

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA
ACTION ITEM

Item No. 4e
Date of Meeting June 28, 2016

DATE: June 2016
TO: Ted Fick, Chief Executive Officer
FROM: Bob Duffner, Senior Manager, Aviation Environment & Sustainability
SUBJECT: Auburn Wetland Mitigation Site Enhancements (CIP #C800760)

Amount of This Request:	\$720,000	Source of Funds:	Airport Development Fund
Est. Total Project Cost:	\$720,000		
Est. State and Local Taxes:	\$26,000		

ACTION REQUESTED

Request Commission authorization for the Chief Executive Officer to construct the Auburn wetland mitigation site enhancements in an amount not to exceed \$720,000, including removing internal maintenance roads; planting remaining road corridors with native trees and shrubs; and constructing a chain link fence to secure the site perimeter. (CIP #800760).

SYNOPSIS

Commission authorization is requested to improve the Auburn wetland mitigation site in compliance with environmental permits for the 1997 Master Plan Update and Third Runway construction. This project will remove up to 6,171 feet of temporary roads and paths at the mitigation site and install up to 5,000 mitigation plantings in the road removal corridors. The project also improves site security by installing approximately 5,650 feet of chain-link security fence around the site perimeter. Under the recommended alternative, this project will be completed using a combination of Port Construction Services (PCS) for the road removal work; an Inter-local Agreement (ILA) with Washington Conservation Corps (WCC) to install plantings; and a small works contract to construct chain-link fencing around the site perimeter.

This action will complete the final mitigation construction requirements related to the Third Runway and helps prevent vandalism of the site. The project provides an opportunity for workplace development through the utilization of the WCC.

BACKGROUND

The Port obtained a Clean Water Act Section 404 permit and associated Section 401 water quality certification (Permit #1996-04-02325 (Amended-2)) for the 1997 Master Plan Update projects. These permits required compensatory mitigation for filling approximately 18.5 acres of wetlands and relocating approximately 1,200 feet of Miller Creek. The Auburn wetland

COMMISSION AGENDA

Ted Fick, Chief Executive Officer

June 20, 2016

Page 2 of 6

mitigation site was constructed in 2006 as part of the overall mitigation requirements. The 401/404 permit incorporates by reference a Natural Resource Mitigation Plan (NRMP) detailing required mitigation actions, which included post-construction performance monitoring and routine maintenance. NRMP Section 7.4.5.2 requires the Port to remove temporary roads and paths at the Auburn wetland mitigation site five years after construction if the site has achieved relevant performance standards for two and three consecutive years, respectively. In 2015 (post-construction monitoring year 7), the site met performance standards for the third consecutive monitoring year, obliging the Port to remove both the temporary roads and paths.

In addition, the NRMP explicitly disallows human use of the mitigation site in order to prevent impairment of site ecological functions. NRMP Section 7.3.3.3 required the Port to construct a perimeter chain link fence along the north and west site perimeter and a barb-wire fence along the south and east perimeter to “clearly mark the mitigation boundary and protect the mitigation site from intrusion and damage by people and domestic animals.” The Port did not construct a chain-link fence along the site’s west perimeter, instead installing a barbed-wire fence. In the intervening time, a developer constructed a new subdivision adjoining the site’s southern boundary, including a section of trail within 10 feet of plantings along the mitigation site boundary. Since the subdevelopment was completed, the barbed-wire fence has been cut and the site is being accessed for purposes that include building encampments, vandalism, and dumping. Residents have also reported the use of dirt bikes in the site. This ongoing human access and damage has required the Port Environmental and Maintenance staff and the City of Auburn police department to respond as once a month to the site.

Aviation Environment & Sustainability staff previously sponsored a similar project at the Vacca Farm mitigation site to re-amend soil and install additional plantings in underperforming areas. As is proposed in the recommended alternative, PCS conducted the soil work while Aviation Environment & Sustainability staff directed the Washington Conservation Corps planting effort. The proposed Auburn site enhancements have the additional component of constructing a security fence, which had been installed at the Vacca Farm site during original construction.

PROJECT JUSTIFICATION AND DETAILS

A Clean Water Act Section 401/404 permit was required for projects constructed pursuant to the 1997 Master Plan Update, and the Port is required to meet all permit conditions therein, including ongoing post-construction monitoring and maintenance at natural resource mitigation sites. Administrators from the Washington Department of Ecology and the US Army Corps have submitted correspondence confirming the agencies’ expectations that the Port remove internal roads and secure the site in 2016 in accordance with Section 7.4.5.2 of the Port’s NRMP.

Operationally, Port Properties and Environmental departments are expending time and resources to address ongoing trespassing issues at the Auburn mitigation site, including receiving and responding to ongoing citizen complaints, coordinating with Auburn police, making monthly site visits to identify new encampments and dumping, and coordinating with Port maintenance to remove and dispose of encampment debris and other illegal dumping.

COMMISSION AGENDA

Ted Fick, Chief Executive Officer

June 20, 2016

Page 3 of 6

Removing internal roads and constructing an exclusionary fence will allow the Port to comply with its natural resource permits and reduce long-term maintenance costs by preventing damage to the site from human use. Port maintenance crews and ecologists are required to conduct site monitoring and maintenance. The new fence will reduce these existing and ongoing costs by limiting the needs for monthly site walks, maintenance activities to remove illegal dumping, and active coordination with the City of Auburn.

This project does not require major design documents for implementation. The work can be accomplished effectively by PCS and the WCC under the direction of Port environmental staff, which would comply with permitting agencies request for an ecologist to have direct supervision of the road removal and planting in the sensitive ecological areas.

Estimated project effort will require approximately 5,000 man-hours. Utilization of existing ILA with Washington Conservation Corps will provide a cost-effective means to complete mitigation planting while also providing workforce development through job and leadership training for recent college graduates. Staff estimated that use of the Washington Conservation Corps ILA to install plantings will reduce planting costs approximately 25 percent compared to traditionally procured landscaping services.

Project Objectives

Comply with conditions of the Clean Water Act 401/404 permits for the 1997 Master Plan Update projects including the Third Runway by removing temporary roads and paths as well as constructing a chain-link fence to improve site security at the Auburn wetland mitigation site.

Scope of Work

The scope of work entails the following items:

- Remove temporary roads and paths
 - Remove road fill (3-inch layer of crushed gravel) and underlying geotextile fabric for 2,676 feet of roads and 3,495 feet of paths.
 - Dispose geotextile fabric and fill;
- Install mitigation plantings in road removal corridors
 - Till and decompact existing amended soil underlying the road fabric;
 - Mulch and plant road corridors consistent with original site design (2,100 shrubs/acre and 280 trees/acre, or approximately 5,000 plants).
- Install perimeter fence
 - Remove up to 6,171 feet of existing barb-wire fence
 - Install 5,650 feet of chain-link fence along the east, west, and south site perimeters;
 - Hydroseed fence corridor

COMMISSION AGENDA

Ted Fick, Chief Executive Officer

June 20, 2016

Page 4 of 6

Schedule

The project schedule is as follows:

Complete Small Work Fencing Procurement	August 2016
Complete Road Removal	September 2016
Complete Fence Construction.....	October 2016
Complete Plant Installation.....	November 2016
Project Close-out.....	December 2016

FINANCIAL IMPLICATIONS

Budget/Authorization Summary

	Capital	Expense	Total Project
Original Budget	\$720,000	\$0	\$720,000
Previous Authorizations	\$0	\$0	\$0
Current request for authorization	\$720,000	\$0	\$720,000
Total Authorizations, including this request	\$720,000	\$0	\$720,000
Remaining budget to be authorized	\$0	\$0	\$0
Total Estimated Project Cost	\$720,000	\$0	\$720,000

Project Cost Breakdown

	This Request	Total Project
Construction	\$649,000	\$624,000
Construction Management	\$46,000	\$46,000
Design	\$0	\$0
Project Management	\$0	\$0
Permitting	\$1,000	\$1,000
State & Local Taxes (estimated)	\$24,000	\$24,000
Total	\$720,000	\$720,000

Budget Status and Source of Funds

The Auburn Wetland Mitigation Site Enhancements (CIP #C800760) are included in the 2016-2020 capital budget and plan of finance with a budget of \$720,000. The funding source would be the Airport Development Fund (ADF).

COMMISSION AGENDA

Ted Fick, Chief Executive Officer

June 20, 2016

Page 5 of 6

Financial Analysis and Summary

CIP Category	Renewal/Replacement
Project Type	Renewal/Replacement
Risk adjusted discount rate	N/A
Key risk factors	N/A
Project cost for analysis	\$720,000
Business Unit (BU)	Airfield movement area
Effect on business performance	Increase in NOI
IRR/NPV	N/A
CPE Impact	\$0.003

STRATEGIES AND OBJECTIVES

This project supports the Port's Century Agenda objective to the greenest, most energy-efficient port in North America. This project will ensure the Port meets or exceeds environmental permit conditions for the 1997 MPU improvement projects including the Third Runway by maintaining and protecting ecological functions at the Auburn mitigation site.

The proposed project will support the Port's strategy for social responsibility. Washington Conservation Corps provides workforce training and development while the small works contract provides an opportunity for small business participation.

ALTERNATIVES AND IMPLICATIONS CONSIDERED

1. Status Quo – Do not remove roads or construct security fence

Cost Estimate: \$25,000 to \$50,000 (annual costs for additional maintenance and security)

Pros:

- Not constructing project avoids project costs.

Cons:

- Not in compliance with environmental permit conditions. Failing to comply could result in the requirement for additional compensatory mitigation and increase the difficulty of obtaining environmental permits for future projects, including the potential for more restrictive permit conditions.
- Does not provide an opportunity for Small Business participation.
- Does not provide an opportunity for workforce development and job training.
- Does not reduce need for ongoing site security management and maintenance cost.

This is not the Recommended Alternative.

COMMISSION AGENDA

Ted Fick, Chief Executive Officer

June 20, 2016

Page 6 of 6

2. Procure Major Works contract to perform all work

Cost Estimate: \$1,444,000

Pros:

- Complies with permit conditions for the Auburn mitigation site and maintains a good-faith working relationship with environmental permitting authorities.
- Provides opportunity for Small Business participation for all scope of work elements (road removal, planting and fence installation).
- Reduces need for ongoing site security management and maintenance cost.

Cons:

- More costly than the Recommended Alternative.
- Does not provide workforce development and job training.

This is not the Recommended Alternative.

3. Integrated procurement using PCS for road removal; existing WCC ILA to install plantings; and a Small Works contract to construct the fencing

Cost Estimate: \$720,000

Pros:

- Complies with permit conditions for the Auburn mitigation site and maintains a good-faith working relationship with environmental permitting authorities.
- Approximately half the cost of a Major Works contract (Alternative 2).
- Provides opportunity for Small Business Participation through the Small Works contract for fencing.
- Using the WCC ILA promotes the Port Century Agenda by providing workforce development and job training.
- Reduces need for ongoing site security management.

Cons:

- Does not provide opportunity for Small Business Participation for road removal and planting.

This is the recommended alternative.

ATTACHMENTS TO THIS REQUEST

- Site photos

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

- None