

## STAFF REPORT

### SOUND TRANSIT MOTION NO. M2000-81

#### MOA with King County Regarding Use of the Convention Place Station as a Staging Area for the Link Light Rail Capitol Hill Tunnel Contractor and Providing for Modifications to the Station to Allow for Interim Bus Use

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	9/7/00	Discussion/Possible Action	Paul Bay, Director Link Light Rail	(206)398-5134

#### PROPOSED ACTION

Authorizes the Executive Director to execute an agreement with King County granting Sound Transit the right to use a portion of the Convention Place Station (CPS) as a staging area for the Link Light Rail tunnel construction contractor and providing for the following:

- Requires Sound Transit to pay King County to procure and perform construction services for modifications to the CPS and the 9<sup>th</sup> Avenue and Olive Way intersection, modifications to the trolley overhead system within CPS and coordination of bus and truck operations during the time Sound Transit is using the staging area.
- It will also provide for truck and bus interface and preserve King County's ability to use the station for future Transit Oriented Development (TOD) as identified in the Downtown Seattle Transit Tunnel Transfer Agreement.

#### KEY FEATURES

##### Highlights of Proposed Action:

- ◆ Grants Sound Transit the right to use a portion of the CPS as a staging area for the Link Light Rail Capitol Hill tunnel contractor and provides an agreement with King County for operation of CPS for bus use during construction.
- ◆ Requires King County to provide certain procurement and construction management services for modifications to the CPS and a key access intersection at 9<sup>th</sup> Avenue and Olive Way.
- ◆ Requires Sound Transit to pay King County to procure and perform construction services for modifications to the CPS and the 9<sup>th</sup> Avenue and Olive Way intersection, and modifications to the trolley overhead system within CPS at a total cost not to exceed \$1,765,000.
- ◆ Requires Sound Transit to pay for King County staff to coordinate bus and truck operations during the time Sound Transit is using the staging area (March 2001 through September 2004) at a cost not to exceed \$300,000, per year for a total estimated cost of \$1,100,000.
- ◆ Preserves King County's use of CPS as a bus passenger stop and loading area and provides Sound Transit's tunnel contractor with truck access and a construction staging area for the Capitol Hill tunnel.

**Discussion of Proposed Action:**

The Downtown Seattle Transit Tunnel Transfer Agreement stipulates that King County will transfer the Downtown Seattle Transit Tunnel to Sound Transit in September 2004. Sound Transit has a design/build contractor-elect for tunnel construction and is currently in negotiations. However, the design/build contractor for the Capitol Hill tunnel will begin staging for tunneling at the CPS in March 2001. This agreement will allow King County to continue operating buses in and out of the CPS, while allowing the design/build contractor to use a portion of the station area for staging. It will also provide for truck and bus interface and preserve King County's ability to use the station for future TOD as identified in the Downtown Seattle Transit Tunnel Transfer Agreement. To allow continued use of CPS during this period, modifications must be made to the intersection of 9<sup>th</sup> Avenue and Olive. King County will be responsible for modifications and will award public works contracts as necessary. Sound Transit will make payments to King County for these activities.

Use of CPS as a staging area for the construction of the Capitol Hill tunnel by the Design Build contractor has been a basic assumption in all of Sound Transit's design work on the Link Light Rail project. Use of CPS as a staging area allows the tunnel boring machines to be launched from under Pine Street as they head east to Capitol Hill. The spoils generated from the tunneling process will be loaded on trucks operating from the CPS staging area. All trucks will enter the site at 9<sup>th</sup> Avenue and Olive Way and exit the site using either the Terry Street ramp or I-5 reversible lanes. Buses will both enter and exit CPS at 9<sup>th</sup> Avenue and Olive Way and no longer use the Terry Street ramp. Integral to providing the revised bus and truck access to CPS is the modifications to the intersection of 9<sup>th</sup> Avenue and Olive Way.

The Downtown Seattle Transit Tunnel Transfer Agreement entered into by Sound Transit, King County and the City of Seattle lists the 9<sup>th</sup> Avenue contraflow lane as a required improvement for the tunnel transfer to take place. The intersection changes at 9<sup>th</sup> Avenue and Olive Way are the first step in implementing the 9<sup>th</sup> Avenue contraflow lane.

**BUDGET**

Funding for this Scope of Work is included in Sound Move Plan and in the FY2000 Capital Budget. The budget for completion of these tasks is identified in Sound Transit's 2000 Budget under Construction. Of the total amounts requested, the cost of \$1,765,000 is for modifications to CPS and the 9<sup>th</sup> Avenue and Olive Way intersection, \$300,000 is based on King County Metro staff costs for CPS operations.

<b>Total Line Segment Budget<sup>1</sup></b>	<b>Budget for this Task (A)</b>	<b>Expenditures to Date (B)</b>	<b>Total Amount Requested (C)</b>	<b>Shortfall or Surplus (A-[B+C])</b>
\$586,130,000	\$979,644	\$0	\$1,765,000	(\$785,359)
\$586,130,000		\$0	\$300,000	(\$300,000)
			<u>\$1,100,000</u>	<u>(\$1,100,000)<sup>2</sup></u>

1. Total unburdened civil costs for design/build segment 235. Station finishes, soft costs, ROW and system-wide elements are not included.
2. Total estimated cost to pay King County staff to coordinate bus and truck operations during the time Sound Transit uses the staging area (March 2001 through September 2004) at a cost not to exceed \$300,000 per year.

## **ALTERNATIVES**

There are no other reasonable alternatives to using CPS as a staging area for the Sound Transit Design Build Tunnel contractor.

## **CONSEQUENCES OF DELAY**

Notice to proceed will not be given to the contractor selected to perform this civil work until there is a signed agreement between Sound Transit and King County for use of CPS. The CPS and 9<sup>th</sup> Avenue and Olive Way modifications must be complete prior to King County's February 2001 service change if the Design Build contractor is to take possession of the staging area on March 1, 2001. Any delay in the approval of this contract would jeopardize the ability of the Design Build contractor to start work on time.

## **REGIONAL PARTNERSHIP AND COOPERATION**

Sound Transit and King County have entered into a partnership to accomplish the needs of both agencies while providing transit passenger access at CPS and Sound Transit access to the tunnel staging area. King County has designed the internal changes to CPS and Sound Transit has designed the intersection changes to 9<sup>th</sup> Avenue and Olive Way. King County has agreed to retain a contractor to perform both the CPS and intersection modifications in addition to construction management duties. In addition, the City of Seattle has been instrumental in assisting in the design of the intersection modifications and expediting the reviews needed to issue permits for the project.

## **PUBLIC INVOLVEMENT**

The use of CPS as a construction staging area for the Design Build contractor has been discussed with the downtown community since early 1998. More recently, extensive outreach has taken place with the neighbors adjacent to CPS as part of Sound Transit's application for a night-time noise variance from the City of Seattle. A focus group meeting of affected property owners and tenants was held on February 1, 2000, followed by a public meeting on February 10, 2000. The purpose of these meetings were to provide information about the potential noise impacts and to hear from the neighbors about the proposed mitigation prior to making a formal application to the City. Based on input from the public meetings, Sound Transit modified its proposal and submitted an application to the City. The City held a series of public hearings in June to receive public comment.

The intersection changes at 9<sup>th</sup> Avenue and Olive Way are part of the larger package of surface operational and physical improvements that have been developed for the period when the downtown tunnel is closed for conversion to light rail. These surface improvements have been the subject of numerous meetings with the downtown stakeholders since 1998.

## **LEGAL REVIEW**

MBL 9/5/00.

## SOUND TRANSIT

### MOTION NO. M2000-81

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute an agreement with King County granting Sound Transit the right to use a portion of the Convention Place Station (CPS) as a staging area for the Link Light Rail tunnel construction contractor. The agreement requires Sound Transit to pay King County to procure and perform construction services for modifications to the CPS and the 9<sup>th</sup> Avenue and Olive Way intersection, and modifications to the trolley overhead system within the CPS at a total cost not to exceed \$1,765,000. It also requires Sound Transit to pay for King County staff to coordinate bus and truck operations during the time Sound Transit is using the staging area (March 2001 through September 2004) at a cost not to exceed \$300,000 per year, for a total estimated cost of \$1,100,000.

#### Background:

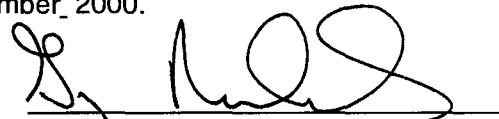
The Downtown Seattle Transit Tunnel Transfer Agreement stipulates that King County will transfer the Downtown Seattle Transit Tunnel to Sound Transit in September 2004. Sound Transit has a design/build contractor-elect for tunnel construction and is currently in negotiations. However, the design/build contractor for the Capitol Hill tunnel will begin staging for tunneling at the CPS in March 2001. This agreement will allow King County to continue operating buses in and out of the CPS, while allowing the design/build contractor to use a portion of the station area for staging.

It will also provide for truck and bus interface and preserve King County's ability to use the station for future TOD as identified in the Downtown Seattle Transit Tunnel Transfer Agreement. To allow continued use of CPS during this period, modifications must be made to the intersection of 9<sup>th</sup> Avenue and Olive. King County will be responsible for modifications and will award public works contracts as necessary. Sound Transit will make payments to King County for these activities.

#### Motion:

It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute an agreement with King County granting Sound Transit the right to use a portion of the Convention Place Station (CPS) as a staging area for the Link Light Rail tunnel construction contractor. The agreement requires Sound Transit to pay King County to procure and perform construction services for modifications to the CPS and the 9<sup>th</sup> Avenue and Olive Way intersection, and modifications to the trolley overhead system within the CPS at a total cost not to exceed \$1,765,000. It also requires Sound Transit to pay for King County staff to coordinate bus and truck operations during the time Sound Transit is using the staging area (March 2001 through September 2004) at a cost not to exceed \$300,000 per year, for a total estimated cost of \$1,100,000.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting held thereof on the 7<sup>th</sup> day of September, 2000.



Greg Nickels  
Finance Committee Chair

ATTEST:



Marcia Walker  
Board Administrator