

**City of  
Bellevue**



## ***Management Brief***

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DATE: June 25, 2012

TO: Mayor Lee, Members of the City Council

FROM: Bellevue East Link Steering Committee:  
Dave Berg, Transportation Director  
Mike Brennan, Development Services Department Director  
Chris Salomone, Planning Community Director  
Mary Kate Berens, Deputy City Attorney

SUBJECT: East Link Cost Savings – Public Outreach Effort

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In the past several weeks, Council has received feedback from the community expressing frustration about the lack of communication and information from City and Sound Transit staff related to East Link project issues. Council asked for information about the circumstances leading to these communications, and detailed information is attached to this memorandum.

We want to take this opportunity to confirm for the Council the staff commitment to providing information to the community when it is available to allow the community to actively engage in the East Link process. This commitment spans beyond those staff that present at Council meetings to include neighborhood outreach staff, community liaisons, planning and permitting staff and others with expertise or knowledge about the project. These employees have dedicated untold numbers of hours to outreach meetings and individual conversations and emails. They field a variety of questions and requests, and not only share and explain the information that we have, but also explain to some very frustrated citizens why we may not have the information that they want, when that information might be available, and alternative sources for information that the City doesn't have. This effort has been underway not only for the past six months as we work through the cost savings effort, but in the years prior to that as the environmental review and alternative analyses were the focus of City efforts.

Citizens and stakeholders are understandably anxious to receive the best information available in order to influence policy makers before decisions are made. This anxiety peaks when information is unavailable, or still being developed, or released in draft and then changed as ideas are refined. Council has set a clear expectation that information be shared with citizens throughout the process, and that it be transparent, and staff are

working hard to meet that expectation. Transparency is at times uncomfortable – for public agencies like the City and Sound Transit who may be sharing information that is not as thoroughly reviewed or vetted as we might like if more time were available – and for stakeholders who find that transparency reveals that more work needs to be done before they can know with certainty how their property will “look and feel” after the project is completed. We assure you that staff are responding to all the questions and requests that we receive, either with the information that we have available, or with the timeline or process that the citizen can expect before that information is available.

The lawsuit that was recently filed against Sound Transit and federal agencies associated with East Link did impact one community meeting with Enatai residents last week. That meeting, while planned well in advance, occurred the day after Sound Transit and City staff were made aware of the lawsuit, and before Sound Transit staff could be fully advised by their legal counsel about how the lawsuit might impact their outreach activities. Rather than cancel the meeting, which was expected to be well-attended, staff went forward with it, announcing at the outset that the lawsuit would impact the ability to respond to certain questions. The material that was presented at the meeting included information about cost savings concepts and the possible Bellevue Way HOV project in response to questions that were sent by the community members in advance. It is true that Sound Transit and City staff declined to answer specific questions related to alternatives other than those included in the cost savings work. It was a difficult situation for all involved – citizens wanted answers, and outreach staff without legal training and without a clear briefing of what the lawsuit involved wanted to avoid creating legal problems for their agencies. We are working with Sound Transit on details to avoid such frustration in the future.

We are confident that after you review the attached information and details about the extensive efforts of staff to reach citizens with information about this project you will share our opinion that City staff are providing exceptional service to Bellevue residents.

cc: Steve Sarkozy, City Manager  
Brad Miyake, Deputy City Manager  
Myrna Basich, City Clerk

**Questions from Enatai Residents:  
Answers provided by City of Bellevue staff, based on currently available  
information – June 21, 2012**

The following questions were posed to the City of Bellevue and Sound Transit prior to the June 13, 2012 Enatai Neighborhood Association meeting regarding the East Link Cost Savings Ideas currently under consideration by the Bellevue City Council and Sound Transit Board of Directors. These questions were generated as a result of a two-hour discussion with four members of the Enatai Neighborhood Association Light Rail Committee on June 4, 2012, subsequent conversations with neighborhood leaders, and more broadly by neighborhood residents. Due to pending litigation, filed the day before the neighborhood meeting, City and Sound Transit staff were advised a few hours before the June 13, 2012 evening meeting by their respective legal staffs to limit responses to documented information about the cost-savings ideas being presented that evening. That meant that staff could not respond to some of the questions that had been submitted. However, as noted in this document, most of the questions were answered, based on available information. The following is a complete list of the questions submitted prior to the June 13 meeting. Answers provided to each question below are provided by City of Bellevue staff, without input from Sound Transit.

1. What measures are being taken to ensure that in the event of budget overruns during construction of East Link and the need to make cuts to expenditures, those cuts won't be in the "extraordinary" mitigation Enatai was promised by the City and ST?

A: Any of the cost savings ideas would still require mitigation of the impacts, as discussed at the June 13 Enatai Neighborhood Association meeting. Other mitigation, like critical areas mitigation, noise and visual mitigation will become conditions to the project permit. These conditions must be fulfilled through project construction.

2. What measures will be taken to mitigate against the sight blight and additional noise of having an elevated system running along Bellevue Way?

A: Typical noise mitigation consists of sound walls on the elevated tracks, automatic track greasers for "wheel squeal" problems, wheel skirts, and potentially sound walls or additional insulation of buildings. Visual mitigation is handled differently depending on location and impacts. Typical mitigation consists of landscaping and walls, though it may not be possible to completely screen an elevated track. As noted at the June 13 Enatai Neighborhood Association meeting, the next step for the cost savings concepts will be a determination of what formal environmental review will be required to determine the magnitude of impacts and how to mitigate them, along with additional design work – this work will inform what measures would be required to mitigate visual and noise impacts.

3. I've been hearing about a deep-bore tunnel option being mentioned by community groups. I've also heard that ST and City officials aren't exploring it as a serious option. Why not? It seems this would resolve most if not all noise, blight and pollution mitigation issues as well

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as traffic concerns. A tunnel was deemed appropriate for Seattle segments of light rail. Why not consider it for Bellevue?

A: The City and Sound Transit reached formal agreement on East Link in November 2011. As noted during the June 13 Enatai Neighborhood Association meeting, the decisions regarding the alignment are made by the City Council and Sound Transit Board of Directors. Information provided by Sound Transit in response to deep bore tunnel proposals indicates that they believe the costs of such a tunnel would be prohibitive. According to information Sound Transit released, existing financial resources would not cover the costs.

4. Is there a chance that the tunnel option could be accepted by Sound Transit and Bellevue?

A: See answer to question #3.

5. Since light rail is expected to carry only 4/10 of 1 percent of the trips in/out of Bellevue's Central Business District, does it make any sense to propose measures that would reduce the CBD's road capacity by 5%?

A: This question was not addressed at the June 13 Enatai Neighborhood Association meeting. The report states that there would be *"up to a 5% increase in congestion"* downtown from reduced travel lanes associated with Costs Savings Ideas 3A (Eliminate Mezzanine) and 3B (Stacked Tunnel). This would be a result of the current design concept that would convert some existing roadway space on 110<sup>th</sup> Avenue NE into tunnel entrances. Part of the additional analysis that would be done if this option goes forward includes looking at ways to address the impacts by either moving station entrances out of the roadway right of way or finding ways to mitigate the traffic impact.

6. If the City moves forward with an additional southbound lane on Bellevue Way (from 112th Avenue S.E. to the Park & Ride), what is the physical impact to adjacent properties? How much Right Of Way will be needed?

A: As discussed during the June 13 Enatai Neighborhood Association meeting, there would need to be a 30-35 foot (approximate) shift the roadway west for the light rail and approximately 12 additional feet for an HOV lane. The full impacts have not been determined, however, preliminary indications are that three single family homes near the "Y" would need to be acquired and there would be at least a portion of other properties that would need to be acquired on the west side between the "Y" and the park and ride. As noted during the meeting, this idea is at a very early concept stage and further design work would be needed to determine the exact widening requirements and property impacts.

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7. If a wall is built on Bellevue Way's west side, can the top include an overhang to prevent increased traffic noise from polluting our neighborhood?

A: As noted during the June 13 Enatai Neighborhood Association meeting, this is a potential mitigation that would be explored as part of the project if this idea moves forward for the next level of analysis.

8. What are the mitigation plans to prevent diversion of traffic into the single family neighborhood (caused by both construction and the tripling of the Park and Ride's parking stalls)?

A: As discussed during the June 13 Enatai Neighborhood Association meeting, further design work is necessary prior to determining construction sequencing, duration impacts, and mitigation. Sound Transit will soon begin final design that will inform this question. The expansion of the park and ride will be mitigated by a southbound HOV lane from the park and ride to I-90.

9. How can the project propose impacting a property on the National Historic Register (the Winter's House), when the National Environmental Policy Act (NEPA) specifically states that an alternative that does not impact a registered property must be chosen instead?

A: This question was not addressed at the June 13 Enatai Neighborhood Association meeting. The adopted project, which includes impacts and mitigation for the Winters House, has received approval from the state and federal agencies that have jurisdiction. Any changes to the project, such as the cost-savings idea to move the house, may require additional review and approval by those agencies.

10. Rather than try to cut costs that result in a substandard or unacceptable project design, could the construction be delayed until Sound Transit's tax revenues provide adequate funding to do the job right? At .5% Sales Tax, plus the Motor Vehicle Excise Tax (MVET) paid to the Regional Transit Authority (dba Sound Transit), the budget issue is largely a relatively short term cash flow problem, since the taxes are permanent.

A: This question was not addressed at the June 13 Enatai Neighborhood Association meeting. Delaying the project does not necessarily result in cost savings or an increase in revenues – inflation would increase the cost as a result of the delay.

11. How can we get this idea (widening Bellevue Way) off the table? It has horrible effects to our neighborhood.

- a. Bellevue Way is a beautiful, natural drive due, mostly due to the hillside of trees. Losing the front row of trees will leave the neighborhood exposed. The

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view while driving down Bellevue Way will turn from a serene, nature drive to an ugly urban one looking into people's back yards.

- b. The negative effect of the light rail on all the adjacent properties will be exacerbated. The loss of trees will make the entire light rail visible from the homes on the hillside, and any noise reduction from the trees absorbing the sound will be gone.
- c. Additional lanes will encourage more people to take Bellevue Way instead of 405, creating more congestion and smog in our neighborhood. Spillover traffic through the neighborhood during rush hour will also increase.

A: As discussed during the June 13 Enatai Neighborhood Association meeting, decisions about whether to continue to consider any of these cost savings ideas rest with the City Council and the Sound Transit Board. Comments and concerns should be addressed to both bodies. Further design work and environmental review will be necessary if the concept moves forward to understand potential negative impacts and how they could be either avoided or mitigated. The HOV lane idea is currently at a very rough concept level and will need considerable community discussion and deliberation by the Bellevue Transportation Commission and Bellevue City Council.

12. How is adding a lane, adding a retaining wall, and performing all the excavation a cost savings? This sounds like a large cost addition.

A: As discussed during the June 13 Enatai Neighborhood Association meeting, the savings incorporated all of the changes to the project that would be involved in the cost savings concept. Based on the preliminary cost estimates, it appears to be less costly to do either of the options being considered than to install and trench and lid between Winters House and Bellevue Way. The additional engineering and environmental analysis that would be done on any of the cost savings ideas that go forward for further consideration would refine the cost estimate.

13. If this widening happens, how can we get a proper sound wall in place? The sound wall would need to go high enough to obscure the view of Bellevue Way from the neighborhood to solve the noise pollution issues.

A: See answer to questions #2 and #7.

14. What is the added length of elevated track north of the SBP&R in the cost-savings proposal? How does this length compare with the original design from last November from the P& R north to the Winters' House?

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A: As described during the 6/13/2012 Enatai Neighborhood Association meeting, the two cost savings concepts in the vicinity of the Winters House would extend the elevated trackway north by approximately 700-800 feet. The adopted project would transition from an elevated trackway to a trench between the South Bellevue Park and Ride and the Winters House, dropping to the existing grade of Bellevue Way SE at approximately the driveway to the fruit stand. Both of the cost savings concepts would extend the elevated trackway north and drop to the existing grade of Bellevue Way in the vicinity of the Winters House. The City Council has requested that this concept be refined to reduce the length of elevated trackway. This request will be pursued with further design work if the concept advances.

15. Based on my understanding from our discussion last week, please disclose clearly that the estimates contain \$0 for mitigation and that the additional impacts associated with the cost-saving modifications have not been analyzed.

A: As discussed at the 6/13/2012 Enatai Neighborhood Association meeting, the mitigation budget was not reduced or otherwise changed during the cost savings concepts work. Also as noted during the meeting (and in answer to question #2) the next step in the process, assuming the concepts advance, will be environmental review and design work to determine environmental consequence and how potential negative impacts could be avoided or mitigated.

16. How long is construction along BW expected to last with or without the cost-saving options?

A: This question was not addressed at the 6/13/2012 Enatai Neighborhood Association meeting because this is yet to be determined. Please also see the answer to question #8.

17. How many lanes of BW will be closed during construction in either scenario?

A: This question was not addressed at the 6/13/2012 Enatai Neighborhood Association meeting because this is yet to be determined. The East Link environmental impact statement indicates that it may be necessary to close one northbound lane of Bellevue Way SE to allow for construction staging of the adopted project. The City has not granted approval of any construction-related lane closures. Please also see the answer to question #8.

18. Will ST seek permits to allow it to work during evenings and weekends along BW?

A: This question was not addressed at the 6/13/2012 Enatai Neighborhood Association meeting. This is a question for Sound Transit. Sound Transit has sought such allowances in

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other jurisdictions, and major projects in Bellevue routinely seek such allowances. The City anticipates that these kinds of requests and the construction impacts associated with them will be discussed and considered once design has progressed to a point that construction timing and sequencing options are known.

19. Can the Winters House be moved without damaging it? And what happens if it is destroyed?

A: Please see the answer to question #9.

20. How will access to the Mercer Slough trail system be maintained? And who bears the cost? Estimated cost?

A: This question was not addressed at the 6/13/2012 Enatai Neighborhood Association meeting. The cost savings concepts all maintain access to the Mercer Slough and the cost estimates incorporate modifications to the trail system.

21. Will the proposed changes re-open the SEPA process or require a new Record of Decision? Could this lead to delays or increased costs?

A: As noted at the 6/13/2012 Enatai Neighborhood Association meeting, the next step for the cost savings concepts will be a determination of what formal environmental review will be required to determine the magnitude of impacts and how to mitigate them, along with additional design work.

22. If the option to widen BW is adopted, how many properties will be acquired (full and partial separated please)?

A: Please see the answer to question #6. Graphics that were on display at the June 5 Open House and at the June 13 Enatai Neighborhood Association meeting show the concept and how it would affect properties along Bellevue Way SE (see [http://projects.soundtransit.org/Documents/pdf/projects/eastlink/CostSavings/1a\\_Winters%20House.pdf](http://projects.soundtransit.org/Documents/pdf/projects/eastlink/CostSavings/1a_Winters%20House.pdf)).

23. Will any of the cost-saving changes impact the ability to extend the alignment to Issaquah in the future?

A: This question was not addressed at the 6/13/2012 Enatai Neighborhood Association meeting. The answer is no.

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24. When will the impacts associated with the proposed cost-saving measures be analyzed and mitigation proposed?

A: The *East Link Light Rail Cost Savings Report* provides a qualitative assessment of the potential negative impacts of the concepts. Additionally, as noted at the 6/13/2012 Enatai Neighborhood Association meeting, the next step for the cost savings concepts will be a determination of what formal environmental review will be required to determine the magnitude of impacts and how to mitigate them, along with additional design work – this work will inform what measures would be required to mitigate potential negative impacts.

25. What kinds of mitigation would be effective in controlling the increased visual blight and noise resulting from both further extension of the elevated rail line and moving Bellevue Way west?

A: Please see the answer to question #2.

26. Why is there such a large range for each of the cost-saving options, if there is no amount for allocated or unallocated contingencies?

A: This question was not addressed at the 6/13/2012 Enatai Neighborhood Association meeting. As noted in the *East Link Light Rail Cost Savings Report* (p. 21), "The Cost Savings Ideas presented in this report are conceptual. Consequently, there is still uncertainty regarding the estimated cost savings. Therefore, for ideas that affect the MOU project, an accuracy range of minus 30 percent (-30%) to plus 20 percent (+20%) was applied to the estimated cost savings (Adopted Project Estimate minus Cost Savings Idea Estimate) to determine the cost savings range. This approach is consistent with construction industry practices and standards, such as *ASTM E2516-11 Standard Classification for Cost Estimate Classification System*, and takes into consideration the conceptual nature of the Cost Savings Ideas."

27. When is construction on BW planned to begin?

A: As discussed during the 6/13/2012 Enatai Neighborhood Association meeting, further design work is necessary prior to determining construction sequencing, duration impacts, and mitigation. Sound Transit will soon begin final design that will inform this question.

28. If actual construction costs, including mitigation, do not result in actual cost-savings, does the City still get credit under the MOU?

A: This question was not addressed at the 6/13/2012 Enatai Neighborhood Association meeting. The answer is yes. The November 2011 Memorandum of Understanding between

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the City of Bellevue and Sound Transit addressed this issue. "If the cost of the Project included in the 60% updated Project cost estimate, based on the same elements as included in the MOU baseline, are lower than the MOU Baseline, then the City Contingency will be permanently adjusted downward by an equal amount of such cost reduction, up to a total reduction of \$60 million (2010\$)."

29. Is it even feasible to take nearly 47 feet of hillside away to move BW west and possibly add an HOV lane? (Based on Council discussions last night which indicated 30-35 feet would be needed for 2 traffic lanes and an additional 12 feet for a possible HOV lane)

A: Please see the answer to question #6.

30. Please comment on what would be done to maintain the stability of the hillside should Bellevue Way be moved to the west. I'm especially interested in how far into the hillside 47 feet would come, how much of the greenery would be lost, what mature screening would be left, how close all of this would come to the homes above Bellevue Way.

A: Please see the answer to question #6.

31. Since I have heard arguments which say that an HOV lane extending to the "Y" on BW would not be effective in resolving traffic congestion southbound, what is the rationale that says it actually would be beneficial? Have studies been done, will studies be done?

A: As discussed during the 6/13/2012 Enatai Neighborhood Association meeting, the Bellevue *Transportation Facilities Plan* is currently being developed and the Bellevue Transportation Commission is expected to recommend a draft project list to the City Council in July. Some initial evaluation of the Bellevue Way SE HOV concept is being undertaken as part of this plan.

32. I understand that doing an HOV lane simultaneously with moving BW west would be cost effective for the city. However, the neighborhood impacts of both moving BW west and adding an HOV lane north of the P&R are staggering. What can the City and ST offer as the rationale for even considering expanded degradation of & intrusion into our neighborhood as part of this project?

A: As discussed during the 6/13/2012 Enatai Neighborhood Association meeting, Bellevue City Councilmembers have indicated an interest in adding a southbound HOV lane to Bellevue Way SE. As noted in the answer to question #31, the Bellevue *Transportation Facilities Plan* is currently being developed and the Bellevue Transportation Commission is expected to recommend a draft project list to the City Council in July. Some initial evaluation of the Bellevue Way SE HOV concept is being undertaken as part of this plan.

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33. Both cost-saving options are drastically different than the alignment design we saw at the time the MOU was signed. Can someone from both the City and ST comment on why the cost-saving efforts to fund the downtown tunnel are at the expense of increased neighborhood impacts rather than focusing on other areas which will not be as severely impacted by the Light Rail alignment?

A: As discussed during the 6/13/2012 Enatai Neighborhood Association meeting, the entire East Link project within the City of Bellevue (I-90/Bellevue Way SE to SR 520/148<sup>th</sup> Ave NE) was evaluated for potential cost savings. Also as discussed during the neighborhood meeting, decisions about whether to continue to consider any of these cost savings ideas rest with the City Council and the Sound Transit Board. The City Council has directed as part of the cost savings work that additional review of impacts and a determination of whether they can be mitigated will be critical information before the Council can decide on whether any of these options should actually be incorporated into the project. Forwarding these concepts for further review is not a decision to accept them and the Council has repeatedly expressed a commitment to mitigating impacts.

34. Why are there more cost saving reiterations for this part of Bellevue when it has already had to compromise so much for the "public good"? And opens up another can of worms? (this is probably more of a question for the City)

A: Please see the answer to question #33.

35. How much does it cost to add in all this extra design to save more \$ from the design that is in place currently? How much will it cost to get to 60% design, have an Environmental Impact Statement and possibly have to scrap the plan? Please answer with salaries, time spent on the new design and time lost by not continuing with the current design in place.

A: As noted at the 6/13/2012 Enatai Neighborhood Association meeting, the next step for the cost savings concepts will be a determination of what formal environmental review will be required to determine the magnitude of impacts and how to mitigate them, along with additional design work. Until this determination is made it is not possible to answer the specific question.

36. I hear that tunneling technology costs are going down at 10-15% per year, or in other words, they are 30-50% cheaper than in 2008. If that is true, why don't we consider doing these savings in Bellevue as you have in Seattle, especially since the same reasons are here that were there for tunnel choices?

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A: This question was not addressed at the 6/13/2012 Enatai Neighborhood Association meeting. The City of Bellevue has not researched recent trends in tunneling costs, but is aware that tunneling tends to be the most expensive method for constructing and operating transportation facilities. Past City research (2008 Light Rail Best Practice Report) found the following typical attributes of tunneling with regard to cost, relative to at-grade or elevated profiles: "Highest cost per mile to construct" and "Least cost predictability". As discussed during the 6/13/2012 Enatai Neighborhood Association meeting, alignment decisions rest with the City Council and the Sound Transit Board. Also see answer to #3.

37. How many trees will you have to take down and what is that cost per tree, considering the carbon it takes out of the air, the degrees of shade it provides for less extreme temperatures and how much that tree would cost if you could buy it?

A: As noted at the 6/13/2012 Enatai Neighborhood Association meeting, the next step for the cost savings concepts will be a determination of what formal environmental review will be required to determine the magnitude of impacts and how to mitigate them, along with additional design work. It is not possible to determine potential impacts without more detailed design work.

DRAFT

### **Questions from Bellecrest Neighborhood Association (5/31/2012)**

Answers provided by City of Bellevue staff based on currently available information, 6/21/2012

City of Bellevue and Sound Transit staff met with members of the Bellecrest Neighborhood Association on May 31, 2012 for approximately two hours. There were numerous questions throughout the presentation that were answered. Some of the questions were specific to the cost saving ideas, however there were many questions that covered a broad range of topics. There were a few specific questions that staff was not immediately able to answer. Therefore, staff indicated at the conclusion of the meeting that two to three weeks would be needed to research and respond. Bellevue staff is able to respond as indicated below:

- What techniques have been used by Sound Transit to address the indoor and outdoor noise problems in Tukwila and which of those have worked and which have not worked?

*Answer: This question was directed to Sound Transit and therefore the City is not responding on Sound Transit's behalf.*

- Does Sound Transit policy provide for acquiring properties where the noise impacts cannot be mitigated?

*Answer: This question was directed to Sound Transit and therefore the City is not responding on Sound Transit's behalf.*

- How much is being spent per month by Bellevue and by Sound Transit on the cost savings work? How much is being spent currently by Sound Transit and by the City on the East Link project and how much is expected to be spent in the future?

*Answer: City of Bellevue expenditures on the light rail workplan includes consultant and staff efforts. Expenditures on consultant assistance since January 2009 and staff time since January 2011 (when tracking of staff time on the project began) totals approximately \$3.5 million. Future expenditures are subject to the 2013-14 City budget process that is currently underway.*

- How much is being spent on the floating bridge portion of East Link? How much have the East and North King subareas contributed to this project (specifically the \$150 million from North King to East Link project) and how much as East King subarea contributed to other projects?

*Answer: This question was directed to Sound Transit and therefore the City is not responding on Sound Transit's behalf.*

## East Link Collaborative Design Process

### April – June Outreach Meetings

June 21, 2012

Date (Time)	Status	Name
4/26 (4-7 pm)	Completed	
5/1 (11 am)	Completed	Mariella Cadavid, Bellevue Way resident
5/3 (4 pm)	Completed	Eastside Heritage Center Board
5/3	Completed	Citizens Oversight Panel
5/7 (1 pm)	Completed	Bill Thurston/Bellevue Club
5/10 (3 pm)	Completed	Meydenbauer Center/Stacy briefing
5/23 (1:30 p.m.)	Completed	FTA Briefing
5/23 (7:00 pm)	Completed	Surrey Downs Community Club
5/29 (4 pm)	Completed	Move Bellevue Forward board
5/31 (7 pm)	Completed	Bellecrest Neighborhood Association
5/31 (7 pm)	Completed	Enatai Neighborhood Association
6/4 (3 pm)	Completed	Enatai Light Rail Committee
6/5 (7:30 am)	Confirmed	Bellevue Downtown Association membership
6/5 (4-7 pm)	Completed	
6/6 (8:30 am)	Completed	BOMA
6/6 (6:30 pm)	Completed	Susan Ilvanakis & 112 <sup>th</sup> property owners
6/7 (3 pm)	Confirmed	Meydenbauer Center board members (#2)
6/7 (1 pm)	Completed	Bellefield Residential Park Board
6/8 (7:30 am)	Confirmed	Eastside Transportation Partnership
6/12 (7:30 am)	Confirmed	Chamber of Commerce Transportation Committee
6/12 (6:00 pm)	Confirmed	Move Bellevue Forward Coalition
6/13 (7 pm)	Confirmed	Enatai Neighborhood Association
6/19	Confirmed	FTA/SHPO briefing

#### Other groups contacted but declined a briefing:

- Parks & Community Services Board
- Building a Better Bellevue
- Blueberry Farm / Bill Pace
- Carriage Place Condos
- Carriage Hill Condos
- KC District Court
- Lake Bellevue Village Condos / Howard Katz
- Bellevue Way property owners
- Bel Red property owners
- Surrey Downs Light Rail Committee
- 111th SE property owners
- Hopelink
- 112th hotels
- Bellefield Office Park
- Citizens for Responsible Transit