

Motion M2010-44

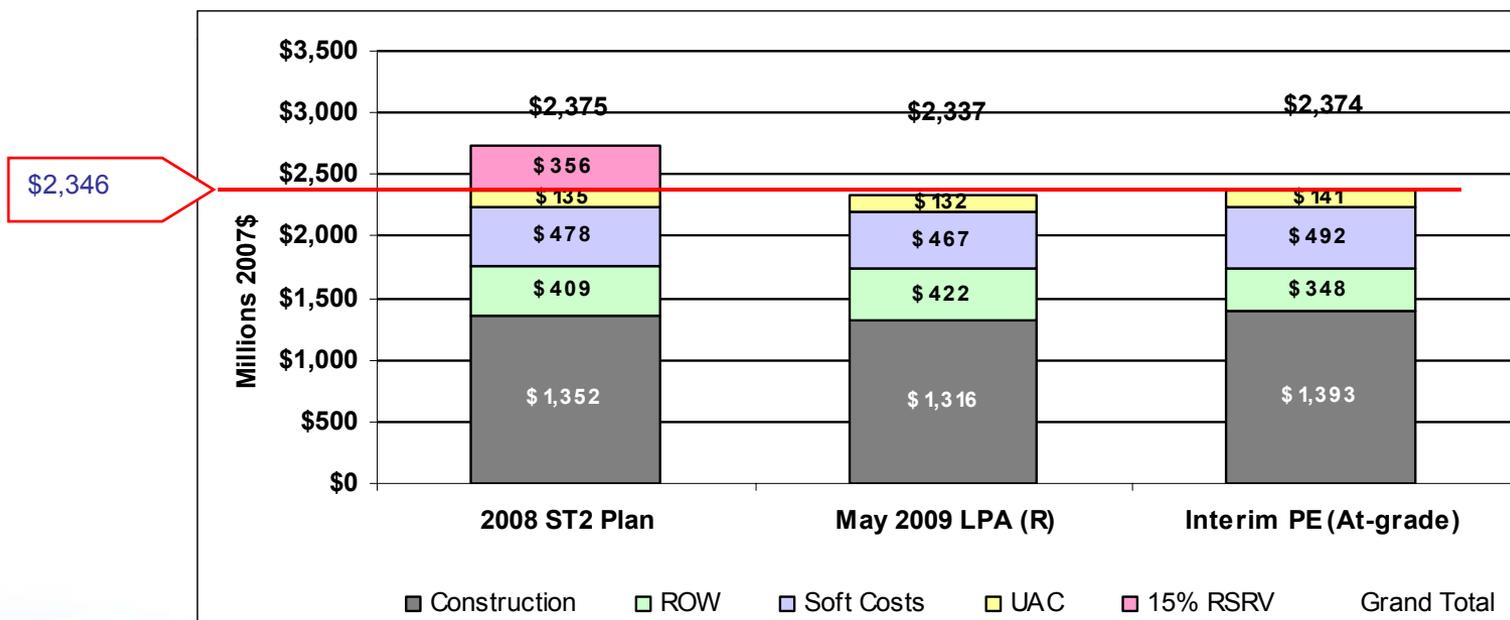


Developments Since May 2009 Preferred Alternative

- Fall Expert Reviews
 - Tunnel peer review develops C9T – 110th Tunnel
 - At-grade peer review develops C9A – 110th At-grade and C11A – 108th At-grade
 - Value Analysis proposes 112th alignment and C9A – 110th At-grade
- I-90 Center Roadway term sheet with WSDOT
- City of Bellevue Spring District planning
- City of Redmond Overlake Village planning
- February Board – Bellevue Council Workshop

Interim PE Cost Estimate

- Base project estimate tracking within ST2 plan assumptions
- However, recession eliminates project reserve and 5% of non-construction costs from financial plan
- Current estimate exceeds financial plan by ~\$30 million (1%)
- Downtown Bellevue segment still at conceptual design level



Proposed Term Sheet with City of Bellevue for C9T: 110th Tunnel

\$320 million in additional funding needed

- \$150 million City of Bellevue contribution
- \$75 million in scope reductions identified by Sound Transit
- \$95 million in additional fiscal capacity
 - Project phasing (~\$64 million)
 - Other financial planning tools (~\$31 million)
- If the Board selects C9T following completion of Final EIS, a future binding agreement will address project cost savings and/or increases

Preferred Alternative and EIS Process

- Preferred Alternative
- Design Level
 - Conceptual design for environmental analysis
 - Preliminary design for preferred alternative
- Final EIS Updated Analysis
 - Comparable level of analysis for all alternatives
- Final EIS Alternatives
 - All draft EIS alternatives
 - Preferred alternative revisions
 - Alternatives from Downtown Bellevue Concept Design Report

Recent Community Input

- In the last month, 27 letters and/or e-mails
 - Comments were predominately about Segment B, with a rough split between support for B7 and B2/B3
 - Sound Transit also received over 100 postcards from community members opposing B7.
 - In the past week, Sound Transit Board Administration has also received approximately 275 postcards showing support for a potential review of Segment B by the City of Bellevue.
- Summaries of recent open houses to review interim preliminary engineering design in your packets
 - Mercer Island - March 9
 - Bel-Red/Overlake - April 1

B2M - C9T



- Bellevue Way HOV Access
- Elevated S. Bellevue Station with parking garage
- Side-running along Bellevue Way
- 112th alignment design options to be studied further
- At-grade SE 8th Station
- 110th Tunnel
- Subway BTC Station
- Elevated Hospital Station

B2M - C11A



- Bellevue Way HOV Access
- Elevated S. Bellevue Station with parking garage
- Side-running along Bellevue Way
- 112th alignment design options to be studied further
- At-grade SE 8th Station
- 108th At-grade Alignment
- 108th Station
- At-grade BTC Station
- Elevated Hospital Station

D2A Modifications



- Retained cut 120th Station
- At-grade 130th Station with surface park-and-ride
- At-grade on NE 16th and 136th PI NE
- Elevated SR 520 alignment
- At-grade Overlake Village station
- Overlake Transit Center station with parking garage

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Near Term Next Steps

- Board considers Motion M2010-44 today
- Re-baseline preliminary engineering and final EIS schedule and contract budget
- 60 day work plan to define B2M – 112th
 - Develop and evaluate design options
 - Ongoing public outreach and consultation with the City of Bellevue
 - June 10th and June 24th Board consultation
 - Mitigation analysis continues through final EIS
- I-90 track bridge/rail expansion joint prototype procurement

Selecting the Project to Built

- Complete Final EIS and preliminary engineering cost estimates
- Board reviews Final EIS and adopts project to be built in 2011
- Federal Transit Administration issues Record of Decision

Questions?

