

# *West Seattle Link Extension*

*System Expansion Committee*

*10/10/2024*



# *Why we're here today*

- Seek recommendation to the Board to select the project to be built
- Seek recommendation to the Board to authorize the CEO to execute a Section 106 Programmatic Agreement and amendments

# *Where we've been / where we're going*

- ✓ **2019:** Board identified preferred alternatives and other alternatives to be studied in West Seattle and Ballard Link Extensions (WSBLE) Draft EIS
- ✓ **January 2022:** WSBLE Draft EIS published
- ✓ **July 2022:** Board identified West Seattle Link Extension (WSLE) preferred alternative and other alternatives to be studied in Final EIS
- ✓ **September 19, 2024:** Executive Committee Update on WSLE and Final EIS
- ✓ **September 20, 2024:** WSLE Final EIS publication
- ✓ **September 26, 2024:** Board Update on WSLE and Final EIS
- **Today:** SEC to consider recommendation of project to be built
- **October 24, 2024:** Board to consider action to select project to be built
- **Late 2024:** Anticipated Record of Decision (ROD) from Federal Transit Administration

***West Seattle Link Extension  
project background***

# West Seattle Link Extension

## Final EIS Project timeline





# *West Seattle Link Extension*

- ✓ Included in Sound Transit 3 (ST3) plan.
- ✓ Provide fast, reliable light rail connections in the SODO, Delridge and West Seattle neighborhoods.
- ✓ 4.1 miles of light rail service and serve 4 stations.



## Link light rail

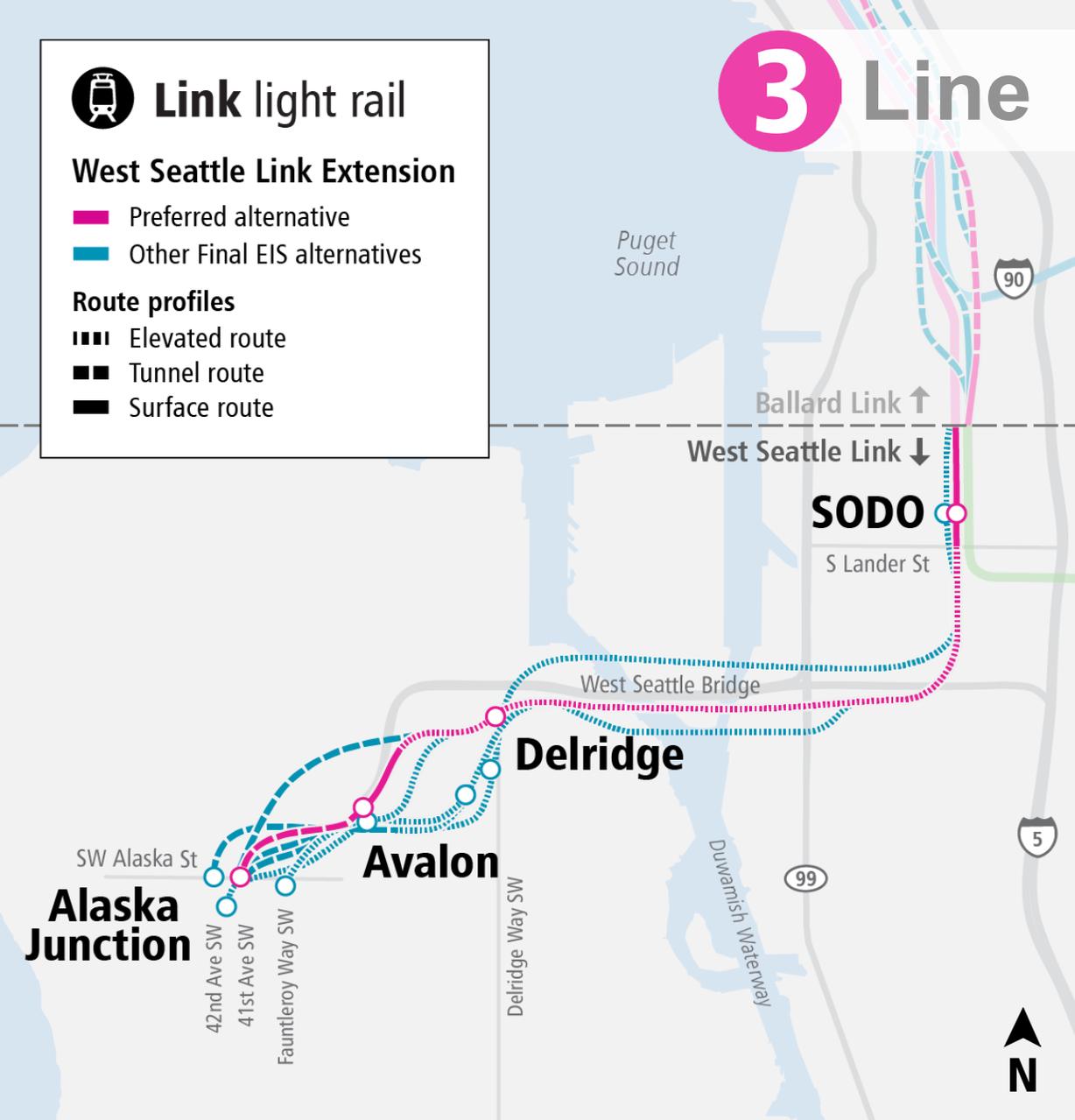
### West Seattle Link Extension

- Preferred alternative
- Other Final EIS alternatives

### Route profiles

- Elevated route
- Tunnel route
- Surface route

# 3 Line



## West Seattle Link Extension

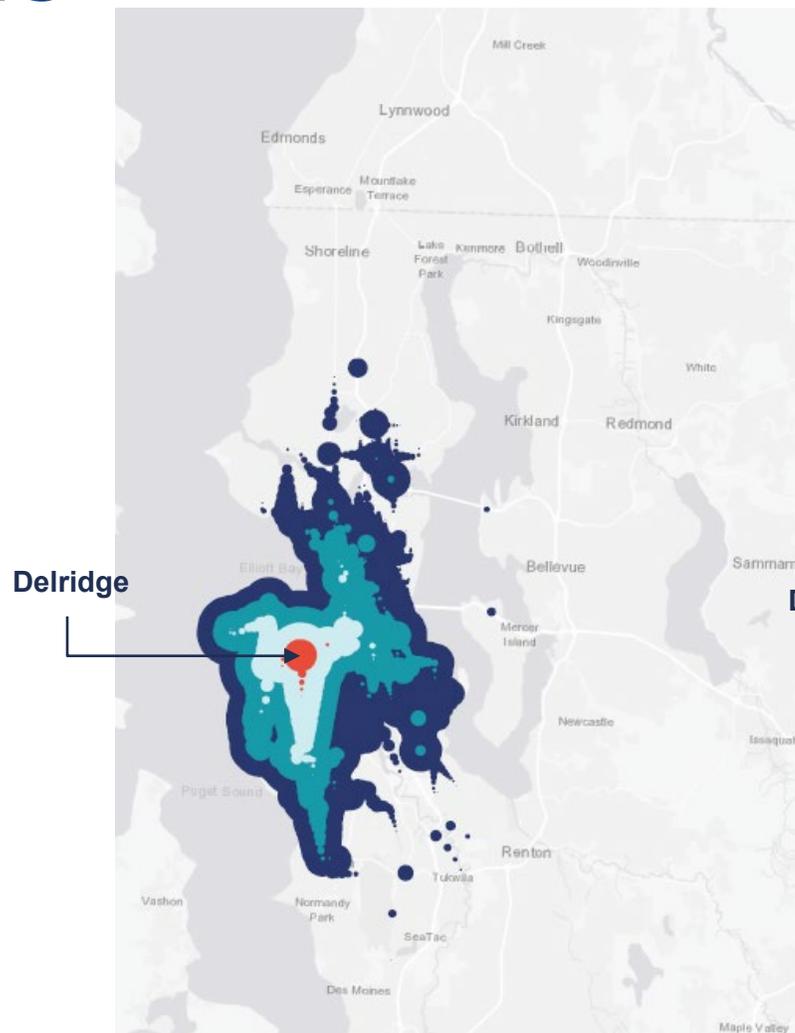
- **Reduces transit travel** time from Alaska Junction to Westlake Station by 50% once Ballard Link Extension is complete.
- **Improves transit service frequency, reliability and capacity.**
- Facilitates redevelopment near stations, with focus on **affordable housing.**
- **Provides travel alternative** if West Seattle Bridge is congested or closed for repairs.
- **Facilitates future expansion** to south.

# Transit travel sheds Delridge Station

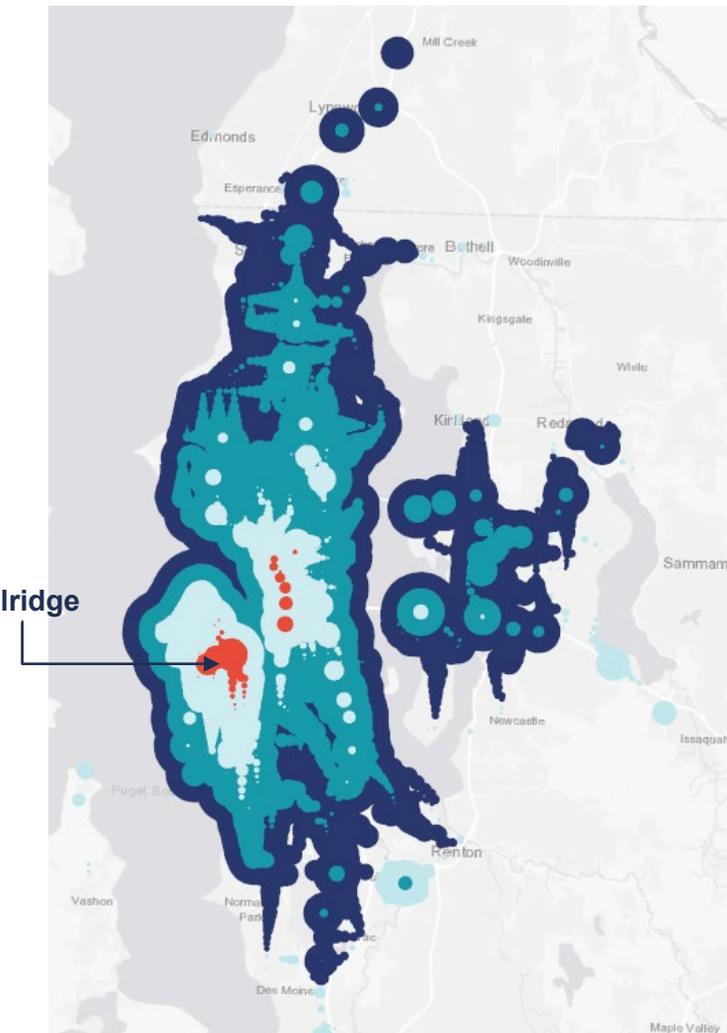
- **Connecting communities to a system** with light rail to Everett, Tacoma, Redmond and Ballard
- **Improves transit service frequency, reliability and capacity**

*Enhancing mobility and access*

Existing



2042 – With WSLE & BLE



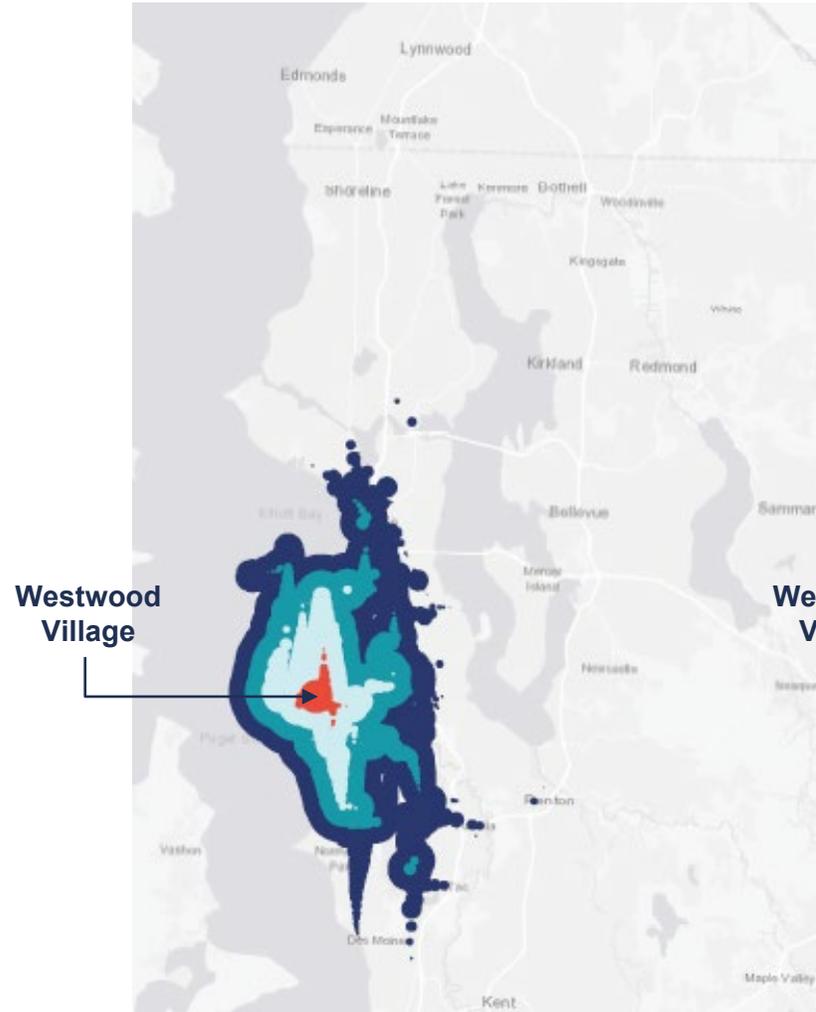
15 - minutes    30 - minutes    45 - minutes    60 - minutes

# Transit travel sheds Westwood Village

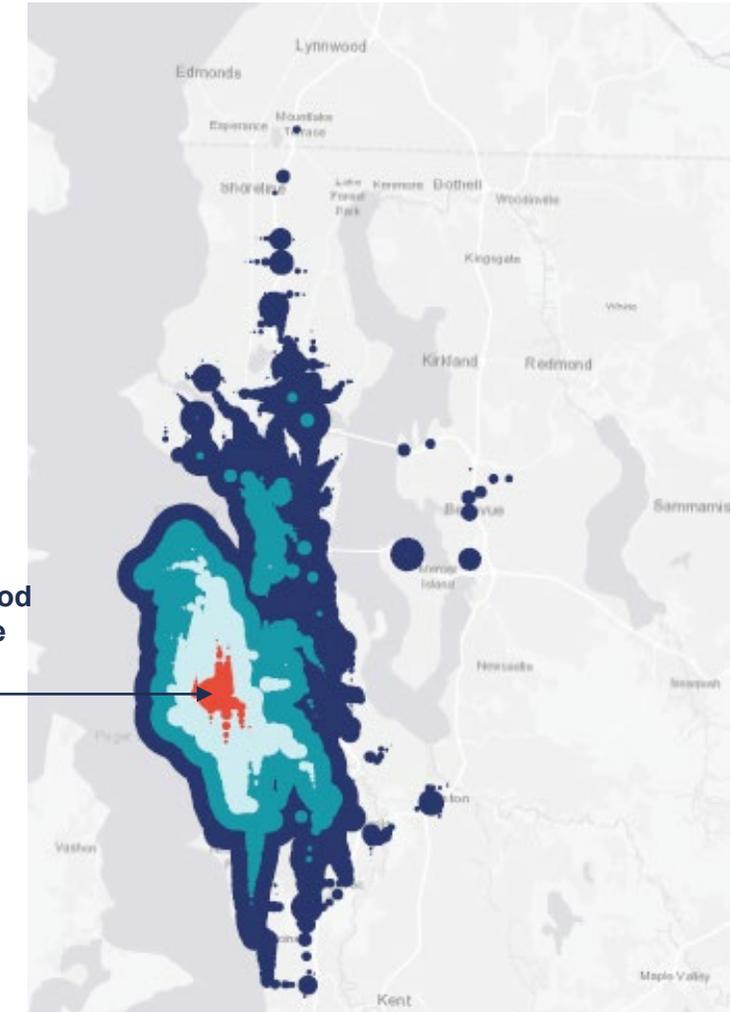
- **Connecting communities to a system with light rail to Everett, Tacoma, Redmond and Ballard**
- **Improves transit service frequency, reliability and capacity**

*Enhancing mobility and access, with bus-rail connections*

Existing



2042 – With WSLE & BLE



15 - minutes    30 - minutes    45 - minutes    60 - minutes

# *Final EIS alternatives*

# 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**

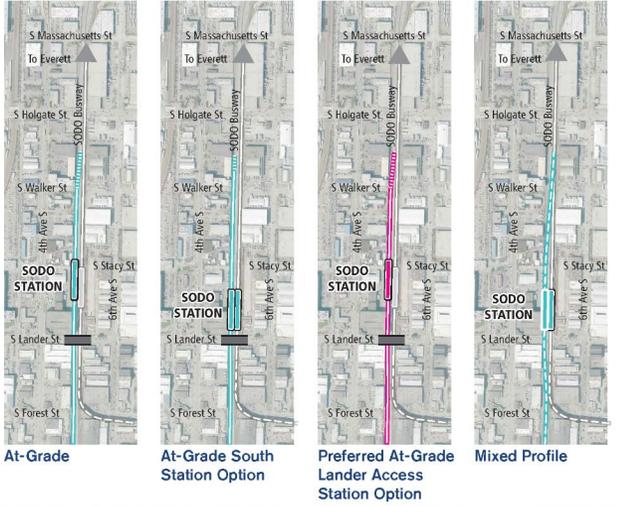
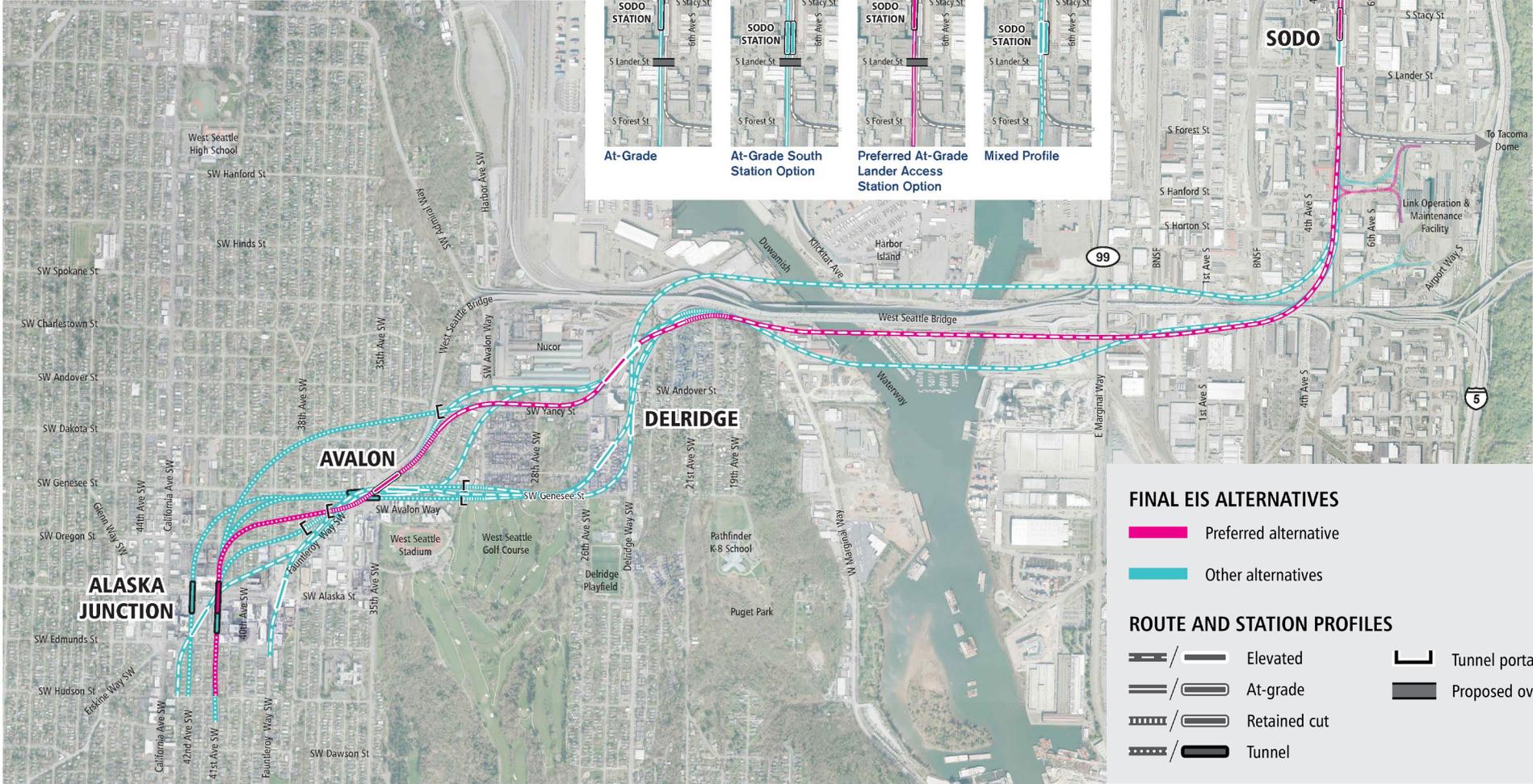
- Air quality and greenhouse gas emissions
- Ecosystems
- Water resources
- Geology and soils

## **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

# Final EIS alternatives

SODO Alternatives



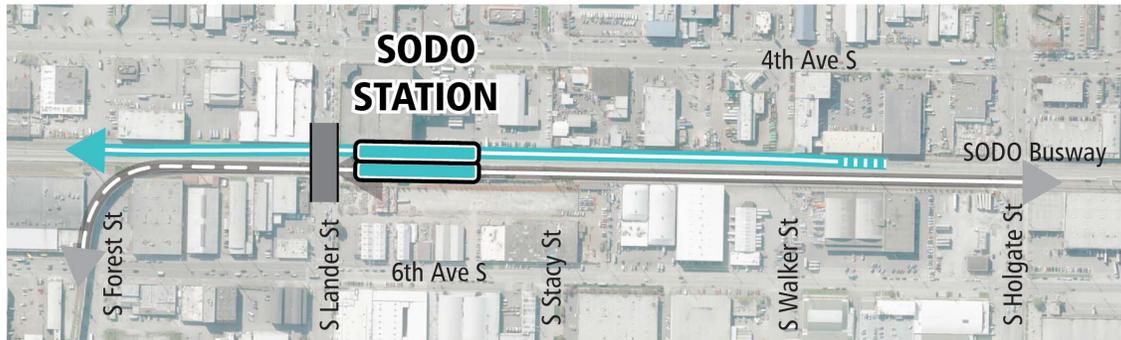
# Final EIS alternatives SODO



At-Grade Alternative (SODO-1a)



Preferred At-Grade Lander Access Station Option (SODO-1c)



At-Grade South Station Option (SODO-1b)



Mixed-Profile Alternative (SODO-2)

## FINAL EIS ALTERNATIVES

- █ Preferred alternative
- █ Other alternatives
- █ Existing Link

## ROUTE AND STATION PROFILES

- At-grade
- Retained cut
- Elevated
- Street overpass

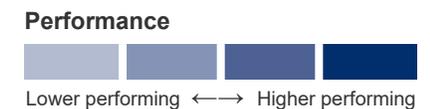


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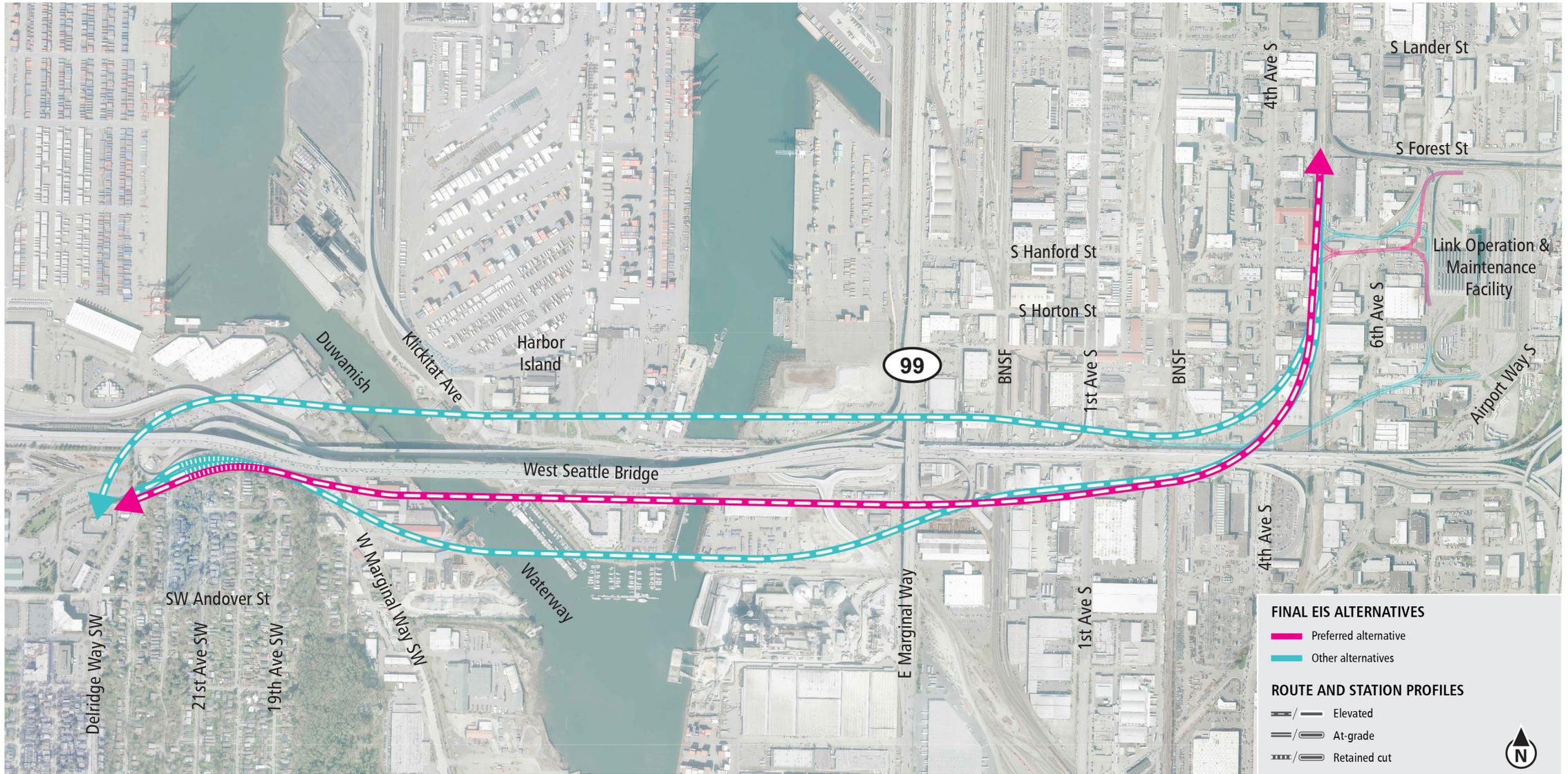
# Final EIS alternatives SODO

	At-Grade Lander Access Station	At-Grade	At-Grade South Station Option	Mixed Profile
Comparative estimate 	\$	\$	\$\$	\$\$
Business displacements 	33	34	35	31
Transportation effects 	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (permanent closure)	SODO Busway (temporary closure 5 years)
Construction effects 	S. Lander Street closure (3 years)	S. Lander Street closure (3 years)	S. Lander Street closure (3 years)	S. Lander Street closure (nights/weekends)
Other considerations 	Avoids USPS relocation	Avoids USPS relocation	Relocation of USPS	Relocation of USPS

The above information is for illustration only. Please refer to FEIS for further detail.



# Final EIS alternatives Duwamish



# Final EIS alternatives

## Duwamish

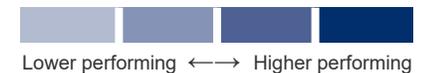
### South Crossing Alternative

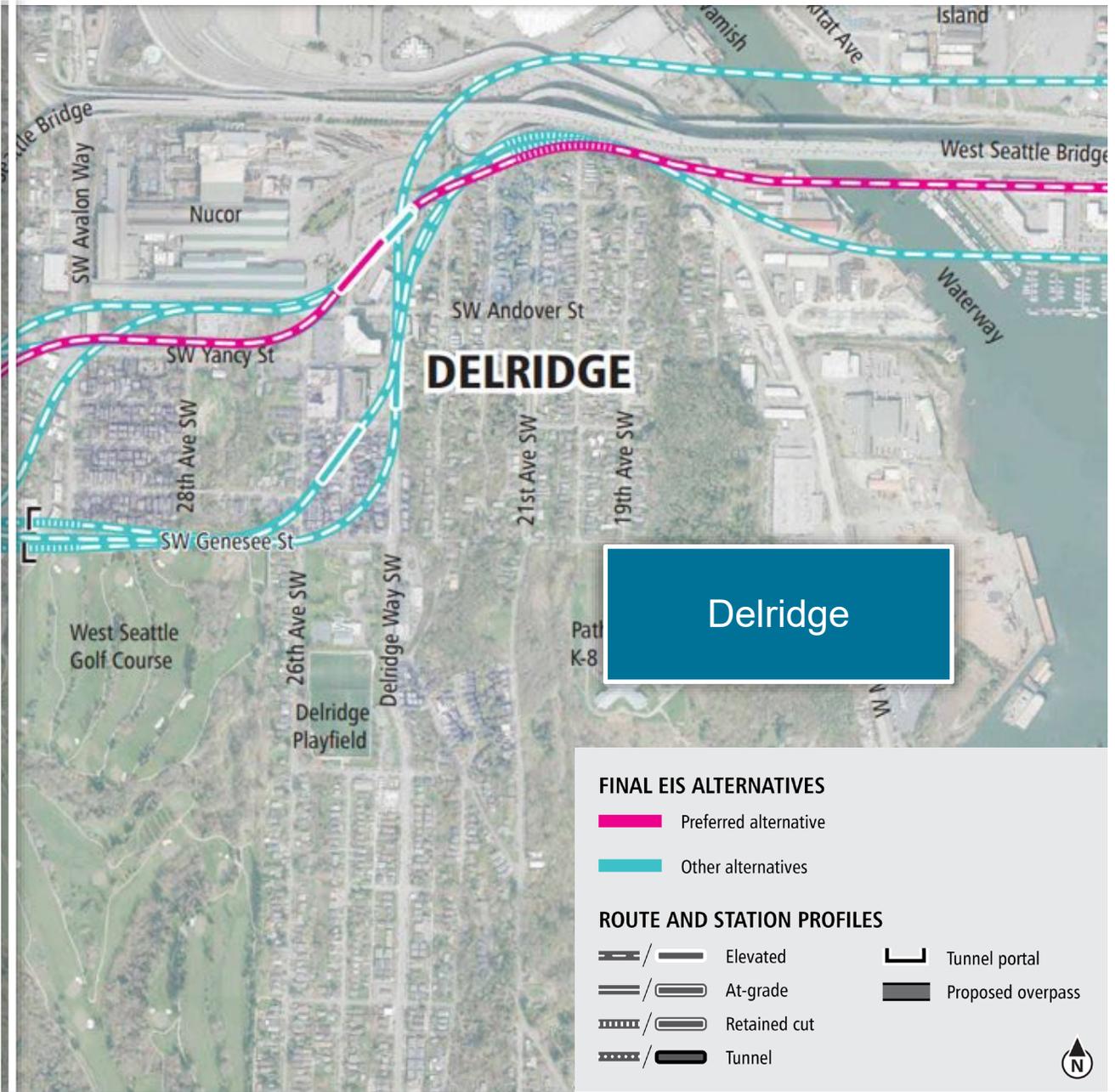
### South Edge Crossing Alignment Option

### North Crossing Alternative

<b>Comparative estimate</b> 	\$	\$	\$\$
<b>Residential displacements</b> 	21 units	22-25 units	none
<b>Business displacements</b> 	36	29-30	36
<b>Maritime Business displacements</b> 	3	5	10
<b>Park effects (permanent)</b> 	1.1-1.3 acres	1.2 acres	none
<b>Other considerations</b> 	No in-water piers Pigeon Point constructability	In-water columns necessary Marinas Pigeon Point constructability	Port of Seattle T-5 & T-18 T-25 restoration site
<p><i>The above information is for illustration only. Please refer to FEIS for further detail.</i></p>			

#### Performance





**FINAL EIS ALTERNATIVES**

- █ Preferred alternative
- █ Other alternatives

**ROUTE AND STATION PROFILES**

	Elevated		Tunnel portal
	At-grade		Proposed overpass
	Retained cut		
	Tunnel		

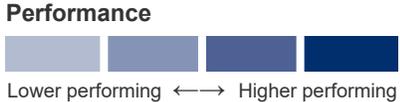
	Medium Tunnel 41st W. Entrance  Andover St Lower Height South	Medium Tunnel 41st  Andover St Lower Height	Elevated 41st /42nd  Dakota St	Elevated Fauntleroy  Dakota St	Tunnel 41st  Dakota St Lower Height	Tunnel 42nd  Dakota St Lower Height
<b>Comparative estimate</b> 	\$\$	\$\$	\$\$\$	\$	\$\$\$	\$\$\$
<b>Residential displacements</b> 	145 units	201 units	541 units	664 units	362 units	323 units
<b>Business displacements</b> 	63	31	74	35	33	60
<b>Park effects (permanent)</b> 	none	none	0.1 acres	0.1 acres	0.7 acres	0.9 acres
<b>Other considerations</b> 	Lower guideway/ Delridge Station  Longfellow Creek Crossing	Lower guideway/ Delridge Station  Social service provider	Taller guideway/ Delridge Station  Social service provider	Taller guideway/ Delridge Station  Social service provider	Lower guideway/ Delridge Station  Tunnel Avalon and Alaska Jct. stations  Social service provider	Lower guideway/ Delridge Station  Tunnel Avalon and Alaska Jct. stations  Social service provider

The above information is for illustration only. Please refer to FEIS for further detail.



	Short Tunnel 41st Dakota St	Elevated Fautleroy Andover St	Elevated Fautleroy Delridge Way	Tunnel 41st Delridge Way Lower Height	No Avalon Station Andover St Lower Height South
<b>Comparative estimate</b> 💰	\$\$\$	\$	\$	\$\$\$	\$\$
<b>Residential displacements</b> 🏠	425 units	606 units	643 units	339 units	123 units
<b>Business displacements</b> 🏢	34	35	36	33	25
<b>Park effects (permanent)</b> 🌳	none	0.1 acres	0.2 acres	0.8 acres	none
<b>Other considerations</b> 🔍	Taller guideway/ Delridge Station  Tunnel Alaska Jnct. station  Social service provider	Taller guideway/ Delridge Station  Guideway follows Avalon Way SW  Delridge Station further north	Taller guideway/ Delridge Station  Social service provider  Fire Station 36	Lower guideway  Social Servicer Provider  Fire Station 36	Lower guideway/ Delridge Station  No Avalon Station Tunnel

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# Ridership Comparison (2042)

*All build alternatives have similar projected ridership: 24,000-27,000 daily boardings*

*Slight differences for the following alternatives:*

- **Elevated Fauntleroy (WSJ-2):** Slightly higher average daily boardings in West Seattle Junction Segment (~400)
- **No Avalon Station (WSJ-6):** Slightly lower boardings in Delridge and West Seattle Junction Segments (~100)



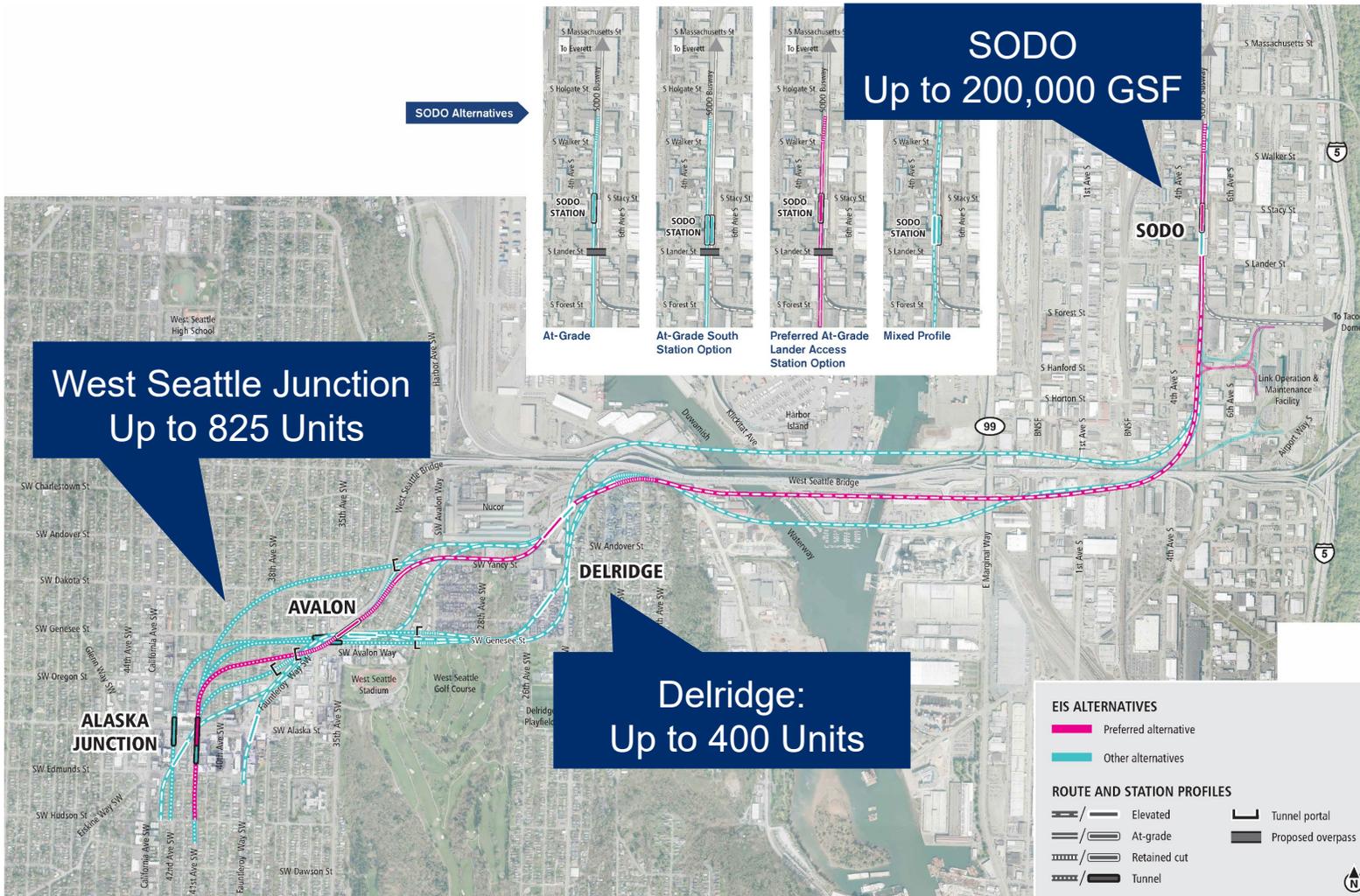
## Average Daily Boardings by Station (2042)

Preferred Alternative

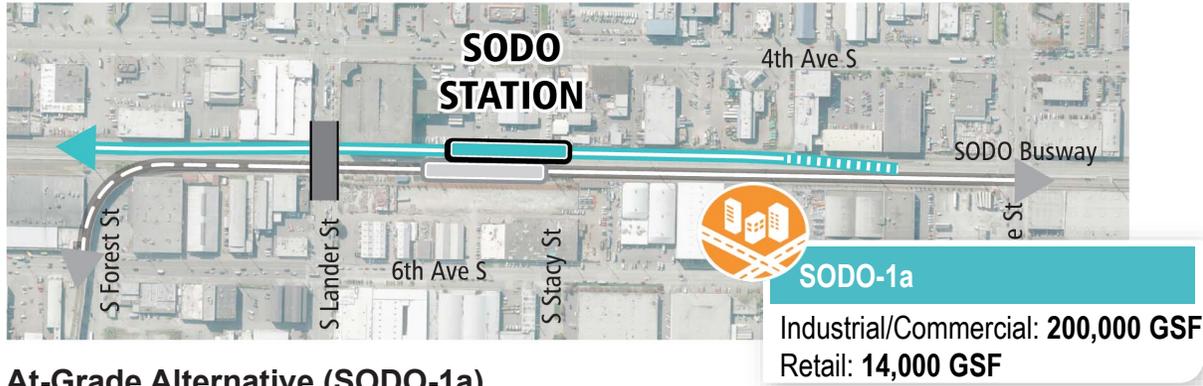
 SODO	14,300*
 Delridge	5,400
 Avalon	2,300
 Alaska Junction	5,300

*\*Combined boardings for 1 and 3 Lines. 7,300 daily boardings for 3 line only.*

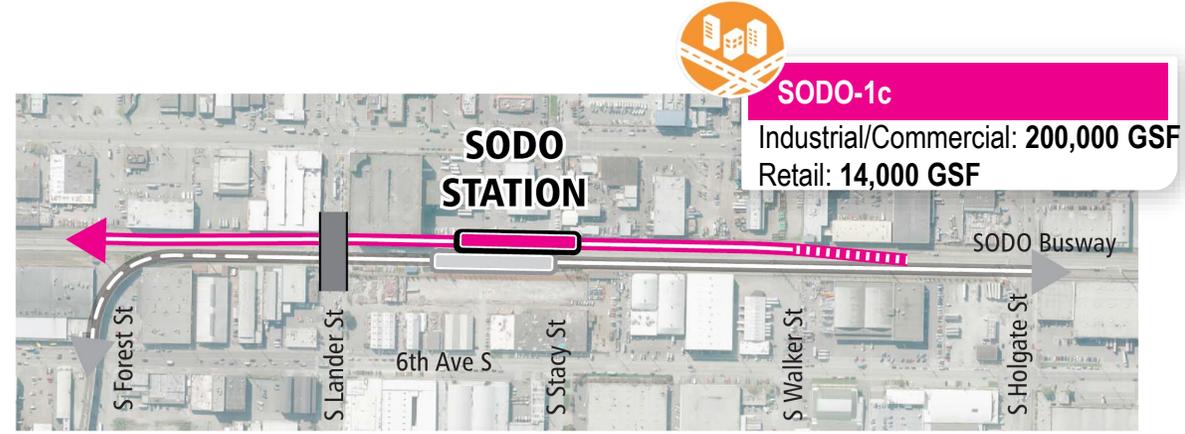
# Transit Oriented Development (TOD)



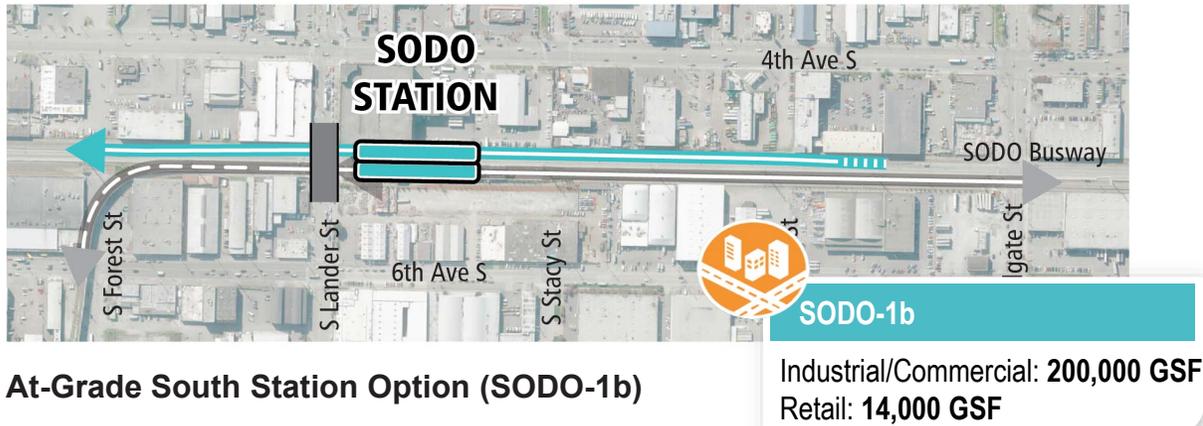
21 Estimates based on station area development planning and represent Agency TOD, that could be complemented by community TOD.



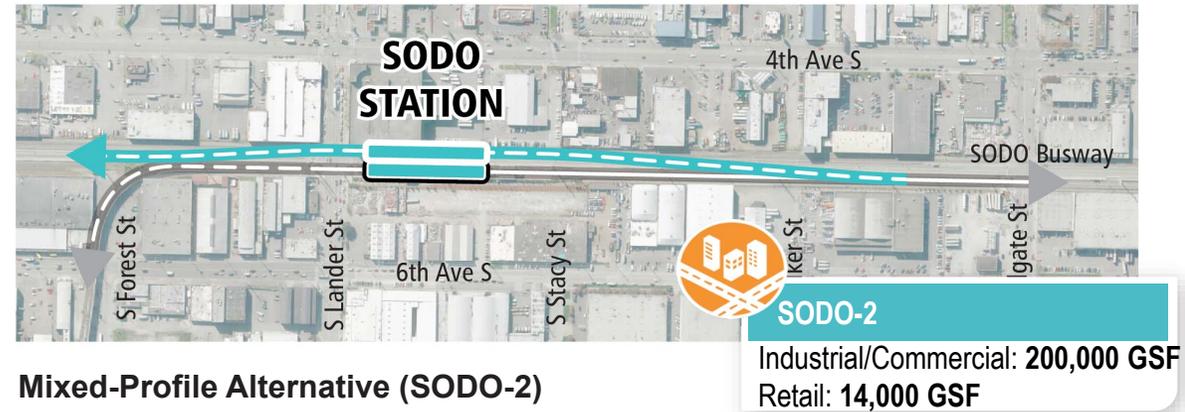
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FINAL EIS ALTERNATIVES

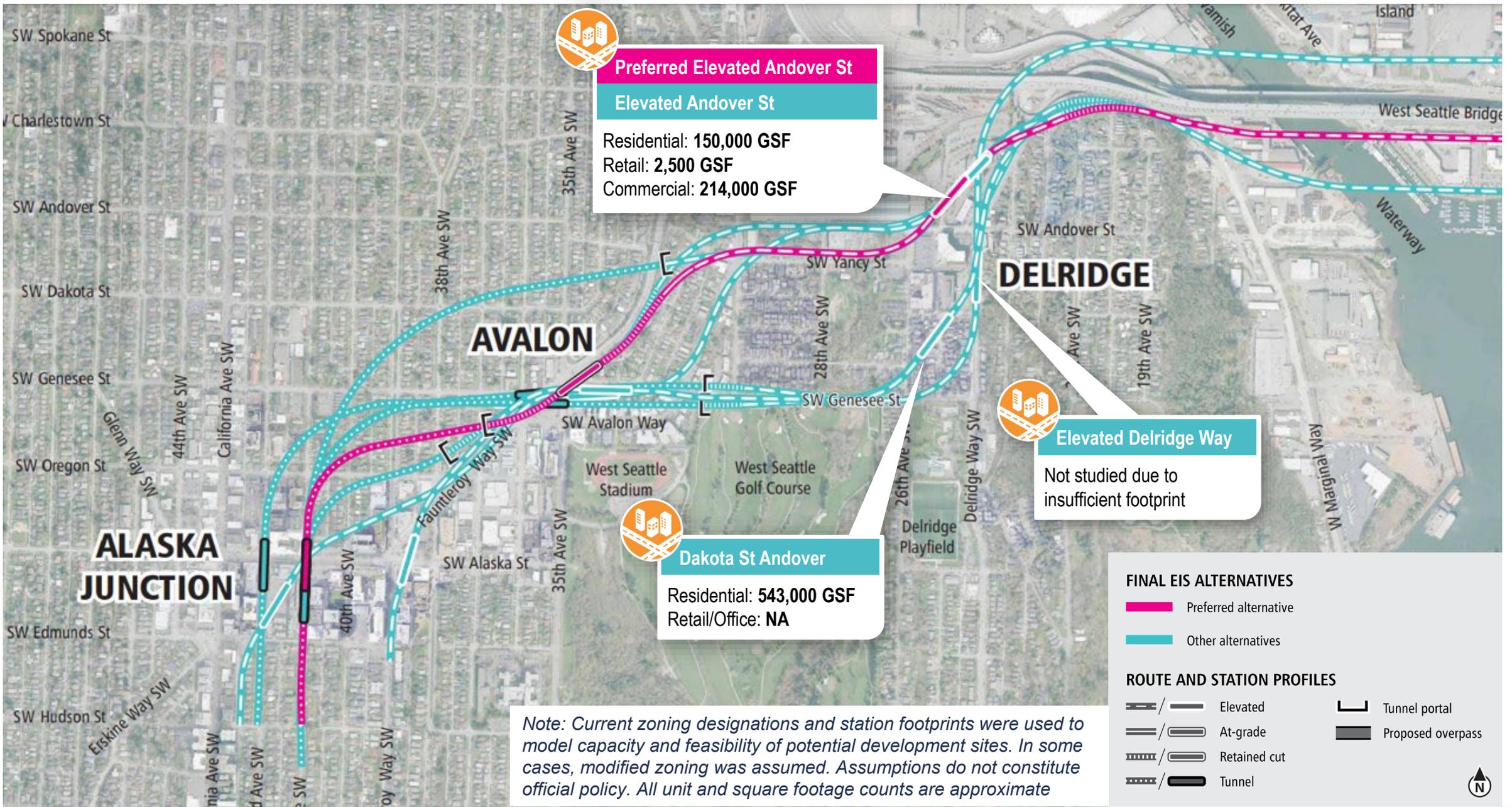
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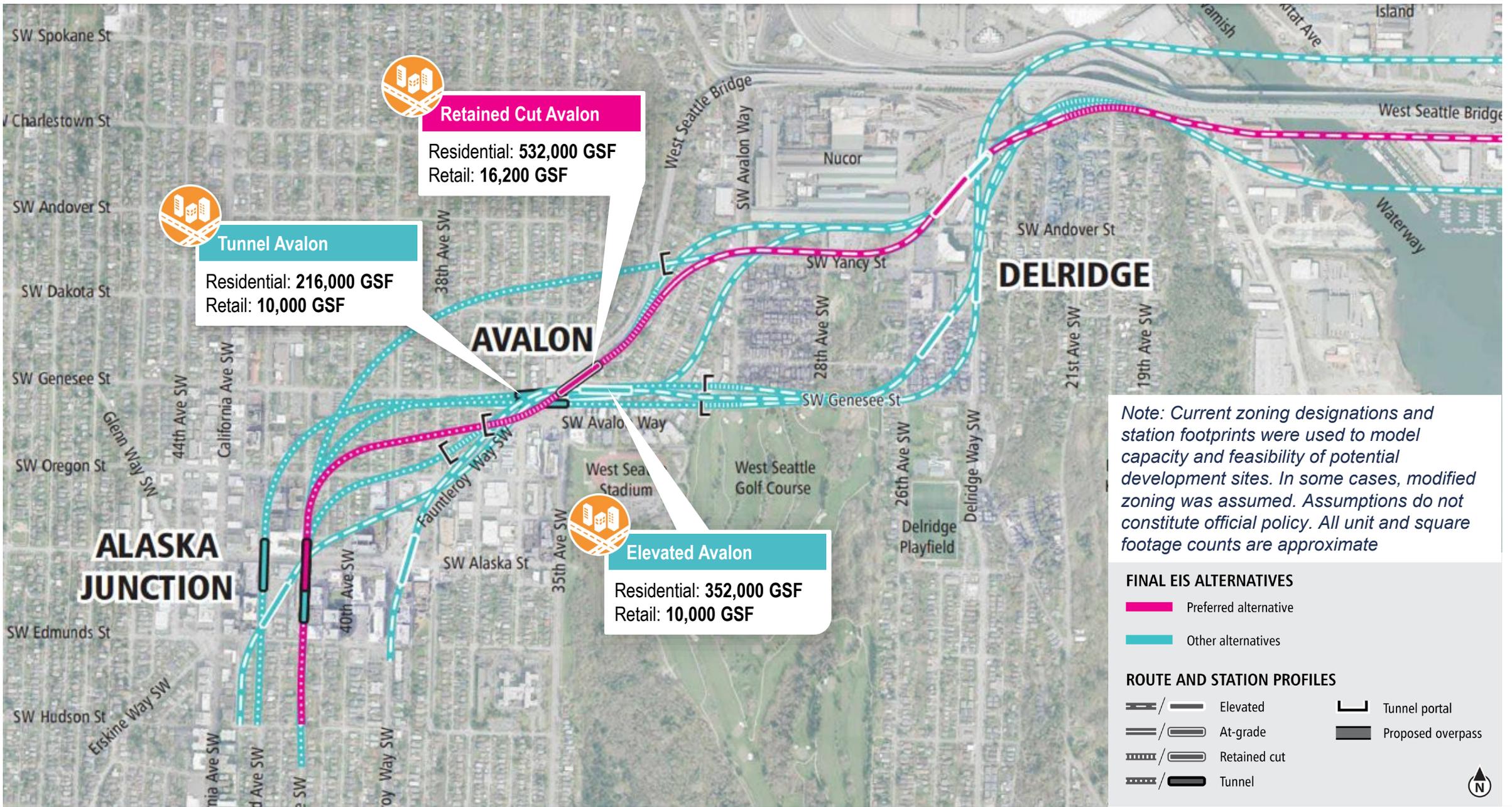
ROUTE AND STATION PROFILES

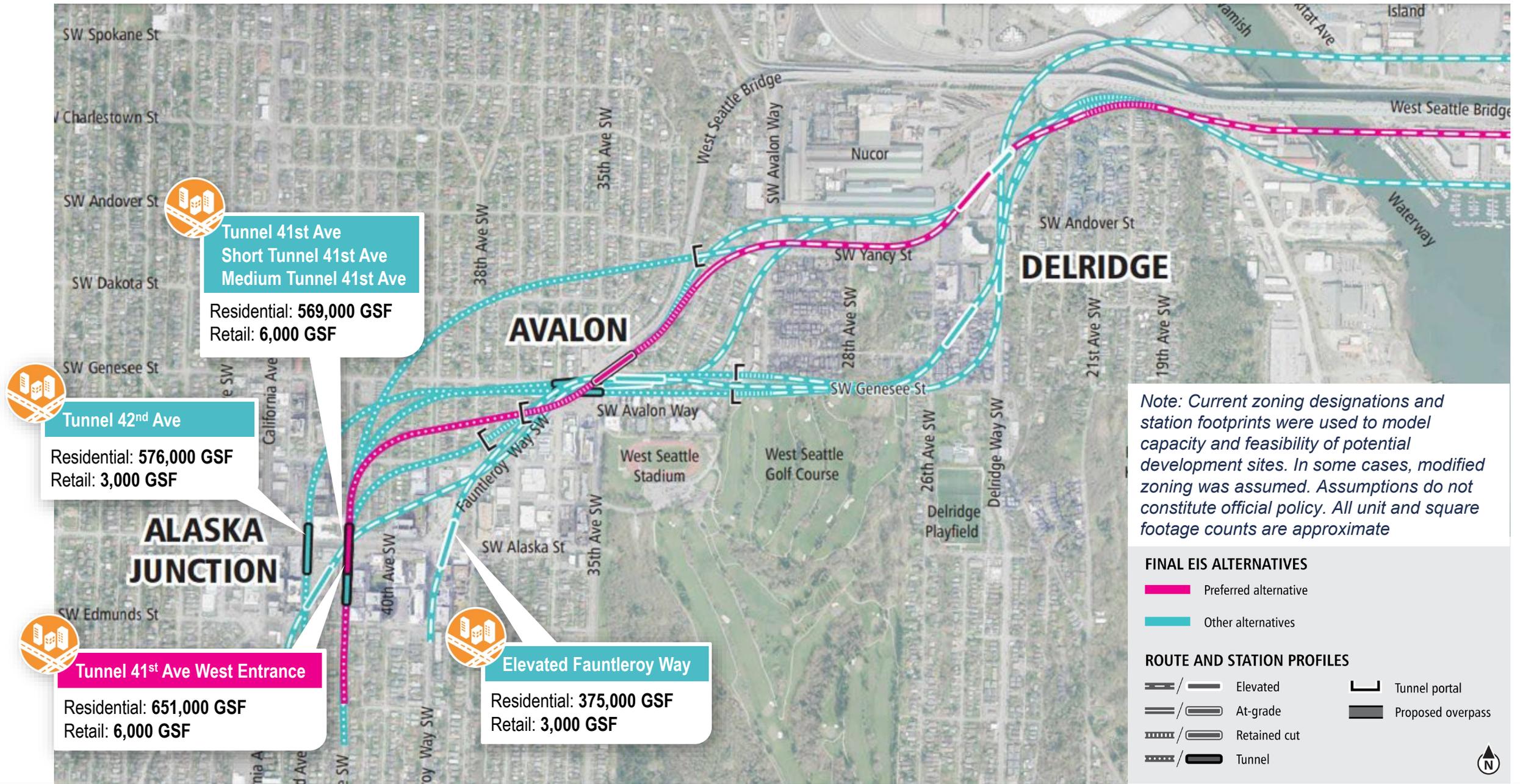
- /  At-grade
- /  Retained cut
- /  Elevated
- Street overpass



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# Final EIS Preferred Alternative

- **West Seattle Junction segment:** Preferred Medium Tunnel 41st Avenue Station West Entrance Station Option
- **Delridge segment:** Preferred Andover Street Station Lower Height South Alignment Option
- **Duwamish Segment:** Preferred South Crossing Alternative
- **SODO segment:** Preferred At-Grade Lander Access Station Option

## Passenger Experience

- **Direct and convenient bus/rail connections** at all stations
- **Improved access to California Avenue** at Alaska Junction Station
- **Improved passenger access times** at Avalon Station with shallow depth, and at Delridge Station with lower guideway height
- **High quality transfer between Link lines** at SODO Station

## Ridership, Access, and eTOD potential

- **Substantial eTOD & Joint Development** opportunity in Alaska Junction
- Opportunity for **integrated eTOD** at Delridge Station
- **Multimodal access** via wide sidewalk and separated bike lanes on Lander Street and adjacent SODO trail at SODO Station

## Environmental

- **Minimizes residential displacements**
- **Minimizes effects to park and historic resources**

## Equity

- **Enhances mobility and access**, bus-rail integration, and offers substantial **eTOD opportunities**

# *Project to be Built for the West Seattle Link Extension*

*Resolution No. R2024-22:*

*Project to be built &  
staff recommendation*

# *Project to be Built decision*

## *What does the Project to be Built action do?*

Action on the Project to be Built is a step to completing the environmental review phase and **allows the project to proceed into design** in a timely manner.

Approving the WSLE project to be built will not negatively impact the agency's ability to advance other projects in the expansion program.

The agency will return to the Board in the future as design progresses, to baseline the project and to authorize construction dollars.

# ***Staff Recommendation***

***Select WSLE Final EIS Preferred Alternative as the Project to Be Built, authorizing the project to advance into final design.***

Recommendation minimizes many community impacts while **enhancing mobility and access, improving passenger experience** and offering **substantial equitable transit-oriented development opportunities**.

Compared to other alternatives, the preferred alternative has **fewer residential displacements, minimizes effects to parks and historic resources** and includes a lower height guideway through Delridge, a shallow retained cut Avalon Station and a tunnel alignment and station in the Alaska Junction neighborhood that provides more convenient access to California Avenue.

# *Today's Action*

- Resolution No. R2024-22: Select the West Seattle Link Extension Final EIS preferred alternative as the project to be built, including alignment, profile, stations, and associated infrastructure to be built between SODO and the West Seattle Junction.

# ***Section 106 Programmatic Agreement***

***Motion No. M2024-62***

***Authorizes the chief executive officer to  
execute a Section 106 Programmatic  
Agreement***

# Section 106

- Section 106 is a consultation process under the National Historic Preservation Act. The process is led by the Federal Transit Administration (FTA) and includes consultation with the State Historic Preservation Officer (SHPO), Tribes, and other interested parties, known as consulting parties
- Section 106 process identifies and assesses the effects of the project on cultural resources including historic buildings, archaeological sites, and other traditional properties.
- FTA and Sound Transit have been involved in ongoing Section 106 consultation since 2019

# ***WSLE Section 106 Analysis***

- WSLE project team analyzed over 700 historic aged buildings in the project vicinity
- Through analysis it was determined eight historic built environment resources and numerous discrete areas with traditional importance will be “adversely affected” by the preferred alternative

# ***Section 106 Programmatic Agreement***

- Outlines a process for future analysis as the WSLE project is refined
- Identifies mitigation for built environment and archaeological adverse effects
- May need to be amended as project progresses and new adverse effects are identified; would be consistent with processes outlined in agreement
- Will be signed by FTA, Sound Transit, SHPO, and may also be signed by Tribes, City of Seattle, Federal Agencies adopting FTA Section 106 analysis

# Today's Action

Motion No. M2024-62: Authorizes the chief executive officer to

(1) execute a Section 106 Programmatic Agreement with the Federal Transit Administration, Washington State Historic Preservation Officer, City of Seattle, the Muckleshoot Indian Tribe, the Suquamish Tribe, and the Stillaguamish Tribe of Indians for the West Seattle Link Extension project, and

(2) to execute amendments, including adding consulting parties and addressing newly identified adverse effects, that are consistent with processes outlined in the Section 106 Programmatic Agreement and with Sound Transit Policy and Procedures.

***Next steps***

# Upcoming Sound Transit Board Meetings



## Sound Transit Board

Potential action to select the project to be built for the West Seattle Link Extension  
Thursday, October 24, 2024

Potential action to authorize the Chief Executive Office to execute a Section 106  
Programmatic Agreement  
Thursday, October 24, 2024

*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>*

 *wsblink@soundtransit.org*  
*(206) 903-7229*



*soundtransit.org/wsblink*

