

# East Link Project Update: April 8th, 2010



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

# *Purpose of Today's Briefing*

- Review environmental status
- Consider revisions to the preferred alternative
- Formulate possible recommendation to the Board

# Project Timeline

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

No remaining float between  
Constructive FEIS and final design

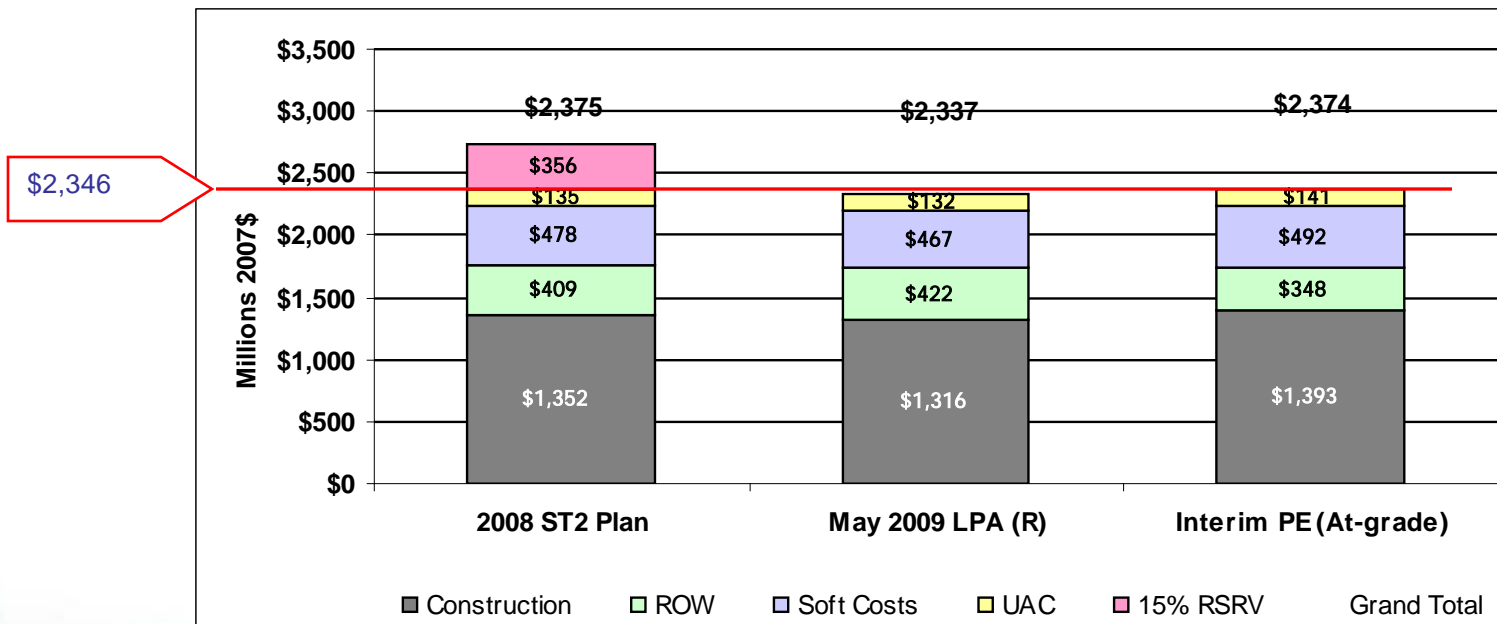


# *Preferred Alternative and EIS Process*

- Preferred Alternative
- Design Level
  - Conceptual design for environmental analysis
  - Preliminary design for preferred alternative
- Final EIS Updated Analysis
  - Comparable level of analysis for all alternatives
- Final EIS Alternatives
  - All draft EIS alternatives
  - Preferred alternative revisions
  - Alternatives from Downtown Bellevue Concept Design Report

# 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 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



# I-90 to Main Street Alternatives

Preferred

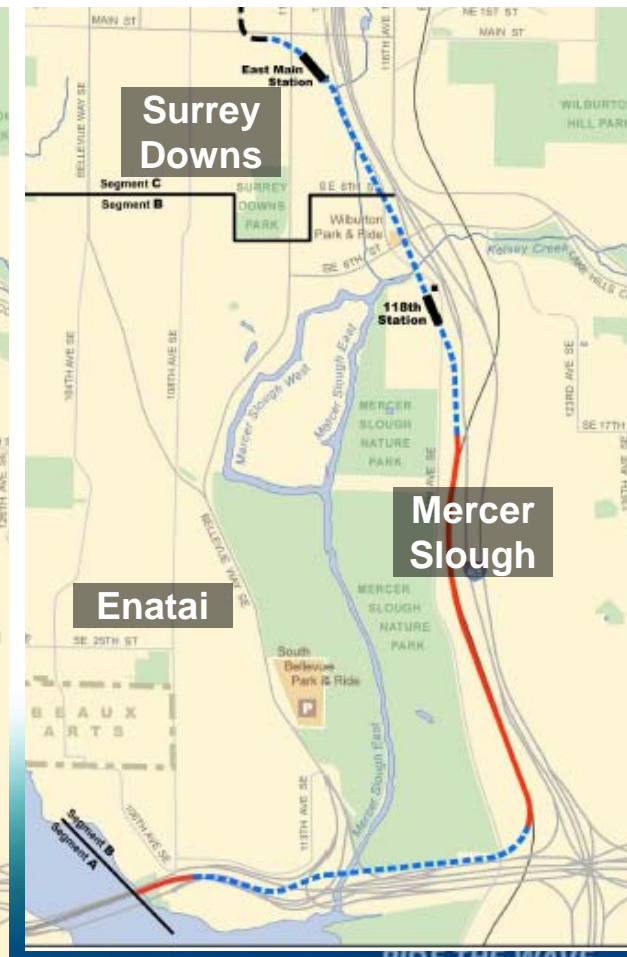
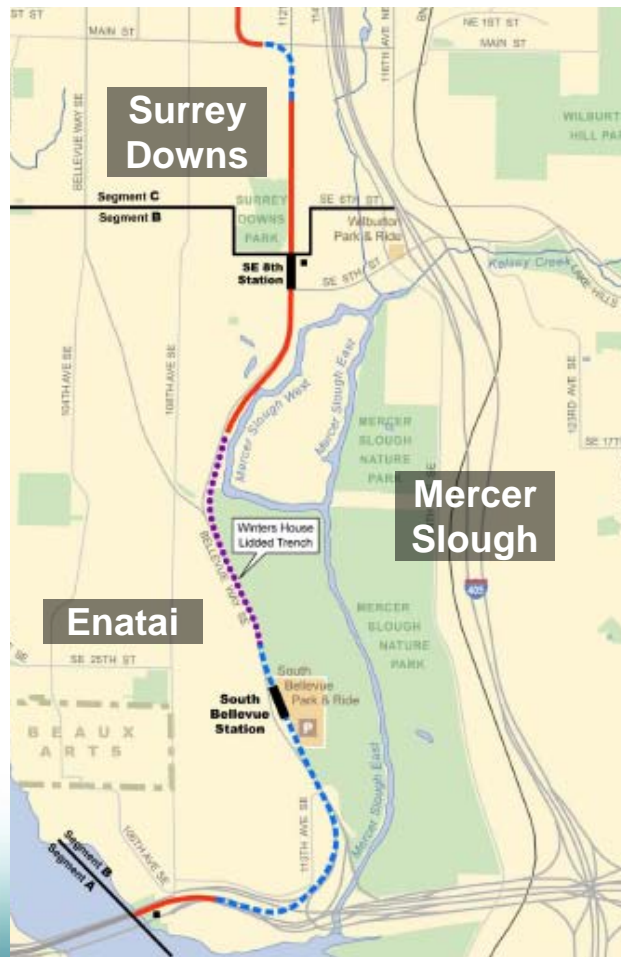
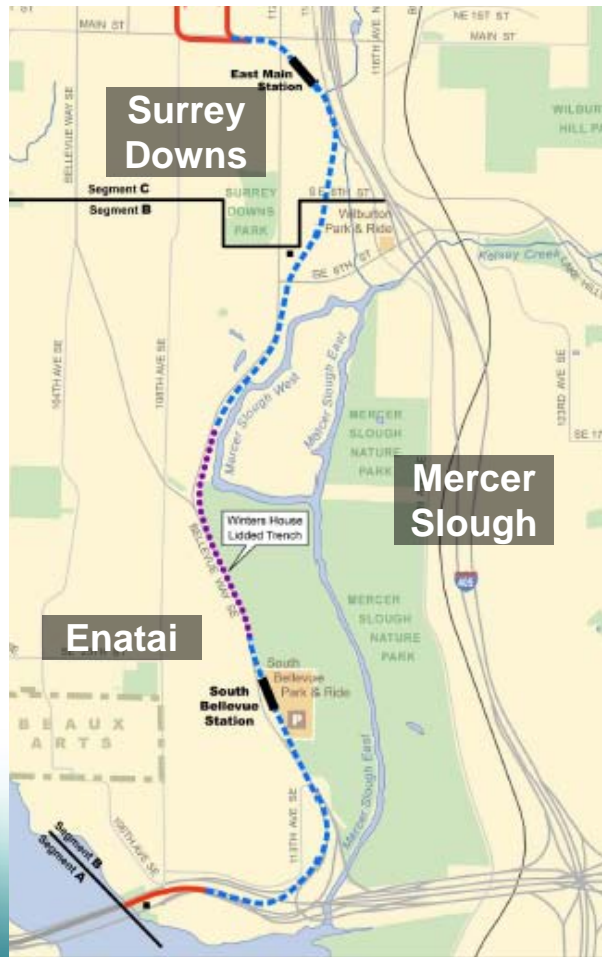
B3S: 112<sup>th</sup> By-Pass

Value Analysis

B2 Modified: 112th

Bellevue

B7: BNSF



# *I-90 to Main Street Comparison*

- B3S (Baseline)
- B2A: 112<sup>th</sup> (Value Analysis)
  - Reduces cost by \$50-\$100 million
  - Reduces system-wide ridership by 500 – 1,000
  - Reduces wetland and stream impacts, requires more noise mitigation
- B7: BNSF (Bellevue Council majority)
  - Reduces cost by \$10 million
  - Reduces system-wide ridership by 1,000 – 2,000
  - Reduces park impacts, increases wetland impacts and business displacements, requires more noise mitigation



# Drive Access

- Driving Path
- Link
- Signalized Intersection

Alternatives with South Bellevue Station




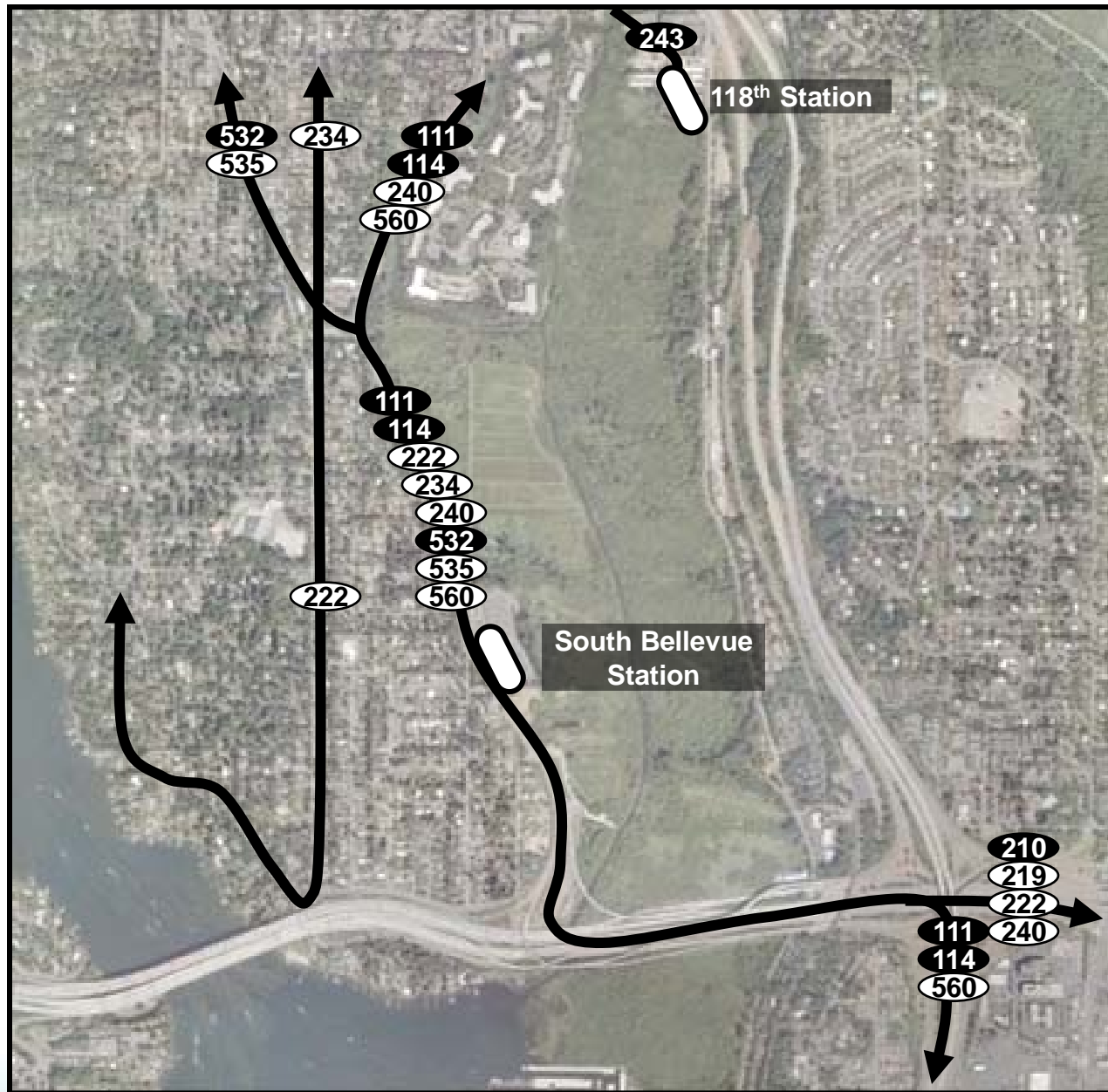
B7 – BNSF Alternative



# Bus Access

- Bellevue Way an important route for local and regional bus service
- Most routes would not divert to 118<sup>th</sup> Station due to added travel time for passengers not transferring and increased operating cost

 Peak service only



# *B2M: 112<sup>th</sup> Alignment Options*

From Bellevue Way to SE 8<sup>th</sup>

- Center running – at-grade (B2A in the DEIS)
- East-side – at-grade
- East-side -- elevated

North of SE 8<sup>th</sup>

- Center running – at-grade/elevated (B2A in DEIS)
- Center running – at-grade
- West-side – at-grade
- East-side – retained-cut
- East-side – elevated

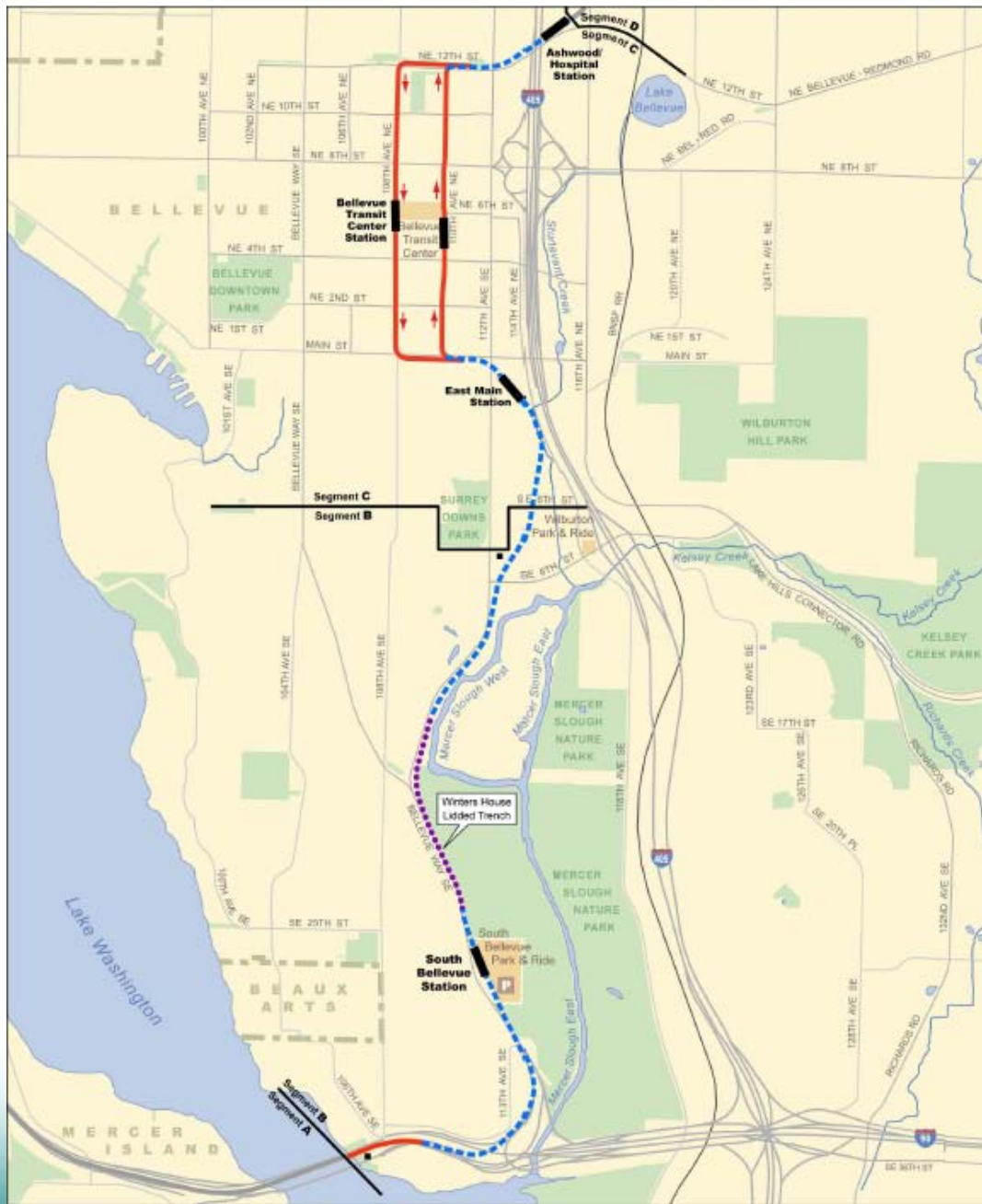
Achieving cost reductions

- Directly related to minimizing structure and ROW costs
- Value analysis assumed predominately at-grade profile

# *Segment B-C Combinations*

1. May 2009 Preferred Alternative (B3S-C4A)
2. Value Analysis Proposal (B2M-C9A)
3. City of Bellevue Preferred (B7-C9T)
4. City preferred in B/At-grade in C (B7-C11A)
5. VA proposal in B/City preferred in C (B2M-C9T)
6. VA proposal in B/At-grade in C (B2M-C11A)





# 1) B3S – C4A

## ST May 2009 Preferred

### 2030 Ridership

- B-C Travel Time - 16 minutes
- Segment B-C Boardings - 12,000
- East Link Ridership - 47,000

### Cost (2007\$)

- Total Project\* - \$2,375
- Preferred – Project Cost – NA

### Impacts

- Baseline



## 2) B2M – C9A Value Analysis

### 2030 Ridership Comparison

- B-C Travel Time: 1 minute faster
- Segment B-C Boardings: N/C
- East Link Ridership: +500

### Cost (2007\$)

- Total Project\* - \$2,270
- Preferred – Project Cost - \$105

### Preliminary Impact Comparison

- Fewer displacements
- Fewer traffic impacts
- Fewer park impacts
- **Fewer wetland and stream impacts**
- Increases noise impacts





# 3) B7 – C9T

## City of Bellevue Preferred

### 2030 Ridership Comparison

- B-C Travel Time: 5 minutes faster
- Segment B-C Boardings: -1,500
- East Link Ridership: +2,000

### Cost (2007\$)

- Total Project\* - \$2,685
- Preferred – Project Cost - (\$310)

### Preliminary Impact Comparison

- Fewer displacements
- Fewer traffic impacts
- Decreases park impacts
- **Increases stream and wetland impacts**
- Increases noise impacts



# 4) B7 – C11A

## City Preference in B/At-grade in C

### 2030 Ridership Comparison

- B-C Travel Time: 2 minutes faster
- Segment B-C Boardings: -1,500
- East Link Ridership: N/C

### Cost (2007\$)

- Total Project\* - \$2,375
- Preferred – Project Cost – \$0

### Preliminary Impact Comparison

- Fewer displacements
- Fewer traffic impacts
- Decreases park impacts
- ***Increases stream and wetland impacts***
- Increases noise impacts

# 5) B2M - C9T

## Tunnel Alternative with B2M

### 2030 Ridership Comparison

- B-C Travel Time: 4 minutes faster
- Segment B-C Boardings: +500
- East Link Ridership: +3,000

### Cost (2007\$)

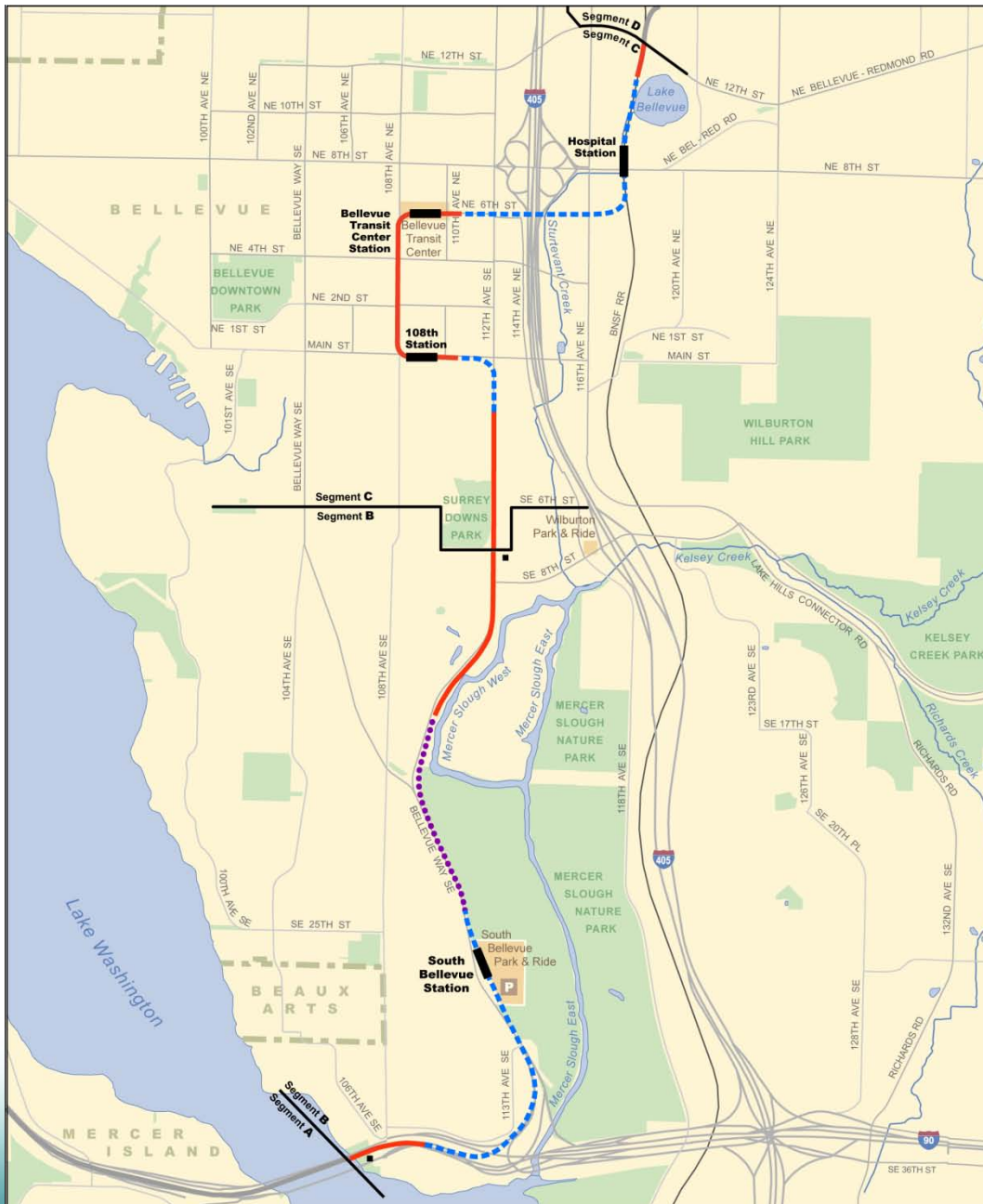
- Total Project\* - \$2,620
- Preferred – Project Cost – (\$245)

### Preliminary Impact Comparison

- Fewer displacements
- Fewer traffic impacts
- Decreases park impacts
- ***Decreases wetland and stream impacts***
- Increases noise impacts







# 6) B2M - C11A

## Modified Value Analysis

### 2030 Ridership Comparison

- B-C Travel Time: 1 minute faster
- Segment B-C Boardings: +500
- East Link Ridership: +1,000

### Cost (2007\$)

- Total Project\* - \$2,360
- Preferred – Project Cost - \$15

### Preliminary Impact Comparison

- Fewer displacements
- Fewer traffic impacts
- Decreases park impacts
- ***Decreases wetland and stream impacts***
- Increases noise impacts

# Segment B-C Combinations

	1) ST May 2009 Preferred (B3S-C4A)	2) Value Analysis Proposals (B2M/C9A)	3) City Preference (B7-C9T)	4) City Preference in B, At-grade in C (B7-C11A)	5) Tunnel Alternative with B2M (B2M/C9T)	6) Modified Value Analysis Proposal (B2M/C11A)
<b>2030 Ridership</b>						
B-C Travel Time	16 minutes	15 minutes	11 minutes	14 minutes	12 minutes	15 minutes
Segment B-C Boardings	12,000	12,000	10,500	10,500	12,500	12,500
East Link Ridership	47,000	47,500	49,000	47,000	50,000	48,000
<b>Cost (2007\$)</b>						
Total Project*	\$2,375	\$2,270	\$2,685	\$2,375	\$2,620	\$2,360
Preferred – Project Cost	--	\$105	(\$310)	--	(\$245)	\$15

\*Applies conceptual engineering cost deltas for Segment B & C to Interim PE LPA project estimate. Assumes C9T southern tunnel portal is located west of 112<sup>th</sup> and that \$75 million in reduced cost with B2M

# *Options for Tunnel Funding Gap*

1. City of Bellevue contribution
2. Scope reductions
3. Project phasing
4. Other financial planning tools



# 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 interest in grade separated NE 20<sup>th</sup> crossing

# *Spring District Option: 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

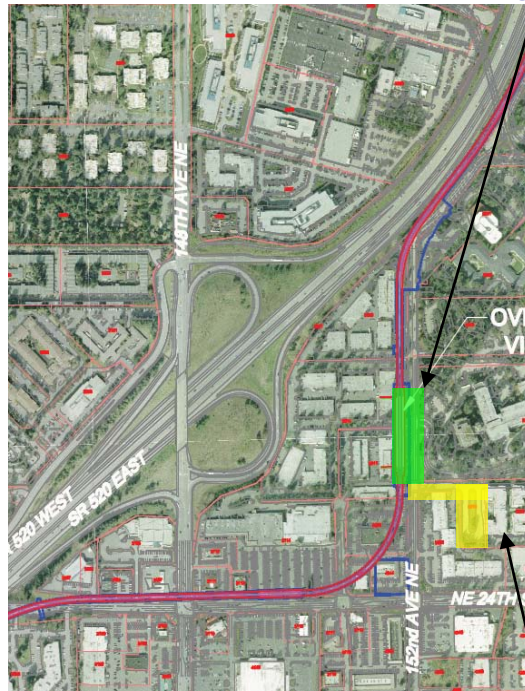
# Overlake Light Rail Option

## Preferred Alignment

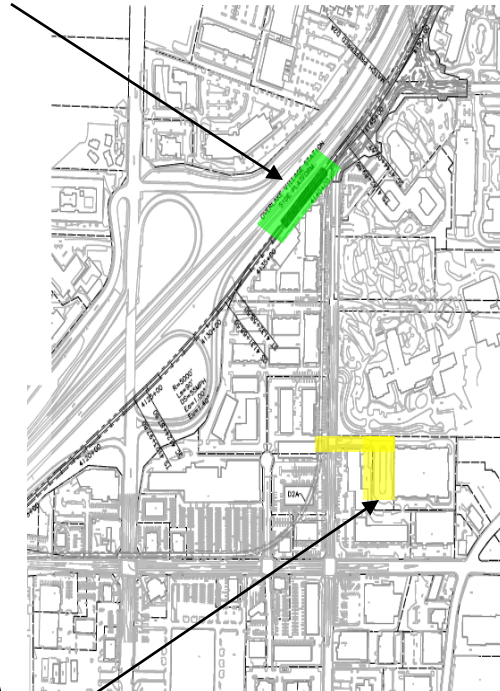
## Option E Alignment

### Preferred D2A

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



Overlake Village LRT station



Overlake Village park-and-ride/transit center

### Option E 520

- Significant savings
- Fewer business displacements
- Today's property access unchanged
- Separated from transit center
- City sponsored ped bridge increase walk access

# Revised Preferred Alternative

- Segment B
  - Maintain B3S as preferred, or:
    - Value analysis proposal of B2M, or
    - B7: BNSF
- Segment C
  - Maintain C4A as preferred, or:
    - C9T: 110<sup>th</sup> Tunnel, or
    - C9A: 110<sup>th</sup> At-grade, or
    - C11A: 108<sup>th</sup> At-grade, or
    - C14E: 114<sup>th</sup> Elevated
- Segment D
  - Maintain D2A as preferred unchanged, or revise to include:
    - Retained cut station at 120<sup>th</sup> subject to public/private partnership, and/or
    - Option E: SR 520 in Overlake with City sponsored ped bridge

# *Next Steps*

- 4/22 – Board action
  - Consider revisions to preferred alternative
  - Identify whether to include any of the other new Downtown Bellevue alternatives in the EIS



# Questions?

