

CITY COUNCIL AGENDA MEMORANDUM

SUBJECT:

East Link: Update from Sound Transit's Capital Committee action from April 8 concerning East Link alignment through Bellevue.

STAFF CONTACT:

Diane Carlson, Director of Intergovernmental Relations, 452-4225

City Manager's Office

Goran Sparrman, Director, 452-4338

Kim Becklund, Transportation Policy Advisor, 452-4491

Transportation Department

DIRECTION NEEDED FROM COUNCIL:

- Action
- Discussion
- Information

The Bellevue City Council and Sound Transit Board of Directors have agreed to reconsider East Link light rail alignment alternatives and preferences for the downtown Bellevue portion of the project ("Segment C"). After careful consideration of a number of downtown alternatives that included at-grade, grade separated and elevated alternatives that emerged over the last few months, on March 22 the Council took action to select the alternative known as "C9T"—a shorter, more affordable tunnel option that would be located on 110th Avenue NE and turn west over NE 6th Street adjacent to City Hall as their revised preferred alternative for the downtown (C segment). A subsequent letter was sent to Sound Transit capturing the Council's action and identified how the City might financially participate in the cost of this alternative.

Sound Transit's Capital Committee met on Thursday, April 8 and developed recommendations that will be considered by the Board on April 22 concerning how the C9T alternative in downtown should be accomplished. On Monday, April 12, Sound Transit staff will provide Council an overview of the Capital Committee's considerations from April 8.

BACKGROUND/ANALYSIS:

Segment C Alternatives Background

On February 23, 2009, Council selected a preferred East Link alignment and recommended it to the Sound Transit Board of Directors for its consideration. This decision was made after several months of intense Council deliberation and extensive public input, two years of detailed project work and a year of policy deliberation through the Bellevue Light Rail Best Practices effort. On May 14, 2009, the Sound Transit Board of Directors identified a preferred alternative for the East

Link project. This preference, and all other alternatives that have been studied to date, will continue to be evaluated in the East Link Final Environmental Impact Statement (FEIS) that is expected to be completed in late 2010. Concurrently, the preferred alternative is being advanced through preliminary engineering, with the exception of Downtown Bellevue, where Sound Transit has suspended preliminary engineering work pending the selection of the preferred alternative.

The Sound Transit Board of Directors' motion of May 2009 identifying their preferred alternative included several components that require City action by early 2010. For the downtown Bellevue segment, the City is expected to:

- Develop a financing plan with Sound Transit for a downtown tunnel alternative;
- Join Sound Transit in a peer review of the downtown at-grade alternative (C4A couplet).

In their October and November briefings, Sound Transit introduced additional downtown alternatives developed in response to revised financial forecasts and based on input from the at-grade peer review panel and the value analysis workshop. These new alternatives included a shorter downtown tunnel (C9T) and two shorter at-grade options (C9A and C11A), all exiting downtown and crossing I-405 at NE 6th Street. In early December, Council requested that Sound Transit also evaluate an elevated option along 114th Avenue Northeast (C14E). In mid-December, the Sound Transit Board directed staff to conduct additional evaluation of these four alternatives and articulated their intent to reconsider the downtown Bellevue preferred alternative by spring 2010.

In December and January, Sound Transit and City staff developed the *Downtown Bellevue Light Rail Alternatives Concept Design Report*. This effort included refining the alternatives, defining evaluation criteria, developing visual simulations and technical data, and compiling the report.

On February 11, the Sound Transit Board and the Bellevue City Council held a joint meeting to review and discuss the analysis contained in the *Downtown Bellevue Light Rail Alternatives Concept Design Report*. At that meeting the Sound Transit Board of Directors and Bellevue City Council directed their staffs to develop a funding strategy to enable the 110th Avenue NE (C9T) alternative. They also directed their respective staffs to develop a work plan that would allow both bodies to work towards mutual agreement on a preferred Segment C alternative.

On February 16, Council reviewed the February 11 presentation and requested additional detail on traffic and ridership-related issues for the C segment alternatives. Additionally, Council discussed south Bellevue issues and requested clarification of several routing and environmental issues.

On February 22, Council again discussed the East Link downtown Bellevue alignment choices. Bellevue staff presented and discussed the results of additional traffic analysis in detail and elaborated on the relation of the alignment choices to projected downtown growth. Staff also presented and discussed the results of a City-initiated consultant review of Sound Transit's cost estimate for the C9T alternative.

The March 1 and March 8 City Council discussions of East Link focused on the Bel-Red (Segment D) and south Bellevue (Segment B) portions of the project.

At the March 15 Council Study Session, staff provided the information and analysis for each of the C segment alternatives and concluded that the C9T alternative best met established City objectives. Staff also reviewed funding concepts for the C9T alternatives. Council discussed the merits of the C9T alternative and directed the City Manager to draft a letter for Council discussion and approval on March 22 identifying C9T as the City’s preferred alternative, committing to working with Sound Transit to close the funding gap and continuing to work out design issues to address community impacts. A final letter dated March 24 was sent to the Sound Transit Board (Attachment 1).

On March 25, Bellevue City Manager Steve Sarkozy provided an overview of the City’s letter to the Sound Transit Board with particular attention to the City’s commitment to participate in cost sharing for the C9T should it be chosen by the Sound Transit Board on April 22.

A tentative schedule for East Link discussions and decisions is provided again below for Council information:

Month	Description/Activity
3/15	Council presentation/discussion of C segment alternative, and discussion of Council recommendation for C segment
3/22	Council approval of letter identifying C9T as the preferred alternative for downtown Bellevue
3/25	Sound Transit Board East Link Update
April	
4/8	Sound Transit Capital Projects Committee – recommendation to the Board
4/22	Tentative date for Sound Transit Board decision on preferred option for C segment

ATTACHMENTS

- 1) Final letter to Sound Transit Board dated March 24, 2010 identifying C9T as the City’s preferred alternative for Downtown Bellevue
- 2) Recent communications received by Sound Transit during their deliberative process



March 24, 2010

The Honorable Aaron Reardon, Chair
Sound Transit Board of Directors
401 South Jackson Street
Seattle, WA 98104

Re: Updated East Link Downtown Bellevue Alignment Preference for C9T

Dear Chair Reardon,

On behalf of the Bellevue City Council I am writing to inform the Board that the Council has identified the 110th Avenue Northeast Tunnel (C9T) as the City's updated preliminary preferred alternative for Downtown Bellevue. The Council greatly appreciates the cooperative efforts of the Sound Transit Board and staff over the past year to continue to work on solutions for Downtown Bellevue. This work led to the development of the C9T alternative, a more affordable and workable option that meets the needs of Bellevue and the region, and has achieved unified support from the Bellevue Council, the Bellevue Downtown Association, and the Bellevue Chamber.

The principles adopted by the Bellevue City Council last year to guide the alignment decision for Downtown Bellevue remain true today. Based on Bellevue's light rail policy principles, the experiences of other cities with light rail systems, Bellevue's Light Rail Best Practices Report, Comprehensive Plan policies, the *Downtown Bellevue Light Rail Alternatives Concept Design Report*, and further traffic analysis, the C9T alternative best meets the needs of the City and the region. C9T most effectively addresses important City objectives by:

- Providing a grade separated light rail system;
- Serving the Downtown Bellevue core;
- Improving the operational reliability of light rail;
- Providing the highest ridership of all of the new Downtown alternatives;
- Maximizing the value and providing capacity for long term expansion of the system; and
- Eliminating street impacts (particularly impacts on the southeast portion of Downtown), thus preserving the value and capacity of the City's street system, both in 2030 and in the long-term.

The Council recognizes that identifying a solid funding solution for the additional projected cost of C9T as compared to other alternatives is a major concern for the Board. As a result of developing the shorter tunnel route (C9T), and through the joint work of Sound Transit and the City to identify less expensive ways to accomplish a tunnel, the funding gap has been significantly reduced from the gap first identified last year to an amount that we are confident makes C9T achievable.

While there is still much work to be done to determine the actual final cost of C9T with greater certainty, we are committed to working collaboratively with Sound Transit through the FEIS and design process to continue seeking ways to control costs and reduce impacts through design, value engineering, scope management and construction techniques to further reduce the costs

City of Bellevue offices are located at 450 - 110th Avenue N.E.

of C9T. It is in both of our interests to reduce costs as much as possible before committing other resources.

We have been working diligently to address the potential funding gap for the C9T alternative. As a result of the discussions following the joint Board and Council meeting on February 11, should the Board select C9T as the preferred alternative, the City is committed to providing a range of local contributions to the project valued between \$104 million to \$150 million. The City commits to negotiate a memorandum of understanding which contains the following types of local cost reductions contributions:

- Access to City property and rights-of-way at no cost;
- One-time tax revenues that would be received by the City as a result of the East Link project;
- In-kind services, such as streamlined permitting assistance; and
- Assuming responsibility for specific East Link capital projects that provide mutual benefit to the City.

With a continued emphasis on first controlling costs and a local commitment from the City as outlined above, as well as other financial tools available to Sound Transit including the potential for additional federal funds, the C9T alternative appears affordable.

The Council does have concerns about the potential neighborhood impacts of the C9T alternative as it transitions from the B segment into Downtown Bellevue and wants to ensure that C9T alignment options are considered to minimize or avoid negative impacts to neighborhoods. Two ideas that may result in reduced impacts on adjacent neighborhoods are: 1) Starting the Main Street tunnel portal at the Red Lion site; or 2) Having the alignment enter into the tunnel on NE 2nd Street in lieu of Main Street. We are mindful that these and other alternatives may require further engineering and cost analysis. We expect there will be additional opportunities to work through specific designs with Sound Transit as the project continues to advance, and we look forward to working with Sound Transit to create a C9T alignment that will be a credit to both Bellevue and the regional Link system.

Again, the Council appreciates the Board's support for taking a collaborative approach to responding to our community's issues and concerns. We believe the C9T alternative is the most promising option for Sound Transit and the City because it maximizes the long-term value for the regional light rail system and for Bellevue. The Council encourages the Sound Transit Board to identify C9T as the preferred alternative in segment C and looks forward to working through the details of the alignment and funding strategy with Sound Transit to make C9T a reality.

Sincerely,



Don Davidson, DDS
Mayor

cc: Sound Transit Board
Bellevue City Council
Steve Sarkozy, City Manager
Goran Sparrman, Transportation Director
Matt Terry, Planning and Community Development Director



April 9, 2010

The Honorable Don Davidson
Mayor
City of Bellevue
450 110th Avenue NE
P.O. Box 90012
Bellevue, WA 98009

Dear Mayor Davidson:

I would like to thank you, the Bellevue City Council, and your staff for the successful collaboration with Sound Transit on the East Link project that has taken place over the past few months.

The time that the City of Bellevue and Sound Transit put into working together has shown a good faith effort by all parties. The Board would also like to thank the Council for reconsidering the B7 modified alignment and withdrawing it from further review and analysis.

The purpose of this letter is to respond to the City's recent letters of March 8 and March 22, 2010 informing the Sound Transit Board of the Council's preferred alternatives for the B and C segments, and to inform the City Council of the consensus reached by the Sound Transit Capital Committee at our meeting on April 8, 2010.

The Sound Transit Capital Committee's consensus is to suggest to the Sound Transit Board that it modify the May 2009 preferred alternative in both the B and C segments of the East Link project in the final EIS. The Capital Committee will ask the Board to direct staff to advance two downtown Bellevue alternatives into preliminary engineering - Alternatives C11A-108th At-Grade and the C9T-110th tunnel. Alternative C11A would serve downtown Bellevue very well with two centrally located stations and is within Sound Transit's financial resources. Alternative C9T offers faster travel time and higher ridership, but its financial feasibility is unclear and uncertain.

Advancing the tunnel alternative into preliminary engineering is based upon the City's letter of March 22, 2010, where the City stated its commitment to provide a financial contribution in the range of \$104 to \$150 million toward the East Link project. The Committee was clear in its discussion, as City staff have heard from Sound Transit staff, that it is essential that the City contribute the \$150 million. If the City of Bellevue and Sound Transit cannot agree on the terms for a \$150 million City contribution, then the Capital Committee will recommend that the Sound Transit Board identify the C11A-108th At-Grade alternative as the sole preferred downtown Bellevue alternative for evaluation in the final EIS.

CHAIR

Aaron Reardon
Snohomish County Executive

VICE CHAIRS

Fred Butler
Issaquah Deputy Council President

Claudia Thomas
Lakewood Councilmember

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Dave Enslow
Summer Mayor

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Tacoma Deputy Mayor

Paula J. Hammond, P.E.
Washington State Secretary of Transportation

John Marchione
Redmond Mayor

Joe Marine
Mukilteo Mayor

Pat McCarthy
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Seattle Mayor

Julia Patterson
King County Councilmember

Larry Phillips
King County Councilmember

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Everett Council President

Peter von Reichbauer
King County Councilmember

CHIEF EXECUTIVE OFFICER

Joni Earl

Mayor Don Davidson
April 9, 2010
Page Two

In the B segment, the Capital Committee reached consensus on a modification to the preferred alternative in South Bellevue (B3S) so that in addition to serving the South Bellevue Park and Ride and running on the east side of Bellevue Way, it would continue along 112th Avenue SE into downtown Bellevue. We feel it is imperative to bring light rail service to the greatest number of riders possible. Additionally, an alignment on 112th Avenue SE allows us to reduce ecosystem impacts and realize cost savings. We are committed to working with the City of Bellevue and the community in a collaborative process to refine the alignment on 112th and the transition into downtown. There are a number of options and we will ask staff to develop a schedule for how soon the Board could be looking at the various refinement options. There was also discussion about the need to be as clear as possible about the range of mitigation strategies available.

In Segment D, the Capital Committee voiced support for performing preliminary engineering on a retained cut option on the Spring District site in the Bel-Red corridor, while we continue to explore a public-private partnership with the developer, Wright Runstad. It will be important that Sound Transit's costs remain the same or are lower than the at-grade alternative. Also related to Segment D, the Committee voiced support for a proposal from the City of Redmond to move the Overlake Village Station further north along SR520.

The Capital Committee reviewed all of the alternatives in the Downtown Bellevue Concept Design Report jointly prepared by Sound Transit and City of Bellevue staff. Our review included the C14E-114th NE Elevated alignment as requested by the City's letter of December 3, 2009. The Capital Committee reached consensus to support evaluating the C9A-110th At-Grade alignment, the C14E-114th NE Elevated alignment, as well as the potentially preferred alternatives of C9T and C11A in the final EIS.

All of the alternatives from the draft EIS, including the B7-BNSF alignment, remain under consideration in the final EIS. The analysis of impacts in the final EIS will be updated for all of the alternatives considered in the document. The updated analysis will reflect comments on the draft EIS, updated technical information, and changes in background conditions. The Board will make a final decision on the alternative to be built after the final EIS, which informs the Board's decision. The final EIS will be issued in early 2011 and all the alternatives in the final EIS are available for consideration.

I look forward to a continued partnership with the City of Bellevue and to working with you as we bring light rail to Bellevue.

Sincerely,



Fred Butler, Chair
Capital Projects Committee

Attachments

c: Sound Transit Board



April 6, 2010

The Honorable Aaron Reardon
Sound Transit Board Chair
Sound Transit Board Members
401 S. Jackson St.
Seattle, WA 98104

Dear Chair Reardon and Sound Transit Board Members:

In May 2009 the Sound Transit Board approved a preferred light rail alignment for the 18- mile East Link light rail corridor between Redmond and Seattle. The Board's decision was informed by and supported by the City of Redmond preference within East Link Segment D for the D2A Alignment along NE 24th St. and 152nd Ave. NE.

During the past several months, Sound Transit staff worked with City staff to more precisely define the D2A Alignment based on the operating characteristics of the planned light rail service. As alignment details were further refined, City staff became concerned that the operating characteristics of the rail service required a design that would not be optimal with the vision for Overlake Village. Key concerns included impacts to property and businesses, urban design and compatibility with planned land uses and streets.

As a result of these concerns, the City has identified the SR 520 Alignment as its new preferred alignment through Redmond Overlake. We believe that the SR 520 Alignment:

- Maximizes the potential for transit-oriented development on adjacent parcels;
- Maintains a viable 152nd Avenue NE retail street;
- Significantly reduces impacts to property owners and businesses;
- Avoids impacts to traffic operations;
- Supports development of a grid of streets;
- Reduces light rail travel time to Redmond by allowing faster (55 mph v. 38 mph);
and
- Captures a larger transit market.

Additional information concerning the City's preference for the SR 520 Alignment is contained in the attached City Council memo and resolution. Thank you for considering the City's comments on the East Link Project.

Sincerely,

Richard Cole
President
Redmond City Council



AM No. 10-070

TO: City Council
FROM: John Marchione, Mayor
DATE: April 6, 2010

SUBJECT: RESOLUTION: OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, EXPRESSING THE CITY'S PREFERENCE FOR AN ALIGNMENT AND STATION ALONG SR 520 IN THE OVERLAKE VILLAGE AREA OF SEGMENT D OF THE EAST LINK PROJECT

I. RECOMMENDED ACTION

Adopt a resolution expressing the City Council's Preferred Alternative as the SR 520 Alignment Within Segment D of the East Link Project in Overlake.

II. DEPARTMENT CONTACT PERSONS

Rob Odle, Director, Planning and Community Development, (425) 556-2417
Bill Campbell, Director, Public Works, (425) 556-2733
Terry Marpert, Principal Planner, (425) 556-2428
Joel Pfundt, Principal Planner, Transportation Services, (425) 556-2750
Nina Rivkin, Chief Policy Advisor, Office of the Mayor, (425) 556-2103

III. DESCRIPTION/BACKGROUND

In May 2009, the Sound Transit Board approved a preferred light rail alignment for the 18 mile East Link light rail corridor between Redmond and Seattle. The Board's decision was informed by and supported the City's preferences. Within East Link Segment D, this preference included the D2A Alignment, in which the light rail line is located on the north side of NE 24th Street and turns north along the west side of 152nd Ave. NE to enter the Overlake Village Station. For Segment E, the City preferred the E2 "Marymoor Alternative" Alignment, with a light rail station and park and ride in Southeast Redmond, southeast of the SR 202/SR 520 Interchange, and a station in Downtown Redmond near Leary Way and the eastern terminus of East Link.

During the past several months, Sound Transit staff worked with City staff on preliminary engineering for the D2A Alignment in Segment D to more precisely define the alignment based on the operating characteristics of the planned light rail service. Sound Transit continued to host briefings and open houses with the community as a way to gather comments and share information.

As alignment details were further refined, City staff became concerned that the operating characteristics of East Link in the D2A Alignment required a design that would not be optimal with the vision for Overlake Village. Key concerns included:

- Property impacts due to a larger turning radius at the NE 24th Street/152nd Avenue NE intersection to accommodate higher train speeds, and due to limitations on street access to adjacent properties and businesses;
- Urban design impacts from support columns needed for an elevated trackway in Overlake Village, which are part of the light rail configuration of D2A; and
- The width needed to accommodate a side running light rail alignment and station on 152nd Avenue NE. would be incompatible with pedestrian-oriented land uses and the vital retail character envisioned for this street.

New SR 520 Alignment

As a result of these concerns, City staff and a consultant on the 152nd Avenue NE Corridor Study developed an alternative alignment, which has the light rail line entering Redmond within the SR 520 Freeway right-of-way, connecting to the Overlake Village Station between 151st and 152nd Avenues NE. This option, the SR 520 alignment, is referred to as Option E, and includes a pedestrian/bicycle bridge connecting the Overlake Village Station with adjacent employment and residential areas to the north across SR 520.

This option was developed and evaluated through a public process. In February 2010, the City hosted a design charrette for the 152nd Avenue NE Corridor Study. Representatives for Overlake property owners, architects, consultants, City elected officials and staff from cities and impacted agencies attended the charrette and reviewed five alignment options, including D2A and E.

At the end of the charrette, participants evaluated the five options plus three additional options developed during the charrette against seven criteria. Option E was rated highest and a modified version of the D2A Alignment was rated second highest.

City of Redmond staff developed a walk distance analysis which concluded that in 2030, the Option E station with a pedestrian/bicycle bridge over SR 520 would serve an area within a 10 minute walk that is projected to have 45,559 jobs and a population of 11,213. Without the pedestrian/bicycle bridge the Option E station is projected to serve 22,012 jobs and a population of 9,331. The D2A station along 152nd Avenue NE (without the pedestrian/bicycle bridge) is projected to serve 20,802 jobs and a population of 11,416 in 2030. Option E with the pedestrian/bicycle bridge has the highest walk-to ridership potential of the options considered.

Sound Transit conducted a high-level feasibility analysis of Option E and concluded that it is technically feasible to construct this alignment and the Overlake Village Station within the SR 520 Freeway right-of-way. The pedestrian/bicycle bridge component of the Overlake Village Station is proposed as a City of Redmond project. The City will work with Sound Transit on further evaluation and funding for the bridge.

City staff also completed a preliminary analysis of how a light rail station along SR 520 would fit with other project priorities, particularly a future Overlake Access Ramp and the co-located stormwater and parks facilities in Overlake Village. The analysis for the Overlake Access Ramp indicates that there are at least two feasible options for an access ramp, given the location of the proposed Overlake light rail station adjacent to the freeway. The analysis for the co-located stormwater and parks facilities indicates that one of these facilities could be located in the vicinity of a freeway station.

Further Work

As the 520 Alignment was proposed only recently, staff is continuing to work on the following issues:

- Proximity to park and ride and transit access: Sound Transit staff expressed concern that under Option E, the light rail station would be located approximately 1,000 feet further away from the Overlake Park and Ride (south of the former Group Health Hospital site) and reduce transit ridership. City staff will continue to work with Sound Transit staff to increase transit access and ridership;
- Design of the SR 520 Station Relative to Other Planned Improvements: While staff has completed initial analysis of the fit of a SR 520 Station with other planned improvements for Overlake and opportunities for co-location of facilities, this work will continue as planning for East Link progresses;
- Environmental review: Sound Transit will need to determine if any further environmental review is necessary as part of completion of Sound Transit's Final Environmental Impact Statement; and
- WSDOT Assessment: WSDOT is reviewing Option E against future SR 520 projects in the area.

IV. RECOMMENDATION SUMMARY

Staff recommends Council support for the SR 520 Alignment in order to:

- Maximize the potential for transit-oriented development on adjacent parcels;

RESOLUTION: EAST LINK SEGMENT D SR 520 ALIGNMENT AND STATION

April 6, 2010

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- Maintain a viable 152nd Avenue NE retail street;
- Significantly reduce impacts to property owners and businesses;
- Avoid impacts to traffic operations;
- Support development of a grid of streets;
- Reduce light rail travel time to Redmond by allowing faster, more direct service in the SR 520 right-of-way (55 mph v. 38 mph); and
- Capture a larger transit market.

V. SERVICE DELIVERY AND FISCAL IMPACT

Sound Transit will need to obtain federal, state and City permit approval to build East Link. The City's review of permit applications and permit decision is not expected to have an impact on City services or fiscal health.

VI. ALTERNATIVES

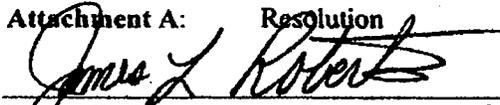
- A. Approve the proposed resolution in support of the SR 520 Alignment. Staff recommends this alignment for the reasons stated above.
- B. Continue to support an alignment which locates the Overlake Village Station on the west side of 152nd Avenue NE.

VII. TIME CONSTRAINTS

The Sound Transit Board Capital Committee is scheduled to make a recommendation on the East Link Project alignments on April 8, 2010. The Committee's recommendation will be considered by the Sound Transit Board on April 22, 2010, when the Board is scheduled to update the preferred alignment for East Link. Approval of the attached Council resolution on April 6, 2010, allows the City's preferences to be considered by the Capital Committee and the Sound Transit Board.

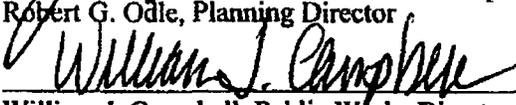
VIII. LIST OF ATTACHMENTS

Attachment A: Resolution

 For

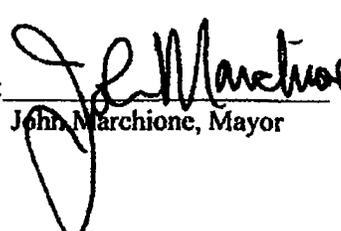
Robert G. Odle, Planning Director

3/31/10
Date



William J. Campbell, Public Works Director

4/31/10
Date

Approved for Council Agenda: 

John Marchione, Mayor

3/31/10
Date

RESOLUTION NO. 1325

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, EXPRESSING THE CITY'S PREFERENCE FOR AN ALIGNMENT AND STATION ALONG SR 520 IN THE OVERLAKE VILLAGE AREA OF SEGMENT D OF THE EAST LINK PROJECT

WHEREAS, on November 4, 2008, the voters of the Central Puget Sound region approved Sound Transit 2 (ST2), which includes the East Link light rail corridor from Seattle to Redmond; and

WHEREAS, the City's future vision and goals, as reflected in the Redmond Comprehensive Plan, emphasize the need for transportation choices; concentrations of retail, office, residential, and recreational activity in Redmond's two urban centers; and the need for convenient, safe, and environmentally friendly transportation connections; and

WHEREAS, the City's adopted Overlake Neighborhood Plan calls for creation of a vibrant pedestrian-oriented area in Overlake Village and a main street character along 152nd Avenue NE that attracts significant numbers of people to multiple activities; and

WHEREAS, the City previously supported an East Link alignment in Segment D, known as the D2A Alignment located on

the north side of NE 24th Street, and west side of 152nd Avenue NE; and

WHEREAS, working with Sound Transit during the East Link preliminary engineering phase, the City identified a different preferred light rail alignment through Redmond Overlake, known as the SR 520 Alignment, that better supports the City's future vision and goals for Overlake, as well as regional transportation goals.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDMOND, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

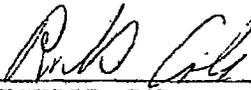
Section 1. The Redmond City Council's preferred alternative in Segment D of the East Link Project is the SR 520 Alignment, whereby light rail enters Redmond within the SR 520 Freeway right-of-way and continues to an at-grade station, the Overlake Village Station, situated adjacent to SR 520 between 151st and 152nd Avenues NE. This Alternative includes evaluation of a pedestrian/bicycle bridge connecting the Overlake Village Station with adjacent employment and residential areas to the north across SR 520.

Section 2. The City Council directs the Mayor and staff to continue to work with Sound Transit and other partners to improve pedestrian, bicycle, vehicular, and transit access to this new station location, to increase ridership, to identify

park and stormwater facilities needed to serve Overlake that are coordinated with planned East Link alignments and stations, and to ensure that the planned Overlake Village Station and alignment is designed to be compatible with Redmond's Overlake Neighborhood Plan.

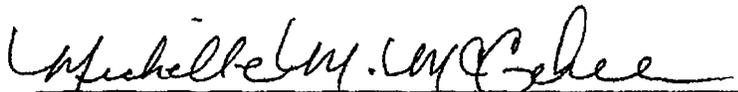
ADOPTED by the Redmond City Council this 6th day of April, 2010.

APPROVED:



RICHARD COLE
MAYOR PRO TEM

ATTEST:



MICHELLE M. MCGEHEE, CMC, CITY CLERK

(SEAL)

FILED WITH THE CITY CLERK: March 24, 2010
PASSED BY THE CITY COUNCIL: April 6, 2010
EFFECTIVE DATE: April 6, 2010
RESOLUTION NO. 1325

ADOPTED 7-0: Allen, Carson, Cole, Margeson, Myers, Stilin and Vache

April 6, 2010

The Honorable Aaron Reardon
Sound Transit Board Chair
Sound Transit Board Members
Union Station, 401 S. Jackson Street
Seattle, WA 98104-2826

GREATER REDMOND CHAMBER OF COMMERCE
CITY OF REDMOND
MICROSOFT CORPORATION
GROUP HEALTH COOPERATIVE
EVERGREEN HEALTHCARE
PS BUSINESS PARKS
SEARS, ROEBUCK AND COMPANY

Dear Chair Reardon and Sound Transit Board Members:

First, thank you for working with our community on the East Link Project. We have a common goal to identify the most efficient and cost effective light rail alignment through Redmond Overlake, while addressing impacts to owners, businesses and neighborhood interests in the Overlake area.

The Sound Transit Board's decision in May 2009 to select the D2A Alignment along NE 24th St. and 152nd Ave. NE as preferred within East Link Segment D was informed by and supported by the City of Redmond. After the Sound Transit Board, with our support, identified the D2A Alignment as preferred alignment through Overlake, we worked with Sound Transit staff to further analyze project impacts and designs. We became concerned that the light rail operating characteristics required an alignment design that would significantly limit property access and have visual and utility impacts. In addition, the D2A Alignment has significant near- and long-term impacts on streets in Overlake.

On February 24, 2010, the City of Redmond held a design charrette for 152nd Avenue NE Corridor, the central street that extends through Overlake Village. Charrette attendees included property owners, architects, and staff from cities and impacted agencies. There were many constructive ideas shared during the day long session related to land use and light rail service through Overlake Village.

We collectively believe that the best alignment for East Link is one that remains in the SR 520 Freeway corridor through Overlake. This alignment, which was rated highest during the charrette, offers the following advantages:

- It allows greater train speed thereby enhancing travel times and ridership;
- It reduces impacts to property owners and businesses;
- The Overlake Village Station, located within the SR 520 Freeway right-of-way, combined with a pedestrian/bike bridge, can better serve residential and employment areas on both sides of the freeway; and
- It will reduce development costs to Sound Transit through reduced right-of-way and property mitigation.

For these reasons, we request that the Sound Transit Board update the preferred alignment within East Link Project Segment D, and locate the alignment and station within the SR 520 right-of-way. We look forward to working collaboratively with Sound Transit on funding options

for the pedestrian/bicycle bridge as well on opportunities to provide parking, especially in Southeast Redmond, to serve light rail transit riders.

Again, we thank you for your consideration and appreciate your continued collaboration.

Regards,

Chris Hoffmann, CEO, Greater Redmond Chamber of Commerce



Richard Cole, Redmond City Council, City of Redmond

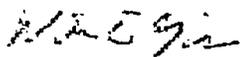


Jim Stanton, Sr. Community Affairs Manager, Microsoft Corporation



Microsoft

William Biggs, Executive Director, Administrative Services, Group Health

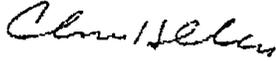


 GroupHealth.

Tom Martin, Senior Vice President, Strategic/Support Services, CIO, Evergreen Hospital



Coby Holley, RPA | Vice President, PS Business Parks



PSBUSINESSPARKS.

Kal Gibron, Vice President, Sears, Roebuck and Company



Kal Gibron
Divisional V.P. Real Estate - Sears



CITY COUNCIL
CITY OF MERCER ISLAND, WASHINGTON
9611 SE 36th Street • Mercer Island, WA 98040-3732
(206) 275-7793 • (206) 275-7663 fax
www.mercergov.org

April 8, 2010

Sound Transit Board of Directors
Capital Committee
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: City of Bellevue Recommended East Link Alignment B-7

On behalf of the Mercer Island City Council, I am writing this letter to voice our concerns regarding the City of Bellevue's recent decision to alter its previous recommendations for light rail alignments in south Bellevue and adjacent to Interstate 90.

At our meeting on April 5th, the City Council unanimously approved the following motion:

"Resolve that the City of Mercer Island opposes any East Link route that does not include a parking facility for at least 1400 vehicles in South Bellevue that would be easily accessible to I-90 traffic."

Background

As you know, the Sound Transit Board has approved East Link alignments for Mercer Island and Bellevue that connect existing transit hubs including Park and Ride lots, commercial and office land uses and residential neighborhoods. By serving these existing transit hubs, the approved plan provides rail services in an effective and equitable manner. These past decisions distributed transit service benefits and operational impacts evenly and predictably across transportation system users and between adjacent communities.

With the recent decision by the Bellevue City Council to recommend south Bellevue alignment B-7 instead of the previously approved alignment B-3, the distribution of these benefits and impacts appears to change dramatically – potentially affecting Mercer Island in a negative manner.

Under the B-3 alignment, the south Bellevue Park and Ride lot was projected to serve up to 1400 commuter spaces upon completion. Current and future users of the lot, many entering from westbound I-90 (AM), would be served by Sound Transit's East Link light rail service. This rail station will be the immediate adjacent stop to the Mercer Island transit station. Mercer Island's station is currently served by a 447-space Park and Ride lot. License plate checks have verified that, on average, approximately 50% of users of the lot currently come from Bellevue and communities east of Mercer Island. That is predictable since Mercer Island is the last stop before buses (and/or trains) arrive in Seattle.

Consequently, the Mercer Island lot has experienced near 100% utilization since its expansion by Sound Transit in 2008.

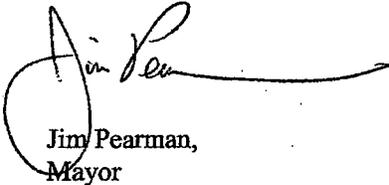
Since 2004, the City Council has been consistent in insisting that for East Link to serve Mercer Islanders effectively, it must be made accessible through a number of actions. The City has stated that when East Link is built and local Mercer Island traffic is moved from I-90's center lanes to the general purpose lanes, the parties to the 1976 I-90 Memorandum of Agreement (MOA) and its August, 2004 Amendment must "satisfactorily address" Mercer Island's loss of mobility. Specifically, the parties agreed to look at "additional transit facilities and services such as additional bus service, parking available for Mercer Island residents, and other measures...". The Sound Transit Board was a party to this agreement (as was Bellevue) and, in turn, has shown its willingness to address these mobility and accessibility concerns in the form of additional parking. In 2009, the ST Board approved Motion No. M2009-41: "Evaluate proposed partnerships by the City of Mercer Island for new park-and-ride capacity in or near the Mercer Island Town Center."

Bellevue's B-7 recommendation appears to run counter to the intent of the MOA Amendment and the Board's motion. Instead of increasing local (parking) accessibility to Mercer Island's future rail station, alignment B-7 increases demand and competition for limited parking on Mercer Island by giving south Bellevue and other I-90 commuters little choice but to head to the Mercer Island Park & Ride lot to access light rail. From the City of Mercer Island's perspective, this is a step backward in "satisfactorily addressing" our mobility concerns.

For years, regional transit, highway and Park and Ride facilities were planned and constructed as a system in light of the functionality of the transportation facilities upstream and downstream. East Link Light Rail, including alignment B-3, has been planned similarly. We continue to support the Sound Transit Board's year-old decision to support alignment B-3.

Thank you for the opportunity to communicate our concerns on this important East Link planning decision. We continue to stand ready to work with Sound Transit to identify potential partnerships that address our mobility and access needs.

Sincerely,



Jim Pearman,
Mayor

cc Mercer Island City Council
Sound Transit Board
Bellevue City Council
Joni Earl, Sound Transit Executive Director
Steve Sarkozy, Bellevue City Manager



Surrey Downs East Link Committee

Thursday April 8, 2010

To: Sound Transit Capital Committee
Fred Butler, Chair Claudia Balducci
Jake Fey Jan Drago
Joe Marine Julia Patterson
Larry Phillips Richard Conlin
Mike McGinn

There are many unanswered questions that create significant economic and time line risks for the East Link project. It is your responsibility to the voters from your own city, as well as the voters of the region, to make the most informed fiscal decision as possible on this project that is funded by limited tax dollars.

This packet presents questions and information for you to consider as you move toward choosing alignments for the Sound Transit East Link Project. These questions demand to be researched and analyzed before you reach a conclusion that will allow further depletion of the limited project dollars that are available.

The Surrey Downs East Link Committee respectfully submits that when these questions are answered, an alignment that poses the fewest budgetary and environmental risks will be clear. In the end, with full information in hand, we believe that the B7-Burlington Northern will emerge as the best overall alignment choice for East Link in the B segment.

You must choose the route that poses the fewest budgetary risks.

Thank you for your time, attention and consideration,

The Surrey Downs East Link Committee

Scott Lampe, co-chair, scottlampe@msn.com

Budgetary Risks

Historical Property

(Please see Winters House Location Photo)

1. Is the proposed mitigation to create a cut and cover tunnel between the Frederick W. Winters House and Bellevue Way acceptable to the governing agency, The Department of Archaeology and Historical Preservation?
2. What is the Plan B mitigation for the Winters House if the proposed mitigation is not acceptable? What is the cost?
3. What extra planning, design time and funding will be needed if the proposed mitigation is not accepted by the governing agency?

Environmental Mitigation

(Please see Mercer Slough Maps 1 and 2)

1. What are the current environmental concerns in the B segment?
2. What is the amount and type of impact to wetland and buffer in different areas of the B segment?
3. How do mitigation strategies differ in cost and effort based on the delineation and ratings of the affected wetland and buffer areas?

Did You Know?

1. Under SEPA, RCW 43.21C and WAC Chapter 197-11:

"The EIS process...is intended to assist the agencies and applicants to improve their plans and decisions, and to encourage the resolution of potential concerns or problems prior to issuing a final statement..."

2. Under WAC 197-11-560 (1) provides that the following are appropriate responses to information gathered during the EIS process:
 - a) Modify alternatives including the proposed action
 - b) Develop and evaluate alternatives not previously given detailed consideration by the agency
 - c) Supple, improve, or modify the analysis.
 - d) Make factual corrections....

Budgetary Risks (continued)

Residential Noise Mitigation

(Please see B- Segment Overview Map)

1. In the areas directly adjacent on the west side of the Bellevue Way/112th alignment, what is the number of homes that will eventually require noise mitigation? What is the cost?
2. In the area adjacent to the Burlington Northern/118th Ave SE alignment, what is the number of homes that will eventually require noise mitigation? What is the cost?
3. Where in the B segment is the highest budgetary risk for noise mitigation?
4. What are the specific requirements and thresholds that establish that an area has been adequately mitigated for noise?

Future Ridership Potential

1. What City of Bellevue Land Use Code directs future zoning densities in the areas around park and rides and along rail corridors?
2. Which investment of these limited transit dollars has the best potential for increasing ridership based on transit oriented development or transit oriented communities?
3. What other possible rail alignments and station locations support expansion for future East Side routes?

Light Rail Service and Station Access

South Bellevue Park and Ride

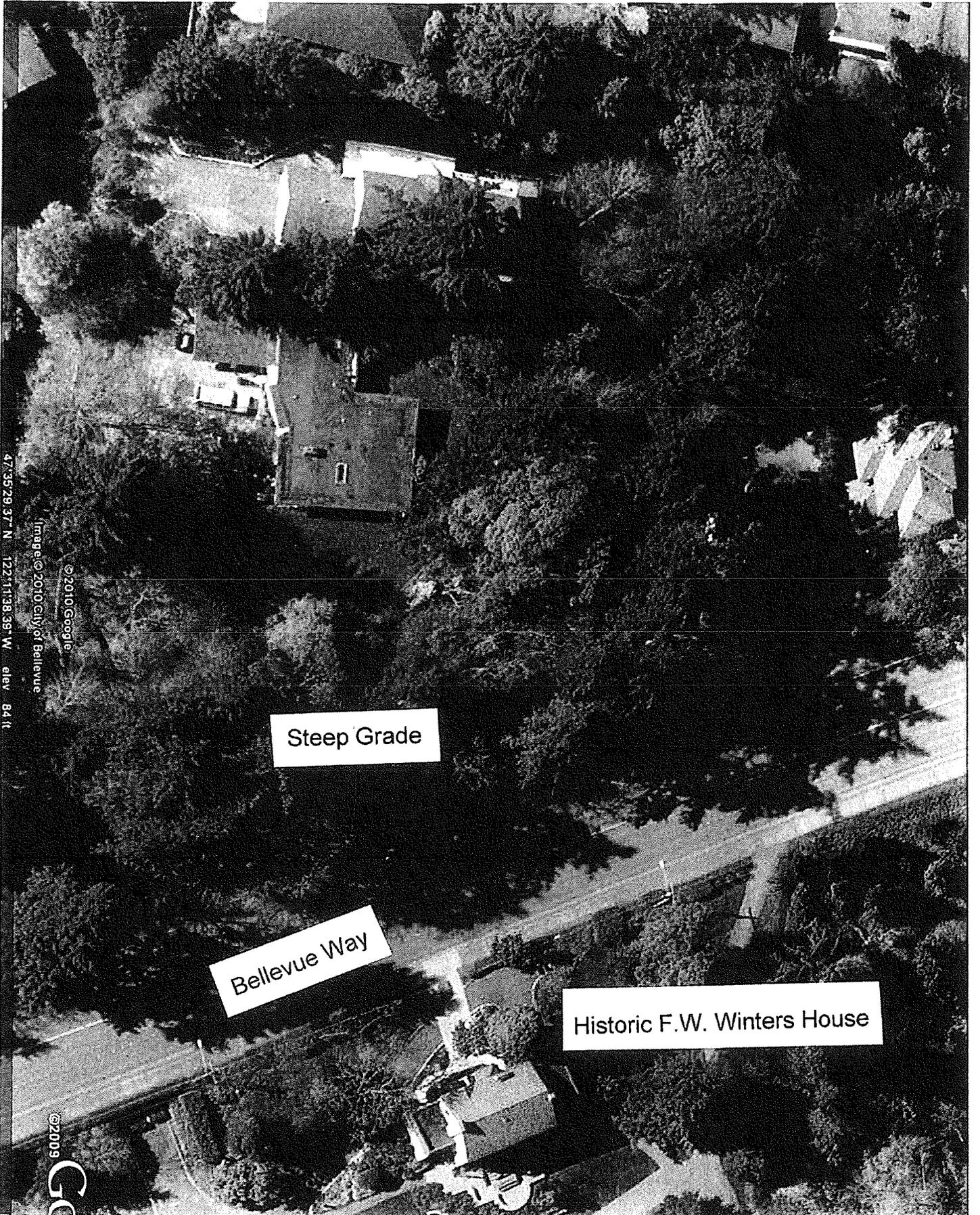
(Please see attached Park and Ride Scatter Grams)

1. Who uses the South Bellevue Park and Ride? (SBP&R)
 - Where are they coming from?
 - Do they arrive by car, on foot, or bicycle?

2. What are other uses of the SBP&R?
 - How many are using the park and ride for free parking and catching the northbound bus into Bellevue?
 - How many are using the park and ride for parking and catching a VanPool?

3. Which users could be served at an alternate park and ride location?
 - What market share could be captured with an alternative park and ride location?
 - What alternate location is located where potential transit expansion may occur?
 - What other system requirements, e.g. express bus service, will be required to direct users to a link location?

4. How many users could be predicted to convert to light rail users?
 - How many are 550-bus route riders into Seattle?
 - How many are catching other Seattle bound, east bound or south bound buses and would not be served by East Link?



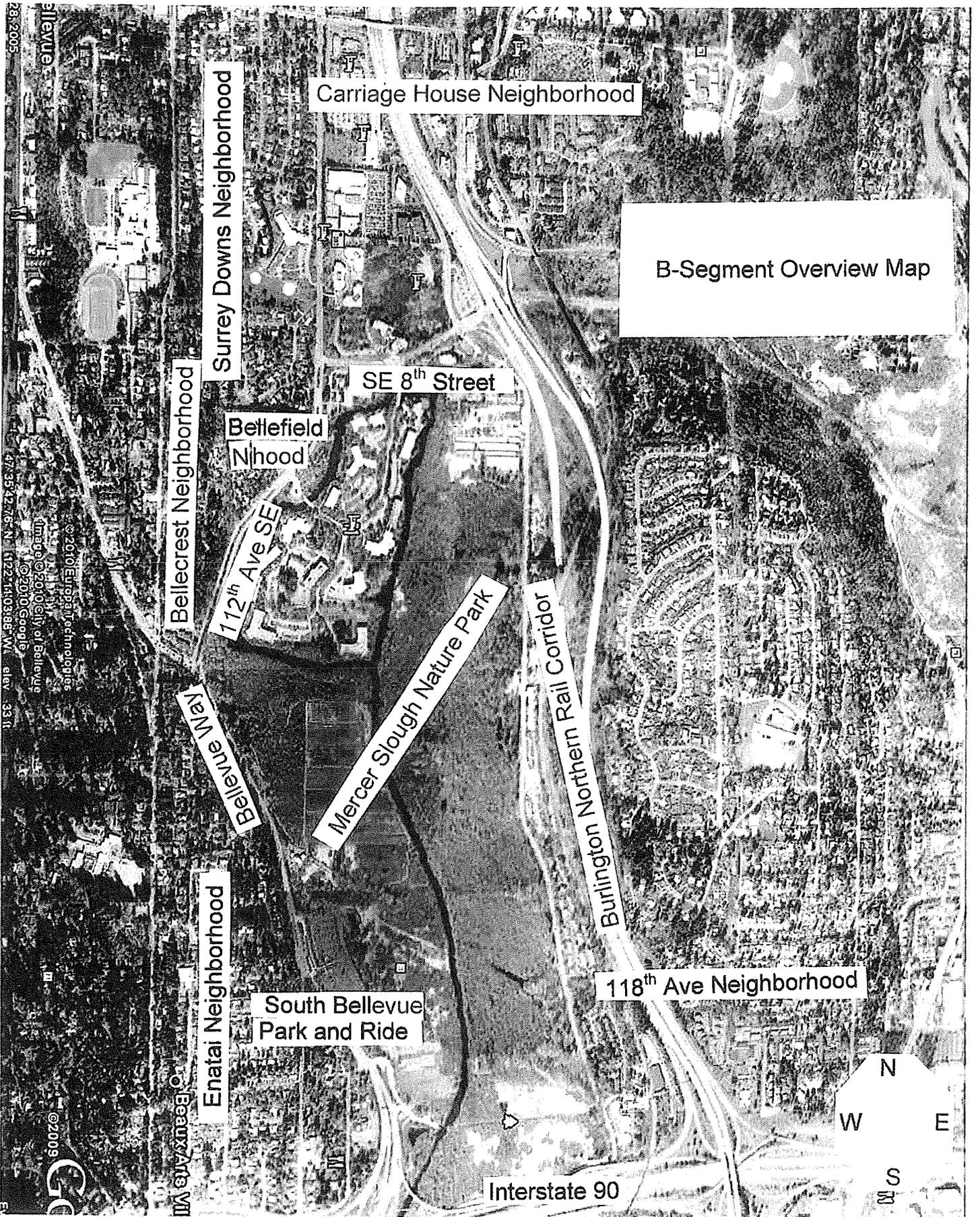
Steep Grade

Bellevue Way

Historic F.W. Winters House

©2010 Google
Image © 2010 City of Bellevue
47.352837° N 122.113839° W elev 84 ft

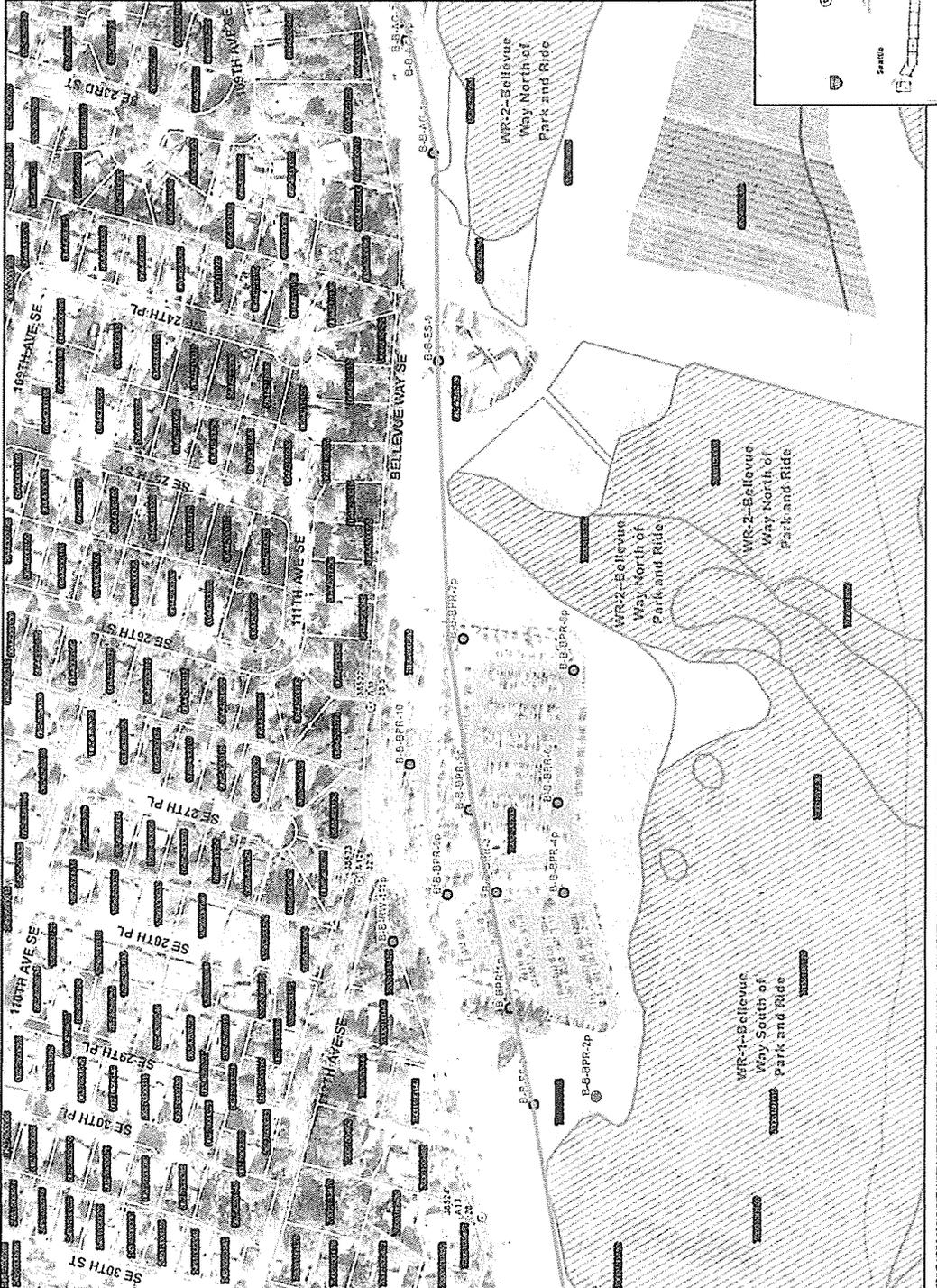
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B-Segment Overview Map

Mercer Slough Map #1

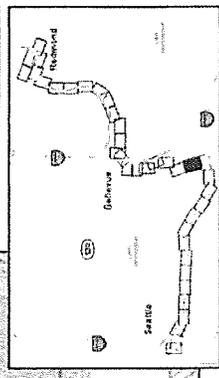
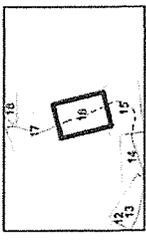
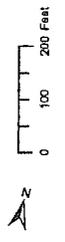
Sound Transit East Link
Geotechnical Borings
09-124534-1C



Index Grid 16
1:2,400 Series
East Link Project
September 2009

- Geotechnical Proposed
- Existing Boring/Well Location
- ⊕ Existing Test Pit Location
- ▨ Wetland (NWM 2005)
- ▨ Wetland (Field Collection 2007)
- ▨ Wetland Buffer
- ▨ 257' Buffer Zone From Shortlines, Streams and other Water Bodies
- Stream
- Likely Eastlink Route

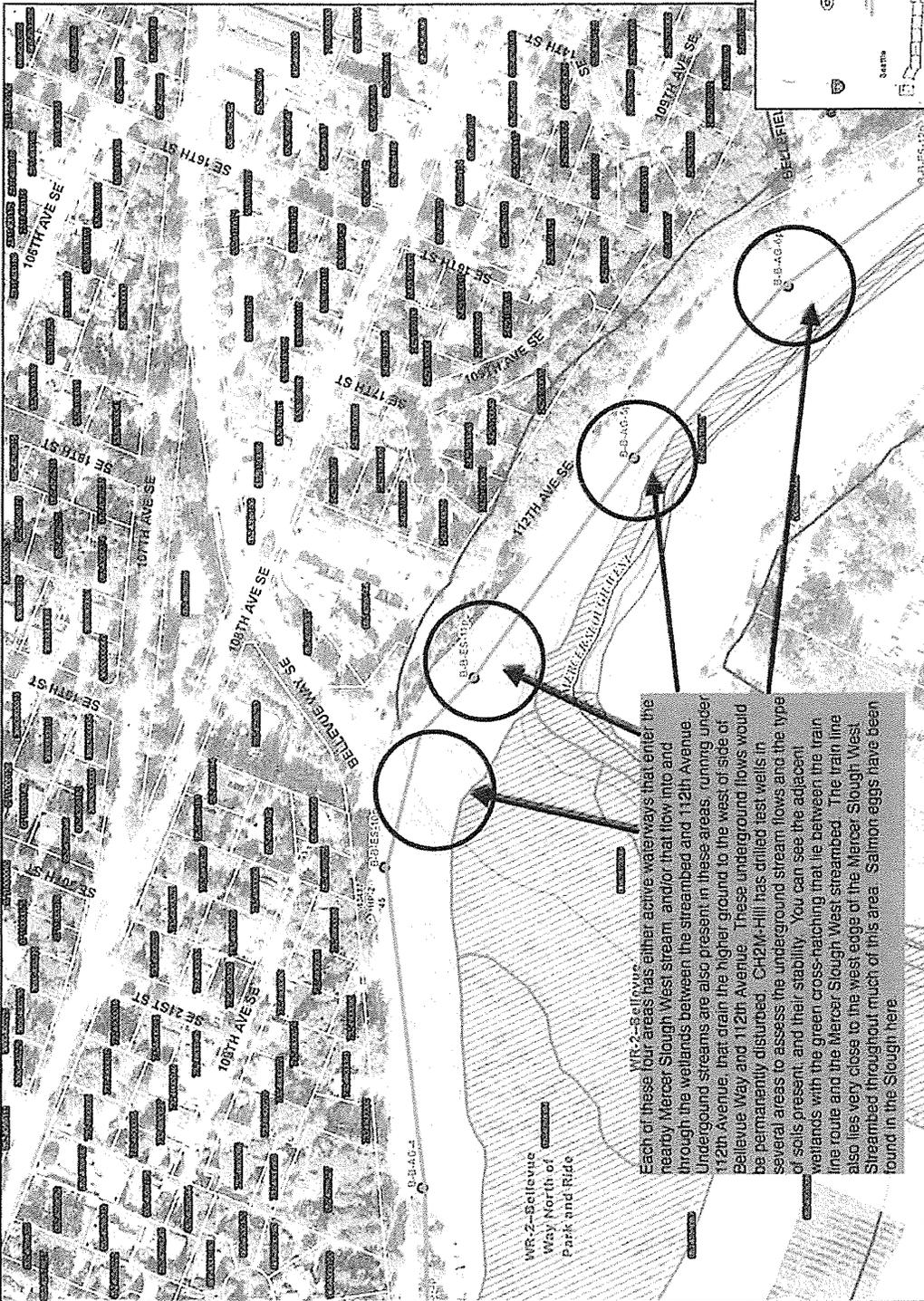
Aerial Photo: Sound Transit (2005)



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Mercer Slough Map #2

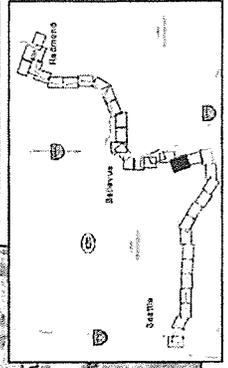
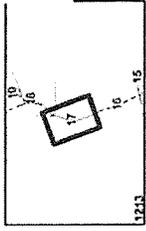
Sound Transit East Link
Geotechnical Borings
09-124534-LO



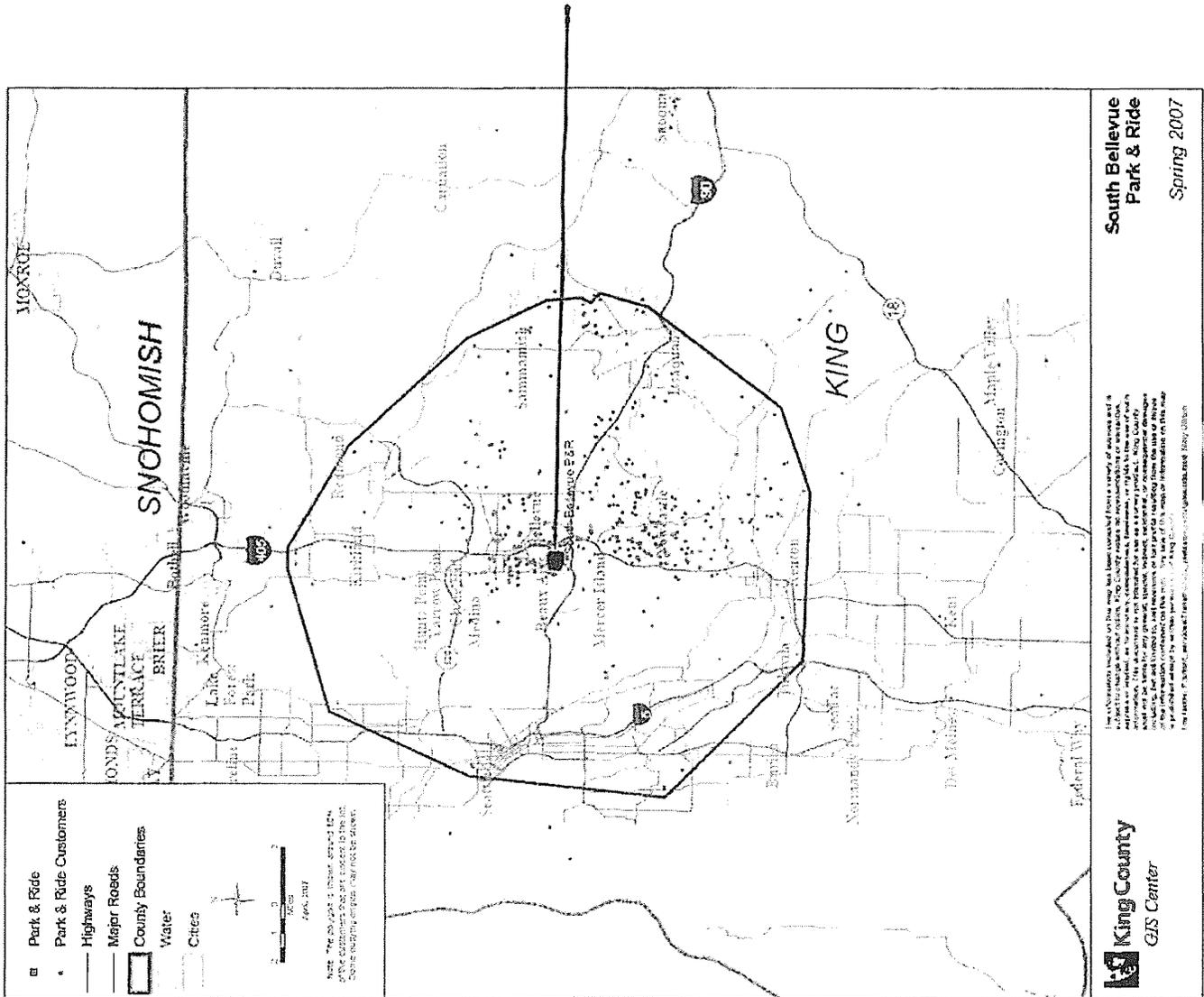
Index Grid 17
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- ⊕ Wetland (NWI 2005)
- ⊕ Wetland (Field Collection 2007)
- ⊕ Wetland Buffer
- ⊕ 250' Buffer Zone From Shorelines, Stream and other Water Bodies
- Stream
- Likely Eastlink Route

Aerial Photo: Sound Transit (2005)



South Bellevue Park and Ride





Surrey Downs East Link Committee

Date: February 22, 2010

To: Mayor Don Davidson Deputy Mayor Conrad Lee
Claudia Balducci Jennifer Robertson
John Chelminiak Kevin Wallace
Grant Degginger

Re: B Segment Alignments

The Surrey Downs East Link Committee and the community we represent are very pleased the B segment alignments are under discussion.

We continue to encourage fact-based decision making and establishment of criteria critical to the success of this major initiative. A few weeks ago, we presented you with a list of such criteria. These were:

Criterion 1: The City Council must support an alignment that will meet transportation needs for the next 100 years; one that meets the regional imperative of moving people as rapidly as possible between major destination points, east to west and north to south.

This criterion is the most critical to encourage potential riders to move away from single occupancy vehicles and other street-based transportation. An alignment that allows us to re-envision ourselves traveling along high speed, regional transportation corridors in and out of major city hubs must be selected.

Criterion 2: The City Council must support an overall plan that projects high ridership system wide, ensuring the best investment of our Sound Transit dollars.

Current data shows that the cost per rider between the various alternatives available for study vary by as much as \$132,000 per person boarding.

Criterion 3: The City Council must support alternatives that allow bus-based connections to regional rail.

We appreciate Mayor Davidson's insight that this criterion does not presuppose the current location of the Bellevue Transit Center; other locations must be considered with an eye to creativity and innovation. Connecting potential riders with regional light rail must be the goal.

Criterion 4: The City Council must support station locations that drive system-wide ridership.

This does not presuppose the South Bellevue Park & Ride is the only appropriate location for Bellevue's major park and ride connection to light rail. Making "access to the South Bellevue Park & Ride" the de-facto criterion for route selection has unduly influenced the alignment discussion. We welcome the opportunity to work collaboratively to look at feasible and reasonable alternatives to serve the I-90 and I-405 corridors.

Criterion 5: The City Council must support an alignment that uses regional transportation corridors and existing right-of-way.

This criterion honors promises made to the neighborhoods surrounding the downtown as Bellevue enacted its growth management strategy. It is supported by Bellevue's Comprehensive Plan, which concentrates growth in the downtown to prevent encroachment, visual blight, noise and vibration from impacting neighborhoods that surround the City's central core.

Tonight, we raise our concern that the research and analysis of the environmental, engineering and historical impacts of the B segment alignments have not been comprehensive or sufficient to date. We have interviewed experts familiar with the unique attributes of the Mercer Slough, including experts at the Washington State Department of Fish and Wildlife. We are alarmed by what we have learned from them. For example:

- There are two areas where the train line would be placed within 15 feet, or less, of the main West Mercer Slough waterway.
- Small streams and rivulets, in numerous areas along the west edge of the Main Mercer Slough West streambed, branch off and reach deeply into the embankment running along the east side of 112th Avenue, and/or through the wetlands that lie immediately between the streambed and the embankments just off of the east side of 112th Avenue SE.

The packet provided to the Council contains additional information on these and numerous other potential environmental impacts to the Mercer Slough, its salmon habitat and its waterways.

Therefore, we support Councilmember Robertson's request that environmental impacts of each segment be fully studied and suggest a sixth criterion is in order.

Criterion 6: The City Council must support an alignment that considers environmental impacts and mitigation costs as part of the overall alignment selection process.

We request that the City Council implement a comprehensive and independent City-sponsored study to examine the environmental, cost and technical feasibility elements of the B7, B3 and B3 modified alignments.

Your prompt attention and action is critically important. Thank you.

The Surrey Downs East Link Committee

Scott Lampe, Co-Chair

Renay Bennett

Ron Bennett

Betsy Blackstock

Charles Fisher

Susan Ilvanakis

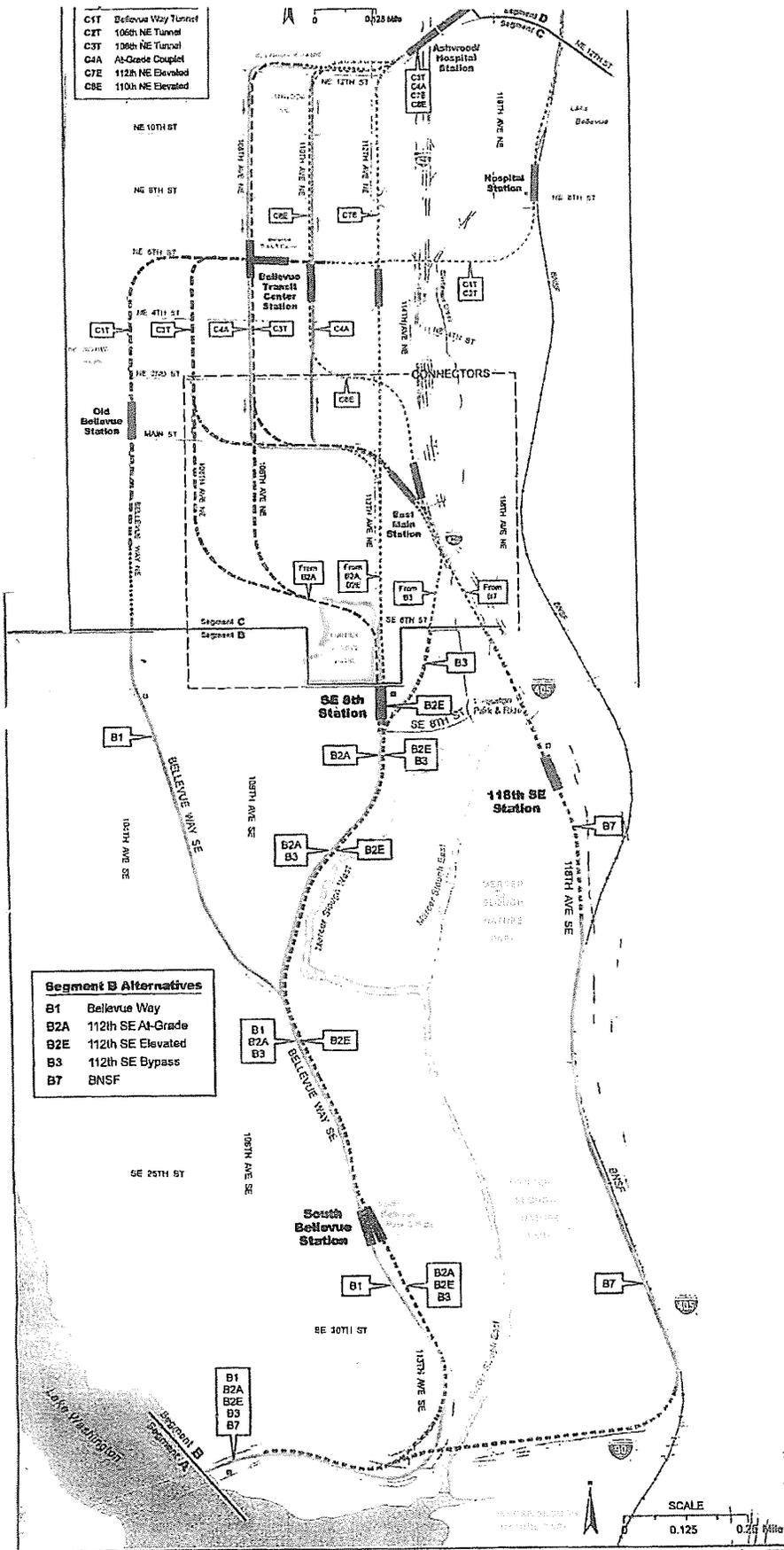
Christie Hammond, Co-Chair

Tracy Larson

Stacie LeBlanc Anderson

Debi Lelinski

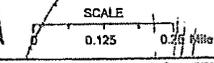
Joe Rosmann



- C1T Bellevue Way Tunnel
- C2T 106th NE Tunnel
- C3T 106th NE Tunnel
- C4A At-Grade Couplet
- C7E 112th NE Elevated
- C8E 110th NE Elevated

- Segment B Alternatives**
- B1 Bellevue Way
 - B2A 112th SE At-Grade
 - B2E 112th SE Elevated
 - B3 112th SE Bypass
 - B7 BNSF

- At-Grade Route
- - - Elevated Route
- · - · - Retained-Cut Route
- - - Tunnel Route
- Adjacent Segment
- Traction Power Substation
- Station
- ▭ New and/or Expand Park-and-Ride Lot
- A | B Segment Limit



Source: City of Bellevue (2002) and King County (2009)

For more information, contact the Bellevue Community Outreach at 206-570-9310 or email community@seattletransit.org. You can also visit Seattle Transit's website at www.seattletransit.org. Accommodations for people with disabilities are available by calling 206-689-9522 or 1-800-785-7141.

April 8, 2010

Sound Transit Capital Committee
401 South Jackson Street
Seattle, WA 98104

**SUPPORT FOR RETAINED CUT
STATION CONFIGURATION
AT 120TH STREET STATION**

Dear Chair Butler and Committee Members:

We'd like to indicate our enthusiastic support for a "retained cut" configured station (in lieu of an "at-grade" configured station) together with a revised "Northern" horizontal alignment across The Spring District property. We also support the provision for future cooperative public/private partnership agreements between Sound Transit and The Spring District into the revised Segment D preferred alternative.

Wright Runstad & Company, together with its partner Shorenstein Properties, owns the 36 acre (16 city block) property in the Bel-Red corridor known as The Spring District that is designated as the location for the 120th Street station of the Eastlink LRT line. The City of Bellevue recently modified the zoning of the Bel-Red corridor to enable transit-oriented development to occur at the planned Sound Transit LRT station locations. The Spring District is now zoned to accommodate over four million square feet of residential, office and hotel development in a pedestrian- and transit-friendly urban environment much like the Pearl District in Portland. This means that over 14,000 potential riders will live and work within walking distance of The Spring District LRT station.

We have also executed a long term Development Agreement with the City of Bellevue that further incents The Spring District to develop a robust mix of housing and office space in support of high transit ridership. The combination of the construction of LRT by Sound Transit, the zoning actions by the City of Bellevue, and our development master plan make The Spring District one of the most significant Transit Oriented Development (TOD) opportunities in the nation.

We have had a productive dialogue with Sound Transit since late 2006 in an effort to realize the full ridership potential of The Spring District station at the lowest cost. The topography of the site, which is significantly higher than the properties on either side, offers a unique opportunity to configure the station in a retained cut instead of keeping the station at-grade. Last May, the Sound Transit Board resolved to study a retained cut configuration for the Spring District Station as an alternative to an at-grade alignment. In addition, there were a number of grade crossing

and adjacent property related issues that required additional study before settling on an alignment and station configuration. The Board further resolved that if a retained cut station became the preferred alternative, that a public/private partnership should be studied as a way to achieve Sound Transit's objectives. We thank the Board for authorizing the study of both the retained cut and a public/private partnership.

Last fall, a working group consisting of The Spring District, Sound Transit staff and the City of Bellevue staff was convened to evaluate the various alignment and station alternatives. The working group first undertook an evaluation of alignment alternatives to balance the various requirements and interests of each party. A very positive and productive collaborative environment ultimately yielded a completely new alignment alternative that achieved multiple objectives in addition to enhancing the transit orient development potential of the property. Although we will face our own redesign costs to implement it, we believe the "Northern" alignment, particularly when combined with a retained cut station configuration, represents the best possible balance of Sound Transit, the City of Bellevue and our own long term interests.

The combined working group also evaluated both at-grade and retained cut configurations of the "Northern" alignment for the roughly 1,200 foot section across The Spring District. All three parties recognized the benefits of the retained cut configuration because it provides for greater Sound Transit operating efficiency, fewer vehicular conflicts and greater pedestrian safety. It provides the City with better traffic flow on arterial streets and better opportunities to balance roadway and urban design objectives. Finally, we believe it enhances the urban character of the station area and can be designed to provide for a better neighborhood experience for the residents, workers and visitors at The Spring District. Ultimately, the entire East Link system should benefit from better transit-oriented development in the station area, greater system operating efficiency and a more positive rider experience that will, in the end, generate more riders for the system.

In addition to the technical evaluation undertaken by the working group, the ST staff also prepared comparative cost estimates. The working group looked holistically at the cost impacts of the retained cut vs. at-grade configurations including all variable components of cost (not just those on The Spring District property). The comparisons indicated that there was less than an 8% difference between the cost of both configurations, representing some \$15-19 million. This difference falls well within the 15% variability assigned to estimates at this stage of design.

The retained cut configuration offers the highest potential to realize savings from a public/private partnership with the Spring District because the excavation, utility work, storm water management and public space development are more integrated. It makes sense that a partnership would have the greatest potential to generate cost efficiencies for all parties through a single combined approach to design, scheduling and construction. However, we'd like to propose an expanded partnership that also engages the private sector to deliver public facilities as a way to generate even more savings.

Wright Runstad & Company has partnered with the State of Washington, King County, Port of

Seattle and the City of Redmond to develop over \$691 million in essential public facilities over the past twelve years. We'd propose that a similar partnership be established with Sound Transit and The Spring District utilizing 63-20 financing to develop the station and portions of the alignment directly related to The Spring District. We believe that cost savings of between 20% and 25% of the portion of the station and alignment designed and constructed by The Spring District may be realized through this well tested method of delivery. In addition, the structure of a 63-20 financed partnership enables costs to be fixed at an early stage of design, shifts cost overrun risk to the private sector partner (The Spring District in this case) and requires prevailing wages be paid.

The Spring District would commit to continuing our work with the Sound Transit staff and City of Bellevue staff in order to produce an acceptable design for the retained cut station on the "Northern" alignment. We would also work towards outlining the terms of a public/private partnership with Sound Transit once the retained cut design reached the interim PE level of design (the same level as where the at-grade alternative stands now) and ultimately come to terms on a Development Agreement following completion of environmental review.

We understand that adopting this recommendation in an effort to reduce overall cost would force all parties to expend additional funds in the near term to redesign the portions of their work that had been previously designed. We see the current cooperative and productive working relationship bearing fruit in the long run and are willing to expend the resources to modify The Spring District's master plan (which we estimate in excess of six figures) to further the partnership.

We'd like to reiterate our thanks to the Sound Transit Board for instituting the process to explore a public/private partnership at The Spring District station. We'd also like to compliment the Sound Transit staff on working hard to balance the requirements of all parties involved and we look forward to working together in the future.

Sincerely,



Gregory K. Johnson
President



March 16, 2010

The Honorable Aaron Reardon, Chair
Sound Transit Board of Directors
401 South Jackson Street
Seattle, WA 98014



RE: East Link "C" Segment alignments

Dear Chairman Reardon:

On behalf of Overlake Hospital Medical Center, Group Health, and Seattle Children's (the "Medical District"), we thank you for the opportunity to provide comments regarding the East Link project and the new "C" segment alignments.

As members of the Medical District, we have been following the progress of the East Link project closely. We are very pleased with the working relationship that has developed between the City of Bellevue and Sound Transit and we thank both Sound Transit and City staff for sharing with us the analysis that has been conducted on all of the new "C" segment alignments. We ask that continued attention is paid to ensure timely and easy access to the medical district for our patients and emergency vehicles.

We are very pleased that all of the new "C" segment alignments utilize the NE 6th corridor and therefore come across the freeway to the "Hospital Station". As we mentioned in our previous letter to the Sound Transit Board, we believe that the "Hospital Station" better serves our large employment base and is a preferable location to the "Ashwood Station".

We would like to share a recommendation that the "Hospital Station" move farther to the north than the current location (as shown in recent drawings). We believe that moving the station to the north will improve pedestrian safety and the overall pedestrian environment. Having the station located at the very busy intersection of NE 8th and 116th is suboptimal. An alternative location is for the station to be located behind the Overlake parking garage that is just north of NE 10th. This location would provide safe access for pedestrians crossing 116th at the much safer intersection at NE 10th. We respectfully request that the Sound Transit Board carefully evaluate the benefits associated with moving the "Hospital Station" further north as part of the engineering work on alignments. We welcome the opportunity to work with you on this in the months ahead.

Thank you for the opportunity to provide comments regarding the new "C" segments. We thank both the Sound Transit staff and City of Bellevue staff for their outreach efforts and for working together on the development of these new alternatives.

Sincerely Yours,



Craig Hendrickson
President & CEO, Overlake Hospital Medical Center



Lisa Brandenburg
CAO, Seattle Children's



Jill Ostrem
Vice President, Group Health Cooperative

cc: Mayor Don Davidson, City of Bellevue
Steve Sarkozy, City Manager, City of Bellevue
Goran Sparrman, Transportation Director, City of Bellevue

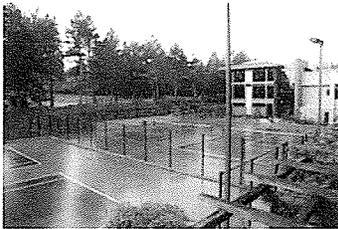
April 6, 2010

Joni Earl
Executive Director
Central Puget Sound Regional Transit Authority
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

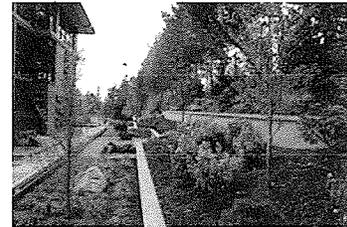
Dear Ms. Earl,

On behalf of the Bellevue Club, recognizing that in the near future Sound Transit will select a preferred alignment, we wish to again urge members of the board to support B7 or the B3 Alternate route that was unanimously supported by Bellevue City Council.

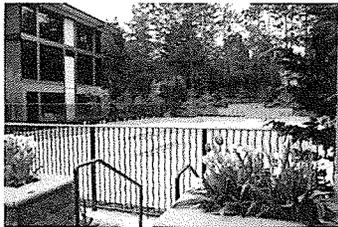
As subsequent events have developed we are most concerned that the B2 alignment on 112th is possible. Unlike other properties on 112th we depend upon the undisturbed western boundary of our property as essential to support the quiet use and enjoyment of our operations. The elimination of this bank which supports the quality of a garden setting would blight the property. Furthermore, the sounds and sight of heavy trains would permanently destroy the character of these facilities. It would pass sixty feet from our guest rooms, twenty feet from our athletic building and border our tennis and pool areas. This impact would be devastating, if not, irreparable to the on-going concern. Educated estimates reflect that the value in loss to the property could be in excess of \$40 million. Selection of B3 on our Eastern boundary, while adverse to expansion plans, has substantially less impact to the on-going value of the property as this area serves as parking.



The heart and soul of our operations utilizes the Western edge of the property. Our Four Star hotel guest rooms, social areas, outdoor tennis, pool, and latest athletic addition all depend on the western boundary of property. This is extensively landscaped, includes water features, seating and decks to support the quality of these activities. This high bank shelters operations from the street above and provides an exquisite garden setting for guests and members.



As we have all witnessed, nothing recedes as fast as success. Essential to our unique property we are dependent upon the quiet use, enjoyment, and the quality of an urban retreat in a suburban area. Over three decades ago the selection of this site supported this vision. More importantly, our location created a unique asset for the greater Eastside as ease of access was created for all Eastside communities.



This special family athletic and social club, open to anyone, supports 5,000 memberships today which is nearly twice the size as when we began. Contrary to our name, Bellevue Club, 70% of our membership are from adjacent communities and extend to Burien and Seattle. Supporting the growth in membership and other community events investments in the property is now north of \$80 million and could not be duplicated. This is recognized as an institution to the greater Eastside and renowned nationally as unparalleled. Quality has been the basis of our reputation and is essential to the success of the property. This unique asset enriches the character of Eastside communities as a distinguished place for families and business interest.

The opportunity to express our concerns is deeply appreciated and we are obliged to do so. No doubt your challenges are difficult but we urge that this unique community asset is provided the special consideration for its survival many years ahead. What makes communities special are unique resources and we encourage you to support these as much as possible.

Respectfully,

S.W. Thurston
Bellevue Club
President

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A light-rail tunnel is best solution for Bellevue and region

By Ron Rauch and Sue Baugh
Special to The Times

LIGHT rail to the Eastside must serve the heart of downtown Bellevue near the transit center, where the most riders will be. On that much, Bellevue and Sound Transit agree.

It's down to how we get there: on the surface or in a tunnel? Thursday, the Sound Transit Capital Committee will make its recommendation to its board.

Bellevue leaders have coalesced behind a shorter tunnel, known as C9T, under our busy downtown streets. Sound Transit studies say that will serve more riders than a surface route and avoid downtown traffic. But the tunnel is about \$300 million beyond the project's budget, and the agency is asking Bellevue to share in the cost.

The city is currently offering up to \$150 million, and can commit that without raising taxes. Sound Transit's choice is to meet Bellevue's good-faith efforts on the tunnel or choose a problematic surface route for downtown.

The tunnel is worth it.

Predictable and fast service will draw more riders to the system. The less light rail competes with cars, buses, bikes and pedestrians in limited right of way, the more attractive it becomes.

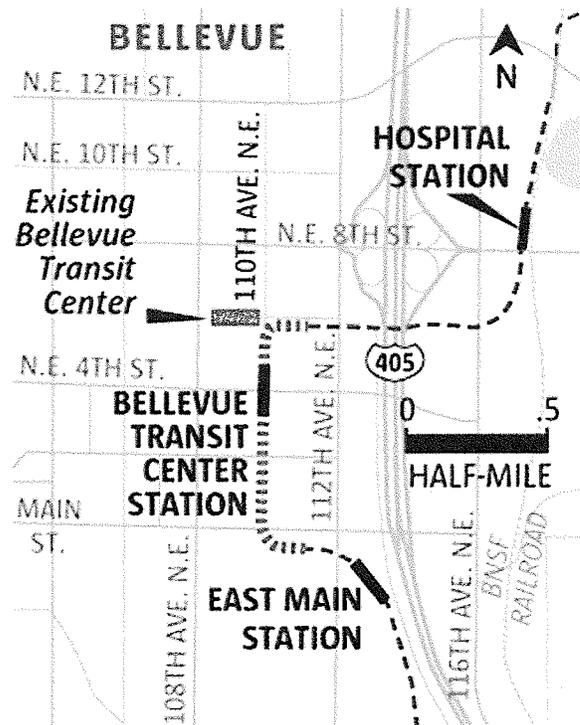
Our region's land-use plans put downtown Bellevue at the epicenter of growth on the Eastside. Downtown 2030 targets call for jobs to double to 79,000 and residents to triple to 19,000.

Downtown Bellevue, on less than 2 percent of the city's land area, can absorb the growth with the right blend of transportation investments. Even then, the traffic

Bellevue City Council recommends tunnel for city's downtown

The Bellevue City Council is endorsing a tunnel for its downtown light rail and sending a letter to Sound Transit.

TUNNEL OPTION



Sources: Bellevue City Council, Sound Transit

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forecasts look nasty. We know that half of all commuters in 2020 must come either by bus or by something other than driving alone, or the network will become dysfunctional.



Built to serve this growth, light rail will be a long-term asset for Bellevue and the region. We need to connect the dots, to put stations in the major employment and population centers. That means a link to centers like Seattle and Bellevue with the best possible routing.

Voters backed a light-rail system that would offer easier connections to more places, not one stuck in traffic, causing delays and creating safety risks. A surface route through downtown would cross three major arterials, including Northeast Fourth Street with some 20,000 vehicles per day.



Light-rail systems in other cities traverse downtown streets and serve thousands of riders daily. Each system also bears a record of accidents, mostly minor and some fatal, with other forms of travel. News archives from those cities tell those stories.

However, the crash rate in Bellevue's growing downtown would be zero with a tunnel.

All told, light rail is a safe mode of travel. But we can't ignore the odds: Mixing trains with traffic will cause accidents and system delay. Sound Transit and Bellevue have a chance now to avoid both. Just because an at-grade system can work doesn't mean it's the best solution.

While there's no easy way to thread light rail through downtown, the shorter tunnel option is closest to getting it right for the future of our city and region.

Fortunately, Sound Transit rebounded from early missteps on Central Link to win voter confidence for a major expansion. The agency's leadership today is focused on the best outcome for East Link and the region.

So what is it worth to Sound Transit and Bellevue to provide the safest, most effective light-rail service? The stakes are high as we plan for 2030 and well beyond.

Sound Transit and the city must keep their negotiation alive and reach a deal. If we're truly buying light rail for our future "with riders, access and our economy in mind" the tunnel is the way to go.

Ron Rauch, left, is a shareholder with Clark Nuber, P.S., and current chair for the Bellevue Downtown Association Board of Directors. Sue Baugh is a director with Commerce Real Estate Solutions/Cushman & Wakefield Inc. and chair of the BDA's Light Rail Committee.

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