

E-01: REDMOND TECHNOLOGY CENTER STATION TO SE REDMOND TO DOWNTOWN REDMOND (EAST LINK)

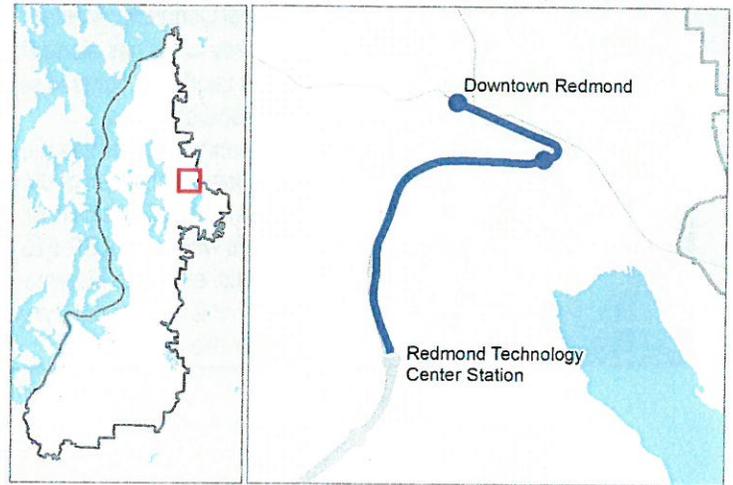
Project Number	E-01
Subarea	East King
Primary Mode	Light Rail
Facility Type	Corridor
Length	3.7 miles
Version Number	4.0
Date Last Modified	11-03-2015

SHORT PROJECT DESCRIPTION

This project would extend East Link to Downtown Redmond, as described in ST Board Resolution R2013-09 and the FTA Record of Decision. The project would include stations at Southeast Redmond and Downtown Redmond.

Note: the elements included in this representative project will be refined during future phases of project development and are subject to change.

PROJECT AREA AND REPRESENTATIVE ALIGNMENT



KEY ATTRIBUTES

RIDERSHIP

2040 daily boardings

CAPITAL COST

Cost in Millions of 2014 \$

PROJECT ELEMENTS

- Approximately 3.7 miles of light rail with a mixture of cut-and-cover, retained-cut, at-grade, and elevated profiles
- One elevated station: SE Redmond
- One at-grade station: Downtown Redmond
- Stations accommodate 4-car trains
- Parking garage at the Southeast Redmond Station with approximately 1,400 stalls
- Downtown Redmond terminal station with tail tracks (with double crossover) up to 850 feet long to the west of the station for train layover and turnback operations
- Purchase of 15 light rail vehicles. Note that 10 vehicles will be accommodated at the Link Operations and Maintenance Satellite Facility (OMSF) (per the OMSF FEIS), and the remaining 5 vehicles will need to be accommodated at another ST maintenance facility.
- Per-vehicle allowance (for 5 vehicles) for maintenance facility capacity
- Non-motorized access facilities (bicycle/pedestrian), transit-oriented development (TOD)/planning due diligence, and sustainability measures (see separate document titled "Funding Allowances That Apply to Some Projects")

NOT INCLUDED

- Parking at Downtown Redmond Station

ISSUES & RISKS

- Risk associated with construction adjacent to SR 520
- Crossing over SR 520 from SE Redmond to Downtown Redmond will need additional analysis
- Coordination with City of Redmond for guideway and station along Redmond Central Connector
- The multi-use function of the Downtown Redmond segment of the Eastside Rail Corridor will require substantial coordination and must be consistent with Redmond and Sound Transit's Light Rail Easement Agreement (Redmond's Spur Rail Corridor, Downtown City Segment) (2012), Real Estate Purchase and Sale Agreement, Redmond and Port of Seattle (2010), and the Redmond

E-01: REDMOND TECHNOLOGY CENTER STATION TO SE REDMOND TO DOWNTOWN REDMOND (EAST LINK)

KEY ATTRIBUTES

- Central Connector Master Plan (2011) and Infrastructure Alignment Plan Process (2010)
- At-grade crossings along Redmond Central Connector
- Accommodating light rail storage and tail tracks in mixed-use residential/commercial area and in a constrained area
- The number of vehicles required to operate the intended service frequencies to Downtown Redmond is 15. Ten of those vehicles will be accommodated at the OMSF (per the OMSF FEIS), and the other 5 vehicles will need to be accommodated at another ST maintenance facility.
- Recent widening of SR 520 may require modification of the project design that could alter potential effects to Marymoor Park.
- Light rail is not currently a permitted use in the City of Redmond but is mentioned in the Comprehensive Plan.

E-01: REDMOND TECHNOLOGY CENTER STATION TO SE REDMOND TO DOWNTOWN REDMOND (EAST LINK)

State and federal project-level environmental reviews have been completed for this project. The cost estimate is based on the alignment and station areas subsequently selected by the Sound Transit Board. Specific project elements assumed here for cost estimating and evaluation purposes (e.g. profile, station sites, number of parking stalls, etc.) are subject to change since final decisions on specific project elements will be determined through additional environmental review, if necessary, and final engineering and design efforts. Additional opportunities for public participation will be provided at that time.

Long Description:

This project would complete East Link to Downtown Redmond, as described in ST Board Resolution R2013-09 and the FTA Record of Decision, and as identified in the Regional Transit Long-Range Plan as completing the light rail spine to Downtown Redmond. This project would extend light rail from the Redmond Technology Center Station (formerly called the Overlake Transit Center Station) to Downtown Redmond. The route would follow SR 520 to an elevated Southeast Redmond Station southeast of the SR 520/SR 202 intersection. The route would then turn west, cross over the SR 520/SR 202 interchange and enter the former BNSF Railway corridor (now known as the Redmond Central Connector). The alignment would transition to at-grade and continue to the Downtown Redmond station west of Leary Way.

Assumptions:

- Relocate and reconstruct sections of Redmond Central Connector trail
- Accommodates future extension of 168th Avenue NE at-grade across tracks. This would require reconstruction of 168th Avenue NE on the south side of the tracks to raise its profile
- No parking facilities at the Downtown Redmond station
- For non-motorized station access allowances, the Southeast Redmond Station is categorized as a suburban station and the Downtown Redmond station is characterized as an urban station.

Environmental:

Environmental compliance pursuant to the State Environmental Policy Act (SEPA) for East Link was completed with the East Link Project Final Environmental Impact Statement (EIS) issued on July 15, 2011, and the East Link Extension 2013 SEPA Addendum issued on March 26, 2013. The Federal Transit Administration (FTA) and Federal Highway Administration issued a Record of Decision (ROD) for the project on November 16, 2011 and November 17, 2011, respectively, completing the National Environmental Policy Act process. The East Link segment from the Redmond Technology Center Station to Downtown Redmond was covered in the Final EIS and FTA ROD.

Sound Transit will complete additional project-level state and federal environmental reviews as necessary. Sound Transit will also obtain and meet the conditions of all required local, state, and federal permits and approvals. As per the agency's 2004 Environmental Policy, Sound Transit will fully comply with all environmental laws and regulations and will strive to exceed compliance by the continual improvement of our environmental performance through cost-effective innovation and self-assessment. The agency commits to restoring the environment by providing mitigation and corrective action. Sound Transit will also avoid environmental degradation, prevent pollution, and conserve resources.

Utilities:

Utility relocation as needed to complete the project, including fiber optics, sewer, water, overhead electric/communications, etc.

Right-of-Way and Property Acquisition:

- The right-of-way required for the guideway is mostly within the SR 520 and Eastside Rail Corridor rights-of-way, but property acquisitions are possible for some adjacent parcels
- Property acquisition required for stations and parking
- Potential acquisitions to mitigate impacts to Marymoor Park
- Per-vehicle allowance (for 5 vehicles) for maintenance facility capacity

Potential Permits/Approvals Needed:

- Anticipated permits and approvals are identified in the East Link Project Final Environmental Impact Statement Executive Summary (pp. iv-v, July 2011)
- City of Redmond Site Plan Entitlement Permit

Project Dependencies:

- East Link completion to the Redmond Technology Center Station
- Completion of the OMSF

E-01: REDMOND TECHNOLOGY CENTER STATION TO SE REDMOND TO DOWNTOWN REDMOND (EAST LINK)

Potential Project Partners:

- WSDOT
- City of Redmond
- King County
- FTA
- Transit Partners Also Serving Project: King County Metro

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E-01: REDMOND TECHNOLOGY CENTER STATION TO SE REDMOND TO DOWNTOWN REDMOND (EAST LINK)

Cost:

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In Millions of 2014\$

ITEM	LOW	HIGH
Agency Administration		
Preliminary Engineering & Environmental Review		
Final Design & Specifications		
Property Acquisition & Permits		
Construction		
Construction Management		
Third Parties		
Vehicles		
Contingency		
Total		

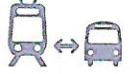
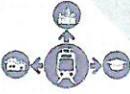
Design Basis:

The costs expressed above include allowances for TOD planning and due diligence, Sustainability, and Non-Motorized Access. These allowances, as well as the costs for Parking Access included above, are reflected in the following table:

ITEM	LOW	HIGH
TOD planning and due diligence	\$XX.XX	\$XX.XX
Sustainability	\$XX.XX	\$XX.XX
Parking access	\$XX.XX	\$XX.XX
Non-motorized (bicycle/pedestrian) access	\$XX.XX	\$XX.XX

E-01: REDMOND TECHNOLOGY CENTER STATION TO SE REDMOND TO DOWNTOWN REDMOND (EAST LINK)

Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 Regional Light Rail Spine <i>Does project help complete regional light rail spine?</i>	Yes	
 Ridership <i>2040 daily station boardings</i>		
 Capital Cost <i>Cost in Millions of 2014 \$</i>		
 Annual O&M Cost <i>Cost in Millions of 2014 \$</i>		
 Travel Time <i>In-vehicle travel time along the project (segment)</i>	8 min	
 Reliability <i>Percentage of alignment/route in exclusive right-of-way</i>	100%	
 System Integration <i>Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities</i>		
 Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes</i>		Barriers to non-motorized station access include SR 520 and wetlands
 Percent of Non-motorized Mode of Access <i>Percent of daily boardings</i>		
 Connections to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>		Redmond-Overlake, Redmond Downtown
 Land Use and Development/TOD Potential <i>Quantitative/qualitative assessment of adopted Plans & Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations</i> <i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i> <i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential station areas</i>		
 Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential station areas</i> <i>2014 and 2040 population within 0.5 mile of potential station areas</i> <i>2014 and 2040 jobs within 0.5 mile of potential station areas</i>	XX% Minority; XX% Low-Income Pop: 2014: 3,200; 2040: 8,700 Emp: 2014: 10,200; 2040: 18,900	

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>