

RESOLUTION NO. R2018-35

Budget Transfer for the Downtown Seattle and Regional Mobility Improvements Project

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Board	09/27/2018	Final Action	Mike Harbour, Deputy Chief Executive Officer Wesley King, Central Corridor Operations Director

PROPOSED ACTION

Authorizes a budget phase transfer of \$55,893 within the Downtown Seattle and Regional Mobility Improvements project from the Third Party Agreements Phase to the Final Design Phase to fund the surveying, design, and engineering for the future removal of the decommissioned streetcar station at 5th Avenue and Jackson Street, Seattle, WA and restoration of the curb line.

KEY FEATURES SUMMARY

- Sound Transit is the lead agency for the removal of the decommissioned streetcar station at 5th Avenue and Jackson Street in Seattle under an April 2018 agreement with the City of Seattle and King County Metro to provide capital improvements for downtown Seattle.
- This action modifies phase level budgets to fund an on-call engineering contract with David Evans and Associates (DEA) to provide surveying, design, and engineering services needed to remove the streetcar station.
- This action would not change the project scope or total budget. A budget phase transfer is needed to shift \$55,893 from the Third Party Agreements phase to the Final Design Phase so that the funds can be used for the DEA contract. The amount remaining in the Third Party Agreements phase is expected to be sufficient for the remaining work. Previously, in an attempt to advance the project earlier in 2018, Sound Transit was targeting completing more of this effort in house.
- The on-call consultant contract with DEA is \$104,660, with a five percent contingency of \$5,233, for a total authorized contract of \$109,893, which is within the CEO's authority.
- If the budget phase transfer is approved by the Board, the surveying, design, and engineering work will be completed by late 2018 to allow removal of the decommissioned streetcar station by late 2018 or early 2019.

BACKGROUND

Seattle Department of Transportation (SDOT), the lead agency for the One Center City planning effort, and has been meeting with Sound Transit, King County Metro, 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, in the City of Seattle. The construction projects include 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 to develop a near-term action plan focusing on mobility through the greater Seattle downtown area. The plan will also include a 20-year vision effort to launch in the near future.

The Board approved Motion No. M2018-51 authorizing an agreement with the City of Seattle and King County Metro to provide capital improvements for downtown Seattle in April 2018. 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. The capital improvements also identified the removal of the decommissioned streetcar station at 5th Avenue and Jackson Street, Seattle, WA.

Funding for the capital elements of the Downtown Seattle and Regional Mobility Improvements program was included in the Adopted 2018 Budget. Sound Transit’s share of the capital improvements is \$10,000,000 and was approved in Motion No. M2018-51. 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.

FISCAL INFORMATION

There is no change to the project scope or total budget. This action transfers budget between phases in the Downtown Seattle and Regional Mobility Improvements project budget to fund the final design contract for on-call consulting services with David Evans and Associates. Budget transfer in the amount of \$55,893 is moved into the Final Design Phase from the Third Party Phase.

Downtown Seattle and Regional Mobility Improvements
(in thousands)

Project Phase	Annual Project Budget	
	Adopted 2018 Annual Project Budget	Revised 2018 Annual Project Budget
Agency Administration	\$56	\$56
Preliminary Engineering		
Final Design	54	110
Third Party Agreements	8,600	8,544
Right of Way		
Construction	360	360
Construction Services		
Vehicles		
Contingency		
Total	\$9,070	\$9,070

Notes:

For detailed project information, see page 115 of the 2018 Adopted Transit Improvement Plan

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one-month delay would not significantly impact the timing of this project.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No M2018-51: (1) Authorized 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) approved Downtown Seattle and Regional Mobility Improvements as the project name.

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 9/18/18

LEGAL REVIEW

AJP 9/21/18

RESOLUTION NO. R2018-35

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority authorizing a budget phase transfer of \$55,893 within the Downtown Seattle and Regional Mobility Improvements project from the Third Party Agreements Phase to the Final Design Phase to fund the surveying, design, and engineering for the future removal of the decommissioned streetcar station at 5th Avenue and Jackson Street, Seattle, WA and restoration of the curb line.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, on May 25, 2017, the Sound Transit Board approved Motion No. M2017-59 to ratify a two-year agreement with the City of Seattle Department of Transportation to share costs for 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; and

WHEREAS, on April 26, 2018, the Sound Transit Board approved Motion No. M2018-51 authorizing 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 the Downtown Seattle and Regional Mobility Improvements project, formerly known as the Downtown Seattle Transit Tunnel Mitigation project; and

WHEREAS, under the agreement with the City of Seattle and King County Metro to provide capital improvements for downtown Seattle, Sound Transit is the lead agency for the removal of a decommissioned streetcar station at 5th Avenue and Jackson Street in Seattle; and

WHEREAS, to remove the decommissioned streetcar station, Sound Transit needs to complete surveying, design, and engineering work which will be accomplished through an on-call engineering contract with David Evans and Associates (DEA); and

WHEREAS, additional Final Design phase budget is needed in order to fund the award of the engineering contract with DEA; and

WHEREAS, the Final Design phase budget will be amended by transferring funding from the Third Party Agreements Phase to the Final Design Phase; and

WHEREAS, the Sound Transit Board adopted the annual budget for the period between January 1 and December 31, 2018, and adopted the 2018 Transit Improvement Plan on December 21, 2017.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that a budget phase transfer of \$55,893 within the Downtown Seattle and Regional Mobility Improvements project from the Third Party Agreements Phase to the Final Design Phase are approved to fund the surveying, design, and engineering contract for the future removal of the decommissioned streetcar station at 5th Avenue and Jackson Street, Seattle, WA and restoration of the curb line.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 27, 2018.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator