

# ***Tacoma Dome Link Extension***

*Motion No. M2025-30*

*System Expansion Committee*

*06/12/2025*



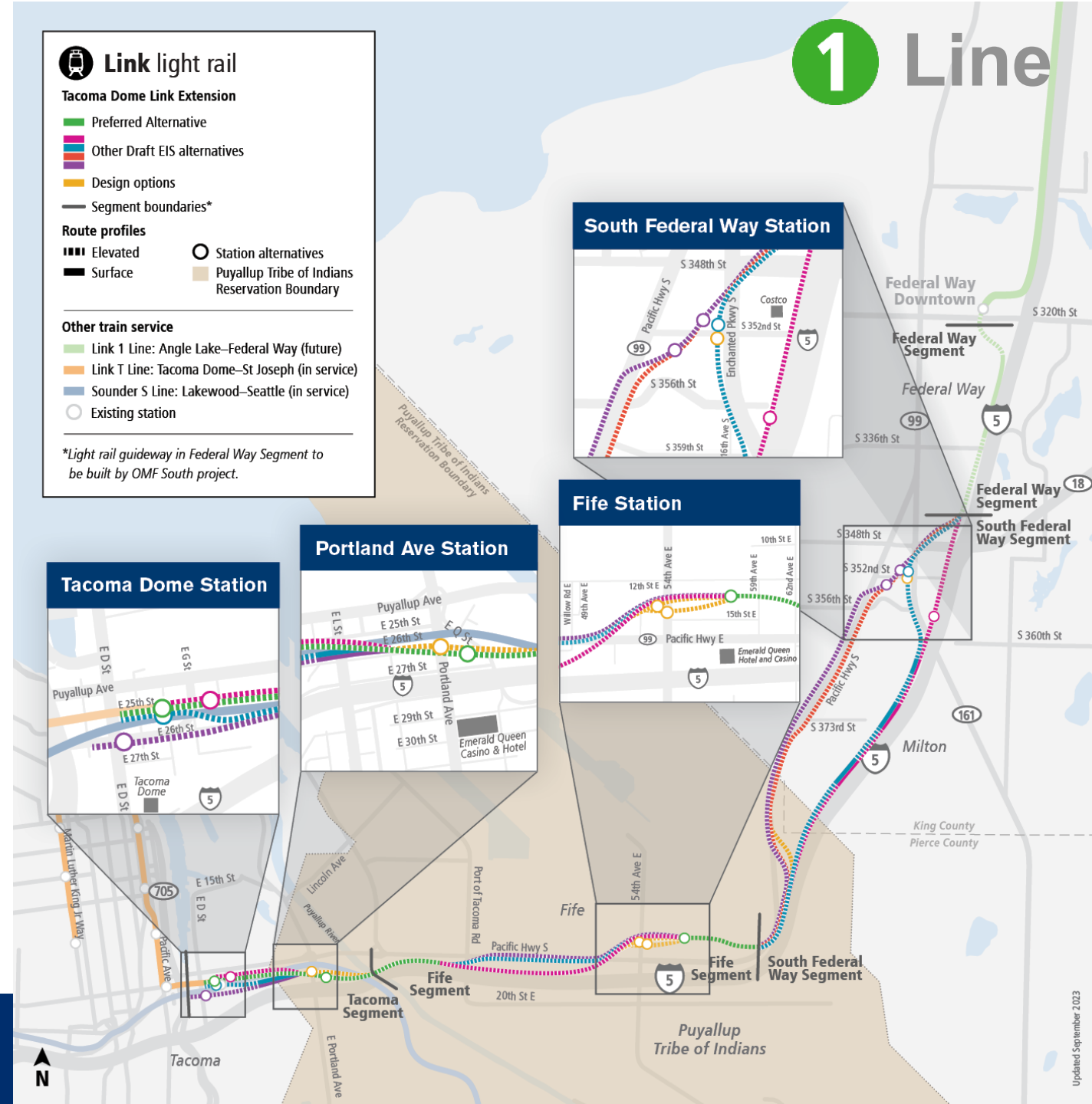
# ***Why we're here***

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



# TDLE Project Timeline

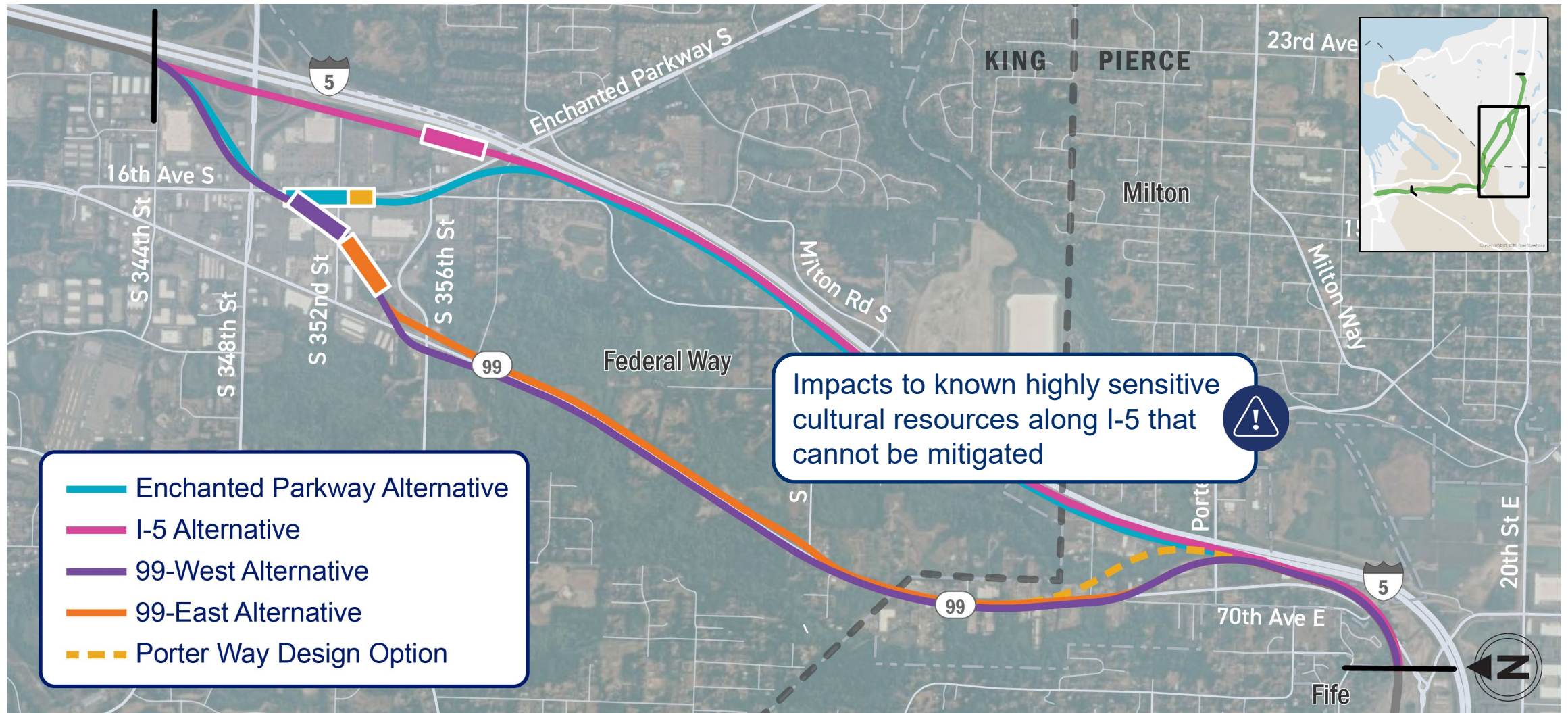


# ***TDLE Draft EIS Alternatives***

# *South Federal Way Segment*

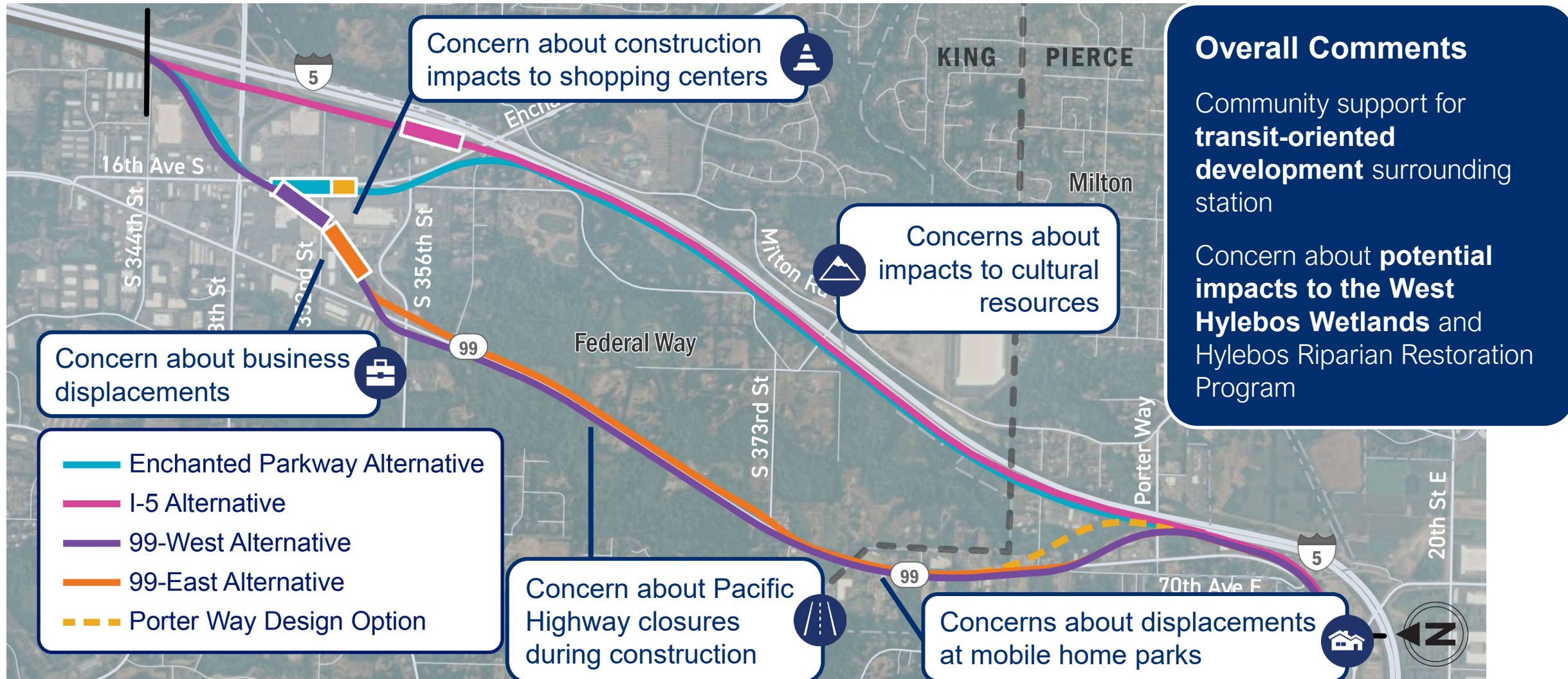


# South Federal Way Segment Overview





# 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



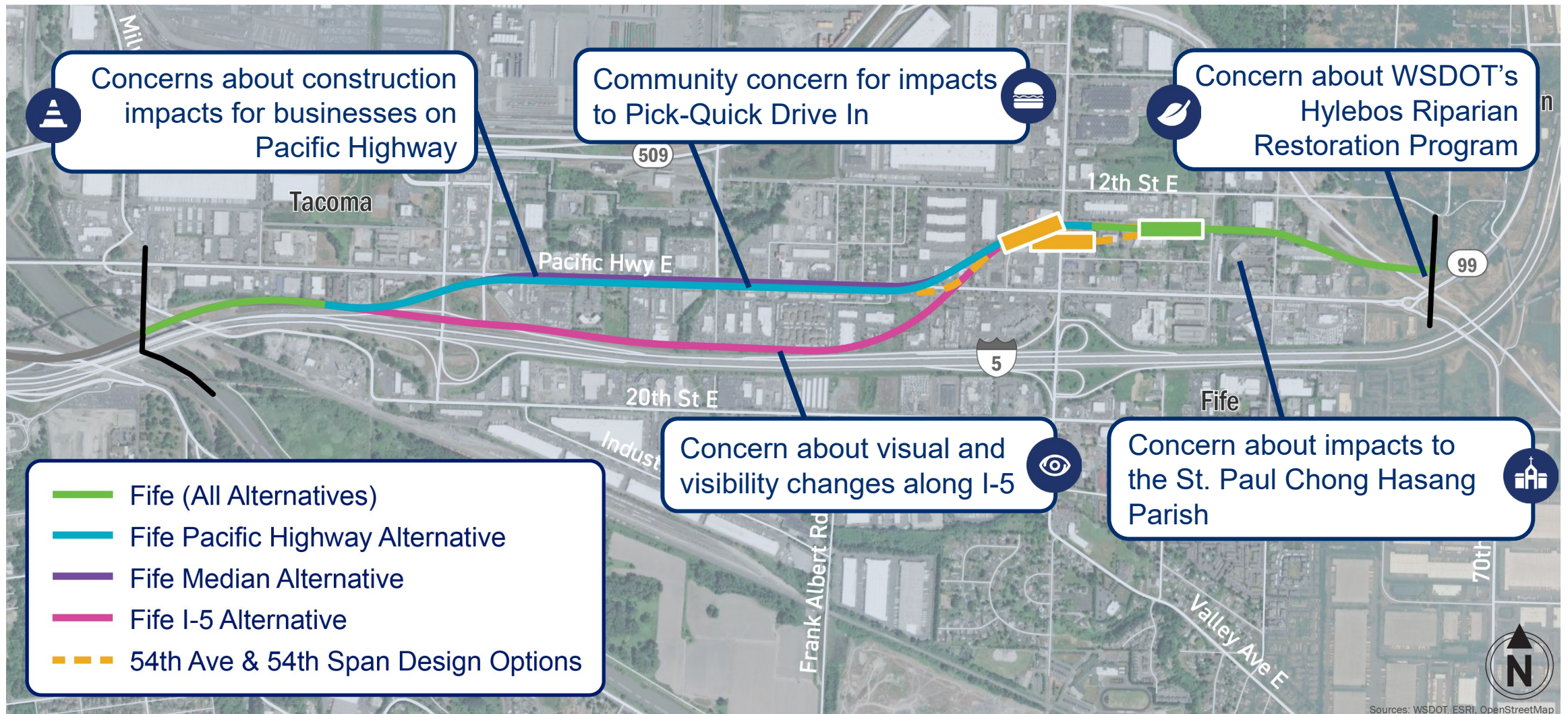
Identify opportunities to continue to minimize wetland impacts and identify wetland mitigation sites



Continue collaborating with the City of Federal Way on station design

***Fife Segment***

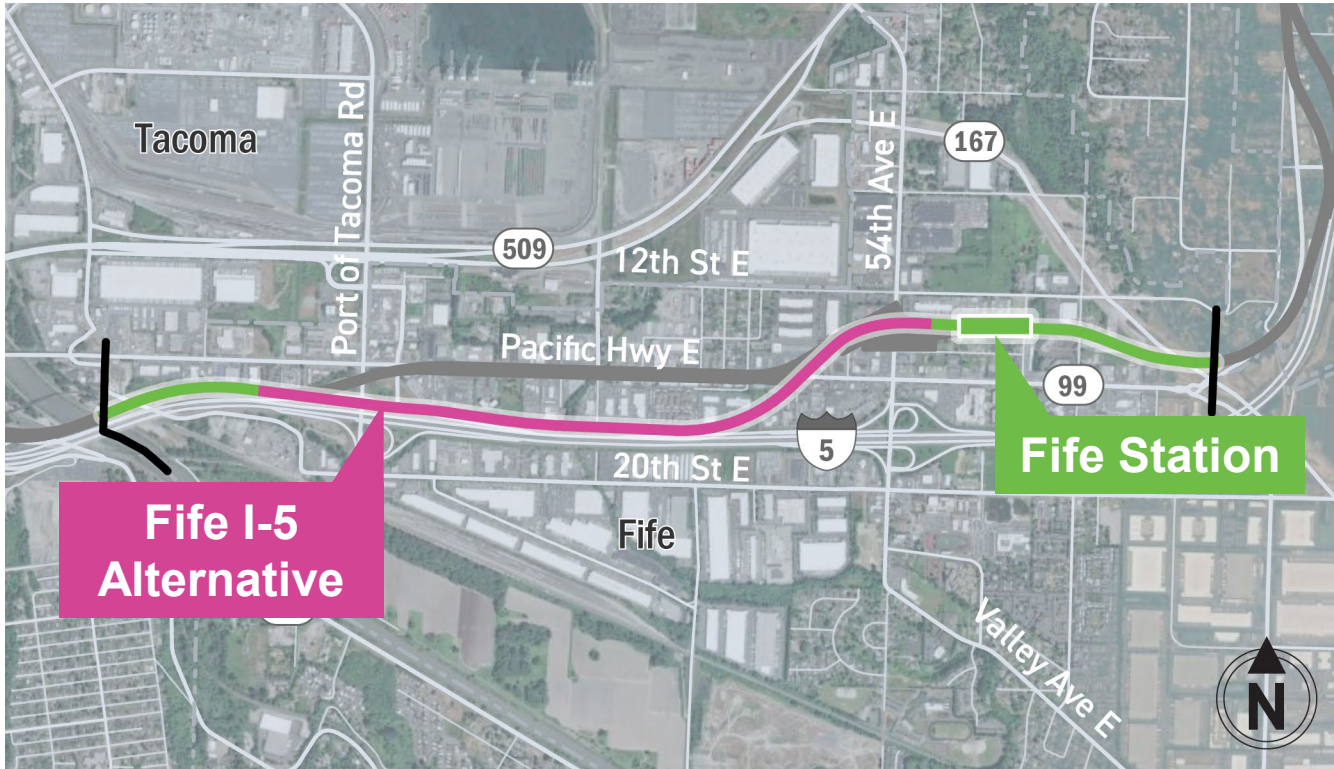
# What we heard: Fife Segment





# 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

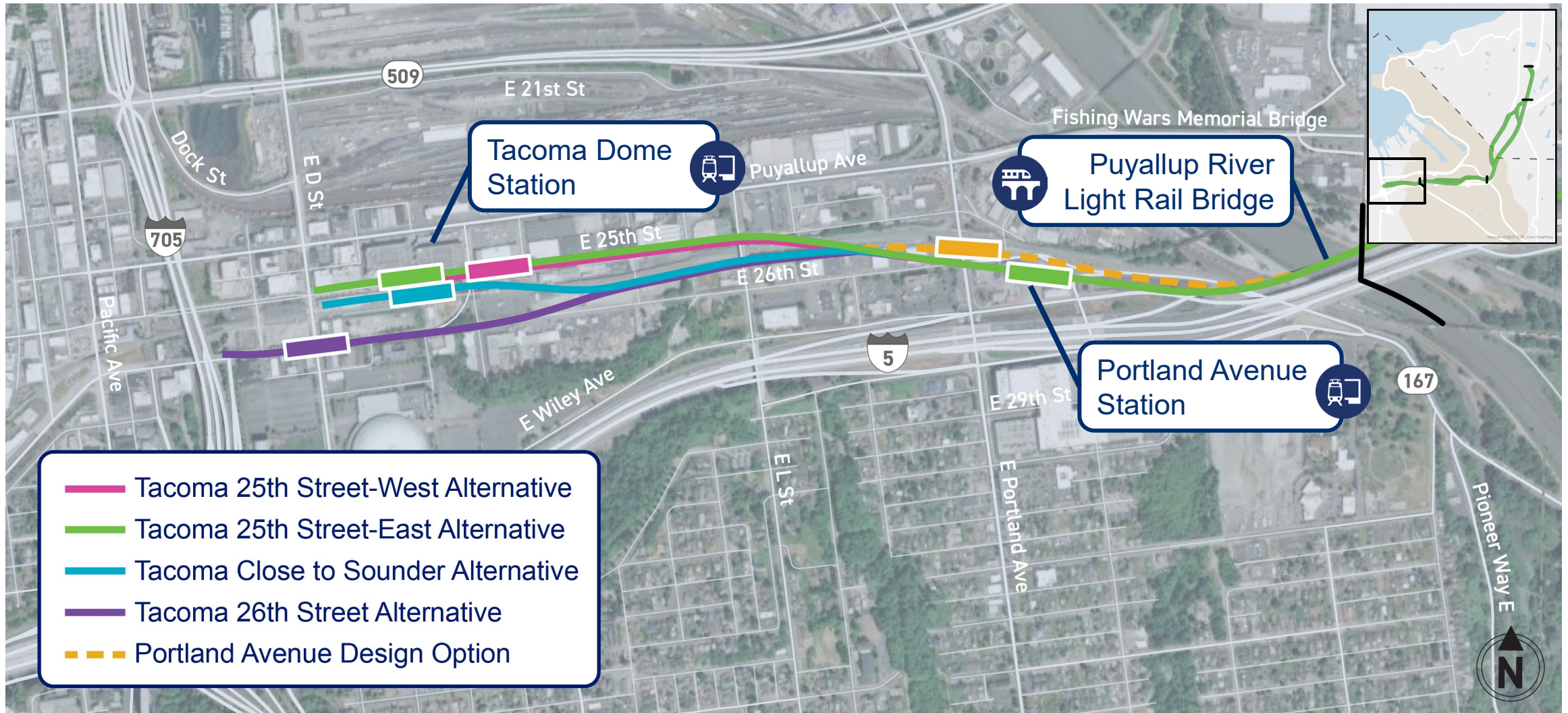


Evaluate potential to minimize visual changes from the alignment to businesses and residents along I-5



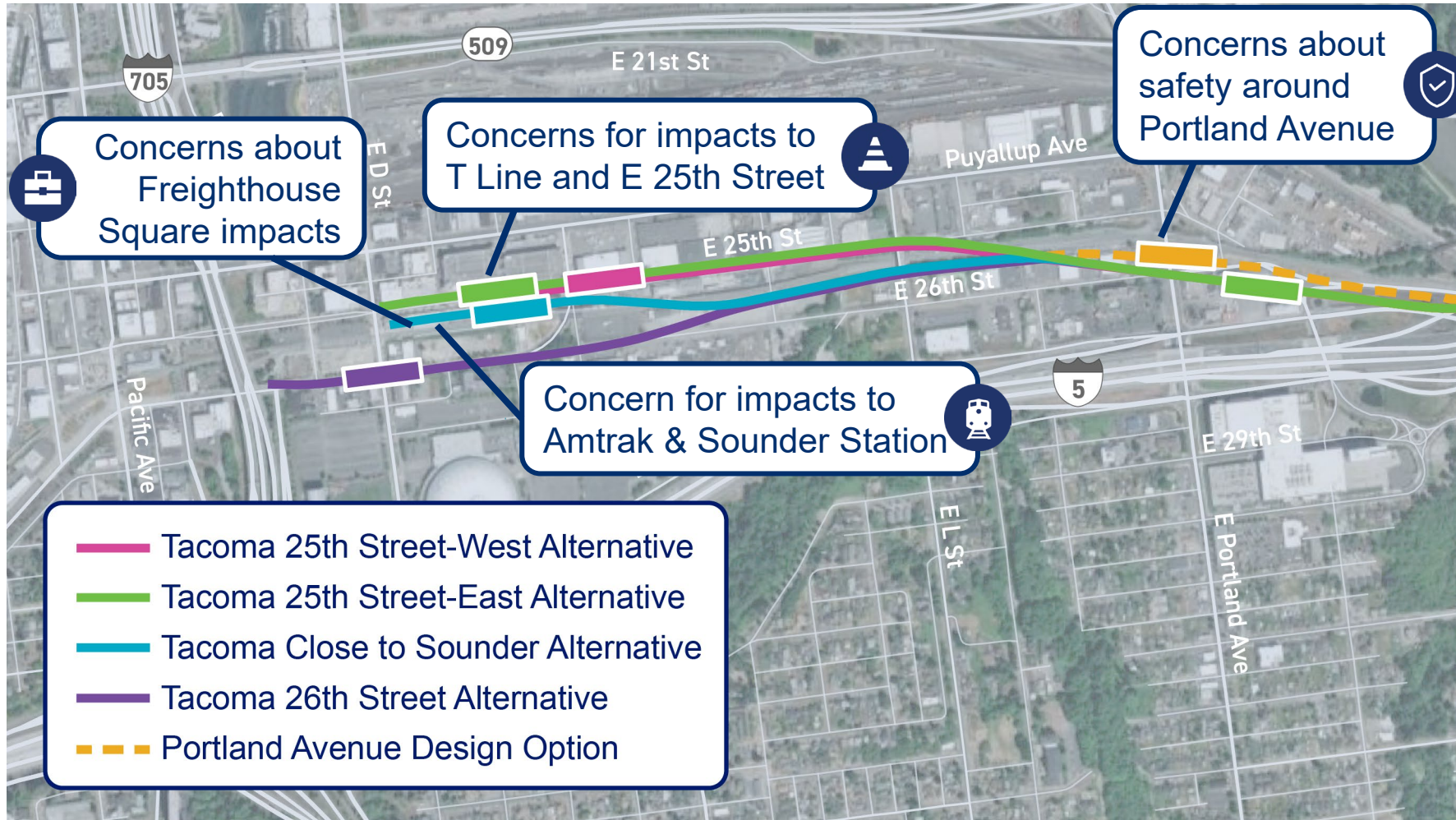
# *Tacoma Segment*

# Tacoma Segment Overview





# What we heard: Tacoma Segment



## Overall Comments

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

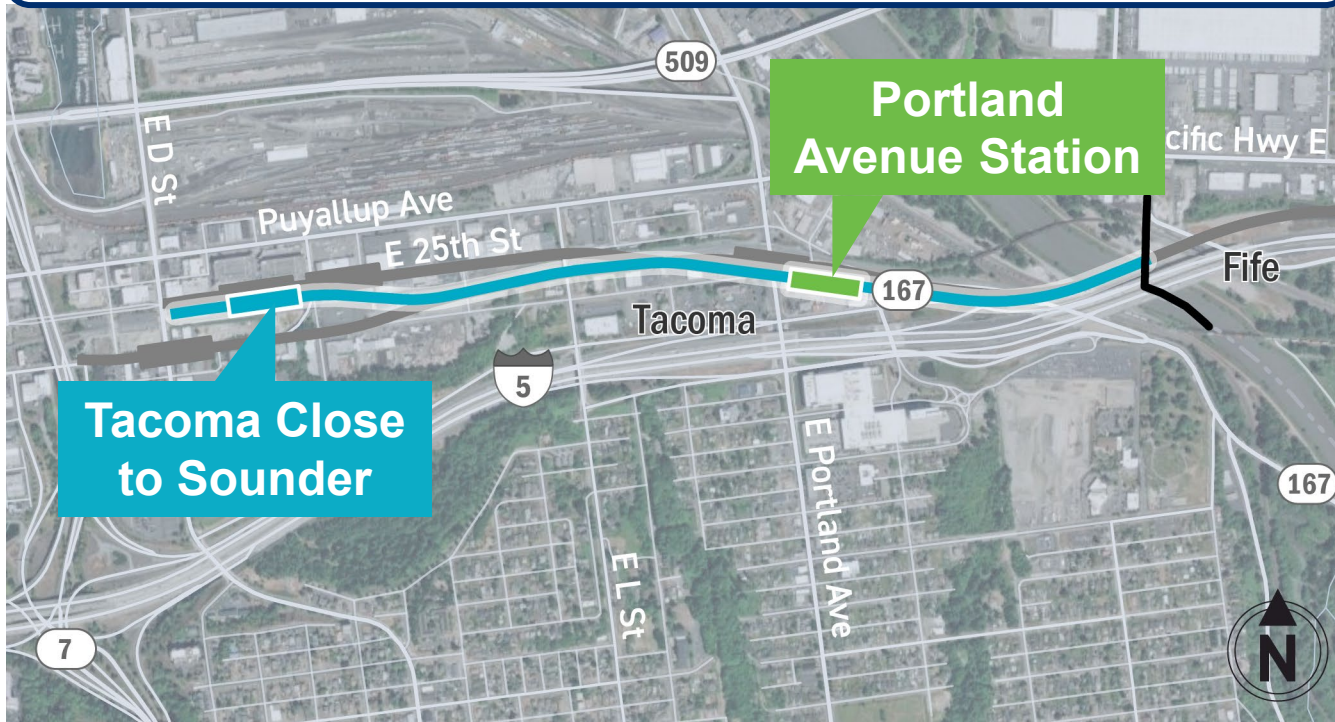
Excitement for the opportunity to create a **regional hub**

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

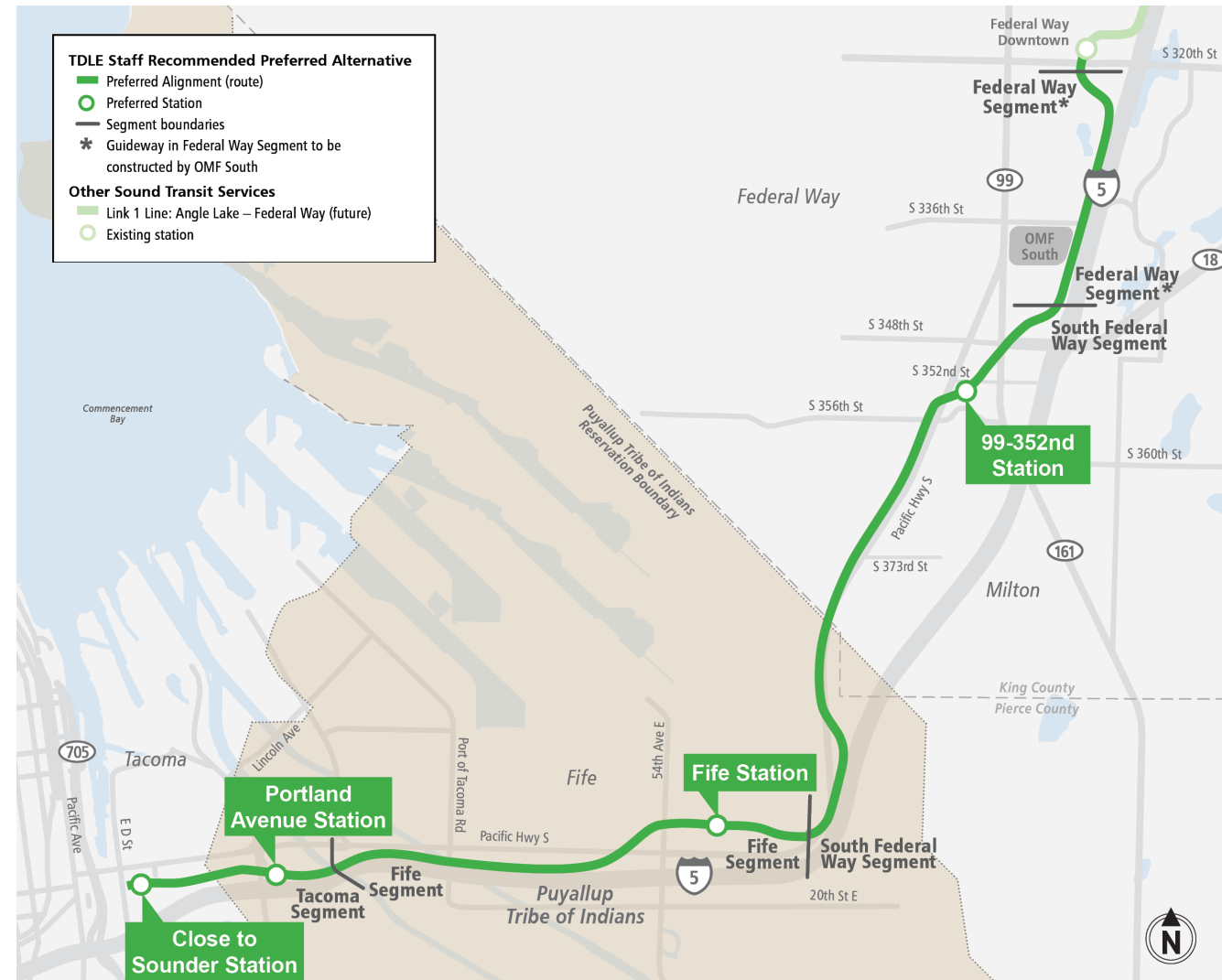
- 99-West Alternative (with design refinement in Milton) with 99-352nd Station

## 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*



# *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  
*Long-term*

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\*

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# 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**

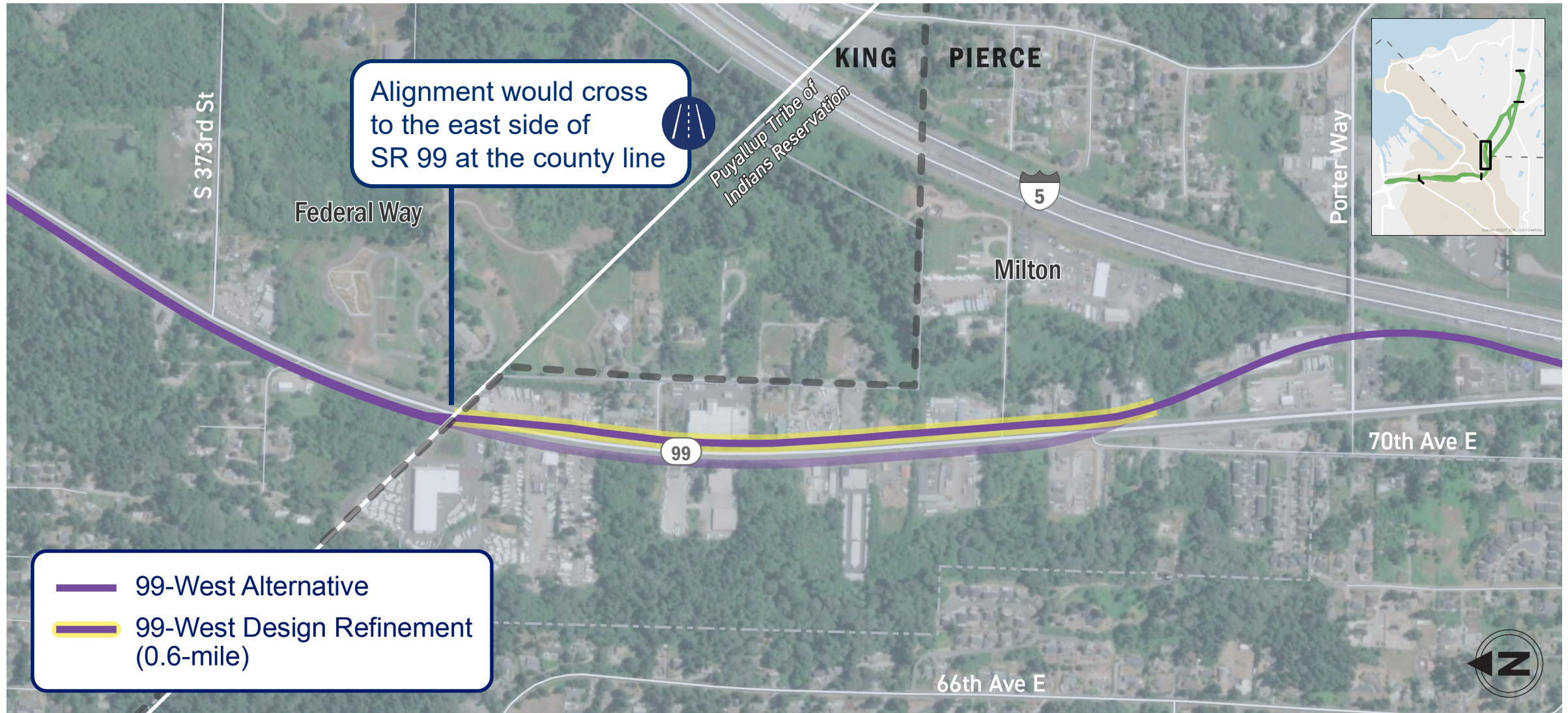
More street crossing from  
residential areas; fewer new  
development opportunities

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

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\$

# 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

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

Lower performing  Higher performing

	Tacoma 25th Street-West	Tacoma 25th Street-East	Tacoma Close to Sounder	Tacoma 26th Street
<b>BUSINESS DISPLACEMENTS</b>	9	9	43	13
<b>VISUAL IMPACTS</b>	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
<b>CONSTRUCTION IMPACTS</b> <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
<b>CONSTRUCTION IMPACTS</b> <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
<b>PEDESTRIAN EXPERIENCE AND MULTIMODAL INTEGRATION</b>	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
<b>COMPARATIVE COST DATA POINT*</b>	\$\$	\$\$	\$	\$\$