

East Link
Introduction of Amended
Memorandum of Understanding

Bellevue City Council

April 6, 2015

Tonight's Agenda

- Introduction of elements of an amended MOU
 - Including discussion of how noise will be addressed
- Outline next steps

Elements of the Amended MOU

- Financial Reconciliation
- Operations and Maintenance Satellite Facility (OMSF)
- Project Permitting and Mitigation
- Project Coordination (covered March 30)

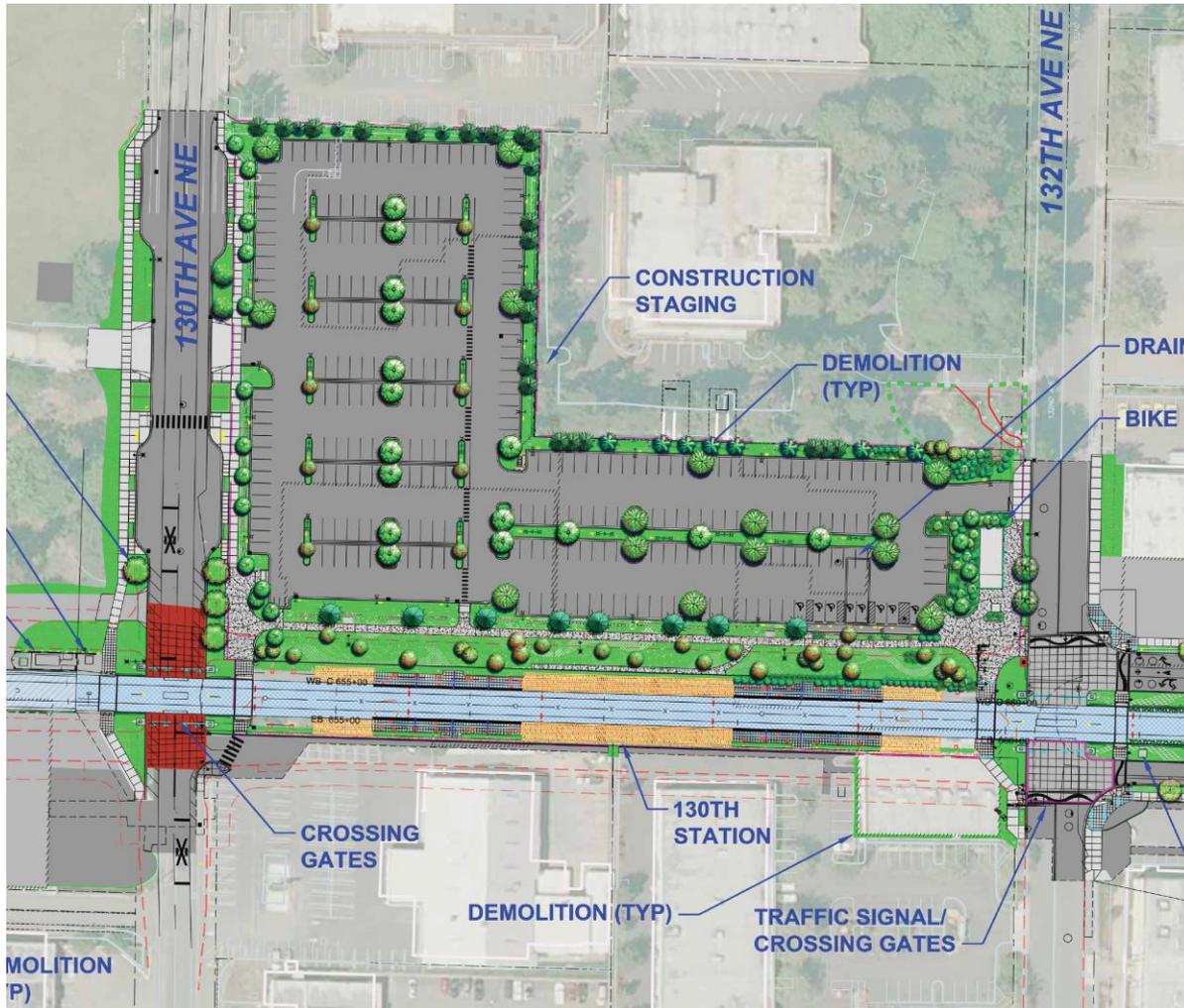
Financial Reconciliation

- \$100 million up front contribution will be met
 - Property as originally included in the 2011 MOU
 - Private utilities credit
 - Public utilities payment
 - 112th overlay credit
 - Bellevue Way HOV grant contribution

Financial Reconciliation

- \$60 million contingent contribution eliminated
- \$25 million from Sound Transit
 - East Link permitting and inspection fees
 - Additional property impacts
- Sound Transit will transfer ownership of a number of properties to the City

130th Station Property (Current 90% Design Shown)



ST:

- Demolish buildings
- Construction staging
- Construct intersection improvements at 130th and 132nd
- Turned over to City to facilitate development of TOD and transit parking prior to East Link opening

City/Developer:

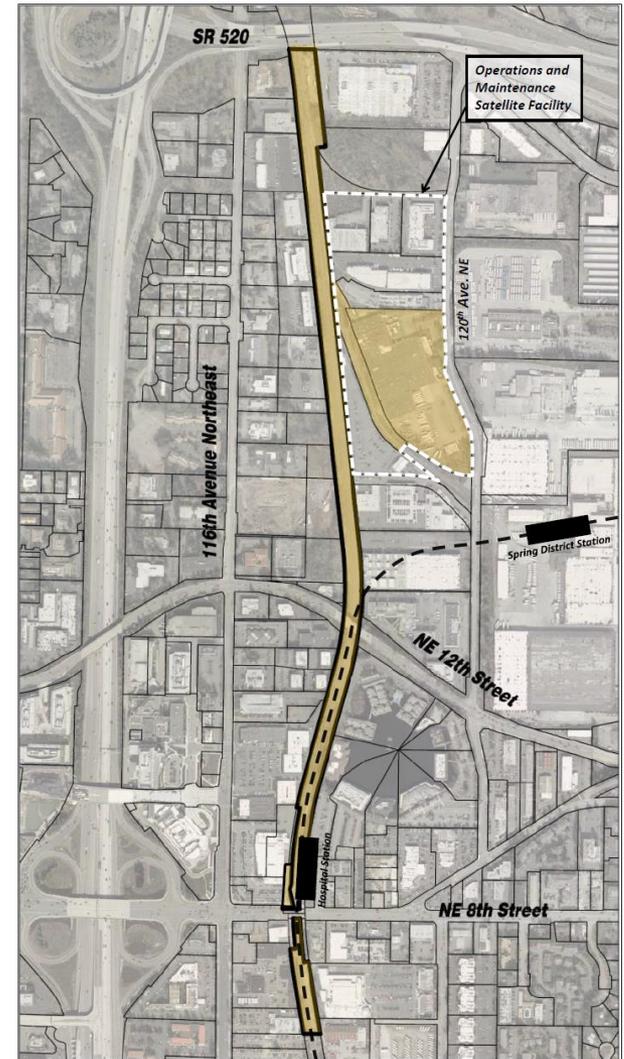
- Provide 300-stalls for transit parking
- Construct roadway frontage improvements on 130th and 132nd

Option:

- City may have the Sound Transit contractor construct westbound lane between 130th and 132nd

Amended MOU - Operations and Maintenance Satellite Facility (OMSF)

- Should Sound Transit select the Bel-Red site
- Amended MOU includes section to address OMSF
- Language stating no expansion of boundaries or number of rail cars served at OMSF
- Includes exhibits
 - Development scenarios
 - Property exchange
 - Proposed code amendment

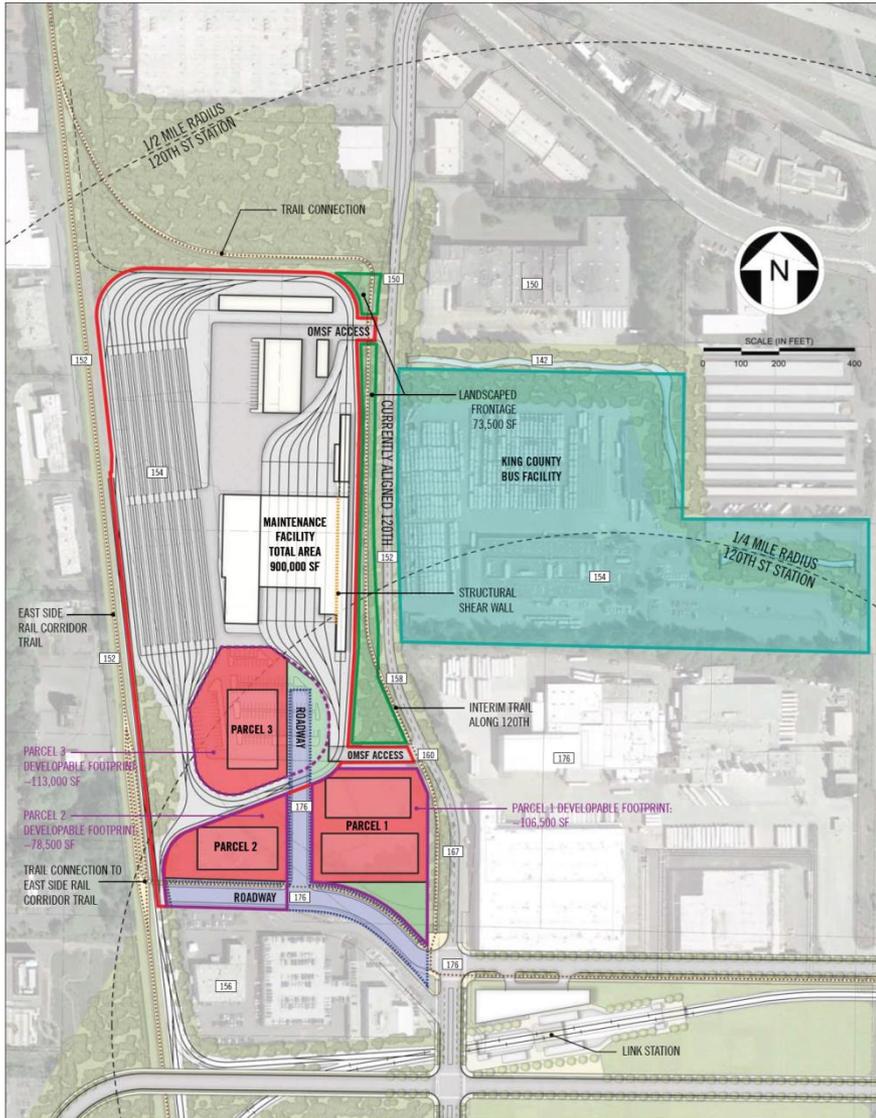


Operations and Maintenance Facility

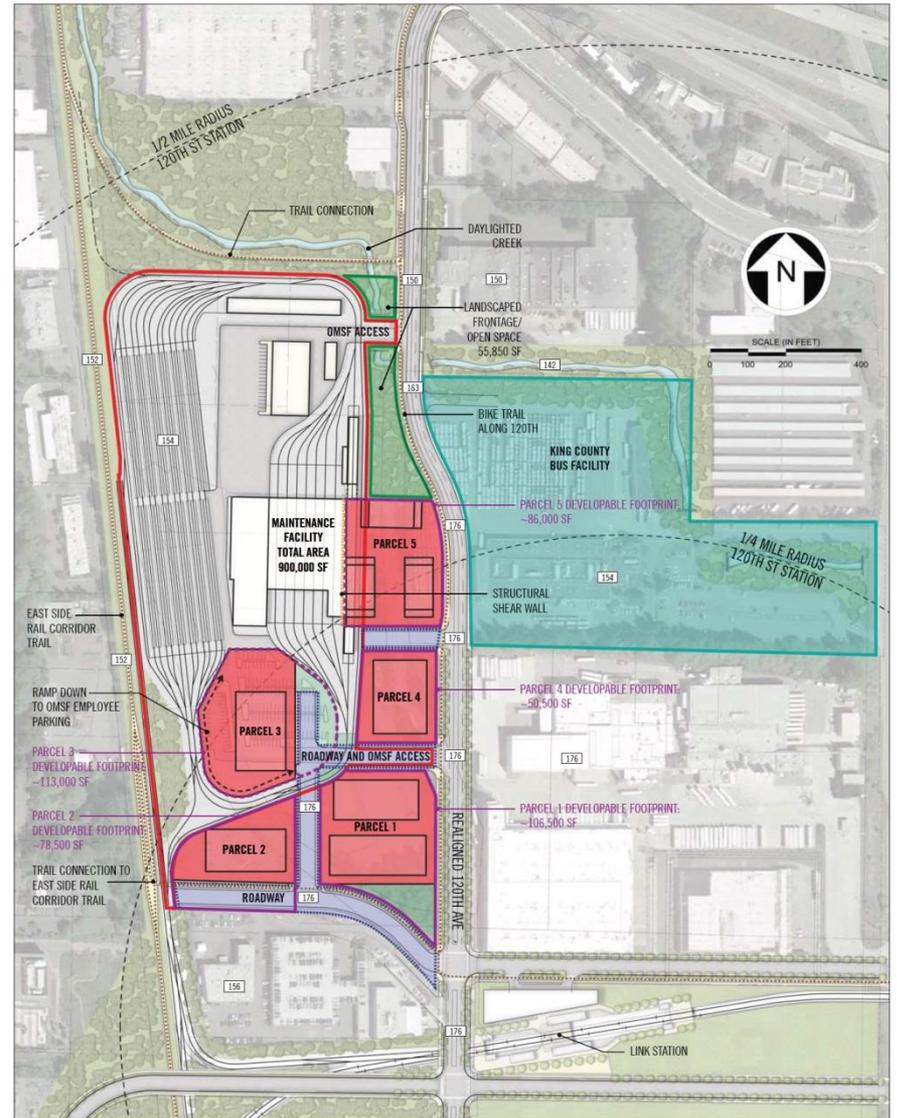
Graphic from Sound Transit Board Site Selection Meeting July 2014



OMSF – Phase 1 and Phase 2

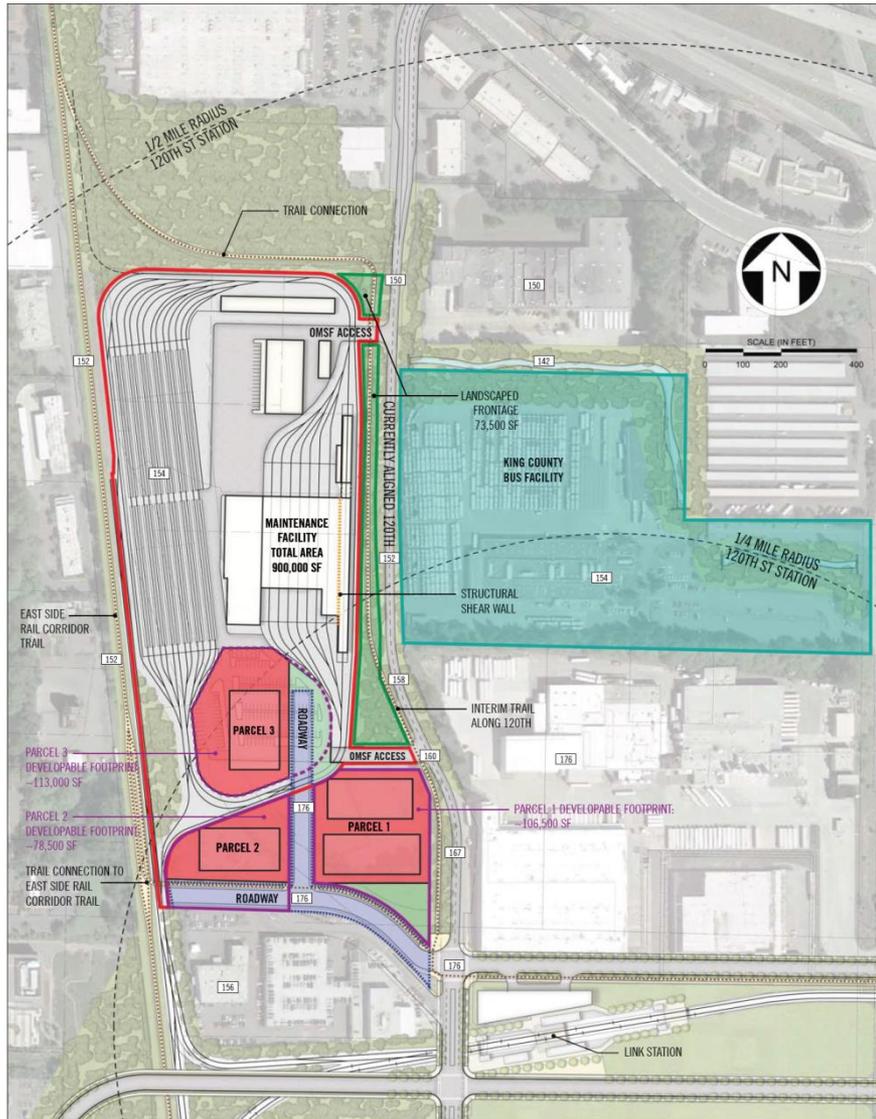


DEVELOPMENT SCENARIO - PHASE 1



DEVELOPMENT SCENARIO - PHASE 2

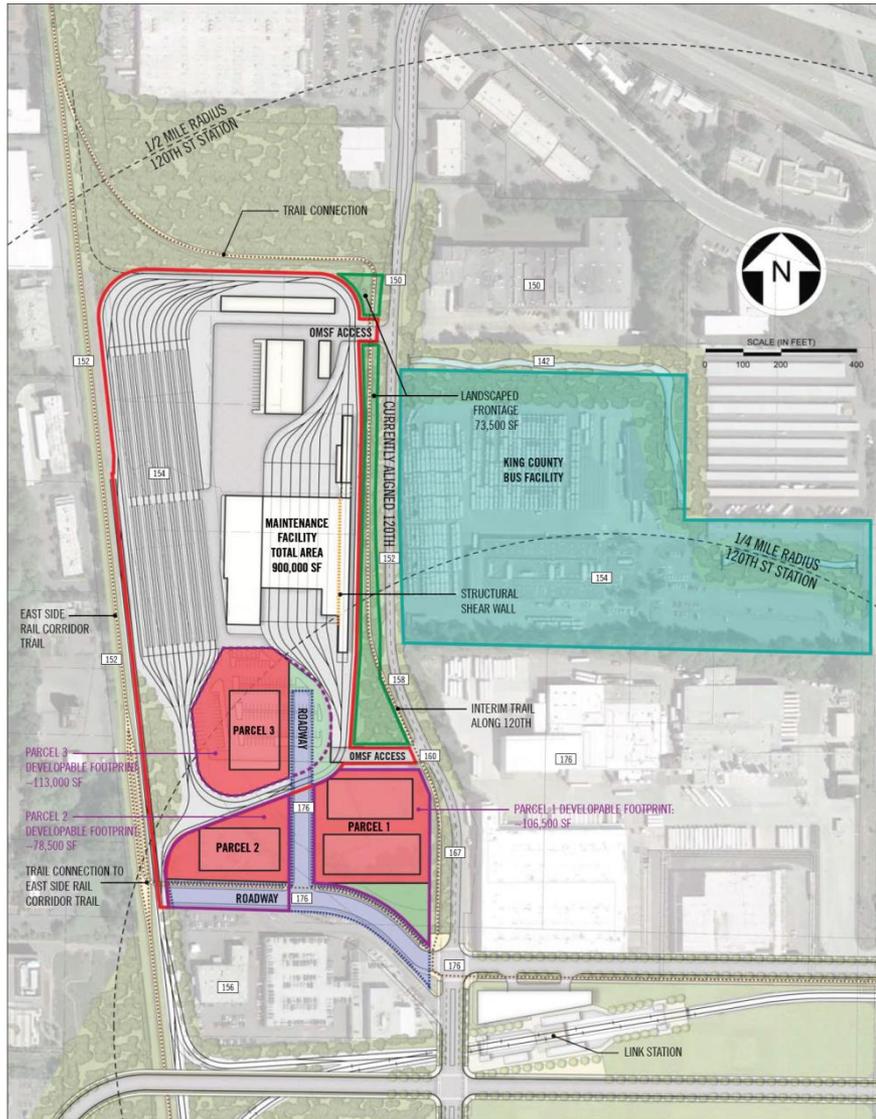
Amended MOU – OMSF Phase 1



DEVELOPMENT SCENARIO - PHASE 1

- Design elements of facility integrated to existing and future surroundings
- Allowance for future transit oriented development (TOD) adjacent to operating facility
 - Overall facility design
 - Design of future street network
 - Utility design and construction to parcels 1, 2 and 3
- Commissioning of a market analysis for future TOD
- Based on results of market analysis negotiate Development Agreement for Phase 1 parcels
- Provides potentially
 - 1,102,300 s.f. Office
 - 130,000 s.f. Retail

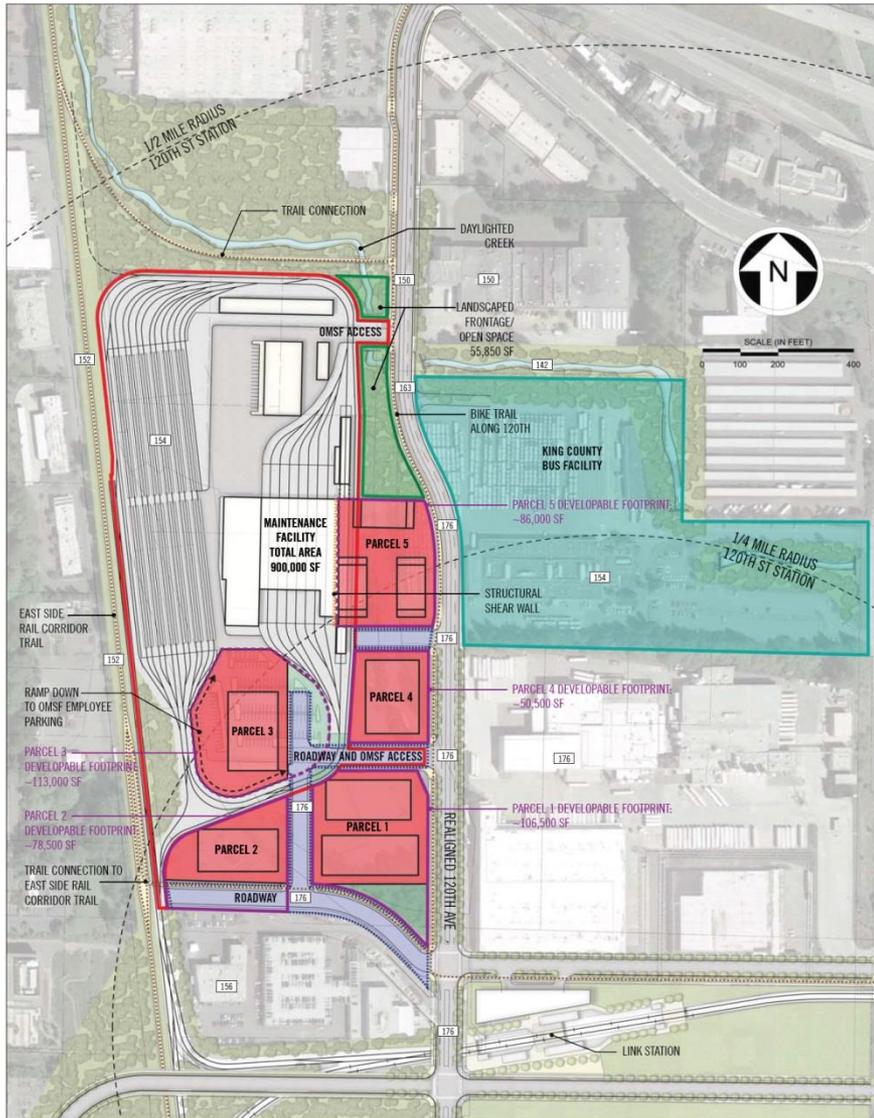
Amended MOU – OMSF Phase 1



DEVELOPMENT SCENARIO - PHASE 1

- Non-motorized connections between 120th and the future Eastside Rail Corridor (ERC) trail system
 - North connection constructed with OMSF
 - South connection constructed with road network
- Sound Transit commits to construct ERC interim trail between Hospital Station and SR 520 (requires King County approval)
- Accommodate future daylighting of West Tributary to Kelsey Creek

Tri-Party Agreement – OMSF Phase 2



DEVELOPMENT SCENARIO - PHASE 2

- Relocation of 120th Avenue NE
- Triggers changes to Metro Transit Facility
- Allows for 2 more parcels for redevelopment
- Separate tri-party agreement between City, Sound Transit and King County
- Provides additional potential
 - 268,250 s.f. Office
 - 65,000 s.f. Retail
 - 410,000 s.f. Residential
- Total 1,975,550 s.f. potential development

East Link Project Permitting and Mitigation

- MOU does not waive city permitting, standards, or mitigation requirements
- Light Rail CAC continued review, input and advisory documents
- MOU provides increased certainty for City
 - Environmental mitigation
 - Noise mitigation
 - Construction maintenance of traffic
- MOU provides increased certainty for Sound Transit
 - Timely permitting review and approval
 - Fixed fee for East Link permit review, approval and construction inspection

Amended MOU – East Link

Project Permitting and Mitigation

- Role of timely permit application and issuance in overall project delivery
- Recognition and elimination of construction inspection overlaps
- Adds efficiencies in construction
- Agreed scope of services
- Establishes a Collaborative Construction Program to manage to schedule, budget and agreed scope

Amended MOU

East Link Mitigation

MOU addresses items for project and construction mitigation, including:

- Outreach
- Maintenance of Traffic
- South Bellevue Park and Ride Closure
- Construction Noise
- Operational Noise

Amended MOU – East Link Outreach

- Sound Transit lead all construction outreach
- City of Bellevue Neighborhood Traffic Safety Services (NTSS)
 - NTSS staff to work with neighborhoods and ST contractors
 - Address traffic related impacts during construction
 - Identify mitigation measures to be implemented by contractor

Amended MOU – East Link

Maintenance of Traffic

- Contractor to develop traffic control plans in collaboration with Sound Transit and City
- Traffic control plans finalized and approved through City Right-of-Way Use permit process
- Sound Transit and contractor shall seek ways to minimize impacts to:
 - Bellevue Way SE
 - 112th Avenue SE, road over rail
 - 110th Avenue NE, north portal
 - NE 20th Street/136th Avenue NE intersection
- Evaluate use of project milestones for reducing length of road impacts and liquidated damages for delays
- Specifically related to Bellevue Way SE
 - Sound Transit and contractor shall to the extent practicable, make a good faith effort to reduce the duration of lane closures

Amended MOU

South Bellevue Park and Ride

- Minimize closure to extent practical
- Identification and implementation of alternate parking and transit access
- Use of project milestones for garage completion and liquidated damages for delays
- Investigate reasonable opportunities to make a portion of the Park and Ride available prior to completion of the South Bellevue Station

Construction Noise

- Construction noise must meet city codes
- City code
 - Prohibits construction noise outside the hours
 - 7 a.m. and 6 p.m. Monday to Friday
 - 9 a.m. and 6 p.m. Saturday
 - Prohibited Sunday and legal holidays
- Some sounds are exempt
 - In commercial and industrial areas
 - Residential areas with time restrictions

Construction Noise

- Expanded hours may be authorized
 - Transportation mitigation (evening haul routes, etc.)
 - Construction on schools or essential government facilities that cannot be done during exempt hours
 - Site stabilization (fall prior to winter weather)
 - Emergency work
- Sound Transit has identified some larger work items they would request extended work hours
 - South portal construction one potential area

Amended MOU – Construction Mitigation

- Final timing of installation of noise walls or alternatives will be established in construction permits
- Installation of permanent noise walls as early as technically feasible and practical
- South portal temporary noise walls installed as first order of work as a requirement of the construction permits

Noise Background

- Much interest in how noise is addressed for both:
 - Operational noise
 - Construction noise
- Additional background information necessary
- Understand that city codes and MOU provide mitigation beyond what is identified in Record of Decision

Operational Noise Along the Alignment

Noise Source	Mitigation as part of Design & Mitigation Permit(s)
Bells and Warning Devices	<ul style="list-style-type: none"> - Sound level reduced during nighttime 10pm to 6 am - Directional bells - Bells and warning devices located at ped crossings - Road over Rail reduced number of crossings and warning devices
Crossovers and Switches	<ul style="list-style-type: none"> - Designed to meet noise criteria where they are installed - Can be modified to ensure switch function continues to operate within standard
Wheel Squeal	<ul style="list-style-type: none"> - Potential for wheel squeal on curves 600-feet or less - Rail lubricators installed prior to curves 600-feet or less - Curves greater than 600-feet will accommodate lubricator if needed

Operational Noise Along the Alignment

Noise Source	Mitigation as part of Design and Mitigation Permit(s)
Train	<ul style="list-style-type: none">- LRT designed with wheel skirts (cover over wheel wells) to reduce noise from rail-wheel interference- O&M program<ul style="list-style-type: none">- Rail grinding- Vehicle wheel truing and replacement- Vehicle maintenance- Operator training, operate under speeds used in noise analysis- Re-profile the rails to better match the wheels- Maximize use of ballasted track (quieter than paved)
Traction Power Sub-Stations (TPSS)	<ul style="list-style-type: none">- Subject to Noise Code Ch 9.18- Designed to be enclosed within structures or with surrounding walls to mitigate noise

Operational Noise Along the Alignment

City's technical analysis concluded certain additional measures were needed

South Bellevue

- Installation of noise walls as planned to meet Federal Transit Administration (FTA) guidelines
- Add additional height and length to noise walls as necessary to meet city code
- Ensures noise of light rail is at or below the existing ambient levels

Lake Bellevue

- Acoustic panels adjacent to the track per FTA to mitigate at or below existing ambient levels

Bel-Red

- New residential construction along the alignment are required to install sound proofing

Amended MOU

Operational Mitigation

- Establishes:
 - Noise and vibration monitoring plan
 - Performance standards for light rail operations
 - Should there be an exceedance, timely compliance and retesting

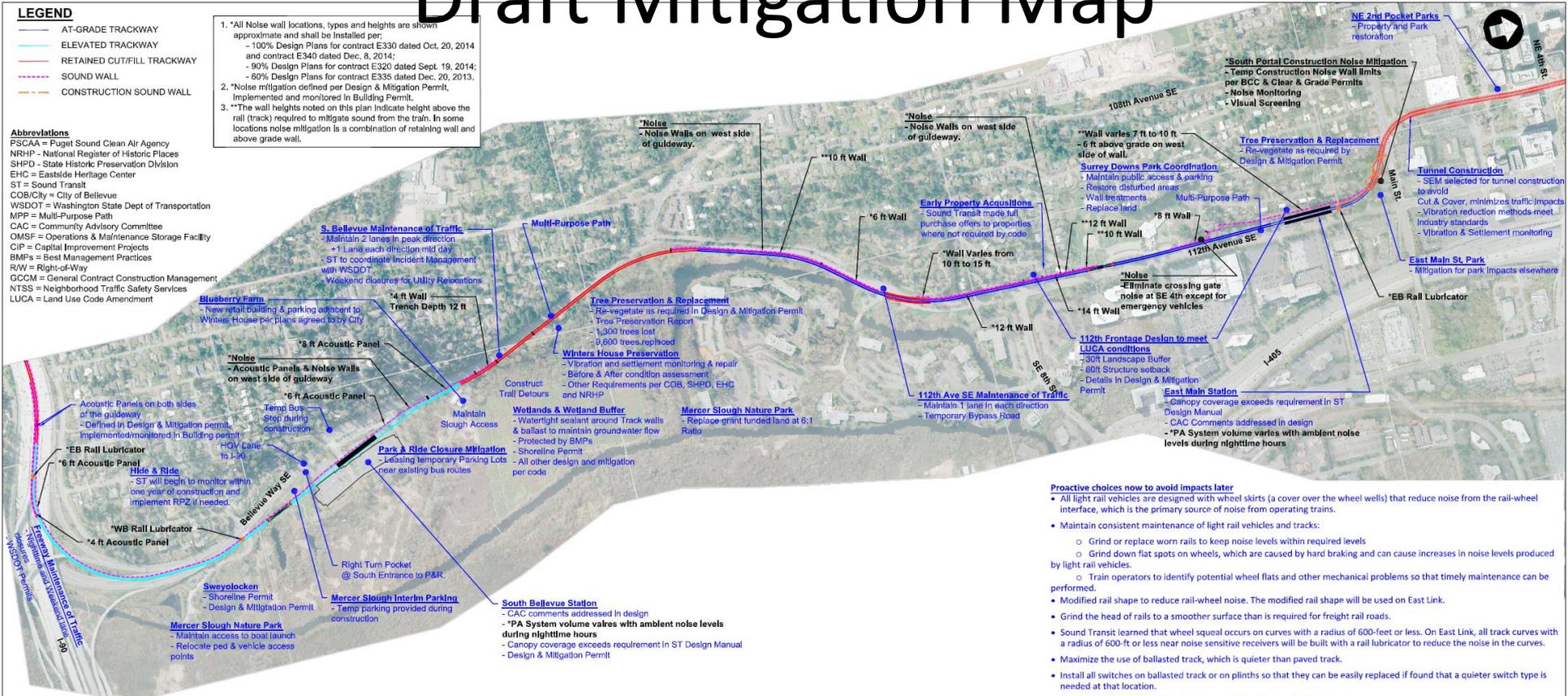
Project and Construction Mitigation Draft Mitigation Map

LEGEND

- AT-GRADE TRACKWAY
- ELEVATED TRACKWAY
- RETAINED CUT/FILL TRACKWAY
- SOUND WALL
- CONSTRUCTION SOUND WALL

1. *All Noise wall locations, types and heights are shown approximate and shall be installed per:
 - 100% Design Plans for contract E330 dated Oct. 20, 2014 and contract E349 dated Dec. 8, 2014;
 - 90% Design Plans for contract E320 dated Sept. 19, 2014;
 - 80% Design Plans for contract E335 dated Dec. 20, 2013;
2. *Noise mitigation defined per Design & Mitigation Permit, implemented and monitored in Building Permit.
3. **The wall heights noted on this plan indicate height above the rail (track) required to mitigate sound from the train. In some locations noise mitigation is a combination of retaining wall and above grade wall.

- ### Abbreviations
- PSCAA = Puget Sound Clean Air Agency
 - NRHP = National Register of Historic Places
 - SHPD = State Historic Preservation Division
 - EHC = Eastside Heritage Center
 - ST = Sound Transit
 - COB/City = City of Bellevue
 - WSDOT = Washington State Dept of Transportation
 - MPP = Multi-Purpose Path
 - CAC = Community Advisory Committee
 - OMSF = Operations & Maintenance Storage Facility
 - CIP = Capital Improvement Projects
 - BMPs = Best Management Practices
 - R/W = Right-of-Way
 - GC/M = General Contract Construction Management
 - NTSS = Neighborhood Traffic Safety Services
 - LUCA = Land Use Code Amendment



- ### Proactive choices now to avoid impacts later
- All light rail vehicles are designed with wheel skirts (a cover over the wheel wells) that reduce noise from the rail-wheel interface, which is the primary source of noise from operating trains.
 - Maintain consistent maintenance of light rail vehicles and tracks:
 - Grind or replace worn rails to keep noise levels within required levels
 - Grind down flat spots on wheels, which are caused by hard braking and can cause increases in noise levels produced by light rail vehicles.
 - Train operators to identify potential wheel flats and other mechanical problems so that timely maintenance can be performed.
 - Modified rail shape to reduce rail-wheel noise. The modified rail shape will be used on East Link.
 - Grind the head of rails to a smoother surface than is required for freight rail roads.
 - Sound Transit learned that wheel squeal occurs on curves with a radius of 600-feet or less. On East Link, all track curves with a radius of 600-ft or less near noise sensitive receivers will be built with a rail lubricator to reduce the noise in the curves.
 - Maximize the use of ballasted track, which is quieter than paved track.
 - Install all switches on ballasted track or on plinths so that they can be easily replaced if found that a quieter switch type is needed at that location.
 - During nighttime hours, PA volumes vary with ambient noise levels.
 - Wayside audible warning devices are directed towards pedestrians.
 - Train bell noise levels reduced at night.
- ### Corridor Wide Mitigation
- Air Quality dust & emission control per PSCAA requirements
 - Environmental Impacts regulated by Dept. of Fish and Wildlife, Dept. of Ecology and Army Corp. Eng.
 - ST Business & Community Outreach Program and good neighbor commitments per ST website.
 - Alignment modifications to minimize neighborhood, City and environmental concerns
 - Neighborhood Construction Traffic Mitigation
 - NTSS to work with impacted areas to address construction traffic impacts

EXHIBIT O - MITIGATION

Amended MOU - Project Coordination

- Covered March 30th
- Efficiencies in project delivery
- Sound Transit work performed by the City
- City work performed by Sound Transit
- Agreement in scope, timing, reimbursement

Continued Community Outreach

- East Link web pages updated tonight/tomorrow
 - Recent Council presentations/information
 - Fact sheets (OMSF, Noise, Parks/Open Space)
 - Mitigation map (attachment to MOU)
- Community briefings (Steering Committee)
- Kate March 425-452-2055

Next Steps

- April 8 MOU Document Available On-Line
- April 13 Public Hearing-To gather input on the proposed MOU (Written comments will be accepted until April 19)
- April 20 Council Discussion and Potential Action

Questions?