

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2004-30**

**Direction on Issaquah Transit Center Project**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Executive Committee	4/1/04	Discussion/Possible Action	Jim Edwards, Chief Engineer, Capital Projects, Regional Express Vicki Youngs, Program Manager, Capital Projects, Regional Express <b>Linda Smith, Project Manager, Capital Projects, Regional Express</b>	(206) 398-5436  (206) 398-5024  (206) 689-4922

**OBJECTIVE OF ACTION**

To obtain Executive Committee direction on the Issaquah Transit Center Project (#326).

**ACTION**

Identify the structured parking option as the preferred alternative to expand parking capacity at the Issaquah Park-and-Ride Lot as part of the Issaquah Transit Center project.

**KEY FEATURES**

- Reports back to the Executive Committee on the costs for the two development options – transit center with surface or structured parking.
- Updates the Board on project commitments from the Washington State Department of Transportation (WSDOT), the City of Issaquah, and King County Metro (KCM).
- Updates Executive Committee on interim parking/service solutions.
- Describes the next steps in the project development process.

**BUDGET DISCUSSION**

The Adopted 2004 Budget for the Issaquah Transit Center project is \$13.97 million, \$1.4 million of which has been committed. Two options have been studied for the project, a transit center with surface parking and a transit center with structured parking. The project budget is sufficient to complete the project as a transit center and replace existing surface parking (390 stalls) on the site. In fact, there may be a small project surplus with this option. The project budget will need to be increased by \$10.8 million in Sound Transit funding if the Board selects the option to expand parking by another 420 stalls in a garage structure for a total of 820+ stalls.

With the structured parking option, the City of Issaquah will provide \$1 million in funding to Sound Transit to co-locate the Eastside Fire and Rescue (EF&R) on the site. The City of Issaquah payment covers its share of property rights and site improvement costs for co-location of the EF&R Station No. 72 on the project site. The balance of the EF&R station development costs would be funded by the City of Issaquah (and EF&R) and completed by the City as a separate project.

The following table compares the cost to develop the two options for the project:

<b>Budget Required</b>	<b>Transit Center with surface parking for 390 stalls</b>	<b>Transit Center with structured parking for 820 stalls with EF&amp;R</b>
Sound Transit	\$11.9M	\$24.8M
City of Issaquah for co-location EF&R	\$ 0.0M	\$ 1.0M
<b>Total</b>	<b>\$11.9M</b>	<b>\$25.8M</b>

Possible funding alternatives or options for Board consideration to fund the structured parking option increase include:

- Allocate project savings from other projects in the East King County subarea. As of March 11, 2004, staff has identified an estimated \$39 million in project savings in the East King County subarea, a portion of which could be allocated to this project.
- Modify the Program Reserve fund definition of eligible uses to include scope expansion, and move funds from the East King County Subarea Regional Express Program Reserve to the project. The balance in the Program Reserve is \$37.3 million as per the 2004 Approved Budget.

If the Executive Committee directs staff to include structured parking, the 2005 budget will include an amended project budget for this option.

#### **M/W/DBE – SMALL BUSINESS PARTICIPATION**

Not applicable for this action.

#### **HISTORY OF PROJECT**

##### **Prior Board or Committee Actions and Relevant Board Policies**

<b>Motion or Resolution Number</b>	<b>Summary of Action</b>	<b>Date of Action</b>
M2003-46	Contract amendment with KPFF to provide funding to complete environmental review and documentation for the selected site for Issaquah Transit Center.	5/1/03
M2002-08	Contract with KPFF for site selection, preliminary environmental review, and 30% design.	3/7/02

As reported to the Executive Committee on October 2, 2003, the popular Issaquah Park-and-Ride Lot on SR-900 at Newport Way NW (approximately 400 stalls) was identified by Sound Transit and our partners as the best site for the new Issaquah Transit Center. An important factor in this decision was access to the site from the surrounding community and the SR-900 improvements currently under construction (funded by WSDOT and Sound Transit). These improvements will provide more reliable on-time performance for transit services coming to and from I-90.

The concept design for the transit center includes six bus bays for nine buses, bus layover space, shelters, operator restrooms, and related improvements. Development of the transit center on this property requires reconfiguration and reconstruction of the park-and-ride lot area on the site in order to optimally lay out the bus loading areas, provide safe circulation, address storm drainage, and other site design issues. The City of Issaquah is also interested in locating a new fire station on the site for EF&R with an Issaquah Police outpost. This co-location would potentially increase safety and security on site, but is only possible with the structured parking option.

The existing park-and-ride lot operates over capacity and demand analysis indicates a need for up to 400 additional parking stalls at this location. Latent demand for about 200 additional spaces exists today and with planned residential developments in the area another 200 spaces will be required to meet demand in the next 5 to 10 years.

Preliminary design options with and without structured parking were developed to determine how to best configure the site to add the transit center, replace disrupted parking and, in the case of structured parking, to determine how a garage could be configured on the site.

In October 2003, the Executive Committee directed staff to refine cost information for these options to support a decision by the Executive Committee on a preferred option. This report responds to this request and also updates the Executive Committee on partner commitments to the project.

### **Estimated Costs for Surface and Structured Parking Options including Interim Parking:**

The cost to develop the transit center with surface parking and with structured parking have been estimated based on 15% design concepts. The current estimate for a transit center with surface parking is \$11.9 million and the transit center with structured parking estimate is \$24.8 million. Both estimates include \$1.1 million to cover a range of interim parking/service solutions under consideration at this time although Sound Transit and the City of Issaquah continue to pursue low cost interim solutions. The current project budget of \$13.97 million is adequate to build the transit center, replace existing parking in a surface lot, and provide interim parking/service options during construction. An additional \$10.8 million in Sound Transit funding, plus a contribution of \$1.0 million from the City of Issaquah, would be required to complete the project if the structured parking option for 820 stalls is selected.

The same interim parking/service options are being examined for both development options and include:

- Do nothing. No interim parking near the site, except Tibbetts Park-and-Ride Lot (164 stalls,) across street from site. Existing users would be directed to Issaquah Highlands, Eastgate, and Sammamish Park-and-Ride Lots. This option will have impacts in terms of loss of riders and goodwill.
- Disbursed interim parking. Direct users to other lots and secure several small lots if available.
- Lease sites near existing lot.

#### **Per Stall Parking Costs for Surface and Structured Parking Options:**

The estimated cost for both surface and structured parking options is within the range of \$15,000 to \$20,000 per stall for comparable park-and-ride lot projects in the region. The following table compares **the per stall construction cost** for the park-and-ride lot for the two development options with costs shown in year of expenditure dollars:

Surface parking	Structured parking
\$9,748 per stall	\$16,190 per stall

#### **Partnership Commitments Update:**

In the October briefing to the Executive Committee, staff reported on its efforts to secure partnership commitments from Issaquah, KCM, and the WSDOT.

Since the October Executive Committee briefing:

- Sound Transit and WSDOT have initiated the process to transfer the ownership of the site to Sound Transit in 2004. Sound Transit has reached agreement with WSDOT to lease open space within SR-900 right of way to Sound Transit to meet the City's open space/permeable surface requirement.
- Sound Transit has reached an agreement with KCM to share operating and maintenance costs for a parking structure and to ensure that KCM's use of the site is preserved.
- In addition to the City's earlier commitments, they will accept gravel surfacing for interim parking lots; thereby reducing Sound Transit's development costs for interim parking.

These commitments will be formalized through interagency agreements for Board authorization later this year. The commitments are summarized in total in the following table:

## **COMMITMENTS TO-DATE**

<b>Commitment</b>	<b>WSDOT</b>	<b>City of Issaquah</b>	<b>King County Metro</b>
Transfer of site ownership from WSDOT to Sound Transit	Transfer Agreement in development		KCM's use of site preserved
Use of WSDOT SR-900 ROW for City Open Space/Permeable Surface Requirements	Agreement for Sound Transit use of ROW in development	Agreement meets City requirements	
Permits/approvals		Staffing to expedite permitting/approvals	
Interim parking/facilities during construction		City confirmed gravel lots are acceptable reducing development costs and will assist Sound Transit to secure sites	Support for interim sites, bus routing, service to Eastgate, and Issaquah Highlands Park-and-Ride Lots.
Eastside Fire and Rescue/ Issaquah Police outpost		\$1 million (2004-2006) in City funding to co-locate EF&R on site; EF&R covers cost of their station.(A)	
Maintenance and operations			Shared maintenance responsibilities
Safety/Security		24 hour, 7 days a week Issaquah Police surveillance of site and use of Police outpost (A)	Routine patrols

(A) Not feasible under surface alternatives

## **PUBLIC INVOLVEMENT**

On March 20, 2003, an Issaquah Transit Center project open house was held and approximately 95 citizens attended. Citizen input was used to select a preferred site. On March 16, 2004, an additional open house was held to obtain input on the proposal to expand the park-and-ride lot in structured parking. About 80 citizens attended and the majority of those attending strongly supported the option to develop the transit center with a parking garage to meet demand at this location.

Information on the project, the site selection process, and the schedule for development is available on the Sound Transit and the City of Issaquah web sites. The community will also be provided with updates through project newsletters. In coming months, the community will have an additional opportunity to comment on the project through the City of Issaquah's Development Commission review process.

## **RECOMMENDATION**

Staff recommends identifying a transit center and an 820-stall structured parking garage at the existing Issaquah Park-and-Ride Lot site as the preferred alternative for the Issaquah Transit Center Project. This recommendation is based on significant demand for additional parking at this location, a thorough analysis of alternatives, partner commitments, and project development costs.

The surface parking option does not meet current or future parking demand. The need to reconfigure the lot to incorporate the transit center presents an opportunity to expand parking capacity. The structured parking option will enable Sound Transit and KCM to take more SOV trips off adjacent roadways, meet current and future parking demand, and intercept riders further east along the I-90 Corridor.

If the Executive Committee concurs with this recommendation, EF&R (with \$1 million in funding from Issaquah) and an Issaquah Police outpost can be included on site, increasing public safety and site security. The structured parking option preserves open space and permeable surface on site. There is significant City and community support for the transit center and structured parking garage on the site to increase parking capacity.

## **EXECUTIVE COMMITTEE CONCURRENCE**

With concurrence from the Executive Committee, staff intends to:

- Request Finance Committee action to amend KPFF's contract on April 15, 2004, by approximately \$180,000 to complete preliminary engineering and environmental documentation (PE/ED) for the structured parking option.
- Continue to pursue low cost interim parking/service solutions with the City of Issaquah, KCM, and the private sector.
- Develop partnership agreements with the City of Issaquah, KCM, and WSDOT for Board action covering funding, the land transfer, and operation and maintenance of the facility.
- By fall 2004, after completion of PE/ED, request a final decision on the project as part of the authorization of a final design contract for the project.
- With the 2005 budget process, amend the project budget to cover the approximate \$10.8 million increase for the transit center with structured parking for about 820 cars.

## **LEGAL REVIEW**

DB 3/15/04  
PW 3/15/04

## SOUND TRANSIT

### MOTION NO. M2004-30

A motion of the Executive Committee of the Central Puget Sound Regional Transit Authority identifying the structured parking option as the preferred alternative to expand parking capacity at the Issaquah Park-and-Ride Lot as part of the Issaquah Transit Center project.

#### Background:

Staff is recommending a transit center and an 820-stall structured parking garage at the existing Issaquah Park-and-Ride Lot site as the preferred alternative for the Issaquah Transit Center Project. This is based on significant demand for additional parking at this location, a thorough analysis of alternatives, partner commitments, and project development costs.

The surface parking option does not meet current or future parking demand. The need to reconfigure the lot to incorporate the transit center presents an opportunity to expand parking capacity. The structured parking option will enable Sound Transit and King County Metro to take more SOV trips off adjacent roadways, meet current and future parking demand, and intercept riders further east along the I-90 Corridor.

With this recommendation, the Eastside Fire and Rescue (with \$1million in funding from Issaquah) and an Issaquah Police outpost can be included on site, increasing public safety and site security. The structured parking option preserves open space and permeable surface on site. There is significant City and community support for the transit center and structured parking garage on the site to increase parking capacity at this very popular park-and-ride.

With Executive Committee concurrence, staff will proceed to complete preliminary engineering and environmental documentation (PE/ED) and will continue to work with Sound Transit's partners to secure low cost interim parking/service solutions. After completing the PE/ED work, a final decision on this project will be requested as part of the approval of the final design contract. The Issaquah Transit Center project budget would be amended with the 2005 Budget to fund the park-and-ride expansion.

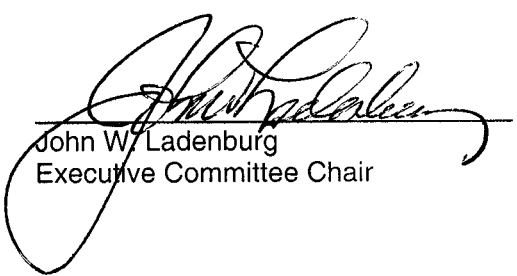
#### Motion:

It is hereby moved by the Executive Committee of the Central Puget Sound Regional Transit Authority that the structured parking option is identified as the preferred alternative for expanding parking capacity at the Issaquah Park-and-Ride Lot as part of the Issaquah Transit Center project.

APPROVED by the Executive Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 1, 2004.

ATTEST:

  
Marcia Walker  
Board Administrator

  
John W. Ladenburg  
Executive Committee Chair