



MOTION NO. M2017-59

City of Seattle Center City Mobility Plan Agreement

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Operations and Administration Committee	05/04/2017	Recommendation to Board	Mike Harbour, Deputy Chief Executive Officer
Board	05/25/2017	Final Action	Wesley King, Transit Expansion Program Manager

PROPOSED ACTION

Ratifies 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.

KEY FEATURES SUMMARY

- One Center City Mobility Plan Agreement is a collaborative effort with the City of Seattle Department of Transportation (SDOT), King County Metro (KCM), Downtown Seattle Association (DSA), and Sound Transit (ST) to develop a 20-year plan for how residents, commuters, and visitors move through, connect to, and experience Seattle’s Center City, an area made up of 10 neighborhoods surrounding and including downtown Seattle.
- This agreement covers Sound Transit’s proportionate share for hiring a consultant team to develop a One Center City Plan including a near-term focus for 2018 through 2023 to outline street improvements and other mitigation measures for buses coming out of the Downtown Seattle Transit Tunnel (DSTT) as early as September of 2018 (driven by Convention Center expansion).
- The near-term portion of the plan will identify projects to improve the transit capacity downtown including 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 the Center City during the transition period leading to the opening of Northgate Link in 2021 and East Link and Lynnwood Link in 2023.
- The City has executed similar cost sharing agreements for the One Center City Plan with King County Metro and the Downtown Seattle Association.
- Once capital improvements are identified, staff will return to the Board to discuss the projects for improving surface transportation in the Center City and identify cost sharing options for completing the capital improvements amongst SDOT, KC, and the DSA.
- The One City Center Mobility Plan Agreement with SDOT was signed by Sound Transit’s CEO in June 2016. The agency has received an invoice from SDOT in the amount of \$207,568 for Sound Transit’s share of work performed through 2016 for the One City Center project. Board ratification of the proposed agreement is required to release funds to reimburse SDOT for this invoice.

BACKGROUND

The City of Seattle Department of Transportation is the lead agency, in partnership with Sound Transit, King County, and the Downtown Seattle Association. The agencies have been meeting for the last 18 months discussing and preparing for mobility changes due to the many construction projects, both in progress and planned, including replacement of the Alaska Way Viaduct, expansion of the Convention Center, new Center City streetcar line, BRT construction on Madison, and the Denny substation and tower construction.

The One Center City Plan is a collaborative effort of those agencies to develop a 20-year vision and action plan focusing on public realm, transit, pedestrians, bicyclists, and movement of all vehicle types through an area made up of the downtown commercial core, Pioneer Square, Chinatown-International District, First Hill, Pike/Pine Corridor, Capitol Hill, Denny Triangle, South Lake Union, Belltown, and Uptown, known collectively as One Center City.

The plan may include enhancements to the pedestrian transfer environment, signaling improvements, dedicated bus lanes, changes to north/south traffic corridors in downtown, transit hub improvements at University of Washington, International District and Westlake Stations, and transit service reroutes and public realm improvements.

This agreement was anticipated in the 2016 and 2017 Transit Improvement Plan as part of the Downtown Seattle Transit Tunnel Mitigation project, and funding for it is included in the 2017 Adopted Budget. This agreement was signed by the CEO in June 2016. Board ratification of the agreement is needed to release funding for it.

The City of Seattle Department of Transportation is providing contract management and contributing \$600,000 total toward the near-term plan. The City has similar separate agreements with King County Metro for \$550,000 and the Downtown Seattle Association for \$150,000.

FISCAL INFORMATION

The authorized project allocation to date for the Downtown Seattle Transit Tunnel (DSTT) Mitigation project is \$2,334,000. This entire amount has been allocated to the third party phase. Current commitments to the phase are \$114,000, The proposed action would increase this amount by \$400,000 to a revised total commitment of \$514,000, and leave a remaining budget balance of \$1,820,000 for the third party phase.

This action is within the authorized project allocation to date and sufficient monies remain after approval of this action to fund the remaining work in the project.

Downtown Seattle Transit Tunnel Mitigation

(in thousands)

	Authorized Project Allocation to Date	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$	\$	\$	\$	\$
Preliminary Engineering					
Final Design					
Right of Way					
Construction					
Construction Services					
Third Party Agreements	2,334	114	400	514	1,820
Vehicles					
Contingency					
Total Current Budget	\$2,334	\$114	\$400	\$514	\$1,820

Contract Detail Department of Transportation (SDOT)	Seattle Approvals to Date	Board Approved Contract Status	Proposed Action	Total for Board Approval
Contract Amount	\$	\$	\$400	\$400
Contingency				
Total	\$	\$	\$400	\$400
Percent Contingency	0%	0%	0%	0%

Notes:

Amounts are expressed in Year of Expenditure

Board Approvals = Committed To-Date + Contingency as of March 2017, and includes pending Board actions.

For detailed project information, see page 73 of the Adopted 2017 Transit Improvement Plan.

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

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 Small Business and DBE subcontracting opportunities are infeasible or improbable based upon the work described in this contract, so Small Business/DBE goals were not established or required.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

ENVIRONMENTAL REVIEW

JI 4/21/2017

LEGAL REVIEW

AJP 4/28/2017

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MOTION:

It is hereby moved by the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority ratifying 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.

APPROVED by the Operations and Administration Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 4, 2017.



Paul Roberts
Operations and Administration Committee Chair

ATTEST:



Kathryn Flores
Board Administrator