Sound Transit Update
Seattle City Council
Transportation and Utilities Committee
June 16, 2021
ST3 – A Regional Investment

252-mile network across the Puget Sound

- 116 miles of light rail
- 91 miles of commuter rail
- 45 miles of bus rapid transit
Agenda

- Powering Progress
- 2021 realignment
- West Seattle and Ballard Link Extensions planning
Powering Progress
Currently under construction

28 new Link stations by 2024

Link extensions

• Northgate (3 stations, opens Oct. 2)
• Hilltop Tacoma (6 stations, 2022)
• East Link (10 stations, 2023)
• Lynnwood (4 stations, 2024)
• Federal Way (3 stations, 2024)
• Downtown Redmond (2 stations, 2024)

Other

• Operations & Maintenance Facility East (open)
• Puyallup Station garage (2022)
Northgate Link Extension

Opens October 2

- 4.3-mile light rail extension
- Stations at U District, Roosevelt, and Northgate
- Completion: 2021
- 62,000 daily boardings added to system by 2030
- 35,000 weekday boardings by 2022
Creating opportunities for all

Sound Transit is working to ensure a diverse workforce builds our infrastructure

• Projects under construction have employed 19,982 workers to date
• Generating 12.2 million labor hours and $558 million in wages
• Approximately 50 million labor hours remaining for voter-approved projects
• People of color performed 30% of work 2016-2020
• Women make up 7.5% of workers, compared to ~3% nationally
Protecting our planet

Building out ST’s regional system will create major climate benefits

• First light rail system in the nation that operates on 100% carbon-free electricity
• Projects will save an estimated 793,000 metric tons of GHG emissions annually
• Clean transportation is especially critical in Washington, with our transportation sector accounting for 45% of GHG emissions (compared to 28% nationally)
Realigning expansion plans
What is realignment?
A required response to estimated shortfalls

• The Board responds to estimated affordability gaps by ‘realigning’ the financial plan to balance costs and revenue

• Options include cutting costs, raising new revenues, and/or delaying or phasing projects
What is included in realignment?

Future projects under development

• Projects currently under construction or with baselined budgets are **not** affected.

• Projects currently in planning or have yet to start planning and development **are** affected.

• Realignment decisions will not include project specific decisions about alignments, stations, design.
Financial changes

Current 25-year capital program runs 2016-2041

• The Sound Transit Board is required to maintain an affordable financial plan, defined as not exceeding debt capacity within a 25-year planning horizon.

• **Lower revenue:** The COVID recession will reduce revenue by an estimated $1.5 billion.

• **Higher costs:** estimated $6.4 billion.

• Total estimated affordability gap of **$7.9 billion**
**Realignment timeline overview**

**March 2020**
- Pandemic begins

**April 2020**
- Board informed that program is unaffordable

**April 2020**
- Board approves TIP with placeholder 5 year delay for all projects, pending realignment

**April 2021**
- Public engagement via online survey

**December 2020**
- Potential adoption of flexible framework

**December 2021**
- Adopt 2022 final Budget & TIP
Realignment scenario development

June 2020 -> July 2021

• **Criteria:** Board workshop leads to criteria adopted in June 2020 (M2020-36) including ridership, equity, and connecting centers

• **Project evaluation results:** December 2020 briefing book and January 2021 Board workshop

• **Illustrative scenarios:** February 2021 scenarios based on single criterion; March 2021 scenarios based on multiple criteria

• **Hybrid scenarios:** Perform well against multiple criteria; integrate with partner plans; account for subarea equity
Attributes of Phasing Projects

First Segment

- Common approach elsewhere; Sound Transit has used before.
- Build an operable portion of project instead of waiting until the full project can be completed.
- Phasing can adjust project length and/or project features, such as:
  - Interim terminus with connections to other transit service, and/or
  - Deferral of parking or stations to a later date
- Usually adds some cost but spreads project over more time to better match financial capacity.
BRT

Stride bus rapid transit

S1 S1 Line Bellevue–Burien (2024)
S2 S2 Line Lynnwood–Bellevue (2025)
S3 S3 Line Shoreline–Bothell (2024/2025)

Link trains
- Lynnwood–Federal Way (2024)
- Lynnwood–Redmond (2024)
- Everett–Mariner–Lynnwood (2036*)

New station
Transfer hub
P New parking
P Existing parking

*Project delivery date currently under review due to the COVID-19 recession.
Everett Link Extension

• Possible interim terminus at Mariner with additional track leading to OMF-North.
Tacoma Dome Link Extension

• Possible interim terminus at Fife.
West Seattle and Ballard Link Extensions

- ST3 planned SODO as interim terminal (3 Line)
- Realignment considering possible interim termini at Smith Cove, Denny (1 Line) and Delridge (3 Line).
## Scenarios Utilize Tiers to Schedule Work

*Keeps ST3 plan affordable and shovel ready*

<table>
<thead>
<tr>
<th>Project Tiers</th>
<th>Estimated Years Delay*</th>
<th>Work plan</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>≤ 2</td>
<td>Environmental Full design Full ROW Construction</td>
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<tr>
<td>2</td>
<td>≤ 6</td>
<td>Environmental Full Design Full ROW</td>
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<tr>
<td>3</td>
<td>≤ 9</td>
<td>Environmental Preliminary Design Strategic ROW</td>
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<tr>
<td>4</td>
<td>10 +</td>
<td>Pause work</td>
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*Many projects in planning are experiencing COVID related and other delays of ~2 years*
**Scenario 1: Hybrid-Integrated Network-Subarea Equity**

<table>
<thead>
<tr>
<th>Tier 1</th>
<th>Tier 2</th>
<th>Tier 3</th>
<th>Tier 4</th>
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<tbody>
<tr>
<td>≤ 2 years delay</td>
<td>≤ 6 years delay</td>
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<td>10+ years delay</td>
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<tr>
<td><strong>System</strong></td>
<td><strong>North</strong></td>
<td><strong>East</strong></td>
<td><strong>Central</strong></td>
</tr>
<tr>
<td>Bus Base North</td>
<td>Lynnwood-Mariner NP</td>
<td>405 Stride South NP</td>
<td>Delridge* – Smith Cove</td>
</tr>
<tr>
<td>(2025)</td>
<td>(2038)</td>
<td>(2026)</td>
<td>(2035/37)</td>
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<tr>
<td>OMF South</td>
<td>Mariner-Everett NP</td>
<td>522 Stride NP</td>
<td>Alaska Jct.-Delridge (2035)</td>
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<tr>
<td>(2030)</td>
<td>(2041)</td>
<td>(2029)</td>
<td>Smith Cove-Ballard (2040)</td>
</tr>
<tr>
<td>OMF North</td>
<td>S. Kirk.–Issaquah NP</td>
<td>S. Kirk–Issaquah Parking</td>
<td>Graham St. (2036)</td>
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<td>(2035)</td>
<td>(2046)</td>
<td>(2051)</td>
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<tr>
<td>2nd DSTT</td>
<td></td>
<td>405/522 Stride Parking</td>
<td>NE 130th St. (2041)</td>
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<tr>
<td>(2037)</td>
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<td>S. Kirk–Issaquah Parking</td>
<td>RapidRide C/D (2034)</td>
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<tr>
<td><strong>South</strong></td>
<td><strong>Central</strong></td>
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<tr>
<td>T. Dome Link NP</td>
<td>Delridge – Smith Cove</td>
<td>Kent, Auburn</td>
<td>T-Dome Link parking (2040)</td>
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<td>(2032)</td>
<td>(2035/37)</td>
<td>Boeing Access Rd. (2029)</td>
<td>Sounder platforms (2036)</td>
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<tr>
<td>Sumner (2026)</td>
<td>Alaska Jct.-Delridge</td>
<td>TCC Tacoma Link (2044)</td>
<td>Sounder trips &amp; access (2046)</td>
</tr>
<tr>
<td>Lakewood, S Tacoma (2032)</td>
<td>Smith Cove-Ballard</td>
<td>DuPont Sounder (2041)</td>
<td>SR-162 (2034)</td>
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<td>Graham St. (2036)</td>
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NP = no parking; DSTT = Downtown Seattle Transit Tunnel
*Delridge stations opens with Tier 2 extension to Alaska Jct, followed by Smith Cove in 2037*
## Scenario 2: WSBLE, Stride, and Access Variations

<table>
<thead>
<tr>
<th>System</th>
<th>Tier 1 ≤ 2 years delay</th>
<th>Tier 2 ≤ 6 years delay</th>
<th>Tier 3 ≤ 9 years delay</th>
<th>Tier 4 10+ years delay</th>
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</thead>
<tbody>
<tr>
<td>Tier 1</td>
<td>Bus Base North (2025)</td>
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<td>ST2 Bus Base (2036)</td>
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<tr>
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<td>OMF South (2029)</td>
<td>Base (2034)</td>
<td>Bus-on-Shoulder (2045)</td>
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<td></td>
<td>OMF North (2035)</td>
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<td>2nd DSTT (2035)</td>
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<tr>
<td>Tier 2</td>
<td>Mariner-Everett NP (2041)</td>
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<td>Edmonds &amp; Mukilteo (2034)</td>
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<td></td>
<td>Lynwood-Mariner NP (2038)</td>
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<tr>
<td>Tier 3</td>
<td>405 Stride South (2026)</td>
<td>N Sammamish P&amp;R (2045)</td>
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<td>522 Stride NP (2026)</td>
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<td>Tier 4</td>
<td>Denny-Ballard (2041)</td>
<td>Alaska Jct.-Delridge (2038)</td>
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<tr>
<td>Tier 1</td>
<td>Kent, Auburn, Sumner</td>
<td>T-Dome Link Parking</td>
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*constrained by timing of 2nd DSTT
### Scenario 3: WSBLE, Stride, and Infill Variations

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Regional Engagement

- Over a year ago we held the first major briefing on Covid-19 impacts to our financial plan and system plans with Mayors throughout the region.
- Soon after we kicked off a roadshow and have completed over 50 briefings with jurisdictions and elected officials.
- We also held approximately 55 briefings with stakeholders—this includes chambers of commerce and session with health care industry leaders.
- We also had specific conversations in communities which were driven by results of our equity criteria analysis. This feedback was delivered to the board.
- The Board has debated program realignment in most Executive and Full board committees over the last year.
**Next steps**

*Anticipated realignment work through July*

**June**  
Chair proposes draft realignment action.

**July**  
Consider action to adopt realignment framework.
Cost Savings Work Plan
Early Actions to Address Cost Estimates

• Independent third-party consultant, TriUnity, retained to review estimates
• TriUnity has confirmed that current estimates are appropriate for current levels of design
• Triunity's work continues

• Sound Transit has initiated work to explore capital cost savings tied to project schedules
3-Category Framework

Category 1
Explore improvements to cost estimating process
Timeline: Ongoing with completion by 4th quarter 2021

Category 2
Explore improvements to project management controls
Timeline: Ongoing with completion by 4th quarter 2021

Category 3
Identify capital cost savings
Timeline: Ongoing; tied to specific project schedules
West Seattle and Ballard Link Extensions
West Seattle and Ballard Link Extensions

Project timeline

Project scope and schedule subject to change.
2017–2019
Alteratives development
- Feb–March 2018: Early scoping
- Feb–April 2019: Scoping
- May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives

2019–2023
Environmental review
- Fall 2021: Publish Draft EIS
- Public comment period
- Board confirms or modifies preferred alternatives
- 2023: Publish Final EIS
- Board selects projects to be built
- Federal Record of Decision

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Project scope and schedule subject to change.
Draft EIS alternatives

What we’re studying in this phase

- Preferred Alternatives
- Preferred Alternatives with Third-Party Funding
- Other Draft EIS alternatives

*Project delivery dates currently under review due to the COVID-19 recession.
How we got to EIS alternatives

Metrics from Alternatives Development engagement (2018-mid 2019)

- **5,600+** responses to comments and questions
- **189** presentations to local community groups
- **26** neighborhood fairs and festivals visited
- **25** email updates sent to our subscribers
- **21** stakeholder and elected leadership group meetings facilitated
- **17** open houses and workshops held in neighborhoods
Partnering on a Racial Equity Toolkit

Sound Transit & City of Seattle RET Leadership Team

- Collaboration to elevate issues to better inform project development and decisions

- Strive to provide information that data alone cannot provide
Co-Planning Partnership
Stations serving communities

Convenient walking and biking connections

Public spaces

Transit integration

Integration with development

Accessible and visible entries
Co-Planning Partnership: Roles

- Routes and station locations
- Light rail guideway and station design
- Environmental review

Centering racial equity & Co-planning stations with communities

- Community planning and station access
- Land use and zoning
- Street and right-of-way use
Co-Planning Partnership: Scope

Station

Station context

Station area

City of Seattle

Sound Transit
Station Context Framework Progress Report

- Share detailed station concepts and proposals for access, circulation, public space, and joint development
- Identify unique opportunities and considerations for each alternative
- Highlight potential refinements and issues for community to weigh

Note: image of Downtown Redmond Station used for illustrative purposes
Current engagement

Prepare community for upcoming Draft EIS publication

- Online engagement platform (wsblink.participate.online)
- Community briefings
- Equitable engagement approaches
- Outreach to property owners
Upcoming engagement (Fall 2021)

Publish Draft EIS and collect public feedback

• Information to be shared in a variety of formats (including online), focus on accessibility

• Public feedback to be shared with Sound Transit Board and Federal Transit Administration
Thank you.