

MOTION NO. M2017-93

Guidelines for Access Enhancement Partnering Agreements with the Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Board	06/22/2017	Final Action	Ahmad Fazel, DECM Executive Director Rod Kempkes, Executive Project Director - Lynnwood Link Michelle Ginder – DECM Chief of Staff

PROPOSED ACTION

Adopts guidelines for Access Enhancement Partnering Agreements with the Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood for the Lynnwood Link Extension, as defined by the budget and guidelines set forth in this action and consistent with direction provided in Resolution No. R2015-05.

KEY FEATURES SUMMARY

- Resolution No. R2015-05 directed Sound Transit to partner with the Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood during project final design to identify and implement appropriate pedestrian, bicycle, and vehicular access enhancements to stations focused generally within a quarter mile of the stations.
- While pedestrian and access improvements within the footprint of the stations are included in the Lynnwood Link Extension, additional access enhancements beyond the station footprint are not included within the project’s scope or cost estimate.
- This action provides guidance to staff to negotiate appropriate access enhancement partnerships with the cities in close proximity to the four Lynnwood Link Extension stations before project baselining and in a timely fashion to be incorporated into necessary permits required to begin project construction activities in each city.
- Agreements will be negotiated based on the budgets established in this action with Sound Transit contributing a maximum amount up to half of the total amount, to be matched by project partners.
- If approved, staff will negotiate agreements with the Cities in late 2017 and return to the Board to request authorization of the agreements.

BACKGROUND

The Lynnwood Link Extension is an 8.5 mile light rail extension from Northgate to Lynnwood with service to the Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood. The extension will travel primarily along I-5 and will include four stations at NE 145th Street, NE 185th Street, Mountlake Terrace Transit Center, and Lynnwood Transit Center. New parking structures will be provided at NE 145th Street, NE 185th Street, and Lynnwood Transit Center. The project began Final Design in 2016 and is scheduled to open for service in 2023.

As part of Resolution No. R2015-05, which selected the final project to be built, the Sound Transit Board directed staff as follows: “Consistent with Sound Transit’s system access policy, Sound Transit will partner with the cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood during project final design to identify and implement appropriate pedestrian, bicycle and vehicular access enhancements to stations focused generally within a quarter mile of the stations.”

The Lynnwood Link Extension is a ST2 project that did not include additional funds for access enhancements in its cost estimates. In order to develop a proposed budget for access enhancements, staff has utilized the methodology adopted for ST3 system access projects.

ST3 Station Access Allowances	
TYPE	NON-MOTORIZED ACCESS ALLOWANCE
	Light Rail
Urban Station	\$2,000,000
Urban/CBD Station	\$2,500,000
Suburban Station	\$4,000,000
Major Bicycle Intercept	+ \$500,000
Intermodal Transit Center	+ \$500,000

Sound Transit will contribute a maximum amount up to half of the total amount, to be matched by project partners, as shown below.

Lynnwood Link Access Enhancement Funding Contributions

Station	City	Type	Total Access Allowance	Maximum ST Contribution
145th St. Station	Seattle/Shoreline	• Suburban Station	\$4,000,000	\$2,000,000
185th St. Station	Shoreline	• Suburban Station	\$4,000,000	\$2,000,000
Mountlake Terrace Transit Center Station	Mountlake Terrace	• Suburban Station	\$4,000,000	\$2,000,000
Lynnwood Transit Center Station	Lynnwood	• Suburban Station • Intermodal Transit Center • Major Bicycle Intercept	\$5,000,000	\$2,500,000
Total			\$17,000,00	\$8,500,000

¹ An intermodal transit center is considered a transit center serving as a major regional transit hub.

² A major bicycle intercept is considered a regional bicycle trail that directly connects to the station area (i.e. Interurban Trail)

Sound Transit’s funding commitments for access enhancements in accordance with the above identified allowances will be as follows:

1. Sound Transit System Access Policy – Enhancement projects must follow Sound Transit’s System Access Policy goals of a) increasing transit ridership and b) encouraging convenient and safe connections to Sound Transit services through all access modes.
2. Area of Enhancements – Per Resolution No. R2015-05, access enhancements should be generally within a quarter mile of station areas.
3. Matching of Sound Transit Funds – The Sound Transit funding amount is a maximum capped contribution. Per Resolution No. R2015-05, direction to partner with the Lynnwood

Link Extension cities, Sound Transit will allocate funds for enhancement projects up to the maximum capped amount based on each city's ability to match those financial contributions through city funds or capital investments, grants, or other funding sources. Sound Transit will work with each city to determine how funds will be matched.

4. **Agreement** – Sound Transit and the city will jointly prioritize and agree on access enhancement projects to be completed by the 2023 opening of the Lynnwood Link Extension. Agreements with each city on prioritized access enhancements shall be completed before the Lynnwood Link Extension is baselined in late 2017. These agreements will identify Sound Transit's funding commitment, the city's planned matching fund commitment, requirements for environmental review, permitting, and implementation. Any costs to complete improvements beyond Sound Transit's matched and capped amount will be the responsibility of the city. Sound Transit would provide funding following completion of environmental review. It is assumed the cities would be responsible for environmental review, as needed, in coordination with Sound Transit.
5. **Flexibility** – It is understood that while agreements will be developed with each city by late 2017, it may take the cities more time to secure matching funds. In order to reach the full potential of the available Sound Transit funds, each city must secure matching funds by June 30, 2021. If the city is unable to meet the matching fund requirement, Sound Transit reserves the right to release unmatched funds toward other Lynnwood Link Extension access enhancements.

Sound Transit intends to have agreements in place with the cities on station improvements as well as additional access enhancement project partnerships prior to land use permit approval processes. Sound Transit is commencing later this year, prior to Sound Transit's project baselining process.

In addition, a System Access Fund was approved by voters as part of ST3. While the fund framework and procedures have not yet been developed, it is anticipated that this fund will be available to improve access to Sound Transit facilities and services not separately funded by ST3.

PROJECT STATUS

Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
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Projected Completion Date for Final Design: Q1 2018

Project scope, schedule and budget summary located on page 33 of the March 2017 Link Light Rail Program Progress Report.

FISCAL INFORMATION

The Lynnwood Link Extension baseline budget and schedule has not yet been adopted by the Board. Although there is no immediate fiscal impact associated with the proposed action, future Access Enhancement Partnering Agreements with each of the four cities within the Lynnwood Link Extension would potentially increase project costs by up to \$8,500,000 for Sound Transit's share of funding for access enhancements. These costs are not included in the authorized project allocation to date or current cost estimates for the project. Specific impacts will be addressed during future actions as they are presented. The project baseline budget and schedule is scheduled to be presented to the Board later this fall.

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Sound Transit held three 30 percent station design open houses in November 2016 in the Cities of Shoreline, Mountlake Terrace, and Lynnwood. During the open houses, Sound Transit received extensive public comment on the status of the station designs and project elements. Sound Transit will hold 60 percent design open houses in the corridor in the spring and summer of 2017 to share design progress and elicit additional public comment and participation.

TIME CONSTRAINTS

A delay beyond one month may impact Sound Transit's ability to receive land use permits in a timely manner.

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2015-05: Selected the route, profile and stations for the Lynnwood Link Extension.

ENVIRONMENTAL REVIEW

JI 5/26/2017

LEGAL REVIEW

SGS 6/15/17



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A motion of the Board of the Central Puget Sound Regional Transit Authority adopting guidelines for Access Enhancement Partnering Agreements with the Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood for the Lynnwood Link Extension, as defined by the budget and guidelines set forth in this action and consistent with direction provided in Resolution No. R2015-05.

BACKGROUND:

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2. Area of Enhancements – Per Resolution No. R2015-05, access enhancements should be generally within a quarter mile of station areas.
3. Matching of Sound Transit Funds – The Sound Transit funding amount is a maximum capped contribution. Per Resolution No. R2015-05, direction to partner with the Lynnwood Link Extension cities, Sound Transit will allocate funds for enhancement projects up to the maximum capped amount based on each city's ability to match those financial contributions through city funds or capital investments, grants, or other funding sources. Sound Transit will work with each city to determine how funds will be matched.
4. Agreement – Sound Transit and the city will jointly prioritize and agree on access enhancement projects to be completed by the 2023 opening of the Lynnwood Link Extension. Agreements with each city on prioritized access enhancements shall be completed before the Lynnwood Link Extension is baselined in late 2017. These agreements will identify Sound Transit's funding commitment, the city's planned matching fund commitment, requirements for environmental review, permitting, and implementation. Any costs to complete improvements beyond Sound Transit's matched and capped amount will be the responsibility of the city. Sound Transit would provide funding following completion of environmental review. It is assumed the cities would be responsible for environmental review, as needed, in coordination with Sound Transit.

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MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that guidelines are adopted for Access Enhancement Partnering Agreements with the Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood for the Lynnwood Link Extension, as defined by the budget and guidelines set forth in this action and consistent with direction provided in Resolution No. R2015-05.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 22, 2017.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator