

West Seattle and Ballard Link Extensions

*Port of Seattle
Commission Meeting
4/12/2022*



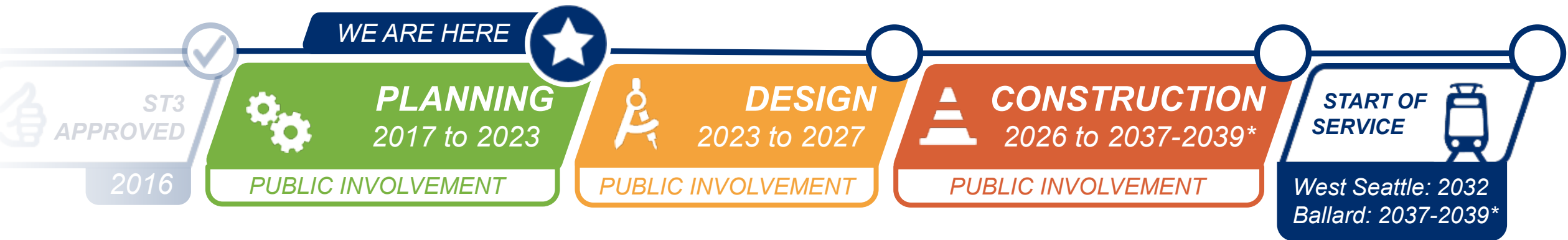
Item No. 11a_supp
Meeting Date: April 12, 2022

Agenda

- West Seattle and Ballard Link Extensions Project Overview
- Draft EIS Results: South Interbay & Interbay Ballard segments
- Potential cost savings and refinements
- Q&A and Discussion
- Next steps

West Seattle and Ballard Link Extensions

Project timeline





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

Draft EIS alternatives

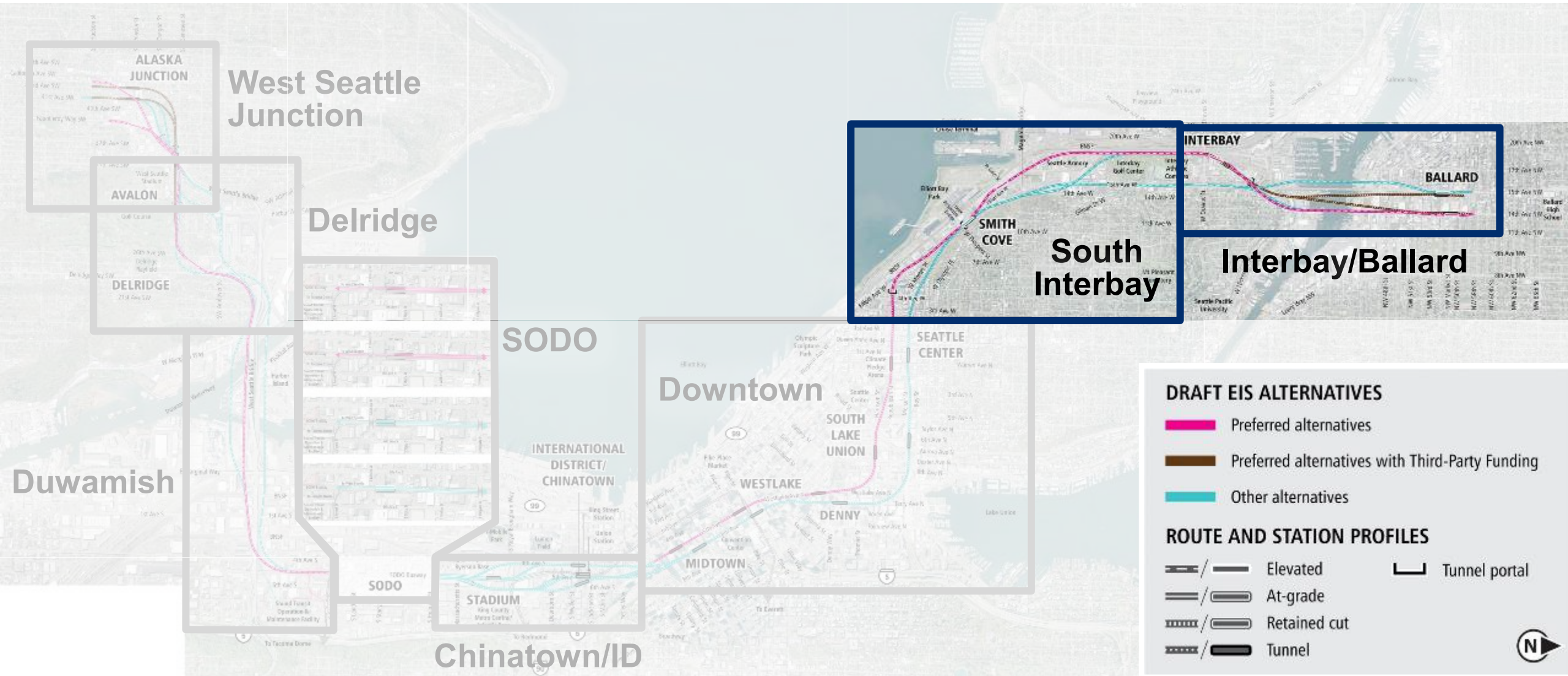
What we're studying in this phase

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

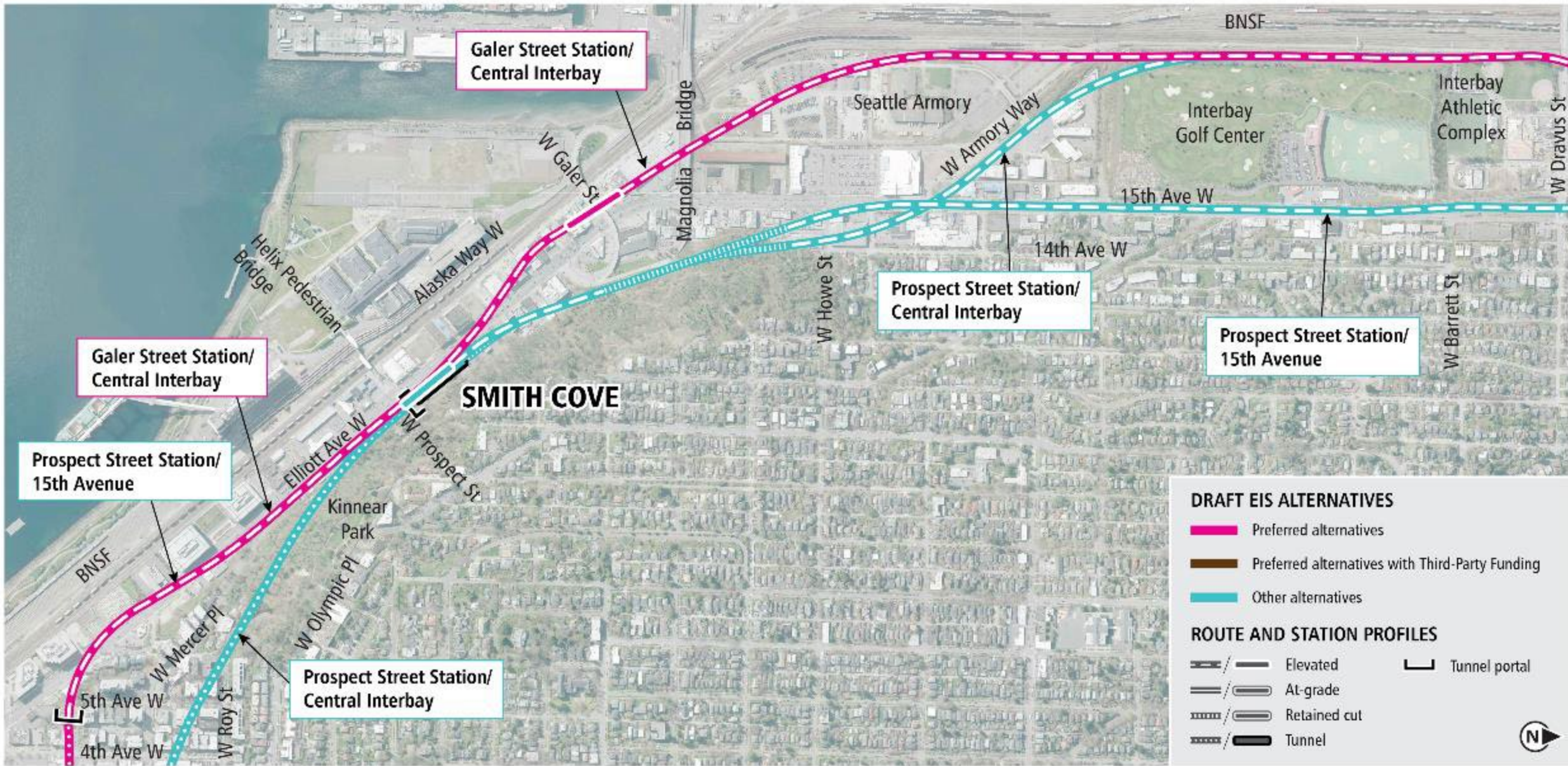
*Dates reflect an affordable schedule based on current financial projections and cost estimates, and a target schedule.



Draft EIS alternatives



South Interbay



Galer Street Station/ Central Interbay

Project cost
(2019\$ in billions) **\$1.3B**

Residential
displacements **174 units**

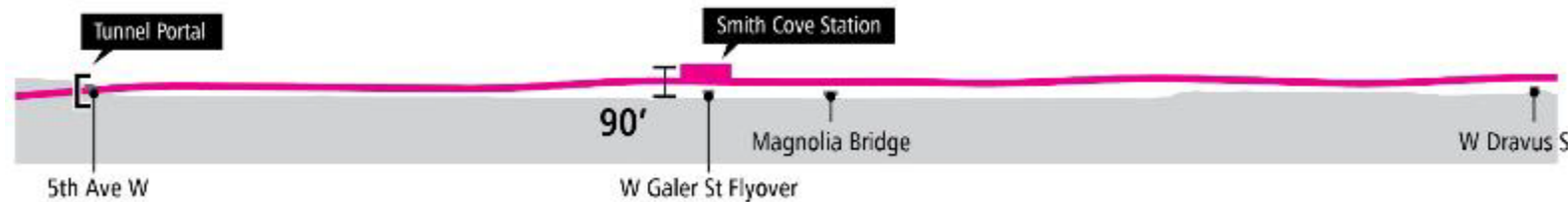
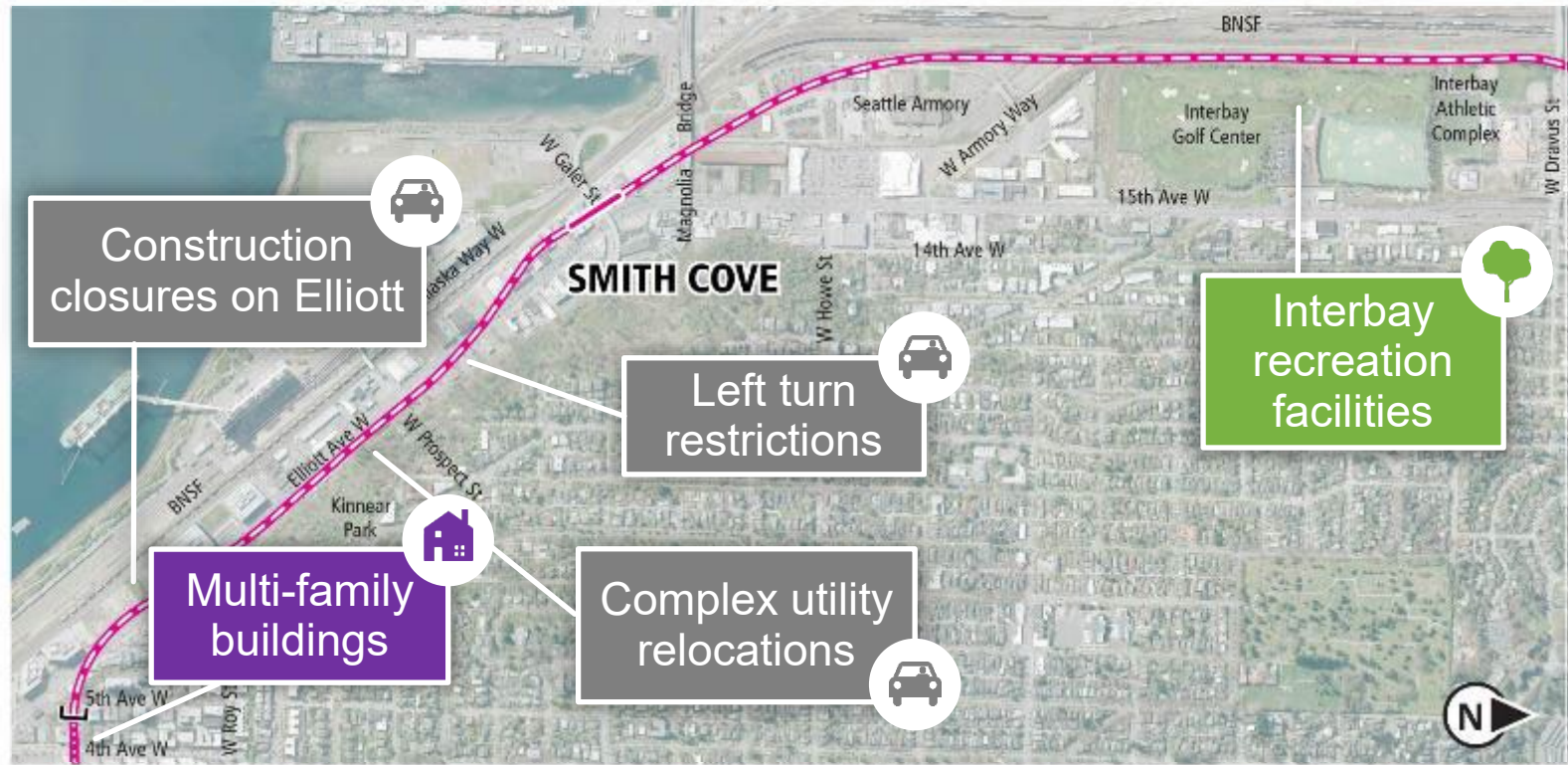
Historic property
effects **7 properties**

Park effects
(permanent) **3.1 acres**

Biodiversity effects
(permanent) **<0.1 acre**

Roadway effects
(Guideway) **0.4 mile**

Other considerations



Diagrams are not to scale and all measurements are approximate.
The above information is for illustration only. Please refer to DEIS for further detail.

Prospect Street Station/ 15th Avenue

Project cost
(2019\$ in billions) **\$1.4-1.5B**

Residential displacements **123 units**

Historic property effects **8 properties**

Park effects (permanent) **0.7 acres**

Biodiversity effects (permanent) **3.8 acres**

Roadway effects (Guideway) **1.0 mile**

Other considerations



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Prospect Street Station/ Central Interbay

Project cost
(2019\$ in billions) **\$1.5-1.6B**

Residential displacements **5 units**

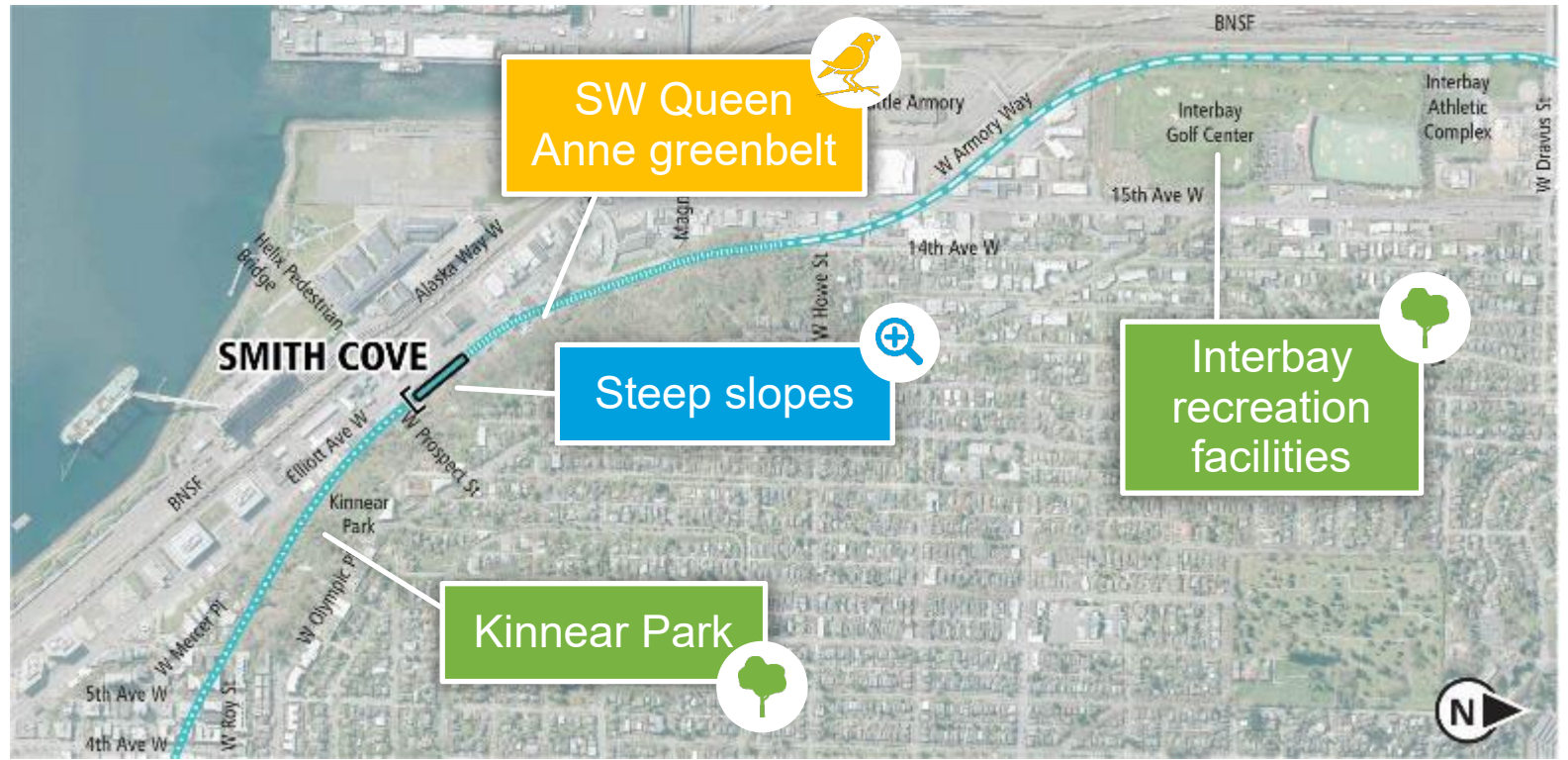
Historic property effects **2 properties**

Park effects (permanent) **4.0 acres**

Biodiversity effects (permanent) **5.5 acres**

Roadway effects (Guideway) **0.1 mile**

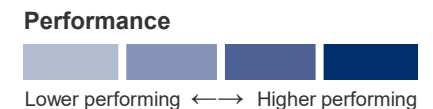
Other considerations



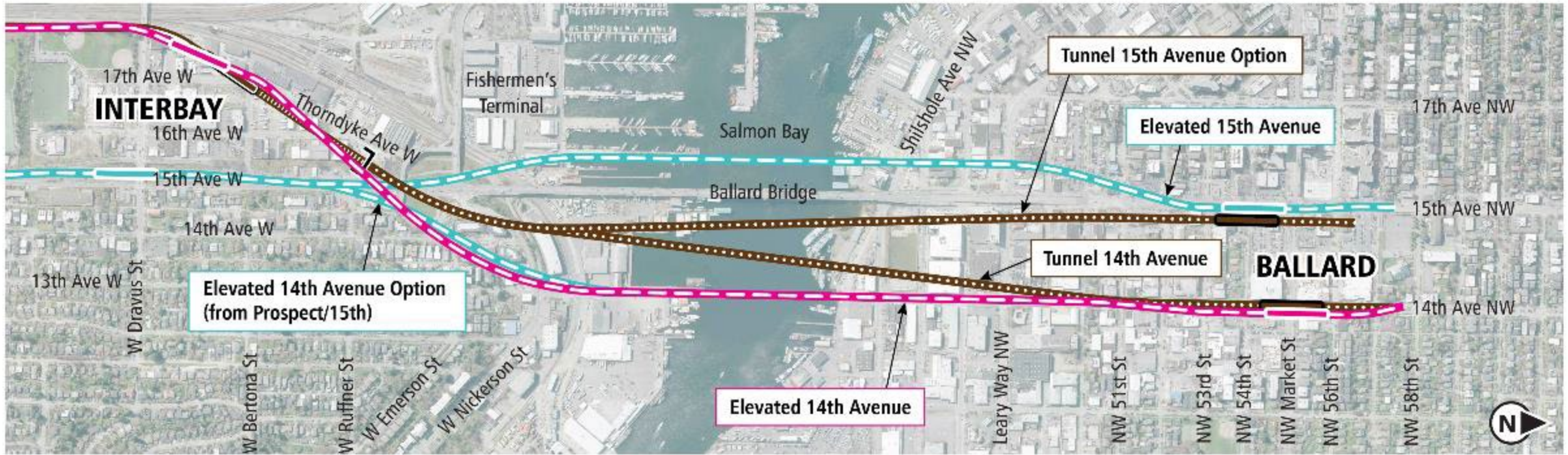
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	Galer Street Station/ Central Interbay	Prospect Street Station/ 15th Avenue	Prospect Street Station/ Central Interbay
Project cost  (2019\$ in billions)	\$1.3B	\$1.4-1.5B	\$1.5-1.6B
Residential displacements 	174 units	123 units	5 units
Historic properties effects 	7	8	2
Park effects  (Permanent)	3.1 acres	0.7 acres	4.0 acres
Biodiversity effects  (Permanent)	<0.1 acre	3.8 acres	5.5 acres
Roadway effects  (Guideway)	0.4 mile	1.0 mile	0.1 mile
Other considerations 		Queen Anne hillside steep slopes	Queen Anne hillside steep slopes

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Interbay Ballard



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

Elevated 14th Avenue

Project cost
(2019\$ in billions) **\$1.5-1.6B**

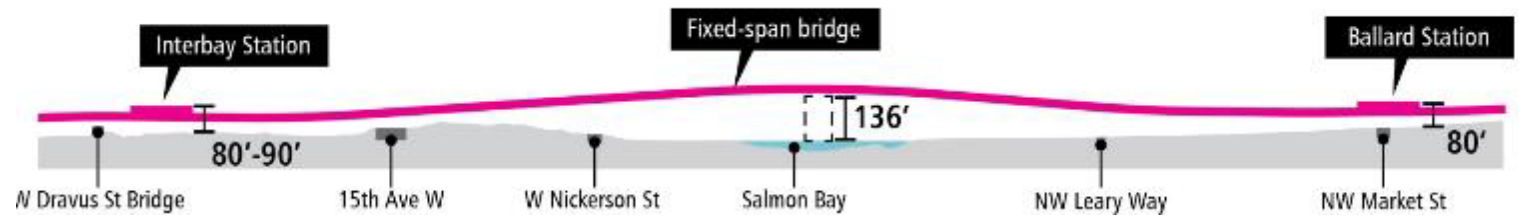
Residential displacements **105 units**

Historic property effects **7 properties**

Employee displacements **610**

In-water effects (Permanent) **1.2 acre**

Other considerations



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Tunnel 14th Avenue

Project cost
(2019\$ in billions) **\$1.5B**

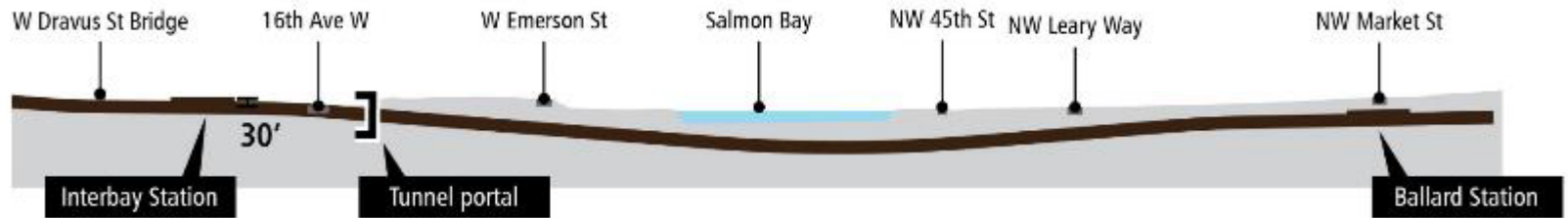
Residential
displacements **14 units**

Historic property
effects **4 properties**

Employee
displacements **380**

In-water effects
(Permanent) **none**

Other considerations 



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Tunnel 15th Avenue Station Option

Project cost (2019\$ in billions) **\$1.7B**

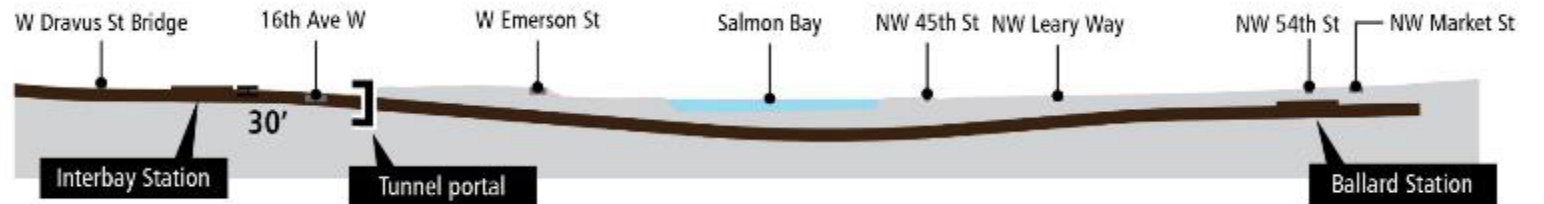
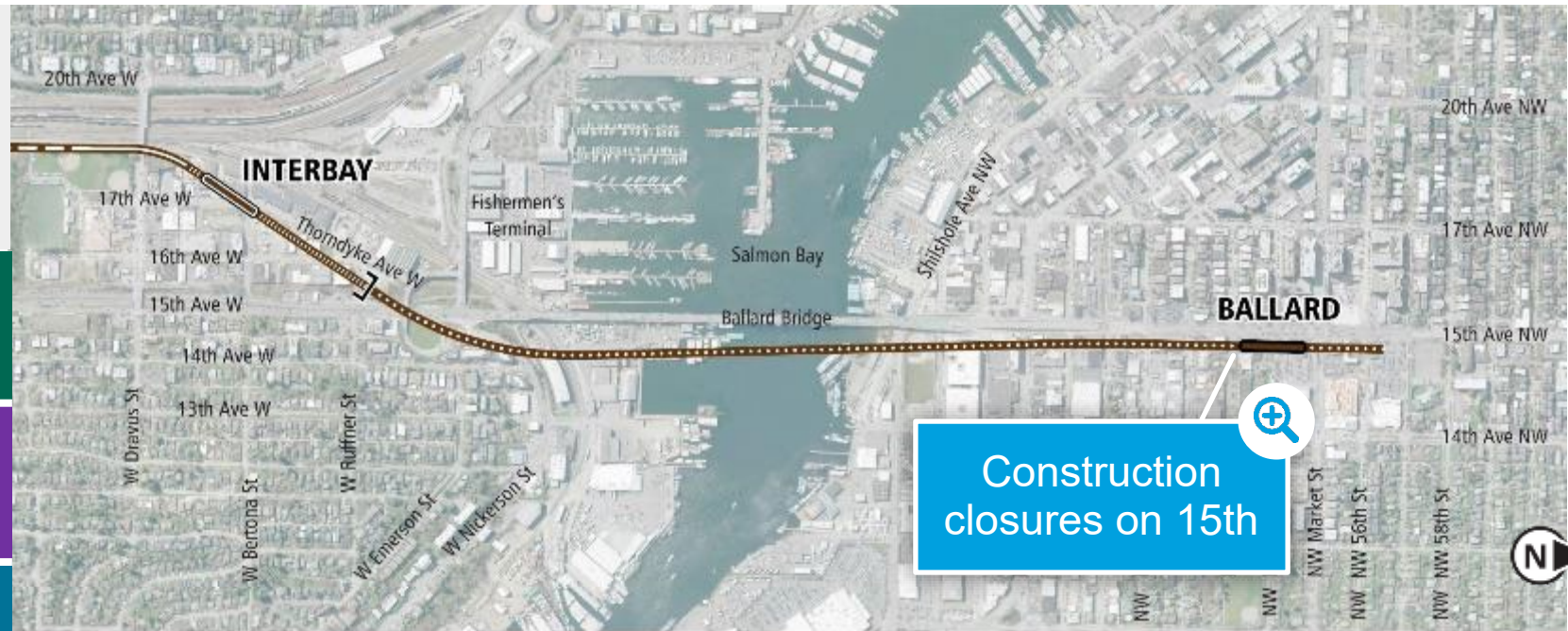
Residential displacements **21 units**

Historic property effects **3 properties**

Employee displacements **370**

In-water effects (Permanent) **none**

Other considerations 



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Elevated 14th Avenue Option (from Prospect/15th)

Project cost
(2019\$ in billions) **\$1.6B**

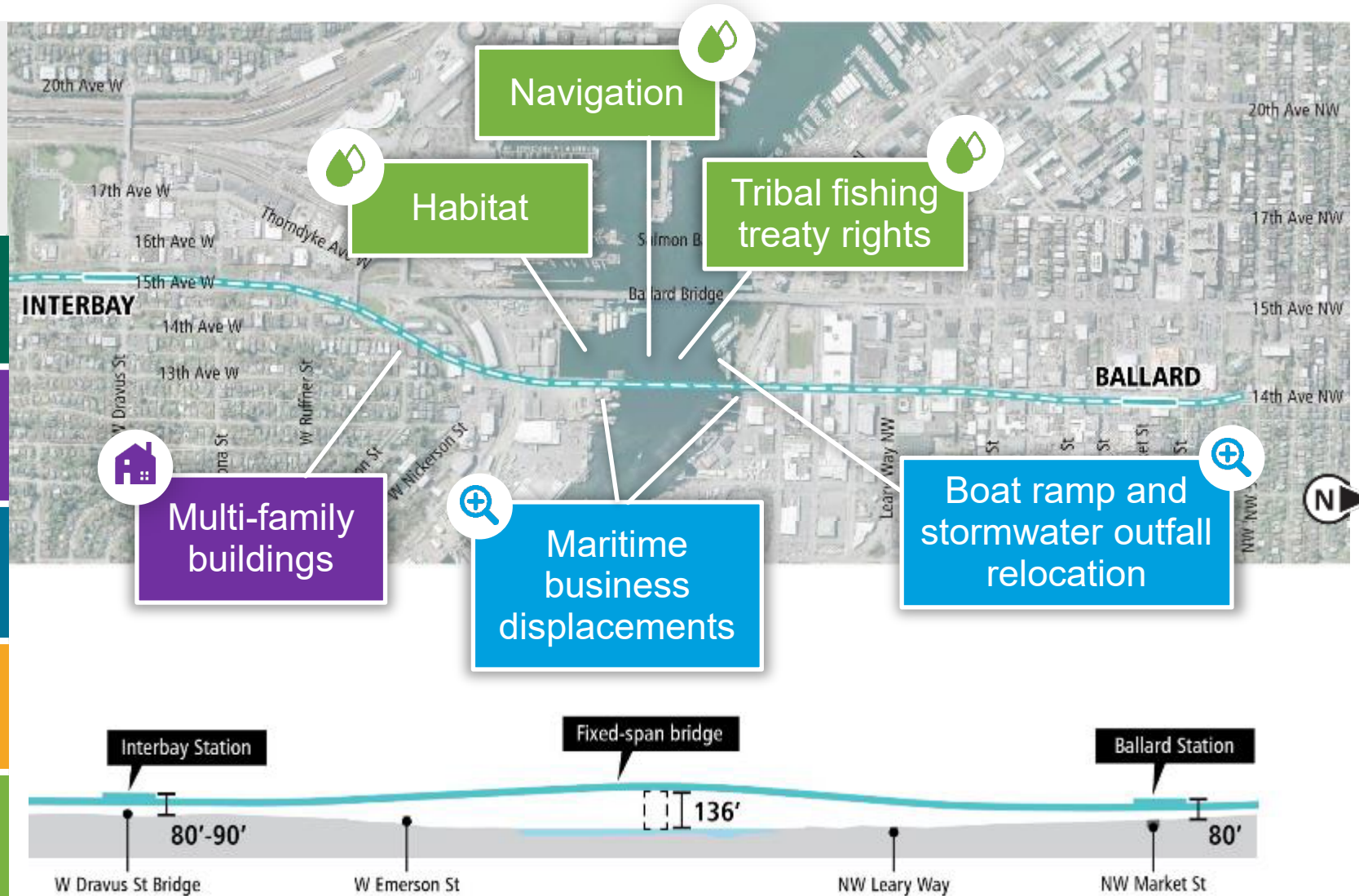
Residential displacements **151 units**

Historic property effects **7 properties**

Employee displacements **400**

In-water effects (Permanent) **1.2 acre**

Other considerations



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Elevated 15th Avenue

Project cost (2019\$ in billions) **\$1.5B**

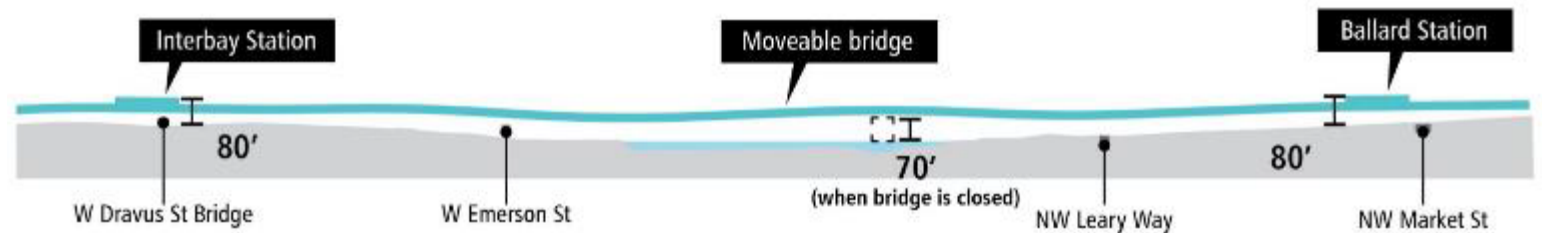
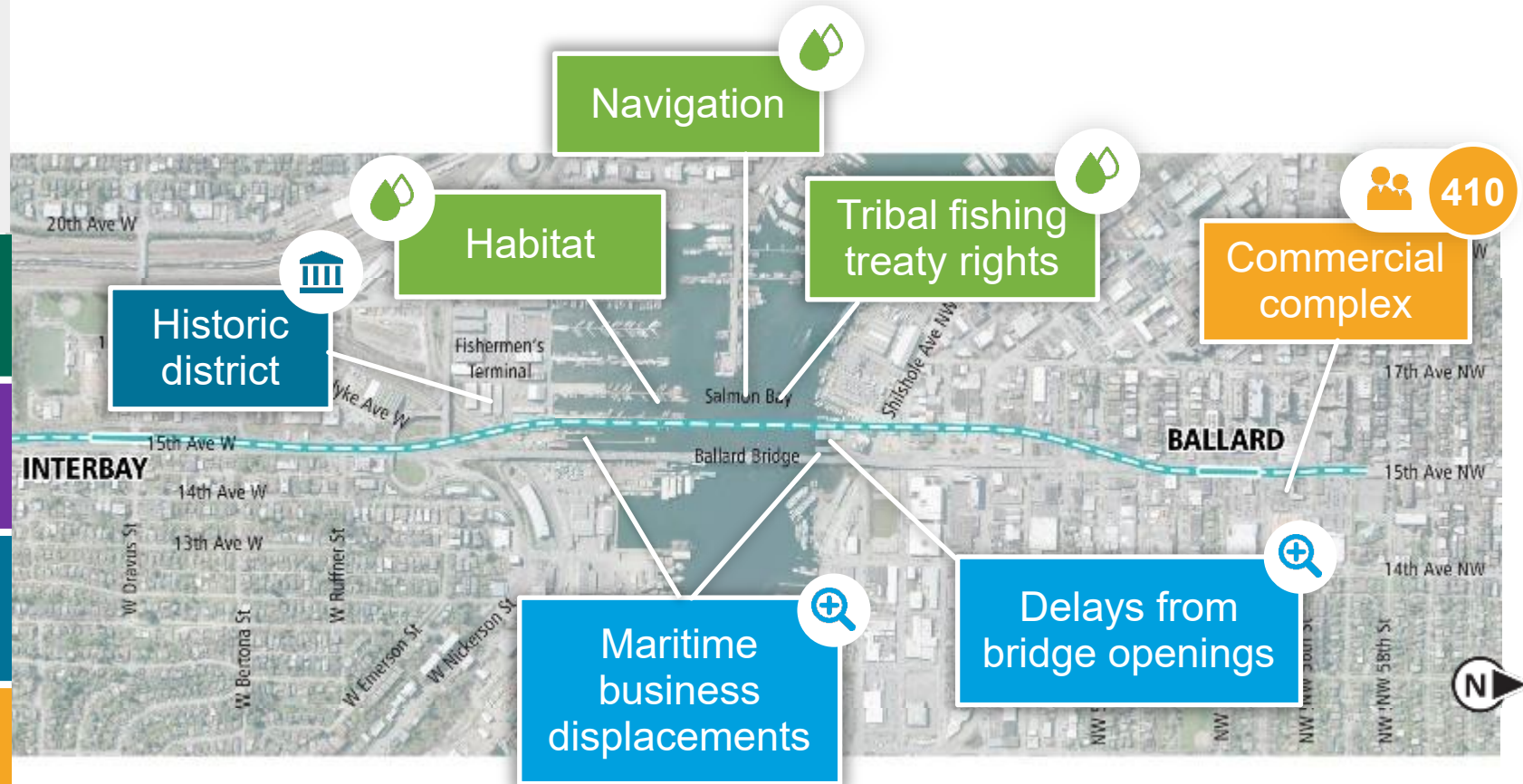
Residential displacements **25 units**

Historic property effects **10 properties**







Employee displacements **620**

In-water effects (Permanent) **0.8 acre**

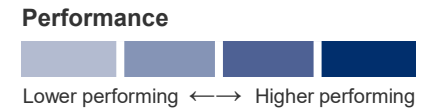
Other considerations



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	Elevated 14th Avenue	Tunnel 14th Avenue	Tunnel 15th Avenue Option	Elevated 14th Avenue Option (from Prospect/15th)	Elevated 15th Avenue
Project cost (2019\$ in billions) 	\$1.5-1.6B	\$1.5B	\$1.7B	\$1.6B	\$1.5B
Residential displacements 	105 units	14 units	21 units	151 units	25 units
Historic property effects 	7	4	3	7	10
Employee displacements 	610	380	370	400	620
In-water effects (Permanent) 	1.2 acre	none	none	1.2 acre	0.8 acre
Other considerations 	Maritime business displacements Boat ramp and stormwater outfall relocation		Construction closures on 15th	Maritime business displacements Boat ramp and stormwater outfall relocation	Maritime business displacements Delays from bridge opening

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



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

Cost savings and refinements

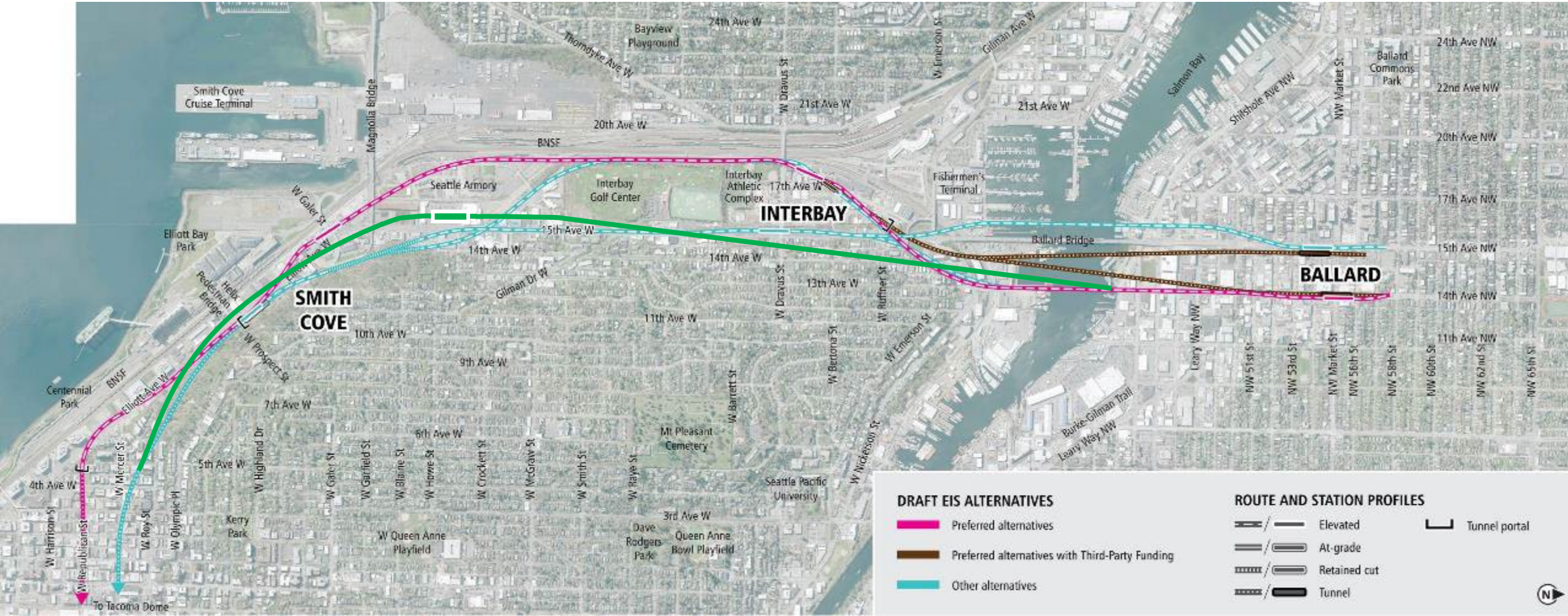
Cost savings

- Potentially help address **affordability gap**

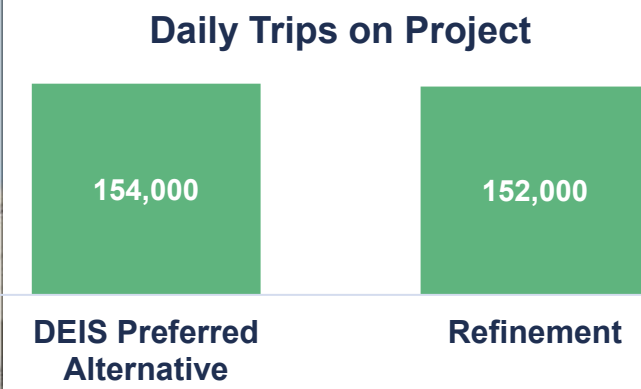
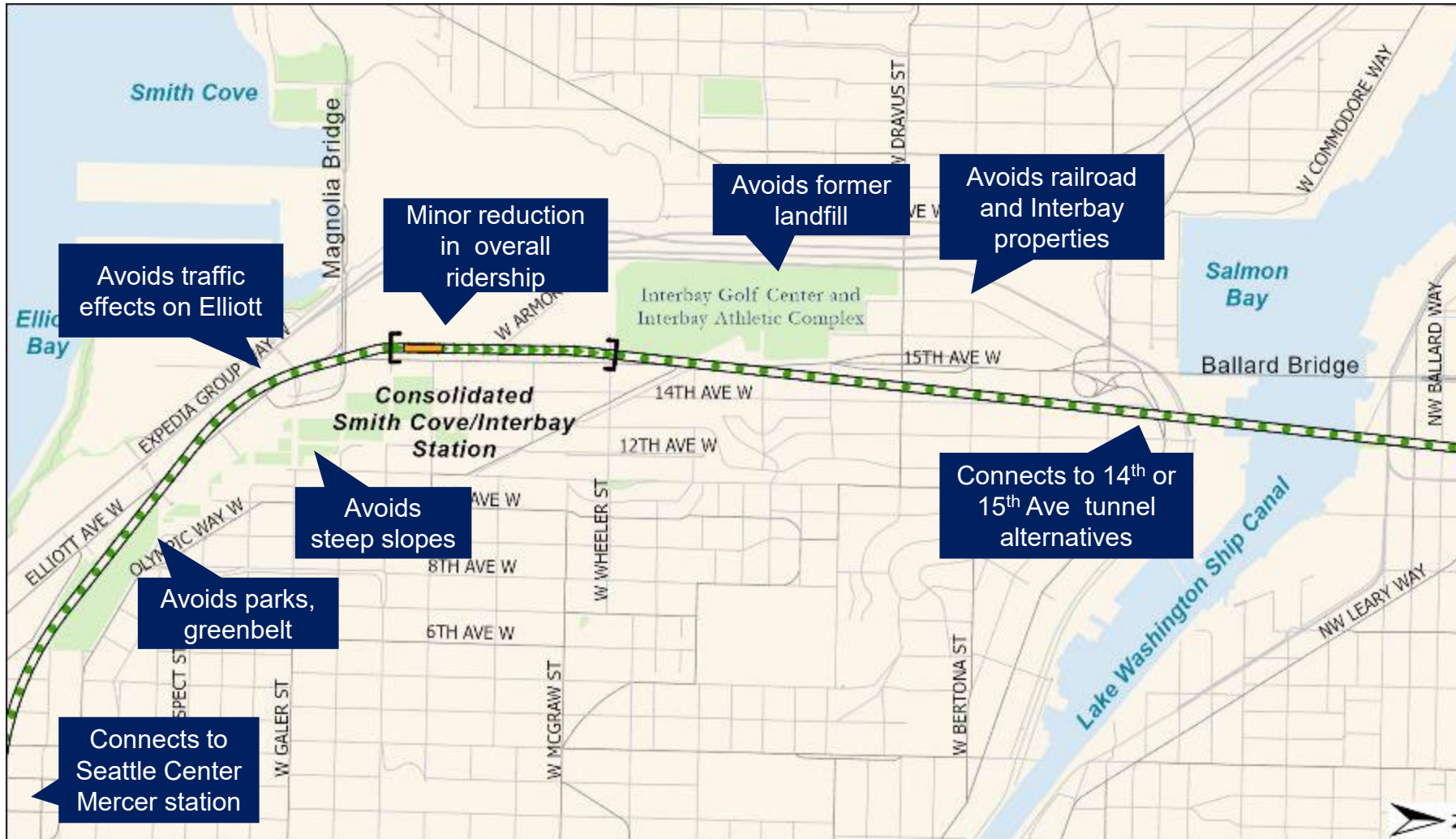
Other refinements

- Potentially address **other risks or opportunities**

Potential refinement concept: Consolidate Smith Cove and Interbay stations



Potential refinement concept: Consolidate Smith Cove and Interbay stations




 *wsblink.participate.online*

 **SOUNDTRANSIT**



Primary Port Objectives

1. Improve regional transportation for personal mobility, while protecting maritime and industrial land uses and freight mobility;
 2. Strengthen access to POS/NWSA facilities, both existing and future developments;
 3. Enhance service to Seattle-Tacoma International Airport for passengers and employees, from a web of cities throughout the region.
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DEIS Review – Early Themes

Overarching Issues

Environmental Justice, Climate, Safety
Construction

Duwamish Segment

Northern alignment greater impact on marine terminal operations
Southern alignment impacts on Terminal 102, 103, 104
Freight access impacts
Environmental habitat at Terminal 25

Ballard/Interbay/Ship Canal Crossing

Interbay: Traffic circulation and access, ridership

Ship Canal Crossing

- Tunnel: fewer impacts
- Aerial: access on land, navigation on water; business acquisitions and displacements

Primary Port Objectives

Apr 5 – Sound Transit & Port/NWSA staff:

Overview & Duwamish Crossing to NWSA Managing Members

Apr 12 – Sound Transit & Port staff:

Ballard/Interbay to POS Commissioners

Apr 18 - Executive/Elected Officials review draft letters

Apr 28 - Comments and policy letter due to Sound Transit

Jun '22 - Sound Transit Board confirms or refines preferred alternative

2023 - Sound Transit publishes Final EIS