Agenda

• Welcome and introductions
• Community Engagement and Collaboration
• Draft EIS Results Overview
• City of Seattle: Engaging in the Draft EIS process
• Next steps, next meeting and online open house
Why we’re here today

• Learn about community engagement and collaboration
• Learn about the Draft EIS results for these segments
• Hear from CAG members – questions, initial reflections and what you would like to understand better as you compare alternatives
Agenda

- Welcome and introductions
- Community Engagement and Collaboration
- Draft EIS Results Overview
- City of Seattle: Engaging in the Draft EIS process
- Next steps, next meeting and online open house
Meeting etiquette and accessibility

Upon joining the meeting, please mute your line when you are not speaking to minimize audio feedback. Unmute before talking.

Please raise your “hand” if you have a question or comment. Facilitator will call on you to speak.

One person speaks at a time. Please reference a slide number if referencing something on the screen and/or indicate who question or comment is directed to as appropriate.
Raise Hand
Introductions

Please share briefly:

1) Your name,
2) Pronouns
3) Briefly share, what do you do when you are not at a CAG meeting?
Agenda

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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

PUBLIC INVOLVEMENT
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
Jan. 28, 2022

Review and comment by April 28, 2022!
Community engagement and collaboration
Draft Environmental Impact Statement (EIS)

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- **Draft EIS Public Meetings**
  - Process overview
  - Station Planning
  - Draft EIS results overview
  - Draft EIS results deep dive
  - Draft EIS, cost savings & refinements
  - Consolidating feedback

- **Community Advisory Groups**
- **Sound Transit System Expansion Committee**
- **Sound Transit Board**

PUBLIC COMMENT PERIOD

Updated February 2022. Meeting dates/topics subject to change.
Draft EIS Community Engagement

Community Advisory Groups: 4 meetings/month through May

Draft EIS meetings: 4 virtual, one in-person in March

Draft EIS mailer: delivered to 130,000 addresses

Other activities including community briefings/events; fairs, festivals and tabling events; property owner webinars; office hours; community liaison outreach

Online open house wsblink.participate.online
How can you provide a comment?

Online
Phone
Mail / email
Meetings
In-person and/or virtual*

Comment in any language!

*In-person activities are contingent upon state and federal guidelines.
What does a comment look like?

✔ Focus your comments on the information provided in the Draft EIS.

✔ The clearer and more concise your comments are, the more effective they will be.

✔ Whenever possible, identify the section of the Draft EIS on which you are commenting (chapter, section and page number).

✔ Including additional explanation and relevant facts and references to support your comment is also helpful.
Roles

- Evaluate potential alignment and station locations.
- Conduct planning, environmental review, and design of the light rail system.
- Build and operate new light rail system.
- Elect officials from the City of Seattle on the ST Board that will make final decisions.
- Plan streets, housing, businesses, & open spaces to make great neighborhoods around stations.
- Issue permits to Sound Transit to build stations and track.

Center racial equity for better outcomes + Co-planning stations with communities
Snapshot: Current City Work to Support Communities

- Engaging community in imagining the potential for different station locations and alternatives
- Preparing to make formal comments on the DEIS based on racial equity outcomes, neighborhood planning goals, research, and community feedback
- Listening to communities to guide decision-making toward a City position on a preferred alternative
Racial Equity Toolkit (RET): Outcomes

- Advance environmental and economic justice to improve economic and health outcomes for communities of color.
- Enhance mobility and access for communities of color and low-income populations;
- Create opportunities for equitable development that include expanding housing and community assets for communities of color;
- Avoid disproportionate impacts on communities of color and low-income populations;
- Create a sense of belonging for communities of color at all stations, making spaces where everyone sees themselves as belonging, feeling safe, and welcome; and
- Meaningfully involve communities of color and low-income populations in the project.
RET Report: Environmental Review Phase

➢ Released as a Draft

➢ Will be updated based on comments received on the Draft EIS
Agenda

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- City of Seattle: Engaging in the Draft EIS process
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Travel Times and Reliability (2042)

**West Seattle Link Project Corridor**

**Without Link:**
- **Westlake to Alaska Junction:**
  - 30 mins
- **Without Link:**
  - D/E/F rating

**With Link:**
- **Westlake to Alaska Junction:**
  - 16 mins
- **West Seattle Link Project Corridor:**
  - A rating
Ridership (2042) West Seattle

**Elevated Andover St**
- Average Daily Boardings: 5,600
- Principal mode of access: Bus - 91%

**All Other Alaska Junction Alternatives**
- Average Daily Boardings: 6,400
- Principal mode of access: Bus - 52%

**AVALON**

**All Avalon Alternatives**
- Average Daily Boardings: 6,500
- Principal mode of access: Bus - 56%

**Elevated Fauntleroy Way**

**All Other Delridge Alternatives**
- Average Daily Boardings: 5,800
- Principal mode of access: Bus - 88%
Transit Integration

West Seattle - Delridge

Elevated Andover St
- Bus routes serving station: 3
- Bus stop zones at station: 4
*Farther from local routes and longer RapidRide deviation from Delridge Way

Elevated Delridge Way
- Bus routes serving station: 3
- Bus stop zones at station: 2
*Close to all routes and no RapidRide deviation from Delridge Way

Elevated Dakota St Station Lower Height
- Bus routes serving station: 3
- Bus stop zones at station: 2
*Close to all routes and longer RapidRide deviation from Delridge Way

Elevated Dakota St
- Bus routes serving station: 3
- Bus stop zones at station: 2
*Close to all routes and shorter RapidRide deviation from Delridge Way

Note: Assumes MetroConnects 2040 vision network and service designations. *Key transit integration consideration.

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

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

Sound Transit
Transit Integration
West Seattle - Avalon

Retained Cut Avalon
- Bus routes serving station: 3
- Bus stop zones at station: 4
  *More direct connection to buses on 35th Ave SW

Elevated Avalon
- Bus routes serving station: 3
- Bus stop zones at station: 5
  *Less direct connection to buses headed toward High Point, Westwood

Tunnel Avalon
- Bus routes serving station: 3
- Bus stop zones at station: 4
  *Less direct connection to buses headed toward High Point, Westwood

Note: Assumes MetroConnects 2040 vision network and service designations.
*Key transit integration consideration.

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
Transit Integration

West Seattle – Alaska Junction

**Tunnel 42nd Ave**
- Bus routes serving station: 4
- Bus stop zones at station: 2
  *Less direct connection to routes coming from High Point, Westwood and heading toward Admiral

**Tunnel 41st Ave** and **Short Tunnel 41st Ave** and **Medium Tunnel 41st Ave**
- Bus routes serving station: 4
- Bus stop zones at station: 2
  *Most direct connection to all buses

**Elevated Fauntleroy Way**
- Bus routes serving station: 5
- Bus stop zones at station: 4
  *More direct connection to all buses

**Elevated 41st/42nd Ave**
- Bus routes serving station: 4
- Bus stop zones at station: 2
  *Less direct connection to routes coming from High Point, Westwood and heading toward Admiral

**Note:** Assumes MetroConnects 2040 vision network and service designations.
*Key transit integration consideration.*
Elevated Andover St
Residential: 160 units
Retail/Office: 250,000 GSF
or
Commercial: 780,000 GSF

Elevated Delridge Way
not studied due to insufficient footprint

Elevated Dakota St and
Elevated Dakota St Station Lower Height
Residential: 400 units
Retail: 34,000 GSF

Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.
Retained Cut Avalon
- Residential: 200 units
- Retail: 3,000 GSF

Tunnel Avalon
- Residential: 280 units
- Retail: 13,500 GSF

Elevated Avalon
- Residential: 325 units
- Retail: 10,000 GSF

Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.
TOD Potential West Seattle – Alaska Junction

Note: Current zoning designations and station footprints were used to model capacity and feasibility of potential development sites. In some cases, modified zoning was assumed. Assumptions do not constitute official policy. All unit and square footage counts are approximate.

**Tunnel 41st Ave and Short Tunnel 41st Ave and Medium Tunnel 41st Ave**
- Residential: 400 units
- Retail: 6,000 GSF

**Tunnel 42nd Ave**
- Residential: 500 units
- Retail: 6,000 GSF

**Elevated Fauntleroy Way**
- Residential: 330 units
- Retail: 3,000 GSF

**Elevated 41st/42nd Ave**
- Residential: 240 units
- Retail: 10,000 GSF
What is typically studied in an EIS?

**Transportation**
- Regional transportation
- Transit services
- Arterial and local street systems
- Parking
- Non-motorized facilities
- Navigation
- Freight

**Natural environment**
- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

**Built environment**
- Acquisitions, displacements and relocations
- Noise and vibration
- Economic effect
- Visual resources
- Parks and recreation
- Land use
- Energy
- Hazardous materials
- Public services
- Historic and archaeological resources
- Social resources, community facilities and neighborhoods
- Electromagnetic fields
- Utilities
Duwamish
Draft EIS alternatives
Preferred alternative
Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Delridge is shown for illustration purposes.
**South Crossing Alternative**

- **Project cost** (2019$ in billions): $1.2B
- **Residential displacements**: 26 units
- **Business displacements**: 36
- **Park effects** (permanent): 1.5 acres

Other considerations:

- Preferred alternative: Duwamish South Crossing
- Alternative: West Duwamish greenbelt
- BNSF bridge constructability: 1.2 acres
- T-102 Park: 0.3 acres
- Maritime dependent businesses: 3
- Pigeon Point constructability

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Delridge is shown for illustration purposes.
Other Draft EIS alternatives
South Edge Crossing
Alignment Option

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Other alternatives

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Delridge is shown for illustration purposes.
South Edge Crossing Alignment Option

Project cost (2019$ in billions) **$1.3B**

Residential displacements **26 units**

Business displacements **29**

Park effects (permanent) **1.9 acres**

Other considerations

---

Pigeon Point constructability

**T-102 Park**

**Maritime dependent businesses**

**West Duwamish greenbelt**

**In-water columns necessary**

**Marinas**

**Duwamish**

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North Crossing Alternative

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Other alternatives

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Delridge is shown for illustration purposes.
North Crossing Alternative

Project cost (2019$ in billions) $1.5B

Residential displacements none

Business displacements 38

Park effects (permanent) none

Other considerations

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Other DEIS alternatives Duwamish

Port of Seattle T-5 & T-18

Maritime dependent businesses

T-25 restoration site

Fire Station 14 effects
<table>
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<th>South Crossing Alternative</th>
<th>South Edge Crossing Alignment Option</th>
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<td>(2019$ in billions)</td>
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<td><strong>Residential displacements</strong></td>
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<td><strong>Park effects</strong></td>
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<td>(permanent)</td>
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<td>BNSF bridge constructability</td>
<td>In-water columns necessary</td>
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<td>Marinas</td>
<td>Fire Station 14 effects</td>
</tr>
</tbody>
</table>

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West Seattle Junction / Delridge
Draft EIS alternatives

Downtown

SODO

South Interbay

Interbay/Ballard

West Seattle Junction

Delridge

Duwamish

Chinatown/ID

Junction

Delridge
Draft EIS alternatives

West Seattle Junction

Delridge

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

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

N
Preferred alternative
Elevated Fauntleroy Way Station
Dakota Street Station

DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.
Elevated Fauntleroy Way Station

Dakota Street Station

Project cost (2019$ in billions) $1.6B

Residential displacements 607 units

Business displacements 32

Park effects (permanent) 0.6 acres

Other considerations

Diagrams are not to scale and all measurements are approximate. The above information is for illustration only. Please refer to DEIS for further detail. Connection to preferred alternative in Duwamish is shown for illustration purposes.

Preferred alternative West Seattle
Preferred alternative

West Seattle

Elevated 41st/42nd Ave Station

Dakota Street Station

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Elevated 41st/42nd Ave Station

**Dakota Street Station**

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<th><strong>Project cost</strong>&lt;br&gt;(2019$ in billions)</th>
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<td><strong>Park effects</strong>&lt;br&gt;(permanent)</td>
<td>0.6 acres</td>
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**Other considerations**

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Preferred alternative with third-party funding
Tunnel 41st Ave Station
Dakota Street Station
Lower Height

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.

Preferred alt. 3rd party funding
West Seattle

Connection to preferred alternative in Duwamish is shown for illustration purposes.
Tunnel 41st Ave Station
Dakota Street Station
Lower Height

- **Project cost** (2019$ in billions): $2.1B
- **Residential displacements**: 364 units
- **Business displacements**: 31 units
- **Park effects (permanent)**: 1.4 acres

Other considerations:
- Apartment building
- Tunnel 41st Ave Station
- Dakota Street Station
- Lower Height
- Preferred alt. 3rd party funding

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DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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

Diagrams are not to scale and all measurements are approximate for illustration purposes only. Connection to preferred alternative in Duwamish is shown for illustration purposes.

Preferred alt. 3rd party funding

West Seattle
Tunnel 42nd Ave Station
Dakota Street Station
Lower Height

- **Project cost** (2019$ in billions): $2.2B
- **Residential displacements**: 321 units
- **Business displacements**: 60
- **Park effects** (permanent): 1.6 acres
- **Other considerations**: Preferred alt. 3rd party funding

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Other Draft EIS alternatives
Short Tunnel 41st Avenue Station
Dakota Street Station

Other DEIS alternatives

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

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

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Project cost (2019$ in billions) $1.9B
Residential displacements 410 units
Business displacements 34
Park effects (permanent) 0.5 acres

Short Tunnel 41st Avenue Station
Dakota Street Station

Tunnel station

Apartment building

West Seattle Golf Course

Social service provider

Taller guideway and station

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Other considerations

Other DEIS alternatives West Seattle
Other DEIS alternatives

West Seattle

Medium Tunnel
41st Avenue Station

Andover Street Station
Lower Height

DRAFT EIS ALTERNATIVES

Preferred alternatives
Preferred alternatives with Third-Party Funding
Other alternatives

ROUTE AND STATION PROFILES

Elevated
At-grade
Tunnel
Tunnel portal
Retained cut

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Medium Tunnel
41st Avenue Station

Andover Street Station
Lower Height

- Project cost: $1.6B (2019$ in billions)
- Residential displacements: 201 units
- Business displacements: 35 units
- Park effects (permanent): none

Other considerations:
- Other DEIS alternatives

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Other DEIS alternatives

West Seattle

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### Other DEIS alternatives

**West Seattle**

#### Elevated Fauntleroy Way Station

- **Andover Street Station**

#### Project cost

- **$1.5B**

#### Residential displacements

- **487 units**

#### Business displacements

- **34 units**

#### Park effects (permanent)

- **none**

#### Other considerations

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<th>Tunnel 41st Dakota St Lower Height</th>
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<td>Lower guideway/ Delridge Station Social service provider</td>
<td>Taller guideway/ Delridge Station Social service provider</td>
<td>Lower guideway/ Avalon Station Social service provider</td>
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<td>Guideway follows Avalon Way SW Delridge Station further north</td>
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</tbody>
</table>

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Discussion: Hearing from CAG members

Questions? Initial reflections?

What would you like to understand better as you compare alternatives?
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West Seattle and Ballard Link Extensions
City of Seattle DEIS Review
Community Advisory Group Meetings | February 2022
City’s Regulatory Roles in DEIS Review

The City is both a regulator and reviewer for WSBLE.

The City of Seattle is a Cooperating Agency under the National Environmental Policy Act, and a Consulted Agency and an Agency of Jurisdiction under the State Environmental Policy Act.

Under these roles, the City will provide comments on whether the information and analysis are adequate or if additional information is needed to permit the project.
City Scope of WSBLE DEIS Review

Review for compliance and adequacy:
1. Does the DEIS demonstrate compliance with City Codes/Director’s Rules?
2. Does the DEIS identify and evaluate project impacts and include adequate mitigation?
3. Does the DEIS meaningfully compare alternatives?

Review for additional strategic questions for the City:
4. Does the DEIS adequately analyze impacts to BIPOC communities, propose mitigation, and further the joint Racial Equity Toolkit outcomes?
5. How does new DEIS information shape City position on alternatives?
Delridge Segment
Sample Issues

• **Code compliance examples:** Disturbances to Longfellow Creek; Stormwater and floodplain; Noise regulations

• **Impacts and mitigation examples:** Residential and business displacement; Noise and aesthetics

• **RET Outcomes examples:** Bus-rail integration; Opportunities for equitable TOD
Additional questions please contact Jesseca Brand, *Neighborhoods*
Jesseca.Brand@Seattle.gov
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Community engagement and collaboration
Draft Environmental Impact Statement (EIS)

Updated February 2022. Meeting dates/topics subject to change.
Upcoming Community Advisory Groups
Draft EIS results overview

Interbay/Ballard Community Advisory Group
Wednesday, February 2, 2022 from 5pm to 7pm

Downtown Community Advisory Group
Thursday, February 3, 2022 from 5pm to 7pm

West Seattle/Duwamish Community Advisory Group
Tuesday, February 8, 2022 from 5pm to 7pm

CID/SODO Community Advisory Group
Wednesday, February 9, 2022 from 5pm to 7pm

Advisory group meetings are livestreamed and recorded.
For more information and meeting links, visit: wsblink.participate.online
Community Liaisons

Capacity building and reaching more people

• Encourage broad awareness & participation in comment period
• Door-to-Door business outreach
• Ethnic media and social media
• Tabling at stations, community spaces, fairs and festivals
• Interpretation at community meetings and briefings
Online Open House

The wsblink.participate.online features:

- **Project Overview** featuring latest on the project
- **Draft EIS** including an overview and links to the document, where and how to review the document and comment
- **Comment Now** form for comments to be submitted, with tips for writing a helpful comment
- **Stations** overview including the station planning progress report and concepts for each station
- **Advisory Groups** schedule, agendas, link to livestream and all Community Advisory Group related materials
- **Property Owners** resources including an overview of the process and FAQ’s for potentially affected property owners
- **Get Involved** featuring all the ways to connect with the project team and engage on the project and comment

Welcome

The results are in - review the environmental analysis now!

The West Seattle and Ballard Link Extensions (WSBLU) project is in the formal public comment period for the Draft Environmental Impact Statement (EIS). This is an especially important time to get involved and tell us what you think.

**Share your thoughts by April 28, 2022**

- Since May 2019, we have been studying potential light rail routes and station locations (called alternatives) and conducting an environmental review of the project.
- This analysis is now available for review and public comment. We are accepting comments on the Draft EIS until April 28, 2022. This comment period is an important opportunity to help shape how light rail fits in your community.
- After reviewing the Draft EIS and the comments from agency partners and the public, the Sound Transit Board will consider the preferred alternative and station locations. Your input is an essential element the Board will use to understand community priorities.
- Responses to Draft EIS comments will be included in the Final EIS, scheduled to be published in 2023. The Sound Transit Board will then select the project to be built and the Federal Transit Administration (FTA) will release a Record of Decision.

About the project

The West Seattle and Ballard Link Extensions will provide fast, reliable light rail connections to dense residential and job centers throughout the region. In addition, a new downtown Seattle light rail tunnel will provide capacity for the entire regional system to operate efficiently. These two separate Link extensions are part of the regional transit system expansion approved by voters in November 2016.

New to the project and looking for more background? Visit the [WSBLU overview](https://www.soundtransit.org/) to get up to speed.

What is the Draft EIS?

A Draft Environmental Impact Statement (EIS) is an environmental review document that outlines the possible routes and station locations under consideration – collectively called “alternatives.” It will help Sound Transit, our partner agencies, the public and other decision-makers understand the