West Seattle and Ballard Link Extensions
Further Studies Results Overview

Board of Directors
1/26/23
# Budget and Schedule status

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost</th>
<th>Schedule</th>
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<tr>
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<td>Finance Plan Estimate (M, Fall 2022$)</td>
<td>Next Milestone Date</td>
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<tr>
<td>Name</td>
<td>Current Estimate (M, Fall 2022$)</td>
<td>Current Schedule Variance to Next Milestone (Months)</td>
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<td>Current Estimate Variance to Finance Plan</td>
<td>Authorized Allocation (M, YOE$)</td>
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<td>Current Schedule Variance to Target Schedule (Months)</td>
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<td>Q4 2032 Ballard Extension</td>
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<td>Q4 2037 Ballard*</td>
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(*) New financial resources needed to achieve target schedule for Smith Cove-Ballard. Refer to R2021-05 for additional details.
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.
Upcoming Board Process

Jan 26, Board: Further Studies results overview

Jan 26 – Feb 17: Gather additional community feedback

Feb 9, SEC: Further Studies results deeper dive

Feb 23, Board: Community feedback summary

Mar 9, SEC: Recommendation to Board

Mar 23, Board: Board identifies preferred alternative for Ballard Link Extension
Further Studies Results
Areas of Further Study

- **Connecting Westlake/5th station to Denny/Terry station to South Lake Union station**
- Opportunities to reduce station depths, improve passenger access and experience and refine Midtown station entrance
- Opportunities to address concerns with guideway along Elliott Ave and potential effects to properties including option to consolidate Smith Cove and Interbay stations
- Shifting Seattle Center Republican station west
- Connecting South Lake Union/Harrison station to Seattle Center/Mercer station to either north tunnel portal location
- Shifting tunnel portal south (Mercer)
- Opportunities to provide station access from both sides of Denny St
- 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
- Pedestrian access improvements across 15th Ave with Tunnel 15th Station
- Shifting Tunnel 14th Ave alignment

**Further study and engagement between community and agency partners**
- Ped bridge across Andover St or shift alignment south towards SW Yancy St
- Enhance access from platform to S. Lander Street
- Potential station entrance refinements
- Connecting Westlake/5th station to Denny/Terry station to South Lake Union/Harrison station
- Eliminate Avalon station
- 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 14th Ave alignment
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

**ROUTE AND STATION PROFILES**
- Elevated
- At-grade
- Retained cut
- Tunnel
Areas of Further Study

- Connect Westlake/5th station to Denny/Terry station to South Lake Union/Harrison station
- Opportunities to reduce station depths, improve passenger access and experience and refine Midtown station entrance
- Opportunities to address concerns with guideway along Elliott Ave and potential effects to properties including option to consolidate Smith Cove and Interbay stations
- Shifting Seattle Center Republican station west
- Connecting South Lake Union/Harrison station to Seattle Center/Mercer station to either north tunnel portal location
- 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
- Shifting tunnel portal south (Mercer)
- Opportunities to provide station access from both sides of Denny St
- Further study and engagement between community and agency partners

Ped bridge across Andover St or shift alignment south towards SW Yancy St
Enhance access from platform to S. Lander Street
Eliminate Avalon station
Shift station entrance to 42nd
Preferred alternatives
Preferred alternatives with Third-Party Funding
Other alternatives
Elevated
Tunnel portal
At-grade
Retained cut
Chinatown-International District (CID) Further Studies
Draft EIS alternatives Chinatown/ID
CID Further Studies Focus

Based on the Board Motion, the following study elements guided the further studies in CID:

• 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
• Include study concepts requested by community and agency partners, including but not limited to work to define a 4th Avenue shallow tunnel option with the goal to maximize benefits while minimizing costs and impacts
### CID Engagement Process

**WHAT COULD THIS PROCESS LOOK LIKE?**

Iterative, facilitated, and responsive process adapts as needed to serve community

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Key Activities</th>
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| Oct. 13, 2022 | Open House             | - Context and Value  
                  | - How we got here  
                  | - Community informs engagement process and scope of studies |
| Nov. 2, 2022 | Workshop 1: Options | - Bring forward and evaluate  
                  | - Breakout groups  
                  | - Explore challenges and opportunities and identify refinements |
| Nov. 16, 2022 | Workshop 2: Tradeoffs  | - Discuss tradeoffs and refine options |
| Dec. 14, 2022 | Workshop 3: Key Issues | - Problem solving around key issues for each option  
                  | - Discussion of mitigation measures |
| Jan. 5, 2023 | Workshop 4: Summary    | - Bring it all together and get feedback on direction for Sound Transit Board |
| February 2023 | Sound Transit Board: Status Report |

**SUPPORTING THE PROCESS**

- General awareness building including media, social media posts, ethnic media
- Interagency and consultant work
- Optional small group, topic specific meetings (potential continuation of virtual breakout groups, focus groups, etc.)
- Resident and business owner outreach with Community Liaisons

**Targeted Level of Community Engagement: Involve**

We will aim to engage at a Collaborate level wherever possible.

**Key Questions**

- What hasn’t worked with previous engagement?
- What does a transparent process look like?
- What would you like to see in the process?
- Would you like a facilitator?
Further Studies CID engagement snapshot

July 28, 2022 - Present

- **5** open houses/workshops, engaging nearly 500 participants
- **2** online surveys, with more than 330 responses
- **30+** community briefings, meetings and tours
- **3** fairs, festivals and other tabling events
- **90+** businesses engaged through door-to-door outreach
- **9** email updates, engaging more than 11K+ subscribers
- **4** posts on social media platforms, with 500K+ impressions
- **150+** residents engaged through in-language forum
Refinements to 4th Ave Shallow (CID-1a)
Maximize community benefits while minimizing costs and impacts

- Reduction in noise and air quality construction effects through a range of strategies
- ICON apartment displacements can be reduced from 4 years to two 2-month periods
- Reduction in potential impacts to BNSF, but lengthens construction duration by 1 year (to up to 12 years)
- Reduction in duration of partial closure on 4th Avenue by 1 year (to 5 years)

Further Studies Results

Cost (Pike to Holgate): $3.1 billion
Cost delta compared to realigned financial plan: +$700 million
Station North of CID

Other ideas from community and agency partners

- Consolidates Midtown and CID Stations
- Displaces King County Admin building and social services
- Accommodates direct transfers at Pioneer Square Station
- Temporary closure of James St for 4 years
- Avoids direct station construction disruption in CID
- Could facilitate transit integration with Madison BRT
- Within 10-minute walk to CID, Pioneer Square, Colman Dock, and south end of Downtown/Midtown

Further Studies Results

Cost (Pike to Holgate): $2.05 billion
Cost delta compared to realigned financial plan: -$360 million
Station South of CID

Other ideas from community and agency partners

Does not accommodate direct transfers

Avoids direct station construction disruption in CID

Limited detours; closure of 6th Ave, south of Seattle Blvd

eTOD opportunity

Within 10-minute walk to CID and Stadiums

Further Studies Results

Cost (Pike to Holgate): $2.5 billion

Cost delta compared to realigned financial plan: +$80 million
Station North of CID and Station South of CID

Other ideas from community and agency partners

Further Studies Results

Cost (Pike to Holgate): $2.55 billion
Cost delta compared to realigned financial plan: +$160 million
Union Station Activation
Activate and/or modify uses of Union Station and the adjacent plaza

Further Studies Results
Downtown
Further Studies
South Lake Union: Mix-and-Match

Connecting Westlake/5th station to Denny/Terry station to South Lake Union/Harrison station

Study focus:
Feasibility of mix-and-match

Further Studies Results

Cost delta compared to realigned financial plan: +$200 million

Avoids temporary shutdown of streetcar

High-risk long-haul fiber relocation with minimum 1-year overall project delay
Seattle Center: Mix-and-Match

Connecting South Lake Union/Harrison station to Seattle Center/Mercer station to either north tunnel portal location

Study focus:
Feasibility of mix-and-match

Cost delta compared to realigned financial plan: +$210 million

Further Studies Results
Seattle Center: Republican West

**Shifting Seattle Center Republican station west**

**Study focus:** Feasibility of shifting station west

**Further Studies Results**

Compared to Preferred 5th / Harrison Alternative (DT-1)

- Temporary closure of Republican St with minimal traffic effects
- Extended cut-and-cover construction on Republican
- Avoids construction effects near NW Rooms
- Noise and vibration effects to Uptown Cinema can be mitigated
- 8 additional business displacements

Cost delta compared to realigned financial plan: +$60 million
Interbay-Smith Cove
Further Studies
Modified SIB-1 Alignment

Shift Interbay Station south to straddle below Dravus St

Study focus:
Avoid Seattle City Light and Seattle Storm properties

Compared to Preferred Galer Street Station/Central Interbay Alternative (SIB-1) to Preferred Tunnel 14th/15th Avenue (IBB-2a/b)

- Adds station entrance on both sides of Dravus Street
- 20 fewer business displacements
- Temporary lane closures of Dravus for 1.5 years

Further Studies Results

Cost delta compared to realigned financial plan: -$30 million
Modified SIB-3 Alignment

**Shift north portal location south and shift Smith Cove Station north of Magnolia Bridge**

Study focus:
- Avoid unstable slope risk on Queen Anne hillside
- Avoid Seattle City Light and Seattle Storm properties

**Further Studies Results**

Compared to Prospect Street Station/Central Interbay Alternative (SIB-3) to Preferred Tunnel 14th/15th Avenue (IBB-2a/b)

- Public partnership opportunity for eTOD
- Adds station entrance on both sides of Dravus Street
- Shifted portal location not practical
- Temporary lane closures of Dravus for 1.5 years

Cost delta compared to realigned financial plan: N/A
Consolidated Alignment

Consolidate Smith Cove and Interbay Stations with below grade alignment

Study focus:
- Avoid concerns with guideway along Elliott Ave
- Avoid unstable slope risk on Queen Anne hillside
- Avoid Seattle City Light and Seattle Storm properties

Further Studies Results

Cost delta compared to realigned financial plan: +$210 million
Ballard
Further Studies
Tunnel 15th Ave
Cost Savings: Draft EIS Station Entrance Refinements

*Reduce size of east station entrance and eliminate south entrance*

Study focus: Reduce costs

Cost delta compared to realigned financial plan:

+$70 million (or +$30 million with optional smaller west entrance)
Next steps
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Upcoming engagement opportunities

Further Studies online survey and open house

**Online Survey**
- Jan. 26 – Feb. 17, 2023
  wsblink.participate.online/#further-studies

**In-person Open House**
- Feb. 8, 2023, 3 - 7 p.m., Union Station (Corridor-wide)
  Stop by anytime to learn about the further studies, ask your questions and share your feedback.

In addition to updated online open house (wsblink.participate.online), ongoing community briefings, fairs/festivals/tabling events, flyering/postering and other engagement opportunities.
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February 9 System Expansion Committee

• Will provide “deeper dive” on further study areas discussed today

• Will review further studies not discussed today including corridor-wide station entrance refinements and West Seattle

• Will include discussion of passenger experience, ridership, access, eTOD potential, future expansion, environmental, equity, etc.

• Will present illustrative end-to-end scenarios
Thank you.