Why we’re here today

• Review example of modified preferred alternative
• Review City of Seattle resolution
• Review upcoming Board process and next steps
Project background
West Seattle and Ballard Link Extensions project (WSBLE)

☑️ Included in Sound Transit 3 (ST3) plan

☑️ Two light rail extensions and new, light rail-only downtown tunnel

☑️ 12 miles of light rail service that will serve 14 stations
Operating plan: 2032

Operating plan: 2042

- Lynnwood–Tacoma
- Lynnwood–Redmond
- West Seattle–SODO
- Tacoma Dome–Hilltop
- Transfer

- Ballard–Tacoma
- Mariner–Redmond
- Everett–West Seattle
- Kirkland–Issaquah
- Tacoma Dome–Tacoma Community College
- Transfer

- Hilltop
- SODO

- Ballard
- Kirkland
- Redmond
- Issaquah
- TCC
- Tacoma Dome

- Everett
- Seattle
- Bellevue
- Tacoma
West Seattle and Ballard Link Extensions

Project timeline

*Smith Cove to Ballard: Target delivery 2037 / affordable delivery 2039
Learn more at soundtransit.org/realignment
2017–2019
Alternatives 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

- Early 2022: 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
Alternatives development screening process

- Broad range of initial alternatives
- Refine remaining alternatives
- Further evaluation
- Preferred alternative(s) and other EIS alternatives
Draft EIS alternatives

What we’re studying in this phase

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

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.
Draft EIS comment period

Published Draft EIS
January 28, 2022

Comment period ended April 28, 2022
2017–2019
Alternatives development
- Feb–March 2018: Early scoping
- Feb–April 2019: Scoping
- May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives

2019–2023
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  - Board selects projects to be built
  - Federal Record of Decision

PUBLIC INVOLVEMENT
External engagement snapshot (1/28-4/28)

- 5,195 Draft EIS comments
- 5 Draft EIS public meetings
- 1 online open house engaging more than 19,500 online visitors
- 91 community briefings, office hours and workshops
- 77 property owner webinars, office hours and meetings
- 12 Community Advisory Group meetings
- Ads featured on 30 unique radio, digital and print publications
- 38 posts on social media platforms, with 140K+ impressions
- 62 Fairs, festivals and other tabling events
- 8 email updates and blog posts engaging more than 10,900 subscribers
- 1,200+ posters delivered along the corridor
- 11 Community liaisons engaging more than 280 businesses
Racial Equity Toolkit (RET) Report

- Released as a Draft
- Sets forth RET Outcomes, for RET focus areas and corridor-wide
- Will be updated based on comments received on the Draft EIS
Example of modified preferred alternative
Example modified preferred alternative

Informed by:

- Draft EIS results
- Public feedback
- Affordability
Example modified preferred alternative

- Modify preferred alternative to Medium Tunnel 41st
- Modify preferred alternative to Andover St Lower Height
- Confirm At-Grade Alternative Staggered Station Configuration as preferred alternative
- Modify preferred alternative to Tunnel 14th Avenue
Example modified preferred alternative

West Seattle Junction

Modify preferred alternative to Medium Tunnel 41st

Modify preferred alternative to Andover St Lower Height

Andover St

Delridge

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
Example modified preferred alternative

Confirm At-Grade Alternative Staggered Station Configuration as preferred alternative
Example modified preferred alternative

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- Tunnel portal
- At-grade
- Retained cut
- Tunnel

Modify preferred alternative to Tunnel 14th Avenue
Example modified preferred alternative

Modify preferred alternative to Medium Tunnel 41st

Modify preferred alternative to Andover St Lower Height

Modify preferred alternative to Tunnel 14th Avenue

Confirm At-Grade Alternative Staggered Station Configuration as preferred alternative

DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES

- Elevated
- Tunnel portal
- At-grade
- Retained cut
- Tunnel
## Example modified preferred alternative

<table>
<thead>
<tr>
<th></th>
<th>Comparison to Draft EIS preferred alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ridership</strong></td>
<td>Similar</td>
</tr>
<tr>
<td><strong>Travel time</strong></td>
<td>Similar</td>
</tr>
<tr>
<td><strong>Agency TOD potential</strong></td>
<td>Less residential, more retail potential</td>
</tr>
<tr>
<td><strong>Transit integration</strong></td>
<td>Similar number of bus routes served</td>
</tr>
<tr>
<td><strong>Costs</strong></td>
<td>Similar</td>
</tr>
<tr>
<td><strong>Residential displacements</strong></td>
<td>497 fewer residential unit displacements</td>
</tr>
<tr>
<td><strong>Business displacements</strong></td>
<td>Similar number of business displacements but fewer employee displacements</td>
</tr>
<tr>
<td><strong>Park effects</strong></td>
<td>0.6 acres less park effects</td>
</tr>
<tr>
<td><strong>Historic property effects</strong></td>
<td>3 fewer historic property effects</td>
</tr>
<tr>
<td><strong>In-water effects</strong></td>
<td>1.2 acres less in-water effects</td>
</tr>
<tr>
<td><strong>Other considerations</strong></td>
<td>Includes tunnel in Alaska Junction and lower-height guideway in Delridge/Avalon&lt;br&gt;Includes tunnel under Ship Canal; reduces maritime business displacements&lt;br&gt;Avoids relocation of USPS facility in SODO</td>
</tr>
</tbody>
</table>
Potential refinements for further study

- **a** Shift station entrance to 42nd
- **b** Provide access north and south of Andover Street
- **c** Further study and engagement on potential solutions for CID
- **d** Refine Midtown station entrance
- **e** Connect Denny/Terry station to South Lake Union/Harrison station
- **f** Connect South Lake Union/Harrison station to Seattle Center/Mercer station
- **g** Shift Seattle Center Republican station west
- **h** Shift tunnel portal south (Mercer)
- **i** Consolidate Smith Cove and Interbay stations
Potential cost savings concepts for further study

1. Shift Elevated Fauntleroy Station - $200M

2. Eliminate Avalon Station (With Medium Tunnel 41st) - $60M

3. Consolidate Denny and South Lake Union stations - $575M

4. Potential station entrance refinements - $265M

5. Shift Tunnel 14th Ave alignment - $140M
Process implications

• Additional study and engagement on potential refinements and cost savings concepts would require minimum 6 to 9 months (Ballard extension)

• Would report back to Board after additional study and engagement to confirm/modify preferred alternative
City resolution
City recommended preferred alternative

• City Council Resolution 32055 advances a City position on a preferred alternative

• July 5: Committee discussion and action on Joint Resolution

• July 12 or July 19: Possible Full Council action on Joint Council Resolution
Comparison of Example Modified Preferred Alternative and City Recommended Preferred Alternative

<table>
<thead>
<tr>
<th>#</th>
<th>Station</th>
<th>Example Modified Preferred Alternative</th>
<th>City Recommended Preferred Alternative</th>
<th>Observations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alaska Junction</td>
<td>Medium Tunnel 41st Ave Station</td>
<td>Medium Tunnel 41st Ave Station</td>
<td>Same</td>
</tr>
<tr>
<td>2</td>
<td>Avalon</td>
<td>Avalon Retained Cut Station</td>
<td>Avalon Retained Cut Station</td>
<td>Same</td>
</tr>
<tr>
<td>3</td>
<td>Delridge</td>
<td>Andover Street Station (Lower Height)</td>
<td>Andover Street Station (Lower Height)</td>
<td>Same</td>
</tr>
<tr>
<td>4</td>
<td>SODO</td>
<td>At-Grade, Staggered Station Configuration</td>
<td>At-Grade, South Station Option</td>
<td>Different, requires discussion</td>
</tr>
<tr>
<td>5</td>
<td>Chinatown/ID</td>
<td>Not identified</td>
<td>Shallow station options</td>
<td>Requires further study</td>
</tr>
<tr>
<td>6</td>
<td>Midtown</td>
<td>Tunnel 5th Ave Station</td>
<td>Tunnel 5th Ave Station</td>
<td>Same</td>
</tr>
<tr>
<td>7</td>
<td>Westlake</td>
<td>Tunnel 5th Ave Station</td>
<td>Tunnel 5th Ave Station</td>
<td>Same</td>
</tr>
<tr>
<td>8</td>
<td>Denny</td>
<td>Tunnel Westlake Ave Station</td>
<td>Tunnel Terry Ave Station</td>
<td>Requires further study</td>
</tr>
<tr>
<td>9</td>
<td>South Lake Union</td>
<td>Tunnel Harrison St Station</td>
<td>Tunnel Harrison St Station</td>
<td>Same</td>
</tr>
<tr>
<td>10</td>
<td>Seattle Center</td>
<td>Tunnel Republican St Station</td>
<td>Tunnel Mercer St Station</td>
<td>Requires further study</td>
</tr>
<tr>
<td>11</td>
<td>Smith Cove</td>
<td>Elevated Galer St Station</td>
<td>Not identified</td>
<td>Requires further study</td>
</tr>
<tr>
<td>12</td>
<td>Interbay</td>
<td>Retained Cut 17th Ave Station</td>
<td>Retained Cut 17th Ave Station</td>
<td>Same</td>
</tr>
<tr>
<td>13</td>
<td>Ballard</td>
<td>Tunnel 14th Ave Station</td>
<td>Tunnel 15th Ave Station</td>
<td>Different, requires discussion</td>
</tr>
</tbody>
</table>

Updated June 2022. Subject to change.
Comparison of Example Modified Preferred Alternative and City Recommended Preferred Alternative

- **Alaska Junction:** Medium Tunnel 41st
- **Avalon:** Avalon Retained Cut
- **Delridge:** Andover St (Lower Height)
- **SODO:** Different, requires discussion
- **Ballard:** Different, requires discussion
- **Midtown:** Tunnel 5th Ave
- **Seattle Center:** Requires further study
- **Smith Cove:** Requires further study
- **South Lake Union:** Tunnel Harrison St
- **Denny:** Requires further study
- **Chinatown/ID:** Requires further study
- **Westlake:** Tunnel 5th Ave
- **Interbay:** Retained Cut 17th Ave

*Updated June 2022. Subject to change.*
Upcoming Board process and next steps
Next steps

• Possible Full City Council action on Joint Council Resolution on July 12

• Continue collaboration with partner agency staff on areas of difference and areas requiring further study

• Potential action at July 14 System Expansion Committee to recommend that Board confirm/modify preferred alternative
Upcoming Sound Transit Board Meetings

System Expansion Committee
Potential action to recommend that Board confirm or modify preferred alternative
Thursday, July 14, 2022

Sound Transit Board
Potential action to confirm or modify preferred alternative
Thursday, July 28, 2022

Sound Transit Board and Committee meetings are livestreamed and recorded. For more information and meeting links, visit: https://www.soundtransit.org/get-to-know-us/board-directors/livestream-video

Updated July 2022. Meeting dates/topics subject to change.
Next steps

Public comments shared with Sound Transit Board.

Sound Transit Board confirms or modifies the preferred alternative.

Sound Transit staff prepares the Final EIS, which responds to comments received on the Draft EIS.

Sound Transit Board selects the project to be built.

June 2022  
July 2022  
Mid 2022 - 2023  
Late 2023

Updated May 2022. Dates subject to change.