Why we’re here today

Motion No. M2022-57

Potential committee action to recommend that the Board confirm or modify the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and requesting further studies in some areas to inform potential additional future Board action to confirm or modify the Preferred Alternative.
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
West Seattle and Ballard Link Extensions

Project timeline

*Smith Cove to Ballard: Target delivery 2037 / affordable delivery 2039
Learn more at soundtransit.org/realignment
<table>
<thead>
<tr>
<th>2017–2019</th>
<th>2019–2023</th>
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<tbody>
<tr>
<td><strong>Alternatives development</strong></td>
<td><strong>Environmental review</strong></td>
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<tr>
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<td>Board selects projects to be built</td>
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<td>Federal Record of Decision</td>
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Alternatives development screening process

1. Broad range of initial alternatives
2. Refine remaining alternatives
3. 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
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
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
- **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
- **1,200+** posters delivered along the corridor
- **11** Community liaisons engaging more than **280** businesses
Racial Equity Toolkit (RET) Report

Environmental review

✓ 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
City of Seattle Resolution

• City Council Resolution 32055 advanced a City of Seattle position on a preferred alternative on July 12

• Identified may areas of agreement, and areas that requires further study or discussion.
Regional Context
Current system (2022)

**Link light rail **
- Two lines
- 25 miles
- 26 stations
- Connecting Northgate–Angle Lake, Tacoma Dome–Theater District

**Sounder trains **
- Two lines
- 83 miles
- 12 stations
- Connecting Everett–Seattle and Lakewood–Seattle

**ST Express buses **
- 24 express routes on regional freeway corridors
System expansion

**Link light rail**
- Five lines
- 116 miles
- 83 stations

**Sounder trains**
- Two lines
- 91 miles
- 14 stations

**Stride bus rapid transit**
- Three lines
- 45 miles on I-405 and SR 522.
- Serving 12 cities and connecting to light rail in Shoreline, Lynnwood, Bellevue and Tukwila.
ST3 operating plan

Spine segmentation

• Increases reliability and capacity for the light rail spine
• Reduces longest line run-time to < 90 minutes
• Requires the 2nd downtown Seattle tunnel included in the WSBLE project
Realignment plan for West Seattle and Ballard Link Extensions

- Smith Cove to Ballard: Target schedule 2037; affordable schedule 2039
- WSBLE share of the regional affordability gap is $2.2B (2022$)
- Affordable schedule finance plan of $12.2B (2019$) based on Draft EIS cost estimates for the project’s preferred alternative
West Seattle and Ballard project relationship with other ST3 projects

- Builds the 2nd downtown tunnel with regional funding needed for effective operation of the light rail spine
- Managing the project within the realignment $12.2B (2019$) in project funding ensures no impact to the affordable schedule of other projects

> $12.2B = Additional Funding Needed
Realignment project funding requirements

10% Planning

- Preliminary engineering (10%-15% design)
  - Funding likely available
  - Board decision point: identify initial budget, consultants, third-party agreements, and design alternatives

30% Design

- Project to be built (~30% design)
  - Full funding plan in place
  - Board decision point: Affordable or Target Schedule?

60% Construction

- Baselining (30%-60% design)
  - All funding secured
  - Board decision point: Affordable or Target Schedule?
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**West Seattle Link Extension**

Preferred Alternative for the West Seattle Link Extension is:

- **West Seattle Junction segment**: Medium Tunnel 41st Avenue Station (WSJ-5)
- **Delridge segment**: Andover Street Station Lower Height (DEL-6)
- **Duwamish Segment**: South Crossing (DUW-1a)
- **SODO segment**: At-Grade Alternative (SODO-1a) Staggered Station Configuration*

*These alternatives are affordable within the realigned financial plan for the West Seattle Link Extension*

*The Board will also consider the At-Grade South Station Option (SODO 1-b) as a Preferred Alternative with future endorsement contingent on resolving with partner agencies federal property acquisition requirements and project funding needs in a manner that does not impact the West Seattle Link Extension schedule.*
SODO Station

The Board will also consider the At-Grade South Station Option (SODO 1-b) as a possible Preferred Alternative with future endorsement contingent on resolving with partner agencies federal property acquisition requirements and project funding needs in a manner that does not impact the West Seattle Link Extension schedule.
West Seattle Link Extension: Preferred Alternative

- West Seattle Junction: Medium Tunnel 41st
- Delridge: Andover St Lower Height
- Duwamish: South Crossing

SODO: At-Grade Alternative Staggered Station Configuration or At-Grade South Station Option*

*The Board will also consider the At-Grade South Station Option (SODO 1-b) as a Preferred Alternative with future endorsement contingent on resolving with partner agencies federal property acquisition requirements and project funding needs in a manner that does not impact the West Seattle Link Extension schedule.
West Seattle Link Extension: Further studies

- Shift station entrance to 42nd
- Eliminate Avalon station
- Ped bridge across Andover St or shift alignment south towards SW Yancy St
- Enhance access from platform to S. Lander Street
Ballard Link Extension

Before confirming or modifying the Preferred Alternative, limited further study and engagement is requested in certain areas including:

• CID segment
• Downtown segment
• South Interbay Segment
• Interbay/Ballard segment
Further study and engagement between community and agency partners focused on the shallow CID options to:

- Seek to address remaining questions, minimize potential impacts and maximize community benefits

- Explore how to create an integrated, well-connected hub for all modes, opportunities to enhance ridership and access, activate or modify use of Union Station and plaza, as well as funding and cost savings opportunities

- The study should include concepts requested by community and agency partners, including but not limited to work to define a 4th Avenue shallow tunnel option with a goal to maximize benefits while minimizing costs and impacts
**Ballard Link Extension:** Further studies – Downtown

- **Connecting Westlake/5th station to Denny/Terry station to South Lake Union/Harrison station**
- **Shifting Seattle Center Republican station west**
- **Potential station entrance refinements**
- **Opportunities to reduce station depths, improve passenger access and experience and refine Midtown station entrance**
- **Opportunities to provide station access from both sides of Denny St**
- **Connecting South Lake Union/Harrison station to Seattle Center/Mercer station to either north tunnel portal location**
Ballard Link Extension: Further studies – South Interbay

Opportunities to address concerns with guideway along Elliott Ave and potential effects to properties including option to consolidate Smith Cove and Interbay stations

Shifting tunnel portal south (Mercer)
Ballard Link Extension: Further studies – Interbay/Ballard

- Station access and safety, including north and south of Market St with Tunnel 15th Station, cost savings, and third party funding
- Shifting Tunnel 14th Ave alignment
- Pedestrian access improvements across 15th Ave with Tunnel 14th Station

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

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel
Additional Board direction

• Requests that City of Seattle, King County and other potential partners collaborate with Sound Transit to identify potential third-party funding sources should cost of project from end to end, including potential refinements, exceed assumptions in realigned financial plan

• Authorizes staff to advance the Final EIS and Preliminary Engineering for the West Seattle Extension. Staff is also authorized to advance efforts in support of Final EIS development for the Ballard Link Extension to the extent possible, consistent with Board direction regarding the preferred alternatives

• Authorizes staff to advance station planning activities and work to respond to comments received on the Draft EIS
Additional Board direction

• Evaluation of potential refinements will be conducted consistent with project purpose and need which builds upon the criteria established in the ST3 ballot measure (Resolution No. R2016-17) and the five core principles identified in both Motion No. M2020-36 and Motion No. M2020-37

• Board directs staff to continue public engagement and planning to address other project-wide interests and concerns including encouraging more biking and walking mode share; accommodating future expansion; advancing equitable TOD, particularly community-led/driven TOD; design of shallower tunnel stations and fast and reliable transit transfers; enhancing station accessibility and reliability of vertical conveyances
Next steps
Upcoming Sound Transit Board Meetings

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

• Consider At-Grade South Station Option as Preferred Alternative with future endorsement contingent on resolving with partner agencies federal property acquisition requirements and project funding needs in a manner that does not impact West Seattle Link Extension schedule. A report for consideration will be provided to Board no later than September 2022.

• Results of further studies shall be brought back to Board for review and potential action to confirm or modify the Preferred Alternative. Stakeholders and the public will be updated during studies.

• Status report on studies shall be provided to Board no later than February 2023 including how refinements and cost savings ideas perform and affordability within realigned financial plan.