

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2008-86

City of Seattle Parking Mitigation Agreement

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	8/21/08	Discussion/Possible Action to Recommend Board Approval Action	Ahmad Fazel, Link Executive Director	(206) 398-5389
Board	9/11/08		Michael Williams, Link Project Development Manager	(206) 398-5145

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement		Execute New Contract/Agreement	<input checked="" type="checkbox"/>
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)	<input checked="" type="checkbox"/>	Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

Central Link Light Rail Initial Segment

PROPOSED ACTION

Authorizes the chief executive officer to execute an agreement with the City of Seattle to conduct a parking inventory and to install signage around Link light rail stations to mitigate parking impacts in the amount of \$216,000, with a 10% contingency of \$21,600, for a total authorized amount not to exceed \$237,600.

KEY FEATURES of PROPOSED ACTION

- Implementation of “hide and ride” mitigation is a commitment from both the Federal (NEPA) and State (SEPA) environmental processes for the Link Initial Segment project. This mitigation commitment is included in the NEPA Record of Decision (ROD) from the Federal Transit Administration. Hide and ride parking impacts refer to the potential for some light rail users to use unrestricted on-street parking in the neighborhoods to access light rail stations.
- In 2003, Sound Transit and the City of Seattle signed a concurrence letter detailing how the hide and ride mitigation identified in the ROD would be implemented. The letter committed that Sound Transit would fund a parking inventory within one quarter mile around each station, pay for the installation of signage, and conduct community outreach activities.
- The proposed action establishes the amount that Sound Transit will pay the City of Seattle to conduct the parking inventory and to install signage around Link light rail stations to mitigate hide and ride parking impacts prior to the opening of the Link system and for a period of up to two years after the opening of the light rail line.

BUDGET IMPACT SUMMARY

Current Project Phase: Construction
Projected Completion Date: 2009

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project		
This Phase		
This Task	✓	Proposed action requires funding from surplus budget within the construction phase of the Initial Segment project.
Budget Amendment Required		

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required		
Funding required from other parties (other than what is in financial plan)		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

BUDGET and FINANCIAL PLAN DISCUSSION

The Adopted 2008 Lifetime Capital Budget for the Central Link Initial Segment is \$2.07 billion. The proposed action would authorize \$237,600 for a new construction line item. This would be funded from surplus budget in the Environmental Mitigation line item within the construction phase, which currently has an uncommitted budget balance of \$2,182,764. Approval of the proposed action would leave a remaining uncommitted budget balance of \$1,945,164 for Environmental Mitigation.

The proposed action is consistent with the current adopted budget, and is affordable within the agency's long-term financial plan and subarea financial capacity. The action will have no new revenue impact on Sound Transit.

BUDGET TABLE

Action Item: City of Seattle (Conduct a parking inventory and install signage around Link light rail stations to mitigate hide and ride parking impacts for the Central Link Initial Segment project)

(Year of Expenditure \$000)

Initial Segment	Adopted 2008 Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	193,274	169,774		169,774	23,500
Preliminary Engineering	33,310	33,310		33,310	(0)
Final Design	147,213	146,422		146,422	791
Right of Way	208,396	207,065		207,065	1,331
Construction	1,191,768	1,148,606	238	1,148,844	42,924
Construction Services	100,317	98,915		98,915	1,403
Third Party Agreements	63,414	63,393		63,393	22
Vehicles	132,307	131,799		131,799	508
Total Current Budget	2,070,000	1,999,284	238	1,999,522	70,478

Construction Phase Detail

SDOT Construction General	-	-	238	238	(238)
Environmental Mitigation C755	3,320	1,137		1,137	2,183
Other Construction	1,188,448	1,147,469		1,147,469	40,979
Total Phase	1,191,768	1,148,606	238	1,148,844	42,924

Contract Amount	Board Approvals to Date (F)	Current Approved Contract Value (G)	Proposed Action (H)	Proposed Total for Board Approval (I)	Proposed Contract Value (J)
Contract Amount	-	-	216	216	216
Contingency	-	-	22	22	22
Total Contract - Initial Segment	-	-	238	238	238
Percent Contingency	0%	0%	10%	10%	10%

(B) COMMITTED TO DATE amounts are from Agency WBS Report as of June 2008 + approved and pending board actions not recorded as of 6/30/08, or submitted after that date.

Budget Shortfall Task Level	\$Shortfall (K)	Potential Resources (L)	Source (M)
SDOT Construction General	238	2,183	Surplus budget from Environmental Mitigation C755 within the construction phase

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

The Central Link Final Environmental Impact Statement (November 1999) identified hide and ride parking around Link light rail stations as a potential impact. Hide and ride parking impacts refer to the potential for some light rail users to use unrestricted on-street parking in the neighborhoods to access light rail stations. The Link Initial Segment Record of Decision (ROD) identified the need to mitigate this potential impact through locally appropriate measures including new or expanded residential parking zones (RPZ's), hourly and day of week parking restrictions, parking meters, monitoring of use, enforcement, and public education campaigns.

During the community review process for the light rail stations, the neighborhoods strongly advocated that Sound Transit and the City of Seattle be proactive about potential parking impacts around stations. Specifically, they wanted parking controls in place prior to the opening of the stations, before problems occur. In response to the citizens' concerns, Sound Transit and

the City of Seattle signed a concurrence letter in 2003 detailing how the hide and ride mitigation identified in the ROD would be implemented. The obligations outlined in the 2003 concurrence letter included the following:

- Sound Transit is responsible for conducting a parking inventory ¼ mile from the seven Link stations in the City of Seattle, outside of downtown, prior to the start of Link operation.
- Based on the study results, Sound Transit and the City of Seattle will work with stakeholders in each station area to identify and implement parking controls prior to station opening, including parking meters, time-limit signs, passenger and truck load/unload zones, and residential parking zones (RPZs).
- The City of Seattle will monitor the parking controls for two years after the stations open and work with affected stakeholders to adjust the parking controls as necessary.
- Sound Transit is responsible for the initial installation costs for signage and other controls; and any expansion of the parking controls for two years after opening.
- Sound Transit is responsible for public education and marketing campaigns related to hide and ride parking and access to the stations.

This action would establish the amount that will be paid to the City of Seattle to conduct the parking inventory and to install signage parking controls around Link light rail stations to mitigate hide and ride parking impacts prior to the opening of the Link system and for a period of up to two years after the opening of the light rail line. The agreement between the parties includes a work program that covers the public outreach activities, parking inventory, the development of community parking control plans and the fabrication and installation of signage and other parking controls.

Analysis of Contracting Out vs. Performing In-House

The City of Seattle has staff within the Department of Transportation with extensive experience conducting parking inventories. The City of Seattle also has its own sign fabrication facility and dedicated crews for installing signs within the City right-of-way. Once installed, the signs and parking controls will be the property of the City of Seattle, and they will be responsible for all maintenance and up-keep.

Prior Board/Committee Actions

Motion/Resolution Number & Date	Summary of Action
R2003-20 10/23/03	A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority relating to the \$500 million full funding grant agreement with the Federal Transit Administration.
M2002-78 06/13/02	Authorized the Chief Executive Officer to submit an application for a Full Funding Grant Agreement to the Federal Transit Administration for the capital construction of the Initial Segment of the Central Link Light Rail.

CONSEQUENCES of DELAY

Link light rail is scheduled to open in eleven months from the date of this proposed action. A delay in approving this agreement could potentially impact the development and installation of parking controls beyond the start of light rail service.

PUBLIC INVOLVEMENT

Sound Transit has conducted extensive public outreach throughout the development of the light rail alignment and the identification of station locations. It was through this public outreach that the neighborhoods advocated for the installation of parking controls prior to the start of Link light rail service. Since early 2008, Sound Transit and the City of Seattle have been meeting with community groups in the Rainier Valley and Beacon Hill to discuss access to the Link stations and the up-coming parking inventory. The work plan that is part of the agreement between Sound Transit and the City of Seattle includes the details for continued public involvement during the development and implementation of the parking mitigation around the Link light rail stations.

ENVIRONMENTAL COMPLIANCE

JI 7/29/2008

LEGAL REVIEW

LA 8/14/08

SOUND TRANSIT

MOTION NO. M2008-86

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute an agreement with the City of Seattle to conduct a parking inventory and to install signage around Link light rail stations to mitigate parking impacts in the amount of \$216,000, with a 10% contingency of \$21,600, for a total authorized amount not to exceed \$237,600.

Background:

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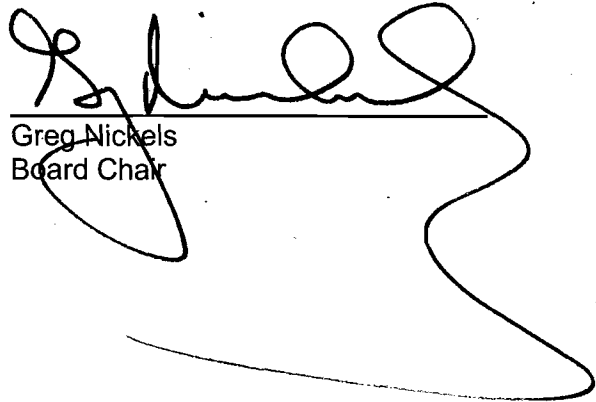
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Motion:


It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute an agreement with the City of Seattle to conduct a parking inventory and to install signage around Link light rail stations to mitigate parking impacts in the amount of \$216,000, with a 10% contingency of \$21,600, for a total authorized amount not to exceed \$237,600.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 11, 2008.



Greg Nickels
Board Chair

ATTEST:



Marcia Walker
Board Administrator