West Seattle and Ballard Link Extensions

Stakeholder Advisory Group | April 17, 2019
Community engagement, equity and inclusion
Level 3 alternatives, results, mix-and-match
EIS Scoping feedback
Level 3 recommendations
Next steps
Community engagement, equity and inclusion
# Community engagement and collaboration

## Event Timeline

<table>
<thead>
<tr>
<th>LEVEL 1 Alternatives Screening</th>
<th>LEVEL 2 Alternatives Screening</th>
<th>LEVEL 3 Alternatives Screening</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>JAN</strong> Early Scoping Period</td>
<td><strong>JAN</strong> Community Update</td>
<td><strong>JAN</strong> EIS Scoping Period</td>
<td></td>
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<tr>
<td><strong>FEB</strong> Early Scoping Open Houses (multiple locations)</td>
<td><strong>FEB</strong> Multiple Locations</td>
<td><strong>FEB</strong> Preferred Alternative Recommendation</td>
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<tr>
<td><strong>MAR</strong> Level 1 Recommendation</td>
<td><strong>MAR</strong> Level 2 Recommendation</td>
<td><strong>MAR</strong> Preferred Alternative Recommendation</td>
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<tr>
<td><strong>APR</strong> Level 1 Briefing</td>
<td><strong>APR</strong> Level 2 Briefing</td>
<td><strong>APR</strong> Identification of Preferred Alternative and other alternatives to study in the EIS</td>
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<tr>
<td><strong>MAY</strong> Level 1 Briefing</td>
<td><strong>MAY</strong> Level 2 Briefing</td>
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<td><strong>JUN</strong> Level 1 Briefing</td>
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<td><strong>AUG</strong> Level 1 Briefing</td>
<td><strong>AUG</strong> Level 2 Briefing</td>
<td><strong>AUG</strong> Preferred Alternative Recommendation</td>
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<td><strong>SEP</strong> Level 1 Briefing</td>
<td><strong>SEP</strong> Level 2 Briefing</td>
<td><strong>SEP</strong> Preferred Alternative Recommendation</td>
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<tr>
<td><strong>OCT</strong> Level 1 Briefing</td>
<td><strong>OCT</strong> Level 2 Briefing</td>
<td><strong>OCT</strong> Preferred Alternative Recommendation</td>
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<td><strong>NOV</strong> Level 1 Briefing</td>
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<td><strong>NOV</strong> Preferred Alternative Recommendation</td>
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<td><strong>DEC</strong> Level 2 Briefing</td>
<td><strong>DEC</strong> Preferred Alternative Recommendation</td>
<td></td>
</tr>
</tbody>
</table>

*Meeting dates subject to change.*
External Engagement Report

During Alternatives Development Phase: Jan 2018 – March 2019

- 5,600+ comments and questions
- 25 email updates
- 26 fairs, festivals, tabling events
- 17 open houses, forums, workshops
- 189 community briefings
- 14 Stakeholder Advisory Group meetings
- 6 Elected Leadership Group meetings
- 3 online open houses
What is EIS Scoping?

• Part of federal and state environmental review process
• 45-day *public comment period* – Feb. 15 to April 2
• Requested public *feedback on scope of EIS*
  • Range of alternatives
  • Purpose and need
  • Topics to study
  • *Informs Board identification* on what to study in EIS*

* Scope of EIS also subject to Federal Transit Administration (FTA) oversight
Overview

• Scoping: Feb. 15 to April 2
• Notification via postcards, advertisements, project website, email updates, press releases, social media, agency invitation letters, etc.
• 3 public meetings in Feb/March
• Online open house
• 1 agency meeting
• Other methods to comment
• 475 people attended three public meetings
• 11,700+ unique visitors viewed the online open house
• 6 agencies participated in agency scoping meeting
• 2,700+ total comments received via meetings and other methods
• All comments will be captured in Scoping Summary Report

Highlights
Types of Input

- General comments – i.e., build it faster, plan for 100-year investment, etc.
- Feedback regarding alignments and stations
- EIS topics for evaluation - i.e., construction, environmental justice, neighborhood/ community impacts, TOD/housing
- Concerns regarding property impacts
- Comments regarding third party funding
Equity & Inclusion

- **Sound Transit & City of Seattle partnership** utilizing the Racial Equity Toolkit (RET)

- Working group structure focused on engagement and data analysis

- Collaboration to elevate issues and considerations to **better inform the alternatives development process**

- Strive to **provide information** that data alone cannot provide

- What’s next?: Report back to community members and continue engagement through EIS process and EJ analysis
An Executive Order affirming the City of Seattle’s commitment to the *Race and Social Justice Initiative (RSJI)*

The RSJI vision is to *achieve racial equity* in the community and the mission is to *end institutional and structural racism* in City government, *promoting inclusion* and full participation of all residents, and *partnering with the community* to achieve racial equity across Seattle.

The Racial Equity Toolkit is guided by the Office of Civil Rights whose vision is “*A City of Liberated People where Communities Historically Impacted by Racism, Oppression, and Colonization Hold Power and Thrive*”
Racial Equity Toolkit

Level 1 Evaluation

✔ Data analysis showed areas of focus; Chinatown/ID and Delridge
✔ Determined shared outcomes
✔ Updated screening criteria

Figure: Concentrated communities of color (non-white population)

Source: 2011-2016 American Community Survey, projected in ArcGIS Online WSBLE Community Conditions Basemap
Racial Equity Toolkit

Level 2 Evaluation

- Measured connections, potential impacts and opportunities
- Gathered and shared community input
Racial Equity Toolkit

› Today: *Sharing findings* of Level 3 data analysis and community engagement

› Shared outcomes

  *Enhance mobility and access* for communities of color and low-income populations;

  Create *opportunities for equitable development* that benefit communities of color;

  *Avoid disproportionate impacts* on communities of color and low-income populations; and

  *Meaningfully involve* communities of color and low-income populations in the project.
Alternatives evaluation and screening
New approach to project development

ST2 process

Alternatives development → Environmental process → Final design → Permitting → ROW acquisition → Construction

Preferred alternative

ST3 process

System planning → Alternatives development → Representative project → Environmental process → Final design and construction

Preferred alternative

*Sound Transit Board identifies preferred alternatives and other alternatives to study in the EIS
Screening process

Level 1: Broad range of initial alternatives

Level 2: Refine remaining alternatives

Level 3: Further evaluation

EIS: Preferred Alternative(s) and other EIS alternatives
Level 3 recommendations

• Interest in *additional scope* items

• Additional scope items *require 3rd party funding* *

• Potential *recommendations*:
  • Preferred Alternative #1: If 3rd party funding *is* secured
  • Preferred Alternative #2: If 3rd party funding *not* secured

* "3rd party funding" refers to potential local contribution/funding partnership(s) to supplement Sound Transit and federal funding
Level 3 recommendations

*Preferred Alternative(s)* recommended for further study in DEIS informed by:

- Technical *evaluation results*

- *Public feedback* gathered during scoping period and documented throughout the year

- *Racial Equity Toolkit*, including findings from evaluation results and community input
Level 3 alternatives
Summary of Level 3 alternatives

ST3 Representative Project

- West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated
  - C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined

- West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel
  - Junction station options: 41st Ave, 42nd Ave and 44th Ave
  - C-ID station options: 4th Ave Cut-and-Cover and 4th Ave Mined
  - Ballard station options: 14th Ave and 15th Ave
ST3 Representative Project
Summary of Level 3 alternatives

ST3 Representative Project

West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated

- C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined

West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel

- Junction station options: 41st Ave, 42nd Ave and 44th Ave
- C-ID station options: 4th Ave Cut-and-Cover and 4th Ave Mined
- Ballard station options: 14th Ave and 15th Ave
Alaska Junction elevated station oriented north/south

Delridge Station further south

Smith Cove Station near Galer St

6th Avenue route through downtown

Terry/Mercer route in South Lake Union

At grade along E-3 Busway

Chinatown/ID station options:
- 5th Ave Bored Tunnel/ Cut and Cover Station
- 5th Ave Bored Tunnel/ Mined Station

High level fixed bridge at 14th Ave

Interbay Station at 17th/Thorndyke

West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated
Summary of Level 3 alternatives

- ST3 Representative Project
  - West Seattle Elevated/ C-ID 5th Ave/ Downtown 6th Ave/ Ballard Elevated
    - C-ID station options: 5th Ave Cut-and-Cover and 5th Ave Mined
  - West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel
    - Junction station options: 41st Ave, 42nd Ave and 44th Ave
    - C-ID station options: 4th Ave Cut-and-Cover and 4th Ave Mined
    - Ballard station options: 14th Ave and 15th Ave
West Seattle Tunnel/ C-ID 4th Ave/ Downtown 5th Ave/ Ballard Tunnel

Junction tunnel station options
- 41st Ave
- 42nd Ave
- 44th Ave

Delridge Station further south and west

North crossing of Duwamish

At grade along E-3 Busway

Chinatown/ID station options
- 4th Ave Cut and Cover Tunnel and Station
- 4th Ave Bored Tunnel/ Mined Station

South Lake Union Station on Harrison

Interbay Station at 17th/Thorndyke

Ballard tunnel station options
- 14th Ave
- 15th Ave
Summary of Level 3 results
## Preliminary Purpose and Need

<table>
<thead>
<tr>
<th>Purpose Statement</th>
<th>Symbol</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide high quality rapid, reliable, and efficient peak and off-peak LRT service to communities in the project corridors as defined in ST3.</td>
<td>![Train and Person]</td>
</tr>
<tr>
<td>Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet the projected transit demand.</td>
<td>![Train Station]</td>
</tr>
<tr>
<td>Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit’s <em>Regional Transit Long-Range Plan</em>.</td>
<td>![Location Pin]</td>
</tr>
<tr>
<td>Implement a system that is consistent with the <em>ST3 Plan</em> that established transit mode, corridor, and station locations and that is technically feasible and financially sustainable to build, operate, and maintain.</td>
<td>![Gears]</td>
</tr>
<tr>
<td>Expand mobility for the corridor and region’s residents, which include transit dependent, low income, and minority populations.</td>
<td>![People]</td>
</tr>
<tr>
<td>Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access, and modal integration in a manner that is consistent with local land use plans and policies.</td>
<td>![Building and Arrows]</td>
</tr>
<tr>
<td>Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable practices.</td>
<td>![Leaf and Recycling Symbol]</td>
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</tbody>
</table>
Evaluation Criteria

17 criteria consistent in all levels of evaluation

- Reliable service
- Travel times
- Regional connectivity
- Transit capacity
- Projected transit demand
- Regional centers served
- ST Long-Range Plan consistency
- ST3 consistency
- Technical feasibility
- Financial sustainability
- Historically underserved populations
- Station area land use plan consistency
- Modal integration
- Station area development opportunities
- Environmental effects
- Traffic operations
- Economic effects
Measures and Methods

- 50+ quantitative and/or qualitative measures
- Ratings for Lower, Medium and Higher performing
- Key differentiators and considerations among alternatives
- Findings focus on key decisions along corridor
Comparative estimates

- **Purpose:** To *inform comparison* of Level 3 alternatives

- **Comparative estimates** for end-to-end alternatives
  - Consistent methodology (2018$; construction, real estate, etc.)
  - Based on limited conceptual design (less than 5% design)
  - Does not establish project budget

- **Project budget** established during final design (~ 2024)
Project budget

- **Alternatives Development**
  - Comparative estimates (2019)

- **Environmental Process**

- **Final Design**
  - Establish project budget (2024)

- **Construction**

More design/greater certainty
Level 3 Evaluation

Summary of Key Differentiators

<table>
<thead>
<tr>
<th>Evaluation Measures</th>
<th>ST3 Representative</th>
<th>West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated</th>
<th>West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel</th>
<th>15th Ave Ballard Station</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>5th Ave Cut-and-Cover International District/International District</td>
<td>5th Ave Mined International District/Chinatown Station</td>
<td>41st Ave Alaska Junction/4th Ave Cut-and-Cover/14th Ave Ballard</td>
<td>4th Ave Alaska Junction Station</td>
</tr>
<tr>
<td>Provide high quality rapid, reliable, and efficient peak and off-peak light rail transit service to communities in the project corridors defined in ST3.</td>
<td>Lower Performing</td>
<td>Medium Performing</td>
<td>Higher Performing</td>
<td>Lower Performing</td>
</tr>
<tr>
<td>At-grade crossings</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Potential service interruptions/recoverability</td>
<td>Lower Performing</td>
<td>Medium Performing</td>
<td>Medium Performing</td>
<td>Lower Performing</td>
</tr>
<tr>
<td>Improve regional mobility by increasing connectivity and capacity through downtown Seattle to meet projected transit demand.</td>
<td>Medium Performing</td>
<td>Higher Performing</td>
<td>Medium Performing</td>
<td>Higher Performing</td>
</tr>
<tr>
<td>Network integration</td>
<td>Lower Performing</td>
<td>Medium Performing</td>
<td>Higher Performing</td>
<td>Lower Performing</td>
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<tr>
<td>Connect regional centers as described in adopted regional and local land use, transportation, and economic development plans and Sound Transit’s Regional Transit Long-Range Plan.</td>
<td>Medium Performing</td>
<td>Higher Performing</td>
<td>Medium Performing</td>
<td>Higher Performing</td>
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<tr>
<td>Implement a system that is consistent with the ST3 Plan that established transit mode, corridor, and station locations and that is technically feasible and financially sustainable to build, operate, and maintain.</td>
<td>Higher Performing</td>
<td>Higher Performing</td>
<td>Medium Performing</td>
<td>Lower Performing</td>
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<tr>
<td>Potential ST3 schedule effects</td>
<td>Higher Performing</td>
<td>Higher Performing</td>
<td>Medium Performing</td>
<td>Lower Performing</td>
</tr>
<tr>
<td>Potential ST3 operating plan effects</td>
<td>Lower Performing</td>
<td>Higher Performing</td>
<td>Higher Performing</td>
<td>Higher Performing</td>
</tr>
<tr>
<td>Engineering constraints</td>
<td>Lower Performing</td>
<td>Lower Performing</td>
<td>Medium Performing</td>
<td>Lower Performing</td>
</tr>
<tr>
<td>Constructability issues</td>
<td>Lower Performing</td>
<td>Lower Performing</td>
<td>Lower Performing</td>
<td>Lower Performing</td>
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<td>Lower Performing</td>
<td>Medium Performing</td>
<td>Lower Performing</td>
<td>Higher Performing</td>
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<tr>
<td>Capital cost comparison (2018$)</td>
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<td>+$400M</td>
<td>+$500M</td>
<td>+$1,900M</td>
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<td>Encourage equitable and sustainable urban growth in station areas through support of transit-oriented development, station access, and modal integration in a manner that is consistent with local land use plans and policies.</td>
<td>Medium Performing</td>
<td>Higher Performing</td>
<td>Medium Performing</td>
<td>Higher Performing</td>
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<td>Passenger transfers</td>
<td>Higher Performing</td>
<td>Higher Performing</td>
<td>Medium Performing</td>
<td>Lower Performing</td>
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<td>Equitable development opportunities</td>
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<td>Medium Performing</td>
<td>Lower Performing</td>
<td>Medium Performing</td>
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<td>Preserve and promote a healthy environment and economy by minimizing adverse impacts on the natural, built and social environments through sustainable practices.</td>
<td>Medium Performing</td>
<td>Higher Performing</td>
<td>Medium Performing</td>
<td>Lower Performing</td>
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<td>Parks/recreational resource effects (acres)</td>
<td>1.4</td>
<td>5.3</td>
<td>5.7</td>
<td>5.7</td>
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<td>Water resource effects (acres)</td>
<td>0.8</td>
<td>0.5</td>
<td>&lt;0.1</td>
<td>0.5</td>
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<td>Fish and wildlife habitat effects (acres)</td>
<td>15.0</td>
<td>6.0</td>
<td>15.0</td>
<td>15.0</td>
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<td>Hazardous materials sites</td>
<td>50</td>
<td>60</td>
<td>40</td>
<td>40</td>
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<td>Visual effects to sensitive viewers (miles)</td>
<td>2.5</td>
<td>1.7</td>
<td>1.2</td>
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<td>Potentially affected properties</td>
<td>Medium</td>
<td>Lower</td>
<td>Higher</td>
<td>Medium</td>
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<tr>
<td>Residential unit displacements</td>
<td>Medium</td>
<td>Lower</td>
<td>Higher</td>
<td>Medium</td>
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<tr>
<td>Business displacements (square feet)</td>
<td>Higher</td>
<td>Lower</td>
<td>Lower</td>
<td>Higher</td>
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<td>Construction impacts</td>
<td>Lower</td>
<td>Lower</td>
<td>Medium</td>
<td>Medium</td>
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<td>Burden on minority/low-income</td>
<td>Lower</td>
<td>Medium</td>
<td>Higher</td>
<td>Lower</td>
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<td>Traffic circulation and access effects</td>
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<td>Medium</td>
<td>Medium</td>
<td>Lower</td>
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<tr>
<td>Effects on transportation facilities</td>
<td>Lower</td>
<td>Medium</td>
<td>Medium</td>
<td>Lower</td>
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<tr>
<td>Effects on freight movement</td>
<td>Lower</td>
<td>Medium</td>
<td>Medium</td>
<td>Lower</td>
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</table>

(1) On properties that overlap with the project footprint.
Potential mix-and-match opportunities
Duwamish crossing north or south of existing bridge

Elevated or tunnel Alaska Junction Station location

Smith Cove Station at Prospect or Galer Street

5th or 4th Avenue International District/Chinatown Station

6th/Mercer or 5th/Harrison route through Downtown

Elevated or tunnel crossing and 14th or 15th Ballard Station

Elevated instead of tunnel Ballard Station

Potential Mix-and-Match Opportunities
<table>
<thead>
<tr>
<th>Key Differentiators</th>
<th>Elevated station at 41st/Alaska (east-west orientation)</th>
<th>Elevated station at 41st/Alaska (north-south orientation)</th>
<th>Tunnel station at 41st/Alaska</th>
<th>Tunnel station at 42nd/Alaska</th>
<th>Tunnel station at 44th/Alaska</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station location (Alaska Junction)</td>
<td>Farther away from bus routes on California Ave</td>
<td>Farther away from bus routes on California Ave</td>
<td>Farther away from bus routes on California Ave</td>
<td>Farther away from bus routes on California Ave</td>
<td>Closer to bus routes on California Ave than 41st and 42nd</td>
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<tr>
<td></td>
<td>East-west oriented elevated Alaska Junction Station complicates future LRT extension</td>
<td>North-south oriented elevated Alaska Junction Station accommodates future LRT extension</td>
<td>North-south oriented elevated Alaska Junction Station accommodates future LRT extension</td>
<td>North-south oriented elevated Alaska Junction Station accommodates future LRT extension</td>
<td>North-south oriented tunnel Alaska Junction Station accommodates future LRT extension but less direct than 41st or 42nd Ave SW</td>
</tr>
<tr>
<td></td>
<td>Constrained terminal station on SW Alaska Street</td>
<td></td>
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<td></td>
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<tr>
<td>Potential property effects (residential)</td>
<td>Fewer residential effects between Alaska Junction and Avalon stations (generally within public ROW); similar number of residential effects in Delridge</td>
<td>More residential effects between Alaska Junction and Avalon stations (outside public ROW); similar number of residential effects in Delridge</td>
<td>Fewer residential effects with tunnel Alaska Junction Station; similar number of residential effects in Delridge</td>
<td>Fewer residential effects with tunnel Alaska Junction Station; similar number of residential effects in Delridge</td>
<td>Fewer residential effects with tunnel Alaska Junction Station; similar number of residential effects in Delridge</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential property effects (business)</td>
<td>Fewer business effects along Fauntleroy Way SW and SW Alaska Street</td>
<td>Fewer business effects since not along Fauntleroy Way SW</td>
<td>Fewer business effects with tunnel Alaska Junction Station</td>
<td>Fewer business effects with tunnel Alaska Junction Station</td>
<td>Fewer business effects with tunnel Alaska Junction Station</td>
</tr>
<tr>
<td>Guideway height along Genesee and in Delridge</td>
<td>Higher</td>
<td>Higher</td>
<td>Lower</td>
<td>Lower</td>
<td>Lower</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Greatest effect to West Seattle Golf Course</td>
<td>Greatest effect to West Seattle Golf Course</td>
<td>Greatest effect to West Seattle Golf Course</td>
</tr>
<tr>
<td>Comparative estimates (2018$)</td>
<td>-</td>
<td>Similar*</td>
<td>+ $700M*</td>
<td>+ $700M*</td>
<td>+ $700M*</td>
</tr>
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</table>

*Compared to ST3 Representative Project
<table>
<thead>
<tr>
<th>Key Differentiators</th>
<th>South crossing</th>
<th>South crossing</th>
<th>North crossing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engineering constraints</td>
<td>Affects Pigeon Point steep slope</td>
<td>Affects Pigeon Point steep slope</td>
<td>Avoids Pigeon Point steep slope</td>
</tr>
<tr>
<td>Parks, fish and wildlife</td>
<td>Affects West Duwamish Greenbelt; may require 4(f) avoidance alternative</td>
<td>Affects West Duwamish Greenbelt; may require 4(f) avoidance alternative</td>
<td>Avoids West Duwamish Greenbelt</td>
</tr>
<tr>
<td>Potential property effects (business displacements)</td>
<td>Similar</td>
<td>Similar</td>
<td>Similar</td>
</tr>
<tr>
<td>Freight movement</td>
<td>Lessens freight and port terminal effects</td>
<td>Lessens freight and port terminal effects</td>
<td>Affects freight, port terminal especially during construction</td>
</tr>
<tr>
<td>Business and commerce effects</td>
<td>Could displace businesses that support trade</td>
<td>Could displace businesses that support trade</td>
<td>Could displace businesses that support trade; May displace some water-dependent business</td>
</tr>
<tr>
<td>Comparative estimates (2018$)</td>
<td>-</td>
<td>Similar*</td>
<td>+ $300M*</td>
</tr>
</tbody>
</table>

*Compared to ST3 Representative Project
<table>
<thead>
<tr>
<th>Key Differentiators</th>
<th>ST3 Representative Project</th>
<th>5th Ave Shallow Station</th>
<th>5th Ave Deep Station</th>
<th>4th Ave Shallow Station</th>
<th>4th Ave Deep Station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ease of station access/transfer</td>
<td>5th Ave station location and depth more convenient for passenger access and transfers</td>
<td>5th Ave station location and depth more convenient for passenger access and transfers</td>
<td>5th Ave deep mined station less convenient for passenger access and transfers</td>
<td>4th Ave station cut-and-cover station more convenient for passenger access and transfers; location more constrained for pick-up/drop-off</td>
<td>4th Ave deep mined station less convenient for passenger access and transfers; location more constrained for pick-up/drop-off</td>
</tr>
<tr>
<td>Construction effects in C-ID</td>
<td>Most construction impacts</td>
<td>More construction impacts</td>
<td>Least construction impact</td>
<td>More construction traffic impacts</td>
<td>Most construction traffic impacts</td>
</tr>
<tr>
<td>Potential property effects</td>
<td>Property effects along 5th Ave in C-ID; affects Ryerson Base</td>
<td>Property effects in SODO at tunnel portal and 5th Ave in C-ID; affects future Central Base expansion</td>
<td>Property effects in SODO at tunnel portal and 5th Ave in C-ID; affects future Central Base expansion</td>
<td>Property effects on 4th Ave; affects Ryerson Base</td>
<td>Property effects on 4th Ave; displaces Ryerson Base</td>
</tr>
<tr>
<td>Construction schedule</td>
<td>Meets ST3 schedule</td>
<td>Meets ST3 schedule</td>
<td>Higher schedule risk with deep mined station construction</td>
<td>Potential schedule delay due to 4th Ave viaduct rebuild</td>
<td>Potential schedule delay due to 4th Ave viaduct rebuild</td>
</tr>
<tr>
<td>LRT operations</td>
<td>Does not facilitate track interconnections</td>
<td>Facilitates track interconnections</td>
<td>Facilitates track interconnections but deep mined station limits operational flexibility</td>
<td>Facilitates track interconnections</td>
<td>Facilitates track interconnections but deep mined station limits operational flexibility</td>
</tr>
<tr>
<td>Comparative estimates (2018$)</td>
<td>-</td>
<td>-$200M*</td>
<td>-</td>
<td>+$300M*</td>
<td>+$500M**</td>
</tr>
</tbody>
</table>

*Compared to ST3 Representative Project
**Includes higher Downtown cost of $100M
Downtown
## Downtown Key Differentiators

<table>
<thead>
<tr>
<th>Key Differentiators</th>
<th>5th/ 6th/ Republican</th>
<th>6th/ Mercer</th>
<th>5th/ Harrison/ Republican</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midtown Station</td>
<td>More station entrance options</td>
<td>Limited station entrance options</td>
<td>More station entrance options</td>
</tr>
<tr>
<td>South Lake Union Station</td>
<td>Conflicts with SR 99 off-ramp and large sewer on Republican</td>
<td>Higher ROW cost for off-street station</td>
<td>Higher ridership potential due to better pedestrian and bus access</td>
</tr>
<tr>
<td>Seattle Center Station</td>
<td>Constrained ROW on Republican</td>
<td>Wider ROW on Mercer</td>
<td>Constrained ROW on Republican</td>
</tr>
<tr>
<td>North tunnel portal</td>
<td>More neighborhood property effects</td>
<td>Located in poor soil conditions</td>
<td>Affects SW Queen Anne Greenbelt in landslide area</td>
</tr>
<tr>
<td>Comparative estimates (2018$)</td>
<td>-</td>
<td>+ $400M*</td>
<td>Similar*</td>
</tr>
</tbody>
</table>

*Compared to ST3 Representative Project
Smith Cove
## Smith Cove Key Differentiators

<table>
<thead>
<tr>
<th>Key Differentiators</th>
<th>Station at Prospect St (within roadway)</th>
<th>Station at Galer St</th>
<th>Station at Prospect St (outside roadway)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station location</td>
<td>Station spans over Elliott Ave</td>
<td>Station west of Elliott Ave</td>
<td>Station east of Elliott Ave</td>
</tr>
<tr>
<td></td>
<td>Access to Expedia via Helix pedestrian bridge</td>
<td>Access to Expedia via Galer St overpass</td>
<td>Access to Expedia via Helix pedestrian bridge</td>
</tr>
<tr>
<td>Engineering constraints</td>
<td>Guideway generally in Elliott/15th roadway</td>
<td>Station and guideway in poor soils</td>
<td>Station and guideway in landslide hazard areas</td>
</tr>
<tr>
<td></td>
<td>Portion of guideway in landslide hazard areas</td>
<td>Affects Interbay Pump Station and portion of existing bridge</td>
<td></td>
</tr>
<tr>
<td>Parks, fish &amp; wildlife</td>
<td>Affects SW Queen Anne Greenbelt</td>
<td>Avoids SW Queen Anne Greenbelt</td>
<td>Most effects to SW Queen Anne Greenbelt</td>
</tr>
<tr>
<td>Potential property effects</td>
<td>Fewer property effects (generally within public ROW)</td>
<td>Greater property effects (business displacement outside public ROW)</td>
<td>Greater property effects (business displacement outside public ROW)</td>
</tr>
<tr>
<td>Comparative estimates (2018$)</td>
<td>-</td>
<td>+ $100M*</td>
<td>+ $200M*</td>
</tr>
</tbody>
</table>

*Compared to ST3 Representative Project*
<table>
<thead>
<tr>
<th>Key Differentiators</th>
<th>Movable bridge crossing / Elevated station at 15th</th>
<th>Fixed bridge crossing / Elevated station at 14th</th>
<th>Tunnel crossing / Tunnel station at 14th</th>
<th>Tunnel crossing / Tunnel station at 15th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station location</td>
<td>South of Market St</td>
<td>Straddles Market St</td>
<td>Straddles Market St</td>
<td>South of Market St</td>
</tr>
<tr>
<td></td>
<td>Similar ridership, closer to center of urban village</td>
<td>Similar ridership, potentially better bus integration</td>
<td>Similar ridership, potentially better bus integration</td>
<td>Similar ridership, closer to center of urban village</td>
</tr>
<tr>
<td>Water resources</td>
<td>Most permanent in-water effects</td>
<td>Permanent in-water effects but fewer than movable bridge</td>
<td>Avoids permanent in-water effects</td>
<td>Avoids in-water effects</td>
</tr>
<tr>
<td>Business and commerce</td>
<td>Most effects to Fishermen’s Terminal and navigation</td>
<td>Avoids Fishermen’s Terminal but has other maritime, freight business effects</td>
<td>Avoids maritime business effects</td>
<td>Avoids maritime business effects</td>
</tr>
<tr>
<td>Potential property effects</td>
<td>Greater property effects south and north of Salmon Bay (elevated guideway outside public ROW)</td>
<td>Greater property effects south of Salmon Bay (elevated guideway outside public ROW)</td>
<td>Fewer property effects in Ballard (cut-and-cover station in 14th Ave ROW)</td>
<td>Greater property effects in Ballard (cut-and-cover station outside public ROW)</td>
</tr>
<tr>
<td>Comparative estimates (2018$)</td>
<td>-</td>
<td>+ $100M*</td>
<td>+ $350M*</td>
<td>+ $350M*</td>
</tr>
</tbody>
</table>

*Compared to ST3 Representative Project

**Salmon Bay and Ballard Station Key Differentiators**
Duwamish crossing north or south of existing bridge

Elevated or tunnel Alaska Junction Station location

Smith Cove Station at Prospect or Galer Street

Elevated or tunnel crossing and 14th or 15th Ballard Station

5th or 4th Avenue International District/Chinatown Station

6th/Mercer or 5th/Harrison route through Downtown

Potential Mix-and-Match Opportunities
Concerns about potential residential displacement and neighborhood impacts in the Junction with elevated alignment and station

Mixed opinions on Duwamish Crossing location

Concern about potential residential displacement and neighborhood impacts in North Delridge

Mixed opinions about usage of West Seattle Golf Course

Interest in an alternative along Yancy/Andover corridor that minimizes neighborhood impact

Mixed opinions about usage of West Seattle Golf Course

Interest in Pigeon Ridge Tunnel (purple) alignment

General support for tunnel; Some interest in consolidating Avalon/Alaska Junction stations; General support for Junction station in 41st/42nd vicinity; “Stay out of Junction” if elevated.

Scoping Feedback West Seattle/Duwamish
Concern about future traffic and development affecting industrial businesses

General support for SODO station closer to Lander for improved access

More support for overpasses at Lander and Holgate to reduce traffic/ped/bike conflicts, but some concerns from adjacent property owners

More support for new elevated SODO station and elevating existing station

Concerns regarding impacts to SODO busway and Metro base facilities

Interest in seamless transfers at SODO Station, especially with West Seattle interim terminus

General fatigue with construction disruption in SODO, CID and Pioneer Square; requests to evaluate parking, cumulative construction impacts and environmental justice.
Concerns regarding streetcar impacts during construction.

General support for shallow stations for easier transfers for either 4th or 5th Avenues.

Concerns regarding traffic diversions and parking impacts with 4th Avenue construction.

Interest in creating good transfer environment, activating Union Station and improving public realm.

Some support 4th Avenue to improve connections between transit modes and between the C-ID and Pioneer Square, and to limit potential construction impacts in the C-ID neighborhood.

Some support 5th Avenue for easier access from residences and businesses in the C-ID.

Concern regarding construction impacts on the C-ID community with 5th Avenue alternatives.

Interest in aligning new station construction with other major projects.

Interest in Chinatown-International District station name.

Some support 4th Avenue to improve connections between transit modes and between the C-ID and Pioneer Square, and to limit potential construction impacts in the C-ID neighborhood.

5th Ave. S shallow station or deep station

4th Ave. S shallow station or deep station

Existing Link Light Rail

ST3 Representative Project

Scoping Feedback C-ID Station
**General support for Midtown Station on 5th Ave**

**Concern about potential residential property impacts of Midtown Station on 5th Ave**

**Concern about impacts on Seattle Center**

**Concern about impacts on medical research facilities**

**More support for Seattle Center Station location at Republican**

**Interest in efficient transfers at Westlake Station**

**Interest in good connections to Uptown neighborhood and Seattle Center regardless of station location**

**Interest in improved access to First Hill**

**General support for Denny Station on Westlake south of Denny Way**

**General support for SLU Station on Harrison**

**Concern about impacts on Seattle Streetcar during construction**

**Scoping Feedback Downtown**
General concern about traffic and freight impacts along Elliott/15th Ave within BINMIC

Support for station at 17th/Thorndyke; interest in good access from Dravus

Little support for movable bridge due to concerns about service reliability and greater potential maritime business, freight, and in-water impacts

Interest in station further west in Ballard

Support for station at 17th/Thorndyke; interest in access and serving potential future uses around Smith Cove

More support for fixed bridge than movable bridge

Support for station at 14th to lessen potential property impacts and traffic/freight impacts on 15th

Support for station at 15th as closer to center of urban village

Concern about maritime business, freight, and visual effects of elevated crossing and station

More support for tunnel crossing and station; some concerns about tunnel cost

Scoping Feedback Interbay/Ballard
Equity & inclusion
Chinatown / ID

• Limit harmful impacts,
• Maximize connections for all users, and
• 100-year vision for the station.

Delridge

• Bus-rail integration; and
• Equitable transit-oriented development serving the community.
Racial Equity Toolkit

**Forums**

- Briefings/Meetings/Events
- Listening Sessions
- Door-to-door outreach with community liaisons
- Community workshops
- Open houses & neighborhood forums
- Social service provider and community organization interviews
Level 3 RET findings

Chinatown-ID Station

Based on the Level 3 evaluation results and community feedback, it is unclear which alternative(s) would pose the greatest net benefit for the unique, multicultural communities that live and work in the surrounding south downtown neighborhoods.

Figure 1: Communities of Color in ½ mile catchment of C/ID and South Downtown

Source: 2011-2016 American Community Survey, projected in ArcGIS Online WSBLE Community Conditions Basemap
Level 3 RET findings

Delridge Station

Based on the Level 3 evaluation results and community feedback, the Delridge Station included as part of the ST3 Representative project offers the fewest net benefits to communities of color and low-income communities, in terms of bus-rail integration and opportunities to support equitable TOD.

Figure 2: Communities of color beyond 1/2-mile catchment of Delridge and Avalon Stations and major bus routes

Source: 2011-2016 American Community Survey, projected in ArcGIS Online WSBLE Community Conditions Basemap)
Level 3 recommendation discussions
Discussion format

- **Large group** discussion/consensus; not breakout tables

- Recommending **end-to-end alternatives**

- **Two discussions:**
  - Discussion 1: Preferred Alternative if 3\textsuperscript{rd} party funding *is* secured
  - Discussion 2: Preferred Alternative if 3\textsuperscript{rd} party funding *not* secured

*“3\textsuperscript{rd} party funding” refers to potential local contribution/funding partnership(s) to supplement Sound Transit and federal funding*
## Key Meetings and Decisions

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Date</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAG Meeting #14</td>
<td>Apr 17</td>
<td>Level 3 recommendations</td>
</tr>
<tr>
<td>ELG Meeting #8</td>
<td>Apr 26</td>
<td>Level 3 recommendations</td>
</tr>
<tr>
<td>Sound Transit Board System Expansion Committee</td>
<td>May 9</td>
<td>Identify Preferred Alternative (and other EIS alternatives)</td>
</tr>
<tr>
<td>Sound Transit Board Full Board</td>
<td>May 23</td>
<td>Identify Preferred Alternative (and other EIS alternatives)</td>
</tr>
</tbody>
</table>
Environmental Review Phase

Alternatives development 2017–2019
- Early scoping
- Scoping
- ST Board identifies preferred alternative and other alternatives

Environmental Review 2019–2022
- Draft Environmental Impact Statement
- Final Environmental Impact Statement
- ST Board selects project to be built
- Federal Record of Decision

PLANNING 2017–2022

DESIGN 2022–2026*
- Final route design
- Final station designs
- Procure and commission station and public art
- Obtain land use and construction permits
- Property acquisition/relocation

CONSTRUCTION 2025–2035*
- Groundbreaking
- Construction updates and mitigation
- Safety education
- Testing and preoperations

VOTER APPROVAL 2016

START OF SERVICE
West Seattle: 2030
Ballard: 2035

PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT / TESTING
Environmental Review Phase

**Key Milestones**

- ✓ EIS Kick-Off (mid 2019)
- ✓ Engaging potentially impacted property owners (mid 2020)
- ✓ Draft EIS publication & public comment period (late 2020)
- ✓ ST Board confirms or modifies preferred alternative (late 2020, early 2021)
- ✓ Final Environmental Impact Statement (2022)
- ✓ ST Board selects project to be built (2022)
- ✓ Federal Record of Decision (2022)
Topics for engagement

Including, but not limited to:

✓ Report back on alternatives development process
✓ EIS process and what to expect
✓ Environmental justice
✓ Station planning
✓ Potential property impacts
✓ DEIS evaluation results
Ways to engage

Forums

✓ Community briefings and meetings
✓ Listening sessions
✓ Door-to-door outreach
✓ Community workshops
✓ Public meetings
✓ Fairs and festivals
soundtransit.org/wsbblink