

SUMMARY and FISCAL NOTE*

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** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

Legislation Title:

AN ORDINANCE relating to the Seattle Monorail, authorizing the Director of the Seattle Center Department to execute a second amendment to the easement agreement with Westlake Center, LLC previously authorized by Ordinance 113272; providing additional easement area for improvement and expansion of the Monorail station platform; granting rights to install and maintain ticket kiosks and commercial and informational signage; and ratifying and confirming certain prior acts.

Summary and background of the Legislation:

The legislation authorizes amendment of the 1987 Monorail Operating and Easement Agreement with Westlake Center, LLC to allow expansion of the easement area and improvements to the Westlake Monorail Station platform designed to address the increased patron use expected with the summer/fall 2021 opening of the new Seattle Arena at Seattle Center. This easement was contemplated in the Amended and Restated Monorail Concession Agreement authorized by Ordinance 125942 in the fall of 2019.

This legislation authorizes execution of the Second Addendum and Amendment to Monorail Operating and Easement Agreement by and between Westlake Center, LLC And the City of Seattle which amends the 1987 agreement with Westlake Center LLC. The original agreement addressed construction, maintenance, use and operation of the monorail track and platform and associated easements at Westlake Center.

The recently executed Amended and Restated Monorail System Concession Agreement addressed the terms and conditions related to implementation of One Regional Card for All (“ORCA”) smartcard as a form of fare payment on the Monorail. The agreement also requires the Monorail Concessionaire, Seattle Monorail Services, to make privately funded improvements to the Westlake Monorail platform to improve the station capacity, accessibility and connections to other transit systems. The improvements include enlarging the station area, adding signage, additional ticket kiosks, fare gates and increasing the platform capacity, allowing for quicker boarding times and reduced wait times.

The 1987 agreement is amended to provide easements for the increased platform area and signage and to increase the monthly fees to reflect the increased platform area. Capital expenses associated with the revisions and improvements, estimated at \$6.6 million will be paid by the Monorail Concessionaire and the amortized cost will be reimbursed by Monorail revenues over the remaining 14-year term of the concession agreement.

2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? Yes No

3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation amend the Adopted Budget? Yes No

Does the legislation have other financial impacts to The City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

The easement agreement includes an obligation to pay an additional \$38,000/year, adjusted annually by the CPI, for use, cleaning and maintenance of the additional space on the Westlake Monorail Station platform. This annual cost will be an expense of the Monorail Concessionaire and will be paid out of Monorail operating revenues. The estimated \$6.6 million of capital costs associated with renovation of the Monorail Station platform, and the direct costs associated with relocating an existing Westlake Center tenant out of the platform area, are also funded by the Monorail Concessionaire and the amortized costs will be reimbursed by Monorail revenues over the remaining 14-year Concession Agreement term.

Is there financial cost or other impacts of *not* implementing the legislation?

Yes. Expansion of the Westlake Station Monorail platform is one of the efforts the City is undertaking to mitigate the impacts of increased traffic due to construction of the Seattle Arena and the arrival of NHL hockey at Seattle Center. Patrons will be encouraged to use the Monorail as an effective way to either connect to Sound Transit and other mass transit at Westlake Center or to park downtown and ride to Seattle Center. Expansion of the platform and improvements to the station will help the Monorail achieve its peak base ridership volume of six thousand passengers per hour in each direction of travel. If the easement is not approved, the size of the platform area will not be increased.

4. OTHER IMPLICATIONS

a. Does this legislation affect any departments besides the originating department?

No

b. Is a public hearing required for this legislation?

No

c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?

No

d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?

No.

e. Does this legislation affect a piece of property?

Yes, a map is included in Attachment 1 to the Ordinance.

f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities? What is the Language Access plan for any communications to the public?

This legislation increases the space available for use of the Monorail for everyone, ensures pedestrian access between the Monorail station and Westlake Center, and is not expected to negatively impact vulnerable or historically disadvantaged communities. No additional communications to the public are anticipated because of expansion of the Monorail platform area.

g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)?

Not applicable.

List attachments/exhibits below:

Not applicable.