



Tacoma Dome Link Extension

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Welcome

Draft Environmental Impact Statement now available

On Dec. 13, 2024, Sound Transit and the Federal Transit Administration (FTA) published the [Draft Environmental Impact Statement \(EIS\)](#) for the Tacoma Dome Link Extension (TDLE). Explore the sections below to learn more about the route and station alternatives being studied.

After reviewing, share your thoughts by [submitting a comment online](#) or learn about [other ways to comment](#). We invite you to review and comment by Feb. 10, 2025.

Comment on the Draft EIS by Feb. 10, 2025

After reviewing the information on the Draft EIS, share your feedback with Sound Transit.

- Comment via the [online comment form](#)
- Attend an in-person public meeting and hearing:
 - Greater Tacoma Convention Center | Jan. 23, 5:30-7:30 p.m. 1500 Commerce Street, Tacoma
 - Federal Way Performing Arts and Events Center | Jan. 28, 5:30-7:30 p.m. 31501 Pete Von Reichbauer Way South, Federal Way
 - Fife Community Center | Jan. 30, 5:30-7:30 p.m. 2111 54th Avenue East, Fife
- Attend the online public meeting and hearing via Zoom:
 - Jan. 21, 11:30 a.m. - 1:30 p.m.
[Click to join meeting](#)
- Email or voicemail: tdlinkdeis@soundtransit.org, 206-257-2144
- Mail:
TDLE Draft Environmental Impact Statement Comments
c/o Elma Borbe
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Need more information now?

Review the [project overview](#) or visit our [website](#) for additional background information and resources. Sign up for [email updates](#) for all the latest news as the Tacoma Dome Link Extension develops.

**Have questions or want to
schedule a briefing with a
member of the project team?**

Contact us

Email: tdlink@soundtransit.org

Phone: [206-398-5453](tel:206-398-5453)

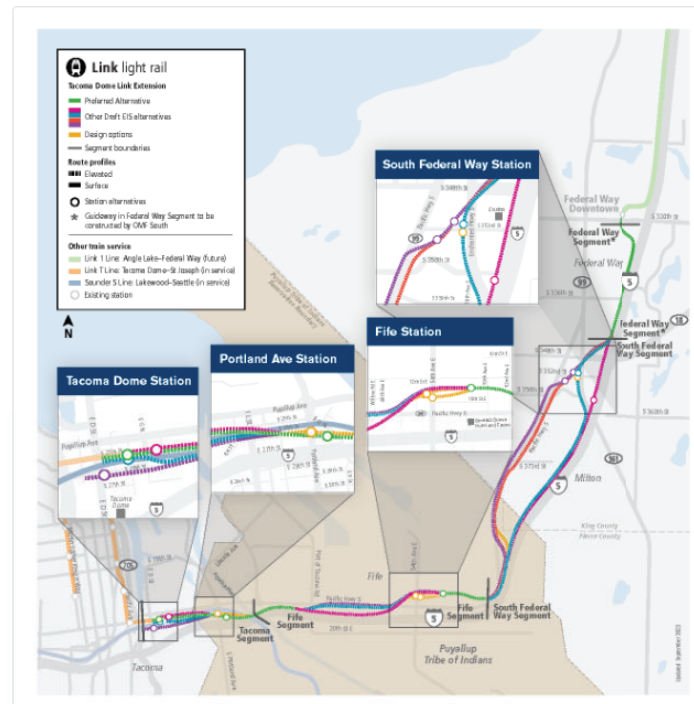
Project overview

The Tacoma Dome Link Extension includes four segments: Federal Way, South Federal Way, Fife, and Tacoma. The project is in the planning phase.

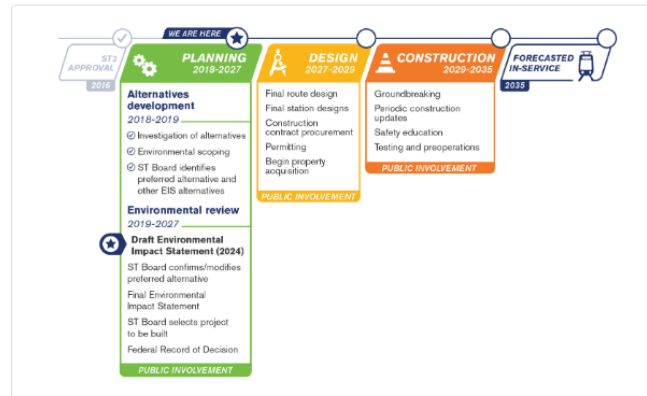
Expanding regional light rail from Federal Way to Tacoma

The TDLE will add nearly 10 miles to our regional light rail system via mostly elevated tracks between Federal Way and Tacoma. It will extend the currently under construction Federal Way Link Extension (FWLE). We anticipate FWLE to open in 2026.

The TDLE corridor goes through Federal Way, Milton, Fife, the Puyallup Tribe of Indians Reservation, Tacoma, and unincorporated Pierce County. This project includes four new light rail stations in the South Federal Way, Fife, Portland Avenue, and Tacoma Dome areas. These stations will also connect to transit services, including the Sounder S Line, the T Line, ST Express, King County Metro, Pierce Transit, and Amtrak.



[Click to enlarge map](#)



Click to enlarge map

- **2016** Approval of ST3 projects ✓
- **2017-2027** Planning
 - **Alternatives development** ✓
 - **ST Board identifies alternatives to study in an EIS, including a preferred alternative in some locations** ✓
 - **Draft Environmental Impact Statement** ✓
 - **ST Board confirms or modifies the preferred alternative**
 - **Final Environmental Impact Statement**
 - **ST Board selects project to be built**
 - **Federal Transit Administration issues Record of Decision**
- **2027-2029** Design
 - **Final route design**
 - **Final station designs**
 - **Procure and commission station and public art**
 - **Obtain land use and construction permits**
 - **Property acquisition/relocation**
- **2029-2035** Construction
 - **Groundbreaking**
 - **Construction updates and mitigation**
 - **Safety education**
 - **Testing and pre-operations**
- **2035** Forecasted In-Service Date*

These dates are subject to change.

* Parking at the South Federal Way and Fife stations is forecasted to open in 2038.

The project is in environmental review, and we published the Draft EIS on Dec. 13, 2024. We invite Tribal Nations, agencies, and the public to provide formal comments. After considering the Draft EIS findings, comments received, and other information, the Sound Transit Board will confirm or modify the preferred alternative. Sound Transit will then prepare a Final EIS that analyzes the preferred alternative along with the other alternatives evaluated in the Draft EIS.

Draft EIS now available

The Draft EIS includes analysis of the alternatives studied during environmental review. Learn how each alternative could affect historic and cultural resources, homes and businesses, ecosystem resources, and more.

The Draft EIS is available for public review in various formats and locations.

- **Access the Draft EIS online:** soundtransit.org/tdlink-documents
 - [Read the Draft EIS Executive Summary](#). You can also [review the full document](#) and supporting appendices for more detail.
 - [Explore the Draft EIS Alternatives Guide](#).
 - [See the Station Area Planning Report](#).
- **Paper copies are available for review at these locations:**
 - King County Library System:
 - Federal Way 320th Library, 848 S 320th Street, Federal Way
 - Federal Way Library, 34200 1st Way S, Federal Way
 - Pierce County Library System:
 - Fife Pierce County Library, 6622 20th Street E, Fife
 - Milton/Edgewood Library, 900 Meridian E, Suite 29, Milton
 - Tacoma Public Library, Mottet Branch, 3523 East G Street, Tacoma
 - Government and Community Centers:
 - Federal Way City Hall, 33325 8th Avenue S, Federal Way
 - Federal Way Community Center, 876 S 333rd Street, Federal Way
 - Milton City Hall / Milton Activity Center, 1000 Laurel Street, Milton
 - Fife City Hall, 5411 23rd Street E, Fife
 - Puyallup Tribe of Indians Tribal Headquarters, 3009 Portland Avenue E, Tacoma
 - Tacoma City Hall, 747 Market Street, Tacoma
 - Eastside Community Center (East Tacoma), 1721 E 56th Street, Tacoma
 - Sound Transit Office, Union Station 401 S Jackson St, Seattle. Please call the Sound Transit librarian at [\(206\) 398-5344](tel:2063985344) from 8 a.m. to 5 p.m. to arrange an appointment to review the documents.
- **Request a copy:** To request paper copies or a flash drive of the documents, please contact Dominique Jones at [206-689-4783](tel:2066894783) or email dominique.jones@soundtransit.org.

What's an EIS?

An Environmental Impact Statement helps Tribal Nations, agencies, and the public understand a project's potential impacts on the natural and built environments. It also identifies ways to mitigate any unavoidable impacts. Through this process, we analyze how each alternative and design option impacts the environment and identify potential mitigation measures. The EIS helps decision-makers, the public, and our project partners consider the possible environmental impacts of each potential site during construction and operation.

What do we study in a Draft EIS?

- Acquisitions, displacements, and relocations
- Air quality
- Economics, including impacts to businesses
- Ecosystems
- Electromagnetic fields
- Energy
- Environmental justice
- Geology and soils
- Hazardous materials
- Historic and archaeological resources
- Land use
- Noise and vibration
- Parks and recreational resources
- Public services, safety, and security
- Social impacts, community facilities, and neighborhoods
- Transportation (traffic, freight, navigation, transit, non-motorized)
- Utilities
- Visual and aesthetics
- Water resources



To learn more about the different types of fieldwork activities we may conduct in your neighborhood, [check out our fact sheet](#) [↗](#).

Fact Sheet and Executive Summary

Provides a project introduction, a shortened version of the Draft EIS findings, and next steps for the project.

Chapter 1: Purpose and Need for Tacoma Dome Link Extension

States what problems the project will address and why the investment in this transit project is needed. This section also includes the project timeline.

Chapter 2: Alternatives Considered

Describes the alternatives evaluated in the Draft EIS, including alignment and station locations. This section includes how the alternatives were developed, how they will be constructed, how long construction will take, information about the stations, and estimated opinion of probable cost. Additional information about other alternatives considered in earlier phases of the project can be found in Appendix I.

Chapter 3: Transportation Environment and Consequences

Presents analysis of the existing transportation system in the project area and discusses potential impacts of the alternatives to regional facilities, transit operations, traffic, freight mobility, nonmotorized access, safety, parking, and navigation. This section discusses ridership and travel times for each alternative and pedestrian and bicyclist access at each station area.

Chapter 4: Affected Environment and Environmental Consequences

Discusses the affected environment and environmental consequences of the project related to the following resources: acquisitions/displacements/relocations, land use, economics, social resources/community facilities/neighborhoods, visual/aesthetics, air quality/greenhouse gas emissions, noise/vibration, water resources, ecosystems, energy impacts, geology/soils, hazardous materials, electromagnetic fields, public services/safety/security, utilities, historic and archaeological resources, parks and recreational resources, and Section 4(f) resources.

Chapter 5: Cumulative Impacts

Describes the project's effects combined with past, present and future effects of other projects. The cumulative impact assessment identifies potential consequences that might not be apparent when the project is considered in isolation.

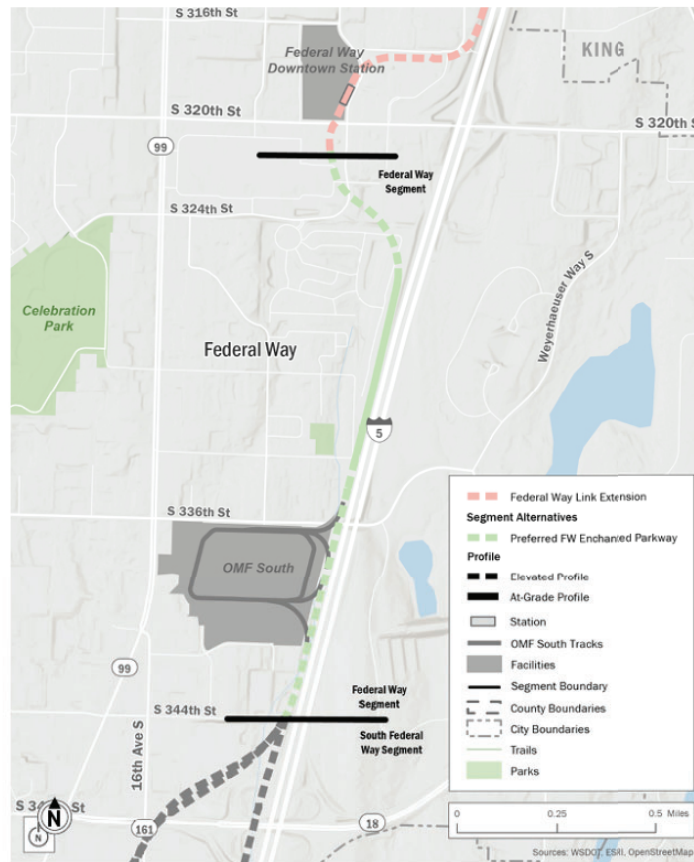
Appendices

- Appendix A: Draft EIS Support Information
 - [A1 List of Preparers](#)
 - [A2 Distribution List](#)
 - [A3 Acronyms and Glossary](#)
 - [A4 References](#)
 - [Appendix B: Public Involvement and Tribal and Agency Coordination](#)
 - [Appendix C: Environmental Justice](#)
 - [Appendix D: Draft Individual Section 4\(f\) Evaluation](#)
 - Appendix E: Not in use
 - Appendix F: Conceptual Design Drawings
 - [F1 South Federal Way Segment: SF Enchanted Parkway and SF I-5 Alternatives](#)
 - [F2 Fife Segment](#)
 - [F3 Tacoma Segment with Portland Avenue Station](#)
 - [F4 Tacoma Segment with Portland Avenue Span Station Option](#)
 - [F5 SF 99-West and SF 99-East Alternatives and Fife Station Options](#)
 - [Appendix G: Present and Reasonably Foreseeable Actions](#)
 - [Appendix H: Supporting Information for Other Technical Analysis](#)
 - [H1 Potentially Affected Parcels](#)
 - [H2 Land Use](#)
 - [H3 Economics Supporting Information](#)
 - [H4 Air Quality Supporting Information](#)
 - [H5 Water Resources Supporting Information](#)
 - [H6 Geology and Soils Background Information](#)
 - H7 Hazardous Materials Supporting Information
 - [09b - Appendix H7 Attachment A Phase I ESA 3244 3245 3246 3247](#)
 - [09c - Appendix H7 Attachment B Phase I ESA 3947 3933](#)
 - [09d - Appendix H7 Attachment C Phase I ESA 4030](#)
 - [09e - Appendix H7 Attachment D Phase I ESA 4047](#)
 - [09f - Appendix H7 Attachment E Phase I ESA 4435 4443](#)
 - [09g - Appendix H7 Attachment F Phase I ESA 4437](#)
 - [09h - Appendix H7 Attachment G Phase I ESA 4461 4476 4506 1 / 2429 59](#)
 - H8 Utilities Supporting Materials
 - [Appendix I: Alternatives Development Supporting Documents](#)
 - [I1 Early Scoping Summary Report](#)
 - [I2 Scoping Summary Report](#)
 - [I3 Pre-Screening and Level 1 Alternatives Evaluation Report](#)
 - [I4 Level 2 Alternatives Evaluation Report](#)
 - [I5 Screening for Fife Station Options](#)
 - [I6 Screening for Additional Alternatives in South Federal Way to Milton](#)
 - Appendix J: Technical Reports
 - [J1 Transportation Technical Report](#)
 - [J2 Visual and Aesthetics Resources Background and Simulation Analysis](#)
 - [J3 Noise and Vibration Technical Report](#)
 - J4 Ecosystems Resources Technical Report
 - [14a - Appendix J4 - Ecosystem Resources Technical Report](#)
 - [14b - Appendix J4 Ecosystem Resources Technical Report](#)
 - [14c - Appendix J4 - Ecosystem Resources Technical Report](#)
 - [14d - Appendix J4 - Ecosystem Resources Technical Report](#)
 - [14e - Appendix J4 - Ecosystem Resources Technical Report](#)
 - [14f - Appendix J4 Ecosystem Resources Technical Report Attachments](#)
 - [14g - Appendix J4 Ecosystem Resources Technical Report Attachments](#)
 - [14h - Appendix J4 Ecosystem Resources Technical Report Attachments](#)
 - [14i - Appendix J4 Ecosystem Resources Technical Report Attachments](#)
 - [14j - Appendix J4 Ecosystem Resources Technical Report Attachments](#)
 - J5 Historic and Archaeological Resources Technical Report
 - [15a - Appendix J5 - Historic and Archaeological Resources Technical Report \(Redacted\)](#)
 - [15b - Appendix J5 - Historic and Archaeological Resources Technical Report \(Redacted\)](#)
 - [15c - Attachment J5.1, J5.2, J5.3, J5.4](#)
 - [15d - Attachment J5.5](#)
 - [15e - Attachment J5.5](#)
 - [15f - Appendix J5 Attachments J5.6 to J5.11](#)
 - [15g - Appendix J5 Attachment J5.12 and J5.13](#)
-

Federal Way

The Federal Way (FW) Segment extends from the Federal Way Downtown Station to approximately South 344th Street.

On June 27, 2024, the Sound Transit Board selected the South 336th Street site (preferred alternative) as the project to be built for the [Operations and Maintenance Facility \(OMF\) South](#) along with the 1.4-mile segment of light rail tracks connecting it to the Federal Way Downtown Station. Based on the Sound Transit Board action, we will build the FW Segment of tracks with the OMF South project. Due to the timing of the Board action on OMF South, impacts for constructing the FW Segment are included in the TDLE Draft EIS. The TDLE Draft EIS also analyzes the operational impacts of this section of track as it will support daily light rail function once TDLE is in service.

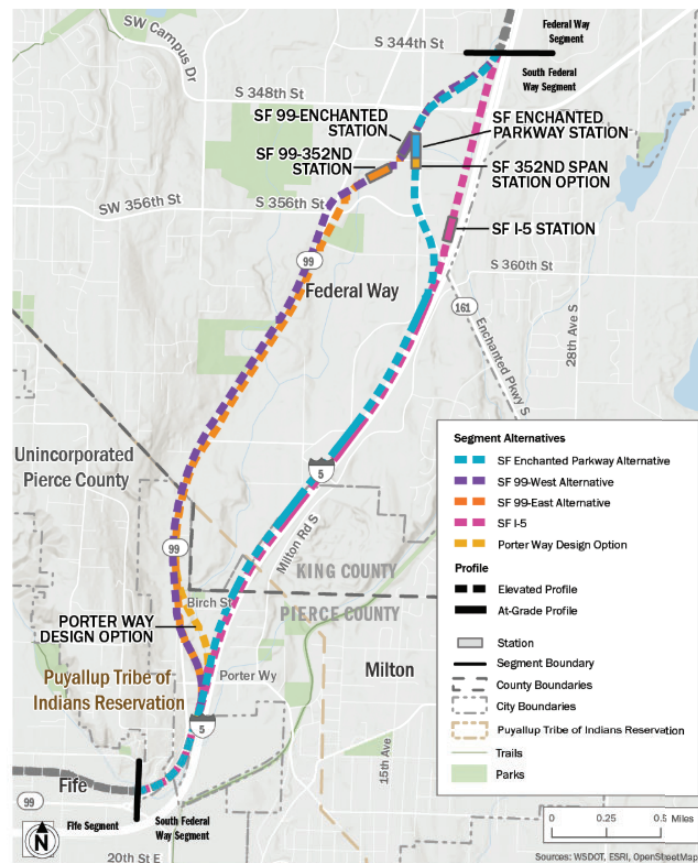


[Click to enlarge](#)

South Federal Way

Learn about the [alternatives](#) and [stations](#) studied in the South Federal Way segment.

The South Federal Way (SF) Segment extends from South 344th Street through Federal Way, the Puyallup Tribe of Indians Reservation, Milton, and unincorporated Pierce County to the City of Fife boundary near Wapato Way East.



[Click to enlarge map](#)

South Federal Way alternatives

In the South Federal Way Segment, we studied four alternatives:

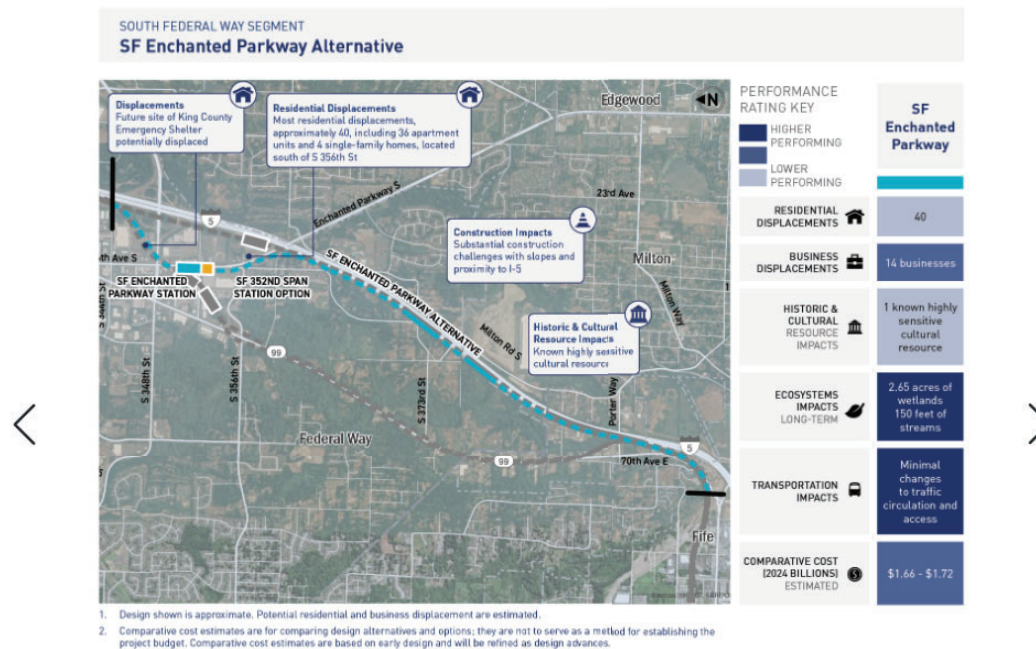
- SF Enchanted Parkway Alternative
- SF I-5 Alternative
- SF 99-West Alternative
- SF 99-East Alternative

We also studied one design option, the Porter Way Design Option, which could be paired with either the SF 99-West or SF 99-East alternatives. This design option would begin curving back to I-5 north of Birch Street and reach the west side of I-5 north of Porter Way.

Compare the South Federal Way alternatives

Click the arrows to review details about each of the South Federal Way alternatives.

SF Enchanted Parkway



The SF Enchanted Parkway Alternative is mainly on the west side of I-5. This alternative could be paired with either the SF Enchanted Parkway Station or the SF 352nd Span Station Option. Key potential impacts include:

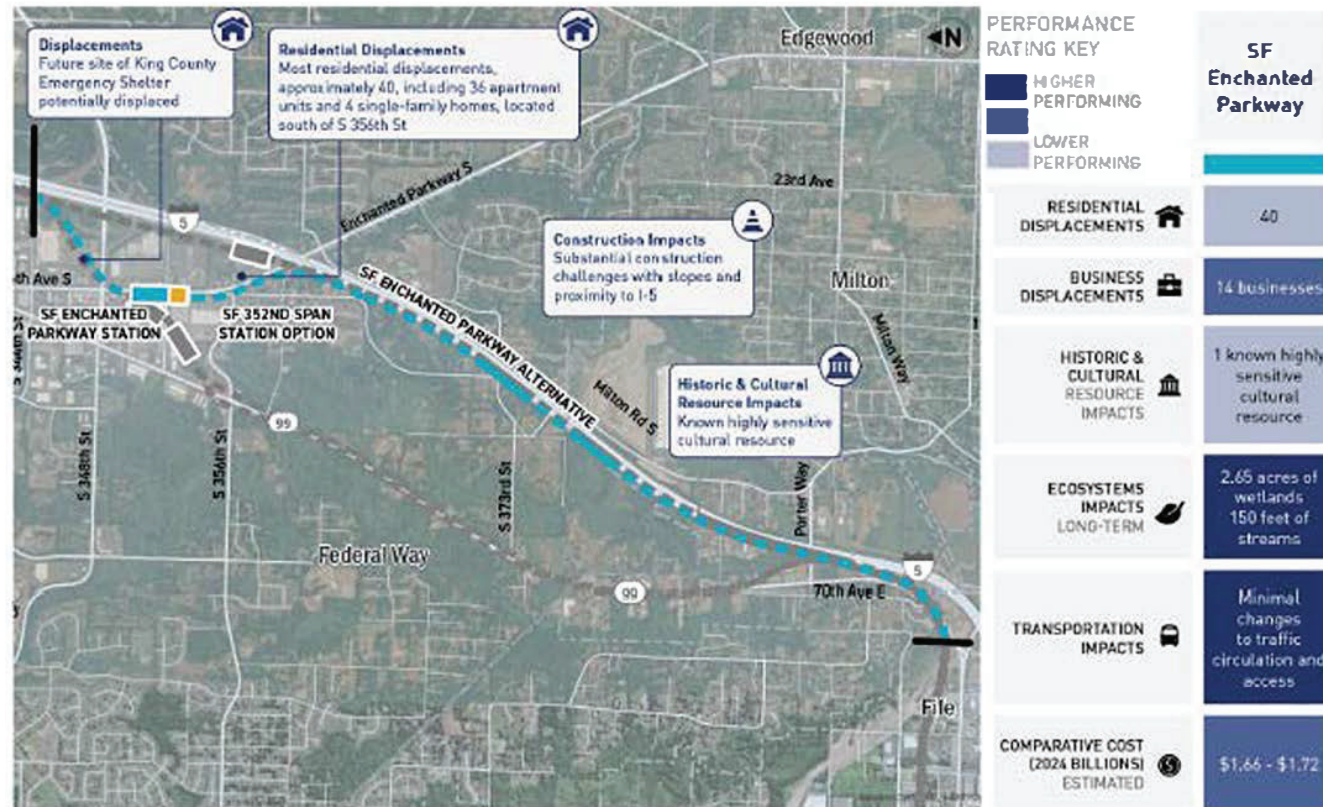
- Unavoidable impacts to one known highly sensitive cultural resource.*
- More residential displacements than all other alternatives, which may include the future King County emergency housing shelter.
- Fewer permanent wetlands impacts than all other alternatives.

* During the development of alternatives, we identified cultural resource concerns with the proposed SF Enchanted Parkway and SF I-5 alternatives and no form of mitigation would be sufficient to resolve impacts.

SF Enchanted Parkway

SOUTH FEDERAL WAY SEGMENT

SF Enchanted Parkway Alternative



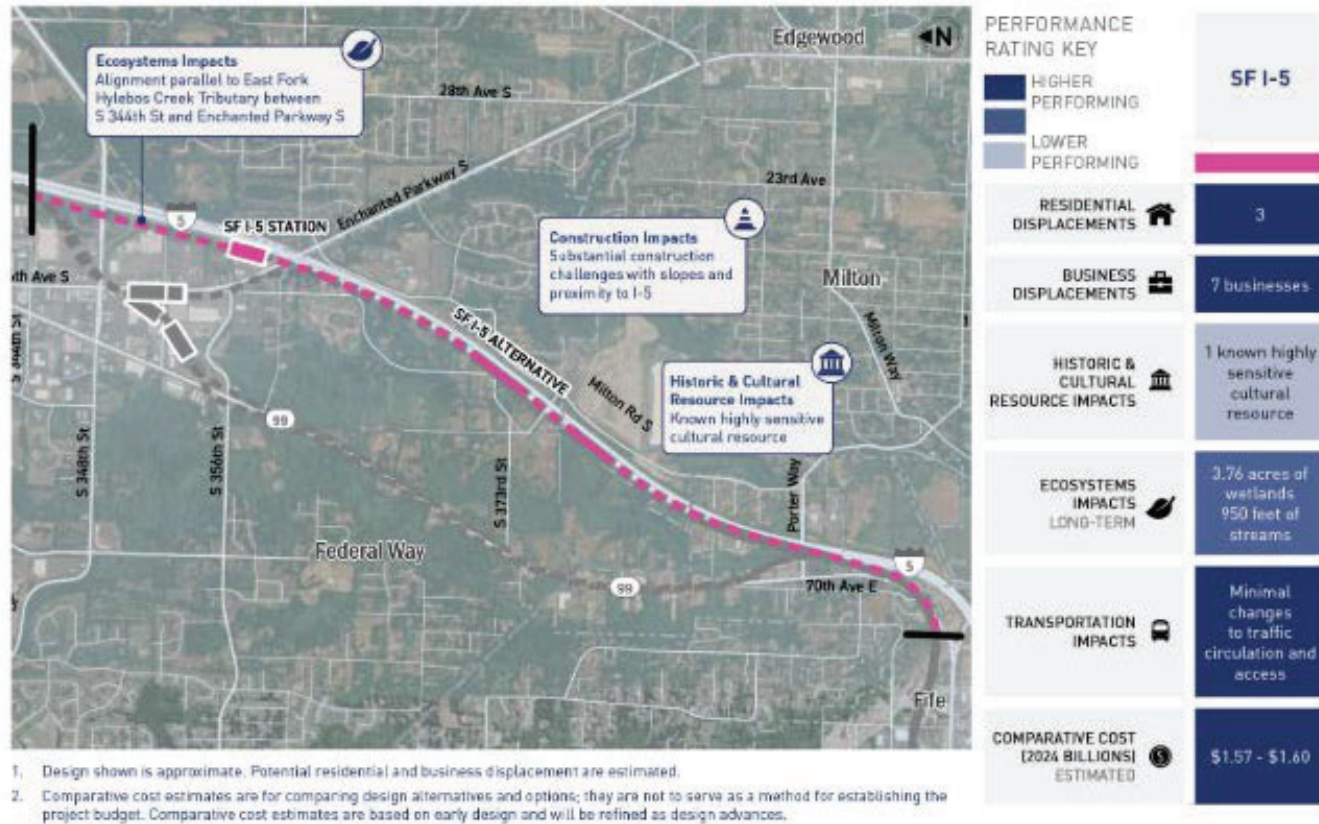
1. Design shown is approximate. Potential residential and business displacement are estimated.
2. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.

The SF Enchanted Parkway Alternative is mainly on the west side of I-5. This alternative could be paired with either the SF Enchanted Parkway Station or the SF 352nd Span Station Option. Key potential impacts include:

- Unavoidable impacts to one known highly sensitive cultural resource.*
- More residential displacements than all other alternatives, which may include the future King County emergency housing shelter.
- Fewer permanent wetlands impacts than all other alternatives.

* During the development of alternatives, we identified cultural resource concerns with the proposed SF Enchanted Parkway and SF I-5 alternatives and no form of mitigation would be sufficient to resolve impacts.

SOUTH FEDERAL WAY SEGMENT
SF I-5 Alternative



The SF I-5 Alternative is on the west side of I-5. This alternative can only be paired with the SF I-5 Station. Key potential impacts include:

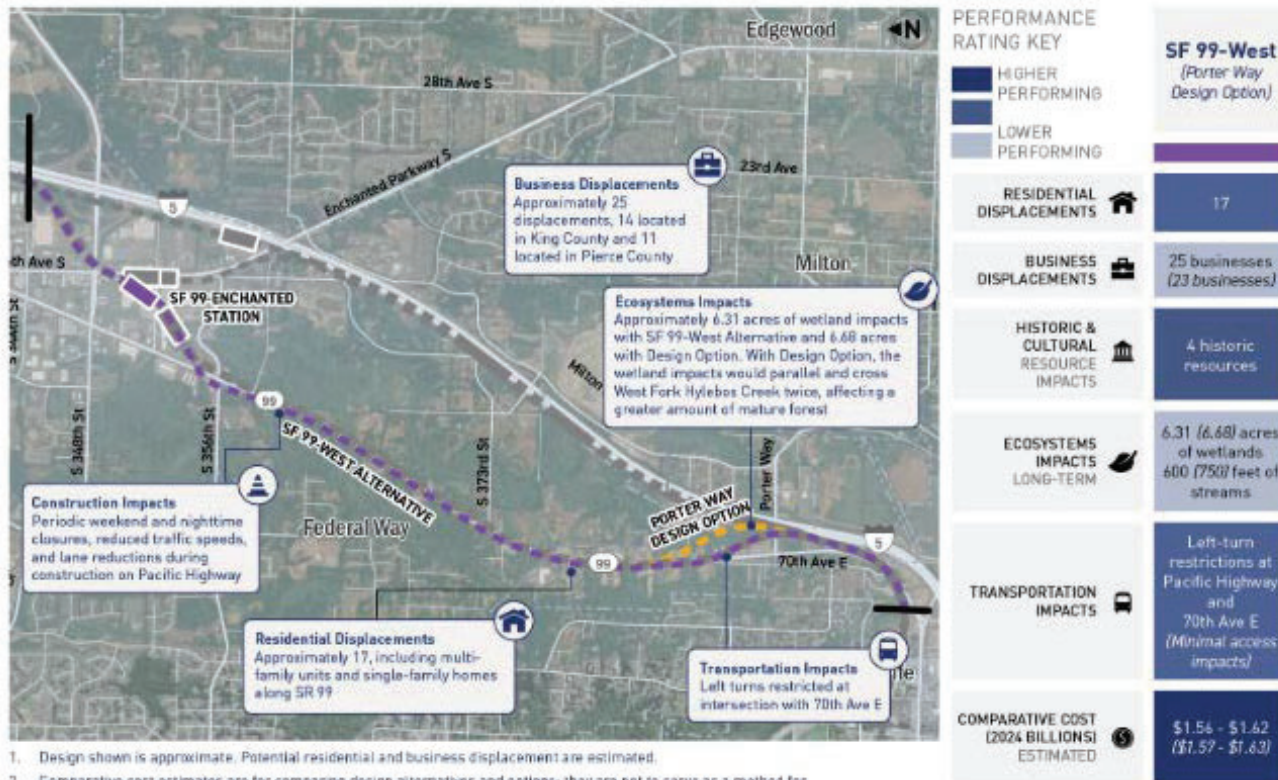
- Unavoidable impacts to one known highly sensitive cultural resource.*
- More permanent impacts to streams than all other alternatives.
- Fewer business displacements than all other alternatives.

* During the development of alternatives, cultural resource concerns with the proposed SF Enchanted Parkway and SF I-5 alternatives were identified and no form of mitigation would be sufficient to resolve impacts.

SF 99-West and Porter Way Design Option

SOUTH FEDERAL WAY SEGMENT

SF 99-West Alternative and Porter Way Design Option

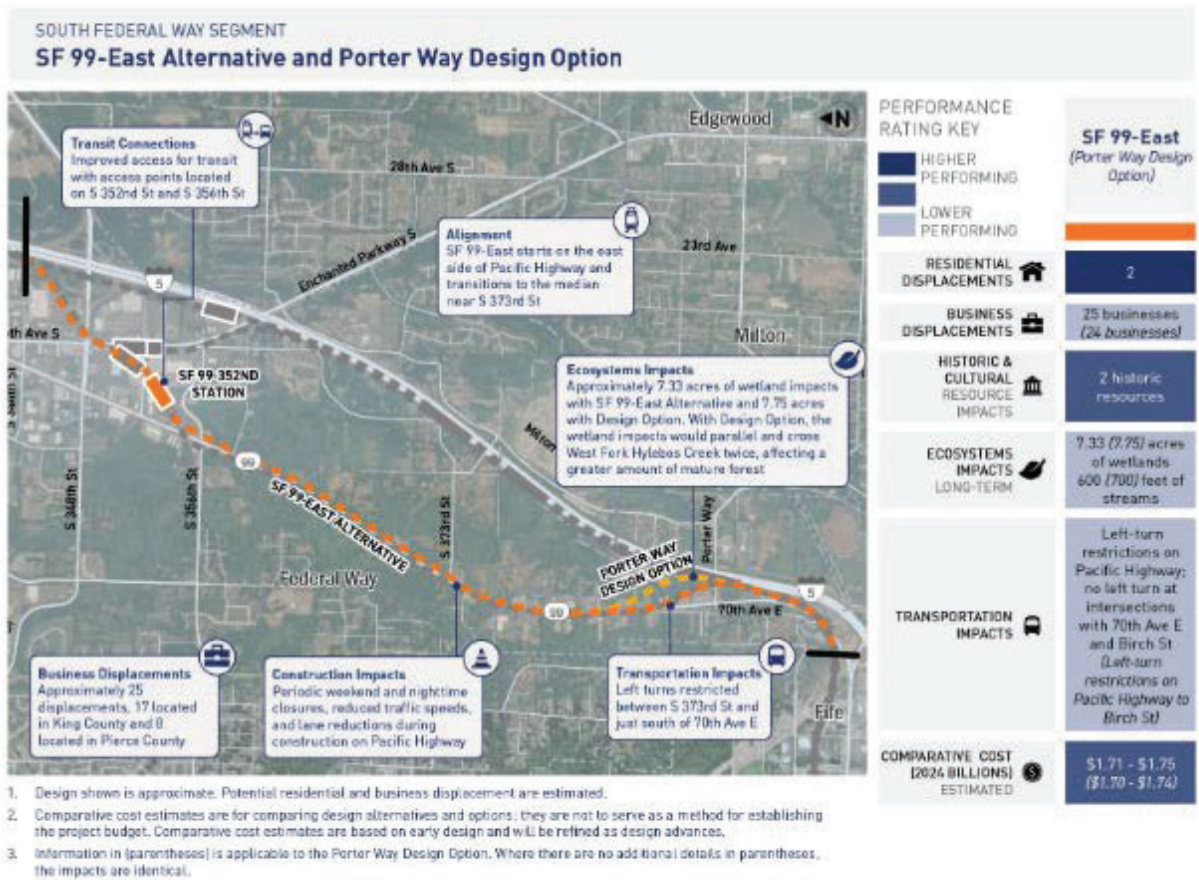


1. Design shown is approximate. Potential residential and business displacement are estimated.
2. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.
3. Information in parentheses is applicable to the Porter Way Design Option. Where there are no additional details in parentheses, the impacts are identical.

The SF 99-West Alternative is primarily on the west side of SR 99 in South King County. It could be paired with either the SF 99-Enchanted Station or SF 99-352nd Station. The SF 99-West Alternative has the option to connect back to the west side of I-5 sooner with the Porter Way Design Option. Key potential impacts include:

- Avoids known highly sensitive cultural resources.
- Similar business displacements as SF 99-East Alternative, but more than the two other alternatives.
- More long-term wetland impacts than two other alternatives.
- The Porter Way Design Option would increase the long-term impacts to streams, wetlands, buffers (protective areas surrounding a wetland), and mature native forest.

SF 99-East and Porter Way Design Option



The SF 99-East Alternative is located primarily on the east side of SR 99 in South King County. It could be paired with the SF 99-352nd Station or SF 99-Enchanted Station. The SF 99-East Alternative has the option to connect back to the west side of I-5 sooner with the Porter Way Design Option. Key potential impacts include:







- Avoids known highly sensitive cultural resources.
- More permanent wetland impacts than all other alternatives.
- Fewer residential displacements than other South Federal Way alternatives.
- Similar business displacements as SF 99-West Alternative, but more than the two other alternatives.
- More construction and long-term transportation impacts than all other alternatives because of the need to cross SR 99 multiple times.
- The Porter Way Design Option would increase the long-term impacts to streams, wetlands buffers, and mature native forest.

All South Federal Way alternatives

SOUTH FEDERAL WAY SEGMENT Alternative Comparison

PERFORMANCE RATING KEY

LOWER PERFORMING    HIGHER PERFORMING

	SF Enchanted Parkway	SF I-5	SF 99-West (Porter Way Design Option)	SF 99-East (Porter Way Design Option)
RESIDENTIAL DISPLACEMENTS 	40	3	17	2
BUSINESS DISPLACEMENTS 	14 businesses	7 businesses	25 businesses (23 businesses)	25 businesses (24 businesses)
HISTORIC & CULTURAL RESOURCE IMPACTS 	1 known highly sensitive cultural resource	1 known highly sensitive cultural resource	4 historic resources	2 historic resources
ECOSYSTEMS IMPACTS LONG-TERM 	2.65 acres of wetlands 150 feet of streams	3.76 acres of wetlands 150 feet of streams	6.31 (6.68) acres of wetlands 600 (750) feet of streams	7.33 (7.75) acres of wetlands 600 (700) feet of streams
TRANSPORTATION IMPACTS 	Minimal changes to traffic circulation and access	Minimal changes to traffic circulation and access	Left-turn restrictions at Pacific Highway and 70th Ave E (Minimal access impacts)	Left-turn restrictions on Pacific Highway; no left turn at intersections with 70th Ave E and Birch St (Left-turn restrictions on Pacific Highway to Birch St)
COMPARATIVE COST (2024 BILLIONS) ESTIMATED 	\$1.66 - \$1.72	\$1.57 - \$1.60	\$1.56 - \$1.62 (\$1.57 - \$1.63)	\$1.71 - \$1.75 (\$1.70 - \$1.74)

1. The SF Enchanted Parkway Alternative impacts would be the same with either the SF 99 Enchanted Station or the SF 352nd Span Station Option.
2. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.
3. Information in parentheses is applicable to the Porter Way Design Option for the SF 99-West and SF 99-East alternatives. Where there are no additional details in parentheses, the impacts are identical.

Comparison table summarizing key potential impacts of all South Federal Way alternatives. Impacts shown for the SF Enchanted Parkway Alternative would be the same with the SF 352nd Span Station Option. Information in (parentheses) is applicable to the Porter Way Design Option for the SF 99-West and SF 99-East alternatives. Where there are no additional details in parentheses, the impacts are identical.

South Federal Way stations

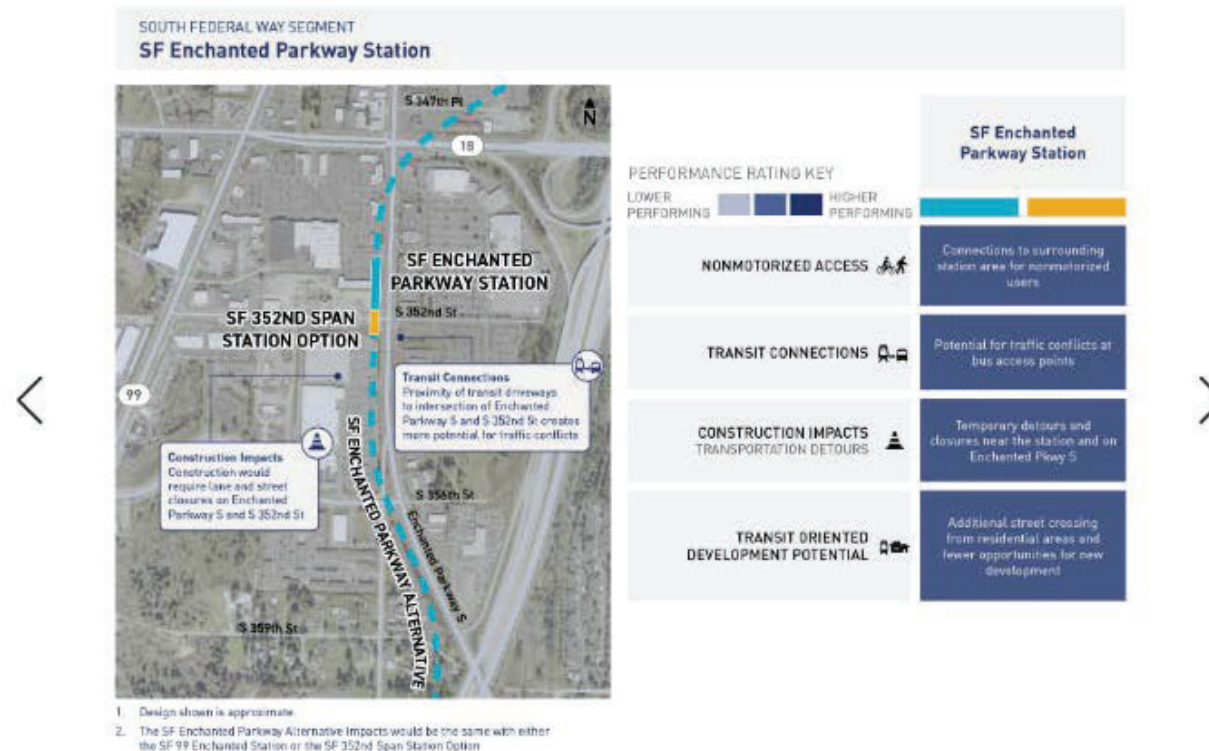
We studied four station locations and one station option in South Federal Way:

- SF Enchanted Parkway Station (352nd Span Station Option)
- SF I-5 Station
- SF 99-Enchanted Station
- SF 99-352nd Station

Compare each South Federal Way station location

Click the arrows to review details about each of the South Federal Way station locations.

SF Enchanted Parkway Station (352nd Span Station Option)



The SF Enchanted Parkway Station is on Enchanted Parkway South, just north of South 352nd Street. The SF 352nd Span Station Option would position the station across South 352nd Street. This station and station option pair with the SF Enchanted Parkway Alternative. The station and station option have similar potential impacts, but the SF 352nd Span Station Option would require street closures on South 352nd Street during construction.

SF Enchanted Parkway Station (352nd Span Station Option)

SOUTH FEDERAL WAY SEGMENT SF Enchanted Parkway Station



1. Design shown is approximate.
2. The SF Enchanted Parkway Alternative Impacts would be the same with either the SF 99 Enchanted Station or the SF 352nd Span Station Option.

PERFORMANCE RATING KEY

LOWER PERFORMING HIGHER PERFORMING

NONMOTORIZED ACCESS

SF Enchanted Parkway Station

Connections to surrounding station area for nonmotorized users

TRANSIT CONNECTIONS

Potential for traffic conflicts at bus access points

CONSTRUCTION IMPACTS TRANSPORTATION DETOURS

Temporary detours and closures near the station and on Enchanted Pkwy S

TRANSIT ORIENTED DEVELOPMENT POTENTIAL

Additional street crossing from residential areas and fewer opportunities for new development

The SF Enchanted Parkway Station is on Enchanted Parkway South, just north of South 352nd Street. The SF 352nd Span Station Option would position the station across South 352nd Street. This station and station option pair with the SF Enchanted Parkway Alternative. The station and station option have similar potential impacts, but the SF 352nd Span Station Option would require street closures on South 352nd Street during construction.

SF I-5 Station


SOUTH FEDERAL WAY SEGMENT SF I-5 Station



1. Design shown is approximate.

PERFORMANCE RATING KEY

LOWER PERFORMING HIGHER PERFORMING

NONMOTORIZED ACCESS 

TRANSIT CONNECTIONS 

CONSTRUCTION IMPACTS
TRANSPORTATION DETOURS 

TRANSIT ORIENTED
DEVELOPMENT POTENTIAL 

SF I-5 Station

Limited nonmotorized access with fewer street connections

Station location adjacent to I-5 is challenging for bus access

Temporary detours and closures near the station

Access challenging from residential areas and very low opportunities for new development

The SF I-5 Station is on the west side of I-5, between Enchanted Parkway South and South 356th Street. This station pairs with the SF I-5 Alternative. This station is the most limited in terms of nonmotorized access, transit access, and transit-oriented development potential.

SF 99-Enchanted Station

SOUTH FEDERAL WAY SEGMENT SF 99-Enchanted Station



1. Design shown is approximate. Potential residential and business displacement are estimated.

PERFORMANCE RATING KEY

LOWER PERFORMING HIGHER PERFORMING

NONMOTORIZED ACCESS

TRANSIT CONNECTIONS

CONSTRUCTION IMPACTS
TRANSPORTATION DETOURS

TRANSIT ORIENTED
DEVELOPMENT POTENTIAL

SF 99-Enchanted Station

Connections to surrounding station area for nonmotorized users

Potential for traffic conflicts at bus access points

Temporary detours and closures near the station and on SR 99

Additional street crossing from residential areas and some opportunities for new development

The SF 99-Enchanted Station is west of SR 99 between South 352nd Street and SR 18. This station could be paired with either the SF 99-West or SF 99-East alternative (shown with SF 99-West in this analysis).

SF 99-352nd Station

SOUTH FEDERAL WAY SEGMENT SF 99-352nd Station



1. Design shown is approximate. Potential residential and business displacement are estimated.

PERFORMANCE RATING KEY

LOWER PERFORMING HIGHER PERFORMING

NONMOTORIZED ACCESS

SF 99-352nd Station

Dedicated facilities provide connections for nonmotorized users

TRANSIT CONNECTIONS

Easiest to access for connecting bus routes

CONSTRUCTION IMPACTS TRANSPORTATION DETOURS

Temporary detours and closures near the station and on SR 99

TRANSIT ORIENTED DEVELOPMENT POTENTIAL

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

The SF 99-352nd Station is located near South 352 Street, between SR 99 and Enchanted Parkway South. This station could be paired with the SF 99-East or SF 99-West alternative (shown with SF 99-East in this analysis). This station would have higher transit-oriented development potential, better connections for nonmotorized users, and the easiest access to transit connections compared to other station locations.

All South Federal Way station locations

SOUTH FEDERAL WAY SEGMENT Station Comparison				
	SF Enchanted Parkway Station	SF I-5 Station	SF 99-Enchanted Station	SF 99-352nd Station
PERFORMANCE RATING KEY LOWER PERFORMING    HIGHER PERFORMING				
NONMOTORIZED ACCESS 	Connections to surrounding station area for nonmotorized users	Limited nonmotorized access with fewer street connections	Connections to surrounding station area for nonmotorized users	Dedicated facilities provide connections for nonmotorized users
TRANSIT CONNECTIONS 	Potential for traffic conflicts at bus access points	Station location adjacent to I-5 is challenging for bus access	Potential for traffic conflicts at bus access points	Easiest to access for connecting bus routes
CONSTRUCTION IMPACTS TRANSPORTATION DETOURS 	Temporary detours and closures 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 	Additional street crossing from residential areas and fewer opportunities for new development	Access challenging from residential areas and very few opportunities for new development	Additional street crossing from residential areas and some opportunities for new development	Easier to access from residential areas and more opportunities for new development

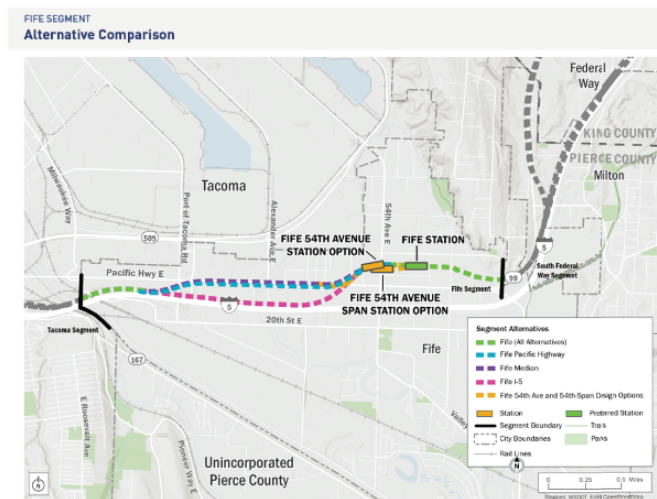
1. The SF Enchanted Parkway Alternative Impacts would be the same with either the SF 99 Enchanted Station or the SF 352nd Span Station Option.

Comparison table summarizing key potential impacts of all South Federal Way station locations.

Fife

Learn about the [alternatives](#) and [stations](#) studied in the Fife segment.

The Fife Segment is within the reservation and trust lands of the Puyallup Tribe of Indians and the City of Fife. The segment extends from the eastern city limit near Wapato Way East to the western city limit near the Puyallup River.



[Click to enlarge map](#)

Fife alternatives

In the Fife Segment, we studied three alternatives:

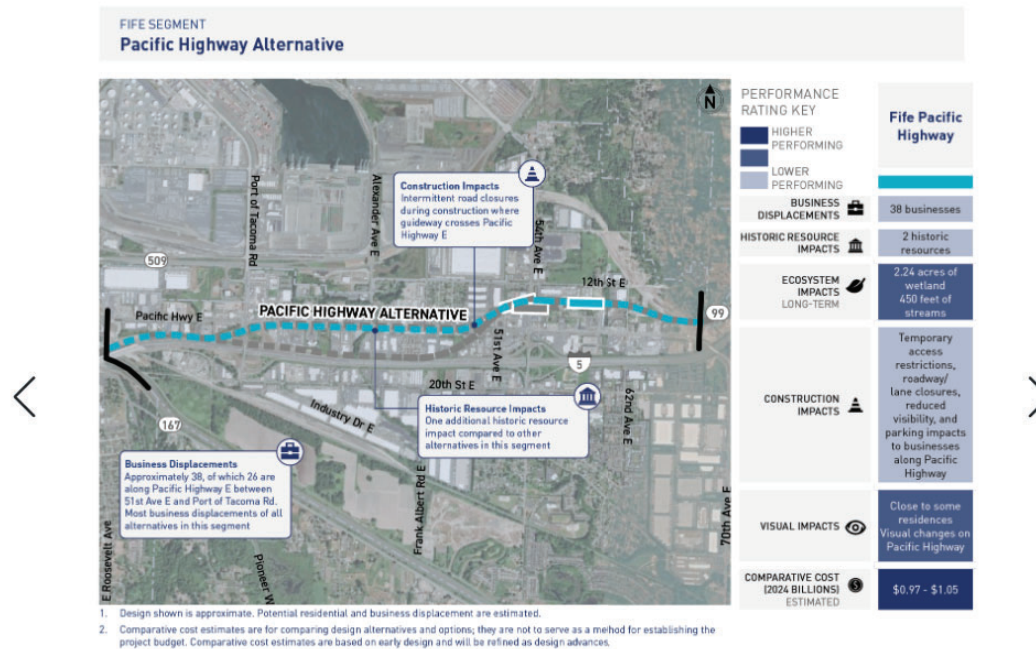
- Fife Pacific Highway Alternative
- Fife Median Alternative
- Fife I-5 Alternative

Each alternative can be paired with any station in the Fife Segment. There is no preferred alternative west of the station area.

Compare the Fife alternatives

Click the arrows to review details about each of the Fife alternatives.

Pacific Highway Alternative

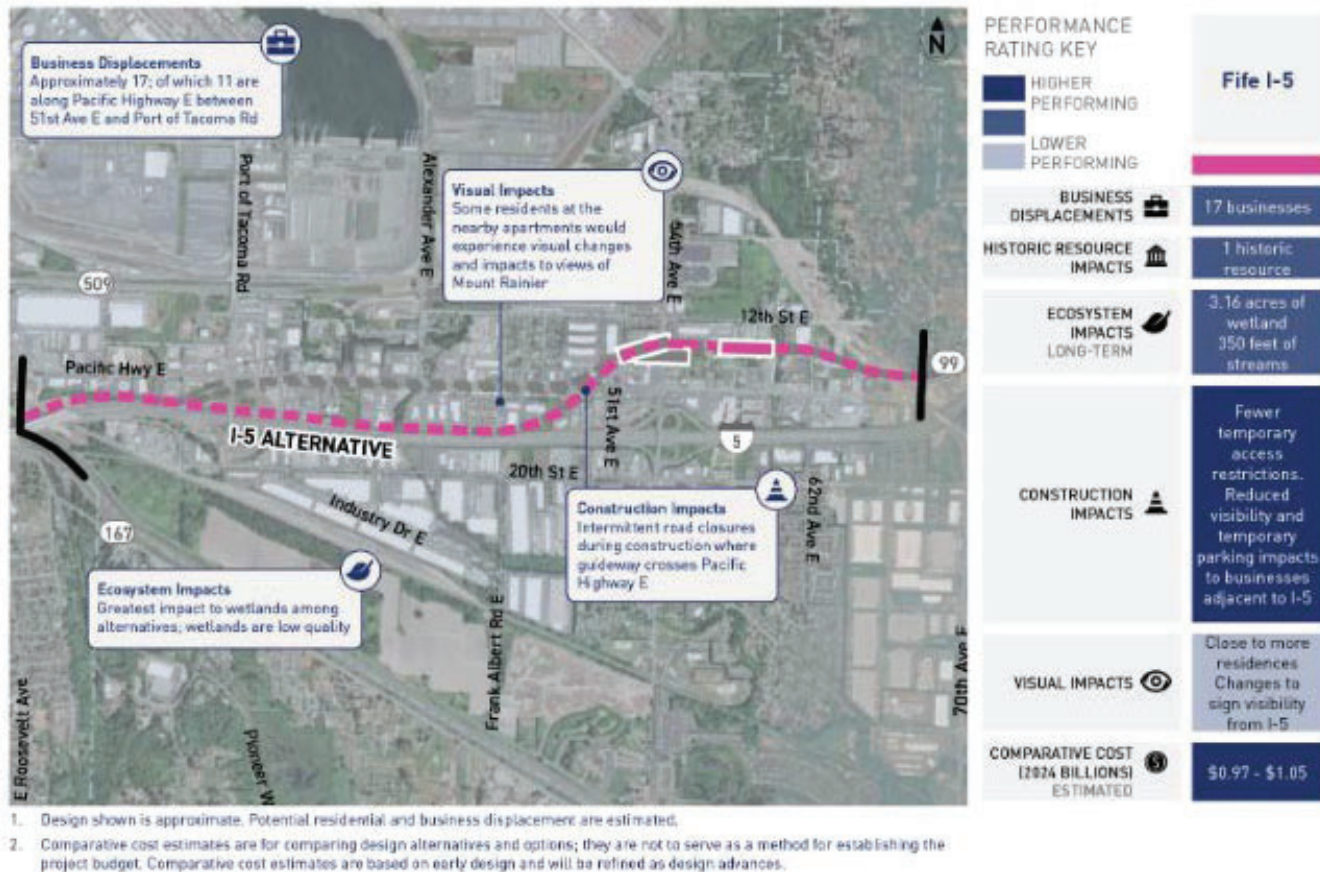


West of 54th Avenue East, the Pacific Highway Alternative transitions south of and runs parallel to Pacific Highway (SR 99). Key potential impacts include:

- The most business displacements of any alternative in the Fife segment.
- Road closures during construction would cause greater restrictions for customers and employees to access local businesses compared to the Fife I-5 Alternative.
- Adversely affects the most historic resources.



FIFE SEGMENT
I-5 Alternative



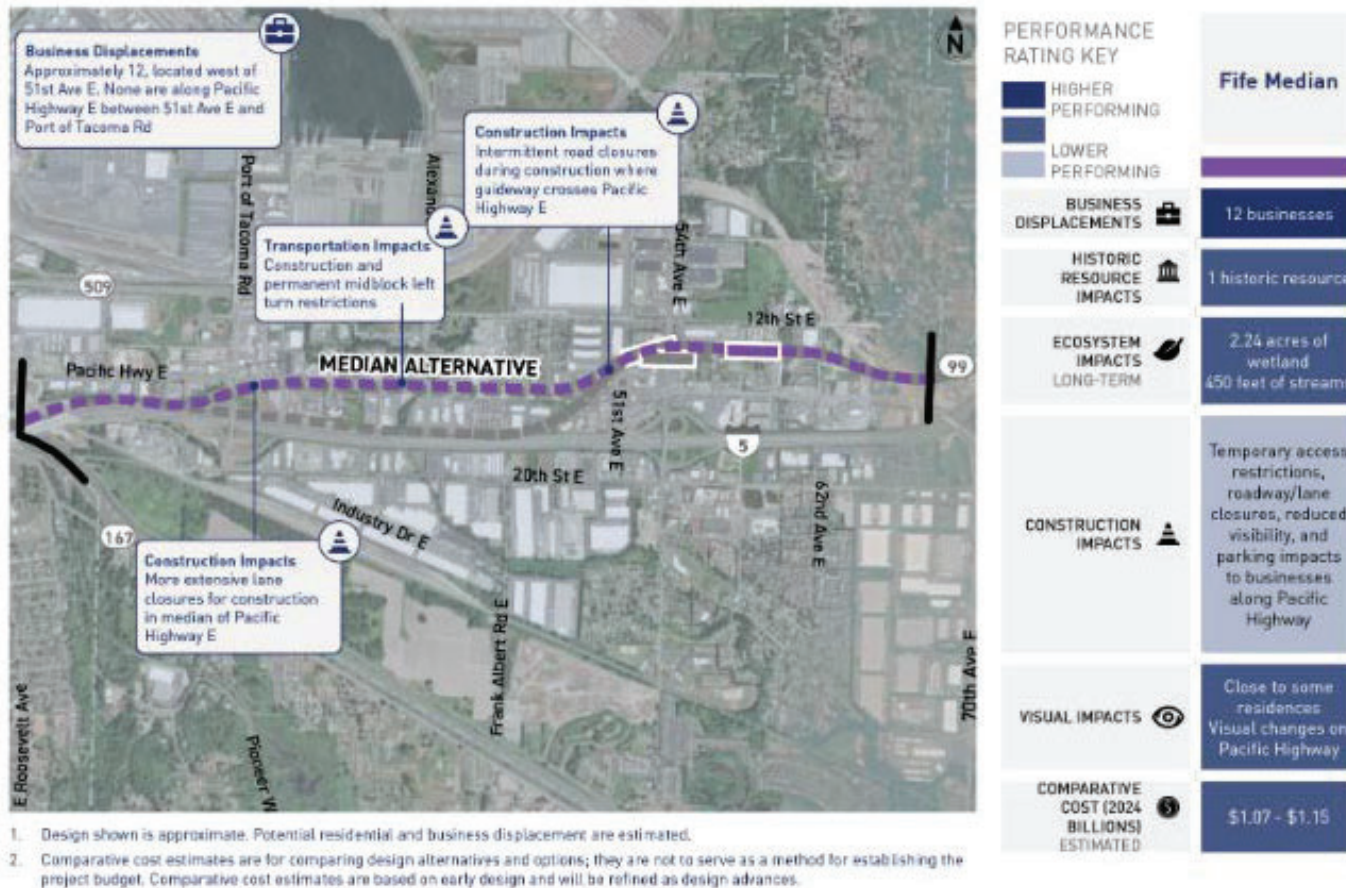
The Fife I-5 Alternative would curve to the southwest after the station area, cross Pacific Highway near 51st Avenue East, and then continue westbound on the north side of I-5. Key potential impacts include:

- More impacts to wetlands located along I-5, although they are considered low-quality.
- Fewer impacts to streams.
- Fewer temporary access restrictions during construction.
- Greater visual impacts to residences adjacent to the guideway and potential to block billboards from I-5 drivers.

Fife Median

FIFE SEGMENT

Median Alternative



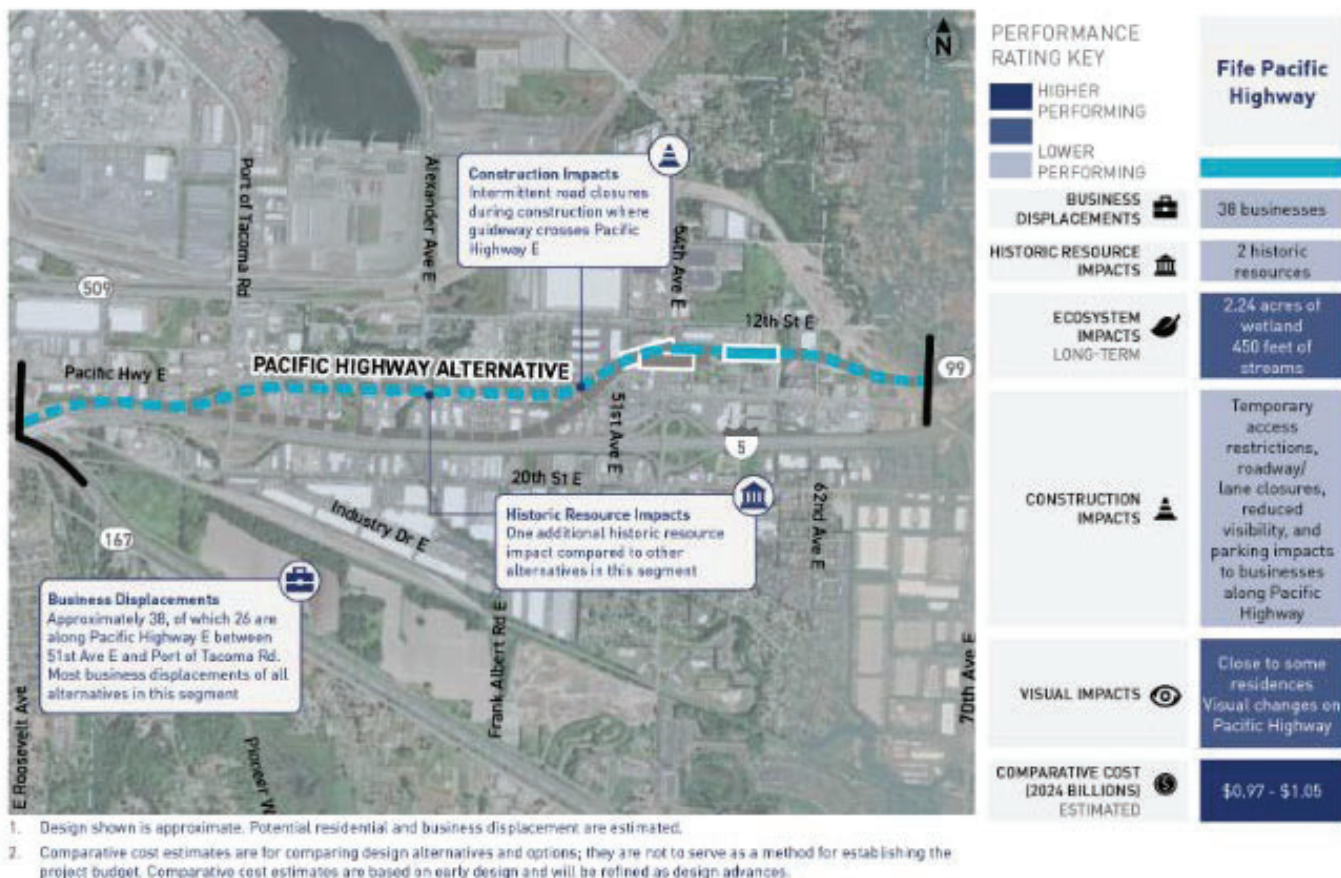
The Fife Median Alternative follows a similar path to the Fife Pacific Highway Alternative but is located in the roadway median. Key potential impacts include:

- Fewer business displacements than all other Fife alternatives.
- More construction impacts because temporary road closures would cause greater restrictions for customers and employees to access local businesses compared to the Fife I-5 Alternative.

Pacific Highway Alternative

FIFE SEGMENT

Pacific Highway Alternative



West of 54th Avenue East, the Pacific Highway Alternative transitions south of and runs parallel to Pacific Highway (SR 99). Key potential impacts include:

- The most business displacements of any alternative in the Fife segment.
- Road closures during construction would cause greater restrictions for customers and employees to access local businesses compared to the Fife I-5 Alternative.
- Adversely affects the most historic resources.






All Fife alternatives

FIFE SEGMENT

Alternative Comparison

PERFORMANCE RATING KEY

LOWER PERFORMING    HIGHER PERFORMING

	Fife Pacific Highway	Fife Median	Fife I-5
BUSINESS DISPLACEMENTS PERMANENT IMPACTS 	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 RESOURCE IMPACTS 	2 historic resources	1 historic resource	1 historic resource
ECOSYSTEMS IMPACTS LONG-TERM 	2.24 acres of wetland 450 feet of streams	2.24 acres of wetland 450 feet of streams	3.16 acres of wetland 350 feet of streams
CONSTRUCTION IMPACTS 	Temporary access restrictions, roadway/lane closures, reduced visibility, and parking impacts to businesses along Pacific Highway	Temporary access restrictions, roadway/lane closures, reduced visibility, and parking impacts to businesses along Pacific Highway	Fewer temporary access restrictions. Reduced visibility and temporary parking impacts to businesses adjacent to I-5
VISUAL IMPACTS 	Close to some residences. Visual changes on Pacific Highway	Close to some residences. Visual changes on Pacific Highway	Close to more residences. Changes to sign visibility from I-5
COMPARATIVE COST (2024 BILLIONS) ESTIMATED 	\$0.97 - \$1.05	\$1.07 - \$1.15	\$0.97 - \$1.05

1. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.

Comparison table summarizing key potential impacts of all Fife alternatives. Business displacements for each alternative vary based on station location and are shown as three values.

Fife stations

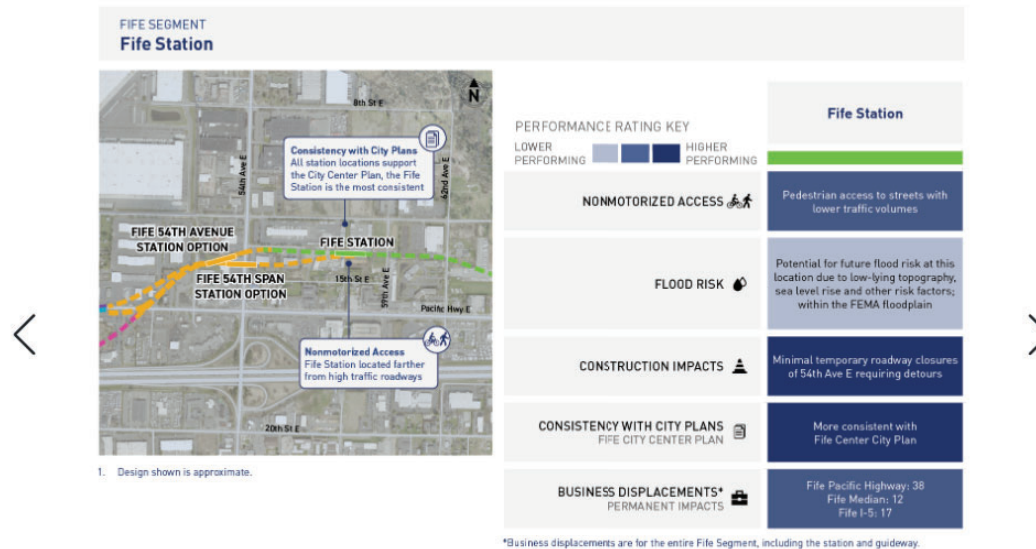
We studied three station locations in Fife that could be paired with any of the alternatives:

- Fife Station (preferred)
- Fife 54th Avenue Station Option
- Fife 54th Span Station Option

Compare the Fife Station locations

Click the arrows to review details about each of the Fife station locations.

Fife Station



Fife Station is part of the preferred alternative in the Fife Segment. The elevated station would be on 59th Avenue East between 15th Street East and 12th Street East. This station location would be more consistent with the Fife City Center Plan.

Fife Station

FIFE SEGMENT Fife Station



1. Design shown is approximate.

PERFORMANCE RATING KEY

LOWER PERFORMING HIGHER PERFORMING

Fife Station	
NONMOTORIZED ACCESS	Pedestrian access to streets with lower traffic volumes
FLOOD RISK	Potential for future flood risk at this location due to low-lying topography, sea level rise and other risk factors; within the FEMA floodplain
CONSTRUCTION IMPACTS	Minimal temporary roadway closures of 54th Ave E requiring detours
CONSISTENCY WITH CITY PLANS FIFE CITY CENTER PLAN	More consistent with Fife Center City Plan
BUSINESS DISPLACEMENTS* PERMANENT IMPACTS	Fife Pacific Highway: 38 Fife Median: 12 Fife I-5: 17

*Business displacements are for the entire Fife Segment, including the station and guideway.

Fife Station is part of the preferred alternative in the Fife Segment. The elevated station would be on 59th Avenue East between 15th Street East and 12th Street East. This station location would be more consistent with the Fife City Center Plan.

Fife 54th Avenue Station Option and Fife 54th Span Station Option

FIFE SEGMENT

Fife 54th Avenue Station Option and Fife 54th Span Station Option



1. Design shown is approximate.

PERFORMANCE RATING KEY

HIGHER PERFORMING
LOWER PERFORMING

	Fife 54th Avenue Station Option	Fife 54th Span Station Option
NONMOTORIZED ACCESS	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 at this location due to low-lying topography, sea level rise and other risk factors; outside of the FEMA floodplain	Potential for future flood risk at this location due to low-lying topography, sea level rise and other risk factors; outside of the FEMA floodplain
CONSTRUCTION IMPACTS	Fewer temporary roadway closures of 54th Ave E requiring detours	More frequent and extensive temporary roadway closures of 54th Ave E requiring detours
CONSISTENCY WITH CITY PLANS FIFE CITY CENTER PLAN	Less consistent with, but supports Fife Center City Plan	Less consistent with, but supports Fife Center City Plan
BUSINESS DISPLACEMENTS* PERMANENT IMPACTS	Fife Pacific Highway: 50 Fife Median: 24 Fife I-5: 34	Fife Pacific Highway: 54 Fife Median: 28 Fife I-5: 40

*Business displacements are for the entire Fife Segment, including the station and guideway.






The 54th Avenue Station Option and 54th Span Station Option are west of Fife Station. Both station options would have similar potential impacts and are less consistent with the Fife City Center Plan than the preferred Fife Station. Because the span station option bridges across 54th Avenue East, it would require more roadway closures and detours during construction.

All Fife Station locations

FIFE SEGMENT Station Comparison

PERFORMANCE RATING KEY

LOWER PERFORMING    HIGHER PERFORMING

	Fife Station	Fife 54th Avenue Station Option	Fife 54th Span Station Option
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 at this location due to low-lying topography, sea level rise and other risk factors; within the FEMA floodplain.	Potential for future flood risk at this location due to low-lying topography, sea level rise and other risk factors; outside of the FEMA floodplain.	Potential for future flood risk at this location due to low-lying topography, sea level rise and other risk factors; outside of the FEMA floodplain.
CONSTRUCTION IMPACTS 	Minimal temporary roadway closures of 54th Ave E requiring detours.	Fewer temporary roadway closures of 54th Ave E requiring detours.	More frequent and extensive temporary roadway closures of 54th Ave E requiring detours.
CONSISTENCY WITH CITY PLANS FIFE CITY CENTER PLAN 	More consistent with Fife Center City Plan.	Less consistent with, but supports Fife Center City Plan.	Less consistent with, but supports Fife Center City Plan.
BUSINESS DISPLACEMENTS* PERMANENT IMPACTS 	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

*Business displacements are for the entire Fife Segment, including the station and guideway.

Comparison table summarizing key potential impacts of all Fife Station locations. Business displacements are for the entire Fife Segment, including the station and guideway.

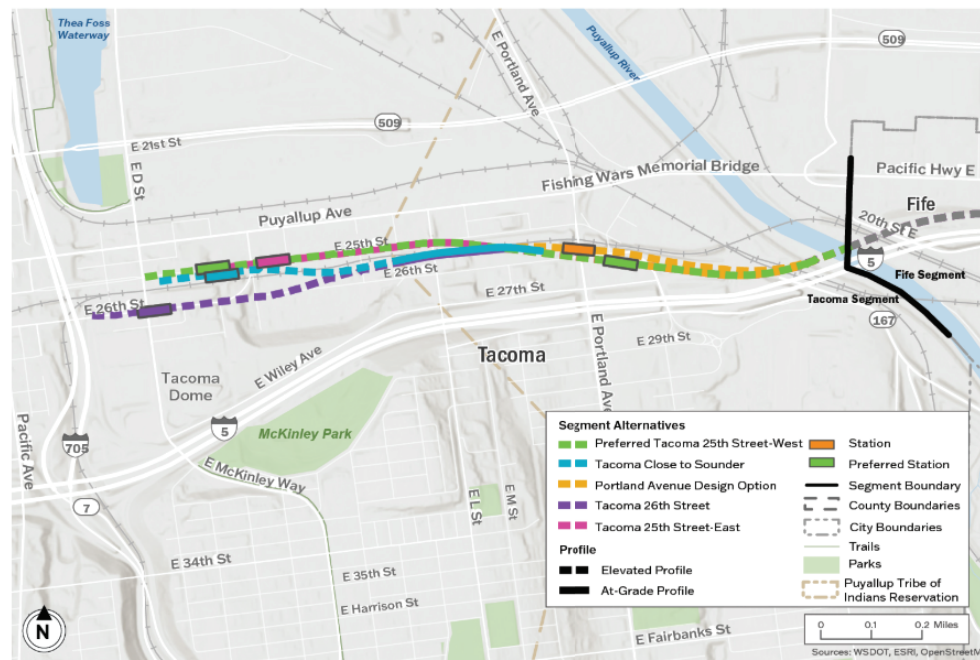
Tacoma

Learn about the [alternatives](#), [Portland Avenue stations](#), and [Tacoma Dome stations](#) studied in the Tacoma Segment.

The Tacoma Segment includes the area from the Fife/Tacoma city limit [across the Puyallup River](#) to the existing Tacoma Dome Station, through reservation and trust lands of the Puyallup Tribe of Indians. The Portland Avenue Station area would be within the reservation lands. The Tacoma Segment of the project will have two stations: Portland Avenue and Tacoma Dome.

TACOMA SEGMENT

Alternative Comparison



[Click to enlarge map](#)

How will we cross the Puyallup River?

All of the alternatives would cross the Puyallup River north of I-5. Two bridge types are being studied for the crossing:

- A long-span bridge that would completely span the river.
- A pier-supported bridge that would have piers in the river.

Existing view of the I-5 bridge deck



Long-span bridge visual simulation



The long-span bridge (segmental box girder) would be approximately 60 feet higher than the nearby I-5 bridge deck. The long-span bridge would be taller than the pier-supported bridge and could obstruct views of Mount Rainier, depending on the type of long-span bridge.

The long-span bridge would have fewer long-term impacts on aquatic habitats due to the lack of in-water structures.

Pier-supported bridge visual simulation



The pier-supported bridge would be about 10 feet higher than the I-5 bridge deck and more aligned with the Washington State Department of Transportation (WSDOT) I-5 bridge, making the structure less prominent.

The pier-supported bridge would affect the flow of water, sediment, and other natural resources. Construction of the in-water piers may adversely affect fish and marine mammals, including endangered species.

Tacoma alternatives

In the Tacoma Segment, we studied four alternatives:

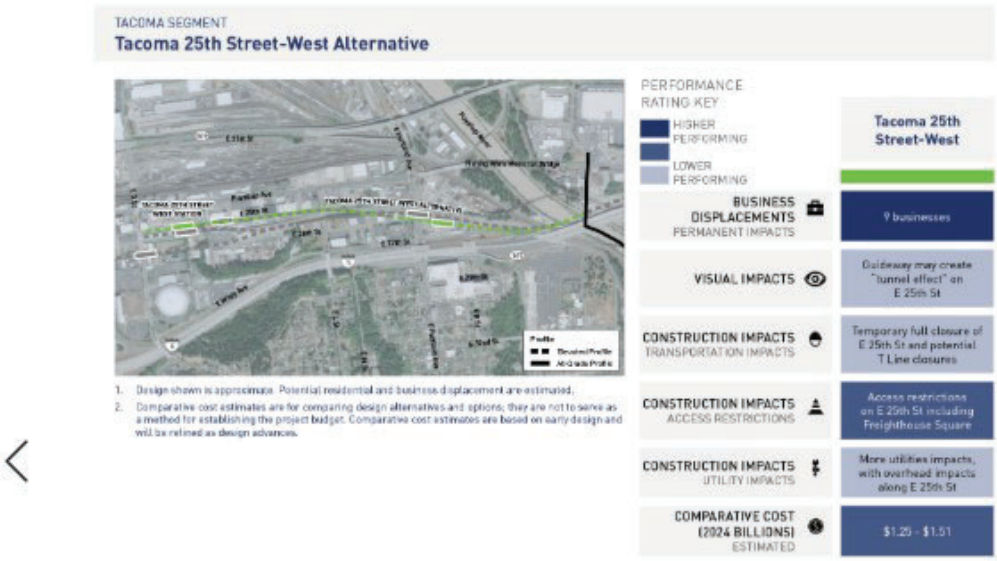
- Tacoma 25th Street-West Alternative (preferred)
- Tacoma 25th Street-East Alternative
- Tacoma Close to Sounder Alternative
- Tacoma 26th Street Alternative

Each alternative could be paired with either of the Portland Avenue Stations.

Compare the Tacoma alternatives

Click the arrows to review details about each of the Tacoma alternatives.

Tacoma 25th Street-West Alternative



The Tacoma 25th Street-West Alternative, identified as the preferred alternative, could include the Portland Avenue Design Option or Portland Avenue Span Station Option before continuing west along East 25th Street. This alternative would include an elevated station between East G Street and East D Street. Key potential impacts include:

- Temporary full closure of East 25th Street which could affect access to businesses in Freight House Square.
- Closure of segments of the T Line during construction.
- Straddle bents create the potential for a [visual tunnel effect](#) on East 25th Street from the guideway traveling over the roadway.
- Avoids directly impacting L Street.

Tacoma 25th Street-West Alternative

TACOMA SEGMENT

Tacoma 25th Street-West Alternative



1. Design shown is approximate. Potential residential and business displacement are estimated.
2. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.

PERFORMANCE RATING KEY

- HIGHER PERFORMING
- LOWER PERFORMING

BUSINESS DISPLACEMENTS PERMANENT IMPACTS



Tacoma 25th Street-West

9 businesses

VISUAL IMPACTS



Guideway may create "tunnel effect" on E 25th St

CONSTRUCTION IMPACTS TRANSPORTATION IMPACTS



Temporary full closure of E 25th St and potential T Line closures

CONSTRUCTION IMPACTS ACCESS RESTRICTIONS



Access restrictions on E 25th St including Freight House Square

CONSTRUCTION IMPACTS UTILITY IMPACTS



More utilities impacts, with overhead impacts along E 25th St

COMPARATIVE COST (2024 BILLIONS) ESTIMATED



\$1.25 - \$1.51

The Tacoma 25th Street-West Alternative, identified as the preferred alternative, could include the Portland Avenue Design Option or Portland Avenue Span Station Option before continuing west along East 25th Street. This alternative would include an elevated station between East G Street and East D Street. Key potential impacts include:

- Temporary full closure of East 25th Street which could affect access to businesses in Freight House Square.
- Closure of segments of the T Line during construction.
- Straddle bents create the potential for a [visual tunnel effect](#) on East 25th Street from the guideway traveling over the roadway.
- Avoids directly impacting L Street.

Tacoma 25th Street-East Alternative

TACOMA SEGMENT

Tacoma 25th Street-East Alternative



1. Design shown is approximate. Potential residential and business displacement are estimated.
2. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.

PERFORMANCE RATING KEY

HIGHER PERFORMING
LOWER PERFORMING

Tacoma 25th Street-East

BUSINESS DISPLACEMENTS PERMANENT IMPACTS



9 businesses

VISUAL IMPACTS



Guideway may create "tunnel effect" on E 25th St

CONSTRUCTION IMPACTS TRANSPORTATION IMPACTS



Temporary full closure of E 25th St and potential T Line closures

CONSTRUCTION IMPACTS ACCESS RESTRICTIONS



Access restrictions on E 25th St including Freighthouse Square

CONSTRUCTION IMPACTS UTILITY IMPACTS



More utilities impacts, with overhead impacts along E 25th St

COMPARATIVE COST (2024 BILLIONS) ESTIMATED



\$1.18 - \$1.44

Tacoma 25th Street-East Alternative could include the Portland Avenue Design Option or Portland Avenue Span Station Option before continuing west along East 25th Street. This alternative would include an elevated station just east of East G Street. Key potential impacts include:

- Temporary full closure of East 25th Street which could affect access to businesses in Freight House Square.
- Closure of segments of the T Line during construction.
- Straddle bents create the potential for a [visual tunnel effect](#) on East 25th Street from the guideway traveling over the roadway.
- Avoids directly impacting L Street.

Tacoma Close to Sounder Alternative

TACOMA SEGMENT

Tacoma Close to Sounder Alternative



1. Design shown is approximate. Potential residential and business displacement are estimated.
2. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.

PERFORMANCE RATING KEY

HIGHER PERFORMING
LOWER PERFORMING

BUSINESS DISPLACEMENTS PERMANENT IMPACTS



Tacoma Close to Sounder

43 businesses (includes Freighthouse Square)

VISUAL IMPACTS



Moderate visual changes near the station

CONSTRUCTION IMPACTS TRANSPORTATION IMPACTS



Temporary full closure of L Street bridge and rebuild Amtrak and Sounder station

CONSTRUCTION IMPACTS ACCESS RESTRICTIONS



Fewer construction access impacts on E 25th St

CONSTRUCTION IMPACTS UTILITY IMPACTS



Fewest impacts to existing utilities

COMPARATIVE COST (2024 BILLIONS) ESTIMATED



\$1.11 - \$1.36

The Tacoma Close to Sounder Alternative would run parallel along the south side of the Sounder tracks until McKinley Avenue East, where it would cross over to the north side of the Sounder tracks to a station located above the current site of Freighthouse Square. This alternative pairs with either Portland Avenue Station location and the Tacoma Close to Sounder Station. Key potential impacts include:

- Displacing the most businesses because it would displace Freighthouse Square, which includes several small businesses.
- Temporary full closure of L Street bridge during construction.
- Would require rebuilding Amtrak and Sounder station.
- Greatest opportunity for a fully-integrated transit hub that would serve light rail, Sounder, and Amtrak riders.

Tacoma 26th Street Alternative

TACOMA SEGMENT Tacoma 26th Street Alternative



1. Design shown is approximate. Potential residential and business displacement are estimated.
2. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.

PERFORMANCE RATING KEY

- HIGHER
PERFORMING
- LOWER
PERFORMING

BUSINESS DISPLACEMENTS PERMANENT IMPACTS

Tacoma 26th Street

13 businesses

VISUAL IMPACTS

Visual changes on E 26th St, altered views from Tacoma Dome and LeMay Stadium

CONSTRUCTION IMPACTS TRANSPORTATION IMPACTS

Temporary full closure of L Street bridge and E 26th St

CONSTRUCTION IMPACTS ACCESS RESTRICTIONS

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

CONSTRUCTION IMPACTS UTILITY IMPACTS

Fewer utilities impacts, with some on E 26th St

COMPARATIVE COST (2024 BILLIONS) ESTIMATED

\$1.21 - \$1.47

The Tacoma 26th Street Alternative would run parallel along the south side of the Sounder tracks until just west of I-705, with a station located over the intersection of East D Street and East 26th Street, south of Freighthouse Square. This alternative pairs with either Portland Avenue Station location and the Tacoma 26th Street Station. Key potential impacts include:

- Minimizes disruption to Sounder, Amtrak, and T Line compared to the other Tacoma Segment alternatives.
- Challenging connections for riders to other transit modes in the Tacoma Dome Station area.
- Requires users to cross an at-grade rail crossing to access transit service on East 25th Street.

All Tacoma Segment alternatives

TACOMA SEGMENT Alternative Comparison				
	Tacoma 25th Street-West	Tacoma 25th Street-East	Tacoma Close to Sounder	Tacoma 26th Street
PERFORMANCE RATING KEY LOWER PERFORMING    HIGHER PERFORMING				
BUSINESS DISPLACEMENTS  PERMANENT IMPACTS	9 businesses	9 businesses	43 businesses (includes Freighthouse Square)	13 businesses
VISUAL IMPACTS 	Guideway may create "tunnel effect" on E 25th St	Guideway may create "tunnel effect" on E 25th St	Moderate visual changes near the station	Visual changes on E 26th St, altered views from Tacoma Dome and LeMay Stadium
CONSTRUCTION IMPACTS  TRANSPORTATION IMPACTS	Temporary full closure of E 25th St and potential T Line closures	Temporary full closure of E 25th St and potential T Line closures	Temporary full closure of L Street bridge and rebuild Amtrak and Sounder station	Temporary full closure of L Street bridge and E 26th St
CONSTRUCTION IMPACTS  ACCESS RESTRICTIONS	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
CONSTRUCTION IMPACTS  UTILITY IMPACTS	More utilities impacts, with overhead impacts along E 25th St	More utilities impacts, with overhead impacts along E 25th St	Fewest impacts to existing utilities	Fewer utilities impacts, with some on E 26th St
COMPARATIVE COST  (2024 BILLIONS) ESTIMATED	\$1.25 - \$1.51	\$1.18 - \$1.44	\$1.11 - \$1.36	\$1.21 - \$1.47

1. Comparative cost estimates are for comparing design alternatives and options; they are not to serve as a method for establishing the project budget. Comparative cost estimates are based on early design and will be refined as design advances.

Comparison table summarizing key potential impacts of all Tacoma alternatives.

What would the visual effect on East 25th Street look like?

The Tacoma 25th Street-West and Tacoma 25th Street-East and -West Alternatives would both create straddle bents, a visual tunnel effect, on East 25th Street.



Existing view on East 25th Street.



Visual simulation of East 25th Street if the Tacoma 25th Street-East Alternative is built.



Visual simulation of East 25th Street if the Tacoma 25th Street-West Alternative is built.

Portland Avenue stations

After crossing the Puyallup River, all alternatives would travel northwest to serve the elevated Portland Avenue Station located between East Portland Avenue and East Bay Street.

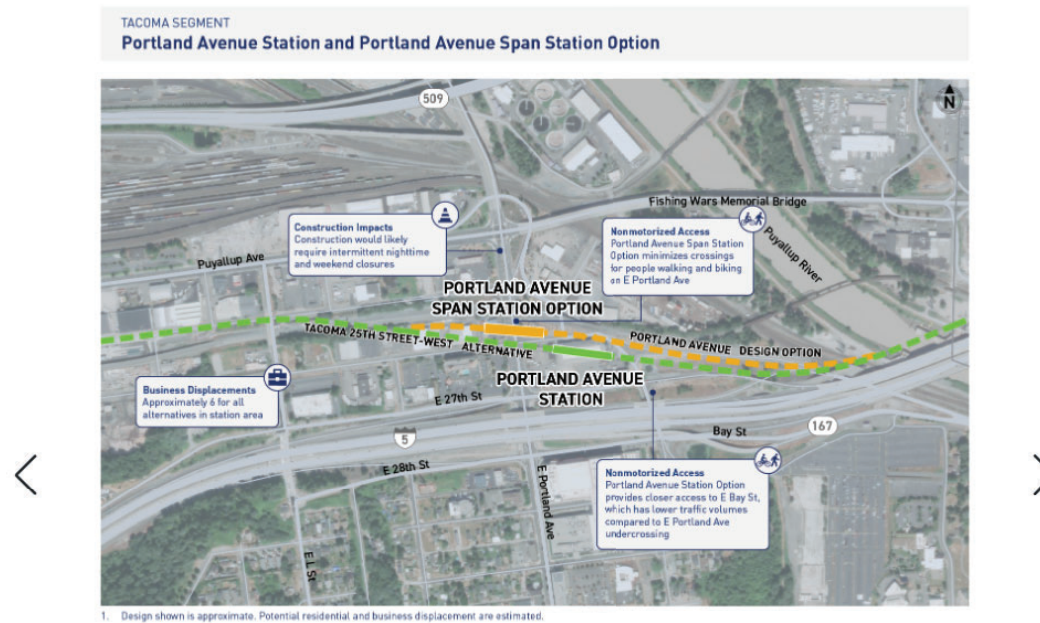
We studied two station locations near Portland Avenue that could be paired with any of the alternatives:

- Portland Avenue Station
- Portland Avenue Span Station Option

Compare the Portland Avenue Station locations

Click the arrows to review details about each of the Portland Avenue station locations.

Portland Avenue Station and Portland Avenue Span Station Option



All Tacoma alternatives could pair with either the Portland Avenue Station or the Portland Avenue Span Station Option.

- The Portland Avenue Station is located north of I-5 and west of Portland Avenue.
- The Portland Avenue Span Station Option is located west of Portland Avenue Station, north of the intersection of East 26th Street and East Portland Avenue. The design option would allow the Portland Avenue Span Station Option to bridge across East Portland Avenue.

Portland Avenue Station and Portland Avenue Span Station Option

TACOMA SEGMENT

Portland Avenue Station and Portland Avenue Span Station Option












1. Design shown is approximate. Potential residential and business displacement are estimated.

All Tacoma alternatives could pair with either the Portland Avenue Station or the Portland Avenue Span Station Option.

- The Portland Avenue Station is located north of I-5 and west of Portland Avenue.
- The Portland Avenue Span Station Option is located west of Portland Avenue Station, north of the intersection of East 26th Street and East Portland Avenue. The design option would allow the Portland Avenue Span Station Option to bridge across East Portland Avenue.

Portland Avenue Station and Portland Avenue Span Station Option Comparison

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 E Portland Ave, a major freight route
NONMOTORIZED ACCESS 	Closer to lower traffic undercrossing at E Bay St	Fewer intersection crossings for people accessing the station with entrances on both sides of E Portland Ave
PASSENGER EXPERIENCE 	Side platforms create more challenging station navigation	Center platform provides easier navigation and track operations
CONSTRUCTION IMPACTS 	Fewer temporary street closures on E Portland Ave	More frequent temporary street closures on E Portland Ave

Portland Avenue Station and Portland Avenue Span Station Option have similar potential impacts.

- The Portland Avenue Station would be situated closer to the undercrossing of I-5 at East Bay Street and further from East Portland Avenue. This would create better access for nonmotorized users, would better integrate with Pierce Transit service, and would be closer to the developments and neighborhoods south of the station.
- The Portland Avenue Span Station Option would minimize roadway crossings by pedestrians and make the station easier to navigate for passengers. However, nonmotorized access and bus bays connecting to the Portland Span Station Option would be primarily on East Portland Avenue, which has high vehicle volumes, including freight. This would require more frequent temporary street closures on East Portland Avenue during construction.

Tacoma Dome stations

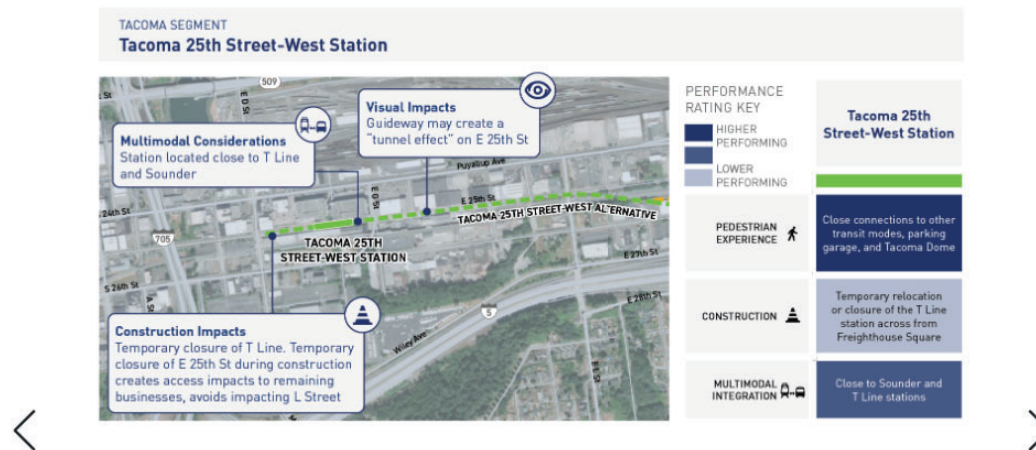
We studied four Tacoma Dome Station locations that each pair with one respective alternative:

- Tacoma 25th Street-West Station
- Tacoma 25th Street-East Station
- Tacoma Close to Sounder Station
- Tacoma 26th Street Station

Compare the Tacoma Dome Station locations

Click the arrows to review details about each of the Tacoma Dome station locations.

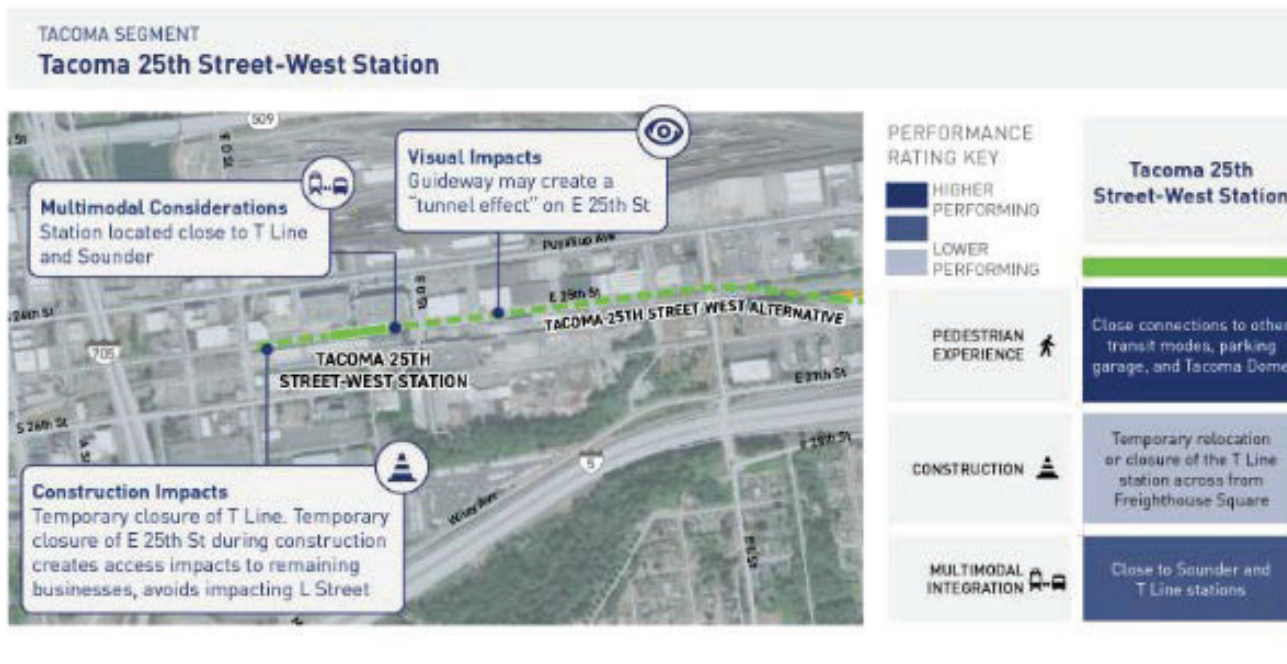
Tacoma 25th Street-West Station



The Tacoma 25th Street-West Station is located on East 25th Street just west of East G Street. This station location pairs with the Tacoma 25th Street-West Alternative. Key potential impacts include:

- Close connections to other transit modes, parking garage, and Tacoma Dome for pedestrians.
- Temporary relocation or closure of the T Line station across from Freighthouse Square during construction.
- Better multimodal transit connections compared to the Tacoma 25th Street-East and 26th Street alternatives.
- Avoids directly impacting L Street.

Tacoma 25th Street-West Station



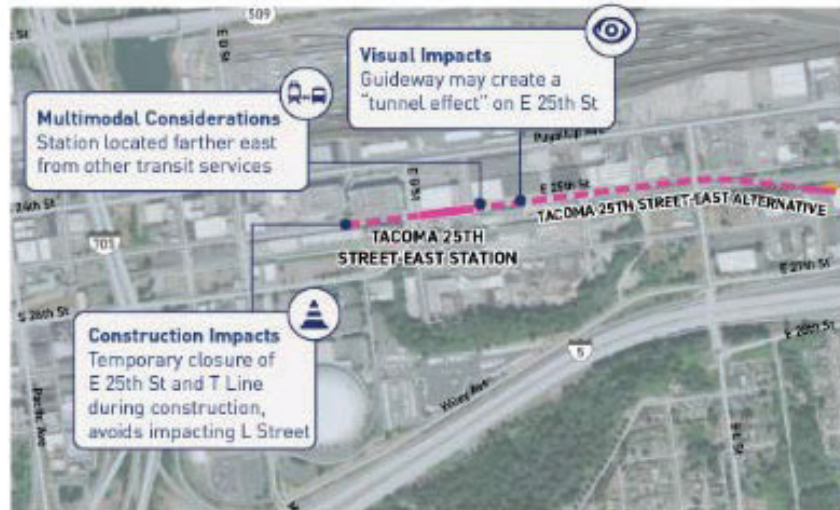
The Tacoma 25th Street-West Station is located on East 25th Street just west of East G Street. This station location pairs with the Tacoma 25th Street-West Alternative. Key potential impacts include:

- Close connections to other transit modes, parking garage, and Tacoma Dome for pedestrians.
- Temporary relocation or closure of the T Line station across from Freighthouse Square during construction.
- Better multimodal transit connections compared to the Tacoma 25th Street-East and 26th Street alternatives.
- Avoids directly impacting L Street.

Tacoma 25th Street-East Station

TACOMA SEGMENT

Tacoma 25th Street-East Station



PERFORMANCE RATING KEY

HIGHER PERFORMING
LOWER PERFORMING

PEDESTRIAN EXPERIENCE

CONSTRUCTION

MULTIMODAL INTEGRATION

Tacoma 25th Street-East Station

Connections to other transit modes, parking garage, and Tacoma Dome are further east

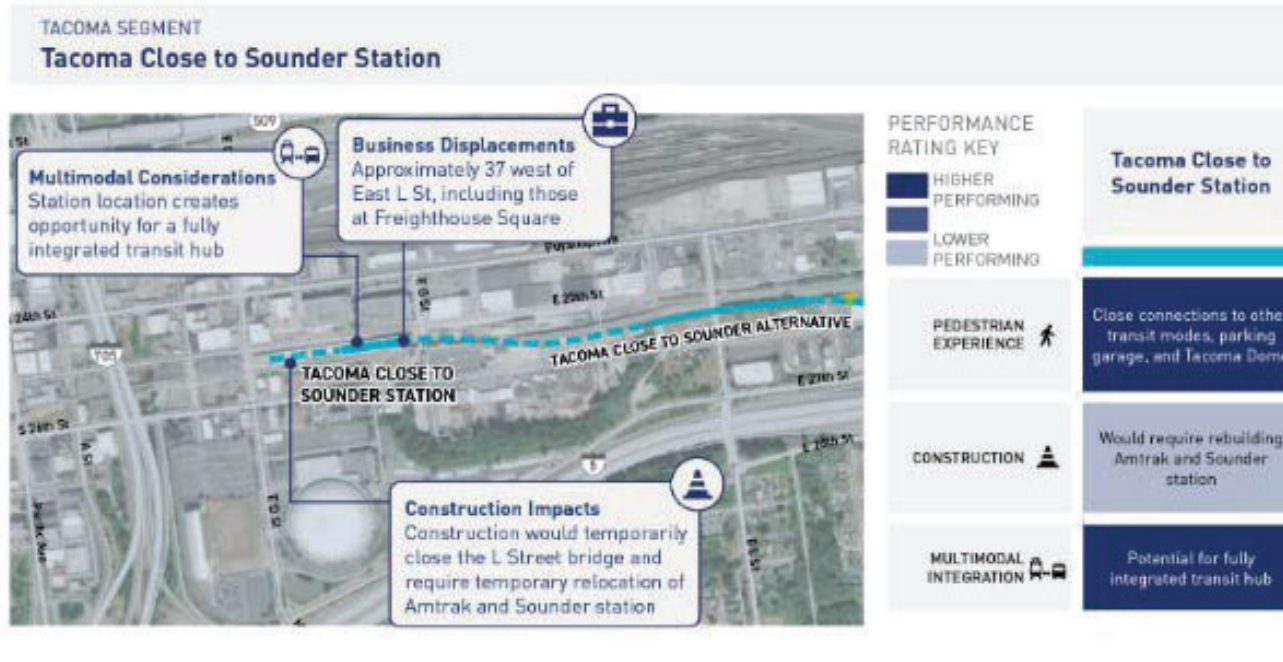
Temporary relocation or closure of the T Line station across from Freighthouse Square

Farther east of Sounder and T Line stations

The Tacoma 25th Street-East Station is located on East 25th Street just east of East G Street. This station location pairs with the Tacoma 25th Street-East Alternative. Key potential impacts include:

- Temporary relocation or closures of the T Line station across from Freighthouse Square during construction.
- Further from other transit modes and stations, parking garage, and Tacoma Dome.
- Avoids directly impacting L Street.

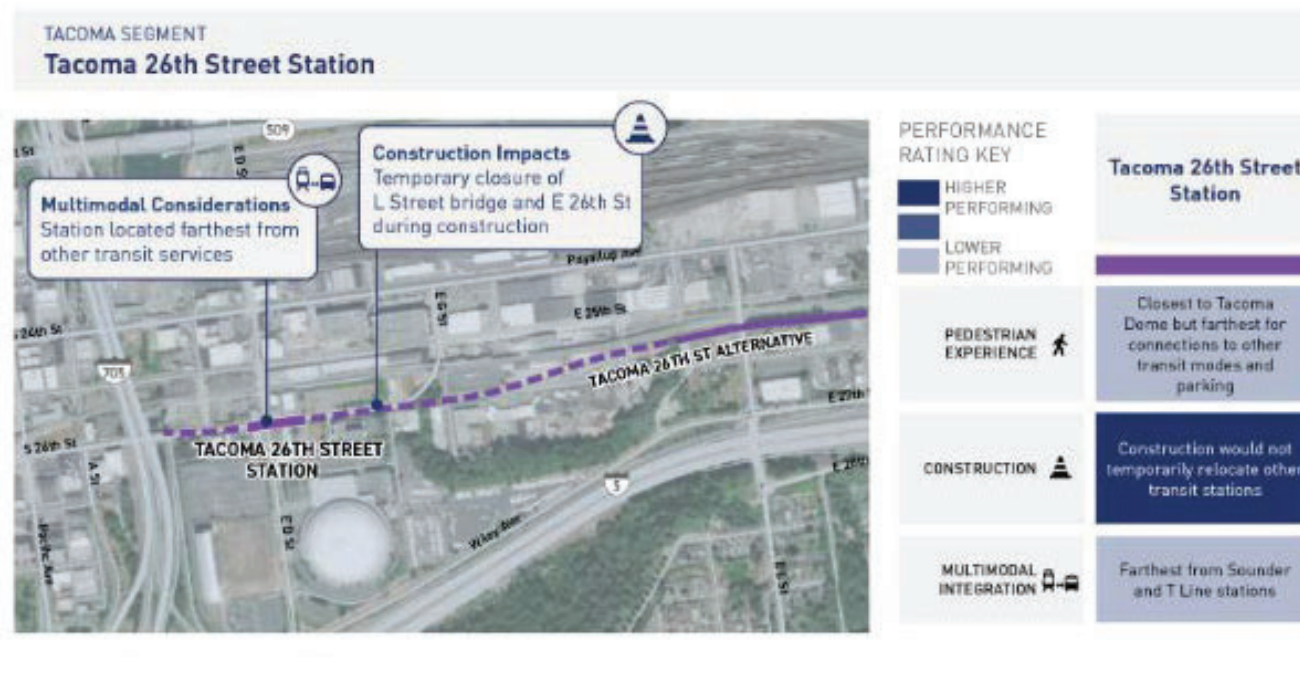
Tacoma Close to Sounder Station



The Tacoma Close to Sounder Station is located between East 25th and 26th streets just west of East G Street. This station location pairs with the Tacoma Close to Sounder Alternative. Key potential impacts include:

- Greatest potential to create a fully-integrated transit hub, connecting regional and local bus service, Link, Amtrak, and T Line.
- Would require rebuilding Amtrak and Sounder station.

Tacoma 26th Street Station



The Tacoma 26th Street Station is located at the intersection of East 26th Street and East D Street. This station location pairs with the Tacoma 26th Street Alternative. Key potential impacts include:

- Challenging connections for riders to other transit modes in the Tacoma Dome Station area.
- Requiring users to cross an at-grade rail crossing to access transit service on East 25th Street.

Tacoma 26th Street Station

TACOMA SEGMENT Tacoma Dome Station Comparison				
PERFORMANCE RATING KEY LOWER PERFORMING    HIGHER PERFORMING	Tacoma 25th Street-West Station	Tacoma 25th Street-East Station	Tacoma Close to Sounder Station	Tacoma 26th Street Station
				
PEDESTRIAN EXPERIENCE 	Close connections to other transit modes, parking garage, and Tacoma Dome	Connections to other transit modes, parking garage, and Tacoma Dome are further east	Close connections to other transit modes, parking garage, and Tacoma Dome	Closest to Tacoma Dome but farthest for connections to other transit modes and parking
CONSTRUCTION 	Temporary relocation or closure of the T Line station across from Freighthouse Square	Temporary relocation or closure of the T Line station across from Freighthouse Square	Would require rebuilding Amtrak and Sounder station	Construction would not temporarily relocate other transit stations
MULTIMODAL INTEGRATION 	Close to Sounder and T Line stations	Farther east of Sounder and T Line stations	Potential for fully integrated transit hub	Farthest from Sounder and T Line stations



Comparison table summarizing key potential impacts of all Tacoma Dome Station locations.

Comment by Feb. 10

Comment on the Draft EIS

We recommend reviewing the Draft EIS findings before submitting your comment. The Sound Transit Board will consider your comments before they confirm or modify the preferred alternative or identify a preferred alternative where there currently isn't one. Sound Transit will respond to substantive comments in the Final EIS, expected in 2027.

Helpful links:

- [Read the Draft EIS Executive Summary](#)
- [Explore the Draft EIS Alternatives Guide](#)
- [See the Station Area Planning Report](#)

Comment online

Share your thoughts on our Draft EIS findings for the Tacoma Dome Link Extension. Comments are accepted now until Feb. 10, 2025.



Contact information (optional)

If you'd like us to notify you about the availability of the Final EIS, which will include responses to substantive comments, please provide your name and email address.

First Name

Last Name

Email Address

About you (optional)

Would you like to answer some demographic questions?

Including information about yourself will help Sound Transit better understand if we are engaging a population that is representative of the community.

☐ Yes

☐ No

Submit

More ways to comment

- Attend an in-person public meeting and hearing:
 - Greater Tacoma Convention Center | Jan. 23, 5:30-7:30 p.m. 1500 Commerce Street, Tacoma
 - Federal Way Performing Arts and Events Center | Jan. 28, 5:30-7:30 p.m. 31501 Pete Von Reichbauer Way South, Federal Way
 - Fife Community Center | Jan. 30, 5:30-7:30 p.m. 2111 54th Avenue East, Fife
- Attend the online public meeting and hearing via Zoom:
 - Jan. 21, 11:30 a.m. - 1:30 p.m.
[Click to join meeting](#)
- Email or voicemail: tdlinkdeis@soundtransit.org, 206-257-2144
- Mail:
TDLE Draft Environmental Impact Statement Comments
c/o Elma Borbe
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Information for property owners

To build the TDLE project, Sound Transit will need to purchase and use private property. In some cases, this means relocating people from their homes or businesses.

If you are a property owner, you may have received a letter from Sound Transit about your property before the Draft EIS publication. **This notification does not mean Sound Transit has decided that we need to purchase your property.** Depending on the alternative selected to be built, Sound Transit may need to acquire some or all of your property at a later project phase. We encourage property owners to review and comment on the various alternatives in the Draft EIS.

As a reminder, Sound Transit will not finalize decisions on affected properties and acquisitions until after publishing the Final EIS and Board action to select the project to be built. The Board action is expected in early 2027.

Learn more now or request a meeting

Our project team is available to help with any questions you may have about this process. To learn more:

- [Sign up for a property owner briefing](#)
- Review our property acquisition and relocation handbooks
 - [Property Acquisition and Residential Relocation Handbook](#)
 - [Property Acquisition and Business Relocation Handbook](#)
- Email tdlink@soundtransit.org.

Please note that specific effects to individual properties are not yet finalized. We know this period of uncertainty can be stressful. We are here to help.

Frequently Asked Questions

When will I be notified if my property may be affected?

We notify potentially affected property owners before releasing a Draft EIS. Being a potentially affected property owner means that your property is close to one or more alternatives we are currently studying. This notification of potential impact does not mean we are purchasing your property.

What happens if Sound Transit identifies my property as potentially affected?

Notification that your property is potentially affected does not mean we are purchasing your property. Instead, it suggests that, depending on decisions made in the future on the project that will be built, Sound Transit may need to acquire all or a portion of your property at a later project phase. We'll update our list of potentially affected properties as we refine the project's design. We won't decide which properties to purchase until after a Final EIS and the Sound Transit Board selects the projects to be built.

If I am required to move, what types of relocation assistance can I expect?

Residential relocation

For residential property owners and tenants, Sound Transit provides three primary types of relocation assistance: advisory assistance, moving expenses, and replacement housing payments. A qualified relocation specialist will work with displaced residents to determine needs, explain benefits, help and advise with filing claims, and provide referrals to current housing inventories.

Business relocation

Sound Transit provides three primary types of relocation assistance: advisory assistance, moving expenses, and business re-establishment expenses. The level of benefits and advisory services differs for each displaced business depending on the complexity of the business operation.

Next steps

After the Draft EIS comment period closes on Feb. 10, 2025, we'll compile and evaluate all comments and provide a summary to the Sound Transit Board and the public. Then the Board will confirm, modify, or identify a preferred alternative, which we will evaluate along with other alternatives in the Final EIS. Environmental review will continue until the publication of the Final EIS, expected in 2027.

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

2035*

- Forecasted in-service date

* Parking at the South Federal Way and Fife stations is forecasted to open in 2038.

General questions? Contact us:

Sound Transit Community Outreach

Phone: 206-398-5453

Email: tdlink@soundtransit.org

Website: soundtransit.org/tdlink

Need assistance online or at an in-person event?

Accessibility Inquiries:

Phone: 1-800-201-4900, TTY Relay 711

Email: main@soundtransit.org

Monday - Friday, 7 a.m. to 7 p.m.

Additional services:

General Rider Inquiries:

Phone: 1-888-889-6368, TTY Relay 711

Email: main@soundtransit.org

Monday - Friday, 7 a.m. to 7 p.m.

Call or text Security 24/7: [206-398-5268](tel:206-398-5268)

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