

## **Sound Transit Citizen Oversight Panel Meeting Summary May 2, 2019**

**COP Members Present:** Fred Auch, Annette Bailes, Chris Karnes, Sharon Grader, Scott Lampe, Phil Lovell, Bill Roach, Marie Rogers, Dan Santon, Larry Sauvé, Paul Thompson

**COP Members Absent:** Dan Parker, James Peyton

Others Present: Shelly Brown, Jane Emerson, Salina Lyons, members of the public

### **Transit Oriented Development (TOD)**

Brooke Belman, Deputy Executive Director, Land Use Planning and Development and Sloan Dawson, Land Use Planning Manager, briefed COP members on Sound Transit's equitable TOD policy and related station planning.

Successful TOD projects promote ridership by integrating land use and transit, encourage thoughtful urban growth around transit facilities and ultimately help foster the success of the entire alignment. Sound Transit's TOD strategies have evolved from early projects in the Rainier Valley and on Beacon Hill that were initiated or completed much later in the design and delivery phases of the region's first light rail segment. In conjunction with the Puget Sound Regional Council's Growing Transit Communities Strategy, the Board adopted a TOD policy in 2012 that encouraged TOD planning earlier in project development. In 2016, the Washington State Legislature expanded the Agency's responsibilities for TOD projects in ST3, and in April 2018, Sound Transit adopted its Equitable TOD policy, which embeds TOD into project delivery and emphasizes affordable housing, partnerships and joint and co-development opportunities.

This updated approach requires a holistic assessment of TOD potential early in the planning process so that the completion of TOD projects is aligned as closely as possible with station openings and service launch. Elements for evaluation include alternative station locations, the overall urban design vision for a particular station area, and potential future development opportunities and partnerships.

At the project design phase, TOD elements are incorporated into work on station design and configuration, and potential future development opportunities for surplus property, including joint development and other partnerships, are identified. At the development phase, any Agency TOD opportunities on surplus property are transitioned to a transaction team to lead community engagement processes, develop and oversee procurement functions and negotiate, close and monitor transactions. Integration of transit, station access, land use and TOD elements is fundamental to the process.

Early engagement and collaboration has taken place through Agency workshops with city, transit agency and other public partners. A work program has been established to develop an urban design framework at each station, establish guidelines for station area planning and identify specific administrative and political processes for zoning and project implementation.

Existing transactions are underway at Roosevelt, First Hill, Capitol Hill Site D and Beacon Hill. A request for proposals (RFP) at the Operations and Maintenance Facility East is anticipated in 2019. Two parcels are being evaluated near the Angle Lake Station, and a portion of the Redmond Technology Station has also been designated for TOD. A partnership with the City of Seattle's Office of Housing is exploring an affordable home ownership program for agency owned surplus properties in the Rainier Valley.

## **Discussion**

Panel members commended the presenters for their excellent presentations and noted the positive impacts the TOD program has already made in the region.

The summary of the May 2, 2019, COP meeting was approved following the request of Fred Auch to expand the topic of customer experience in the 2019 focus areas.

## **Member Reports**

Scott Lampe reported that early data on the Via Transit pilot program collected at the Tukwila International Boulevard Station shows that the program is exceeding its initial passenger and cost per hour estimates and operating well.

Chris Karnes reported that the Pierce Transit Board had adopted a resolution in support of a hybrid bus rapid transit alternative along Pacific Avenue, consist with previous action by the City of Tacoma. Pierce Transit will likely propose a ballot measure for project funding in 2020.

Phil Lovell noted that parking issues in downtown Edmonds, particularly around station areas, are becoming more pronounced. The ST3 allocation of \$40 million for access improvements in Edmonds and Mukilteo is a start, but not enough to build a parking garage, which the City of Edmonds would prefer.

Paul Thompson reported that the Microsoft campus is undergoing an extensive renovation that will deemphasize the large parking lots that previously surrounded campus buildings, re-orient much of the site toward the Redmond Technology Station and make the entire facility much more pedestrian friendly. Paul also reported that the 520 bridge HOV lanes were working perfectly.

Fred Auch reported that he had presented the COP's 2018 year-end report to the Board at its April 25, 2019, meeting. The report was well received. It was suggested that the COP also present the report to the Washington State Legislature.

## **2019 Focus Areas**

- Adequacy and appropriateness of system access to stations
- Ridership on Sounder North
- Social equity
- Awareness of emerging technologies and their impacts
- Labor costs and labor supply
- Publicizing of peer comparison data
- Asset management
- Reliability and availability of federal, state, local and third party funding sources
- Customer experience focus that includes the entire region and all of the transit agencies within it
- Customer experience metrics that focus more specifically on the customer experience

Next Meeting: May 16, 2019, 8:30 – 11:00 AM, in the Santa Fe Room at Union Station