

Tacoma Dome Link Extension

Motion No. M2025-30

Board of Directors
06/26/2025



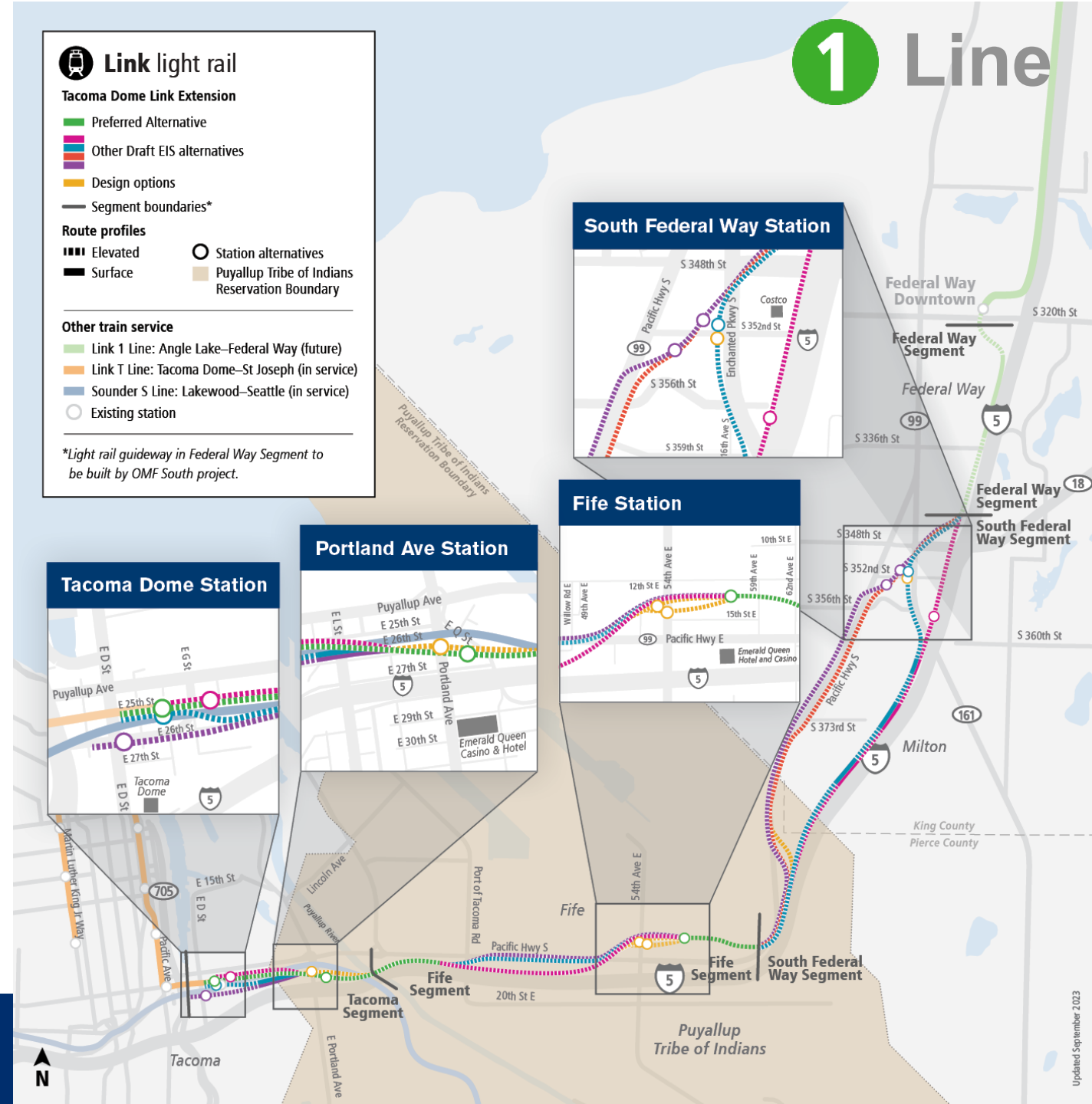
Why we're here

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



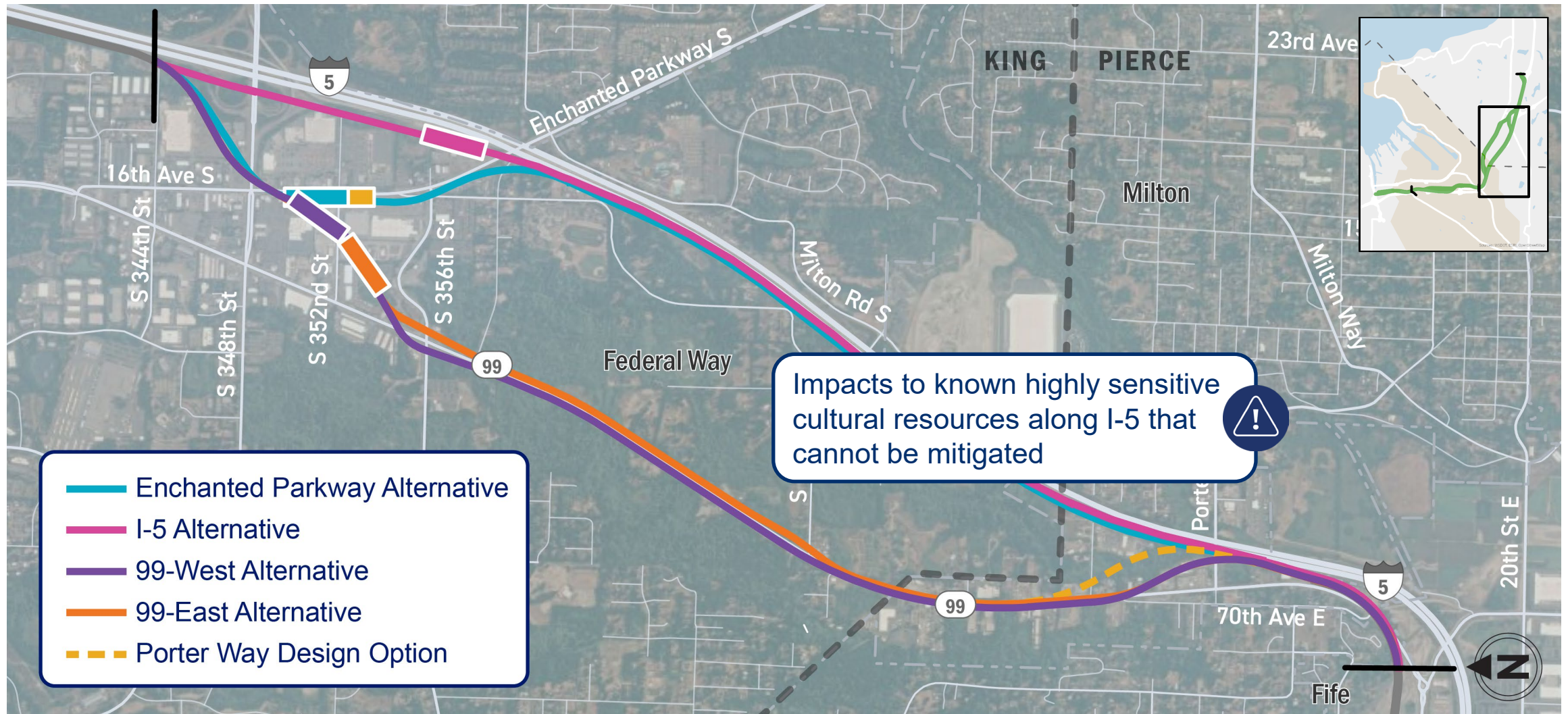
TDLE Project Timeline



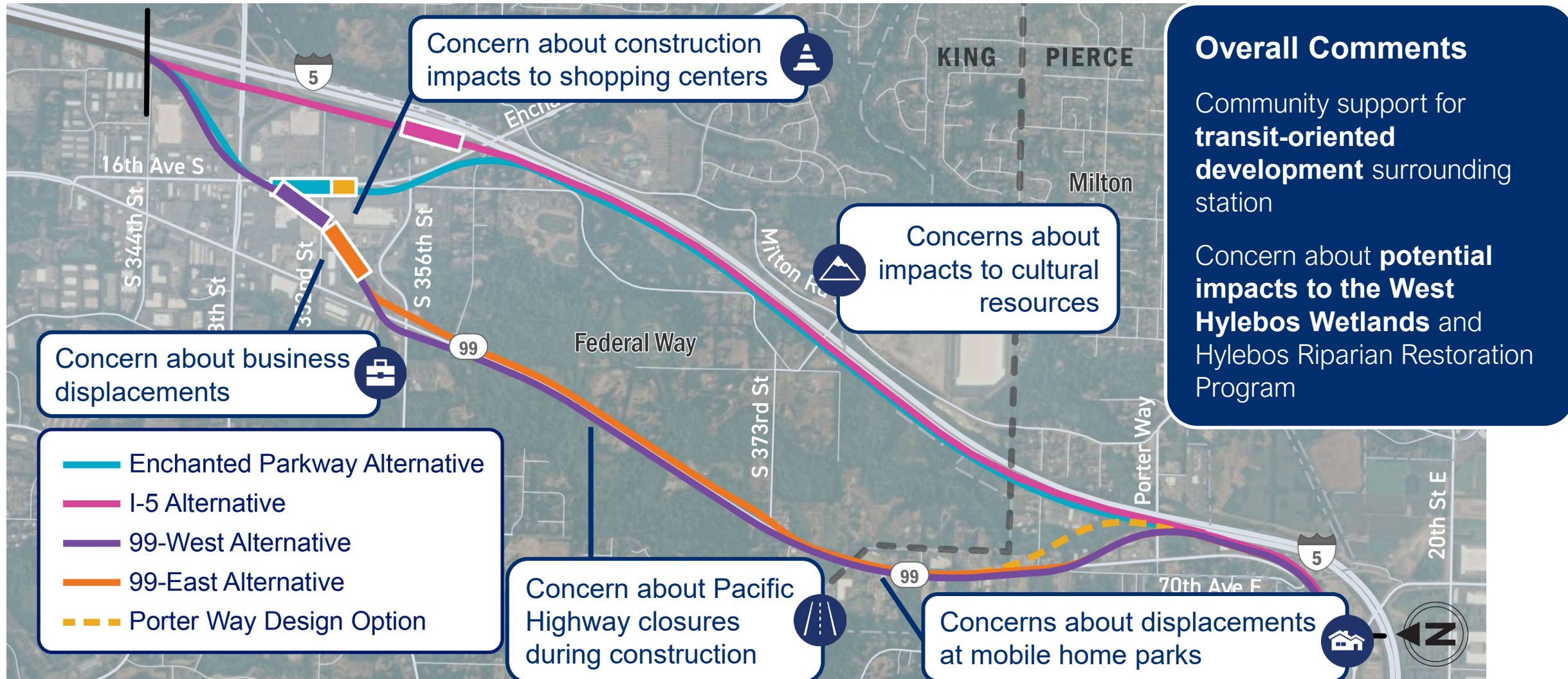
TDLE Draft EIS Alternatives

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



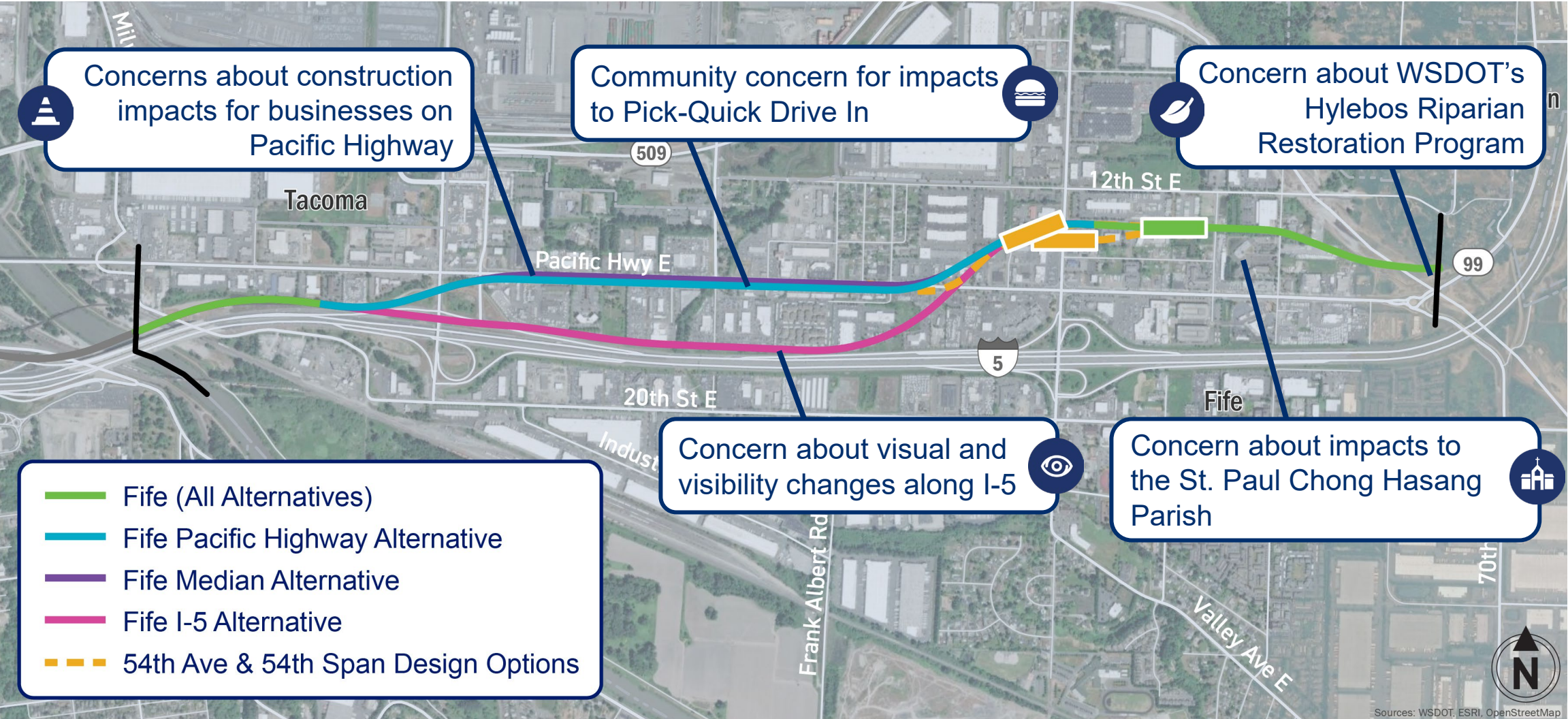
Identify opportunities to continue to minimize wetland impacts and identify wetland mitigation sites



Continue collaborating with the City of Federal Way on station design

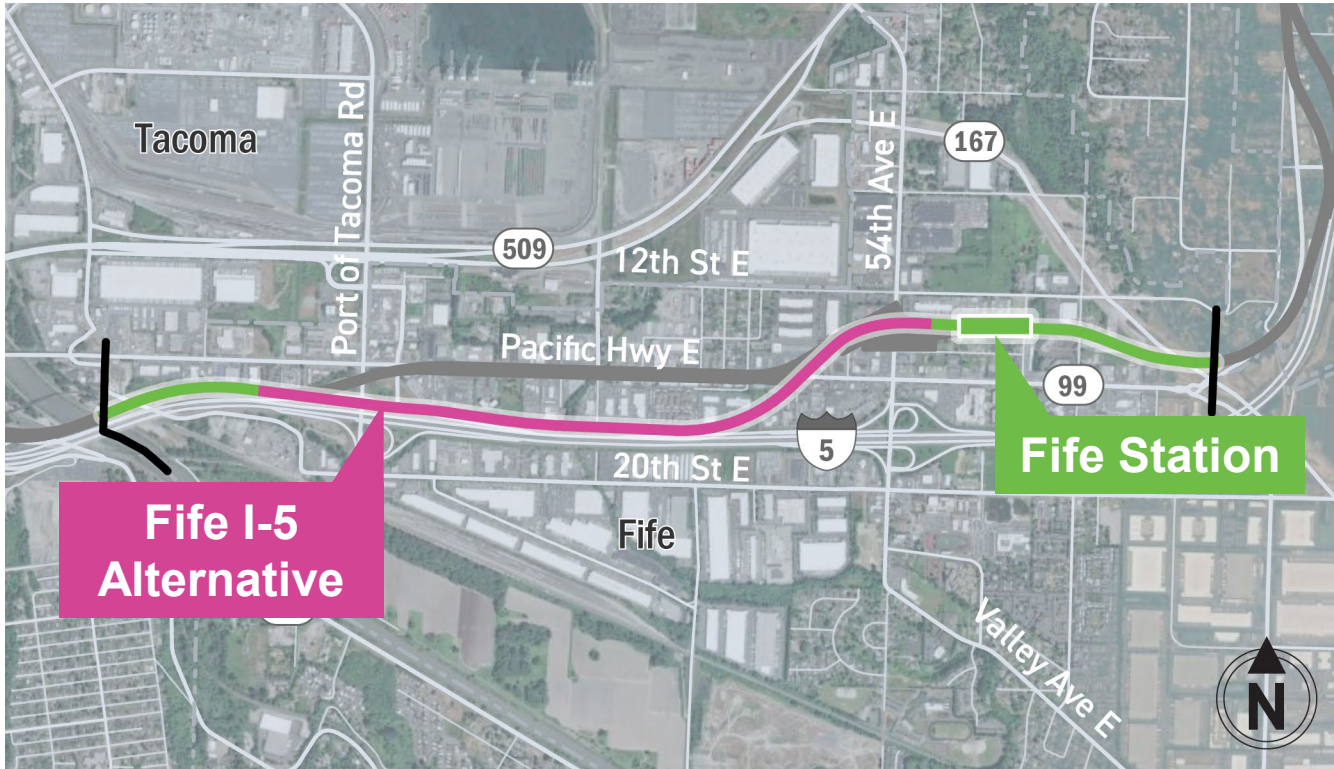
Fife Segment

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



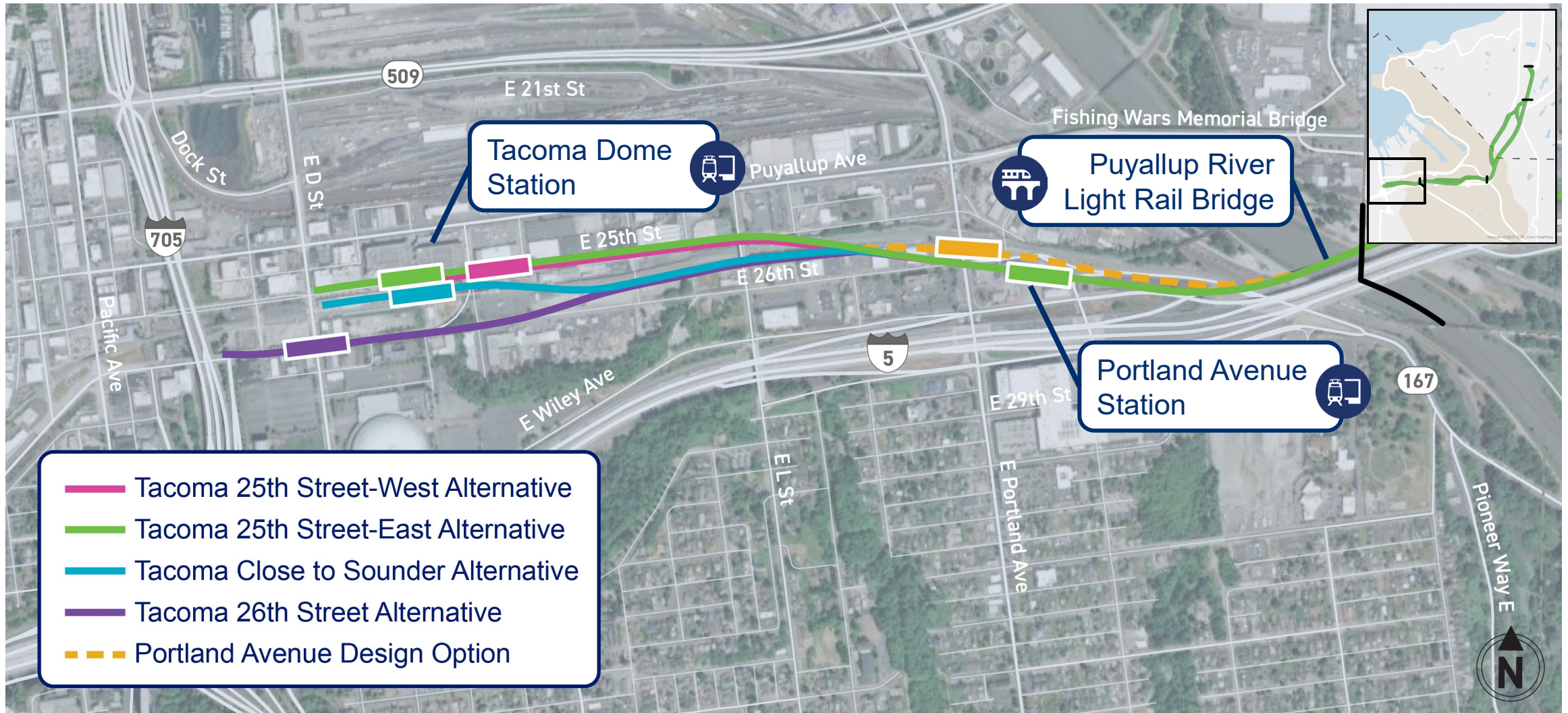
Continue conversations with Puyallup Tribe of Indians about Fife alignment and station design



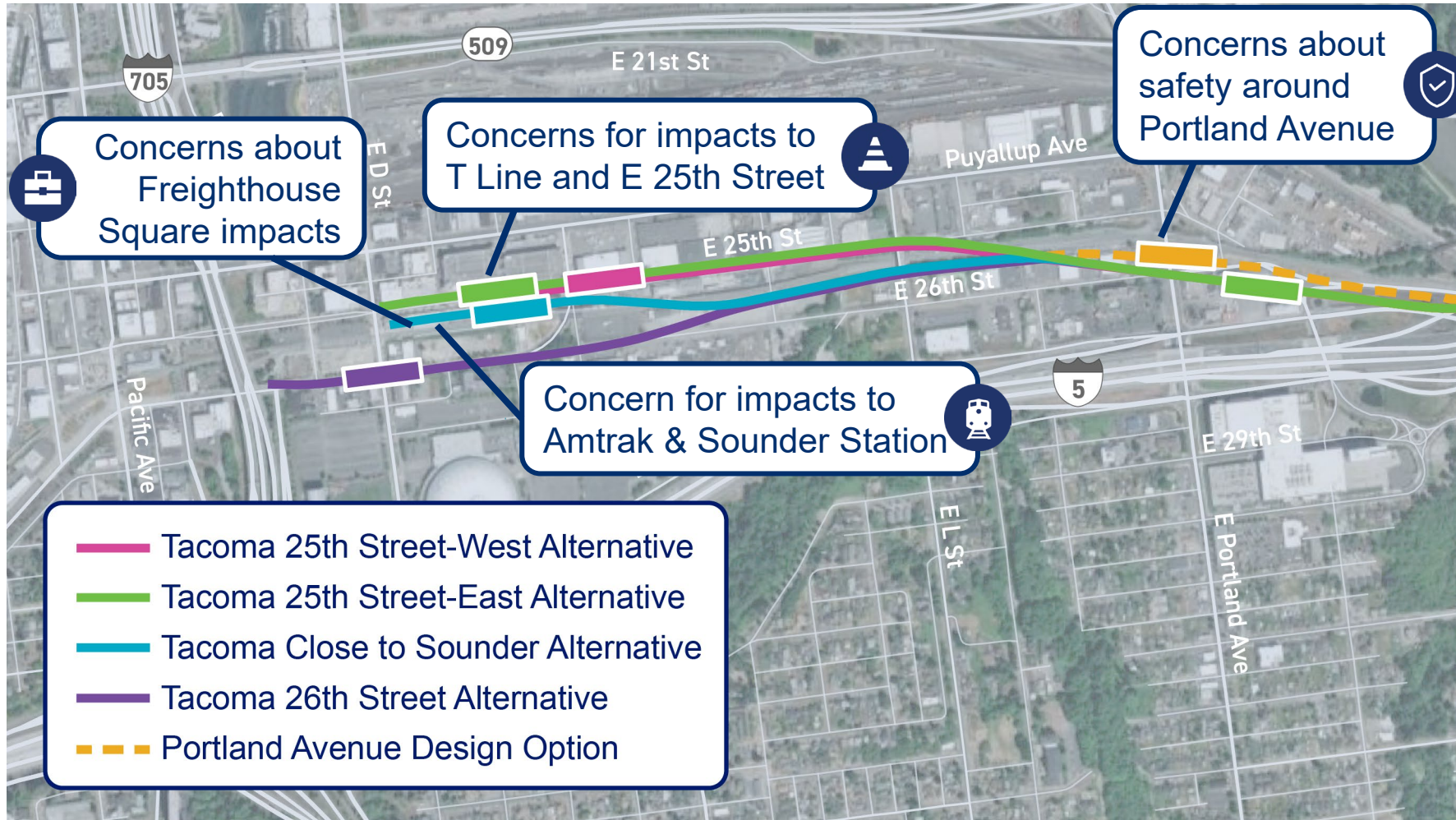
Evaluate potential to minimize visual changes from the alignment to businesses and residents along I-5

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

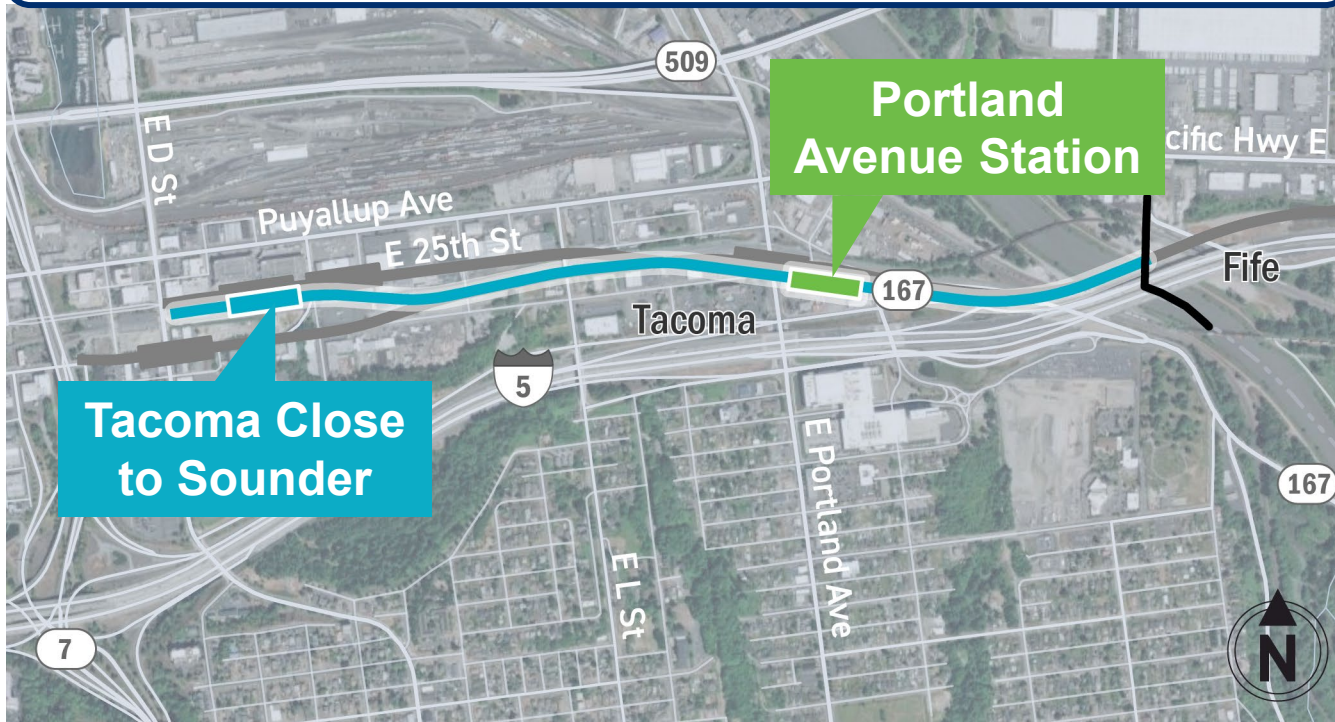
Excitement for the opportunity to create a **regional hub**

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

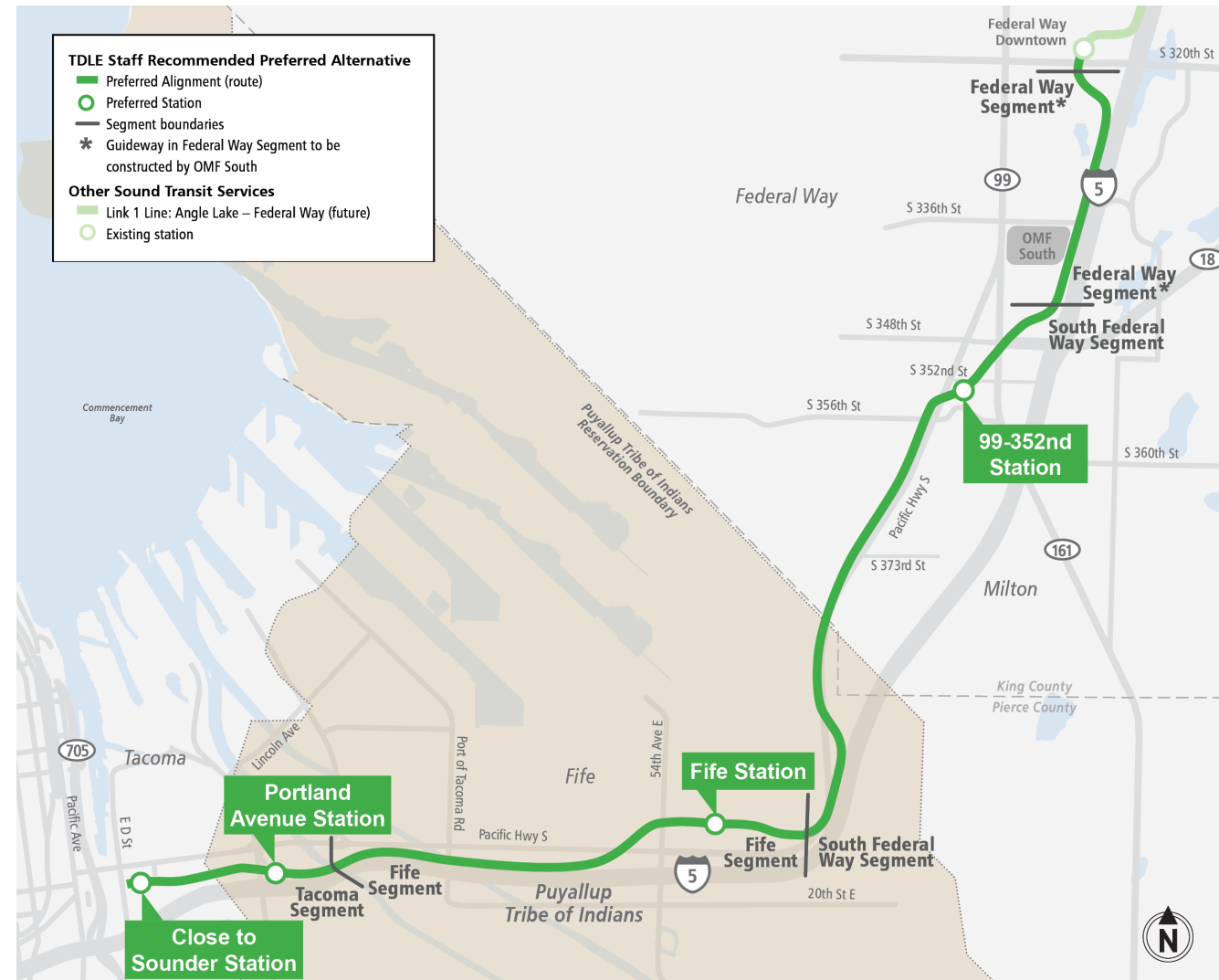
- 99-West Alternative (with design refinement in Milton) with 99-352nd Station

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*



Appendix

South Federal Way Station Comparison

Performance rating key

Lower performing    Higher performing

**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

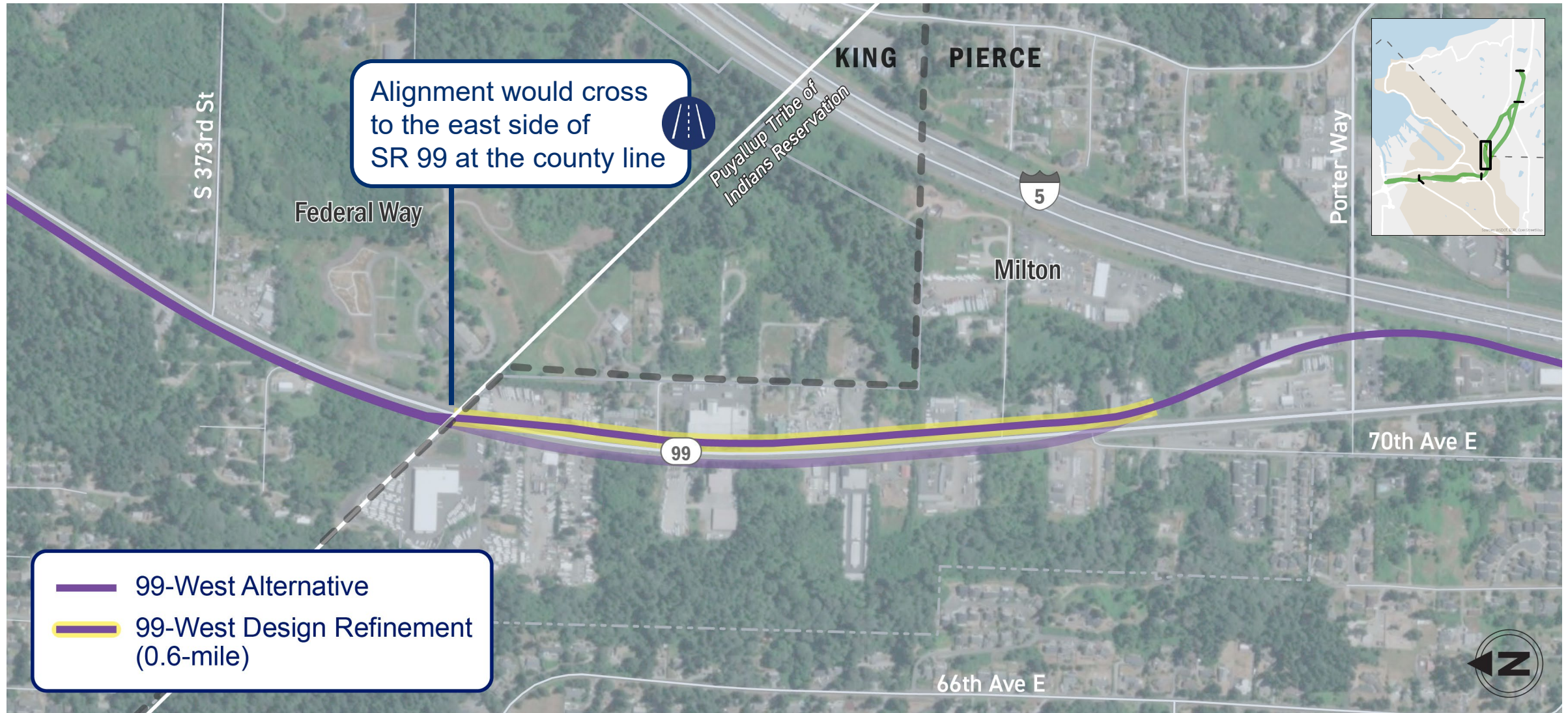
Lower
performing



Higher
performing

	99-West (Refined in Milton)	Enchanted Parkway	I-5	99-East
PREFERRED ALTERNATIVE RECOMMENDATION	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
RESIDENTIAL DISPLACEMENTS	4	40	3	2
BUSINESS DISPLACEMENTS	25	14	7	25
HISTORIC & CULTURAL RESOURCE IMPACTS	3	1 (known highly sensitive)	1 (known highly sensitive)	2
ECOSYSTEMS IMPACTS <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
TRANSPORTATION IMPACTS	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)
COMPARATIVE COST DATA POINT*	\$	\$\$	\$	\$\$

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

**PREFERRED ALTERNATIVE
RECOMMENDATION**

**Staff Recommended Preferred
Alternative**

Not recommended due to greater
construction and permanent business
impacts

Not recommended due to greater
construction impacts

BUSINESS DISPLACEMENTS

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

**HISTORIC & CULTURAL
RESOURCE IMPACTS**

1

2

1

CONSTRUCTION IMPACTS

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

VISUAL IMPACTS

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

COMPARATIVE COST DATA POINT

\$

\$

\$\$

Fife Station Comparison

Performance rating key

Lower performing  Higher performing

**PREFERRED ALTERNATIVE
RECOMMENDATION**

BUSINESS DISPLACEMENTS
Entire Fife Segment

NONMOTORIZED ACCESS

FLOOD RISK

CONSTRUCTION IMPACTS

CONSISTENCY WITH CITY PLANS

Fife Station

**Staff Recommended Preferred
Alternative**

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

Pedestrian access to streets with lower
traffic volumes

Potential for future flood risk, within
FEMA floodplain

Minimal temp. roadway closures of
54th Ave E

More consistent

**Fife 54th Avenue Station
Option**

Not recommended due to greater
construction and business impacts and
less consistency with City plans

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

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

Potential for future flood risk, outside
FEMA floodplain

Fewer temp. roadway closures of
54th Ave E

Less consistent

**Fife 54th Span Station
Option**

Not recommended due to greater
construction and business impacts and
less consistency with City plans

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

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

Potential for future flood risk, outside
FEMA floodplain

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

Less consistent

Tacoma Segment

Portland Avenue Station Comparison

Performance rating key

Lower
performing



Higher
performing

**PREFERRED ALTERNATIVE
RECOMMENDATION**

TRANSIT ACCESS

NONMOTORIZED ACCESS

PASSENGER EXPERIENCE

CONSTRUCTION IMPACTS

Portland Avenue Station

**Staff Recommended Preferred
Alternative**

Bus bays located on
E 26th St

Closer to lower traffic undercrossing at
E Bay St

Side platforms: more challenging
station navigation

Fewer temp. street closures on
Portland Ave

**Portland Avenue Span
Station Option**

Not recommended due to lower
performing transit access

Bus bays located on Portland Ave,
a major freight route

Fewer intersection crossings with
station entrances on both sides of
Portland Ave

Center platform: easier station
navigation and track operations

More frequent temp. street closures on
Portland Ave

Tacoma Segment

Tacoma Dome Alternatives & Station Comparison

Performance rating key

Lower performing  Higher performing

**PREFERRED ALTERNATIVE
RECOMMENDATION**

BUSINESS DISPLACEMENTS

VISUAL IMPACTS

CONSTRUCTION IMPACTS
Transportation impacts

CONSTRUCTION IMPACTS
Access restrictions

**PEDESTRIAN EXPERIENCE AND
MULTIMODAL INTEGRATION**

COMPARATIVE COST DATA POINT*

**Tacoma Close to
Sunder**

**Staff Recommended
Preferred Alternative**

43

Moderate visual changes
near the station

Temp. full closure of L Street
bridge, Rebuild of Amtrak and
Sunder stations

Fewer construction access
impacts on E 25th St

Close connections to other
transit, parking, & Tacoma
Dome

\$

**Tacoma 25th Street-
West**

Not recommended due to
construction and visual
impacts

9

Guideway may create
“tunnel effect” over E 25th St

Temp. full closure of E 25th
St & T Line closures

Access restrictions on E 25th
St including Freighthouse
Square

Close connections to other
transit, parking, & Tacoma
Dome

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**Tacoma 25th Street-
East**

Not recommended due to
construction and visual
impacts

9

Guideway may create
“tunnel effect” over E 25th St

Temp. full closure of E 25th
St & T Line closures

Access restrictions on E 25th
St including Freighthouse
Square

Connections to other transit,
parking, & Tacoma Dome are
further east

\$\$

Tacoma 26th Street

Not recommended due to
limited transit connections

13

Altered views from Tacoma
Dome and LeMay Museum

Temp. full closure of L Street
bridge and E 26th St

Access restrictions on E 26th
St and E 27th St

Closest to Tacoma Dome but
farthest for connections to
other transit and parking

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