West Seattle and Ballard Link Extensions

Board of Directors
7/28/22
Why we’re here

Motion No. M2022-57

Confirms or modifies 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.
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
Regional Context
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 $14.1B (2022$) 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 $14.1B (2022$) in project funding ensures no impact to the affordable schedule of other projects

> $14.1B = Additional Funding Needed
Third Party Funding

*Intended for cases when other Parties have an interest in changing scope beyond what is affordable in the finance plan*

- 2017 System Expansion Implementation Plan
- 2017 City of Seattle Partnering Agreement
- 2019 M2019-51 Preferred & Other EIS Alternatives
- 2022 M2022-57 Confirm or Modify the Preferred Alternative and Other Studies
Motion No. M2022-57
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Confirms or modifies 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.
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 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.*
**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

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

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

*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: Further studies

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

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

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

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

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel
**Ballard Link Extension:** Further studies – Interbay/Ballard

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

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
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
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• September 2022: SODO station resolution

• September/October 2022: CID station engagement update

• November 2022: Status update on areas of further study

• February 2023: Status report on areas of further study