

***West Seattle and Ballard
Link Extensions
System Expansion Committee***

July 14, 2022



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

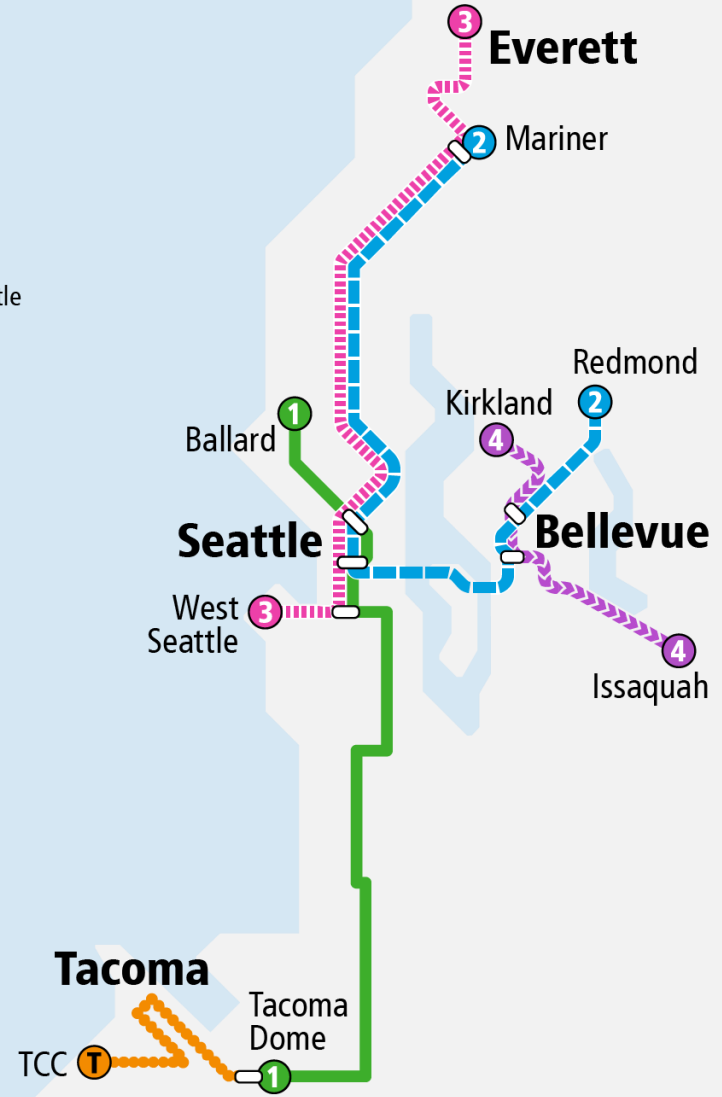
Operating plan: 2032

-  1
Lynnwood–Tacoma
-  2
Lynnwood–Redmond
-  3
West Seattle–SODO
-  T
Tacoma Dome–Hilltop
-  Transfer



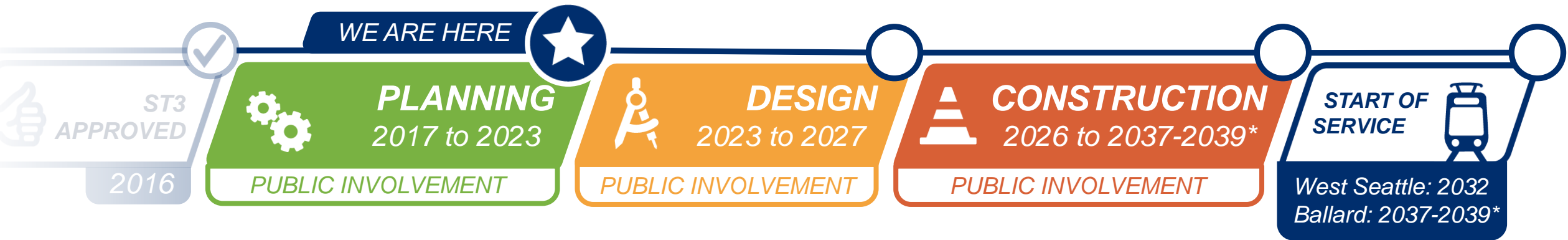
Operating plan: 2042

-  1
Ballard–Tacoma
-  2
Mariner–Redmond
-  3
Everett–West Seattle
-  4
Kirkland–Issaquah
-  T
Tacoma Dome–Tacoma Community College
-  Transfer



West Seattle and Ballard Link Extensions

Project timeline





ST3
APPROVED

2016



PLANNING



DES

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
- ✓ Feb–April 2019: Scoping
- ✓ May–Oct 2019: Board identified preferred alternatives and other DEIS alternatives

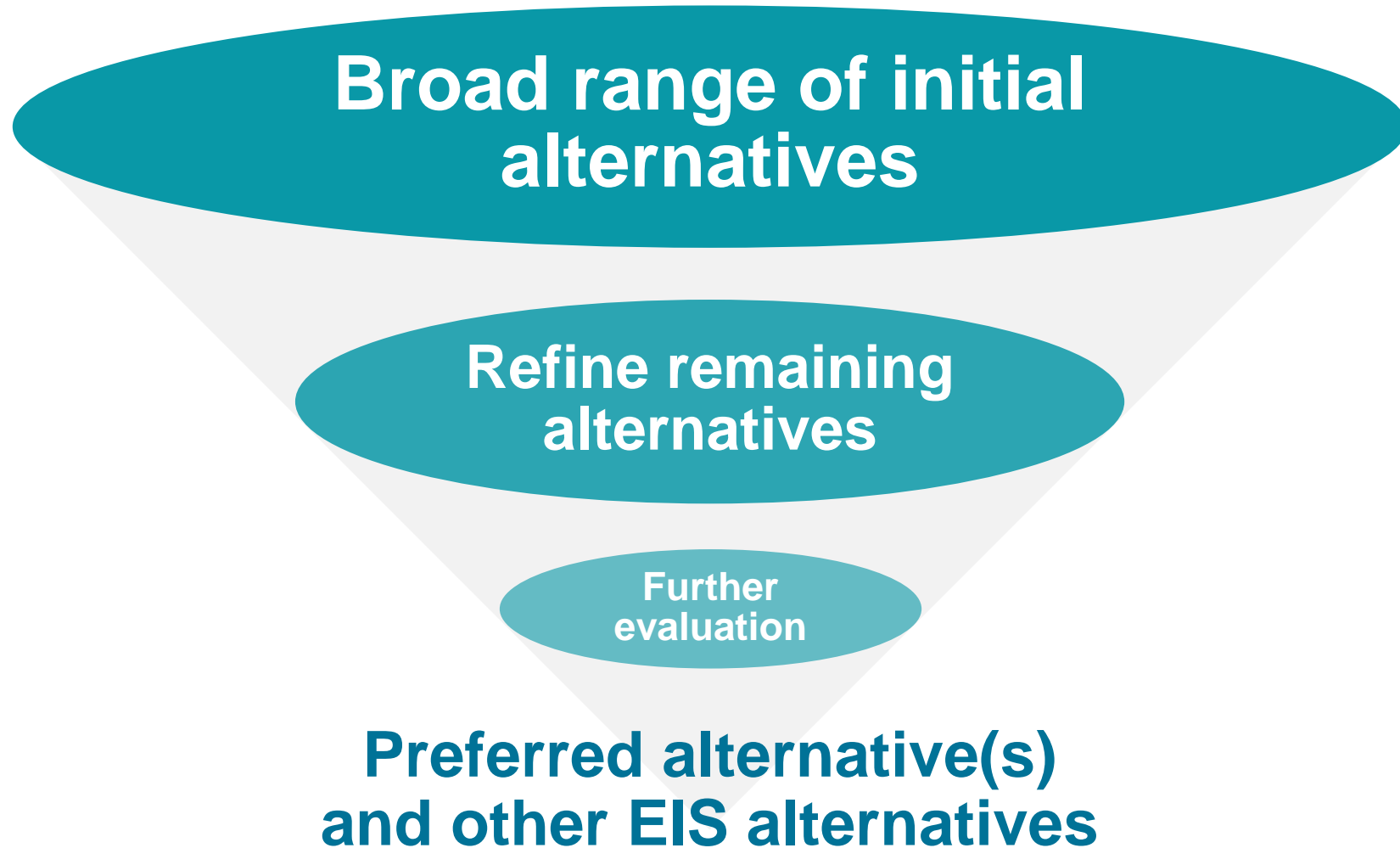
2019–2023

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

PUBLIC INVOLVEMENT

Alternatives development screening process

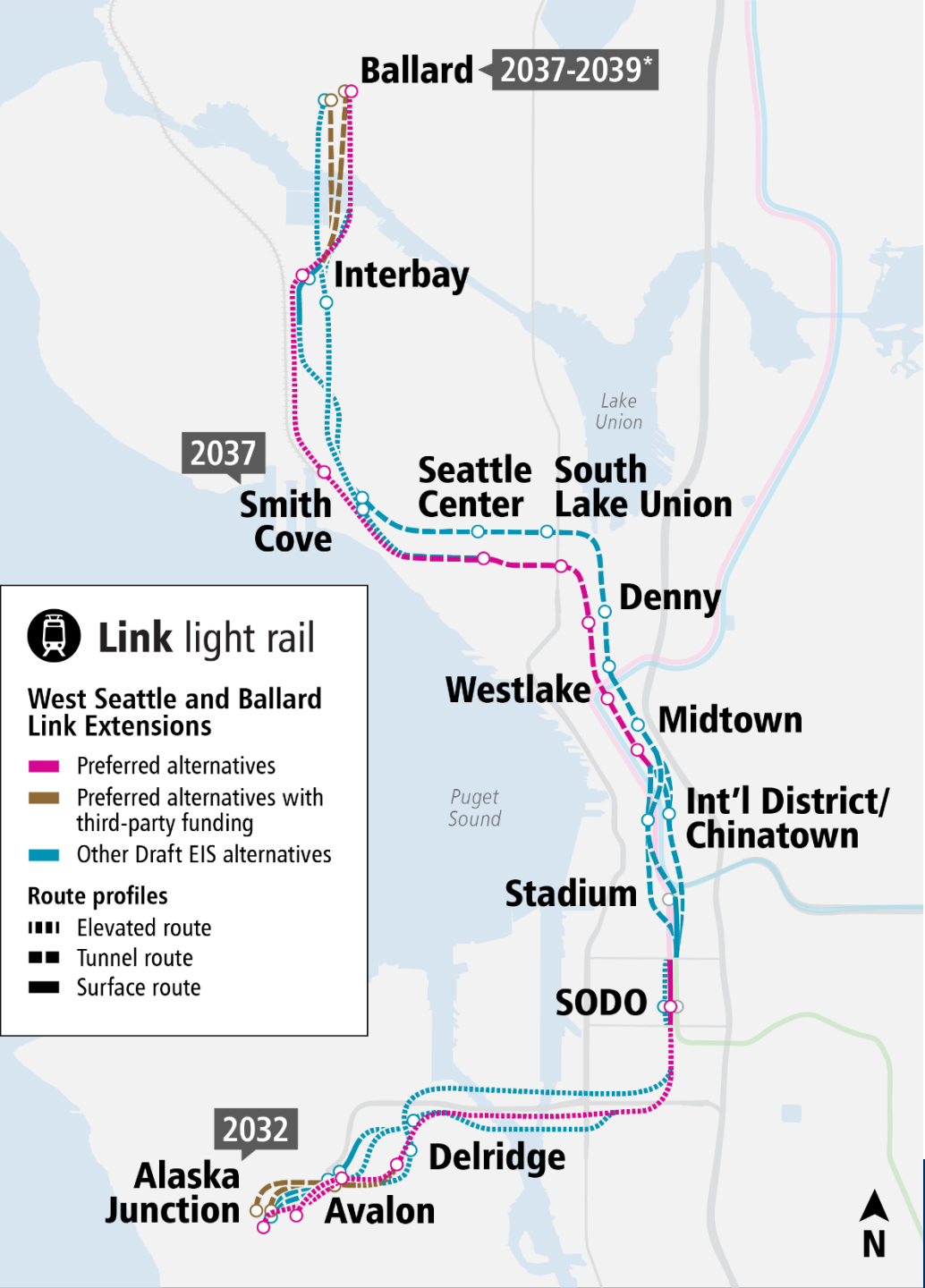


Draft EIS alternatives

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.



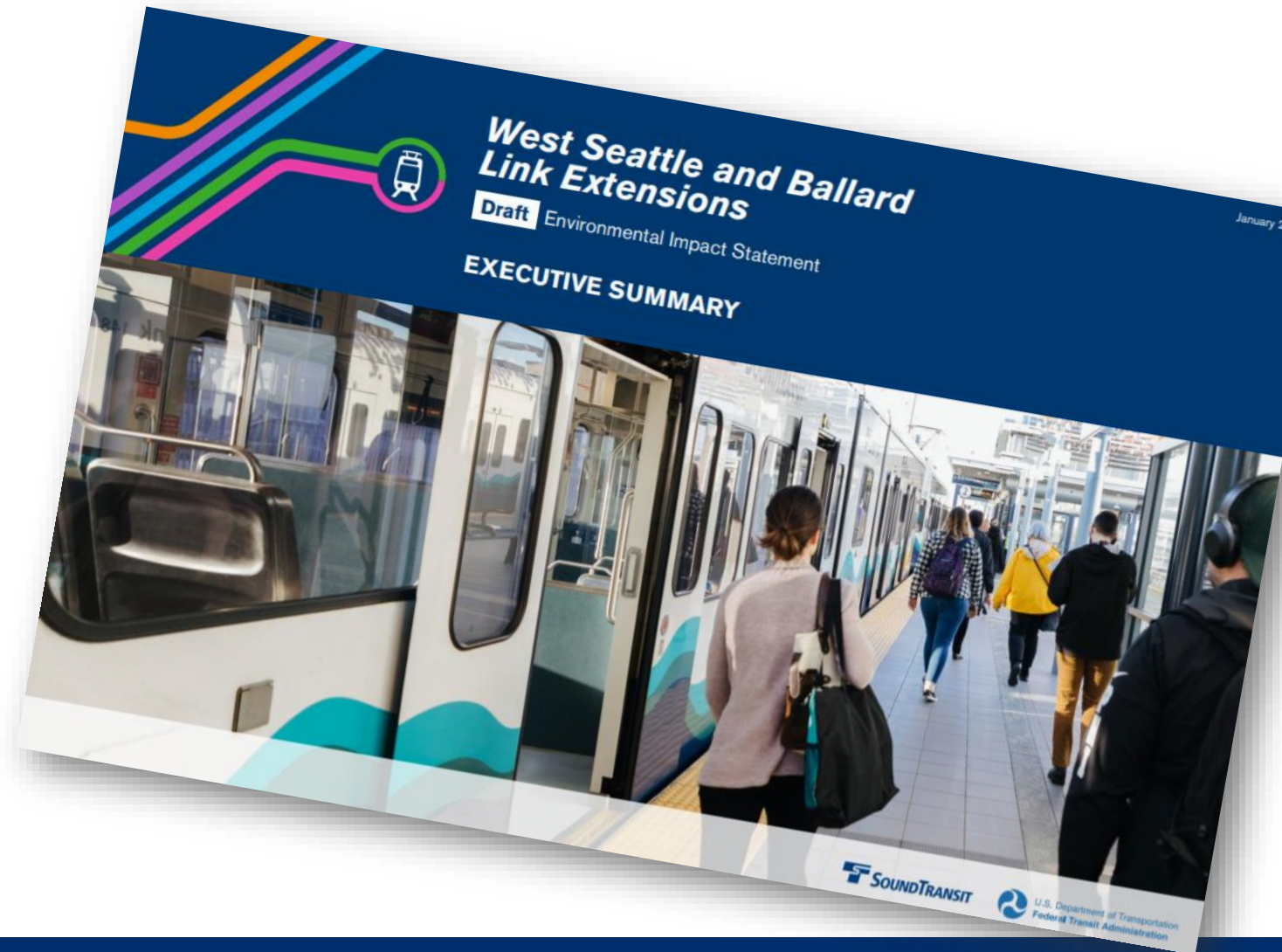
Draft EIS comment period



**Published Draft EIS
January 28, 2022**



**Comment period
ended April 28, 2022**





ST3
APPROVED

2016



PLANNING



DES

2017–2019

Alternatives development

- ✓ Feb–March 2018: Early scoping
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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

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 engaging more than
and blog posts **10,900** subscribers



1,200+ posters delivered along
the corridor

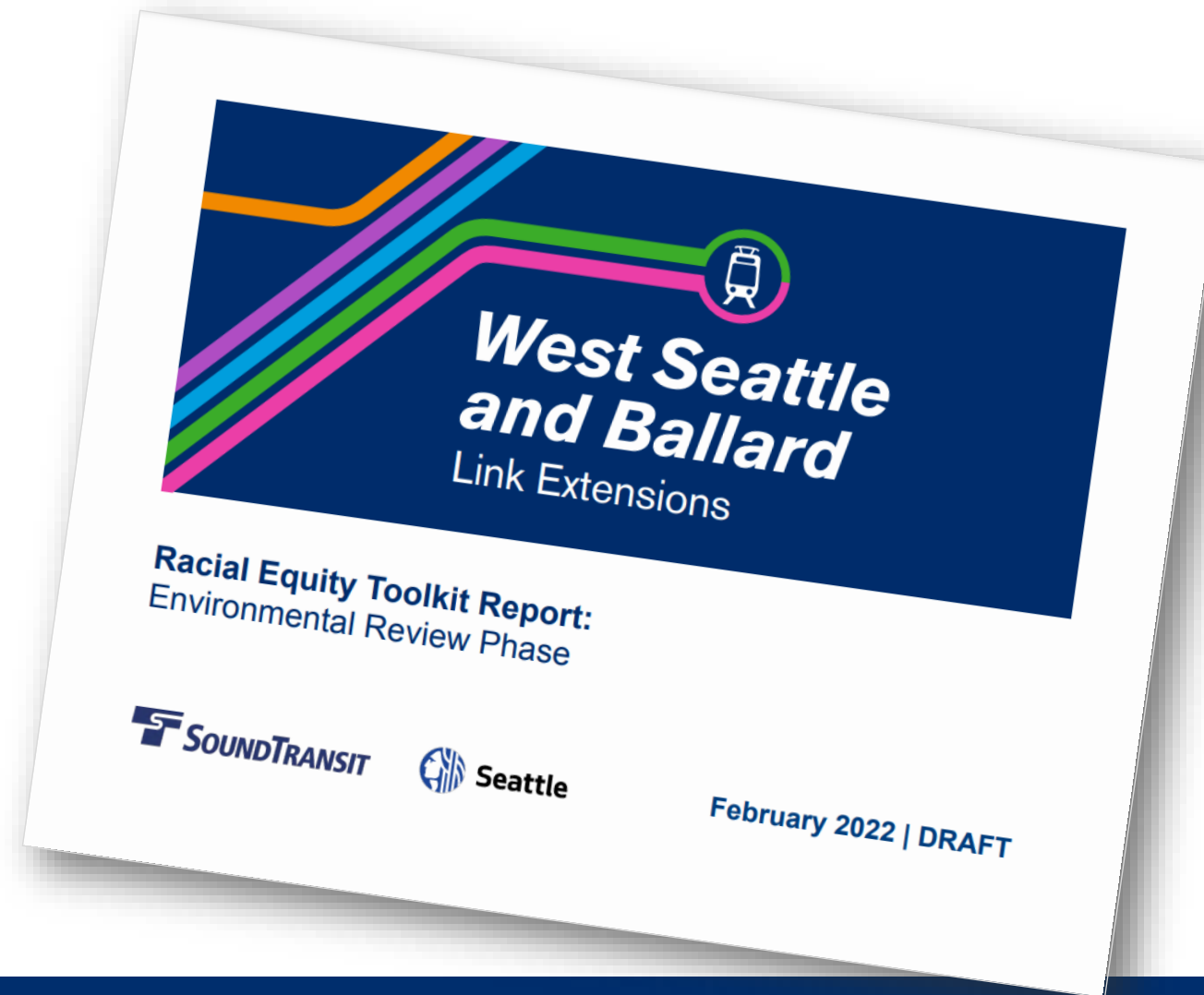


11 Community liaisons engaging more than
280 businesses

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 1 T

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

Sounder trains N S

- 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 1 2 3 4 T

- Five lines
- 116 miles
- 83 stations

Sounder trains N S

- Two lines
- 91 miles
- 14 stations

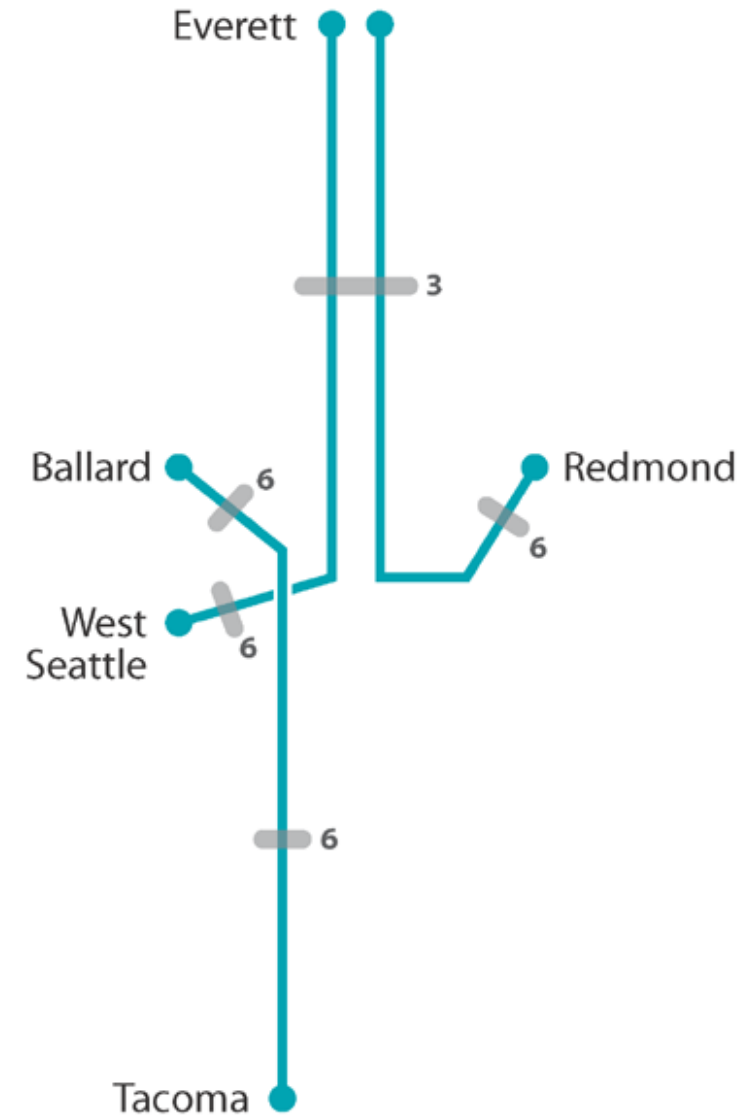
Stride bus rapid transit S1 S2 S3

- 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\$)



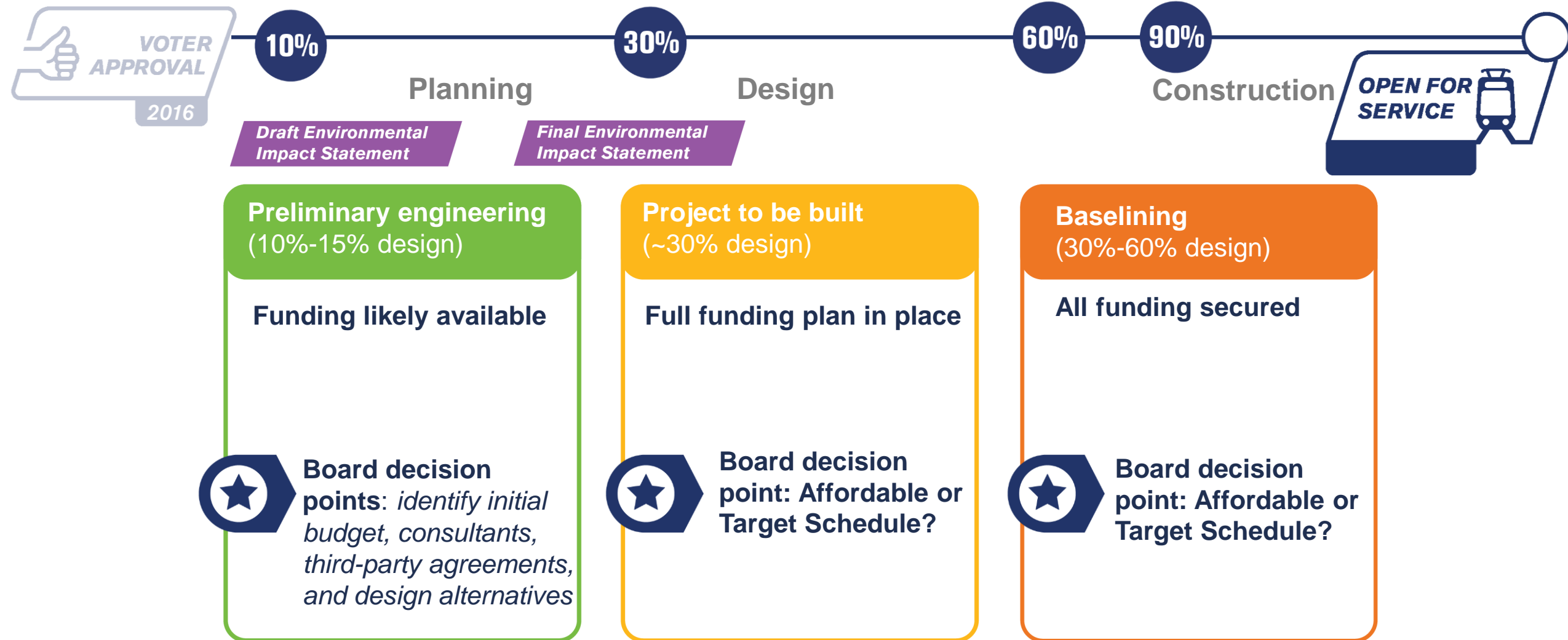
Affordable schedule finance plan of \$12.2B (2019\$)
based on Draft EIS cost estimates for the project's
preferred alternative

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



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West Seattle Link Extension

Preferred Alternative for the West Seattle Link Extension is:

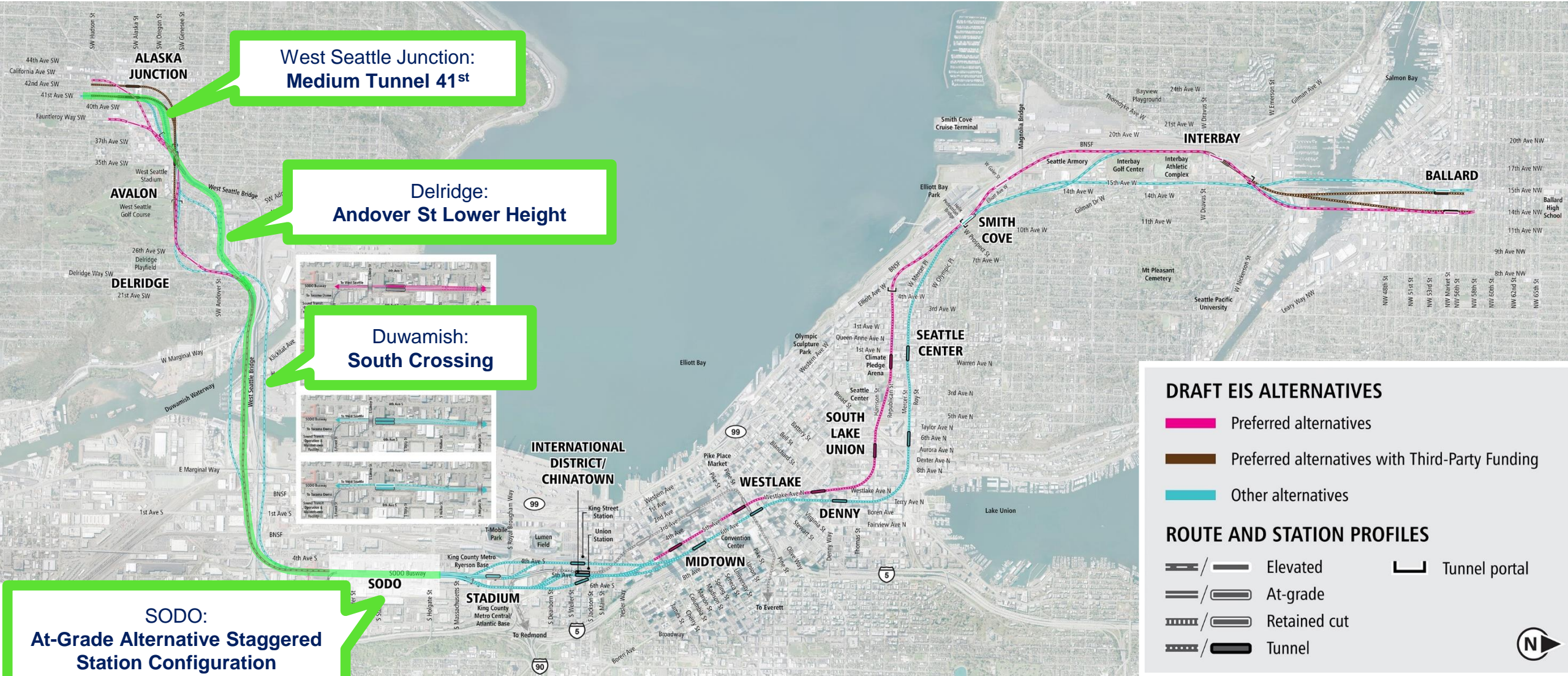
- **West Seattle Junction segment:** Medium Tunnel 41st Avenue Station (WSJ-5)
- **Delridge segment:** Andover Street Station Lower Height (DEL-6)
- **Duwamish Segment:** South Crossing (DUW-1a)
- **SODO segment:** At-Grade Alternative (SODO-1a) Staggered Station Configuration*

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

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.

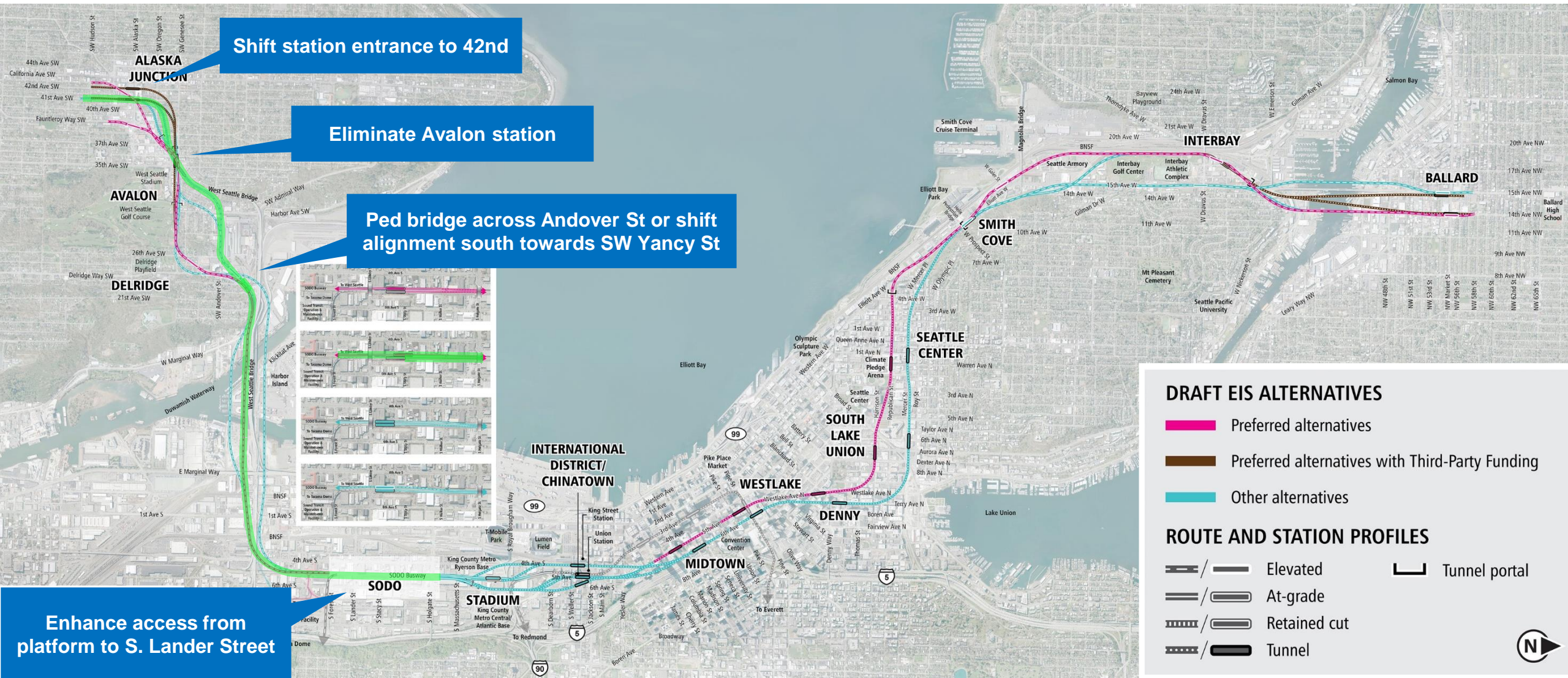
DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

- Elevated
- At-grade
- Retained cut
- Tunnel
- Tunnel portal

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:

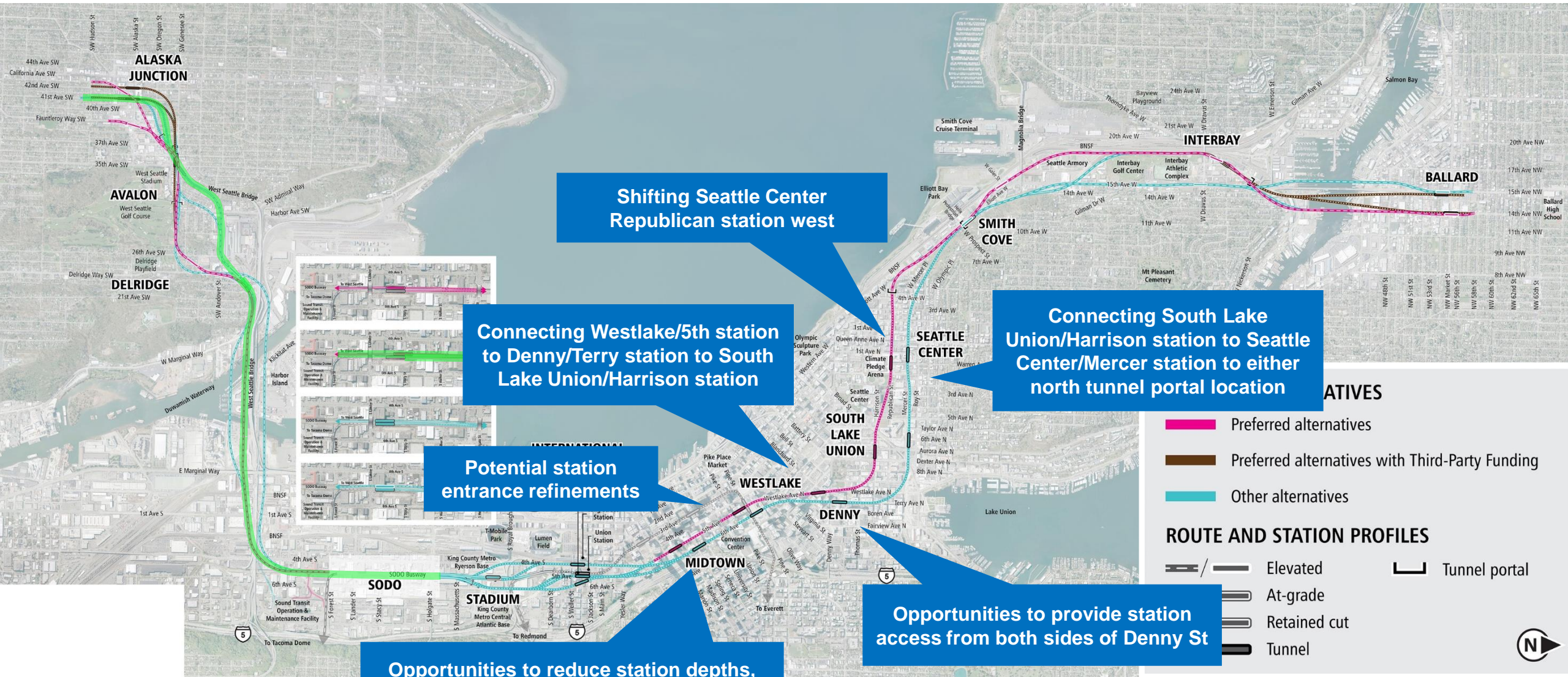
- **CID segment**
- **Downtown segment**
- **South Interbay Segment**
- **Interbay/Ballard segment**

Ballard Link Extension: Further studies – CID

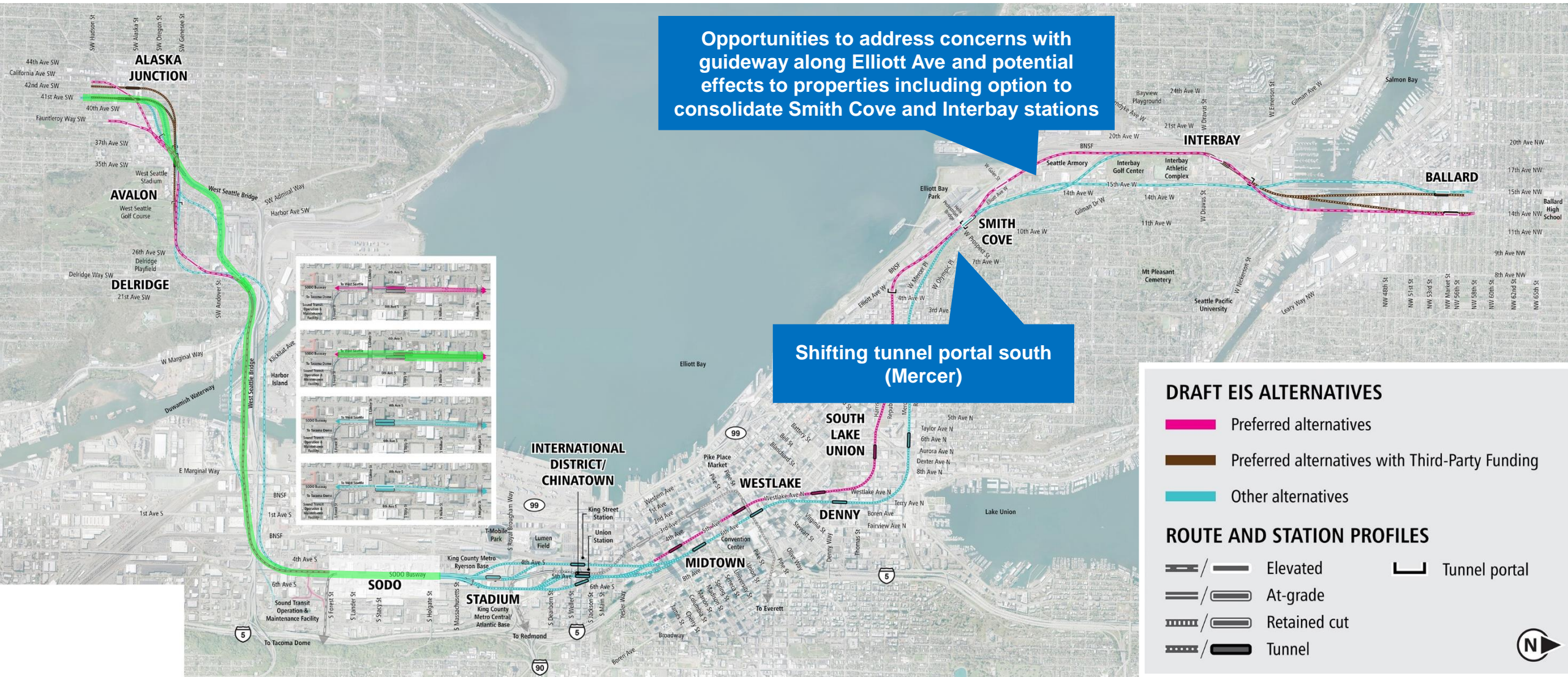
Further study and engagement between community and agency partners focused on the shallow CID options to:

- 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



Ballard Link Extension: Further studies – South Interbay

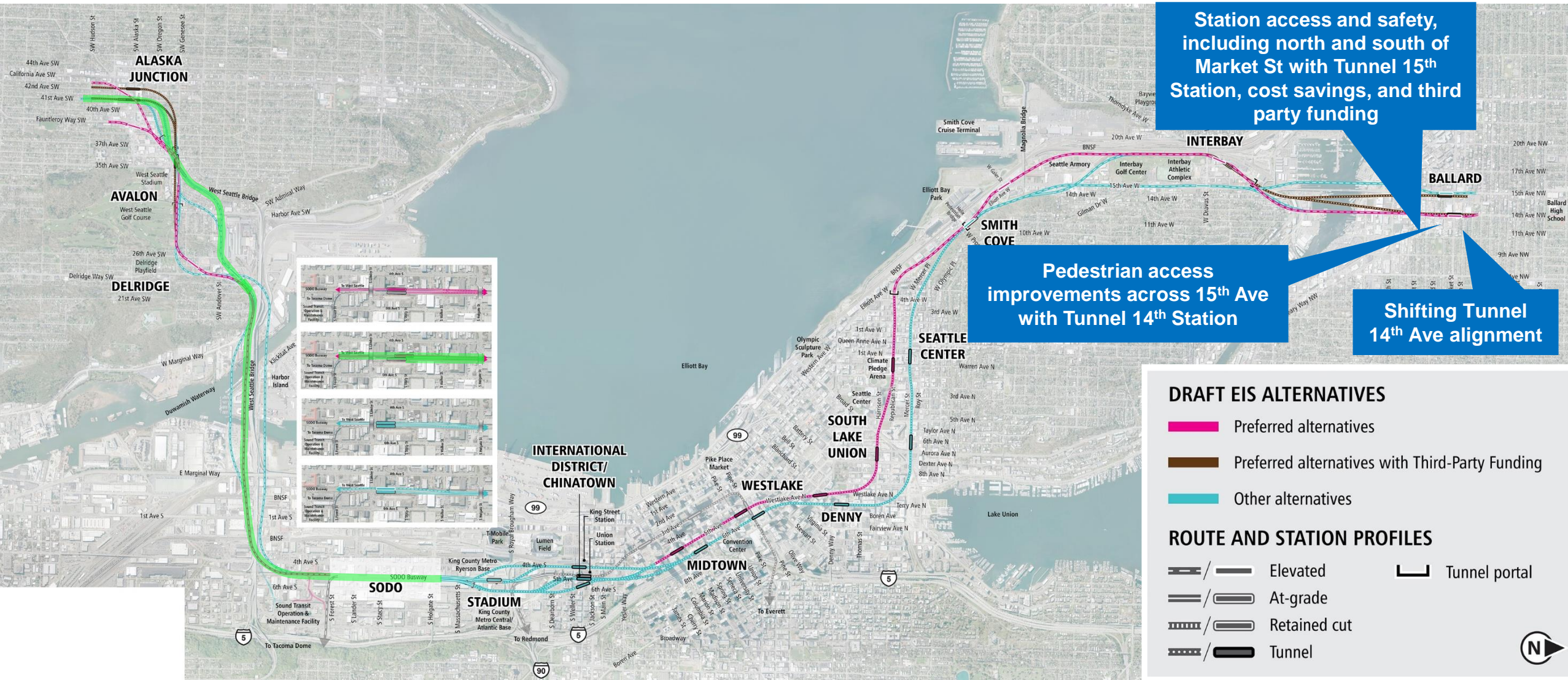


Opportunities to address concerns with guideway along Elliott Ave and potential effects to properties including option to consolidate Smith Cove and Interbay stations

Shifting tunnel portal south (Mercer)



Ballard Link Extension: Further studies – Interbay/Ballard



DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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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>

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.

 *wsblink.participate.online*

 **SOUNDTRANSIT**

