West Seattle and Ballard Links Extensions

Transportation and Utilities Committee

April 19, 2022

SoundTransit

Presentation

1. Project overview
2. Draft EIS alternatives recap
3. Cost saving and refinement concepts

Project overview

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

SOUNDTRANSIT

Draft EIS alternatives

What we're studying in this phase

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

*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.

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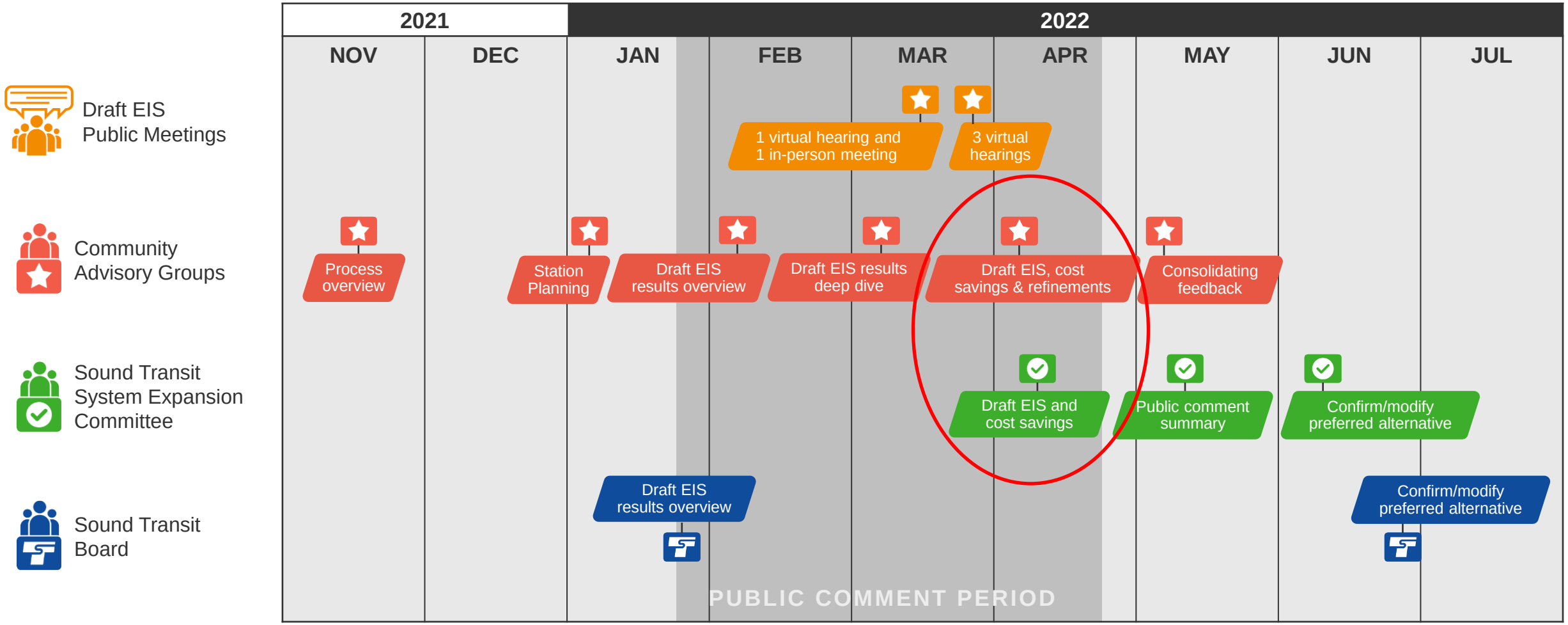
Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Updated February 2022. Meeting dates/topics subject to change.

SOUNDTRANSIT

External Engagement Snapshot (1/28-4/8)

- **820+** Draft EIS comments
- **5** Draft EIS Public Meetings
- **1** online open house engaging more than **10,551** online visitors
- **48** community briefings and workshops
- **38** property owner webinars and meetings
- **10** Community Advisory Group meetings
- **Ads** featured on **26** unique radio, digital and print publications
- **30 posts** on social media platforms, with 140K+ impressions
- **13** Community Drop-in events
- **5** email updates and Platform blog posts engaging more than **10,900** subscribers
- **1,200+ posters** delivered along the corridor
- **10** Community liaisons engaging more than **150** businesses

Draft EIS alternatives recap

PM Peak Travel Times (in 2042)

Westlake to Alaska Junction
Without Link: 30 mins
With Link: 16 mins

PM Peak Travel Times (in 2042)

NW Market St/15th Ave NW to Westlake
Without Link: 38 mins
With Link: 11mins

PM Peak Transit Reliability (in 2042)

West Seattle Link Project Corridor
Without Link: D/E/F rating
With Link: A rating

PM Peak Transit Reliability (in 2042)

Ballard Link Project Corridor
Without Link: E/F rating
With Link: A rating

Travel Times and Reliability (2042) Project Corridor

SOUNDTRANSIT

What is typically studied in an EIS?

Transportation

- Regional transportation
- Transit services
- Arterial and local street systems
- Parking
- Non-motorized facilities
- Navigation
- Freight

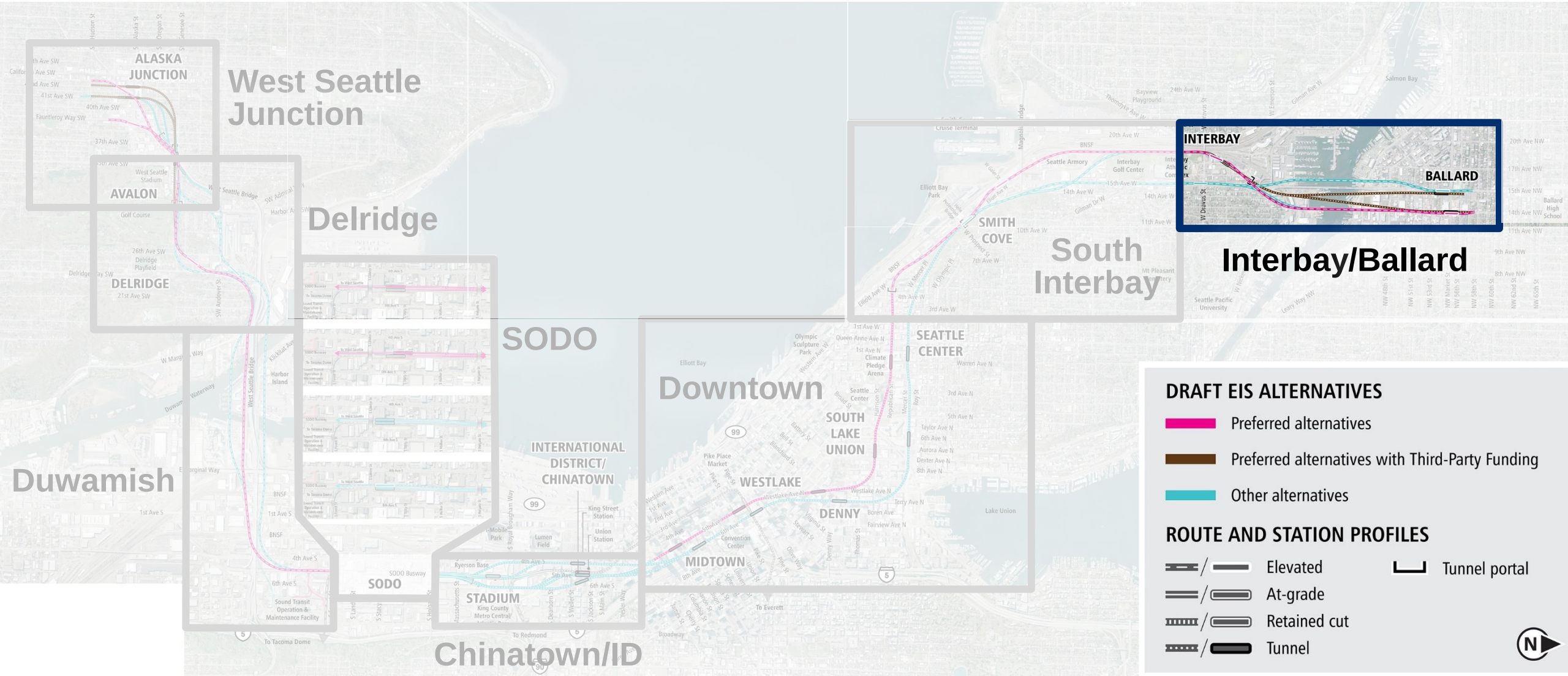
Natural environment

- 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

Draft EIS alternatives



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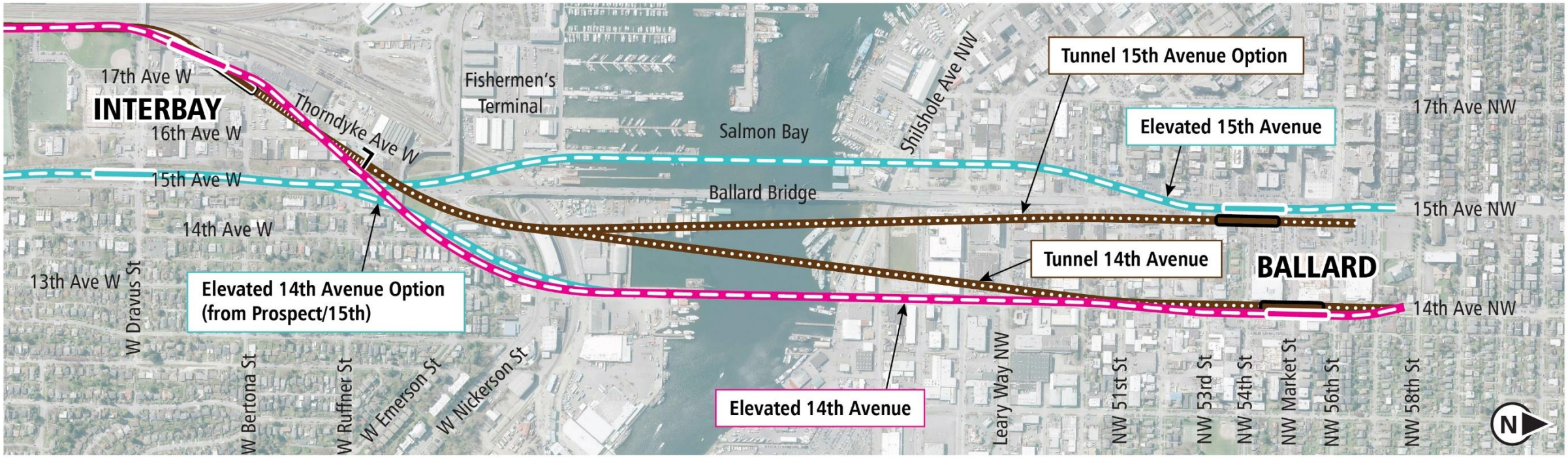


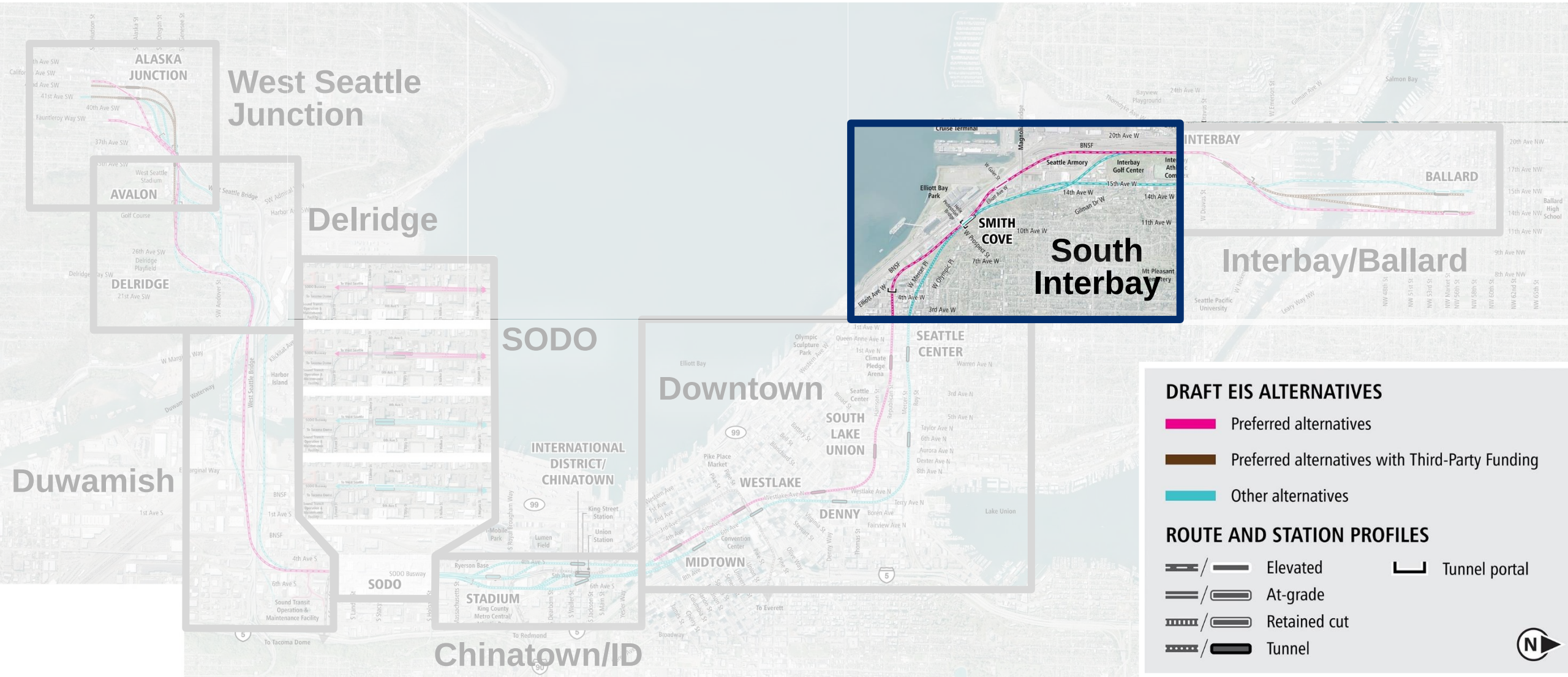
DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES

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

Draft EIS alternatives



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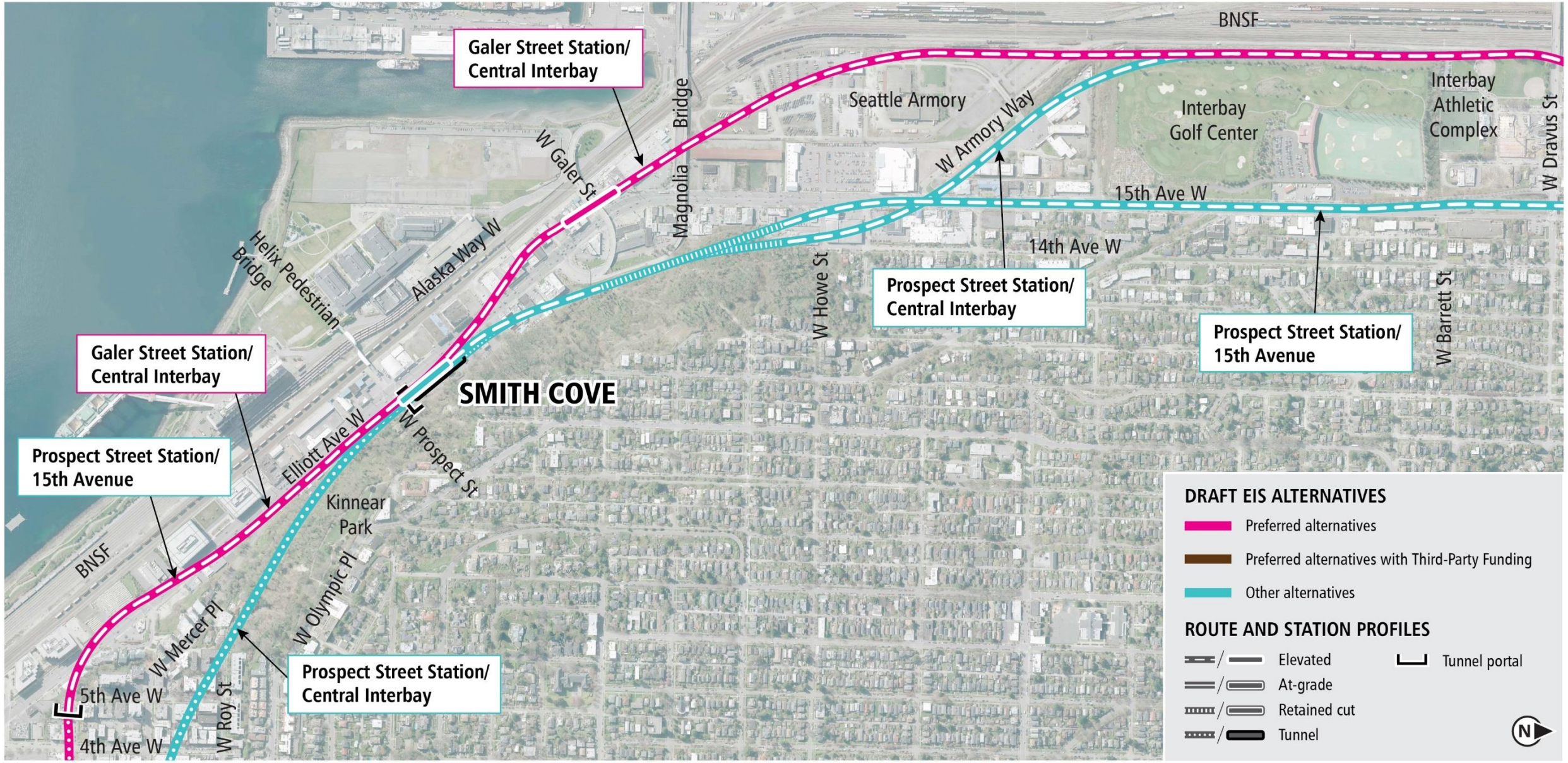

Draft EIS alternatives South Interbay

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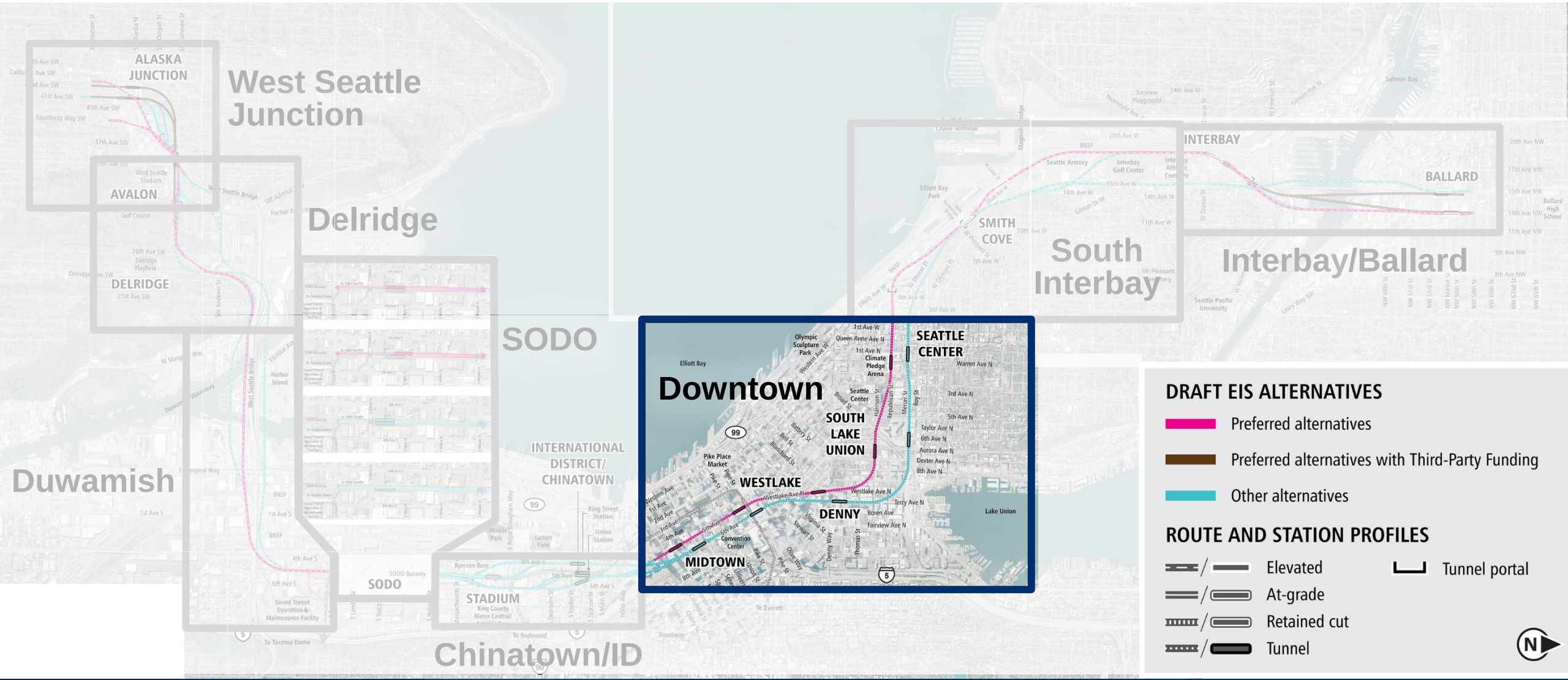
Draft EIS alternatives



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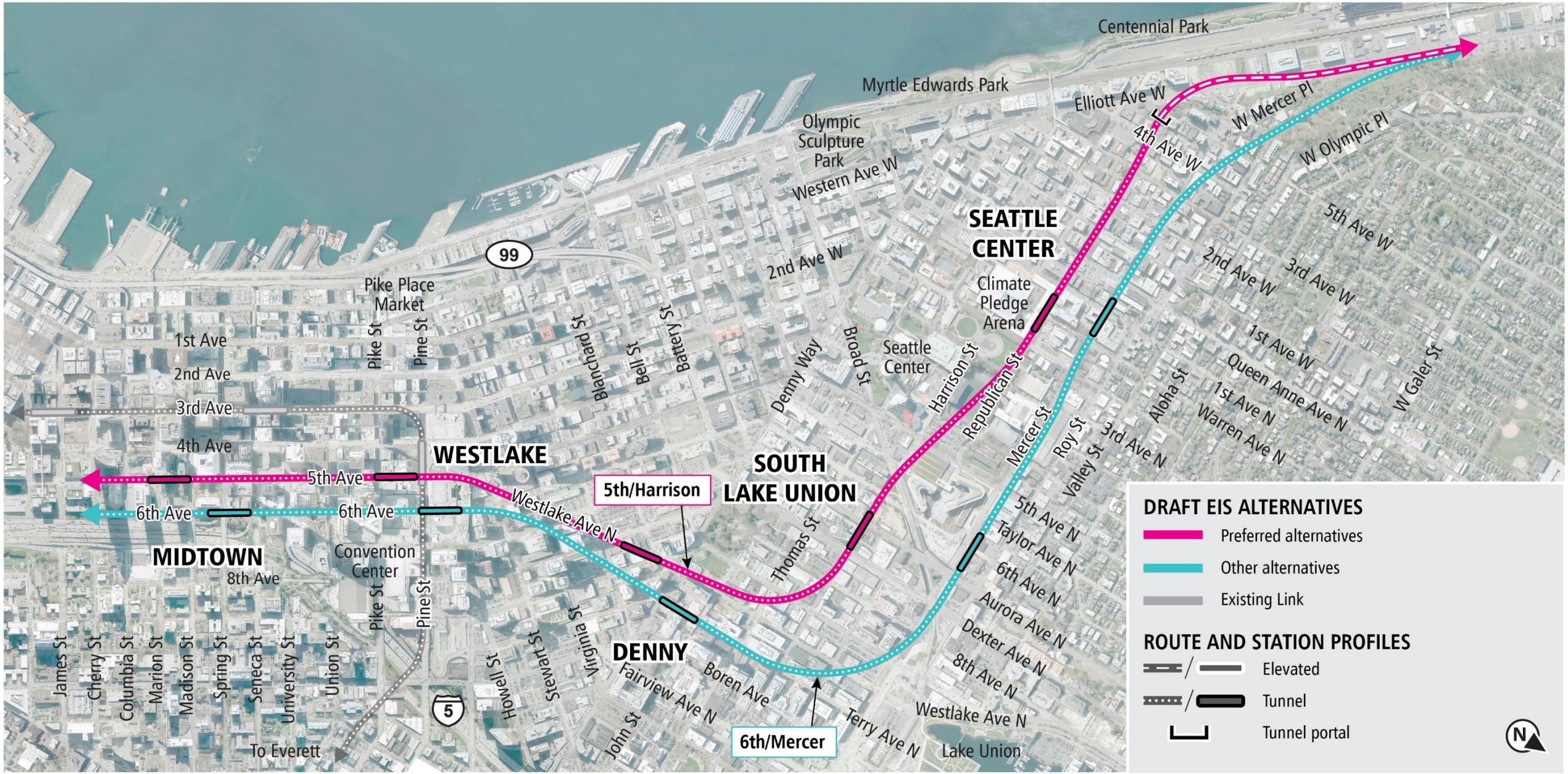
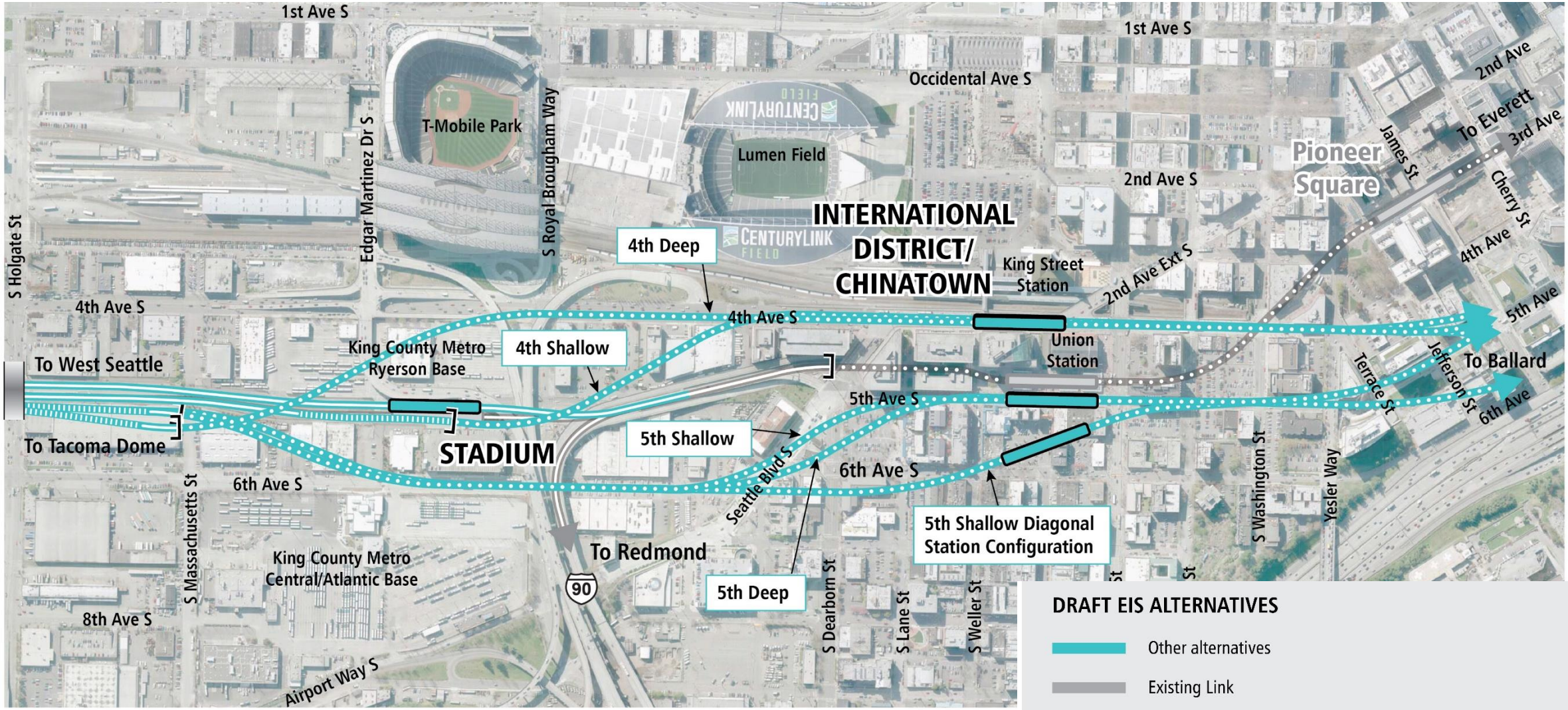


Draft EIS alternatives Downtown

SoundTransit

Draft EIS alternatives

SOUNDTRANSIT



Draft EIS alternatives Chinatown/ID

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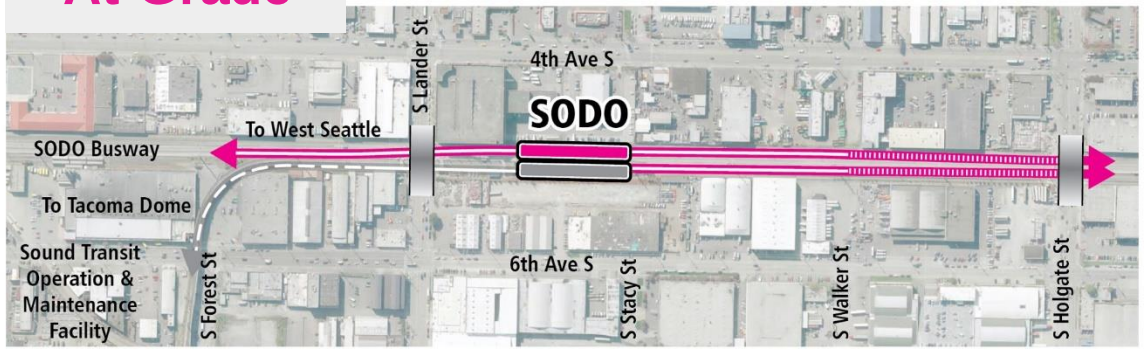
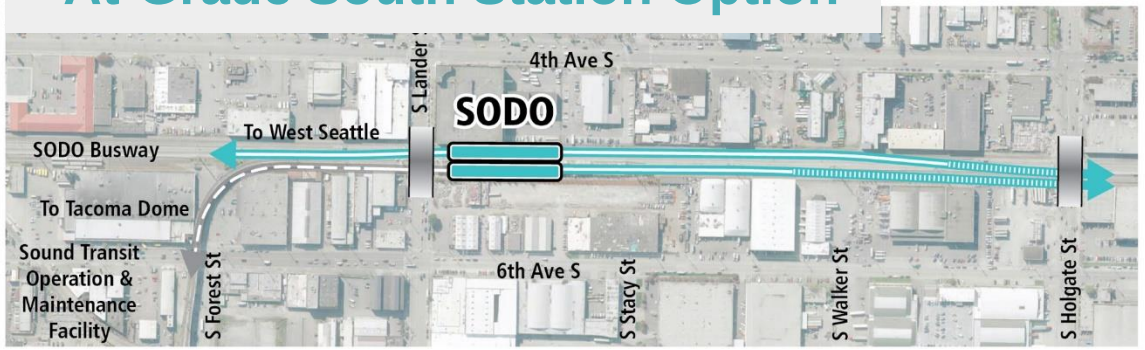
Draft EIS alternatives

SoundTransit

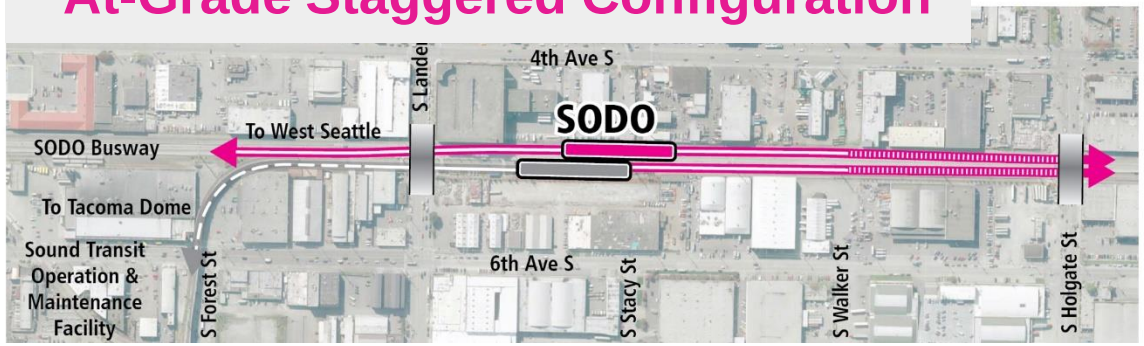
At-Grade



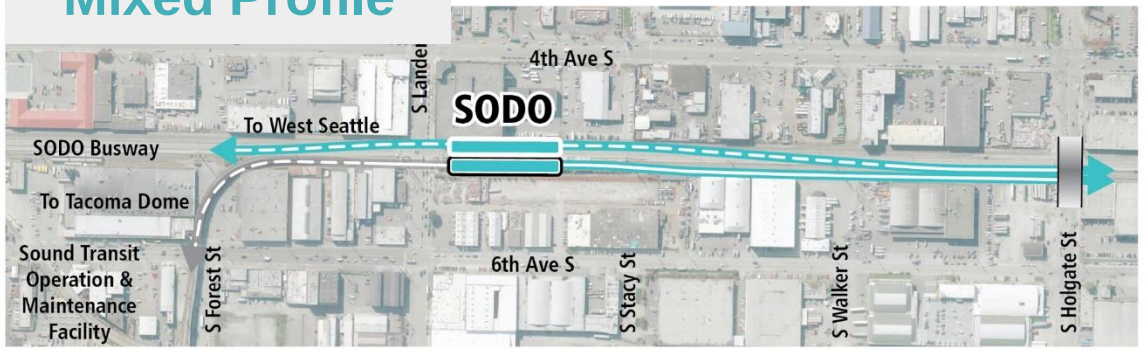
At-Grade South Station Option



At-Grade Staggered Configuration



Mixed Profile



DRAFT EIS ALTERNATIVES

- Preferred alternatives
- Other alternatives
- Existing Link

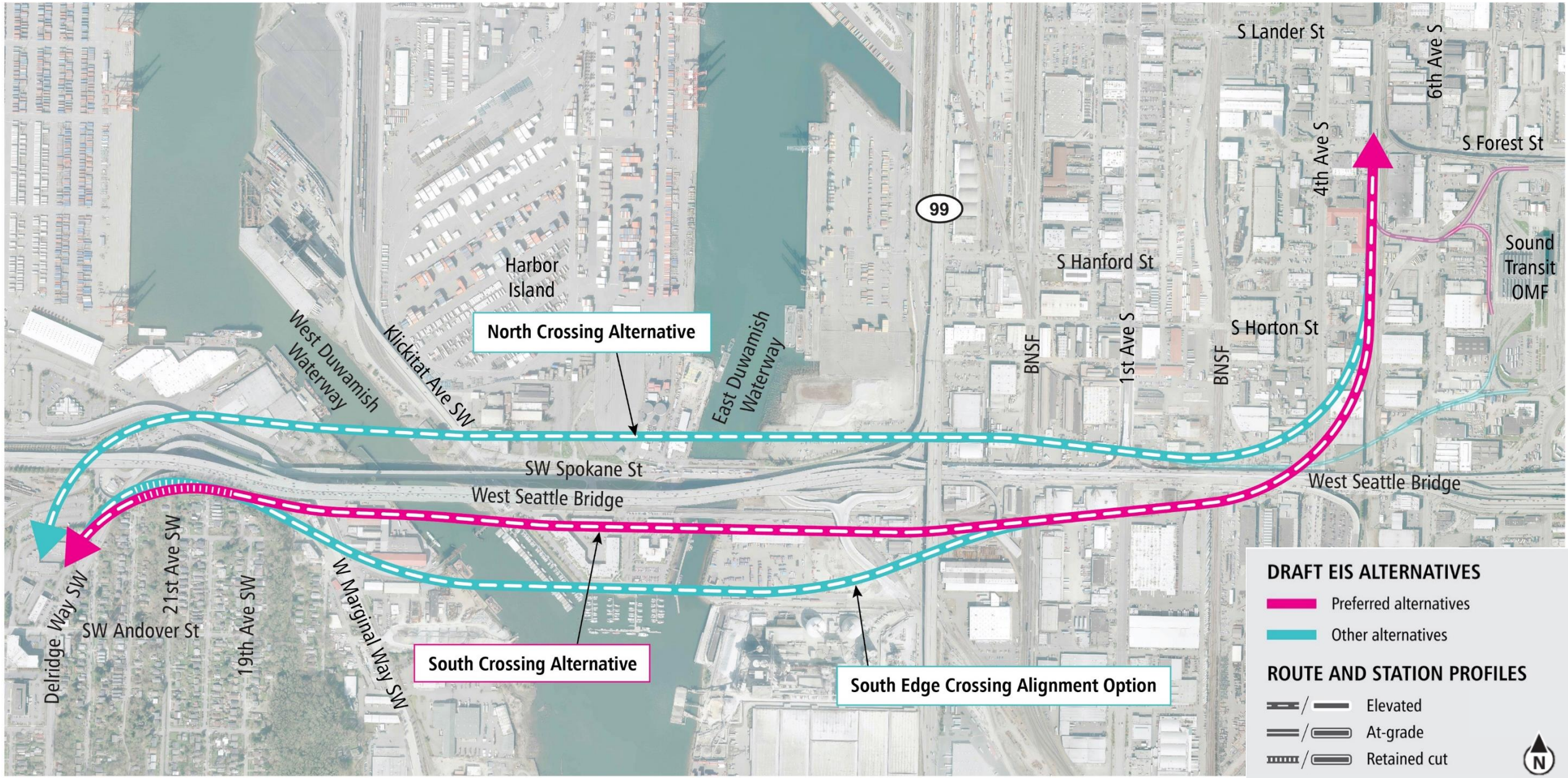
ROUTE AND STATION PROFILES

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

N

Draft EIS alternatives

SOUNDTRANSIT



Draft EIS alternatives Duwamish

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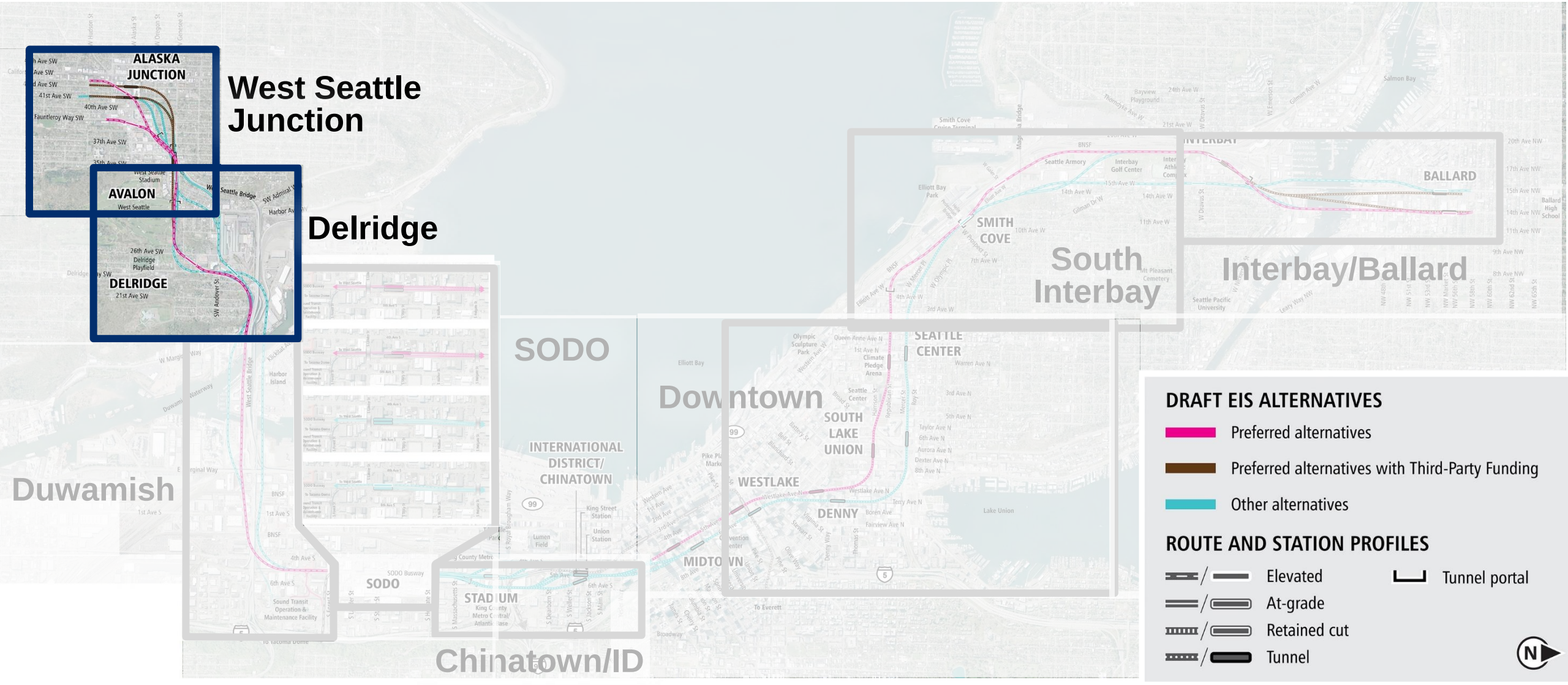
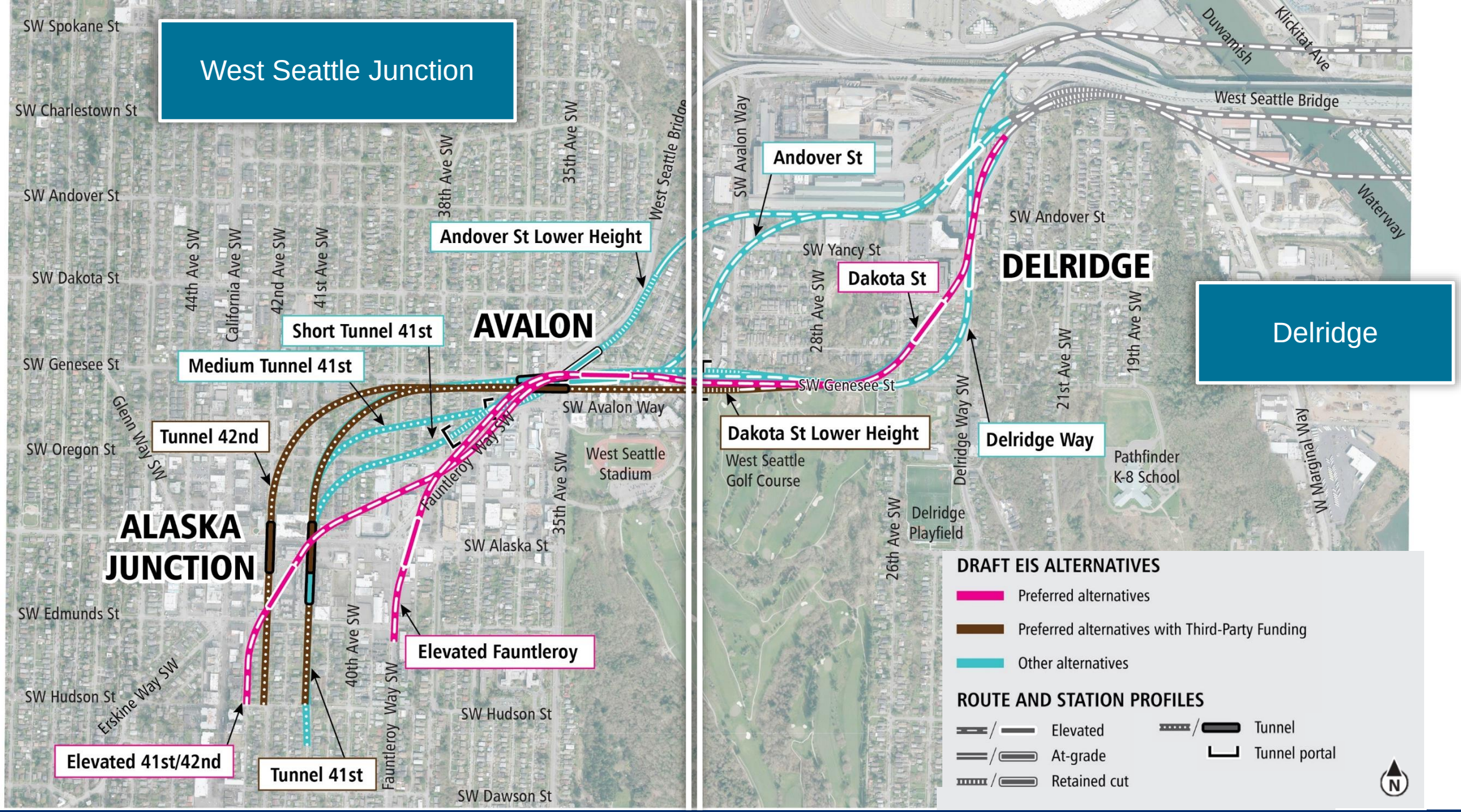
Draft EIS alternatives



SoundTransit



Draft EIS alternatives West Seattle

SOUNDTRANSIT

Cost saving and refinement concepts

Context for looking at cost savings

- In response to steep rise in **real estate** and **construction** costs, Board adopted a realignment plan in August 2021

Realignment plan

- Board identified affordable program schedule, as well as **affordability gaps** to **target schedules**
  - WSBLE has an estimated project-level affordability gap of $1.8B, based on current financial projections and cost estimates
  - Smith Cove to Ballard: Target delivery 2037; affordable delivery 2039
- Includes Board direction to intensively pursue additional financial capacity and identify **opportunities to reduce cost**

Work purpose and limitations

- Initial assessment of **feasibility** and **potential cost savings**
- Based on limited engineering design
- Would require **further study** of environmental, passenger experience and other implications

Concepts we'll discuss today

Cost savings

- Potentially help address **affordability gap**

Other refinements

- Potentially address **other risks or opportunities**

Desired feedback

- Seeking Board direction on **whether to study any of these ideas further**
- Not seeking Board direction to adopt these ideas now

Concepts we'll discuss today

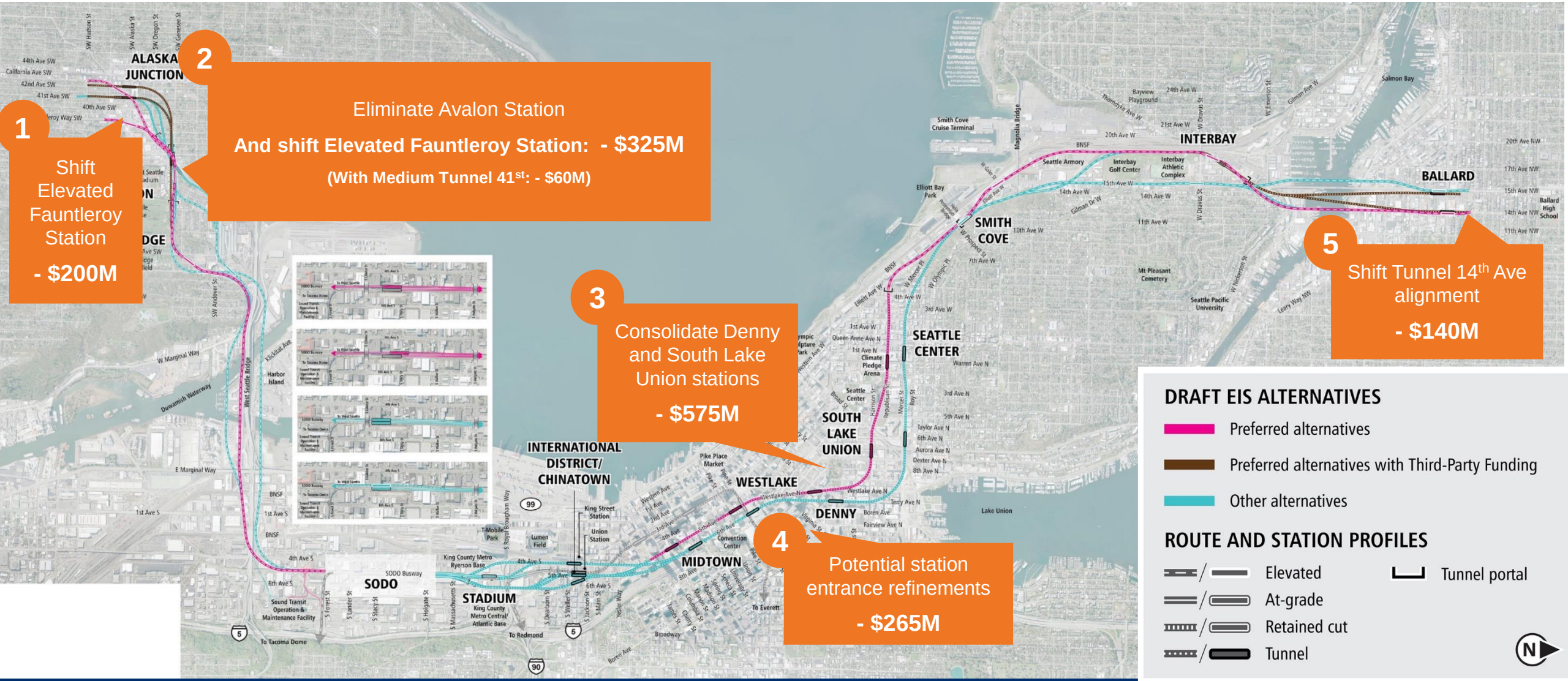
Cost savings

- Potentially help address **affordability gap**

Other refinements

- Potentially address **other risks or opportunities**

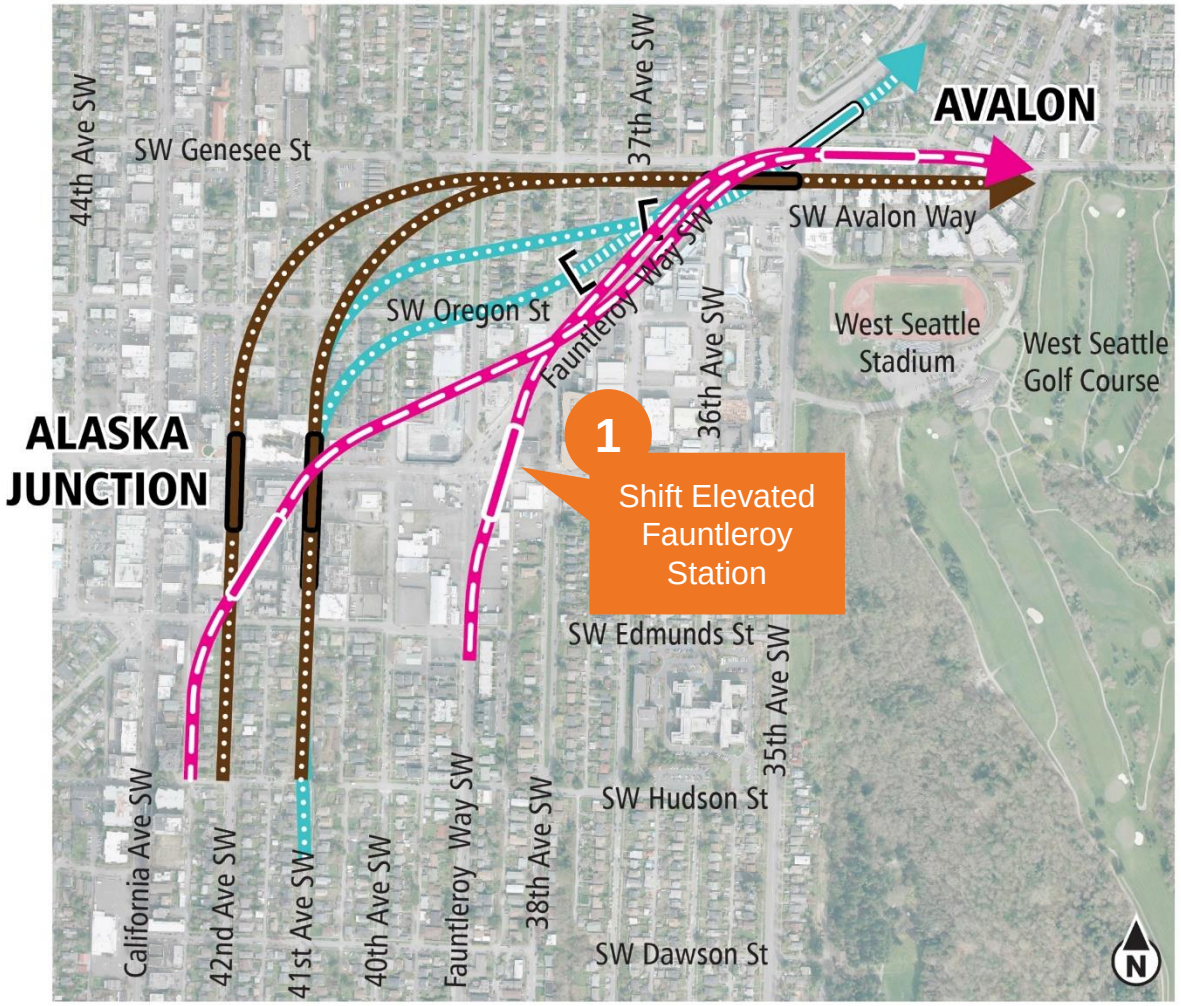
Cost savings concepts summary



SOUNDTRANSIT

West Seattle Junction segment

Cost savings concepts *West Seattle Junction*



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

N

Diagrams are not to scale and all measurements are approximate for illustration purposes only.

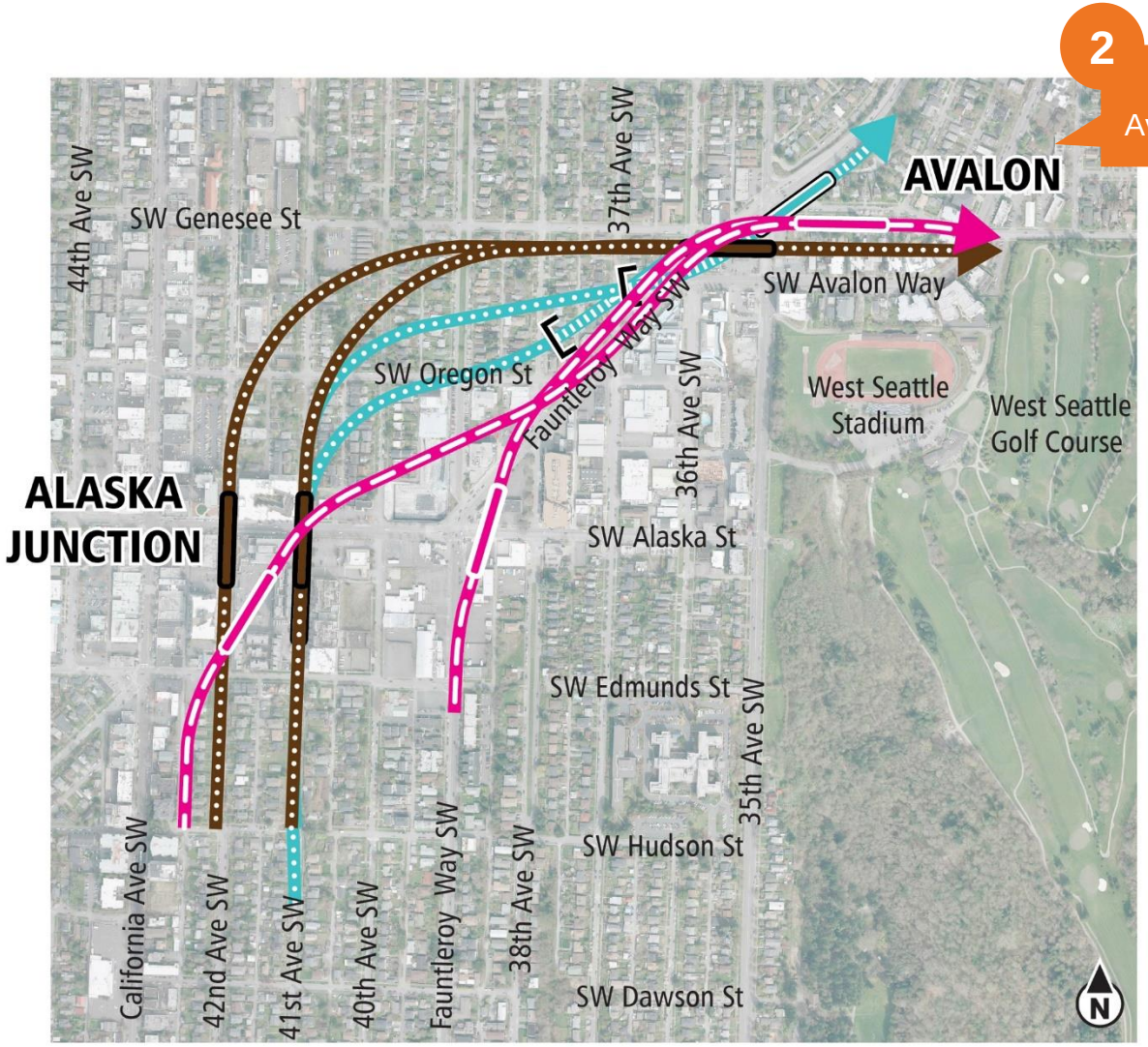
SOUNDTRANSIT

1 Shift Elevated Fauntleroy Station

Cost savings: -$200M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

Cost savings concepts *West Seattle Junction*



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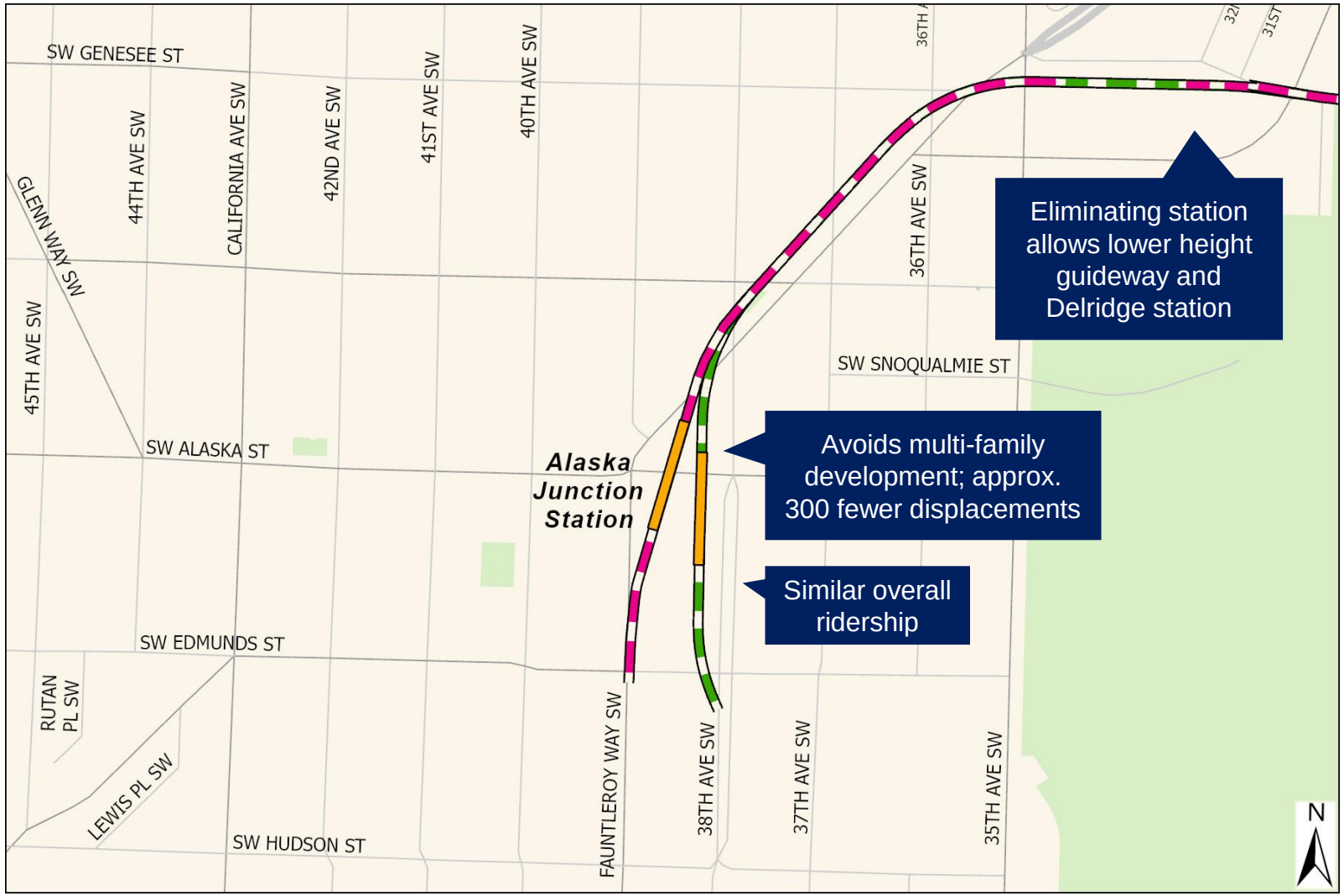
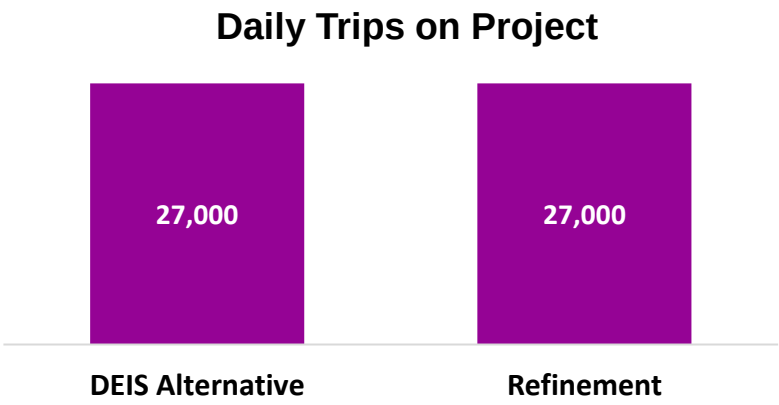
2a Eliminate Avalon Station *(and shift Elevated Fauntleroy Station)*



Cost savings: - $325M*

***includes $200M savings from shifting Elevated Fauntleroy Station**



Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

2b Eliminate Avalon Station *(with Medium Tunnel 41st)*

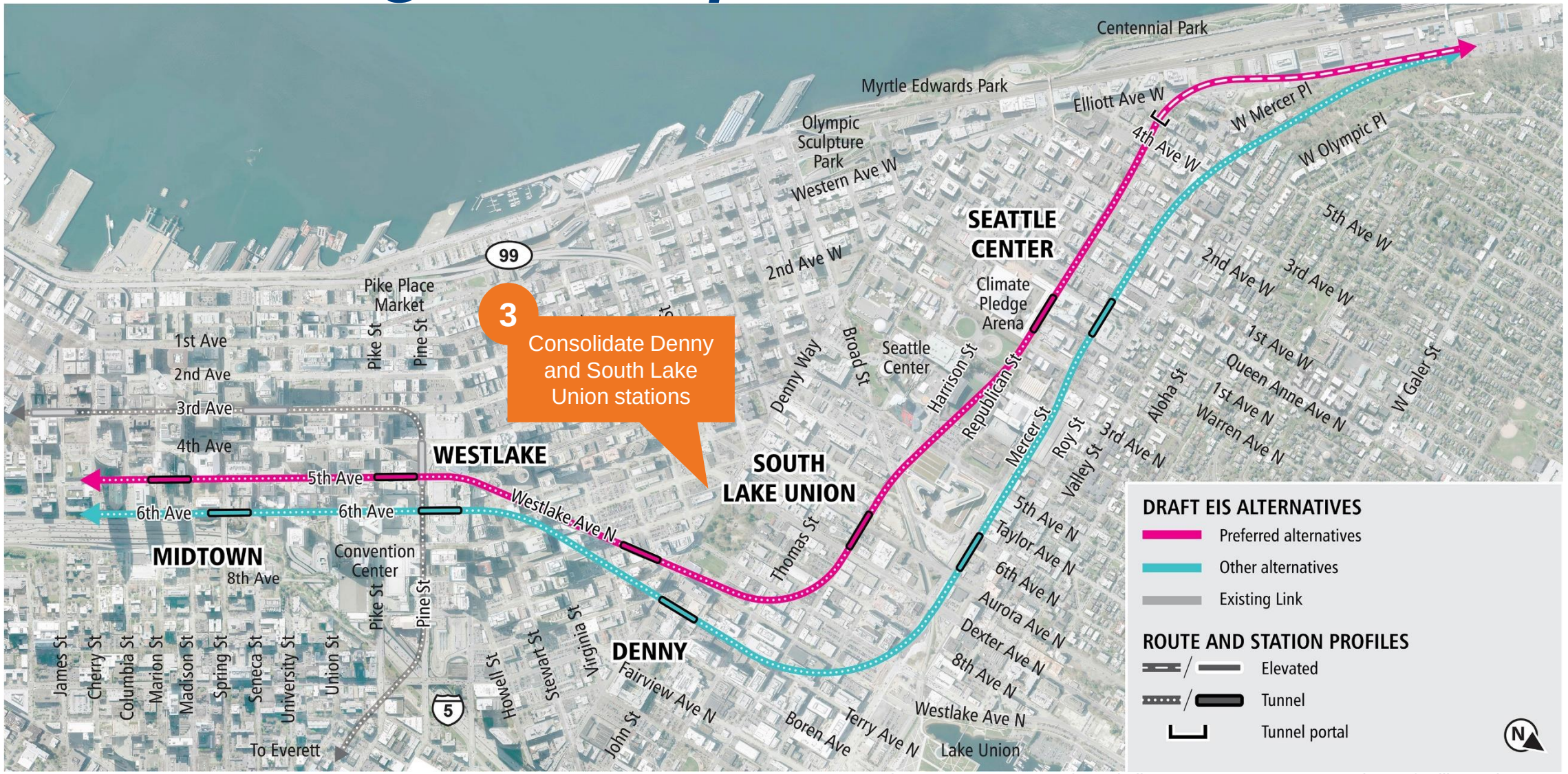
Cost savings: - $60M

Daily Trips on Project

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

Downtown segment

Cost savings concepts Downtown



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3 Consolidate Denny and South Lake Union stations

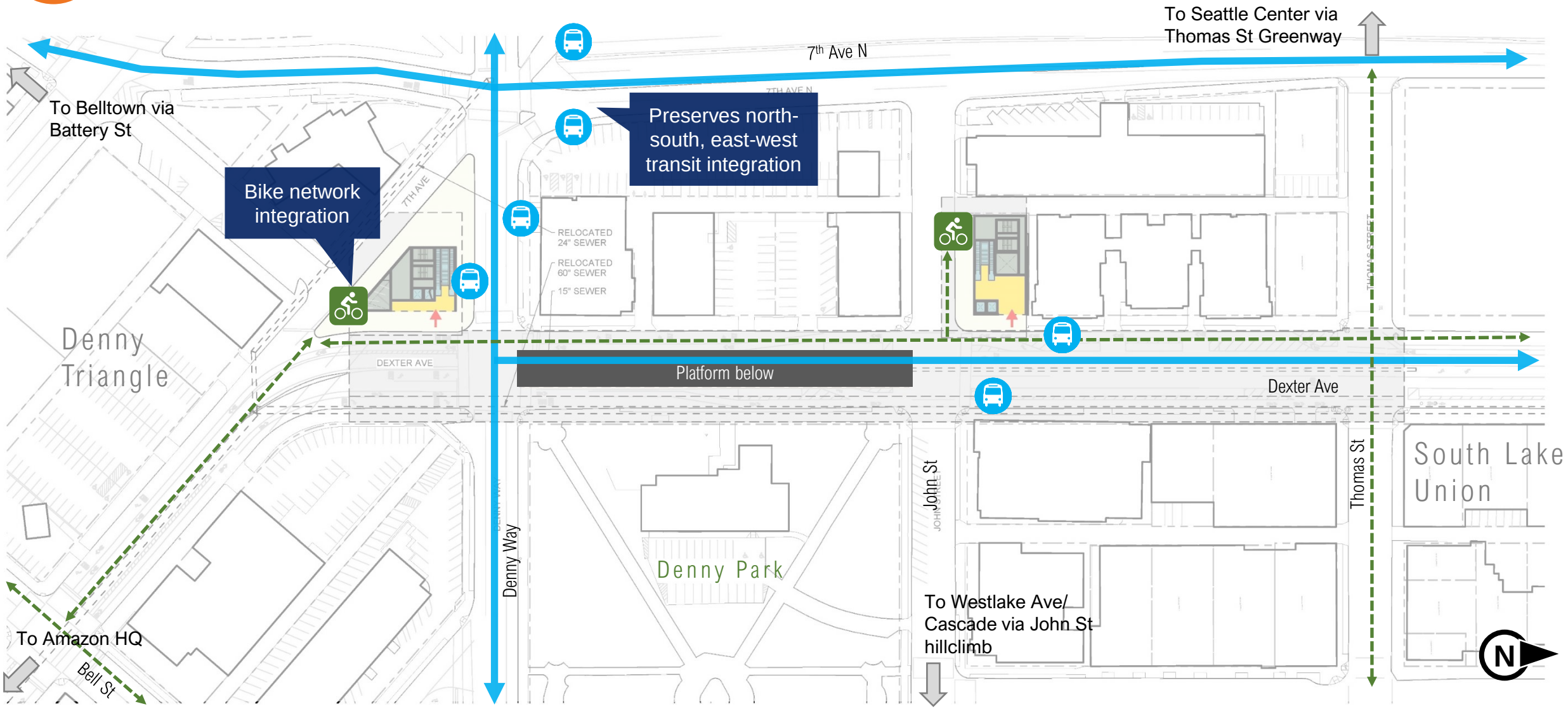
Cost savings: - $575M

Daily Trips on Project

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

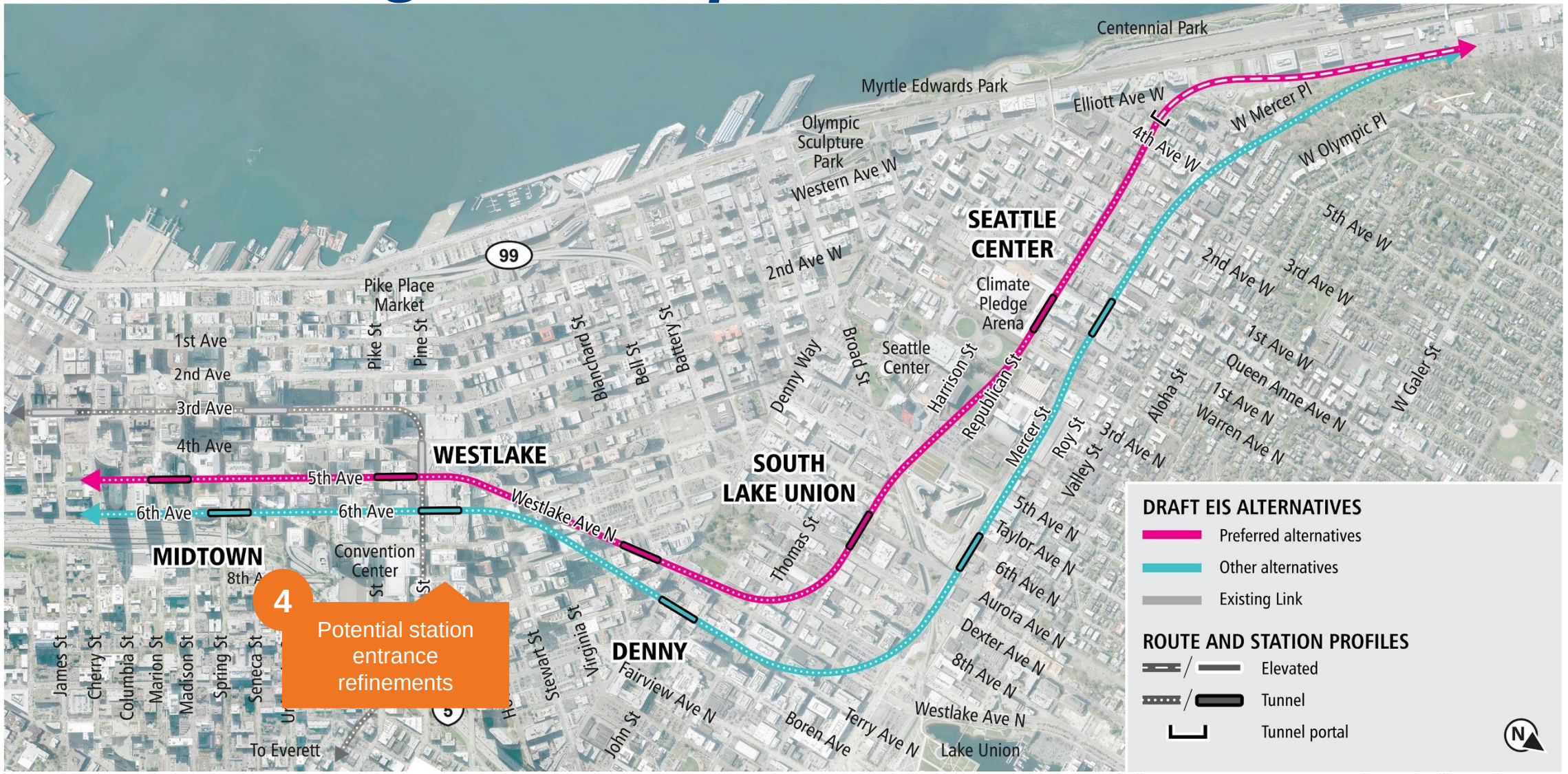
SOUNDTRANSIT

3 Consolidate Denny and South Lake Union stations



SOUNDTRANSIT

Cost savings concepts Downtown



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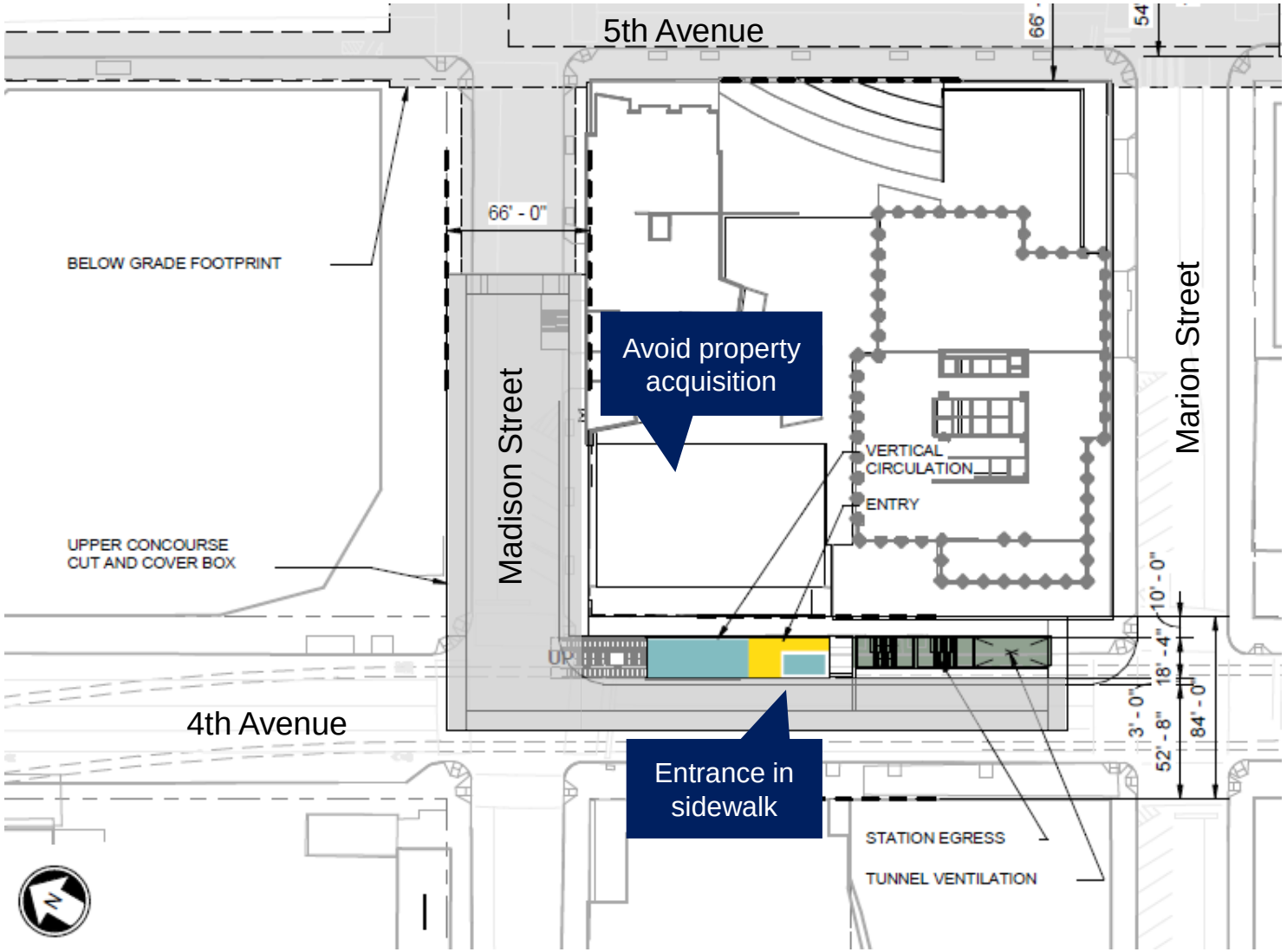
SOUNDTRANSIT

4a Midtown Station entrance refinement

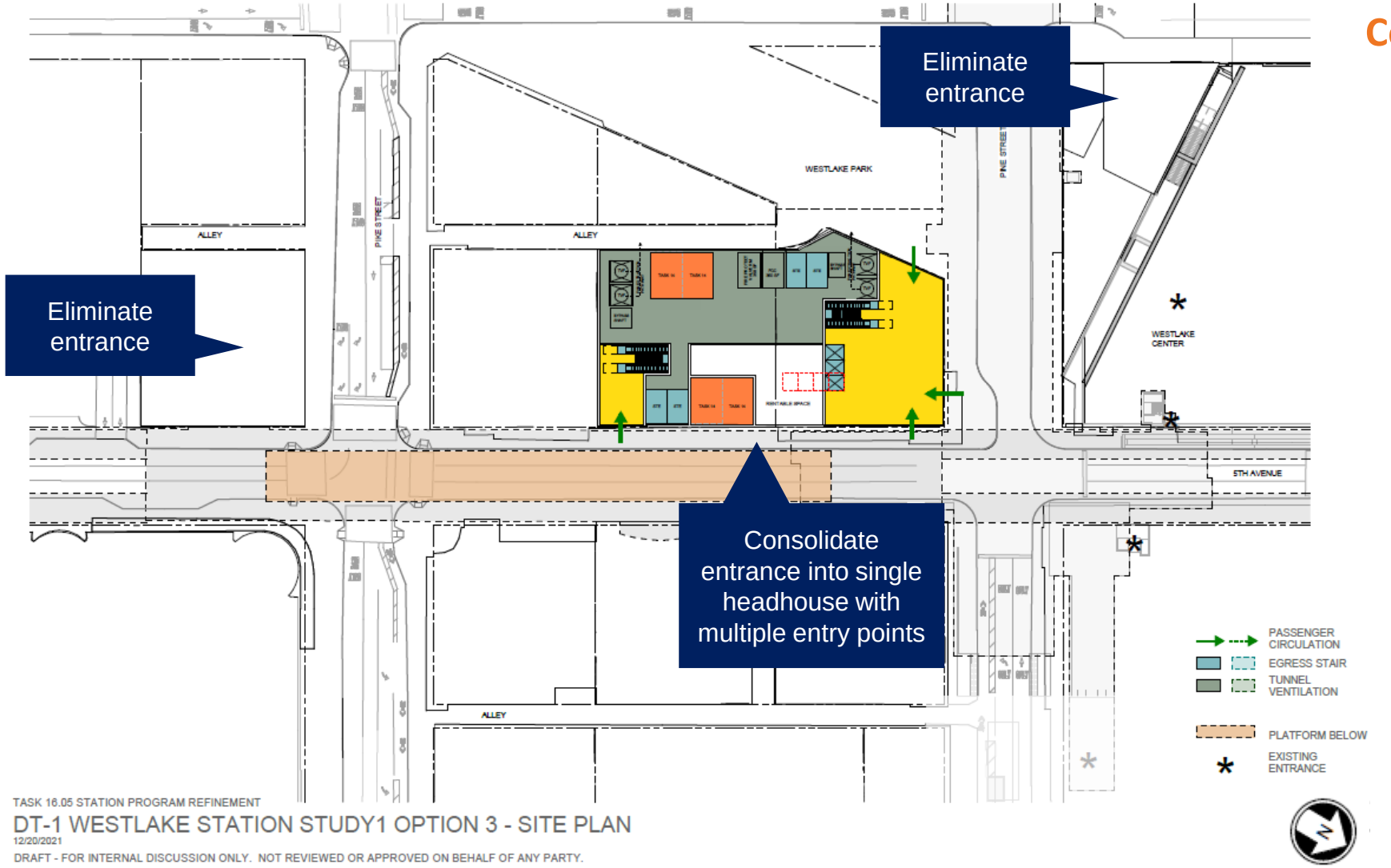


Cost savings: -$20M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

SOUNDTRANSIT

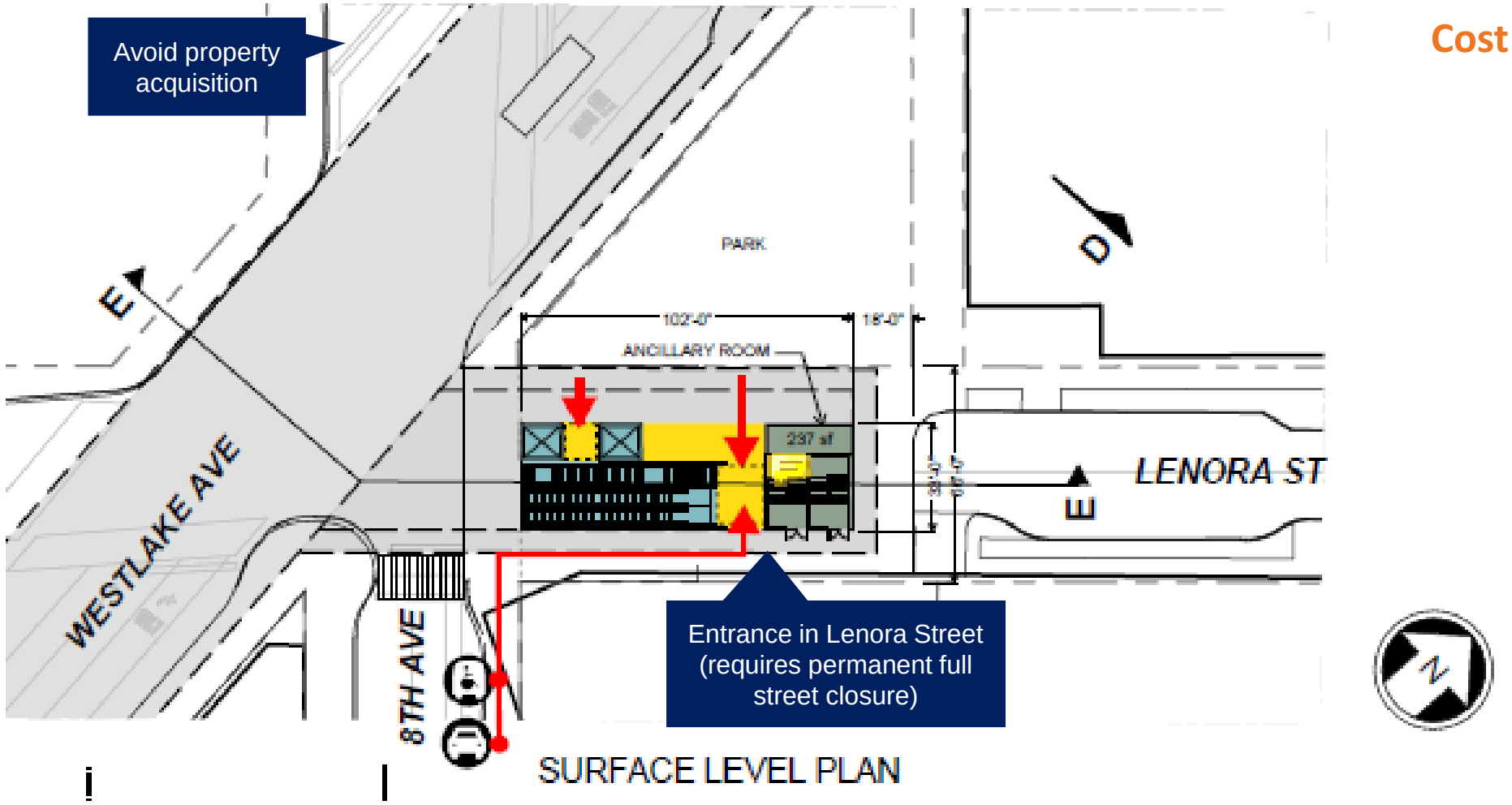
4b Westlake Station entrance refinement



Cost savings: - $190M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

4c Denny Station entrance refinement

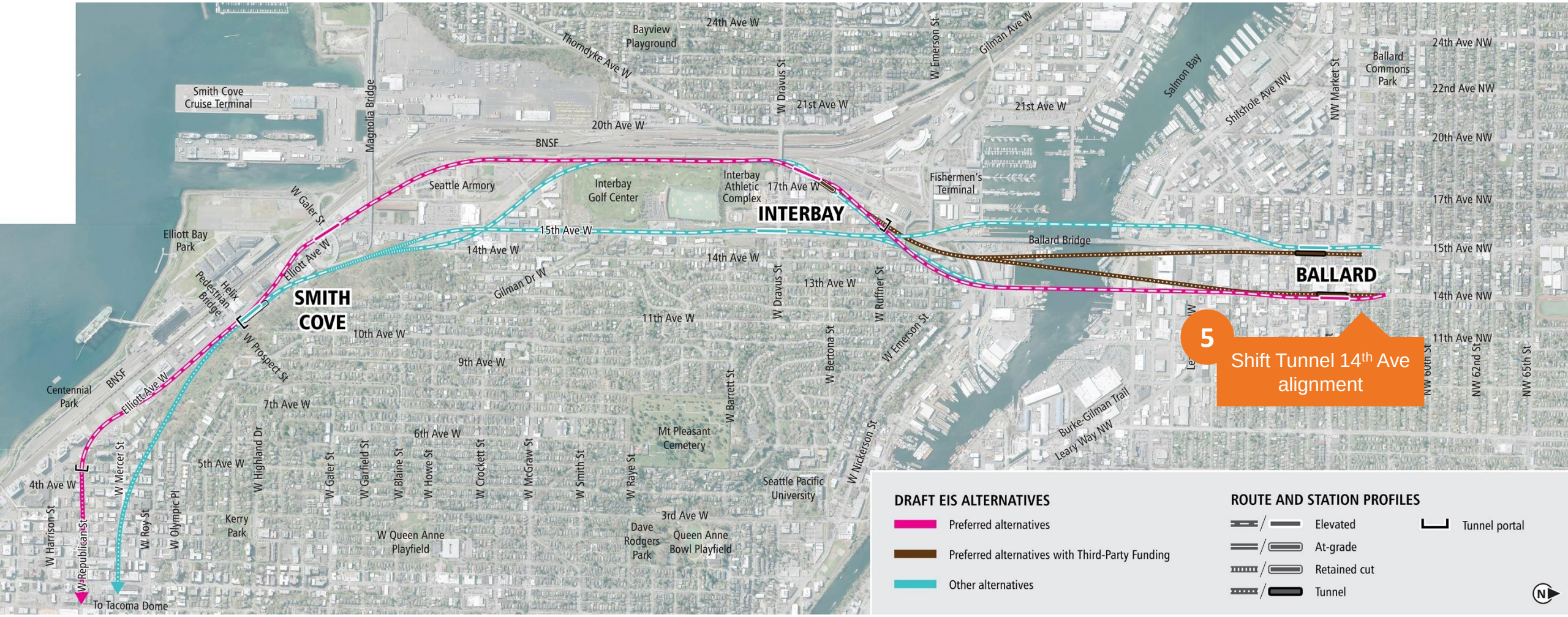


Cost savings: - $55M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

Interbay/Ballard segment

Cost savings concepts *Interbay/Ballard*



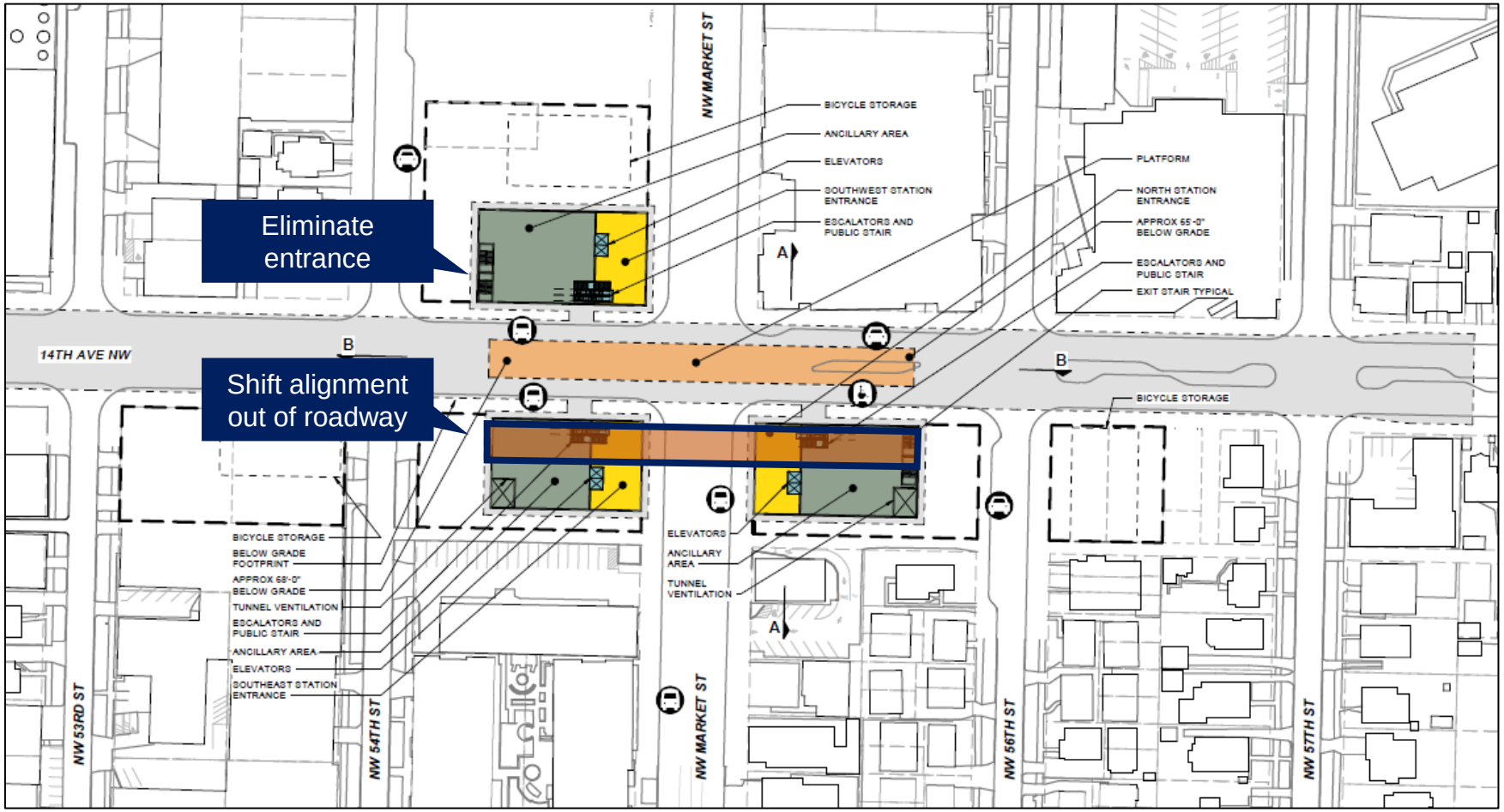
5 Shift Tunnel 14th Avenue alignment

Cost savings: - $140M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

SOUNDTRANSIT

5 Shift Tunnel 14th Avenue alignment



Cost savings: - $140M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.

Concepts we'll discuss today

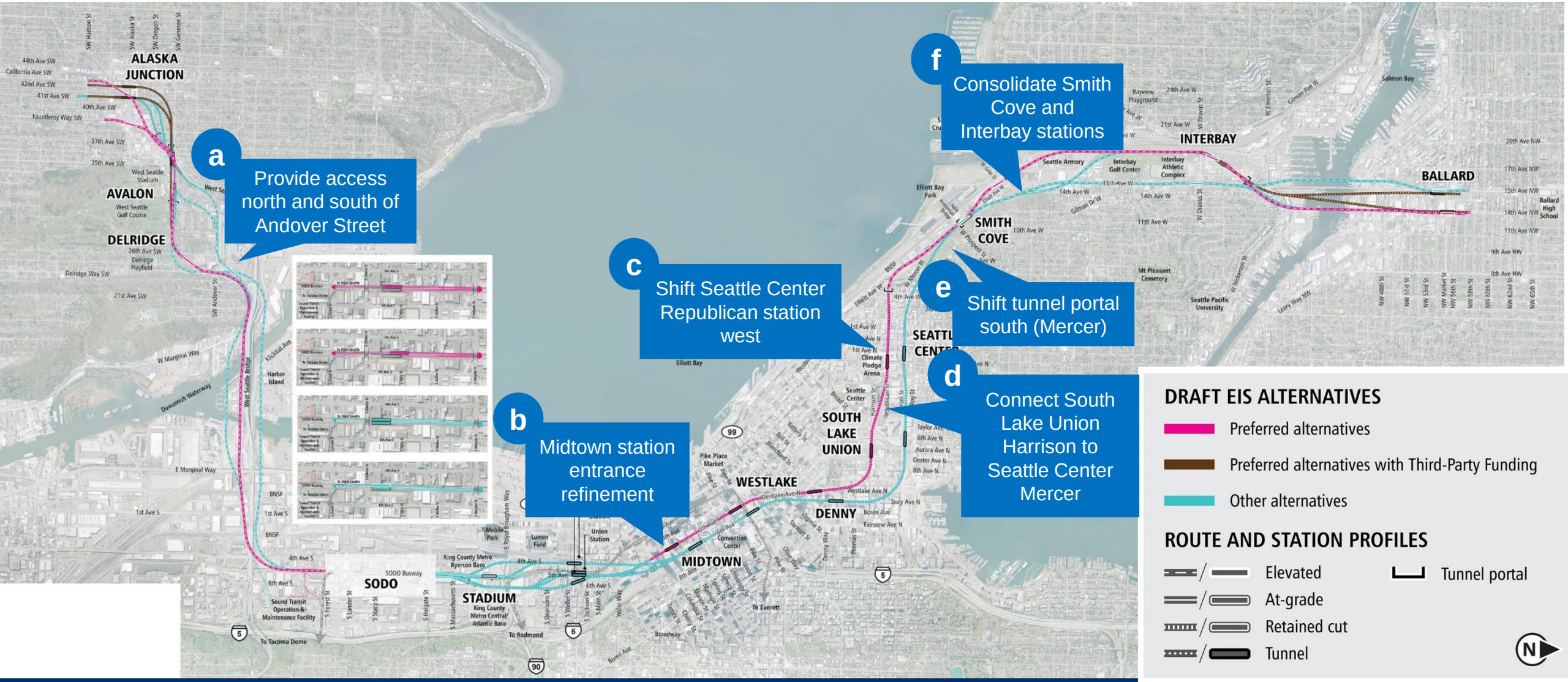
Cost savings

- Potentially help address **affordability gap**

Other refinements

- Potentially address **other risks or opportunities**

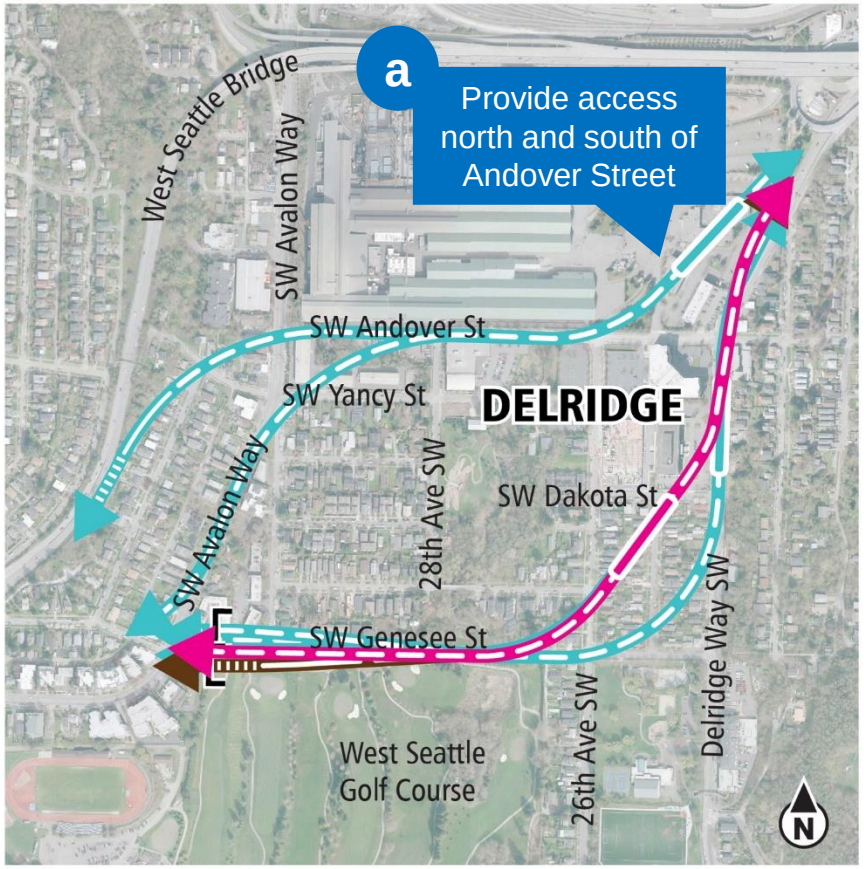
Other refinement concepts summary



SOUNDTRANSIT

Delridge segment

Other refinement concepts Delridge



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

N

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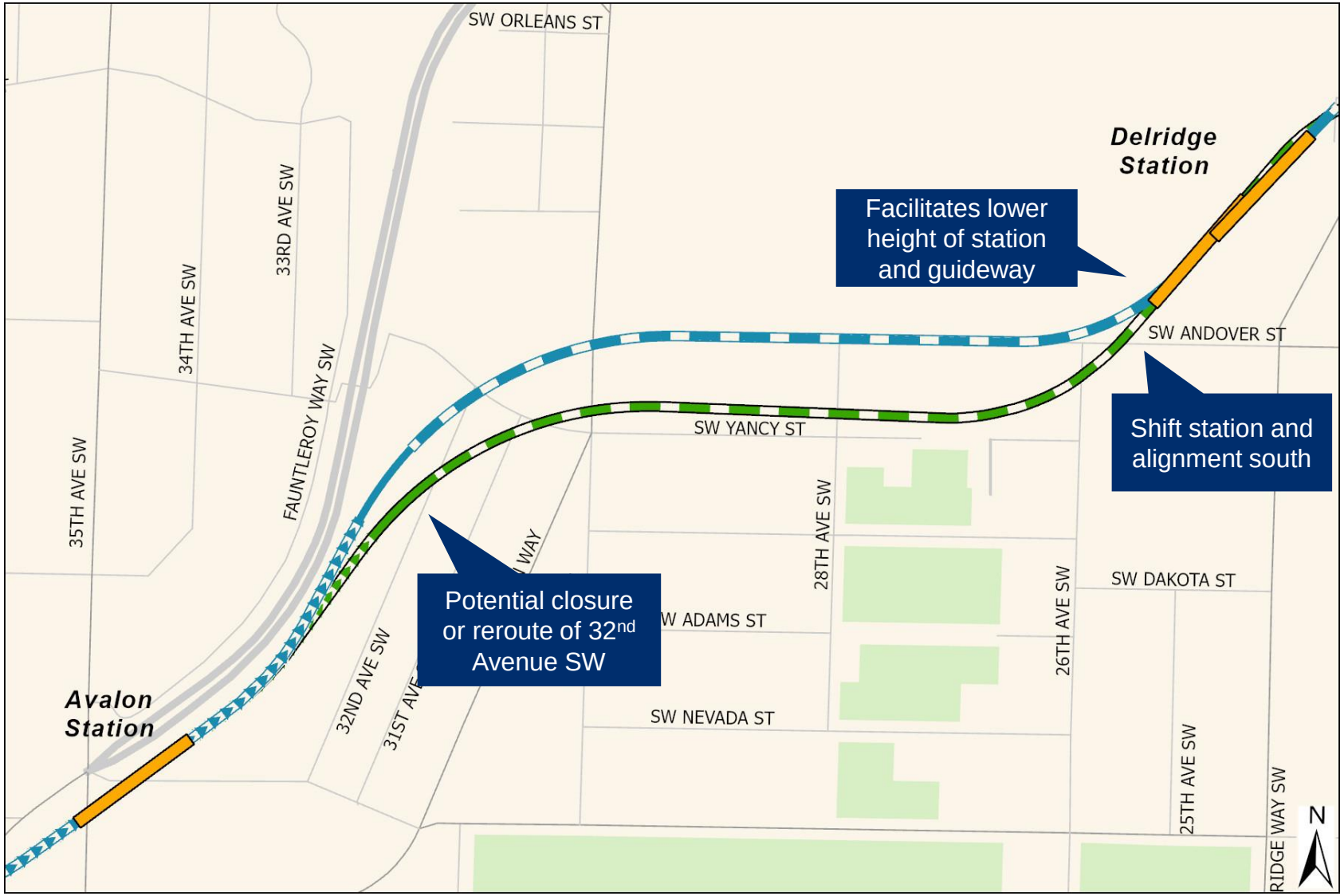
SoundTransit

a.1

Provide access north and south of Andover Street

SOUNDTRANSIT

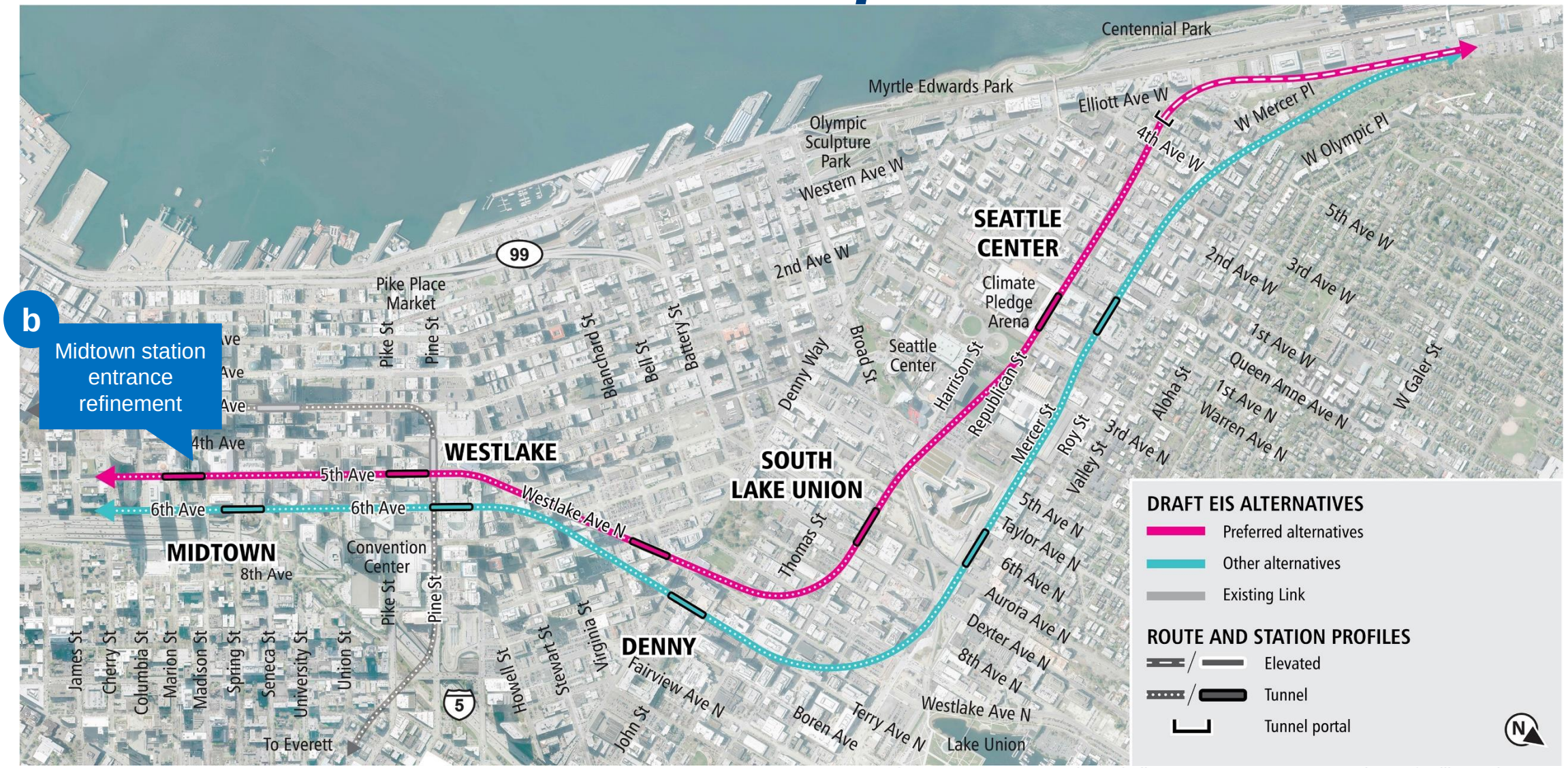
a.2 Provide access north and south of Andover Street



SOUNDTRANSIT

Downtown segment

Other refinement concepts Downtown



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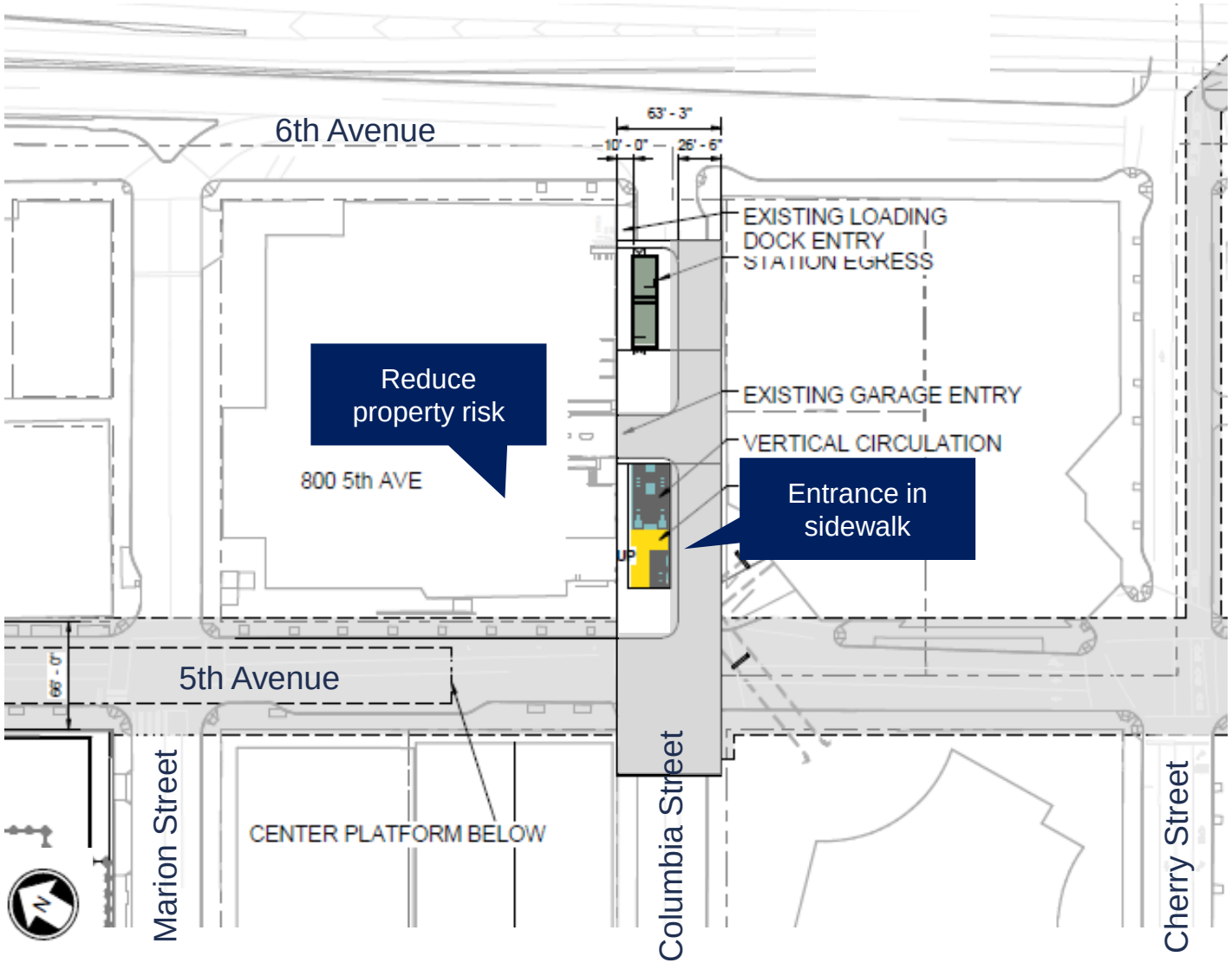
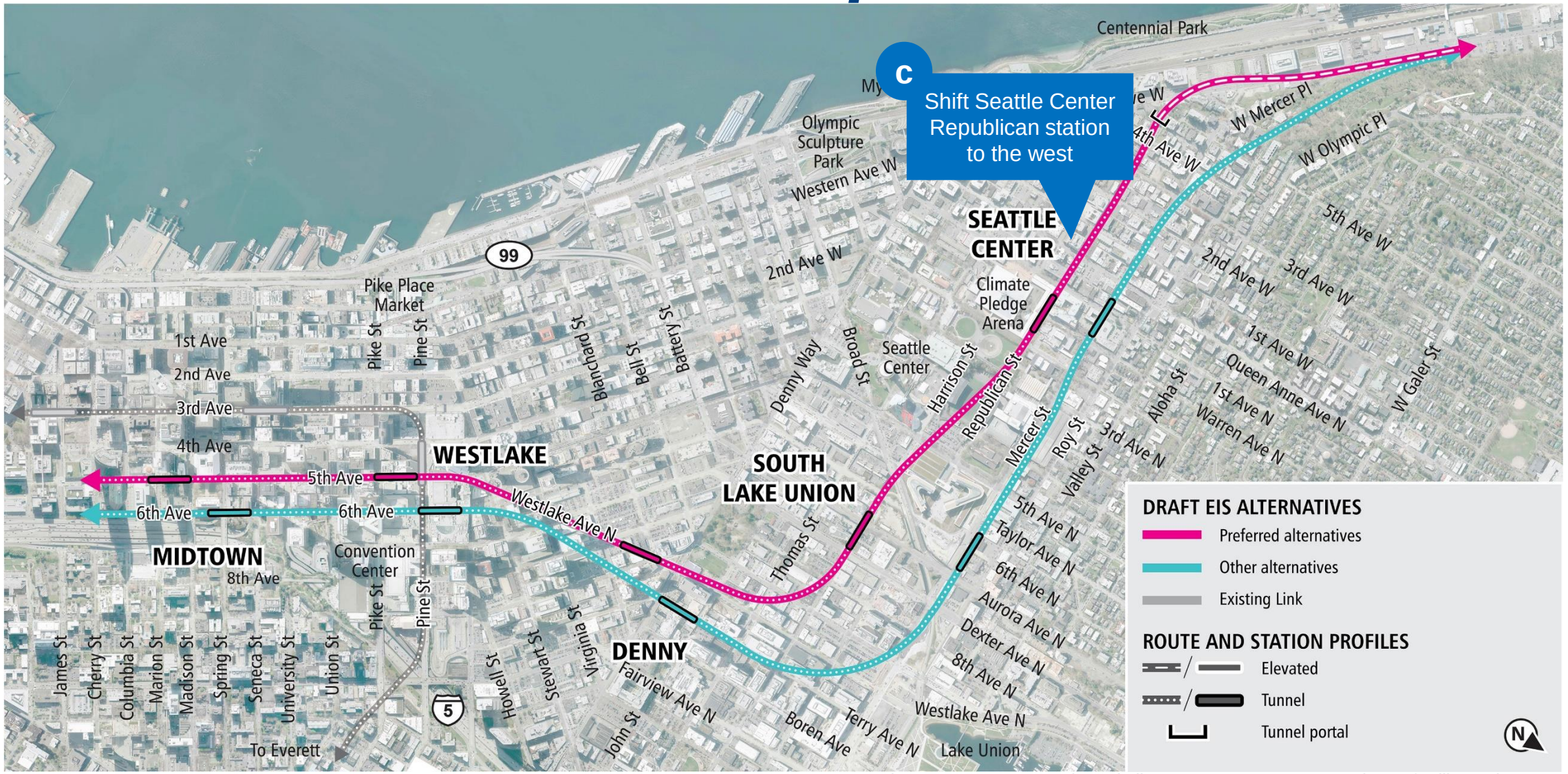
SOUNDTRANSIT

b Midtown station entrance refinement



SOUNDTRANSIT

Other refinement concepts Downtown



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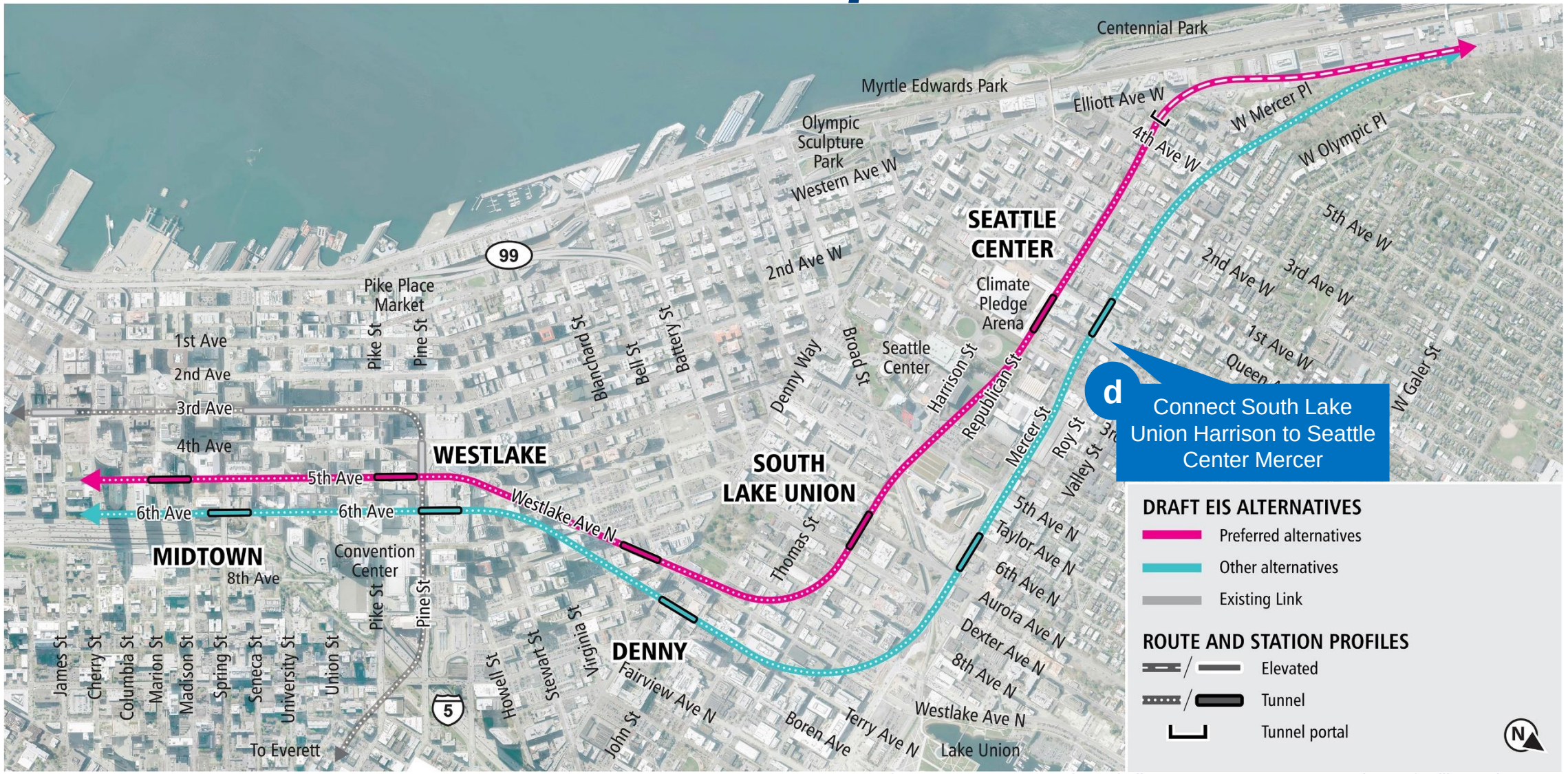
SOUNDTRANSIT

c Shift Seattle Center Republican station west

SoundTransit

Other refinement concepts Downtown



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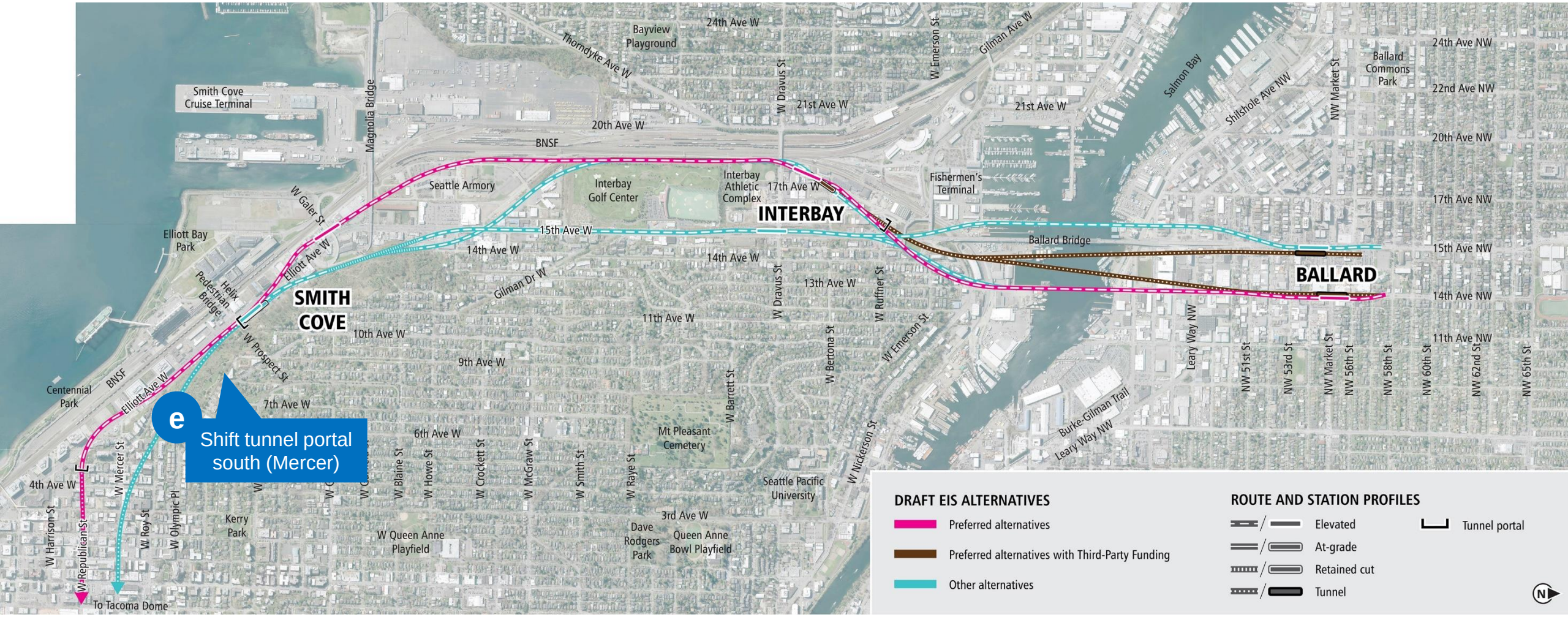
SOUNDTRANSIT

d Connect South Lake Union Harrison station to Seattle Center Mercer station

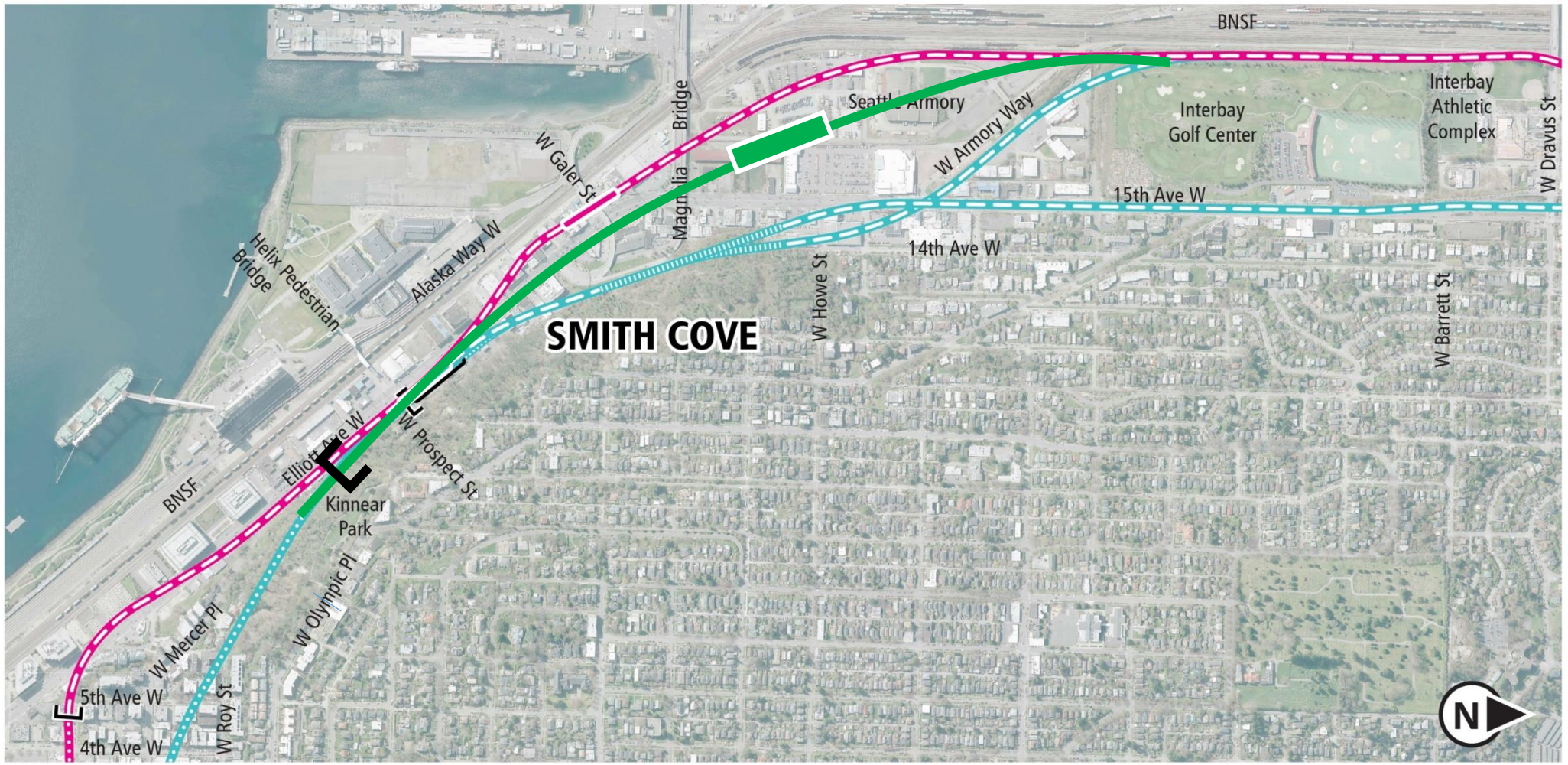
SOUNDTRANSIT

South Interbay segment

Other refinement concepts South Interbay

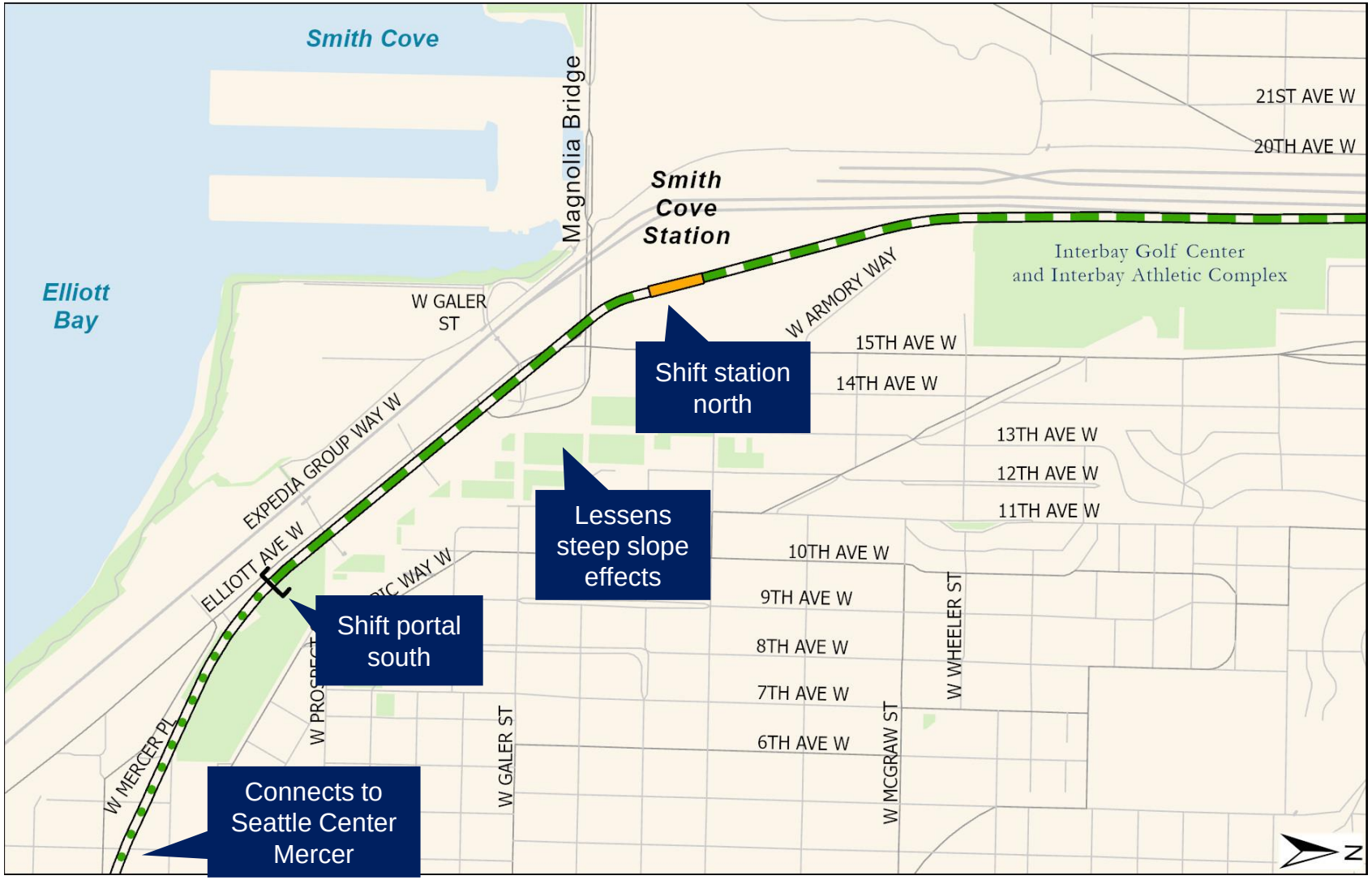


e Shift tunnel portal south (Mercer)



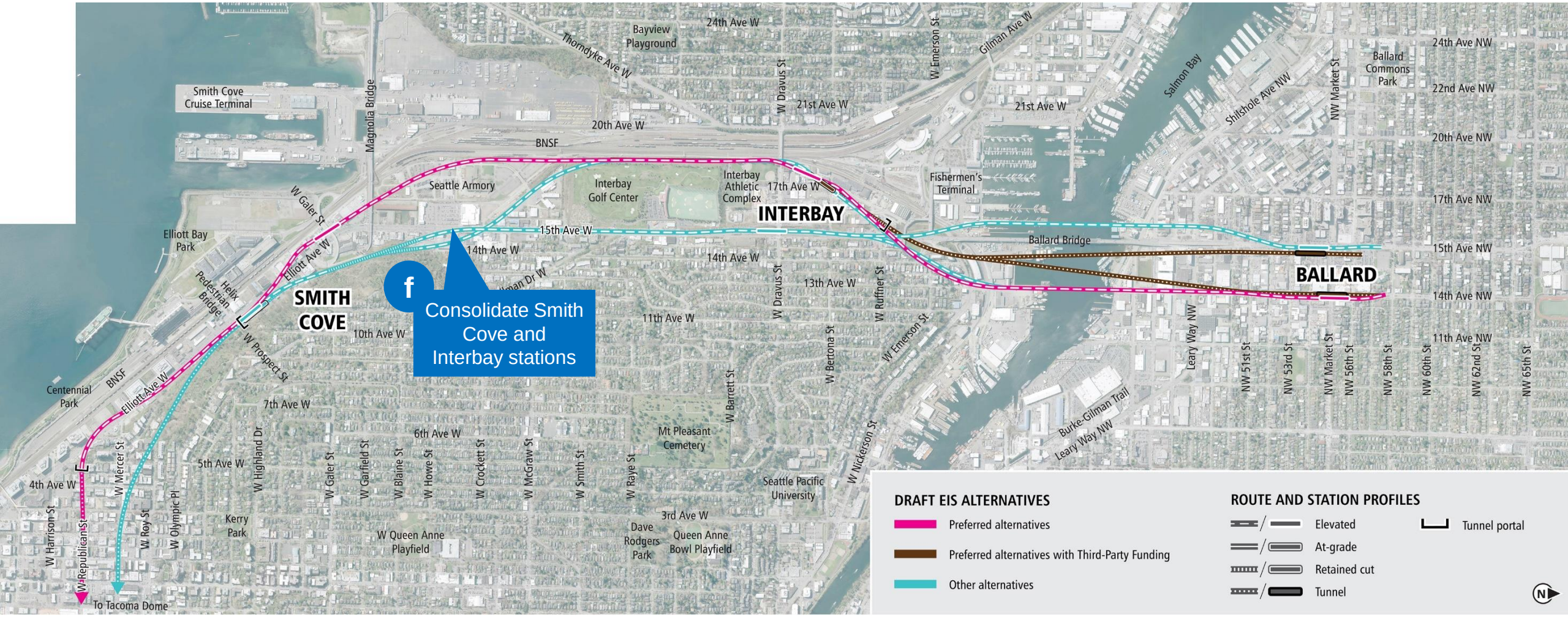
SOUNDTRANSIT

e Shift tunnel portal south (Mercer)

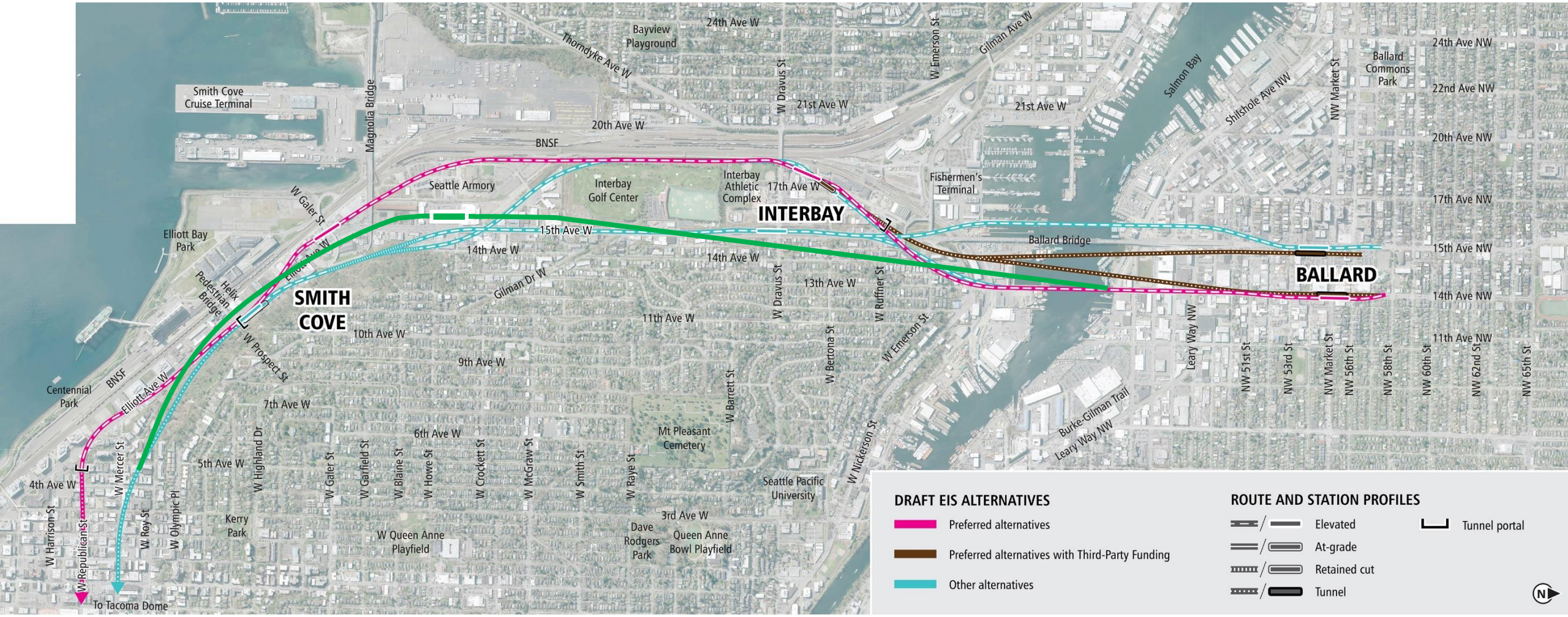


SOUNDTRANSIT

Other refinement concepts South Interbay



f Consolidate Smith Cove and Interbay stations



SoundTransit

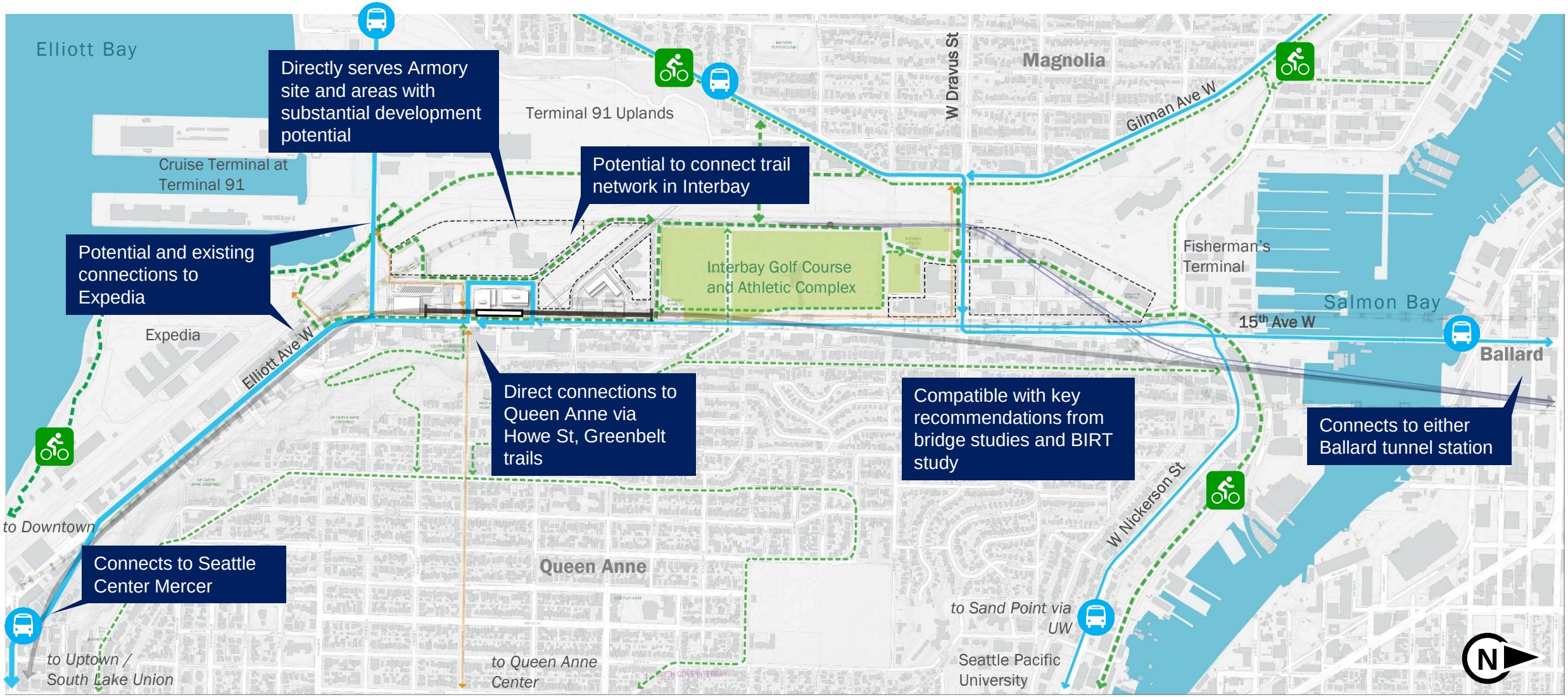
f Consolidate Smith Cove and Interbay stations

Daily Trips on Project

DEIS Preferred Alternative

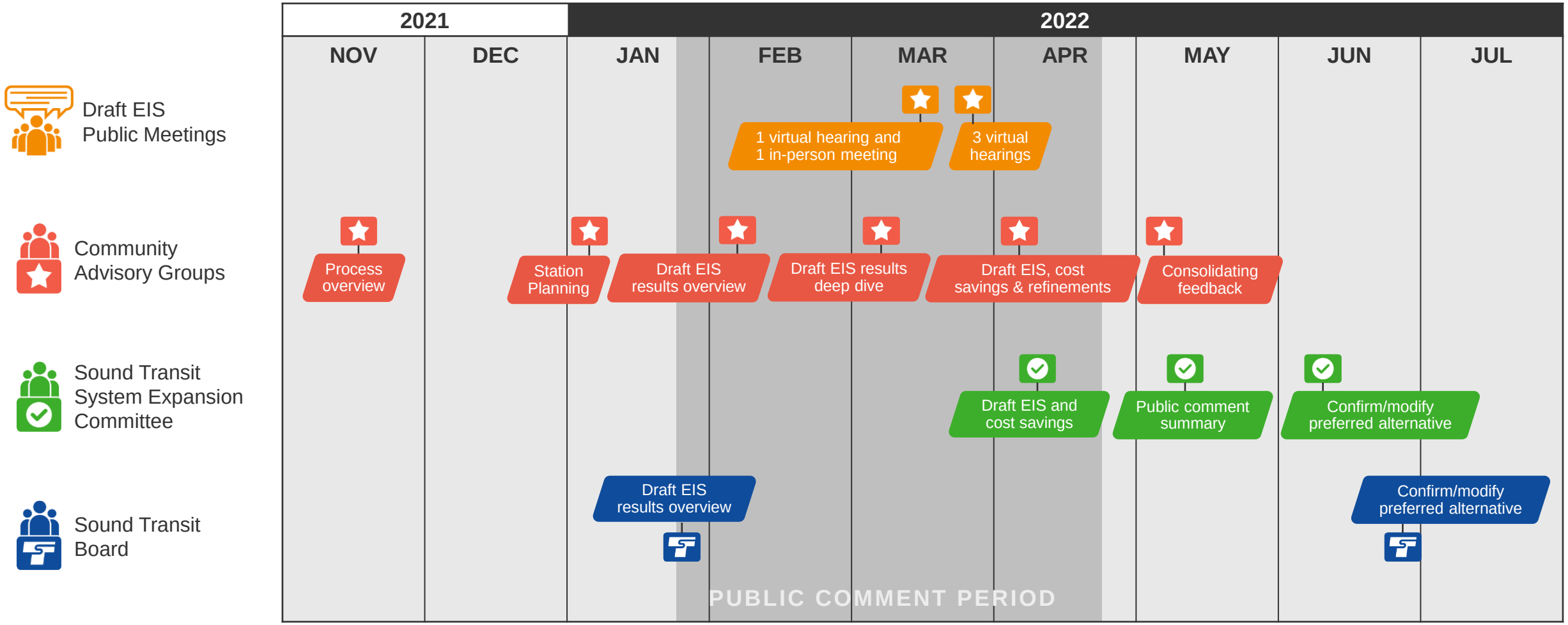
Refinement

f Consolidate Smith Cove and Interbay stations



Community engagement and collaboration

Draft Environmental Impact Statement (EIS)



Updated February 2022. Meeting dates/topics subject to change.

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