

## **MOTION NO. M2017-92**

### **Identifying Proposed Refinements to the Downtown Redmond Link Extension for Further Study**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Capital Committee	06/08/17	Recommend to Board	Ric Ilgenfritz, PEPD Executive Director <b>Bernard Van de kamp, HCT Corridor Development Director,</b> <b>Leonard McGhee, Redmond Project Manager</b>
Board	06/22/17	Final Action	

## **PROPOSED ACTION**

Identifies proposed refinements to the Downtown Redmond Link Extension project for further study.

## **KEY FEATURES SUMMARY**

- This motion identifies proposed refinements to the Downtown Redmond Link Extension and authorizes staff to complete additional environmental review as appropriate on the proposed project refinements and to complete preliminary engineering on the project.
- Specifically, this motion identifies a refinement to the alignment and station profile in the downtown segment of Redmond from at-grade to elevated and a revised station location in the downtown segment from Leary Way to the vicinity of 166th Ave NE.
- The motion directs further evaluation of the proposed project refinements based on recent studies, land use changes and developments in the project area.
- The Board will not make a final decision on refinements to the project until after completion of appropriate environmental review, which is anticipated in 2018.

## **BACKGROUND**

The Downtown Redmond Link Extension Project is part of East Link and extends East Link approximately 3.7 miles from the future Redmond Technology Center (formerly Overlake Transit Center) light rail station at NE 40th Street in Redmond to the East Corridor terminus station at Leary Way in Downtown Redmond and includes two stations and a 1400-space parking garage. Funding for final design and construction was approved with the passage of ST3 in November 2016. Service to Downtown Redmond is planned to begin in 2024.

Environmental compliance pursuant to the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) for East Link, including the Downtown Redmond Extension, was completed with the East Link Project Final Environmental Impact Statement (EIS) issued in July 2011. The Board selected the route, profiles, and station locations for the East Link Light Rail Project in July 2011. The Federal Transit Administration and Federal Highway Administration issued Record of Decisions for the project in November 2011. Additional information about the Downtown Redmond extension was included in the East Link Extension 2013 SEPA Addendum issued in March 2013.

Although at the time, the Downtown Redmond Link Extension was only funded through preliminary engineering, the Board selected project to be built for Segment E of the East Link Project (which is the Downtown Redmond Link Extension) in anticipation of potential future funding as follows:

“The route continues along the SR 520 corridor to downtown Redmond with an at-grade Southeast Redmond Station southeast of the SR 520 and SR 202 intersection. The Southeast Redmond station includes a parking garage with approximately 1,400 stalls as well as bike parking and bus transfer facilities. After the Southeast Redmond station, the route turns west through the SR 520 and SR 202 interchange into the former BNSF Railway corridor with a terminal at-grade station in downtown Redmond west of Leary Way. The terminal station includes tail tracks past the station for train layover and turnback operations.”

In February 2017, the City of Redmond completed the Downtown Redmond Transit Integration (TRAIN) Study that analyzed options for the optimal integration of light rail transit and bus transit in the former BNSF Railway corridor of downtown that exhibited high quality safety and mobility features, supported recent infrastructure improvements in the corridor including the Redmond Central Connector (RCC) trail and a major storm water trunk line, and further supported new Transit-Oriented Development (TOD) opportunities.

The proposed project refinements to the selected project are primarily in the Downtown Redmond TRAIN study area and include an elevated terminal station in the vicinity of 166th Ave NE. The Project continues to include tail tracks past the station.

The environmental review will be updated as appropriate in coordination with the Federal Transit Administration. The work will also identify agency and community TOD opportunities and specified system access improvements at both stations in the project area. Additionally, opportunities to partner with other jurisdictions such as King County Department of Natural Resources and Parks, the Washington State Department of Transportation and the City of Redmond that facilitate the connection of the E. Lake Sammamish Trail with the Redmond Central Connector and other project components are separate yet integral to this project. Successful negotiation of important roadway and ramp modifications in the SR 520/SR 202 interchange are essential to this project refinement.

Final design and construction of this project will use the design/build alternative project delivery method. As such, preliminary engineering will be completed through the development of bridging documents and project requirements for the subsequent design/build solicitation later in 2018.

## **PROJECT STATUS**

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<b>Project Identification</b>	<b>Alternatives Identification</b>	<b>Conceptual Engineering</b>	<b>Preliminary Engineering</b>	<b>Final Design</b>	<b>Construction</b>

Projected Completion Date for Preliminary Engineering: 2Q 2018

Project scope, schedule, and budget summary located on pages 47 – 58 of the March 2017 Agency Progress Report.

## **FISCAL INFORMATION**

Although there is no immediate fiscal action associated with the proposed action, the final project selection will have fiscal impacts as to the design and construction of the project. Those impacts will be addressed during future actions as they are presented.

## **SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION**

Not applicable to this action.

## **PUBLIC INVOLVEMENT**

Sound Transit is committed to hearing from the public about the Downtown Redmond Link Extension project. For more than ten years, communities, businesses, stakeholders and agencies have helped shape the project by asking questions, talking with project staff, and providing ideas and comments. Additional outreach during project refinement phase have included participation in the City of Redmond Transit Integration (TRAIN) Study Open House, a Sound Transit Open House on the proposed project refinements on May 17, 2017 briefing of One Redmond, newsletters and fact sheets and Sound Transit Website.

## **TIME CONSTRAINTS**

A one month delay may have a significant impact on the project schedule.

## **PRIOR BOARD/COMMITTEE ACTIONS**

Motion No. 2016-05: (1) Restored funding for the preliminary engineering on light rail from Overlake to Redmond in the Sound Transit 2 Finance Plan, (2) amended the Adopted 2016 Budget to create the Downtown Redmond Link Extension Project by (a) establishing the Project Lifetime Budget through the completion of the Preliminary Engineering Phase in the amount of \$28,617,000 and (B) establishing the 2016 Annual Budget as \$4,120,000, and (3) approving Gates 1-3 within Sound Transit's Phase Gate Process.

Motion No. M2013-09: Selected the route, profiles, and station locations for the East Link Light Rail Project, and superseding Resolution No. R2011-10.

Motion No. M2011-81: Implemented the East Link Light Rail Project.

R2011-10: Selected the route, profiles, and station locations for the East Link Light Rail Project.

## **ENVIRONMENTAL REVIEW**

Jl 6/2/2017

## **LEGAL REVIEW**

PW 6/2/2017

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A motion of the Board of the Central Puget Sound Regional Transit Authority identifying proposed refinements to the Downtown Redmond Link Extension project for further study.

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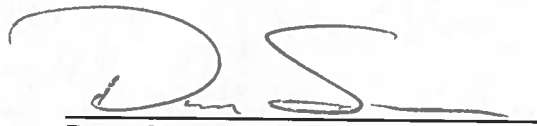
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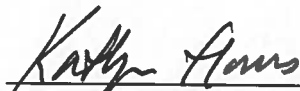
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority identifying proposed refinements to the Downtown Redmond Link Extension project for further study.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 22, 2017.



Dave Somers  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator