

RESOLUTION NO. R2018-32

Refining the route, profile and stations for the Downtown Redmond Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	09/13/2018	Recommend to Board	Don Billen, PEPD Executive Director Bernard van de Kamp, East Corridor Director
Board	09/27/2018	Final Action	Leonard McGhee, Manager-HCT Development

PROPOSED ACTION

Refines the route, profile and stations for the Downtown Redmond Link Extension and supersedes a portion of the project selected under Resolution No. R2013-09 for the East Link Extension.

KEY FEATURES SUMMARY

- This action refines the Downtown Redmond Link Extension route, profile, stations, and associated infrastructure to be built between NE 40th Street and 164th Avenue NE at Redmond Town Center that was previously selected by the Board under Resolution No. R2013-09 as part of the East Link Extension.
- In June 2017, the Board identified proposed refinements to the Downtown Redmond Link Extension for further study, authorizing additional environmental review and preliminary engineering. Proposed refinements include the alignment and station profile in the downtown segment of Redmond from an at-grade profile from Bear Creek to Leary Way, to an elevated profile from Bear Creek to 164th Avenue NE, including an elevated station and tail tracks.
- Based on the direction received in June 2017, the following was evaluated in the environmental update as the preferred alternative for Segment E of the East Link Extension/Downtown Redmond Link Extension route, profile and stations:
 - Preferred alternative: E. The route continues along the SR 520 corridor to downtown Redmond with an at-grade Southeast Redmond Station southeast of 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~~ elevated station in downtown Redmond ~~west of Leary Way~~ at 166th Avenue NE. The terminal station includes elevated tail tracks past the station for train layover and turnback operations.
- This action would accept the refinements that were evaluated.

BACKGROUND

The Downtown Redmond Link Extension is part of the East Link Extension and extends the East Link Extension 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.

In 2011, the Downtown Redmond Link Extension was only funded through conceptual engineering. The Board selected the project to be built for the East Link Extension, including Segment E of the East Link Extension (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 November 2016 voters approved funding for final design and construction of the Downtown Redmond Link Extension in ST3. 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.

In June 2017, the Board identified proposed refinements to the Downtown Redmond Link Extension for study, authorizing completion of additional environmental review and preliminary engineering. 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 Avenue NE. The project continues to include tail tracks past the station.

Environmental compliance pursuant to the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) for the East Link Extension, including the Downtown Redmond Extension, was completed with the East Link Extension Final Environmental Impact Statement (EIS) issued 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. Additional information about the proposed refinements was included in the 2018 Downtown Redmond Link Extension SEPA Addendum issued on August 31, 2018.

The work also identified 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 will facilitate the connection of the E. Lake Sammamish Trail with the Redmond Central Connector and other project components that are separate yet integral to this project. 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

Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction
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Projected Completion Date for Preliminary Engineering: 4Q 2018, with issuance of the Design Build Request For Proposal. Project scope, schedule, and budget summary located on page 75 of the June 2018 Agency Progress Report.

FISCAL INFORMATION

The 2018 TIP for the project, excluding vehicles and vehicle maintenance facilities separately budgeted, is \$1.157 billion (2017\$). The current estimate for the project is approximately \$1.2 billion (2017\$). Costs may change in response to finalizing scope, estimates, and market conditions as established when the project is baselined, which is anticipated in October 2018.

Under the agency finance plan, this project is entirely within the East King County subarea. As the delivery of the capital program in the subarea progresses, financial planning estimates will be updated to reflect changes in grants, tax revenues, bonding, and interest rates. Final affordability of the Downtown Redmond Link Extension will be established when the project is baselined.

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, Sound Transit Open Houses on the proposed project refinements on May 17, 2017, and November 16, 2017, including an online open house/survey; briefings of community stakeholders, newsletters and fact sheets and the Sound Transit Website.

TIME CONSTRAINTS

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

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2017-92: Identified proposed refinements to the Downtown Redmond Link Extension project for further study.

Motion No. M2016-05: (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.

Resolution No. R2013-09: 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.

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

ENVIRONMENTAL REVIEW

KH 9/7/18

LEGAL REVIEW

SS 9/10/2018

RESOLUTION NO. R2018-32

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority refining the route, profiles, and station locations for the Downtown Redmond Link Extension and superseding a portion of the project selected under Resolution No. R2013-09 for the East Link Extension.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under RCW Chapters 81.104 and 81.112 for the Pierce, King, and Snohomish Counties region, by action of their respective county councils, pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation, infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region, known respectively as Sound Move, Sound Transit 2 (ST2), and Sound Transit 3 (ST3); and

WHEREAS, ST2 and ST3, the plans for expanding high-capacity transit in the central Puget Sound region includes an electric light-rail line connecting Seattle, Bellevue, and Redmond; and

WHEREAS, Sound Move, ST2 and ST3 are the first three phases of project and service investments reflected in Sound Transit's Regional Transit Long-Range Plan; and

WHEREAS, the environmental impacts of the Regional Transit Long-Range Plan were evaluated in programmatic supplemental environmental impact statements (June 2005 and November 2014); and

WHEREAS, on July 13, 2006, the Sound Transit Board identified light rail as the preferred transportation mode for high-capacity transit in the Seattle-Mercer Island-Bellevue-Redmond corridor; and

WHEREAS, in September 2006, the Federal Transit Administration (FTA) issued notice of its intent to prepare environmental analysis of the impacts of constructing and operating the East Link Extension as required by the National Environmental Policy Act (NEPA). Sound Transit concurrently issued a determination of significance and scoping notice for the preparation of an Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA) with WSDOT as a co-lead agency under SEPA. The three agencies agreed that the required environmental reviews should be combined in a single EIS; and

WHEREAS, the East Link Extension will expand the Link light-rail system from the International District/Chinatown Station in Seattle to Mercer Island and Bellevue via I-90, and to Redmond and thereby increase transit capacity as well as provide congestion-free, high-capacity transit access between the areas of highest population and employment density in the region. The East Link Extension will contribute up to 50,000 rider trips per day to the Link system resulting in a Link system-wide daily ridership of more than 250,000 in 2030; and

WHEREAS, the environmental scoping process for the East Link Extension included extensive community outreach, formal scoping meetings, and public hearings to solicit public input on the alternative alignments, profiles, and station locations for detailed analysis in the EIS; and

WHEREAS, on December 14, 2006, the Board identified the routes, stations, and maintenance base facilities to be studied in detail in the East Link Extension Draft EIS; and

WHEREAS, over the nearly five-year period of EIS preparation, Sound Transit held hundreds of outreach meetings, including technical working meetings with staff from the cities along the East Link Extension corridor and with other public agencies, as well as community and neighborhood meetings to receive public comment on the design, technical, and environmental analysis; and

WHEREAS, Sound Transit, FTA, and WSDOT issued the East Link Extension Draft EIS on December 12, 2008. The Draft EIS included detailed analysis of the environmental impacts of the alternatives for each route, station, and four maintenance bases. The Draft EIS also analyzed a “no-build” alternative, included potential mitigation measures for reducing project impacts, and included financial analysis of the alternatives; and

WHEREAS, the Draft EIS was widely distributed to the public, affected local jurisdictions, regional, state, and federal agencies, Indian tribes, community organizations, environmental and other interest groups, and interested individuals; and

WHEREAS, Sound Transit provided an extended 75-day comment period on the Draft EIS, which closed on February 25, 2009. To ensure adequate public input, the comment period included five open houses and public hearings; and

WHEREAS, on May 14, 2009, following review of the Draft EIS, and after consideration of public and agency comments received, and other information, the Board identified preferred light-rail routes and station locations for inclusion in the East Link Extension Final EIS and directed Sound Transit staff to work with the City of Bellevue to identify additional external funding sources for a tunnel option; and

WHEREAS, in response to public and agency comments, on November 12, 2010 Sound Transit, FTA, and WSDOT published a Supplemental Draft EIS that analyzed new and modified alternatives; and

WHEREAS, during the 60-day comment period, Sound Transit held a public hearing on the Supplemental Draft EIS that provided additional opportunities for public and agency review. The comment period closed on January 10, 2010; and

WHEREAS, Sound Transit, FTA, and WSDOT published the East Link Extension Final EIS on July 15, 2011. The Final EIS considers and responds to the public and agency comments received on the Draft and Supplemental Draft EISs. The Final EIS evaluates a no-build alternative and 24 build alternatives, including the preferred alternative route and stations identified by the Board; and

WHEREAS, on March 26, 2013 Sound Transit and WSDOT published the East Link Extension 2013 SEPA Addendum evaluating the potential refinements and providing new project related environmental information; and

WHEREAS, relevant environmental documents, public and agency comments and responses and other materials were provided to the Board for review and consideration before the Board's decision on the East Link Extension; and

WHEREAS, the Board's selection of the East Link Extension to be built was informed by review of the East Link Extension Final EIS and 2013 SEPA Addendum, public comments from interested citizens, agencies, tribes and organizations, and other information; and

WHEREAS, the Downtown Redmond Link Extension is part of the East Link Extension and extends the East Link Extension approximately 3.7 miles to the East Corridor terminus station in Downtown Redmond and includes two stations and a 1400-space parking garage; and

WHEREAS, ST3 provided funding to construct the Downtown Redmond Link Extension, between NE 40th Street and its terminus in downtown Redmond; and

WHEREAS, the Board identified proposed refinements to the Downtown Redmond Link Extension for further study in June 2017; and

WHEREAS, on August 31, 2018 Sound Transit published the Downtown Redmond Link Extension 2018 SEPA Addendum evaluating the potential refinements and providing new project related environmental information; and

WHEREAS, the East Link Extension and the Downtown Redmond Link Extension will serve high-growth employment and population centers in the corridor and the region as provided in the ST2 and ST3 Plans, including greater transit capacity and reliability and improve travel time for people traveling between Seattle, Mercer Island, Bellevue, and Redmond and will also provide a competitive alternative to the automobile for people traveling to and from these areas. In particular, the selected route will meet growing transit and mobility demands by increasing person-moving capacity across Lake Washington on I-90 by up to 60 percent. It will strengthen the transportation linkages between the major urban employment and residential centers in Seattle, Bellevue, Overlake, and Redmond. It will substantially reduce travel time for most transit riders accessing the system who have origins and destinations in or near the corridor. The East Link Extension will benefit people throughout the region by providing a transportation system and high-capacity corridor within the region that offers fast, reliable, all-day transit access to major employment and activity centers in that corridor. In addition, the project selected to be built will support the Seattle, Bellevue, and Redmond adopted land-use plans to create concentrated centers of high-density, mixed-use, and pedestrian-oriented development consistent with the State of Washington Growth Management Act and the Puget Sound Regional Council's transportation and land-use plans (Visions 2020 and 2040) directing high-capacity transit to centers within communities actively planning for growth; and

WHEREAS, after due consideration of the environmental, social, economic and other relevant factors, including public and agency comment and environmental review, the Board finds that it is in the best interest of and will best serve the people of the Sound Transit district and others, to refine and implement the Downtown Redmond Link Extension set forth below.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The route, profile, and station locations for the Downtown Redmond Link Extension are revised from that described in Section E. of Resolution No. R2013-09 for the East Link Extension, as generally described in the East Link Extension Final EIS,

East Link 2013 SEPA Addendum, and Downtown Redmond Link Extension 2018 SEPA Addendum):

E. 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 and transitions onto an elevated structure over Bear Creek within the former BNSF Railway corridor with a terminal elevated station in downtown Redmond at 166th Avenue Northeast. The terminal station includes tail tracks past the station for train layover and turnback operations.

Section 3: The Downtown Redmond Link Extension stations will be developed with access considerations for pedestrians, bus transit, passenger drop-off or pick-up, and bicycles to link the light-rail line with surrounding neighborhoods. This will include providing space near stations, where practical, for bus-passenger facilities that facilitate easy transfers and bicycle storage.

Section 4: Sound Transit will implement measures to mitigate significant impacts of construction or operation of the light-rail system as identified in the East Link Extension Final EIS and Downtown Redmond Link Extension 2018 SEPA Addendum consistent with Board policy and will involve local jurisdictions, businesses, community groups, affected institutions, and the public in its implementation. In addition, Sound Transit will provide opportunities for affected neighborhoods to have input on the design of the Downtown Redmond Link Extension stations and other project elements to ensure cost-effective, community-sensitive design solutions. Sound Transit will continue to work with King County Metro to develop plans for bus feeder service to stations to connect the light-rail line to the surrounding neighborhoods and encourage Link ridership.

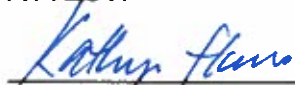
Section 5: Section E. of Resolution No. R2013-09 is hereby superseded.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 27, 2018.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator