

STAFF REPORT

**SOUND TRANSIT MOTION NO. M2000-101 Tukwila Temporary Commuter Rail Station, Construction**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	11/16/00	Discussion/Approval	Jeff Wolfe, Project Manager  Paul Price, Director	(206) 398-5289  (206) 398-5111

**PROPOSED ACTION**

Approval of motion No. M2000-101 would authorize the Executive Director to execute a contract with C. A. Carey Corporation for the construction of the Tukwila temporary commuter rail station in the amount of \$586,850 and a ten percent contingency of \$58,685 for a total authorized amount not to exceed \$645,535.

This Motion is a companion to Motion 2000-109, Tukwila Temporary Commuter Rail Station, Design.

**KEY FEATURES**

**Highlights of Proposed Action:**

- Awards contract to lowest bidder;
- Allows citizens of Tukwila and Renton areas plus Boeing and other employees in the area, to receive Sounder service earlier;
- Relieve parking demand at Kent Sounder station;
- Allows more time to develop a significant Transit Oriented Development (TOD) at the site, including property owned by Sound Transit. This TOD would increase ridership, and could offset Sounder capital cost for the permanent station as well as Sounder operational cost.

**Discussion of Proposed Action:**

The Sounder team with the support of the Cities of Tukwila and Renton, are proposing that Sound Transit build a temporary station at the Tukwila commuter rail site to serve passengers until the permanent station can be built in conjunction with a Transit Oriented Development (TOD) at the site. This temporary station will allow Sound Transit to provide rail service to Tukwila, Renton, Sea-Tac, etc. starting early 2001, with parking, while the TOD is developed over the next 2 to 3 years.

On September 27, 2000, Sound Transit issued an Invitation For Bid No. IFB RTA/CR 179-00, for the construction of the Tukwila Temporary Station. On October 4, 20, and 27, 2000 Sound Transit issued three addenda. On October 3 and 10, 2000 pre-submittal site tours were provided at the site for potential bidders. Nine bids were received on November 1, 2000. The engineer's estimate for the scope of work was \$799,310. The highest bid was \$886,740 and the lowest bid was \$586,850.

Sounder anticipates that the ridership at this temporary station would be 52,000 round trips the first year, 65,000 the second, and 130,000 the third year for a total of 247,000 round trips in the anticipated three year life of the temporary station.

The platforms for this temporary station would be built on BNSF right-of-way, and would use Boeing's existing parking lot to the east for Sounder's park & ride lot. The Boeing property that would be used would be a portion of the existing parking area that once was part of the Longacres racetrack. This site is planned to be developed by Boeing in a few years. This would leave Sound Transit's property untouched and readily available for TOD construction. Please note that Boeing is offering the use of this property for this temporary period at a nominal cost (ten dollars a year).

Though no schedule can be determined until a TOD developer is on-board, we anticipate that the first phase of the TOD construction will occur concurrently with the permanent station's construction, with both the TOD and new station opening in two to three years. The temporary station can be built in a very short time with the station opening early next year.

Sound Transit is currently working with the City of Tukwila to come up with a process and criteria for soliciting development proposals. This will be one of the many items addressed in an MOA between ST and the City of Tukwila planned to be presented to the Board for approval in March 2001. This TOD could include approximately 20 acres of development. Sound Transit currently owns 10.54 acres, purchased for \$8,345,000 which was initially planned to be used as our Park & Ride lot. Our property would be used for the TOD, and the privately held properties to the north and south plus the City's property further north, could then be added for an even larger TOD. The developer would likely be required to pay for a portion of the station's capital cost and/or build a parking garage for Sounder. In addition, revenues from the lease, sale, or other agreement for use of the property could then be used to offset Sounder's operational costs.

The station design was put on hold in March of 1999 to allow the City time to explore TOD options which has resulted in the plans currently being developed with the City as mentioned above. We are proposing to defer the construction of the permanent Tukwila commuter rail station in order to allow the TOD the opportunity to work in concert with the commuter rail station. We want to give the TOD developer an opportunity to influence the siting of the permanent station, and the potential to affect the station design so that the two projects will best serve each other. As an example, the TOD and station may be better served by a pedestrian overpass over the tracks rather than the tunnel in the current design.

## **BUDGET**

As this temporary station was not in the original scope or program, it will be an addition to the costs of the station and could potentially endanger the completion of other planned elements of this project. However, as the station will likely go through significant changes and likely be upgraded as

a result of the TOD, we plan to require the TOD developer to finance a portion of the permanent station’s construction. This will allow us to recover the funds spent on the temporary station as well as any station upgrades. The revenues from the TOD developer’s use can then be used to offset Sounder operational costs.

In addition to costs associated with this construction contract for the temporary station, there will be other one-time costs as shown below:

**One Time Costs:**

Construction:

Flaggers \$40,000 BNSF flaggers will be paid directly by ST, not thru the station contractor;

Safety Edge Tiles \$ 20,000 Platform safety edge tiles furnished by ST, installed by contractor;

Moving Ticket Vending

Machines (TVMs) \$ 5,000 Cost to move TVMs from their temporary to permanent location;

Permits \$ 20,000

Temporary Signage \$ 5,000 Temporary signs similar to those at Tacoma station.

\$ 90,000 Total One Time Construction Cost

Design: \$ 66,000 Design expenses that are requested in Motion 2000-109

The total amount requested under this action, therefore, is the sum of the one-time costs for the construction phase plus the amount requested for construction under the proposed contract.

<b>Total Project Budget</b>	<b>Budget for Construction Phase (A)</b>	<b>Expenditures to Date (B)</b>	<b>Requested for Construction Contract (C)</b>	<b>Requested for Construction One Time Costs (D)</b>	<b>Total Amount Requested* (E) = (C+D)</b>	<b>Remaining Available for Construction (F) = (A-B-E)</b>
\$16,358,000	\$5,559,000	\$701,199	\$645,535	\$90,000	\$735,535	\$4,122,266
	<b>Potential Revenues</b>	<b>Funding Sources</b>				
	Yes	Direct contribution to station construction by TOD developer.				

\* Cost listed here includes the construction contract price and one time cost listed above.

Other station-based costs associated with this operations of the temporary station that the Board may want to consider are as shown below:

## **Annual Costs:**

Security at Station \$ 90,000 For security officer at station 16 hours a day during Sounder operations;

Station Maintenance \$ 30,000

Station Utilities \$ 5,000

\$ 125,000 Per Year

## **Alternatives**

1. The construction and opening of any station at the Tukwila site could be deferred until the TOD is ready, possibly two to three years from now.

Not Recommended: Tukwila is projected to be one of our heavily used stations. Deferring the station's opening would decrease the total ridership of Sounder. In addition, the demonstrated use of the station would help attract TOD interest.

2) The permanent station could be built now, opening in 15 months. Please note that if a TOD is developed on ST's property, the developer would likely need to demolish and replace the parking area, and the platforms may not be optimized to a specific TOD.

Not Recommended: To build a parking lot that would shortly be demolished by a TOD contractor would be difficult to explain to the public. The presence of an operating parking lot on the TOD site would add expense to the TOD construction cost as well as restrict the flexibility in the TOD design. Also, the opportunity to have the TOD and station work seamlessly with each other would be diminished.

## **Consequences of Delay**

Waiting for the permanent station to be built in, or not in conjunction with the TOD, will delay the opportunity for the citizens in the Tukwila area to partake in the Sounder commute.

Deferring action on the temporary station would mean Sound Transit could not open the Tukwila, Puyallup, and Kent stations at the same time along with the anticipated train schedule change. Marketing of the stations' openings would be better served if all stations could open under one campaign along with the schedule change.

## **Regional Partnership and Cooperation**

The cooperation of all the partnering groups, the City of Tukwila, the City of Renton, Boeing, and BNSF, have shown extreme support in expediting this contract. All parties have recognized the advantages of getting this station open soon and have provided extraordinary support and creative thinking in getting this project done.

## **Public Involvement**

Though no direct public involvement occurred during the development of this temporary station, calls from the public asking for Sound Transit to open the Tukwila station as soon as possible have been numerous.

## **Legal Review**

JB 11/2/00

## SOUND TRANSIT

### MOTION NO. M2000-101

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract with C. A. Carey Corporation for the construction of the Tukwila temporary Commuter Rail station in the amount of \$586,850 and a 10% contingency of \$58,685 for a total authorized amount not to exceed \$645,535.

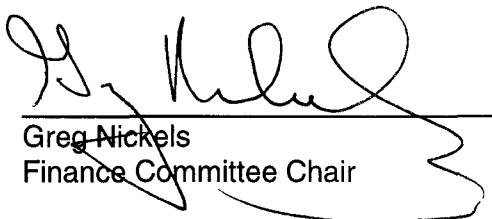
#### **Background:**

Sounder Commuter Rail, in coordination with the Cities of Tukwila and Renton, are proposing that Sound Transit build a temporary station at the Tukwila Commuter Rail site to serve passengers until the permanent station can be built in conjunction with a Transit Oriented Development (TOD) at the site. This temporary station will include parking and provide Commuter Rail service to Tukwila, Renton, Sea-Tac, and surrounding communities beginning in early 2001, and allowing for the creation of TOD projects over the next 2 to 3 years at the permanent station site.

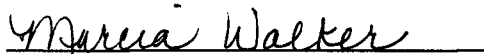
#### **Motion:**

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute a contract with C. A. Carey Corporation for the construction of the Tukwila temporary commuter rail station in the amount of \$586,850 and a 10% contingency of \$58,685 for a total authorized amount not to exceed \$645,535.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 16th day of November, 2000.

  
Greg Nickels  
Finance Committee Chair

ATTEST:

  
Marcia Walker  
Board Administrator