Item No. 3(d)
September 13, 2010

CITY COUNCIL STUDY SESSION ITEM

SUBJECT:
East Link: Review available East Link B7 alignment analysis and discuss next steps to advance the B7 alignment.

STAFF CONTACT:
Goran Sparrman, Director, 452-4338
Bernard van de Kamp, Regional Projects Manager, 452-6459
Maria Koengeter, Senior Planner, 452-4345
Transportation Department

FISCAL IMPACT:
In July 2009, Council adopted Ordinance No. 5891, which adopted the East Link Analysis and Development Program (CIP Plan No. PW-R-159). This action allowed up to $1,070,000 for the project. The current obligation of resources in CIP PW-R-159 totals $800,000, leaving a remaining balance of $270,000 available for additional commitments. More detail is available in Attachment 8.

To respond to the Mayor's request made at the September 7, 2010 study session, an option for advancing the B7 alternative is described in Attachment 9.

POLICY ISSUES:
On April 22, the Sound Transit Board revised their preliminary preferred alternative for the East Link Project to include a downtown tunnel, C9T 110th Tunnel, and an at-grade option, C11A 108th At-Grade. The revised preliminary preferred alternative also included the B2M option in South Bellevue, travelling along Bellevue Way and 112th Avenue Southeast from I-90 to downtown Bellevue. Subsequently, Sound Transit led the evaluation of six alternatives for the specific routing of light rail on 112th Avenue SE. On July 22, the Sound Transit Board identified a west-side running alignment based on technical analysis and feedback from affected stakeholders.

Concurrent with the 112th Avenue SE options evaluation, the City pursued additional analysis of issues related to the B7 alignment, the City Council's preferred route for Segment B of the East Link Project. Areas of analysis included review of environmental analysis and constructability issues, assessment of Mercer Slough wetland functions and values, and alternative South Bellevue Station locations. The findings of this analysis were presented to Council on July 19.

At the September 7, 2010 study session, the Mayor raised the question of the sufficiency of B7 information needed to make a recommendation on the preferred alignment in South Bellevue and requested staff prepare materials for September 13 to discuss additional studies the City could pursue to narrow the gap of information between the B7 alignment and the B2 alignment. Other Councilmembers requested staff provide a summary of observations made by the City consultants regarding the sufficiency of information available on B7 and the history of Council approval of the funding for the B7 studies recently conducted by the City.

DIRECTION NEEDED FROM COUNCIL:

___ Action
_X_ Discussion
___ Information

Council direction on desired additional City-led analysis related to the East Link Project, specifically:

- Does Council wish to pursue additional study of the B7 alignment as outlined in Attachment 9, or pursue other specific study?

BACKGROUND/ANALYSIS:

Sound Transit has been working for several years to develop the East Link light rail project and the City has been involved throughout that process to represent Bellevue's interests. The voter approved project will connect Bellevue with Overlake, Mercer Island and Seattle, as well as areas in north and south King County when it opens in 2020/21. Sound Transit is responsible for project development and delivery and is currently focused on completion of environmental review and preliminary engineering. The City is actively involved and seeks to influence the alignment and design to reflect City goals and objectives.

Sound Transit's April 2010 revised preference (Attachment 2) is largely consistent with the City's in the Bel-Red Corridor and downtown Bellevue. In Bel-Red, the preference is the D2A alternative. In downtown, the preference is the C9T 110th Avenue NE tunnel alternative, with the C11A 108th Avenue NE at-grade alternative also advancing in case funding for the C9T alternative does not materialize. In South Bellevue, the Sound Transit Board identified the B2M option as their preferred alternative as a means of achieving $75-100 million in cost savings over the B3S alternative, which was Sound Transit's previously identified Preferred Alternative. The Bellevue City Council's preference in South Bellevue is the B7 option (Attachment 1).

On July 22, the Sound Transit Board updated the preferred alternative by selecting specific design options for the 112th Avenue SE corridor. For a connection to the C9T 110th Tunnel option, light rail will travel on the east side of 112th Avenue SE from Bellevue Way to SE 6th Street, with a station at SE 8th, then cross over to the west side of 112th to connect to a tunnel portal on the south side of Main Street. For a connection to the C11A 108th At-Grade option, light rail will travel from the east side of 112th Avenue into the center median near SE 15th Street, travel in the median to SE 6th Street where it will cross to the west side of the street and continue to an at-grade alignment and station on the south side of Main Street between 110th Avenue NE and 108th Avenue NE. (Attachments 3 & 4)

Sound Transit is currently focused on completion of two major phases of project development, environmental review and preliminary engineering (PE). Sound Transit is preparing to publish a Supplemental Draft Environmental Impact Statement (SDEIS) in October, reflecting the new Downtown and 112th Avenue alignments developed subsequent to the publication of the initial DEIS in December 2008. The SDEIS will also include updated conceptual designs for the B7 alignment, reflecting the widening of I-405 and recent development along 118th Avenue SE, and updated noise analysis.

The Final EIS is anticipated to be published in Spring 2011. All alignments will be included in the Final EIS, including responses to comments received during the DEIS public comment period. The final alignment will be identified in the Record of Decision (ROD) published by the Federal Transit Administration (FTA), expected in Summer 2011.

Concurrent with the environmental review process, Sound Transit is advancing preliminary engineering on the preferred alternative in an effort to deliver the project by 2020/21 as described to voters in the ST2 ballot measure. Because the alignment will not be final until the ROD is published, Sound Transit takes the risk that the preferred alternative advancing in PE may change. PE to approximately 30% design is expected to be completed by the end of 2010.

East Link Analysis

The City Council has consistently recognized the need for City-led analysis to support the Council's preferences and advance policy objectives related to the East Link Project. In July 2009, the City Council approved the creation of the East Link Analysis and Development Project CIP PW-R-159 to provide resources for independent City analysis and review of Sound Transit East Link analysis (Attachment 7). At the Council's direction, staff have pursued a number of specific areas of analysis with these resources, including supplemental downtown traffic analysis, tunnel funding evaluations and peer review of Sound Transit cost estimates, supplemental visual analysis, and strategic legal advice. An updated status report on obligations and resources in CIP PW-R-159 is attached (Attachment 8). In early May, Council discussed the need for additional information and analysis of the B7 alignment and for review of comparative analysis between the B2M and B7 alignments. In response to Council direction, staff proposed four contracts (scopes provided in Attachment 5) to address the need for additional information within the resources available in CIP PW-R-159 and timeframe identified by Council. Council provided direction to staff to proceed with the four contracts as discussed May 10 (no formal resolution was required). The full reports were provided to Council and made available to the public in advance of the July 19 Council meeting. They are available online at: http://www.bellevuewa.gov/light-rail-documents.htm. A summary of the information available in each report follows:

1) Peer Review of the DEIS B7 Alignment Analysis: Peer review of environmental analysis and conceptual engineering; recommendations on specific areas of potential additional analysis; and a constructability assessment.
2) Mercer Slough Wetlands Functional Assessment: Summary of field observations of the Mercer Slough and discussion of potential wetland impacts with the B2M and B7 alignments.
3) South Bellevue Station Alternative Location Analysis: Feasibility assessment of two potential South Bellevue Station options to connect to the B7 alignment near the I-90/Bellevue Way interchange. Assessment included review of transportation and accessibility issues; park, environmental, and neighborhood impacts; constructability; and comparative cost estimates.
4) East Link Noise Analysis Peer Review: Peer review of B2M noise analysis prepared by Sound Transit as part of the 112th Avenue Concept Design Report. B7 noise analysis peer review postponed until updated B7 noise analysis available in SDEIS, anticipated to be published in October 2010.

Additionally, City staff prepared a memo assessing the relative impacts to salmon with the B2M and B7 alignments.

As requested by Council, the table provided in Attachment 6 summarizes observations made by consultants in their reports regarding the sufficiency of available B7 analysis.

The basis for the majority of the analysis described above was the Sound Transit East Link Draft Environmental Impact Statement (DEIS) analysis and conceptual engineering. The DEIS examined 19 routing alternatives identified by the Sound Transit Board in December 2006 pursuant to the National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) in order to inform the public, agencies, and decision makers about the environmental consequences of building and operating the East Link light rail extension. The alternatives were developed to approximately 5% level of conceptual design in order to assess impacts and compare alternatives. For Segment B, from I-90 to SE 6th Street, five alternatives were examined. For each, the DEIS analyzed transportation performance and impacts, affected environment and consequences, and cumulative impacts. Available resources include the DEIS and appendices, drawings and maps, and technical reports. The information is available online at: http://www.soundtransit.org/x3245.xml.

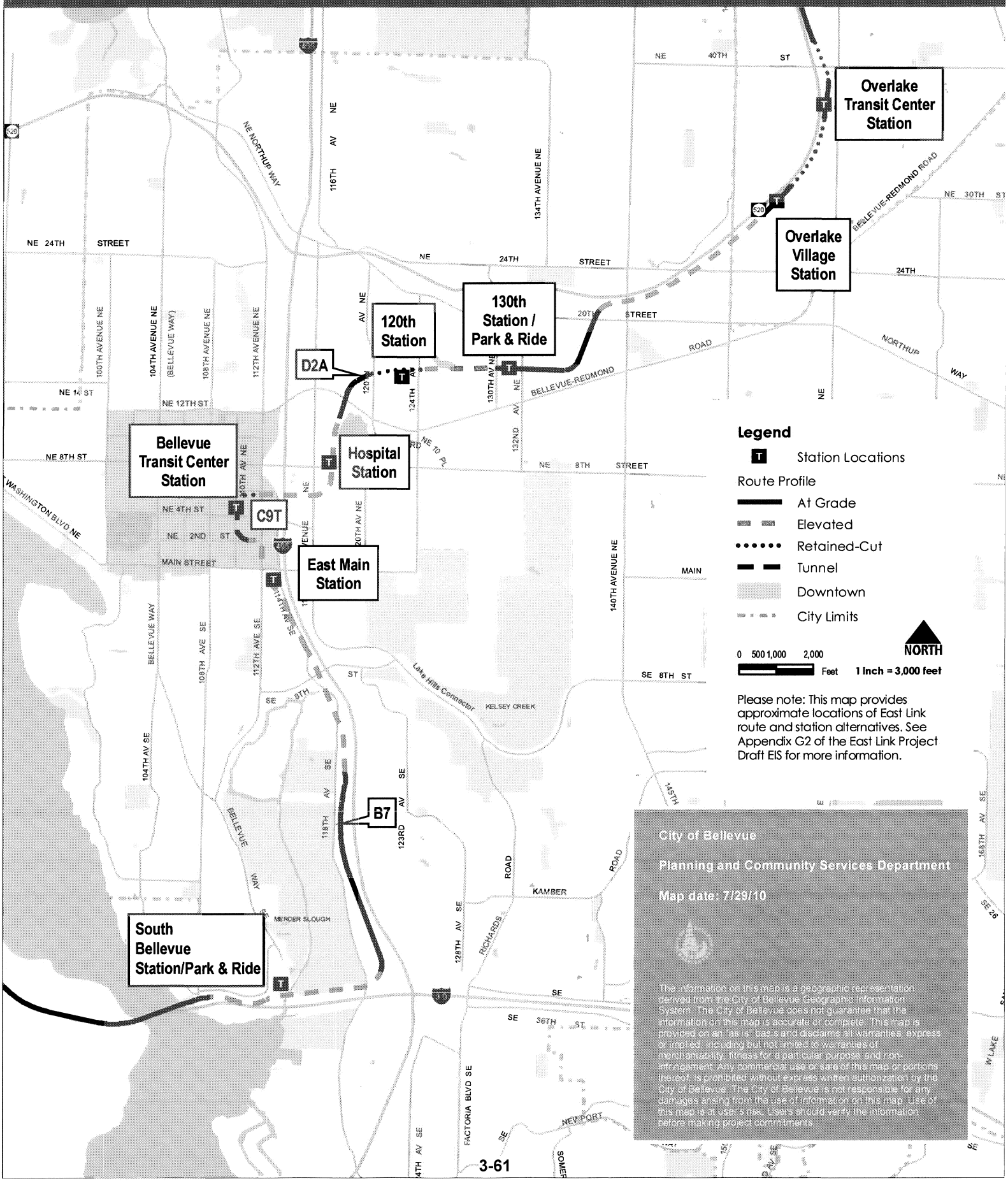
Potential Additional City Analysis

Attachment 9 includes an option for further study of the B7 alternative: Conduct a planning-level analysis of Alternative B7, reflecting City Council preferences as outlined in July. Conceptual engineering (five percent design) would be undertaken to modify the B7 alternative to include a station and park and ride on the west side of Bellevue Way just north of I-90 ("A-2") in lieu of the SE 8th St./118th Ave SE station. The concept of a light rail suspension bridge across the Mercer Slough in lieu of a pile-supported structure would be evaluated.

ATTACHMENTS:

1) Bellevue's Preferred East Link Light Rail Route Map (March 2010)
2) Sound Transit's East Link Project Preferred Alternative Map (April 2010)
3) B2M to C9T
4) B2M to C11A
5) Four scopes of work for B7 analysis
6) Table of B7 Analysis Review
7) Ordinance No. 5891
8) East Link Analysis and Development fund status
9) Option for further study of the B7 alternative
10) May 10 Council Minutes

Bellevue's Preferred East Link Light Rail Route
B7-C9T-D2A



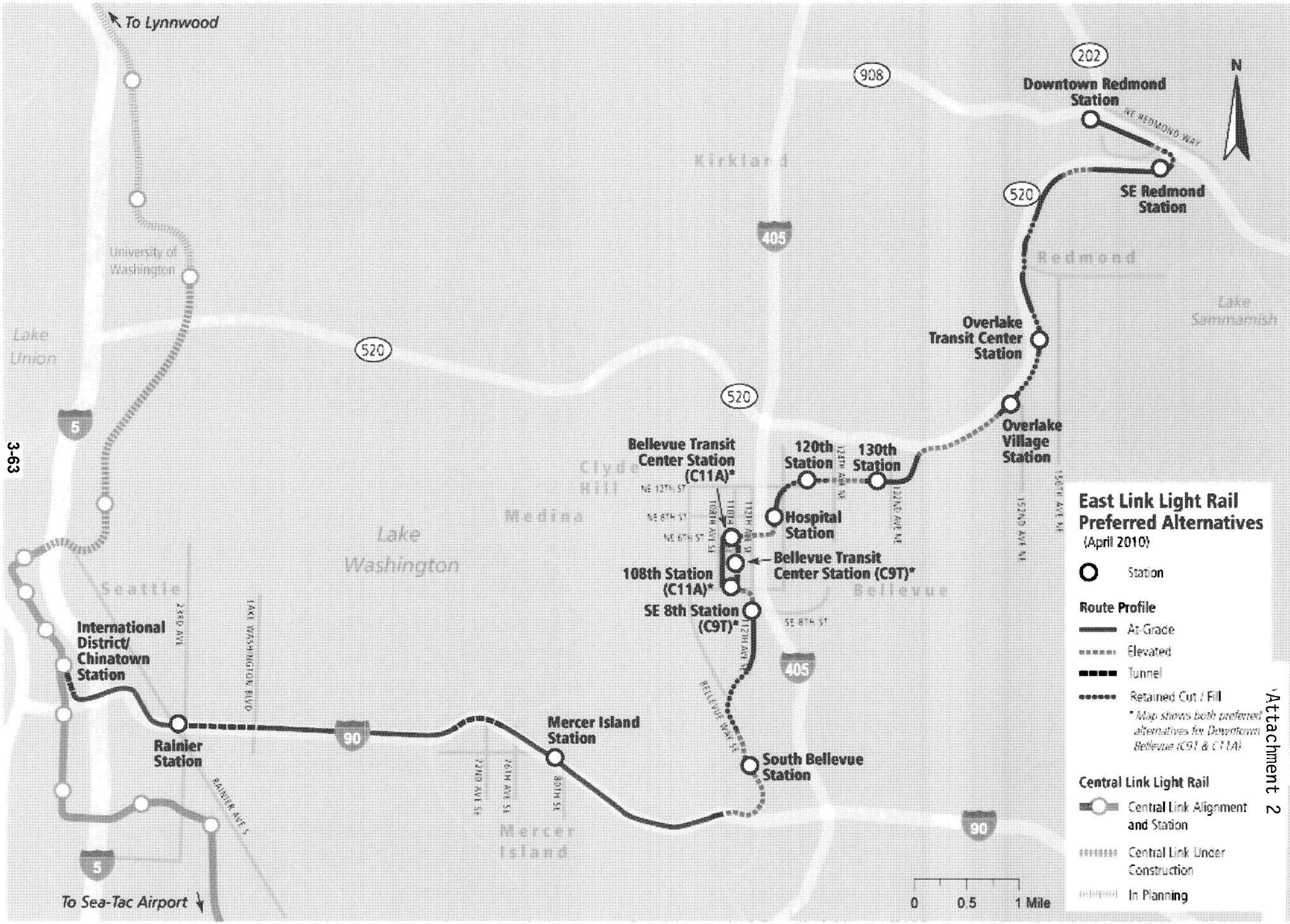
Please note: This map provides approximate locations of East Link route and station alternatives. See Appendix G2 of the East Link Project Draft EIS for more information.

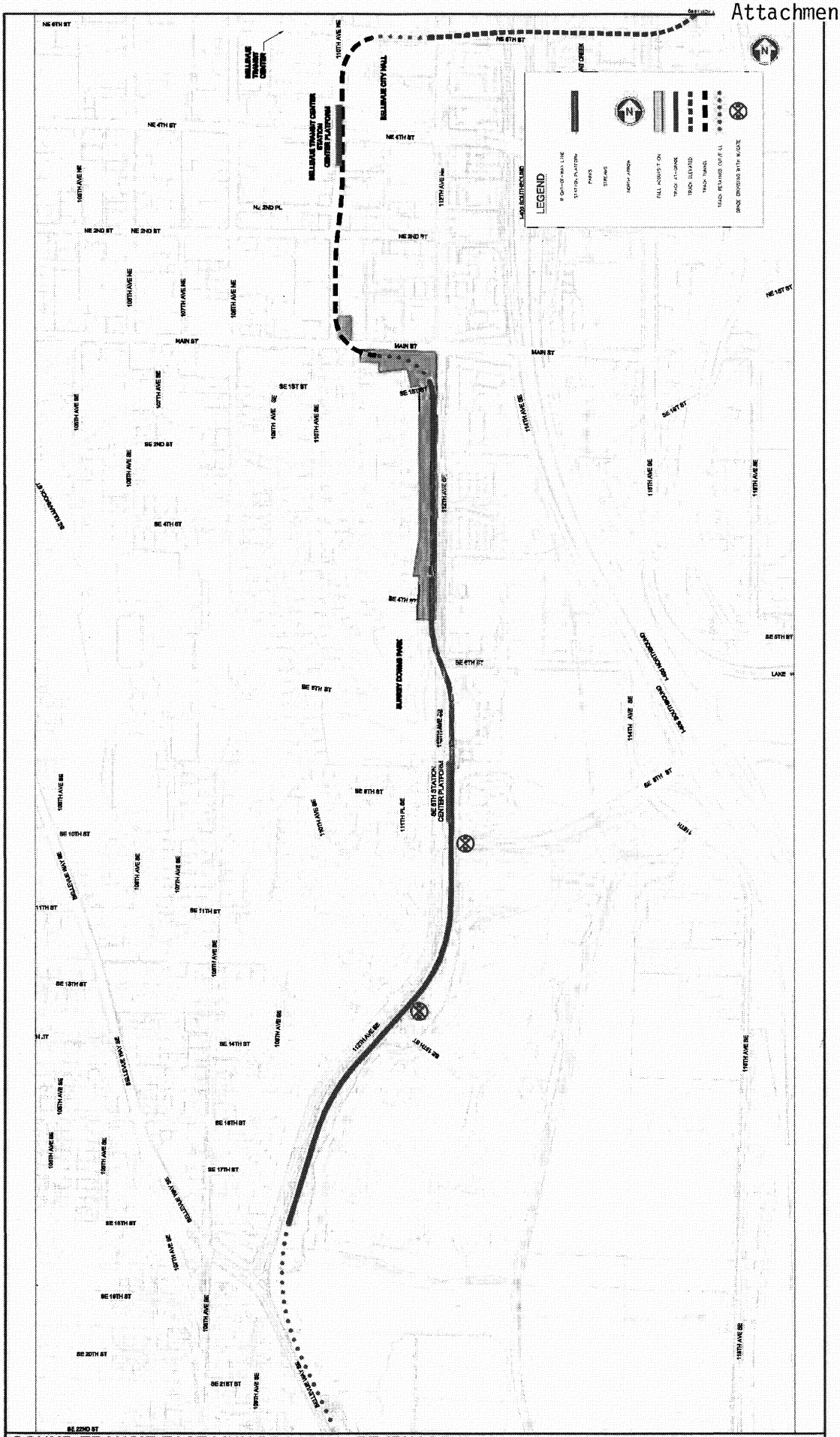
City of Bellevue

Planning and Community Services Department

Map date: 7/29/10

The information on this map is a geographic representation derived from the City of Bellevue Geographic Information System. The City of Bellevue does not guarantee that the information on the map is accurate or complete. This map is provided on an "as is" basis and disclaims all warranties, express or implied, including but not limited to, warranties of merchantability, fitness for a particular purpose, and non-infringement. Any commercial use or sale of this map or portions thereof, is prohibited without express written authorization by the City of Bellevue. The City of Bellevue is not responsible for any damages arising from the use of information on this map. Use of this map is at user's risk. Users should verify the information before making project commitments.


To Lynnwood
University of Washington
Lake Union
Lake Washington
Seattle
Kirkland
Redmond
Lake Sammamish
Clyde Hill
Medina
Bellevue
Mercer Island
To Sea-Tac Airport
520
405
90
908
202
5
N
Downtown Redmond Station
NE REDMOND WAY
SE Redmond Station
Overlake Transit Center Station
Overlake Village Station
120th Station
130th Station
Bellevue Transit Center Station (C11A)*
Hospital Station
Bellevue Transit Center Station (C9T)*
108th Station (C11A)*
SE 8th Station (C9T)*
South Bellevue Station
Mercer Island Station
Rainier Station
International District/ Chinatown Station
0 0.5 1 Mile
East Link Light Rail Preferred Alternatives
(April 2010)
Station
Route Profile
At-Grade
Elevated
Tunnel
Retained Cut / Fill
* Map shows both preferred alternatives for Downtown Bellevue (C9T & C11A)
Central Link Light Rail
Central Link Alignment and Station
Central Link Under Construction
In Planning



SOUND TRANSIT EAST LINK PROJECT - PE (PHASE 3)

SEGMENT - C

OPTION 2: WESTSIDE RUNNING TO MAIN STREET TUNNEL

JUNE 15, 2010

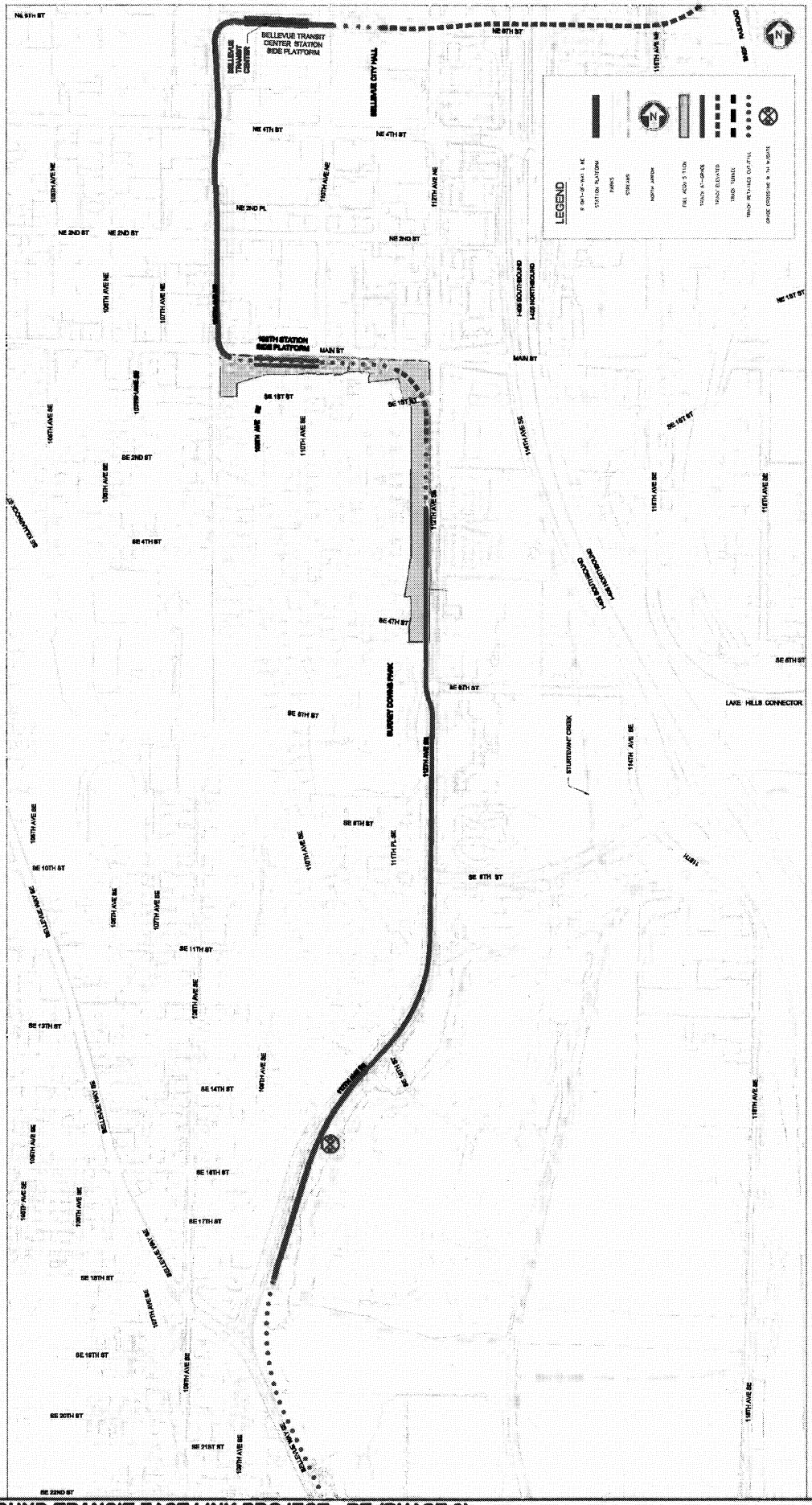
SCALE IN FEET 0 150 300

HORIZONTAL SCALE: 1" = 150'

PROFILE SCALE: N/A

SOUND TRANSIT

CH2MHILL EAST LINK TEAM



SOUND TRANSIT EAST LINK PROJECT - PE (PHASE 3)

SEGMENT - C

OPTION 6: WESTSIDE RUNNING TO AT-GRADE

JUNE 15, 2010

0 150 300
SCALE IN FEET

HORIZONTAL SCALE: 1" = 150'

PROFILE SCALE: N/A

SOUNDTRANSIT

EAST LINK TEAM

Attachment A-1

Scope of Work

City of Bellevue - Peer Review of East Link B7 Alignment Analysis

Context

In March 2010, the Bellevue City Council updated its East Link routing preference for Segment B, I-90 to SE 6th Street, to the B7 alignment. The City is seeking an independent review of Sound Transit's analysis of the B7 alignment to evaluate its accuracy and completeness. Additionally, the City would like to identify potentially impacted critical elements for additional design and study, were B7 to be advanced for further analysis and engineering.

Purpose

Conduct a peer review of Sound Transit's environmental analysis and conceptual engineering of the East Link B7 alternative to evaluate the sufficiency of analysis and identify areas for additional analysis and refinement.

Approach

Work as directed to conduct a peer review of Sound Transit's East Link B7 analysis. Content of review shall include DEIS analysis and conceptual engineering. Work will include:

1. Review the East Link Project DEIS analysis for best practices and consistency with industry standards. Review will focus on Chapter 2: Alternatives Considered, Chapter 3: Transportation Environment and Consequences, Chapter 4: Affected Environment and Environmental Consequences, and Chapter 5: Cumulative Impacts.
    a. Review methodologies and assumptions for chapters and individual discipline areas for reasonableness and consistency with local practices and industry standards and for consistency with other B segment alignment alternatives. Discipline areas for review will be identified by City staff, based on direction from the City Council. Areas of focus include transportation; acquisitions and displacements; land use; economics; social impacts, community facilities, and neighborhoods; visual and aesthetic resources; air quality and greenhouse gases; vibration; ecosystem resources; water resources; energy impacts; geology and soils; hazardous materials; electromagnetic fields; public services; utilities; historic and archeological resources; and parkland and open space. (Noise will not be included, as the review is covered under a separate contract.)
    b. Discuss consistency with and deviations from industry standards and from analyses for other B segment alignments, as well as possible alternative methodological approaches.
    c. Review data sources for accuracy and completeness. Discuss omissions, corrections, and supplemental data sources.
2. Review B7 conceptual engineering plans included in the DEIS, and assess the constructability of the design.

3. Evaluate overall sufficiency and completeness of the body of B7 analysis (environmental and engineering) for this stage of the project. Determine whether the analysis is consistent with the evaluation of other alignments in the DEIS, as well as studies from comparable projects (light rail or otherwise) developed for the alignment selection stage of the environmental process.
4. Identify potentially impacted critical elements for additional analysis and refinement, were B7 to be advanced for additional design and study. In particular, identify areas for further analysis that provide potential opportunities to reduce impacts and costs, and optimize ridership and mitigation opportunities. Comment on potential scope of, and approaches to, further analysis.
5. Serve as a technical resource for environmental review and analysis: Additional services as requested to meet the purpose of this contract, within the budget of this contract, provided both parties agree to scope, timing, and budget for services in writing.

Deliverables

1. Final report summarizing peer review purpose, process, and results of analysis as described above. Report shall consist of technical memos for each of the tasks 1-4 above, and deliverables as defined by task 5 above. One draft review memo shall be provided for each task.
2. Presentations of analysis to City staff, City Manager, City Council, stakeholders, and/or other groups as requested. (Up to three)
3. Meetings as needed and mutually determined by Project Manager and consultant. (Up to six)

Schedule

Work will be conducted from May – July 2010. A detailed schedule will be determined in cooperation with consultant. The targets for major milestones are as follows:

Task 1 and 2:	Draft technical memos mid-June
Task 3:	Draft technical memo late-June
Task 4:	Draft technical memo early-July
Task 5:	As mutually determined
Final Report:	Mid-July

Budget

The total budget for time and materials is not to exceed $49,999. Invoices (based on time and materials) may be submitted upon completion of each task. The consultant and City staff will have flexibility to allocate the budget among tasks, as long as all tasks and deliverables are completed within the total budget. For planning purposes, the budget is allocated as follows (including expenses):

Task 1: $20,000
Task 2: $10,000
Task 3: $10,000
Task 4: $5,000
Task 5: $4,999

Project Managers:

City of Bellevue: Tim Stever, Right-of-Way/Franchise Supervisor, 425-452-4294
David Evans & Associates: Michael Eidlin, Vice President/Sr. Project Manager, 425-586-9791

SCOPE OF WORK

City of Bellevue: Sound Transit Alignment Assessment

Mercer Slough Wetland Functional Assessment and Alignment Study

PROJECT UNDERSTANDING

The City Attorney's Office is seeking to conduct a functional assessment of Mercer Slough wetland and associated riparian areas in existing conditions in order to understand the functions that might be affected by two proposed alignment corridors of the Sound Transit East Link project. This analysis is intended to provide information for purposes of assessing city permitting risk and liability, and for assessing the adequacy of Sound Transit's environmental analyses. The B-segment alignment is the focus of particular concerns about impacts and the adequacy of Sound Transit's analyses to date, particularly with respect to impacts of the B-7 and B-3S (side running) alignments on Mercer Slough.

PURPOSE

- Provide a logical and defensible analysis of wetland functions in Mercer Slough.
- Prepare a comparative matrix that illustrates the functions performed in existing conditions and for two of the proposed Alternative Alignments of the Sound Transit East Link in order to compare/contrast the implications of each Alternative

APPROACH

The Washington State Functional Assessment Method (WFAM) for Western Washington (Hruby, et. al, 1999 and 2000), will be used to objectively estimate the functions provided by the wetlands of Mercer Slough in existing conditions. Then future conditions will be assessed for each of the two Alternative Alignments identified by Sound Transit for the East Link. The WFAM will be used to assess wetland impacts. The WFAM will also be utilized to illuminate how physical changes in the riparian and adjacent uplands (based on the two proposed Alignment Alternatives) will influence wetland functions in future conditions for both Alignments. This stage of the analysis will utilize WFAM as a tool to objectively assess direct and indirect impacts to wetland functions in a defensible manner. The results of this analysis will be used to create a comparative matrix, per function, to illustrate potential changes from existing conditions for each of the two Alternatives.

A synthesis of studies, research, data bases and existing documentation on Mercer Slough will be compiled. Working with City GIS staff, base maps of the Slough and surrounding stream, riparian, and upland habitats in the watershed will be prepared to document the extent and

condition of wildlife habitat correlated to the Slough. A limited-focus review of relevant recent scientific literature on the function, structure, and ecological stressors on urban wildlife habitat will be prepared to establish the basis of Best Available Science on watershed/landscape processes and their influence on urban wildlife populations. This information will be the basis of a discussion of how human intrusions influence wildlife use within remnant open spaces in urban settings.
The Tasks to complete this work are outlined below:

Phase 1

Task 1 – Compile Background Literature and Base Maps for Mercer Slough, Sturtevant Creek
Working with City staff, Otak will review the existing studies, references, maps, and data bases provided by the City or readily available on-line. A reference list of reviewed literature will be compiled which will eventually form the basis of the Best Available Science documentation for the analysis. A synthesis of this information will be initiated; the synthesis will be incorporated into the Final Report, but it will not be provided as final product of this Task.

Assumptions:

- City staff will provide hard copy or electronic copies of all relevant studies, reports, and research on Mercer Slough, Sturtevant Creek and their watersheds;
- Bellevue will provide GIS maps in appropriate electronic data bases for Otak to use for report and map preparation. It will be most time and cost efficient if Bellevue GIS staff can work with Otak staff to provide some modest mapping early in the process and estimates of acreages (e.g. limits and sizes of delimited polygons in Mercer Slough);
- Bellevue or Sound Transit will provide electronic base-maps of the proposed alignments including their full extent of right-of-ways in an electronic format compatible with the City's GIS standards
- The Consultant will rely on information provided by Sound Transit East Link Project Draft Environmental Impact Statement supplemented by other detailed information from the City for project features, alignments, and impacts.

Deliverables

1. Initial list of literature reviewed; provided to the City as a 'work in progress' document

Task 2 – Conduct WFAM Assessment of Mercer Slough

Otak will conduct a WFAM Assessment of the Mercer Slough wetland. Work will entail compilation of "office data" (i.e., the data that is necessary to compile before the field component is started); field assessment, completion of the WFAM assessment forms for the existing conditions of Mercer Slough. Field work will also focus on collection of detailed

information on estimated alignments of the two Alternatives for ST. Field work will collect data on existing conditions in the riparian fringe and upland habitats associated with the Slough.

Assumptions

- The approximate ROW of the two Alternative Alignments will be flagged in the field; or at the very least, flagged at the beginning and terminus of the alignment through Mercer Slough so that field work can be focused effectively on the future alignments.
- In those instances where construction details are not yet developed, the assessment will be qualitative in nature—e.g. stormwater management issues will not be addressed.

Deliverables

1. Completed WFAM forms for existing conditions and for each alignment, as appropriate. The forms will be included as an Appendix for the Final Report. The can be provided to the City at this point, but will not be analyzed per impacts or implications of findings.

Task 3 – Assess Habitat Attributes and Other Values Not Included In the WFAM

Using available information (e.g., data from Washington State Department of Archeological and Historical Preservation (WDAHP)) and Best Professional Judgment, Otak will qualitatively assess a range of values and functions for existing and future conditions within Mercer Slough and the ST ROW's for the two Alternatives for the purpose of making comparative evaluations of potential impacts or benefits. Values that will be assessed will include, but may not be limited to, the following:

- educational value;
- scientific research values;
- recreational value;
- uniqueness or heritage to City of Bellevue;
- habitat connectivity and interspersion;
- documented habitat for State and Federal listed species;
- qualitative descriptions of the structure, richness and diversity of riparian and upland vegetation communities;
- Documented archeological, and archeological or cultural features.

Assumptions

- City of Bellevue staff will obtain and make available the data from Washington State Department of Archeological and Historical Preservation (WDAHP);
- The assessment of the extent/impacts on the listed values will be made based on Best Professional Judgment, substantiated by a list of utilized criteria, or cited methods developed by others;
- This scope does not include Otak or a sub-consultant conducting a Cultural Resources survey of Mercer Slough or the ST Alternative Alignments;

- In those instances where construction details are not yet developed, the assessment will be qualitative in nature—e.g. storm water management issues will not be addressed
- Bellevue GIS staff will make available data layers that include City Open Space, Critical Areas, wetland inventory, documented habitats for State or Federally listed species for the purpose of establishing a habitat connectivity map for the City.

Deliverables

1. "Values" assessment of existing and proposed conditions for the two Alternatives based on Best Professional Judgment, to be included in the Final report.

Task 4 – Prepare a Memorandum of Findings: Compare Existing Conditions to Two Alternatives

Using the results from Tasks 1-3, Otak will prepare a brief Memorandum of Findings that presents the results of the WFAM analysis, the qualitative assessments of values, and a summation of available data from documented sources. Findings will be presented in a Summary Matrix that compares/contrasts the findings between existing conditions and both Alternatives for the various elements analyzed. In addition, a narrative description of the methods used, the material compiled, and the implications of the findings and a comparison of Alternatives so as to facilitate an understanding of potential trade-offs when considering light rail routing alternatives. Where feasible, the report will provide a qualitative rating of opportunity that will assess the opportunity of the habitats in Mercer Slough to provide the identified functions or values. The report will include data and maps and other graphic elements to display the information gathered and the results of the analysis for ease of understanding and potential use for public meetings or discussion purposes.

Assumptions

- Two rounds of comments from the City and revisions prior to the final report are included;

Deliverables

1. One hard copy and one electronic copy of the Memorandum of Findings, including appropriate GIS data layers as generated. The Memorandum will include the Summary Matrix, the completed WFAM forms (as an Appendix), and a listing of Literature and Sources reviewed for the analysis.

Task 5 – Contingency for Response to Comments and Public Meetings

This task will include contingency budget to respond to comments from the City and/or City Council and or public, to prepare presentation materials, and/or attending meetings with the City Attorney's office, City Council or other necessary meetings. Budget for this task will establish as a "fee not to exceed", will be billed on a straight time and materials basis and only be used with written direction from the City project manager.

Project Management
Communication with City staff, phone/emails, contract administration, invoicing, internal communication.

SCHEDULE

A detailed schedule will be determined by Project Manager and Consultant. Phase 1 work to be completed by mid-July, 2010.

BUDGET

Task 1: Compile Background Literature and Base Maps	**$ 9,000**
Task 2: Conduct WFAM Assessment of Mercer Slough	**$ 8,000**
Task 3: Assess Habitat Attributes and Other Values	**$ 10,500**
Task 4: Memorandum of Findings	**$ 14,000**
Task 5: Contingency for Response to Comments and Public Meetings	**$ 5,000**
Project Management	**$ 1,350**
Expenses	**$ 1,500**
Total:	**$ 49,350**

Attachment A-1

Scope of Work

City of Bellevue
South Bellevue Station Alternate Location Analysis

Context

In March 2010, the Bellevue City Council updated its East Link routing preference for Segment B, I-90 to SE 6th Street, to the B7 alignment. While preferring the B7 alignment, Council members have acknowledged that it may be desirable to serve the South Bellevue Station via East Link. There have been many questions raised about the feasibility of moving the South Bellevue Station further south to connect with the B7 alignment. Therefore, the city is interested in having a high-level planning study to evaluate the feasibility and major issues associated with South Bellevue Station location alternatives.

Purpose

Develop planning-level concept drawings, cost estimates, and feasibility assessment for two alternative locations for the South Bellevue Station along the B7 alignment.

Approach

Conduct analysis as necessary to assess the feasibility of two alternative South Bellevue Station locations, one on the east and one on the west side of the Bellevue Way/I-90 interchange, that connect with the East Link B7 alignment. Assume that modifications to the B7 alignment can be made to connect with the alternate locations. The station should meet the same East Link programmatic requirements (i.e. the 1400 stall park and ride, transit facilities, and non-motorized access) provided at the current location. Tasks may include:

1. Review Sound Transit B7 and South Bellevue Station conceptual engineering and DEIS analysis and other relevant information, including environmental data and property maps. City will provide available GIS information for the Consultant to develop a base map. The Consultant will obtain the latest Sound Transit East Link documentation
2. Identify two potential sites for the Station relocation, one each on the east and west sides of the Bellevue Way/I-90 interchange.
3. Develop planning-level concept drawings for each of the locations.
4. Evaluate major issues associated with relocation of the station. Topics should include access (tracks and surface streets), potential size/capacity of park and ride, number of displacements, major environmental issues, any regulatory issues (i.e. 6f or existing federal mitigation requirements) etc.
5. Develop planning-level cost estimates for each of the station concepts, including any costs associated with modifying the B7 alternative.
6. Conduct a general comparison of the two concepts with the B3S alternative.

Deliverables

1. Planning-level concept drawings for each location; drawings shall include a site plan, cross sections, and associated off-site transportation infrastructure improvements.
2. Planning-level cost estimates for each location.

3. A final report summarizing the results of analysis, including discussion of issues and a comparison to B3S as described under "Approach" above, as well as potential mitigation requirements for each location. Impacts to the natural environment will be identified, and mitigation costs will be included in the project cost model. Potential mitigation sites will not be identified as part of this contract.
4. Presentations of analysis to City staff, City Manager, City Council, stakeholders, and/or other groups as requested. Assume up to four presentations may be required.
5. Other meetings as needed and mutually determined by Project Manager and consultant. Assume up to four meetings may be required.

Schedule

Work will be conducted from May – July 2010. A detailed schedule will be determined with consultant.

Budget

The total budget is not to exceed $49,999.

Attachment A-1
Scope of Work

City of Bellevue
B7 and B2M East Link Noise Analysis Peer Review

Context
In December 2008, Sound Transit released a Draft Environmental Impact Statement (DEIS) for the East Link Project. The DEIS included a noise analysis for all alternatives based on data from other light rail systems. Since the release of the DEIS, Sound Transit opened the Central Link line. Noise levels along the line have been higher than anticipated, causing Sound Transit to take a number of steps to further analyze, evaluate, and mitigate noise impacts. The noise analysis in the East Link DEIS was based on similar data as that used for the Central Link analysis. The noise analysis for the Final Environmental Impact Statement (FEIS), will include data available from the operation of Central Link.

The City is interested in confirming that the analysis is based on the best available data, including data available from the operation of Central Link and other comparable systems, and that the methodology conforms to industry standards. The City is also interested in confirming that all reasonable and feasible mitigation approaches have been considered at the appropriate time in the project development process and that the proposed mitigation measures have a high likelihood of success.

Purpose
Conduct a peer review of Sound Transit's analysis of potential noise impacts from the East Link Project for the B7 and B2M alternatives. Evaluate mitigation approaches and make recommendations for mitigation opportunities along these alignments.

Approach
Work as directed to conduct a peer review of Sound Transit's noise analysis for light rail routing alternatives in Bellevue. The work is structured in four primary elements:

1. B7 Peer Review: The DEIS B7 alignment crosses Mercer Slough parallel to I-90 and travels north into downtown Bellevue on the BNSF corridor and 114th Avenue SE. The B7 alignment is the Bellevue City Council's preferred alignment from I-90 to SE 6th Street. In order to address the concerns about the DEIS noise analysis, the City would like to conduct a peer review of the completed analysis of the B7 option presented in the DEIS.
    a. Review Sound Transit's data to confirm use of the best available data, including recent noise data available from Sound Transit's Central Link light rail system and comparable data used from other systems.
    b. Review methodology for developing estimates of potential impacts for consistency with industry standards and best practices.
    c. Review projected noise impacts for accuracy and completeness. Categories of impacts may include light rail, traffic, and construction noise associated with the development

and operation of East Link. Items for review may include data from field tests measuring ambient noise levels, inventory of impacted receptors, and projected noise levels for various light rail alignments.

d. Review and evaluate proposed mitigation measures for site specific noise impacts. Recommend any modifications to the proposed mitigation measures.
e. Confirm and clarify federal noise standards that apply to East Link. Review Sound Transit's assessment of federal standards and impact thresholds that trigger mitigation on the B7 alignment for accuracy and completeness.

Deliverable: Technical Memo summarizing B7 noise analysis peer review process and results, including one review draft.

2. B2M Peer Review and Participation: The B2M alternative travels on Bellevue Way and 112th Avenue SE from I-90 to Main Street. The B2M alternative is the Sound Transit Board's preferred alignment. The B2M consists of an east-side running design along Bellevue Way from I-90 to 112th Avenue SE, formerly referred to as B3S. Along 112th, Sound Transit is currently developing design options and conducting a preliminary environmental assessment. A noise analysis, including taking measurements and developing forecasts for noise impacts in the corridor, will be part of this assessment. In order to ensure confidence in the analysis and to facilitate discussion of mitigation options, the City would like to participate in Sound Transit's development of the noise impact assessment for the new B2M options, including peer review the analysis process, participate in the assessment of avoidance and mitigation opportunities, and serve as a technical resource in the community process.
    a. Review Council and community concerns and questions related to light rail noise analysis, impacts, and mitigation.
    b. Review proposed methodology for developing estimates of potential impacts for consistency with industry standards and best practices. Comment on any recommended modifications to the approach, such as additional or different noise monitoring locations.
    c. Review projected noise impacts for accuracy and completeness. Categories of impacts may include light rail, traffic, and construction noise associated with the development and operation of East Link. Items for review may include data from field tests measuring ambient noise levels, inventory of impacted receptors, and projected noise levels for various light rail alignments.
    d. Review Sound Transit's B2M options for opportunities to avoid or minimize noise impacts (e.g. areas where a change in profile or location could minimize impacts) and allow for mitigation of unanticipated noise impacts (e.g. designs allow for future addition of noise walls).
    e. Review Sound Transit's inventory of mitigation approaches to confirm inclusion of all feasible and reasonable noise mitigation approaches that could be implemented as part of a light rail project, based on anticipated or potential impacts. Using quantitative and qualitative metrics, evaluate the ability of potential measures to mitigate light rail noise

impacts and considerations for the selection of these measures, i.e. cost, visual impacts, ability to construct, maintenance, etc.

f. Review and evaluate proposed mitigation measures for site specific noise impacts. Recommend any modifications to improve the effectiveness of the proposed mitigation measures.

g. Participate in meetings with stakeholders to discuss the analysis process, specific mitigation applications, and generally serve as a technical resource on light rail noise issues.

Deliverables:

1) Participation in Sound Transit's noise analysis process, which may include attending meetings, reviewing and commenting on documents, advising City staff, and providing input to Sound Transit's staff and consultants.
2) Technical memo summarizing B2M noise analysis peer review process and results, including one review draft.

3. Project Management
   a. Meet with Bellevue City Council members to discuss concerns and questions related to the light rail noise analysis. (Up to three meetings.)
   b. Meet with City project staff as needed. (Up to five meetings.)
   c. Meet with Sound Transit staff and consultants as requested. (Up to five meetings.)
   d. Presentations of analysis to City staff, City Manager, City Council, stakeholders, and/or other groups as requested. (Up to three meetings.)

Deliverable:

1) Schedule and timeline for deliverables, to be developed by consultant and city project manager.
2) Meetings and presentations as mutually agreed between consultant and project manager, within constraints of budget limit.

4. Overall Noise Technical Resource for City:
   a. Other items as requested (Project Reserve): Additional services as requested by the City of Bellevue, providing both parties agree to the scope, timing, and fee of additional services in writing.

Schedule

Work is expected to begin May 19, 2010 and anticipated to be complete by September 30, 2010. A detailed schedule will be developed as part of Task 3.

Major milestones include:

Task 1: Draft of technical memo mid-June. Final mid-July.

Task 2: Work will be conducted in accordance with Sound Transit schedule, which has the majority of technical work from mid-May to mid-June.
Task 3: On-going. Project Management Plan within a week of contract finalization.
Task 4: As needed.

Assumptions

1. The City will provide all necessary data and info from Sound Transit for the peer review of the B7 analysis.
2. The City will coordinate with Sound Transit to ensure access to necessary meetings and materials to participate in the development of the B2M analysis.

Budget

The total budget for time and materials is not to exceed $49,900. The consultant and City staff will have flexibility to allocate the budget between tasks, as long as all tasks and deliverables are completed. For planning purposes the budget is allocated as follows (includes expenses):

Task 1: $15,000
Task 2: $25,000
Task 3: $ 5,000
Task 4: $ 4,900

Invoices to be based on time and materials.

Director of Acoustical Department:	$165/hour
Technical Staff	$90-115/hour

Project Managers

City of Bellevue: Maria Koengeter, Senior Planner, Bellevue Transportation Dept., 425-452-4345
Consultant: Julie Wiebusch, President, Greenbusch Group, 206-378-0569

B7 Analysis Observations Table
September 2010

This table summarizes comments from the four recent consultant reports about the sufficiency of the available B7 analysis. This does not include a summary of statements made in presentations to the City Council or Sound Transit Capital Committee. It is intended to provide a high level overview of comments relating to the sufficiency of the B7 analysis and is not intended to be a complete summary of findings related to the B7 alignment.

Report	Comments on the sufficiency of available B7 analysis	Updates to analysis anticipated in SDEIS & FEIS
B7 DEIS Peer Review (David Evans & Assoc.)	Peer review of B7 DEIS analysis noted: • **Transportation Analysis**: Methodology used to analyze impacts consistently applied to all Segment B alignments. Areas where resulting analysis is either more or less conservative: -Station Sizing: Station costs not proportional to ridership forecast because proposing a bigger station at 118th than ridership forecast suggests is needed, resulting in station costs not proportionate to ridership. South Bellevue Station smaller than forecasted demand (applicable to both South Bellevue and 118th Stations). -Overestimates traffic impacts at 118th (because ridership model doesn't predict full utilization of 118th garage) and underestimates impacts at South Bellevue (because more demand than spaces). -Arterial traffic analysis: Methodology does not predict worst case traffic impacts because ignores effect of highway congestion spilling back onto arterials (applicable to both South Bellevue and 118th Stations). -Traffic mitigation outdated for 118th Station because it does not account for I-405 widening and omitted for South Bellevue Station (applicable to both South Bellevue and 118th Stations) . • **Environmental Impacts**: The majority of resource categories analyzed in the DEIS analyzed all alignments equally and provided a fair comparison of B7 with other alignments. Methodologies were generally consistent with professional standards in the various disciplines. Specific resources identified for additional analysis: -Land Use: Include future land use plan maps, in addition to existing land use maps, to highlight change in the future (applicable to all alignments). -Visual and Aesthetic Resources: Include more explanation of assessment methodology (applicable to all alignments) and establish two new viewpoints	Anticipate updates to traffic analysis and traffic mitigation to reflect current intersection design at SE 8th and 118th Ave SE and at South Bellevue Station (existing park and ride). Sound Transit will include updates of conceptual engineering drawings in the SDEIS and FEIS to reflect current information on ROW, property impacts, and wetland data.

	(specific to B7 alignment). -Ecosystem resources: Define footprint to more accurately evaluate temporary and permanent impacts (applicable to all alignments). -Historic and Archeological Resources: Additional field survey locations in Mercer Slough (specific to B7 alignment). -General recommendation: For FEIS, update acquisitions, wetland data, ROW info, and base mapping (applicable to all alignments). • **Conceptual Engineering**: -Level of design is at level of detail expected at the DEIS phase of the project and level of design is similar for B7 and B3 alignments in DEIS. - -DEIS does not accurately represent the typical conditions found within the BNSF corridor. (specific to B7 alignment). -Provides a fair comparison of estimated costs of B7 and B3	
Mercer Slough Functional Assessment (OTAK)	Comments about available B7 analysis: • DEIS lacked data citations and rationale for wetlands assessment (applicable to both B2M and B7). • Misidentified portions of Mercer Slough as a bog and omitted presence of wetland characteristics in Bellefields Office Park (applicable to both B2M and B7). • Does not identify rating system used to devise numeric values of functions, which may skew ratings (applicable to both B2M and B7). • Lacked detail on construction methods and impacts (as compared to the B2M 15% design). • B7 designs considered to be at less than 5% design, making them conceptual only with very little benefit of detailed technical data (as compared to the 15% design of B2M which had wetland delineations and more detailed engineering and cross sections).	DEIS wetland analysis will be updated based on wetland delineations and other updated information sources in the FEIS. FEIS will also respond to comments received during public comment period on DEIS. Design of B7 not currently planned to be advanced beyond updates to the 5% conceptual engineering.
B2M Noise Peer Review (The Greenbusch Group)	Noted B7 noise analysis is outdated because: • I-405 has been widened, bringing vehicles closer to residences and impacting proposed location and profile of B7. • DEIS analysis based on outdated train noise data; should use new Central Link noise data.	Sound Transit is updating the B7 noise analysis for the SDEIS, expected to be released in October 2010.
South Bellevue Station Location Analysis (KPFF)	No observations on the sufficiency of Sound Transit B7 analysis. Utilized Sound Transit designs and analysis as resources in developing new station options. Not part of scope to evaluate Sound Transit analysis.	n/a

1101-ORD
07/14/09

CITY OF BELLEVUE, WASHINGTON

ORDINANCE NO. 5891

AN ORDINANCE 1) amending the 2009-2015 Capital Investment Program (CIP) Plan to create a new CIP project entitled East Link Analysis and Development Project(CIP Plan No. PW-R-159) with a project budget of $1,070,000; 2) transferring budget totaling $1,010,000 from four existing CIP projects and a fund recommended by the City Manager to fund PW-R-159, East Link Analysis and Development Project; and 3) amending the 2009-2010 General CIP Fund to increase the appropriation by $60,000 representing funds contributed by the Transportation operating budget.

THE CITY COUNCIL OF THE CITY OF BELLEVUE, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The City's 2009-2015 Capital Investment Program (CIP) Plan adopted by Ordinance No. 5851 on December 1, 2008 as previously amended is hereby further amended to create a new CIP project entitled East Link Analysis and Development Project (CIP Plan No. PW-R-159) with a project budget of $1,070,000.

Section 2. The City's 2009-2015 CIP Plan adopted by Ordinance No. 5851 on December 1, 2008 as previously amended is hereby further amended to transfer budget totaling $1,010,000 from four existing CIP projects and a fund recommended by the City Manager to fund PW-R-159, East Link Analysis and Development Project.

CIP Plan No.	Transfer Amount
PW-R-44, Transportation Planning Studies	$150,000
PW-R-130, High Capacity Transit Study	40,000
PW-R-147, Early Implementation of Downtown Plan	320,000
PW-R-153, Early Implementation of the Bel-Red Corridor Plan	200,000
To be recommended by the City Manager	**$ 300,000**
Total	1,010,000

Section 3. The 2009-2010 General CIP Fund appropriation adopted by Ordinance No. 5851 on December 1, 2008 as previously amended is hereby further amended to increase the appropriation to said CIP fund by $60,000 representing funds contributed by the Transportation operating budget.

Section 4. This ordinance shall take effect and be in force five (5) days after passage and legal publication.

1101-ORD
07/14/09

Passed by the City Council this 20th day of July, 2009 and signed in authentication of its passage this 20th day of July, 2009.

(SEAL)

Grant S. Degginger, Mayor

Approved as to form:

Lori M. Riordan, City Attorney

Jerome Y. Roache, Assistant City Attorney

Attest:

Myrna L. Basich, City Clerk

Published July 23, 2009

East Link Analysis and Development PW-R-159
Funds Obligated 09/10/2010

Task	Purpose	Scope	Consultant/ Vendor	Obligated Amount
LID feasibility for Downtown tunnel	Specialty consultant to conduct first phase estimate of LID potential in Downtown for contribution to east link.	* Phase I: Feasibility analysis - evaluate potential benefit area, rate schedule, and potential revenue generation. * Phase II (unfunded): detailed parcel assessments, other implementation planning.	Macaulay & Associates	$ 49,500
Analysis of Potential Parking Tax	Specialty consultant to prepare first phase estimate of revenue for downtown parking tax.	* Phase I: Feasibility analysis - evaluate potential revenue generation from a parking tax. Evaluation will consider benefit area, rates, and revenue potential and policy implications. * Phase II: detailed implementation plan (this phase is unfunded).	Berk & Associates	$ 20,000
Legal Advice and Representation of City of Bellevue	Assist City of Bellevue Legal Department on East Link issues	General and specialized legal advising regarding East Link issues, negotiations, agreements, etc.	Hills Clark Martin and Peterson	$ 100,000
Civic/Convention District Master Planning	Develop master plan for City Hall, King Co site and Lincoln Center site		Mulvanny G2 Architects	$ 49,000
Civic/Convention District Master Planning - construction impacts	City Hall parking garage analysis	Analysis of issues of parking garage reconstruction to accommodate LRT alignments on/under 110th Ave NE & NE 6th St.	Magnusson Klemencic	$ 49,000
Civic/Convention District Master Planning	City Hall parking garage analysis		GLY Construction	$ 15,000
Downtown At-grade Traffic Analysis	City evaluation of C4A alternative, including additional modeling of various assumptions and alternatives	Consultant advising on traffic simulation software (VISSIM) - Consultant to advise and assist City	Parsons Brinckerhoff	$ 119,000
VISSIM	Software for Downtown Traffic analysis	Hardware and software acquisition & training.	PTV America Inc.	$ 62,743
Review of ST tunnel analyses	Independent review of Sound Transit tunnel evaluations	* Review DEIS and 5/14/09 ST Board motion questions regarding C2T. * Review C2T and C3T conceptual engineering. * Identify any outstanding issues, construction risks, potential value analysis strategies. * Review and comment on ST staff supplemental C2T analysis.	Aadland Evans Constructors Inc.	$ 45,000
Review of ST tunnel analyses	Tunnel geotechnical analysis		Hart Crowser	$ 40,000

South Bellevue Park and Ride traffic analysis and Bellevue Way widening	City identified traffic mitigation. Conceptual engineering for street widening.	* Review design and traffic mitigation concepts. Conceptual engineering for southbound Bellevue Way widening (add HOV lane from "Y" to I-90). * Identify potential design variations and/or mitigation strategies.	HNTB Corporation	$	49,937
Visual Analysis	Visual analysis and simulation for Segments B & C	Diagrams/visual analysis of East Link route.	Renata Homolya	$	2,400
Peer review	Independent review of ST data and analysis on B7 to evaluate accuracy and completeness	Peer review of ST's environmental analysis and conceptual engineering to evaluate sufficiency of analysis & identify areas for additional study and refinement	David Evans & Associates	$	49,999
Environmental assessment - Mercer Slough	Analysis and coordinated development of mitigation with ST		OTAK	$	49,350
South Bellevue Station Alternative Location Analysis	Analysis of impacts of potential (re) location of S.Bellevue station/P & R	Analyze feasibility of a station along B7 alignment in the vicinity of Bellevue Way SE	KPFF	$	49,999
Acoustical Peer review - Noise Analysis	Analysis of B2M noise study	Analyze noise study and resulting conclusions presented in Concept Design report for B2M Alternative	The Greenbusch Group	$	49,900
			Total Obligated Funds to date	$	**800,828**
			Project Budget	$	1,070,000
			Uncommitted funds	$	**269,172**

SCOPE OF WORK
REFINEMENT OF SOUND TRANSIT'S EAST LINK SEGMENT B-7 and C9T ALIGNMENTS

DEVELOP THE BASE ALIGNMENT, PREPARE COST ESTIMATES, ESTIMATE RIDERSHIP AND PREPARE OUTREACH MATERIALS

1) Meet with City staff, WSDOT, and Sound Transit (ST) team to:
   a) Discuss the "Base Alignment" and obtain feedback about the feasibility thereof. Obtain current base maps, traffic data, and relevant unpublished study products including supporting cost estimate detail for A1, B2M, B7 and C9T and D2A; and
   b) to establish specifics required for providing ridership forecast model run(s) and procedures for interpretation of results.
2) Layout the Base Alignment on plan and profile sheets with cross-sections at typical locations. Plan detail shall be similar to the plans shown in Appendix G to the DEIS. The elements of the Base Alignment are as follows:
   a) From the Segment A boundary, to follow the DEIS B7 route across Mercer Slough Nature Park, as shown on DEIS Drawings B7-KP01 and B7-KP02, but with the following modifications:
      i. Modify the track alignment to enable connection to the KPFF Alternative A-2, as described in the South Bellevue Station Alternative Location Analysis dated July 2010.
      ii. Provide depiction/analysis of the A-2 Station and Park & Ride in lieu of the Greenbaum (118th Street) Station. Include depiction of its traffic access plan. Recommend modifications to the A-2 Station to minimize traffic, visual and noise impacts to the surrounding single family neighborhood.
      iii. Evaluate whether a suspension bridge or other engineering/construction techniques could be used to eliminate/minimize environmental impacts to the Mercer Slough wetland and concerns identified with placing columns in the peat in the Slough. The goal should be (as much as possible) avoiding "Permanent Direct Impacts" as defined in the Otak memorandum to the City of Bellevue dated August 23, 2010. Permanent Direct Impacts last longer than 1 year, so construction opportunities that avoid more than one year of impact to the Slough should be evaluated. Column placement should be in the most appropriate/cost effective areas given the environmental and geotechnical considerations. Consider whether the construction trestle called out in the DEIS can be avoided, built narrower than 100 feet in width and/or utilized for less than 1 year to reduce permanent wetland impacts. Indicate height of track alignment so a determination can be made as to whether trees beneath the structure can grow to full mature height. Determine whether construction limits across the Slough can be narrower than 100 feet in width as proposed in the DEIS. Specifically discuss the issue of whether it is feasible to construct elevated trackway through the wetland and in the peat (if necessary) to address the issues raised in the David Evans & Associates, Inc. report to City of Bellevue dated July 2010 (the "DEA Report").
   b) Follow the B7 alignment shown on DEIS Drawings B7-KP03, KP04 and KP05, but with the following modifications:
      i. Upon connection to the existing BNSF roadbed as shown on KP03, utilize the existing roadbed (versus the approximately 15 foot westerly location shown on KP03). Design the least expensive route for the light rail train only, excluding potential trails and other non-light rail elements described in the DEIS. A specific goal should be to reduce the need for regrading and extensive retaining structures identified in the DEA Report. Also confirm whether existing ties and ballasts are contaminated based on WSDOT experience with ballast removal in the vicinity of the I-405 crossing. Reestimate or eliminate the

$2.8M HazMat allowance in B7 captial cost estimate. Evaluate extent to which the fiber optic line in BNSF corridor would need to be relocated.

ii. The alignment centerline would enter the WSDOT R/W at the south end of the Brookshire Condominiums (see B7-KP04) with track running in retained cut/fill mode along the freeway transitioning to aerial structure across the steep terrain location south of Stor-House Self Storage Units including the south end of that property and thence on retained fill on WSDOT R/W for a short distance, and then back to aerial structure across the 118th Ave SE designated wetland, WSDOT storage ponds, SE 8th Street, the Wilburton Park and Ride lot and on to SE 6th Street. Avoid the taking of private property shown on KP05 by modifying the track alignment to run as close to 405 as possible without causes impacts to the I-405 Master Plan. Avoid impacts to the fish ladder in this area, and clearly state that such impacts are avoided. Also state that eliminating the Greenbaum P&R eliminates the need for a stormwater pond at that location as this was called out as an indirect permanent impact in the Otak report.

c) Evaluate the functionality of a Wilburton Park and Ride station on the north side of SE 8th St. Consider costs and ridership vis-a-vis an East Main station and whether parking expansion would be effective. Station would be excluded from further analysis if costs ridership and travel time trade offs are shown to be less productive..

d) North of SE 6th Street, the track would continue aerially on the west side of 114th Ave SE turning westerly across the Azteca restaurant property onto the north side of NE 2nd Street transitioning to tunnel prior to curving into the 110th Street route per the C9T alignment.

e) Evaluate as an alternative an alignment touching down at-grade just north of where Sturtevant Creek crosses 114th, but far enough south to enable an at-grade station at the Red Lion Site, then have the alignment run under Main Street to 2nd. With this alternative, impacts to the Sheraton should be minimized by running the alignment on the eastern edge of the property. The tunnel portal should be located on the Sheraton site, however. Plans should identify and not interfere with the City plans for 2nd Street widening and the WSDOT Plans for the 2nd Street interchange.

f) Evaluate the potential to increase ridership at East Main if a park & ride is added at that location. Also evaluate whether the East Main Station can be built without a full taking of the Red Lion site to reduce ROW costs.

g) Evaluate whether it is more cost effective to relocate the C9T Transit Center Station from the current location at 110th Ave SE & 4th to NE 6th Street (in the approximate location of the C9A station). Consider whether the depth of the tunnel can be raised to reduce tunnel costs.

3) For the Base Alignment prepare estimates of system ridership and station boardings at the Wilburton, East Main, I-90 and Transit Center stations and estimate appropriate size for the proposed garage at Wilburton and East Main. Consider whether South Bellevue P&R will provide additional ridership due to proximity to the A2 Station and likely demand greater than stalls provided by A2.

4) Review the WSDOT Master Plan opportunities for the corridor as well as the synergies associated with the linear park plan and street improvements for NE 2nd Street corridor. Discuss construction timing issues and possible policy positions to be taken with ST.

5) Advise the Council as to the best of the above alternatives given costs and ridership and select a preferred alignment after review with City Council.

6) Present Preferred Alignment on aerial base maps at 1"= 400 ft +/- for lay audience presentation purposes.

7) Discuss freight rail usage of the Base Alignment with GNP Rly LLC to ensure that the design concept accommodates the common carrier requirement for this corridor.

8) Estimate capital cost for all variants of the Base Alignment using ST cost model format, including construction, A&E and right of way costs. If not available from ST, update capital, A&E and right of way costs as necessary for their B2M plus C9T using ST cost model
9) Compute annualized cost and ridership for presentation of cost effectiveness for the Preferred Alignment.
10) Provide brief memorandum report describing Preferred Alignment features, net cost and net ridership differential vis-à-vis DEIS B-7 + C9T and B2M + C9T. Discuss likely opportunities to mitigate noise impacts to adjacent private property.
11) Review findings with City Council and others as directed by the Council.
12) Prepare elevation drawings showing the visual differences between the B2M alignment and the Base Alignment at the location of the A2 Station. Perspective should be looking northwesterly from I-90.
13) Estimate the time in minutes through Segments B and C for the various Base Alignment Alternatives.
14) Adjust scope and budget for Phase 2 and 3 as necessary based on input from above.
15) Provide project management, admin, co-ordination.

CRITIQUE OF B2M CRITICAL ENVIRONMENTAL IMPACTS

1) Obtain traffic counts and forecast data from City and ST for Bellevue Way SE from 112th Ave SE intersection to I-90.
2) Conduct micro-simulation analyses of B2M/C9T corridor traffic impacts along Bellevue Way from 112th Ave SE intersection to I-90, particularly analyzing the "queue spillback impacts" identified on page 2 of the DEA Report.
3) Propose mitigation requirements and estimate capital costs thereof, particularly with respect to the traffic impacts caused by expansion of South Bellevue P&R.
4) Review impacts to bus service during construction of South Bellevue P&R light rail station given that ST 550 and other routes will have reduced or no parking at the lot and yet still need to provide service to commuters (See DEIS Section 3.4 and Appendix H., Section 4.4).
5) Consider whether 60-100 foot wide construction staging areas as identified in DEIS Section 2.4.2 are feasible without impacting private property or City property.
6) Review and discuss adequacy of B2M alignment's avoidance or mitigation of impacts on the F.W. Winters' House, Mercer Slough Park and Surrey Downs Park and whether the City of Bellevue Preferred Alternative provides a "feasible and prudent avoidance alternative to the use of" such areas, per NEPA Section 4(f).
7) Contrast to estimates contained in DEIS or more recent documents if applicable.
8) Conduct noise impact study review and indicate revisions, as necessary, of noise impact findings for receptors along the path of the B2M and C11A, specifically including an analysis of whether the noise impacts violate the City of Bellevue's noise ordinance. Sample the noise levels along Central Link line around tight curves, station areas (clanging bells, etc.) and rail buckles (clacking noise) and reproduce the sounds at similar areas along B2M and C11A routes during late night and/or early morning hours.
9) Submit traffic and noise findings in memorandum report format to City.
10) Provide project management, admin, co-ordination.

bond rating, of a revenue source for repayment. There are limited options for this type of revenue source, including the CIP Plan, impact fees, and LID fees.

Councilmember Balducci said it would be helpful when talking about the Mobility and Infrastructure Initiative to look at a specific scenario, and to analyze the financial costs and benefit of an infrastructure project.

Responding to Councilmember Robertson, Ms. Hawn said that Budget Office staff conduct cost-benefit analyses if requested by the Council.

At 7:44 p.m., Mayor Davidson declared a five-minute break.

The meeting resumed at 7:52 p.m.

(e) East Link Update – Continued Discussion regarding Bellevue-led Technical Analysis

City Manager Steve Sarkozy noted that this agenda item follows up on last week's discussion about the Sound Transit East Link light rail project. Staff and the Council have been discussing how best to obtain more information, at the City's expense, to help in the decision process related to the light rail project.

Transportation Director Goran Sparrman reviewed an outline of the presentation. He noted the Council's interest in an inventory of the issues raised over the past several months, and the identification of questions and requests for information to which staff has not responded or provided information. He distributed a draft list of the questions and requests from previous discussions for Council review.

Mr. Sparrman reported that Sound Transit continues to work toward the completion of 30 percent preliminary engineering design by early 2011. Sound Transit has decided to "freeze" its design assumptions at this time to enable preliminary engineering to continue in order to meet the critical path schedule. The segment in South Bellevue between I-90 and the Y at 112th Avenue SE has been locked at 15 percent engineering. Sound Transit will freeze by late July at 15 percent design for the segment between the Y and NE 12th Street in Downtown Bellevue. Sound Transit will suspend design on the Bel-Red area by the end of June, which includes work on the Spring District retained cut, 130th Park and Ride/Station design issues, and grade separation issues at Northup Way.

Responding to Councilmember Wallace, Mr. Sparrman said the purpose of the "freeze" is to commit to a set of assumptions in order to complete design for certain options at a higher level of specificity. Repeatedly going back and redesigning projects becomes expensive and can lead to the loss of control over the budget.

In further response to Mr. Wallace, Mr. Sparrman stated that in terms of the environmental process, all options remain on the table until publication of the final environmental impact

statement (FEIS) in 2011. There is a parallel preliminary engineering process focused on achieving 30 percent design for the Sound Transit Board's preliminary preferred alignment.

As an example, Councilmember Balducci noted that Sound Transit is moving forward with 30 percent design for the B2M alternative. This might not ultimately be the Board's final alternative. However, the more that is invested in a decision, the harder it is to abandon that option. Ms. Balducci noted that this is why it is important to get as much input as possible, which is the goal of having the City conduct its own independent analyses.

Mr. Sparrman confirmed that this is the logic behind staff's process. Using the B2M alternative as an example, initially there were more than 30 possible alignments which had to be narrowed to one specific alignment for the purposes of moving forward with engineering work. This process will continue through late July.

Continuing with the presentation, Mr. Sparrman reviewed the near-term issues to be addressed through the City's proposed independent contract work, including the analysis of B7 modifications, evaluation of B2M alternatives, and opportunities for cost savings. Near-term Sound Transit issues include the B2M options and preferences; segment C preliminary engineering support and review, Hospital District Station options and preferences, the Spring District retained cut, 130th Avenue Station area planning, and NE 15th/16th Street conceptual design including light rail compatibility. Immediate next steps focus on the B2M alignment, the Hospital District station, and the City-initiated work regarding Segment B and ongoing project development.

Responding to Councilmember Degginger, Mr. Sparrman said the stakeholders related to the Hospital District Station are three hospitals, businesses located along and near NE 8th Street, and businesses and residents in the Wilburton area. Mr. Degginger would like to see a set of options developed in order for the Council to participate with Sound Transit in this decision process. Mr. Sparrman clarified that any decision representing the City's position will need to come from the City Council. Mr. Degginger wants options to be vetted with community stakeholders.

Responding to Councilmember Robertson, Mr. Sparrman confirmed that the Council will be involved in discussing and formulating its recommendation before scheduled dates for Sound Transit Board decisions.

Responding to Deputy Mayor Lee, Mr. Sarkozy said staff is preparing a public involvement strategy and timeline, which will be distributed to the Council in the near future.

Mr. Lee wants to know the message to be communicated to the public. He does not want there to be the misconception that the City is advocating for B2M, for example.

Mr. Sparrman assured Mr. Lee that staff communicates Council's preference for the B7 whenever possible.

Councilmember Balducci asked that staff provide the Council with information about the process for evaluating the Hospital District Station. Mr. Sparrman said that will be addressed shortly.

Councilmember Wallace said it would be helpful to see visual sketches or simulations of light rail stations.

Mr. Sparrman reviewed the near-term East Link schedule.

Councilmember Balducci expressed concern about the short timeline for evaluating Hospital District station alternatives.

Bernard van de Kamp, Regional Projects Manager, said June 24 was the original deadline for the Sound Transit Board's decision regarding the B2M and the Hospital District station. The deadline for a decision on the B2M has been delayed to late July. However, staff is unclear as to how this affects the Board's decision on the Hospital District Station. City staff is working on this issue with Sound Transit staff.

Responding to Councilmember Degginger, Mr. Sparrman said staff's intent is to conduct a stakeholder involvement process regarding the Hospital District Station, develop options, and return to the Council for its recommendations, before the June 24 Sound Transit Board decision.

Mayor Davidson expressed concern that if the City is going to work in partnership with Sound Transit on these issues, it needs the appropriate time to do so. He would like to have this message delivered to the Sound Transit Board, and to ask for more time to address at least the issues for which the City and Sound Transit are working in partnership.

Councilmember Degginger questioned whether, considering the engineering and land use implications, it will be possible to assess different options for the Hospital District Station within the next 30 days.

Councilmember Balducci said staff has been asking Sound Transit for more time, and she will pass that message along to the Board again. She noted Sound Transit's timeline to complete the East Link project by 2020, as promised to voters. Providing a tunnel through Downtown Bellevue adds one year to this schedule, and more time than was anticipated has been used for further analysis of the C9T alternative and the identification of more alternatives. Ms. Balducci noted that this first phase has taken longer than originally planned by Sound Transit.

Mr. Sparrman reviewed four proposals for consultant services contracts to complete work within the next two to three months: 1) Peer review of Sound Transit B7 analysis, 2) Study of possible modifications to the B7 alternative, including an analysis to identify a way to connect to the South Bellevue Park & Ride, 3) Environmental analysis of Mercer Slough functions and values, and, 4) Noise impact assessment. Each contract would be less than $50,000.

Responding to Councilmember Degginger, Mr. Sparrman said the purpose of the noise analysis peer review is for the consultant to conduct an independent evaluation of Sound Transit's noise

analysis in the draft environmental impact statement (DEIS). The consultant will also look at the package of remediation measures identified by Sound Transit in response to the issues experienced with the Central Link project. Staff wants to then apply that analysis to the B7 alternative and to ask the consultant to draw conclusions about the adequacy of Sound Transit's sound analysis. The City would also like to be able to have the same level of consultant peer review of the B2M noise analysis once it is completed by Sound Transit.

Responding to Councilmember Degginger, Mr. Sparrman said the noise analysis peer review is expected to enable staff to pinpoint key issues and to develop a revised scope of work for more in-depth analysis. In further response, Mr. Sparrman said an analysis of constructability is a subset of the engineering design work. However, the current level of design, as reflected in the draft EIS, is not adequate to evaluate the constructability issues.

Councilmember Degginger said it is important to clearly define the scope of work, and Mr. Sparrman agreed.

Councilmember Robertson commented that the meeting packet did not provide adequate information to fully prepare for tonight's discussion, which affects citizens who are interested in this agenda item as well.

Councilmember Robertson noted the need to look at constructability issues and traffic impacts for the B7 alternative, as compared to the B3 and B2M options. She would like the scope of work for the B7 analysis to include preparing more accurate cost estimates. She would like to see information about the mitigation costs for all three routes. With regard to the noise analysis, Ms. Robertson would like information about the optimal profile, topography, and mitigation strategy.

Mr. Sparrman agreed with the importance of refining cost estimates, and noted that the City has a cost estimating firm available to conduct additional work in this area if needed.

Councilmember Robertson said she would like information on the usage patterns of the South Bellevue Park and Ride lot. When she walked the proposed Segment B routes, she met a Councilmember from Beaux Arts who told her that the lot serves a significant number of carpools and vanpools, who will not be using light rail. A number of other drivers use the lot and then take the bus into Downtown Bellevue, as a way to avoid paying for parking. Mr. Sparrman commented that one of the goals of local park and ride lots is to serve people coming into Downtown Bellevue.

Councilmember Wallace echoed the concerns of other Councilmembers about not receiving printed materials in advance of tonight's meeting. With regard to the Hospital Station, he observed that the desired location might change if the Downtown Transit Center Station location changes. For example, if the Transit Center station was moved to at-grade to save money, it might make more sense to shift the Hospital Station to the north.

Councilmember Wallace questioned whether there is a point at which the City is going to update its comments on the initial preferred alternatives in the DEIS, in order to address the four new

Segment C alternatives and the one new Segment B alternative. Mr. van de Kamp said it has not yet been determined how the new alternatives will be handled in terms of the environmental review process, but staff is working on this with Sound Transit.

Councilmember Wallace expressed concern that the comment letter will not be updated. Mr. van de Kamp said City staff will conduct a technical review and provide comments on any of the new alternatives when the opportunity is provided by Sound Transit.

Councilmember Wallace suggested that the noise analysis should focus on where the light rail line is likely to violate the City's noise ordinance and any other applicable laws. He would like to see realistic simulations of the worst case scenario in terms of noise impacts, as compared to a mitigated scenario. In addition, he would like to review the City's noise ordinance to determine whether it is adequate to protect the community from light rail noise impacts.

Continuing, Mr. Wallace said he is concerned about the suggestion to look at Sound Transit's B7 route and whether it can connect to the South Bellevue Park and Ride lot. He feels that the goal should be to find a solution that will connect the two elements and that will provide the greatest public benefits with the least impacts.

Responding to Mr. Wallace, Mr. Sparrman confirmed that the City has a marine biologist on staff, but her workload is committed to other projects.

Councilmember Wallace expressed concern that the staff biologist cannot assist in an analysis associated with the City's most important decision as well as one of the City's and region's most important environmental assets, which is the Mercer Slough.

Mr. Sarkozy noted that the intent is to achieve an independent analysis by someone with direct credibility on a very specialized topic. Mayor Davidson added that the City is trying to not only meet its goals regarding an independent analysis, but to do it in a way that will carry credibility with Sound Transit.

Councilmember Wallace acknowledged the response, but suggested that the staff person could be helpful in informing the development of the consultant's scope of work. Mayor Davidson agreed that this could be done.

Councilmember Wallace commented that visual simulations are critical and commonly used by today's developers. He urged Sound Transit to provide this type of graphic information.

Mr. Sarkozy said some representations have been completed for sections of Segment B and Segment C.

Mayor Davidson recalled that the simulations he saw did not include the B7 alternative.

Mr. Sparrman explained that some "sketch-up" computer-generated visualizations were provided in the original DEIS, and again for some of the additional analysis of downtown alternatives. Some photo-realistic simulations of parts of Segment B have been done as well.

Councilmember Wallace observed that some of the drawings he saw include trees along the line at 112th and Main Street. However, he questioned what the project will actually look like with the trees removed to complete construction.

Mr. Sparrman said there is a great deal of additional work to be completed for Segment B, and staff agrees that this will be a valuable part of the decision making process.

Councilmember Balducci said she is eager to move forward with the independent consultant work. She observed that perhaps the four studies could be combined into three, given the overlap of the issues. She sees the value of the studies as helping the City get to a place in which everyone can agree that the B7 has been adequately studied in order to make the best decisions. Ms. Balducci feels the B7 alignment should be studied in a way that will enable an apples-to-apples comparison with the other alternatives.

Ms. Balducci suggested that the Council be involved in selecting the consultants and in outlining the scope of work with the consultants. Responding to Ms. Balducci, Ms. Sparrman said a formal request for proposal (RFP) process is not required because the contracts are limited to $50,000. Staff is planning to utilize consultants on the City's public works roster. Ms. Balducci suggested it might be helpful to have a fresh set of eyes on the projects. Mr. Sparrman said staff has screened out the firms that have been involved in the project up to this point. Ms. Balducci said she wants to avoid any consultants who have worked on any aspect of the light rail project, whether with Sound Transit or for another entity.

Councilmember Balducci said she would like to know what Sound Transit's process will be with regard to its review of alternatives that were identified after the preparation of the DEIS, and how the City will be involved in submitting technical comments and questions.

Mr. Sparrman explained that alternatives identified pursuant to the DEIS are typically covered as products of the DEIS analysis. However, Sound Transit could choose to complete a supplemental environmental review to address the new alternatives.

Councilmember Balducci expressed concern that any visualizations be based on adequate information, and that they not present an overly appealing or negative portrayal of the project.

Councilmember Chelminiak suggested asking the Washington State Department of Ecology (DOE) to perform an independent analysis and wetland assessment of the Mercer Slough. Mr. van de Kamp confirmed that that option has not been considered. Responding to Mr. Chelminiak, Mr. van de Kamp said one objective of the analysis is to gain an understanding of the sensitivities and values of specific areas within the slough and wetlands. Mr. Chelminiak said it would have been helpful to have City staff who are preparing the scope of work at tonight's meeting.

Mayor Davidson speculated that the DOE would not do the analysis for the City. Responding to Councilmember Chelminiak, Dr. Davidson said the wetlands under the park and ride lot do not exist because that site has been developed. Mr. Chelminiak wondered whether the State could answer whether or not environmental regulations are applicable to specific portions of the slough. Mayor Davidson said the independent review will address these issues.

With regard to the B7 alignment analysis, Councilmember Chelminiak suggested including a review of seismic issues and the effects of hazardous materials sites.

Councilmember Chelminiak questioned potential impacts to residents west of the Mercer Slough if the South Bellevue Park and Ride facility is connected to the B7 alignment. Mr. Sparrman said this could entail a number of private property acquisitions. The proposed independent analysis will identify these impacts.

Councilmember Chelminiak asked when residents west of the Park and Ride will be notified about the current B7 study, and the impacts of this alternative and its potential modifications.

Councilmember Wallace suggested that they be notified when an alternative becomes viable.

Noting no response to his question, Councilmember Chelminiak moved on to echo the concerns of other Councilmembers about the lack of information provided to the Council in advance of meetings. Mr. Chelminiak feels it is the Mayor's job to ensure that the Council receives information in a timely manner. He expressed concern that the Deputy Mayor is no longer included in the weekly Mayor's meetings.

Mayor Davidson reviewed that, in late April, the City made a presentation to Sound Transit. Sound Transit indicated that it would not conduct any further analysis of the B7 or B7 Modified alternatives. Since that time, Dr. Davidson has been working with the City Manager to establish a process for moving forward with independent studies.

Responding to Councilmember Degginger, Mr. Sparrman said staff will provide additional details and explanation about the scope of work for the proposed environmental analysis of the Mercer Slough.

Responding to Councilmember Robertson, Mr. van de Kamp said the scope of work would provide additional information about the functions and values of the slough. It is not a scope of work that will identify and compare specific impacts for the B7 or other Segment B alignments. It will provide additional information related to environmental functions and values, which could be used for this project or future projects involving the slough.

Councilmember Robertson stated her understanding that the purpose of the environmental review would be to compare the impacts associated with specific alignments, in order to help the Council to make a decision.

Mr. van de Kamp recalled that some of the criticism of the DEIS has been that it treats the Mercer Slough uniformly, as if it all reflects the same environmental values and functions. The DEIS therefore bases its impact analysis on everything being equal with regard to the slough. His understanding from staff who helped to draft the scope of work is that the study will provide a better sense of whether certain areas within the slough reflect higher or lower values and functions.

Councilmember Robertson wants to ensure that information gained through the study will be meaningful and helpful in terms of answering questions.

Mr. Sparrman said the scope of work does look broadly at the two general alignments. However, the Council might wish to request additional analysis to better compare the options.

Councilmember Wallace would like the analysis to determine the relative impacts of an elevated structure across the slough versus an at-grade configuration along Bellevue Way and 112th Avenue SE.

Deputy Mayor Lee acknowledged that every Councilmember is working for the good of the community. He expressed concerns about the compressed project timeline, which he feels is adding stress to the Council's discussions.

Mr. Sarkozy requested Council direction to move forward with the consultant process.

Councilmember Chelminiak expressed support for moving ahead, noting that not much money is available and it must be used wisely.

Mr. Sarkozy confirmed that the four contracts total a maximum of $200,000.

Mr. Sparrman briefly reviewed the budget and fund balance for CIP Project No. PW-R-159.

Councilmember Degginger said he would like to proceed with the work, and he would like to see the revised scope of work before voting on the final contracts.

Councilmember Wallace requested an additional $25,000 for preparing visual simulations.

Mayor Davidson suggested that staff explore the issue and report back to the Council.

Councilmember Wallace agreed that it makes sense to take a week to determine what additional information the Council might want. He would like to have sufficient money in the budget to be able to see exactly what the City is dealing with in a fair way, and to be able to communicate that out to the region and Bellevue's constituents. Mr. Sarkozy said staff will proceed with that direction.

Deputy Mayor Lee supports the expenditures to gain more information on this important project.

Mayor Davidson said he initially voted against funding independent studies, because he felt that Sound Transit should be conducting additional analysis. However, he supports moving forward at this time.

At 9:56 p.m., Mayor Davidson declared the meeting adjourned.

Myrna L. Basich, MMC
City Clerk

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