

SOUND TRANSIT

RESOLUTION NO. R99-27

**An Agreement between Sound Transit, King County, and the City of Auburn on the
Auburn Commuter Rail Station
BACKGROUND AND COMMENTS**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee Board	8/5/99 8/26/99	Discussion/Possible Action Approval	Paul Price Val Batey	(206)398-5111 (206)398-5117

ACTION:

Approval of Resolution No. R99-27 would authorize the Executive Director to execute an agreement with King County and the City of Auburn for development of the Auburn Commuter Rail Station.

The purpose of this agreement is two-fold:

1. allow the transfer of money from King County to Sound Transit for the construction of the transit hub at the station; and
2. establish a cooperative process for the parties to seek funding for a parking garage at the Station.

The agreement provides for the following tasks and responsibilities by agency:

Sound Transit

1. Provide funding for design and development of the basic station elements necessary to provide safe and efficient commuter rail service to and from the City of Auburn.
2. Include a transit hub facility for King County Metro bus services as a key element of station design.
3. Provide for community involvement as an integral part of the station design process.
4. Manage the consultant contracts necessary to design, obtain permits and construct the station.
5. Purchase the property required for the station.
6. Obtain necessary easements, permits or other agreements from BNSF.

King County

1. Provide funding already allocated for a South King County transit hub at the station.
2. Provide Sound Transit team with the technical requirements for the transit hub design.
3. Participate on the Technical Advisory Committee to select design team, review the station design and assist with community participation

City of Auburn

1. Provide Sound Transit with guidance on City requirements for development.
2. Participate on the Technical Advisory Committee to select design team, review design, and assist with community participation.
3. Provide Sound Transit with speedy review of permit applications.
4. Provide Sound Transit with the necessary Street Use permits and Street Vacations.

BACKGROUND:

Environmental Process. On March 12, 1998, the Board adopted a preferred commuter rail station location in Auburn and for all other commuter rail stations on the Tacoma-to-Seattle line, with the exception of Kent.

Environmental documentation for the Tacoma-to-Seattle Commuter Rail Project was completed by Sound Transit in 1998. The Federal Transit Administration (FTA) and Sound Transit issued an Environmental Assessment (EA) pursuant to the National Environmental Policy Act on June 1, 1998. The FTA issued a Finding of No Significant Impact (FONSI) on June 11, 1998. Sound Transit subsequently adopted the EA in support of a Determination of Nonsignificance in compliance with the State Environmental Policy Act.

Design Process. Sound Transit has been working the past year to design the commuter rail station for Auburn with the input of the Auburn Technical Advisory Committee (TAC), a subcommittee of the Auburn Downtown Plan Task Force. The TAC is comprised of Auburn City staff, elected officials, King County Metro staff, and local business and neighborhood representatives. Design of the Auburn Station was completed in May 1999 by the station design team led by Anil Verma Associates of Kirkland, Washington. A building permit application has been filed with the City of Auburn. Sound Transit issued an Invitation for Bids for the construction of the Auburn station on May 20, 1999. Magnolia Contractors, Inc. has been selected to construct the station. Construction of the commuter rail station is scheduled to start mid-September.

King County Participation. The Auburn Commuter Rail Station is one of the seven initial stations to be built for the Tacoma-to-Seattle line. The station is projected to serve up to 900 daily boardings by 2010. The station will also serve as the designated Transit Hub for King County Metro bus service in south King County. King County Metro staff has been consulted throughout the design process, and has reviewed and approved the design for the station. King County Metro has committed \$1.5 million from the county's Transit Hub budget (\$600,000 of which is a grant administered by the Transportation Improvement Board) to the construction of the facility. The commitment of these funds will be formalized through this three party agreement.

City of Auburn Participation. Since early planning for this station, the City of Auburn has taken the position that a parking garage is a critical element of the Auburn commuter rail station, necessary to avoid the effect of large amounts of surface parking in the downtown area. The City of Auburn is fully aware that the Sound Transit budget for the Auburn station does not include design or construction of a parking garage. The City of Auburn has been actively seeking additional funding towards the design and construction of a parking garage for the Auburn commuter rail station. Sound Transit has directed its station design team to consider the siting of a parking garage, with retail space at ground level, as an important element of the master plan program for the Auburn commuter rail station. The City has approved the master site plan for the station, including the location of the parking garage. The site plan includes a surface parking lot for approximately 130 cars on the west side of the station. Sound Transit estimates that, with the implementation of full commuter rail service, 540 parking spaces will be required by 2010 to meet parking demand at the Auburn commuter rail station.

Adding a Parking Garage Phase II. The cost of the parking garage for the Auburn commuter rail station, based on preliminary conceptual designs, is estimated to be \$8 million. In May, the City of Auburn's grant application for \$940,000 in TEA-21 funds for the construction of a pedestrian bridge, to be connected to the garage at the Auburn station, was approved by the PSRC's Transportation Policy Board. The City of Auburn proposes to combine that with other grant money from the TIB to put \$1.5 million towards the construction of the pedestrian bridge.

The parking garage for the Auburn Commuter Rail Station is proposed to be located immediately east of the station and the transit hub. A pedestrian plaza, which connects the station to downtown Auburn, will be adjacent to the retail space proposed for the ground floor of the garage. The parking garage can be designed to provide at least 410 parking spaces. With 130 parking spaces in the surface lot on the west side of the station, a total of at least 540 spaces to meet the parking demand estimated for 2010, can be provided at the Auburn station with a 410-stall garage. The garage will be attached to a pedestrian bridge over the railroad tracks, which will take advantage of the elevator required for the garage, to help keep the costs of the bridge down.

With the approval of this three-party agreement, final design for the parking garage can begin later this month. Final design of the parking structure would allow for better cost estimates to be made. Through the final design process, Sound Transit and its design team can seek ways to lower the cost of the parking garage.

If Sound Transit and its partners (the City of Auburn and King County Metro) in this station project are successful in identifying sufficient funds for construction, construction of the garage could begin as early as January 2000. The properties that comprise the parking garage site have already been purchased by Sound Transit. Without the parking garage, a total of about 230 parking spaces could be provided in surface lots (130 on the west side and approximately 100 on the east side of the station).

Upon completion of the parking garage structure, Sound Transit would assume the ownership, maintenance, and operations responsibility of the parking garage and the City of Auburn would be responsible for the ownership, maintenance and operation of the retail space. Sound Transit and the City of Auburn will address the use of the parking garage in a subsequent agreement, as an amendment to this agreement.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- ◆ Motion No. M98-19: Identifying the preferred locations for the commuter rail stations on the Tacoma-to-Seattle line (March 12, 1998)
- ◆ Resolution No. R98-41, authorizing contract for preliminary design of the Auburn commuter rail station (July 23, 1998)
- ◆ Motion No. M98-81 of the Finance Committee, approving award of final design contracts for the Tacoma to Seattle Commuter Rail Stations (November 5, 1998)
- ◆ Resolution No. R98-49: The 1999 Fiscal Year Budget, (November 12, 1998) – Including the Auburn commuter rail station budget for \$10.5 million (YOES).
- ◆ Motion No. M99-47: Authorizing the executive director to execute a contract with Magnolia Contractors for the construction of the Auburn Commuter Rail Station (July 15, 1999)

KEY FEATURES:

- ◆ The agreement formalizes the partnership of Sound Transit, King County and the City of Auburn in pursuit of the development of the Auburn Commuter Rail Station.
- ◆ Commits parties to seek additional funds required to complete construction of the garage.
- ◆ Does not commit Sound Transit to provide any construction funds beyond those included in the adopted budget; does not commit Sound Transit to make up any budget shortfall project for a parking garage.
- ◆ The agreement will enable Sound Transit to initiate final design of the parking garage for the Auburn Station. Final design will incorporate the input of the City and the Technical Advisory Committee (TAC). Final design will enable Sound Transit to prepare better cost estimates for the cost of garage construction.
- ◆ Sound Transit will be responsible for the construction, operation and maintenance of the commuter rail station, including the transit hub.
- ◆ Sound Transit will be responsible for the construction, operation and maintenance of the parking garage.
- ◆ Sound Transit and the City of Auburn will agree on the terms and conditions for the use of the parking garage in a subsequent agreement.

FUNDING:

The Sound Transit budget includes \$10.5 M (YOES) for the development of the Auburn commuter rail station, including environmental review, community involvement, right-of-way acquisition, relocation costs, design, and construction. King County is contributing \$1.5 million (\$.6 million of which is from a grant administered by the TIB funds) for the design and construction of the transit hub at the Auburn station. The approved Sound Transit budget does not include funds for the design or construction of a parking garage.

Sound Transit has not committed to fund any shortfall projected for the construction of the parking garage. The parties to the agreement commit to seek additional funds for the construction of the parking garage.

ALTERNATIVES:

1. Adopt a motion authorizing the Executive Director to enter into an agreement with King County to allow expenditure of the County's \$1.5 million (including \$.6 million in TIB funds) transit hub budget for Auburn, and provide direction on how agreement with Auburn might be revised.
2. Delay approval of the agreement and provide staff direction on new/additional features to negotiate with King County and the City of Auburn, separately or together, in a revised agreement
3. Decline to approve the agreement pending development of a multi-party, full-funding plan for the parking garage.
4. Direct staff to abandon plans for a parking garage at the Auburn commuter rail station and begin the process of acquiring additional property to provide the required spaces through surface parking.

CONSEQUENCES OF DELAY:

Should staff be directed to renegotiate or revise provisions of the Agreement, King County would be delayed in expending the TIB funds. These funds are time-sensitive and must be obligated to insure their availability. The parties to this Agreement have been instrumental in the development of it and are also obtaining their legal/administrative and/or governing officials' approval of the Agreement. Revision of the Agreement may result in a delay of the transit hub portion of the project until a different agreement or revised agreement can be rescheduled for Board action after the parties have reviewed proposed modifications. Revision of the Agreement will result in a delay of the parking garage portion of the project until it can be rescheduled for Board action after the parties have reviewed proposed modifications.

LEGAL REVIEW:

The Legal Department has reviewed and approved the Background and Comments and the Resolution.

SOUND TRANSIT

RESOLUTION NO. R99-27

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute an agreement with King County and the City of Auburn for development of the Auburn Commuter Rail Station.

WHEREAS, the Central Puget Sound Regional Transit Authority is a duly organized regional transit authority existing under RCW Chapters 81.104 and 81.112 and has powers necessary to implement a high capacity transportation system; and

WHEREAS, on November 5, 1996, central Puget Sound area voters approved local funding for Sound Move, Sound Transit's ten-year plan for regional high-capacity transit; and

WHEREAS, Sound Move calls for the development of a commuter rail station in the City of Auburn ("City"); and

WHEREAS, the adopted 1999 Sound Transit budget provides \$10.5 (YOES) for the development of the Auburn commuter rail station; and

WHEREAS, King County adopted its Six-Year Plan for Transit Development on December 11, 1995, designating Auburn as Transit Hub for South King County bus service, and has secured funding to build such a transit hub; and

WHEREAS, Sound Transit, King County ("County") and the City wish to enter into a memorandum of agreement establishing a cooperative relationship and procedures for planning and coordination in the development and implementation of a commuter rail station within the City; and

WHEREAS, Sound Transit evaluated the environmental impacts of the commuter rail station location in the City, which included surface parking facilities in an Environmental Assessment (EA) issued by Sound Transit and the Federal Transit Administration (FTA) pursuant to

the National Environmental Policy Act (NEPA) and the FTA issued a Finding of No Significant Impact (FONSI) on June 11, 1998; and

WHEREAS, Sound Transit adopted the EA in support of a Determination of Nonsignificance in compliance with the State Environmental Policy Act (SEPA); and

WHEREAS, the City desires to include a parking garage as an integral component of the Auburn commuter rail station; and

WHEREAS, Sound Transit's Adopted 1999 Budget for the Auburn Commuter Rail Station does not include funding for the design or construction of a parking garage; and

WHEREAS, it is contingent upon Sound Transit and the City to cooperate in identifying and securing additional resources to fully fund the design and construction costs and to conduct any necessary environmental review for such a garage; and

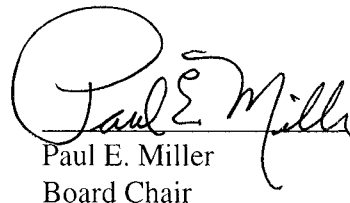
WHEREAS, it is in the best interest of Sound Transit to enter into an agreement with the City for the design and development of a parking garage for the Auburn commuter rail station.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Executive Director of Sound Transit is hereby authorized to execute an agreement with King County and the City of Auburn for the design, construction, and funding the commuter rail station.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 16th day of September 1999.

ATTEST:

Marcia Walker
Marcia Walker
Board Administrator


Paul E. Miller
Board Chair

Auburn Station

Cost Element	Approved Budget 10.50m	Actual / Forecast	Delta	Comments / Notes
Environmental	41,000	36,000	5,000	
Agency Dev	201,000	590,400	-389,400	New forecast @ 5%
Preliminary Eng	165,000	138,789	26,211	
Final Engineering	498,000	454,346	43,654	Includes est for clock tower and other Cos This includes the agency contract w/ 212 for Phase I and Phase II dist. to all stations and Sounder's Sole source contract with 212 distributed to Tacoma to Seattle stations only.
Signage design (212)		36,430		
Subtotal Final Desian	498.000	490.776	43.654	
ROW	4,839,000	4,362,000	477,000	
Permits		16,000	-16,000	
Subtotal ROW / Permits	4,839,000	4,378,000	461,000	
Subtotal	5,744,000	5,633,965	110,035	
Construction		4,274,950		
Haz Mat		140,139		<i>This is for S&W and OBK - construction costs are included in the construction # above</i>
King County Contri	1,500,000			
Construction Mgmt		448,552		
Art		25,098		
Tactil tile		74,480		Increased based on actual bid
Furniture		37,860		Increased by \$8K based on latest est.
lights / poles		53,700		Increased by \$39K based on latest est.
Signage Fab and Install		70,000		
TVMs		559,421		
Construction Subtotal	4,566,000	5,684,200	-1,118,200	
Contingency	1,699,000	690,864	1,008,136	
Total	12,009,000	12,009,029	-29	

90% Cost Estimate	3,987,241
Engineer's Estimate	4,784,815

Parking Structure

	Estimate
Design	600,000
Construction	6,013,425
Pedestrian Bridge	1,500,000
Total	8,113,425
Grant Funding for Ped Br	950,000
ST Remaining Budget	0
Subtotal	950,000
Unfunded amount	7,163,425