

1 December 11, 2006

Proposed No.: 06-010

2 RESOLUTION NO. 371

3 A RESOLUTION amending and restating District Resolution No. 06-005, adopted  
4 on June 12, 2006, and concurring in a modified project direction for Phase 2 of the  
5 SR 519 roadway project.

6 WHEREAS, pursuant to the provisions of chapter 36.100 RCW, as amended, the  
7 Washington State Major League Baseball Stadium Public Facilities District, hereinafter  
8 referred to as the “District,” has been created and possesses all the powers of a public  
9 facilities district; and

10 WHEREAS, the District has been a supporter and an active participant in the  
11 Washington State Department of Transportation’s SR 519 Intermodal Access Project for  
12 more than 10 years; and

13 WHEREAS, shortly after the District was created it authorized a contribution of up  
14 to \$500,000 towards the cost of the project (Resolution No. 26, dated February 5, 1996);  
15 and

16 WHEREAS, the District was a signatory to SR 519 Intermodal Access Project  
17 Memorandum of Understanding on Final Design and Work Contributions, dated March 26,  
18 1997, which reaffirmed the District’s financial commitment to the project (and which has  
19 now been fulfilled); and

20 WHEREAS, the District on it’s own initiative and expense contracted with a third-  
21 party transportation consultant in October 1997 to perform an SR 519 area transportation  
22 operations analysis (Resolution No. 197); and

23 WHEREAS, following changes in conditions, including the planned demolition of  
24 the Kingdome and the creation of the Washington State Public Stadium Authority (PSA)  
25 and the addition of other parties, the District executed a Memorandum of Agreement in June  
26 2000, regarding the SR 519 Intermodal Access Project Phases 1, 2 and 3, which  
27 memorialized certain refinements and agreements among the parties (Resolution No. 309);  
28 and

29 WHEREAS, the terms of the MOA were modified further by agreement of the  
30 parties on March 28, 2003, and the then agreed-to components of a new SR 519 Phase 2  
31 MOA were established; and

32 WHEREAS, while Phase 1 of the SR 519 project was under construction, the state  
33 Legislature modified its funding priorities for Phase 2, deferring it to a later time; and

34 WHEREAS, construction of Phase 1 of the SR 519 project was completed and the  
35 roadway opened to traffic in 2004; and

36 WHEREAS, in the fall of 2005 the City of Seattle and the [Washington State](#)  
37 [Department of Transportation \(WSDOT\)](#) convened the SR 519 project partners, including  
38 the District, to review all of the changes in conditions and project context that had occurred  
39 since the SR 519 project was first conceived; and

40 WHEREAS, WSDOT and its consultant's prepared an SR 519 Phase 2 Alternatives  
41 Feasibility Assessment, which evaluated more than 20 alternative configurations for Phase 2  
42 in light of changed conditions, using the project's original purpose and need as the basis for  
43 project evaluation; and

44 WHEREAS, the District participated in this feasibility assessment and commented  
45 on WSDOT's evaluation; and

46 WHEREAS, by a letter dated April 25, 2006 the WSDOT requested the concurrence  
47 of the District and other parties in the direction for Phase 2; and

48 WHEREAS, after consultation with staff and Board members, the Board Chair  
49 replied to WSDOT by letter, concurring in the then project direction that WSDOT outlined  
50 for Phase 2, including the further design and environmental evaluation of the S.  
51 Massachusetts Street alternative along with the S. Royal Brougham Way pedestrian  
52 overpass and local connector roadway; and

53 WHEREAS, following the concurrence by the District and the majority of the other  
54 parties to the MOA in the S. Massachusetts Street alternative, the Port of Seattle expressed  
55 concerns about whether the S. Massachusetts Street alternative met its [long term](#) needs for  
56 handling freight and intermodal traffic. The Port requested additional analysis of  
57 alternatives, including alternatives previously rejected by WSDOT; and

58 WHEREAS, in response to the Port's request, the City of Seattle, WSDOT and the  
59 Port formed a small working group to reassess the alternatives previously evaluated and to  
60 consider whether a modified Royal Brougham Corridor alternative (Option A), Atlantic  
61 Corridor alternative (Option B) or Local Improvements alternative (Option C) could better  
62 meet the needs of the Port and the project partners; and

63 WHEREAS, all of the Options provide for a local connector [roadway](#) and pedestrian  
64 [overpass](#) over the railroad tracks at S. Royal Brougham Way, which allows for the closure  
65 of this railroad crossing as requested by the BNSF Railway Company, provides continued  
66 access to the Qwest Field parking garage, allows for local traffic circulation and ferry  
67 terminal access, and provides for a safe, grade-separated pedestrian overcrossing of the  
68 railroad tracks, satisfying project requirements for Safeco Field; and

69 WHEREAS, the working group conducted additional design work, traffic analysis  
70 and cost estimating for the three Options and variations. The group also evaluated related  
71 truck access improvements in the area of S. Colorado Street and S. Atlantic Street,  
72 expansions to the intersection of 1<sup>st</sup> Avenue S. and S. Atlantic Street (Edgar Martinez Way),  
73 and connections to the Alaskan Way Viaduct project at S. Royal Brougham Way and at S.  
74 Atlantic Street; and

75 WHEREAS, the [District](#) and other entities received progress reports from the  
76 working group and provided input to WSDOT on event traffic management, pedestrian  
77 access and safety, and traffic access to the Safeco Field and Qwest Field garages; and

78 WHEREAS, the working group's analysis showed the benefits and limitations of  
79 each of the Options in the areas of traffic movement, freight mobility, interstate safety,  
80 pedestrian safety, costs and ability to phase construction of the project; and

81 WHEREAS, the working group concluded that the Atlantic Corridor alternative  
82 (Option B) provides the best opportunity for addressing freight and traffic mobility, closing  
83 the at-grade crossing of the railroad tracks at S. Royal Brougham Way, providing for  
84 pedestrians access and safety, managing event traffic and circulation, and maintaining  
85 continued access to the Safeco Field and Qwest Field parking garages; and

86 WHEREAS, the District concurs in the working group’s assessment and joins in the  
87 consensus of all of the parties to the MOA that the Atlantic Corridor alternative (Option B)  
88 should be pursued and necessary funding sought from the State Legislature.

89  
90 NOW, THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF  
91 THE WASHINGTON STATE MAJOR LEAGUE BASEBALL STADIUM PUBLIC  
92 FACILITIES DISTRICT:

- 93 1) The Board’s concurrence in the project direction for Phase 2 of the SR 519  
94 roadway project is hereby modified to support the Atlantic Corridor alternative (a.k.a.,  
95 “Option B”); and  
96 2) The Board also reaffirms its prior commitment to work with the project partners to  
97 support efforts to obtain state funding to fully implement this alternative.

98 PASSED by a vote of 6 to 0 this 11th day of December,  
99 2006.

100 BOARD OF DIRECTORS  
101 WASHINGTON STATE MAJOR LEAGUE BASEBALL STADIUM PUBLIC  
102 FACILITIES DISTRICT

103 \_\_\_\_\_  
104 José E. Gaitań, Chair

105 ATTEST:

\_\_\_\_\_  
Clerk

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