PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA
ACTION ITEM

Item No. 5c

Date of Meeting September 10, 2013

DATE: August 29, 2013

TO: Tay Yoshitani, Chief Executive Officer

FROM: Mike Ehl, Director, Airport Operations
George England, Program Leader, Aviation Project Management

SUBJECT: Long-Term Cell Phone Lot Construction; (CIP #C800324)

Amount of This Request: $1,420,000

Source of Funds: Airport Development Fund

Est. Total Project Cost: $2,521,000

Est. State and Local Taxes: $99,000

Est. Jobs Created: 15

ACTION REQUESTED

Request Commission authorization for the Chief Executive Officer to (1) proceed with construction of the Long-Term Cell Phone Lot at the Seattle-Tacoma International Airport; (2) use Port Construction Services crews to self-perform the construction; (3) advertise for bids and award a major public works project-specific unit price contract for asphalt and striping; and (4) execute interlocal agreements with the City of SeaTac for the design, installation, and operation of a temporary traffic control signal on South 170th Street for an authorization of $1,420,000. The total estimated project cost is $2,521,000.

SYNOPSIS

The Airport's existing cell phone waiting lot will be displaced by construction of new hardstand facilities. Therefore, a new cell phone lot is proposed at a location on the south side of S. 170th St. and east of the North Airport Expressway (NAE) (Attachment A). A cell phone lot provides travelers a safe and convenient parking area while waiting to pick up passengers. It supplements terminal curbside capacity, minimizes parking on the shoulders of the NAE, and reduces congestion on our Airport drives. The project also provides for an amenity that travelers expect, and provides better customer service. The location of the new cell phone lot requires traffic control using a roundabout to be constructed to facilitate ingress and egress from the lot and to mitigate traffic impacts along S. 170th St., the majority of which is City of SeaTac right-of-way.

Design of the cell phone lot and roundabout was authorized by the Commission in December 2012 and is currently in progress. At the time of authorization, construction of both the lot and the roundabout was to be one major works project and the size of the lot was for 150 parking stalls. Construction was expected to be completed in March 2014, shortly after the then-expected closure of the existing cell phone lot in January. It was subsequently determined that

additional time would be required to design and permit the roundabout and this would delay the awarding of a construction contract and delay completion of the cell phone lot and roundabout to the fall of 2014. This would have resulted in no cell lot service for approximately eight months based on the then-expected closure of the existing cell phone lot in January 2014. Due to safety concerns with not having a cell lot, the planned approach and schedule is now being revised where design and construction of the cell phone lot will proceed separately from the roundabout. Construction is expected to begin this fall and be completed by April 2014. This is about the time the existing cell phone lot is now expected to be displaced and out of service. In addition to the schedule change, based on recent use of the cell lot exceeding capacity, staff determined the number of stalls be increased to 200.

The objective of revising the original plan and schedule was to minimize the time, if any, between the existing lot being displaced and completion of the new lot. Design and permit acquisition for the S. 170th St. roundabout is currently in progress with construction expected during the summer of 2014. Constructing and opening the new lot prior to completing the roundabout requires that a temporary signal be installed within City of SeaTac right-of-way on S. 170th St. for traffic control. This temporary signal is required during the period when the new cell lot becomes operational and the roundabout is completed. To economically expedite the design and installation of a temporary signal, the Port will need to execute an interlocal agreement with the City of SeaTac to design, install, and operate the signal.

The original total project budget was estimated to be $1,768,000, which included an estimated construction cost of $1,148,000. The increased capacity of the lot, increased excavation, asphalt, lighting and striping, the need for a temporary signal on S. 170th St., and increased soft costs has increased the estimated budget by $753,000 bringing the total project cost to $2,521,000.

This request is for $1,420,000 for construction and associated construction management and other soft costs for the cell phone lot and temporary signal. Port Construction Services will construct the project using Port crews, a major public works project-specific unit price contract for asphalt and striping, and a small works project-specific unit price contract for electrical.

Staff will return to Commission in the future for authorization to construct the roundabout.

BACKGROUND

There is a shortage of hardstand space for parking passenger and cargo aircraft that remain overnight at the Airport. To increase remain-overnight (RON) space, the vacant United States Postal Service Air Mail Center (AMC) and associated parking lot is being demolished and reconstructed for hardstands. Currently the Airport's cell phone waiting lot uses a portion of the parking lot in front of and adjacent to the AMC and must be replaced.

Aviation Operations recommends that a new replacement cell phone waiting lot be created at the site of the former Radisson Hotel, located immediately south of S. 170th St. (see Attachment A for the locations of the existing and proposed cell phone lots). The proposed project will

demolish the existing asphalt pavement; re-grade, re-pave, and stripe the lot; install new lighting; and revise the stormwater system.

Access revisions to S. 170th St. will also be required to support the new cell phone waiting lot. Four traffic control alternatives were analyzed: 1) no-action, 2) two-way stop control, 3) signalized intersection, and 4) two-lane roundabout. Staff utilized the industry standard microsimulation tool VISSIM to understand intersection and roadway performance under each alternative. In both the no-action and two-way stop control alternatives, the intersection did not meet basic opertational standards to support the new cell lot location. Although the signal and roundabout were more viable than the no-action and two-way stop alternatives, the roundabout out-performed the signal in key performance measures such as delay, queuing, and travel time. Roundabouts are traditionally thought to be less costly to maintain and comparable in cost due to expensive signalization contollers and required roadway rechannelization. Consequently, staff recommend a roundabout at the terminus of the ramp from the southbound NAE to S. 170th St. be constructed to manage traffic along S. 170th St.

Over the past decade, two significant developments led airports to develop cell phone waiting lots: the September 11th events and the ubiquity of cellular phones. Following 9/11, a shift in air traveler behavior occurred throughout the United States. Primarily due to new checkpoint restrictions, passengers and their parties were no longer inclined to meet in the terminal and utilize short-term parking. With the aid of cellular phones, friends and families can contact their arriving parties as they debark the aircraft and time their trip accordingly. The result is an increased demand for curbside parking and curbside congestion, or at the very least, a location to wait for their arriving party and a decrease in meeting passengers in the terminal. Without a cell phone lot, meeters and greeters either utilize curbside parking spaces or innovate on the fly, often parking on local streets or the shoulders of the NAE creating an unsafe condition.

As described in the memorandum requesting project design authorization, staff performed a demand analyis and proposed a new cell phone lot with a 150-stall capacity. With recent demand exceeding capacity more frequently, a larger lot is now proposed at 200 parking stalls to provide better customer service into the future.

The project will be funded via the Airport Development Fund. However, staff held discussions with the City of SeaTac regarding the potential use of parking tax funds for the proposed roundabout in the S. 170th Street right-of-way. Per an interlocal agreement (ILA) between the Port and the City signed in February 2006, 36.9% of parking tax funds collected by the City over the 10-year term of the agreement are committed to a negotiated list of Port priority transportation improvement projects. The City has committed up to $1,000,000 of parking tax funds for the roundabout project. However, the proposed roundabout to provide safe and efficient access to the cell phone lot and to mitigate impacts to traffic on S. 170th Street are currently not included in the ILA. The ILA provides a mechanism for amending the list of projects eligable for parking tax funds. Therefore, a request for Commission authorization to amend the ILA is forthcoming.

The project manager will work with the Office of Social Responsibility (OSR) to determine small business participation opportunities, in accordance with the Small Business Resolution No. 3618.

PROJECT JUSTIFICATION AND DETAILS

The total proposed project, including the cell phone lot and traffic roundabout, is justified based on the following reasons:

- A cell phone waiting lot is an expected Airport-provided service to travelers.
- Without a cell phone waiting lot, some pick-up vehicles will wait for extended periods at the terminal curbside or along roadway shoulders resulting in congestion and safety problems.
- The existing cell phone waiting lot will be eliminated by construction of new facilities.
- A cost effective site is available on the south side of S. 170th St. for a new cell phone lot.
- The traffic control roundabout will mitigate increased traffic along S. 170th St. caused by the new cell phone lot.

Project Objectives

The cell phone lot and traffic roundabout will contribute to achievement of the Airport's business plan strategy to become one of the top ten customer service airports by 2015.

Scope of Work

The new lot will be located at the site of the former Radisson Hotel parking lot. The entrance for the new lot will be located on the south side of S. 170th St. and vehicle ingress/egress will be facilitated by a roundabout. The lot will have the capacity of up to 200 vehicles.

Project work will include:

- Demolition of existing asphalt pavement.
- Site grading, paving, and striping.
- Installation of lot lighting.
- Installation of a stormwater system for the lot.
- Landscaping.
- Wireless antennas to support access to Port of Seattle wi-fi services.

Schedule

- Cell phone lot design completion: September 2013
- Cell phone lot construction completion: April 2014
- Roundabout design completion: March 2014
- Roundabout construction completion: October 2014

FINANCIAL IMPLICATIONS

Budget/Authorization Summary	Capital	Expense	Total Project
Original Budget	$1,768,000	$0	$1,768,000

Budge Increase	753,000	$0	753,000
Budget re-categorization	-$1,086,000	$1,086,000	
Revised Budget	1,435,000	$1,086,000	2,521,000
Previous Authorizations	$215,000	$193,000	$408,000
Current request for authorization	$1,170,000	$250,000	$1,420,000
Total Authorizations, including this request	$1,385,000	$443,000	$1,828,000
Remaining budget to be authorized	$50,000	$643,000	$693,000
Total Estimated Project Cost	$1,435,000	$1,086,000	$2,521,000

The expense costs include a temporary signal and the construction of a roundabout. These assets will be owned by the City of SeaTac, and will thus be accounted for as public expense.

Project Cost Breakdown	This Request	Total Project
Construction	$1,284,000	$1,783,000
Construction Management	$80,000	$135,000
Design	$0	$217,000
Project Management	$0	$126,000
Other Soft Costs	$0	$161,000
State & Local Taxes (estimated)	$56,000	$99,000
Total	$1,420,000	$2,521,000

Budget Status and Source of Funds

This project, CIP #C800324, was included in the 2013-2017 capital budget and plan of finance as a business plan prospective project with a budget of $1,452,000. Upon completion of the notebook, the budget was increased to $1,768,000. The revised budget, with the cost increases described above, totals $2,521,000, of which $1,435,000 will be capital. The funding sources will include up to $1,000,000 from the City of SeaTac from parking tax funds. The remaining costs will be funded with the Airport Development Fund.

Financial Analysis and Summary

CIP Category	Renewal / Enhancement
Project Type	Infrastructure Upgrades
Risk adjusted discount rate	N/A
Key risk factors	Delays during the design, permitting, or construction phase could cause the project completion date to extend beyond the closing date of the existing cell phone lot, thus there could be a period when no cell phone lot facility is available to customers.
Project cost for analysis	$1,521,000 (excludes $1 million from City of SeaTac)
Business Unit (BU)	Roadway (cost split between aeronautical and non-aeronautical business units)
Effect on business performance	No revenue is generated by the existing cell phone lot and no revenue will be generated directly by the proposed lot. Approximately half of the costs of roadway projects are charged to the airline rate base.
IRR/NPV	N/A
CPE Impact	Less than $.01 increase.

Lifecycle Cost and Savings

The project's lifecycle cost includes the initial capital cost plus future on-going operation and maintenance costs estimated to be $24,000 per year (in year 2012 dollars).

STRATEGIES AND OBJECTIVES

This project aligns with the Port's Century Agenda objective of meeting the region's air transportation needs at Sea-Tac Airport for the next 25 years.

This project also supports the Airport's strategy of becoming one of the top customer service airports in the world.

TRIPLE BOTTOM LINE

The project supports economic development by investing in a new long-term cell phone parking lot to serve the public's transportation needs at the Airport. Environmental sustainability principles will be employed where practicable and consistent with Port policy. Also, procedures set forth in the Port's Small Contractors and Suppliers Program will be used when applicable in the project contracting process in coordination with the Office of Social Responsibility.

Environmental Responsibility

This project will decrease emissions from vehicles accessing the Airport by providing a place for vehicles to park and wait rather than circulating on the Airport drives. It will also provide the opportunity to apply sustainability principles, including:

- Low impact development stormwater management.
- Present an opportunity to provide a sign that educates cell lot users on the infiltration bioswales and rain gardens being used.
- Posting of "No Idling" signs for air quality.
- Asphalt recycling.
- Energy efficient site lighting.

Community Benefits

The cell phone lot along with the traffic roundabout will provide an overall improvement to the S. 170th St. corridor for airline passenger vehicles and other vehicles moving through the area.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

Alternative 1) – Do not authorize construction of the cell phone lot. The existing cell phone lot is expected to be out of service in approximately April 2014. Therefore, after that date there would be no cell phone lot available. As a result, it is anticipated that vehicles waiting to pick up passengers would use the Airport expressway or other areas for temporary parking. This would cause congestion, create unsafe conditions, and be illegal in some cases. This is not the recommended alternative.

Alternative 2) – Construct the cell phone lot and roundabout together under single major public works contract. This would likely result in there being a period of uncertain duration when there is no cell phone lot available to customers after the existing cell phone lot is out of service in approximately April 2014. Similar to Alternative 1, it is anticipated that vehicles waiting to pick up passengers would use the Airport expressway or other areas for temporary parking. This is not the recommended alternative.

Alternative 3) – Authorize construction of the cell phone lot, construction of the temporary traffic signal, and authorize the Chief Executive Officer to execute an interlocal agreement with the City of SeaTac for construction and operation of the temporary signal. This will result in a new cell phone lot becoming available at approximately the time the existing lot goes out of service, thus increasing the probability that continuous service will be maintained. **This is the recommended alternative.**

ATTACHMENTS TO THIS REQUEST

- Attachment A – Existing and Proposed Cell Phone Waiting Lot Locations

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

- December 11, 2012 – Authorization for design of the cell phone lot and traffic roundabout in the amount of $408,000.