

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)

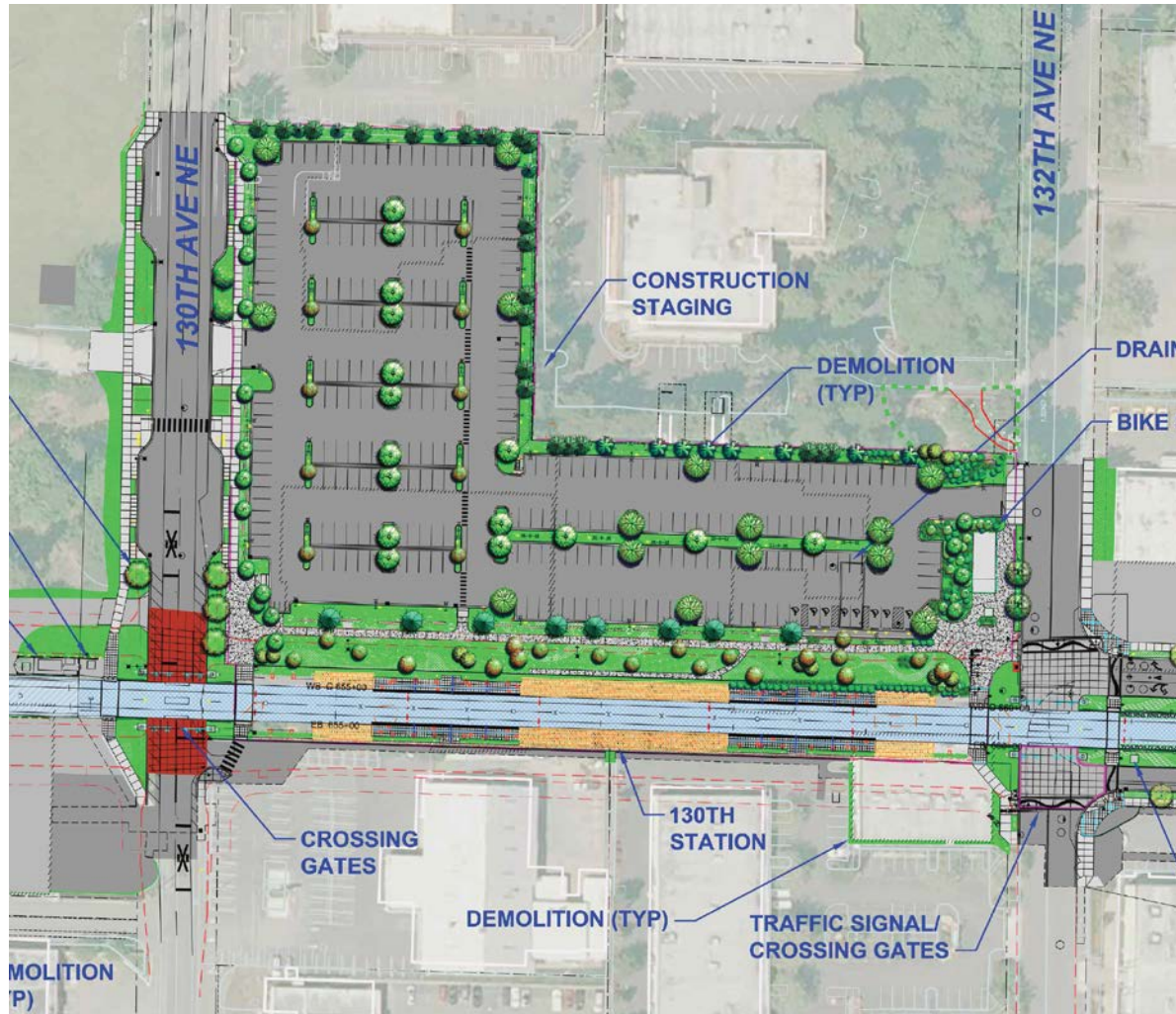
Financial Reconciliation

- \$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

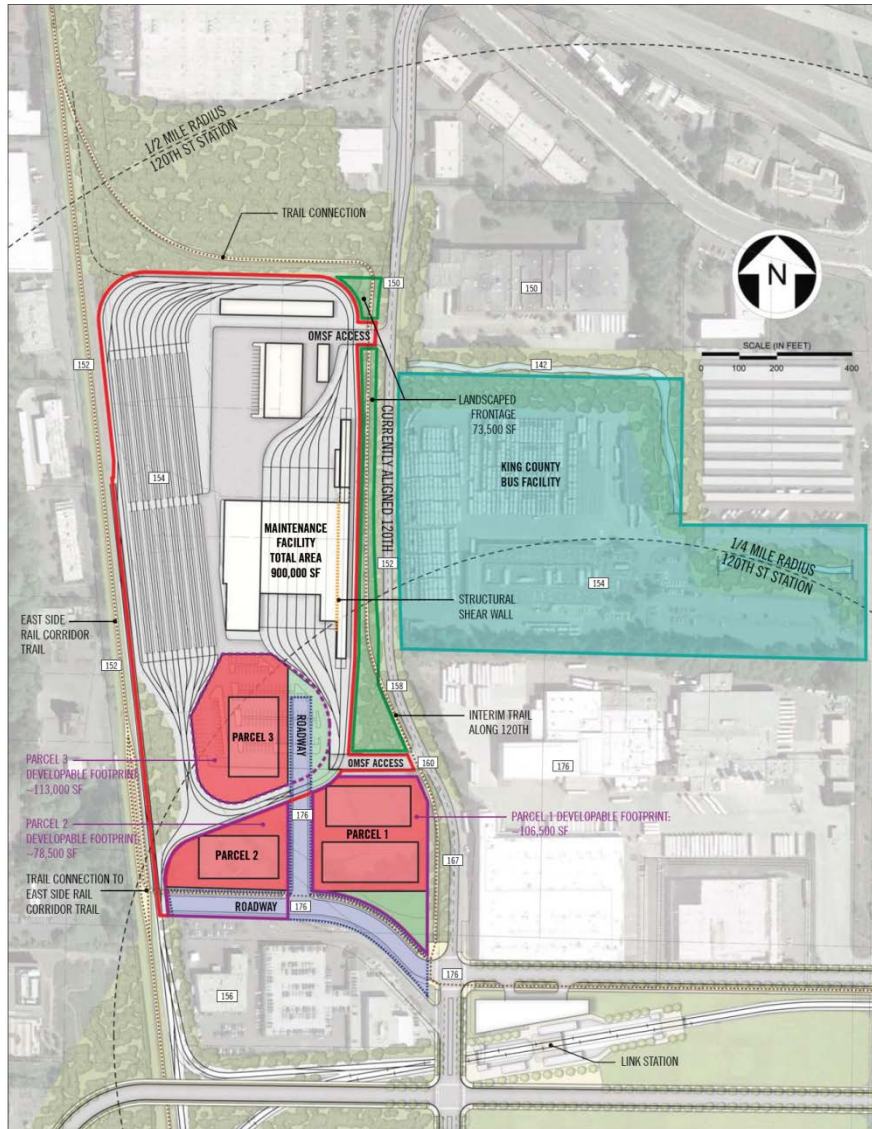


Operations and Maintenance Facility

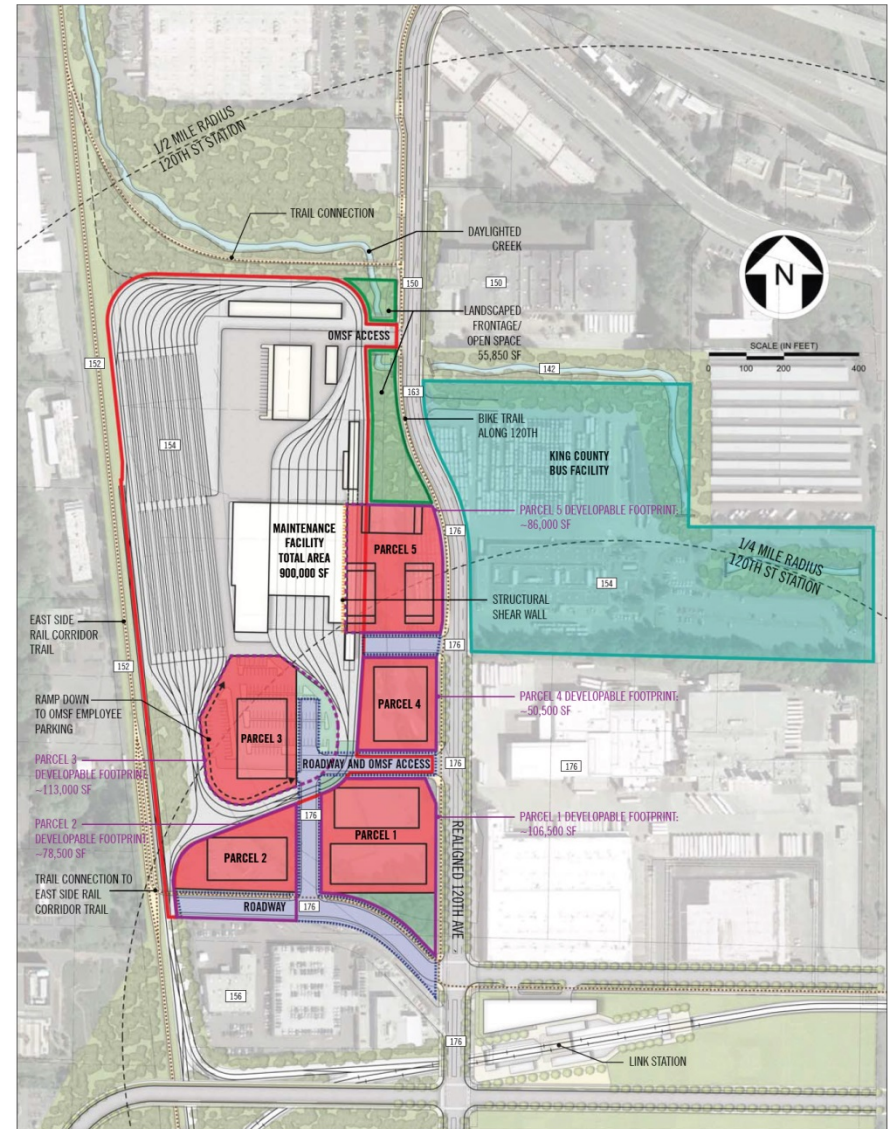
Graphic from Sound Transit Board Site Selection Meeting July 2014



OMSF – Phase 1 and Phase 2

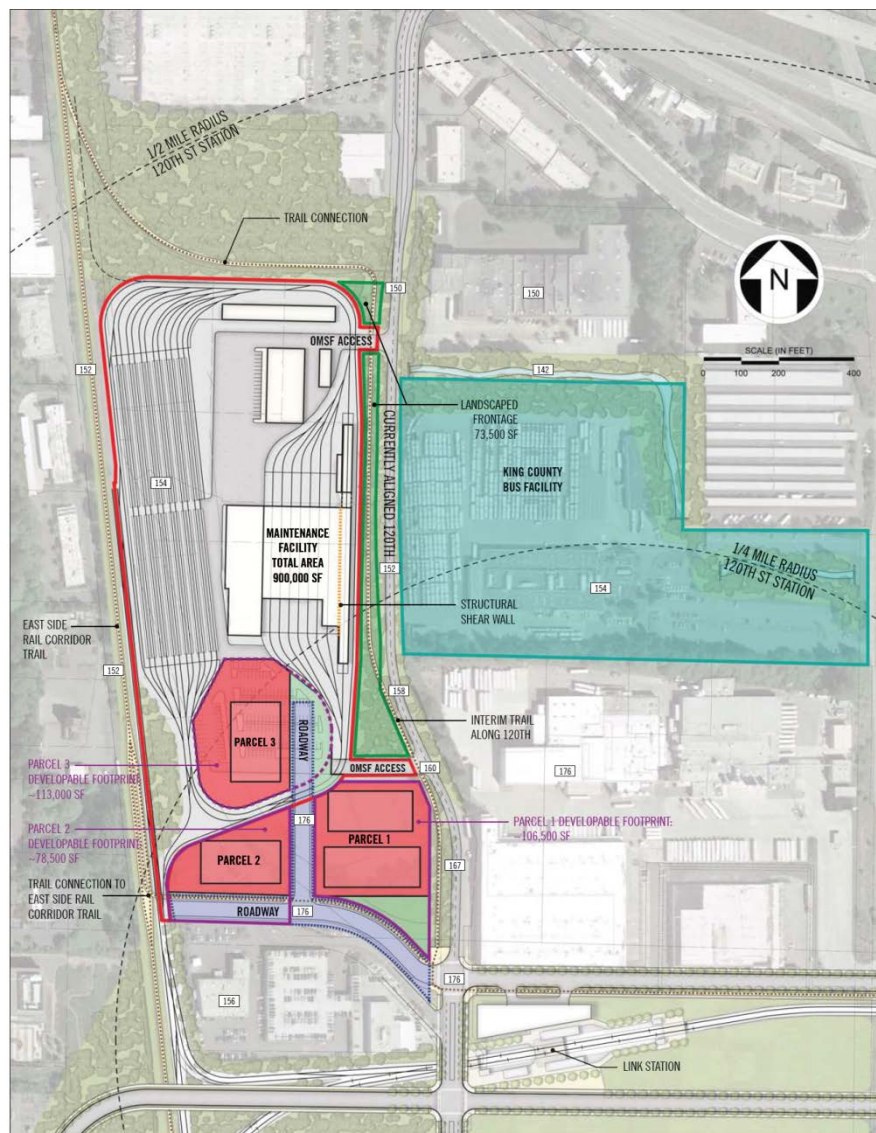


DEVELOPMENT SCENARIO - PHASE 1



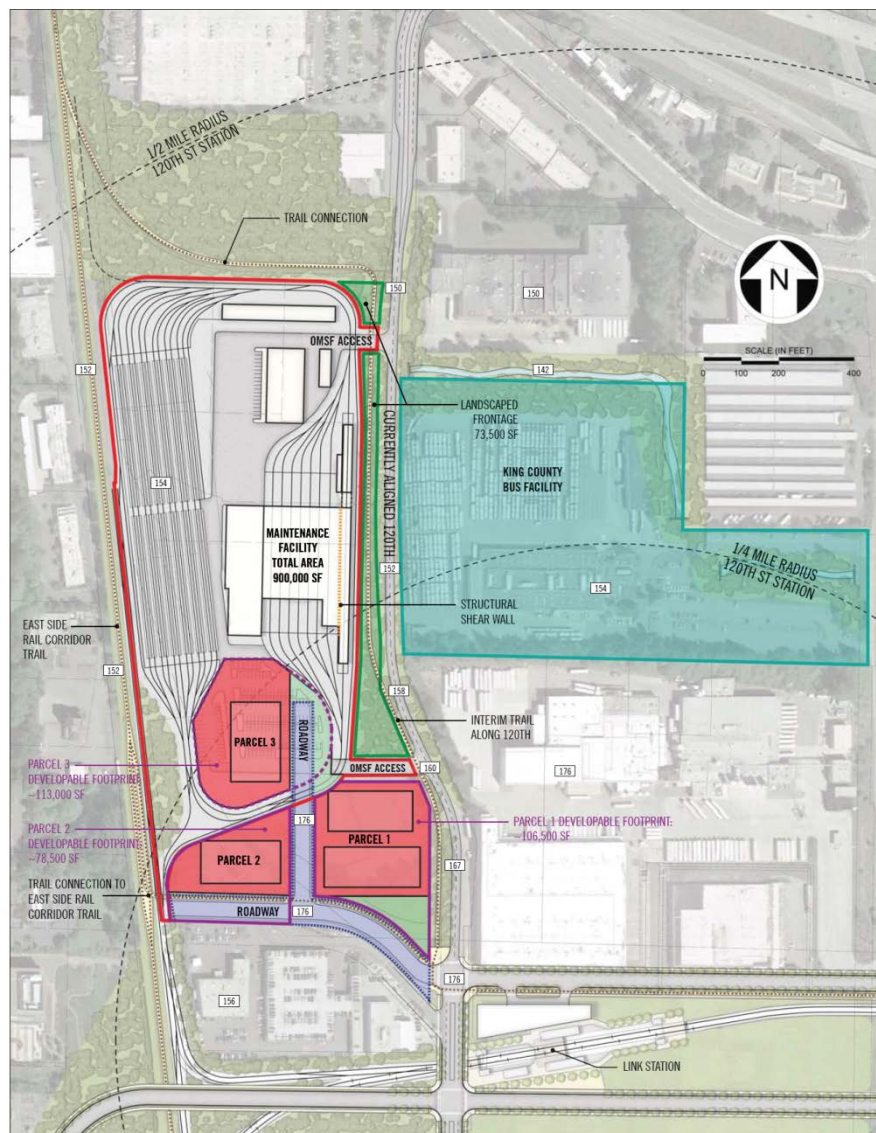
DEVELOPMENT SCENARIO - PHASE 2

Amended MOU – OMSF Phase 1



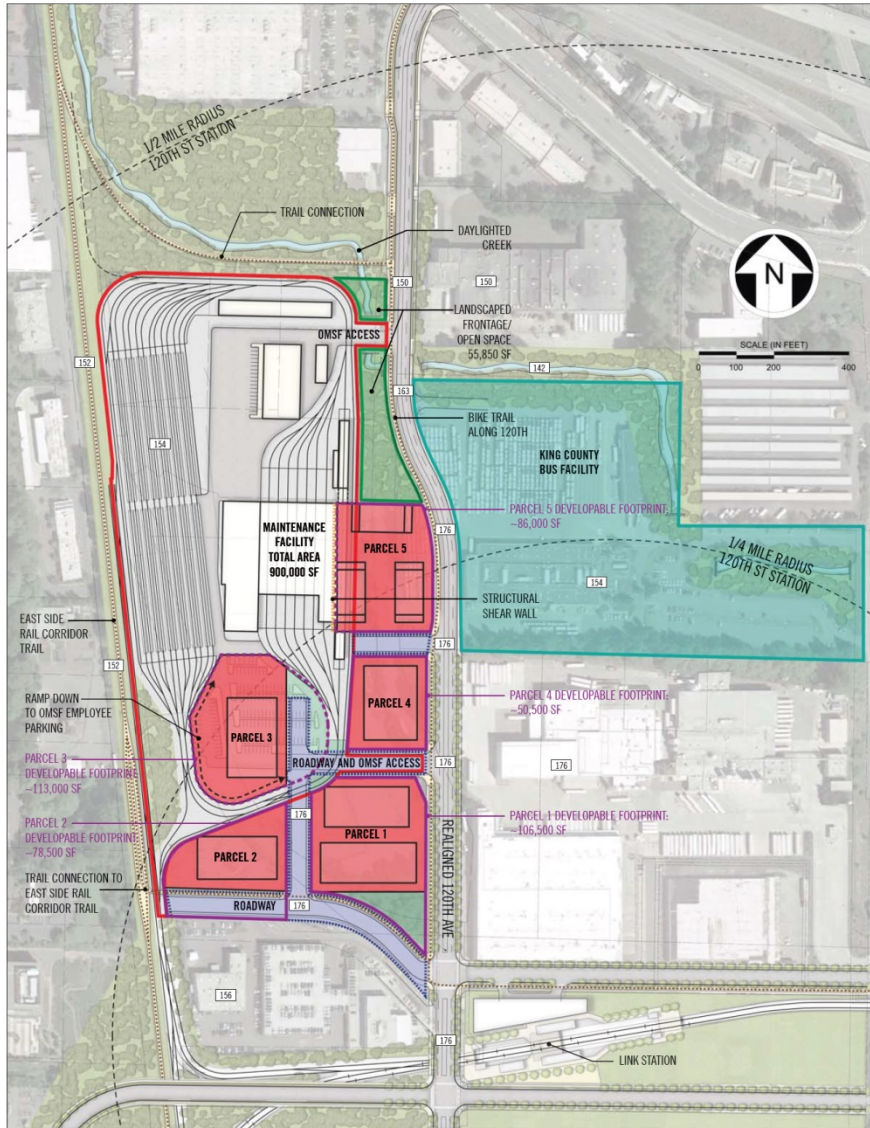
- Design elements of facility integrated to existing and future surroundings
- Allowance for future transit oriented development (TOD) adjacent to operating facility
 - Overall facility design
 - Design of future street network
 - Utility design and construction to parcels 1, 2 and 3
- Commissioning 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



- 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



- 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

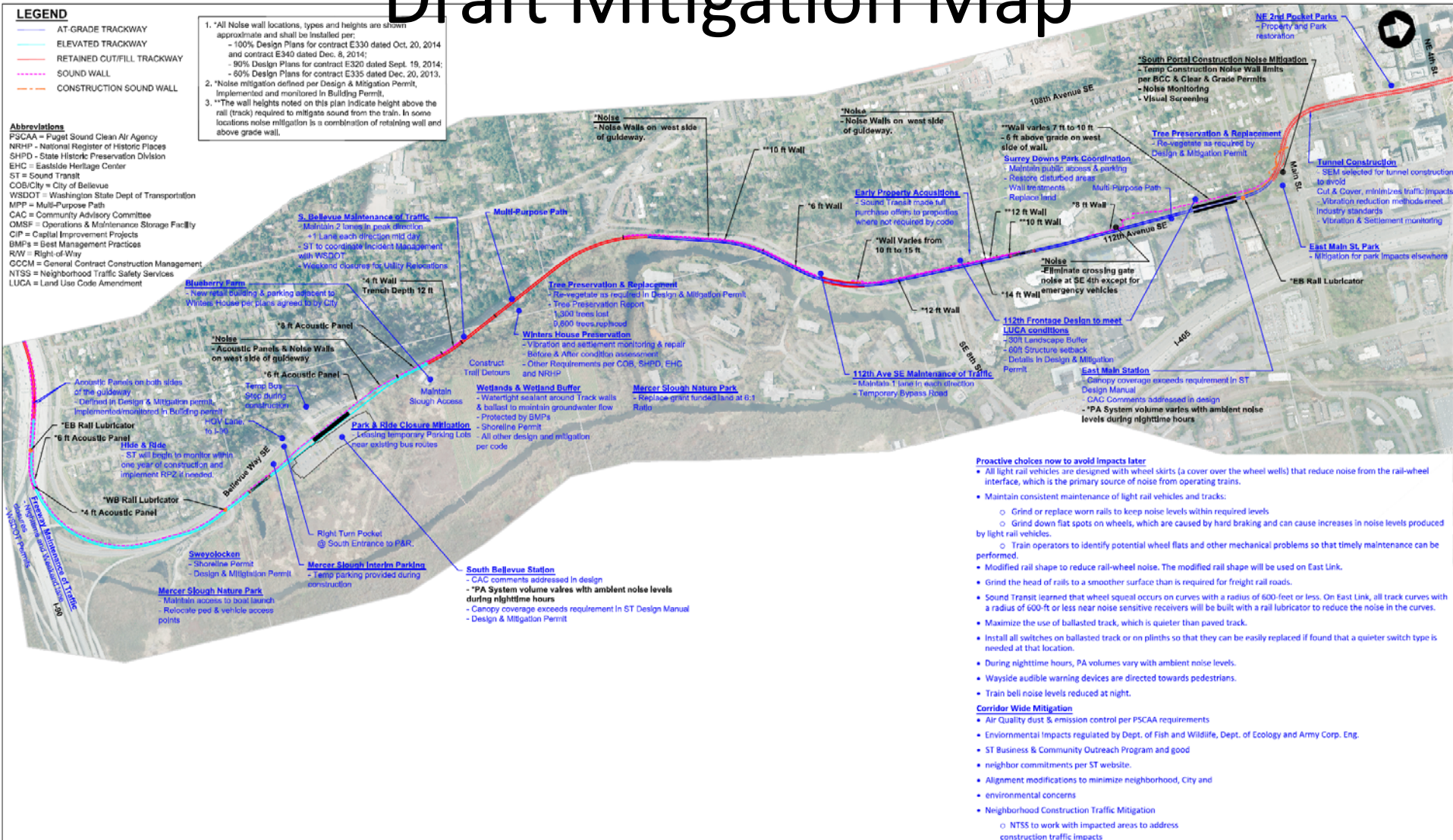


EXHIBIT O - MITIGATION

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 approximate and shall be installed per:
 - 100% Design Plans for contract E330 dated Oct. 20, 2014
 - and contract E340 dated Dec. 8, 2014;
 - 90% Design Plans for contract E320 dated Sept. 19, 2014;
 - 60% 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 trains. 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
 GCM = General Contract Construction Management
 NTSS = Neighborhood Traffic Safety Services
 LUCA = Land Use Code Amendment

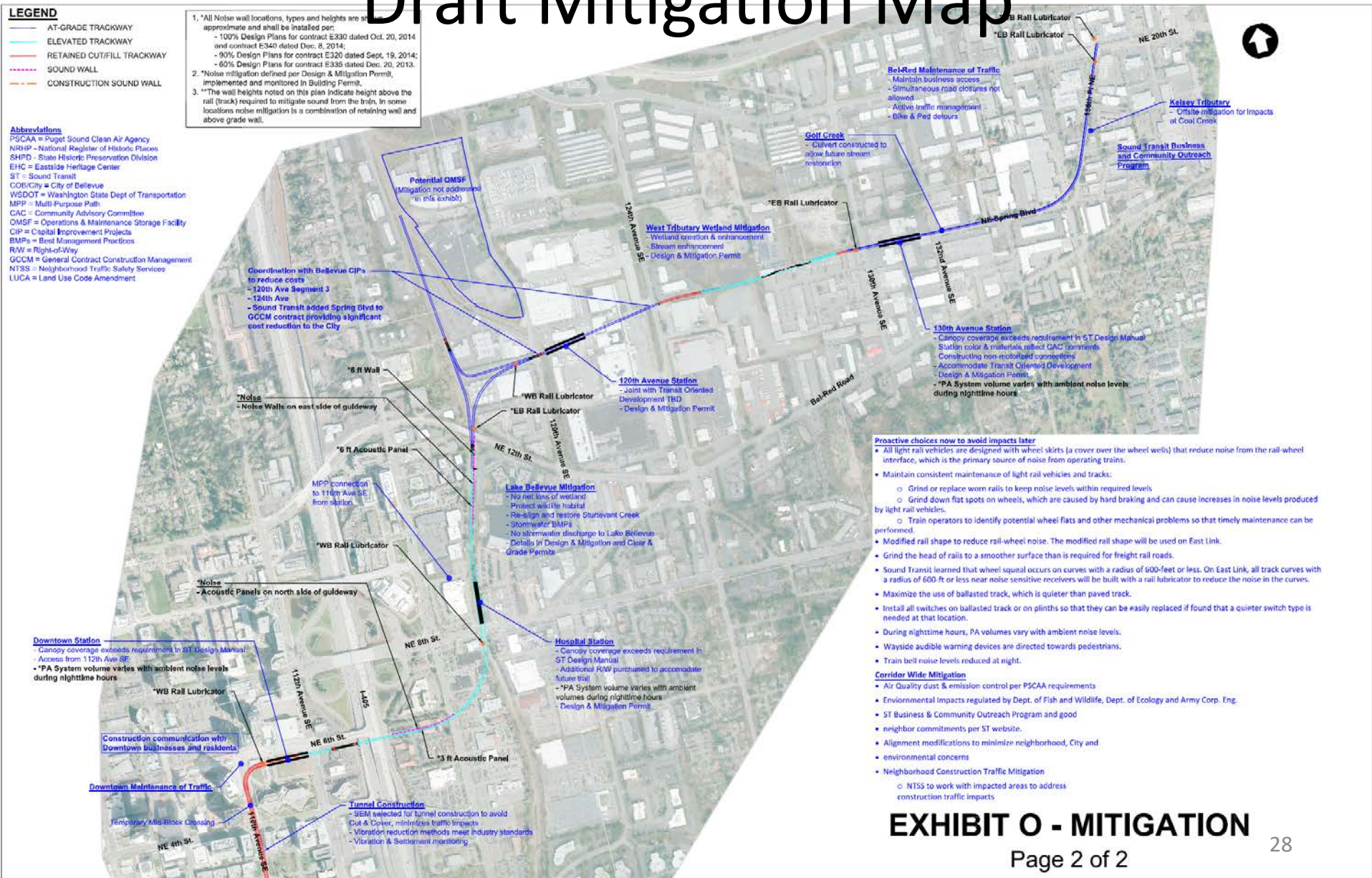


EXHIBIT O - MITIGATION

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?