



# *West Seattle and Ballard Link Extensions*

*Board meeting | May 23, 2019*

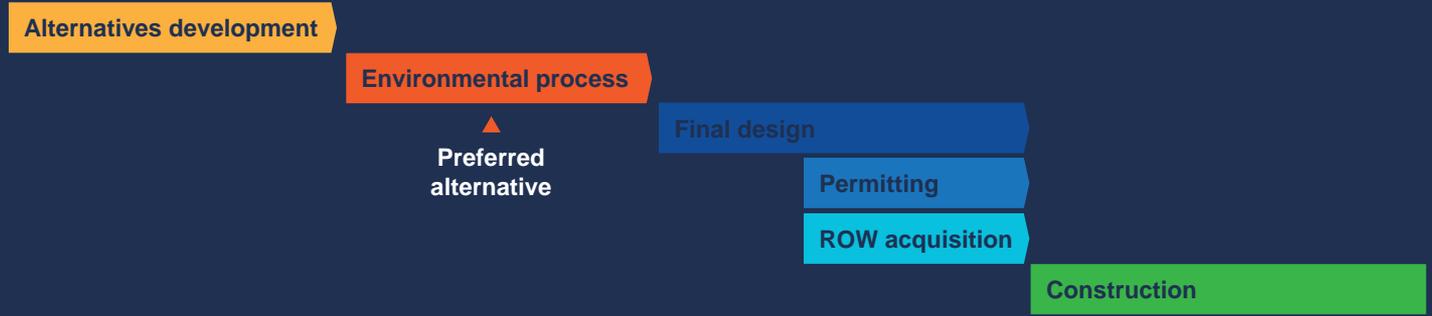
# *West Seattle & Ballard Link Extensions*

*Motion No. M2019-51  
Identifying Alternatives for DEIS*

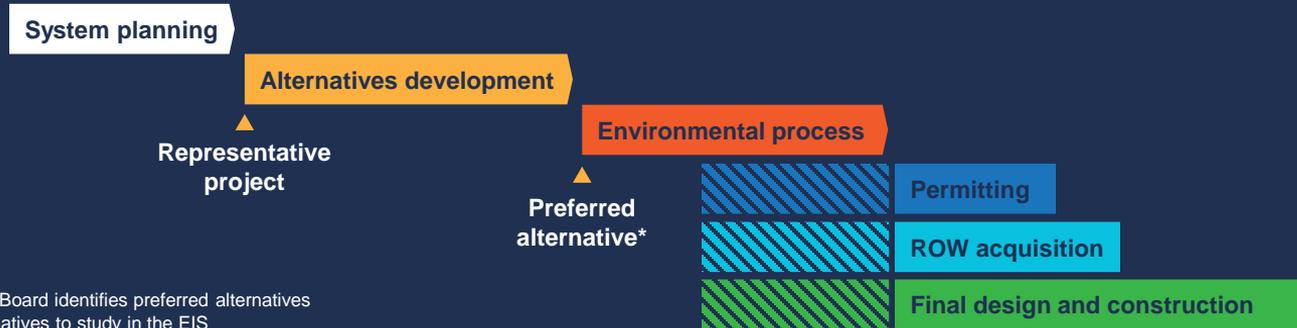
*23 May 2019*

# New approach to project development

## ST2 process



## ST3 process



\*Sound Transit Board identifies preferred alternatives and other alternatives to study in the EIS

# City of Seattle Partnering Agreement

- Partnering agreement executed December 2017
- Identifies project schedule milestones including:
  - Board **identification of preferred alternative**: Q1/Q2 2019

PARTNERING AGREEMENT BETWEEN  
THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY ("SOUND TRANSIT")  
AND THE CITY OF SEATTLE FOR THE  
WEST SEATTLE AND BALLARD LINK EXTENSIONS PROJECT

THIS PARTNERING AGREEMENT ("Agreement") is between the Central Puget Sound Regional Transit Authority, a regional transit authority organized under Chapter 81.112 RCW ("Sound Transit"), and the City of Seattle, a Washington municipal corporation ("City"), for the purposes set forth below. Sound Transit and the City are collectively referred to hereafter as "the Parties" or individually as a "Party."

**INTRODUCTION**

The ST3 mass transit system expansion approved by the voters in November 2016 is ambitious in scope and the timelines for implementation are aggressive. The scope and timeline for ST3 are equal to the scope and timeline for the prior two system expansions combined, Sound Move and ST2. Implementing ST3 consistent with the scope, budget, and schedule approved by the voters will take extraordinary effort by Sound Transit and by its federal, state, and local partners.

To meet the challenge of delivering projects as fast as possible, Sound Transit developed a System Expansion Implementation Plan that embraces new ways of working. Those adjustments include internal changes at Sound Transit, as well as new approaches to working with project partners, stakeholders, and local jurisdictions. The implementation plan includes

**EXHIBIT D**  
**SCHEDULE MILESTONES**

Schedule Objective	Target Date
City Team Identified	Q3 2017
Project Development Begins	Q4 2017
Preliminary Permitting Plan Developed	Q1 2018
Preferred Alternative Identified	Q1/Q2 2018
ST Board Identifies Preferred Alternative	Q1/Q2 2019
Project Delivery Method Selected	2019
Preliminary Permitting Plan Updated	2019
Record of Decision & ST Board Selects Project to be Built	2022
Final Permitting Plan Developed	2022
Construction Begins	2025
Revenue Service to West Seattle	2030
Revenue Service to Ballard	2035

community engagement,  
project development  
es.  
delivery processes  
to do the same.  
way of doing business so  
by the voters in ST3 on  
ment includes specific  
following:

# *What is a preferred alternative?*

- › SEPA / NEPA term
- › Makes clear to public ***where project is headed***
- › ***“Preference”*** among alternatives to be considered
- › ***Not a final decision*** or obligation
- › Board to also identify ***other DEIS alternatives*** in coordination with FTA

# Screening process

**Level 1**

**Broad range of initial  
alternatives**

**Level 2**

**Refine remaining  
alternatives**

**Level 3**

**Further  
evaluation**

**EIS**

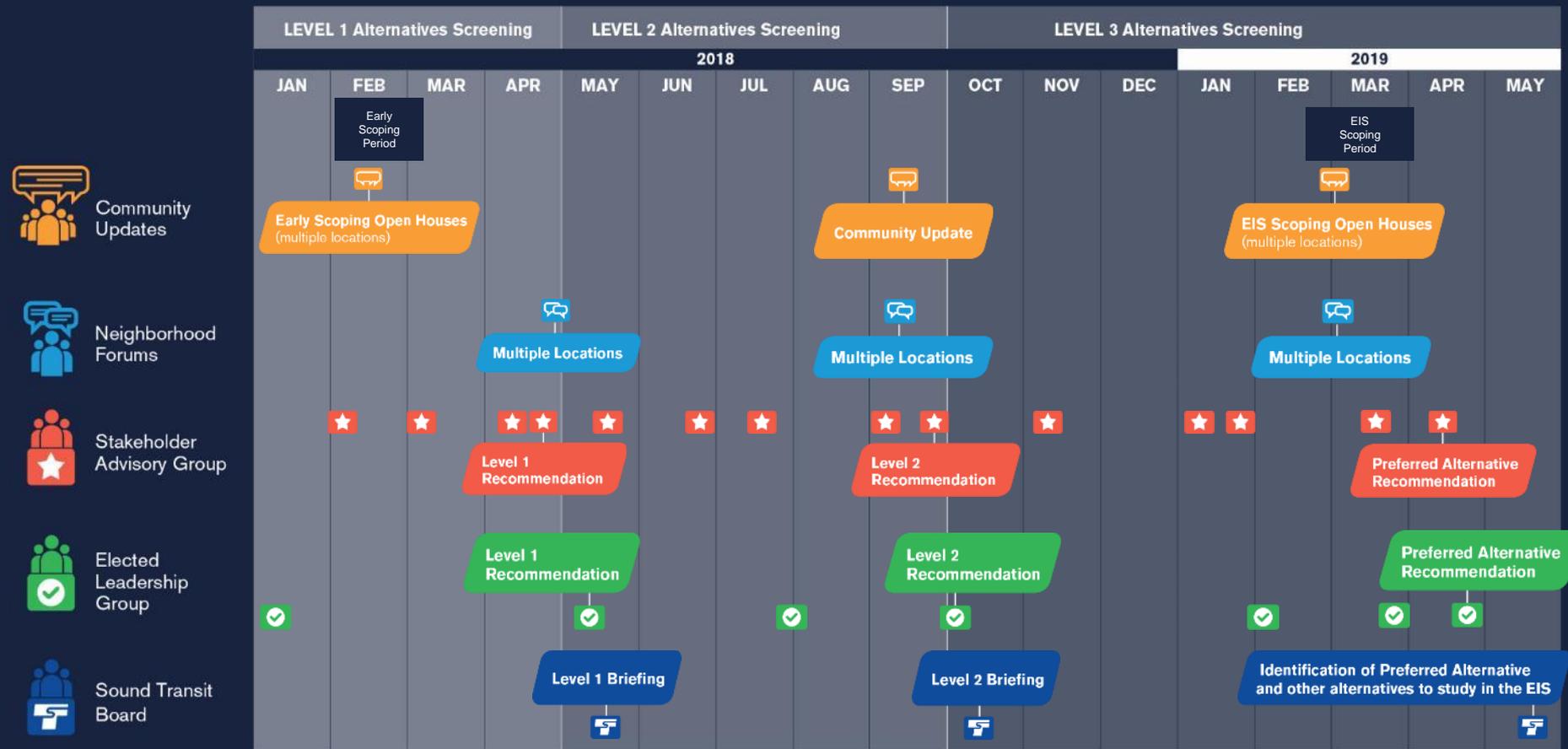
**Preferred Alternative(s)  
and other EIS alternatives**

# Today's Board action

Identification of preferred alternative and other EIS alternatives informed by:

- **Technical evaluation results** presented publicly during the scoping period
- **Public feedback** gathered during scoping period and documented throughout the year
- **Racial Equity Toolkit**, including findings from evaluation results and community input

# Community engagement and collaboration



Meeting dates subject to change.

# External engagement overview

During Alternatives Development Phase: Jan 2018 – April 2019



5,600+ comments and questions



25 email updates



26 fairs, festivals, tabling events



17 open houses, forums, workshops



189 community briefings



14 Stakeholder Advisory Group meetings



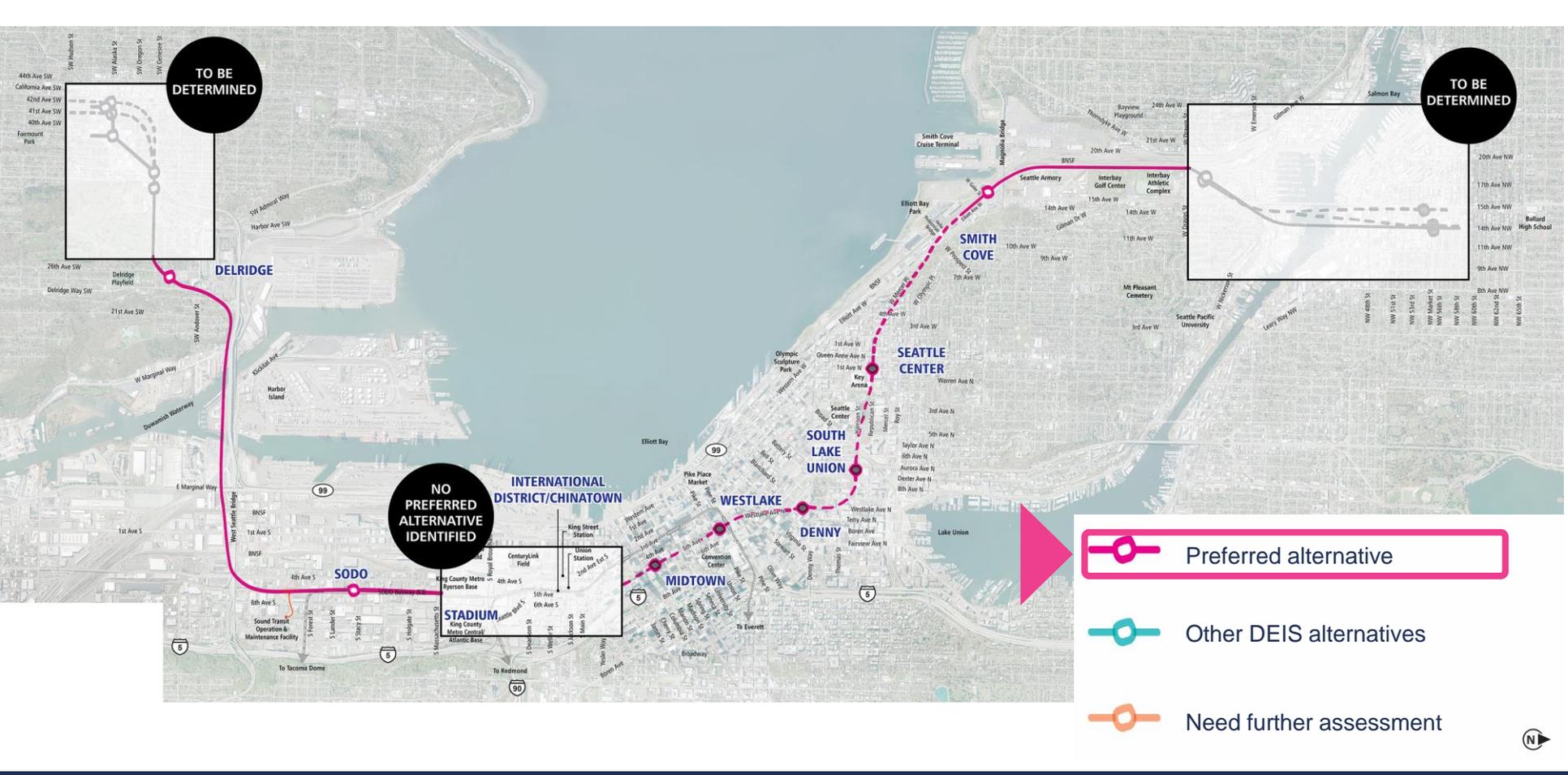
7 Elected Leadership Group meetings



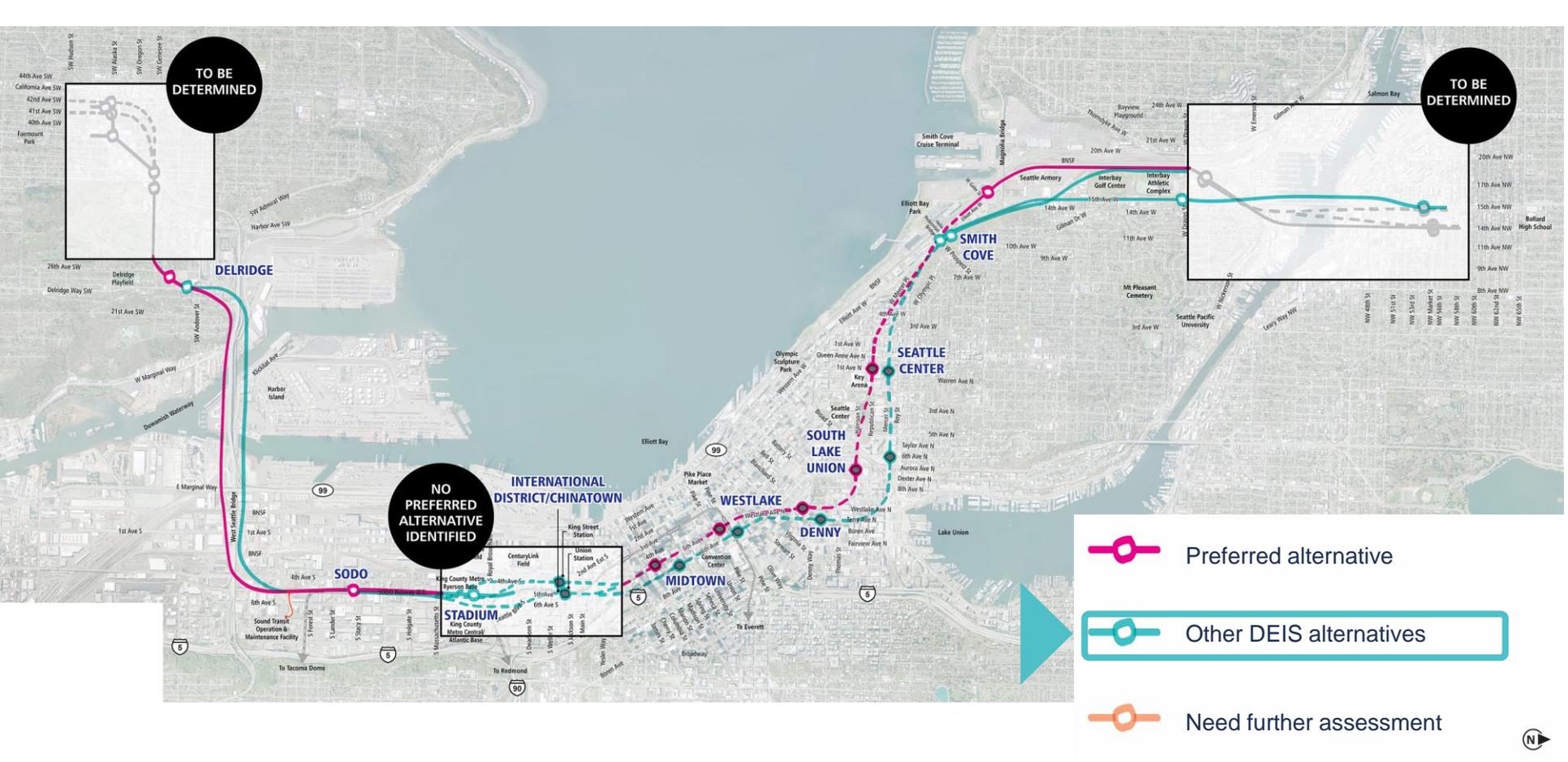
3 online open houses



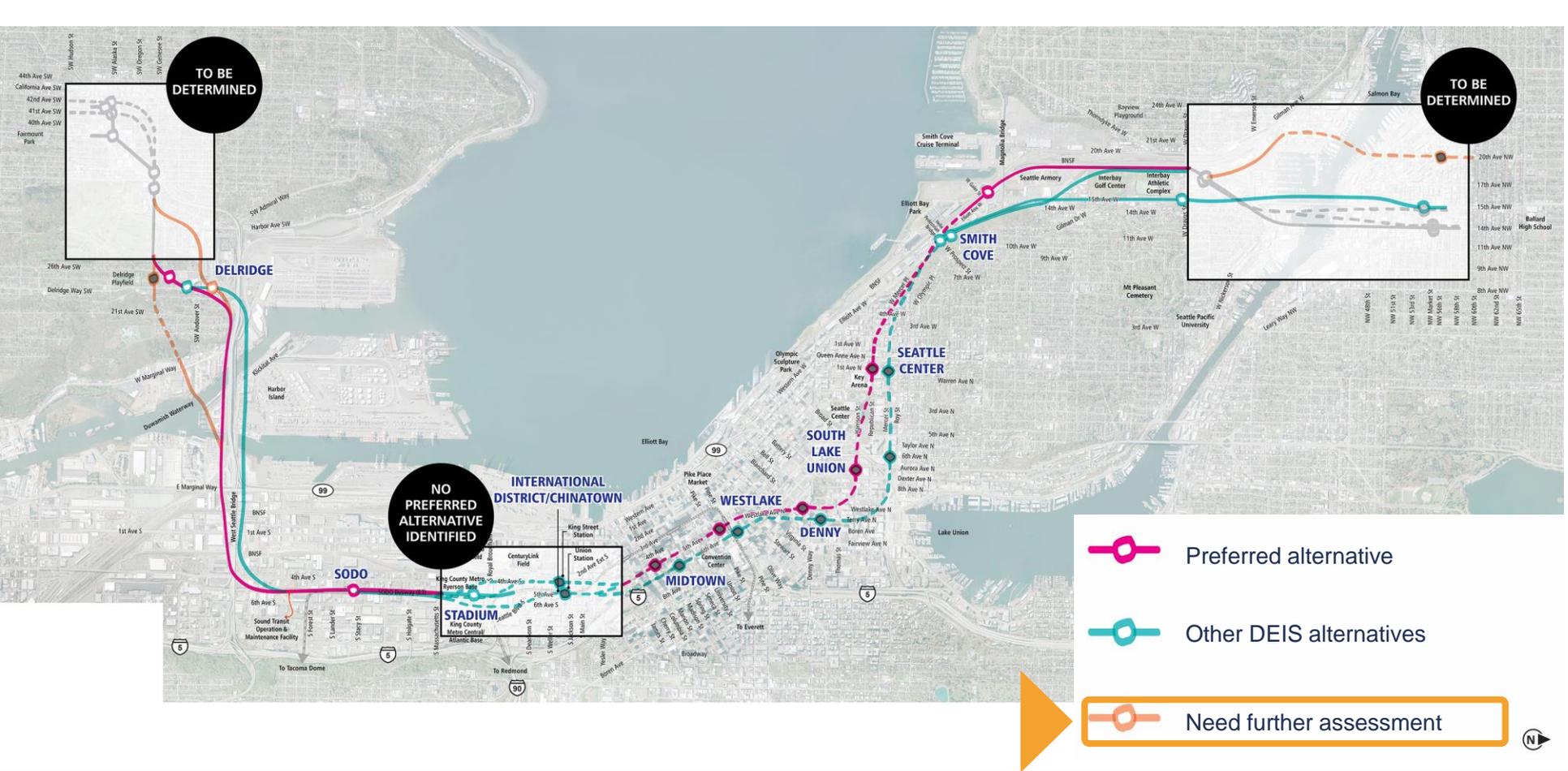
***System Expansion  
Committee  
recommendations***



# System Expansion Committee Preferred alternative



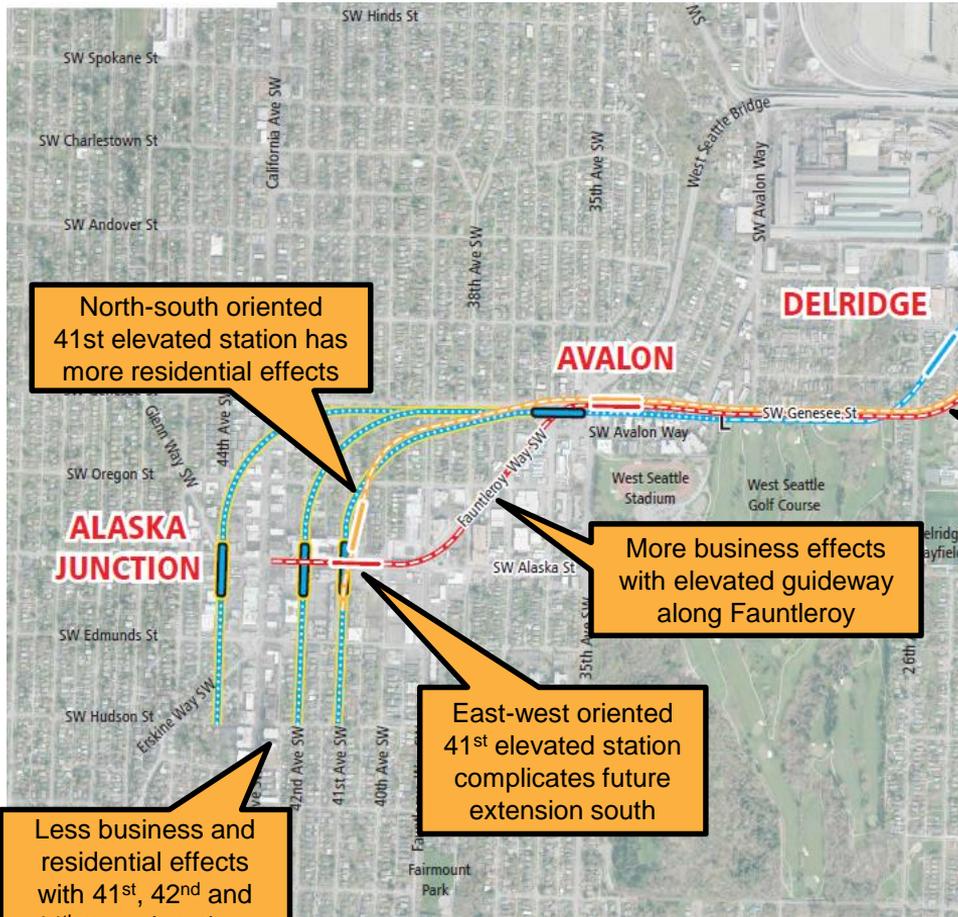
# System Expansion Committee *Other DEIS alternatives*



# System Expansion Committee *Need further assessment*



***West Seattle  
(Avalon and Junction)***



41 <sup>st</sup> elevated station (east-west orientation)	-
41 <sup>st</sup> elevated station (north-south orientation)	-
41 <sup>st</sup> , 42 <sup>nd</sup> or 44 <sup>th</sup> tunnel stations	+\$700M

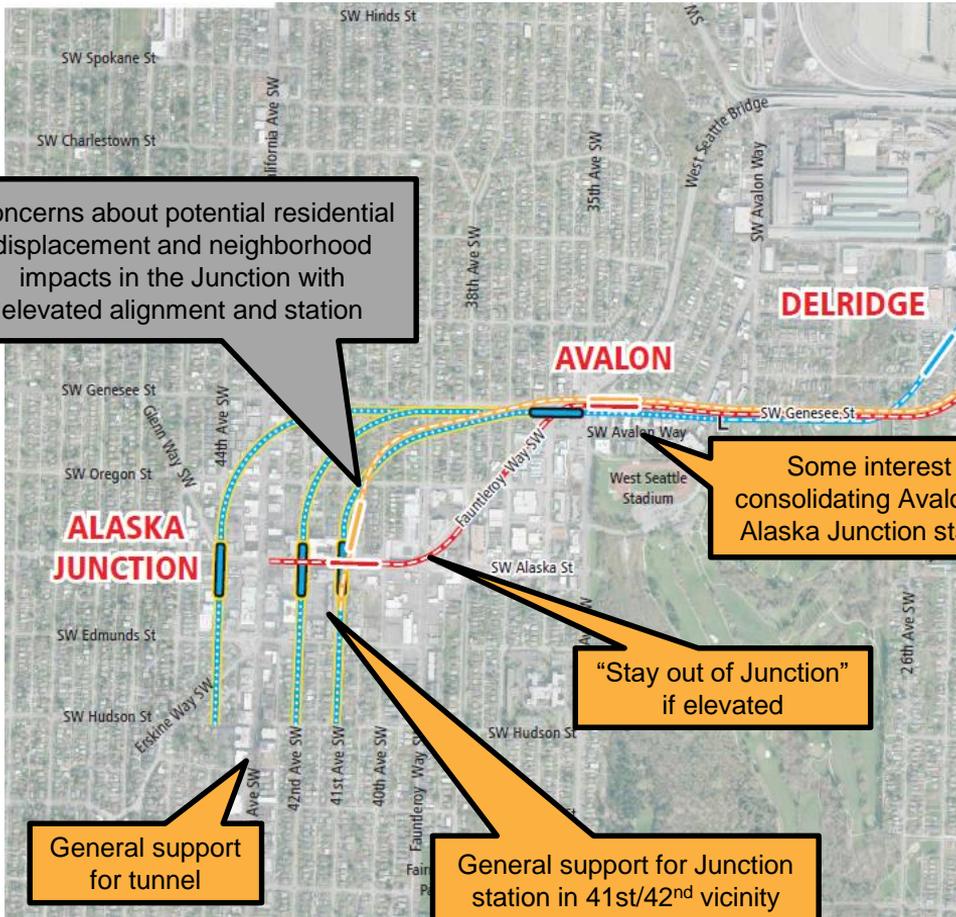
Comparative estimates greater than ST3 Representative Project are shown in italics

Elevated options in Alaska Junction result in higher guideway in Delridge

**LEGEND**

- ST3 Representative Project**
  - Elevated alignment
  - Elevated station
- West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated**
  - Elevated alignment
  - Elevated station
- West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/Ballard Tunnel**
  - Elevated alignment
  - Tunnel alignment
  - Alignment Option
  - Elevated station
  - Tunnel station
  - Station Option

# Key differentiators West Seattle (Avalon and Junction)



Concerns about potential residential displacement and neighborhood impacts in the Junction with elevated alignment and station

Some interest in consolidating Avalon and Alaska Junction stations

“Stay out of Junction” if elevated

General support for tunnel

General support for Junction station in 41st/42nd vicinity

**LEGEND**

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  - Elevated alignment
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  - Elevated alignment
  - Tunnel alignment
  - Alignment Option
  - Elevated station
  - Tunnel station
  - Station Option

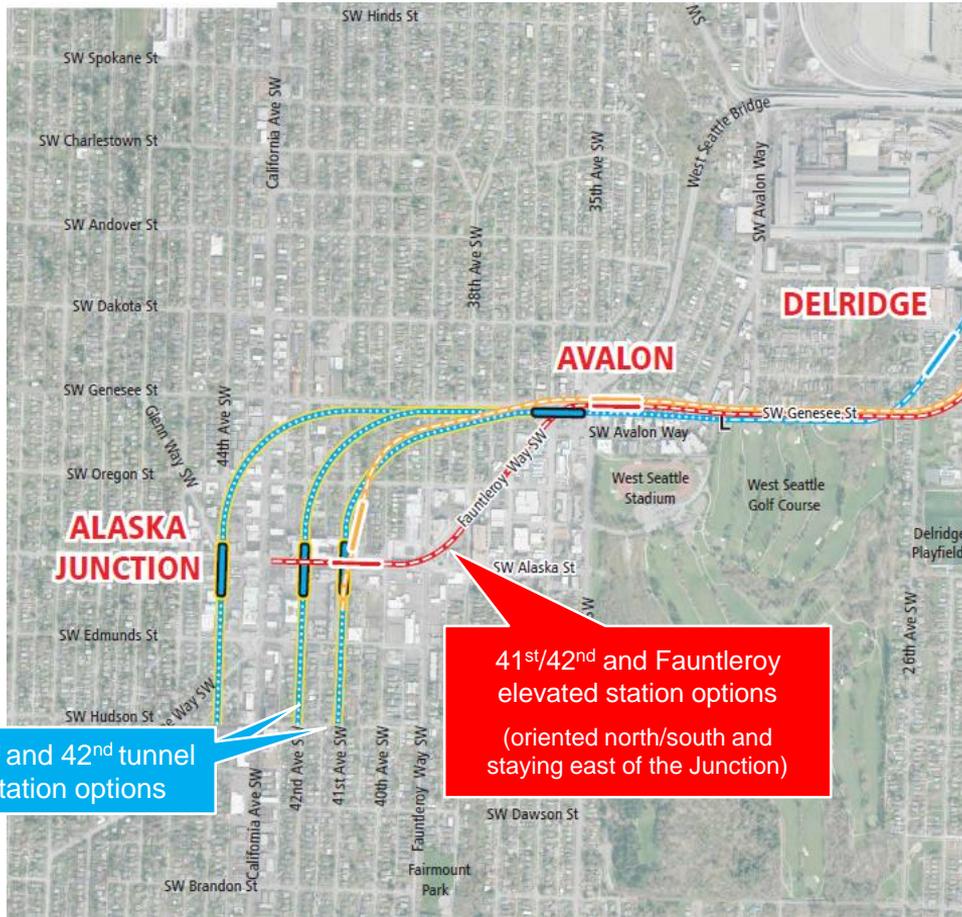
# Scoping feedback West Seattle (Avalon and Junction)

# ELG discussion

## West Seattle (Avalon and Alaska Junction)

- ✓ Support for retaining Avalon Station, but continue to evaluate potential cost savings opportunities including consolidating stations and implications for ridership
- ✓ Support for looking for opportunities to minimize community impacts and create high quality transfer environment for both Avalon and Alaska Junction station locations
- ✓ Support for underground alignment to support TOD potential
- ✓ Support for a modified ST3 Representative project (Alaska Junction station oriented North/South and staying east of the Alaska Junction on Fauntleroy or in the vicinity of Jefferson Square)





41<sup>st</sup>/42<sup>nd</sup> and Fautleroy elevated station options  
(oriented north/south and staying east of the Junction)

41<sup>st</sup> and 42<sup>nd</sup> tunnel station options

**LEGEND**

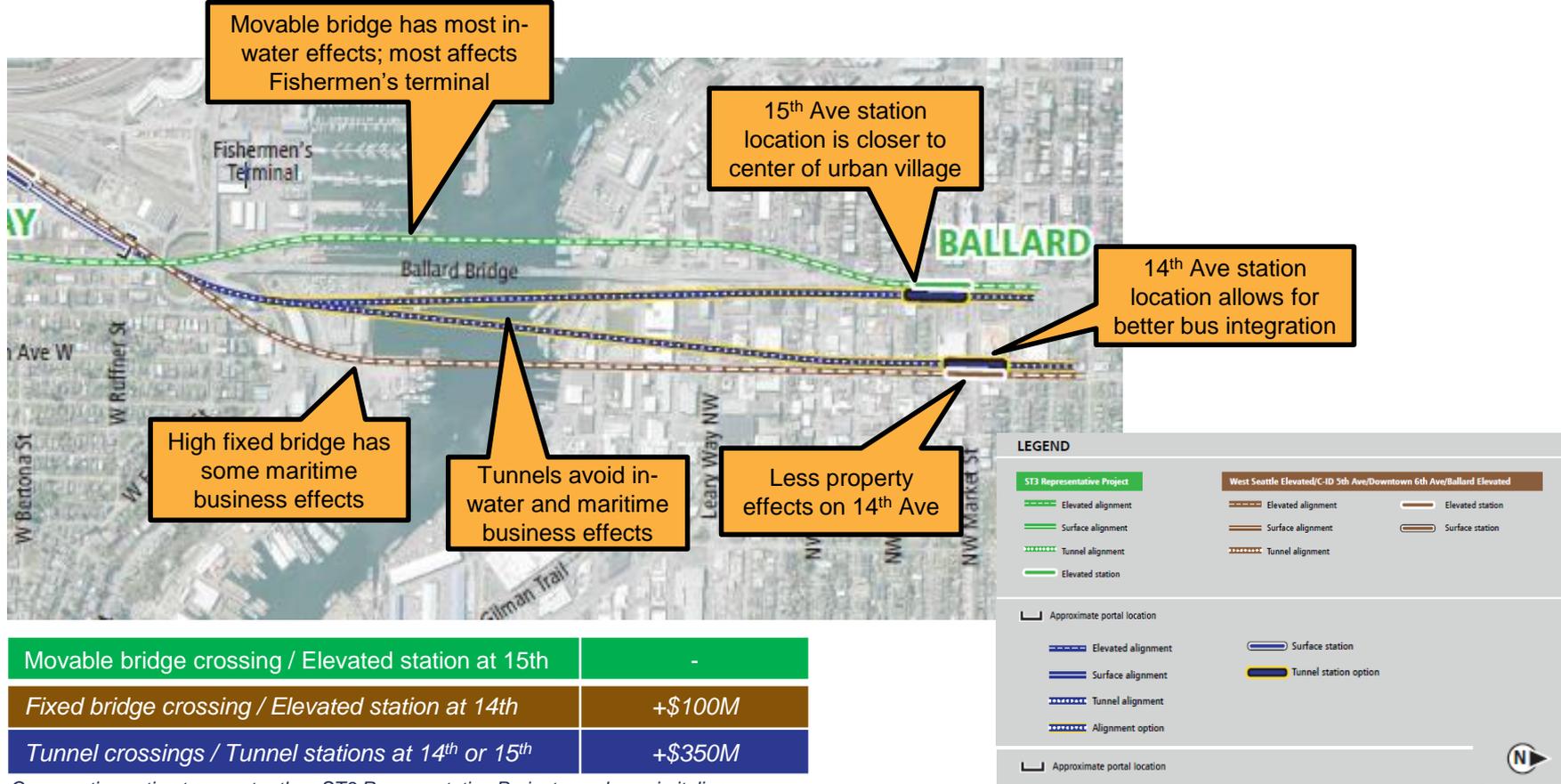
- ST3 Representative Project**
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  - Elevated alignment
  - Tunnel alignment
  - Alignment Option
  - Elevated station
  - Tunnel station
  - Station Option



# ELG recommendations West Seattle (Avalon and Junction)

A photograph of a modern light rail train station. A blue and white train is stopped at the platform, with the destination "CANTON SEATTLE" visible on its front. Several passengers are waiting on the platform, including a woman in a yellow hijab and white pants in the foreground. The station has a blue and white color scheme and a covered walkway. The text "Interbay and Ballard" is overlaid in white, italicized font across the center of the image.

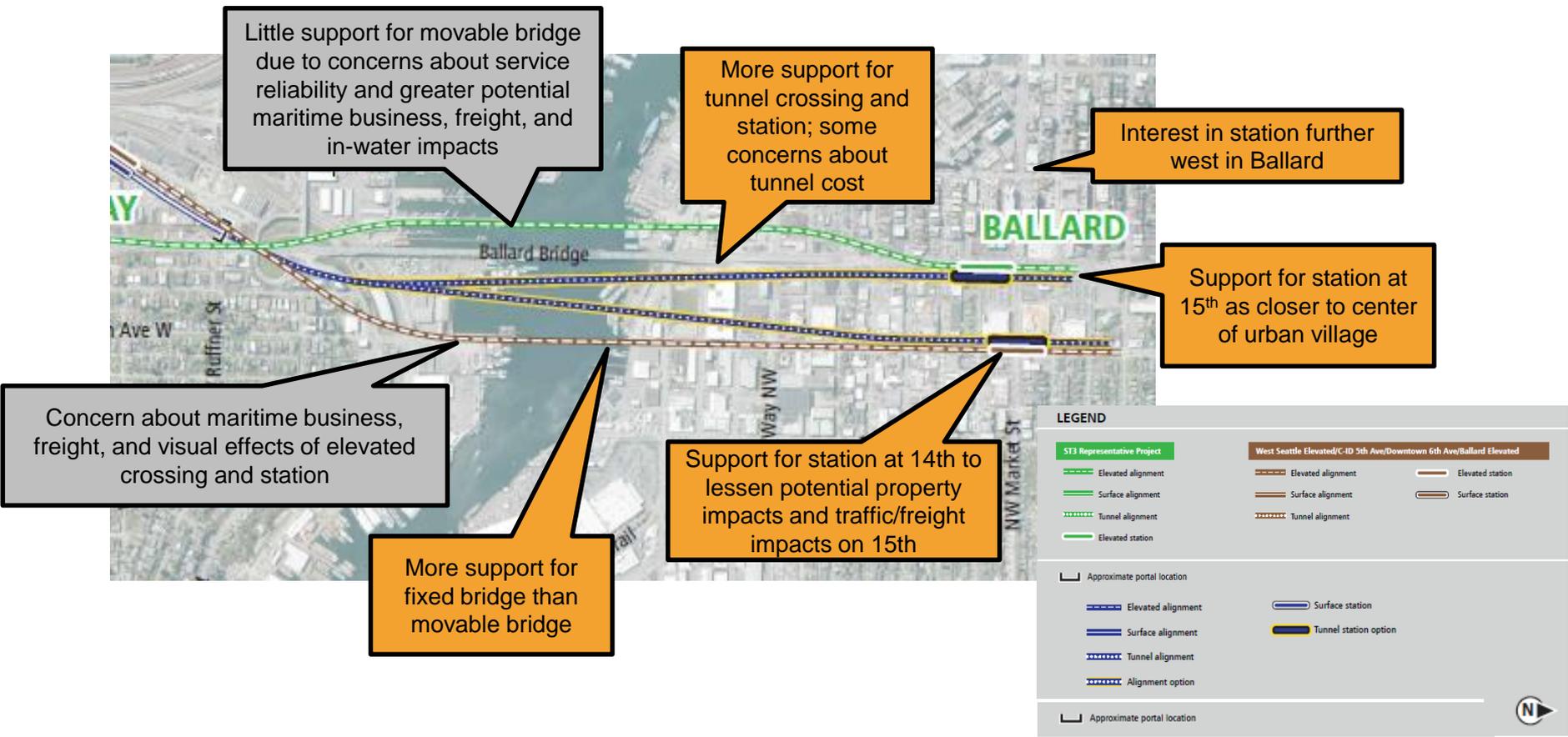
# *Interbay and Ballard*



Movable bridge crossing / Elevated station at 15 <sup>th</sup>	-
<i>Fixed bridge crossing / Elevated station at 14<sup>th</sup></i>	<i>+\$100M</i>
<i>Tunnel crossings / Tunnel stations at 14<sup>th</sup> or 15<sup>th</sup></i>	<i>+\$350M</i>

Comparative estimates greater than ST3 Representative Project are shown in italics

# Key differentiators Interbay and Ballard



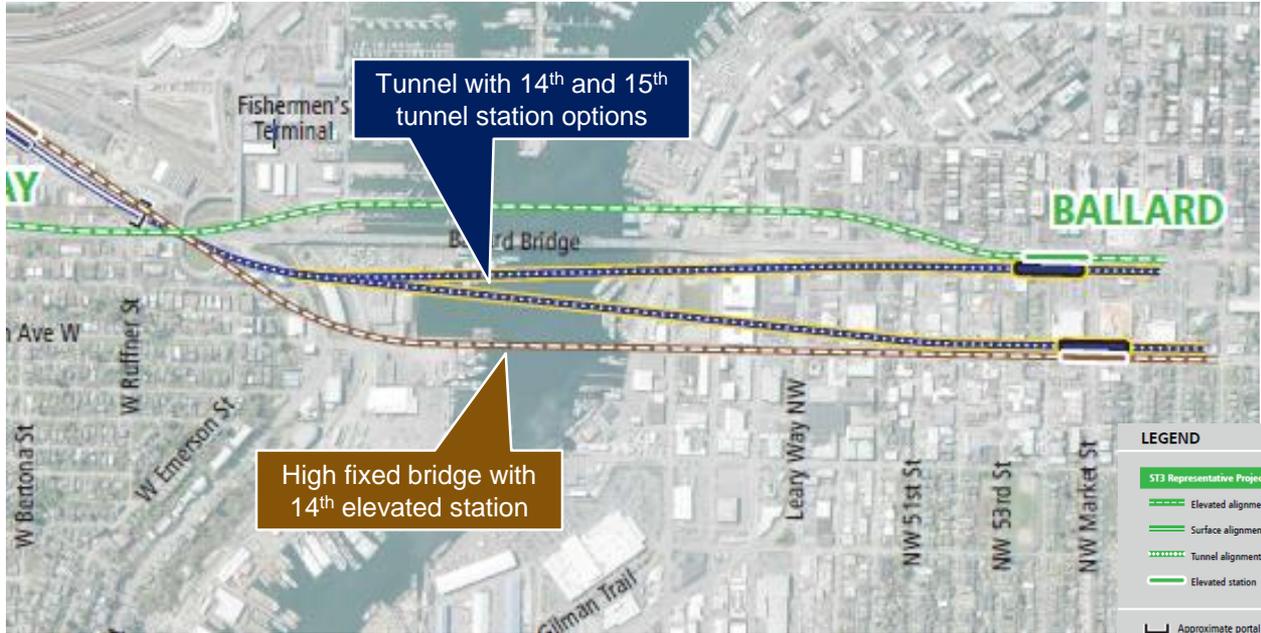
# Scoping feedback *Interbay and Ballard*

# ELG discussion

## Interbay and Ballard

- ✓ General support for tunnel option across Salmon Bay
- ✓ Interest in continuing to study the fixed bridge in the DEIS as an elevated alternative to the tunnel option
- ✓ Potential refinements to the Ballard Station should optimize bus/rail integration and access to the Ballard urban village (such as improved connections across 15<sup>th</sup> Avenue NW)
- ✓ Mixed opinions about the new Tunnel with 20th tunnel station option and requests for more information to inform Sound Transit Board discussions – concerns about potential disruption to the neighborhood and feasibility, but interest in serving Ballard further west with a tunnel





Tunnel with 14<sup>th</sup> and 15<sup>th</sup> tunnel station options

High fixed bridge with 14<sup>th</sup> elevated station

**LEGEND**

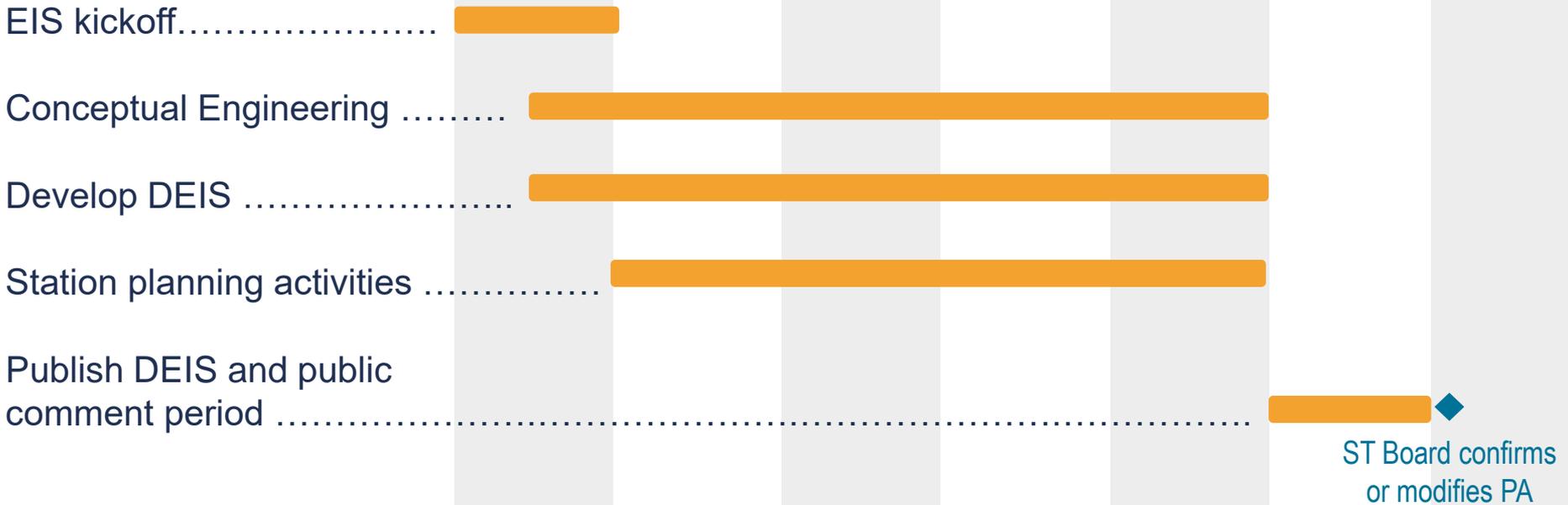
<b>ST3 Representative Project</b>		<b>West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/Ballard Elevated</b>	
	Elevated alignment		Elevated alignment
	Surface alignment		Surface alignment
	Tunnel alignment		Tunnel alignment
	Elevated station		Elevated station
	Approximate portal location		Surface station
	Elevated alignment		Tunnel station option
	Surface alignment		
	Tunnel alignment		
	Alignment option		
	Approximate portal location		

# ELG recommendations *Interbay and Ballard*



# *Next steps*

# Environmental Review





*soundtransit.org/wsblink* 

 **SOUNDTRANSIT**

***West Seattle & Ballard Link Extensions  
DSTT Capital Improvements***

*Motion No. M2019-52*

*Contract modification with HNTB Corporation*

*23 May 2019*

# Contract Modification

- Motion No. M2017-119 Authorized Contract with HNTB
- Option to modify contract for each phase of project development
- Scope
  - Phase 1: Alternatives Development – **complete**
  - Phase 2: Draft EIS and Conceptual Engineering – **this action**
  - Phase 3: Final EIS and Preliminary Engineering

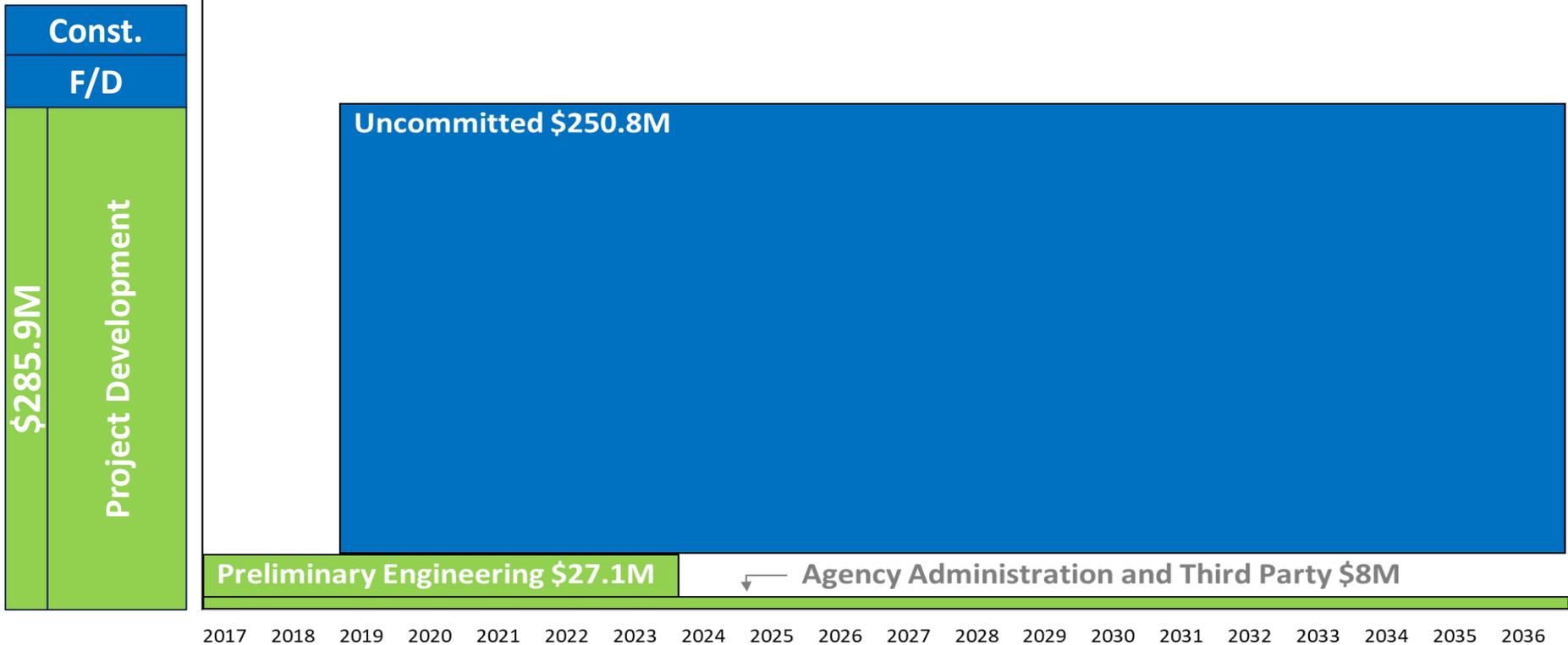
# Phase 2 Scope

- › Draft EIS analysis and related design support
- › Advanced conceptual engineering and geotechnical analysis
- › Station planning and urban design
- › Permit streamlining, agency coordination
- › Community outreach and engagement
- › Study of potential improvements to existing Westlake Station

Illustrative - Not to Scale

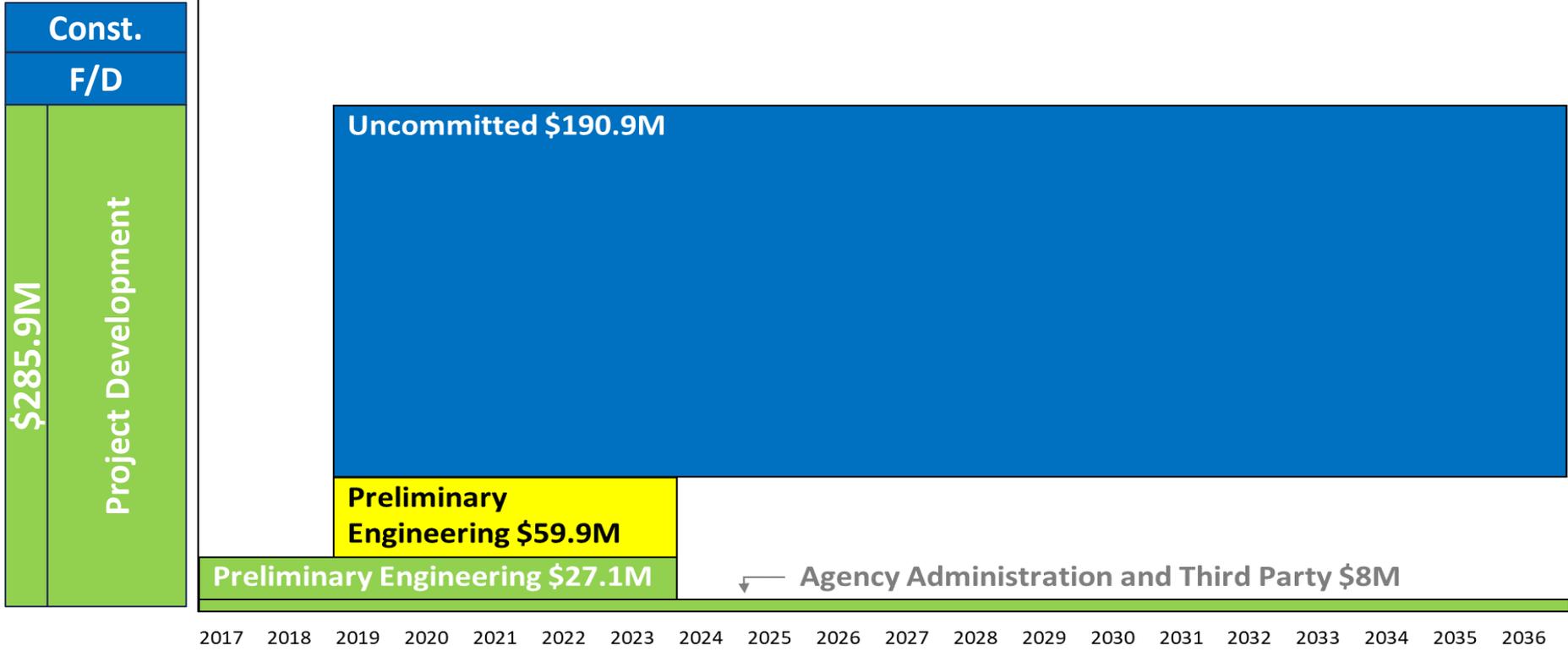
# West Seattle & Ballard Link Extensions: Authorized Project Allocation \$285.9M

ALLOCATION \$ COMMITMENTS



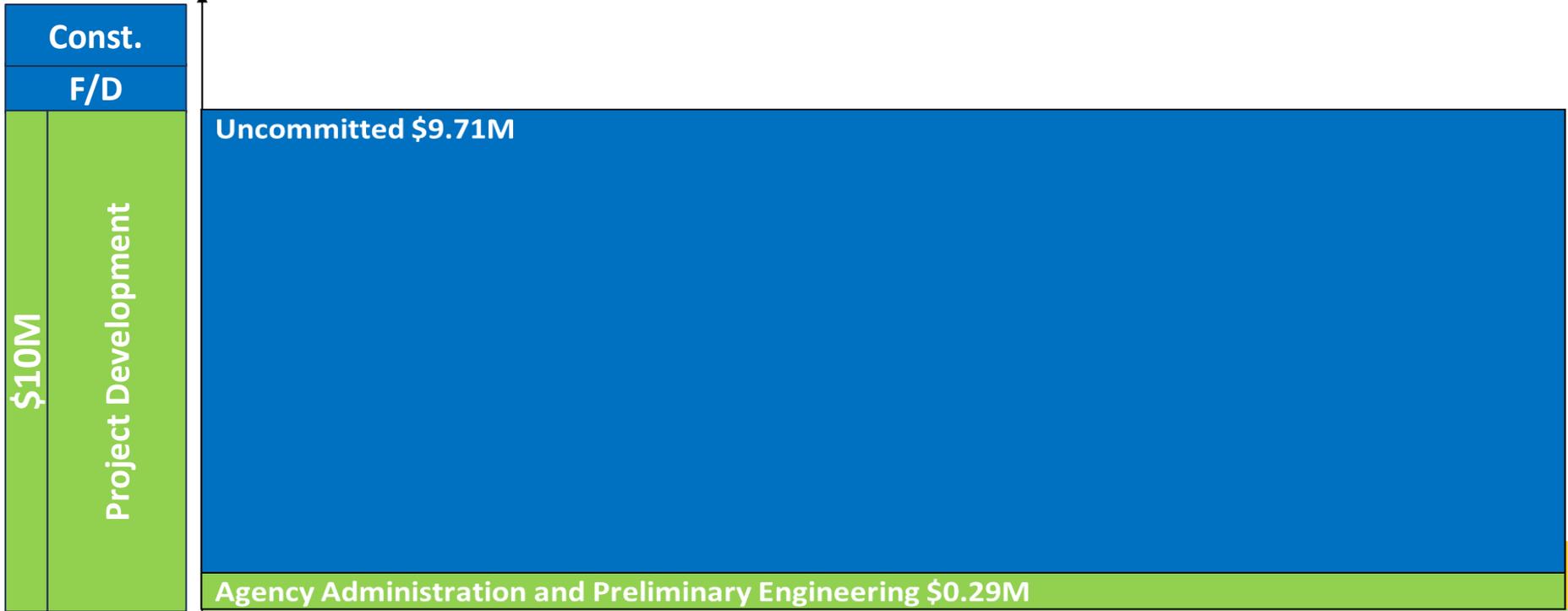
# West Seattle & Ballard Link Extensions: Board Approves Contract Amendment \$59.9M (Total contract \$60.3M)

ALLOCATION \$ COMMITMENTS



# DSTT Capital Improvements: Authorized Project Allocation \$10M

ALLOCATION \$ COMMITMENTS

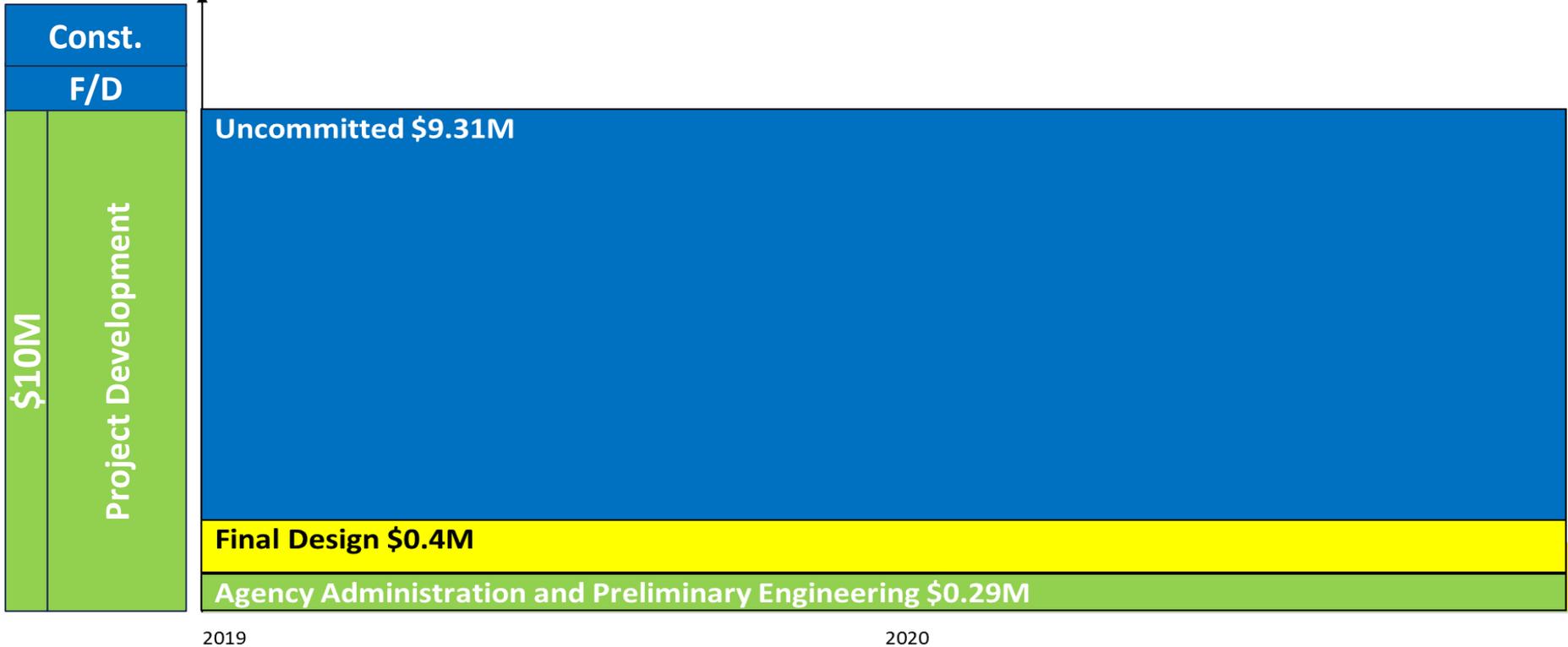


2019

2020

# DSTT Capital Improvements: Board Approves Contract Amendment \$0.4M (Total contract \$60.3M)

ALLOCATION \$ COMMITMENTS



A light rail train is stopped at a station platform. Several people are visible: one man is boarding the train, while others are waiting on the platform. The train has a white and blue color scheme with decorative wave patterns. A blue sign with a train icon is visible in the background.

# **SAG** *recommendations*

Segments with comparative estimates greater than ST3 Representative Project are shown in italics. Estimates not available for “Scoping feedback” suggestions.

Segment	ST3 Representative Project	West Seattle Elevated/ C-ID 5 <sup>th</sup> /Downtown 6 <sup>th</sup> / Ballard Elevated	West Seattle Tunnel/ C-ID 4 <sup>th</sup> /Downtown 5 <sup>th</sup> / Ballard Tunnel	Scoping feedback	SAG recommendation
West Seattle (Avalon/ Junction)	41 <sup>st</sup> elevated station (east-west oriented)	41 <sup>st</sup> elevated station (north-south oriented)/	<i>41<sup>st</sup>, 42<sup>nd</sup>, or 44<sup>th</sup> tunnel station</i>		TBD
West Seattle (Delridge)	N of Andover station	S of Andover station	N of Genesee station	Pigeon Ridge Tunnel or Yancy/Andover	
Duwamish crossing	South crossing	South crossing	<i>North crossing</i>	Pigeon Ridge Tunnel alignment	TBD
SODO/ Chinatown-ID	E3 elevated / 5 <sup>th</sup> shallow station	E3 at grade / 5 <sup>th</sup> shallow or deep station	<i>E3 at grade / 4<sup>th</sup> shallow or deep station</i>	Elevate new and existing SODO station	TBD
Downtown	5 <sup>th</sup> and Republican	<i>6<sup>th</sup> and Mercer</i>	5 <sup>th</sup> and Harrison	NA	TBD
Smith Cove	Prospect St station	<i>Galer St station</i>	<i>Prospect St station</i>	NA	TBD
Interbay/ Ballard	Movable bridge with 15 <sup>th</sup> elevated station	<i>High fixed bridge with 14<sup>th</sup> elevated station</i>	<i>Tunnel with 14<sup>th</sup> or 15<sup>th</sup> tunnel station</i>	Tunnel with 20 <sup>th</sup> tunnel station	TBD

# Summary of Level 3 alternatives

Segment	SAG recommendation		Notes
West Seattle (Avalon/Junction)	41 <sup>st</sup> or 42 <sup>nd</sup> tunnel station		
West Seattle (Delridge)	N of Genesee station	Pigeon Ridge Tunnel (former purple line)	Support for Delridge station locations that are farther south
Duwamish crossing	South crossing		
SODO/ Chinatown-ID			Majority interest in studying all options
Downtown	5 <sup>th</sup> and Harrison		
Smith Cove	Prospect St station		
Interbay/ Ballard	Tunnel with 15 <sup>th</sup> tunnel station	Tunnel with 20 <sup>th</sup> tunnel station	General support for tunnel crossing and serving the Ballard urban village

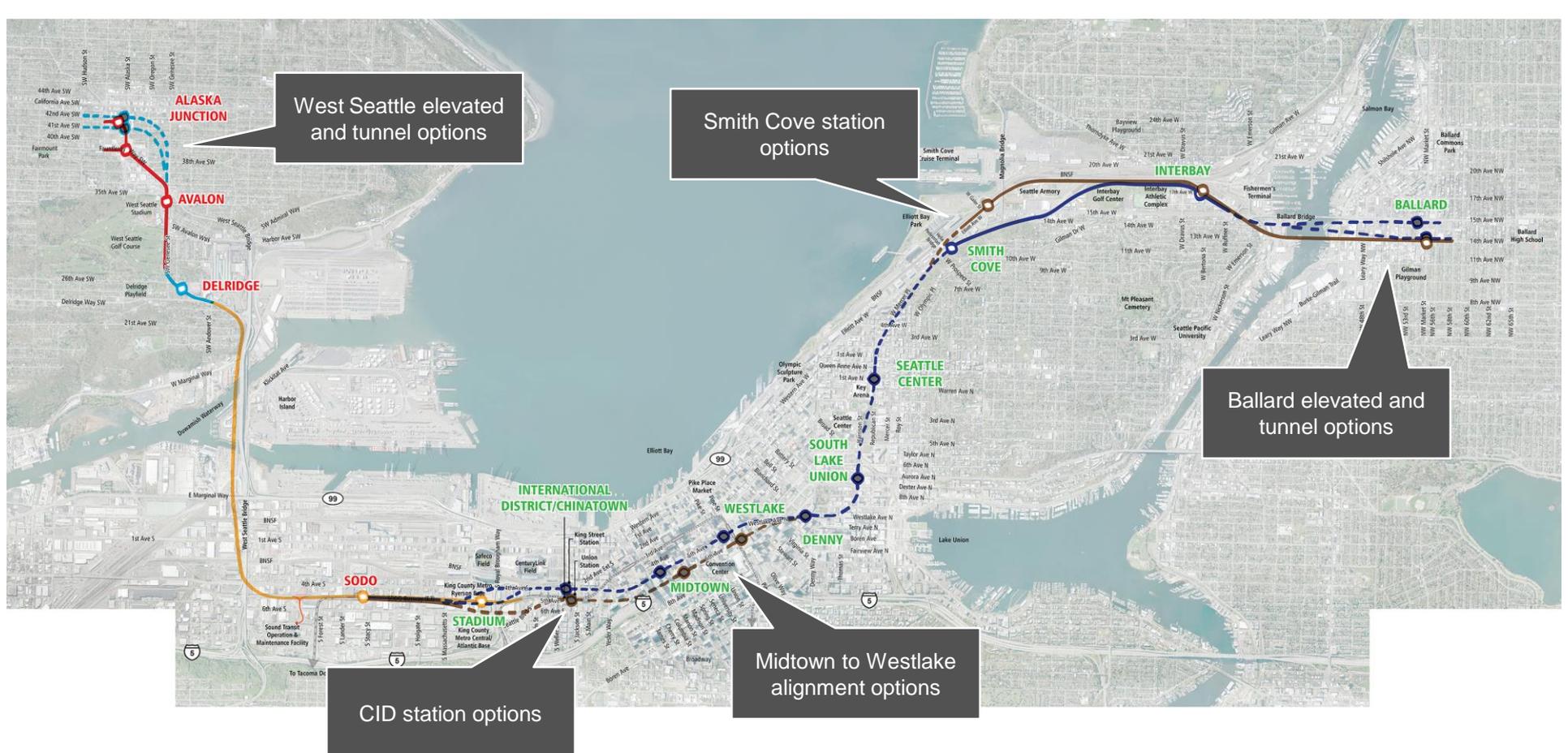
**SAG Recommendation: If 3<sup>rd</sup> party funding is secured**

Segment	SAG recommendation		Notes
<b>West Seattle (Junction)</b>	Elevated station with refinements	41 <sup>st</sup> or 42 <sup>nd</sup> tunnel station with consolidated Alaska and Avalon	Interest in a modified ST3 Representative Project Alaska Junction station, oriented North/South staying east of the Alaska Junction
<b>West Seattle (Delridge)</b>	N of Genesee station		
<b>Duwamish crossing</b>	South crossing		
<b>SODO/ Chinatown-ID</b>			Majority interest in studying all options
<b>Downtown</b>	5 <sup>th</sup> and Harrison		
<b>Smith Cove</b>	Prospect St station	Prospect St station	
<b>Interbay/ Ballard</b>			Mixed opinions, with interest in studying fixed bridge and tunnel. No support for movable bridge.

**SAG Recommendation: If 3<sup>rd</sup> party funding not secured**



***ELG***  
***recommendations***

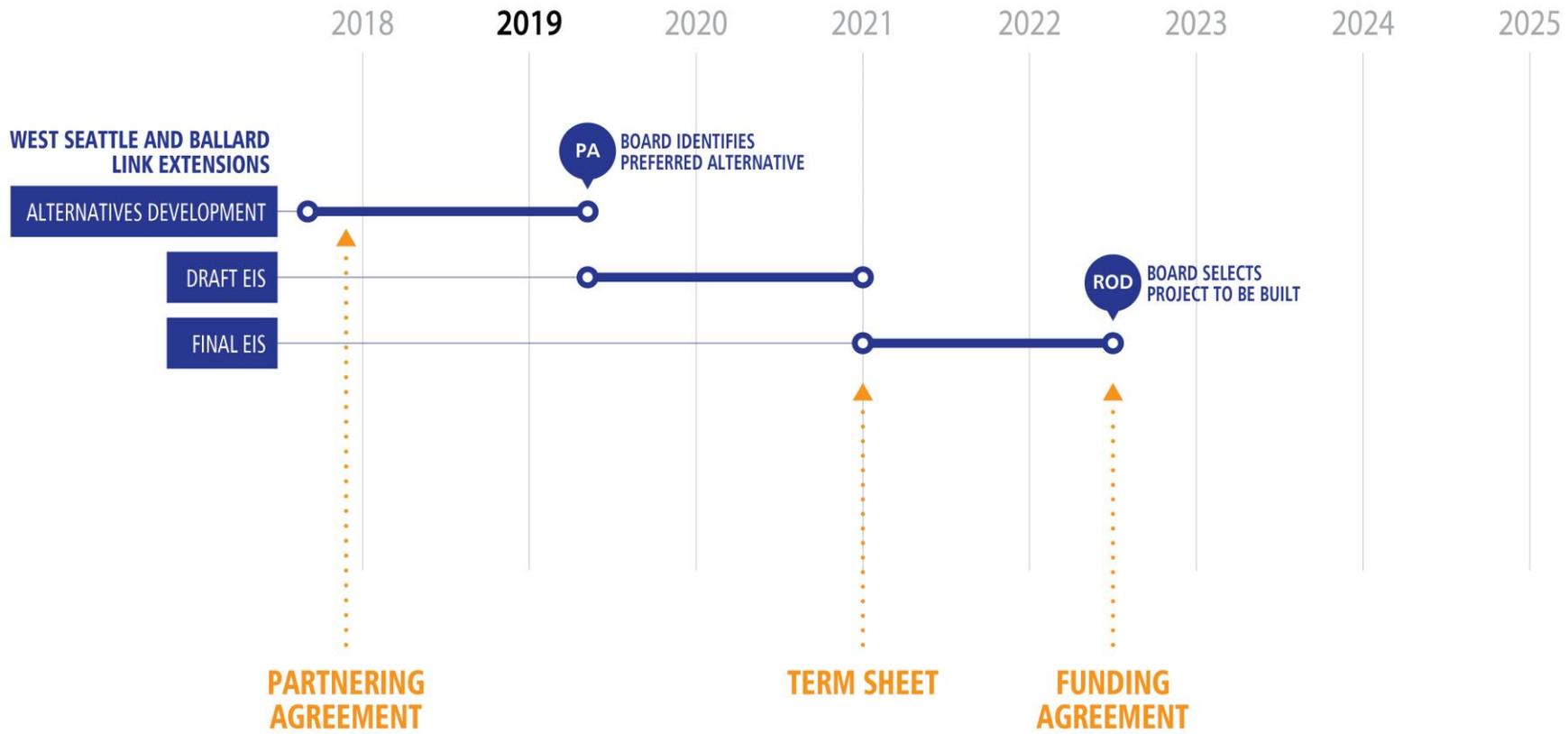


# ELG Recommendations Summary

Segment	ST3 Representative Project	ELG recommendations (low estimate)	ELG recommendations (high estimate)
<b>West Seattle (Avalon/Junction)</b>	41 <sup>st</sup> elevated station (east-west oriented)	Elevated station with refinements (+\$0)	<i>41<sup>st</sup>, 42<sup>nd</sup> tunnel station (+\$700M)</i>
<b>West Seattle (Delridge)</b>	N of Andover station	Station north of Genesee with refinements (+\$0)	Station north of Genesee with refinements (+\$0)
<b>Duwamish crossing</b>	South crossing	South crossing (+\$0)	South crossing (+\$0)
<b>SODO/CID</b>	E3 elevated / 5 <sup>th</sup> shallow station	E3 at grade / 5 <sup>th</sup> shallow (-\$200M) or deep station (+\$0)	<i>E3 at grade / 4<sup>th</sup> shallow (+\$300M) or deep station (+\$500M)</i>
<b>Downtown</b>	5 <sup>th</sup> and Republican	5 <sup>th</sup> and Harrison (+\$0)	5 <sup>th</sup> and Harrison (+\$0)
<b>Smith Cove</b>	Prospect St station	<i>Galer St station (+\$100M)</i>	<i>Prospect St station (+\$200M)</i>
<b>Interbay/ Ballard</b>	Movable bridge with 15 <sup>th</sup> elevated station	<i>High fixed bridge with 14<sup>th</sup> elevated station (+\$100M)</i>	<i>Tunnel with 14<sup>th</sup> or 15<sup>th</sup> tunnel station (+\$350M)</i>
<b>Total</b>	-	<b>+\$0 to +\$200M</b>	<b>+\$1,550M to +\$1,750M</b>

Segments with comparative estimates greater than ST3 Representative Project are shown in italics  
Does not include alternatives suggested during EIS Scoping as comparative estimates are not available

# ELG Recommendations *Comparative estimates*



# Third party funding