

# *Tacoma Dome Link Extension Draft EIS*

*Community Oversight Panel*

*2/12/25*

# Agenda

- Tacoma Dome Link Extension project background
- TDLE Draft EIS
  - Federal Way Segment
  - South Federal Way Segment
  - Fife Segment
  - Tacoma Segment

***Tacoma Dome Link Extension  
project background***

# Tacoma Dome Link Extension (TDLE)

- Forecasted Service: 2035
- Currently in Draft EIS phase
- ~10 miles, 4 stations
- Fife & South Federal Way stations include 500 parking stalls in 2038
- Puyallup River light rail bridge
- 10% design level

**Link light rail**

**Tacoma Dome Link Extension**

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

**Route profiles**

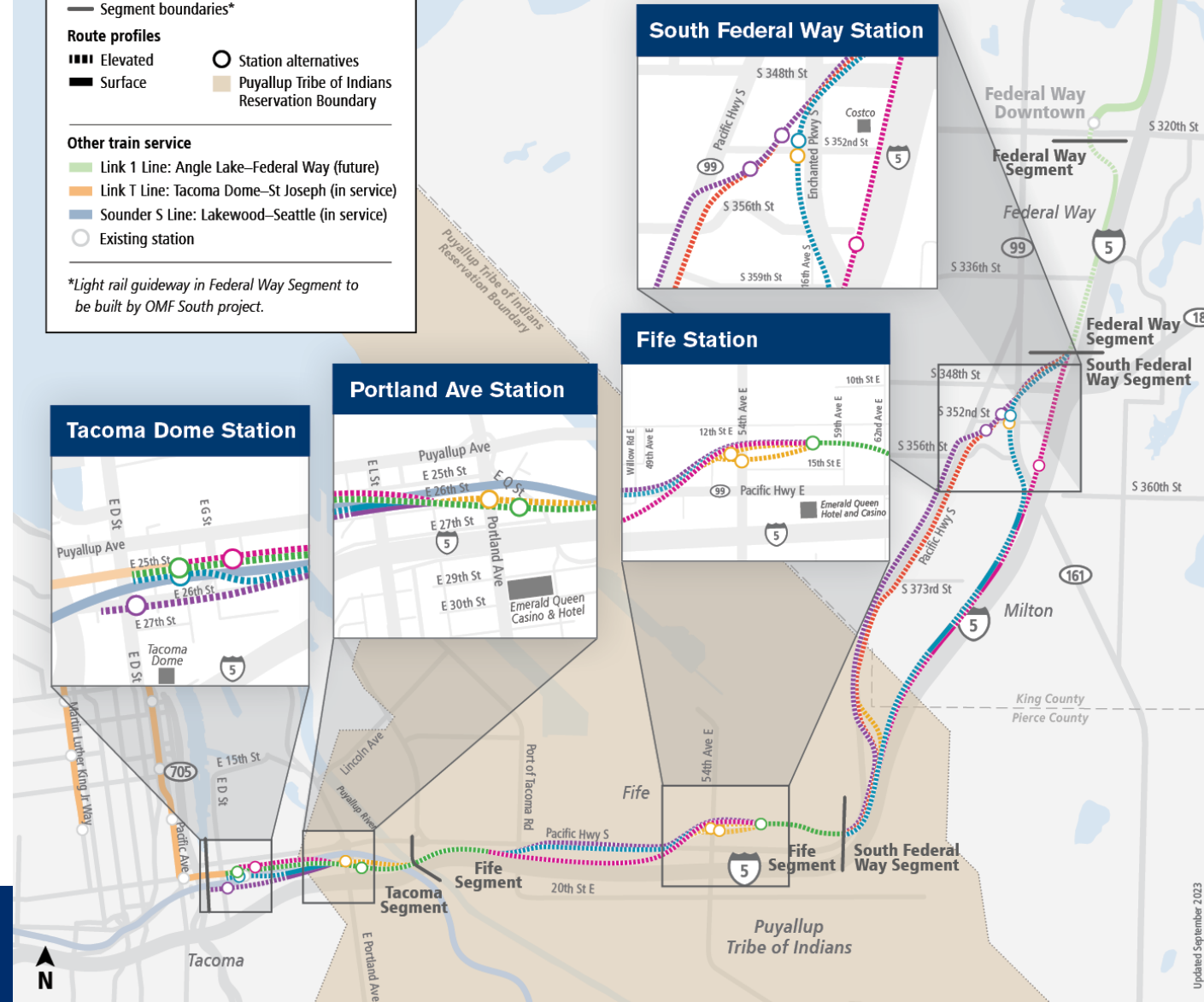
- Elevated
- Surface
- Station alternatives
- Puyallup Tribe of Indians Reservation Boundary

**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 Link Extension*

- ✓ Included in Sound Transit 3 (ST3) plan.
- ✓ Completes “light rail spine” connecting Pierce County & the region’s 2<sup>nd</sup> 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.

# Project timeline



- ✓ **2018:** Early scoping
- ✓ **2019:** Scoping
- ✓ **July 2019:** Board identified Preferred Alternative (PA) and other alternatives to study in Draft EIS
- ✓ **March 2023:** Board action adds additional route & station options to Draft EIS and removed PA designation in South Federal Way
- **December 13, 2024 – February 10, 2025:** 60-day Draft EIS comment period
- **Q2 2025:** Anticipated Board action to confirm or modify the PA



ST3  
APPROVED

2016



# PLANNING



DES

## 2017–2019

### Alternatives development

- ✓ Spring 2018: Early scoping
- ✓ Spring 2019: Scoping
- ✓ June 2019: Board identified preferred alternatives and other Draft EIS alternatives



## 2019–2027

### Environmental review

#### Late 2024: Publish Draft EIS

Public comment period

Board confirms or modifies preferred alternatives (2025)

Publish Final EIS (2027)

Board selects project to be built (2027)

Federal Record of Decision (2027)

PUBLIC INVOLVEMENT

# *What is studied in an Environmental Impact Statement?*

## *Transportation*

- Regional transportation
- Transit services
- Arterial and local street systems
- Parking
- Non-motorized facilities
- Navigation
- Freight

## *Natural environment*

- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

## *Built environment*

- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic fields
- Utilities

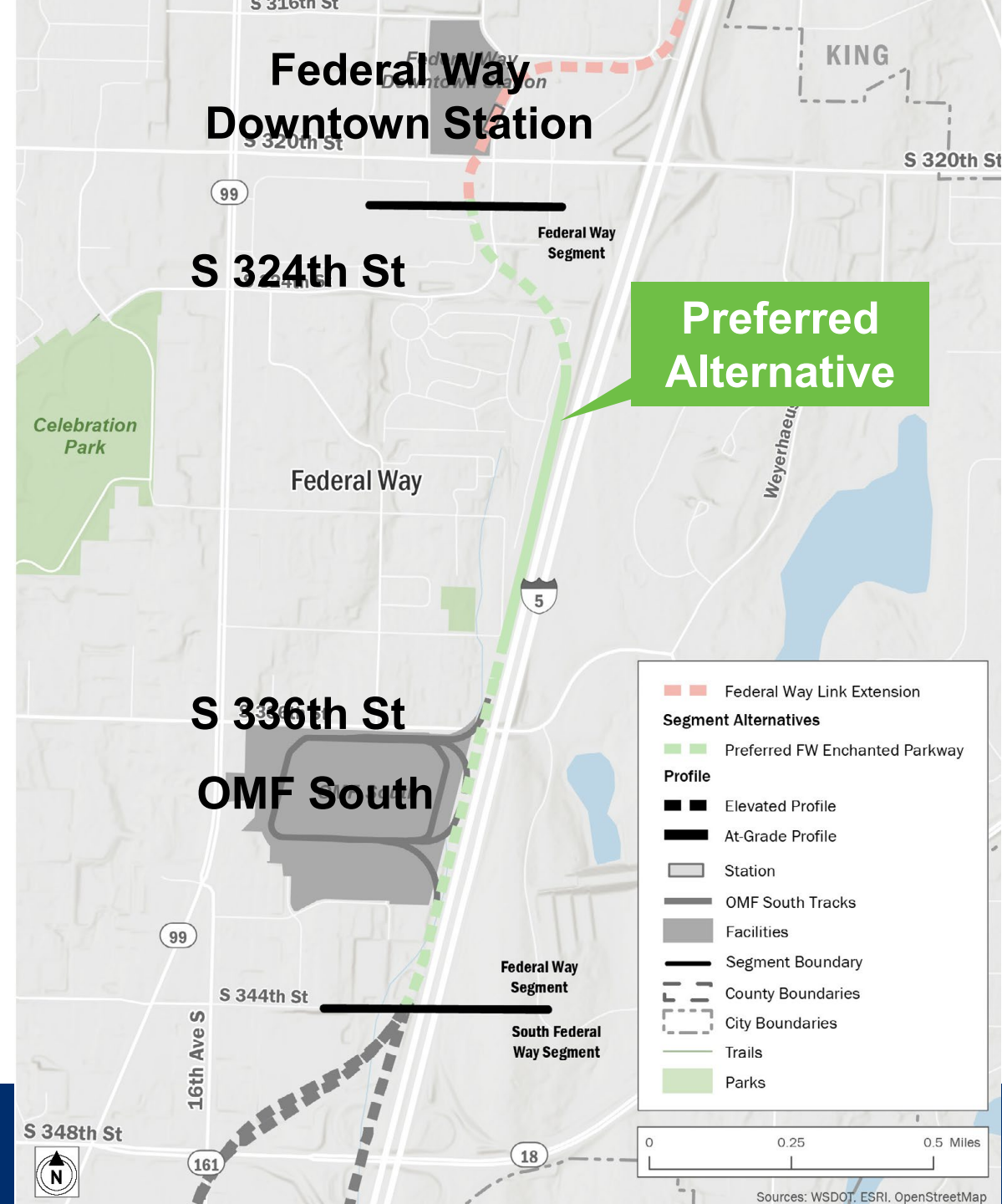


# ***TDLE Draft EIS***

# ***Federal Way Segment***

# Federal Way Segment

- June 2024: South 336th Street Alternative selected as the OMF South project to be built
- OMF South will construct ~1.4 mile Federal Way Segment
- Segment was included in OMF South Record Of Decision (ROD)
- Segment remains in TDLE Draft EIS

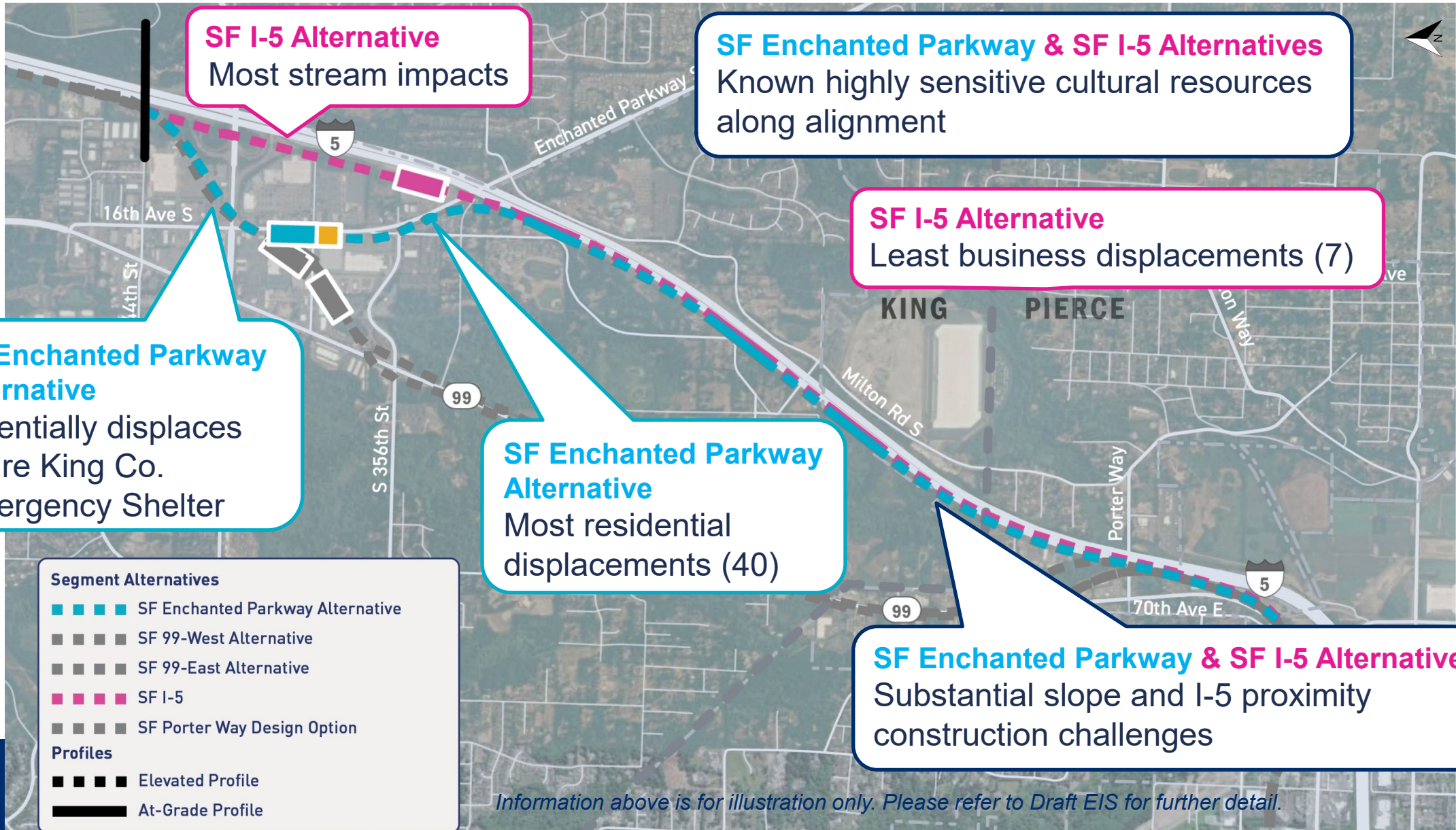


# South Federal Way Segment Overview

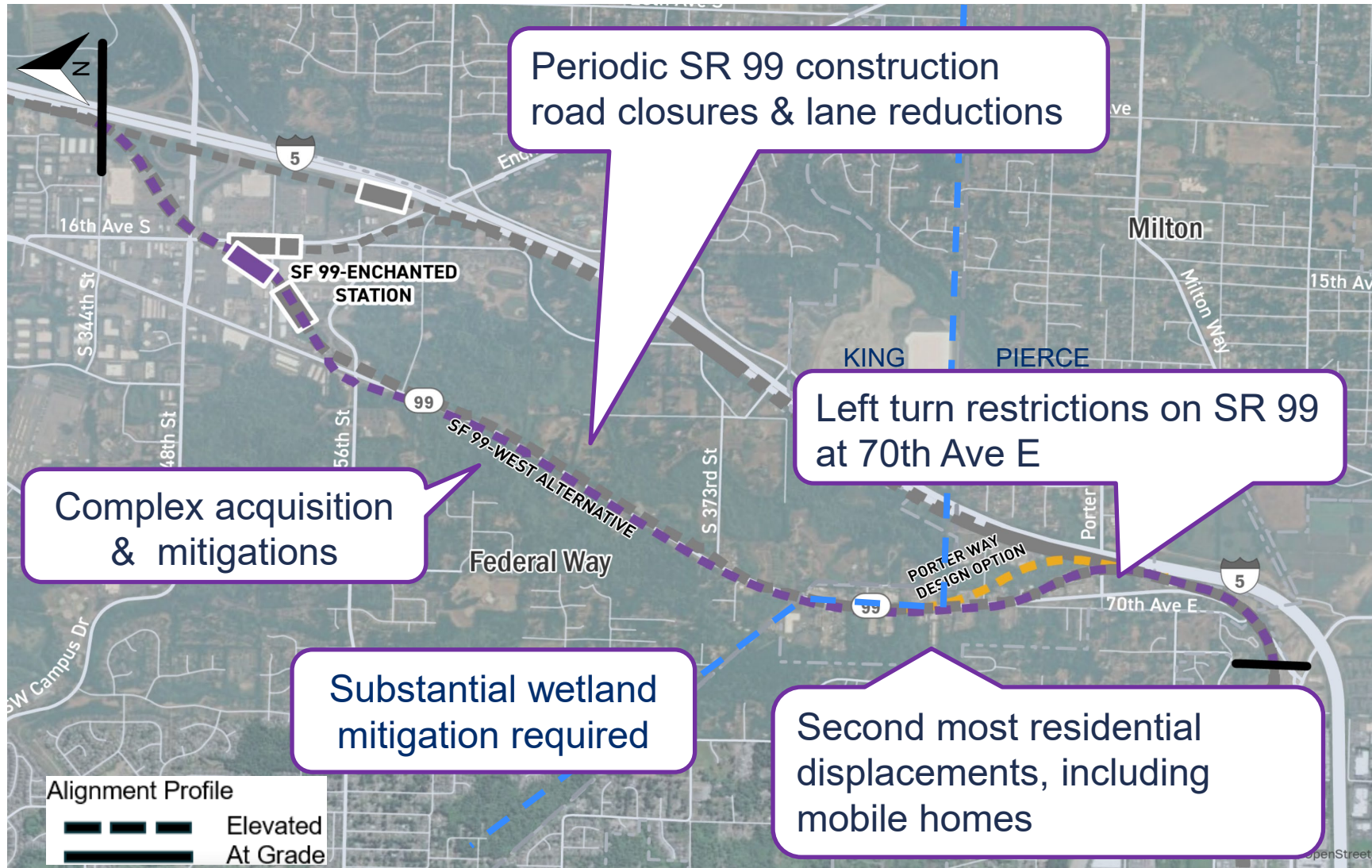


***South Federal Way alternative  
comparison***

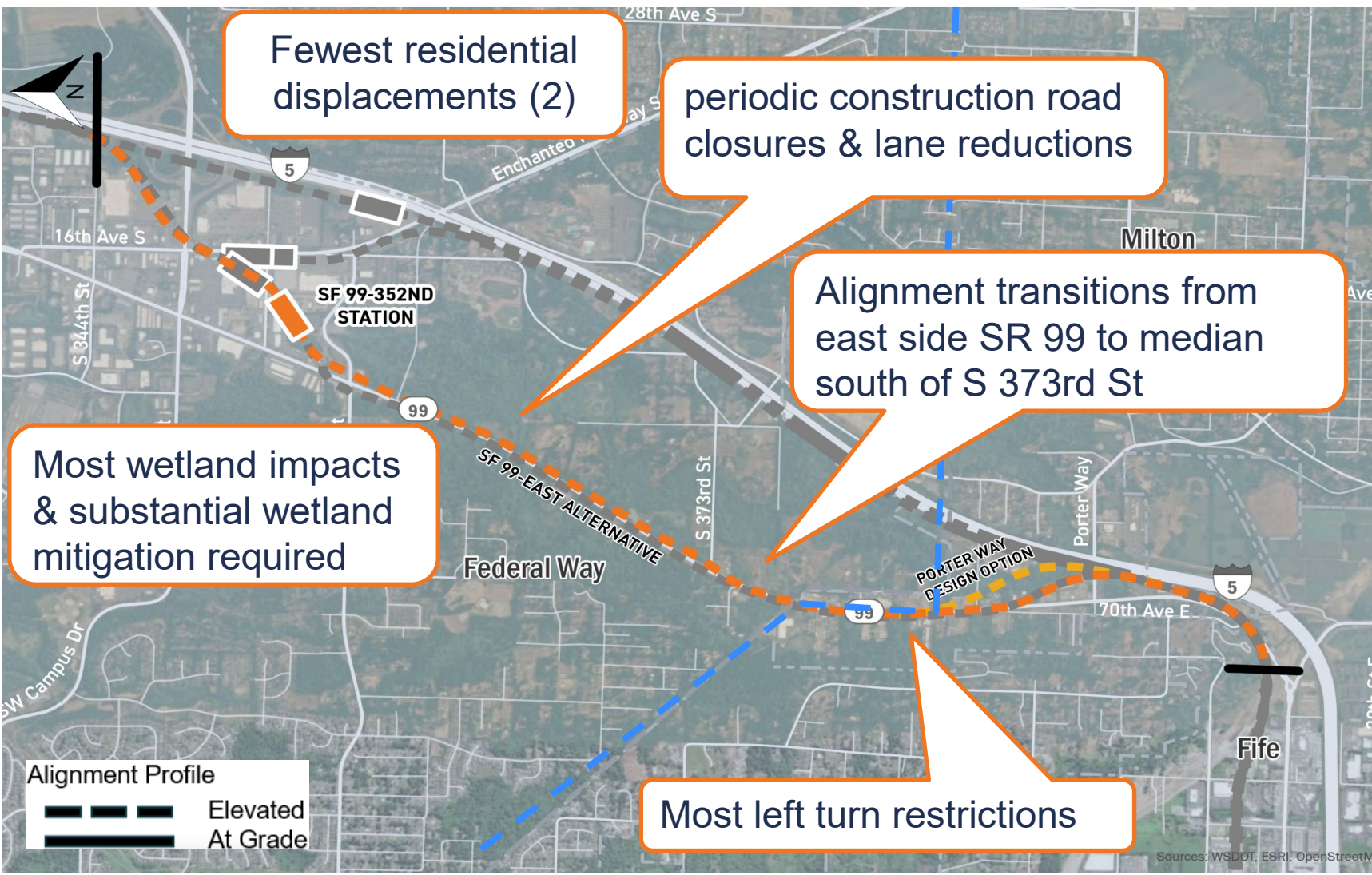
# SF Enchanted Parkway & SF I-5 Alternative



# SF 99-West Alternative / (Porter Way Design Option)



# SF 99-East Alternative / (Porter Way Design Option)

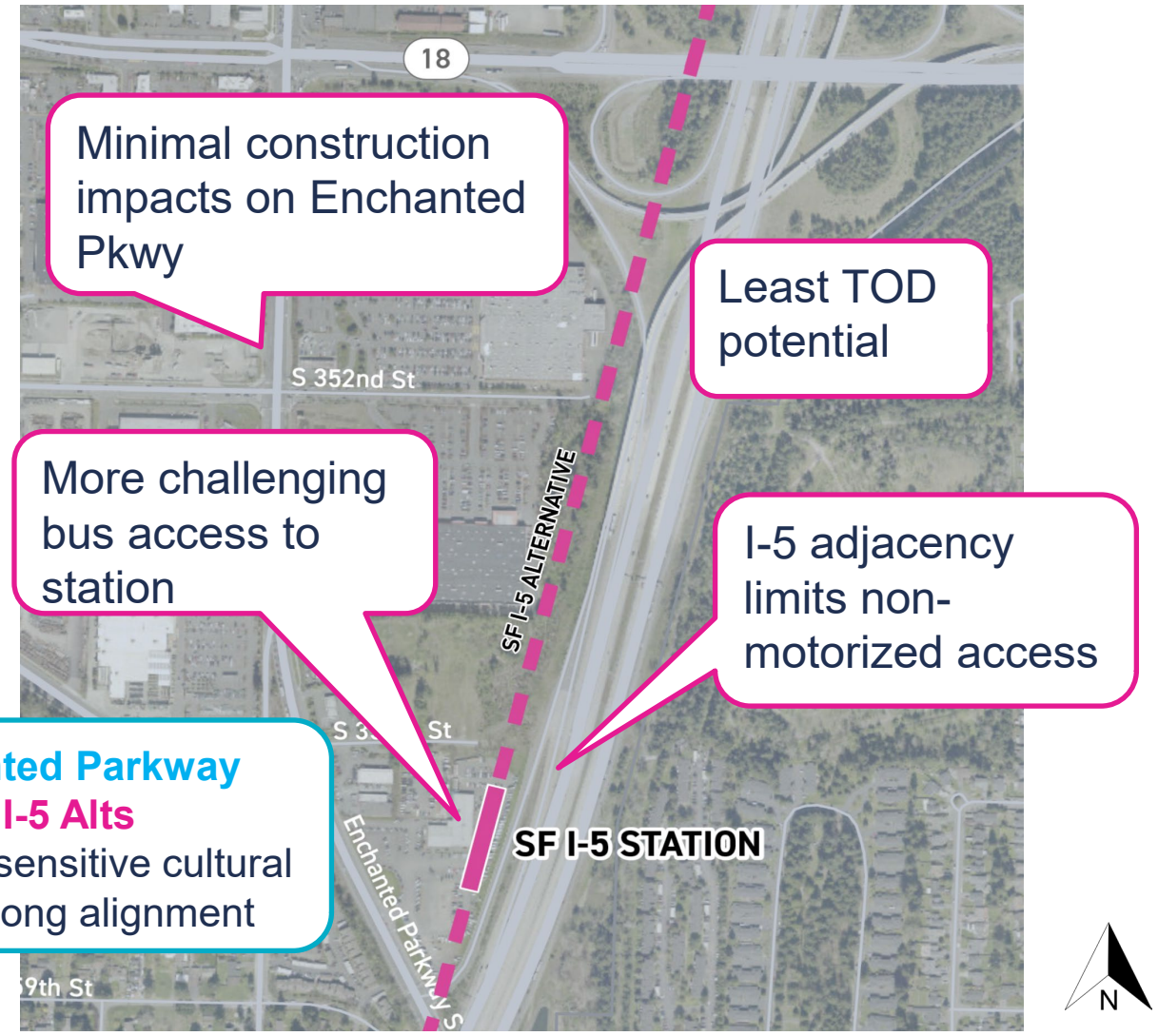
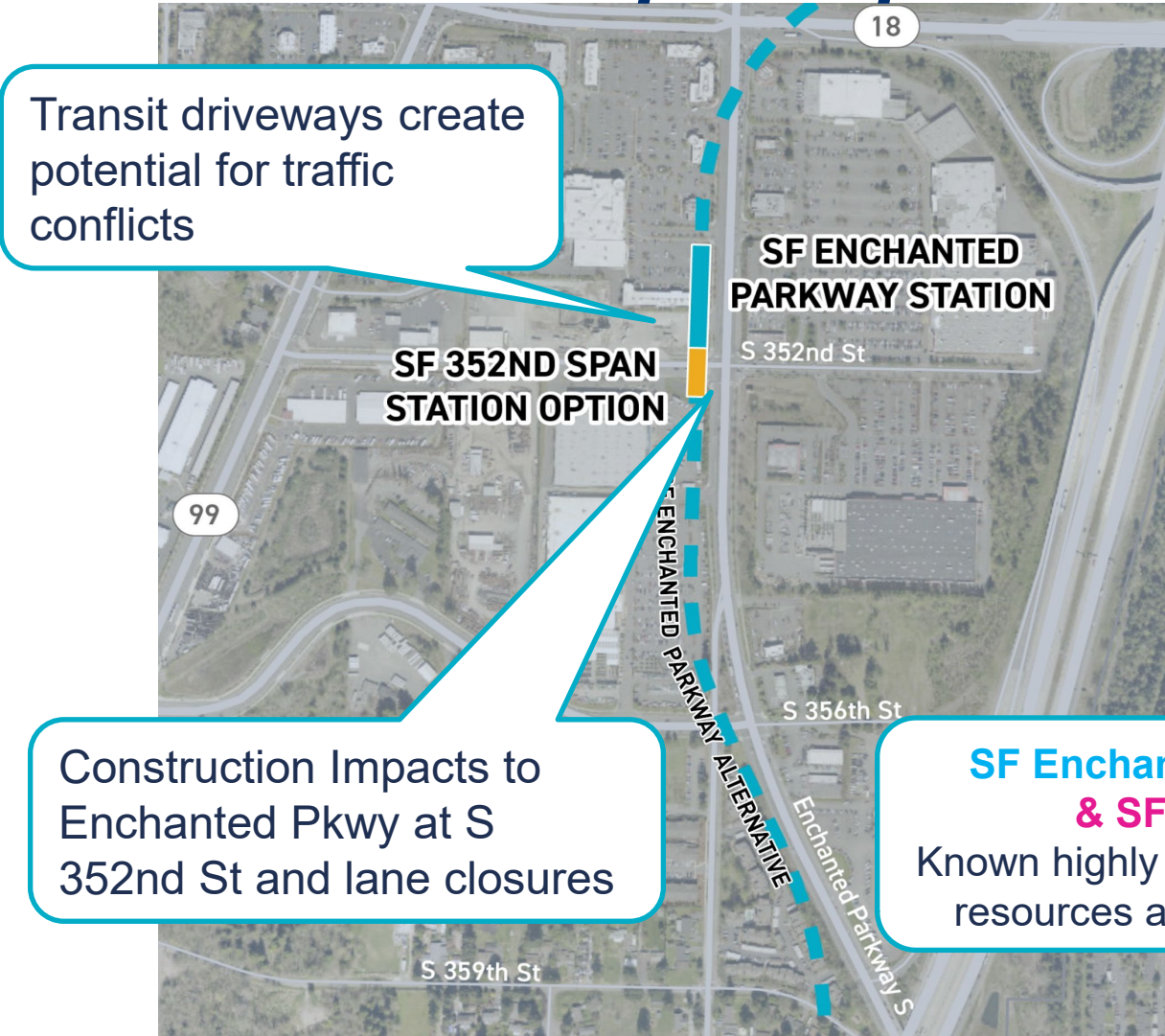




***South Federal Way station  
comparison***

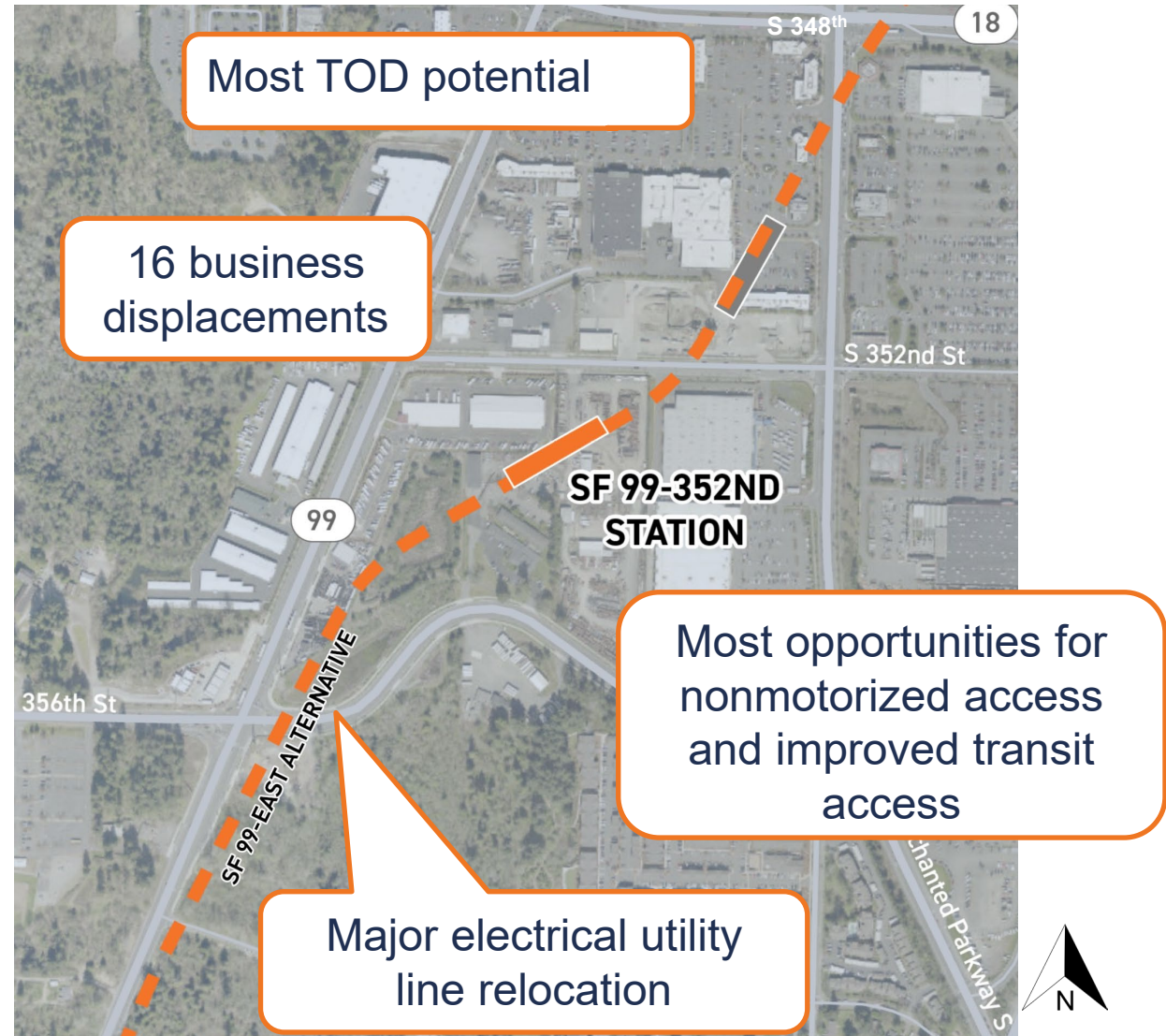
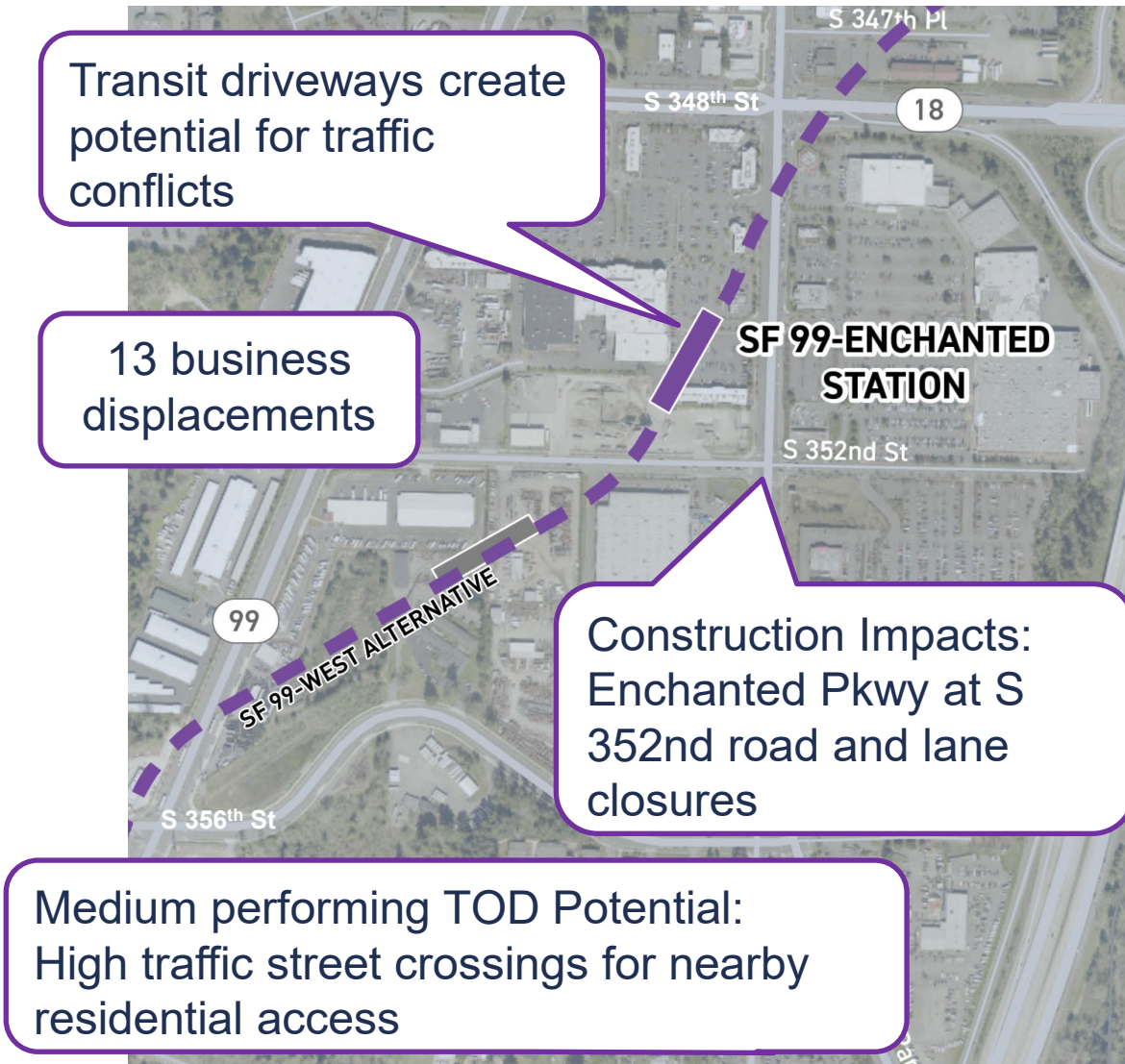
# SF Enchanted Pkwy Station & SF 352nd Span Option

# SF I-5 Station

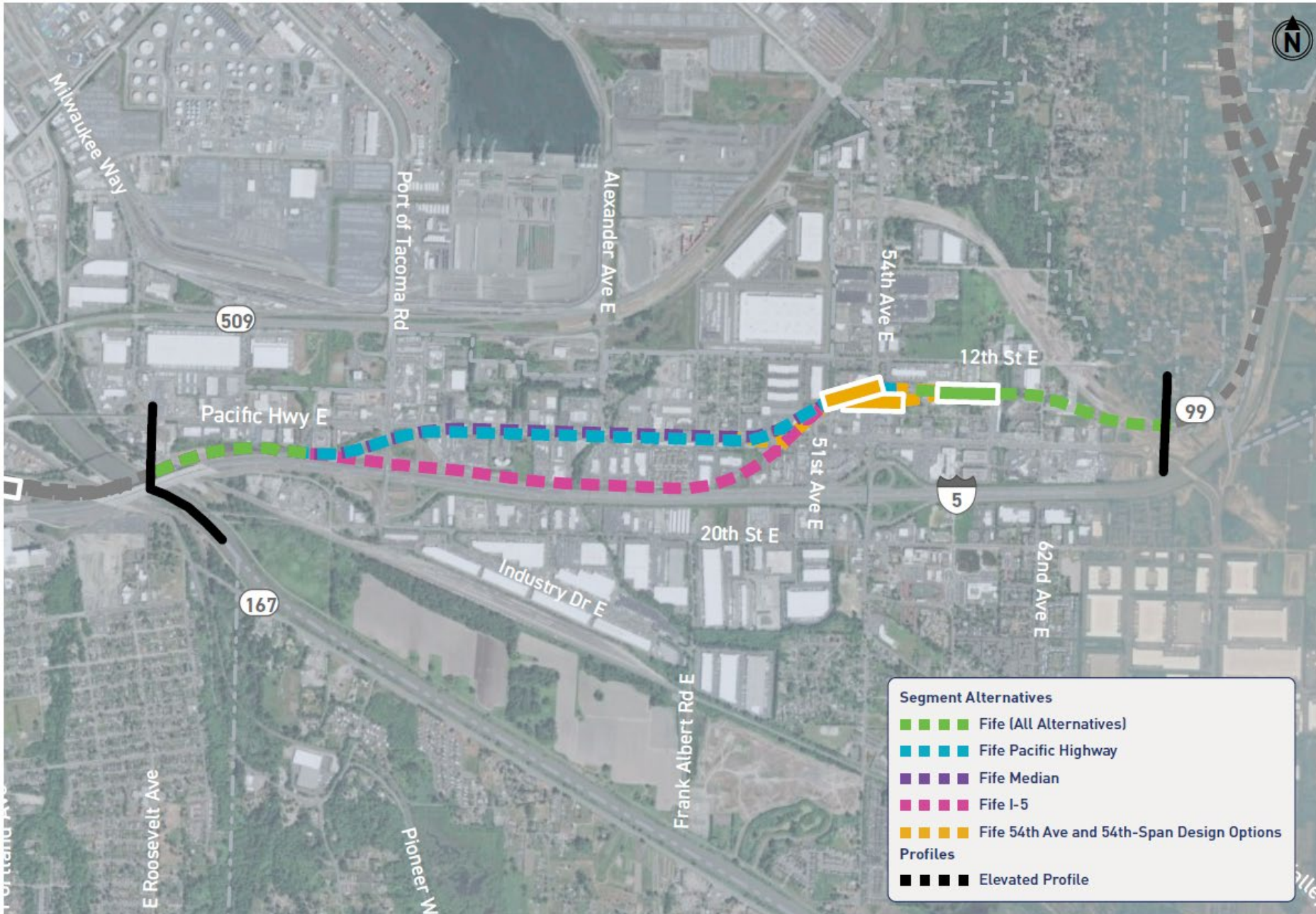


# SF 99-Enchanted Station

# SF 99-352nd Station

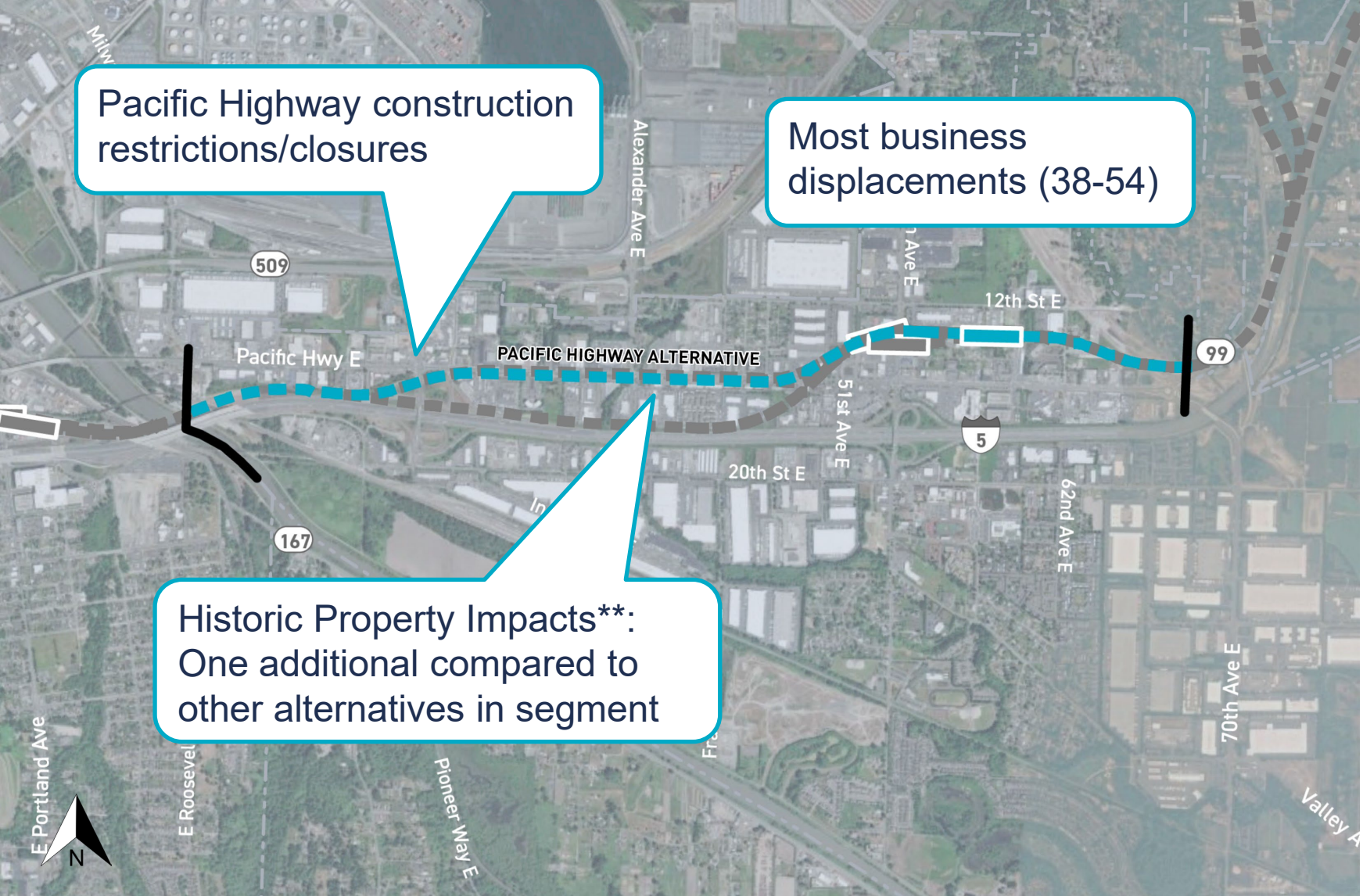


# Fife Segment



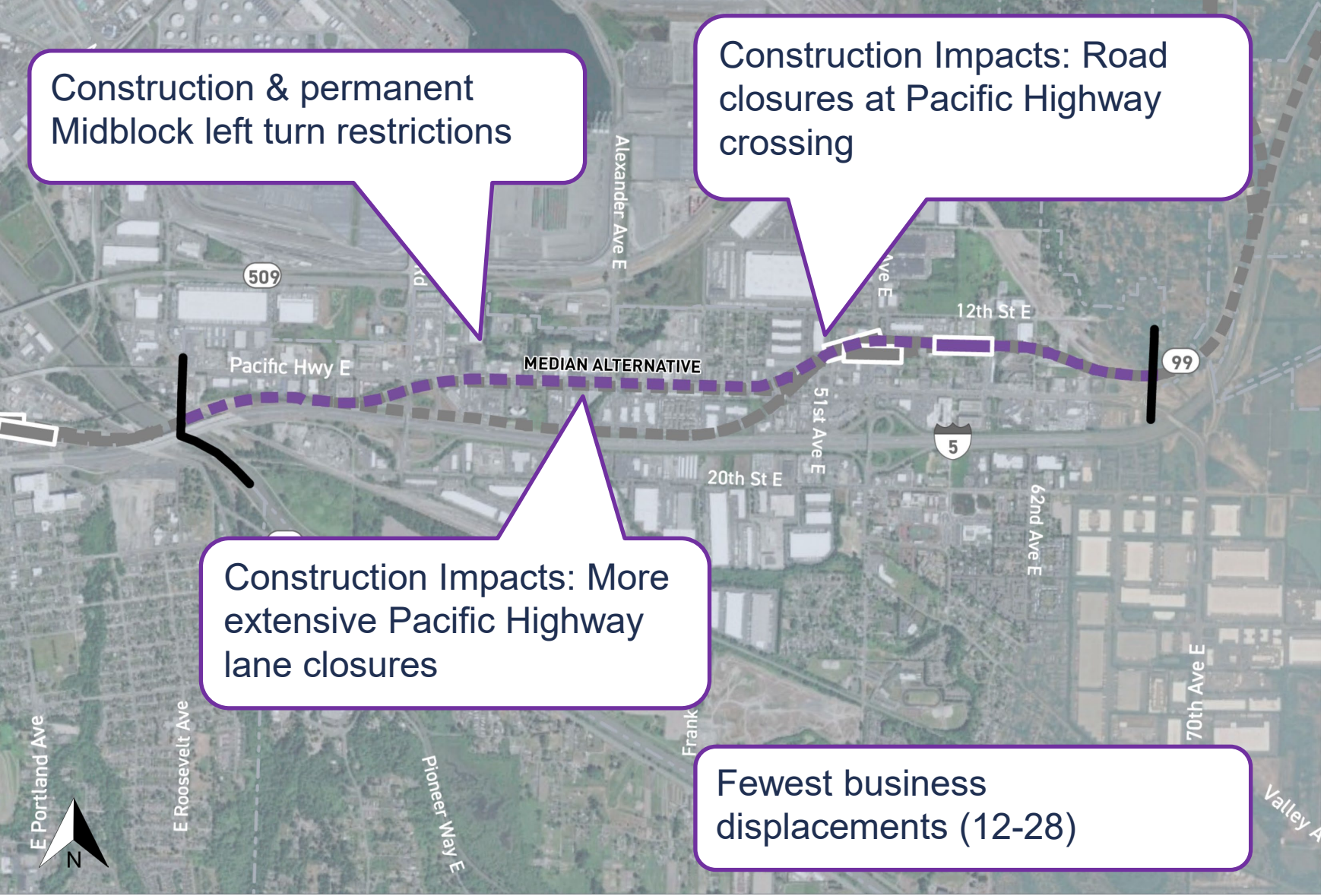
# ***Fife Alternative Comparison***

# Fife Pacific Highway Alternative



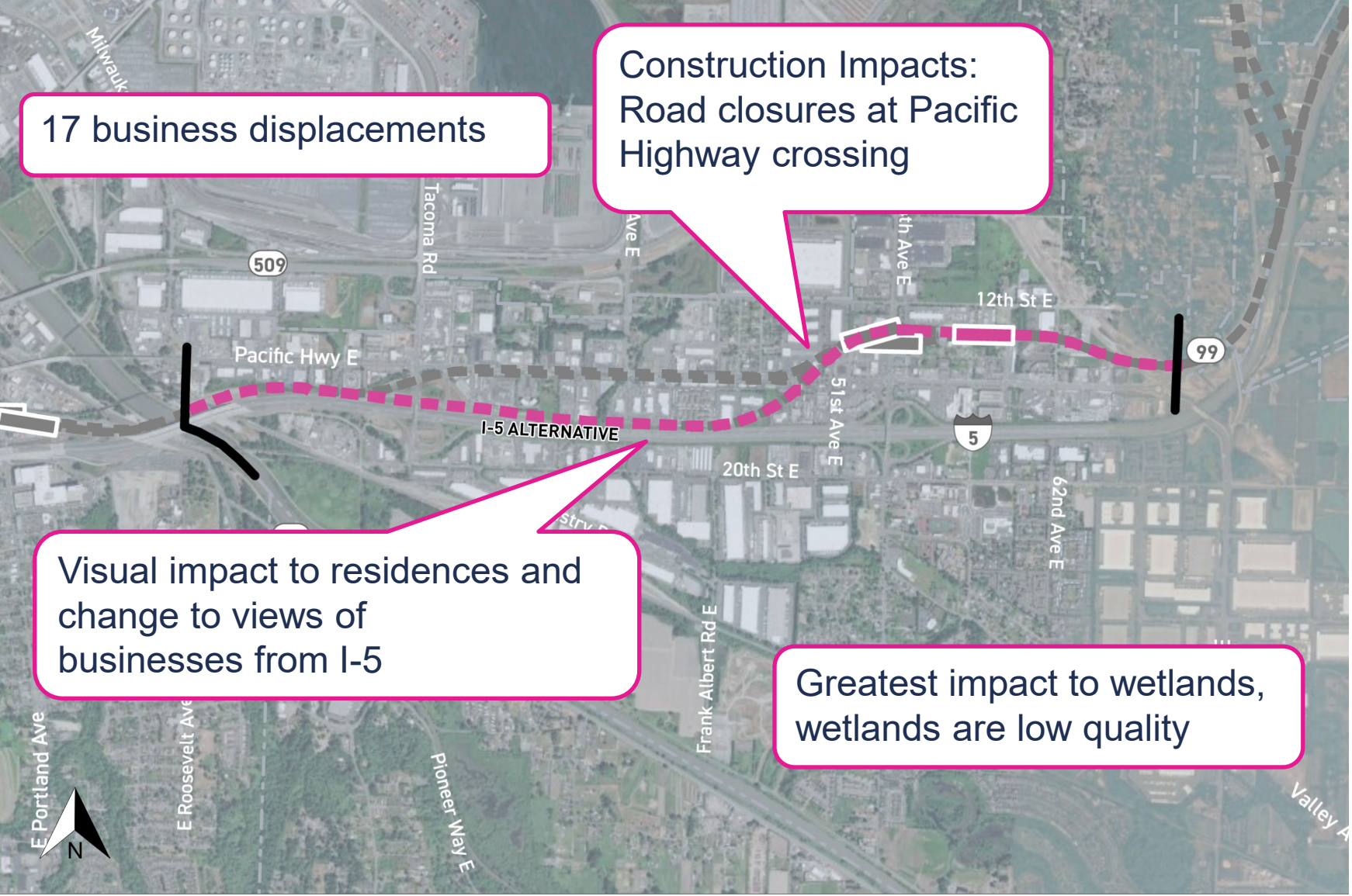
\*\*Historic properties include buildings, sites, or objects that are eligible for or listed on the National Register of Historic Places.

# Fife Median Alternative



23 Information for illustration only. Please refer to Draft EIS for further detail.

# Fife I-5 Alternative



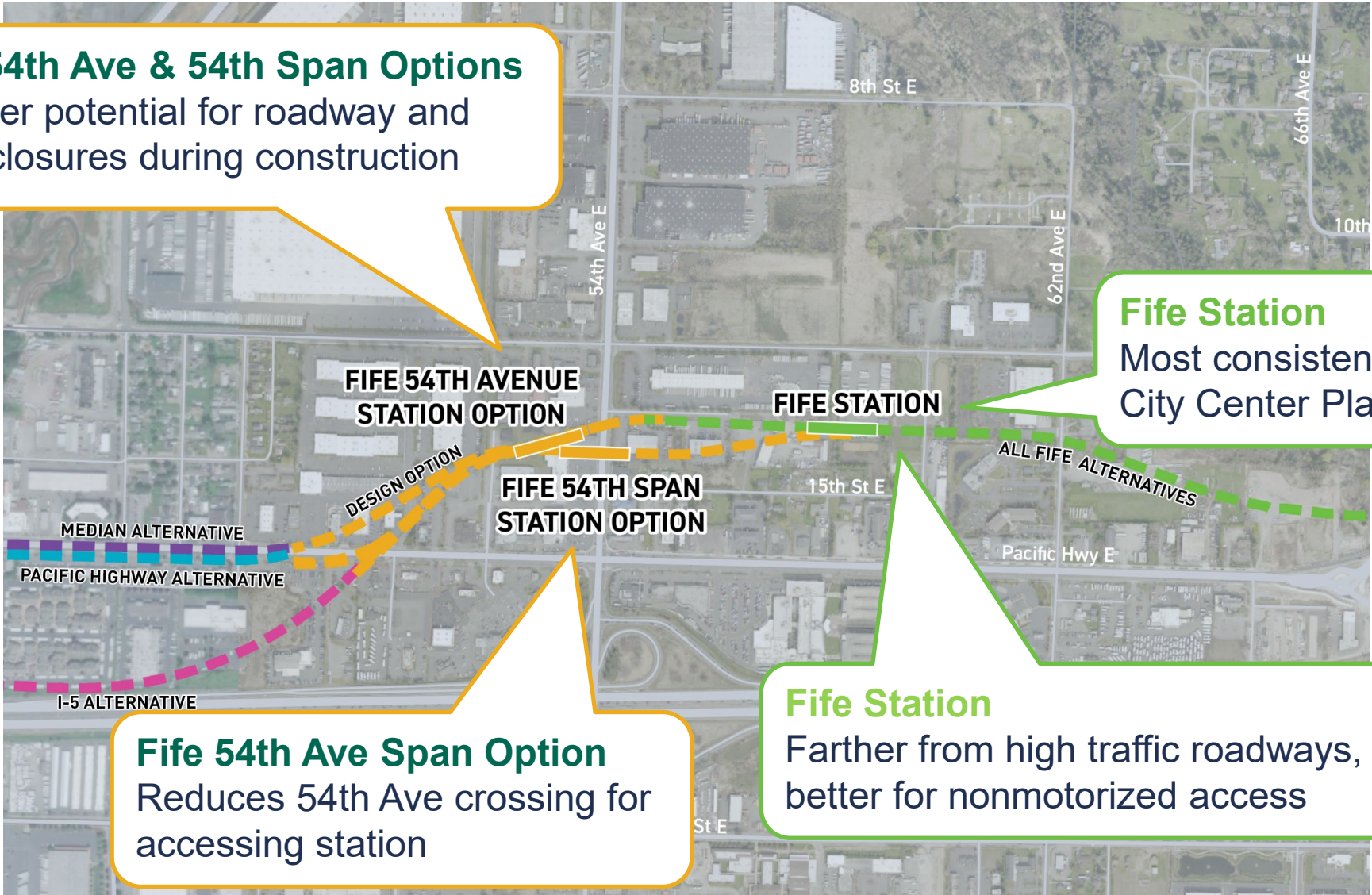


# ***Fife Station Comparison***

# Fife Station & Fife 54th Avenue Station Options

**Fife 54th Ave & 54th Span Options**  
Greater potential for roadway and lane closures during construction

**Fife Station**  
Most consistent with City Center Plan



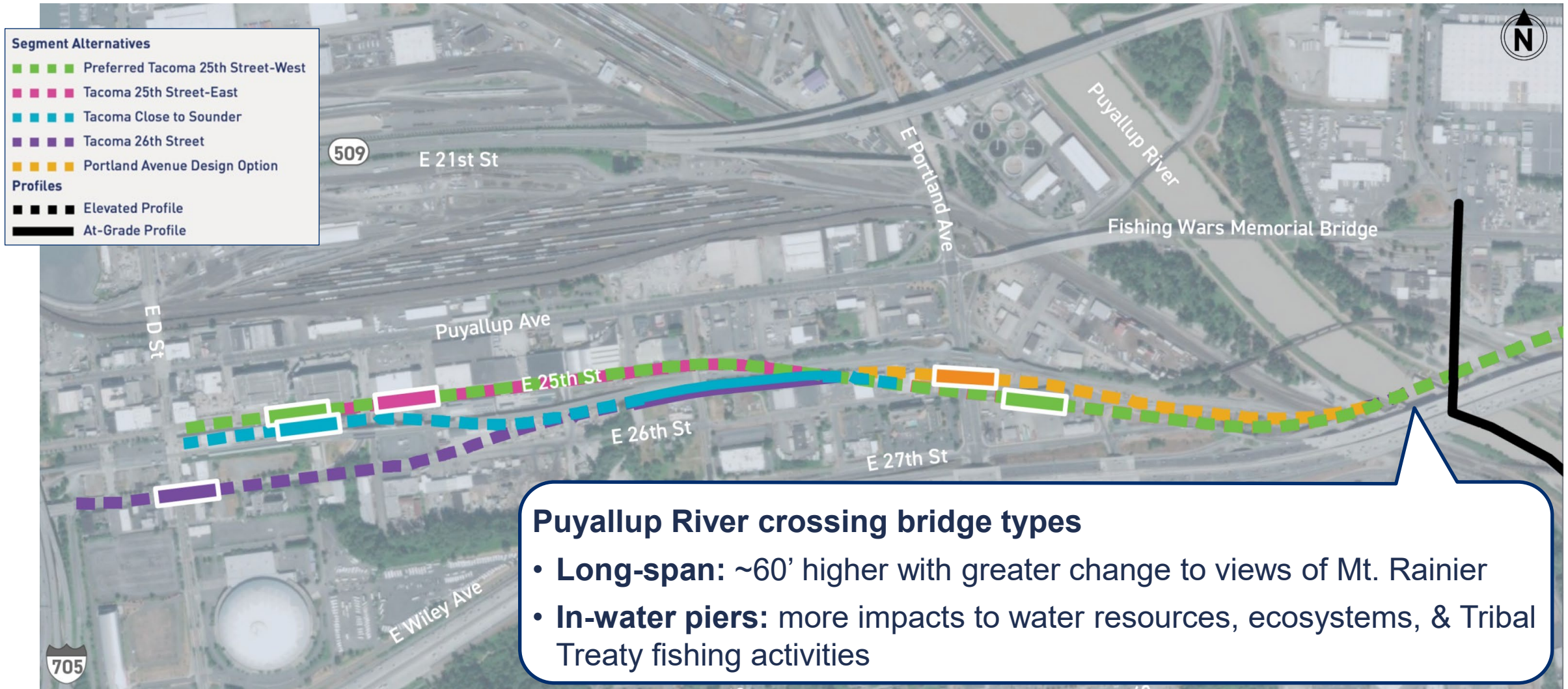
**Fife 54th Ave Span Option**  
Reduces 54th Ave crossing for accessing station

**Fife Station**  
Farther from high traffic roadways, better for nonmotorized access

# Tacoma Segment



# Puyallup River Light Rail Bridge



# ***Puyallup River Light Rail Bridge Trade-offs***

***Clear-span option:*** greater change to views of Mt. Rainier

***In-river pier option:*** greater impact to ecosystems and water resources & Tribal fishing rights



***Existing***



***In-river pier option***



***Clear-span option***

***Tacoma Alternative  
Comparison***

# Tacoma Segment

## Preferred Tacoma 25th Street-West

- Construction access restrictions
- Fewest business displacements (9)
- Temporary full closure of E 25th St & T Line

## Tacoma 25th Street-East

- Station located farther east from other transit services
- Construction access restrictions
- Fewest business displacements (9)
- Temporary full closure of E 25th St & T Line

## Tacoma 26th Street

- Located farthest from existing transit services (least multimodal integration)
- Minimizes construction access & transit impacts
- Temporary closure of L St bridge

## Tacoma Close to Sounder

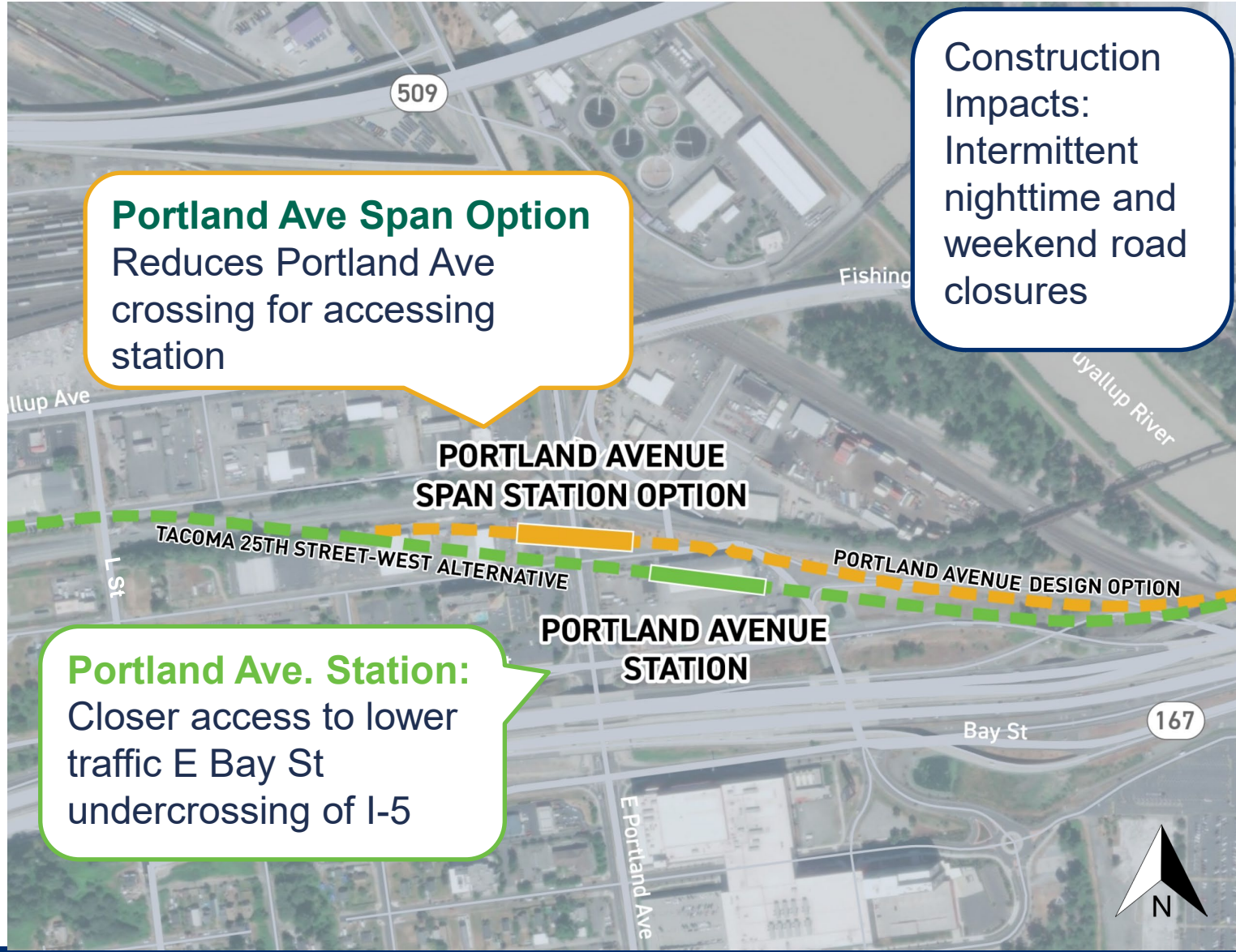
- Best multimodal integration
- Most business displacements (46)
- Rebuild of Amtrak and Sounder stations
- Temporary closure of L St bridge



***Portland Avenue Station  
Comparison***



# Portland Avenue Station Comparison



***Tacoma Dome Station  
Comparison***

# 25th Street-West Station

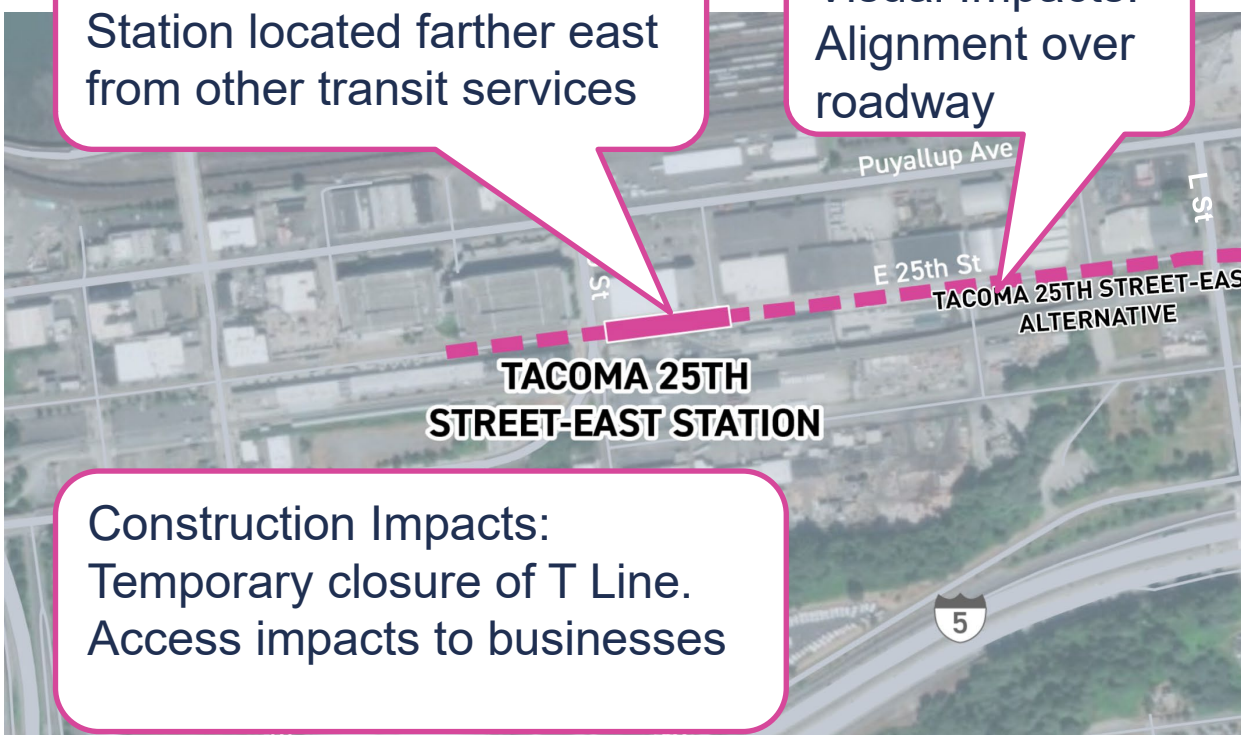
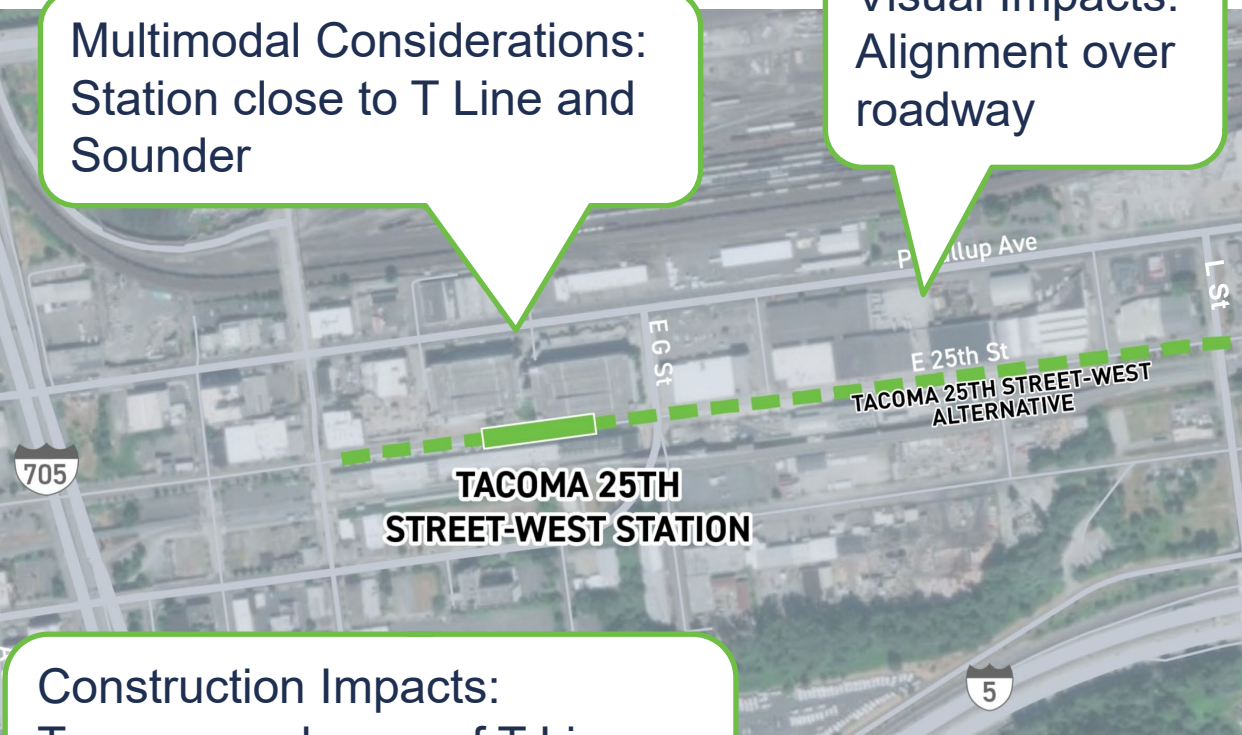
# 25th Street-East Station

Multimodal Considerations:  
Station close to T Line and  
Sounder

Visual Impacts:  
Alignment over  
roadway

Multimodal Considerations:  
Station located farther east  
from other transit services

Visual Impacts:  
Alignment over  
roadway



Construction Impacts:  
Temporary closure of T Line.  
Access impacts to businesses

Construction Impacts:  
Temporary closure of T Line.  
Access impacts to businesses



# Close to Sounder Station

# 26th Street Station

Multimodal Considerations:  
Opportunity for fully integrated transit hub

Business Displacements:  
Has the most displacements (43); 37 of which are west of L St and at Freighthouse Square

Multimodal Considerations:  
Located farthest from transit services

TACOMA CLOSE TO SOUNDER STATION

TACOMA CLOSE TO SOUNDER ALTERNATIVE

TACOMA 26TH STREET STATION

TACOMA 26TH STREET ALTERNATIVE

Construction Impacts:  
Temporary closure of L St bridge.  
Rebuild of Amtrak and Sounder station

Construction Impacts:  
Temporary closure of L St bridge and E 26th St



Stations

Alignment Profile



Elevated  
At Grade

***Questions?***

# Next Steps



## ***Early 2025***

- Sound Transit Board confirms, modifies, or identifies Preferred Alternative



## ***2027***

- Final EIS Publication
- Sound Transit Board selects the project to be built
- Federal Transit Administration issues Record of Decision



## ***Late 2027***

- Begin Final Design

*Thank you.*



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