

Sound Transit Update

Seattle City Council

Transportation and Utilities Committee

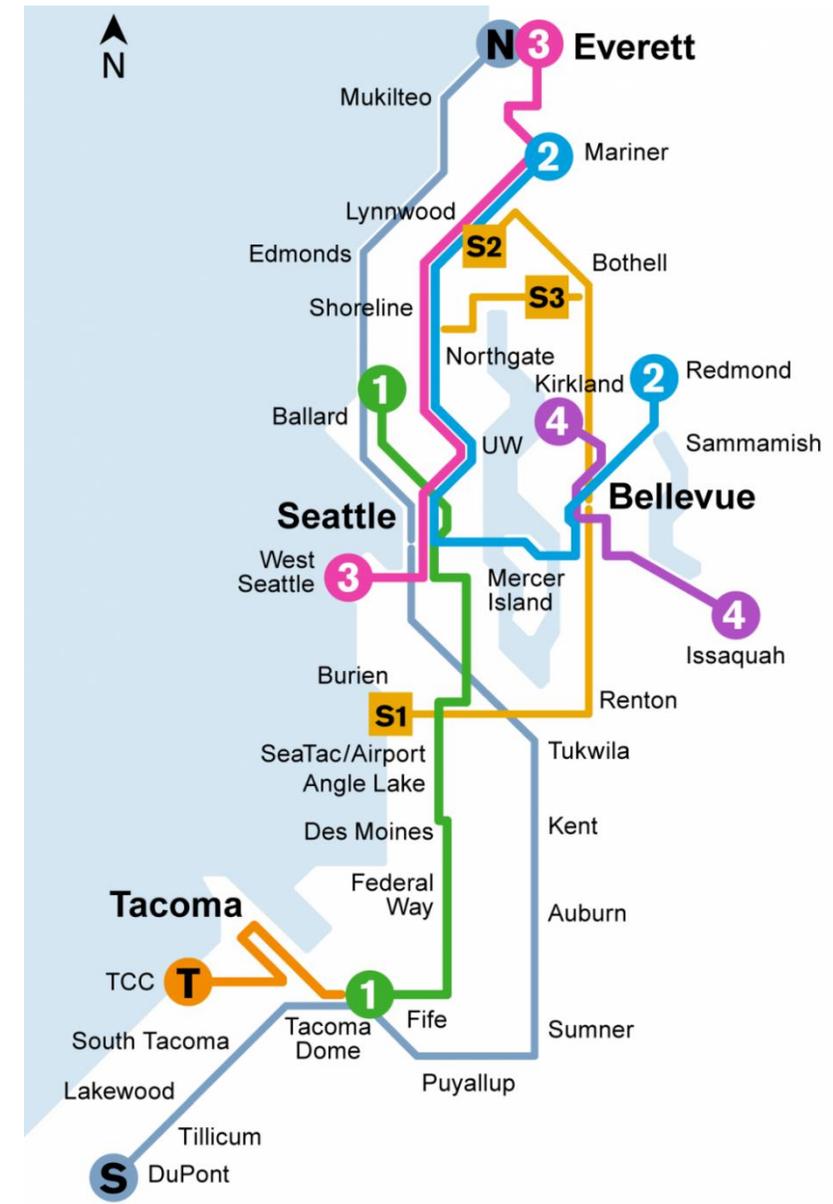
June 16, 2021



ST3 – A Regional Investment

252-mile network across the Puget Sound

- 116 miles of light rail
- 91 miles of commuter rail
- 45 miles of bus rapid transit



Agenda

- **Powering Progress**
- **2021 realignment**
- **West Seattle and Ballard Link Extensions planning**

Powering Progress



Currently under construction

28 new Link stations by 2024

Link extensions

- **Northgate** (3 stations, opens Oct. 2)
- **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** (open)
- **Puyallup Station garage** (2022)



East Link Extension

Federal Way Link Extension

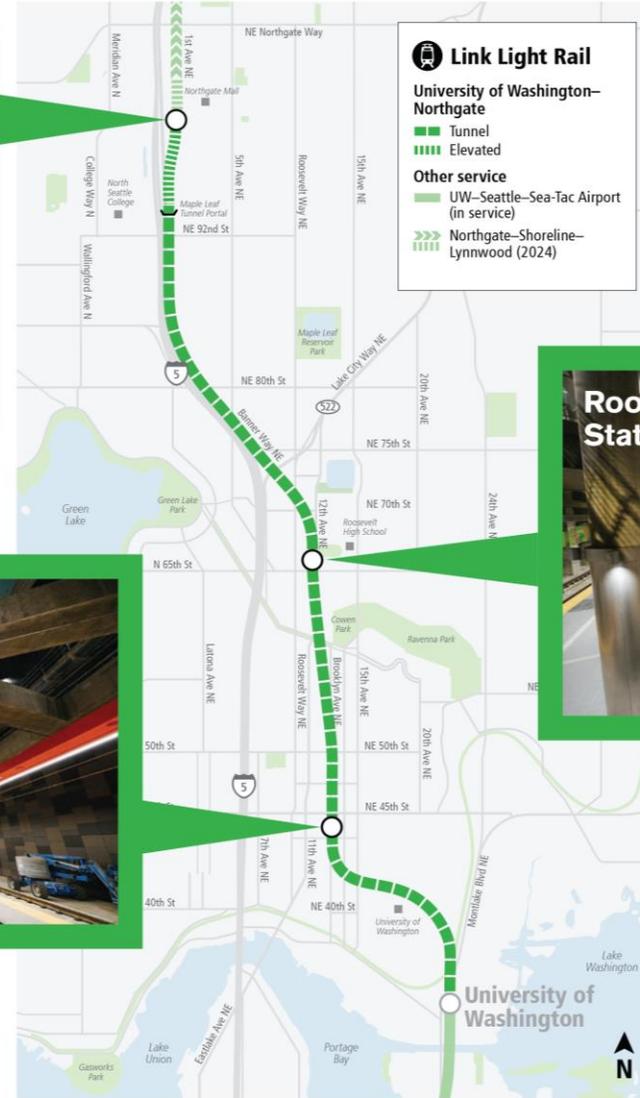
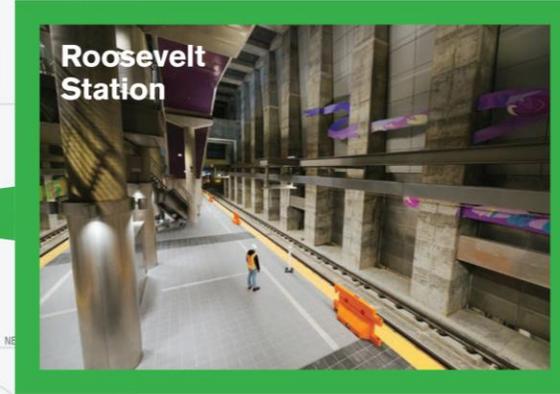
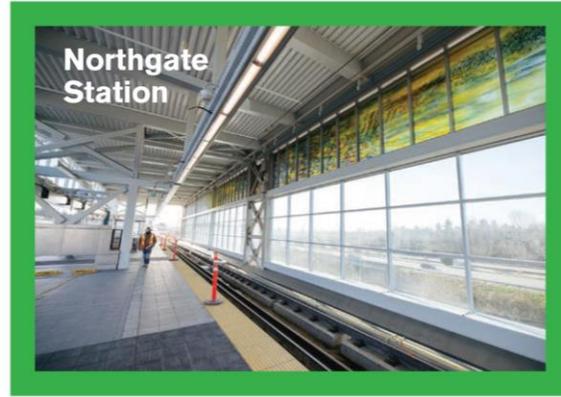


Lynnwood Link Extension

Northgate Link Extension

Opens October 2

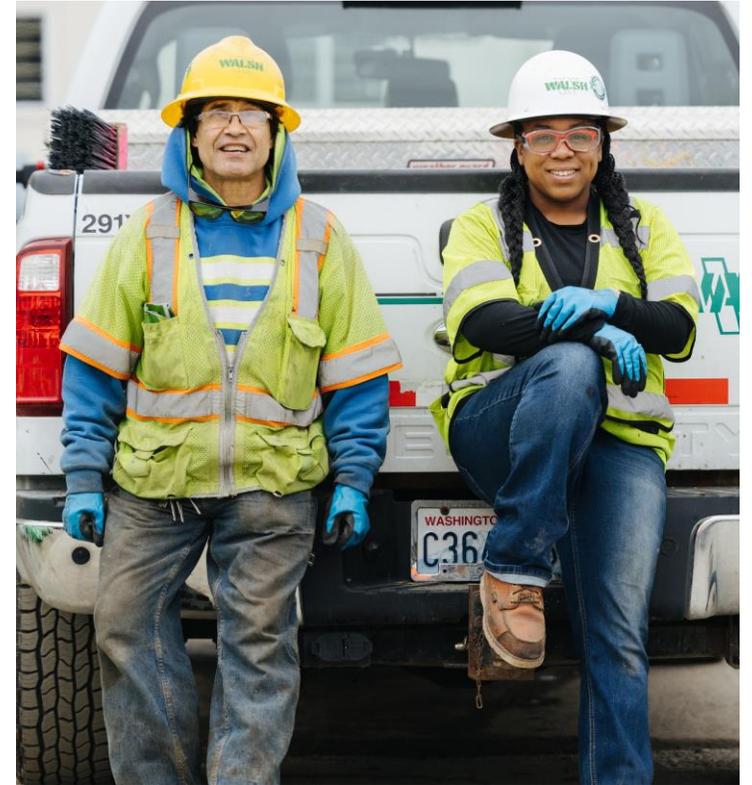
- 4.3-mile light rail extension
- Stations at U District, Roosevelt, and Northgate
- Completion: 2021
- **62,000** daily boardings added to system by 2030
- **35,000** weekday boardings by 2022



Creating opportunities for all

Sound Transit is working to ensure a diverse workforce builds our infrastructure

- Projects under construction have employed 19,982 workers to date
- Generating 12.2 million labor hours and \$558 million in wages
- Approximately 50 million labor hours remaining for voter-approved projects
- People of color performed 30% of work 2016-2020
- Women make up 7.5% of workers, compared to ~3% nationally



Protecting our planet

Building out ST's regional system will create major climate benefits

- First light rail system in the nation that operates on 100% carbon-free electricity
- Projects will save an estimated 793,000 metric tons of GHG emissions annually
- Clean transportation is especially critical in Washington, with our transportation sector accounting for 45% of GHG emissions (compared to 28% nationally)



Realigning expansion plans



What is realignment?

A required response to estimated shortfalls

- The Board responds to estimated affordability gaps by ‘realigning’ the financial plan to balance costs and revenue
- Options include cutting costs, raising new revenues, and/or delaying or phasing projects

What is included in realignment?

Future projects under development

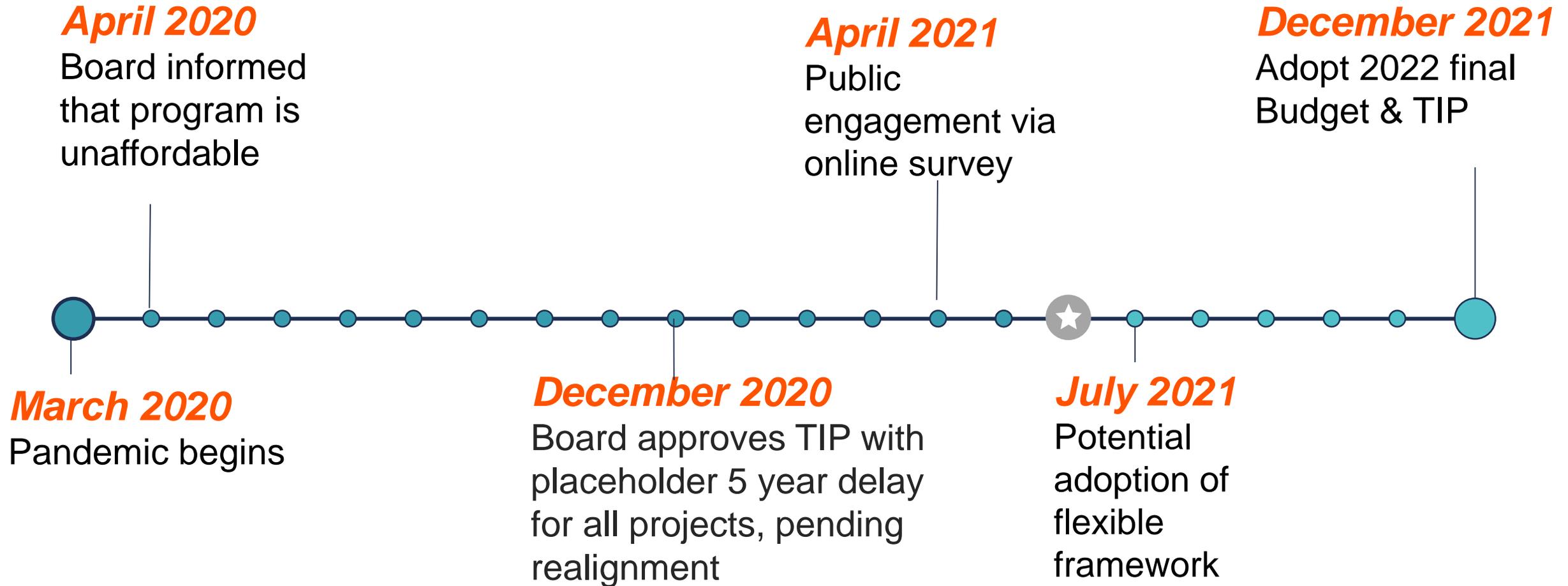
- Projects currently under construction or with baselined budgets are **not** affected.
- Projects currently in planning or have yet to start planning and development **are** affected.
- Realignment decisions will not include project specific decisions about alignments, stations, design.

Financial changes

Current 25-year capital program runs 2016-2041

- The Sound Transit Board is required to maintain an affordable financial plan, defined as not exceeding debt capacity within a 25-year planning horizon.
- **Lower revenue:** The COVID recession will reduce revenue by an estimated \$1.5 billion.
- **Higher costs:** estimated \$6.4 billion.
- Total estimated affordability gap of **\$7.9 billion**

Realignment timeline overview



Realignment scenario development

June 2020 -> July 2021

- **Criteria:** Board workshop leads to criteria adopted in June 2020 (M2020-36) including ridership, equity, and connecting centers
- **Project evaluation results:** December 2020 briefing book and January 2021 Board workshop
- **Illustrative scenarios:** February 2021 scenarios based on single criterion; March 2021 scenarios based on multiple criteria
- **Hybrid scenarios:** Perform well against multiple criteria; integrate with partner plans; account for subarea equity

Attributes of Phasing Projects

First Segment

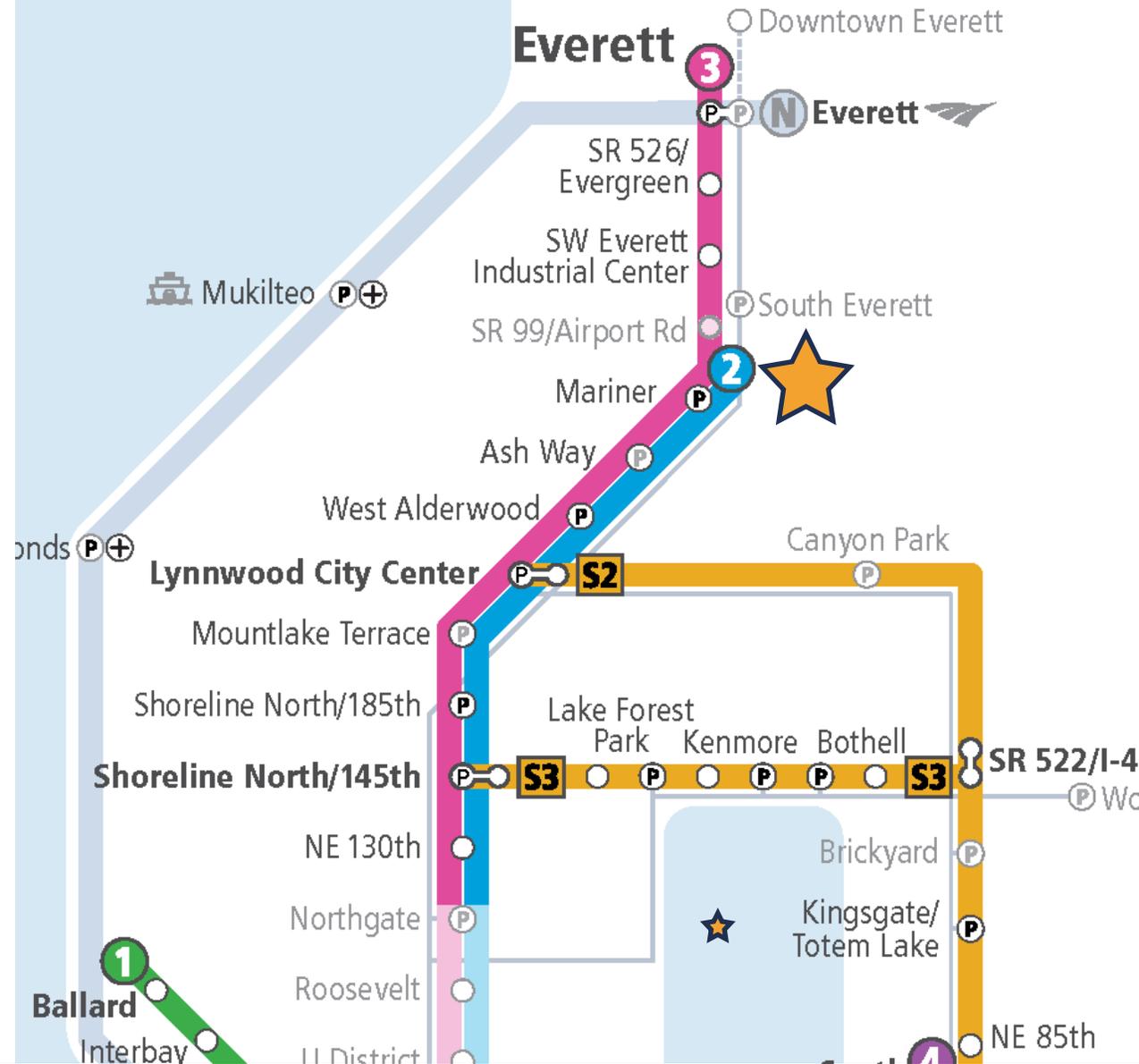
- Common approach elsewhere; Sound Transit has used before.
- Build an operable portion of project instead of waiting until the full project can be completed.
- Phasing can adjust project length and/or project features, such as:
 - Interim terminus with connections to other transit service, and/or
 - Deferral of parking or stations to a later date
- Usually adds some cost but spreads project over more time to better match financial capacity.

BRT



Everett Link Extension

- Possible interim terminus at Mariner with additional track leading to OMF-North.



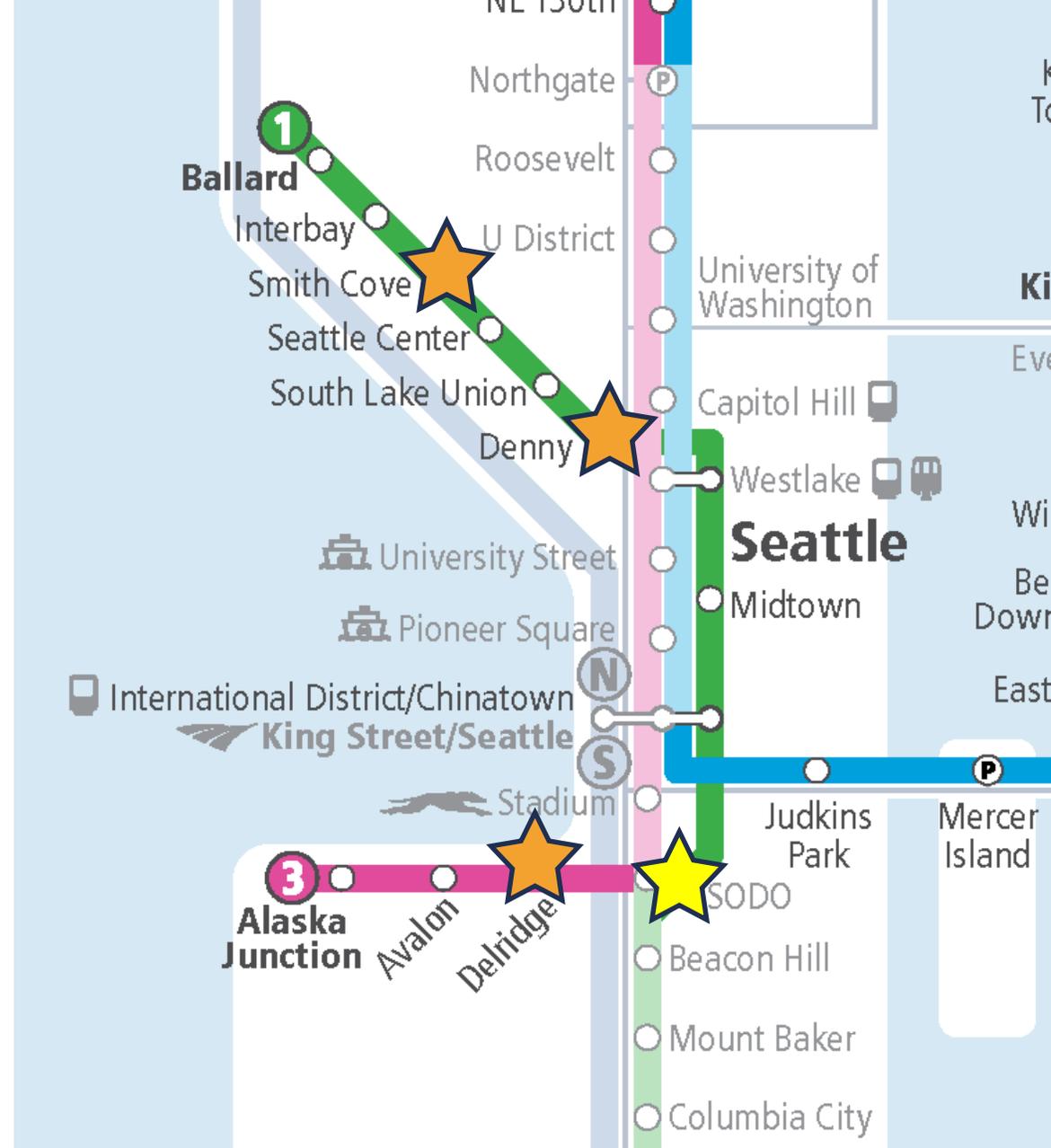
Tacoma Dome Link Extension

- Possible interim terminus at Fife.



West Seattle and Ballard Link Extensions

- ST3 planned SODO as interim terminal (3 Line)
- Realignment considering possible interim termini at Smith Cove, Denny (1 Line) and Delridge (3 Line).



Scenarios Utilize Tiers to Schedule Work

Keeps ST3 plan affordable and shovel ready

Project Tiers	Estimated Years Delay*	Work plan
1	≤ 2	Environmental Full design Full ROW Construction
2	≤ 6	Environmental Full Design Full ROW
3	≤ 9	Environmental Preliminary Design Strategic ROW
4	10 +	Pause work

Scenario 1: Hybrid-Integrated Network-Subarea Equity

	Tier 1 ≤ 2 years delay	Tier 2 ≤ 6 years delay	Tier 3 ≤ 9 years delay	Tier 4 10+ years delay
System	Bus Base North (2025) OMF South (2030) OMF North (2035) 2 nd DSTT (2037)			Sounder Maint. Base (2036) ST2 Bus Base (2036) Bus-on-Shoulder (2034)
North	Lynnwood-Mariner NP (2038)	Mariner-Everett NP (2041)		Everett Link Parking (2046) Edmonds & Mukilteo (2034)
East	405 Stride South NP (2026) 405 Stride North NP (2026)	522 Stride NP (2029) S. Kirk.–Issaquah NP (2046)		405/522 Stride Parking (2034) S. Kirk–Issaquah Parking (2051) N Sammamish (2034)
Central	Delridge*–Smith Cove (2035/37)	Alaska Jct.-Delridge (2035) Smith Cove-Ballard (2040) Graham St. (2036)		NE 130 th St. (2041) RapidRide C/D (2034)
South	T. Dome Link NP (2032) Sumner (2026) Lakewood, S Tacoma (2032)	Kent, Auburn (2029) Boeing Access Rd. (2036) TCC Tacoma Link (2044) DuPont Sounder (2041)	Sounder platforms (2036)	T-Dome Link parking (2040) Sounder trips & access (2046) SR-162 (2034)

Scenario 2: WSBLE, Stride, and Access Variations

	Tier 1 ≤ 2 years delay	Tier 2 ≤ 6 years delay	Tier 3 ≤ 9 years delay	Tier 4 10+ years delay
System	Bus Base North (2025) OMF South (2029) OMF North (2035) 2nd DSTT (2035)		Souder Maintenance Base (2034)	ST2 Bus Base (2036) Bus-on-Shoulder (2045)
North	Lynnwood-Mariner NP (2038)	Mariner-Everett NP (2041)		Edmonds & Mukilteo (2034) Everett Link Parking (2046)
East	405 Stride South (2026) 522 Stride NP (2026)	405 Stride North (2029) 522 Stride parking (2029) S. Kirk.–Issaquah (2045)		N Sammamish P&R (2045)
Central	Delridge* – Denny (2035)	Denny-Ballard (2041)	Alaska Jct.- Delridge (2038)	NE 130 th St. (2041) Graham St. (2041) RapidRide C/D (2045)
South	Kent, Auburn, Sumner (2025) T-Dome Link NP (2032) Lakewood, S Tacoma (2032) TCC Tacoma Link (2041)	DuPont Souder (2041)		T-Dome Link Parking (2040) Boeing Access Rd. (2045) Souder platforms (2045) Souder trips/access (2045) SR-162 (2045)

Scenario 3: WSBLE, Stride, and Infill Variations

	Tier 1 ≤ 2 years delay	Tier 2 ≤ 6 years delay	Tier 3 ≤ 9 years delay	Tier 4 10+ years delay
System	Bus Base North (2025) OMF South (2029) OMF North (2035)	2 nd DSTT (2038)	Souder Maintenance Base (2034)	ST2 Bus Base (2045) Bus-on-Shoulder (2045)
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South	Kent, Auburn, Sumner (2025) T-Dome Link NP (2032) Lakewood, S Tacoma (2032) TCC Tacoma Link (2041)	Boeing Access (2037)	Souder platforms & access (2036) Souder trips (2045) DuPont Sndr (2045)	T-Dome Link Parking (2040) SR-162 (2045)

Regional Engagement

- Over a year ago we held the first major briefing on Covid-19 impacts to our financial plan and system plans with Mayors throughout the region.
- Soon after we kicked off a roadshow and have completed over 50 briefings with jurisdictions and elected officials.
- We also held approximately 55 briefings with stakeholders— this includes chambers of commerce and session with health care industry leaders.
- We also had specific conversations in communities which were driven by results of our equity criteria analysis. This feedback was delivered to the board.
- The Board has debated program realignment in most Executive and Full board committees over the last year.

Next steps

Anticipated realignment work through July

June

Chair proposes draft realignment action.

July

Consider action to adopt realignment framework.

Cost Savings Work Plan



Early Actions to Address Cost Estimates

- Independent third-party consultant, TriUnity, retained to review estimates
- TriUnity has confirmed that current estimates are appropriate for current levels of design
- Triunity's work continues
- Sound Transit has initiated work to explore capital cost savings tied to project schedules

3-Category Framework



Category 1

Explore improvements to cost estimating process

Timeline: Ongoing with completion by 4th quarter 2021



Category 2

Explore improvements to project management controls

Timeline: Ongoing with completion by 4th quarter 2021



Category 3

Identify capital cost savings

Timeline: Ongoing; tied to specific project schedules

West Seattle and Ballard Link Extensions



West Seattle and Ballard Link Extensions

Project timeline



Project scope and schedule subject to change.



VOTER
APPROVED

2016



PLANNING



DESIGN

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

Fall 2021: 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

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 we got to EIS alternatives

Metrics from Alternatives Development engagement (2018-mid 2019)

-  **5,600+** responses to comments and questions
-  **189** presentations to local community groups
-  **26** neighborhood fairs and festivals visited
-  **25** email updates sent to our subscribers
-  **21** stakeholder and elected leadership group meetings facilitated
-  **17** open houses and workshops held in neighborhoods

Partnering on a Racial Equity Toolkit

Sound Transit & City of Seattle RET Leadership Team

- Collaboration to elevate issues to better inform project development and decisions
- Strive to provide information that data alone cannot provide

Racial Equity Toolkit

to Assess Policies, Initiatives, Programs, and Budget Issues

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community. To do this requires ending [individual racism](#), [institutional racism](#) and [structural racism](#). The Racial Equity Toolkit lays out a process and a set of questions to guide the development, implementation and evaluation of policies, initiatives, programs, and budget issues to address the impacts on racial equity.

When Do I Use This Toolkit?

Early. Apply the toolkit early for alignment with departmental racial equity goals and desired outcomes.

How Do I Use This Toolkit?

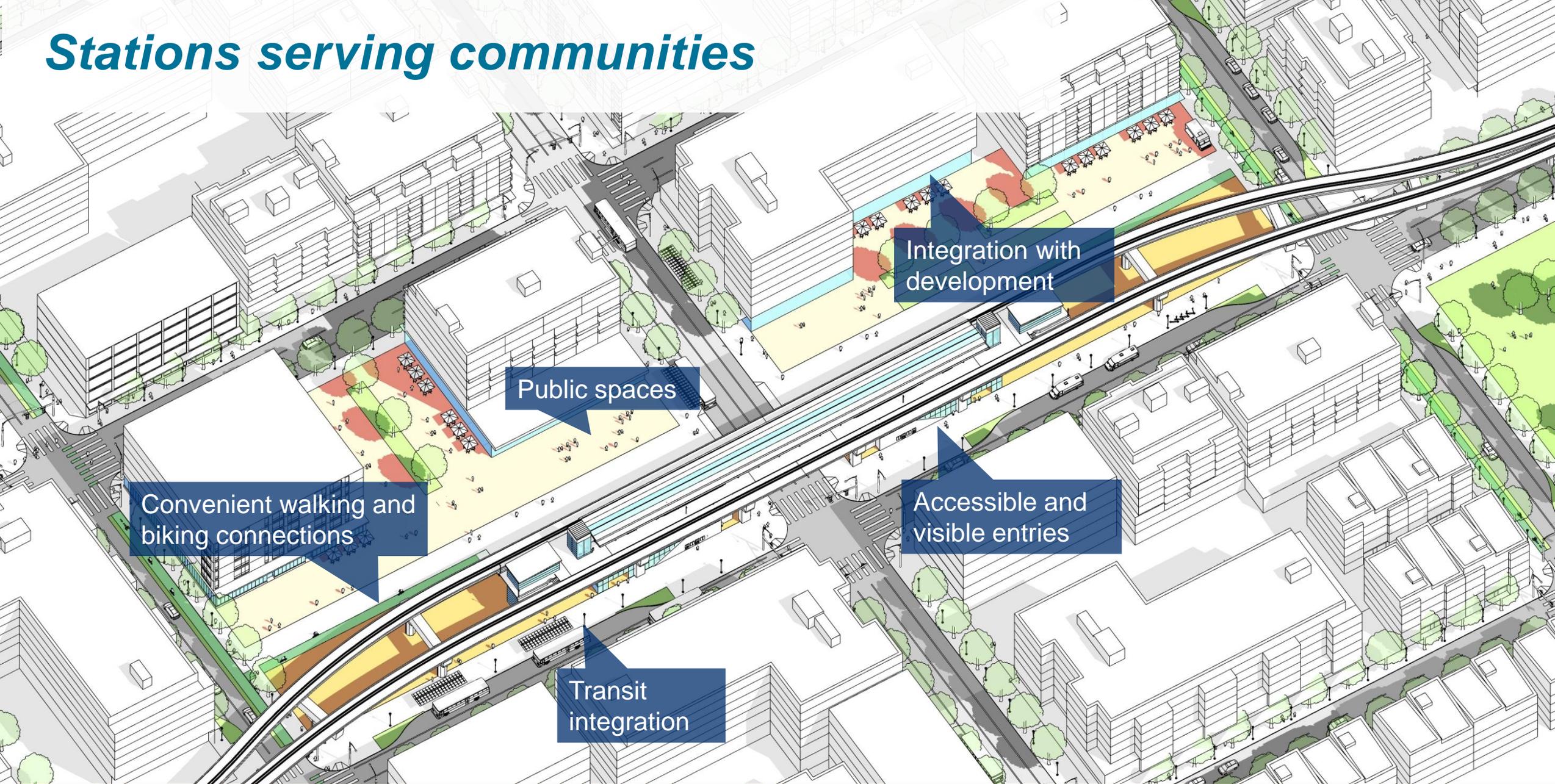
With Inclusion. The analysis should be completed by people with different racial perspectives.

Step by step. The Racial Equity Analysis is made up of six steps from beginning to completion:



Co-Planning Partnership

Stations serving communities



Integration with development

Public spaces

Convenient walking and biking connections

Accessible and visible entries

Transit integration



Co-Planning Partnership: Roles



SOUNDTRANSIT

- ✓ Routes and station locations
- ✓ Light rail guideway and station design
- ✓ Environmental review



City of Seattle

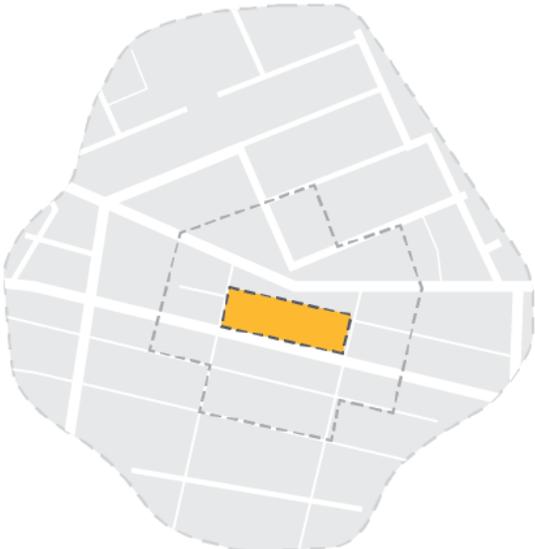
- ✓ Community planning and station access
- ✓ Land use and zoning
- ✓ Street and right-of-way use

Centering racial equity

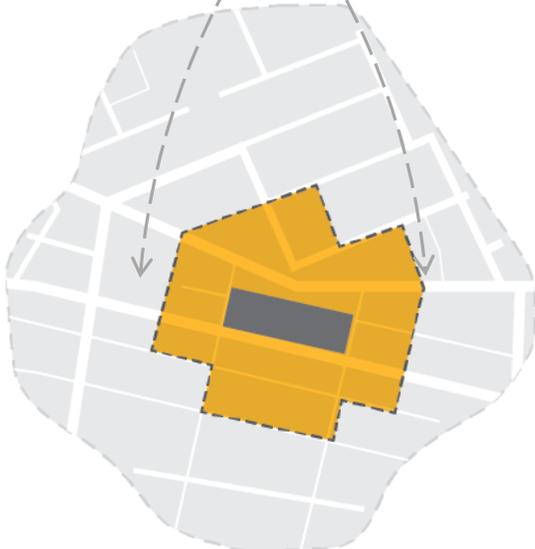
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Co-planning stations with communities

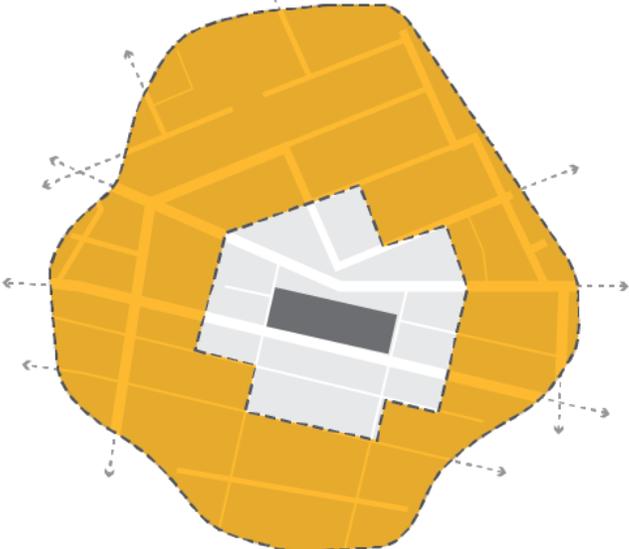
Co-Planning Partnership: Scope



Station



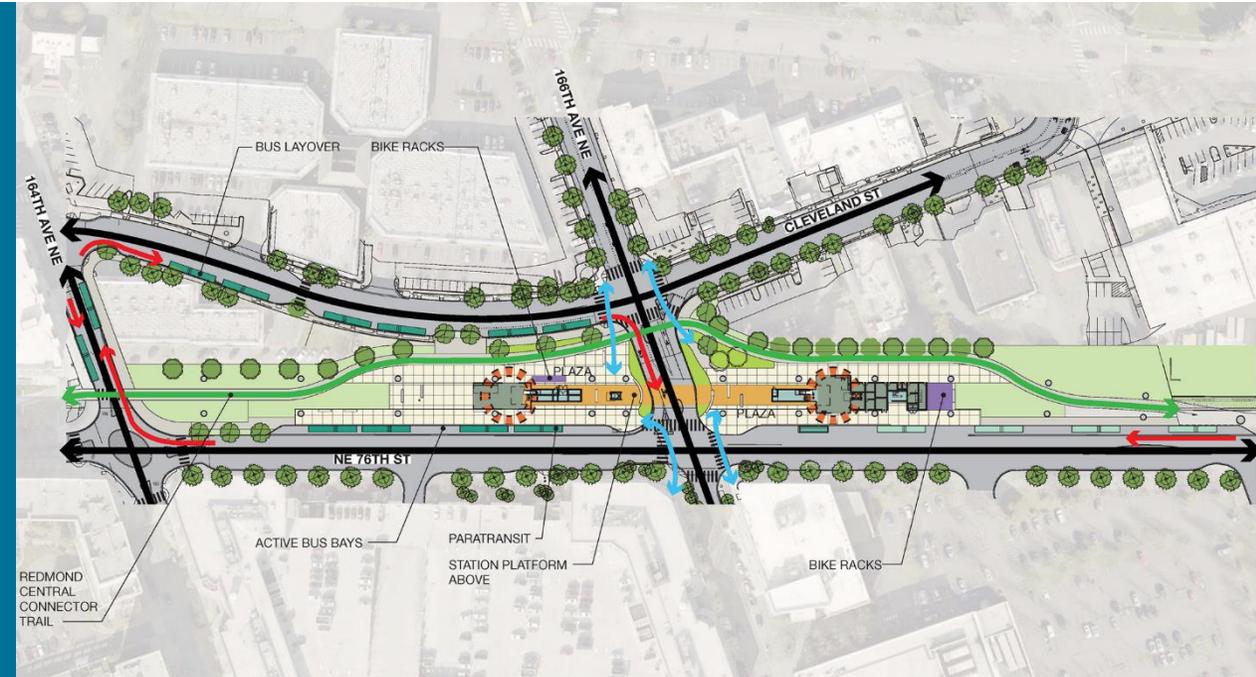
Station context



Station area

Station Context Framework Progress Report

- Share detailed station concepts and proposals for access, circulation, public space, and joint development
- Identify unique opportunities and considerations for each alternative
- Highlight potential refinements and issues for community to weigh



Note: image of Downtown Redmond Station used for illustrative purposes

Current engagement

Prepare community for upcoming Draft EIS publication

- Online engagement platform (wsblink.participate.online)
- Community briefings
- Equitable engagement approaches
- Outreach to property owners

Upcoming engagement (Fall 2021)

Publish Draft EIS and collect public feedback

- Information to be shared in a variety of formats (including online), focus on accessibility
- Public feedback to be shared with Sound Transit Board and Federal Transit Administration

Thank you.



 *soundtransit.org*

