



Resolution No. R2023-15

Adopting a Noise and Vibration Policy

Meeting:	Date:	Type of action:	Staff contact:
Executive Committee	05/04/2023	Recommend to Board	Don Billen, Executive Director, PEPD
Board	05/25/2023	Not Considered	Kent Hale, Director Environmental Planning Shankar Rajaram, Executive Project Director - Revenue Vehicles
Board	06/22/2023	Not Considered	
Board	07/27/2023	Final Action	
Board			

Proposed action

Adopts a Noise and Vibration policy and supersedes Motion No. M2004-08.

Key features summary

- Revising the existing Link Noise Mitigation Policy (Motion No. M2004-08) is appropriate because it is out of date, applies only to Link light rail noise and can be improved to reflect lessons learned from implementing Sound Move and ST2 projects.
- The policy includes the following revisions:
 - Includes vibration assessment and mitigation in addition to noise.
 - Adds policy statement that Sound Transit assesses and mitigates impacts for new development that are reasonably foreseeable at the time of the Board action selecting the project to build; the chief executive officer (CEO) has discretion to assess and mitigate impacts to new development that are built after this date.
 - Adds policy statement that Sound Transit will mitigate all moderate and severe operational noise impacts when the Federal Transit Administration (FTA) criteria is applicable (FTA has both a moderate and severe noise impact criteria). This is consistent with agency practice.
 - Eliminates detailed procedures on how to implement the policy.
 - Reformatted into current resolution format and to be more concise.
 - Adds definitions for “sensitive receiver” and “reasonably foreseeable.”
- Key policy points in the existing policy have been retained, such as the need for mitigation to be reasonable and feasible. Procedures and details deleted from the existing policy will now be documented in agency procedures as appropriate.
- The revised policy provides timely direction for implementation of the ST3 program.

Background

The existing Link Noise Mitigation Policy (Motion No. M2004-08) was created to define for the agency, the staff and the public, Sound Transit’s approach and process to implementing noise mitigation for the initial light rail segment and future extensions. The existing policy focuses on implementation of noise

barriers and residential sound insulation (RSIP) and includes detailed procedures and responsibilities for specific staff positions, many of which no longer exist. It is the only agency policy addressing Sound Transit project noise.

Lessons learned from construction and operation of Sound Move and ST2 projects raised the question of whether the policy should be revised. This also prompted a broader look at the policy to update it and determine if there are other issues that should be addressed.

Proposed updates to the policy include revisions for consistency with current Sound Transit Board policy format and content. The proposed revised policy has been modified to address vibration, define key terms, incorporate lessons learned and reflect current agency practice. As part of the revision process staff considered policy suggestions from the Federal Transit Administration's (FTA) noise guidance and reviewed noise policies from other transit agencies and the Washington State Department of Transportation (WSDOT). Key policy points in the existing policy have been retained, such as the need for mitigation to be reasonable and feasible. Procedures and details deleted from the existing policy will now be documented in agency procedures as appropriate.

Two new policy points have also been added. The first is that Sound Transit assesses and mitigates impacts for new development that are reasonably foreseeable at the time of the Board action selecting the project to build. This is consistent with agency practice during the project development and environmental review phase of projects. The intention behind this policy point is to avoid or minimize revisiting the design of noise and vibration mitigation late in the design or construction phase of projects. To ensure Sound Transit has flexibility in applying this proposed policy, the chief executive officer (CEO) is granted discretion to address new developments that occur after this date, considering project scope, schedule, budget, community concerns, and other factors as appropriate.

The second new policy statement is that Sound Transit will mitigate all moderate and severe operational noise impacts when the Federal Transit Administration criteria is applicable (FTA has both a moderate and severe noise impact criteria). There are typically no clear or appropriate state or local regulations that define noise standards for operation of linear transit projects. Consistent with current agency practice, this policy commits Sound Transit to meet an appropriately high noise standard for its projects.

Fiscal information

Project specific noise and vibration mitigation measures are included in project budgets. The revised policy is not expected to change the cost of noise or vibration mitigation for Sound Transit projects. The policy's intent to minimize late changes in final design/construction is expected to save and prevent costs associated with schedule delays.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Not applicable to this action.

Time constraints

A one-month delay would not create an impact to project schedules.

Prior Board/Committee actions

Motion No. M2004-08: Adopted a Link Noise Mitigation Policy and authorized the Chief Executive Officer to implement the policy as defined.

Environmental review – PW 4/19/2023

Legal review – JCN 4/18/2023



Resolution No. R2023-15

Policy Crosswalk: Proposed Revisions to Motion No. M2004-08

Existing Policy (Motion No. M2004-08)	Proposed Policy (Resolution No. R2023-15)	Justification
<p>A motion of the Board of the Central Puget Sound Regional Transit Authority adopting a Link Noise Mitigation Policy and authorizing the Chief Executive Officer to implement the policy as defined.</p>	<p>A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting a Link Light Rail Noise and Vibration Policy and superseding Motion No. M2004-08.</p> <p>WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and</p> <p>WHEREAS, Sound Transit is authorized to plan, construct and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and</p> <p>WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008 and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and</p> <p>WHEREAS, by Motion No. M2004-08, Sound Transit adopted a Link Noise Mitigation Policy and authorized the chief executive officer (CEO) to implement the policy; and</p>	<p>In general, the Policy has been reformatted into the current Resolution format, made more concise, eliminated detailed procedures of how to implement the policy, and eliminated mitigation examples as there are multiple types of mitigation.</p>

	<p>WHEREAS, Sound Transit wishes to expand the policy to address both noise and vibration generated by light rail built and operated by Sound Transit; and</p> <p>WHEREAS, Sound Transit wishes to affirm its commitment to communities served by Sound Transit light rail and clarify policy provisions related to noise and vibration assessment and mitigation.</p> <p>NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that Motion No. M2004-08 is hereby superseded with a Link Light Rail Noise and Vibration Policy, which is hereby adopted as follows:</p>	
<p>This Link Noise Mitigation Policy (“Policy”) establishes Sound Transit policies intended to guide both the assessment and mitigation, as appropriate, of noise impacts associated with Link Light Rail project components.</p>	<p>1.0 Scope</p> <p>1.1 This policy guides the assessment and mitigation, as appropriate, of noise and vibration impacts associated with construction and operation of Sound Transit light rail projects.</p>	<p>The proposed policy has been expanded to address Link light rail vibration in addition to noise.</p>
	<p>2.0 Definitions</p> <p>2.1 Sensitive receiver: Land use where transit project noise or vibration may interfere with activities intended for its use, such as residences, hospitals and certain research facilities, as defined by applicable guidance or regulations.</p> <p>2.2 Reasonably foreseeable: Development that is not speculative, is funded, approved for regulatory permitting, has completed</p>	<p>The proposed policy adds definitions to provide clarity on two relevant key technical terms.</p>

	environmental review or is part of an officially adopted plan or development plan.	
<p>I. ASSESSMENT OF LINK NOISE IMPACTS</p> <p>As a general matter, the assessment of potential Link noise impacts will occur as part of the environmental review process. The following policies shall guide Sound Transit’s assessment and control of potential Link noise impacts:</p> <p>A. Sound Transit shall comply with applicable federal, state, and local noise requirements in evaluating noise impacts, determining appropriate mitigation measures, and implementing Link projects;</p> <p>B. Sound Transit will seek to identify potential noise impacts and potential mitigation measures early in the project development process, as practicable;</p> <p>C. Sound Transit will seek to reduce expected noise impacts, as practicable, through reductions in source emissions and project design;</p> <p>D. Sound Transit will seek to work with local jurisdictions to provide that development occurs which is compatible with expected or existing project operational noise.</p>	<p>3.0 Policy</p> <p>3.1 Sound Transit complies with applicable federal, state and local noise and vibration requirements and relevant guidance to evaluate construction and operational noise and vibration impacts, determine and implement appropriate mitigation measures, and construct and operate Sound Transit projects and services.</p> <p>3.2 Assessment of noise and vibration impacts</p> <p>3.2.1 The agency analyzes potential noise and vibration impacts of all Sound Transit projects that require review under the State Environmental Policy Act.</p> <p>3.2.2 Assessment of potential project noise and vibration impacts occurs as part of the environmental review process. To ensure that impacts are accurately characterized and mitigated, the final identification and design of mitigation measures take place after environmental review and before the start of construction.</p> <p>3.2.3 The agency assesses and mitigates impacts to noise and vibration sensitive receivers that are present or reasonably foreseeable on the date of the Board’s selection of the project to build. The CEO may</p>	<p>Existing Section I.B has been revised in Proposed Section 3.2.2 clarifying that the initial assessment takes place during environmental review.</p> <p>Existing Section I.C is about mitigation, not assessment, and has been consolidated in the Proposed Mitigation Section 3.3 below.</p> <p>Existing Section I.D has been replaced with Proposed Section 3.2.3 which creates a clear point in time for when Sound Transit’s responsibilities start and end for noise and vibration assessment and identifying mitigation. Proposed Section 3.2.3 affords the CEO discretion to evaluate unique or unusual scenarios case by case, considering several factors.</p>

	<p>assess and mitigate impacts to any new sensitive receivers that are built or become reasonably foreseeable after this date. The CEO must consider the project scope, schedule, budget, community concerns and other factors as appropriate.</p>	
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<p>II. GENERAL MITIGATION POLICIES</p> <p>A. <u>Consistency with Sound Transit Scope Control Policy</u></p> <p>In implementing noise mitigation for each Link project, Sound Transit shall comply with the Scope Control Policy (Board Motion M2002-121) for both construction-related and operational mitigation.</p> <p>B. <u>Construction Noise Mitigation</u></p> <p>Sound Transit will seek to limit construction noise impacts associated with the development of the Link projects. To this end, Sound Transit will meet applicable federal, state, and local construction noise regulations and requirements, including any requirement to obtain required noise variances. Project-specific efforts to minimize construction noise impacts may include: the use of noise barriers between major construction sites and nearby noise-sensitive uses; restricting the use of noise generating equipment during nighttime hours unless appropriate mitigation is in place; the use of truck haul routes that will serve to minimize potential noise impacts; and temporary relocation of sensitive receptors, where appropriate.</p> <p>C. <u>Operational Noise Mitigation</u></p> <p>Sound Transit will assess whether a Link project will result in operational noise impacts in accordance with applicable federal, state, and/or local law, and relevant guidance. Source treatment measures, which serve to prevent noise impacts, shall be the preferred means of mitigation. After the implementation of source</p>	<p>3.3 Mitigation</p> <p>3.3.1 Where the Federal Transit Administration noise criteria is applicable, the agency mitigates all moderate and severe noise impacts for transit project operations.</p> <p>3.3.2 The agency prefers source treatment measures to prevent or mitigate noise and vibration impacts during project construction and operation. After the implementation of source treatment measures, the agency uses path measures between the source and receiver as the preferred method of mitigating impacts. The agency only mitigates at the receiver where source and path measures are ineffective, unreasonable and/or infeasible.</p> <p>3.3.3 The agency only improves building sound insulation when necessary to meet applicable noise reduction levels, consistent with the Board's scope control policy. Required sound insulation improvements do not include major structural improvements or modifications, property upgrades or any other improvements not required to meet applicable noise reduction levels.</p> <p>3.3.3.a Affected property owners may decide whether to permit or forego the installation of the agency's recommended building</p>	<p>Section II.A. was removed, with reference to consistency with the Scope Control policy retained in the new Section 3.3.3 and Reference Section 4.0.</p> <p>Proposed Section 3.3.1 is new and makes clear that Sound Transit will mitigate all moderate and severe operational noise impacts as defined by the Federal Transit Administration. (FTA has both a moderate and severe noise impact criteria). This is consistent with agency practice.</p> <p>Existing Sections II.B and II.C have been consolidated into Proposed Section 3.1 above and Proposed Section 3.3.2. Section 3.3.2 also expands the Policy so that construction mitigation follows the same prioritization as operational mitigation: mitigate first at the source, second between the source and receiver (path), and third at the receiver.</p> <p>Proposed Section 3.3.4 expands the Policy so that construction mitigation is now subject to the same reasonable and feasible determination as operational mitigation.</p> <p>Existing Section II.D has been incorporated into Proposed Section 3.2.2 above.</p>
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<p>treatment operational measures, the use of path measures (between the source and receiver) shall be the preferred method of mitigating noise impacts. This will primarily consist of noise barriers, alignment modifications, acquisitions or buffer zones. Sound insulation of buildings will be used to mitigate noise impacts only where path measures are ineffective, unreasonable and/or infeasible forms of mitigation.</p> <p>D. <u>Final Identification of Project Noise Impacts</u></p> <p>Sound Transit shall continue to reevaluate project noise impacts associated with Link projects, as appropriate, during project design. The final identification and design of noise mitigation measures will occur preferably between the 60% to 90% design level, taking into account the implementation of source treatment operational measures and other means of noise reduction, as appropriate. This will ensure that noise impacts associated with Link are accurately characterized and mitigated as appropriate.</p>	<p>sound insulation improvements.</p> <p>3.3.3.b The agency does not provide monetary or other forms of compensation to property owners as an alternative to providing recommended noise mitigation measures.</p> <p>3.3.4 All mitigation must be reasonable and feasible. The agency determines whether the use and location of any mitigation measure are reasonable and feasible using the following criteria: noise and vibration reduction, limits to effectiveness, potential safety impacts, visual impacts, cost effectiveness, ownership or control of the right of way, community input or other factors as appropriate.</p>	
<p>E. <u>Community Outreach</u></p> <p>A noise mitigation community outreach program, that addresses both construction and operational noise impacts, will be included in the community outreach plan for relevant Link projects or project segments prior to the start of construction. Each plan shall identify effective means of raising public awareness and providing information regarding Sound Transit's Link Noise Mitigation Policy, expected noise impacts, and associated mitigation efforts. The plan shall further provide for regular communication between Sound</p>	<p>3.4 Community Outreach. The agency conducts community outreach for projects to provide appropriate information regarding this policy, expected noise and vibration impacts and associated mitigation for construction and operation of the project.</p>	<p>Proposed Policy Section 3.4 eliminates the procedural detail from existing Section E while not changing the level or type of outreach to be provided.</p>

<p>Transit’s Link Community Outreach staff and affected property owners, business owners, and tenants regarding the implementation of the Link Noise Mitigation Policy. Sound Transit’s Link Community Outreach program shall develop these noise mitigation community outreach plans, including all written materials, under the direction of the Link Director, or designee, and in coordination with Link Project Development, Real Estate, and Legal. The plans shall reflect applicable Sound Transit policies, as well as any ROD and/or other project requirements.</p>		
	<p>4.0 References</p> <p>4.1 Resolution No. R2004-06 Environmental Policy</p> <p>4.2 Resolution No. R2009-24 Scope Control Policy</p>	<p>Proposed Policy Section 4.0 adds reference to existing Board adopted policies related to Environmental and Scope Control issues.</p>

III. NOISE BARRIERS

The following policies shall govern Sound Transit’s implementation of permanent noise barriers as a form of operational noise mitigation for Link projects. This section does not apply to the use of temporary noise barriers used during construction.

A. Criteria for Noise Barrier Use

Noise barriers may be considered as a form of noise mitigation for Link projects when justified by the scope of an identified noise impact that cannot be reduced or eliminated through operational or other source reduction measures. Noise barriers will be used only along elevated and at-grade trackway and only where the use of such barriers is reasonable and feasible. Whether the use and location of such barriers is reasonable and feasible will be determined in consideration of the following: noise reduction; limits to effectiveness (e.g., the existence of a multi-story building); whether the use of a noise barrier would result in potential safety, visual, or other impacts; cost-effectiveness; or other factors as appropriate.

B. Coordination with Affected Property Owners

Sound Transit decisions to use noise barriers, as well as barrier locations and designs, will be made in consultation with affected property owners, as appropriate. This coordination will be implemented under the direction of the Link Director, or designee, jointly by Link Project Development and Link Community Outreach, in consultation with Real Estate and Legal. Final decisions on noise barrier use and location in

Existing Section III has been incorporated into Proposed Section 3.3 above, while also eliminating examples and procedural detail for implementing the policy.

The procedural details will be incorporated into agency standards such as the Design Criteria Manual.

<p>consideration of property owner interests and the criteria described in <u>Policy IIIA, Criteria for Noise Barrier Use</u> will be made under the direction of the Link Director, or designee.</p>		
<p>IV. RESIDENTIAL SOUND INSULATION</p> <p>The following policies shall guide Sound Transit's implementation of residential sound insulation program (RSIP) as a form of noise mitigation for Link projects. The RSIP manager, responsible for managing the RSIP contracts, shall be the designee of the Link Director.</p> <p>A. <u>Criteria for Residential Sound Insulation Use</u></p> <p>Sound Transit shall implement residential sound insulation as a noise mitigation measure when justified by the scope of an identified impact that cannot be reduced or eliminated through source control or other operational measures. Residential sound insulation shall be used only when the use of source or path treatments, such as noise barriers is ineffective, unreasonable, and/or infeasible.</p> <p>B. <u>Noise Reduction Levels</u></p> <p>Unless otherwise required, sound insulation will use the Housing and Urban Development (HUD) interior 45 dBA Ldn as the reference value for interior noise level reduction of light rail impacts and WSDOT's 51 dBA peak hour Leq criteria as the reference value for traffic noise impacts. For those locations where both light rail and traffic noise impacts are identified, the interior noise levels will meet whichever criterion achieves the greatest level of noise reduction.</p>		<p>Proposed Section IV.A has been incorporated into Proposed Section 3.3.2 above. Existing Sections IV.B, IV.D and IV.F are detailed procedures on how to implement the policy and have been eliminated. The Policy statements in existing Sections IV.C and IV.E have been retained in Proposed Section 3.3.3 without the procedural detail.</p> <p>The procedural details will be incorporated into agency standards such as the Design Criteria Manual.</p>

C. Scope of Required Improvement

The scope of required residential sound insulation improvements will be determined on a case-by-case basis. Improvements will be based on the need to meet the noise reduction levels in policy IV.B. Improvements will be limited to those necessary to install the required sound insulation measures and that are consistent with the Scope Control Policy (Board Motion M2002-121). Potential measures may include, as appropriate: the installation of replacement windows and doors and, if required, added insulation. Required improvements shall not include major structural improvements/modifications, property upgrades or any other improvements not required to meet applicable noise reduction levels.

D. RSIP Contracting

Sound Transit shall provide for the installation of required residential sound insulation and related work in affected buildings through the use of qualified contractors and subcontractors. In addition to providing for the completion of the residential sound installation in accordance with stated requirements, the contractual documents shall provide for the following:

1. Appropriate coordination of installation of required improvements with affected property owner/tenants, in consultation and coordination with Sound Transit;
2. The implementation of practicable measures to minimize inconvenience to affected property owners and tenants during the installation process, such as the use of dust-proofing measures and limiting work to daytime hours only; and

<p>3. Reference of inquiries regarding the scope of required residential insulation measures to the RSIP manager.</p> <p>E. <u>Coordination with Affected Property Owners/Tenants</u></p> <p>Sound Transit shall coordinate testing associated with the residential sound insulation, the identification of appropriate residential sound insulation measures, and the installation of sound insulation measures with affected property owners. This coordination will be implemented under the direction of the Link Director, or designee, and jointly by the RSIP manager and Link Community Outreach manager. Final decisions relating to the scope of required residential sound insulation measures for all affected properties in consideration of property owner interests and the criteria described in <u>Policy IV.A, Criteria for Residential Sound Insulation Use</u> will be made under direction of the Link Director, or designee.</p> <p>F. <u>Documentation</u></p> <p>The Link RSIP manager, in consultation with Legal and in coordination with Link Community Outreach and Real Estate shall provide for the development of appropriate documentation associated with installation of residential sound insulation as a form of Link noise mitigation. Such documentation should include the following: the use of written access agreements for testing and installation with property owners; written agreements with property owners providing for the installation of required insulation measures; written documentation from the contractor installing the mitigation and the property owners indicating the completion of</p>		
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required insulation measures; and liability releases as appropriate.

G. Homeowner Elections to Forego Improvements

The decision to permit Sound Transit's installation of residential insulation measures designed to mitigate noise impacts is within the discretion of affected property owners. Property owners may, accordingly, elect to forego recommended improvements. However, Sound Transit shall not provide monetary or other forms of compensation to property owners as an alternative to providing recommended noise mitigation measures.



Substitute Resolution No. R2023-15

Link Light Rail Noise and Vibration Policy

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting a Link Light Rail Noise and Vibration Policy and superseding Motion No. M2004-08.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008 and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, by Motion No. M2004-08, Sound Transit adopted a Link Noise Mitigation Policy and authorized the chief executive officer (CEO) to implement the policy; and

WHEREAS, Sound Transit wishes to expand the policy to address both noise and vibration generated by light rail built and operated by Sound Transit; and

WHEREAS, Sound Transit wishes to affirm its commitment to communities served by Sound Transit light rail and clarify policy provisions related to noise and vibration assessment and mitigation.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that Motion No. M2004-08 is hereby superseded with a Link Light Rail Noise and Vibration Policy, which is hereby adopted as follows:

1.0 Scope

1.1 This policy guides the assessment and mitigation, as appropriate, of noise and vibration impacts associated with construction and operation of Sound Transit light rail projects.

2.0 Definitions

2.1 Sensitive receiver: Land use where transit project noise or vibration may interfere with activities intended for its use, such as residences, hospitals, recording studios, concert halls, theaters, and certain research facilities, as defined by the Federal Transit Administration and other applicable guidance or regulations.

2.2 Reasonably foreseeable: Development that is not speculative, is funded, has a complete and active development application, has completed environmental review or is part of an officially adopted plan or development plan.

3.0 Policy

3.1 Sound Transit complies with the Federal Transit Administration requirements as well as applicable state and local noise and vibration requirements and relevant guidance to evaluate construction

and operational noise and vibration impacts, determine and implement appropriate mitigation measures, and construct and operate Sound Transit projects and services.

3.2 Assessment of noise and vibration impacts

3.2.1 The agency analyzes potential noise and vibration impacts of all Sound Transit projects that require review under the State Environmental Policy Act.

3.2.2 Assessment of potential project noise and vibration impacts occurs as part of the environmental review process. To ensure that impacts are accurately characterized and mitigated, the final design and refinement of mitigation measures takes place after environmental review and before the start of construction.

3.2.3 The agency assesses and commits to mitigate impacts to noise and vibration sensitive receivers that are present or reasonably foreseeable on the date of the Board's selection of the project to be built. The CEO may assess and mitigate impacts to any new sensitive receivers that are built or become reasonably foreseeable after this date. The CEO must consider the project scope, schedule, budget, community concerns and other factors as appropriate.

3.3 Mitigation

3.3.1 Where the Federal Transit Administration noise criteria is applicable, the agency mitigates all moderate and severe noise impacts for transit project operations.

3.3.2 The agency prefers source treatment measures to prevent or mitigate noise and vibration impacts during project construction and operation. After the implementation of source treatment measures, the agency uses path measures between the source and receiver as the preferred method of mitigating impacts. The agency only mitigates at the receiver where source and path measures are ineffective, unreasonable and/or infeasible.

3.3.3 The agency only improves building sound insulation when necessary to meet applicable noise reduction levels, consistent with the Board's scope control policy. Required sound insulation improvements do not include major structural improvements or modifications, property upgrades or any other improvements not required to meet applicable noise reduction levels.

3.3.3.a Affected property owners may decide whether to permit or forego the installation of the agency's recommended building sound insulation improvements.

3.3.3.b The agency does not provide monetary or other forms of compensation to property owners as an alternative to providing recommended noise mitigation measures.

3.3.4 All mitigation must be reasonable and feasible. The agency determines whether the use and location of any mitigation measure are reasonable and feasible using the following criteria: noise and vibration reduction, limits to effectiveness, potential safety impacts, visual impacts, cost effectiveness, ownership or control of the right of way, community input or other factors as appropriate.

3.4 **Community outreach.** The agency conducts community outreach for projects to provide appropriate information regarding this policy, expected noise and vibration impacts and associated mitigation for construction and operation of the project.

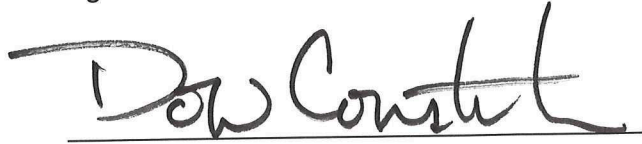
4.0 References

4.1 Resolution No. R2004-06 Environmental Policy

4.2 Resolution No. R2009-24 Scope Control Policy

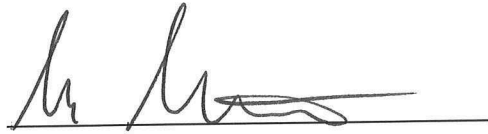
4.3 Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual, as amended

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 27, 2023.



Dow Constantine
Board Chair

Attest:



Adam Montee, on behalf of

Kathryn Flores
Board Administrator