

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2003-83**

**Interlocal Agreement with Snohomish County for Transit Oriented Development Facility Enhancement Project at the Ash Way Park-and-Ride.**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	8/7/03	Discussion/Possible Action to Recommend Board Approval Action	Joann Francis, Director Administrative Services <b>Scott Kirkpatrick, TOD Project Manager</b>	(206) 689-4934
Board	8/14/03			(206) 398-5264

<b>Contract/Agreement Type:</b>	✓	<b>Requested Action:</b>	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Interlocal Agreement	✓	Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

✓ *3Applicable to proposed transaction.*

**OBJECTIVE OF ACTION**

To establish an agreement under which Sound Transit and Snohomish County will share in the cost of a Transit Oriented Development (TOD) Facility Enhancement Project for purchasing and installing a pedestrian/traffic signal system at the Ash Way Park-and-Ride facility.

**ACTION**

Authorizing the Chief Executive Officer to execute an interlocal agreement with Snohomish County providing \$100,000 from the Transit Oriented Development Fund for cost sharing to purchase and install a pedestrian/traffic signal system at the Ash Way Park-and-Ride facility.

**KEY FEATURES**

- Authorizes the Chief Executive Officer to execute an agreement with Snohomish County for cost sharing to purchase and install a pedestrian/traffic signal system at the Ash Way Park-and-Ride facility. The agreement establishes the roles and responsibilities for design, purchase, installation, inspection, and project management of the project.
- The total cost of the project is estimated to be \$300,000. The County will pay \$125,000. Sound Transit's share is \$100,000 and is within the amount budgeted for this project. In addition to funding by Sound Transit and the County, a private developer will contribute up to \$50,000 and Community Transit will contribute up to \$25,000.
- The project implements Sound Move and the Board of Director's TOD policies ensuring that the transit facility fits within the local community, balancing land use and transit needs and responsibilities, involving the local community, and assisting with TOD implementation by others at Sound Transit facilities pursuant to Motion No. M99-60.

**BUDGET IMPACT SUMMARY**

<b>Action Outside of Adopted Budget:</b>	<b>Y/N</b>	<b>Y Requires Comment</b>
This Line of Business	N	
This Project	N	
This Phase	N	
This Task	N	
Budget amendment required	N	
<b>Key Financial Indicators:</b>	<b>Y/N</b>	<b>Y Requires Comment</b>
Contingency funds required	N	
Subarea impacts	N	
Funding required from other parties other than what is already assumed in financial plan	Y	Pledged: Snohomish County - \$125,000; Community Transit - up to \$25,000; Developer - up to \$50,000.

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

**BUDGET DISCUSSION**

The Ash Way TOD Facility Enhancement Project, a crosswalk and traffic control system will be funded as follows:

Signal design and engineering	Newberry Square LLC	\$50,000
Signal hardware and pedestrian crossing:	Snohomish County	\$125,000
Transit Signal Priority system purchase:	Community Transit	\$25,000
Signal hardware and pedestrian crossing:	Sound Transit	<u>\$100,000</u>
Total		<u>\$300,000</u>

Snohomish County will bid, inspect, project manage, and own the traffic control system. With Board approval, Sound Transit funds will be transferred by interlocal agreement to Snohomish County.

Two original budget elements of the TOD Facility Enhancement Project are not included in this action. Public art budgeted for the park-and-ride facility will occur through the Sound Transit Public Art Program (STart), including the community involvement and artist selection process. The intended sewer connection from the private development to the park-and-ride facility to preserve future TOD opportunities was dropped from further consideration due to engineering issues. Funding identified for that element will be available for reprogramming within the TOD Fund.

**REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS**

The proposed action is consistent with the current Board-adopted budget and is affordable within Sound Transit's current long-term financial plan and the subarea financial capacity.

## BUDGET TABLE

Action Item: Ashway TOD Project

	(A) Current Approved Budget	(B) Spent to Date	Balance	(C) Proposed Action	(D) Proposed Total Contract Value
<b>Project Budget:</b> <b>Ashway TOD</b>					
<b>Signalization</b>		-	-	<b>100,000</b>	<b>100,000</b>
		-	-		
		-	-		-
<b>Total</b>	<b>222,000</b>		<b>222,000</b>		
			-		
<b>Total</b>	<b>222,000</b>	-	<b>222,000</b>	<b>100,000</b>	<b>100,000</b>
<b>Percent Contingency</b>	<b>0%</b>			<b>0.00%</b>	<b>0.00%</b>

### Notes

This action is to present more recent information on this project. The initial budget was an estimate. At present more information is available and costs are negotiated.

### M/W/DBE – SMALL BUSINESS PARTICIPATION

Not applicable for this action.

### HISTORY OF PROJECT

The Ash Way – 164<sup>th</sup> Street vicinity has received a substantial Sound Transit commitment including construction of the Ash Way Park-and-Ride facility. Opened in July 1999 with 1,020 parking spaces, it is served by Community Transit and Sound Transit. Additional resources include the Swamp Creek (Ash Way) Station Area Plan commissioned by the Sound Transit Office of Policy and Planning in 2001, and financial assistance for the Snohomish County Urban Centers Program. The intent of the County's Urban Centers Program is to guide a change from its traditional suburban land use pattern to one more dense and supportive of pedestrian/transit development. Specific attention has been given to the Interstate 5 and 128<sup>th</sup> Street SW and 164<sup>th</sup> Street SW corridors. Community meetings have discussed future community plans, involved citizens in design charrettes, as well as technical development reviews of proposed projects under the Centers' Demonstration Project Ordinance.

The Demonstration Ordinance provides developers the opportunity to incorporate Urban Centers pedestrian and transit policies and guidelines into proposed projects. Concerted public/private partnerships are key for Urban Center implementation. Carrying out this public policy is essential to achieving the long term goals of the GMA and Sound Move.

A proposed mixed use development, Newberry Square LLC, provides a first test of the Demonstration Ordinance in bringing together several parties of interest. Newberry Square will be built on the west side of Ash Way across the street from the Park-and-Ride facility. The development is transit-supportive and includes convenience retail, a daycare and 120

residential units within walking distance of the park-and-ride facility. In 2002, Sound Transit TOD staff and Snohomish County began discussions with the developer to find a way to enhance the pedestrian connectivity between the project and the facility, optimize pedestrian and transit patron safety, and create neighborhood traffic calming.

All parties agreed that improving traffic flow and pedestrian connectivity was desirable. However, traffic volumes and accident history would not warrant a signalized intersection at the Park-and-Ride entrance/exit, and the proposed development would not create sufficient traffic to require installation under the County’s traffic mitigation ordinance. The developer offered to contribute to signalizing the intersection over and above the project’s required traffic impact fee.

**Prior Board or Committee Actions and relevant Board Policies**

Motion or Resolution Number	Summary of Action	Date of Action
R2002-17	Board adoption of 2003 TOD Program Budget	12/12/02
M99-60	Board adoption of Transit Oriented Development (TOD) Evaluation Criteria	9/23/99

Newberry Square LLC is proceeding with development approvals for a summer 2003 groundbreaking. The public agencies associated with this proposed TOD Facility Enhancement project have met numerous times with the developer to arrive at an agreement on project budget, scope, and schedule.

Sound Transit’s participation in this partnership was predicated on fulfilling Board TOD policies and guidelines, especially Motion No. M99-60 which adopted process and evaluation criteria to be used by staff to identify and/or evaluate Sound Transit participation in various TOD and/or joint development opportunities around Sound Transit facilities. Those criteria balance the specific goal of providing the transit facility and larger policy goals of linking land use and transit planning, design and implementation to enhance communities, and increase transit ridership.

Additional Board adopted policies support developing public/private partnerships to implement TOD, and working cooperatively with local governments and agencies to facilitate TOD and joint development.

**CONSEQUENCES OF DELAY**

The Board of Directors could defer action on this item until its second meeting in August without having an impact on the project schedule. Further delay will have an impact on project schedule and coordination due to the long lead time for ordering and installation of the hardware components.

**REGIONAL PARTNERSHIP AND COOPERATION**

Considerable efforts have been made by Sound Transit’s Office of Policy and Planning, the TOD Program, and Snohomish County to implement the Sound Move Appendix D provision of integrating the transit system plan with land-use planning. As prescribed in Appendix D, Corridor-level coordination and Community-level coordination is occurring through the Snohomish County Urban Centers Program. At Ash Way, Sound Transit’s collaborative

involvement with the County, Community Transit, the Economic Development Council of Snohomish County, the developer, and area citizens has assisted to:

- Evaluate station facility plans for compatibility with local plans to make sure that the station fits within the local community.
- Balance local land-use and transportation planning needs with the regional transit responsibilities of the RTA.
- Involve local governments and citizens in designing stations that make attractive and functional additions to the surrounding community.
- Pursue joint development opportunities at transit facilities and in surrounding areas as appropriate to support increased transit use and community objectives.

### **PUBLIC INVOLVEMENT**

Numerous public meetings have been held in the 128<sup>th</sup> and 164<sup>th</sup> Street corridors to discuss future development and to involve area citizens and property owners. Sound Transit's financial support to the Urban Centers Program increased the amount of outreach and the number of public meetings. Specific concerns were raised by the community about pedestrian connections and safety as part of the public review meetings for the Newberry Square project.

### **LEGAL REVIEW**

BN 5/29/03

**SOUND TRANSIT**

**MOTION NO. M2003-83**

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Chief Executive Officer to execute an interlocal agreement with Snohomish County providing \$100,000 from the Transit Oriented Development Fund for cost sharing to purchase and install a pedestrian/traffic signal system at the Ash Way Park-and-Ride facility.

**Background:**

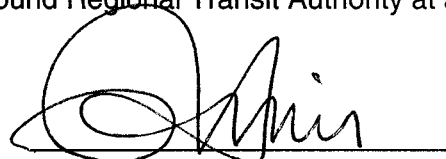
This signal project is a Transit Oriented Development (TOD) Facility Enhancement that will optimize pedestrian and transit patron safety and assist in creating neighborhood traffic calming. The interlocal agreement provides for Sound Transit to share in the cost of the purchase and installation of a pedestrian/traffic signal at the main entrance/exit of the Ash Way Park-and-Ride facility. The agreement establishes the roles and responsibilities for design, purchase, installation, inspection, and project management of the project.

A public/private partnership has been proposed to jointly fund this signal project which enhances the pedestrian connectivity between the facility and a mixed-use development across Ash Way. The total cost of the project is estimated to be \$300,000. The County will pay \$125,000. Sound Transit's share is \$100,000 and is within the amount budgeted for this project. Although not parties to this agreement, in addition to funding by Sound Transit and the County, Newberry Square, LLC, a private developer, will contribute up to \$50,000 and Community Transit will contribute up to \$25,000.

**Motion:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Chief Executive Officer is authorized to execute an interlocal agreement with Snohomish County providing for Sound Transit's contribution of \$100,000 for the purchase and installation of a pedestrian/traffic signal at the Ash Way Park and Ride facility.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on August 14, 2003.



Ron Sims  
Board Chair

**ATTEST:**



Marcia Walker  
Board Administrator