Agenda

- Welcome and review CAG progress
- Begin to identify issues, tradeoffs of Draft EIS alternatives
- City of Seattle: Draft EIS Review
- Potential cost savings and refinements ideas
- Next steps and next meeting
Why we’re here today

• Engage with fellow CAG members in small groups to begin to identify issues and tradeoffs of Draft EIS alternatives
• Preview draft City of Seattle comments on the Draft EIS
• Learn about the potential cost savings and refinement concepts that Sound Transit has been exploring
Agenda

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## Community engagement and collaboration

### Draft Environmental Impact Statement (EIS)

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### Process Overview
- **NOV:** Process overview
- **DEC:** Process overview
- **JAN:** Station Planning, Draft EIS results overview
- **FEB:** Draft EIS results deep dive, Public comment period, Draft EIS, cost savings & refinements
- **MAR:** 1 virtual hearing and 1 in-person meeting
- **APR:** 3 virtual hearings
- **MAY:** Consolidating feedback
- **JUN:** Confirm/modify preferred alternative
- **JUL:** Confirm/modify preferred alternative

### Draft EIS Results Overview
- **Draft EIS results overview**

### Public Comment Period

*Updated February 2022. Meeting dates/topics subject to change.*
November CAG

Process Overview

• Introduction to project timeline, environmental review, and alternatives
• Overview of CAG timeline and expectations
January CAG

Station Planning

- Presentation of **co-planning partnership and roles** between Sound Transit and City of Seattle and **Racial Equity Toolkit (RET) outcomes**

- Presentation and discussion on **station planning** for the Smith Cove, Interbay, and Ballard areas
February CAG

Draft EIS results overview

• Presentation and discussion of Draft EIS findings for the Smith Cove, Interbay, and Ballard station areas

• Introduction to the City’s role in engaging in the Draft EIS process
March CAG

Draft EIS results deep dive

- Presentation and discussion of Draft EIS deep dive topics based on CAG feedback in February
- Presentation and discussion of City review of the Draft EIS and potential tradeoffs
April CAG

Draft EIS, cost savings and refinements

• Breakout group discussions to identify and discuss key tradeoffs between alternatives
• Preview of draft City comments on the Draft EIS
• Staff presentation on potential cost saving and refinement ideas
May CAG

Consolidating feedback

We will invite you to answer the following:

• What are your thoughts on issues and tradeoffs between the alternatives?
• What are your thoughts on a preferred alternative?
• What are your thoughts on the cost saving and refinement ideas?
Agenda

- Welcome and review CAG progress
- *Begin to identify issues, tradeoffs of Draft EIS alternatives*
- City of Seattle: Draft EIS Review
- Potential cost savings and refinements ideas
- Next steps and next meeting
Small Group Discussions

Zoom

Thomas Valdriz is inviting you to join Room 2

Join  Not Now

Breakout Rooms

Breakout Rooms will close in 47 seconds

You will be returned to the main session automatically.

Leave Breakout Room
Small Group Discussions

CAG members are currently participating in breakout groups and will return at 5:45pm to report out on their discussions.

Please stay tuned!
Report Back to Full Group

What issues and tradeoffs did your group begin to identify as you compare the Draft EIS alternatives?
Agenda

- Welcome and review CAG progress
- Begin to identify issues, tradeoffs of Draft EIS alternatives
- **City of Seattle: Draft EIS Review**
- Potential cost savings and refinements ideas
- Next steps and next meeting
WSBLE is the **biggest infrastructure project** in our City’s history—bringing both **transformative opportunity** and **significant impacts**.

The DEIS is a **critical early juncture** for the City to uphold our Partnering Agreement with Sound Transit “...to ensure that **environmental impacts and appropriate mitigation measures** are identified during the environmental review process...[and]...to work together to ensure that there are **no surprises later** in project permitting...”
Context for City Comments

The City is both a **reviewer** and **regulator**. Our aim is to:

- Help advance the best project to meet community and City interests.
- Facilitate the streamlined permitting and construction of the eventual project. *Critiquing the DEIS now is normal and necessary* to facilitate permitting and construction later.

In April, the City is sharing **draft** comments with community members and stakeholders—we want your feedback to help shape the City DEIS comments and eventual position on a preferred alternative.

The City is a **committed partner** to Sound Transit to support WSBLE and will work collaboratively to resolve outstanding DEIS issues in the coming months.
City Scope of WSBLE DEIS Review

Review for compliance and adequacy:
1. Does the DEIS demonstrate compliance with City Codes/Director’s Rules?
2. Does the DEIS adequately identify and evaluate project impacts and include appropriate mitigation?
3. Does the DEIS meaningfully compare alternatives?

Review for additional strategic questions for the City:
4. Does the DEIS adequately analyze impacts to BIPOC communities, propose mitigation, and further the joint Racial Equity Toolkit outcomes?
5. How does new DEIS information shape City position on alternatives?
1. More analysis is needed to ensure compliance with:
   • Environmentally critical area regulations related to Queen Anne Hill impacts
   • Noise regulations related to elevated and at-grade guideway sections
   • Stormwater regulations related to elevated and at-grade guideway sections

2. More analysis is needed to fully assess impacts and propose mitigation for:
   • Navigation/Tribal/maritime business impacts from elevated Ship Canal crossing
   • Visual/aesthetic impacts related to elevated guideway on Elliott Way
   • Property acquisition impacts to future SCL substation in Interbay
   • Residential and business displacement throughout segments
   • Construction and operational transportation impacts
   • Impacts to Kinnear Park
   • Impacts to Fire Station 20 operations
3. More information is needed to support the comparison of alternatives in:

South Interbay segment

• (SIB-1 and SIB-2) More information is needed to demonstrate how visual impacts and transportation impacts from construction and operation of an elevated guideway on Elliott would be avoided or mitigated. The DEIS also does not demonstrate compliance with noise regulations for this elevated guideway.

• (SIB-2 and SIB-3) More information is needed to demonstrate compliance with ECA regulations. Need additional information on mitigation to understand impacts.
What do these comments mean?

The City is a **strong supporter of the WSBLE project** and intends to support eventual project permitting and construction. Between the Draft EIS and Final EIS, the City is committed to work with Sound Transit to ensure that the project:

- Complies with codes and regulations through additional analysis or modifications.
- Avoids/minimizes/mitigates impacts through modifications or a Mitigation Plan.

**We look forward to working with Sound Transit on the additional analysis and mitigation flagged here and in our detailed comments.**

The City Team will **continue our work with community** throughout this time. We aim to ensure that City decisions on WSBLE are centered in racial equity and co-created and truth-checked with community. City staff listen through a range of engagement opportunities: briefings, one-on-one conversations, letters, and workshops.
Next Steps

City DEIS Review Comments
• Continue internal staff review of DEIS.
• Share staff review comments at 4/19 City Council T+SPU Committee meeting and community meetings through April.
• Transmit comments to Sound Transit by 4/28.

City position on a Preferred Alternative
• Joint Council Resolution on WSBLE alternatives in May/June.
• Mayor Harrell and CP Juarez engage in Sound Transit Board discussions in June.
Additional questions please contact
Nicole Kistler, *Neighborhoods*
Nicole.Kistler@Seattle.gov
Agenda

- Welcome and review CAG progress
- Begin to identify issues, tradeoffs of Draft EIS alternatives
- City of Seattle: Draft EIS Review
- *Potential cost savings and refinements ideas*
- Next steps and next meeting
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
Cost savings concepts
Concepts we’ll discuss today

Cost savings
• Potentially help address affordability gap

Other refinements
• Potentially address other risks or opportunities
Cost savings concepts summary

1. Shift Elevated Fauntleroy Station
2. Eliminate Avalon Station
3. Consolidate Denny and South Lake Union stations
4. Potential station entrance refinements
5. Shift Tunnel 14th Ave alignment
Interbay/Ballard segment
Cost savings concepts 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
Shift Tunnel 14th Avenue alignment

Cost savings: - $140M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.
Shift Tunnel 14th Avenue alignment

Cost savings: - $140M

Estimates shown in 2019 dollars, based on conceptual design, and subject to change.
Cost savings concepts summary

1. Shift Elevated Fauntleroy Station  - $200M

2. Eliminate Avalon Station
   And shift Elevated Fauntleroy Station:  - $325M
   (With Tunnel 41st: - $480M)
   (With Medium Tunnel 41st: - $60M)

3. Consolidate Denny and South Lake Union stations  - $575M

4. Potential station entrance refinements  - $265M

5. Shift Tunnel 14th Ave alignment  - $140M

DRAFT EIS ALTERNATIVES

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

ROUTE AND STATION PROFILES
- Elevated
- Tunnel portal
- At-grade
- Retained cut
- Tunnel
Other refinement concepts
Concepts we’ll discuss today

Cost savings

• Potentially help address affordability gap

Other refinements

• Potentially address other risks or opportunities
Other refinement concepts summary

- **a** Provide access north and south of Andover Street
- **b** Midtown station entrance refinement
- **c** Shift Seattle Center Republican station west
- **d** Connect South Lake Union Harrison to Seattle Center Mercer
- **e** Shift tunnel portal south (Mercer)
- **f** Consolidate Smith Cove and Interbay stations
South Interbay segment
Other refinement concepts

South Interbay

DRAFT EIS ALTERNATIVES
- Preferred alternatives
- Preferred alternatives with Third-Party Funding
- Other alternatives

ROUTE AND STATION PROFILES
- Elevated
- At-grade
- Retained cut
- Tunnel

Shift tunnel portal south (Mercer)
Shift tunnel portal south (Mercer)
Shift tunnel portal south (Mercer)

- Shift portal south
- Shift station north
- Lessens steep slope effects
- Connects to Seattle Center Mercer

- Smith Cove
- Elliott Bay
- Smith Cove Station
- Interbay Golf Center and Interbay Athletic Complex

Map showing Smith Cove Station with connections to Seattle Center Mercer and other landmarks.
Other refinement concepts

- South Interbay

- Consolidate Smith Cove and Interbay stations
Consolidate Smith Cove and Interbay stations
Consolidate Smith Cove and Interbay stations

- Avoids traffic effects on Elliott
- Avoids steep slopes
- Avoids parks, greenbelt
- Minor reduction in overall ridership
- Avoids former landfill
- Avoids railroad and Interbay properties

![Map of Smith Cove and Interbay stations](image)

Daily Trips on Project

- DEIS Preferred Alternative: 154,000
- Refinement: 152,000
Consolidate Smith Cove and Interbay stations

- Directly serves Armory site and areas with substantial development potential
- Potential to connect trail network in Interbay
- Potential and existing connections to Expedia
- Direct connections to Queen Anne via Howe St, Greenbelt trails
- Connects to Seattle Center Mercer
- Connects to either Ballard tunnel station
- Compatible with key recommendations from bridge studies and BIRT study
- Directly serves Queen Anne via Howe St, Greenbelt trails

Locations:
- Elliott Bay
- Cruise Terminal at Terminal 91
- Terminal 91 Uplands
- Magnolia
- Fisherman’s Terminal
- Ballard Tunnel
- Seattle Center Mercer
- Seattle Pacific University
- UW
- Queen Anne
- Interbay Golf Course and Athletic Complex
- Expedia
- Terminal 91 Uplands
- Elliott Bay
- 15th Ave W
- Ballard Tunnel
- Salmon Bay
- Uptown / South Lake Union
- Downtown

Connections:
- Direct connections to Queen Anne via Howe St, Greenbelt trails
- Connects to Seattle Center Mercer
- Connects to either Ballard tunnel station
- Directly serves Armory site and areas with substantial development potential
- Potential to connect trail network in Interbay
- Potential and existing connections to Expedia
- Compatible with key recommendations from bridge studies and BIRT study
Other refinement concepts summary

- **Provide access north and south of Andover Street**
- **Shift Seattle Center Republican station west**
- **Midtown station entrance refinement**
- **Shift tunnel portal south (Mercer)**
- **Connect South Lake Union Harrison to Seattle Center Mercer**
- **Consolidate Smith Cove and Interbay stations**
Discussion: Hearing from CAG members

Questions or reflections on the potential cost savings and refinement concepts?
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## Community engagement and collaboration

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*Updated February 2022. Meeting dates/topics subject to change.*
Upcoming Community Advisory Groups

Cost Savings and Refinements

**Downtown Community Advisory Group**
Thursday, April 7, 2022 from 5pm to 7pm

**West Seattle/Duwamish Community Advisory Group**
Tuesday, April 12, 2022 from 5pm to 7pm

**CID/SODO Community Advisory Group**
Wednesday, April 13, 2022 from 5pm to 7pm

**Interbay/Ballard Community Advisory Group**
Wednesday, May 4, 2022 from 5pm to 7pm

Advisory group meetings are livestreamed and recorded.
For more information and meeting links, visit: wsblink.participate.online
Looking ahead to our final meeting

Please consider these questions:

• What are your thoughts on *issues and tradeoffs* between the alternatives?
• What are your thoughts on a *preferred alternative*?
• What are your thoughts on the *cost saving and refinement ideas*?
wsblink.participate.online