

East Link Update: Executive Committee

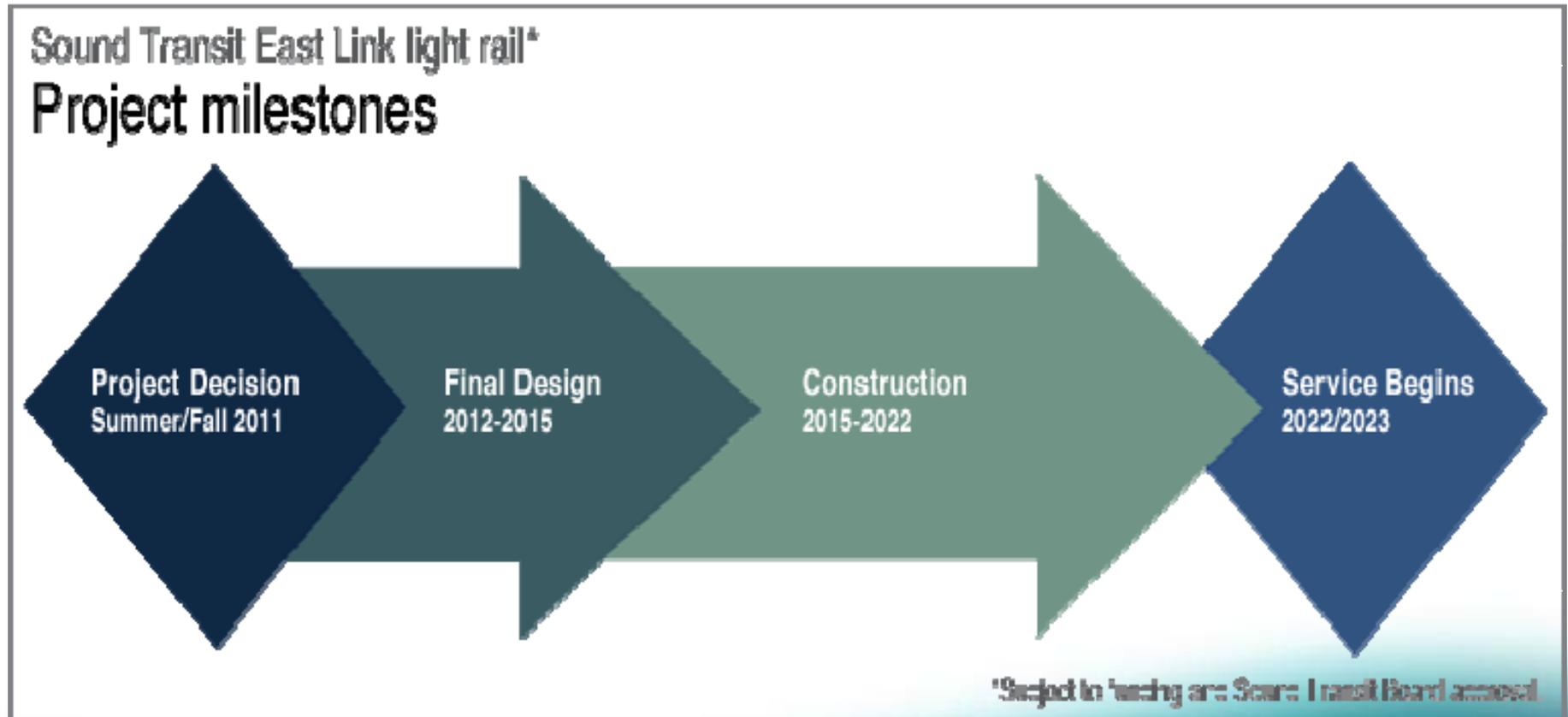
7/7/11



Today's Presentation

- Recent Project Milestones
- EIS Findings Overview and Decisions to Consider
- Seek Board Direction on Next Steps
 - Further Board Committee review
 - City of Bellevue follow-up

Project Schedule



Project Milestones

- Final EIS signed by WSDOT and FTA
 - Distribution underway
 - Posted on the ST website
 - July 15th official notice in Federal and State register
- Preliminary finding of engineering and operational acceptability received from FHWA for the conversion of the I-90 center roadway

Requirements Prior to a Federal Record of Decision

- FTA will complete the Section 4(f) and Section 106 processes for parks and historic resources
- Select the project to be built including a single alternative in downtown Bellevue

Five Year EIS Process

EIS Scoping	Fall 2006
ST2 Approved by Voters	November 2008
Draft EIS Comment Period	December 2008 – February 2009
Identify Preferred Alternative	May 2009
Downtown Bellevue Concept Design Report	February 2010
Update Preferred Alternative	April 2010
Update 112 th and Hospital Station Preferred Alternatives	July 2010
Supplemental DEIS Comment Period	November 2010 – January 2011
Publish Final EIS	July 15, 2011
ST Board Selects a Project to Be Built	Summer 2011
FTA Record of Decision	Fall 2011
Public Meetings and Outreach is Continuous	

Our History of Outreach

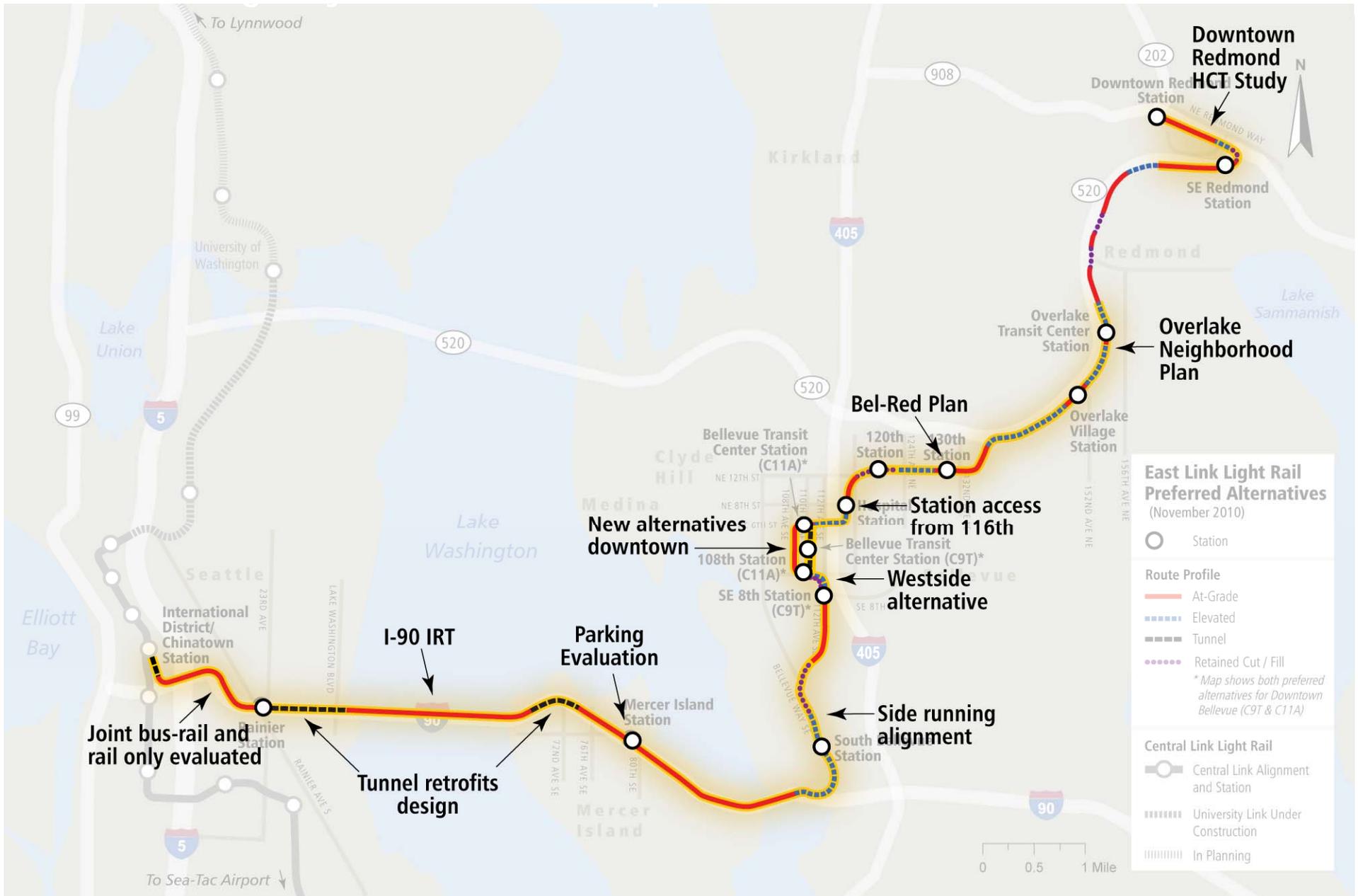
5 years of ongoing outreach in communities along the project corridor

- Project Scoping (2006)
- Conceptual Development of Alternatives (2007)
- Issuance of Draft Environmental Impact Statement (2008-2009)
- Preferred Alternative Neighborhood Workshops (Fall 2009)
- Reevaluation of Downtown Bellevue Alternatives (Spring 2010)
- Preferred Alternative Neighborhood Workshops (Spring 2010)
- 112th Avenue Design Option Evaluation (Summer 2010)
- Hospital Station Location Reevaluation (Summer 2010)
- Issuance of Supplemental Draft EIS (Fall 2010)
- Issuance of Final Environmental Impact Statement (July 2011)

East Link Community Input

- Gathered input about **24 alternatives**
At **28 open houses**, hearings and workshops
- Over **65,000 residents and businesses** received project mailings
- Shared project updates with **4,553 individuals** via email
- Reviewed and considered **1,887 comments** during the formal environmental review process
- Heard from stakeholders and property owners at **249 meetings**
- Conducted outreach to **80 social service** and community providers
- Attended **34 fairs** and festivals





Decisions Following EIS Publication

- Review and Consider Final EIS
- Evaluate status of potential partnerships with City of Mercer Island, City of Bellevue and Spring District property owner
- Consider whether to select or modify the preferred alternative as the project to be built

Final EIS

- Information from DEIS and SDEIS
- Updated analysis
(noise, ridership, Section 4(f), historic)
- Response to Comments (DEIS, SDEIS)
 - ~1600 comment letters total
 - C9T station option
 - B7-R summary

Environmental Benefits

- Reliable service, reduced travel times, enhanced transit accessibility
- Increased throughput and capacity on I-90
- Reduces traffic and green house gas emissions
- Support regional land use and transportation plans
- Facilitate ecosystem restoration objectives

Segment A: I-90 – Overview

- One alternative with design options studied
- WSDOT coordination
 - I-90 Independent Review Team
- Transportation improvements
- Intersection impacts at Mercer Island
- Ground-borne noise impacts near Mt Baker Tunnel

Segment A: I-90 Decisions

- Preferred joint bus-rail operations or rail only on the D2 Roadway
- Mercer Island parking evaluation and next steps



Exhibit 2-16
Segment A, Interstate 90
East Link Project

D2 Transitway Operations

- EIS evaluates preferred joint bus-rail operations and rail only
- Experience with Downtown Seattle Transit Tunnel (DSTT) indicates joint operations impacts transit reliability
- Further discussion proposed for 7/21 Operations Committee



Mercer Island Parking

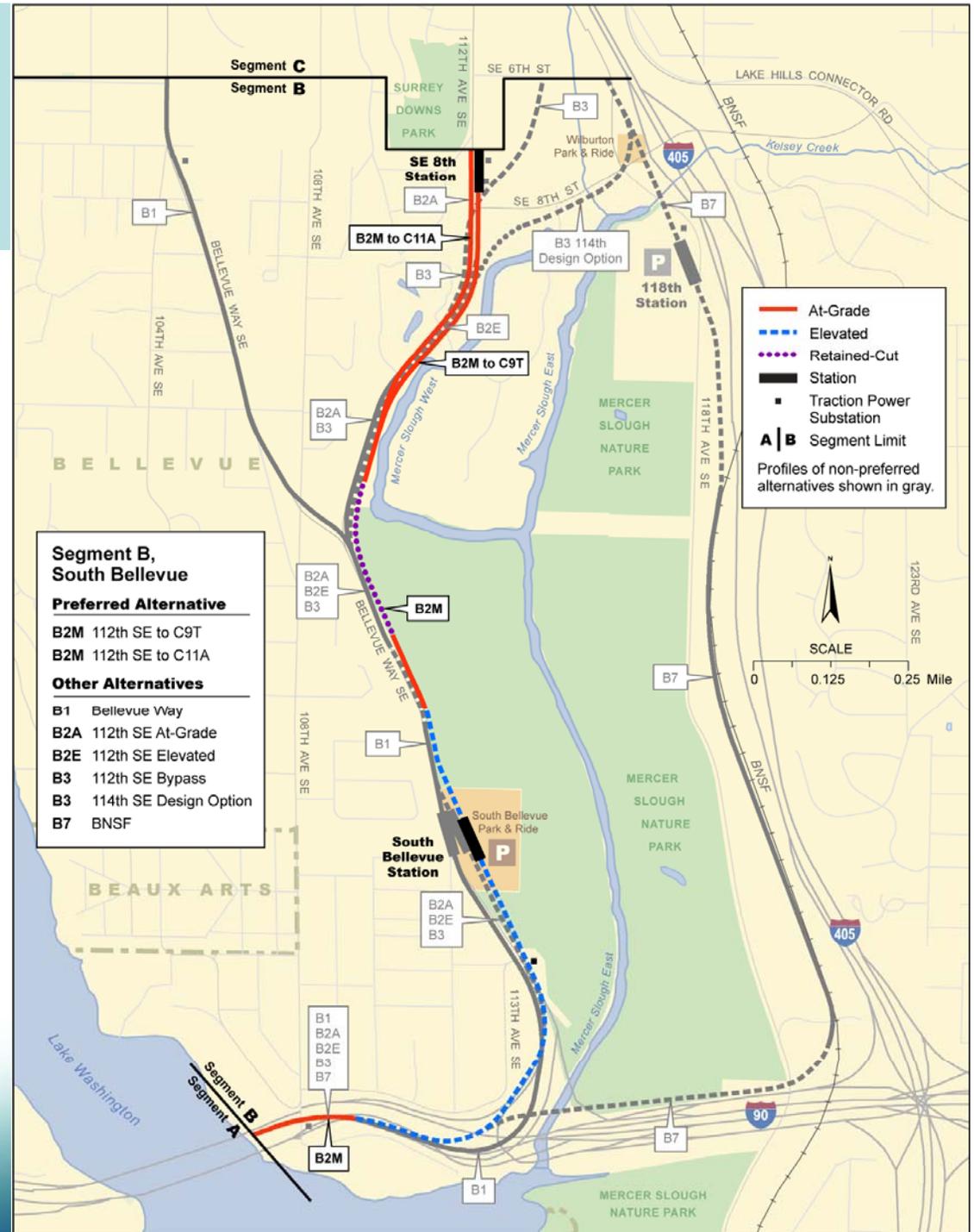
- Sound Transit Motion No. M2009-41
“Evaluate proposed partnerships by the City of Mercer Island for a new park-and-ride capacity in or near the Mercer Island town Center”
 - City assessing cost of adding parking to potential private developments in the City Center
 - Board Action not required as part of East Link project decision

Segments B: Key Issues

- Six alternatives with design options studied
- Park impacts, wetlands, noise
- Construction period impacts
 - Traffic management
- Preferred B2M:
 - Less noise and acquisitions
 - Higher park impacts and potential impacts to Winters House

Segment B: Decisions

- B2M: 112th is preferred
 - Preserves Bellevue Way HOV access
 - SE 8th station associated with C9T is replaced by 108th Station with C11A
- Five other routes plus design options evaluated

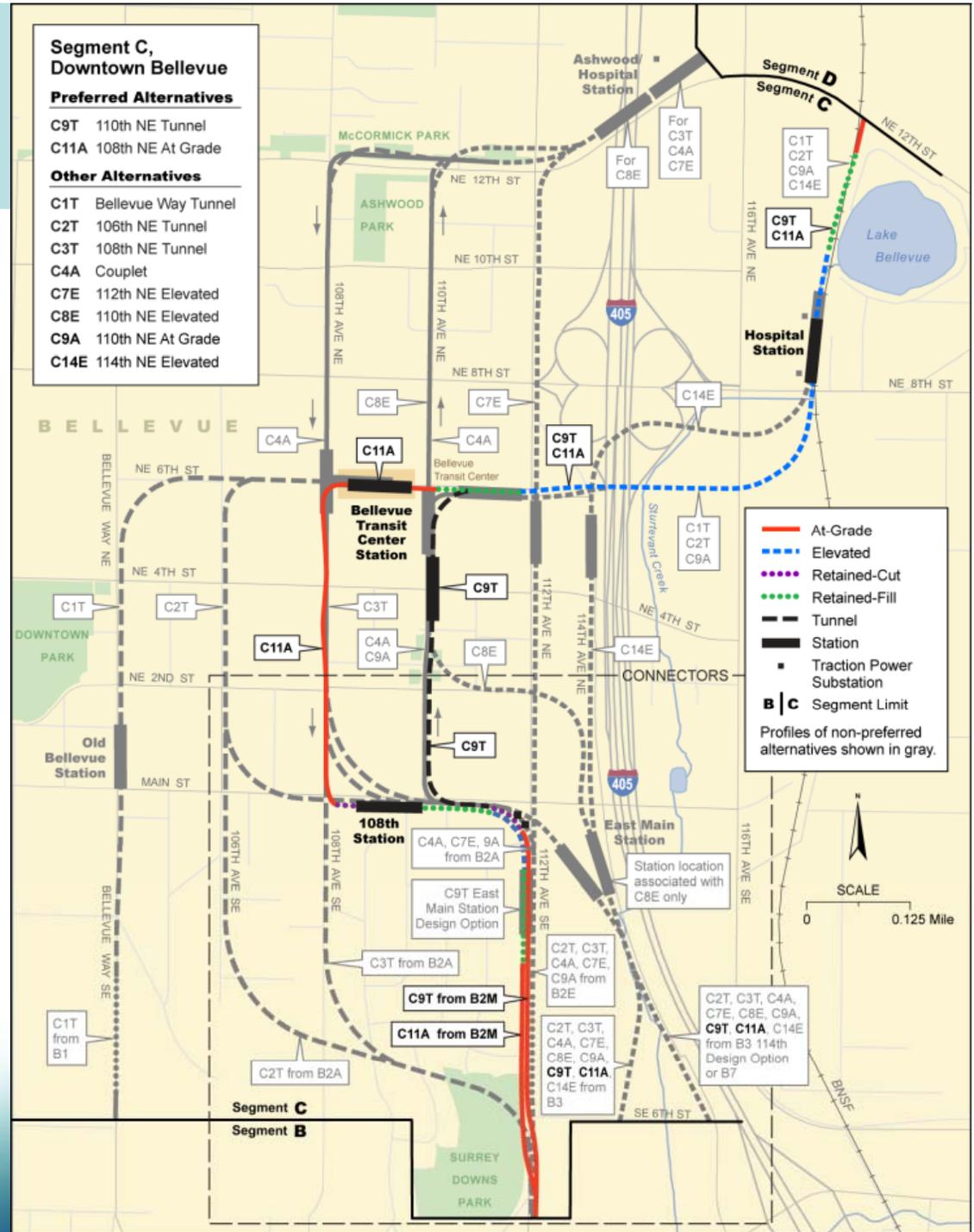


Segment C: Key Issues

- Ten alternatives studied
- Residential and business displacements
- Traffic impacts, noise, vibration, parks, visual
- Construction period impacts
 - Lane closures; traffic management; Bellevue Transit Center operations; business access
- Preferred C11A or C9T:
 - Higher residential displacements, no visual impacts, moderate noise and park impacts

Segment C: Decisions

- Need to select a single alternative
- Station design options
 - Main Street Station alternative to SE 8th Station with C9T
 - Optional 3rd entrance at BTC with C9T
 - Optional additional pedestrian path to Hospital Station
- Eight other routes evaluated

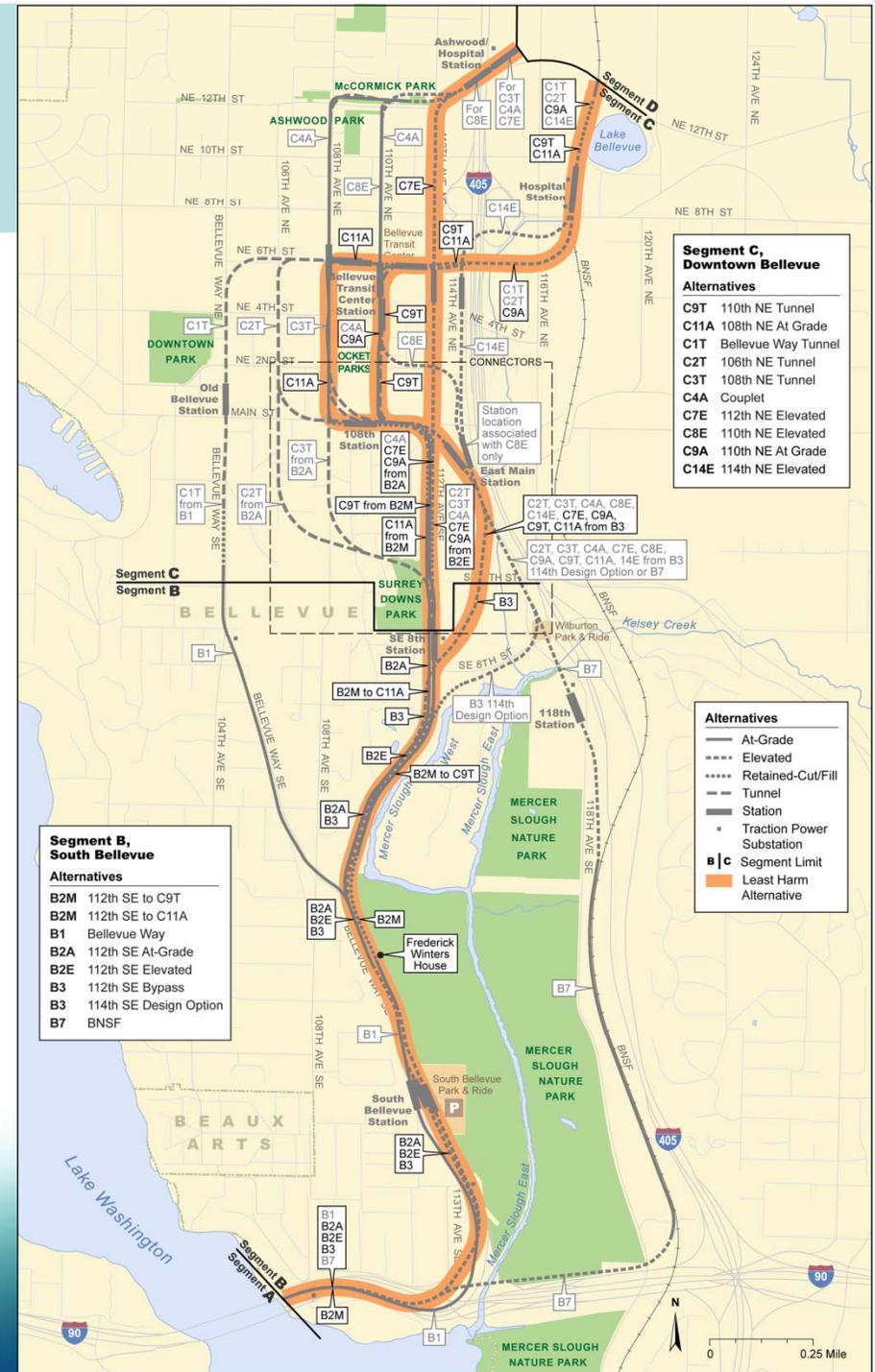


Section 4(f)

- Federal regulation that protects parks and historic properties
- FTA is decision maker
- Final Section 4(f) statement in the Final EIS
- FTA will complete the Section 4(f) process prior to the Record of Decision

Section 4(f) Segment B-C Results

- Evaluated 35 combined B-C alternatives
- 11 Segment B-C combinations equally result in least harm

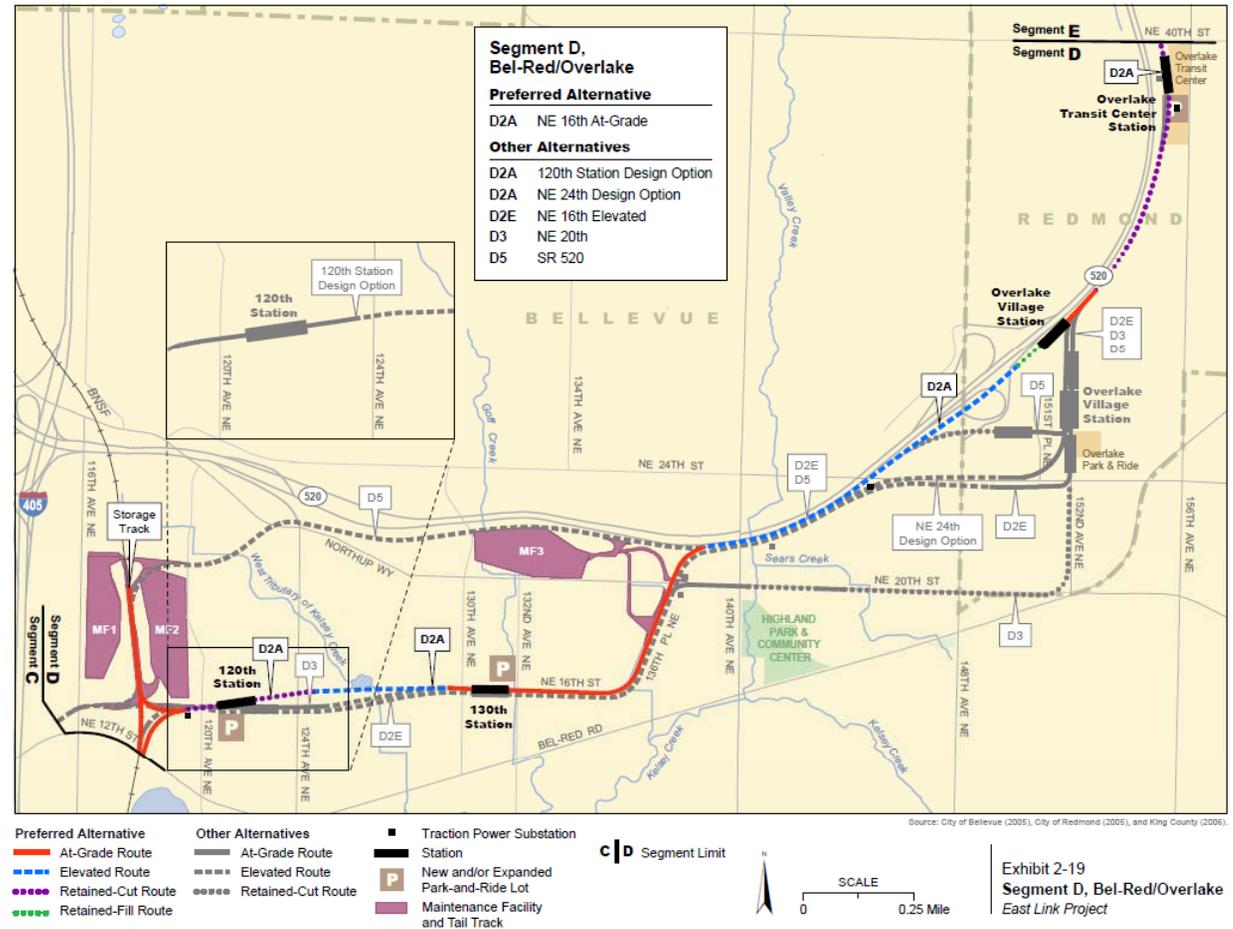


Segment D: Key Issues

- Four alternatives with design options studied
- Fewer impacts and risks overall
- Stream crossings with habitat enhancements
- Construction period impacts to Overlake Transit Center
- Preferred D2A:
 - Higher wetland impacts; fewest business displacements

Segment D: Decisions

- Preferred 120th retained cut or at-grade
- Potential deferral of Bel-Red station(s)
- Three other routes plus design options evaluated

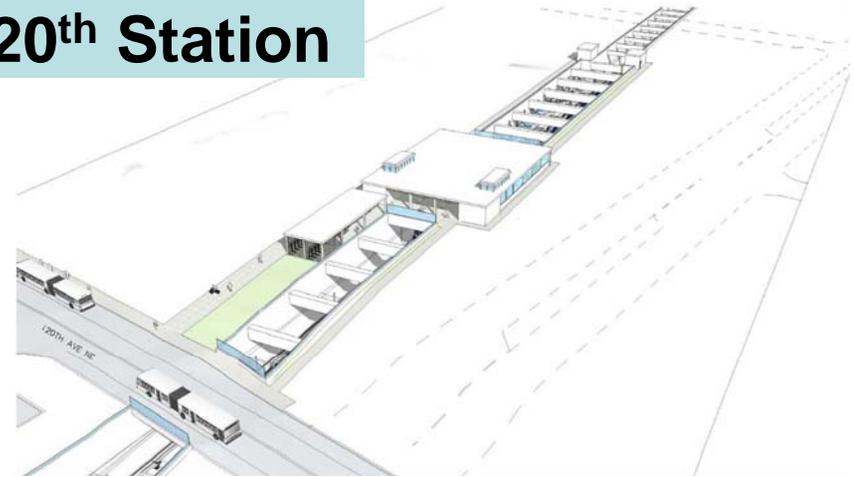


Bel-Red Stations

- ST2 plan assumed a single station
- Preferred alternative includes two stations plus a retained cut at 120th

	2030 forecast boardings	Construction cost (2010\$)
120 th	500	\$15M more than at-grade but subject to term sheet
130 th	1,000	\$15M

120th Station



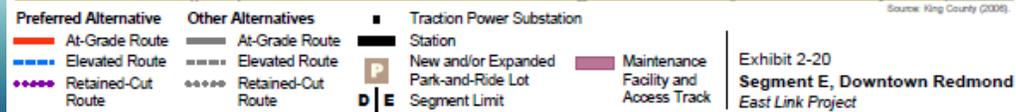
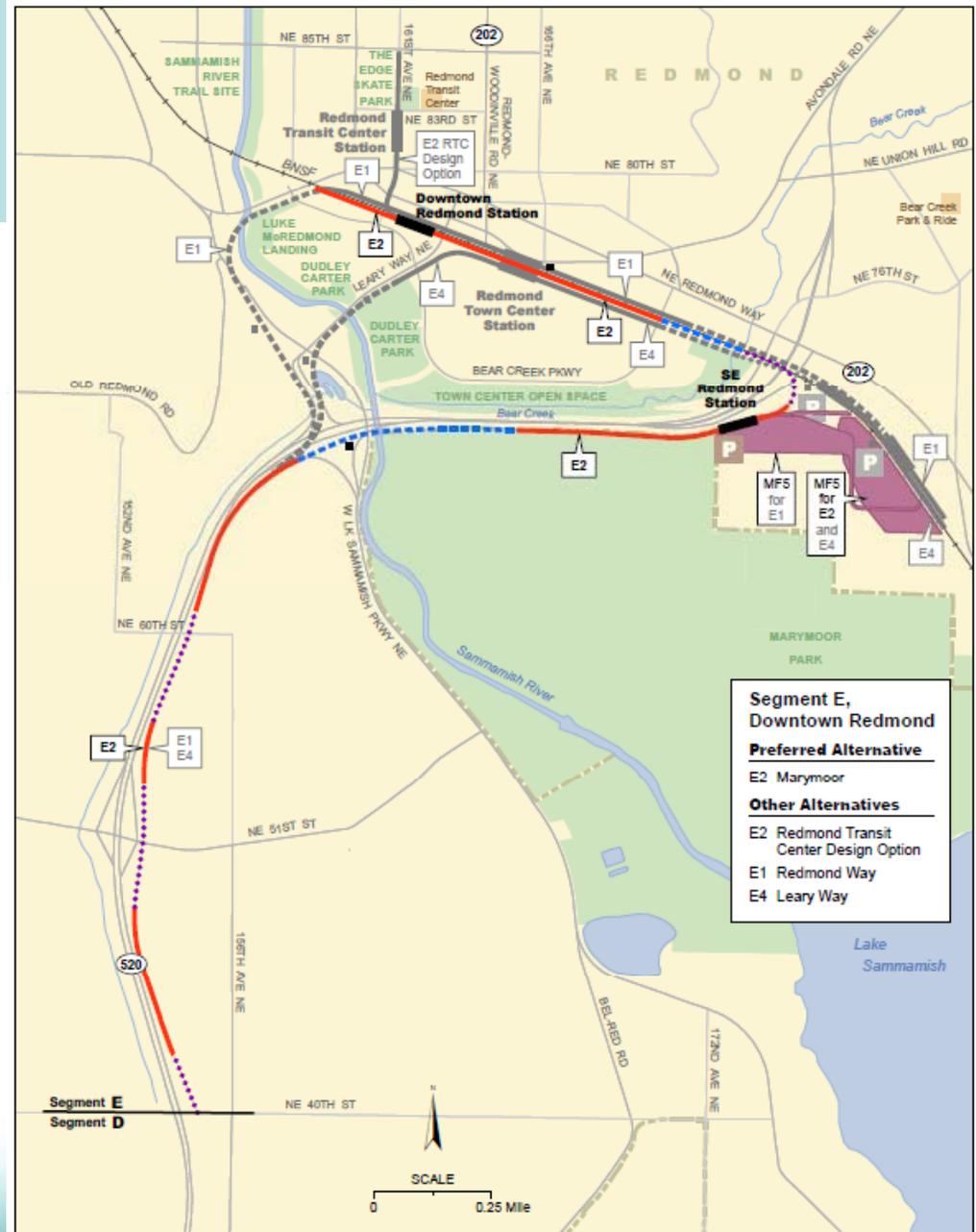
130th Station and Park & Ride

Segment E: Key Issues

- Three alternatives with design options studied
- Noise, traffic, visual, parks impacts
- Preferred E2:
 - Higher park impact; least habitat impact; no visual quality impacts

Segment E: Decisions

- E2: Marymoor Design Option
 - Preferred Downtown Redmond or Redmond Transit Center terminus
- Two other routes evaluated



East Link Next Steps

- Seeking Board Direction
 - Capital Committee review 7/14?
 - Operations Committee review 7/21?
 - City of Bellevue follow-up
- 7/28 Board Meeting
 - Potential Board action to select project to be built
 - Potential funding and scope management agreement with Bellevue

Questions?

