

Tacoma Dome Link Extension

Draft EIS Publication update

System Expansion Committee

12/12/2024



Why we're here today

- Provide an overview of the Tacoma Dome Link Extension alternatives evaluated in the Draft Environmental Impact Statement (EIS).
- Review Draft EIS key findings.
- Discuss public engagement occurring during the comment period, December 13, 2024 – February 10, 2025.

No action today

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

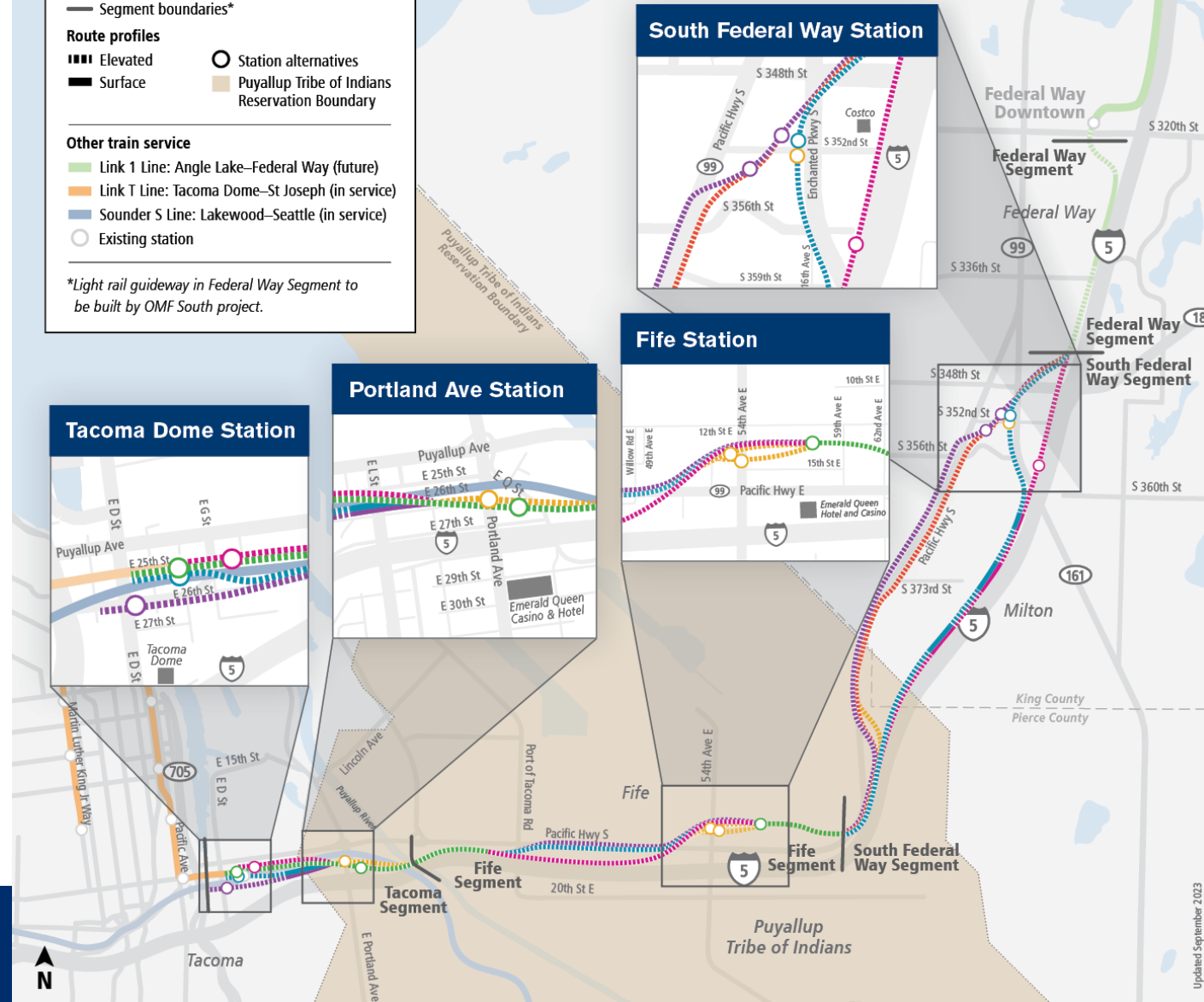
- Elevated
- Surface
- Station alternatives
- Puyallup Tribe of Indians Reservation Boundary

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 2nd 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 cross 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 4, 2024:** Draft EIS posted to ST website
- **December 12, 2024:** SEC briefing on Draft EIS findings
- **December 13, 2024 – February 10, 2025:** 60-day comment period
- **Q2 2025:** Anticipated Board action to confirm or modify the PA



ST3
APPROVED

2016



PLANNING



DESIGN

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

Tacoma Dome Link Extension (TDLE)

Five notable considerations

1 Line

 **Link light rail**

Tacoma Dome Link Extension

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

Route profiles

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- Surface
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Other train service

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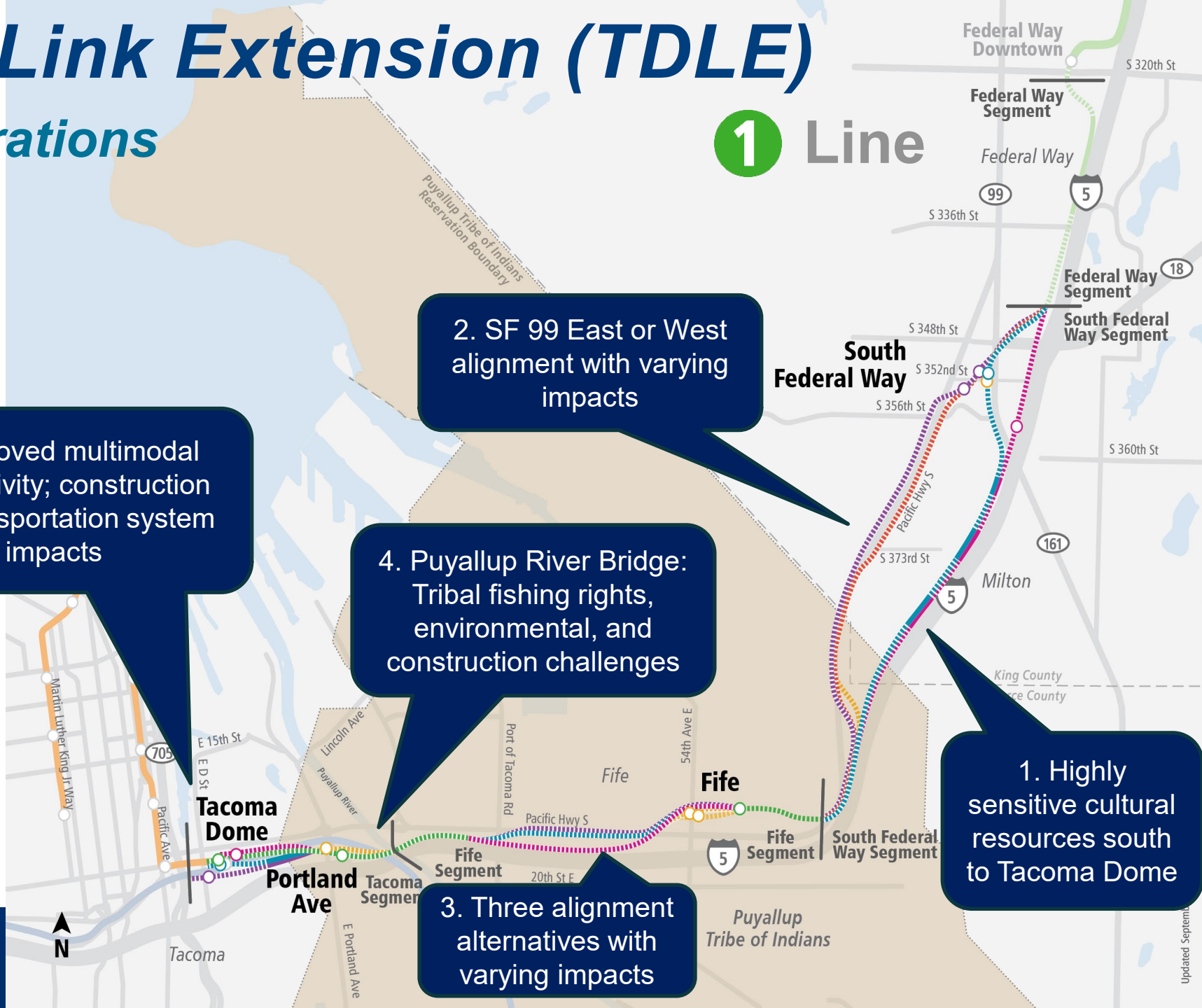
5. Improved multimodal connectivity; construction and transportation system impacts

2. SF 99 East or West alignment with varying impacts

4. Puyallup River Bridge: Tribal fishing rights, environmental, and construction challenges

3. Three alignment alternatives with varying impacts

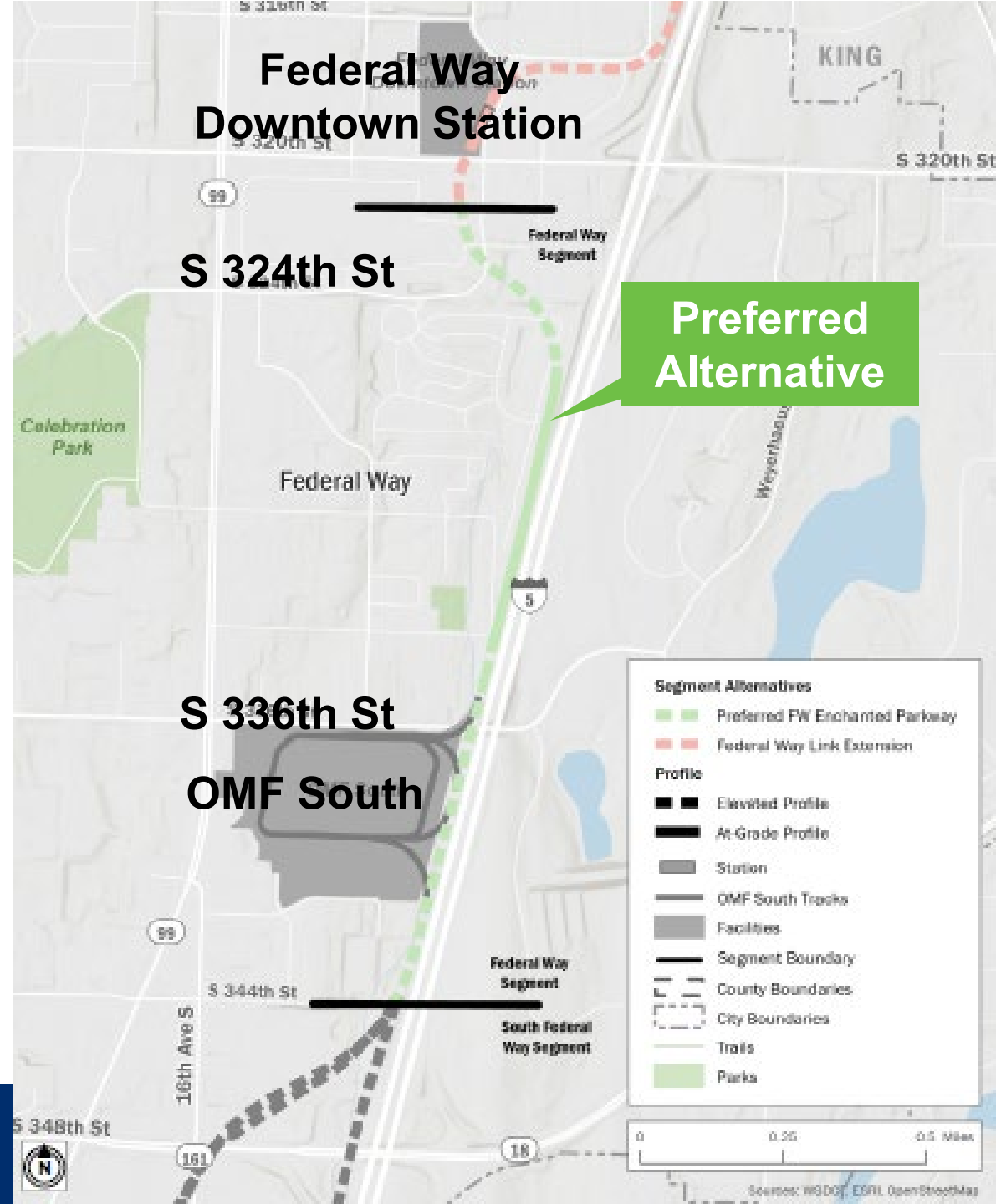
1. Highly sensitive cultural resources south to Tacoma Dome



Federal Way Segment

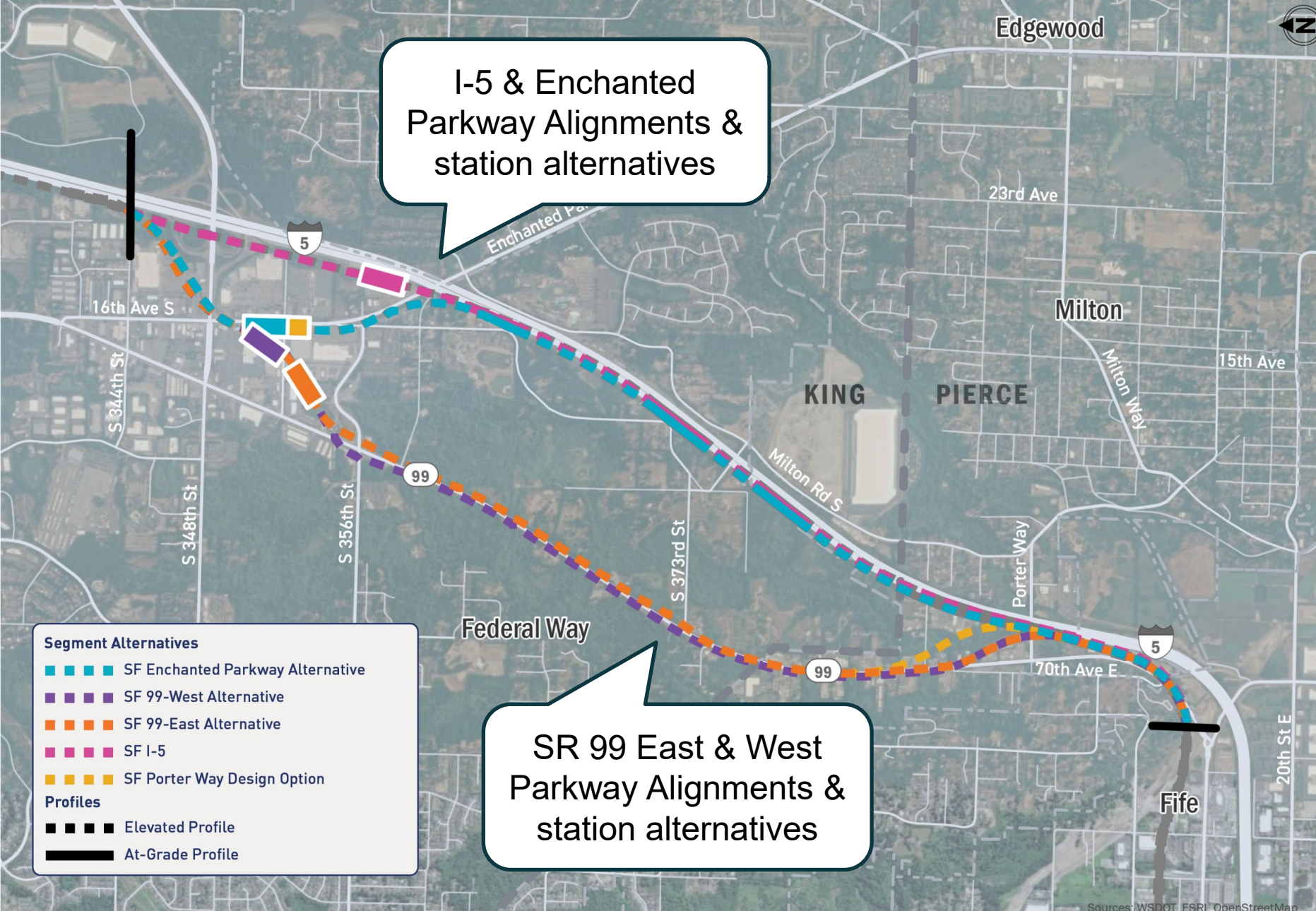
Federal Way Segment

- 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



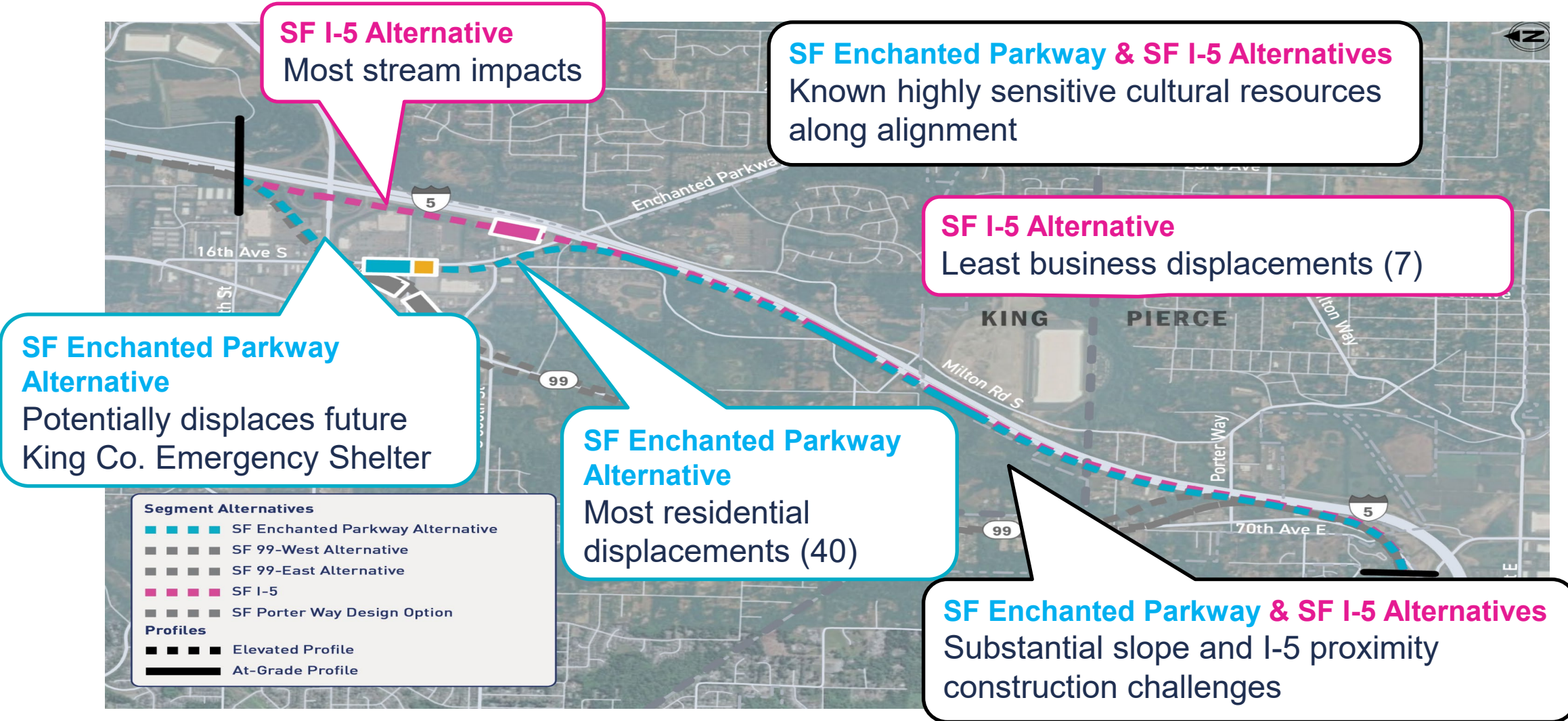
South Federal Way Segment

South Federal Way Segment Overview



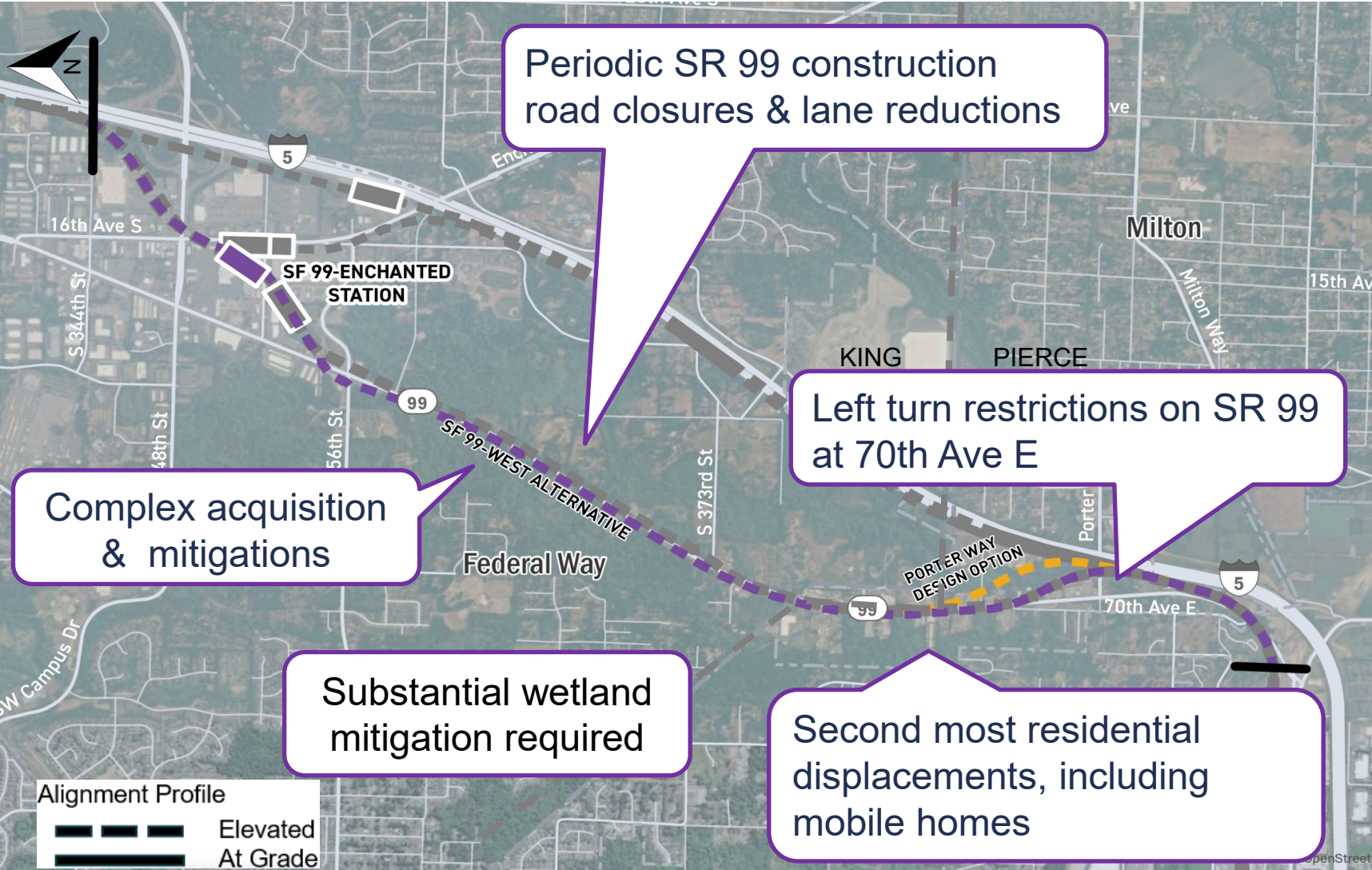
SF Enchanted Parkway & SF I-5 Alternative

Draft EIS Key Findings SF Enchanted Pkwy & SF I-5 (notable consideration 1)



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

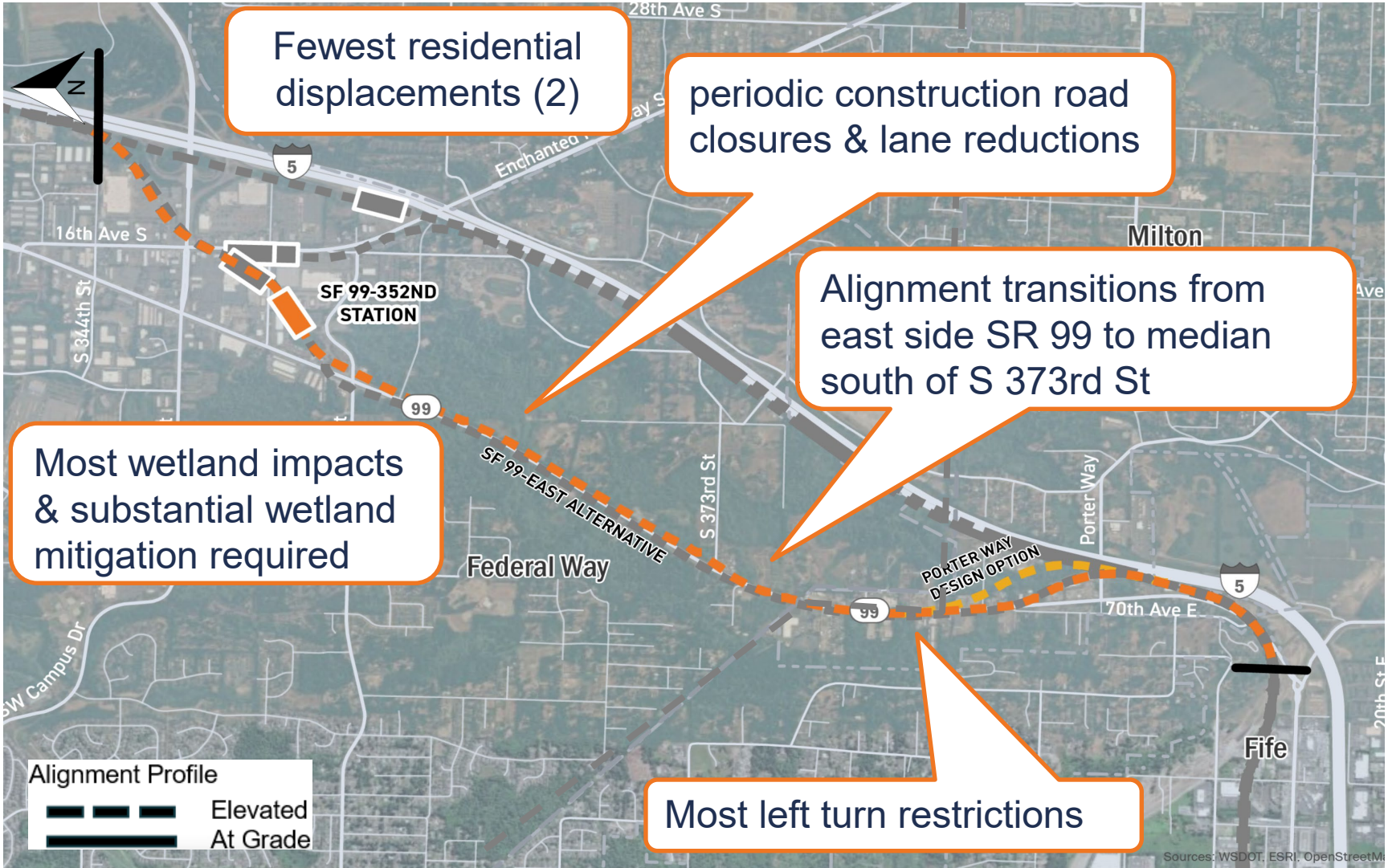
Draft EIS Key Findings SF Enchanted Pkwy & SF I-5 (notable consideration 2)



Residential displacements	17
Business displacements	25 (23)
Historic & cultural resource impacts	4
Ecosystems impacts <i>Long-term</i>	Wetlands: 6.31 (6.68) ac Streams: 600 (750) ft
Transportation impacts	Left-turn restrictions at Pac Hwy and 70th Ave E (Minimal access impacts)
Performance rating key	
	Higher performing
	Lower performing

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

Draft EIS Key Findings SF Enchanted Pkwy & SF I-5 (notable consideration 2)



Residential displacements	2
Business displacements	25 (24)
Historic & cultural resource impacts	2
Ecosystems impacts <i>Long-term</i>	Wetlands: 7.33 (7.75) ac Streams: 600 (700) ft
Transportation impacts	Left-turn restrictions on Pac Hwy south of S 373 rd (Left-turn restrictions on Pac Hwy S 373 rd to Birch St)

Performance rating key

- Higher performing
- Lower performing

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



South Federal Way Alternative Comparison

Performance rating key

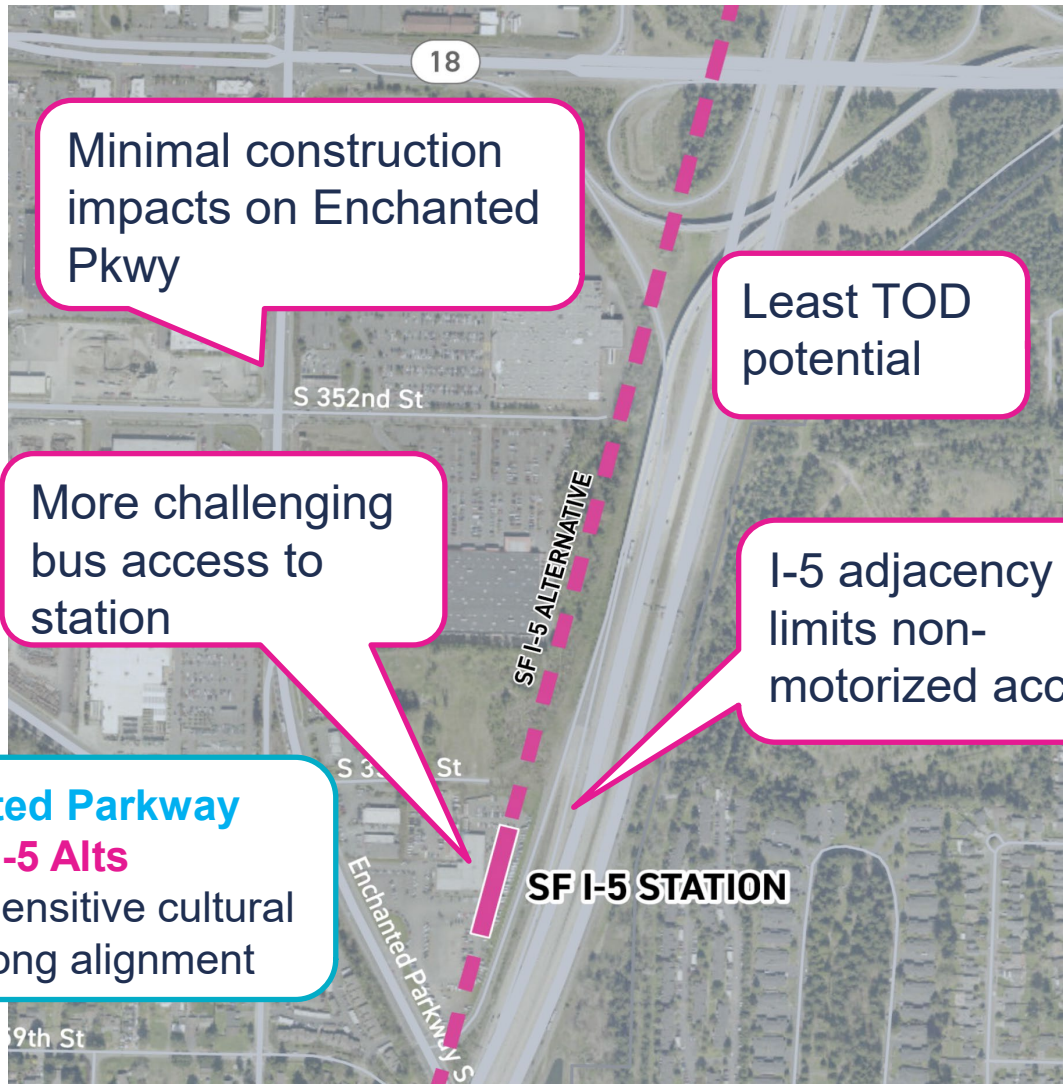
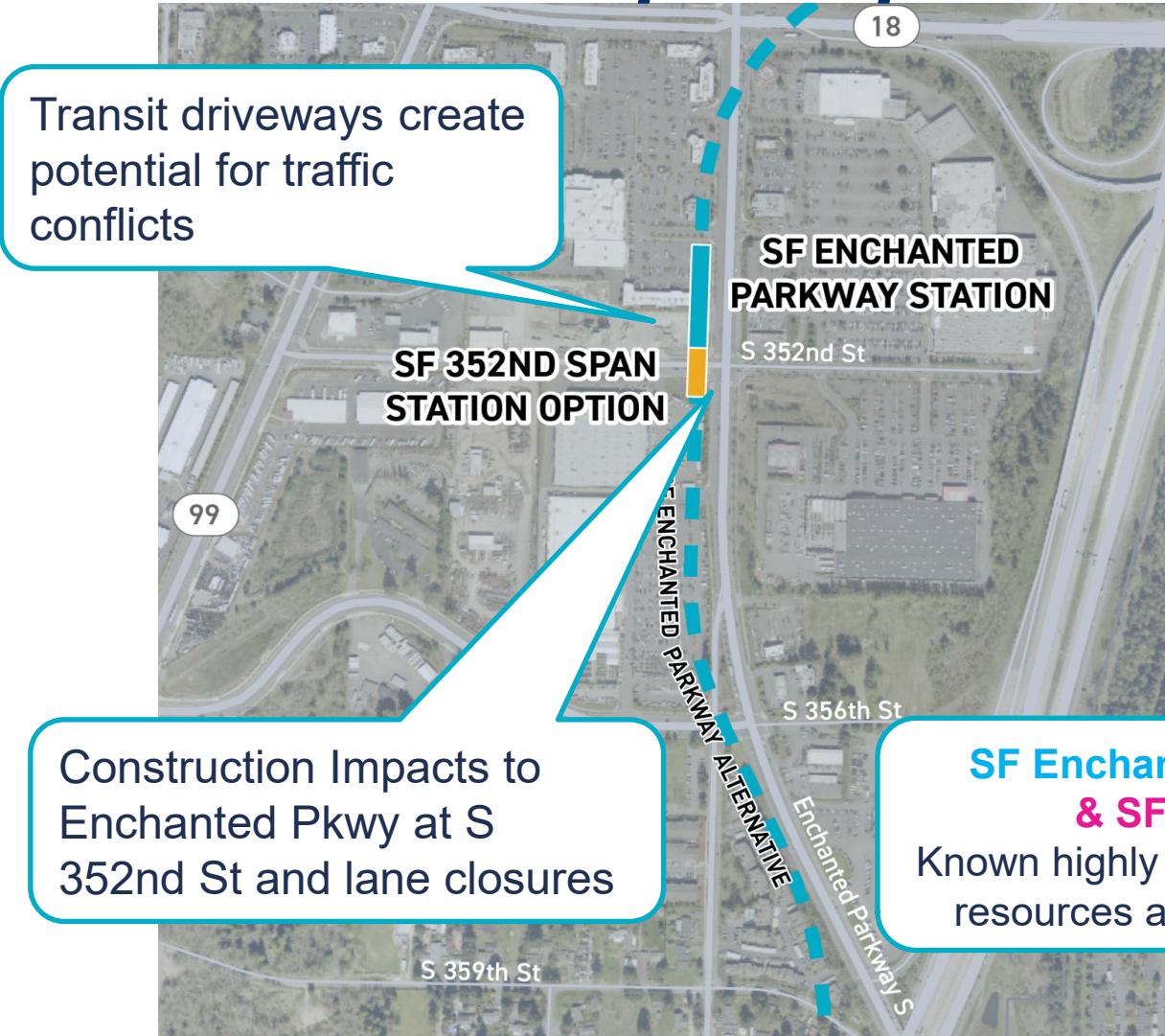


	SF Enchanted Parkway	SF I-5	SF 99-West (Porter Way Design Option)	SF 99-East (Porter Way Design Option)
Residential displacements	40	3	17	2
Business displacements	14	7	25 (23)	25 (24)
Historic & cultural resource impacts	1 (known highly sensitive)	1 (known, highly sensitive)	4	2
Ecosystems impacts <i>Long-term</i>	Wetlands: 2.65 ac Streams: 150 ft	Wetlands: 3.76ac Streams: 950 ft	Wetlands: 6.31 (6.68)ac Streams: 600 (750) ft	Wetlands: 7.33 (7.75) ac Streams: 600 (700) ft
Transportation impacts	Minimal changes to traffic circulation and access	Minimal changes to traffic circulation and access	Left-turn restrictions at Pac Hwy and 70th Ave E (<i>Minimal access impacts</i>)	Left-turn restrictions on Pac Hwy south of S 373rd (<i>Left-turn restrictions on Pac Hwy S 373 to Birch St</i>)
Comparative costs*	\$\$	\$	\$	\$\$

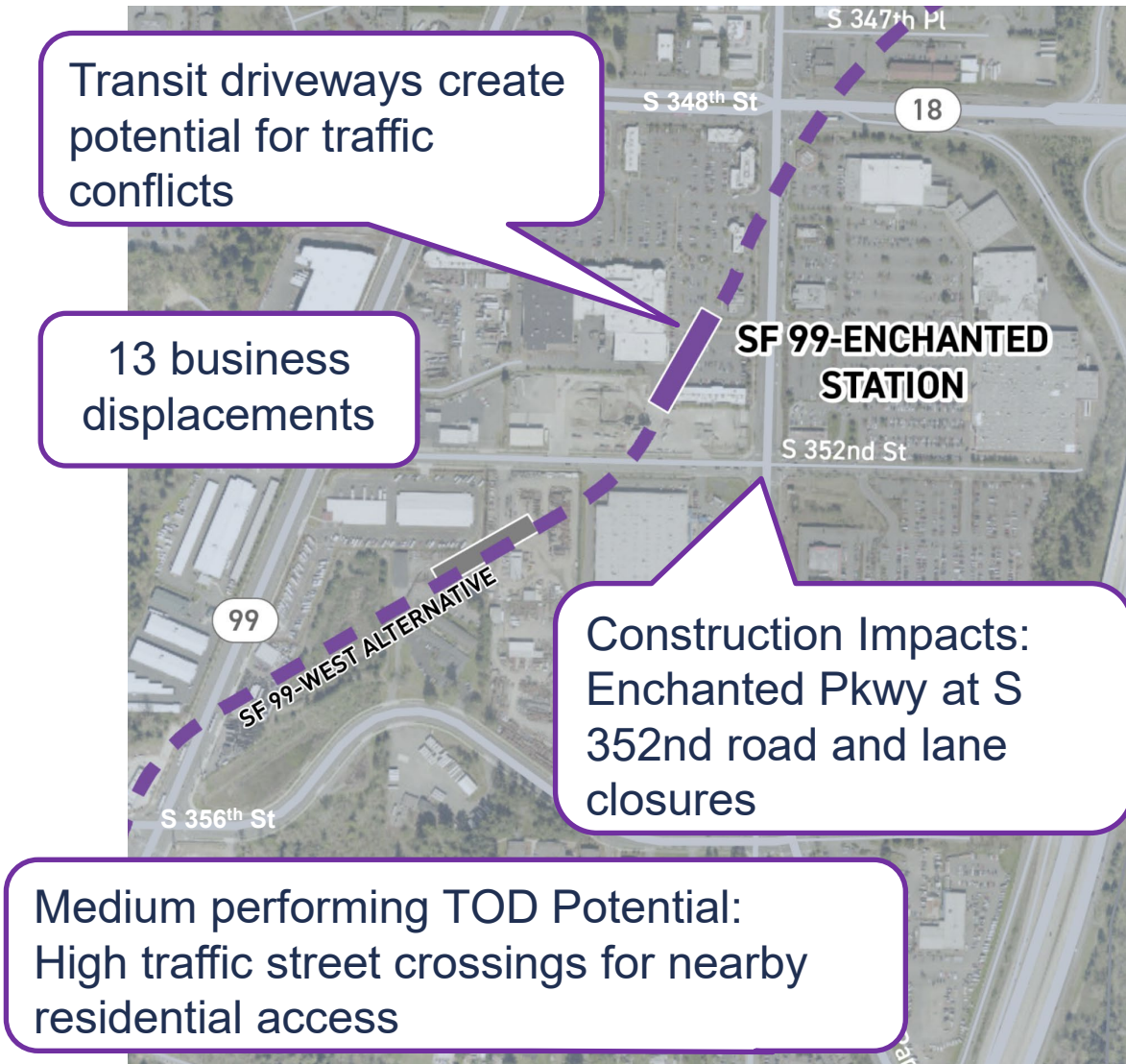
***South Federal Way Segment
Station Comparison***

SF Enchanted Pkwy Station & SF 352nd Span Option

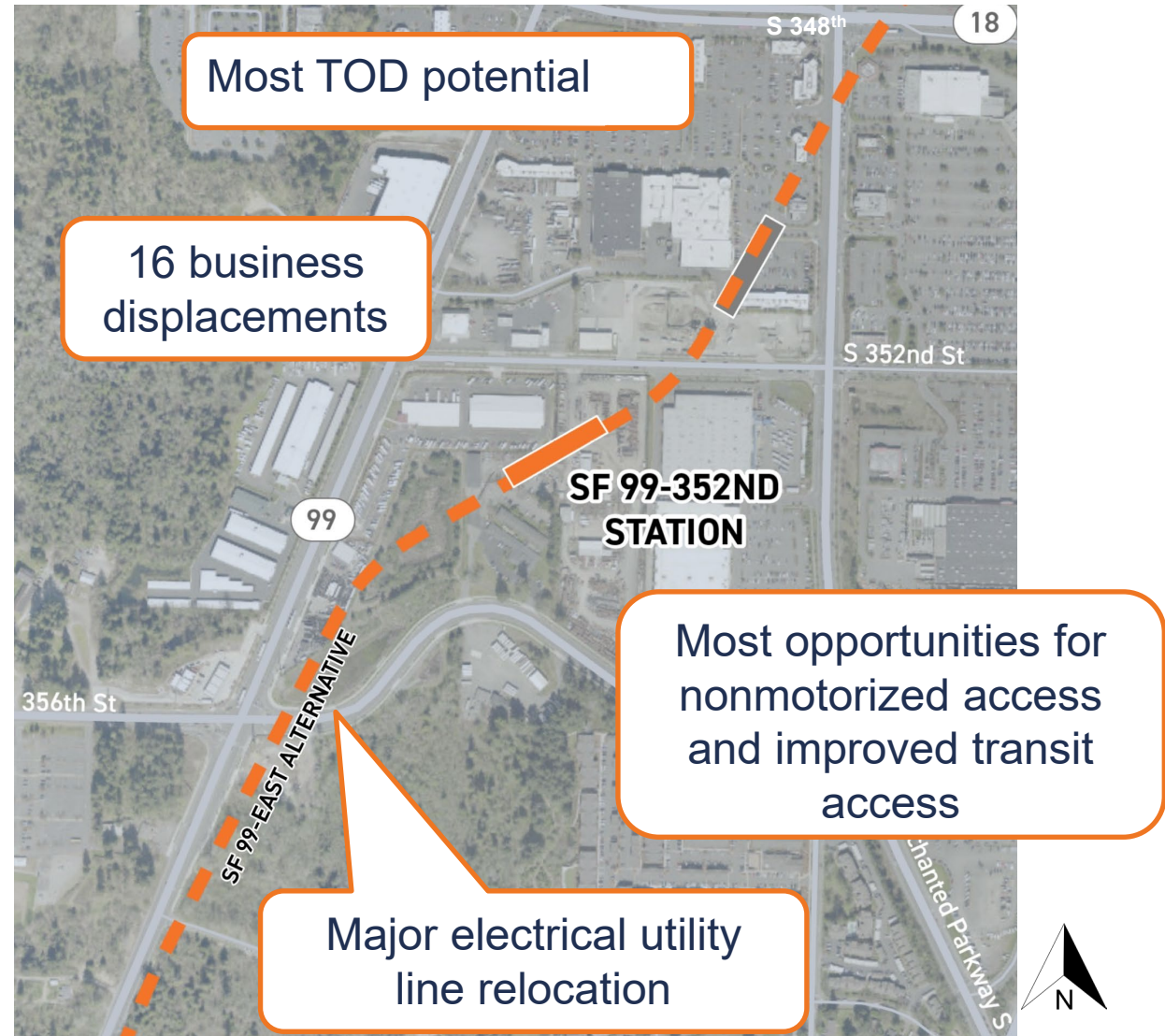
SF I-5 Station



SF 99-Enchanted Station



SF 99-352nd Station



South Federal Way Station Comparison

Performance rating key



	SF Enchanted Parkway Station	SF I-5 Station	SF 99-Enchanted Station	SF 99-352nd Station
Nonmotorized access	Connections to surrounding station area	Fewer street connections	Connections to surrounding station area	Dedicated facilities provide connections
Transit connections	Potential for traffic conflicts at bus access points	Challenging for bus access due to I-5	Potential for traffic conflicts at bus access points	Easiest connecting bus route access
Construction impacts <i>Transportation detours</i>	Temporary detours and closure near the station and on Enchanted Pkwy S	Temporary detours and closures near the station	Temporary detours and closures near the station and on SR 99	Temporary detours and closures near the station and on SR 99
Transit oriented development potential	More street crossing from residential areas; fewer new development opportunities	Challenging access from residential area; few opportunities for new development	More street crossing from residential areas; some opportunities for new development	Easier to access from residential areas; more opportunities for new development

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

Fife Segment

Fife Segment

Draft EIS Key Findings (notable consideration 3)

Fife Median Alternative

- Most Pac. Highway construction restrictions/closures
- Fewest business displacements (12-28)

Fife Pacific Highway Alternative

- Pac. Highway construction restrictions/closures
- Most business displacements (38-54)

Fife I-5 Alternative

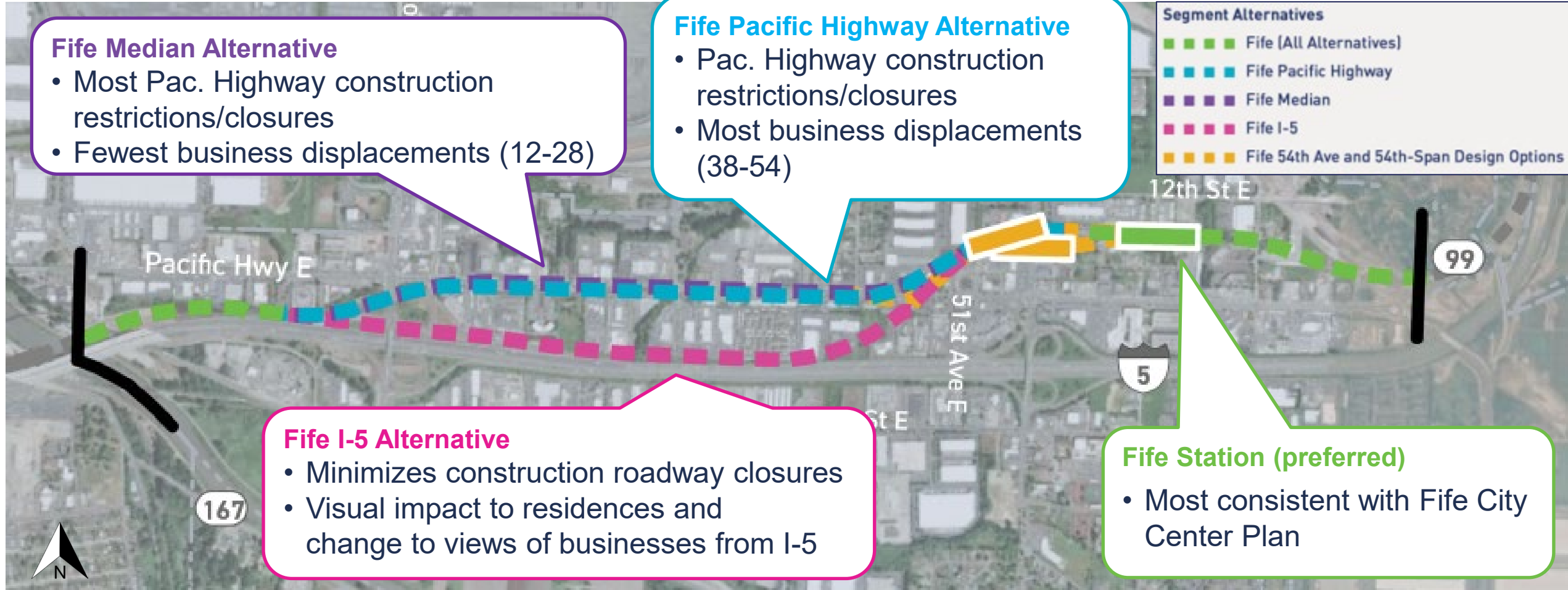
- Minimizes construction roadway closures
- Visual impact to residences and change to views of businesses from I-5

Fife Station (preferred)

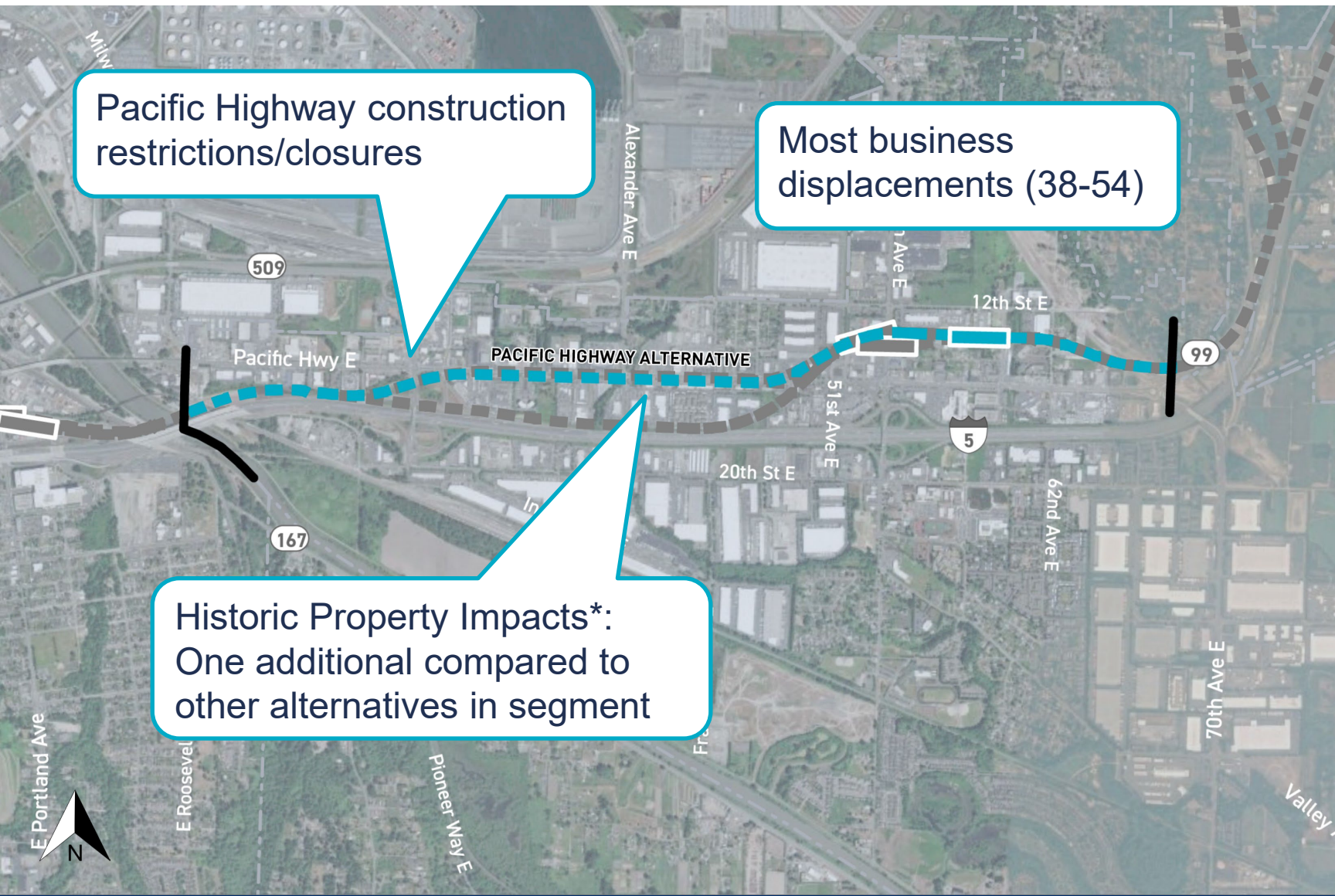
- Most consistent with Fife City Center Plan

Segment Alternatives

- Fife (All Alternatives)
- Fife Pacific Highway
- Fife Median
- Fife I-5
- Fife 54th Ave and 54th-Span Design Options



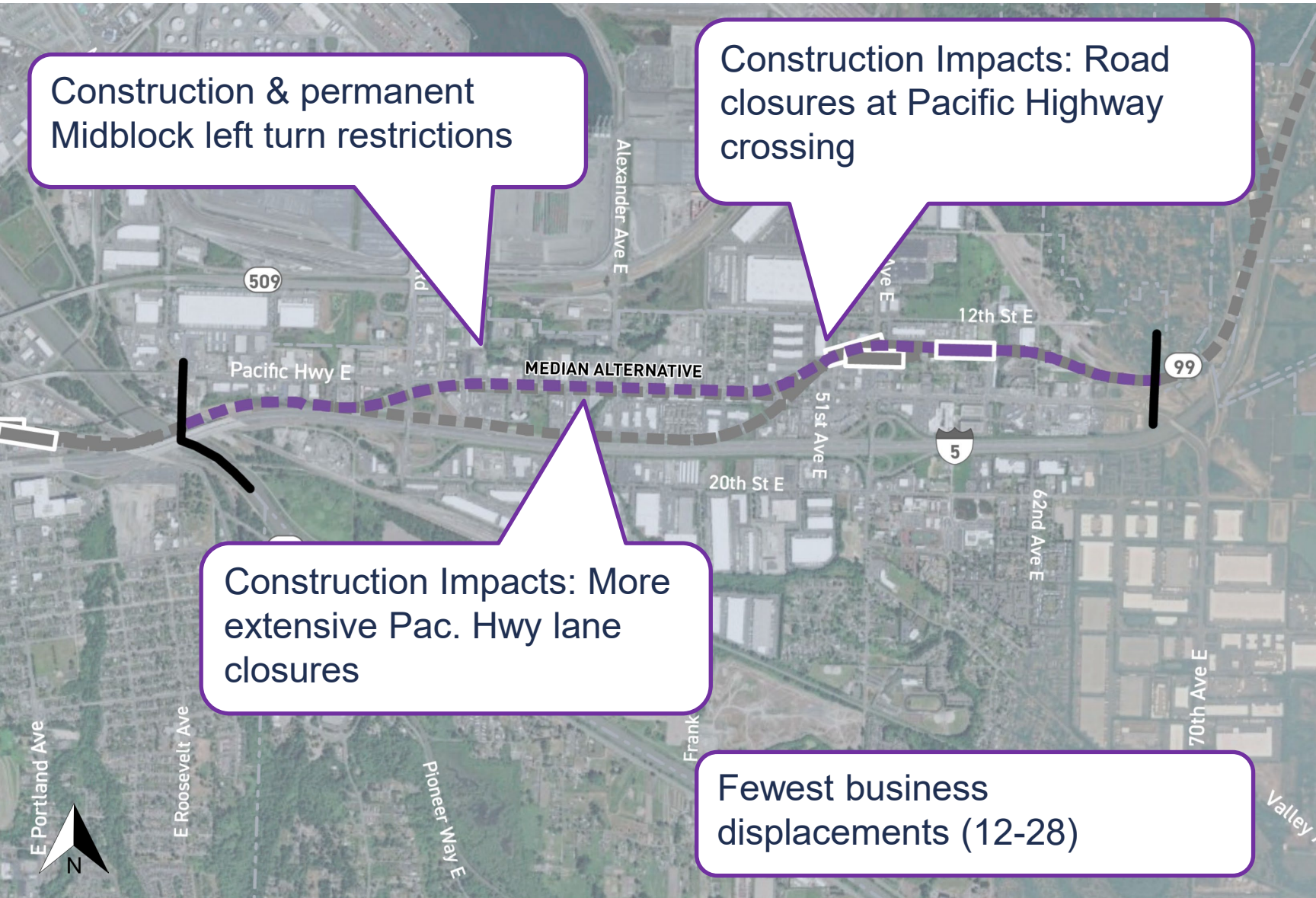
Fife Pacific Highway Alternative



Business displacements	38*
Historic & cultural resource impacts	2
Ecosystems impacts <i>Long-term</i>	Wetlands: 2.24 ac Streams: 450 ft
Construction impacts	Temp. access restrictions, roadway/lane closures, reduced visibility, and parking impacts to businesses along Pac Hwy
Visual impacts	Close to some residences and visual changes on Pac Hwy
Performance rating key *Assumes Fife Station	
Lower performing	Higher performing

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

Fife Median Alternative

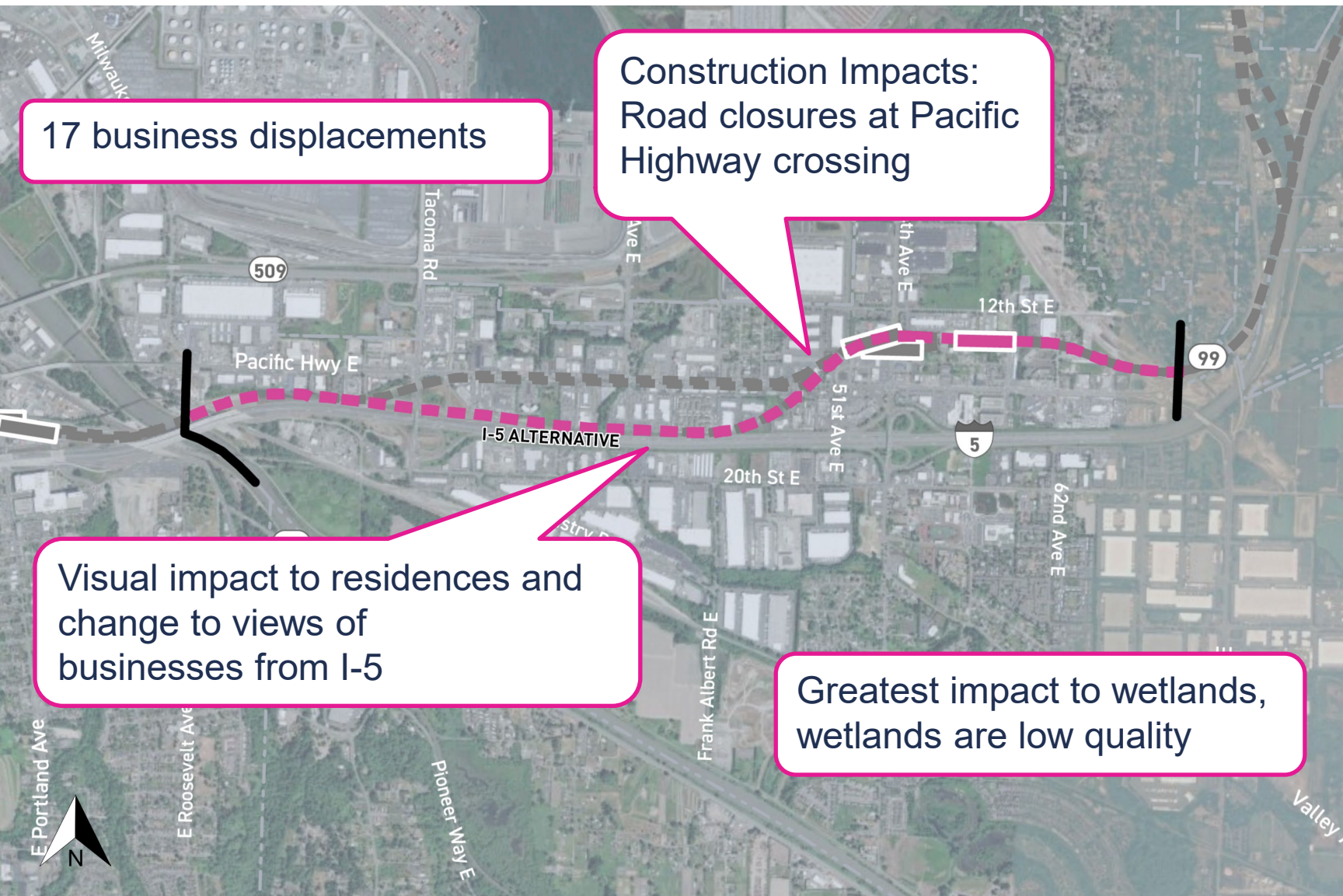


Business displacements	12*
Historic & cultural resource impacts	1
Ecosystems impacts <i>Long-term</i>	Wetlands: 2.24 ac Streams: 450 ft
Construction impacts	Temp. access restrictions, roadway/lane closures, reduced visibility, and parking impacts to businesses along Pac Hwy
Visual impacts	Close to some residences and visual changes on Pac Hwy
Performance rating key	
Lower performing	Higher performing

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

*Assumes Fife Station

Fife I-5 Alternative



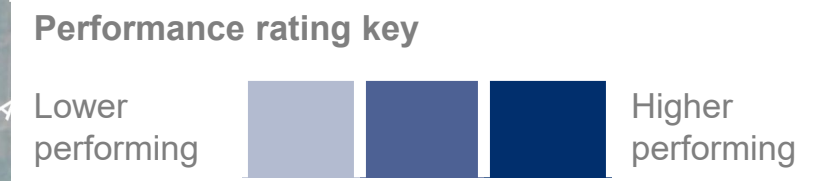
17 business displacements

Construction Impacts:
Road closures at Pacific Highway crossing

Visual impact to residences and change to views of businesses from I-5

Greatest impact to wetlands, wetlands are low quality

Business displacements	17*
Historic & cultural resource impacts	1
Ecosystems impacts <i>Long-term</i>	Wetlands: 3.16 ac Streams: 350 ft
Construction impacts	Fewer temp. access restrictions. Reduced visibility and temp. parking impacts to businesses adjacent to I-5
Visual impacts	Close to more residences and changes to sign visibility from I-5



*Assumes Fife Station

Fife Alternative Comparison

Performance rating key



	Fife Pacific Highway	Fife Median	Fife I-5
Business displacements <i>Permanent impacts</i>	Fife Station: 38 Fife 54th Ave Station Option: 50 Fife 54th Span Station Option: 54	Fife Station: 12 Fife 54th Ave Station Option: 24 Fife 54th Span Station Option: 28	Fife Station: 17 Fife 54th Ave Station Option: 34 Fife 54th Span Station Option: 40
Historic & cultural resource impacts <small>(Historic properties include buildings, sites, or objects that are eligible for or listed on the National Register of Historic Places)</small>	2	1	1
Ecosystems impacts <i>Long-term</i>	Wetlands: 2.24 ac Streams: 450 ft	Wetlands: 2.24 ac Streams: 450 ft	Wetlands: 3.16 ac Streams: 350 ft
Construction impacts	Temp. access restrictions, roadway/lane closures, reduced visibility, and parking impacts to businesses along Pac Hwy	Temp. access restrictions, roadway/lane closures, reduced visibility, and parking impacts to businesses along Pac Hwy	Fewer temp. access restrictions. Reduced visibility and temp. parking impacts to businesses adjacent to I-5
Visual impacts	Close to some residences and visual changes on Pac Hwy	Close to some residences and visual changes on Pac Hwy	Close to more residences and changes to sign visibility from I-5
Comparative costs*	\$	\$\$	\$

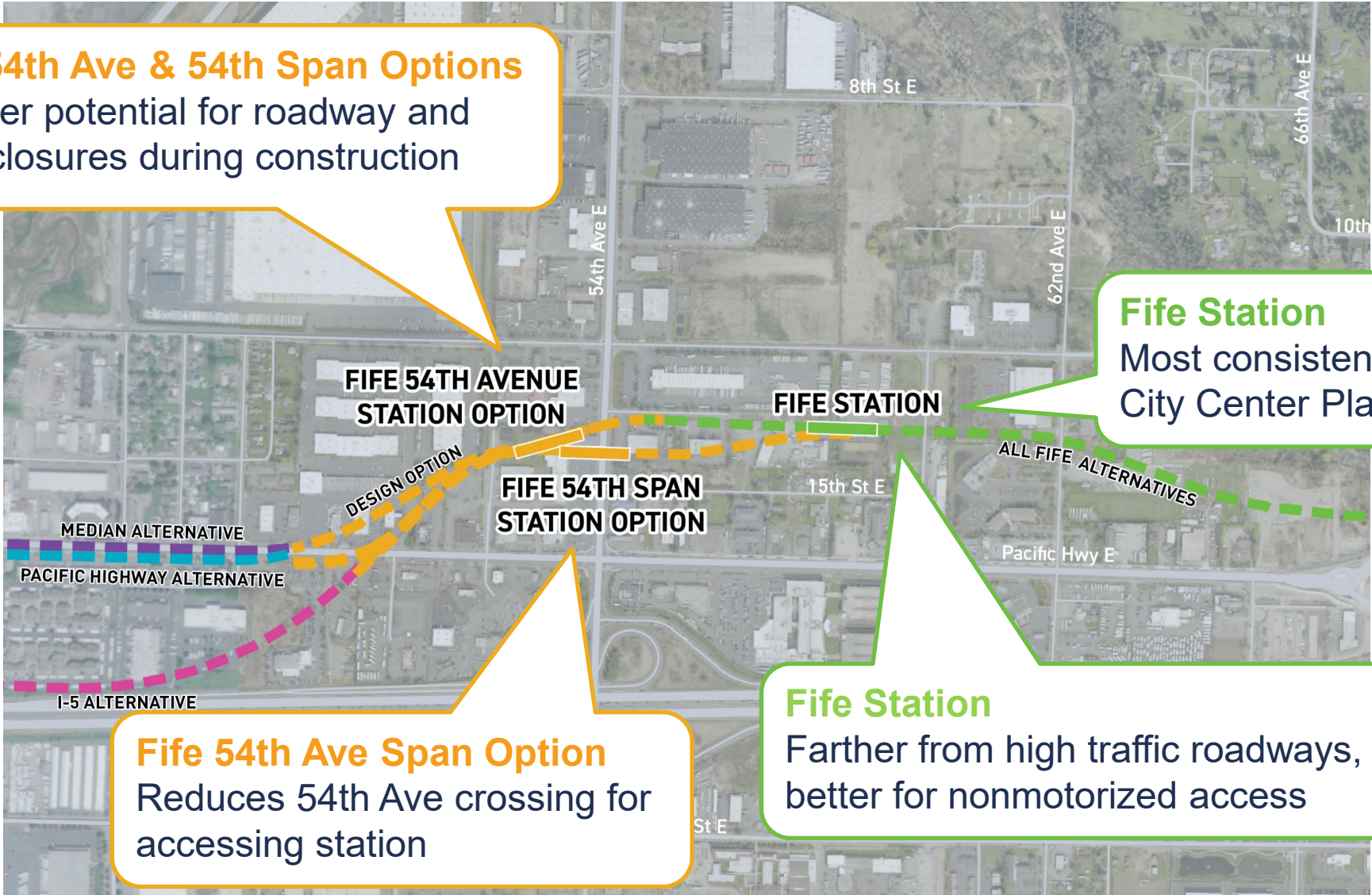
27 *Comparative costs serve as a basis for comparing design alternatives and options; they are not intended as a method for establishing the project budget.

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

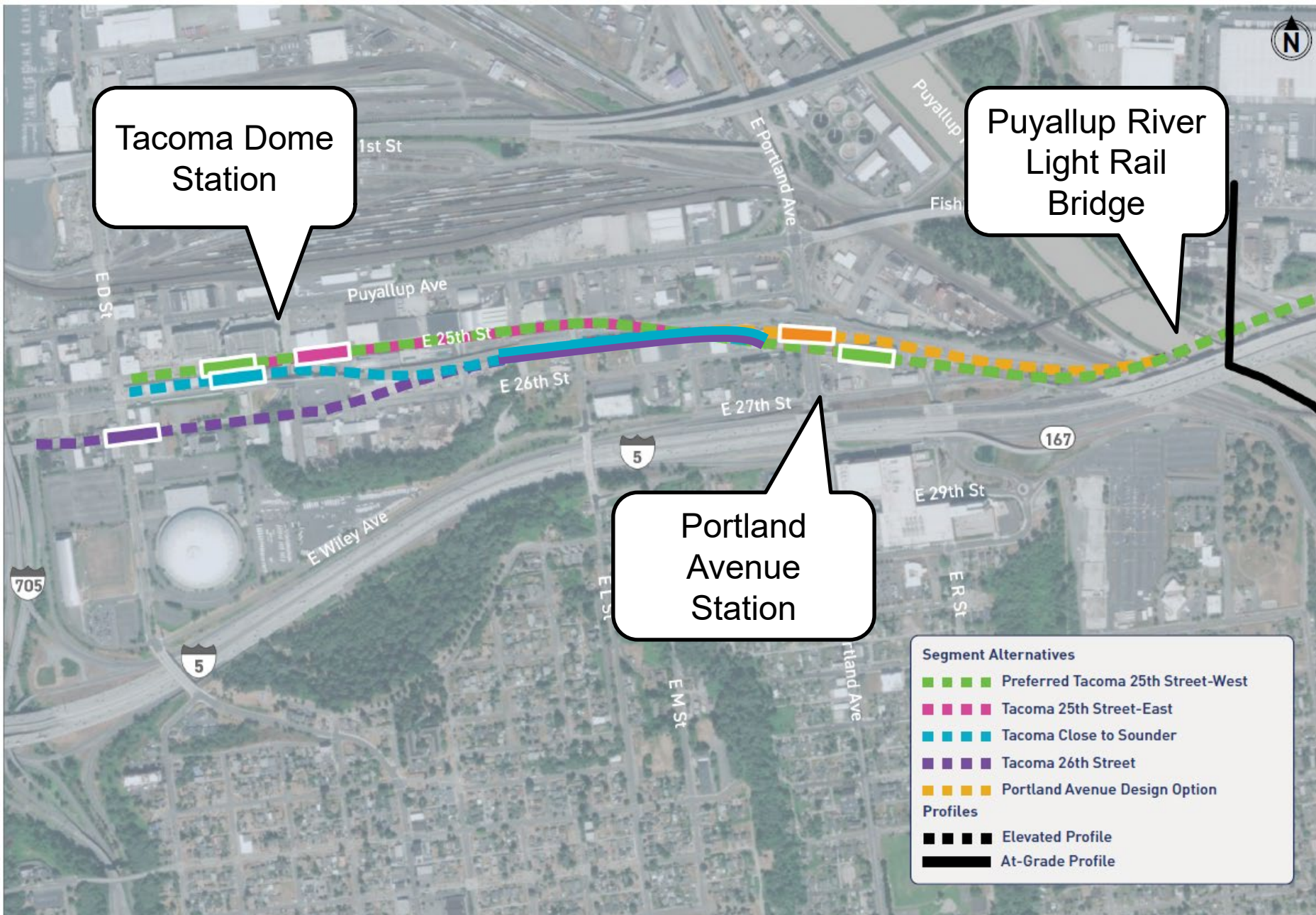
Fife Station Comparison



	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, within FEMA floodplain	Potential for future flood risk, outside FEMA floodplain	Potential for future flood risk, outside FEMA floodplain
Construction impacts	Minimal temp. roadway closures of 54th Ave E	Fewer temp. roadway closures of 54th Ave E	More frequent and extensive temp. roadway closures of 54th Ave E
Consistency with city plans <i>Fife City Center Plan</i>	More consistent	Less consistent	Less consistent
Business displacements <i>Permanent impacts</i>	Fife Pacific Highway: 38 Fife Median: 12 Fife I-5: 17	Fife Pacific Highway: 50 Fife Median: 24 Fife I-5: 34	Fife Pacific Highway: 54 Fife Median: 28 Fife I-5: 40

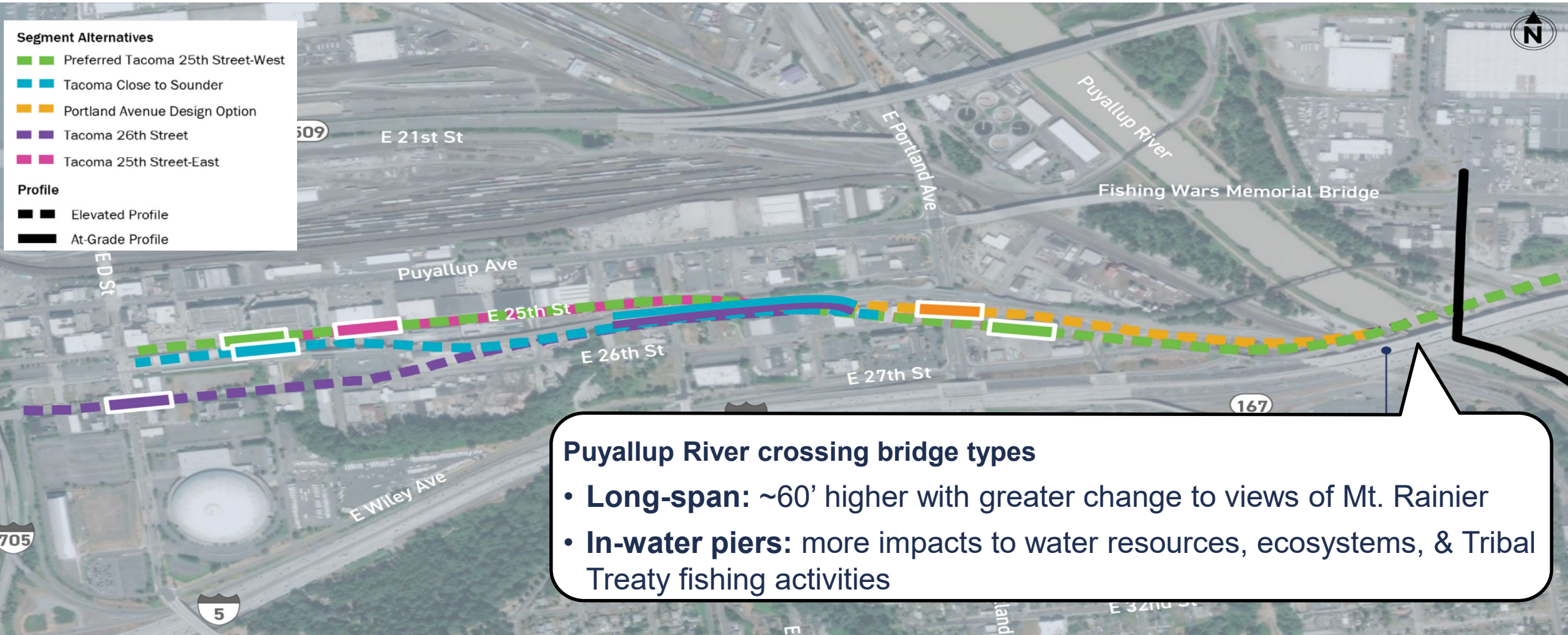
Tacoma Segment

Tacoma Segment



Puyallup River Light Rail Bridge

Draft EIS Key Findings (notable consideration 4)



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



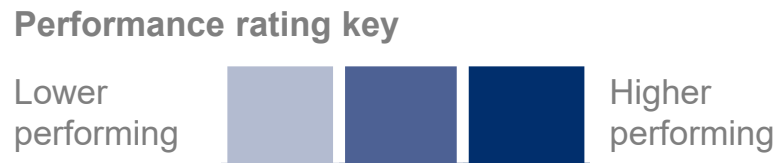
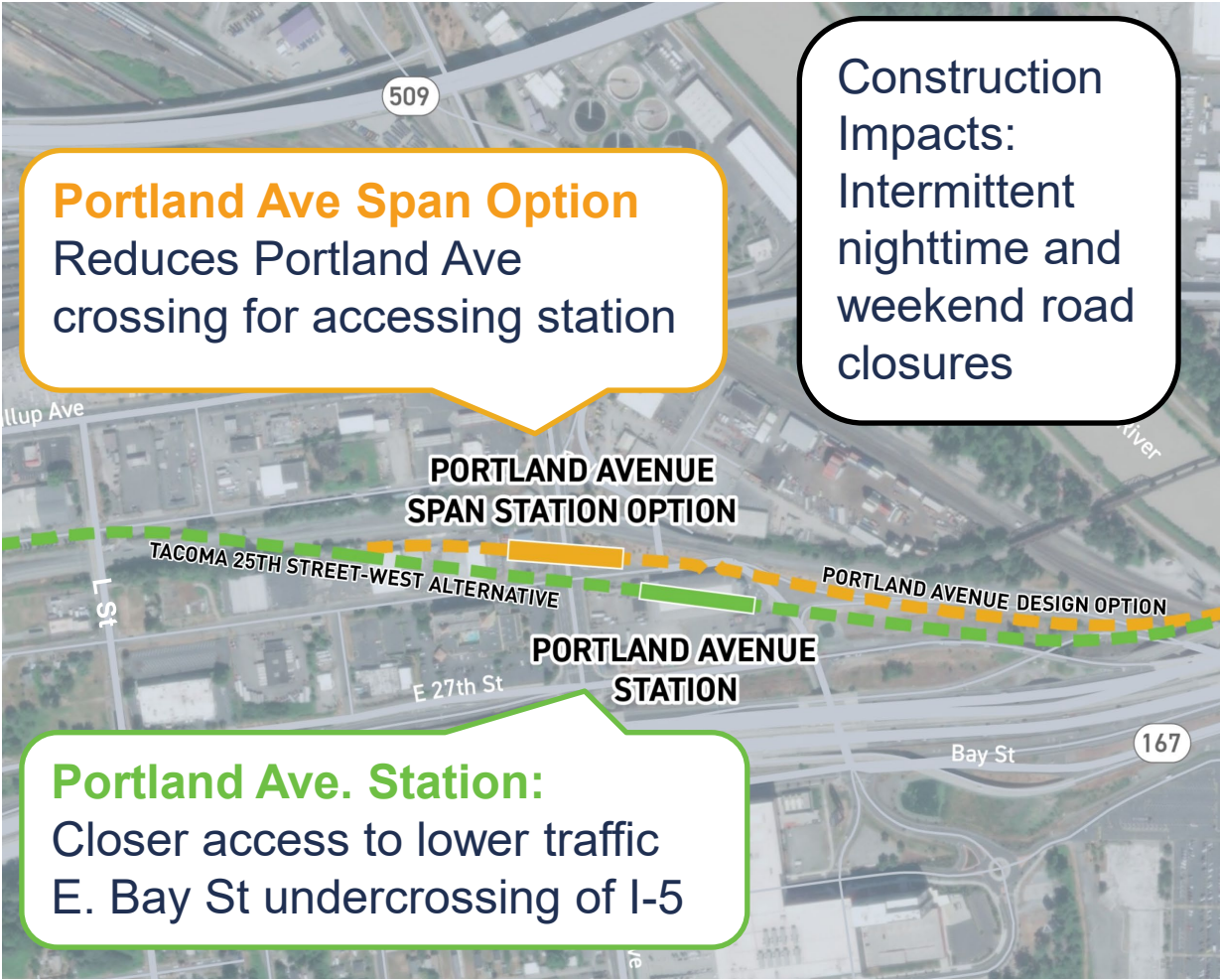
In-river pier option



Clear-span option

***Portland Avenue Station
Comparison***

Portland Avenue Station Comparison



	Portland Avenue Station	Portland Avenue Span Station Option
Transit access	Bus bays located on E 26th St	Bus bays located on Portland Ave, a major freight route
Nonmotorized access	Closer to lower traffic undercrossing at E Bay St	Fewer intersection crossings with station entrances on both sides of Portland Ave
Passenger experience	Side platforms: more challenging station navigation	Center platform: easier station navigation and track operations
Construction impacts	Fewer temp. street closures on Portland Ave	More frequent temp. street closures on Portland Ave

Tacoma Dome Station Comparison

Tacoma Segment

Draft EIS Key Findings (notable consideration 5)

Preferred Tacoma 25th Street-West

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

Tacoma 25th Street-East

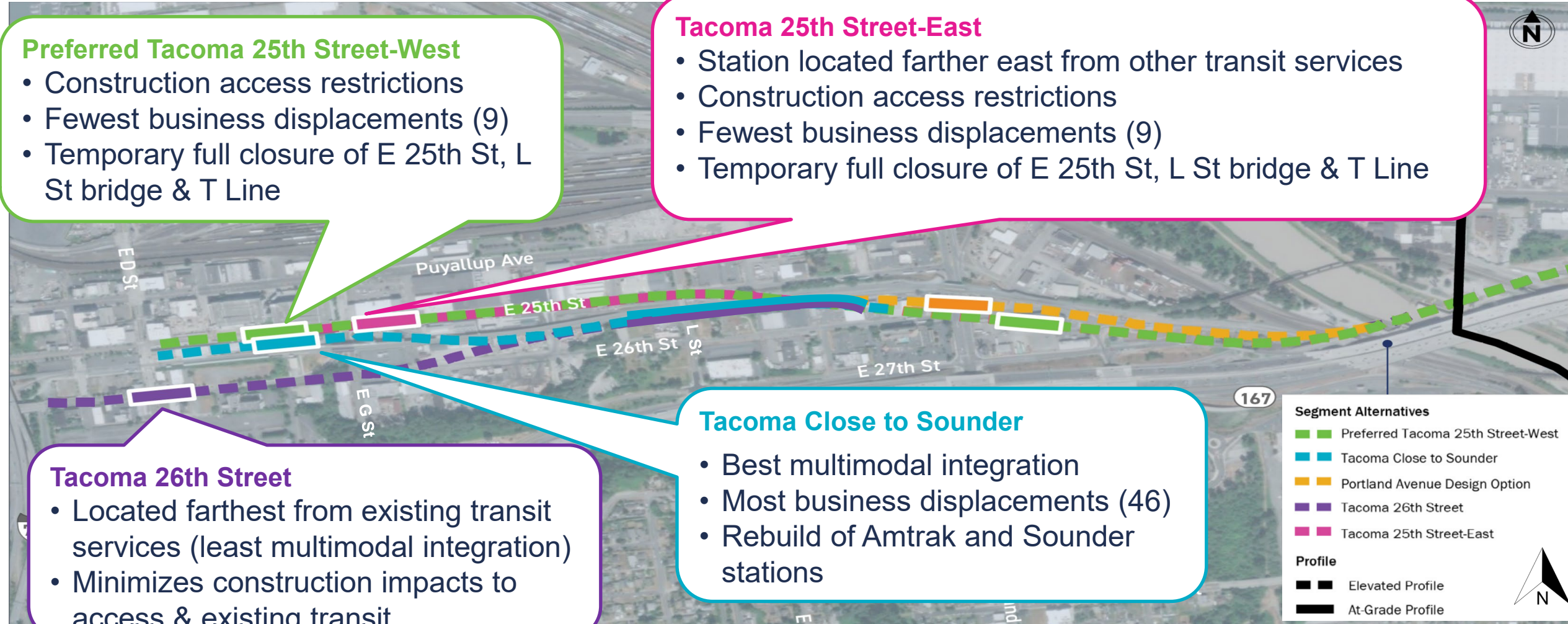
- Station located farther east from other transit services
- Construction access restrictions
- Fewest business displacements (9)
- Temporary full closure of E 25th St, L St bridge & T Line

Tacoma 26th Street

- Located farthest from existing transit services (least multimodal integration)
- Minimizes construction impacts to access & existing transit

Tacoma Close to Sounder

- Best multimodal integration
- Most business displacements (46)
- Rebuild of Amtrak and Sounder stations



Tacoma Alternative Comparison

Performance rating key



	Tacoma 25th Street-West	Tacoma 25th Street-East	Tacoma Close to Sounder	Tacoma 26th Street
Business displacements <i>Permanent impacts</i>	9	9	43	13
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	Altered views from Tacoma Dome and LeMay Museum
Construction impacts <i>Transportation impacts</i>	Temp. full closure of E 25th St & potential T Line closures	Temp. full closure of E 25th St & potential T Line closures	Temp. full closure of L Street bridge, Rebuild of Amtrak and Sounder stations	Temp. full closure of L Street bridge and E 26th St
Construction impacts <i>Access restrictions</i>	Access restrictions on E 25th St including Freighthouse Square	Access restrictions on E 25th St including Freighthouse Square	Fewer construction access impacts on E 25th St	Access restrictions on E 26th St and E 27th St
Construction impacts <i>Utility impacts</i>	More utility impacts with overhead impacts along E 25th St	More utilities impacts with overhead impacts along E 25th St	Fewest impacts to existing utilities	Fewest utilities impacts with some on E 26th St
Comparative costs*	\$\$	\$\$	\$	\$\$

Tacoma Dome station comparison

Performance rating key

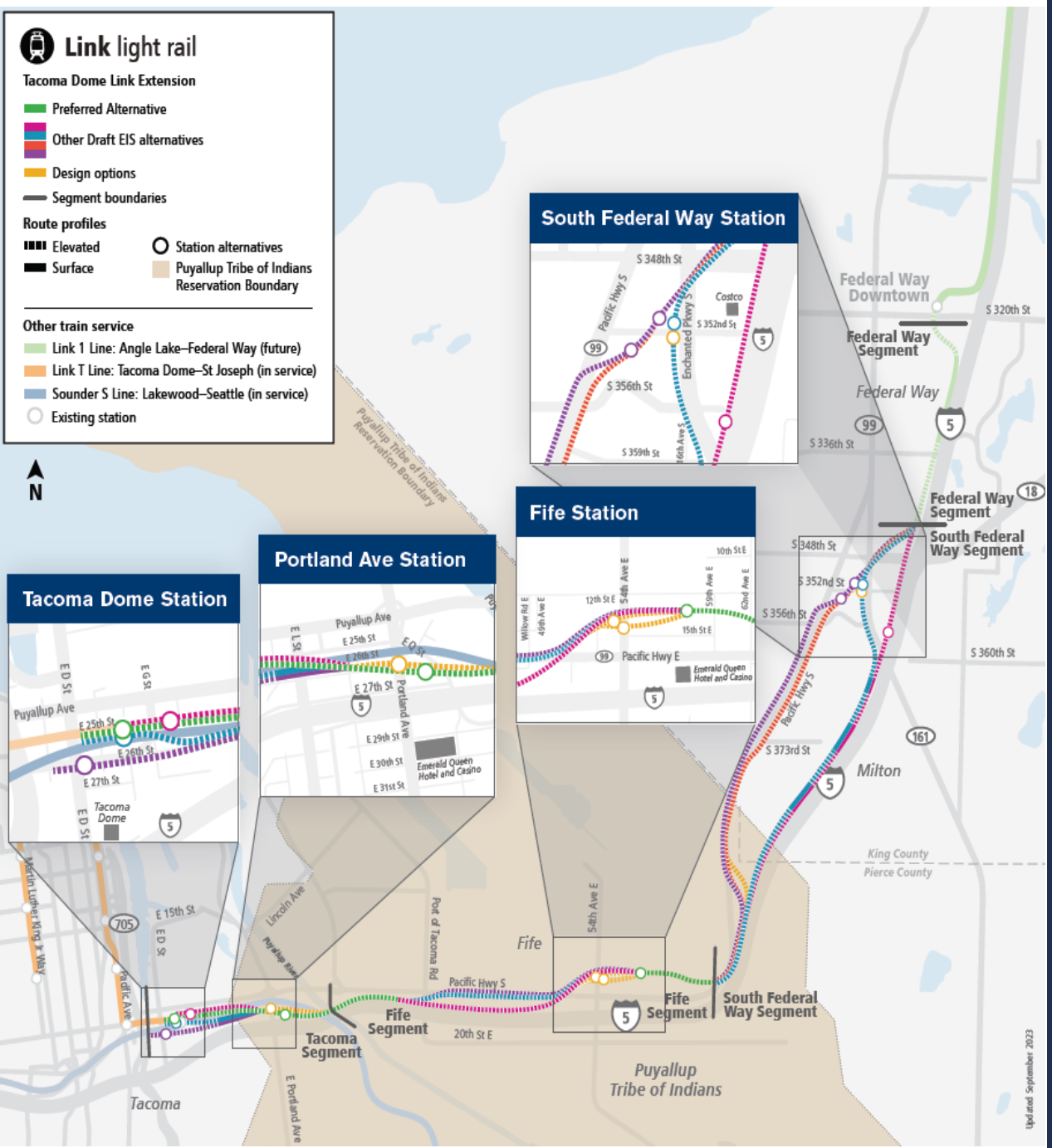


	Tacoma 25th Street-West Station	Tacoma 25th Street-East Station	Tacoma Close to Sounder Station	Tacoma 26th Street Station
Pedestrian experience	Close connections to other transit, parking, & Tacoma Dome	Connections to other transit, parking, & Tacoma Dome are further east	Close connections to other transit, parking, & Tacoma Dome	Closest to Tacoma Dome but farthest for connections to other transit and parking
Construction	Temp. relocation/closure of T Line station	Temp. relocation/closure of T Line station	Requires rebuild of Amtrak & Sounder stations	No impacts to other transit stations
Multimodal integration	Close to Sounder & T Line stations	Farther east from Sounder & T Line stations	Potential for fully integrated transit hub	Farthest from Sounder & T Line stations

Property Owner Engagement

- Property owner letters delivered week of Nov. 25
- Property owner webinars
- Other property owner engagement activities:
 - In-person briefings as-requested
 - Potential door-to-door outreach
 - Real Property available at public meetings/hearings





Next Steps

- 60-day comment period:
December 13, 2024 – February 10, 2025
- Online open house:
- soundtransit.org/tdlink-deis
- Online public meeting and hearing
- **January 21, 2025: 11:30 a.m. – 1:30 p.m.**
- 3 in-person public meetings (5:30-7:30 p.m.)
- **January 23, 2025: Tacoma Convention Center**
- **January 28, 2025: Federal Way Performing Arts and Events Center**
- **January 30, 2025: Fife Community Center**

Thank you.



 [soundtransit.org](https://www.soundtransit.org)

