

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.



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

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:

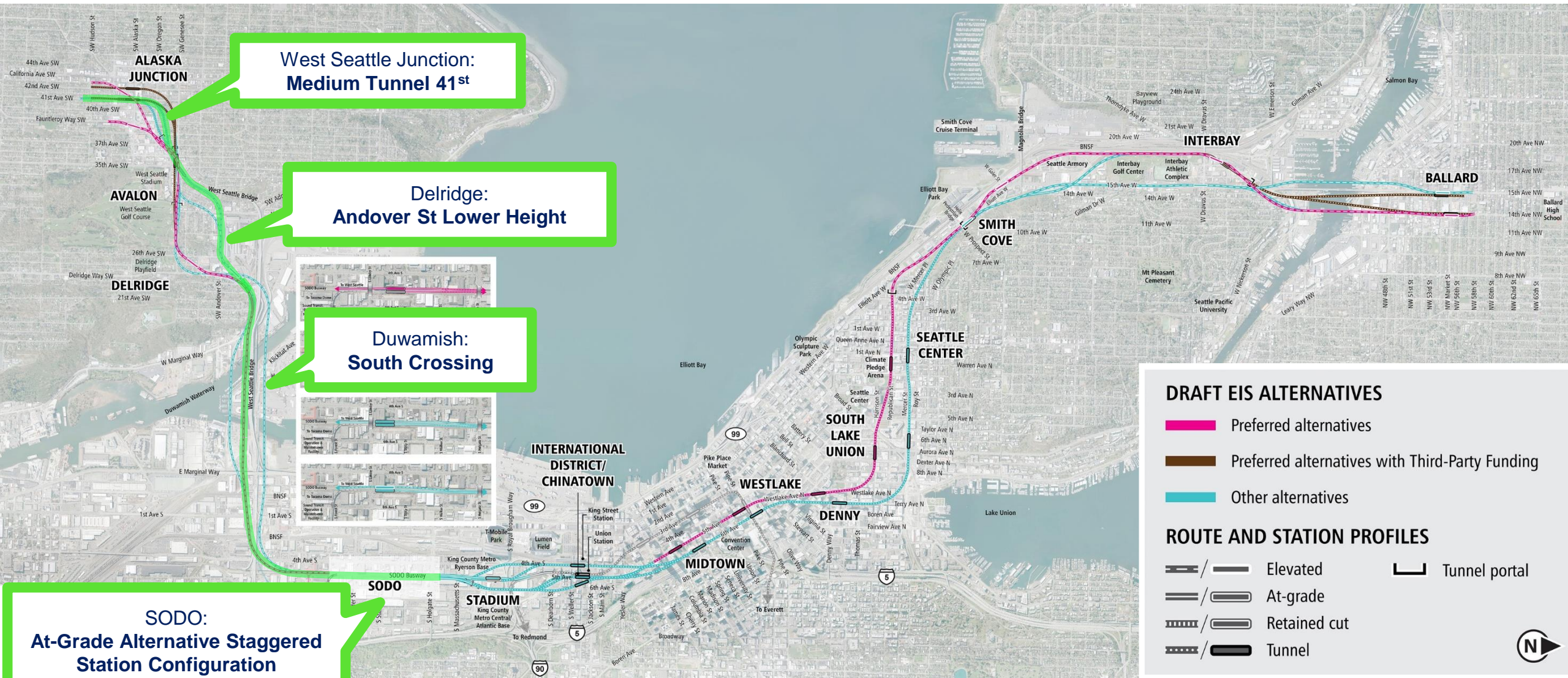
- **West Seattle Junction segment:** Medium Tunnel 41st Avenue Station (WSJ-5)
- **Delridge segment:** Andover Street Station Lower Height (DEL-6)
- **Duwamish Segment:** South Crossing (DUW-1a)
- **SODO segment:** At-Grade Alternative (SODO-1a) Staggered Station Configuration*

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

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***

DRAFT EIS ALTERNATIVES

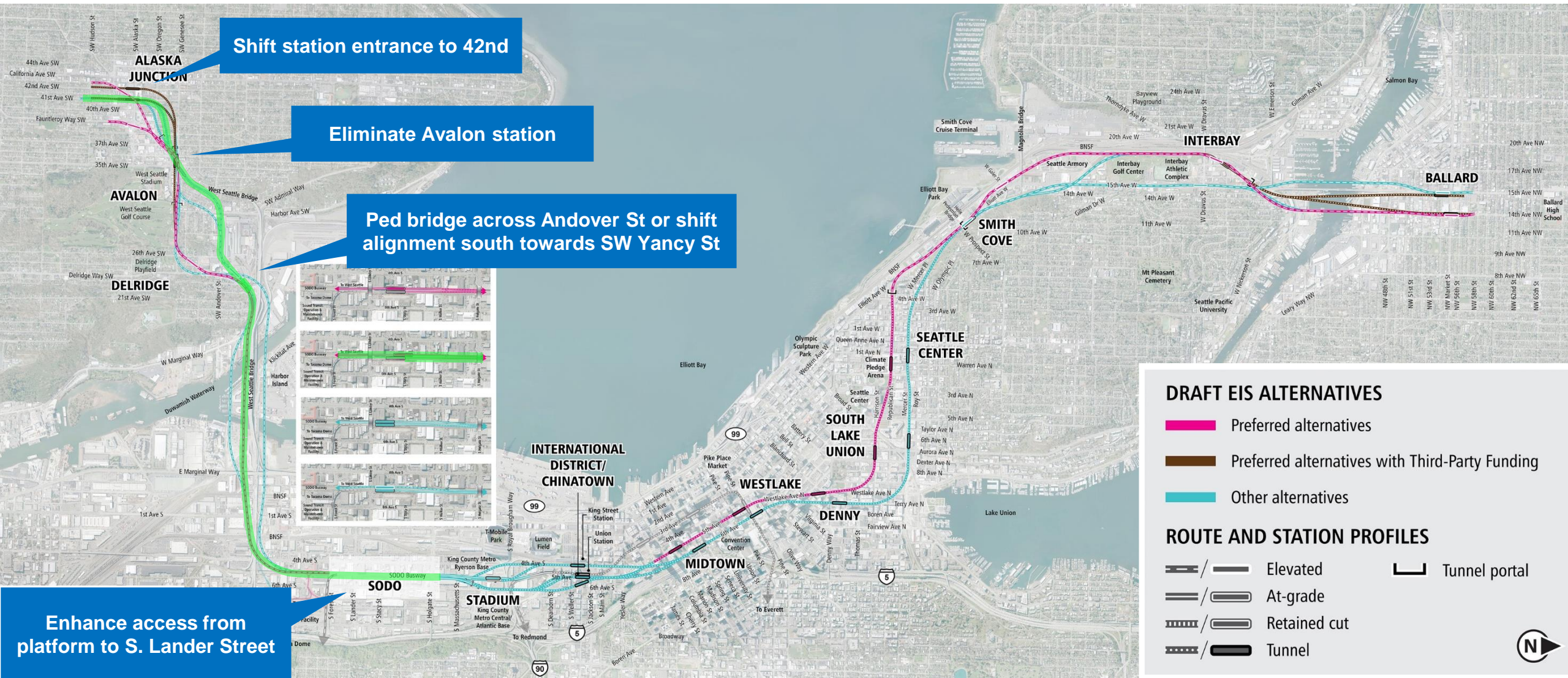
- █ Preferred alternatives
- █ Preferred alternatives with Third-Party Funding
- █ Other alternatives

ROUTE AND STATION PROFILES

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

*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



DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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Ballard Link Extension

Before confirming or modifying the Preferred Alternative, limited further study and engagement is requested in certain areas including:

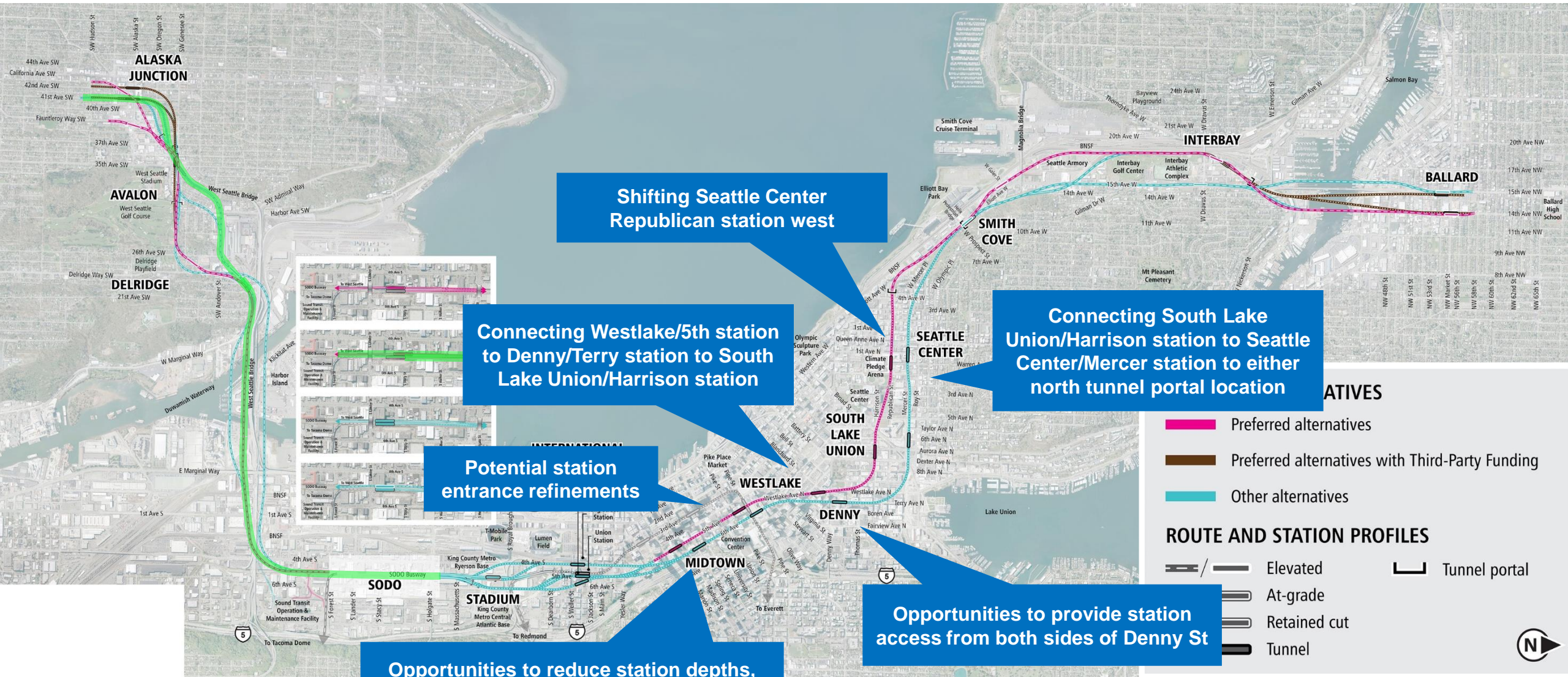
- **CID segment**
- **Downtown segment**
- **South Interbay Segment**
- **Interbay/Ballard segment**

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

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

Potential station entrance refinements

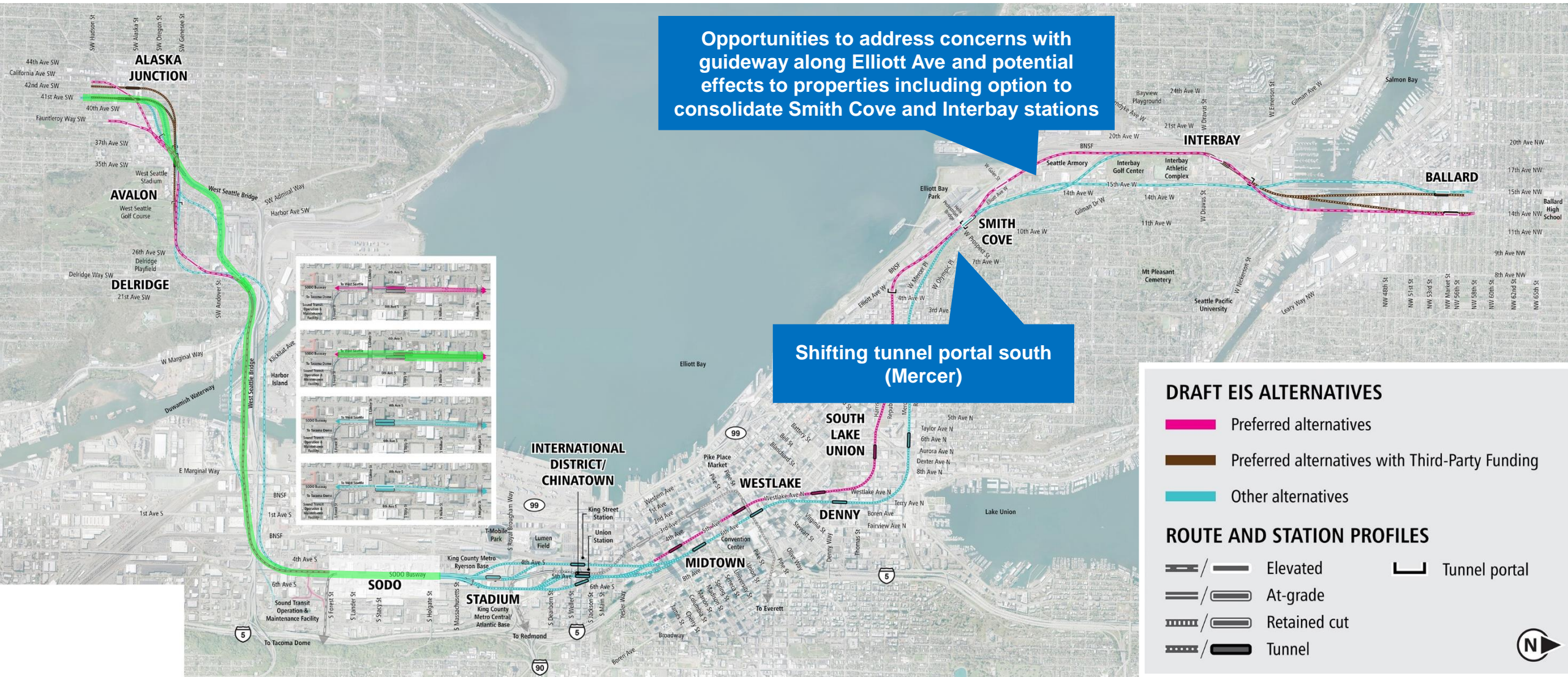
Opportunities to provide station access from both sides of Denny St

Opportunities to reduce station depths, improve passenger access and experience and refine Midtown station entrance

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

- ROUTE AND STATION PROFILES**
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Ballard Link Extension: Further studies – South Interbay



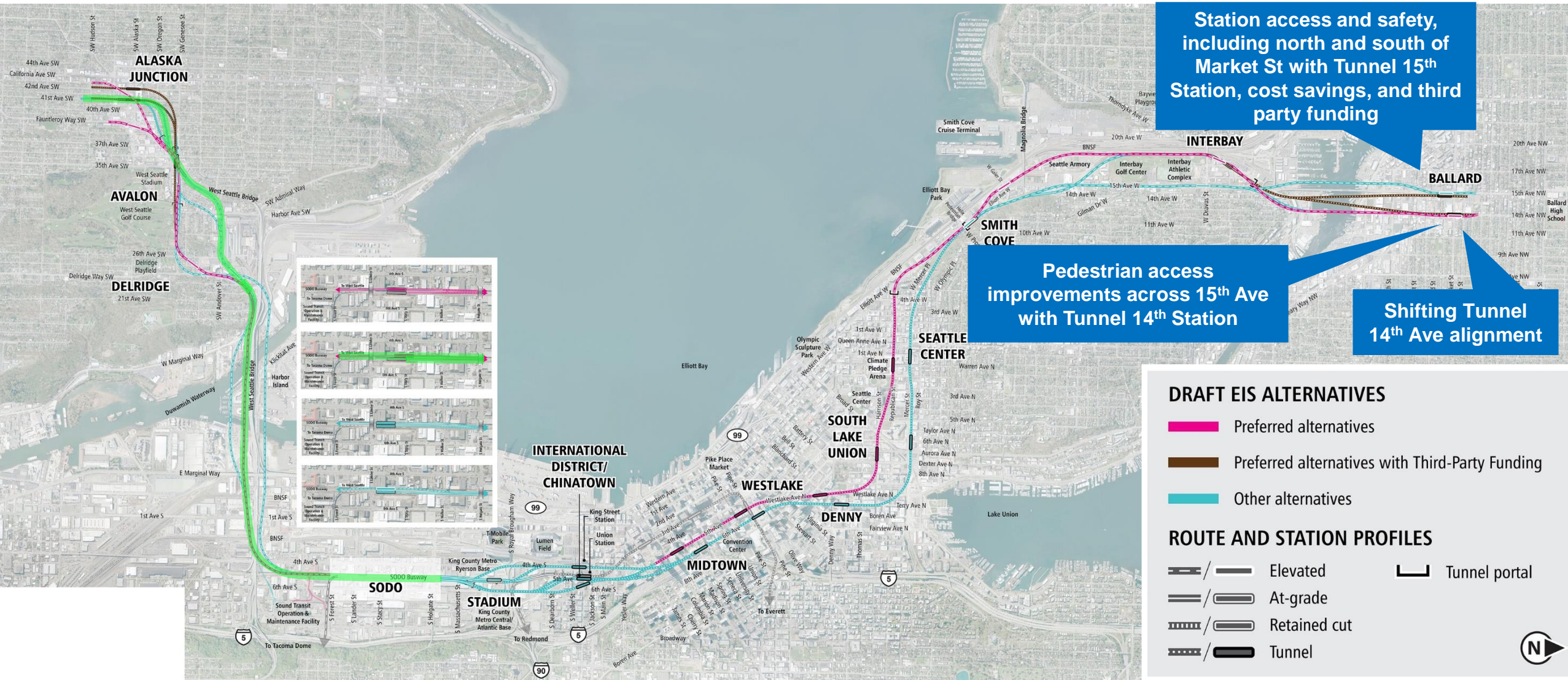
Opportunities to address concerns with guideway along Elliott Ave and potential effects to properties including option to consolidate Smith Cove and Interbay stations

Shifting tunnel portal south (Mercer)

- DRAFT EIS ALTERNATIVES**
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Ballard Link Extension: Further studies – Interbay/Ballard



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

 *wsblink.participate.online*

 **SOUNDTRANSIT**

