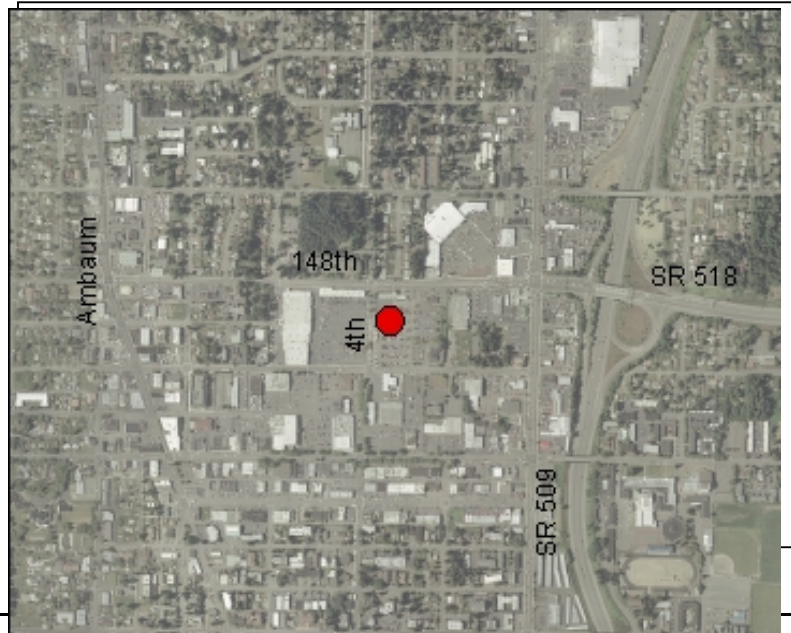


Express Bus: Shared Funding for Parking Garage at Burien Transit Center

Project Number	S15B
Subarea	South King
Primary Mode Impacted	ST Express
Facility Type	Park & Ride
Version Number	2.0
Date Last Modified	12/14/2006

Project Locator Map



Short Project Description

Provide Sound Transit support funding for a shared-use parking structure at the Burien Transit Center. The project, to be led by KC Metro, will construct at least 500 parking stalls, replacing 400 existing surface stalls, for a net addition of at least 100 parking stalls.

Project Purpose:

To increase capacity at a park-and-ride lot served by ST Route 560, and to enhance Burien's ability to promote transit oriented development (TOD) in the downtown area by replacing the existing surface park-and-ride with a structure.

Cost and Schedule

Cost (in Millions of 2006\$)

Schedule

Sound Transit Total Funding Support*	\$12.5
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Project to be completed by 2018; otherwise, no Sound Transit funding will be made available for the project.

* - In millions of 2006 dollars; adjustable for inflation up to Year 2012

Design Basis Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

Relationship	Project
Impacted by	Burien Transit Center project to relocate bus loading zones to off-street location (separately funded King County Metro project starts construction in 2006) Potential revisions of ST Express Route 560 that serves Burien Transit Center (See Project S13) Central Link project and potential Link extensions (see Projects S27 through S41); Due to potential shifts in demand from the Burien Transit Center

Project Partners

City of Burien
KC Metro
Potential Private Developer for TOD Project

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Long Description

Description:

Sound Transit will provide financial support for construction of a new multi-level parking structure with at least 500 stalls in the city of Burien, displacing an existing 400-stall surface park-and-ride lot, for a net addition of 100 parking stalls. The lot is operated by King County Metro and is located at SW 150th Street and 4th Avenue SW. The bus boarding area is currently located on-street along 4th Avenue SW. A King County Metro project will relocate the bus boarding area and layover areas to a new transit center on the eastern half of the lot. The transit center project is funded and begins construction in 2006.

King County Metro will lead the project development. Sound Transit will provide up to \$12.5 million (2006 dollars) in financial support for the project. This support will be governed by an agreement between King County, City of Burien, and Sound Transit. The agreement is expected to have the following conditions (as described in a memorandum of understanding (MOU) currently being developed by the partner agencies):

1. Sound Transit would contribute up to \$12,500,000 in 2006 dollars (adjustable for inflation between 2006 and 2012) for a shared use structured parking garage with a minimum of 500 stalls at the Burien Transit Center;
2. Sound Transit would make the funds available no later than 2012;
3. King County, the City of Burien, and any private development partners would pay any amount above \$12,500,000 for the garage;
4. King County would contribute land at the present downtown park-and-ride lot for construction of the parking structure and own the completed facility;
5. King County would be the project lead agency;
6. King County would solicit private development partners to co-locate transit oriented residential and retail development project at the Burien Transit Center garage project;
7. King County and the City of Burien would partner to obtain state and federal grant funding;
8. Sound Transit will not be responsible for enforcing agreements between the other project partners;
9. Sound Transit funds would be used for the cost of providing transit user parking. Should the cost of such parking be less than \$12.5 million, then Sound Transit would contribute the lesser amount;
10. Sound Transit expects that the current capacity of the Burien Park-and-Ride will be available for use during project construction and that a fully functional park and ride with at least 100 additional spaces for transit users will be in operation by 2018. Otherwise, any funds contributed by ST will be reimbursed to the agency;
11. Dedicated parking for purposes other than transit usage will not limit the amount of spaces needed for transit users during transit operating periods, which, during a weekday a.m. period, shall be at least 500 spaces;
12. King County, the City of Burien, and Sound Transit would jointly participate in partnering sessions to lay the groundwork for the establishment of a formal agreement on mutual obligations between the parties to implement transit oriented development in downtown Burien.

Exclusions:

Any annual or periodic operating and maintenance expenses for the new facility; others (e.g. King County Metro, City of Burien, etc.) will incur these costs.

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

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Evaluation Measures

<i>Measure</i>	<i>Rating</i>	<i>Notes</i>
Average Weekday Ridership	N/A	
Capital Cost	\$12.5	in Millions of 2006\$
Annual Operating Cost	\$0.0	
Travel Time & Reliability	N/A	
Connectivity & Integration	Medium	# transit routes: 1 ST, 10 Metro
Land Use & Development	High	
Customer Experience	Medium	
Risk Avoidance	High	

Key Issues and Benefits

Issues:

- Possible maximum-floor city ordinance may impact parking structure design.
- Demand for additional parking at Burien Transit Center could be affected by other potential ST2 projects (e.g. Link extension could reduce demand) and Route 560 revision could increase it).
- Ability to assure availability of parking facility to transit users is dependent on an unspecified enforcement program.

Benefits:

- The project provides additional parking capacity.
- The agreement limits potential ST financial commitment
- The agreement identifies a time horizon as to when ST would make funds available for the project.