



# SEATTLE CITY COUNCIL

## Transportation and Seattle Public Utilities

### Agenda

Tuesday, July 5, 2022

9:30 AM

Council Chamber, City Hall  
600 4th Avenue  
Seattle, WA 98104

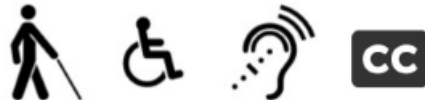
Alex Pedersen, Chair  
Dan Strauss, Vice-Chair  
Lisa Herbold, Member  
Tammy J. Morales, Member  
Kshama Sawant, Member

Chair Info: 206-684-8804; [Alex.Pedersen@seattle.gov](mailto:Alex.Pedersen@seattle.gov)

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**SEATTLE CITY COUNCIL**  
**Transportation and Seattle Public Utilities**  
**Agenda**  
**July 5, 2022 - 9:30 AM**

**Meeting Location:**

Council Chamber, City Hall, 600 4th Avenue, Seattle, WA 98104

**Committee Website:**

<https://www.seattle.gov/council/committees/transportation-and-seattle-public-utilities>

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This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business.

Members of the public may register for remote or in-person Public Comment to address the Council. Details on how to provide Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at <http://www.seattle.gov/council/committees/public-comment>. Online registration to speak will begin two hours before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

In-Person Public Comment - Register to speak on the Public Comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting. Speakers must be registered in order to be recognized by the Chair.

Submit written comments to Councilmember Pedersen at [alex.pedersen@seattle.gov](mailto:alex.pedersen@seattle.gov)

*Please Note: Times listed are estimated*

A. Call To Order

B. Approval of the Agenda

C. Public Comment

D. Items of Business

1. [CB 120358](#) **AN ORDINANCE relating to grant funds from the United States Department of Transportation and other non-City sources; authorizing the Director of the Seattle Department of Transportation to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 126490, which adopted the 2022 Budget, including the 2022-2027 Capital Improvement Program (CIP); changing appropriations for the Seattle Department of Transportation; and revising allocations and spending plans for certain projects in the 2022-2027 CIP; and ratifying and confirming certain prior acts.**

*Supporting  
Documents:*

[Summary and Fiscal Note  
Presentation](#)

**Briefing, Discussion, and Possible Vote** (10 minutes)

**Presenter:** Chris Godwin, Seattle Department of Transportation

2. [Res 32055](#)      **A RESOLUTION relating to Sound Transit; providing recommendations to the Sound Transit Board as to the selection of the Preferred Alternative for the West Seattle and Ballard Link Extensions project to be studied in the Final Environmental Impact Statement.**

*Supporting Documents:* [Summary and Fiscal Note Amendment 1](#)

**Briefing, Discussion, and Possible Vote** (30 minutes)

**Presenters:** Sara Maxana, Seattle Department of Transportation; Calvin Chow, Council Central Staff.

## E. Adjournment



Legislation Text

File #: CB 120358, Version: 1

CITY OF SEATTLE

ORDINANCE \_\_\_\_\_

COUNCIL BILL \_\_\_\_\_

AN ORDINANCE relating to grant funds from the United States Department of Transportation and other non-City sources; authorizing the Director of the Seattle Department of Transportation to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 126490, which adopted the 2022 Budget, including the 2022-2027 Capital Improvement Program (CIP); changing appropriations for the Seattle Department of Transportation; and revising allocations and spending plans for certain projects in the 2022-2027 CIP; and ratifying and confirming certain prior acts.

WHEREAS, on April 28, 2022, the Puget Sound Regional Council (PSRC) awarded additional Federal Highway Administration (FHWA) funding to five City of Seattle (“City”) projects; and

WHEREAS, these grants require execution of agreements contingent on acceptance of the grants by July 15, 2022; and

WHEREAS, pursuant to RCW 35.22.570 and 35A.11.040, the City’s legislative body has the power to accept grants; NOW, THEREFORE,

**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. The Director of the Seattle Department of Transportation is authorized to accept the following non-City funding from the grantors listed below, and to execute, deliver, and perform agreements for the purposes described below. The funds, when received, shall be deposited in the receiving fund identified below to support, or as reimbursement for, the corresponding appropriations set forth in Section 2 of this ordinance.

Item	Fund	Grantor	Purpose	Amount
1.1	Transportation Fund (13000)	USDOT - Federal Highway Administration	Construction of the North Segment of East Marginal Way Heavy Haul Corridor	\$900,000

1.2	Transportation Fund (13000)	USDOT - Federal Highway Administration	Construction of the Fairview Ave N Multimodal Improvements	\$1,523,246
1.3	Transportation Fund (13000)	USDOT - Federal Highway Administration	Construction of the MLK Jr Way S Protected Bike Lane	\$810,000
1.4	Transportation Fund (13000)	USDOT - Federal Highway Administration	Construction of the Northgate to Downtown Transit Improvements	\$450,000
1.5	Transportation Fund (13000)	USDOT - Federal Highway Administration	Transportation Demand Management and Way Finding Expansion	\$1,221
<b>Total</b>				<b>\$3,684,467</b>

Section 2. Contingent upon the execution of grant or other funding agreements and receipt of the grant funds authorized in Section 1 of this ordinance, appropriations in the 2022 Budget and project allocations in the 2022-2027 Adopted Capital Improvement Program for the following items are increased as follows:

Item	Fund	Budget Summary Level	Additional Budget Appropriation	Project Name	2022 Amount
2.1	Transportation Fund (13000)	Mobility Capital (BC-TR-19003)	\$900,000	Heavy Haul Network Program - East Marginal Way (MC-TR-C090)	\$900,000
2.2	Transportation Fund (13000)	Mobility Capital (BC-TR-19003)	\$1,523,246	RapidRide Roosevelt (MC-TR-C013)	\$1,523,246
2.3	Transportation Fund (13000)	Mobility Capital (BC-TR-19003)	\$810,000	Bike Master Plan - Protected Bike Lanes (MC-TR-C062)	\$810,000
2.4	Transportation Fund (13000)	Mobility Capital (BC-TR-19003)	\$450,000	Route 40 Transit-Plus Multimodal Corridor (MC-TR-C079)	\$450,000
<b>Net Change</b>			<b>\$3,683,246</b>	<b>\$3,683,246</b>	

Section 3. Contingent upon the execution of grant or other funding agreements and receipt of the grant funds authorized in Section 1 of this ordinance, appropriations in the 2022 Budget for the following items are increased as follows. Unspent funds so appropriated shall carryforward to subsequent fiscal years until they are exhausted or abandoned by ordinance.

Item	Fund	Budget Summary Level	Additional Budget Appropriation	Project Name	2022 Amount
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3.1	Transportation Fund (13000)	Mobility Operations (BO-TR-17003)	\$1,221	Travel Options (MO-TR-G077)	\$1,221
<b>Net Change</b>			<b>\$1,221</b>	<b>\$1,221</b>	

Section 4. Any act consistent with the authority of this ordinance taken after its passage and prior to its effective date is ratified and confirmed.

Section 5. This ordinance shall take effect and be in force 30 days after its approval by the Mayor, but if not approved and returned by the Mayor within ten days after presentation, it shall take effect as provided by Seattle Municipal Code Section 1.04.020.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2022, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

Approved / returned unsigned / vetoed this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_

Monica Martinez Simmons, City Clerk

(Seal)



**SUMMARY and FISCAL NOTE\***

<b>Department:</b>	<b>Dept. Contact/Phone:</b>	<b>CBO Contact/Phone:</b>
Seattle Dept of Transportation	Bill LaBorde/ 206.484.8662	Aaron Blumenthal/ 206.233.2656

*\* Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

**1. BILL SUMMARY**

**Legislation Title:** AN ORDINANCE relating to grant funds from the United States Department of Transportation and other non-City sources; authorizing the Director of the Seattle Department of Transportation to accept specified grants and execute related agreements for and on behalf of the City; amending Ordinance 126490, which adopted the 2022 Budget, including the 2022-2027 Capital Improvement Program (CIP); changing appropriations for the Seattle Department of Transportation; and revising allocations and spending plans for certain projects in the 2022-2027 CIP; and ratifying and confirming certain prior acts.

**Summary and Background of the Legislation:** This legislation would authorize SDOT to execute agreements for reallocated federal funds awarded to the City by the Puget Sound Regional Council on April 28, 2022. The reallocated funds were awarded to five projects and programs previously awarded funds by PSRC. PSRC is requiring the funds be obligated by July 15, 2022, therefore the ordinance includes a ratify and confirm clause.

**2. CAPITAL IMPROVEMENT PROGRAM**

**Does this legislation create, fund, or amend a CIP Project?**       X  Yes    \_\_\_ No

<b>Project Name:</b>	<b>Project I.D.:</b>	<b>Project Location:</b>	<b>Start Date:</b>	<b>End Date:</b>	<b>Total Project Cost Through 2027:</b>
Heavy Haul Network Program - East Marginal Way	MC-TR-C090	E Marginal Way	2016	2027	\$60,237,000
RapidRide Roosevelt	MC-TR-C013	Various	2013	2024	\$103,458,000
Bike Master Plan – Protected Bike Lanes	MC-TR-C062	Citywide	N/A	N/A	N/A
Route 40 Transit-Plus Multimodal Corridor	MC-TR-C079	Various	2016	2024	\$21,132,000

### 3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget?  X  Yes   No

Appropriation change (\$):	General Fund \$		Other \$	
	2022	2023	2022	2023
	0	0	\$3,684,467	0
Estimated revenue change (\$):	Revenue to General Fund		Revenue to Other Funds	
	2022	2023	2022	2023
	0	0	\$3,684,467	0
Positions affected:	No. of Positions		Total FTE Change	
	2022	2023	2022	2023
	0	0	0	0

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?  
 No.

Are there financial costs or other impacts of *not* implementing the legislation?  
 These funds will reduce the amount of City revenues required for local match and may also help address higher than anticipated costs attributable to inflation and a highly competitive contracting environment.

#### 3.a. Appropriations

X  This legislation adds, changes, or deletes appropriations.

Fund Name and number	Dept	Budget Control Level Name/##*	2022 Appropriation Change	2023 Estimated Appropriation Change
Transportation Fund – 13000	Transportation	BC-TR-19003	\$3,683,246	\$0
Transportation Fund – 13000	Transportation	BO-TR-17003	\$1,221	\$0
<b>TOTAL</b>			<b>\$3,684,467</b>	<b>\$0</b>

\*See budget book to obtain the appropriate Budget Control Level for your department.

Is this change one-time or ongoing?  
 One-time.

**3.b. Revenues/Reimbursements**

X This legislation adds, changes, or deletes revenues or reimbursements.

**Anticipated Revenue/Reimbursement Resulting from This Legislation:**

<b>Fund Name and Number</b>	<b>Dept</b>	<b>Revenue Source</b>	<b>2022 Revenue</b>	<b>2023 Estimated Revenue</b>
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$900,000	\$0
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$1,523,246	\$0
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$810,000	\$0
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$450,000	\$0
Transportation Fund – 13000	Transportation	USDOT – Federal Highway Administration	\$1,221	\$0
<b>TOTAL</b>			<b>\$3,684,467</b>	<b>\$0</b>

**Is this change one-time or ongoing?**

One-time.

**4. OTHER IMPLICATIONS**

**a. Does this legislation affect any departments besides the originating department?**

No.

**b. Is a public hearing required for this legislation?**

No.

**c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**

No.

**d. Does this legislation affect a piece of property?**

No.

**e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?**

These added grant funds were awarded to projects and programs that enhance travel options with lower costs and greater safety than travel by private automobile. Before and, even more so, throughout the Covid-19 pandemic, communities of color in Seattle have relied more than white Seattleites on non-auto modes of transportation for access to school, work and other opportunities.

**f. Climate Change Implications**

**1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**

Enhanced transit and bike networks are identified as key strategies in the City's Climate Action Plan and Seattle 2035 Comp Plan for reducing greenhouse gas emissions while also supporting climate friendly land use strategies.

**2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

No direct positive or negative impact on resiliency related to this legislation.

**g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?**

N/A

**Summary Attachments:**

A nighttime photograph of a city street in Seattle. In the foreground, a bus stop shelter is visible with several people waiting. The background shows city buildings and the iconic Space Needle tower illuminated against the dark sky. The entire image has a blue color overlay.

# Seattle City Council

Transportation and Utilities Committee  
SDOT Grant Acceptance Ordinance



# Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

## Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

# Increased Federal Funding Share

In May 2022, the Puget Sound Regional Council (PSRC) reached out to the Seattle Department of Transportation and offered to increase Federal grant funding support on existing projects that have previously been awarded PSRC funding.

This is a common practice as the PSRC works to fully commit its full allocation of Federal funds to projects before obligation deadlines expire.

PSRC offered to increase funding on five projects for a total of \$3.68 million in additional funds.

# Five Projects Will Receive Additional Funding

Project Name	Brief Summary	Additional Federal Award	Match amount
Fairview Ave N Multimodal Improvements (Rapid Ride J Corridor)	<p>The Fairview Ave N Multimodal Improvements will:</p> <ul style="list-style-type: none"> <li>• Provide transit service to support housing and employment growth.</li> <li>• Improve transit travel time and reliability throughout the corridor.</li> <li>• Reduce overcrowding on buses.</li> <li>• Improve pedestrian and bicycle safety and connections to transit.</li> </ul>	\$1,523,246	\$237,732
East Marginal Way Heavy Haul Corridor Improvements North Segment	<p>The East Marginal Way (EMW) Heavy Haul Corridor Improvements North Segment:</p> <ul style="list-style-type: none"> <li>• Reconstructs EMW from south of S Massachusetts St. to S Spokane St.</li> <li>• Constructs a two-way protected bike lane between S Atlantic and S Spokane St.</li> <li>• Rebuilds a traffic signal at S Hanford St and adds a new signalized crossing.</li> <li>• Adds intelligent transportation system improvements.</li> </ul> <p>The project will also make changes to the railroad tracks at S Hanford St.</p>	\$900,000	\$140,462



# Five Projects Will Receive Additional Funding

Project Name	Brief Summary	Additional Federal Award	Match amount
MLK Jr. Way S Protected Bike Lanes - Rainier Ave S to S Judkins St	<p>The MLK Jr. Way S Protected Bike Lane (PBL):</p> <ul style="list-style-type: none"> <li>• Constructs a PBL on MLK Jr. Way S between Rainier Ave S and S Judkins St.</li> <li>• Makes multimodal safety improvements at the intersection of Rainier Ave S and MLK Jr Way S.</li> </ul>	\$810,000	\$126,416
Northgate to Downtown Transit Improvements (Route 40 TPMC)	<p>Transit-Plus Multimodal Corridor Project that will include:</p> <ul style="list-style-type: none"> <li>• Dedicated bus lanes.</li> <li>• Signal upgrades.</li> <li>• Channelization changes and turn restrictions.</li> <li>• Safety improvements.</li> <li>• Sidewalk upgrades.</li> </ul>	\$450,000	\$70,231
Transportation Demand Management and Wayfinding Expansion	<p>The Transportation Demand Management (TDM) and wayfinding expansion work:</p> <ul style="list-style-type: none"> <li>• Provides funding for the City of Seattle Commute Trip Reduction program.</li> <li>• Provides resources to smaller employers.</li> <li>• Implements event-focused TDM including wayfinding for pedestrians.</li> </ul>	\$1,221	\$165

# Thank you!







Legislation Text

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**File #:** Res 32055, **Version:** 1

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**CITY OF SEATTLE**

**RESOLUTION \_\_\_\_\_**

A RESOLUTION relating to Sound Transit; providing recommendations to the Sound Transit Board as to the selection of the Preferred Alternative for the West Seattle and Ballard Link Extensions project to be studied in the Final Environmental Impact Statement.

WHEREAS, a Regional Transit Authority (Sound Transit) was created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, in November 2016, the voters of the three-county Sound Transit district approved Sound Transit 3, a funding measure to expand the regional transit system including the West Seattle and Ballard Link Extensions (WSBLE) project, and which included a Representative Alignment that described generally the alignment and the number and location of light rail stations to be provided; and

WHEREAS, on May 23, 2019, through Motion M2019-51, the Sound Transit Board identified the Preferred Alternative, Preferred Alternative with Third Party Funding, and other alternatives to be studied in the WSBLE Draft Environmental Impact Statement (DEIS); and

WHEREAS, The City of Seattle was a Cooperating Agency in the development of the WSBLE DEIS and continues to work collaboratively with Sound Transit through a Partnering Agreement, affirmed by Resolution 31788, and a Project Administration Agreement, authorized by Ordinance 125563; and

WHEREAS, on January 28, 2022, Sound Transit released the WSBLE DEIS for public review with a 90-day public comment period through April 28, 2022; and

WHEREAS, the WSBLE DEIS provided new information on the impacts of the project and provided the basis for updating cost estimates for the alternatives studied; and

WHEREAS, the City submitted extensive comments on the WSBLE DEIS to Sound Transit, identifying a

range of areas where additional analysis is needed to sufficiently demonstrate compliance with City codes and regulations, assess potential project impacts, as well as identify where more work is needed to articulate potential mitigation strategies as required under the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA) as part of the WSBLE Final Environmental Impact Statement (FEIS); and

WHEREAS, the City has engaged with stakeholders throughout the WSBLE project area to help community understand and interpret the analysis in the DEIS, as well as gauge interest and concerns in the potential project locations and proposed project design through a broad range of venues, and has worked to incorporate priorities and feedback from that community engagement into its consideration of the WSBLE DEIS and a Preferred Alternative for the WSBLE project; and

WHEREAS, the City and Sound Transit have partnered on a Joint Racial Equity Toolkit (RET) to advance equitable distribution of project benefits, avoid disparate impacts, and promote project-wide RET outcomes, as well as address the specific needs of the RET-priority communities of Chinatown-International District (CID) and Delridge; and

WHEREAS, the Sound Transit Board is expected to take action to confirm or modify the Preferred Alternative to be studied in the WSBLE FEIS; and

WHEREAS, the Sound Transit Board may also consider cost saving ideas and design refinements that may require additional environmental review; NOW, THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT:**

Section 1. City's goals and objectives. The City recognizes the West Seattle and Ballard Link Extensions (WSBLE) to be one of the largest infrastructure projects in City history, bringing both transformative opportunity to improve access and mobility for Seattle community members, and likelihood of significant impacts as the project is constructed through existing neighborhoods. In recommending a Preferred

Alternative for study in the Final Environmental Impact Statement (FEIS), the City seeks to maximize benefit while minimizing impact and harm, by advancing alternatives that further the following values:

A. Racial equity. Promote equitable benefits and avoid disparate impacts.

B. Safety + user experience. Locate and design stations to maximize ridership and access to the Sound Transit system, providing for safe access and circulation that minimizes pedestrian risk.

C. Community. Minimize residential and business displacement and impacts to existing neighborhood assets; ensure compatibility with housing, employment, and industrial land uses; and maximize opportunities to further equitable TOD and other community-identified priorities.

D. Environmental Protection. Minimize impacts to sensitive environmental areas.

E. Financial Stewardship. Facilitate responsible stewardship of taxpayer dollars by seeking highest benefit for dollars spent, helping maintain the project schedule and budget, and prioritizing future expansion opportunities in planning and design.

Section 2. The City Council and Mayor of Seattle commend Sound Transit for its diligent work on the WSBLE Draft Environmental Impact Statement (DEIS). The City encourages the Sound Transit Board to select as the Preferred Alternative the best system for the long-term needs of riders, surrounding communities, and the broader regional system. In consideration of the City's goals and objectives for the project and information provided in the DEIS, the City Council and Mayor support the following Preferred Alternative to be advanced into the FEIS for the WSBLE project.

A. West Seattle Junction Segment (Avalon and Alaska Junction stations): Preference for WSJ-5, medium tunnel to Alaska Junction station at 41<sup>st</sup> Street SW with retained cut Avalon station.

B. Delridge Segment (Delridge station): Preference for DEL-6, elevated lower height Delridge station at Andover, conditioned on additional refinements to optimize transit integration and user experience for commuters arriving from Racial Equity Toolkit (RET)-identified communities including South Delridge and White Center. The additional refinements should include the creation of a transit access study for areas further

south in the corridor that will access the new station by bus, include protections for Longfellow Creek, and minimize potential conflicts between pedestrians and freight movements in the area of the proposed Andover Station.

C. Duwamish Crossing Segment: Preference for DUW-1a, South crossing, conditioned on adequate mitigation of impacts to parks, recreational areas, and natural habitat at Pigeon Point and the West Duwamish Greenbelt.

D. SODO Segment (SODO station): Preference for SODO-1b, at-grade south SODO station, conditioned on resolution of engineering challenges associated with additional overpasses needed along Lander and Holgate Streets.

E. Chinatown-International District (CID) Segment (CID station): The City is not able to state a preference given inadequate information in the DEIS related to business and residential impacts, construction and transportation impacts, and potential mitigation strategies. The City recommends that Sound Transit advance a focused six- to nine-month planning process with CID and Pioneer Square community members and community-based organizations, Sound Transit, the City of Seattle, King County Metro, and other interested partners. This process should focus on the 4<sup>th</sup> shallow and 5<sup>th</sup> shallow alternatives, with the aim of more in-depth work in community to provide mitigation and improvements to these alternatives, and ultimately providing the Sound Transit Board with improved alternatives to consider advancing into the FEIS. This process would:

1. More fully address the community's concerns with the existing alternatives, helping ensure complete information is provided on potential impacts as well as strategies available to avoid/minimize those impacts, and providing mitigation where impacts cannot be avoided;

2. Develop modifications to the 4<sup>th</sup> and 5<sup>th</sup> Avenue shallow alternatives that reduce impacts to community and to local and regional transportation systems, reduce the costs of these alternatives, and develop more complete mitigation plans; and

3. Initiate a broader community development strategy that furthers RET outcomes and addresses project and cumulative impacts and historic harm to community from past infrastructure projects, and engages the City, Sound Transit, King County, and philanthropic and other partners.

F. Downtown Segment (stations at Midtown, Westlake, Denny, South Lake Union, and Seattle Center): Preference for a mix-and-match approach to the Downtown segment that optimizes stations from both DT-1 and DT-2 alternatives as follows:

1. Midtown Station: DT-1, tunnel Midtown station at 5<sup>th</sup> Avenue,
2. Westlake Station: DT-1, tunnel Westlake station at 5<sup>th</sup> Avenue,
3. Denny Station: DT-2, tunnel Denny station at Terry Street, conditioned on refinements to provide station access from the north and south of Denny Way, and connection to DT-1 South Lake Union station at Harrison,
4. South Lake Union: DT-1, tunnel South Lake Union station at Harrison Street, and
5. Seattle Center: DT-2, tunnel Seattle Center station at Mercer Street, conditioned on the need to ensure a mitigation plan is developed and fully implemented to address traffic and access impacts associated with construction along Mercer Street, and to avoid, minimize, or fully mitigate impacts to the Seattle Center campus and its resident organizations as well as affected properties along the corridor. Mitigation plans should address the unique noise and vibration impacts to performing arts organizations at Seattle Center, both during construction and during permanent light rail operations.

The City acknowledges that a mix-and-match approach in downtown will require additional design and analysis to fully understand its environmental impacts, and cost and schedule implications.

G. South Interbay Segment (Smith Cove station): The City is not able to state a preference given inadequate information in the DEIS related to transportation and visual impacts associated with construction and operation of an elevated guideway along Elliott Avenue West with SIB-1 and SIB-2, and impacts to Environmentally Critical Areas with SIB-2 and SIB-3.

H. Interbay and Ballard Segment (Interbay and Ballard stations): Preference for IBB-2b, retained cut Interbay station at 17<sup>th</sup> Avenue W and a tunnel alignment to the Ballard station at 15<sup>th</sup> Avenue NW, conditioned on refinements that provide station access from the west side of 15<sup>th</sup> Avenue NW, and north and south of NW Market Street. The Ballard station alternative at 15<sup>th</sup> Avenue NW is preferred because it is the closest to the Ballard Hub Urban Village, which is one of the fastest-growing urban villages in Seattle and where the majority of the station's projected 13,100 daily riders will arrive from. The 15<sup>th</sup> Avenue NW station alternative would not require pedestrians coming from the west to cross 15<sup>th</sup> Avenue NW, providing for safer pedestrian access from the Ballard Hub Urban Village consistent with the City's Vision Zero pedestrian safety goals.

The above recommendations are based on the current understanding of the project as described in the DEIS. Subsequent information developed through the environmental process, including additional analysis, evaluation of refinements, development of mitigation plans, and better information on project costs may lead the City to alter its position on a Preferred Alternative.

Section 3. The City recognizes that Sound Transit is exploring potential cost-savings refinements to the DEIS alternatives in response to the 2021 Sound Transit Board action on ST3 realignment, as well as other refinements that strive to avoid impacts, reduce risk, or achieve other benefits to the system. The City supports exploring strategies to control costs overall, but opposes scope reductions that do not bring commensurate benefit to the system and its riders, and that are not consistent with what was committed to voters when ST3 was approved in 2016.

Section 4. The City recognizes that Sound Transit faces tremendous cost pressures in delivering the ST3 program, resulting from a range of local, regional, and macroeconomic factors. To that end, the Sound Transit Board established the concept that certain WSBLE DEIS alternatives may require additional third-party funding to supplement Sound Transit's core funding established as part of the ST3 ballot measure. Since that time, however, the cost difference between the DEIS preferred alternatives and the alternatives with third-party funding has reduced significantly based on more design and cost estimating. The City acknowledges that,



despite the reduction in this cost difference, there may be important project elements that require third-party funding. The City anticipates a role as a partner to address funding needs as well as to assess available opportunities for the City to reduce costs to Sound Transit in other ways, including land acquisition, right-of-way, permitting, and other areas that have been identified as cost drivers to the ST3 Program. The City intends to engage with Sound Transit and other public agency and private sector partners in earnest to identify additional opportunities for third-party funding support as work on the FEIS advances, and anticipates more formal commitments at the time the FEIS and the Federal Record of Decision (ROD) are completed, along with the availability of more complete cost estimates.

Adopted by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2022, and signed by me in open session in authentication of its adoption this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

The Mayor concurred the \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_  
Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_

Monica Martinez Simmons, City Clerk

(Seal)

Attachments:

## SUMMARY and FISCAL NOTE\*

<b>Department:</b>	<b>Dept. Contact/Phone:</b>	<b>CBO Contact/Phone:</b>
OWCP	Marshall Foster / 684-8413	

*\* Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

### **1. BILL SUMMARY**

**Legislation Title:**

A RESOLUTION relating to Sound Transit; providing recommendations to the Sound Transit Board as to the selection of the Preferred Alternative for the West Seattle and Ballard Link Extensions project to be studied in the Final Environmental Impact Statement.

**Summary and Background of the Legislation:**

In 2016, voters approved the Sound Transit 3 transit measure which included extensions of Link light rail system to West Seattle and to Ballard. Sound Transit has completed its Draft Environmental Impact Statement, and the Sound Transit Board is expected to select a Preferred Alternative for the project to be studied in the Final Environmental Impact Statement in June 2022. This resolution would make recommendations to the Sound Transit Board on the selection of a Preferred Alternative on behalf of the City.

### **2. CAPITAL IMPROVEMENT PROGRAM**

**Does this legislation create, fund, or amend a CIP Project?**       Yes  No

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

**Does this legislation amend the Adopted Budget?**       Yes  No

**Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?**

This legislation makes recommendations to the Sound Transit Board. There are no direct financial impacts to the City as a result of this legislation.

The City's role and financial impacts in the development and permitting of the project are established by a separate Partnering Agreement (Resolution 31788) and a Project Administration Agreement (Ordinance 125563). This legislation acknowledges the potential for third-party funding and other forms of support from the City, consistent with past Sound Transit Board actions, and recommends that third-party funding contributions to the project be considered after the Final Environmental Impact Statement is complete and updated cost estimates and project impacts are known.

**Are there financial costs or other impacts of *not* implementing the legislation?**

This legislation makes recommendations to the Sound Transit Board. If the legislation were not approved, the City and its two members on the Sound Transit Board would have no formal position to advocate for in board deliberations on the Preferred Alternative.

**4. OTHER IMPLICATIONS**

**a. Does this legislation affect any departments besides the originating department?**

The recommendations in this legislation are informed by a City-wide review of the Draft Environmental Impact Statement that was coordinated by SDOT, and extensive engagement in communities across the city. This legislation would support the Mayor and the Council President, as part of the Sound Transit Board, in determining the Preferred Alignment for the project in the Final Environmental Impact Statement.

**b. Is a public hearing required for this legislation?**

No.

**c. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**

No.

**d. Does this legislation affect a piece of property?**

No.

**e. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?**

The City has partnered with Sound Transit to perform a Racial Equity Toolkit analysis around the proposed Chinatown/International District and Delridge stations to inform decision making process for the project. Based on that analysis and the City's review of the DEIS, this legislation identifies that additional work is necessary, particularly in the Chinatown/International District, to develop additional project refinements and mitigations before a Preferred Alternative is selected that will impact these historically disadvantaged communities.

**f. Climate Change Implications**

**1. Emissions: Is this legislation likely to increase or decrease carbon emissions in a material way?**

This legislation makes recommendations for the expansion of the Sound Transit Link light rail system. When built, this expansion will provide a transit alternative to internal combustion engines and reflects the City's policies for reducing transportation carbon emissions.

**2. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so,**

**explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

This legislation makes recommendations for the expansion of the Sound Transit Link light rail system. The legislation does not directly address climate resiliency.

**g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?**

Sound Transit's West Seattle and Ballard Link Extension project will implement a portion of Seattle's vision for a high-capacity transit network, identified in the Transit Master Plan.

**Summary Attachments:** None

## Amendment 1 to RES 32055 – Sound Transit WSBLE Recommendations

**Sponsor:** Councilmember Pedersen

Chair's Consolidated Amendment

**Effect:** This amendment would revise language related to the City's recommendations for the Delridge segment, the Smith Cove station, the Interbay alignment, and the Ballard station.

Amend Section 2, Subsection B of RES 32055 as follows:

B. Delridge Segment (Delridge station): The City is not able to state a preference given the inadequate DEIS analysis of impacted social resources in this segment. The DEIS did not identify the Alki Beach Academy as a potentially impacted social resource, and therefore did not fully analyze the project's impact on child-care services. The DEIS identified potential impacts to Transitional Resources, which relies on co-located services and housing to provide comprehensive transitional housing services. The City's future support for DEL-6 is conditioned on avoidance or mitigation of impacts, or relocation, of impacted child-care and transitional housing service providers. Preference for DEL-6, elevated lower height Delridge station at Andover, conditioned on The City encourages additional refinements to optimize transit integration and user experience for commuters arriving from Racial Equity Toolkit (RET)-identified communities including South Delridge and White Center. The additional refinements should include the creation of a transit access study for areas further south in the corridor that will access the new station by bus, include protections for Longfellow Creek, and minimize potential conflicts between pedestrians and freight movements ~~in the area of the proposed Andover Station.~~

Amend Section 2, Subsection G of RES 32055 as follows:

G. South Interbay Segment (Smith Cove station): The City is not able to state ~~a~~ an alignment preference given inadequate information in the DEIS related to transportation and visual impacts associated with construction and operation of an elevated guideway along Elliott Avenue West with SIB-1 and SIB-2, and impacts to Environmentally Critical Areas with SIB-2 and SIB-3. The City supports a Smith Cove station located at W Galer Street, consistent with the SIB-1 alignment, that supports transit connections to Magnolia.

Amend Section 2, Subsection H of RES 32055 as follows:

H. Interbay and Ballard Segment (Interbay and Ballard stations): Preference for IBB-2b, retained cut Interbay station at 17<sup>th</sup> Avenue W, conditioned on avoiding property impacts to multiple community assets, including any Seattle Storm facility; and a tunnel alignment to the Ballard station at 15<sup>th</sup> Avenue NW, conditioned on refinements that provide station access from

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June 30, 2022  
D4

the west side of 15<sup>th</sup> Avenue NW, and north and south of NW Market Street. The Ballard station alternative at 15<sup>th</sup> Avenue NW is preferred because it is the closest to the Ballard Hub Urban Village, which is one of the fastest-growing urban villages in Seattle and where the majority of the station's projected 13,100 daily riders will arrive from. The 15<sup>th</sup> Avenue NW station alternative would not require pedestrians coming from the west to cross 15<sup>th</sup> Avenue NW, providing for safer pedestrian access from the Ballard Hub Urban Village consistent with the City's Vision Zero pedestrian safety goals. The 14<sup>th</sup> Avenue NW station alternative is unacceptable based on these station accessibility issues and conflicts with the City's values articulated in Section 1.C.