East Link Light Rail
Cost Savings Ideas

What is the Cost Savings Decision Making Process?

Memorandum of Understanding (MOU)
November 2011

The MOU identifies Sound Transit and the City of Bellevue's committment to work together to manage the project's scope, schedule and budget.

Collaborative Design Process
Early 2012

The City and Sound Transit are working together to meet the MOU goal of reducing the City's financial contribution for a downtown light rail tunnel by up to $60 million.

Cost Savings Study
2012

Sound Transit and the City of Bellevue developed ideas to reduce East Link costs within the City of Bellevue and convened a peer review panel to identify the most promising ideas.

Publish Cost Savings Report
Late May
★ *Open House: April 26*

City and ST Identify Ideas to Advance for Further Development
Late June
★ *Open House: June 5*

City and ST Agree on a Work Plan to Advance Ideas
July

Publish Cost Savings Work Plan Findings
Late September
★ *Drop-in Sessions: Oct. 2, 3, 4*

ST and City Intend to Narrow Cost Savings Ideas
October

Additional Design and Environmental Review as Needed
Thru early 2013

City and ST Select Final Cost Savings Ideas
Spring 2013

Ongoing Community Outreach and Stakeholder Briefings

What's Next?
- October 11 - Sound Transit Capital Committee Briefing
- October 15 - Bellevue City Council
- October 25 - Sound Transit Board - intent to narrow Cost Savings Ideas

East Link Light Rail

Project Milestones

	Oct.	Nov.	Dec.	2013 Jan.	Feb.	Mar.	Apr.	May
Sound Transit	**Cost Savings Process with City** **Oct.** ● Sound Transit Board and Bellevue Council intend to narrow Cost Savings Ideas				**Early-2013** – Additional Environmental Review complete as needed ◆———	———	**Spring 2013 –** ST Board & City Council make final decision on Cost Savings Ideas ◆——— **Spring – 2013** – Sound Tranist & City Amend MOU Project Description ———▶	
	East Link Progress Updates				**Early 2013** – East Link Progress Updates: Open houses ———	———	———	
	Ongoing Outreach & Communications ◆———	———	———	———	———	———	———	———▶
City of Bellevue	**Land Use Code Amendments (LUC)** **Oct. 8th** ● Council study session on draft LUC amendment language **Oct.22** ● Council holds public hearing on draft LUC amendment language		**Dec. 3rd or 10th** ● Council action on LUC amendment	◆——— **2013** – Preparation of draft Development Agreement per MOU with Sound Transit ———	———	———	———	———▶ **Early 2014 –** Council action on Development Agreement
	Southbound Bellevue Way HOV Lane			**Jan/Feb 2013** ● Public comment on the draft EIS of the Transportation Facilities Plan (TFP)		**March/April 2013** ● Action on the TFP	**Apr – June 2013** – Capital Improvement Program Plan Amendment ◆———▶	

October 2012

East Link Light Rail
Cost Savings Ideas

Bellevue Way Alignment at Winters House

Cost Savings Idea 1a - Shift Bellevue Way West to Allow Space for At-Grade LRT in Front of Winters House with City of Bellevue HOV lane

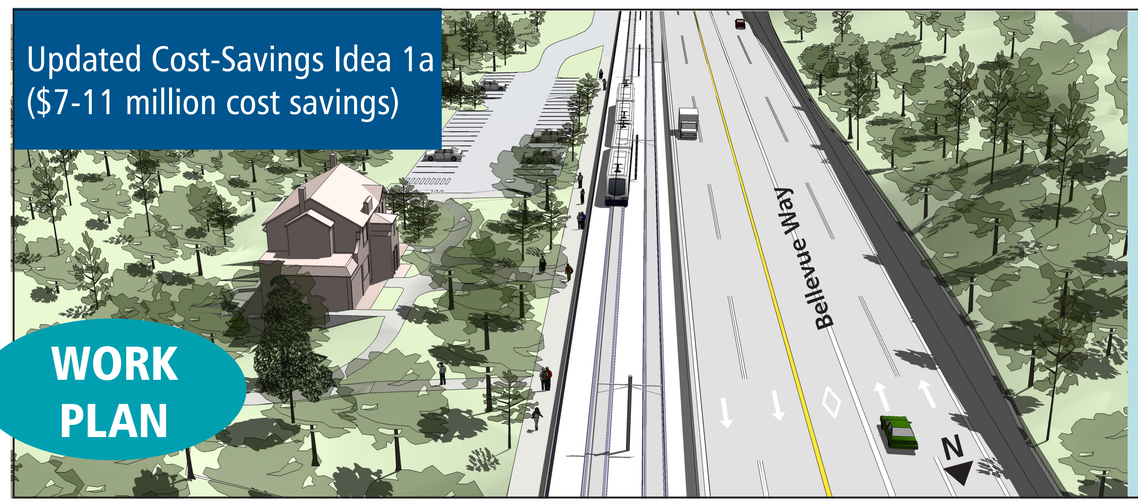
Cost Savings Potential: $7-11 million

Adopted Project

The adopted project includes an elevated structure from I-90 to the South Bellevue Park-and-Ride.The elevated alignment continues north and transitions to a lidded trench in front of the Winters House.

Updated Cost-Savings Idea 1a
($7-11 million cost savings)

WORK PLAN



Design Considerations Addressed from Work Plan:

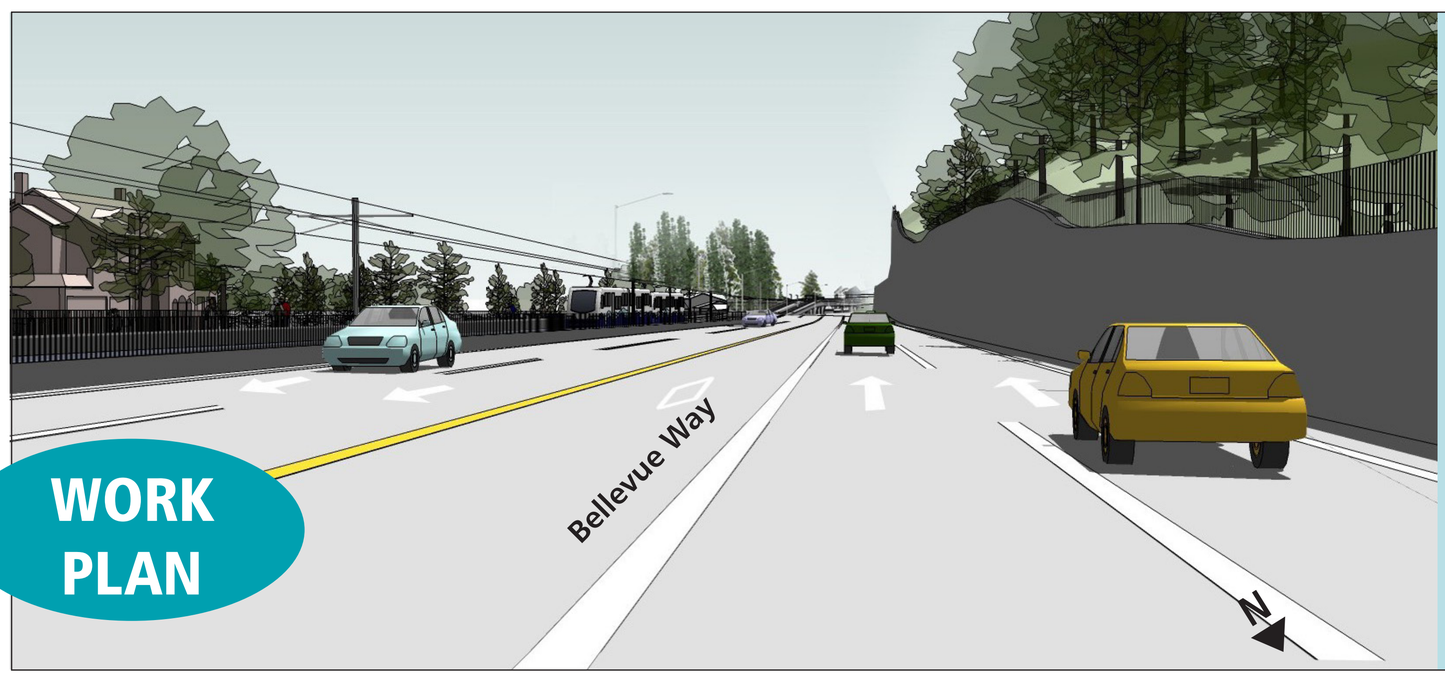
- *Reduces the added length of elevated guideway from the previous cost savings idea*
- *Optimizes the access location for the Blueberry Farm and Winters House*
- *Includes a City of Bellevue HOV lane*
- *Work Plan findings include preliminary noise and visual impacts.*

East Link Light Rail
Cost Savings Ideas

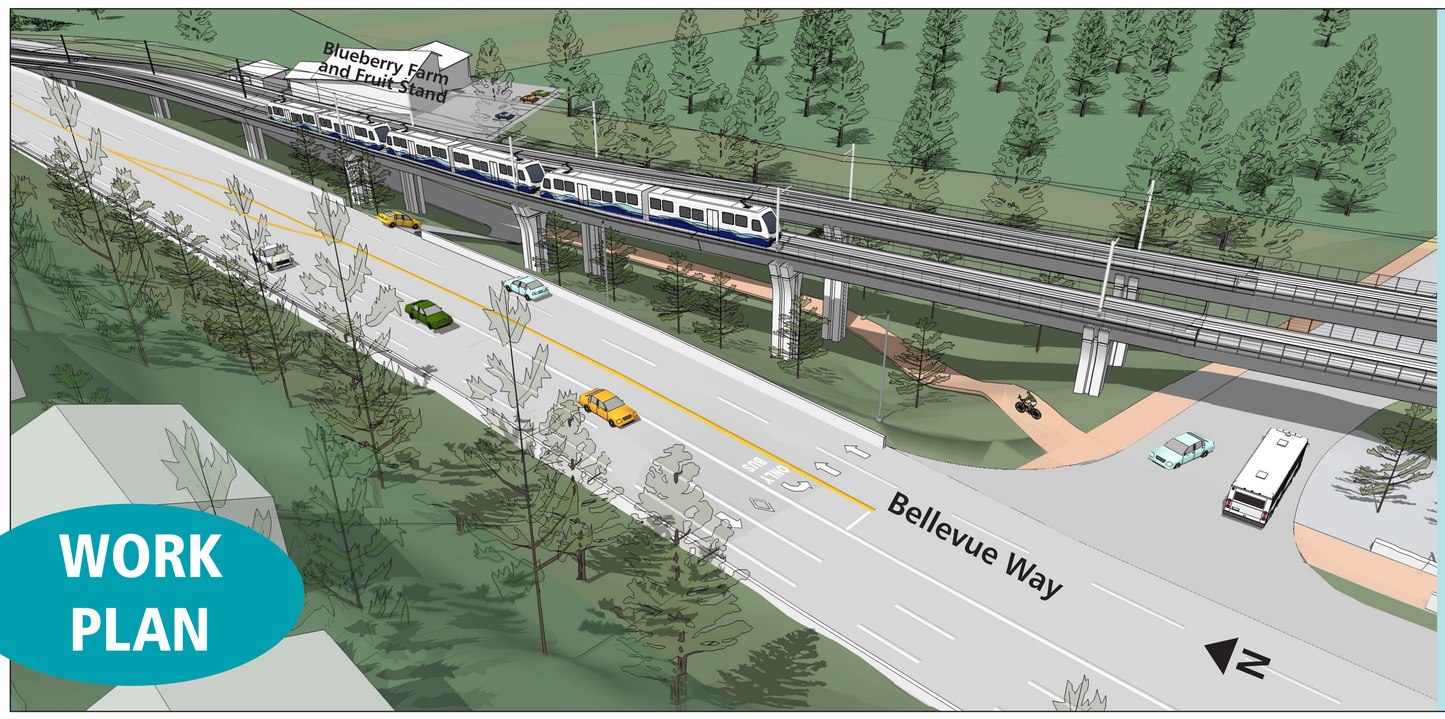
Bellevue Way Alignment at Winters House

Cost Savings Idea 1a - Shift Bellevue Way West to Allow Space for At-Grade LRT in Front of Winters House with City of Bellevue HOV lane

Bellevue Way Alignment – Looking South at Winters House



Bellevue Way Alignment – Looking South (Street view) at Winters House



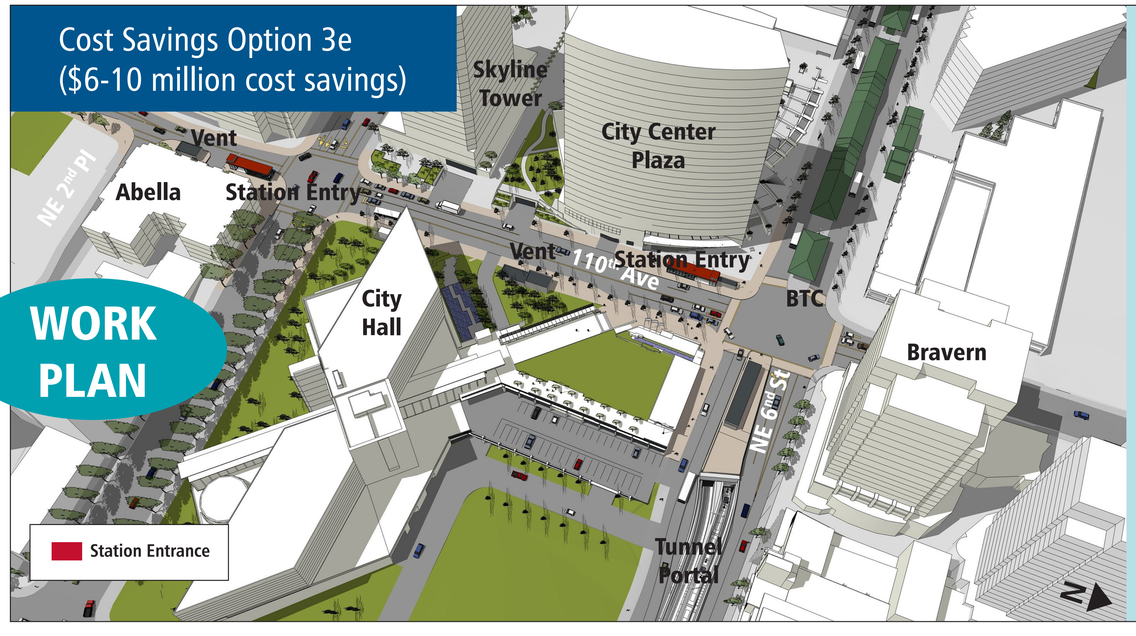
Bellevue Way Alignment at North Park & Ride entrance– Looking North at Blueberry Farm and Winters House Access

East Link Light Rail
Cost Savings Ideas

Downtown Station Design
Cost Savings Idea 3e – Optimize Adopted Project (PE)

Cost Savings Potential: $6-10 million

Provides a cut-and-cover tunnel and station with tracks side-by-side, with track spacing widening at the station to provide for a center platform and mezzanine above to transition passengers from center to side(s) of 110th Avenue NE



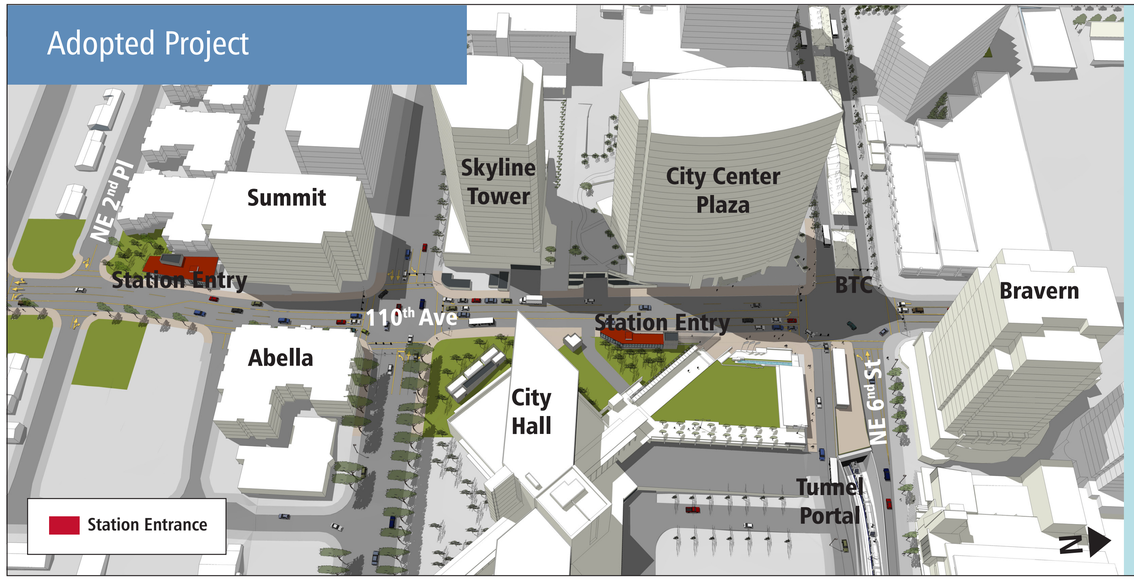
Why consider this configuration?

- *It would provide a west side entrance closer to the Bellevue Transit Center to facilitate bus transfers and access into downtown Bellevue.*
- *This Cost Savings Idea reduced the station, platform, and tunnel width from current adopted project (PE design) and raised the tunnel alignment.*
- *This Cost Savings Idea optimizes LRT operations through the tunnel. It maintains operational speed and trip time at both NE 6th St. and crossing I-405.*
- *This option maintains four travel lanes on 110th Ave. NE between NE 4th and NE 6th St. Although the option removes the dedicated northbound left-turn into the Bellevue Transit Center, a left turn only movement for buses into the Bellevue Transit Center may be considered.*

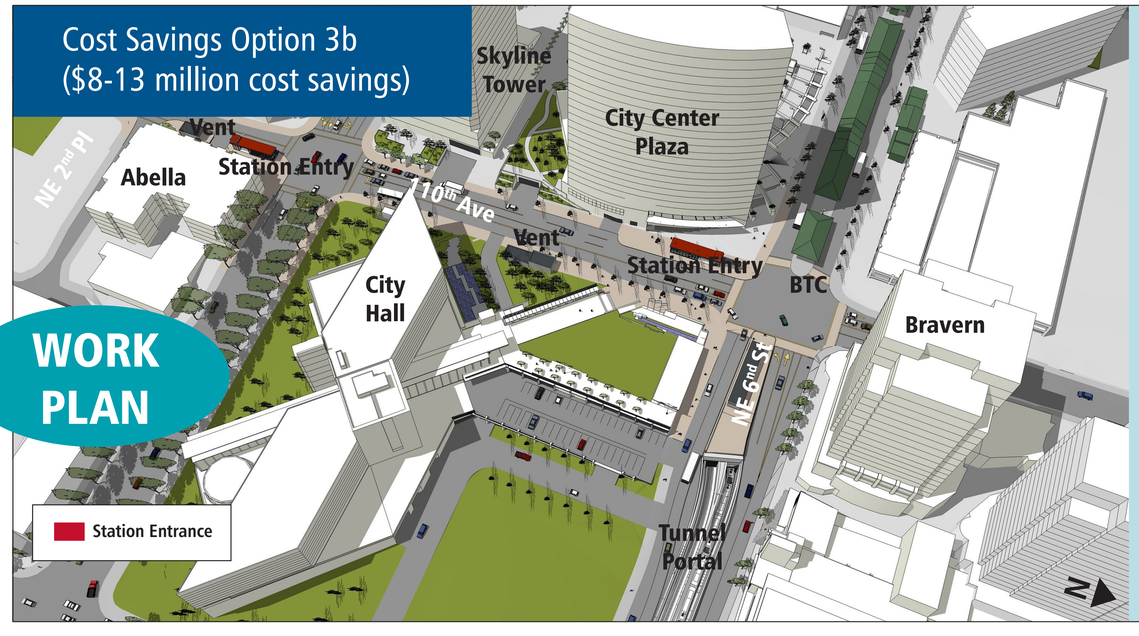
East Link Light Rail
Cost Savings Ideas

Downtown Station Design
Cost Savings Idea 3b – Stacked Tunnel Configuration

Cost Savings Potential: $8-13 million



Provides a cut-and-cover tunnel and station with tracks side-by-side, with track spacing widening at the station to provide for a center platform and mezzanine above to transition passengers from center to side(s) of 110th Avenue NE



WORK PLAN

Why Consider this Configuration?

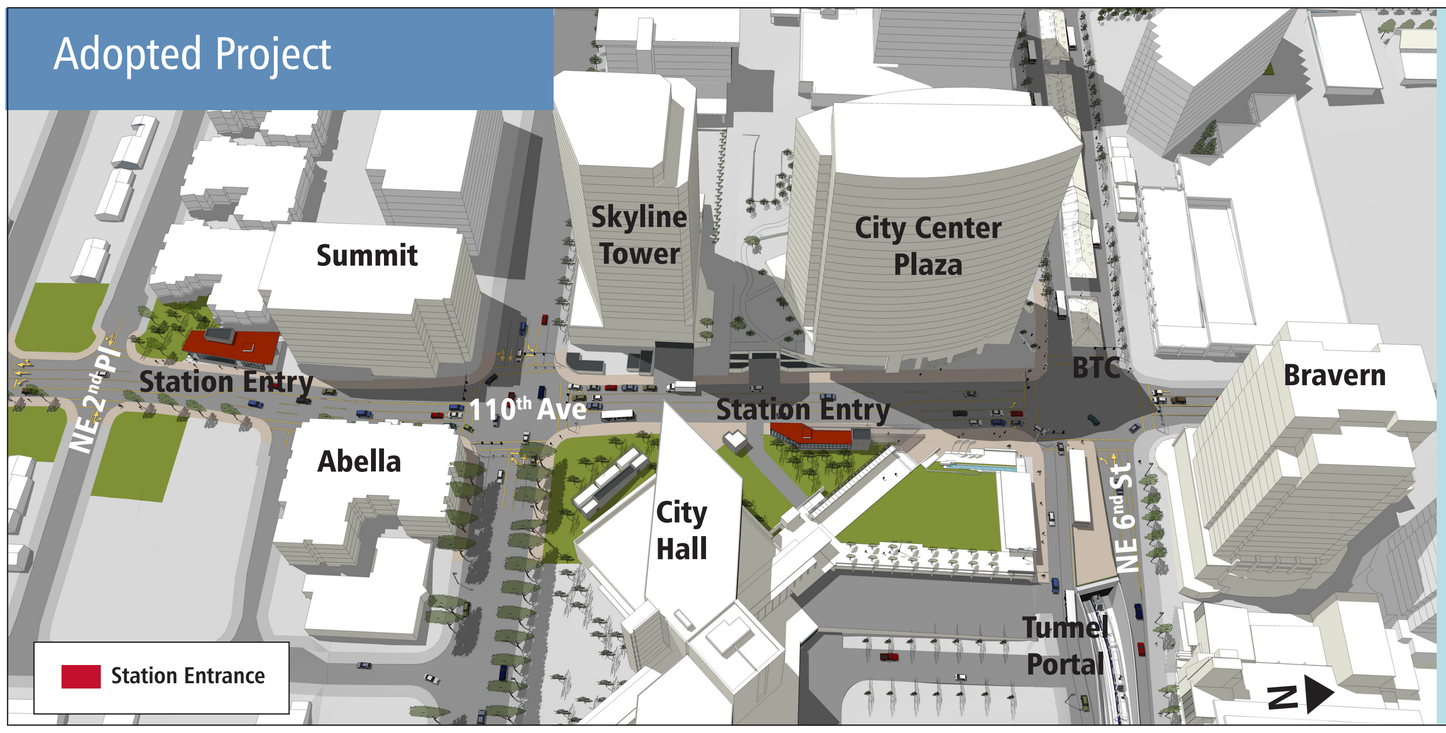
- *It would eliminate the mezzanine and reduce width of station and width of tunnel excavation, resulting in a more compact station.*
- *It would provide one west side entrance close to Bellevue Transit Center facilitating bus transfers and better access into downtown Bellevue.*
- *It maintains operational speeds and trip time at both NE 6th St. and crossing I-405.*
- *This option maintains four travel lanes on 110th Ave NE at NE 6th St. Although the option removes the dedicated northbound left-turn into the Bellevue Transit Center, a left turn only movement for buses into the Bellevue Transit Center may be considered.*

East Link Light Rail
Cost Savings Ideas

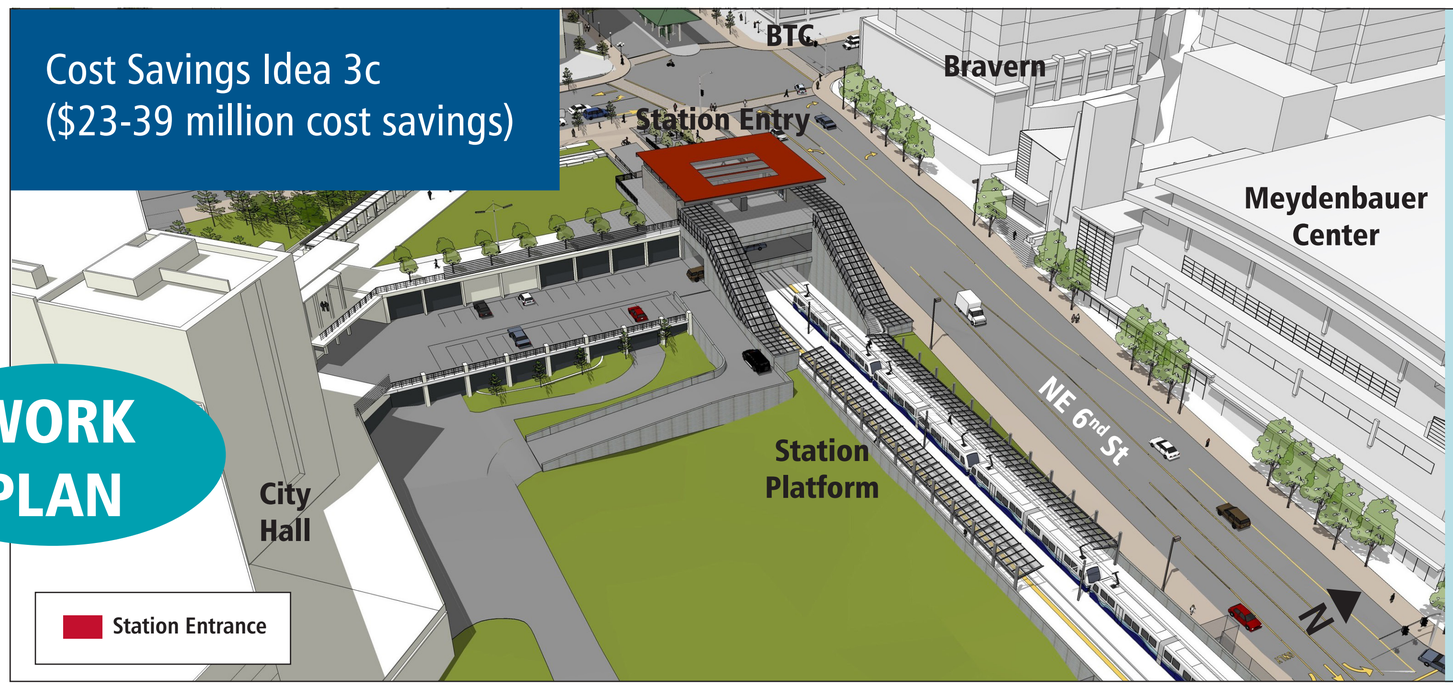
Downtown Station Design

Cost Savings Idea 3c – Relocate Station to NE 6th Street

Cost Savings Potential: $23-39 million



Provides a cut-and-cover tunnel and station with tracks side-by-side, with track spacing widening at the station to provide for a center platform and mezzanine above to transition passengers from center to side(s) of 110th Avenue NE



WORK PLAN

Why Consider this Configuration?

- *Eliminates underground station construction costs.*
- *Maintains current configuration of 110th Ave. NE and NE 6th St.*
- *Maintains an entrance near City Hall and the Bellevue Transit Center.*
- *Enhances visibility from the Bellevue Transit Center.*

WORK PLAN

Relocate Station to NE 6th Street – Street View

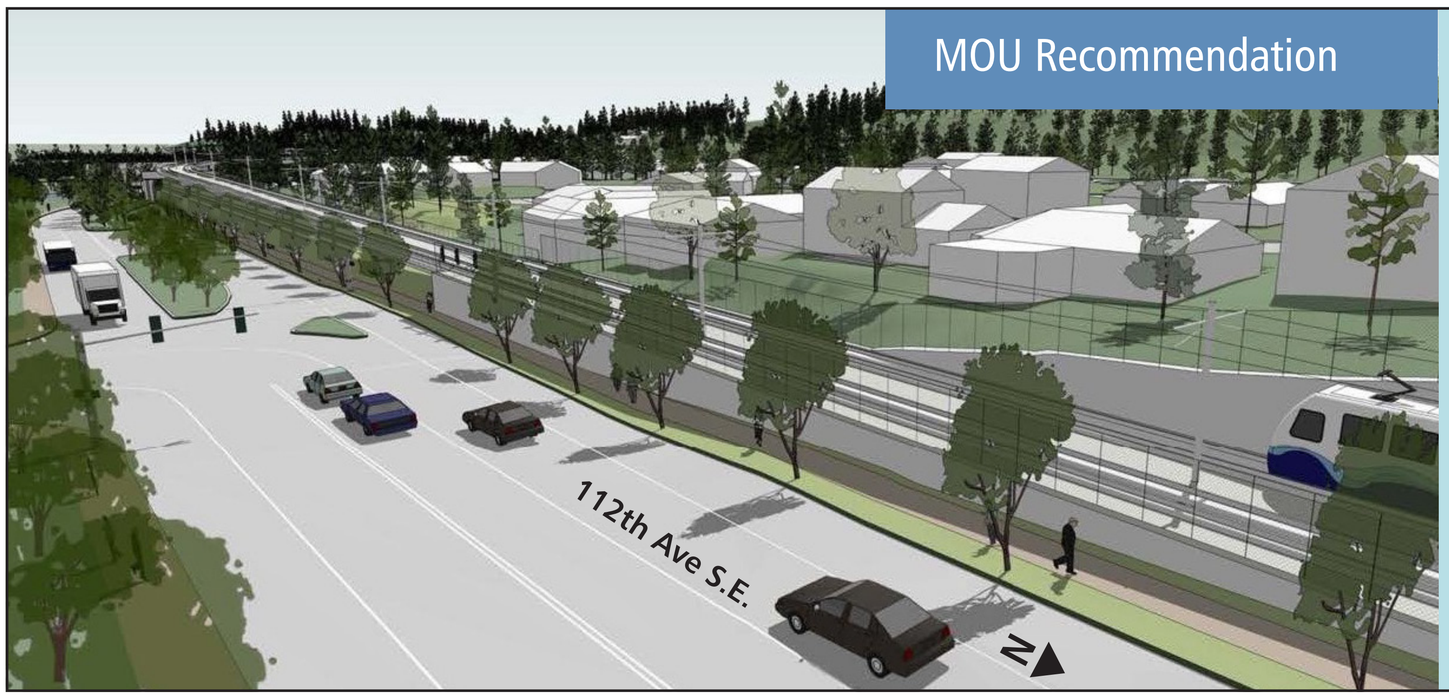
This idea would move the station to the south edge of the NE 6th St. corridor, the station is "day lighted", and the side platforms become partly on-grade and partly elevated as it approaches 112th Ave. NE. This configuration features surface access from the City Hall plaza. The platform has public access only from the west end.

East Link Light Rail
Cost Savings Ideas

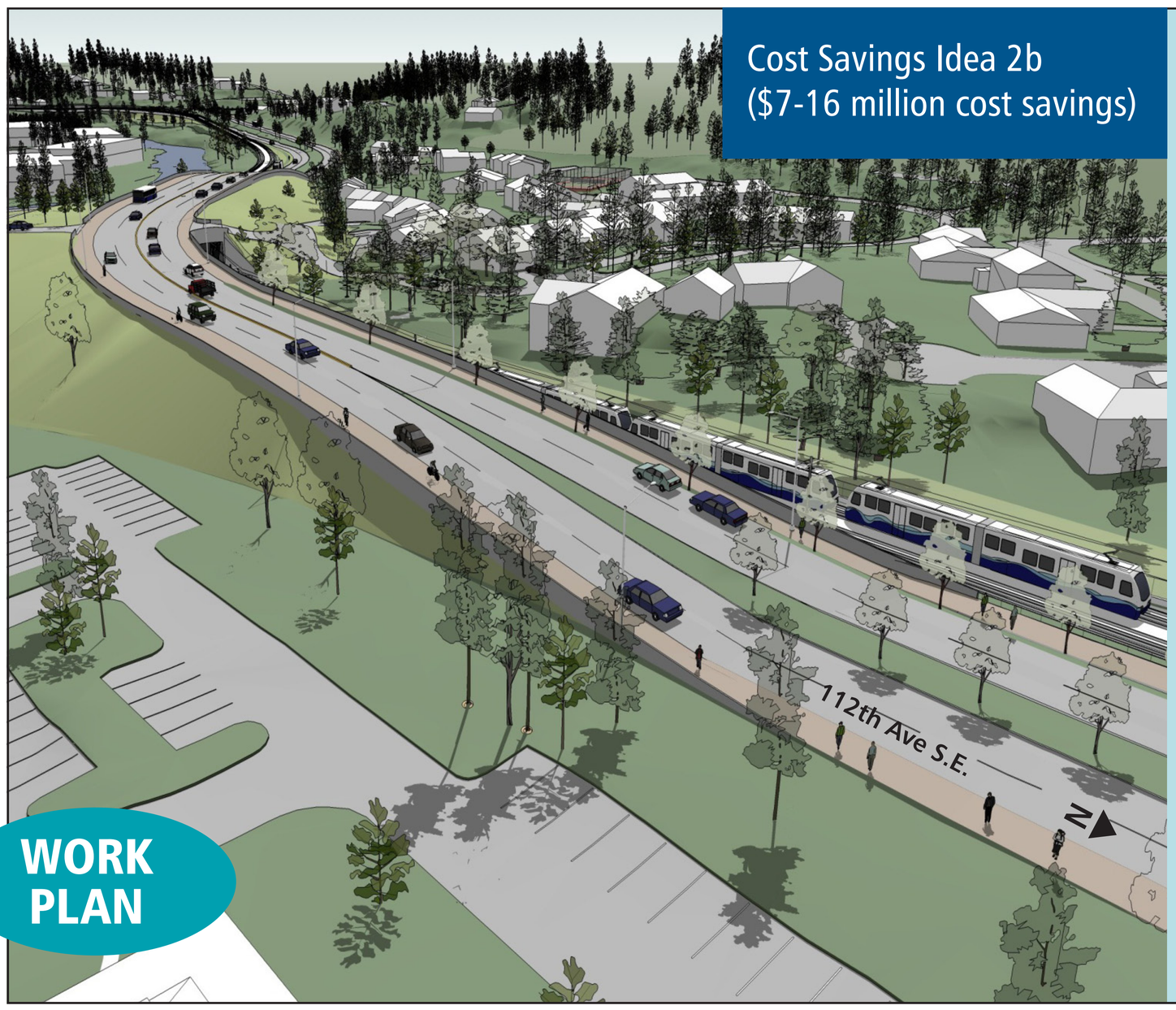
112th Avenue SE

Cost Savings Idea 2b - Raise 112th Avenue SE Alignment over At-grade Light Rail

Cost Savings Potential: $7-16 million



The MOU recommendation includes an elevated alignment across 112th Avenue SE. The light rail transitions to a retained cut trench after crossing 112th Avenue SE, just north of SE 8th Street. The alignment continues in a retained cut trench to cross below a reconstructed SE 4th Street. This concept maintains Surrey Downs neighborhood access at SE 4th Street.



WORK PLAN

Design Considerations Addressed in Work Plan:

- *Light rail travels on the east side of 112th Avenue SE until SE 15th Street.*
- *Light rail crosses to the west side at-grade below the raised 112th Avenue SE roadway in a lidded structure through a new roadway embankment.*
- *Developed neighborhood access options.*
- *Identified landscaping types.*
- *Preliminary noise impacts discussed in Work Plan Findings.*
- *Evaluated access to East Main Station.*

East Link Light Rail
Cost Savings Ideas

112th Avenue SE Alignment Neighborhood Access Options

Access at SE 4th

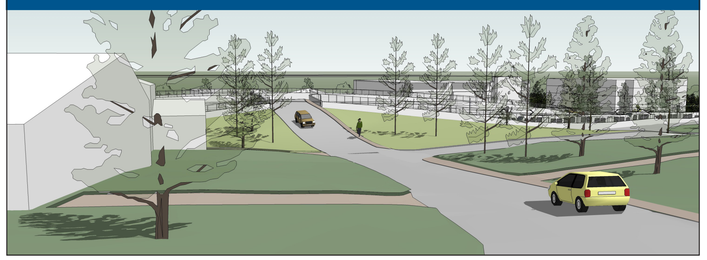
- Emergency access only, $9 to $16M potential savings, cost savings idea 2.b.1.
- Access via road over rail, $7 to $12M potential savings, cost savings idea 2.b.2.

Access via Bellefield Residential Park

- $7 to $13M potential savings combined with cost savings option 2.b.1.

Road over rail option

Road over rail option



The trench section at SE 4th St