

CITY COUNCIL STUDY SESSION ITEM

SUBJECT:

East Link: Review and discuss draft B7-Revised scope of work as an approach to advance analysis of a modified East Link B7 alignment.

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FISCAL IMPACT:

In July 2009, Council adopted Ordinance No. 5891, which created 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.

As requested by the City Council on September 13, staff drafted a scope of work to advance the East Link B7 alignment, with modifications ("B7-Revised"). The scope of work (Attachment 2) is divided into three phases to allow for work to be done sequentially, manage budget, and allow for Council direction before proceeding with each phase. The budget for each phase, as currently outlined, is as follows:

Phase 1, 5% Conceptual Engineering and Concept Design Report:	\$670,000
Phase 2, DEIS-equivalent Environmental Analysis:	\$450,000
Phase 3, 15% Preliminary Engineering:	\$2.5 million

Additional resources would need to be identified to proceed with the scope of work as proposed. If Council wishes to lower the cost of the study, components of Phase 1 could be undertaken with the budget currently available in CIP Plan PW-R-159; however, this would not result in the type of "apples to apples" comparison that Council discussed on September 13.

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 13 Study Session, the Council discussed the need for additional analysis of the East Link B7 alignment and design variations to improve performance, reduce impacts, and reduce costs. The Council directed staff to return with a scope of work to allow an “apples-to-apples” comparison of the B7 alignment with modifications (“B7-Revised”). A phased approach to the scope is summarized in Attachment 1, and provided in its entirety in Attachment 2.

DIRECTION NEEDED FROM COUNCIL:

- Action
- Discussion
- Information

Staff seek Council direction whether to proceed with additional analysis of the B7-Revised alignment.

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. A history of City of Bellevue Interest Statements and other positions expressed for light rail from 1999-2010 is available for reference in the Council office.

The East Link environmental review began in Summer 2006 with public scoping meetings and discussions among local jurisdictions. The meetings helped to identify major issues and concerns in the community and potential alignment and station options. The City Council had several discussions before communicating scoping comments to the Sound Transit Board in September 2006. Subsequently, Sound Transit initiated the environmental analysis, in partnership with two co-lead agencies, the U.S. Department of Transportation Federal Transit Administration (FTA) and the Washington State Department of Transportation (WSDOT). Cooperating agencies include the Federal Highway Administration; the Cities of Seattle, Mercer Island, Bellevue, and Redmond; King County; U.S. Army Corps of Engineers; and the U.S. Coast Guard. Cooperating agencies provide information and review findings to improve completeness and accuracy.

In December 2008, Sound Transit released the 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>.

In April 2009, Sound Transit adopted a preferred alternative to advance into preliminary engineering. In Segment B, South Bellevue, the preferred alignment, B3S, an east-side Bellevue Way/112th Bypass option, was advanced at the request of the City Council. In downtown, C4A, an at-grade 110th/108th couplet was advanced, as well as additional work on the Council's preferred option, C2T, the 106th Avenue Tunnel. In Bel-Red, D2A, parallel the NE 15th/16th corridor, also the Council's preferred, was selected.

As environmental and preliminary engineering advanced, Sound Transit and the City collaborated to develop additional design options to address each party's interests. The Downtown Concept Design Report, released in February 2010, evaluated four new options in Segment C, including a shorter, more affordable tunnel, two shorter at-grade options, and an additional elevated option, all crossing I-405 at NE 6th. In April 2010, after consideration of public and City Council input, the Sound Transit Board revised its preferred alternative downtown to 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. As part of this action, the Board also updated its preferred South Bellevue alignment to the B2M option as a means of achieving \$75-100 million in cost savings over the B3S alternative. In July, after environmental analysis and public engagement, the Board further refined this preferred alternative to specify west side running options to connect to C9T and C11A (Attachment 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 late October or early November, 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

Council has consistently recognized the need for City-led analysis to support their preferences and advance policy objectives related to the East Link Project. In July 2009, 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. At 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.

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 proceeded with four contracts to address the need for additional information within the resources available in CIP PW-R-159 and timeframe identified by Council. 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>.

Potential Additional City Analysis

Recent Council discussions have continued to focus on the sufficiency of the analysis in Segment B. On September 13, Council directed staff to prepare a scope of work to allow an “apples-to-apples” comparison of the B7 alignment with modifications (“B7-Revised”). This scope is provided as Attachment 2. The scope is divided into three sequential phases to provide Council check-ins before proceeding with each phase. A diagram summarizing the phases is also provided as Attachment 1. At the October 4 meeting, staff will present a summary of the draft scope of work and seek direction from Council on whether to proceed with additional analysis of the B7-Revised alignment.

If directed to proceed, staff will initiate the Request for Proposal (RFP) process consistent with the City’s Contracting Policies and state law. The consultant selection process, per RCW, is focused on identifying the most highly qualified firm to perform the services based on selection criteria established by the agency. After public notice of the RFP, staff will rank the submittals based on the selection criteria that will be published in the RFP. The selection criteria will include items such as: firm’s experience on similar type projects; qualifications, experience and track record of key personnel; the team’s method and approach to known and potential critical issues, risks, and challenges for this project; and the firm’s approach to meeting an accelerated project schedule. References will also be required. Staff will review the submittals and references and short list the top three firms for formal interviews. Upon selecting the top firm through the interview process, fee negotiations will commence, based on the Council approved scope, leading to a Consultant Agreement that will be brought to Council for approval.

ATTACHMENTS:

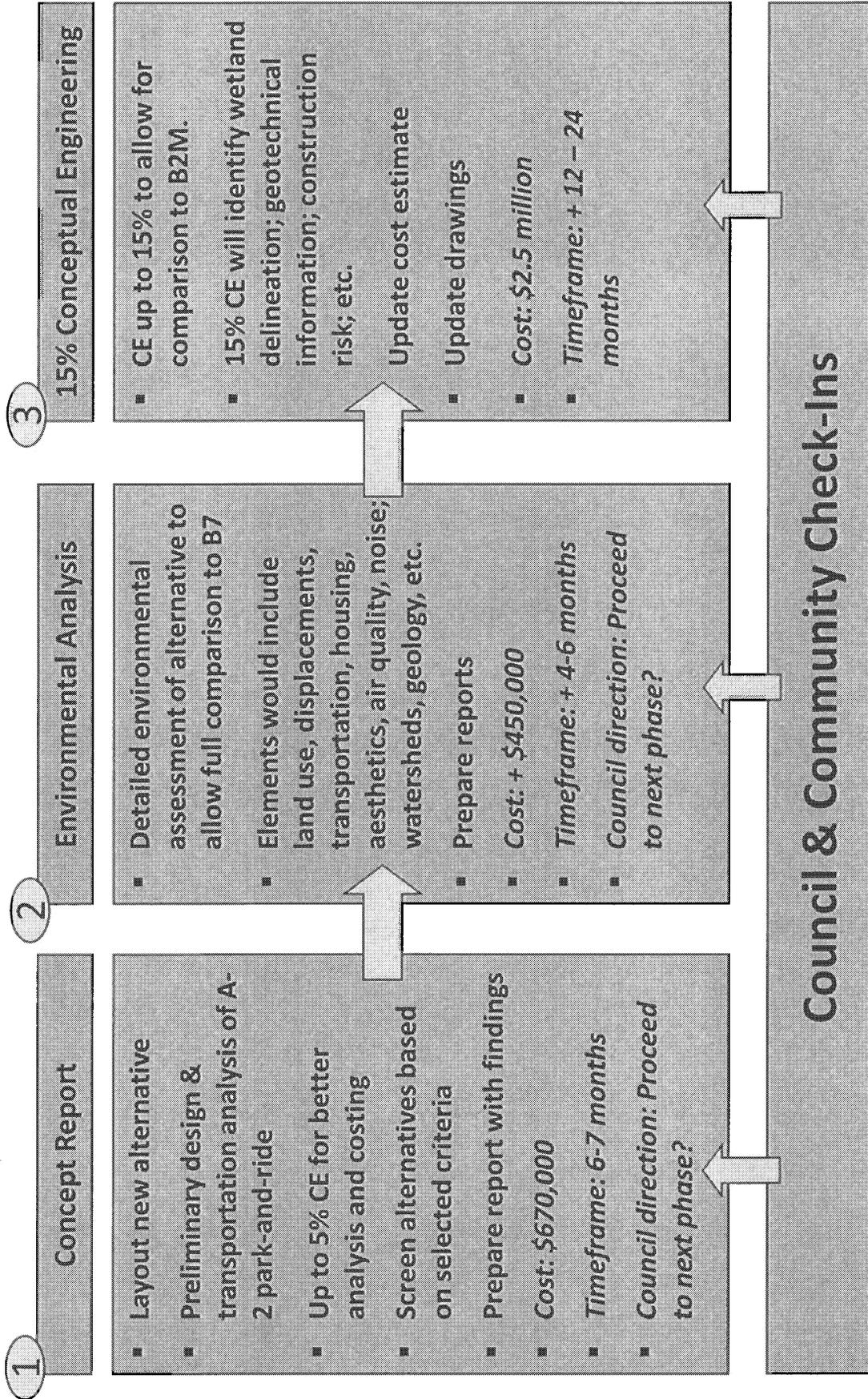
- 1) B7-Revised Analysis Proposed Process
- 2) B7-Revised Draft Scope of Work
- 3) City Council Preferred Alignment (March 2010)
- 4) Sound Transit Board East Link Preferred Alternative (April 2010)

AVAILABLE IN COUNCIL OFFICE:

History of City of Bellevue Interest Statements

B7 – Revised Analysis

Proposed Process and Phases



DRAFT

B7-Revised Draft Scope of Work
Draft for discussion – 9/30/10

Phase 1: Conceptual Engineering and Screening Assessment of B7-Revised Alternative

Phase 1

Key Outcome: Definition of B7/C9T to NE 2nd portal (“B7-Revised”) alignment, 5% Conceptual Engineering (CE) and environmental analysis based on screening criteria

Deliverable: Concept Design Report for B7-Revised alignment and 5%CE drawings

Timeline: 6-7 months

Cost: \$670,000

Task A: Confirm Layout of B7-Revised Alternative

1. Review available analysis of DEIS B7 alignment, including Sound Transit East Link Project DEIS, KPFF South Bellevue Station Location Analysis, OTAK Mercer Slough Wetlands review, and David Evans B7 DEIS Peer Review. Review available documents regarding C9T and its NE 2nd Street variants. Review City of Bellevue NE 2nd Street plans, WSDOT I-405 Master Plan, and WSDOT Main Street and NE 2nd interchange plans.
2. Based on Council direction, identify optimum location for B7-Revised alignment. For the purposes of this scope and budget, utilize the East Link DEIS B7 alignment and C9T 2nd Street portal as a base to develop a new alternative alignment with the following modifications:
 - Near the Bellevue Way/I-90 Interchange, add the KPFF “A-2” station and park and ride, and adjust B7 light rail line as needed to meet station requirements and provide connectivity from park-and-ride
 - On the BNSF ROW, based on independent legal analysis of rail banking status, locate tracks to minimize costs (not necessary to accommodate planned regional trail).
 - Exiting the BNSF corridor and travelling north on 118th Avenue SE, locate guideway to minimize property impacts and right-of-way acquisition costs.
 - Eliminate 118th Station (as in DEIS B7 alignment)
 - At existing Red Lion site, add East Main station (no park and ride)
 - On 114th, transition from elevated to at-grade adjacent to the Hilton Hotel and travel north under Main St. to connect to a NE 2nd portal compatible with the C9T tunnel alternative
3. If consultant determines that a design deviation is necessary, prepare a technical memo discussing the feasibility issues and make recommendations on design deviations to be advanced.
4. Project Management: Develop Project Management Plan, detailed timeline for tasks and deliverables, and identify process for incorporating public and Council input into analysis.
5. Agency Coordination: Kick-off meeting with City staff. Introductory meetings with WSDOT and Sound Transit staff to gain background knowledge on issues along B7-Revised analysis.
6. Public Involvement: Project kick-off open house to share B7-Revised base alignment, analysis process and timeline, and information about key opportunities for public input in process. (See “Public Involvement Scope” Section later in document for more detail.)

7. Council check-in: Provide direction on B7-Revised design to be advanced to next tasks and confirm screening criteria for Concept Design Report analysis.
8. Update layout based on Council direction.

Task A

Key Outcome: Confirmation of base B7-Revised to be advanced to next steps; introduction of study and process to the community.

Deliverable: Layout of B7-Revised alignment and technical memo discussing major feasibility issues and design recommendations.

Timeline: 1 month

Cost: \$40,000

Task B. Conceptual Engineering and Transportation Analysis of "A-2" Station

A critical focus in this analysis is the design of the South Bellevue Park-and-Ride based on the proposed A-2 option identified by KPFF. As indicated by KPFF, further design and transportation analysis is needed to advance the A-2 concept. As this has been identified by Council as a critical element for improving ridership on the B7-Revised alignment, an initial detailed review of design, transportation, and costs is proposed to assess access, feasibility, ridership, and neighborhood impacts.

1. Design: Building upon the KPFF analysis, the design analysis will include looking at topography issues, ingress and egress geometrics including grades, turning radii and sight distances, cut/fill necessary to construct a park-and-ride and parking structure on the site, and other issues relating to the park and ride footprint and construction impacts and feasibility. The design work will be undertaken in conjunction with the transportation analysis below. Any design modifications based on the transportation access analysis will be identified and assessed during this phase.
2. Transportation: Assess both the macro and site-specific traffic impacts of proposed A-2 station.
 - a. Transportation Modeling: Using 2030 as a horizon year, use the BKR model to provide overall volume and turning movement information in proximity to the station, and identify level of service (LOS) at key intersections along, and in close proximity to, the identified new station location. Update modeling based on more focused transportation access analysis noted below.
 - b. Assess ingress and egress feasibility for both cars and buses at the proposed station and park-and-ride site. Start with work done by KPFF in their July, 2010 report, and modify as necessary based on additional work. Analyze the implications of the A-2 site and access on any potential impacts of bus routing and travel times, as well as traffic impacts on adjacent arterials and local streets.
3. Visual simulation: Develop two visual simulations for A-2 station. Develop massing models for stations and park-and-ride and conduct technical work to compose simulations.
4. Cost: Update KPFF cost estimate to reflect more advanced design information, while staying consistent with Sound Transit's cost estimating methodology.

5. Project Management: Up to four meetings with City staff to advance design and transportation analysis; contract administration.
6. Agency Coordination: Meetings with Sound Transit and King County to discuss specific design and programmatic requirements and to review cost estimates. Meeting with WSDOT to discuss location and transportation impacts relative to I-90 mainline and interchange.
7. Public Involvement: Open house to share A-2 Station conceptual design and traffic analysis results with community, and seek community feedback.
8. Council check-in to provide results of A-2 Station conceptual design and traffic analysis results, share community feedback and seek Council direction.
9. Adjustment to design based on public and Council feedback.
10. Write tech memo summarizing analysis and design recommendations.

Task B

Key Outcome: Advance design of A-2 station, constructability review, and transportation analysis; gain public input on A-2 station.

Deliverable: Technical Memo summarizing design updates and transportation analysis, including renderings of design concepts.

Timeline: 2 months

Cost: \$140,000

The next tasks, Task C, Conceptual Engineering to 5%, and Task D, environmental screening analysis, are performed in tandem to inform one another. Conceptual Engineering will bring the new alternative to the same level of CE as the other alternatives in the East Link DEIS. The environmental screening analysis will bring the information available about the B7-Revised alignment to an equivalent level of the 112th Avenue Concept Design Report. These are parallel processes to allow adjustment of the design of the alignment to avoid, minimize, and mitigate impacts. The process would begin with a basic (approx. 1%) level of CE work to better define the alternative and inform the first stages of the screening analysis.

Task C. Conceptual Engineering (CE) up to 5% Design

Design B7-Revised to allow for environmental analysis and cost estimates comparable to DEIS.

1. Define preliminary conceptual B7-Revised horizontal and vertical alignments (1" = 50' scale) utilizing the following information:
 - a. Proposed B7-Revised alignment layout from Task A above shown on aerial photo
 - b. Ortho photos with two-foot contours information
 - c. Approximate locations of Right-of-way and private property lines
 - d. Sound Transit's Draft Environmental Impact Statement and associated plans and reports (December 2008)
 - e. City of Bellevue's South Bellevue Station Alternative Location Analysis (prepared by KPFF, July 2010)
 - f. City of Bellevue's Analysis of Potential Impacts from Sound Transit on Mercer Slough (prepared by OTAK, August 2010)

- g. City of Bellevue’s Peer Review of Segment B7 of Sound Transit’s East Link Light Rail Project (prepared by DEA, July 2010)
- h. Existing sensitive areas (Mercer Slough) information
- i. WSDOT record drawings for I-90 and I-405
- j. Existing WSDOT and other available geotechnical information
- k. WSDOT I-90 South Bellevue Interchange Structure and Soil Monitoring Program reports
- l. Sound Transit light rail design criteria
- m. Legal analysis of freight rail compatibility in BNSF corridor.
- n. WSDOT I-405 Master Plan

The CE design will include further refinement of the B7-Revised alignment to include, but not be limited to, layout of the transition from the A segment to B7-Revised, placement of the alignment in the BNSF right of way, horizontal and vertical alignment along I-405 including affects to the Main Street overcrossing of I-405, layout of the East Main P&R station, and layout of the transition to the C9T segment. For the elevated section along I-405, conceptual pier placements will be identified.

- 2. Determine locations of abutments and piers through Mercer Slough, including conceptual pier design.
- 3. Perform iterative refinements of horizontal and vertical alignments to avoid and/or minimize adverse impacts to private properties, businesses, sensitive areas, and noise and visual impacts. The refined preliminary conceptual alignment will provide the basis for determining general feasibility and conducting environmental review in Task D.
- 4. Project Management: Up to five meetings with City staff, regular progress reports and check-ins, and contract administration.
(Agency coordination, public involvement, and Council check-ins covered under Task D.)

Task C

Key Outcome: Definition of alignment sufficient to conduct environmental analysis based on screening criteria

Deliverables Defined 5% conceptual engineering, horizontal and vertical alignments
Conceptual cross sections at typical sections throughout the B7-R route
Conceptual pier design through Mercer Slough
Conceptual design for connection with Segment C

Timeline: 3-4 months

Cost: \$100,000

Task D. Environmental Screening Analysis

Environmental analysis based on screening criteria of B7-Revised Alternative to a level consistent with Sound Transit’s 112th Avenue Concept Design Report.

1. Conduct independent environmental analysis of up to eight environmental screening criteria (to be confirmed by the City Council). Develop methodologies consistent with Sound Transit's Concept Design Reports. Analysis should include discussion of potential avoidance and mitigation opportunities for impacts. The following criteria are proposed for discussion and budget scoping purposes:
 - a. Transportation: Assess traffic impacts of new alternative, using 2030 as a horizon year. Identify level of service (LOS) at key intersections along, and in close proximity to, the entire alignment and station locations. Identify major transportation impacts on local arterials. Assess impacts on bus travel times and routing based on new (A-2) station design and location. Identify other major transportation impacts and proposed mitigation, particularly in close proximity to park-and-rides and stations.
 - b. LRT Ridership: Prepare light rail ridership forecasts for the alignment by station, for Segment B, and for East Link as a whole. Ridership forecasts will be for 2030, and would be based on the proposed alignment identified in Tasks A and B; an optional task, not included in this scope and budget, would be to prepare additional ridership forecasts of other options. In order to be consistent with earlier work done by Sound Transit on other alternatives, the scope assumes that Sound Transit's light rail ridership model and methodology would be utilized.
 - c. ROW and Property Impacts: Define ROW needs and property impacts for B7-Revised alignment. Identify number of businesses and residences impacted and estimated time to secure all property rights.
 - d. Visual: Develop two visual simulations at each of four locations along B7-Revised alignment: (1) the crossing of Mercer Slough just north of I-90; (2) light rail in BNSF corridor as it passes by residential uses accessed off of 118th Avenue SE; (3) at an East Main station; and (4) the light rail approach to downtown connecting to a NE 2nd Street tunnel including the Red Lion and Sheraton sites. Develop massing models for stations and park-and-ride and conduct technical work to compose simulations.
 - e. Environmental: Identify and evaluate potential construction and operational impacts to the affected ecosystem, including but not limited to water bodies, wetlands, wetland buffers, vegetation and wildlife habitat, particularly for priority, threatened or endangered species. The analysis will consider habitat loss, water quality and hydrology and discuss functions and values of impacted areas. The evaluation will be based on existing, available information from local, state and federal resources for screening purposes. A more detailed analysis, including field reconnaissance, would be conducted as part of Phase 2.
 - f. Cost estimates: Develop 5% engineering cost estimate range that includes design completion, construction, ROW acquisition and all mitigation costs for property impacts and environmental impacts, including appropriate contingencies. The cost estimate shall be consistent with Sound Transit's cost estimating methodology for similar work.

- g. Noise: Conduct noise analysis to predict potential noise levels associated with B7-Revised alignment. Analysis includes independent measurement of ambient sound at six locations; construct computer noise models to predict sound levels, utilizing Sound Transit noise data; review FTA regulations and identify “impact” per FTA regulations; develop mitigation recommendations.
 - h. Constructability: Discussion of construction methods; constructability assessment; construction impacts and potential mitigation approaches.
2. Prepare a Concept Design Report presenting the CE drawings, environmental analysis, and additional analysis in a format accessible to the public and decision-makers. Include Draft, Review Draft, and Final Concept Design Report. (Allow for two reviews and production costs.)
 3. Project Management: Up to five meetings with City staff, regular progress reports and check-ins, and contract administration.
 4. Agency Coordination: Up to five meetings and coordination as necessary with appropriate agencies (e.g. Sound Transit, WSDOT, Corp, DOE) to conduct analysis.
 5. Public Involvement: Open House to share 5% CE and Concept Design Report findings; seek community reaction and feedback on next steps. (See “Public Involvement Scope” Section later in document for more detail.)
 6. Council Check-in: Brief Council on 5% CE design, screening analysis, and public feedback. Seek Council direction on next steps.

Task D

Key Outcome: Completion of Phase 1, definition of B7-Revised alignment, 5% CE, and environmental screening

Deliverable: Final Concept Design Report

Timeline: 3-4 months

Cost: \$390,000

Proposed Phase 2: NEPA/SEPA EIS-level environmental analysis

Phase 2

Key Outcome: Assessment of the B7-Revised option that, while likely not being produced in an Draft Environmental Impact Statement (DEIS), would provide equivalent information for use by stakeholders and decision makers.

Deliverable: Detailed report assessing environmental characteristics and impacts of B7-Revised alternative.

Timeline: Approx. 4-6 months from end of Phase 1 and 5% Conceptual Engineering.

Cost: \$450,000

Task A: EIS-equivalent Environmental Analysis

Conduct an independent environmental analysis of the B7-Revised alternative consistent with Sound Transit’s published methodologies. Analysis should be equivalent to a supplemental draft EIS (SDEIS) that builds off of Sound Transit’s 2008 DEIS and 2010 SDEIS (anticipated 11/2010) and therefore

assumes the East Link EIS methods, ridership model, cost estimating model, etc. Following the development of a conceptual design, and based in part on the work done in Phase 1, evaluate the impacts of the alignment in each of the following environmental categories:

1. Land Use: Existing and planned land uses and patterns and any potential changes due to project; consistency with adopted plans and policies; and neighborhoods, populations and their characteristics.
2. Acquisitions, Displacements, Relocations: Identify permanent and temporary property impacts, including full or partial acquisitions.
3. Transportation: Several aspects of the transportation system would be analyzed in more detail, including:
 - a. Traffic impacts/mitigation - Identify traffic and LOS impacts on arterials and local streets, and at and near park-and-ride lots.
 - b. Impacts on the state highway system (particular focus at I-90 and Bellevue Way)
 - c. LRT Ridership of new alternative for stations within the new alignment, Segment B, and East Link as a whole.
 - d. Surface transit—access to modified park-and-ride location, bus routing and travel time implications.
 - e. Non-motorized system—impacts to existing or planned non-motorized facilities and corridors.
 - f. Freight mobility (if eliminating future rail use in BNSF corridor or impacting traffic on I-405).
4. Economics – Demographic and economic trends; regional transportation of goods and services; impacts of project and displacements on tax base.
5. Social/housing – Identification of impacts on neighborhoods and neighborhood character and cohesion; community and recreational facilities; ; environmental and social justice issues; impacts to housing stock.
6. Visual/aesthetic – Visual and aesthetic assessment considering visual resources and viewer response; work would include visualizations of alternative from several vantage points.
7. Air Quality - Impact on climate and air quality; emissions of pollutants of concerns (carbon monoxide, etc), area-wide impact assessment; impacts to LRT passengers at locations close to freeway and park-and-ride stations.
8. Noise and vibration – Measure ambient data, utilizing Sound Transit Central Link data, assess impacts consistent with FTA criteria, as well as “event-level” analysis of bells and horns; develop mitigation recommendations – especially at station and park-and-ride locations and near residences and hotels.
9. Ecosystem Resources – Identification of all affected environmentally critical areas (wetlands, forests, aquatic habitats, etc.); wetland typing and buffers; impacts and mitigation.
10. Water Resources – Identify surface waters; flooding and stormwater management issues; water quality conditions; alterations to hydrology; salmon impacts, aquatic and terrestrial habitat.
11. Geology and soils – Topography and geology; geologic hazards; soils and groundwater,.
12. Energy – Amount of energy consumed during construction and operation; ability of service providers to meet demand.

13. Hazardous materials – Identify locations of hazardous materials within 1/8 mile radius of alignment and stations; identify level of risk of hazardous areas.
14. Public Services – Impacts of construction and operation of light rail on fire and emergency medical services access and facilities, law enforcement, schools and bus transportation, solid waste collections, utility pipes/conduit/cable and related infrastructure.
15. Utilities – Water and sewer conveyance lines; stormwater pipes; cable and electrical lines; telecommunication facilities; and natural gas facilities.
16. Historical/archaeological – Review of impacts to identified historical and archeological resources.
17. Parkland and open space – Identification of potentially impacted parks and public open space areas; 4(f) and 6(f) impacts analysis.
18. Cumulative impacts – Assessment of cumulative impacts of incremental actions due to East Link and other projects in the vicinity of the alignment. Task B: Prepare Draft report of assessment of all environmental elements noted in Task A for staff review.

Task B: Public Involvement

Open house to share draft findings and seek public comment. (See “Public Involvement Scope” Section later in document for more detail.)

Task C: Council Briefing

Present draft findings to Council briefing based on draft findings before finalizing report.

Task D: Final Report

Prepare Final report of assessment of all environmental elements noted in Task A. Share findings of final report with Council and community stakeholders.

Task E: Project Management

Up to five meetings with City staff, regular progress reports and check-ins, and contract administration.

Task F: Agency Coordination

Up to five meetings and coordination as necessary with appropriate agencies (e.g. Sound Transit, WSDOT, Corp, DOE) to conduct analysis.

Proposed Phase 3: Based on work undertaken in Phases 1 and 2, advance Conceptual Engineering of B7-Revised alternative to 15%

Phase 3

Key Outcome: Detailed base mapping, survey, geotechnical and wetland data, along with advanced design, will allow more accurate assessment of cost and impacts

Deliverable: 15% Design drawings of B7-Revised alternative
More detailed cost estimate

Timeline: 12 – 24 months (contingent on obtaining environmental permits to do geotechnical work in the Mercer Slough)

Cost: \$2,500,000

Task A: Conceptual Engineering to 15% Design of B7-Revised

Advance the 5% engineering design to a 15% design level that includes the following elements:

- Complete alignment and topographic field survey and base mapping. This include collecting all existing topographic data and existing field data such as roadways features, structures, bridges, railroad, wetlands, steep slopes, drainage features, etc. and developing the project basemaps showing above information.
- Appropriate level of geotechnical investigation in Mercer Slough and the rest of the corridor. This includes performing the necessary geotechnical field investigation to accurately portray the subsurface conditions and evaluate the geotechnical feasibility of the proposed design, constructability issues, and considerations for risk mitigation.
- Finalized horizontal and vertical track alignments that meet Sound Transit Light Rail Transit System Design Criteria Manual. This includes connection to the KPFF A2 Park and Ride station, and transition to the C9T segment.
- Establishment of construction foot print by developing cross sections at typical locations throughout the route. This includes identifying locations of retaining walls, sound walls, cut and fill slopes, etc.
- Verification of pier and abutment designs. This includes developing a Type, Size, and Location (TS&L) report for abutments and piers that considers the rail alignment, loads, geotechnical and environmental constraints, etc.
- Develop 15% design of the South Bellevue KPFF A2 Park and Ride station and East Main station, and the connections to the C9T segment to meet applicable design requirements and field constraints
- Identification of right of way acquisition and property impact mitigation costs based on the 15% design level of the project footprints. This includes identifying the extent and cost of all ROW takes and easements, including associated costs for relocations, and other property impact mitigation.
- Identification of all environmental impacts and mitigation costs based on the 15% design level of the project footprint. This includes identifying the extent of all environmental impacts and proposed mitigation measures and associated costs.
- Estimated construction cost and associated design and permitting costs, based on information available on the 15% design level. This includes capturing all major construction cost drivers, developing a cost range for identified potential risks, and appropriate level of overall contingencies commensurate with 15% level of design.

More detail on the Public Involvement Scope (In support of Phases 1, 2, and 3, as noted above):

Purpose: To provide regular updates to the public on the city’s design and analysis work on the B7-R and solicit feedback on options and the analyses.

Format: Up to five (5) open houses/workshops (including those listed in the phases above) at City Hall in conjunction with key milestones in the project: 1) beginning of Phase 1 when the alternative is being laid out; 2) evaluation of options for A2 park-and-ride facility design and access and/or other park-and-ride facility locations; 3) release of Concept Design Report and 5% CE drawings; 4) release of draft Environmental Report; and 5) final Environmental Report and 15% CE drawings. These are generally intended to coincide with Council briefings in order to provide public input to Council at key information and decision points in the process.

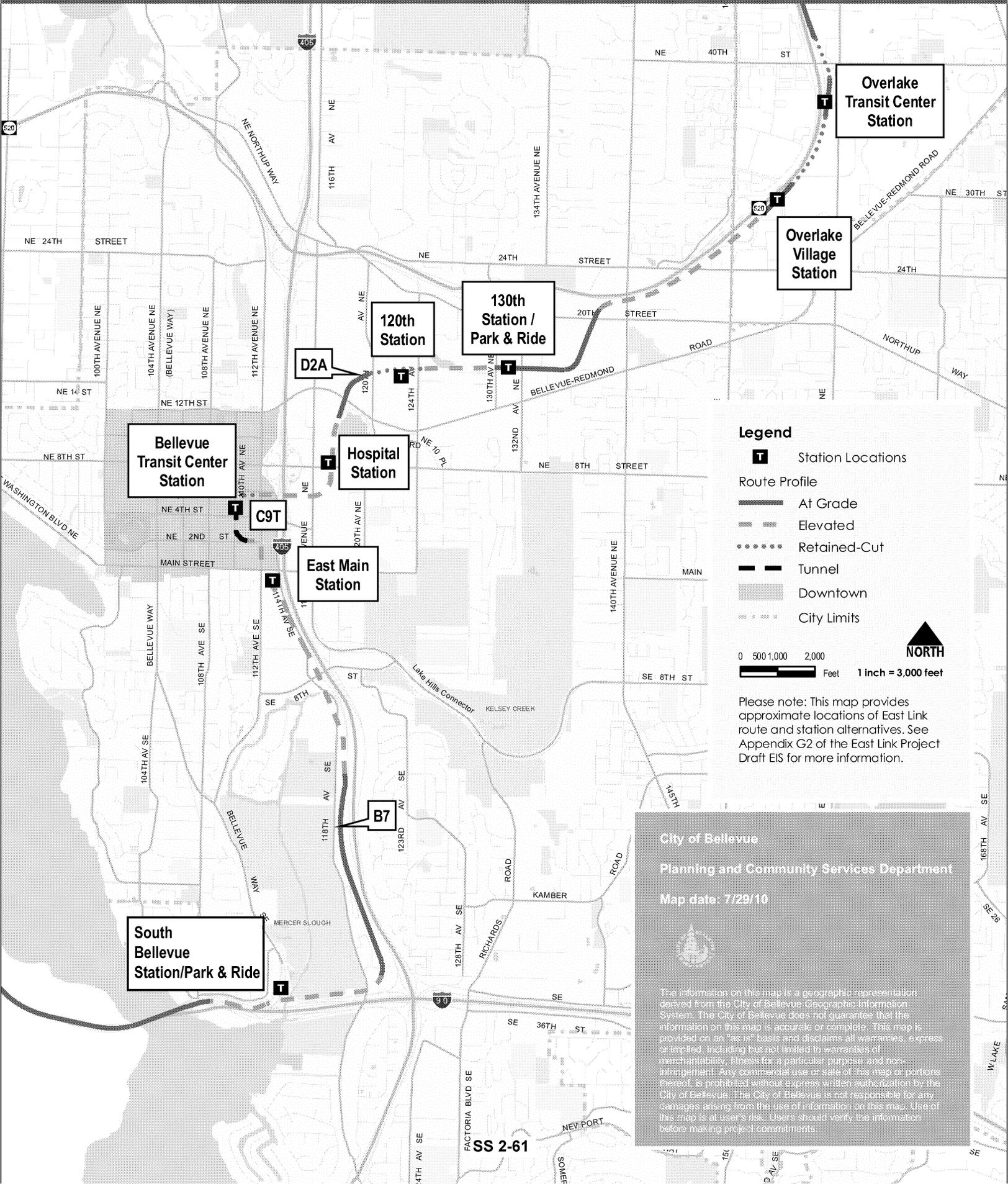
Stakeholder Meetings: Conduct up to 15 meetings with affected property-owners and various stakeholders. The purpose of the meetings would be to identify potential property impacts, discuss issues and concerns, and provide best available information.

Materials: Display boards, visual simulations, mailings, informational pieces and other meeting materials, meeting summaries, comment forms, etc. Concept Design Report at the end of Phase 1; Environmental Report at the end of Phase 2; Conceptual engineering drawings for Phase 3.

DRAFT

Bellevue's Preferred East Link Light Rail Route

B7-C9T-D2A



Legend

- T** Station Locations
- Route Profile
 - At Grade
 - - - Elevated
 - Retained-Cut
 - █ Tunnel
 - ▨ Downtown
 - City Limits

0 500 1,000 2,000 Feet
 1 inch = 3,000 feet

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



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