

East Link Project Update: March 25, 2010



Connecting downtown Seattle, Mercer Island, Bellevue and Redmond via I-90


Purpose of Today's Briefing

- Interim PE Project Update
 - Schedule status
 - Current cost estimates
 - Design update for I-90, South Bellevue, Bel-Red/Overlake
- Downtown Bellevue Update
 - At-Grade Peer Review Letter
 - Outreach
- Review possible Segment B-C combinations

Project Timeline

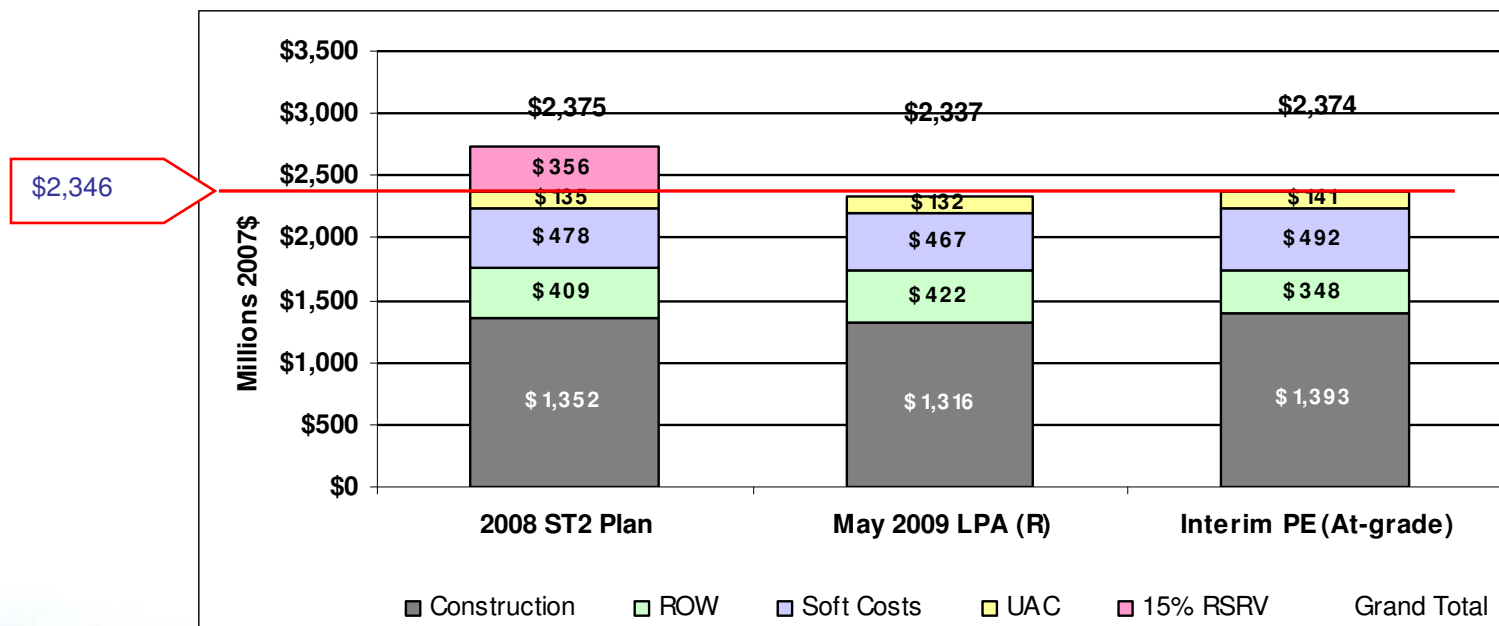
EIS Scoping	Fall 2006
Prepare Draft EIS	2007-2008
ST2 Approved by Voters	November 2008
Identify Preferred Route Alternatives	May 2009
Preliminary Engineering/FEIS	2009-2010
Identify Single Downtown Bellevue Preferred Alternative	April 2010
ST Board Adopts Project	Early 2011
Final Design	2011-2013
Construction Starts	2013/2014
Service Starts	2020/2021
Public Meetings and Outreach is Continuous	

No remaining float between PE and final design



Interim PE Cost Estimate

- Base project estimate tracking within ST2 plan assumptions
- However, recession eliminates project reserve and 5% of non-construction costs from financial plan
- Current estimate exceeds financial plan by ~\$30 million (1%)
- Downtown Bellevue segment still at conceptual design level

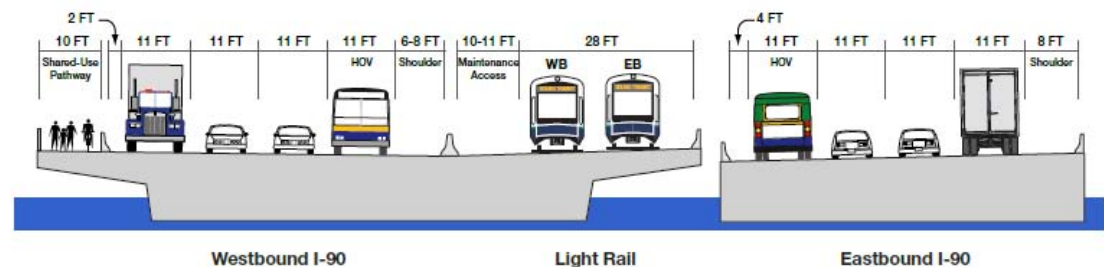


Overview of Segment A (Seattle & Mercer Island)



- Light rail will run on the existing I-90 center roadway
- Stations: Rainier Avenue in Seattle and Mercer Island
- Budget risks include limited structural and fire/life/safety design, and Mercer Island parking

At completion of East Link

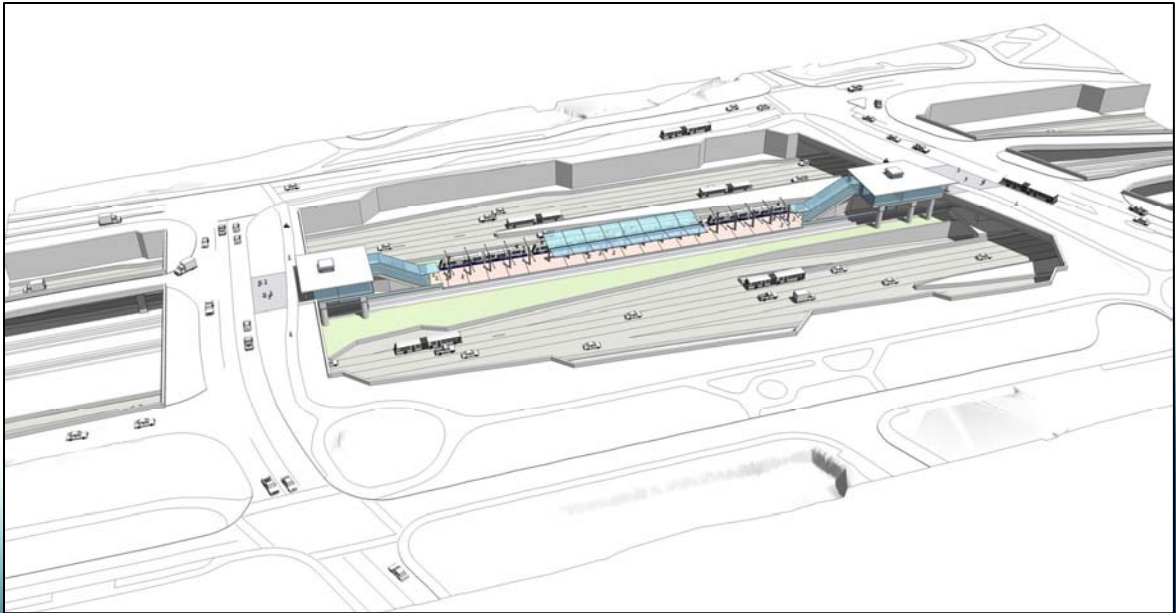


I-90 Stations



Rainier Station

Mercer Island Station



Overview of Segment B (South Bellevue)



- Trains will run from I-90 north along east side of Bellevue Way SE and 112th Ave. SE
- South Bellevue Station with 1400 space Park-and-Ride and bus transit center
- Budget risks include limited geotechnical information and scope concurrence with City

Bellevue Way Side-Running Alignment

- South Bellevue Station platform is slightly elevated (18' above Bellevue Way) and centered on existing site away from road
- North of station tracks enter retained cut below Bellevue Way grade to 112th to avoid relocation of historic Winters House as recommended by value analysis review



Revised Bellevue City Council Preferred Alternative: B7 - BNSF Route

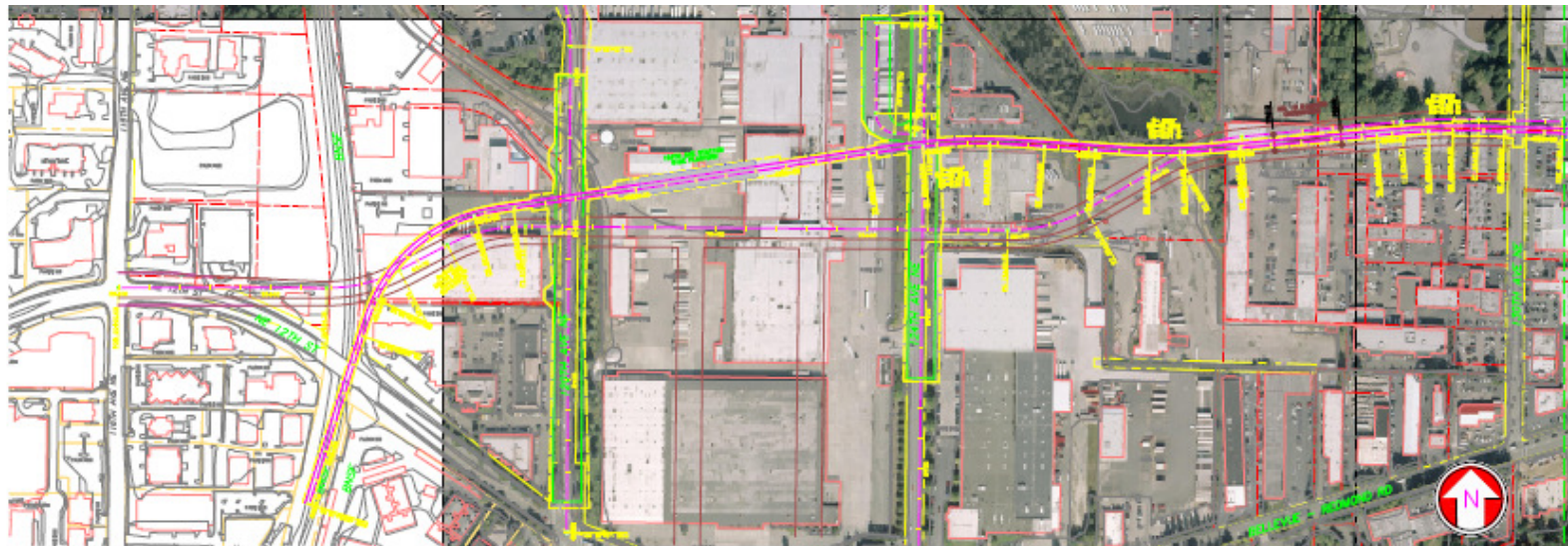


Overview of Segment D (Bel-Red & Overlake)

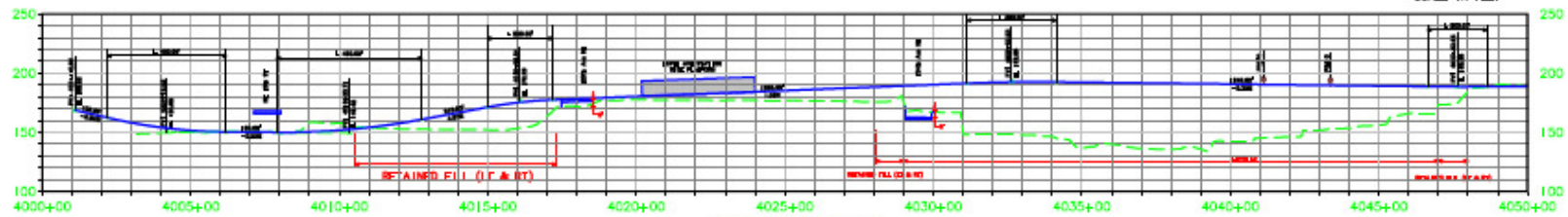
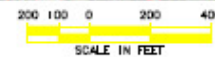


- Trains will serve the Bel-Red corridor, Overlake Village and Microsoft's campus
- 3 – 4 stations
- Budget risks include Bel-Red corridor coordination and City of Bellevue request to grade separate NE 20th crossing

Spring District 120th Station: At-Grade Hybrid

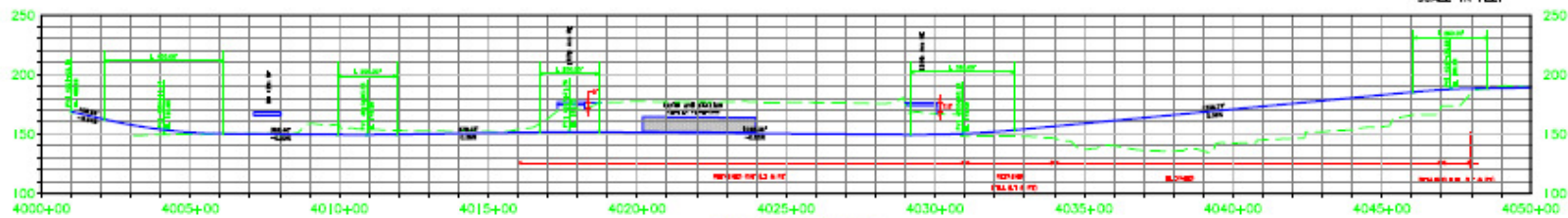
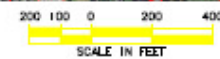
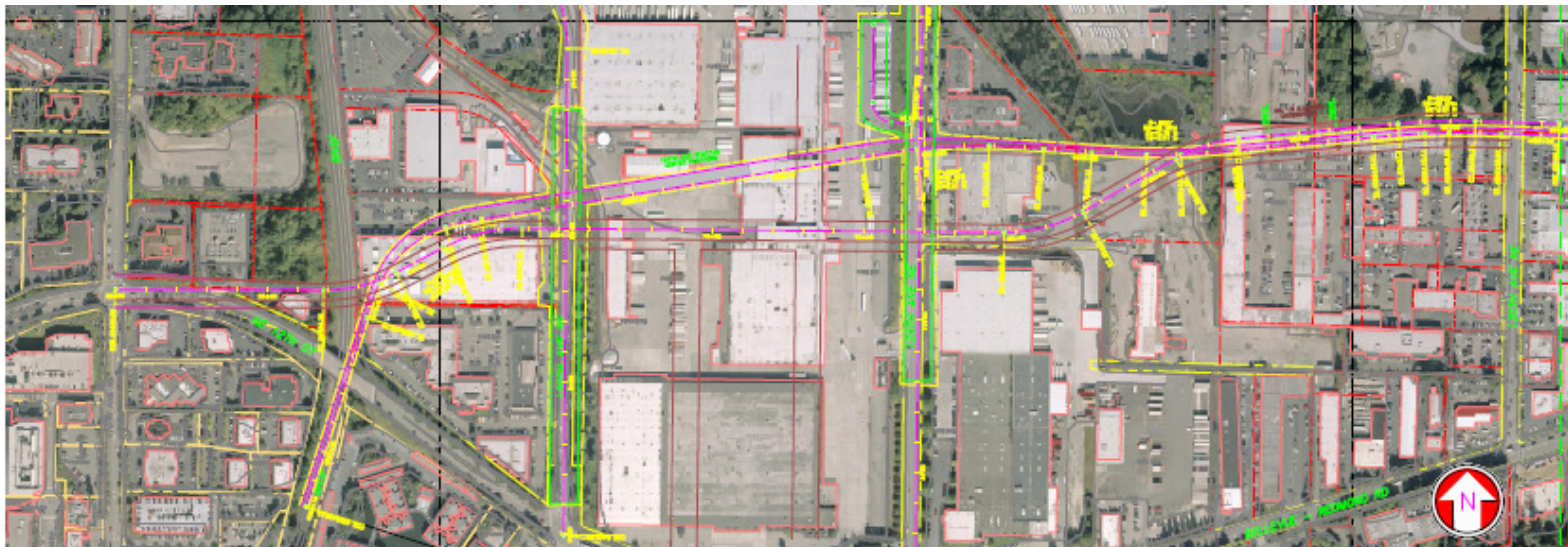


PLAN



TRACK PROFILE

Spring District 120th Station: Retained Cut



Spring District Costs At-Grade vs Retained Cut

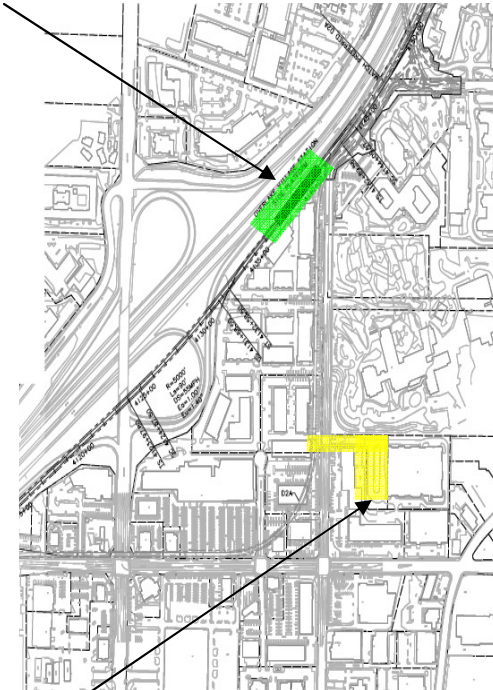
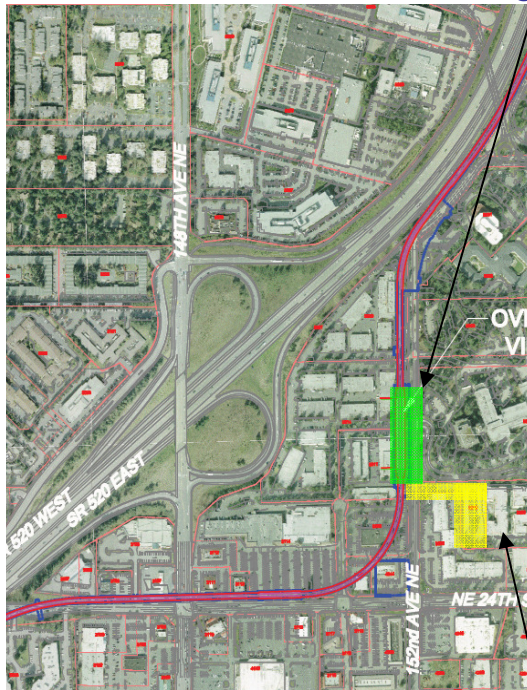
- Retained cut increases cost by ~\$20 million
- Developer proposing private delivery of civil elements as a way to build retained cut for less than public costs due to:
 - On-going contractor relationships
 - Greater procurement flexibility
 - Lower overhead requirements

Overlake Light Rail Options Evaluation

Preferred Alignment

Option E Alignment

Overlake Village LRT station



Preferred
D2A

- Base cost
- Business displacements
- At-grade property access
- Adjacent to transit center

Option E
520

- Significant savings
- Fewer business displacements
- Today's property access unchanged
- Separated from transit center

Overlake Village park-and-ride/transit center

Overlake Village Transit Access and Ridership

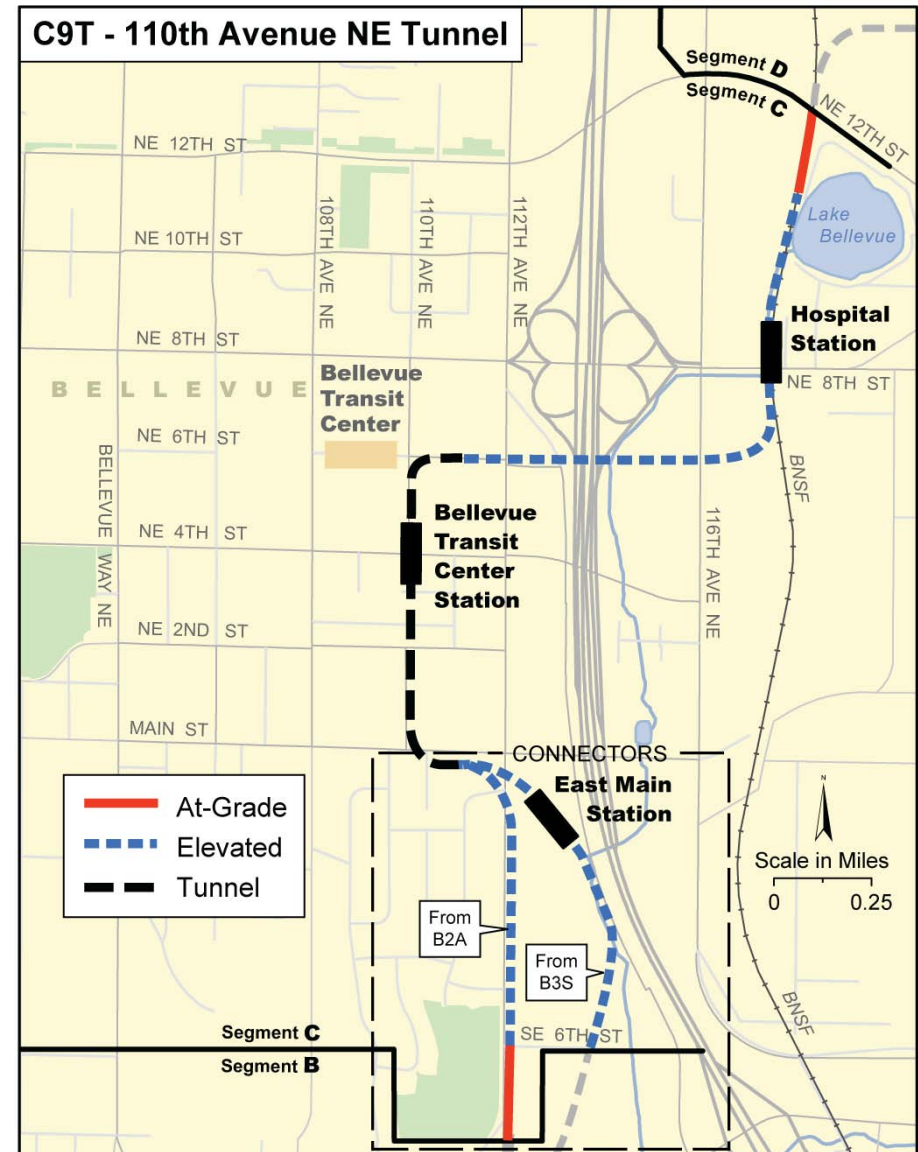
- Preferred Alternative
 - Station near Overlake park-and-ride provides transfer to local buses, RapidRide and 200 parking stalls
 - Station spacing: 0.9 miles to Overlake Transit Center
- Option E – SR 520
 - Moves station away from Overlake Village park-and-ride but increases light rail speed
 - Overlake Village a secondary transit market so loss in ridership likely replaced by increased ridership at Overlake Transit Center
 - Station spacing: .8 miles to Overlake Transit Center

Downtown Bellevue Alternatives

- Alternatives from February Concept Design Report
 - Under consideration for possible revision to preferred alternative and for possible inclusion in the EIS
- Outreach
- At-Grade Peer Review Letter
- Board-Bellevue Council Workshop Follow-up
 - Review possible Segment B-C combinations

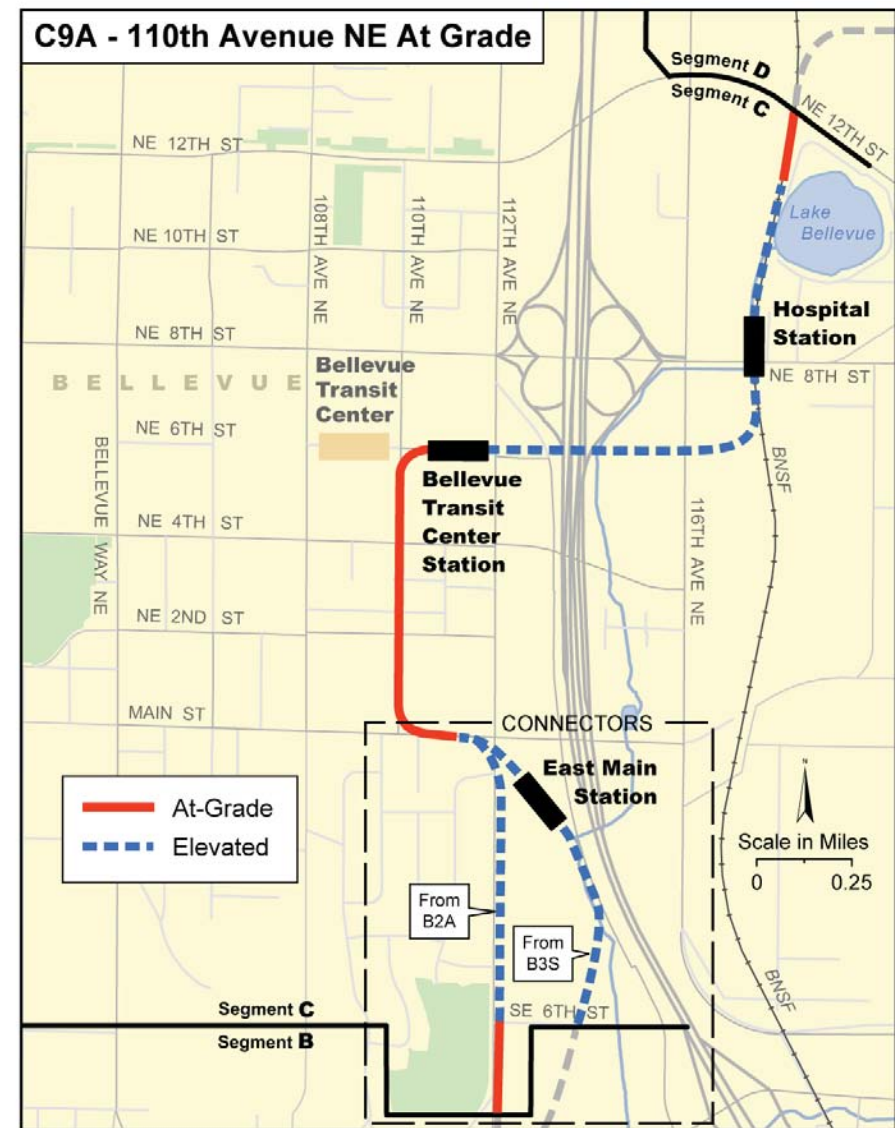
C9T: 110th NE Tunnel

- Tunnel under 110th
- Three stations:
 - East Main: elevated
 - BTC: underground
 - Hospital: elevated
- Fully grade-separated



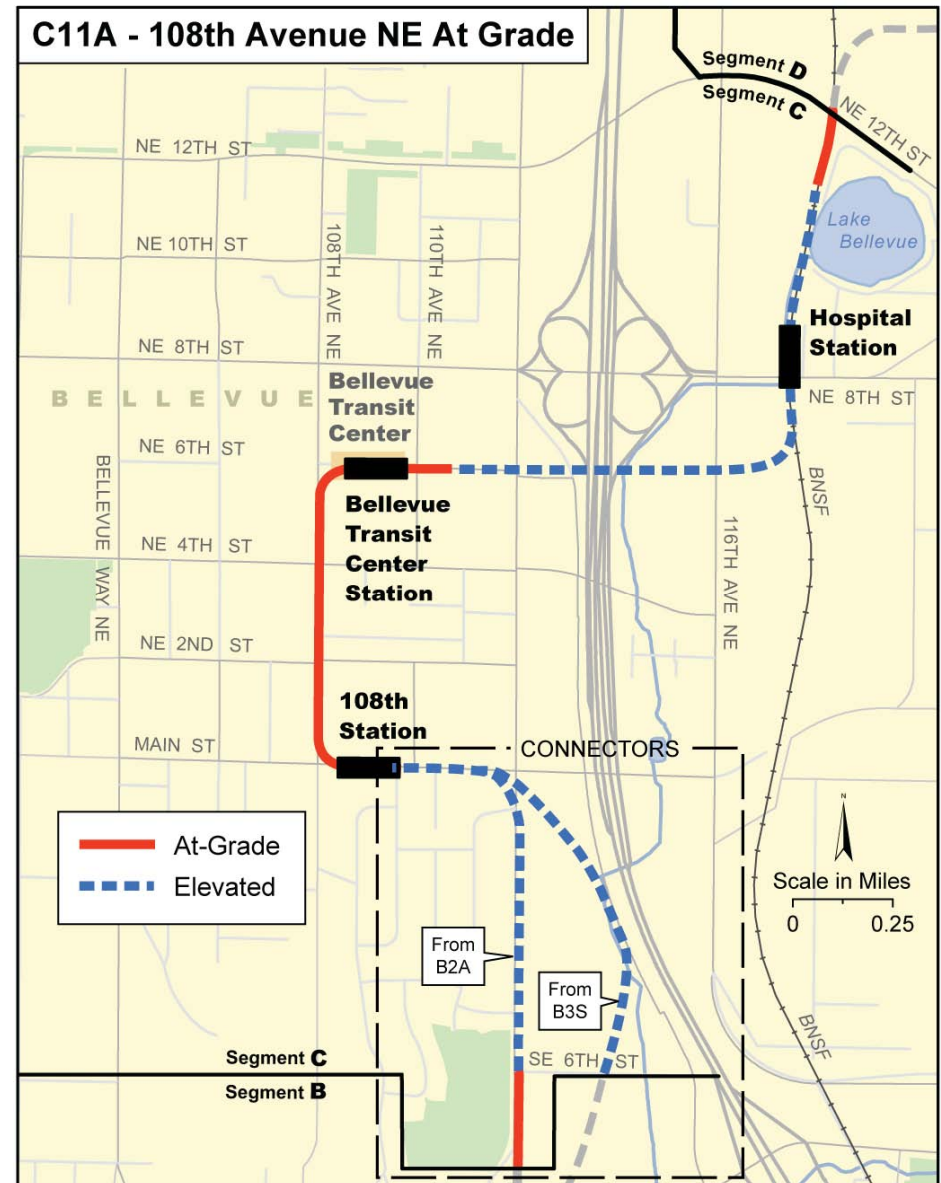
C9A: 110th NE At-Grade

- At-grade, center running on 110th
- Three stations:
 - East Main: Elevated
 - BTC: Elevated
 - Hospital: Elevated
- 76% grade separated



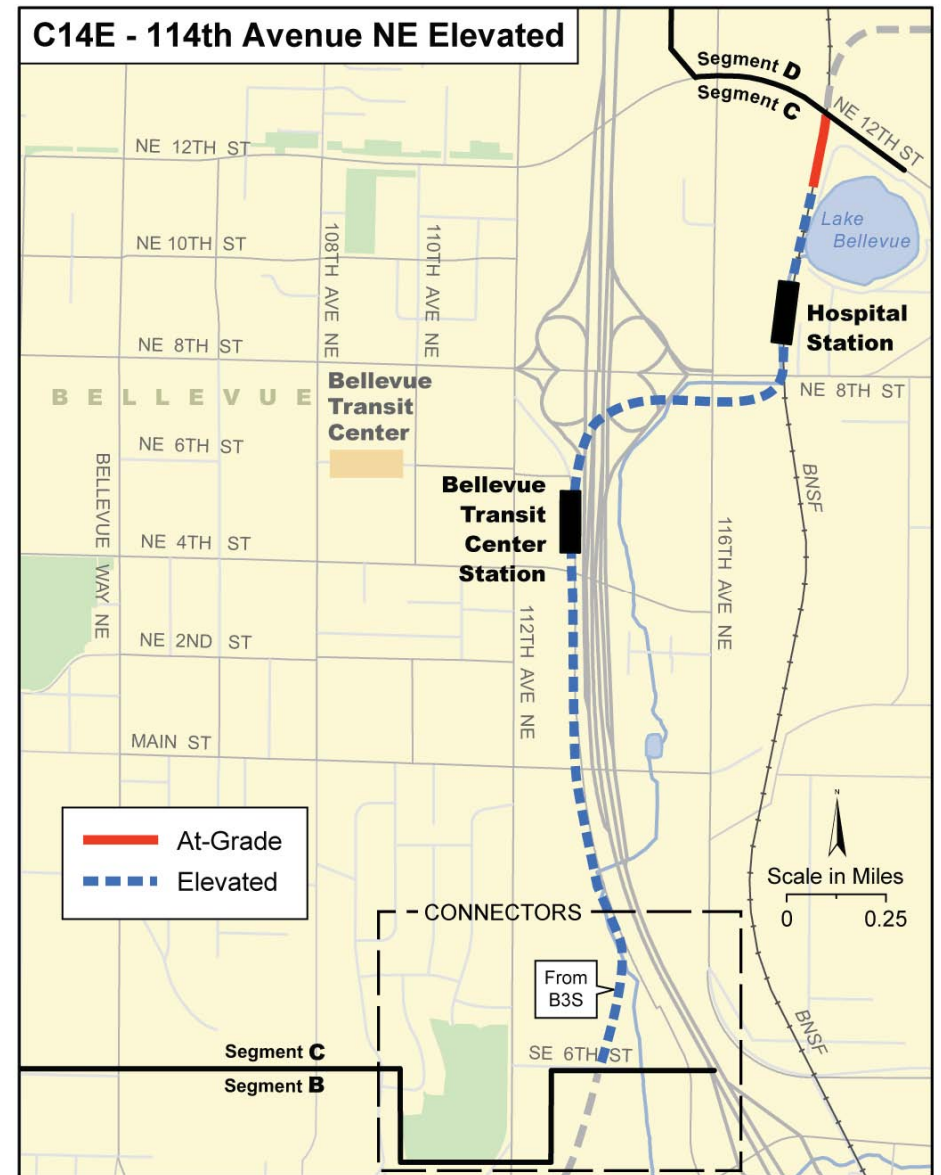
C11A: 108th NE At-Grade

- At-grade running on 108th
- Three stations:
 - 108th: At-grade
 - BTC: At-grade
 - Hospital: Elevated
- 73% grade-separated



C14E: 114th Avenue NE Elevated

- Elevated on 114th
- Two stations:
 - BTC: Elevated
 - Hospital: Elevated
- Other elements:
 - Moving sidewalk
 - Pedestrian bridge to Meydenbauer Center
- Possible additions:
 - 200-space park-and-ride
 - Circulator bus
- Fully grade-separated



East Link Community Outreach



- Multiple stakeholder briefings
- Downtown Bellevue Open House (February 18)
 - Nearly 200 in attendance
 - Summary of Comments: 70 provided via Open House and through email
 - Greatest support for C9T alternative
 - Least support for C14E alternative

At-Grade Peer Review Conclusions

- Traffic modeling work completed to-date is sufficient to assist in decision-making
- Increases in future traffic congestion and delays are mostly related to growth
- Impacts of surface light rail expected to be similar to such cities as Denver, Portland, and San Diego
- Service disruption due to track blockage is not a major problem

At-Grade Review Recommendations

- Perform additional traffic modeling work
 - Allow trains to move between stations in Downtown Bellevue without stopping
 - Maintain priority for east-west traffic on NE 4th St.
- Design seamless and transparent transfers at Bellevue Transit Center

Segment B-C Combinations

	ST May 2009 Preferred (B3S-C4A)	Value Analysis Proposals (B3S-112 th /C9A)	City Preference (B7-C9T)	City Preference in B, At-grade in C (B7-C11A)	Tunnel Alternative with B3-112 th (BS3-112 th /C9T)
2030 Ridership					
B-C Travel Time	16 minutes	15 minutes	11 minutes	14 minutes	12 minutes
Segment B-C Boardings	12,000	12,000	10,500	10,500	12,500
Total East Link Ridership	47,000	47,500	49,000	47,000	50,000
Cost (2007\$)					
Total Project*	\$2,375	\$2,270	\$2,685	\$2,375	\$2,620
Preferred – Project Cost	--	\$105	(\$310)	--	(\$245)

*Applies conceptual engineering cost deltas for Segment B & C to Interim PE LPA project estimate. Assumes C9T southern tunnel portal is located west of 112th and that \$75 million in reduced cost of the estimated \$50-\$100 million with a B3S-112th alternative is achieved.

Next Steps

- 4/8 - Capital Projects Committee briefing
- 4/22 – Board action
 - Update preferred alternative
 - Identify whether to include any of the other new Downtown Bellevue alternatives in the EIS

Questions?



Joint Workshop Follow-up

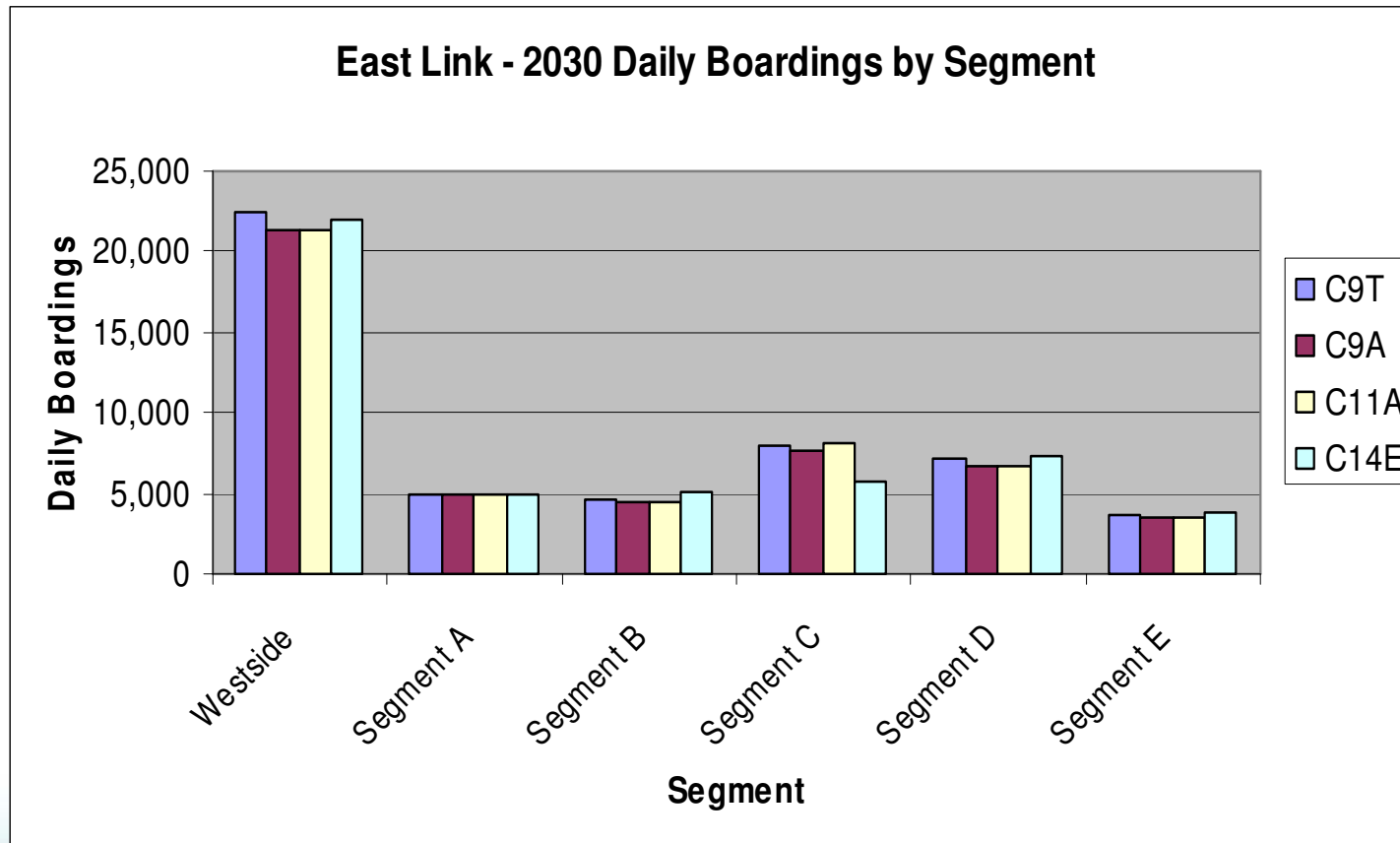
- How do the cost effectiveness of the alternatives compare?
 - C4A – Couplet - \$6.89

 - C9T – 110th Tunnel - \$8.47
 - C9A – 110th At-Grade - \$7.51
 - C11A – 108th At-Grade - \$6.30
 - C14E – 114th Elevated -- \$7.02

(annualized segment cost per annualized segment boarding in 2030)

Joint Workshop Follow-up

- Why does system-wide ridership remain similar to at-grade when Bellevue ridership is lower with C14E?



Joint Workshop Follow-up

- At-grade incidents
 - At-grade systems experience less than 2 collisions per year per mile on average.
 - Central Link - first 8 months of service consistent with national experience
 - At-grade Peer Review Panel conclusion: other track blockage incidents are not a major problem in other cities.