

Washington State Major League Baseball Stadium Public Facilities District Staff Report

Agenda Item Number: 6

Date: May 1, 2000

PROPOSED RESOLUTION 00-006

PURPOSE:

This resolution authorizes the Executive Director to execute a Memorandum of Agreement (“Agreement”) with the Washington State Department of Transportation, the City of Seattle, King County, the Port of Seattle, the Burlington Northern Santa Fe Railway Company, the Washington State Public Stadium Authority, the Baseball Club of Seattle, L.P., and First & Goal, Incorporated, regarding the SR 519 Intermodal Access Project, phases 1, 2, and 3.

BACKGROUND:

The Public Facilities has been a partner in the SR 519 Intermodal Access Project since February 1996. At that time, the District approved contributing up to \$500,000 towards the project. See District Resolution No. 27.

The District’s approval was conditioned and made contingent upon other agencies participating in the project, the District selecting a stadium site located in south downtown Seattle, the sale of bond funds for the construction of the ballpark, and a City of Seattle credit for the District’s contribution against any mitigation requirements for the ballpark project.

Since 1996, the SR 519 Project has proceeded with participation by WSDOT, the City, King County, the Port, and BNSF. A Memorandum of Understanding (“MOU”) among these parties was entered into in March 1997. The MOU established the parties’ agreement relating to project design and financial contributions for design development work. Design development work is complete, at least for the initial phase of the Project. The District contributed \$150,000 to that design effort and other parties contributed as well. Some elements of the SR 519 Project have already been constructed, such as the Weller Street Pedestrian structure over the BNSF mainline tracks.

In addition to the parties mentioned above, the Public Stadium Authority joined as a project partner following its creation, and the Baseball Club of Seattle, L.P. and First & Goal, Incorporated have also participated. Substantial agreement about the main project features was reached in the fall of 1998, following considerable discussion, debate and compromise. Since then, the parties have continued to refine the project design and resolve other issues relating to project implementation. The current Memorandum of Agreement will serve to formalize and memorialize the parties’ agreements on the Project.

The Agreement reflects the Parties’ consensus on basic design and configuration issues for phases 1, 2 and 3 of the Project. The Agreement makes clear that it is not intended to resolve all issues relating to the SR 519 Project, but rather leaves some issues open for future resolution. The Agreement will provide a legally binding basis for ensuring that the commitments made by the Project Partners will be met.

POLICY ISSUES:

The Memorandum of Agreement, is one element of a series of agreements relating to the SR 519 Project and the transfer of District property to WSDOT for the construction of the Project. All of these related agreements will be brought before the Board for review before proceeding. Due to the need to obligate certain federal funds for the SR 519 Project, action on this package of agreements is necessary prior to May 31, 2000. If that schedule is not met, the Project is at risk of losing substantial federal dollars.

COST:

The PFD has budgeted up to \$500,000 for the SR 519 Project. The PFD has contributed \$150,000 to the Project as part of the design phase. The PFD's remaining obligation to the Project is up to \$350,000.