

***West Seattle
and Ballard
Link Extensions
&
2021 Agency Outlook***

February 24, 2021



Agenda

- **Powering Progress:** Preview new service openings between 2021-2024
- Update on the **West Seattle and Ballard Link Extensions project**
- Discuss recession's impact on revenues and project costs, and the **2021 realignment process** to adjust project plans and schedules

Powering progress



ST3 – A Regional Investment

116-mile network across the Puget Sound

- 28 light rail stations under construction throughout the region, opening in stages between 2021–2024.



*Could be completed as early as 2024
Source: Sound Transit, Times reporting
EMILY M. ENG / THE SEATTLE TIMES

Currently under construction

Light rail extensions

- **Northgate** (3 stations, opening **this year**).
- **Hilltop Tacoma** (6 stations, 2022).
- **East Link** (10 stations, 2023).
- **Lynnwood** (4 stations, 2024).
- **Federal Way** (3 stations, 2024).
- **Downtown Redmond** (2 stations, 2024).

Other

- **Operations & Maintenance Facility East** (2021).
- **Puyallup Station garage** (2022).



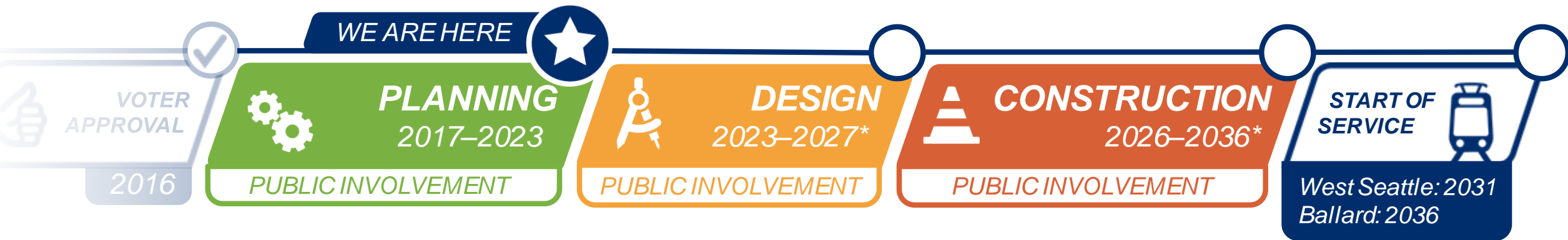
West Seattle and Ballard Link Extensions

wsblink.participate.online

Presenter: Cathal Ridge

West Seattle and Ballard Link Extensions

Project timeline



Project scope and schedule subject to change.

 **VOTER APPROVAL**

2016

PLANNING



 **DESIGN**

2017–2019

Alternatives development

Feb–March 2018: Early scoping

Feb–April 2019: Scoping

May–Oct 2019: Board identifies preferred alternatives and other DEIS alternatives

2019–2023

Environmental review

Mid-2021: Publish Draft EIS

Board confirms or modifies preferred alternatives

2022: Publish Final EIS

Board selects projects to be built

Federal Record of Decision



Project scope and schedule subject to change.

PUBLIC INVOLVEMENT



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PUBLIC INVOLVEMENT

Draft EIS alternatives

What we're studying in this phase

- Preferred Alternatives
- Preferred Alternatives with Third-Party Funding
- Other Draft EIS alternatives

*Project delivery dates currently under review due to the COVID-19 recession.



***How Sound Transit and the
City of Seattle are working
together***

Presenter: Cathal Ridge (ST) & Radcliffe Dacanay (SDOT)

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.

Center racial equity for better outcomes
+
Co-planning stations with communities



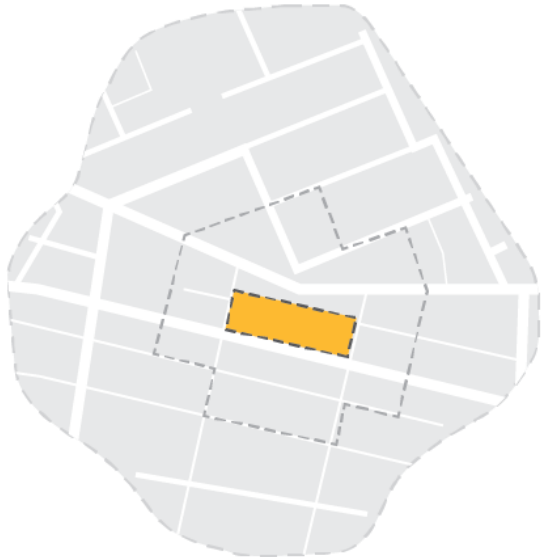
Seattle

- Mayor Jenny Durkan & Councilmember Debora Juarez sit on the Sound Transit Board that will make final decisions.
- Plan housing, businesses, and open spaces to make great neighborhoods around new stations.
- Issue permits to Sound Transit to build stations and track.

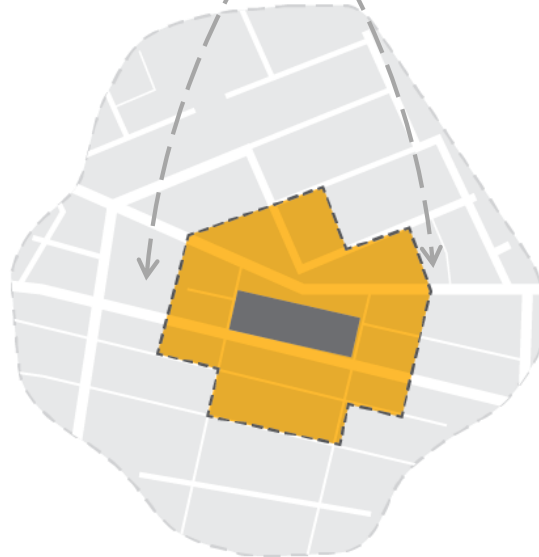
Co-planning partnership



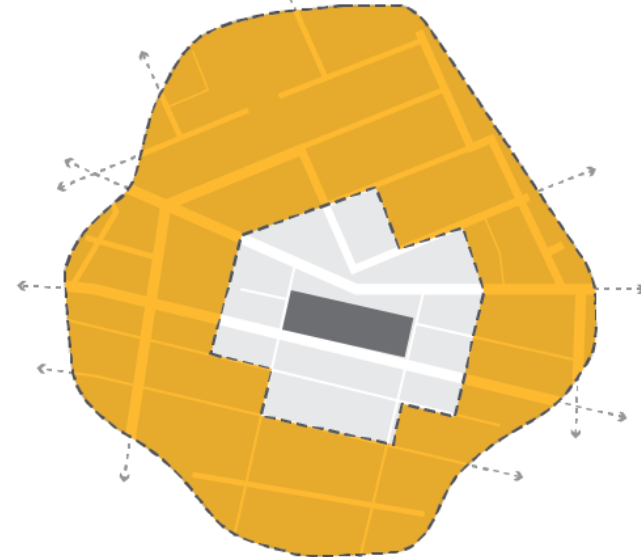
City of Seattle



Station



Station context



Station area

Current City Work to Support ST3

- Establishing strong relationships with Sound Transit to identify issues early and craft solutions
- Creating teams for permitting, planning, and public engagement
- Working to support delivering light rail faster and within budget
- Collaborating with Sound Transit on a Racial Equity Toolkit to center issues of race



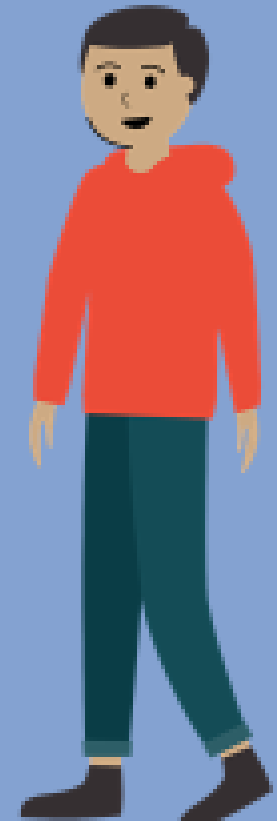
Guiding Principles

- Equity
- Dependable Transit
- Vibrant Communities
- Climate Action

[Community Survey Results: seattle.gov/lightrail](https://seattle.gov/lightrail)

What is racial equity?

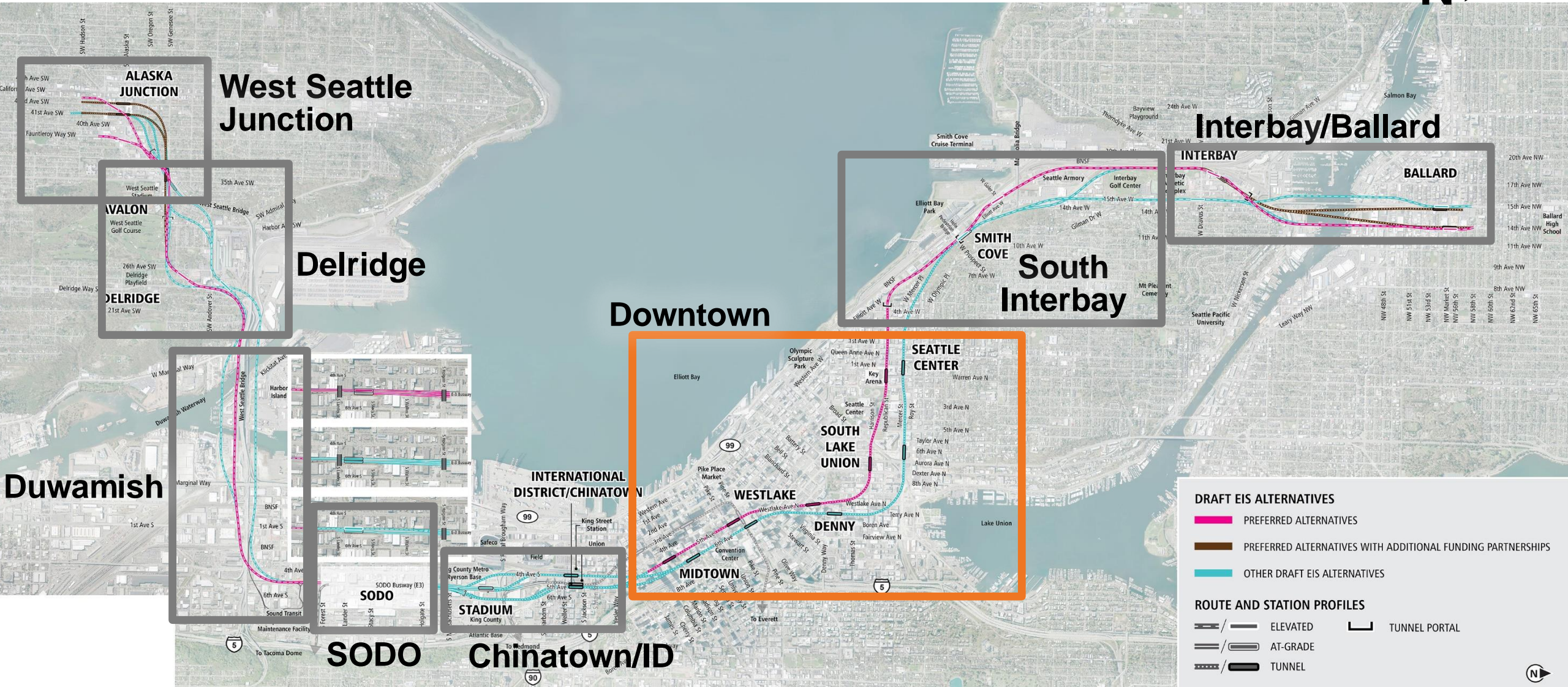
When social, economic and political opportunities are not determined by a person's race.



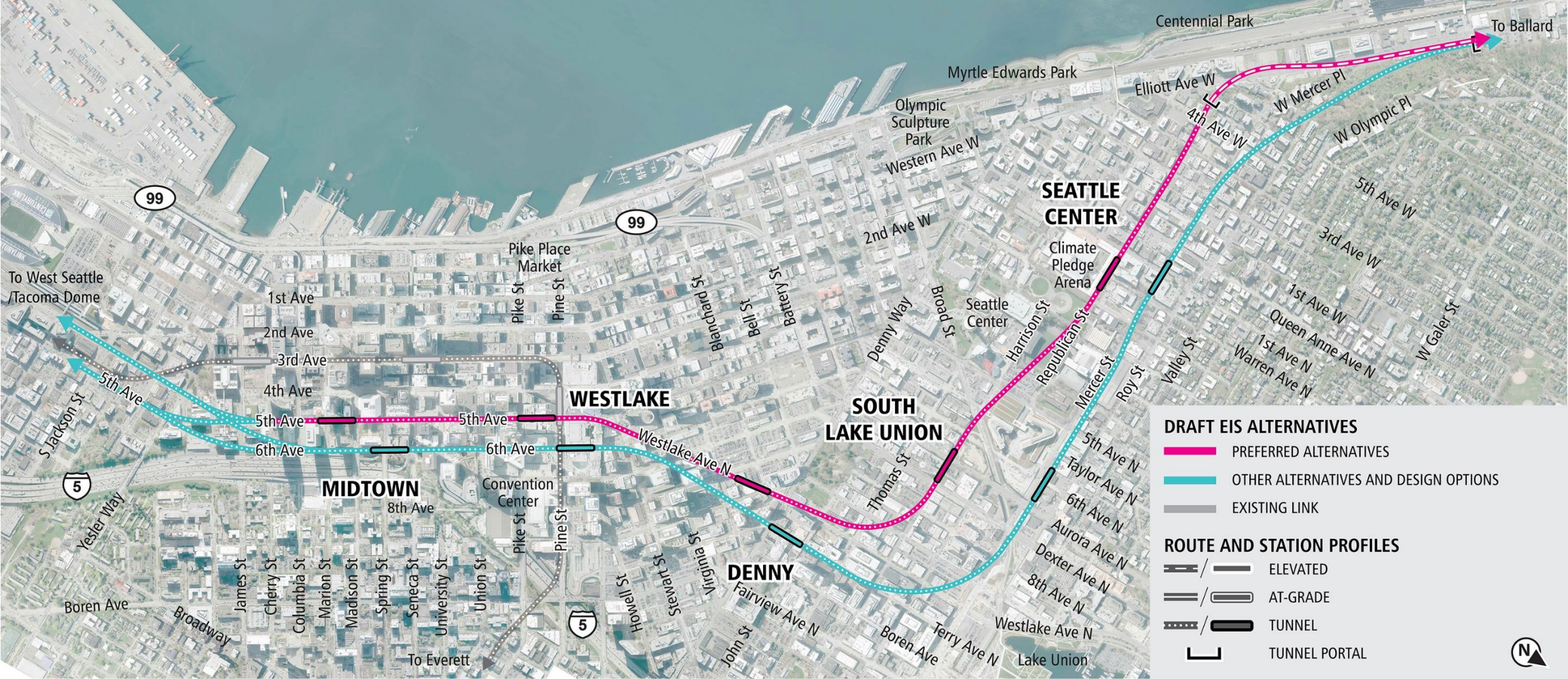
Downtown Segment

Presenter: Cathal Ridge

Draft EIS alternatives



Draft EIS alternatives *Downtown*



Change in cost estimates

In millions, 2019\$

	2019	2020	Chg vs. 2019
Cost estimate:	\$7,929	\$12,103-12,581	53-59%

What has changed?

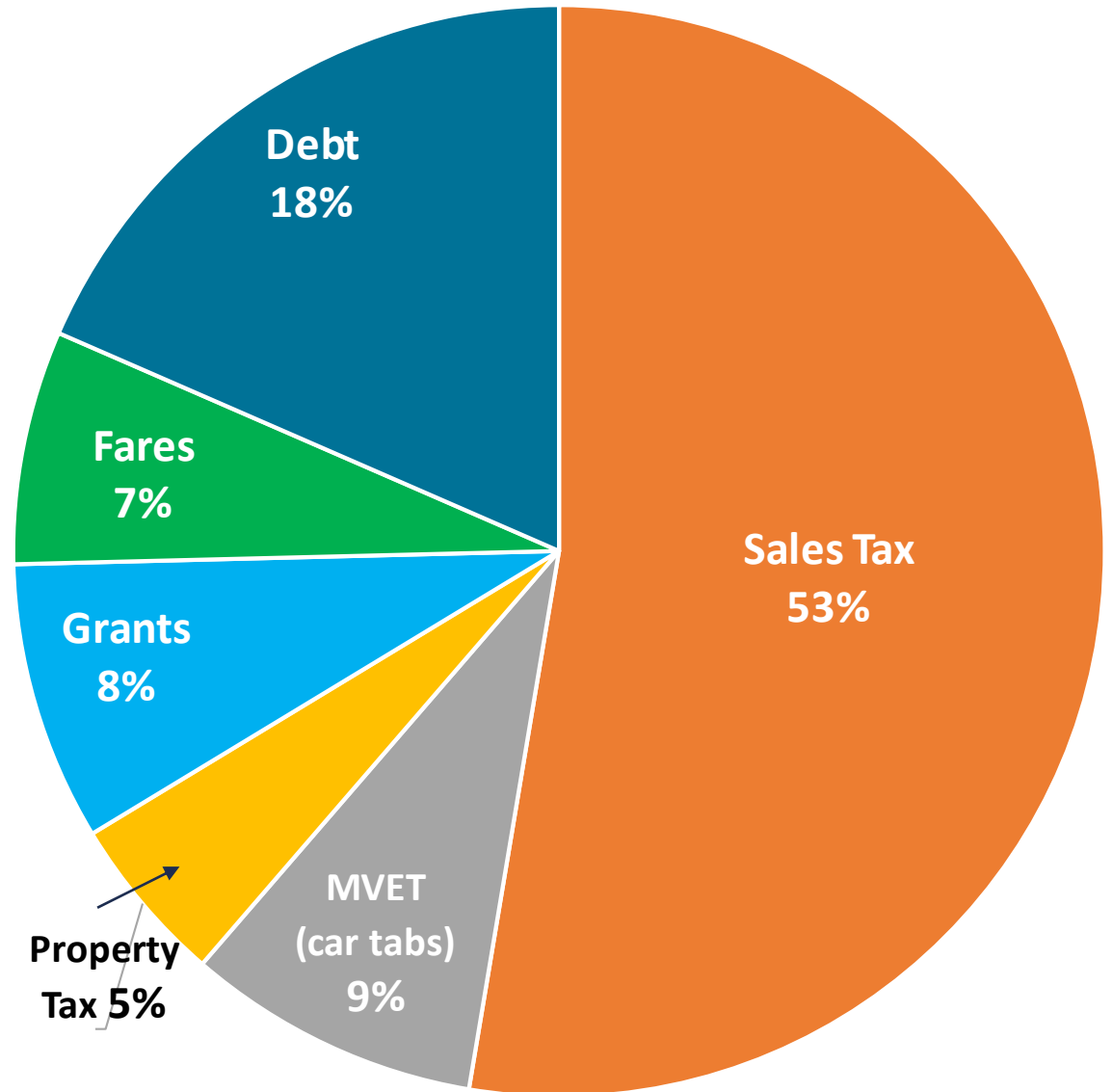
- \$2.13 billion for **right-of-way** acquisition, including acquiring newer commercial or multi-family developments.
- \$1.27 billion for **construction**, including larger aerial guideways, higher mined station costs, and improved understanding of utilities and environmental work.
- \$775 million in corresponding increases to **soft costs** and **contingencies**.

Realigning expansion plans



Revenue sources

- Tax revenues fund 66%.
- Debt funds 18%.
- Grants fund 8%.
- Fares fund 7%.



Financial changes

Current 25-year capital program runs 2016-2041

- **Lower Revenue:** Lower sales, motor vehicle excise, and rental car taxes due to recession.
- **Higher Costs:** Construction costs remain at record levels due to continued growth in property values and hot construction market.

Financial changes through 2041

Current 25-year capital program runs 2016-2041

- **Revenue:** \$6.1 billion lower.
- **Costs:** \$12.3 billion higher. in estimate cost increases.
- **Offsets:** \$6.9 billion in new debt, higher grants and other revenue.
- **Overall:** \$11.5 billion affordability gap.

System expansion projects

North/Central Corridor

Northgate Link

Lynnwood Link

SR 522/NE 145th BRT

NE 130th St. Infill Station

Everett Link

OMF North

Souder North Parking/Access

West Seattle Link

Ballard Link & 2nd Tunnel

Graham St & BAR Infill Stations

Baselined

(not subject to realignment)

East Corridor

East Link

Downtown Redmond Link

OMF East

BRT Maintenance Base

I-405 BRT

Issaquah-S Kirkland Link

N Sammamish P&R

South Corridor

Hilltop Tacoma Link

Federal Way Link

Puyallup Access

Tacoma Dome Link

OMF South

Sumner Access

Auburn Access

Kent Access

S Tacoma Access

Lakewood Access

Souder Maintenance Base

Souder Platform Extensions

Souder South Added Trips

ST3 Souder Access Program

DuPont Souder Extension

TCC Tacoma Link

Bus Reliability

Madison BRT

SR-7/Pacific BRT

Bus-on-Shoulder

RapidRide C/D

Realignment tools available to Sound Transit

- **Cutting costs** through reduced project scope, suspending or canceling projects, etc.
- **Raising new revenues** through issuing higher debt or seeking additional state or federal funding.
- **Delaying or phasing projects** to spread costs over time and keep total agency debt within current legal limits.

Next steps

Anticipated realignment work through July

February	Discuss realignment approaches.
March	Define approaches for public engagement.
April	Seek public feedback and discuss cost review results.
May	Discuss public feedback and Board priorities.
June	Develop realignment plan(s).
July	Adopt realignment plan(s).

Thank you.



 *soundtransit.org*

