

MOTION NO. M2018-51

Agreement with the City of Seattle and King County Metro for Downtown Seattle Transit Tunnel Mitigation

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	04/12/2018	Recommend to Board	Mike Harbour, Deputy Chief Executive Officer
Board	04/26/2018	Final Action	Wesley King, Central Corridor Operations Director

PROPOSED ACTION

(1) Authorizes the chief executive officer to execute an agreement with the City of Seattle and King County Metro, to provide capital improvements for downtown Seattle focusing on improving regional mobility and the customer experience for a near-term program of projects in the amount of \$8,981,750 with an 11% program contingency of \$1,018,250 for a total authorized agreement amount not to exceed \$10,000,000 plus applicable taxes, and (2) approves Downtown Seattle and Regional Mobility Improvements as the project name.

KEY FEATURES SUMMARY

- Seattle Department of Transportation (SDOT), King County Metro (KCM), Sound Transit and the Seattle Downtown Association have been working to develop a near-term action plan and a 20-year vision focused on mobility through the greater Seattle downtown area.
- The near-term action plan 2018-2023 is designed to help mitigate congestion related to the construction projects occurring within downtown Seattle. This includes the viaduct closure and demolition, Center City Connector Streetcar project, Convention Center Expansion resulting in bus removal from the Downtown Seattle Transit Tunnel (DSTT), East Link tie-in construction, and ongoing private development.
- The agreement covers the sharing of capital costs by the three funding parties, SDOT, KCM, and Sound Transit. The total program cost is \$30,000,000 with each of the funding parties sharing in 1/3 of the cost up to \$10,000,000.
- The improvements focus on five elements: transit speed, reliability, and layover improvements; supportive capital for bus service changes; hub area improvements; management strategies; and pedestrian and public space improvements.
- The improvements will help maintain transit speeds on 4th Avenue, the primary northbound street used by ST Express routes serving Pierce County, Snohomish County, and East and South King County. Route 550 (Bellevue-Seattle), currently operating in the DSTT, is anticipated to operate on 4th Avenue when buses are removed from the DSTT in 2019.
- The identified projects to improve the transit capacity downtown include potential reroutes of bus service, corridor signaling improvements, dedicated bus lanes, transit hub improvements, and additional enhancements. The projects are needed to ensure a positive customer experience through downtown Seattle during the transition period leading to the opening of Northgate Link Extension in 2021 and East Link Extension and Lynnwood Link Extension in 2023 and 2024.
- The requested amount covers Sound Transit’s commitment to the program and includes adequate contingency to complete the proposed projects. The draft project schedule is

included in the agreement, and the program for the delivery of projects is being outlined in a program delivery plan managed by Sound Transit, KCM, and SDOT.

- Some of the projects began in winter 2018 and most are scheduled for completion prior to March 2019. This would coincide with the date when buses are currently scheduled to leave the DSTT although buses may continue to operate in the DSTT until September 2019. Several projects are dependent on others and must be completed in a sequential order to ensure that mobility is maintained.
- Applicable taxes are included in the cost estimates for planning, design, and construction of each project.

BACKGROUND

SDOT, the lead agency, has been meeting with Sound Transit, KCM, and the Downtown Seattle Association over the last 24 months to discuss and prepare for effects of the many construction projects, both in progress and planned, including replacement of the Alaska Way Viaduct, expansion of the Convention Center, the new Center City streetcar line, bus rapid transit (BRT) construction on Madison, and the Denny substation and tower construction.

The planning effort has been a collaborative effort of those agencies to develop a near-term action plan focusing on mobility through an area made up of the greater Seattle downtown area. The plan will also include a 20-year vision effort to launch in the near future.

The near-term plan, which this agreement covers, includes enhancements to the pedestrian transfer environment, signaling improvements, dedicated bus lanes, changes to north/south traffic corridors in downtown Seattle; transit hub improvements at the University of Washington, International District, and Westlake Stations; transit service reroutes; and public realm improvements.

Funding for the planning element of this program was included in the Adopted 2017 Budget. Sound Transit's share of the planning effort (\$400,000) was approved in Motion No M2017-59.

This action will allow for the advancement of the identified capital projects and program management efforts.

FISCAL INFORMATION

This action is within the project allocation budget and sufficient funds remain after approval of this action to fund the supporting work remaining after the execution of this agreement.

Downtown Seattle and Regional Mobility Improvements

(in thousands)

	Authorized Project Allocation to Date	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$	\$	\$	\$	\$
Preliminary Engineering					
Final Design					
Construction					
Construction Services					
Third Party Agreements	12,334	520	10,000	10,520	1,814
Total Current Budget	\$12,334	\$520	\$10,000	\$10,520	\$1,814

Agreement Detail Seattle Department of Transportation (SDOT)	Board Approvals to Date	Approved Contract Status	Proposed Action	Total for Board Approval
Agreement Amount	\$	\$	\$10,000	\$10,000
Contingency				
Total	\$	\$	\$10,000	\$10,000
Percent Contingency	0%	0%	0%	0%

Notes:

Amounts are expressed in Year of Expenditure

Board Approvals = Committed To-Date + Contingency as of Feb 2018, and includes pending Board actions.

For detailed project information, see page 112 of the Adopted 2018 Transit Improvement Plan.

DISADVANTAGED AND SMALL BUSINESS PARTICIPATION

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Small Business and DBE goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of Small Businesses/DBEs available to perform such subcontracting work.

Sound Transit determined that there were few Small Business and DBE subcontracting opportunities based upon the work described in this contract, so Small Business/DBE goals were not established.

PUBLIC INVOLVEMENT

This effort has been supported by an Advisory Group developed by SDOT, KCM, the Downtown Seattle Association and Sound Transit. Outreach has occurred throughout downtown and the region and continues throughout project development.

TIME CONSTRAINTS

Time constraints include advancing projects in order to complete the capital improvements prior to September 2019 when buses are currently scheduled to leave the downtown tunnel. A delay in action would increase the early cost burden for partner agencies as they would potentially take on more capital costs in the initial phases of project development or delay beginning work.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2017-59: Ratified a two-year agreement with the City of Seattle Department of Transportation for sharing consulting services to develop a near-term One Center City Plan as part of the Downtown Seattle Transit Tunnel Mitigation project for a total authorized agreement amount not to exceed \$400,000.

ENVIRONMENTAL REVIEW

KH 4/2/2018

LEGAL REVIEW

JW 4/6/2018

MOTION NO. M2018-51

A motion of the Board of the Central Puget Sound Regional Transit Authority (1) authorizing the chief executive officer to execute an agreement with the City of Seattle and King County Metro, to provide capital improvements for downtown Seattle focusing on improving regional mobility and the customer experience for a near-term program of projects in the amount of \$8,981,750 with an 11% program contingency of \$1,018,250 for a total authorized agreement amount not to exceed \$10,000,000 plus applicable taxes, and (2) approving Downtown Seattle and Regional Mobility Improvements as the project name.

BACKGROUND:

Seattle Department of Transportation (SDOT), the lead agency, has been meeting with Sound Transit, King County Metro (KCM), and the Downtown Seattle Association over the last 24 months to discuss and prepare for effects of the many construction projects, both in progress and planned, including replacement of the Alaska Way Viaduct, expansion of the Convention Center, the new Center City streetcar line, bus rapid transit (BRT) construction on Madison, and the Denny substation and tower construction.

The One Center City planning effort has been a collaborative effort of those agencies to develop a near-term action plan focusing on mobility through an area made up of the greater Seattle downtown area. The plan will also include a 20-year vision effort to launch in the near future.

The improvements focus on five elements: transit speed, reliability, and layover improvements; supportive capital for bus service changes; hub area improvements; management strategies; and pedestrian and public space improvements.

The near-term plan, which this agreement covers, includes enhancements to the pedestrian transfer environment, signaling improvements, dedicated bus lanes, changes to north/south traffic corridors in downtown Seattle; transit hub improvements at the University of Washington, International District, and Westlake Stations; transit service reroutes; and public realm improvements.

Funding for the planning element of this program was included in the Adopted 2017 Budget. Sound Transit's share of the planning effort (\$400,000) was approved in Motion No M2017-59.

This action will allow for the advancement of the identified capital projects and program management efforts. The requested amount covers Sound Transit's commitment to the program and includes adequate contingency to complete the proposed projects. The draft project schedule is included in the agreement, and the program for the delivery of projects is being outlined in a program delivery plan managed by Sound Transit, KCM, and SDOT.

MOTION:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that (1) the chief executive officer is authorized to execute an agreement with the City of Seattle and King County Metro, to provide capital improvements for downtown Seattle focusing on improving regional mobility and the customer experience for a near-term program of projects in the amount of \$8,981,750 with an 11% program contingency of \$1,018,250 for a total authorized agreement amount not to exceed \$10,000,000 plus applicable taxes, and (2) approves Downtown Seattle and Regional Mobility Improvements as the project name.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Dave Somers
Board Chair

ATTEST:

Kathryn Flores
Board Administrator