Refinements & further study

**Lynnwood**
- Preferred alternative re-alignment
- Additional parking at Lynnwood Transit Center

**Mountlake Terrace**
- Segment B preferred alternative re-alignment (I-5 west side)
- Station/future station at 220th Street SW
- Additional parking at Mountlake Terrace Transit Center

**Shoreline**
- NE 185th Street hybrid alignment/station/garage alternative
- 185th Street bridge pedestrian improvements

**Seattle**
- Station/future station at NE 130th Street
- Maintaining access to the Latvian Church
### Lynnwood station area

#### C3 Modified v. C3

**Pros**
- Closer to transit center
- Preserves more TOD opportunity
- Reduces utility impacts
- Lynnwood supports

**Cons**
- Costs ~$18M more
- More property impacts
- More wetland impacts

**Added parking**
- Additional garage floor (450 stalls) costs ~ $22M
**Current preferred alternative**

- Elevated with garage entirely in WSDOT right of way
- Requires relocating freeway ramps
- Station ~$50M now, or $25M now + $35M later if phased

**Potential re-alignment**

- Elevated with surface parking on old school site
- Does not relocate ramps but more property impacts
- Station costs the same, but alignment ~$10M cheaper
Mountlake Terrace station added parking

- 880 stalls today in garage and surface lots; generally full
- 2 sites for another garage
- 500 stall garage would cost ~$25M
- Not currently programmed
NE 185th Street station area

- New hybrid station scheme
- 3 ways to improve station-garage connection:
  - Current 185th bridge
  - Wider 185th bridge
  - Separate ped bridge
- Discussing joint-use garage with Shoreline School District
NE 130th Street station

- Revised Metro bus connections = more station boardings, but not more system boardings
- Building station now costs ~$25M
- Allowing for future station costs ~$15M now, another ~$20M later
NE 117th/Latvian Church area

- Rebuilding church access road to City standards requires additional property
- Caretaker’s house relocated
- Church access maintained during and after construction
- Parking may need to move during construction
## 2035 daily boardings

<table>
<thead>
<tr>
<th>Location</th>
<th>Preferred Alternative</th>
<th>PA + 130th</th>
<th>PA + 220th</th>
<th>PA + 130th &amp; 220th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynnwood</td>
<td>18,400</td>
<td>18,000</td>
<td>17,600</td>
<td>17,400</td>
</tr>
<tr>
<td>220th</td>
<td></td>
<td></td>
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<tr>
<td>Mountlake Terrace</td>
<td>5,600</td>
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<td>185th</td>
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<tr>
<td>130th</td>
<td>6,000</td>
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<tr>
<td>Northgate</td>
<td>13,200</td>
<td>12,000</td>
<td>13,200</td>
<td>12,000</td>
</tr>
</tbody>
</table>

Total segment boardings = 47,600 under all scenarios
Preferred Alternative Study Option Costs
2012$M

* $20M more in future to finish station
** $35M more in future to finish station

TIP Estimate $1,322M
Next steps

• Remainder of 2014
  • Prepare the Final EIS
  • Complete preliminary engineering & update cost estimates
  • Perform constructability & risk reviews and value engineering
  • Explore project delivery strategies
  • Obtain preliminary FTA New Starts project rating

• Early 2015
  • Publish the Final EIS
  • Board selects the project to be built
  • Obtain FTA & FHWA Records of Decision
  • Apply to FTA for New Starts Engineering authority

• Mid 2015
  • Begin final design