

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Veterans Memorial Park Trail - Light Rail Access	N/A	Mountlake Terrace
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
Donnelle Dayao	425-744-6286	ddayao@mltwa.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

As a part of the larger Transit Connection Corridor Project, the City of Mountlake Terrace is constructing paved and illuminated pedestrian pathways through Veterans Memorial Park with connections to 58th Ave W., 60th Ave W., the Civic Campus and Mountlake Terrace Transit Center. There are three trail segments (North Connector, Campus Connector and Main trail) running through Veterans Memorial Park.

Funds from the Transportation Alternatives Program (TAP) will support the construction of the Main Trail segment, frontage improvements, a new pedestrian bridge crossing the stormwater channel, a gravel cut through and necessary mitigation as a result of impacts from development. This project was previously programmed as MOU-29, before recent CMAQ funding was recently returned. All other trails and development of the pedestrian plaza are incorporated as MOU-30.

The City is currently requesting TAP funds in order to replace the returned CMAQ funding and fully fund the previously programmed MOU-29. When combined with MOU-30, these projects complete the scope of work for the Transit Connection Corridor project (MOU-29 & MOU-30).

This project (Main Trail construction), will convert the existing soft surface trail to an 8-foot wide, paved, accessible, illuminated pathway with a gravel cut through. Proposed mitigation will be installed to offset impacts during construction. Signage and trail amenities will be installed to provide waste receptacles, rest areas (benches and landings to address ADA) as well as directional and educational guides. Frontage improvements along 58th Ave W. will increase accessibility with ramp upgrades and sidewalk improvements.

Located in the heart of the redeveloping Town Center, this project will provide safe, illuminated, accessible, off-road trail connection to the Transit Center and Sound Transit Light Rail Station.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose

of this project. What is the goal or desired outcome?

In 2024, Sound Transit will open a new light rail station at the Mountlake Terrace Transit Center, as a part of Sound Transits Lynnwood Link Extension project. The Mountlake Terrace Transit Center, located at 236th Street SW and I-5 is the transit hub for the city with local, express and commuter bus services, Dial-a-Ride Transportation as well as rideshare facilities and services. This transit hub is served by Sound Transit, King County Metro and Community Transit enabling high quality transfers and access to local and regional transit systems. The Transit Center is located adjacent to 9-acre Veterans Memorial Park, which provides an opportunity to balance development and provide off-road pedestrian connections through a natural green space. With the extension of Sound Transit light rail service to Mountlake Terrace (MLT) and the city’s surrounding Town Center redevelopment plan, a proactive approach was taken in planning transit oriented/pedestrian friendly infrastructure to support anticipated future growth and increased population density. The city’s Town Center Subarea Plan (2019) calls for development of a vibrant, attractive Town Center filled with offices, restaurants, housing, retail stores along with new community amenities, such as wider sidewalks, street trees and public plazas.

Existing dirt and gravel pathways through the dense woods of Veterans Memorial Park, are not illuminated, making them inaccessible during low lit hours and occasionally during the wet season. Development of the Main Trail at Veterans Memorial Park supports the Town Center plan in providing safe and accessible pathways to and from the Mountlake Terrace Transit Center, while creating gratifying trail connections through a healthy thriving forest. Funds from the Transportation Alternative Program (TAP) will support construction of the Main Trail segment (MOU-29) at Veterans Memorial Park and improve pedestrian connectivity and safe access between the redeveloping Town Center, adjacent neighborhoods and Mountlake Terrace Transit Center.

Project Location

Location	County/Counties
Veterans Memorial Park - 23400 58th Ave W. Mountlake Terrace, WA 98043	Snohomish
Beginning Landmark	Ending Landmark
58th Ave W & 234th St SW	Mountlake Terrace Transit Center

Map and Graphics

f-132-552-18652509_RsmFb9Ir_Veterans_Memorial_Park_-_Figure1_Vicinity_Map.pdf, f-132-552-18652509_zJFlmwMv_Veterans_Memorial_Main_Trail__Transit_Connection_Corridor.pdf, f-132-552-18652509_SgT1ZnZb_Town_Center_Zoning_Districts_MLT_Comp_Plan.pdf, f-132-552-18652509_yqhxyRWs_Veterans_Memorial_Park_-_Conceptual_Plan.pdf, f-132-552-18652509_qKgpBpnc_TCCP_Aerial_Image.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

1. City of Mountlake Terrace Comprehensive Plan
2. Transportation Element

3. pg. TR-23, TR -60, TR-64, TR -65

Page: TR 23

Pedestrian and Bicycle LOS

Alternative modes of transportation are a critical part of the transportation system, especially as costs of roadway projects continues to outpace growth in City revenue. Generally, the community does not support roadway widening, and alternative modes are an important element of the sustainability vision. In order to meet community goals and continue to operate an effective transportation system, an increase in the percentage of users traveling by alternative modes of transportation must increase. A fundamental element to increased mode split is creating infrastructure for alternative modes. Much of Mountlake Terrace's transportation network was built to primarily serve the automobile, which has left deficiencies in pedestrian, bicycle, and transit infrastructure. To address these needs the city could include critical pedestrian and/or bicycle network projects providing access to the Mountlake Terrace Transit Center and key uses. The Lakeview Trail project is already in the construction phase. Future projects could include the Veteran's Park Trail enhancement. Pedestrian and bicyclist needs and future projects are discussed in more detail in the Transportation Master Plan (adopted 2007). An update to the Transportation Master Plan, anticipated in 2017-2018, may identify additional needs and projects.

Policy TR 1.2 Make pedestrian and transit facilities safe and accessible for people with temporary or permanent mobility impairments or disabilities.

Policy TR 4.11 Ensure that multimodal concurrency standards are met by implementing critical pedestrian, bicycle and transit improvements.

Policy TR 6.8 Support transit ridership by providing strong pedestrian linkages to the Mountlake Terrace Transit Center and future light rail station.

1. City of Mountlake Terrace Comprehensive Plan
2. Housing Element
3. pg. HO-14

Policy HO-4.5 Promote quality, community-friendly residential development through features such as enhanced open space and pedestrian connectivity.

1. City of Mountlake Terrace Comprehensive Plan
2. Land Use Element
3. pg. LU-11, LU-15, LU-24

Gateway (Freeway/Tourist) Area.

Policy LU 5.6 Encourage development to be pedestrian and bicycle friendly and convenient for transit.

Policy LU 6.10 Create a multi-modal Town Center that provides gathering and mobility for pedestrians, bicycles, automobiles, and public transportation.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page

number.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Exception

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The project site (Veterans Memorial Park) is located in the heart of the Mountlake Terrace Town Center and surrounded by two (2) zoning districts where anticipated redevelopment consists of building heights between TC -1 (6-12 stories) and TC-2 (4-8 stories). See uploaded Town_Center_Zoning_Districts_MLT_Comp_Plan PDF. Per the Mountlake Terrace Town Center Subarea Plan (2019), TC-1 District – Emphasizes transit-oriented employment development, for Town Center areas closest to Mountlake Terrace Transit Center and future light rail station. Building heights from 6-12 stories will be allowed.

TC-2 District – Functions as the retail cultural, dining and entertainment activity center. In the TC-2 District, building heights from 4-8 stories will be allowed.

Also identified in the 2020 Transportation Management Plan, the city recognizes public transit provides people with access to employment, housing, recreational resources and other types of destinations. This project supports mixed use development of the Mountlake Terrace Town Center while improving accessible off-road pedestrian travel to the Mountlake Terrace Transit Center and Sound Transit Light Rail Station. The TC zoning districts mixed use development has the potential to add approximately 3,000 new multifamily housing units and 625,000 square feet of commercial space. It is anticipated approximately 6,600 new residents and 1,953 new jobs could result from development of the Town Center.

This project provides an ADA route to areas planned for new housing and commercial/retail redevelopment, where currently ADA routes do not exist. Development of this paved, illuminated, accessible trail increases mobility during all hours and all seasons, while providing access to transit, shopping, employment and housing. With the imminent opening of the new Sound Transit Light Rail Station the city has anticipated the need to provide accessible services and accordingly, developed this project to address existing and future transit demands.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

The project location is adjacent to the Sound Transit Light Rail Station & Mountlake Terrace Transit Center to the west, the rapidly developing Town Center to the east and the Civic Campus (Police and Fire Stations, City Hall, Library) to the north. Also adjacent to the park are several other pockets of residential neighborhoods zoned for mixed use and residential redevelopment. Areas with good public transit systems are typically healthy and economically thriving communities. The city's Town Center plan outlines a central neighborhood incorporating areas for public activities. This type of development has the ability to encourage a sense of community and enhance neighborhood safety and security. Improvements to pedestrian connections such as the Main Trail at Veterans Memorial Park, are desired to support mixed use development, increased population density and economic growth while providing accessible, lighted, paved pathways for commuters.

Per the city's 2020 Transportation Master Plan, incorporation of public transportation options into economic and

land use planning can offer a broad range of benefits to businesses and those employed or living locally. As a commitment towards rejuvenation of the Town Center area, the city completed the multimillion dollar Phase I - Main Street project, reconstructing 236th Street SW between I-5 and 56th Avenue West. With the anticipated growth within the Town Center and upcoming opening of the Sound Transit Light Rail Station at Mountlake Terrace Transit Center, development of the Main Trail project will provide additional connectivity and accessibility thereby satisfying comprehensive plan goals and policies of:

1. Promote revitalization of the Town Center and new ways to serve community need through attractive development. Designate strategic locations in the Town Center as "Priority Development Focus Areas" where a combination of public and private investments serve to complete and integrate planned redevelopment projects thus creating vibrant and active pedestrian places.
2. Create a multi-modal Town Center that provides gathering and mobility for pedestrians, bicycles, automobiles and public transportation.
3. Support transit ridership by providing strong pedestrian linkages to the Mountlake Terrace Transit Center and future light rail station.
4. Shorten trip lengths and reduce congestion by continuing to develop non-motorized alternatives and encouraging transit, car pools, and other measures that reduce traffic congestion and pollution from automobiles and trucks.
5. Make pedestrian and transit facilities safe and accessible for people with temporary or permanent mobility impairments or disabilities.
6. Provide for a pedestrian system that: connects residences, businesses, schools, parks, transit facilities and civic buildings.

A walkability analysis was conducted during development the Town Center Subarea Plan, which determined walking times from several areas. The study indicated pedestrians are willing to walk approximately ¼ mile or five+ minutes before choosing to drive to their destination. Much of the Town Center, including the project location, is within a 10 minute walk from the Sound Transit Light Rail Station & Mountlake Terrace Transit Center. The location of this project will provide immediate access to various hubs (Public Transit, Housing, Civic Campus etc.) as the rest of the Town Center redevelops over time.

This project supports local and regional objectives and visions of creating transit-oriented neighborhoods by providing illuminated, ADA connection to the light rail transit station, civic campus and surrounding residential neighborhoods.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

This project converts existing narrow, dirt trails to paved, illuminated, accessible pathways establishing connection with the Mountlake Terrace Transit Center/Sound Transit Light Rail Station and surrounding neighborhoods. The Main Trail through Veterans Memorial Park provides an off-road, accessible pedestrian pathway from 58th Avenue West, to the newly renovated Mountlake Terrace Transit Center and Sound Transit Light Rail Station. The Campus Connector and North Connector trails (part of the fully funded MOU-30 project) branch off from the main trail making additional connections with the Civic Campus (Library, City Hall, Police Station) and 60th Avenue West. See TCCP Aerial Image (attachment), for the overall depiction of the Transit Connection Corridor Project.

This project creates an ADA accessible connection from the City Civic Center to the City's Lakeview multi-use trail, which connects to the 19 mile Interurban Trail that runs from downtown Seattle to downtown Everett. This project will also connect to two existing City bike routes, which then connect to other separated bike lanes and

shared bike routes in the City providing a total of 17 miles of bike routes within the city.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

Survey respondents over the last several years have indicated a desire to improve trails and pedestrian connections to the Transit Center. The location of the Trail at Veterans Memorial Park makes this a highly desirable project, adjacent to the multi serviced transit-hub and surrounded by the Town Center redevelopment. Through design and construction, this project will reduce key barriers by converting an existing dirt trail, to an accessible well lit pathway. By lighting the pathway, pedestrians can travel during low lit hours or dark commuting times. Currently, this is not possible and is frequent feedback the city received during the planning process for this project. Commuters could not utilize this convenient route to the Transit Center, due to the lack of artificial lighting.

A larger barrier to be removed is the lack of accessibility. Currently, due to steep slopes, narrow pathways and soft surfacing, the trail is not ADA compliant. Those with mobility concerns (i.e. nearby assisted living communities) are likely to traverse the longer sidewalk route at street level, while still encountering non-ADA curb ramps, driveways etc. Construction of the Main Trail at Veterans Memorial Park will provide an ADA compliant, wider, paved surface that eases sloped terrain while offering illumination during low lit hours. All of these improvements are intended to increase usage and provide a safe (off road), direct, accessible pathway to and from the Transit Center.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

This project provides pedestrian connection to the Mountlake Terrace Transit Center and Sound Transit Light Rail Station. This transit hub accommodates various modes of transportation with bus services (Community Transit, Sound Transit, King County Metro), rideshare facilities and programs, Dial-a-Ride Transportation, bike lockers and the new Sound Transit Light Rail Station. These routes serve south Snohomish County and all of King County. The Link Light Rail line provides a direct connection from the new Mountlake Terrace Light Rail Station to Seattle-Tacoma International Airport.

From the Transit Center a nearly-completed network of separated bike lanes provide a continuous path from the Transit Center to the State ferry terminal and the Amtrak station in Edmonds (travel time: approximately 35 minutes bike).

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

Sound Transit Lynnwood Link Extension (Light Rail) has a projected ridership 47,000 – 55,000 daily riders by 2026. Prior to Sound Transit (Light Rail Link) construction at the Transit Center, which closed the southern trail entrance, the pedestrian/bicycle usage for the project area was estimated between 50-100 pedestrians on typical weekdays. These numbers are anticipated to greatly increase with the opening of the new light rail station, construction of this project and continued development of the city's Town Center.

Community Transit's reporting for 2022, posted a 19% increase in ridership for Bus Rapid Transit, DART paratransit services and Vanpools.

As the mixed-use Town Center redevelops the city will experience an increase in commuters traveling to and from business, activities and housing as noted previously.

Demographics for the city (21,286 total population) show that approximately 12% of the city's population has some sort of disability and 86.2 % commute to work.

Development of this project will have an immediate benefit to the residents of the existing Mountlake Terrace Plaza (assisted living) located across the street from the Main Trail entrance off 58th Avenue W.

Construction of the Main Trail segment through Veterans Memorial Park would provide pedestrians with direct ADA access to various programs and modes of transportation with local and regional destinations. The trail also has the ability to increase economic growth with pedestrian access to local businesses, shops and eateries within the developing Town Center.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

Planning for this project has been underway for years (Comp Plan, Recreation and Parks Open Space Plan, Veterans Memorial Park Master Plan, Transportation Plan). Currently, design is progressing towards its final stages. If this project does not receive additional funding to support construction the local and regional community would suffer a huge loss as this is the only pedestrian trail providing off road (ADA) direct access to and from the Mountlake Terrace Transit Center on the east side of the I-5 corridor.

The Town Center Plan calls for a range of building types, mixed use neighborhoods, open spaces, private investments which are set to create a vibrant, diverse, attractive transit-oriented destination for the region. New development is designed specifically, to be easily walkable, with a traditional downtown feel filled with restaurants, coffee shops and local services as well as offices and other retail. The prime location of our project in relation to the transit center, park and ride and light rail station allows people from all over the region to access the City's mixed use town center. If this project is not constructed, ADA connection to 3+ hubs (Public Transit, Civic Campus, Housing/Retail/Commercial development) is severed, reducing the opportunity for economic growth.

Furthermore, additional funding sources and investments (Sound Transit, FHWA) supporting the pedestrian/transportation related project (MOU-30) in this region could be jeopardized, if the Main Trail segment is not constructed. The city would need to strategize (re-evaluate project scope) and reallocate funding for future projects and identify any reserves to support construction, as this project is a priority for the city and community.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

Based on the PSRC resource webmap tool, the project area is identified to have a higher-than-regional average (above 11%) persons with disabilities and age group of 65+ older (above 13%) residing in the area.

Additional demographics from City of Mountlake Terrace census data indicates 6.4% of people in Mountlake Terrace experience poverty, while the city's median household income (\$87,785) is barely above the state median (\$84,247). Residential mobility statistics also indicate there is a growing number of people relocating, to reside in Mountlake Terrace.

Public transit benefits those who choose to ride as well as those relying on forms of public transportation as their primary mode of travel. People experiencing poverty and/or mobility issues (due to age or mental/physical barriers) may rely heavily on the public transportation system due to lack of personal or individual vehicle transportation. Convenient, safe and easily accessible pedestrian routes (Main Trail) to public transit would greatly benefit these groups.

Identify the disparities or gaps in the transportation system / services for these populations that need to

be addressed.

The City's ADA Transition Plan identified over 500 missing or non-compliant curb ramps and over 700 non-compliant driveway crossings. Many of the City's ADA infrastructure was originally constructed in the 1960's and 1970's and is far from compliant. There is no accessible path from City Hall or nearby residential neighborhoods to the transit center. This project will construct an ADA accessible connection to the Transit Center, closing that accessibility gap.

The population in this part of the city has a higher-than-regional average percent of persons with disabilities and a higher-than-average percentage of elderly residents. The elderly and those with mobility issues are more likely to not own or drive cars, and are hence more reliant on transit to travel for work, shopping, medical appointments, and other reasons. This project will provide these populations improved access to several modes of local and region-wide transit to meet their travel needs.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

The project is located adjacent to the Transit Center (multi-modal transit hub) making this an ideal (within ¼ mile) location to increase non-vehicular, off road access to public transportation. Current pedestrian and bicycle routes are at street level, parallel to vehicular traffic with accessibility issues (non-ADA curb ramps and driveways).

Upgrades (lighting, surfacing etc.) to the Main Trail, improvements to curb ramps and sidewalk at the intersection of 58th Avenue W and 234th Street SW will have direct benefit to the residential community at the Mountlake Terrace Plaza (assisted living, 65+ older, disabled) as well as other local neighborhoods while creating a safe, accessible, illuminated pathway for access to public transit within the Town Center redevelopment area.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

The 2017 Comprehensive Plan provides guidance regarding the development of Veterans Memorial Park. Elements such as Economic Vitality, Land Use, Transportation and Capital Facilities discuss the significance of planning for improvements to establish a strong pedestrian connection between the Transit Center and Civic Center, enhance walkability and the important role an improved and accessible Main Trail plays in providing non-vehicular transportation options.

Additionally, the city's Transportation Plan, Recreation and Parks Open Space Plan and Veterans Memorial Park Master Plan all identify a need to improve pedestrian infrastructure and provide accessible pathways to the Transit Center. These plans were all developed with public input and feedback. Various methods such as: public surveys, stakeholder group discussions, online and in-person Open Houses and numerous Boards/Commission/Council meetings were used to develop these guidance documents.

More specifically, the Veterans Memorial Park Master Plan incorporates accessible and illuminated commuter trails through the park to access the Transit Center. This conceptual plan for design, was developed based on community input from Boards/Commissions, surveys and stakeholder group discussion (Mountlake Terrace Plaza, American Legion as well as other downtown businesses, diversity commission members and accessibility

advocates). Planning for this project has been underway for several years.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Outreach and public input indicated this project was very important to the community, with existing conditions being unacceptable for commuting (no lighting, dirt pathways). Recognizing the importance to the community, timing of Sound Transit Light Rail development and impacts to economic growth and development of the city's Town Center, the city reprioritized the project, and pursued federal funding to support development. Veterans Memorial Park Master Plan was developed to address these needs as well as others.

The location makes this project ideal in supporting safe, off road, pedestrian access to the Transit Center as the land is city owned with existing trail routes in place.

More recently, design elements, such as trail amenities were selected by the public and are incorporated to encourage use and ownership of the Park and trail.

The timing of construction is set to align with the opening of the Sound Transit Light Rail Station and support non-vehicular use of public transportation. Transit Center parking is typically full by 7am. This project alleviates some of the capacity and accessibility issues.

Section 3

Is the project in an area of low, medium, or high displacement risk?

This project is located in a medium or moderate area at risk of displacement based on the PSRC Displacement Risk mapping tool.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

Noted in the Town Center Subarea Plan, anticipating displacement risk for existing Town Center residents and ongoing affordable impacts as redevelopment occurs is an important policy consideration for the city.

Objectives set to address these concerns include:

1. Incorporation of well-designed buildings with landscaping and a multi-modal circulation network to enhance urban character and provide residents with a sense of pride and community.
2. Promoting housing choices with a range of densities to accommodate diversity with adequate supply of diverse housing options.
3. Developing in a manner that is sensitive to the surrounding residential areas in an effort to create a connection between the Town Center and its neighbors.
4. Zoning districts within the Town Center to allow for additional housing units, offering the community a varied housing stock to address concerns with affordable housing.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

Key components of a successful public transit system include access, safety, comfort and convenience, to name a few.

Remarks and commentary from community members, imply existing trail conditions lack accessibility and a sense of security, with no artificial lighting. As a result, this trail while convenient to access to the Transit Center,

is often underused. This project was developed to address these concerns and others identified through public survey.

Additionally, to minimize safety concerns, the following principals have been applied to address Crime Prevention Through Environmental Design (CPTED):

Natural surveillance: Through design, the project improves visibility by improving trail surfacing, widening the trail and providing ample lighting. Furthermore, vegetation management with intentional lighting application along the trail will improve site lines and create a comfortable walking route, even during low lit hours.

Access Management: Adding wayfinding signage within the park as well as at entrances for directional guidance. With the addition of a paved surface, the improved trail provides an identifiable and clear route for pedestrian use.

Territoriality: The improvements create a welcoming environment with benches and interpretive signage throughout, provoking ownership and pride from the community.

Physical Maintenance: Selection of materials that will have easier upkeep and replacement, if needed. With existing and future needs surrounding access to public transit and the redeveloping Mountlake Terrace Town Center, this project has been designed to encourage and increase users and activity, thereby enabling a greater level of security.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

Public transit benefits those who choose to ride as well as those who rely on public transportation as their primary mode of travel. By providing an off road accessible pathway to the Transit Center, there will be less vehicle and pedestrian traffic on an arterial (236th Street SW). Upgrades to curb ramps and sidewalk at the intersection of 234th Street SW and 58th Avenue W with a connection to an illuminated, ADA pathway to the Transit Center will serve to minimize the risk of future vehicle/pedestrian collisions during commuting hours (collisions with fatal or minor and serious injuries are documented along the street level pathway to the Transit Center). A paved pathway that is well lit will also serve to discourage nefarious activity in the park, especially during low lit and night time hours.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The 2021 Local Road Safety Plan evaluates traffic collision data and proposed multi-modal transportation projects to develop goals, traffic safety countermeasures and improvement priorities to enhance roadway network for users of all modes of travel. Goals and policies were developed to align and conform with various local, regional and state transportation policies such as Target Zero, Vision 2050, public transit plans etc. This project supports Target Zero goals by removing pedestrian activity/transit along 236th Street SW (an arterial with known collisions and injury), and rerouting non-vehicular commuters through an accessible, illuminated, paved pathway for travel to and from the Transit Center and Sound Transit Light Rail Station.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

By providing accessible off road pedestrian travel to the Transit Center, this project removes any necessary reliance on enforcement at street level or designs for decreased speeds.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
Yes	MOU 29

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2024	\$1117000
		\$
		\$

Total PSRC Funding Request: \$1117000

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$300000
			\$
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$300000

Expected year of completion for this phase: 2023

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Reasonably Expected	\$500000
Local	Local	Secured	\$148000
Federal	TAP(PSRC)	Unsecured	\$1117000
			\$
			\$

Total Construction Phase Cost: \$1765000

Expected year of completion for this phase:

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$2065000	December, 2024

Financial Documentation

Please enter a description of your financial documentation in the text box below.

2023-2024 Adopted Biennial Budget (Mountlake Terrace) - Capital Improvement Fund (pg. 175). The revenue sources applicable include: Access Enhancement Sound Transit Grant, Federal Highway Grant - TCCP.

Sound Transit System Enhancement Fund Agreement - funding to support development of paved and illuminated trails at Veterans Memorial Park and development of a pedestrian plaza.

Sound Transit System Access Fund - Motion 2019-97. CN only for development of Veterans Memorial Park trails. A draft agreement is in place. Exhibits are being developed for final agreement execution. An executed agreement is anticipated by January 2024.

Congressionally Direct Spending (Earmarks) - Funding to support development of the Transit Connection Corridor Project.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-132-346-18652509_xSuvKpNd_ST_AccessEnhancementAgreement_Light_Rail_06.19.18.pdf, f-132-346-18652509_6XN4MLGs_Earmark_Funding-_WSDOT_7-5-22.pdf, f-132-346-18652509_PxKGcfc9_ST_System_Access_Motion_M2019-97.pdf, f-132-346-18652509_idGXIXbw_TAP_-_Financial_Explanation.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

What is the actual or estimated start date for preliminary engineering/design?

July, 2022

Is preliminary engineering/design complete?

No

What was the date of completion (month and year)?

October, 2023

Have preliminary plans been submitted to WSDOT for approval?

No

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

90% design - August 2023

The design is progressing towards 90% design and is under environmental review. Once NEPA/SEPA are complete the city can apply for the HPA. Final design documents to WSDOT for review in October.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

October, 2023

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Documented Categorical Exclusion (DCE)

Has NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

August, 2023

Right of Way

Will Right of Way be required for this project?

No

What is the actual or estimated start date for right of way (month and year)?

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What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

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Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

f-132-540-18652509_O4vFuok1_Veterans_Memorial_Main_Trail_-_Cost_Estimate.pdf, f-132-540-

18652509_x30n4fQi_Veterans_Memorial_Gravel_Trail_-_Cost_Estimate.pdf, f-132-540-
18652509_ifHZbaQX_Veterans_Memorial_Frontage_Improvements_-_Cost_Estimate.pdf, f-132-540-
18652509_wb5jBdPz_Veterans_Memorial_Mitigation_-_Cost_Estimate.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Hydraulic Project Approval - October 2023
Construction General Stormwater Permit - February 2024

Are Plans, Specifications & Estimates (PS&E) approved?

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

October, 2023

When is the project scheduled to go to ad (month and year)?

February, 2024

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

Development of the Veterans Memorial Park main trail is crucial to the overall success of Transit Connection Corridor Project, as this segment of trail is the only trail segment with direct connection to the Transit Center. Without the main trail construction, the development of the north connector and campus connector trails (part of MOU -30) will be null and void, as these segments utilize the main trail to access the transit center. See the Veterans Memorial Park- Master Plan for additional detail.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

In response to the 2022 Recreation and Parks, Open Space (RPOS) Plan update multiple surveys were administered to the community, including surveys related to development of the Veterans Memorial Master Plan. Please see appendix A-F in the RPOS plan for survey information and responses.

The Veterans Memorial Park Master Plan is also included in the RPOS Plan, Appendix G.

Additionally attached, are letters of support for development of the Transit Connection Corridor Project, for which the Veterans Memorial Main Trail is a part of.

Please upload any relevant documents here, if they have not been uploaded previously in this application.

f-132-480-18652509_0LOyhyib_MLT_RPOS_Plan.pdf, f-132-480-
18652509_4Oi3y00s_MLT_RPOS_Appendicies.pdf, f-132-480-
18652509_g9VZmldP_Chamber_of_Commerce_Letter_of_Support.pdf, f-132-480-
18652509_0nkUkaop_Cascade_Bicycle_Club_Letter_of_Support.pdf, f-132-480-
18652509_IHUSlyN3_Verdant_Letter_of_Support.pdf, f-132-480-
18652509_i0FLN85H_Senior_Center_Letter_of_Support_City_or_MLT_transit_corridor.pdf, f-132-480-
18652509_yL0A2fu8_Community_Transit_Letter_of_Support.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

July 5, 2022

Mr. Eric LaFrance
Public Works Director
City of Mountlake Terrace
6100 219th Street SW, Suite 200
Mountlake Terrace, Washington 98043-4697

**Mountlake Terrace Town Center – Transit
Connection Corridor
FFY 2022 Congressionally Directed Spending
(Earmarks)
Federal Funding**

Dear Mr. LaFrance:

WSDOT is pleased to advise you that the above-mentioned project was identified in the Consolidated Appropriations Act, 2022, to receive FHWA earmark funds. The federal funding is limited to the amount shown below:

Mountlake Terrace Town Center – Transit Connection Corridor \$2,000,000

Demo ID #: WA326

CFDA #: 20.205

Scope: Project title defines the scope of work on which the funds may be expended.

NOTE: Funds require 13.5% non-federal match. Funds must be obligated by September 30, 2025, or they expire. Also, funds must be expended by September 30, 2030, or the funds shall be cancelled and no longer available.

In order to meet state and federal requirements, the following are required:

- Project expenditures incurred before receiving notice from Local Programs of federal fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs web page for detailed information, including: (<http://www.wsdot.wa.gov/localprograms/>)
 - ✓ Local Agency Guidelines (LAG) manual for the requirements regarding programming, authorization, reimbursement, etc.;
 - ✓ Projects utilizing federal funds must be included in your current Transportation Improvement Program (TIP) as a complete programmed project. Once your TIP amendment is approved, WSDOT will amend the Statewide Transportation Improvement Program (STIP);
 - ✓ Funding and billing forms;
 - ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Mountlake Terrace** and your password is **MouTe061**. The password is case sensitive.


Eric LaFrance
City of Mountlake Terrace
Mountlake Terrace Town Center – Transit Connection Corridor
July 5, 2022

- If the project is not actively pursued, or becomes inactive (23 CFR 630), the project is at risk of being cancelled and funds repaid.
- FHWA requires that all projects are ADA compliant upon completion or the federal funds must be repaid.

As a reminder, Local Programs requires all agencies to submit monthly progress billings to ensure timely reimbursement of eligible federal expenditures.

For assistance please contact Mehrdad Moini, your Region Local Programs Engineer at 206.440.4734.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Drye", with a long horizontal flourish extending to the right.

Jay Drye, PE
Director
Local Programs

JD:st:kz

cc: Kelly McGourty, Transportation Director, PSRC
Mehrdad Moini, Northwest Region Local Programs Engineer, MS NB82-121

**ACCESS ENHANCEMENTS FUNDING AGREEMENT BETWEEN
THE CITY OF MOUNTLAKE TERRACE AND
THE CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY
REGARDING THE
LYNNWOOD LINK LIGHT RAIL EXTENSION PROJECT
GA 0069-18**

This Access Enhancements Funding Agreement (“**Agreement**”) is entered into by and between the CITY OF MOUNTLAKE TERRACE, a Washington municipal corporation (“**City**”), and the CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY, a regional transit authority (“**Sound Transit**”). For and in consideration of the mutual covenants contained herein, the City and Sound Transit (referred to herein individually as a “**Party**” and collectively as the “**Parties**”) do hereby agree as follows:

RECITALS

- A. The City is a non-charter optional municipal code city incorporated under the laws of the State of Washington, with authority to enact laws and enter into agreements to promote the health, safety and welfare of its citizens and for other lawful purposes.
- B. Sound Transit is a regional transit authority created pursuant to Chapters 81.104 and 81.112 RCW with all powers necessary to implement a high capacity transit system within its boundaries in King, Pierce, and Snohomish counties.
- C. The Sound Transit Board adopted Resolution 2015-05, selecting the route, profile, and stations for the Lynnwood Link Light Rail Extension project on April 23, 2015 (the “**Alignment Resolution**”). For the purposes of this Agreement, the term “**Project**” refers to that portion of the Lynnwood Link Extension project located within the City, including any required mitigation.
- D. In furtherance of Sound Transit’s work to design and build the Project, the Parties entered into the Permit and Project Review Reimbursement Agreement on January 17, 2017 (the “**Permitting Agreement**”), which contains provisions relating to the City’s administrative land use review and approval of the Project; and the Transit Way Agreement effective as of October 2, 2017, granting Sound Transit the right to own, operate, and maintain transit facilities in public rights-of-way in the City.
- E. Sound Transit’s Board Resolution R2015-05 provides that Sound Transit, consistent with its system access policy, will partner with the City during Project final design to identify, prioritize and implement appropriate partnership opportunities for pedestrian, bicycle and vehicular access station enhancements focused generally within a quarter mile of the proposed Mountlake Terrace Transit Center Station (the “**Station**”).

- F. On June 22, 2017, the Sound Transit Board adopted Motion 2017-93, Guidelines for Access Enhancement Partnering Agreements with the Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood, that identified amounts and types of access enhancement funds that would be available for improvements within or adjacent to the Project in these cities (the “**Access Enhancement Funds**”).
- G. Section 4.5 of the Permitting Agreement provides that the Parties’ commitments regarding the agreed upon access enhancements will be documented in final design plans, concurrence letters, or separate agreement as appropriate before the conditional use permit application for the Project is submitted to the City.
- H. In order to improve future public access to the Station, the City has completed conceptual engineering and design of a pedestrian plaza near the Station site, and a trail through Veteran’s Park, which has been identified as a priority in the 2015 Recreation, Parks and Open Space Master Plan and the Town Center Master Plan.
- I. The Parties desire to document their mutual commitments to work in a collaborative manner for the funding and construction of the above-described access enhancements, including coordination of the Parties’ respective activities to avoid impacts to the schedule for the overall Project and the construction of the access enhancements.

AGREEMENT

NOW THEREFORE, in consideration of mutual promises and covenants herein contained, the Parties hereby agree to the following terms and conditions:

SECTION 1 FUNDING OF MULTIMODAL ACCESS ENHANCEMENTS

- 1.1 Sound Transit Access Enhancement Funds. Sound Transit Board Motion 2017-93 identifies the Station as a Suburban Station, and allocates a total of Two Million Dollars (\$2,000,000) to be provided by Sound Transit and Two Million Dollars (\$2,000,000) of matching funds to be provided by the City.
- 1.2 Access Enhancement Projects. The Access Enhancement Funds may be used for projects following 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. Sound Transit agrees that any combination of the multi-modal access improvement projects generally described and depicted in **Exhibit A** hereto (collectively, the “**Access Enhancement Projects**”) satisfy the requirements of Motion 2017-93.
- 1.3 City Contribution. The City expended funds to be considered part of the City’s contribution are identified in **Exhibit B**. Sound Transit accepts the funds encumbered or expended for City project identified in **Exhibit A** as meeting the

requirements for secured matching funds consistent with the guidelines in Motion 2017-93.

1.4 Changes to Access Enhancement Projects. The Parties may, by mutual agreement, agree to include other projects located generally within a quarter mile of the Station, so long as they are substantially equivalent to the Access Enhancement Projects described herein, and so long as the funding limitations and all other requirements of Motion 2017-93 and this Agreement are met.

1.5 City to Construct Access Enhancement Projects; Coordination of Improvements. The City shall be responsible for all steps necessary to design, construct, and implement the Access Enhancement Projects identified in this Agreement, including environmental review and mitigation, hazardous waste removal or mitigation, coordination of all required approvals and permits, acquisition of right-of-way, air rights and other property rights, community involvement, construction management, and ownership and maintenance of the Access Enhancement Projects. The Parties agree to work in good faith to coordinate completion of the Access Enhancement Projects.

The Parties may mutually agree during the term of this Agreement, and by a subsequent amendment, that to improve efficiencies Sound Transit will construct certain portions of the Access Enhancement Projects concurrent with Project construction, so long as the costs of said construction are reasonably reallocated consistent with the provisions of Motion 2017-93 and this Agreement. At a minimum, such an amendment will need to identify the responsibilities of the Parties regarding construction of the relevant portion of the Access Enhancement Project and include appropriate terms and conditions to address timely completion of the Access Enhancement Project without impacting the overall Project schedule. Sound Transit's Chief Executive Officer and the City Manager are hereby authorized to execute such an amendment without the need for further approval by the Sound Transit Board or the City Council. The City shall pay any costs that may occur that would increase the cost beyond Sound Transit's maximum funding obligation pursuant to Motion 2017-93.

1.6 Environmental Review. The City is and shall serve as the "Lead Agency" for purposes of any required compliance with the State Environmental Policy Act (SEPA), Ch. 43.21C, RCW, of both the Access Enhancement Projects and any other projects undertaken pursuant to this Agreement.

Upon execution of this Agreement, the City may invoice Sound Transit for the funding authorized in this Agreement for the Terrace Pedestrian Plaza Access Enhancement Project described in **Exhibit A**, which has already been subject to SEPA review by the City.

Where such environmental review has not been completed the City shall coordinate environmental review with Sound Transit, and provide Sound Transit with the

opportunity for design review and coordination through construction of said improvements.

Before receiving Sound Transit Board approval for funding for any other Access Enhancement Projects (including any Access Enhancement Projects modified pursuant to Section 1.4 or that require additional SEPA review), the City shall complete the required environmental documentation for SEPA and design and obtain the necessary permits to construct the Access Enhancement Projects. The City will coordinate with Sound Transit in preparing environmental documents to ensure that SEPA review is adequate to support funding from Sound Transit dollars toward the Access Enhancement Projects. Sound Transit will cooperate with the City to complete the environmental documentation and secure the required permits but shall not be required to incur out of pocket costs (such as non-staff time) in connection with its efforts without the City providing reimbursement or a credit consistent with this Agreement. Nothing in this Section 1.6 shall be interpreted to, waive or replace the City's obligations set forth in Section 3 of the Permitting Agreement.

- 1.7 Sound Transit Board Final Action. Within ninety (90) days of the City's completion of the environmental review for any of the Access Enhancement Projects, Sound Transit staff will bring to the Sound Transit Board for its consideration an action authorizing funding for said Access Enhancement Projects. If approved by the Sound Transit Board, those Access Enhancement Projects shall be eligible for funding in accordance with the terms of Motion 2017-93 and this Agreement.
- 1.8 Financial Reimbursement. Sound Transit will pay the City an amount not to exceed Two Million Dollars (\$2,000,000) for the Access Enhancement Projects as described in this Agreement.
 - A. *Invoice Form.* The City shall submit invoices and supporting documentation for Sound Transit's payment of any portion of the Access Enhancement Funds. The invoices must include the appropriate purchase order number, which will be provided by Sound Transit after execution of this Agreement, a cover memo in the form of **Exhibit C** hereto, and supporting documentation detailing the work completed and associated costs.
 - B. *Invoice Submittal and Payment.* The City shall submit its invoices with the required documentation via email or mail to AccountsPayable@SoundTransit.org, or Sound Transit, Accounts Payable, 401 S. Jackson St., Seattle, WA 98104-2826. Invoices are payable thirty (30) days after Sound Transit's receipt of the invoice and acceptable documentation.
 - C. *Incomplete Invoices.* If Sound Transit determines that an invoice lacks sufficient documentation to support payment, Sound Transit will notify the

City of its determination and request that the City provide additional documentation. Sound Transit may withhold payment for contested portions of the invoice until supporting documentation for the contested portions are provided, however such approval shall not be unreasonably withheld.

- D. *Eligible Expenses.* Eligible expenses shall include the City's direct expenses to design, construct, and implement the Access Enhancement Projects identified in this Agreement, including environmental review and mitigation, hazardous waste removal or mitigation, coordination of all required approvals and permits, acquisition of right-of-way, air rights and other property rights, community involvement, and construction management. Direct expenses includes consulting expenses.

SECTION 2 DISPUTE RESOLUTION

- 2.1 The Parties agree to use their best efforts to prevent and resolve potential sources of conflict at the lowest level possible.
- 2.2 Any disputes or questions of interpretation of this Agreement or the performance of either Party under this Agreement that may arise between Sound Transit and the City shall be governed under the dispute resolution provisions in this Section. The Parties agree that cooperation and communication are essential to resolving issues efficiently.
- 2.3 Either Party may refer a dispute to the dispute resolution process by providing written notice of such referral to the other Party's Designated Representative (hereinafter defined). The Parties agree to use their best efforts to resolve disputes arising out of or related to this Agreement using good faith negotiations by engaging in the following dispute resolution process should any such disputes arise:
- 2.3.1 Level One. Sound Transit's Designated Representative and the City's Designated Representative shall meet to discuss and attempt to resolve the dispute in a timely manner. If they cannot resolve the dispute within fourteen (14) days after referral of that dispute to Level One, either Party may refer the dispute to Level Two.
- 2.3.2 Level Two. Sound Transit's Executive Project Director and the City's Assistant City Manager or designee shall meet to discuss and attempt to resolve the dispute, in a timely manner. If they cannot resolve the dispute within fourteen (14) days after referral of that dispute to Level Two, either Party may refer the dispute to Level Three.
- 2.3.3 Level Three. Sound Transit's Executive Director of Engineering Construction Management or Designee and the City's Manager or Designee shall meet to discuss and attempt to resolve the dispute in a timely manner.

- 2.4 Except as otherwise specified in this Agreement, in the event the dispute is not resolved at Level Three within fourteen (14) days after referral of that dispute to Level Three, the Parties are free to file suit, seek any available legal remedy, or agree to alternative dispute resolution methods such as mediation. At all times prior to resolution of the dispute, the Parties shall continue to perform any undisputed obligations and make any undisputed required payments under this Agreement in the same manner and under the same terms as existed prior to the dispute. Notwithstanding anything in this Agreement to the contrary, neither Party has an obligation to agree to refer the dispute to mediation or other form of dispute resolution following completion of Level Three of the process described herein. Such agreement may be withheld for any reason or no reason.

SECTION 3 DEFAULT, REMEDIES, AND ENFORCEMENT

- 3.1 Notice of Default. Neither party shall be in default under this Agreement unless it has failed to perform under this Agreement for a period of thirty (30) calendar days after written notice of default from any other party. Each notice of default shall specify the nature of the alleged default and the manner in which the default may be cured satisfactorily. If the nature of the alleged default is such that it cannot be reasonably cured within the thirty (30) day period, then the defaulting party shall initiate reasonable actions to cure within the thirty (30) day period; provided, however, such default shall not be deemed a cure unless and until the defaulting party diligently prosecutes such cure to completion.
- 3.2 Remedies for Default. The Parties reserve the right to exercise any and all of the following remedies, singly or in combination, and consistent with the dispute resolution and default Sections of this Agreement, in the event the other violates any provision of this Agreement: (1) Commencing an action for equitable or other relief, or (2) Seeking specific performance of any provision that reasonably lends itself to such remedy. All remedies set forth in this Section are cumulative and the exercise of one shall not foreclose the exercise of others. Neither Party shall be relieved of its obligations to comply promptly with any provision of this Agreement by reason of any failure by the other Party to enforce prompt compliance, and such failure to enforce shall not constitute a waiver of rights or acquiescence in the other Party's conduct.

SECTION 4 MUTUAL INDEMNITY

- 4.1 Each Party to this Agreement shall protect, defend, indemnify, and save harmless the other Party, its officers, officials, employees, and agents, while acting within the scope of their employment as such, from any and all costs, claims, judgment, and/or awards of damages, arising out of, or in any way resulting from the first Party's negligent or grossly negligent acts or omissions or its intentional misconduct or that of its officers, officials, employees or agents. Neither Party will be required to indemnify, defend, or save harmless the other Party if the claim, suit, or action for injuries, death, or damages is caused by the sole negligence of the other Party. Where such claims, suits, or actions result from concurrent negligence

of the Parties, the indemnity provisions provided herein shall be valid and enforceable only to the extent of the Party's own negligence. Each Party agrees that its obligations under this subparagraph extend to any claim, demand, and/or cause of action brought by, or on behalf of, any of its employees or agents. For this purpose, each Party, by mutual negotiation, hereby waives, with respect to the other Party only, any immunity that would otherwise be available against such claims under the Industrial Insurance provisions of Title 51 RCW. In the event that a Party incurs any judgment, award, and/or cost arising therefrom, including attorneys' fees, to enforce the provisions of this section, all such fees, expenses, and costs shall be recoverable from the responsible Party to the extent of that Party's liability.

SECTION 5 GRANT FUNDING REQUIREMENTS

- 5.1 Sound Transit acknowledges that the City intends to use Sound Transit's funding under this Agreement to acquire matching grant funding for its Access Enhancement Projects. As a result, Sound Transit will use local funds, and not draw from its grant sources, to satisfy its funding obligations under Section 1, above. The Parties shall comply with all applicable requirements of its grant funding programs and agencies. The contracts and project documents for the Access Enhancement Projects shall expressly incorporate any applicable federal clauses and requirements into their respective terms. The Parties further acknowledge that any funding agency may request changes to this Agreement to comply with its funding requirements, and agree to cooperate in the negotiation of any such change.

SECTION 6 ASSIGNABILITY; BENEFICIARIES

- 6.1 This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors or assignees. Either party hereto may assign any monetary receivables due them under this Agreement; provided, however, such assignment shall not relieve the assignor of any of its rights or obligations under this Agreement. Neither Party may assign any other interest, obligation, or benefit in this Agreement or transfer any interest in the same, whether by assignment or novation, without prior written consent by the other Party.

SECTION 7 DURATION OF AGREEMENT

- 7.1 This Agreement shall take effect upon the last date of signature by the Parties as set forth below.
- 7.2 This Agreement shall remain in effect until all Access Enhancement Projects provided for herein are fully funded, constructed, and operational, unless sooner terminated.
- 7.3 The City Manager and the Chief Executive Officer of Sound Transit shall have the authority to extend the term of this Agreement by mutual consent or execute the amendment referenced in Section 1.5 without the need for further approval by the Sound Transit Board or the Mountlake Terrace City Council as long as any

additional amounts to be paid or spent under this Agreement are budgeted and within the Parties' authorized spending limits.

SECTION 8 WARRANTIES

8.1 By execution of this Agreement, the City warrants:

8.1.1 That the City has the full right and authority to enter into and perform this Agreement, and that by entering into or performing this Agreement the City is not in violation of any law, regulation or agreement by which it is bound or to which it is bound or to which it is subject; and

8.1.2 That the execution, delivery and performance of this Agreement by the City has been duly authorized by all requisite corporate action, that the signatories for the City hereto are authorized to sign this Agreement, and that upon approval by the City, the joinder or consent of any other party, including a court or trustee or referee, is not necessary to make valid and effective the execution, delivery and performance of this Agreement.

8.2 By execution of this Agreement, Sound Transit warrants:

8.2.1 That Sound Transit has the full right and authority to enter into and perform this Agreement, and that by entering into or performing this Agreement Sound Transit is not in violation of any law, regulation or agreement by which it is bound or to which it is bound or to which it is subject; and

8.2.2 That the execution, delivery and performance of this Agreement by Sound Transit has been duly authorized by all requisite corporate action, that the signatories for Sound Transit hereto are authorized to sign this Agreement, and that upon approval by Sound Transit, the joinder or consent of any other party, including a court or trustee or referee, is not necessary to make valid and effective the execution, delivery and performance of this Agreement.

SECTION 9 ADMINISTRATION OF AGREEMENT

9.1 This Agreement will be jointly administered by Sound Transit's Designated Representative and the City's Designated Representative.

9.2 Each Party shall be responsible for its own costs incurred in the negotiation and administration of this Agreement, unless otherwise provided in writing.

SECTION 10 DESIGNATED REPRESENTATIVES

10.1 To promote effective intergovernmental cooperation and efficiencies, each party shall designate a representative ("**Designated Representatives**") who shall be responsible for coordination of communications between the parties and shall act as the point of contact for each party. The Designated Representatives shall coordinate with the City's Coordinator and the Sound Transit Project Manager and

shall communicate regularly to discuss the status of the tasks to be performed, identify upcoming Project decisions and any information or input necessary to inform those decisions, discuss any substantial changes to the Project, and resolve any issues or disputes related to the Project, consistent with this Agreement. Each Party's Designated Representatives is identified in Exhibit D hereto.

- 10.2 Each Designated Representative is also responsible for coordinating the input and work of its agency, consultants, and staff as it relates to the objectives of this Agreement. The Parties reserve the right to change Designated Representatives by providing notice to the other party during the term of this Agreement.

SECTION 11 NOTICES

- 11.1 Unless otherwise provided herein, all notices and communications concerning this Agreement shall be in writing and addressed to the Designated Representative.
- 11.2 Unless otherwise provided herein, all notices shall be either: (i) delivered in person, (ii) deposited postage prepaid in the certified mails of the United States, return receipt requested, (iii) delivered by a nationally recognized overnight or same-day courier service that obtains receipts, or (iv) delivered electronically to the other party's Designated Representative as listed herein.

SECTION 12 AUDITS

- 12.1 During the period of construction of the Access Enhancement Projects and for a period of not less than six (6) years or that period established by the State Archivist (whichever is greater), from the date of final payment to the City, records and accounts pertaining to subjects of this Agreement and accounting are to be kept available for inspection and audit by representatives of Sound Transit, the State of Washington, and the federal government. Copies of the records shall be furnished to Sound Transit upon request and shall be maintained in accordance with a work order accounting procedure prescribed by the Division of Municipal Corporations of the State Auditor's Office.

SECTION 13 GENERAL PROVISIONS

- 13.1 This Agreement shall be interpreted, construed and enforced in accordance with the laws of the State of Washington. Venue for any action under this Agreement shall be Snohomish County, Washington.
- 13.2 In case any term of this Agreement shall be held invalid, illegal or unenforceable in whole or in part, neither the validity of the remaining part of such term nor the validity of the remaining terms of this Agreement shall in any way be affected thereby.
- 13.3 Time is of the essence in every provision of this Agreement. Unless otherwise set forth in this Agreement, any reference to "days" shall mean calendar days unless

otherwise noted. If any time for action occurs on a weekend or legal holiday, then the time period shall be extended automatically to the next business day.

- 13.4 This Agreement is made and entered into for the sole protection and benefit of the Parties hereto and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.
- 13.5 No joint venture or partnership is formed as a result of this Agreement. No employees, agents or subcontractors of one party shall be deemed, or represent themselves to be, employees of any other party.
- 13.6 This Agreement has been reviewed and revised by legal counsel for all parties and no presumption or rule that ambiguity shall be construed against the party drafting the document shall apply to the interpretation or enforcement of this Agreement. The Parties intend this Agreement to be interpreted to the full extent authorized by applicable law.
- 13.7 The Parties shall not be deemed in default with provisions of this Agreement where performance was rendered impossible by war or riots, civil disturbances, floods or other natural catastrophes beyond its control; the unforeseeable unavailability of labor or materials; or labor stoppages or slow-downs, or power outages exceeding back-up power supplies. This Agreement shall not be revoked or a party penalized for such noncompliance, provided that such party takes immediate and diligent steps to bring itself back into compliance and to comply as soon as practicable under the circumstances without unduly endangering the health, safety, and integrity of both parties' employees or property, or the health, safety, and integrity of the public, public right-of-way, public property, or private property.
- 13.8 This Agreement may be amended only by a written instrument executed by each of the Parties hereto.
- 13.9 This Agreement constitutes the entire agreement of the Parties with respect to the subject matters of this Agreement, and supersedes any and all prior negotiations (oral and written), understandings and agreements with respect hereto.
- 13.10 Section headings are intended as information only, and shall not be construed with the substance of the section they caption.
- 13.11 In construction of this Agreement, words used in the singular shall include the plural and the plural the singular, and "or" is used in the inclusive sense, in all cases where such meanings would be appropriate.
- 13.12 This Agreement may be executed in several counterparts, each of which shall be deemed an original, and all counterparts together shall constitute but one and the same instrument.
- 13.13 In the event that any litigation or arbitration between the Parties arises out of or in connection with this Agreement, the substantially prevailing or successful Party

shall be entitled, in addition to other relief as may be granted, to a reasonable sum for all its reasonable attorneys' fees and costs in such proceedings.

IN WITNESS WHEREOF, each of the parties has executed this Agreement by having its authorized representative affix his/her name in the appropriate space below:

CENTRAL PUGET SOUND REGIONAL
TRANSIT AUTHORITY (SOUND
TRANSIT)

THE CITY OF MOUNTLAKE TERRACE

By: 
Peter M. Rogoff
Chief Executive Officer

By: 
Scott Hugill
City Manager

Date: 6-19-18


Date: 5/24/18

Authorized by Motion No. M2018-60.

Authorized by City Council Motion on May 7, 2018.

Approved as to form:

Approved as to form:


Stephen G. Sheehy
Senior Legal Counsel


Gregory G. Schrag
City Attorney

Exhibit List

- Exhibit A: Multimodal Access Improvement Projects**
- Exhibit B: Projects List of City Projects for Matching Funds**
- Exhibit C: Sound Transit Invoice Form**
- Exhibit D: Designated Representatives**

EXHIBIT A

Multimodal Access Improvement Projects

Enhancement Project Name	Project Description
Terrace Pedestrian Plaza	Terrace pedestrian plaza will connect Mountlake Terrace Light Rail Station's south plaza to the future Transit Oriented Development, Terrace Station, to the south navigating a considerable slope from 236th St. The plaza is anticipated to include approximately 3,000 cubic yads of fill, 4,500 sf of paved ADA walkways, granite and stone features, a water feature, plantings, irrigation, drainage and handrails, as generally shown in the attached conceptual detail.
Veteran's Park Trail System	The trail system will connect the Mountlake Terrace Light Rail Station to the City's Civic Plaza via 58th Avenue West. The trail system will include approximately 3,000 lf of an 8' wide Asphalt paved ADA path through Veteran's park. The path will include lighting, handrails and replace an existing 20' long bridge across a low lying drainage area, as generally shown in the attached aerial and photo.
64 th Avenue W. Non-motorized Access Improvements	This improvement will extend the pedestrian sidewalk network north into a residential area of the Lake Ballinger neighborhood adjacent to spillover Transit Center parking demand is currently occurring. This project will include the design and construction of sidewalk, curb, gutter, ADA ramp improvements along the west side of 64th Avenue W. from 236th Street SW to 232nd Street within existing right-of-way. Completion of this project would provide a continuous hard walking surface connecting to the future Mountlake Terrace Light Rail Station.



Veteran's Trail

Quarter Mile Distance from future Mountlake Terrace Station



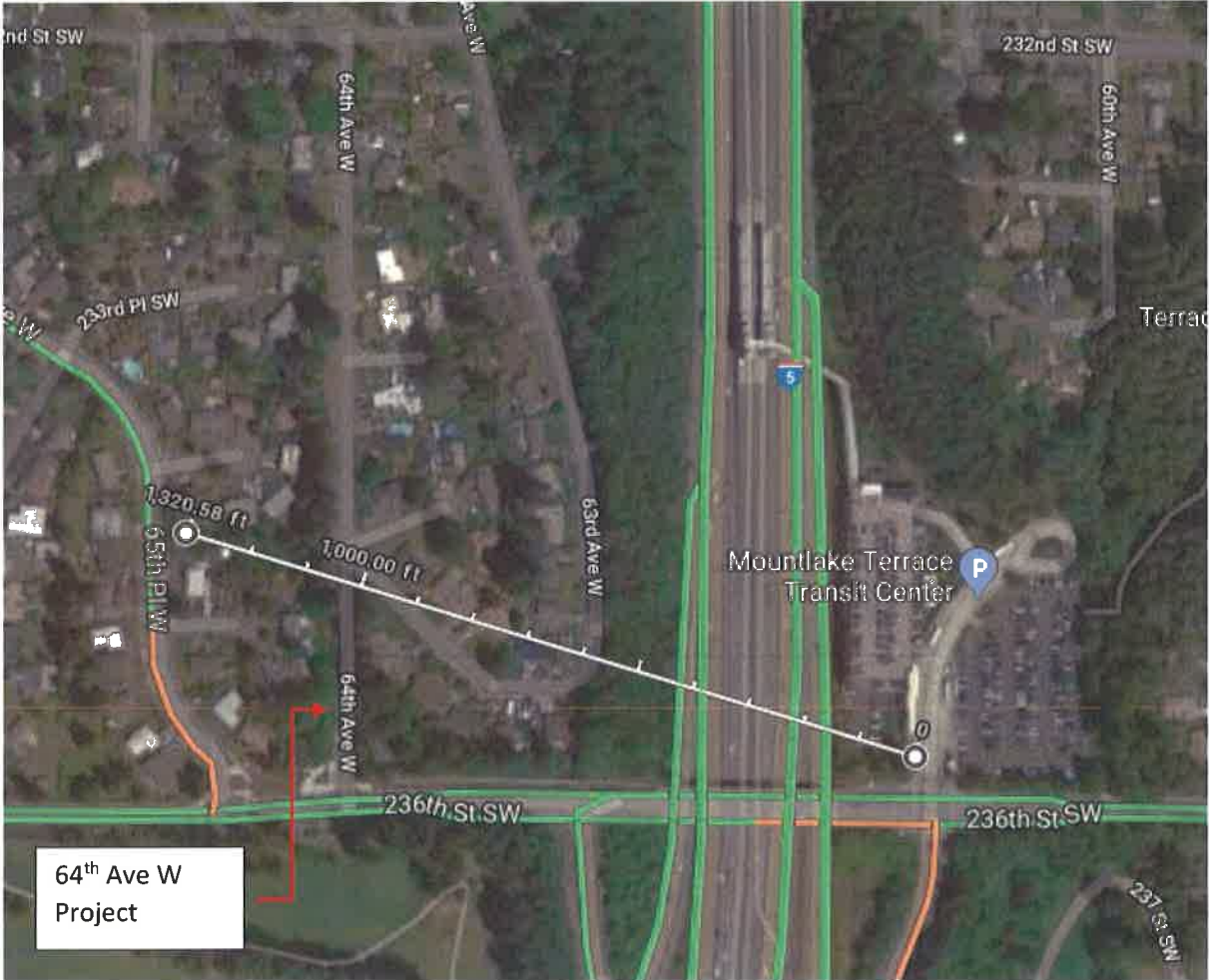


EXHIBIT B

List of City Projects for Matching Funds

Exhibit B - City Projects for Matching Funds

STP = PSRC Federal Highways Fund STP - Award Obligated in Authorized Package January 2018
 TIB = Transportation Improvement Board Urban Arterial Program Award Obligated Authorized Package
 SA 2013 = State Appropriations 2013 Capital Budgets
 SA 2016 = State Appropriations 2016 Capital Budgets

Item No.	Spec. Section	Item Description	Total Project Estimate		236th St SW		ST Matching Eligible	Project Timeframe	Funding Source
			Unit	Unit Price	Quantity	Amount			
SCHEDULE A - ROADSIDE DEVELOPMENT									
ROADWAY ITEMS									
1	1-02	Type B Progress Schedule (Min. Bid Price \$10,000 LS)	LS	\$ 10,000.00	1	\$ 10,000			
2	1-05	Record Drawings (Min. Bid Price \$4,000 LS)	LS	\$ 6,000.00	1	\$ 6,000			
3	1-05	Roadway Surveying	LS	\$ 56,230.00	1	\$ 56,230			
4	1-05	ADA Feature Surveying	LS	\$ 5,000.00	1	\$ 5,000			
5	1-05	Training	HR	\$ 3.00	1500	\$ 4,500	5,000	2018-2020	STP
6	1-07	Additional Paving	FA	\$ 30,000.00	1	\$ 30,000			
7	1-09	Force Account For Unanticipated Work	EST	\$ 70,280.00	1	\$ 70,280			
8	1-09	Mobilization	LS	\$ 464,850.00	1	\$ 464,850			
9	1-10	Uniformed Law Enforcement Personnel for Traffic Control	HR	\$ 120.00	240	\$ 28,800			
10	1-10	Flaggers	HR	\$ 60.00	4390	\$ 263,400			
11	1-10	Project Temporary Traffic Control	LS	\$ 100,000.00	1	\$ 100,000			
12	2-01	Clearing and Grubbing	LS	\$ 15,000.00	1	\$ 15,000			
13	2-01	Tree Removal	EA	\$ 750.00	135	\$ 101,250	15,000	2018-2020	STP
14	2-02	Removal of Structures and Obstructions	LS	\$ 75,000.00	1	\$ 75,000	75,000	2018-2020	STP
15	2-02	Removal and Relocation of Existing Private Improvements	EST	\$ 30,000.00	1	\$ 30,000			
16	2-02	Removal of Asbestos Concrete Water Pipe	TON	\$ 12.00	28000	\$ 336,000			
17	2-03	Common Borrow Incl. Haul	TON	\$ 25.00	700	\$ 17,500			
18	2-03	Gravel Borrow Incl. Haul	CY	\$ 20.00	650	\$ 13,000			
19	2-03	Unsuitable Foundation Excavation Incl. Haul	CY	\$ 25.00	300	\$ 7,500			
20	2-09	Structure Excavation Cl.A. Incl Haul	LS	\$ 11,000.00	1	\$ 11,000			
21	2-09	Shoring or Extra Excavation Class A	TON	\$ 30.00	4480	\$ 134,400			
22	4-04	Crushed Surfacing Top Course	TON	\$ 90.00	220	\$ 19,800			
23	5-04	HMA Cl 1" PG 64-22	TON	\$ 100.00	4300	\$ 430,000			
24	5-04	HMA Cl 12" PG 64-22	TON	\$ 90.00	270	\$ 24,300			
25	5-04	Commercial HMA	SY	\$ 350.00	700	\$ 245,000	245,000	2018-2020	SA 2013 and 2016
26	5-05	Decorative Scored Cement Concrete Crosswalk Pavement	LS	\$ 2,000.00	1	\$ 2,000			
27	5-05	Joint In Time Training	SF	\$ 75.00	740	\$ 55,500	55,500	2018-2020	TIB
28	6-11	Cast-In-Place Concrete Wall 1A	SF	\$ 45.00	1620	\$ 72,900	72,900	2018-2020	TIB
29	6-11	Cast-In-Place Concrete Wall 2A, 3, and 10	SF	\$ 100.00	470	\$ 47,000	47,000	2018-2020	TIB
30	6-11	Cast-In-Place Concrete Wall 11	SF	\$ 35.00	1300	\$ 45,500	45,500	2018-2020	TIB
31	6-13	Structural Earth Wall with Concrete Block Facing	DAY	\$ 75.00	240	\$ 18,000			
32	8-01	ESC Lead	LS	\$ 10,000.00	1	\$ 10,000			
33	8-01	Stormwater Prevention Pollution Control (SWPPP, TESC & SPPC)	FA	\$ 30,000.00	1	\$ 30,000			
34	8-01	Erosion/Water Pollution Control	LF	\$ 4.00	1100	\$ 4,400			
35	8-01	High Visibility Construction Fencing	SY	\$ 5.00	4050	\$ 20,250			
36	8-01	Biodegradable Erosion Control Blanket	EA	\$ 100.00	51	\$ 5,100			
37	8-01	Inlet Protection	LF	\$ 5.00	510	\$ 2,550			
38	8-01	Silt Fence	AC	\$ 9,680.00	0.8	\$ 7,260			
39	8-01	Seeding and Fertilizing	AC	\$ 7,260.00	0.8	\$ 5,445			
40	8-01	Mulching with Moderate Term Mulch	CY	\$ 50.00	390	\$ 19,500			
41	8-02	Tressel Type A	CY	\$ 50.00	25	\$ 1,250			
42	8-02	Bark Mulch or Wood Chip Mulch	CY	\$ 2.50	1750	\$ 4,375			
43	8-02	Seeded Lawn Installation	EA	\$ 500.00	1	\$ 500			
44	8-02	PSIPE Acer x Freeman/Jeffersrd/ Autumn Blaze Maple, 2.5' Cal., 12'-14' Ht.	EA	\$ 500.00	15	\$ 7,500			
45	8-02	PSIPE Ulmus parvifolia UPM7F/Boxus Elm; 2.5' Cal., 12'-14' Ht.	EA	\$ 450.00	11	\$ 4,950			
46	8-02	PSIPE Cornus kousa x nifidalli 'KN4-43'/Starlight Dogwood; 2' Cal., 10'-12' Ht.	EA	\$ 35.00	21	\$ 735			
47	8-02	PSIPE Fothergilla gardenii 'Blue Mist'/Blue Mist Dwarf Fothergilla, 15'-18" Ht.	EA	\$ 35.00	34	\$ 1,190			
48	8-02	PSIPE Spiraea betulifolia 'Tor'/Tor Birchleaf Spirea, 15'-18" Ht.	EA	\$ 28.00	64	\$ 1,792			
49	8-02	PSIPE Azalea 'Gumpo White'/Gumpo White Azalea, 2 Gal. Cont.	EA	\$ 28.00	45	\$ 1,260			
50	8-02	PSIPE Nandina domestica 'Aur/Blush Pink Heavenly Bamboo, 2 Gal. Cont.	EA	\$ 28.00	38	\$ 1,064			
51	8-02	PSIPE Rhododendron 'Purple Gem'/Purple Gem Rhododendron; 2 Gal. Cont.	EA	\$ 22.00	96	\$ 2,112			
52	8-02	PSIPE Berberis thunbergii 'Concorde'/Concorde Japanese Barberry, 1 Gal. Cont.	EA	\$ 22.00	98	\$ 2,156			
53	8-02	PSIPE Sorbus japonica 'Walkumal/Magic Carpet Spirea, 1 Gal. Cont.	EA	\$ 22.00	108	\$ 2,376			
54	8-02	PSIPE Vaccinium moupanense/ Himalayan Blueberry, 1 Gal. Cont.	EA	\$ 22.00	37	\$ 814			

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Item No.	Spec. Section	Item Description	Total Project Estimate			236th St SW			ST Matching Eligible	Project Timeframe	Funding Source
			Unit	Unit Price	Quantity	Amount	Amount				
55	8-02	PSIPE Thymus x citridonous Archer's Gold/ Archer's Gold Lemon Thyme: 1 Gal. Cont.	EA	\$ 12.00	235	\$ 2,820					
56	8-02	PSIPE Veronica/ Waterberry Blue/ Waterberry Blue Speedwell: 1 Gal. Cont.	EA	\$ 12.00	705	\$ 8,460					
57	8-02	PSIPE Homericalls Purple d'Oro/ Purple d'Oro Daylily: 1 Gal. Cont.	EA	\$ 12.00	140	\$ 1,680					
58	8-02	PSIPE Geum/ Mango Lassi/ Mango Lassi Avenas: 1 Gal. Cont.	EA	\$ 12.00	20	\$ 240					
59	8-02	Remove and Reseal Pavement	SF	\$ 25.00	70	\$ 1,750					
60	8-02	Proprietary Restoration	FA	\$ 10,000.00	1	\$ 10,000			10,000	2018-2020	
61	8-03	Automatic Irrigation System, Complete	LS	\$ 70,000.00	1	\$ 70,000			70,000	2018-2020	
62	8-03	Repair Existing Irrigation System	EST	\$ 6,000.00	1	\$ 6,000			6,000	2018-2020	
63	8-04	Cement Conc. Traffic Curb and Gutter	LF	\$ 25.00	4200	\$ 105,000			105,000	2018-2020	
64	8-04	HMA Extended Curb	LF	\$ 15.00	700	\$ 10,500			10,500	2018-2020	
65	8-04	HMA Extended Curb	LF	\$ 15.00	600	\$ 9,000			9,000	2018-2020	
66	8-04	Precast Cement Conc. Wheel Stop	EA	\$ 250.00	6	\$ 1,500			1,500	2018-2020	
67	8-06	Cement Conc. Driveway Entrance 3 Day Mix	SY	\$ 85.00	880	\$ 57,200			57,200	2018-2020	
68	8-10	Flexible Guide Post	EA	\$ 160.00	13	\$ 2,080			2,080	2018-2020	
69	8-12	Black Vinyl Coated Chain Link Fence	LF	\$ 20.00	1190	\$ 23,800			23,800	2018-2020	
70	8-12	4 Foot Wood Fence	LF	\$ 35.00	285	\$ 9,975			9,975	2018-2020	
71	8-13	6 Foot Wood Fence	LF	\$ 55.00	60	\$ 3,300			3,300	2018-2020	
72	8-12	Black Vinyl Coated Chain Link Gate	EA	\$ 800.00	2	\$ 1,600			1,600	2018-2020	
73	8-12	4 Foot Wood Gate	EA	\$ 1,200.00	1	\$ 1,200			1,200	2018-2020	
74	8-12	Double Wood Gate for 6 Foot Fence	EA	\$ 2,500.00	1	\$ 2,500			2,500	2018-2020	
75	8-12	Replaced Chain Link Fence	LF	\$ 15.00	270	\$ 4,050			4,050	2018-2020	
76	8-12	Replaced Wood Fence	LF	\$ 15.00	300	\$ 4,500			4,500	2018-2020	
77	8-13	Install Monument with Case and Cover	EA	\$ 1,000.00	4	\$ 4,000					
78	8-14	Cement Conc. Sidewalk	SY	\$ 40.00	3500	\$ 140,000			140,000	2018-2020	
79	8-14	Cement Conc. Curb Ramp Type A Perpendicular	EA	\$ 1,500.00	7	\$ 10,500			10,500	2018-2020	
80	8-14	HMA Curb Ramp Type B Perpendicular	EA	\$ 1,100.00	2	\$ 2,200			2,200	2018-2020	
81	8-14	Cement Conc. Curb Ramp Type Parallel	EA	\$ 1,000.00	1	\$ 1,000			1,000	2018-2020	
82	8-14	HMA Curb Ramp Type Parallel	EA	\$ 1,000.00	1	\$ 1,000			1,000	2018-2020	
83	8-14	Cement Conc. Curb Ramp Type Modified Directional	EA	\$ 1,500.00	2	\$ 3,000			3,000	2018-2020	
84	8-14	Cement Conc. Curb Ramp Type Combined Modified Directional	EA	\$ 3,500.00	6	\$ 21,000			21,000	2018-2020	
85	8-14	Cement Conc. Stairs	EA	\$ 4,000.00	8	\$ 32,000			32,000	2018-2020	
86	8-20	Installation of Illumination System, Complete	LS	\$ 785,000.00	1	\$ 785,000			785,000	2018-2020	
87	8-20	Installation of Traffic Signal System (Gateway Blvd & 236th St SW), Complete	LS	\$ 362,000.00	1	\$ 362,500			362,500	2018-2020	
88	8-20	Replacement of Existing Traffic Signal System (56th Ave W & 236th St SW), Complete	LS	\$ 441,500.00	1	\$ 441,500			441,500	2018-2020	
89	8-20	Modification of Existing Traffic Signal System (LS Off Ramp & 236th St SW), Complete	LS	\$ 25,000.00	1	\$ 25,000			25,000	2018-2020	
90	8-20	Installation of RRFB/Future Signal System, (8th Ave W & 236th St SW), Complete	LS	\$ 175,000.00	1	\$ 180,000			180,000	2018-2020	
91	8-20	Installation of ITS System, Complete	LS	\$ 63,000.00	1	\$ 63,000			63,000	2018-2020	
92	8-21	Permanent Signing	LS	\$ 28,500.00	1	\$ 28,500					
93	8-21	Project Signs	EA	\$ 2,500.00	2	\$ 5,000					
94	8-22	4 In. Paint Line	LF	\$ 0.50	6930	\$ 3,465					
95	8-22	Wide Plastic Line	LF	\$ 5.00	5600	\$ 28,000					
96	8-22	18 In. Plastic Stop Bar Line	LF	\$ 11.00	360	\$ 3,960					
97	8-22	12 In. Plastic Crosswalk Line	LF	\$ 8.00	1300	\$ 10,400			10,400	2018-2020	
98	8-22	24 In. Plastic Crosswalk Line	LF	\$ 8.00	300	\$ 2,400			2,400	2018-2020	
99	8-22	Plastic Traffic Arrow	EA	\$ 100.00	21	\$ 2,100					
100	8-22	Traffic Letter	EA	\$ 100.00	7	\$ 700					
101	8-22	Plastic Bicycle Lane Symbol	EA	\$ 120.00	26	\$ 3,120			3,120	2018-2020	
102	8-23	Temporary Pavement Markings	LS	\$ 2,500.00	1	\$ 2,500					
103	8-24	Ecology Block	EA	\$ 200.00	6	\$ 1,200					
104	8-24	Grassy Block Wall	SF	\$ 60.00	2000	\$ 120,000			120,000	2018-2020	
105	8-24	Backfill for Grassy Block Wall Incl. Haul	CY	\$ 30.00	610	\$ 18,300			18,300	2018-2020	
106	8-24	Interlocking Modular Block Wall	SF	\$ 45.00	700	\$ 31,500			31,500	2018-2020	
107	8-24	Modular Block Wall	SF	\$ 25.00	600	\$ 15,000			15,000	2018-2020	
108	8-24	Reconstruct Rockery	SF	\$ 25.00	40	\$ 1,000			1,000	2018-2020	
109	8-28	Town Center Sign	EA	\$ 2,700.00	2	\$ 5,400			5,400	2018-2020	
110	8-30	Tree Grate	EA	\$ 1,700.00	27	\$ 45,900			45,900	2018-2020	

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Item No.	Spec. Section	Item Description	Total Project Estimate			236th St SW			ST Matching Eligible	Project Timeframe	Funding Source
			Unit	Unit Price	Quantity	Amount	Quantity	Amount			
111	8-31	Bench Type 1	EA	\$ 2,300.00	1	\$ 2,300		2,300	2018-2020	STP/TIB	
112	8-31	Bench Type 2	EA	\$ 1,900.00	5	\$ 9,500		9,500	2018-2020	STP/TIB	
113	8-32	Trash Receptacle	EA	\$ 2,000.00	8	\$ 16,000		16,000	2018-2020	STP/TIB	
114	8-33	Bike Rack	EA	\$ 1,200.00	4	\$ 4,800		4,800	2018-2020	STP/TIB	
115	8-34	Large Precast Concrete Planter	EA	\$ 3,700.00	7	\$ 25,900					
116	8-34	Small Precast Concrete Planter with Base	EA	\$ 5,200.00	4	\$ 20,800					
117	8-35	Site Furniture Relocation	LS	\$ 500.00	2	\$ 1,000					
118	8-36	Safety Rail	LF	\$ 100.00	160	\$ 16,000		16,000	2018-2020	STP/TIB	
119	8-36	Handrail	LF	\$ 50.00	60	\$ 3,000		3,000	2018-2020	STP/TIB	
120	8-37	Wayfinding Sign	EA	\$ 2,300.00	2	\$ 4,600		4,600	2018-2020	STP/TIB	
Subtotal Roadway Items							\$ 5,714,333	\$ 3,365,275			

EXHIBIT C

Sound Transit Invoice Form

Invoice No. _____ Dated: _____

TO: Sound Transit
Accounts Payable
401 S Jackson Street
Seattle, WA 98104
accountspayable@soundtransit.org

Attention: Accounts Payable and [Sound Transit's Designated Representative]

Re: Mountlake Terrace Access Enhancement Projects

The City's authorized representative certifies that the amount of \$_____ is due and payable to the City in accordance with the provisions of the Agreement, as supported by the attached invoice and supporting documentation.

[Identify the phase(s), and the amounts by phase, for which the amount due applies]

The City makes the following representations and warranties to Sound Transit in connection with the Invoice:

- All work performed to date has been, unless otherwise specifically stated by the City, performed in accordance with the terms and conditions of this Agreement.
- The amount specified above has been computed in accordance with, and is due and payable under, the terms and conditions of the Agreement, has not been the subject of any previous invoice (unless disputed or rejected for payment) and is not the subject of any pending invoice from the City.

Any liability of Sound Transit arising from these representations and warranties are governed by the terms and conditions of the Agreement.

City of Mountlake Terrace

By: _____ Date: _____
[Name, Position]

EXHIBIT D

Designated Representatives

SOUND TRANSIT:

Gwen McCullough,
Light Rail Project Manager
gwen.mccullough@soundtransit.org
(206) 903-7255

CITY OF MOUNTLAKE TERRACE:

Eric LaFrance
Public Works Director
elafrance@ci.mlt.wa.us
(425) 744-6221



Motion No. M2019-97

System Access Fund 2019 Awards

Meeting:	Date:	Type of action:	Staff contact:
Executive Committee Board	09/05/2019 09/26/2019	Recommend to Board Final action	Don Billen, Executive Director, PEPD Alex Krieg, Senior Manager – Planning & Integration

Proposed action

Awards the first round of System Access Funds to the local governments identified the not to exceed amounts determined by the Board and authorizes the chief executive officer to execute funding agreements consistent with these awards and in compliance with the System Access Fund program guidelines.

Key features summary

- The Sound Transit 3 (ST3) System Plan included a \$100M System Access Program, which included the System Access Fund that is “allocated equally among Sound Transit’s five subareas to fund such projects as safe sidewalks and protected bike lanes, shared use paths, improved bus-rail integration, and new pick-up and drop-off areas that provide convenient access so that more people can use Sound Transit services.”
- In November 2018, the Executive Committee of the Sound Transit Board directed staff to conduct a call for projects in 2019 that would be open to local governments and would make up to \$10M per subarea available between 2019 and 2025. The Executive Committee also established the evaluation criteria Sound Transit staff would use, which were divided between policy factors (customer experience, equity, connectivity, and safety and human health) and technical factors (funding plan and delivery plan).
- On February 19, 2019, Sound Transit opened the System Access Fund 2019 Call for Projects. On April 12, 2019, the call for projects closed and Sound Transit received 53 applications from 33 local governments requesting more than \$86M.
- Between mid-April and early July, Sound Transit evaluated the 53 applications against the evaluation criteria identified by the Executive Committee. This included a review of the application materials provided as well as follow-up discussions with each applicant about every project submitted.
- On July 25, 2019, staff briefed the Board of Directors on the applications received in the System Access Fund 2019 Call for Projects and the preliminary evaluation results.
- On July 26, 2019, Sound Transit opened a public comment period and launched online open house to receive rider and resident feedback on the 53 applications submitted. Sound Transit received 55 letters of support and a total of 4,063 survey responses, including 409 open-ended comments, during the public comment period and online open house. The public comment period and online open house closed on Friday, August 23, 2019.

- The action authorizes the CEO to enter into funding agreements with the local governments identified and at not to exceed amounts determined by the Board.
- All projects will be implemented by the local government identified, including the planning, environmental review, design, and construction. All completed projects will be owned, operated, and maintained by the local government.
- Sound Transit will enter into funding agreements closer to when local governments are able to advance projects and will closely monitor implementation once agreements are executed. Staff will only return to the Board should there be material changes to the project scope identified in the associated application, including requests for increased funding.
- Sound Transit staff will provide an annual report to the Executive Committee on the status of implementation of projects receiving an award in the System Access Fund 2019 Call for Projects.

Background

The Sound Transit 3 (ST3) System Plan included a \$100M System Access Program, which included the System Access Fund that is “allocated equally among Sound Transit’s five subareas to fund such projects as safe sidewalks and protected bike lanes, shared use paths, improved bus-rail integration, and new pick-up and drop-off areas that provide convenient access so that more people can use Sound Transit services.”

In November 2018, the Executive Committee of the Sound Transit Board directed staff to conduct a call for projects in 2019 that would be open to local governments and would make up to \$10M per subarea available between 2019 and 2025. The Executive Committee also established the evaluation criteria Sound Transit staff would use, which were divided between policy factors (customer experience, equity, connectivity, and safety and human health) and technical factors (funding plan and delivery plan).

On February 19, 2019, Sound Transit opened the System Access Fund 2019 Call for Projects. Immediately before and just after the call for projects opened, Sound Transit staff conducted outreach and workshops in each subarea with eligible applicants. On April 12, 2019, the call for projects closed and Sound Transit received 53 applications from 33 jurisdictions requesting more than \$86M.

Between mid-April and early July, Sound Transit evaluated the 53 applications against the evaluation criteria identified by the Executive Committee. This included a review of the application materials provided as well as follow-up discussions with each applicant about every project submitted. On July 26, 2019, Sound Transit opened a public comment period and launched an online open house to receive rider and resident feedback on the 53 applications submitted. Sound Transit received 55 letters of support and a total of 4,063 survey responses, including 409 open-ended comments, during the public comment period and online open house. The public comment period and online open house closed on Friday, August 23, 2019.

System Access policies and programs were evaluated programmatically in the Regional Transit Long-Range Plan Update Final Supplemental Environmental Impact Statement (November 2014). Local governments entering funding agreements with Sound Transit under the System Access Program will be lead agencies for system access project-level review under the State Environmental Policy Act.

Sound Transit will enter into these agreements closer to when local governments are able to advance projects and will closely monitor implementation once agreements are executed. Staff will only return to the Board should there be material changes to the project scope identified in the associated application, including requests for increased funding.

Fiscal information

The authorized project allocation to date for the Transit System Access Program is \$142,139,000. Within that amount, \$124,385,000 has been allocated to the third party phase. As the amount of the awards and the subarea distribution will be determined by the Board, the table below is provided for context.

Transit System Access Program

(in thousands)	Authorized Project Allocation to Date	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$10,000	\$1,815	\$	\$1,814,996	\$8,185
Preliminary Engineering	2,000	114		113,965	\$1,886
Final Design					\$
Third Parties	124,385		0	0	124,385
Right of Way					\$
Construction	5,754				\$5,754
Construction Services					\$
Vehicles					\$
Total Current Budget	\$142,139	\$1,929	\$	\$1,929	\$140,210

Notes:

Amounts are expressed in Year of Expenditure \$000s.

* Board Approvals = Commitment and PO Contingency Remaining as of 8/27/19.

For detailed project information, see page 218 of the 2019 Financial Plan & Adopted Budget.

Public involvement

Following the completion of the policy and technical evaluation conducted by staff, Sound Transit launched a public comment period and online open house to seek rider and resident feedback on the 53 applications received and the initial evaluation results. The public comment and online open house period lasted between July 26, 2019 and August 23, 2019. In addition, Sound Transit received 55 comments letters and letters of support. An executive summary of the online open house results and a compilation of comment letters and letters of support are included as supplement to the staff report.

Time constraints

A one-month delay would not create a significant impact to the project schedule, but may have minor impacts for entering into agreements with local governments seeking funds in 2019.

Environmental review – KH 8/27/19

Legal review – AJP 8/29/19

Motion No. M2019-97

A motion of the Board of the Central Puget Sound Regional Transit Authority awarding the first round of System Access Funds to the local governments identified for the not to exceed amounts determined by the Board and authorizing the chief executive officer to execute funding agreements consistent with these awards and in compliance with the System Access Fund program guidelines.

Background

The Sound Transit 3 (ST3) System Plan included a \$100M System Access Program, which included the System Access Fund that is “allocated equally among Sound Transit’s five subareas to fund such projects as safe sidewalks and protected bike lanes, shared use paths, improved bus-rail integration, and new pick-up and drop-off areas that provide convenient access so that more people can use Sound Transit services.”

In November 2018, the Executive Committee of the Sound Transit Board directed staff to conduct a call for projects in 2019 that would be open to local governments and would make up to \$10M per subarea available between 2019 and 2025. The Executive Committee also established the evaluation criteria Sound Transit staff would use, which were divided between policy factors (customer experience, equity, connectivity, and safety and human health) and technical factors (funding plan and delivery plan).

On February 19, 2019, Sound Transit opened the System Access Fund 2019 Call for Projects. On April 12, 2019, the call for projects closed and Sound Transit received 53 applications from 33 local governments requesting more than \$86M.

Between mid-April and early July, Sound Transit evaluated the 53 applications against the evaluation criteria identified by the Executive Committee. This included a review of the application materials provided as well as follow-up discussions with each applicant about every project submitted. On July 25, 2019, staff briefed the Board of Directors on the applications received in the System Access Fund 2019 Call for Projects and the preliminary evaluation results. On July 26, 2019, Sound Transit opened a public comment period and launched online open house to receive rider and resident feedback on the 53 applications submitted.

Sound Transit received 55 letters of support and a total of 4,063 survey responses, including 409 open-ended comments, during the public comment period and online open house. The public comment period and online open house closed on Friday, August 23, 2019.


System Access policies and programs were evaluated programmatically in the Regional Transit Long-Range Plan Update Final Supplemental Environmental Impact Statement (November 2014). Local governments entering funding agreements with Sound Transit under the System Access Program will be lead agencies for system access project-level review under the State Environmental Policy Act.

Sound Transit will enter into these agreements closer to when local governments are able to advance projects and will closely monitor implementation once agreements are executed. Staff will only return to the Board should there be material changes to the project scope identified in the associated application, including requests for increased funding.

Motion


It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the first round of System Access Funds is awarded to the local governments identified for the not to exceed amounts determined by the Board and the chief executive officer is authorized to execute funding agreements consistent with these awards and in compliance with the System Access Fund program guidelines.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 26, 2019.



John Marchione
Board Chair

Attest:



Kathryn Flores
Board Administrator

Motion No. M2019-97

System Access Fund 2019 Awards

This attachment identifies by subarea the jurisdictions, projects, amounts, and phases to be funded via the System Access Fund 2019 Call for Projects.

Snohomish Subarea

Jurisdiction	Project	Amount	Phase(s)
City of Edmonds	Citywide Bicycle Improvements	\$1,850,000	Design, Construction
City of Everett	Everett Station Nonmotorized Access Improvements	\$1,900,000	Construction
City of Lynnwood	Scriber Creek Trail Redevelopment	\$2,500,000	Construction
City of Mountlake Terrace	Veteran's Memorial Park Light Rail Connector	\$500,000	Construction
City of Mukilteo	5th Street Bicycle and Pedestrian Improvements	\$764,000	Design
Snohomish County	Ash Way Corridor Pedestrian and Bicycle Improvements (partial award)	\$1,000,000 [†]	Design

North King Subarea

Jurisdiction	Project	Amount	Phase(s)
King County Metro	Secure Bicycle Parking Expansion and Related Improvements	\$100,000	Construction
City of Seattle	Judkins Park Station Access (for sidewalk upgrades, Hiawatha Place S staircase, and trail lighting)	\$2,400,000 [*]	Design, Construction
City of Seattle	Southeast Seattle High Priority Sidewalks and Walkways (for S Henderson Street staircase)	\$900,000 [*]	Design, Construction
City of Shoreline	148th Street Nonmotorized Bridge	\$3,700,000	Design, Construction

East King Subarea

Jurisdiction	Project	Amount	Phase(s)
City of Bellevue	Eastgate Nonmotorized Access to Transit Improvements (partial award)	\$1,000,000 [†]	Construction
City of Bothell	Downtown Bothell Nonmotorized Access Improvements (for 102nd Avenue NE improvements)	\$825,000 [*]	Design, Construction
City of Kenmore	Juanita Drive NE Pedestrian and Bicycle Safety Improvements	\$1,500,000	Construction
King County Parks	Eastrail: NE 8th Street Crossing (partial award)	\$3,000,000 [†]	Construction
King County Metro	Secure Bicycle Parking Expansion and Related Improvements	\$250,000	Construction
City of Redmond	156th Avenue Cycle Track	\$1,165,242	Construction
City of Renton	S 7th Street Corridor Improvements (for multi-use trail)	\$1,000,000 [*]	Design, Construction

South King Subarea

Jurisdiction	Project	Amount	Phase(s)
City of Auburn	Regional Growth Center Access Improvements	\$1,625,000	Design, Construction
City of Des Moines	Barnes Creek Trail South Segment	\$1,985,000	Construction
City of Federal Way	21st Avenue S/S 320th Street Signalization and Pedestrian Improvements	\$730,000	Construction
City of Kent	W James Street at 2nd Avenue N Pedestrian Crossing	\$273,683	Design, Construction
King County Metro	Secure Bicycle Parking Expansion and Related Improvements	\$50,000	Construction
City of SeaTac	Station Intersection Pedestrian Safety Improvements (for SeaTac/Airport Station only; for pedestrian improvements connecting east)	\$500,000*	Design, Construction
City of Tukwila	Nonmotorized Connections and Wayfinding for Tukwila International Boulevard Station (for design phase)	\$369,000*	Design
City of Tukwila	Tukwila Station Nonmotorized Connectivity and Safety (for pedestrian signal on SR 181, improvements on Longacres Way, and Longacres Way/trail crossing)	\$2,064,000*	Construction

Pierce Subarea

Jurisdiction	Project	Amount	Phase(s)
City of Bonney Lake	Elhi Hill Trail Staircase	\$661,936	Design, Construction
City of Lakewood	111th Street SW/112th Street SW Improvements	\$1,040,000	Design, Construction
Pierce County	112th Street Pedestrian Improvements	\$2,000,000	Design, Construction
City of Puyallup	Bike Lane Expansions on W Stewart Avenue & 4th Street NW (for bike lanes on 4th Street NW)	\$155,995*	Design, Construction
City of Sumner	Rivergrove Community Pedestrian Bridge	\$452,000	Design
City of Sumner	Sounder Safe Sidewalk/Bike Programmatic Enhancements (for bike lanes on Academy Street)	\$875,000*	Design, Construction
City of Tacoma	Hilltop Tacoma Link Extension Streetscape Access Improvements	\$3,500,000	Construction

*Indicates partial award in support of specific project elements

†Indicates partial award in support of the overall project

FINANCIAL EXPLANATION:

In 2018 the City formed an agreement with Sound Transit in the amount of \$2,000,000 (local funds) to support projects that increase ridership, encourage safe connections to transit services. The City contributed matching multi-million dollar funds which were expended to construct the 236th Main Street- Phase I project. The Sound Transit Access Enhancement funds (\$2M referenced above) will be used to support construction of paved, illuminated trails through Veterans Memorial Park and a pedestrian plaza near the Transit Center.

In 2019 the City was awarded additional funds (\$500,000) from Sound Transit's System Access program to support construction of the Main Trail, pedestrian pathway through Veterans Memorial Park providing connection with the light rail station.

In 2020 the City was awarded \$577,581 from Puget Sound Regional Council - Congestion Mitigation Air Quality fund to support construction of the Main Trail through Veterans Memorial Park. This project, at the time, was fully funded and programmed into the STIP as MOU-29 Veterans Memorial Park Trail Light Rail Access.

Funding that was programmed for MOU-29 consisted of:

\$300,000 – Local, (Sound Transit - Access Enhancement) PE

\$577,581 CMAQ (PSRC) CN

\$932,419 – Local, (\$500,000 Sound Transit - System Access & 432,419 Access Enhancement) CN

\$1,810,000 = Fully Funded Project

In 2022 the City was notified the encompassing Transit Connection Corridor Project (combines MOU-29 & MOU-30) would receive FHWA earmark funds in the amount of \$2,000,000, to support development of the project. The Transit Connection Corridor Project's scope of work includes: paved and illuminated pedestrian pathways through Veterans Memorial Park and a connection out to 236th Street SW, as well as development of a 4,000 square foot pedestrian plaza. A depiction of the full scope of the Transit Connection Corridor Project can be seen in the attached file called: TCCP Aerial Image. The Transit Connection Corridor Project combines MOU-29 (Main Trail through Veterans Memorial Park) with additional trail work at Veterans Memorial Park and development of a pedestrian plaza, which has been programmed as MOU-30.

Funding for MOU-30 consists of:

\$400,000 – Local, (Sound Transit Access Enhancement) PE

\$100,000 – Local, (Sound Transit Access Enhancement) ROW

\$2,800,000 – (\$2,000,000 Federal FHWA & \$800,000 Sound Transit Access Enhancement) CN

\$3,300,000 = Fully Funded Project

Design for the full scope of the Transit Connection Corridor Project started in mid-2022.

In early 2023, the City was notified the \$577,581 in PSRC CMAQ funding associated with MOU-29 would be revoked, leaving the main trail project with a deficit of funds.

With updated cost estimates from design work, the City is now applying for PSRC TAP funds to cover increased costs as well as the shortfall with the loss of CMAQ funding (\$577,581).

Funding for this project (application) consists of:

\$300,000 – Local (Sound Transit Access Enhancement) PE

\$500,000 – Local (Sound Transit System Access) CN

148,000 – Local (Sound Transit Access Enhancement) CN

1,117,000 – Federal (Transportation Alternatives Program) CN

\$2,065,000 = Fully Funded Project

Design work for the Main Trail through Veterans Memorial Park is progressing towards 90% (anticipated design completion End of August 2023). Environmental review (NEPA) is underway and should have a final decision by the end of August. Once SEPA determination is made (estimated Oct. 2023), a JARPA will be submitted for the HPA.

The City will be working with WSDOT Local Programs in the coming months to develop appropriate documents (project prospectus), set DBE goals and submit authorization package for review Advertisement is scheduled for February/March 2024.

Jurisdiction: Mountlake Terrace

Project Number: MOU-29 **County:** Snohomish **Title:** Veterans Memorial Park Trail Light Rail Access

Phase	Programmed Year	Oblig. Date	Funding Source	Federal Funds	State Funds	Local Funds	Phase Total
CN	2023	6/1/23	State	\$0	\$232,419	\$0	\$232,419
CN	2023	6/1/23	Local	\$0	\$0	\$700,000	\$700,000
CN	2023	6/1/23	CMAQ	\$577,581	\$0	\$0	\$577,581

WSDOT PIN: **Totals:** \$577,581 \$232,419 \$700,000 \$1,510,000

Federal Aid/FTA Grant Number(s):

Functional Class: Not applicable (transit, enhancements, Etc.)

Improvement Type: Regional Trail (Separate Facility)

Location: Veterans Memorial Park

From: 234th St SW & 58th Ave W **To:** 236th St SW & Mountlake Terrac

Total Cost: \$1,810,000

Regionally Significant: No

Environmental Status: CE

Year of Expenditure for Total Cost: 2023

Expected Year of Completion: 2024

MTP Status: Exempt

MTP Reference(s): N/A

Description:

This project will install a paved pedestrian walking surface along the Veterans Memorial Park Trail to provide a walking route with improved surface between the Mountlake Terrace Town Center, Civic Campus, and the Mountlake Terrace Transit Center, which is the site of the future light rail station. The project includes pedestrian lighting to improve pedestrian vision along the forested trail and a pedestrian bridge crossing a seasonal creek. This project will be constructed using matching funds provided by Sound Transit.

Jurisdiction: Mountlake Terrace

Project Number: MOU-30 **County:** Snohomish **Title:** Transit Connection Corridor

Phase	Programmed Year	Oblig. Date	Funding Source	Federal Funds	State Funds	Local Funds	Phase Total
CN	2024	1/18/24	Local	\$0	\$0	\$500,000	\$500,000
CN	2024	2/22/24	Demonstration	\$2,000,000	\$0	\$0	\$2,000,000

WSDOT PIN: **Totals:** \$2,000,000 \$0 \$500,000 \$2,500,000

Federal Aid/FTA Grant Number(s):

Functional Class: Not applicable (transit, enhancements, Etc.)

Improvement Type: Other -- nonmotorized

Location: 236th Street SW & Van Ry Boulevard

From: N/A

To: N/A

Total Cost: \$3,300,000

Regionally Significant: No

Environmental Status: DCE

Year of Expenditure for Total Cost: 2024

Expected Year of Completion: 2024

MTP Status: Exempt

MTP Reference(s): N/A

Description:

Secondary phase of MOU-29 Veterans Memorial Park Trail Light Rail Access. This project will construct a pedestrian plaza and trails/pathways for access to and from the Transit Station using federal, state and local funds. When combined with MOU-29, this project is known as Transit Connection Corridor Project.

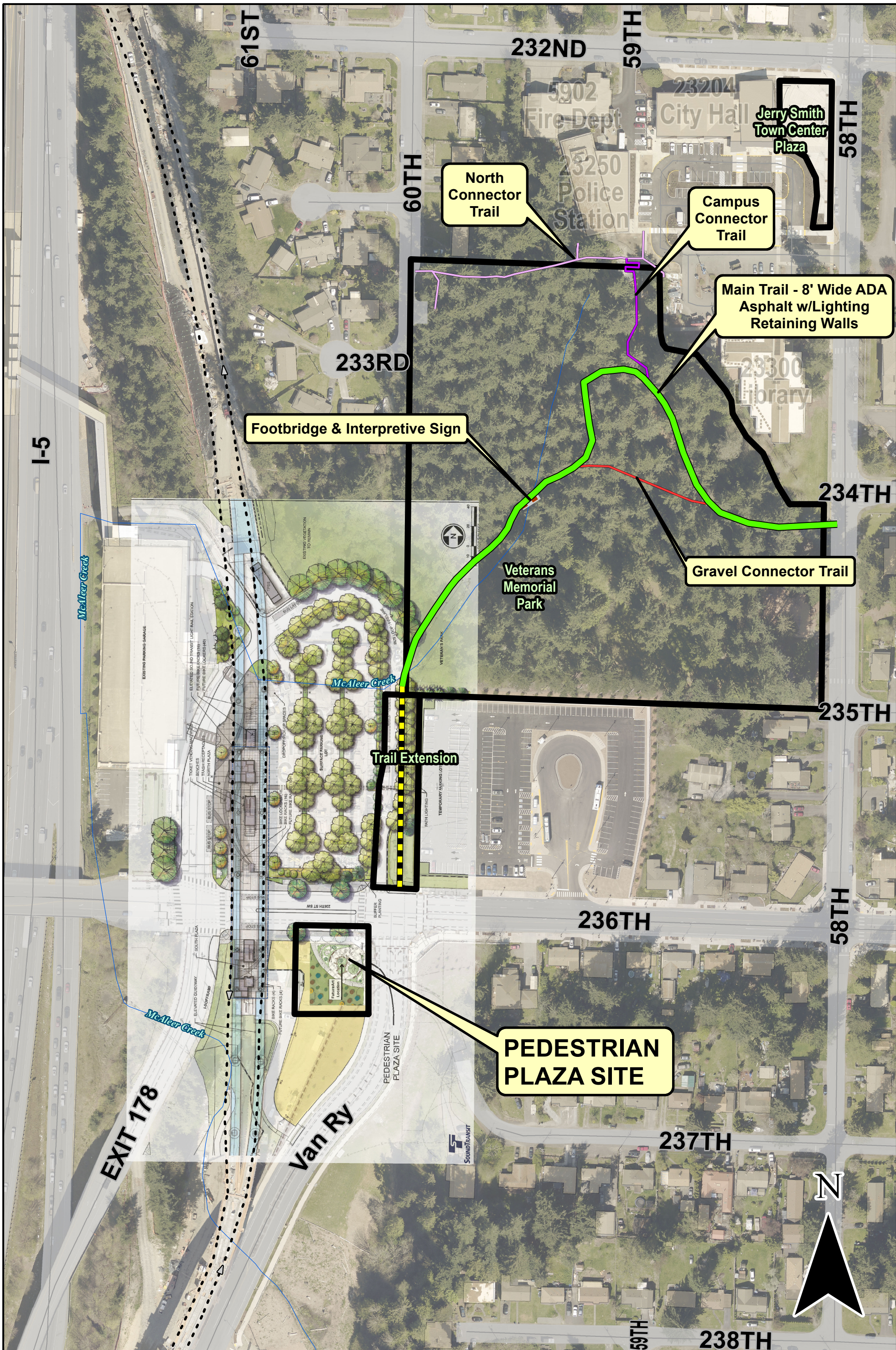
SOURCES & USES OF FUNDS	2019 Actual	2020 Actual	2021 Actual	2022 Budget	2023 Adopted	2024 Adopted
REVENUES AND OTHER SOURCES:						
BEGINNING FUND BALANCES	\$ 13,750,738	\$ 13,279,209	\$ 2,273,252	\$ 1,102,889	\$ 824,517	\$ 1,000,207
REVENUES & OTHER SOURCES						
Investment Interest	236,661	54,240	14,471	12,991	13,000	15,000
Cable P.E.G. Fees	13,578	12,170	11,313	17,000	13,000	13,000
Park Impact Fees	82,488	348,270	356,655	330,000	399,000	350,000
Park Impact Fees Investment Interest	23,419	8,053	4,203	5,000	7,500	7,500
Access Enhancement Sound Transit Grant	-	-	-	500,000	2,387,419	112,581
RCO Grant Ballinger Viewing Platform	-	-	-	500,000	100,000	400,000
RCO Evergreen Playfield #3	-	-	-	350,000	350,000	-
RCO Evergreen Tennis	-	-	-	-	350,000	-
Land/Water Conservation - Evergreen PF #3	-	-	-	500,000	600,000	-
Land/Water Conservation - Ballinger Playground	-	-	3,027	250,000	50,000	-
Federal Highway Grants - TCCP	-	-	-	-	2,000,000	-
PSRC - TCCP	-	-	-	-	577,581	-
Rebates, etc.	-	10,228	-	8,000	8,000	-
Wireless Fees	56,591	64,471	88,017	79,210	101,729	104,781
Transfer from General Fund	200,000	200,000	400,000	400,000	400,000	400,000
Donation - Premera - Ballinger Viewing Platform	-	-	-	100,000	100,000	-
Transfer from REET Fund (1st (1/4%) REET)	-	-	409,675	-	1,000,000	700,000
TOTAL REVS & OTHER SOURCES	\$ 14,919,473	\$ 14,593,151	\$ 6,409,828	\$ 4,298,677	9,281,746	3,103,069
EXPENDITURES & OTHER USES						
CONSTRUCTION EXPENDITURES						
Capital - Information Tech.	288,638	197,997	255,695	220,500	609,212	563,940
Parks Impact Fee Purchase - Evergreen Playfield #3	-	245,111	-	-	299,000	595,850
Parks Impact Fee Purchase - Viewing Platform	-	-	-	-	100,000	-
Capital - Parks	-	2,654	-	-	700,000	-
Capital - Ballinger Park Viewing Platform	-	-	5,966	931,228	200,000	500,000
Capital - Ballinger Park Playground (RCO)	-	-	8,052	611,000	120,000	-
Capital - Evergreen Playfield #3 (Design & Const.)	-	-	-	1,479,000	1,555,560	-
Capital - Evergreen Tennis Courts	-	-	-	-	560,000	-
Transit Connection Corridor Project	-	-	-	-	3,837,767	622,636
Sub-Total Capital Purchases	785,118	1,788,870	3,834,063	4,168,457	7,981,539	2,282,426
Capital - Property Management:						
- Police Station	-	-	-	-	300,000	-
Community Center/Clubhouse	-	-	-	20,000	-	700,000
Sub-Total Property Management	22,977	14,649	-	55,000	300,000	700,000
TOTAL EXPEND & OTHER USES	\$ 1,640,264	\$ 12,319,899	\$ 5,087,379	\$ 4,223,457	8,281,539	2,982,426
ENDING FUND BALANCES						
Reserved For:						
P.E.G. Improvements (Cable Fees)	191,182	203,352	228,370	40,182	238,665	251,665
Parks Improvements (Impact Fees)	1,281,034	716,392	529,680	331,101	857,294	618,944
Capital Improvements	11,806,993	1,353,508	564,399	(296,063)	(95,752)	(749,966)
ENDING FUND BALANCES	\$ 13,279,209	\$ 2,273,252	\$ 1,322,449	\$ 75,220	1,000,207	120,643
TOTAL EXPENDITURES, OTHER USES & FUND BALANCES	\$ 14,919,473	\$ 14,593,151	\$ 6,409,828	\$ 4,298,677	\$ 9,281,746	\$ 3,103,069

Proposed IT Capital Projects - 2023 - 2024					
PROJECT - HARDWARE	PURPOSE	DESCRIPTION	2023	2024	TOTAL
PC's - Standard Replacements	As Needed/System Requirement	Replacements	\$ 44,600	\$ 42,700	\$ 87,300
Laptop/Tablet - Replacements	As Needed/System Requirement	Replacements	45,800	25,000	70,800
Police Department Mobile Computers & Vehicle Mounts	As Needed/System Requirement	Replacements	48,000		48,000
Tablets - New	Efficiency	New	9,276		9,276
Monitors/TV Displays	As Needed	Replacements	11,323	11,323	22,646
Network Printers	As Needed	Replacements	2,153	2,153	4,306
Large Format Plotter	As Needed	Replacement	8,393		8,393
Scanners	As Needed	Replacements	3,362	2,372	5,734
Projectors	As Needed	Replacements		1,501	1,501
Switches	As Needed	Replacements	11,942	11,942	23,884
Network Security System Appliance	Security	Replacement	22,000		22,000
Servers	As Needed /System Requirement	Replacements	37,383	31,422	68,805
WiFi Network Extender	As Needed	New	1,280		1,280
Email Security	Security	Replacement		6,720	6,720
Backup Tape Drive System	As Needed	Replacements	5,798		5,798
File Data Storage	As Needed	Replacements		6,574	6,574
In Car Cameras for Patrol Cars	As Needed	Replacements	4,500	4,500	9,000
Security Cameras	Security	New & Replacements	62,000	7,000	69,000
Server Room Environment Monitoring	As Needed	Replacements	1,541	1,541	3,082
Meter Reading System Device	As Needed	Replacements	1,300	1,300	2,600
Uninterruptible Power Supplies	As Needed	Replacements	4,254	4,254	8,508
Computer Peripherals	As Needed	Replacements	7,500	7,500	15,000
Upgrade/Maintain Cabling	As Needed	Upgrade/Maintain	8,000	8,000	16,000
Wireless Extender	As Needed	Replacements	2,186		2,186
New Security appliance	Security	New	22,000		22,000
Credit Card Terminals	Security	Replacements	611	611	1,222
Webcams	Efficiency	New	1,326	1,326	2,652
HARDWARE TOTAL			\$366,528	\$177,739	\$ 544,267
PROJECT - SOFTWARE	PURPOSE	DESCRIPTION	2023	2024	TOTAL
Munis Self Hosted	System Requirement	Vendor Hosted		\$ 145,814	\$ 145,814
Productivity Software	Vendor Requirement/ As Needed	Update Versions	8,300	8,300	16,600
Contract Management	Efficiency	New		9,269	9,269
Time & Attendance	Efficiency	New		32,001	32,001
Microsoft Windows Server Licenses	Vendor Requirement	Update Version	7,616	2,336	9,952
Microsoft 365	Efficiency	New	45,000	45,000	90,000
M365 Pro Services	Efficiency	New	25,000		25,000
Security Control Software	Security	New	13,500	13,500	27,000
Remote Access Software	Efficiency/Security	New	2,400	2,400	4,800
Collaboration Software	Efficiency	New	8,288	8,288	16,576
Adobe Software	Vendor Requirement	Replacement	1,619	1,643	3,262
Application Integrations	Efficiency	As Needed	10,000	10,000	20,000
SQL Server Licenses	Vendor Requirement	Update Version	10,461		10,461
Bluebeam Software	Efficiency	New/Updated Version	6,771		6,771
Asset Management Software	Efficiency	New	8,500		8,500
Facilities Work Order System	Efficiency	New		10,000	10,000
ECM - Professional Services	Paperless Initiative	New	10,000	10,000	20,000
ECM - Licenses	Paperless Initiative	New	14,586	14,586	29,172
SOFTWARE TOTAL			\$172,041	\$313,137	\$ 485,178
COMBINED TOTAL			\$538,569	\$490,876	\$1,029,445



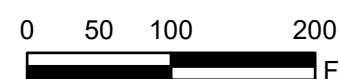
Exhibit A:

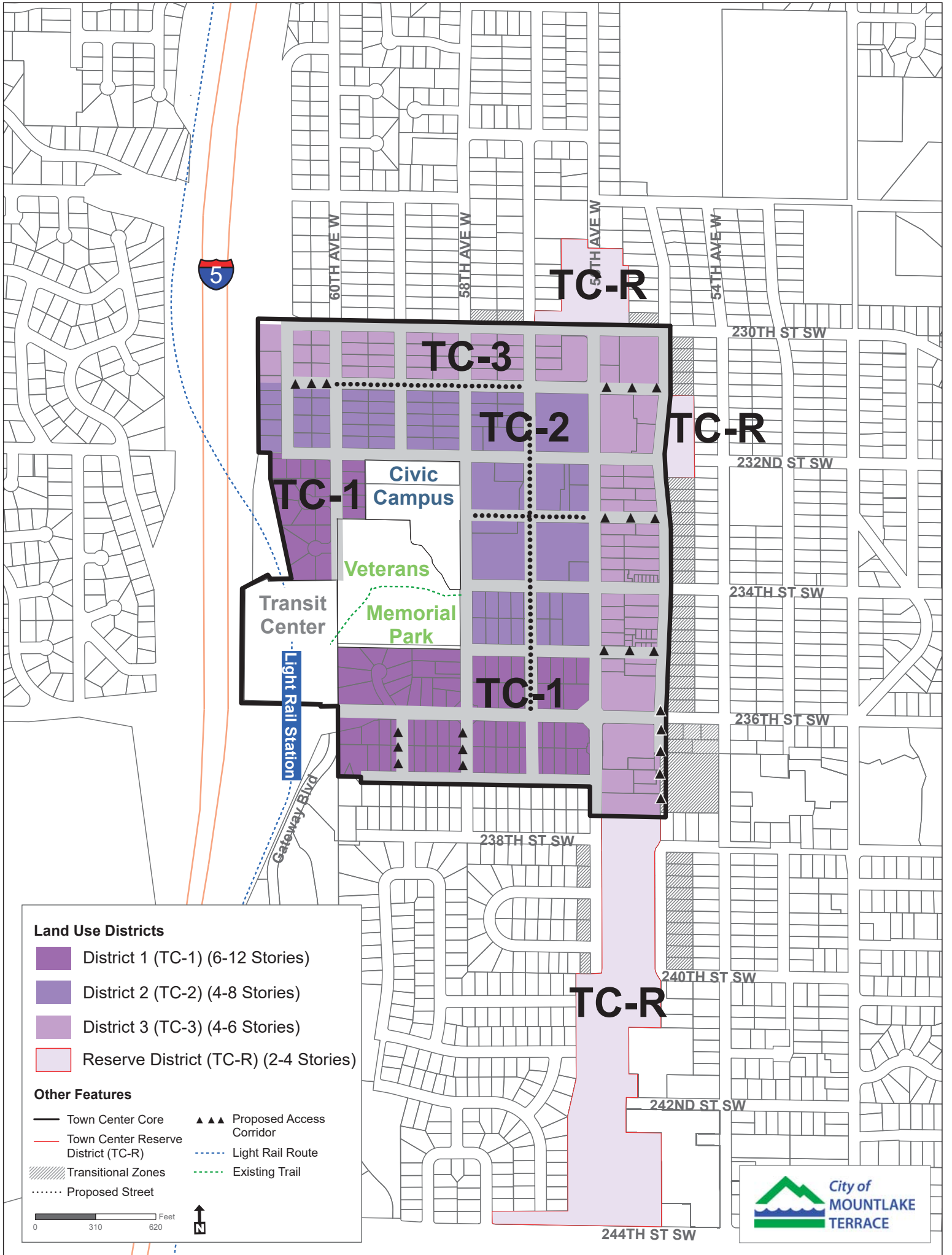
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)						
2023 - 2028						
REVENUES	2023	2024	2025	2026	2027	2028
Beginning Fund Balance	5,752,951	5,562,261	6,368,994	6,429,035	6,496,175	6,399,228
State Gas Tax	110,000	112,200	114,400	116,600	118,800	121,000
Transfer from General Fund	0	0	0	0	0	0
REET	385,000	392,700	400,400	408,100	415,800	423,500
Transportation Benefit District	325,000	331,500	338,000	344,500	351,000	357,500
Investment Interest - TBD	4,800	4,800	4,800	4,800	4,800	4,800
Transportation Impact Fees	70,000	70,000	70,000	70,000	70,000	70,000
Investment Interest - Impact Fees	2,500	2,500	2,500	2,500	2,500	2,500
Main St. Phase II (FHWA - STP) - ROW	285,000	0	0	0	0	0
Main St. Phase II (Funding To Be Detmd) - ROW	2,900,000	1,500,000	0	0	0	0
Main St. Phase II (FHWA - STP) - CONST	2,000,000	0	0	0	0	0
Main St. Phase II (STATE APPROP) - CONST	1,225,000	1,225,000	0	0	0	0
Main St. Phase II (FRANCHISE REIMBURSEMENT) - CONST	226,000	226,000	0	0	0	0
Main St. Phase II (City Utility Funds)	721,000	721,000	0	0	0	0
Main St. Phase II (Funding To Be Determined) CONST	5,457,054	6,719,000	0	0	0	0
Transit Connections Corridor (CMAQ, ST, State HIP)	4,454,945	622,636	0	0	0	0
2015 Citywide Safety Improvements Project (FHWA)	389,027	0	0	0	0	0
48th Ave W Bike/Ped Connection (236th to 244th) (Funding To Be Detmd)	0	0	1,856,000	0	0	0
244th Reconstruction (56th to Cedar Way) (Funding To Be Detmd)	0	0	0	0	769,000	7,019,000
216th & 48th Ave Int. & Sidewalk - WSDOT SRTS	463,414	0	0	0	0	0
216th & 48th Ave Int. & Sidewalk (City Utility Funds)	150,000	0	0	0	0	0
214th Sidewalk - 40th to 44th (Funding To Be Detmd)	316,000	0	0	0	0	0
66th Pavement Reconstruction - 220th to CL (SnoCo SRTSM)	200,000	0	0	0	0	0
66th Pavement Reconstruction - 220th to CL (TIB)	1,962,000	0	0	0	0	0
66th Pavement Reconstruction - 220th to CL (City Utility Funds)	338,000	0	0	0	0	0
212th & 48th Signal Construction (Funding To Be Detmd)	0	0	0	0	0	466,000
220th & 58th Signal or Roundabout (Funding To Be Detmd)	0	0	0	157,000	774,000	774,000
52nd Ave W Sidewalk (222nd to 224th) (Funding Be Be Detmd)	89,000	442,000	0	0	0	0
44th Ave W Grind & Overlay (212th to 228th) (Funding To Be Detmd)	0	0	0	5,420,000	0	0
220th St SW Grind & Overlay (SR99 to 52nd Ave W) (Funding To Be Detmd)	0	0	0	0	6,510,000	0
48th Ave W Sidewalk Gap (n/o 216th) (Funding To Be Detmd)	0	462,000	0	0	0	0
48th Ave W Sidewalk Gap (n/o 216th) (County Appropriations)	0	80,000	0	0	0	0
Total Revenue	22,073,740	12,911,336	2,786,100	6,523,500	9,015,900	9,238,300
EXPENDITURES						
Asphalt Street Overlay	240,000	240,000	240,000	240,000	240,000	240,000
Signal Cabinet Replacements	20,000	20,000	20,000	20,000	20,000	20,000
Signal Controller Replacements	5,000	5,000	5,000	5,000	5,000	5,000
Sidewalk Construction	0	0	0	0	0	0
ADA Sidewalk Program	50,000	50,000	50,000	50,000	50,000	50,000
Bicycle Route Program	10,000	10,000	10,000	10,000	10,000	10,000
Traffic Calming Program	10,000	10,000	10,000	10,000	10,000	10,000
Main St. Phase II (FHWA - STP) - CONST	2,000,000	0	0	0	0	0
Main St. Phase II (STATE APPROP) - CONST	1,200,000	0	0	0	0	0
Main St. Phase II (STATE APPROP) - CONST	750,000	0	0	0	0	0
Main St. Phase II (STATE APPROP) - CONST	500,000	0	0	0	0	0
Main St. Phase II (FRANCHISE REIMBURSEMENT) - CONST	226,000	226,000	0	0	0	0
Main St. Phase II (FHWA - STP) - ROW	285,000	0	0	0	0	0
Main St. Phase II (Funding To Be Detmd) - ROW	1,800,000	2,600,000	0	0	0	0
Main St. Phase II (Funding To Be Detmd) - CONST	6,809,027	6,809,027	0	0	0	0
Transit Connections Corridor	3,837,767	622,636	0	0	0	0
2015 Citywide Safety Improvements Project	389,027	0	0	0	0	0
48th Ave W Bike/Ped Connection (236th to 244th) (Funding To Be Detmd)	0	0	1,856,000	0	0	0
244th Reconstruction (56th to Cedar Way) (Funding To Be Detmd)	0	0	0	0	769,000	7,019,000
216th & 48th Ave Int. & Sidewalk - WSDOT SRTS	542,195	0	0	0	0	0
214th Sidewalk - 40th to 44th	463,414	0	0	0	0	0
66th Pavement Reconstruction - 220th to CL	2,500,000	0	0	0	0	0
212th & 48th Signal Construction (Funding To Be Detmd)	0	0	0	0	0	466,000
220th & 58th Signal or Roundabout (Funding To Be Detmd)	0	0	0	157,000	774,000	774,000
216th & 44th Restripe Approach	21,000	82,000	0	0	0	0
236th & 58th Signal	0	0	0	0	171,000	90,000
52nd Ave W Sidewalk (222nd to 224th) (Funding Be Be Detmd)	89,000	442,000	0	0	0	0
44th Ave W Grind & Overlay (212th to 228th) (Funding To Be Detmd)	0	0	0	5,420,000	0	0
220th St SW Grind & Overlay (Interurban to 52nd Ave W) (Funding To Be Detmd)	0	0	0	0	6,510,000	0
48th Ave W Sidewalk Gap (n/o 216th) (Funding To Be Detmd)	0	462,000	0	0	0	0
Engineering Services	447,000	455,940	465,059	474,360	483,847	493,524
Total Expenditures	22,194,430	12,034,603	2,656,059	6,386,360	9,042,847	9,177,524
Restricted for Use (Transportation Impact Fee projects)	70,000	70,000	70,000	70,000	70,000	70,000
Total Ending Fund Balance	5,562,261	6,368,994	6,429,035	6,496,175	6,399,228	6,390,004



Transit Connection Corridor Project

Donnelle Dayao 425-744-6286 DDayao@mltwa.gov



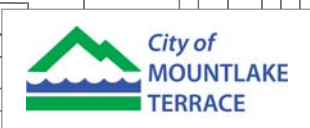
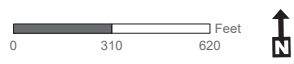


Land Use Districts

- District 1 (TC-1) (6-12 Stories)
- District 2 (TC-2) (4-8 Stories)
- District 3 (TC-3) (4-6 Stories)
- Reserve District (TC-R) (2-4 Stories)

Other Features

- Town Center Core
- Town Center Reserve District (TC-R)
- Transitional Zones
- Proposed Street
- Proposed Access Corridor
- Light Rail Route
- Existing Trail





Transit Connection Corridor (TCC) Project
Veterans Memorial Park - 58th Avenue Frontage Improvements
60% Construction Cost Estimate

Otak Job No: 20757

Bid Item	Std or SP	Sec. No.	Description	Area (SF)	Quantity	Unit	Unit Price	Total Price
1	Std	1-04	Minor Change		1	EST	2,000.00	\$ 2,000.00
2	Std	1-07	SPCC Plan		1	LS	500.00	\$ 500.00
3	Std	1-09	Mobilization		1	LS	20,400.00	\$ 20,400.00
4	Std	2-01	Clearing and Grubbing		1	LS	1,500.00	\$ 1,500.00
5	SP	2-01	Curb and Gutter Removal		274	LF	12.00	\$ 3,288.00
6	SP	2-01	Sidewalk Removal	1,327	148	SY	25.00	\$ 3,700.00
7	SP	2-01	Pavement Removal	560	63	SY	25.00	\$ 1,575.00
8	Std	2-02	Removal of Structures and Obstructions		1	LS	2,500.00	\$ 2,500.00
9	SP	2-03	Excavation Incl. Haul	2,412	90	CY	60.00	\$ 5,400.00
10	Std	4-04	Crushed Surfacing Top Course	2,274	26	TON	75.00	\$ 1,950.00
11	Std	4-04	Landscape Rock Edge (Quarry Spalls)	146	11	TON	75.00	\$ 825.00
12	Std	5-04	HMA Cl. 1/2-inch (Full Depth)	560	22	TON	250.00	\$ 5,500.00
13	Std	5-04	HMA Cl. 1/2-inch (Overlay)	5,558	71	TON	250.00	\$ 17,750.00
14	Std	5-04	Planing Bituminous Pavement	5,558	618	SY	10.00	\$ 6,180.00
15	Std	8-01	Erosion/Water Pollution Control		1	EST	1,500.00	\$ 1,500.00
16	Std	8-01	Inlet Protection		3	EA	100.00	\$ 300.00
17	SP	8-02	Topsoil	635	24	CY	60.00	\$ 1,440.00
18	SP	8-02	Landscaping and Irrigation		635	SF	30.00	\$ 19,050.00
19	Std	8-04	Cement Conc. Traffic Curb and Gutter		190	LF	45.00	\$ 8,550.00
20	Std	8-14	Cement Conc. Sidewalk	1,383	154	SY	120.00	\$ 18,480.00
21	Std	8-14	Cement Conc. Curb Ramp	331	3	EA	4,500.00	\$ 13,500.00
22	Std	8-06	Cement Conc. Driveway Entrance	50	1	EA	6,000.00	\$ 6,000.00
23	SP	8-20	Roadway Luminaire (all inclusive)		2	EA	30,000.00	\$ 60,000.00
24	Std	8-22	Paint Line		161	LF	2.00	\$ 322.00
25	Std	8-22	Plastic Crosswalk Line		410	SF	7.00	\$ 2,870.00
26	Std	8-22	Plastic Stop Line		19	LF	15.00	\$ 285.00
27	Std	8-28	Removalble Bollard		3	EA	1,200.00	\$ 3,600.00
SUBTOTAL								\$ 209,000



Transit Connection Corridor (TCC) Project
Veterans Memorial Park - 58th Avenue Frontage Improvements
60% Construction Cost Estimate

Otak Job No: 20757

Bid Item	Std or SP	Sec. No.	Description	Area (SF)	Quantity	Unit	Unit Price	Total Price
Sales Tax					0%		\$	-
SUBTOTAL							\$	209,000
Miscellaneous Other Items					10%		\$	21,000
SUBTOTAL							\$	230,000
Contingency for Level of Design					10%		\$	23,000
ESTIMATED CONSTRUCTION AMOUNT							\$	253,000

Transit Connection Corridor (TCC) Project
Veterans Memorial Park - Gravel Connector Trail
60% Construction Cost Estimate

Otak Job No: 20757

Bid Item	Std or SP	Sec. No.	Description	Area (SF)	Quantity	Unit	Unit Price	Total Price
1	Std	1-04	Minor Change		1	EST	1,000.00	\$ 1,000.00
2	Std	1-07	SPCC Plan		1	LS	500.00	\$ 500.00
3	Std	1-09	Mobilization		1	LS	4,300.00	\$ 4,300.00
4	Std	2-01	Clearing and Grubbing		1	LS	2,000.00	\$ 2,000.00
5	SP	2-01	Tree Removal (4" to 12" Diam.)		0	EA	1,000.00	\$ -
6	SP	2-01	Tree Removal (12" to 24" Diam.)		0	EA	1,500.00	\$ -
7	SP	2-01	Tree Removal (> 24" Diam.)		0	EA	2,000.00	\$ -
8	SP	2-01	Tree Protection		0	EA	300.00	\$ -
9	SP	2-02	Removal of Concrete Border Curb		0	LF	4.00	\$ -
10	Std	2-02	Removal of Structures and Obstructions		1	LS		\$ -
11	SP	2-03	Excavation Incl. Haul		46	CY	60.00	\$ 2,760.00
12	SP	2-03	Gravel Borrow Incl. Haul		4	CY	60.00	\$ 240.00
13	Std	2-12	Construction Geotextile for Underground Drainage	0	0	SY	4.00	\$ -
14	Std	4-04	Crushed Surfacing Top Course (4" depth)	0	0	TON	75.00	\$ -
15	Std	4-04	Crushed Surfacing Top Course (6" depth)	2,057	71	TON	75.00	\$ 5,325.00
16	Std	4-04	Permeable Ballast (36" depth)	0	0	TON	85.00	\$ -
17	Std	5-04	HMA Cl. 1/2-inch	0	0	TON	185.00	\$ -
18	Std	5-04	HMA Cl. 1/2-inch - wedge curb	0	0	TON	185.00	\$ -
19	SP	5-05	Cement Concrete Pad	0	0	SY	140.00	\$ -
20	SP	6-03	Pedestrian Bridge		0	SF	250.00	\$ -
21	Std	7-05	Adjust Manhole		0	EA	1,500.00	\$ -
22	SP	7-04	8 In. Diam. Storm Drain		0	LF	90.00	\$ -
23	SP	7-05	Yard Drain		0	EA	800.00	\$ -
24	Std	8-01	Erosion/Water Pollution Control		1	EST	500.00	\$ 500.00
25	Std	8-01	High Visibility Silt Fence		373	LF	12.00	\$ 4,476.00
26	SP	8-12	Wall Safety Railing and Mounting Curb		0	LF	400.00	\$ -
27	SP	8-15	Quarry Spalls (Outfall protection)		0	TON	130.00	
28	SP	8-15	Quarry Spalls (Landscape Rock Edge)	0	0	TON	130.00	\$ -
29	SP	8-20	Trail Luminaire (all inclusive)		0	EA	20,000.00	\$ -
30	SP	8-21	Wayfinding Sign		2	EA	750.00	\$ 1,500.00
31	SP	8-21	Interpretive Sign		0	EA	1,750.00	\$ -

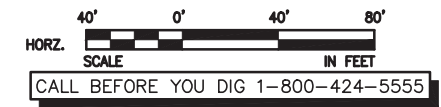
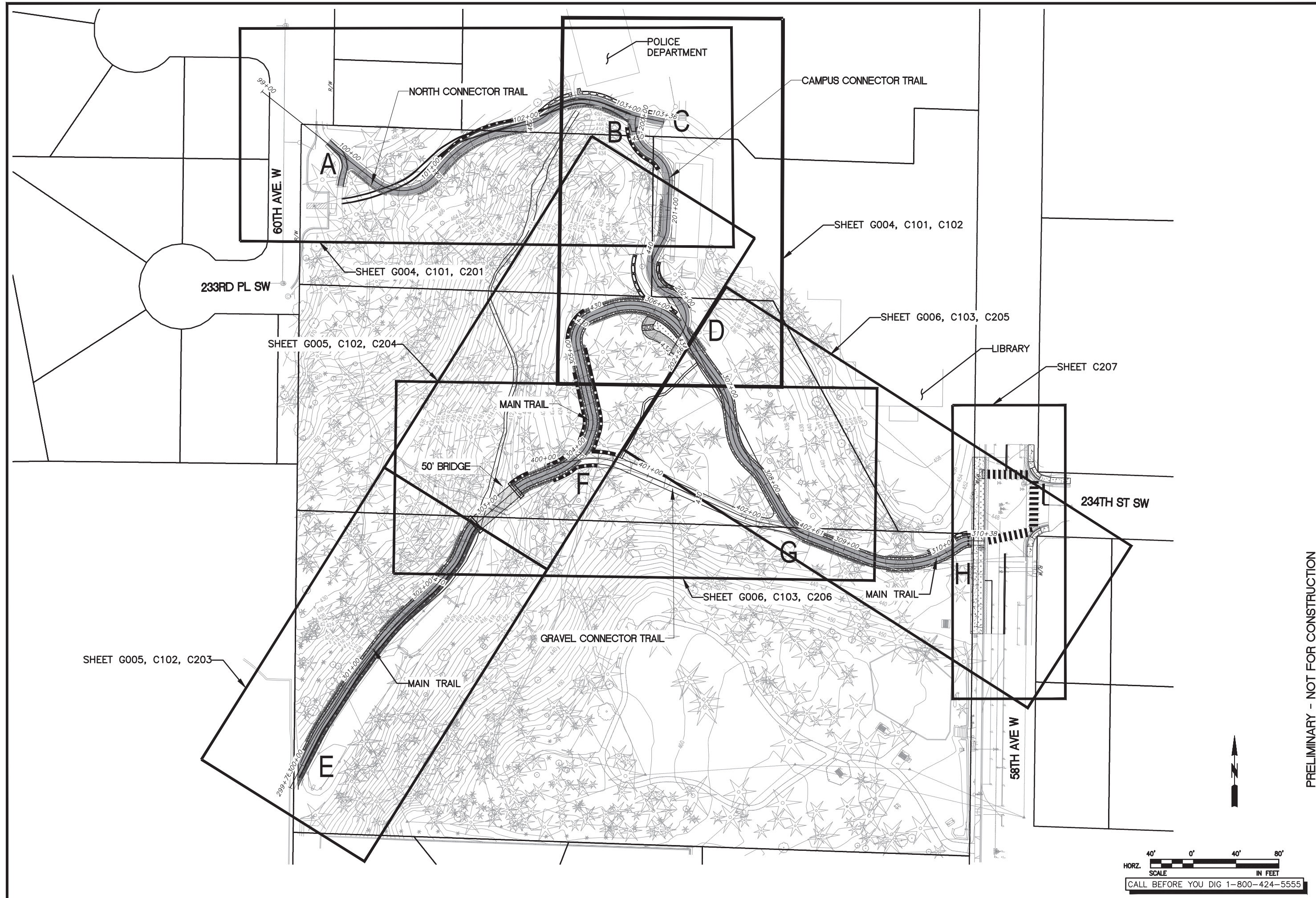
32	Std	8-24	Gabion Wall		260	SF	85.00	\$ 22,100.00
33	Std	8-24	Gabion-faced MSE Wall		0	SF	150.00	\$ -
34	Std	8-24	Rock Wall		0	SF	70.00	\$ -
35	SP		Bike Rack		0	EA	500.00	\$ -
36	SP		Trash Receptacles		0	EA	2,500.00	\$ -
37	SP		Live Edge Bench		0	EA	3,300.00	\$ -
38	SP		Accessible Picnic Table		0	EA	2,500.00	\$ -
SUBTOTAL								\$ 45,000
Sales Tax					0%			\$ -
SUBTOTAL								\$ 45,000
Miscellaneous Other Items					5%			\$ 3,000
SUBTOTAL								\$ 48,000
Contingency for Level of Design					10%			\$ 5,000
ESTIMATED CONSTRUCTION AMOUNT								\$ 53,000

Transit Connection Corridor (TCC) Project
Veterans Memorial Park - Main Trail
60% Construction Cost Estimate

Otak Job No: 20757

Bid Item	Std or SP	Sec. No.	Description	Area (SF)	Quantity	Unit	Unit Price	Total Price
1	Std	1-04	Minor Change		1	EST	6,000.00	\$ 6,000.00
2	Std	1-07	SPCC Plan		1	LS	1,500.00	\$ 1,500.00
3	Std	1-09	Mobilization		1	LS	119,300.00	\$ 119,300.00
4	Std	2-01	Clearing and Grubbing		1	LS	12,000.00	\$ 12,000.00
5	SP	2-01	Tree Removal (4" to 12" Diam.)		9	EA	1,000.00	\$ 9,000.00
6	SP	2-01	Tree Removal (12" to 24" Diam.)		10	EA	1,500.00	\$ 15,000.00
7	SP	2-01	Tree Removal (> 24" Diam.)		1	EA	2,000.00	\$ 2,000.00
8	SP	2-01	Tree Protection		5	EA	300.00	\$ 1,500.00
9	SP	2-02	Removal of Concrete Border Curb		0	LF	4.00	\$ -
10	Std	2-02	Removal of Structures and Obstructions		1	LS	1,500.00	\$ 1,500.00
11	SP	2-03	Excavation Incl. Haul		312	CY	60.00	\$ 18,712.00
12	SP	2-03	Gravel Borrow Incl. Haul		164	CY	60.00	\$ 9,840.00
13	Std	2-12	Construction Geotextile for Underground Drainage	5,000	556	SY	4.00	\$ 2,224.00
14	Std	4-04	Crushed Surfacing Top Course (4" depth)	9,771	224	TON	75.00	\$ 16,800.00
15	Std	4-04	Crushed Surfacing Top Course (6" depth)		0	TON	75.00	\$ -
16	Std	4-04	Permeable Ballast (24" depth)	1,906	262	TON	85.00	\$ 22,270.00
17	Std	5-04	HMA Cl. 1/2-inch	7,998	152	TON	185.00	\$ 28,120.00
18	Std	5-04	HMA Cl. 1/2-inch - wedge curb	0	0	TON	185.00	\$ -
19	SP	5-05	Cement Concrete Pad	288	32	SY	140.00	\$ 4,480.00
20	SP	6-03	Pedestrian Bridge		700	SF	250.00	\$ 175,000.00
21	Std	7-05	Adjust Manhole		0	EA	1,500.00	\$ -
22	SP	7-04	8 In. Diam. Storm Drain		0	LF	90.00	\$ -
23	SP	7-05	Yard Drain		0	EA	800.00	\$ -
24	Std	8-01	Erosion/Water Pollution Control		1	EST	4,500.00	\$ 4,500.00
25	Std	8-01	High Visibility Silt Fence		2,020	LF	12.00	\$ 24,240.00
26	SP	8-12	Wall Safety Railing and Mounting Curb		351	LF	400.00	\$ 140,400.00
27	SP	8-15	Quarry Spalls (Outfall protection)		0	TON	130.00	
28	SP	8-15	Quarry Spalls (Landscape Rock Edge)	1,234	85	TON	130.00	\$ 11,050.00
29	SP	8-20	Trail Luminaire (all inclusive)		12	EA	20,000.00	\$ 240,000.00
30	SP	8-21	Wayfinding Sign		2	EA	750.00	\$ 1,500.00
31	SP	8-21	Interpretive Sign		2	EA	1,750.00	\$ 3,500.00

32	Std	8-24	Gabion Wall		3,718	SF	85.00	\$ 316,030.00
33	Std	8-24	Gabion-faced MSE Wall		0	SF	150.00	\$ -
34	Std	8-24	Rock Wall		119	SF	70.00	\$ 8,330.00
35	SP		Bike Rack		3	EA	500.00	\$ 1,500.00
36	SP		Trash Receptacles		2	EA	2,500.00	\$ 5,000.00
37	SP		Live Edge Bench		3	EA	3,300.00	\$ 9,900.00
38	SP		Accessible Picnic Table		1	EA	2,500.00	\$ 2,500.00
SUBTOTAL								\$ 1,214,000
Sales Tax					0%			\$ -
SUBTOTAL								\$ 1,214,000
Miscellaneous Other Items					5%			\$ 61,000
SUBTOTAL								\$ 1,275,000
Contingency for Level of Design					10%			\$ 128,000
ESTIMATED CONSTRUCTION AMOUNT								\$ 1,403,000



PRELIMINARY - NOT FOR CONSTRUCTION

CITY OF MOUNTLAKE TERRACE
 ENGINEERING SERVICES DEPARTMENT
 6100 218TH STREET SW, SUITE 200
 MOUNTLAKE TERRACE, WA 98043
 (425) 776-1161
 FAX (425) 775-9420

CITY OF MOUNTLAKE TERRACE
VETERANS MEMORIAL PARK
TRANSIT CONNECTION CORRIDOR PROJECT
 PROJECT OVERVIEW

DATE:	DATE:
APPROVED BY:	PROJECT ENGINEER:
DRAWN BY:	DATE:
CHECKED BY:	DESCRIPTION:
TMH	DATE:
REVISION:	DATE:
HORIZONTAL SCALE:	DATE:
1" = 40'	DATE:
VERTICAL SCALE:	DATE:
1" = 10'	DATE:

DRAWING NO: **G003**
 PROJECT: PROJECT1/2020/120257/04_G003A000/0003/0003.DWG
 PLOT DATE: Thursday, May 4, 2023 12:27:57 PM



Transit Connection Corridor (TCC) Project
Veterans Memorial Park - Restoration Planting and Tree Mitigation
60% Construction Cost Estimate

Otak Job No: 20757

Bid Item	Std or SP	Sec. No.	Description	Area (SF)	Quantity	Unit	Unit Price	Total Price
1	Std	1-09	Mobilization		1	LS	6,400.00	\$ 6,400.00
TREES								
2	Std	8-02	PSIPE Abies grandis / Grand Fir		21	EA	\$20.00	\$ 420.00
3	Std	8-02	PSIPE Acer circinatum / Vine Maple		69	EA	\$15.00	\$ 1,035.00
4	Std	8-02	PSIPE Acer macrophyllum / Big Leaf Maple		14	EA	\$15.00	\$ 210.00
5	Std	8-02	PSIPE Malus fusca / Western Crabapple		14	EA	\$15.00	\$ 210.00
6	Std	8-02	PSIPE Pinus monticola / Western White Pine		21	EA	\$20.00	\$ 420.00
7	Std	8-02	PSIPE Thuja plicata / Western Red Cedar		69	EA	\$20.00	\$ 1,380.00
8	Std	8-02	PSIPE Tsuga heterophylla / Western Hemlock		137	EA	\$20.00	\$ 2,740.00
SHRUBS								
9	Std	8-02	PSIPE Amelanchier alnifolia / Serviceberry, 1 Gal.		51	EA	\$18.00	\$ 918.00
10	Std	8-02	PSIPE Corylus cornuta / Western Hazelnut, 1 Gal.		87	EA	\$14.00	\$ 1,218.00
11	Std	8-02	PSIPE Fragaria chiloensis / Beach Strawberry, 4" Pot		59	EA	\$8.00	\$ 472.00
12	Std	8-02	PSIPE Gaultheria shallon / Salal, 1 Gal.		330	EA	\$10.00	\$ 3,300.00
13	Std	8-02	PSIPE Holodiscus discolor / Oceanspray, 2 Gal.		29	EA	\$20.00	\$ 580.00
14	Std	8-02	PSIPE Mahonia aquifolium / Oregon Grape, 1 Gal.		216	EA	\$18.00	\$ 3,888.00
15	Std	8-02	PSIPE Mahonia repens / Creeping Oregon Grape, 1 Gal.		173	EA	\$14.00	\$ 2,422.00
16	Std	8-02	PSIPE Polystichum munitum / Western Sword Fern, 1 Gal.		338	EA	\$12.00	\$ 4,056.00
17	Std	8-02	PSIPE Rosa gymnocarpa / Baldhip Rose, 2 Gal.		245	EA	\$20.00	\$ 4,900.00
18	Std	8-02	PSIPE Rubus spectabilis / Salmonberry, 1 Gal.		51	EA	\$18.00	\$ 918.00
19	Std	8-02	PSIPE Rubus parviflorus / Thimbleberry, 1 Gal.		343	EA	\$18.00	\$ 6,174.00
20	Std	8-02	PSIPE Symphoricarpos albus / Common White Snowberry, 1 Gal.		223	EA	\$18.00	\$ 4,014.00
21	Std	8-02	PSIPE Vaccinium ovatum / Evergreen Huckleberry, 1 Gal.		87	EA	\$18.00	\$ 1,566.00
GRASSES								
22	Std	8-02	PSIPE Carex leptopoda / Slender-Footed Sedge, 1 Gal.		52	EA	\$12.00	\$ 624.00
23	Std	8-02	PSIPE Carex obnupta / Slough Sedge, 1 Gal.		103	EA	\$12.00	\$ 1,236.00
24	Std	8-02	PSIPE Glyceria elata / Tall Manna Grass, 1 Gal.		21	EA	\$12.00	\$ 252.00
25	Std	8-02	PSIPE Juncus tenuis / Slender Rush, 1 Gal.		31	EA	\$12.00	\$ 372.00
26	Std	8-02	Landscape Mulch		285	CY	\$50.00	\$ 14,250.00
SUBTOTAL								\$ 64,000
Sales Tax						0%	\$	-
SUBTOTAL								\$ 64,000
Miscellaneous Other Items						5%	\$	4,000
SUBTOTAL								\$ 68,000

LEGEND

- Wayfinding Signs
- Pedestrian Trail Lighting



Wayfinding Signs
Located at all Park Entrances

North Connector Trail
Type A - 6' Wide Asphalt Surface with Lighting; ADA accessible where possible

Native Surface Trails
Type C - 3' Wide Native Soil Surface; Not ADA accessible

Veterans Memorial Park Boundary

Vegetation Management
Remove invasive species and pocket plant with native plantings in all disturbed areas on site; Selective tree thinning throughout Park

Footbridge and Interpretive Sign

Native Surface Trails
Type C - 3' Wide Native Soil Surface; Not ADA accessible

Main Trail
Type A - 8' Wide ADA Accessible Asphalt with Lighting; Provide Low Retaining Walls as Necessary

Existing Stormwater Pond

Transit Center

Trails to Future Adjacent Development

Police Station

Civic Campus

Drainage Channel

Middle Plateau

Library

Picnic Area

Restored Upper Lawn

Viewpoint, ADA Ramp and Wayfinding Sign

Campus Connector Trail
Type A - 6' Wide ADA Accessible Asphalt with Lighting

Opportunity Site for Gathering/Picnic Tables
Bunker Structure Below Grade to Remain

Pedestrian Lighting Along Trails

Main Trail
Type A - 8' Wide ADA Accessible Asphalt with Lighting; Provide Low Retaining Walls as Necessary

Gravel Connector Trail
Type B - 6' Wide Gravel Surface

Native Surface Trails
Type C - 3' Wide Native Soil Surface; Reroute existing trail to reduce erosion; Not ADA accessible

234th St SW

Frontage Improvements
Planting strip with street trees and widened sidewalk per City Code

Picnic Table

Upper Loop Trail
Type A - 8' Wide ADA Accessible Asphalt with Lighting and Benches

Picnic Shelter

Nature Themed Play Area
2-5 and 5-12 Year Old Areas

Two Stall Restroom

Veterans Memorial Viewing Plaza with Seating

Accessible Entrance
Service Vehicle Entrance **235th St SW**

VETERANS MEMORIAL PARK | PREFERRED PLAN

MOUNTLAKE TERRACE RPOS | October 2021



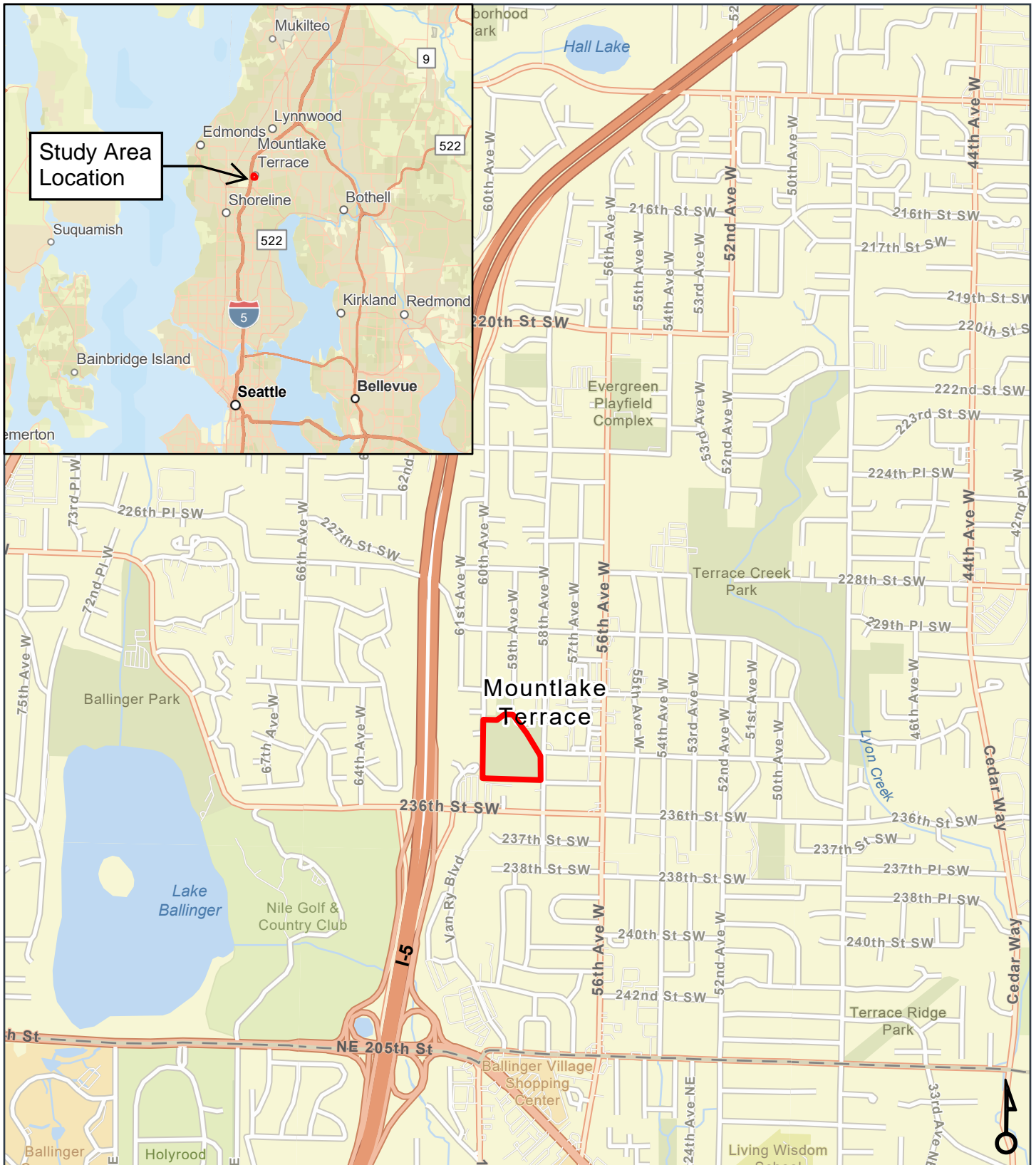


FIGURE 1
VICINITY MAP

LEGEND

 Study Area

0 1,500 3,000
1 inch = 1,500 feet

**VETERANS MEMORIAL PARK
TRANSIT CONNECTION CORRIDOR PROJECT
MOUNTLAKE TERRACE, WASHINGTON**

Data Sources:
Date: 9/28/2022
Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.
\\red-ae.otak.com\PROJ\Project\20700\20757\04 CAD\GIS\MXD\20757_BaselineReport.aprx





April 15, 2021

Dear Mayor Matsumoto Wright:

On behalf of the Cascade Bicycle Club and Washington Bikes I am writing to express support for the City of Mountlake Terrace's Community Project funding request of \$2 million for the Mountlake Terrace Town Center – Transit Connection Corridor Project. This project will create contiguous pedestrian infrastructure and connectivity between Town Center's employment and housing mix to a Light Rail Station scheduled to open in 2024.

Our mission at Cascade Bicycle Club and Washington Bikes is to bring people together to experience the joy of bicycling through transportation, recreation and friendship. We collaborate with members, volunteers and partners, like the City of Mountlake Terrace's Recreation and Parks Department, to inspire people to advocate for a safe, equitable and sustainable Washington state. We believe safety and mobility are a right and are confident that this project in Mountlake Terrace will lead to safer connections and access for all users of the transportation system.

As an organization, we champion spaces that foster physical and emotional wellbeing for bicyclists and pedestrians, and we're glad to support projects like this, which propel that wellbeing forward in the communities where we work.

Thank you for your consideration of this important federal funding request. We appreciate all that you do to improve Snohomish County.

We are pleased to be a partner with the City in support of this important community need.

Sincerely,

Alexandria Alston

Alexandria Alston
State Policy Director
Cascade Bicycle Club & Washington Bikes



Mailing Address
23711 Brier Road, Brier, WA 98036

Dear Mayor Matsumoto Wright:

On behalf of the Mountlake Terrace and Brier Chamber of Commerce and as President, I am writing to express support for the City of Mountlake Terrace's Community Project funding request of \$2 million for the Mountlake Terrace Town Center – Transit Connection Corridor Project.

This project will create contiguous pedestrian infrastructure and connectivity between Town Center's employment and housing mix to a Light Rail Station scheduled to open in 2024.

Our organization is excited to see the growth plans for Mountlake Terrace. Since our organization helps integrate businesses with the community residents this type of project is a great opportunity to further connect all aspects of the community together.

As Mountlake Terrace grows there will be a greater need to have safe and easy access for the community to patronize the city's businesses. The creation of additional pedestrian infrastructure will further support the already physically active community and encourage other residents to come out to see the new businesses that will become part of the town center.

Thank you for your consideration of this important federal funding request. We appreciate all that you do to improve Snohomish County.

We are pleased to be a partner with the City in support of this important community need.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin Elsner". The signature is stylized with a large, sweeping initial "J" and a long horizontal stroke at the end.

Justin Elsner,
President - Mountlake Terrace and Brier Chamber of Commerce
Managing Attorney - Elsner Law Firm, PLLC



Ric Ilgenfritz, Chief Executive Officer

April 1, 2021

Mayor Kyoko Matsumoto Wright
City of Mountlake Terrace
6100 219th Street SW, Suite 200
Mountlake Terrace, WA 98043

Dear Mayor Matsumoto Wright:

Community Transit is pleased to provide support for the City of Mountlake Terrace's FY 2021 Community Project Funding request of two million dollars for the Mountlake Terrace Town Center Transit Connection Corridor Project.

The Transit Connection Corridor Project will create a continuous pedestrian infrastructure and provide connectivity between the Town Center (employment and housing mix) and Sound Transit's Lynnwood Link light rail station scheduled to open in 2024. The Lynnwood Link Extension will bring light rail to Snohomish County providing a ten minute ride from Mountlake Terrace to Northgate for our community. The Mountlake Terrace Transit Connection Corridor Project increases access to this important regional transit hub.

We appreciate the City's commitment to infrastructure that improves access to public transit for the communities we serve.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ric Ilgenfritz".

Ric Ilgenfritz
Chief Executive Officer
Community Transit



23000 Lakeview Drive, Mountlake Terrace, WA 98043

(425) 672-2407

April 5, 2021

Dear Mayor Matsumoto Wright:

On behalf of the Mountlake Terrace Community Senior Center and as Executive Director, I am writing to express support for the City of Mountlake Terrace's Community Project funding request of \$2 million for the Mountlake Terrace Town Center – Transit Connection Corridor Project. This project will create contiguous pedestrian infrastructure and connectivity between Town Center's employment and housing mix to a Light Rail Station scheduled to open in 2024.

We support this request to bring accessibility and age-friendly improvements to our City. Improved accessibility and safety allows seniors to age actively in-place and engage more fully in our community. As older adults age and begin to drive less, this increased access to safe, affordable transit becomes paramount to staying engaged and involved in community. Linking transit, housing, employment, shops and services as outlined in this plan creates an inviting, walkable neighborhood for all to enjoy and encourage healthy exercise on your way to the train, restaurants or the library.

The beautiful Gateway Plaza, Main Street, Civic Campus, enhanced public spaces and pedestrian corridors linking it all will build a more vibrant, active, engaged place for people of all ages to live and visit as well as drawing new business and commuters choosing to move to Mountlake Terrace. We are excited to see these enhancements to our city!

Thank you for your consideration of this important federal funding request. We appreciate all that you do to improve Snohomish County.

We are pleased to be a partner with the City in support of this important community need.

Sincerely,


Elizabeth Zeller
Executive Director, Mountlake Terrace Community Senior Center



March 26, 2021

Dear Mayor Matsumoto Wright:

On behalf of the Verdant Health Commission and as Superintendent, I am writing to express support for the City of Mountlake Terrace's Community Project funding request of \$2 million for the Mountlake Terrace Town Center – Transit Connection Corridor Project. This project will create contiguous pedestrian infrastructure and connectivity between Town Center's employment and housing mix to a Light Rail Station scheduled to open in 2024.

The Verdant Health Commission, DBA Public Hospital District #2, is dedicated to enhancing the health and wellness of our whole community. This project will increase resident access to walking paths and connect them to the Town Center.

We support this project because byways and paths that increase resident access to walking and physical activity will in the long-term increase the overall health of residents.

Thank you for your consideration of this important federal funding request. We appreciate all that you do to improve Snohomish County.

We are pleased to be a partner with the City in support of this important community need.

Sincerely,

Lisa Edwards, EdD
Superintendent