



Downtown Redmond Link Extension


Preferred Alternative Update
Sound Transit Board Meeting
June 22, 2017

Downtown Redmond Link Extension

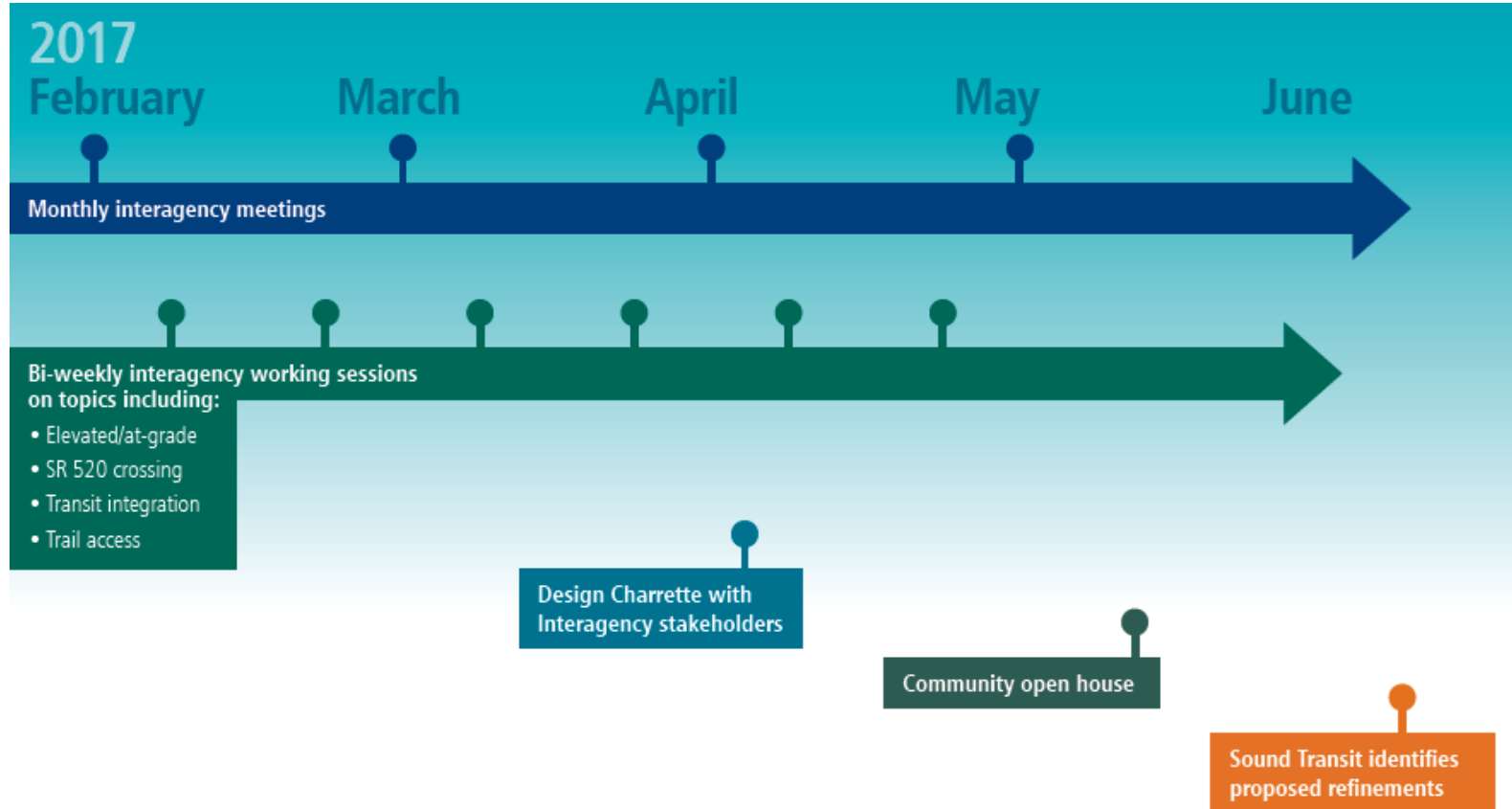


- 3.7-mile light rail extension
- Two stations
- 1400 parking spaces
- Open for service in 2024
- Downtown Redmond to:
 - Downtown Bellevue in 18 minutes
 - International District Station in 38 minutes

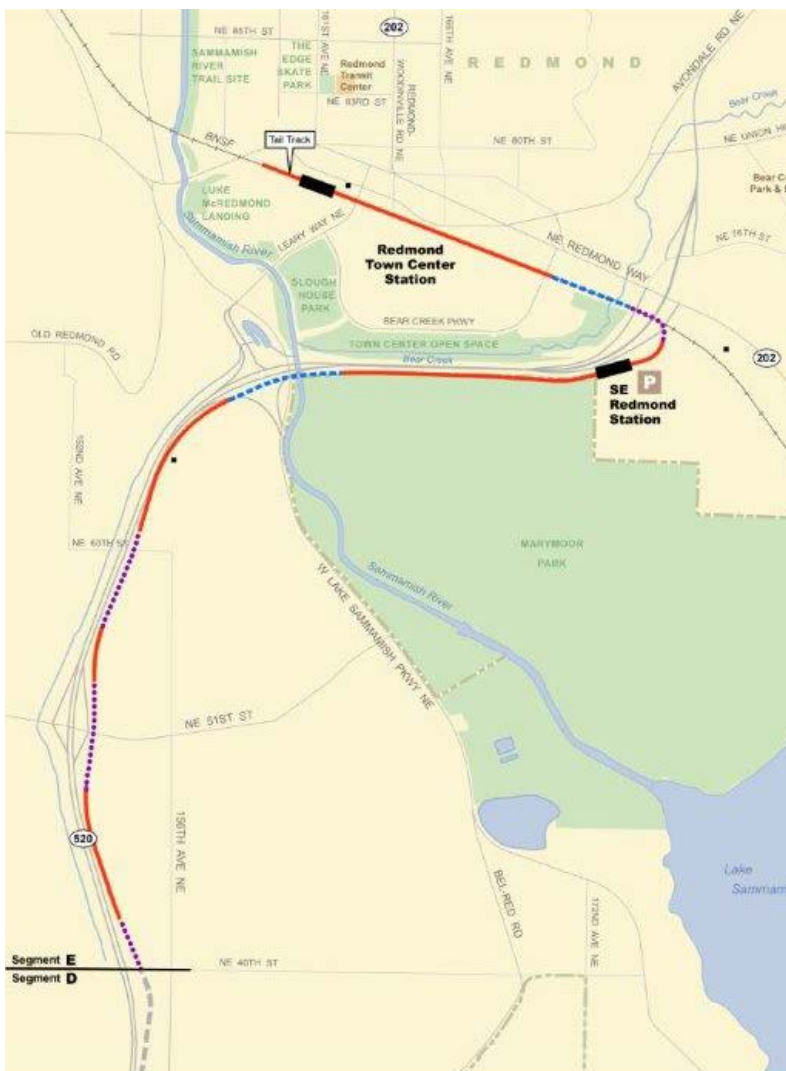
Project schedule

2007 - 11	2016	2017-2018	2018	2018 - 19	2019 - 24
<p>East Link EIS and Record of Decision Board selected project to be built</p> <ul style="list-style-type: none"> Two at-grade stations 1400 parking spaces 	<p>System expansion approved by voters</p> <ul style="list-style-type: none"> Funded DRLE through construction 	<p>Conceptual engineering</p> <ul style="list-style-type: none"> Develop Design Build Project Requirements 	<p>Board selects project to be built</p>	<p>Design and real estate acquisition</p>	<p>Construction and systems testing</p>

Concept refinement process



2011 Project Decision



- Continues East Link Extension at NE 40th Street
- Continues along the east and south side of SR 520 to SR 202
- SE Redmond Station includes 1400 parking spaces
- Alignment continues under SR 520
- At-grade in Downtown Redmond
- Terminal station west of Leary Way with tail track west of the station

Proposed Refinements

- Elevated guideway in the Downtown Segment
- Cross SR 520/SR 202 Interchange at grade (formerly retained cut)
- Elevated Station at Redmond Town Center

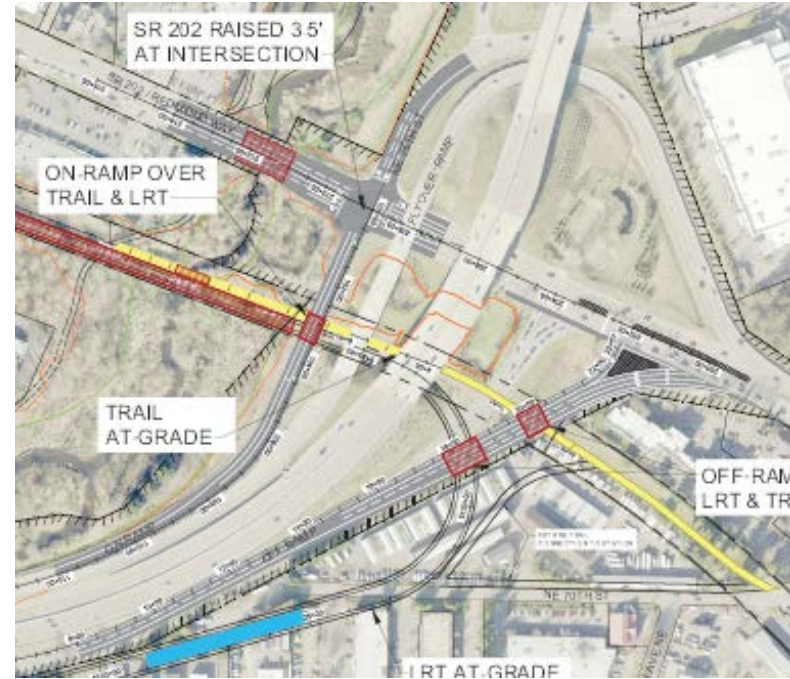


Downtown Redmond Link Extension Project:
Proposed Refinements

Refinements Costs

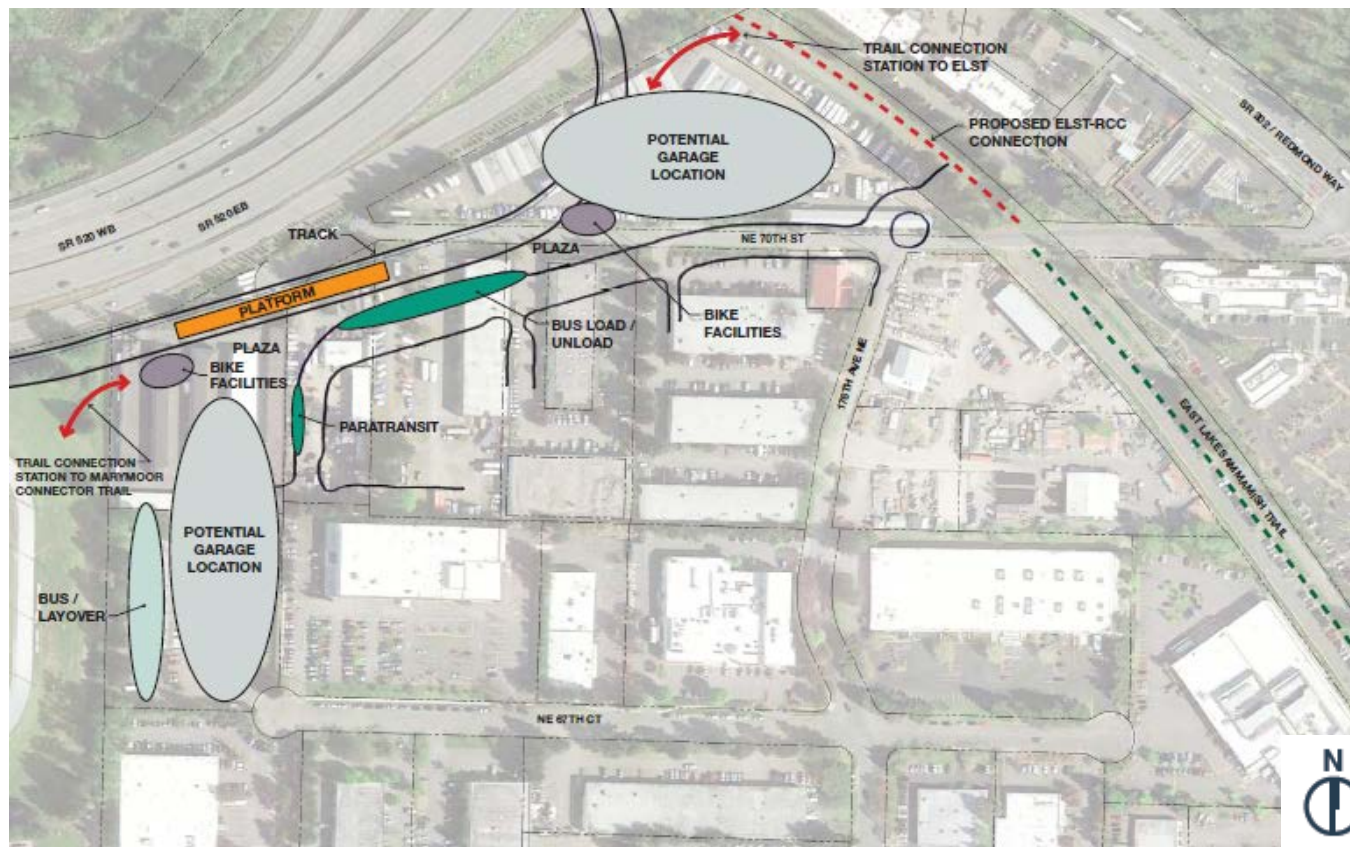
Alternative	Cost Estimate (2014\$)	vs ST3 Budget
ST3 Budget w/out reserve	\$950M	\$0
2011 Board Adopted Project	\$850M	(\$100)
Proposed refinements*	\$880 to \$915M	(\$35-\$70)

*Range reflects on-going discussions with WSDOT regarding the extent of SR 520/SR 202 ramp modifications needed to allow an at-grade alignment to pass through the interchange.



Southeast Redmond Station Concepts

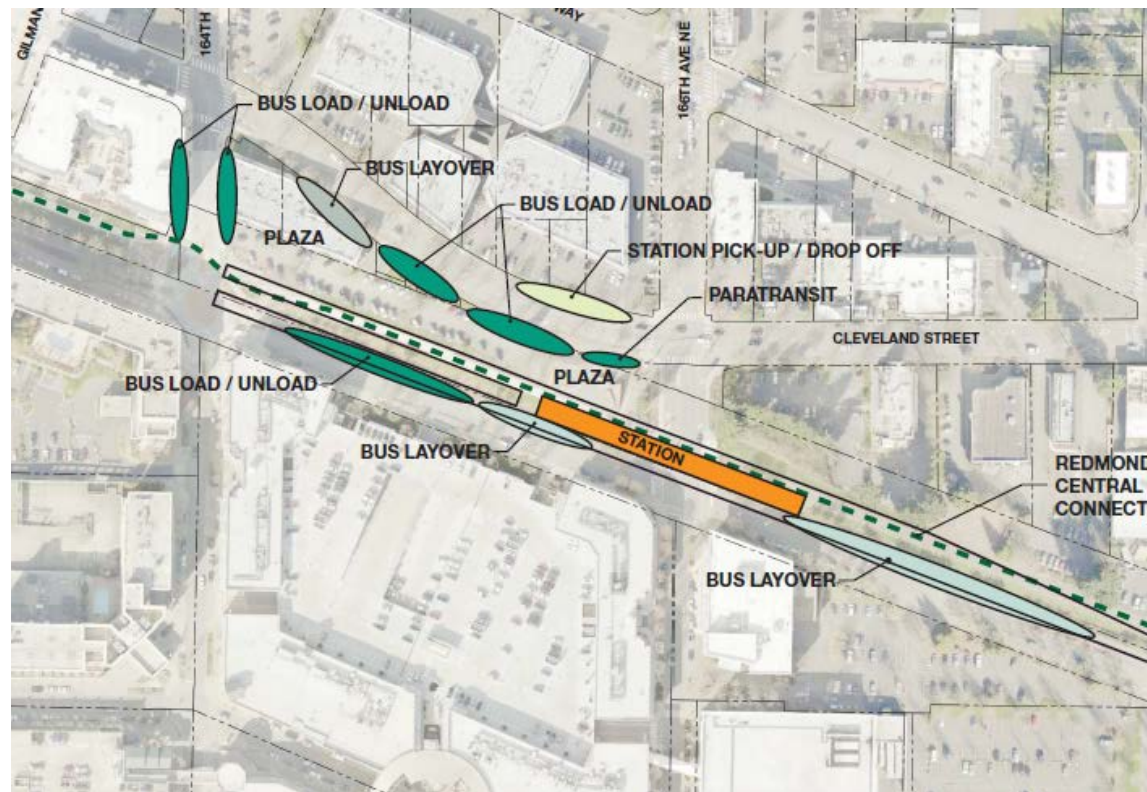
- Park-and-ride facility with 1,400 parking spaces
- Integrated with the City of Redmond's Marymoor Subarea vision



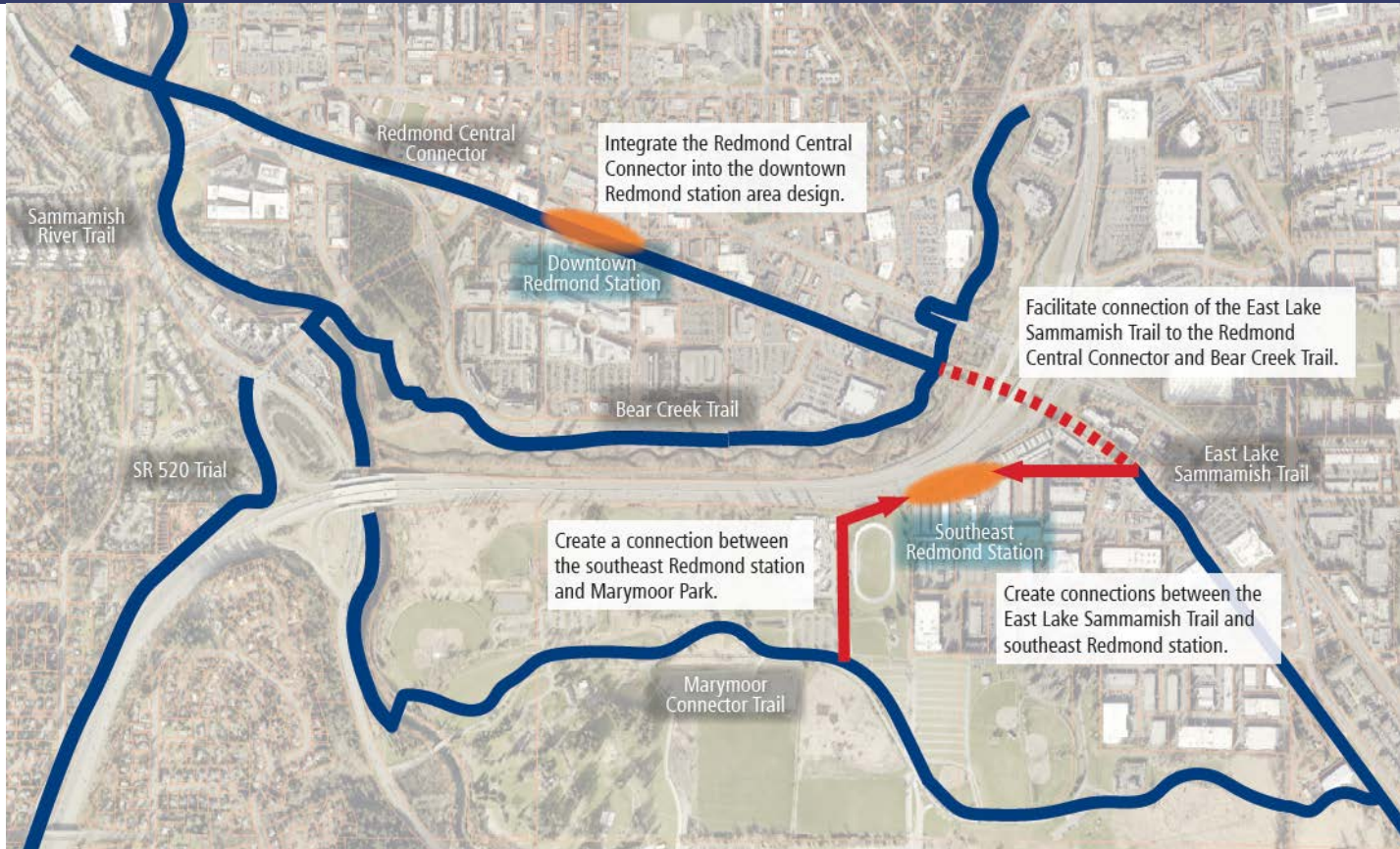
Downtown Redmond Station Concepts

Includes:

- Both active and layover bus zones
- Passenger pick up and drop off
- Station plaza areas
- Tail tracks for train turn backs, storage and failure management



Potential trail connections



Environmental Update

- Final EIS and Record of Decision issued November 2011
- Seeking Board guidance to pursue proposed refinements
- Conduct environmental review through early 2018
- Board updates the project to be built at conclusion of environmental review





DOWNTOWN REDMOND STATION AND FAILURE MANAGEMENT 400' TAIL TRACKS (ELEVATED) (3A)

