

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2007-101

**Change to Primary Mitigation Project under the
Downtown Seattle Transit Tunnel Master Agreement**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	9/20/07	Discussion/Possible Action to Recommend Board Approval Action	Ahmad Fazel, Link Executive Director	(206) 398-5389
Board	9/27/07		Michael Williams, Project Development Program Manager	(206) 398-5145

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)	✓	Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

Central Link Light Rail Initial Segment

PROPOSED ACTION

Approves the elimination of the Ninth Avenue transit contraflow lane traffic and street improvement constructed as a primary mitigation project in the Downtown Seattle Transit Tunnel Agreement between Sound Transit, King County, and the City of Seattle.

KEY FEATURES of PROPOSED ACTION

- Sound Transit, King County, and the City of Seattle (City) entered into the Downtown Seattle Transit Tunnel (DSTT) Master Agreement for the design, construction, operation and maintenance of the Tunnel in June 2002. Section 10 of the DSTT Master Agreement included the downtown Seattle traffic and street improvements as mitigation for the tunnel buses returning to the surface.
- The Ninth Avenue transit contraflow lane improvement was identified as a primary mitigation project under Section 10.2 of the DSTT Master Agreement. Elimination of primary mitigation projects require approval of the Seattle City Council, the King County Council, and the Sound Transit Board of Directors.
- The City, King County, and Sound Transit agree that the Ninth Avenue transit contraflow lane improvement will no longer be needed for bus operations after the tunnel re-opens in September 2007. They also agree that the public would benefit from eliminating the Ninth Avenue transit contraflow lane. King County and the City will pay for all costs associated with the removal the Ninth Avenue transit contraflow lane.

BUDGET IMPACT SUMMARY

There is no action outside of the Board-adopted budget. There are no contingency funds required, no subarea impacts, or funding required from other parties other than what is already assumed in the financial plan.

BUDGET and FINANCIAL PLAN DISCUSSION

Costs for the DSTT Master Agreement are being charged to the Central Link Initial Segment; however, this authorization to eliminate the Ninth Avenue transit contraflow lane does not have any direct budget impacts to Sound Transit.

BUDGET TABLE

Not applicable to this action.

SMALL BUSINESS PARTICIPATION

The removal of the Ninth Avenue transit contraflow lane will be done by City and County work crews.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

In June 2002, King County, the City of Seattle, and Sound Transit entered into an agreement regarding the design, construction, operation and maintenance of the Downtown Seattle Transit Tunnel (DSTT Master Agreement). This agreement has provided the framework by which parties have jointly managed the reconstruction of the Downtown Seattle Transit Tunnel to make it ready to support light rail operation. This agreement identified a set of projects that were required to support downtown Seattle during tunnel closure along with the financing and project management systems required to implement them.

The Ninth Avenue transit contraflow lane, installed in conjunction with the closure of the Downtown Seattle Transit Tunnel, was one of five primary mitigation projects. These five projects were as follows:

1. Third Avenue peak period traffic restrictions
2. Fifth Avenue South transit contraflow lane
3. Olive Way transit priority improvements
4. Prefontaine Place South reconfiguration
5. Ninth Avenue transit contraflow lane

The design and implementation of the five primary mitigation projects along with all of the other projects and programs funded under the DSTT Master Agreement to mitigate the closure of the downtown tunnel were overseen by the interagency Monitor and Maintain Committee. This committee was chartered under the DSTT Master Agreement to manage all of the tunnel closure-related work and to monitor the performance of the transit and transportation network in downtown Seattle during the period of tunnel closure and for up to one year after tunnel reopening. The Monitor and Maintain Committee include representatives from King County Metro, City of Seattle, Sound Transit, and Community Transit. This group has issued six progress reports to date, with the seventh and final report due in January 2008 after the tunnel reopens for service.

Per the terms of the DSTT Master Agreement, improvements funded under this agreement were to remain in place and in effect until at least one year after light rail revenue service had commenced in the tunnel. The DSTT Master Agreement further stipulates that these measures can be removed or modified at any time if the parties agree on the proposed changes. However, for the five primary mitigation projects, the legislative bodies of the three agencies must approve any change.

The purpose of the northbound contraflow lane on Ninth Avenue between Olive Way and Stewart Street was to enable Metro to continue to stage coaches at the Convention Place Station (CPS) while the tunnel was closed and to provide a dedicated egress point from CPS to Stewart Street for transit service operating to and from I-5 that previously used the tunnel. In conjunction with the new contraflow transit lane on Ninth Avenue, new bus stops were established to replace the zone that had to be closed within CPS.

With the re-opening of the Downtown Seattle Transit Tunnel in September, there will be no need for buses to exit CPS northbound onto Ninth Avenue and therefore no need for the northbound contraflow lane. Access into CPS from southbound Ninth Avenue will continue.

Restoration of Ninth Avenue to its pre-tunnel closure condition will also result in the restoration of some on-street parking, changes to the signal system, and removal of two bus stops and shelters. Businesses adjacent to the contraflow lane are supportive of this change.

Prior Board/Committee Actions on this Project

Motion/Resolution Number and Date	Summary of Action
M2002-65 6/13/02	Authorizes the Executive Director to execute a Memorandum of Agreement among Sound Transit, King County, and the City of Seattle defining the terms and conditions to permit the joint operations of trains and buses in the Downtown Seattle Transit Tunnel.

CONSEQUENCES of DELAY

The delay of this action would delay the removal of the Ninth Avenue transit contraflow traffic and street improvement, which will no longer be required when buses return to the tunnel.

PUBLIC INVOLVEMENT

Sound Transit, King County, and the City conducted extensive public outreach to the downtown community and the traveling public prior to tunnel closure. Since tunnel closure, the three agencies have prepared six evaluation reports documenting the effectiveness of the surface improvements and shared the results with the three governing bodies and the public through agency web sites and public briefings.

ENVIRONMENTAL COMPLIANCE

JI 8/27/07

LEGAL REVIEW

JW 9/13/07

SOUND TRANSIT

MOTION NO. M2007-101

A motion of the Board of the Central Puget Sound Regional Transit Authority approving the elimination of the Ninth Avenue transit contraflow lane traffic and street improvement constructed as a primary mitigation project in the Downtown Seattle Transit Tunnel Agreement between Sound Transit, King County, and the City of Seattle.

Background:

In June 2002, King County, the City of Seattle, and Sound Transit entered into an agreement regarding the design, construction, operation and maintenance of the Downtown Seattle Transit Tunnel (DSTT Master Agreement). This agreement has provided the framework by which parties have jointly managed the reconstruction of the Downtown Seattle Transit Tunnel to make it ready to support light rail operation. This agreement identified a set of projects that were required to support downtown Seattle during tunnel closure along with the financing and project management systems required to implement them.

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Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the elimination of the Ninth Avenue transit contraflow lane traffic and street improvement constructed as a primary mitigation project in the Downtown Seattle Transit Tunnel Agreement between Sound Transit, King County, and the City of Seattle is approved.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 27, 2007.


John W. Ladenburg
Board Chair

ATTEST:


Marcia Walker
Board Administrator