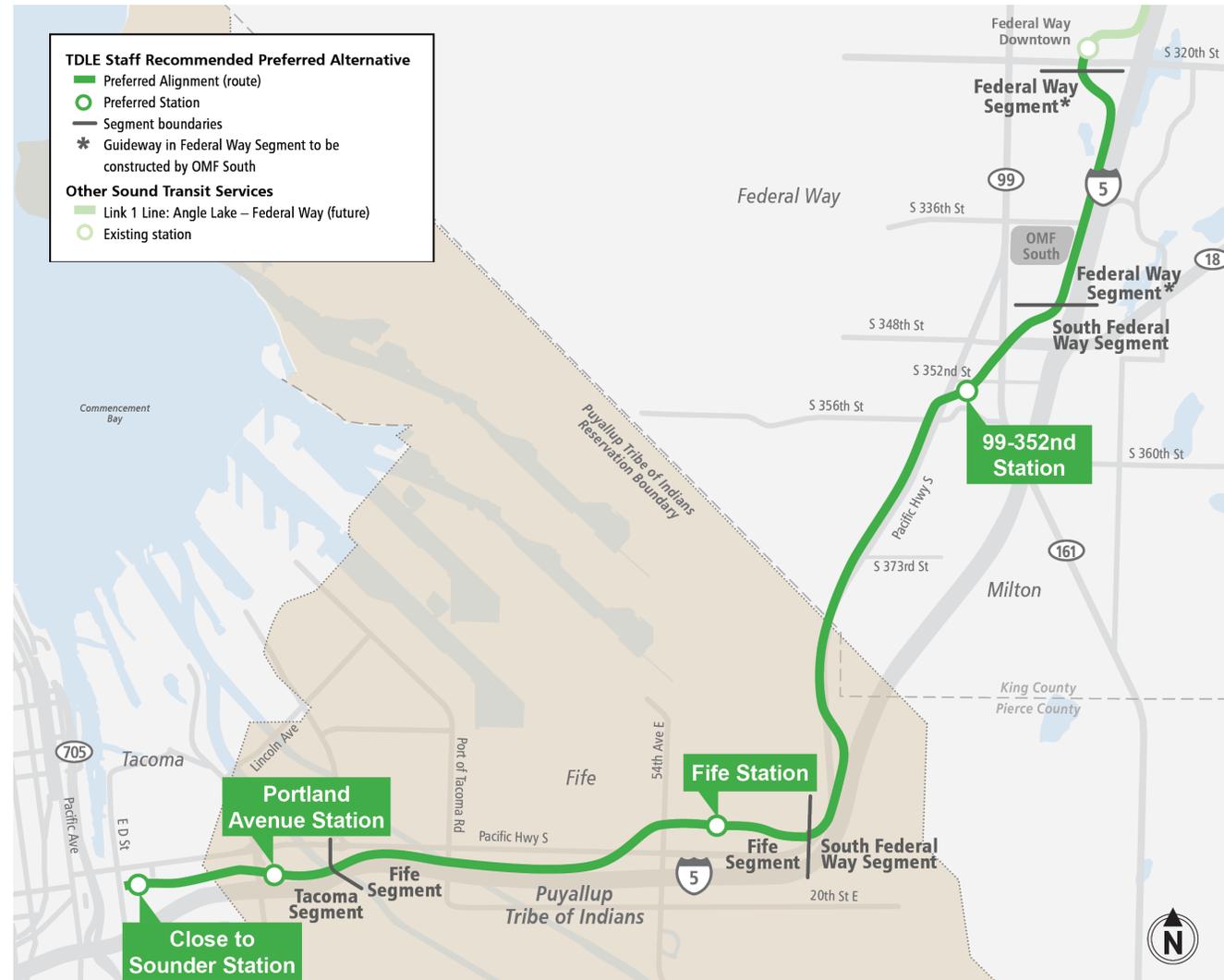
- 99-West Alternative (with design refinement in Milton) with 99-352nd Station

Fife

- Fife I-5 Alternative with Fife Station

Tacoma

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



Next Steps

Next Steps

Sound Transit Board June 26, 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*	\$\$	\$	\$	\$\$

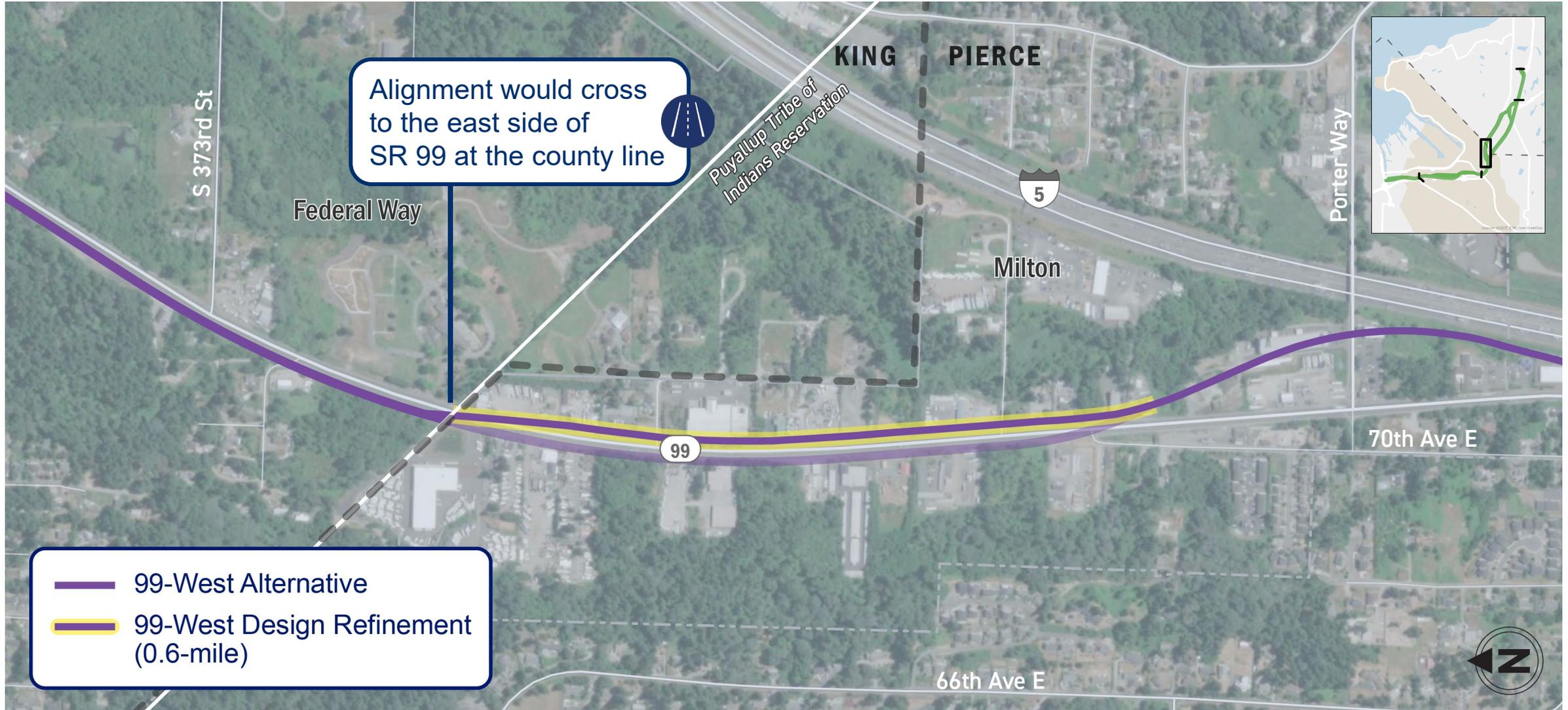
South Federal Way Station Comparison

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

Lower performing



Higher performing

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



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