

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA

Item No. 6e

Date of Meeting June 2, 2009

DATE: May 14, 2009

TO: Tay Yoshitani, Chief Executive Officer

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

SUBJECT: Advertise for construction bids, award the contract, and construct the 4th floor walkway within the terminal parking garage to provide access to the Sound Transit Airport Station.

ACTION REQUESTED:

Request authorization for the Chief Executive Officer to advertise for bids, execute, and award construction contracts and pre-purchase of materials and equipment; allow Port Construction Services to advertise for Small Works construction contracts; and amend, execute, and award outside professional services agreements for engineering and construction management; for the 4th floor walkway within the terminal parking garage as part of the 4th Floor Improvements Project for an additional \$2,014,000 bringing the total project authorization to \$8,991,000.

SYNOPSIS:

The Port is committed to constructing a walkway as part of a pedestrian connection through the 4th floor of the parking garage for light rail passengers to travel between the Terminal and Link Light Rail Station by the end of December prior to Light Rail operations to the Airport.

PROJECT DESCRIPTION AND JUSTIFICATION:

The 4th floor walkway is part of the 4th Floor Improvements Project in the garage to construct a dedicated, safe, and aesthetically pleasing pedestrian connection between the Terminal and the Airport Link Light Rail Station. This project is a required element of the Port's commitment under the terms of the Memorandum of Agreement with Sound Transit to ensure that light rail operations begin to the Airport by the end of 2009.

Previously the Port Commission authorized \$6,977,000 for the 4th Floor Improvements projects, which included \$6,611,000 for the pedestrian bridge from the Sound Transit Station to the garage and \$366,000 for 100% design of the walkway within the garage. Now that the walkway has

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been scoped and designed, it is necessary to increase the authorization to include bidding and construction of the walkway.

Project Statement

Provide a pedestrian connection between Sound Transit's Airport Link Light Rail Station and the Airport Terminal to coincide with the beginning of light rail operations by end of December 2009 for \$2,380,000.

Project Objectives:

Create a dedicated, safe, and aesthetically pleasing corridor through the parking garage for passengers traveling between the Terminal and the Airport Link Light Rail Station.

- Provide facilities and supporting infrastructure that are compatible with future Airport development and light rail transit implementation.
- Minimize impacts to Airport operations during construction.
- Minimize the Port's capital investment and operational and maintenance costs.
- Minimize the impacts to other Port and Sound Transit capital improvement projects.

PROJECT SCOPE OF WORK AND SCHEDULE:

Scope of Work:

The project consists of constructing a raised walkway, panelized barriers separating vehicles from passengers, lighting improvements, wayfinding and signage and safety and security components. The walkway is approximately 560 feet of the 1200-foot pathway between the Airport Terminal and the Sound Transit Airport Station and is comparable to walking distances in the Airport from the end of the concourse to the Main Terminal.

The majority of the walkway scope will be bid and constructed as a major capital project. The panelized barrier material will be pre-purchased by the Port due to long lead times to order and receive the materials. Port Construction Services (PCS) will perform specialized portions of the construction as a small works project in order to meet the project deadline.

The Port previously evaluated options for a mechanized people mover as part of the pedestrian connection but decided against including it as part of the current 4th floor walkway project. The key factors in this decision were: 1) structural and height issues and costs for the mechanized people-mover option, 2) the impact of the future planned expansion of the garage on the

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pedestrian connection improvements, and 3) comparable walking distances in the Terminal that do not have mechanized people-movers.

Schedule:

- Design completion: June 18, 2009
- Bid and award: June 19 to July 31, 2009
- Construction and commissioning: August 3 to end of December 2009
- Punch list and Closeout: February 28, 2010

STRATEGIC OBJECTIVES:

This project supports the Port's strategy to "Be a Catalyst for Regional Transportation Solutions."

FINANCIAL ANALYSIS:

Capital Budget/Authorization Summary:

	<u>Bridge</u>	<u>Walkway</u>	<u>Total Project</u>
Original Budget	\$2,743,000	\$1,657,000	\$4,400,000
Previous Budget Adjustments	<u>\$1,597,000</u>	<u>(\$1,597,000)</u>	<u>\$0</u>
Budget Increase	<u>\$2,271,000</u>	<u>\$2,320,000</u>	<u>\$4,591,000</u>
Revised Budget	\$6,611,000	\$2,380,000	\$8,991,000
Previous authorizations	\$6,611,000	\$366,000	\$6,977,000
Current Request for Authorization	<u>\$ 0</u>	<u>\$2,014,000</u>	<u>\$2,014,000</u>
Total Authorization, including this Request	\$6,611,000	\$2,380,000	\$8,991,000
Remaining Budget to be Authorized	\$0	\$0	\$0

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Project Cost Breakdown

	<u>Current Request</u>	<u>All Requests</u>
	<u>Walkway</u>	<u>Total Project</u>
Construction costs	\$1,508,000	\$4,347,000
Sales tax	\$143,000	\$187,000
Outside professional services	\$318,000	\$1,497,000
Other	<u>\$45,000</u>	<u>\$946,000</u>
Total	\$2,014,000	\$8,991,000

Source of Funds

The 4th Floor Improvement project (#C800036) was included in the 2009-2013 Capital Improvement Program and plan of finance as a committed project with a budget of \$8,991,000 and is planned to be funded by the Airport Development Fund or existing Aviation revenue bonds.

Financial Analysis

CIP Category:	Regional Transportation
Project Type:	Airport Access
Risk adjusted Discount Rate:	Not relevant to decision
Key Risk Factors:	Not relevant to decision
Project Cost (for analysis):	\$8,991,000
Business Unit:	Operations, Landside - Ground Transportation
Effect on Business Performance:	Ground Transportation is typically a cost recovery business unit; however, these costs will not be recovered through per trip fees. The depreciation costs will result in a negative NOI of approximately \$650,000 beginning in 2010.
IRR/NPV:	Not relevant to the decision
CPE Impact:	None

The estimated duration that the pedestrian bridge and walkway will be in operation is greater than eight years. Even though they are considered interim facilities, the above analysis assumed the full asset life since expansion of the Main Garage is not currently a committed project. In addition, there are multiple other options to provide additional parking in the future without garage expansion.

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SUSTAINABILITY AND LIFE CYCLE COSTS:

The design of the pedestrian bridge and the pedestrian walkway include sustainability as part of the design development process with a goal to minimize the total cost of ownership for the project.

The Port and Sound Transit are jointly developing an Operations Memorandum of Agreement (MOA) that will accurately estimate the O&M costs including daily janitorial services, utilities and supplies and assign responsibility between both agencies for the walkway, pedestrian bridge and other light rail associated facilities. Port O&M costs will be included when this MOA is authorized and within the 2010 Operating Budget.

ALTERNATIVES CONSIDERED AND THEIR IMPLICATIONS:

Do-Nothing – Under this alternative, the Port does not undertake any improvements to provide a walkway as part of a pedestrian connection between the Airport Link Light Rail Station and the Airport Terminal. This would create a situation where Sound Transit riders would have to walk through the active vehicle traffic areas of the parking garage. The result would be a poor level of customer service and a less safe pathway for riders. The Port would not meet its commitment to provide this connection as outlined in the Commissions agreement with Sound Transit and the Airport Link Light Rail Station project would not function as planned. This is not the recommended alternative.

Implement a walkway with a mechanized people mover – Under this alternative, the pedestrian walkway would be constructed along the exterior of the north face of the Main Garage and would include a mechanized people mover. This alternative more than doubles the estimated cost of the project and future operating costs. Secondly, this alternative would conflict with any potential future planned expansion of the Main Garage. An analysis of the ridership forecasts and walking distance indicates that a mechanized people-mover is not justified at this time. The distance between the Station and the Terminal will be similar to walking distances within the Terminal. This is not the recommended alternative.

Implement a walkway – Under this alternative a walkway would be constructed along the interior north face of the 4th floor of the Main Garage. This would result in a direct pedestrian connection between the Airport Terminal and the Airport Link Light Rail Station and would satisfy the Port's commitment to Sound Transit. This alternative minimizes the investment in the pedestrian connection and allows an estimated 8-10 years or more of use prior to any potential changes that may affect the pedestrian walkway and bridge locations. This is the recommended alternative.

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TRIPLE BOTTOM LINE:

The completion of the Airport Link Light Rail Station project will continue to support the positive long-term economic impacts of the Airport, and provide a community benefit through the addition of high capacity transit to the Airport.

BACKGROUND:

On December 20, 2004, the Port entered into an agreement with Sound Transit to extend the light rail transit system to the Airport by 2009. This committed the Port to complete several major capital projects and Sound Transit to complete the Airport Link Light Rail Station project. The agreement specified that the Port was responsible for the cost of the pedestrian connections from the Station to the Airport Terminal.

In order to meet the December 2009 deadline for light rail to become operational to the Airport, Sound Transit and the Port developed an integrated schedule and contract packaging strategy in 2005 and have been working together since then. On April 11, 2006, the Port entered into an Interlocal Agreement with Sound Transit documenting this integrated approach and a number of real property, financial, and construction arrangements. Both parties agreed the Port would design and construct the pedestrian walkway under a separate construction contract.

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS:

Previous Commission funding actions on CIP 800036 4th Floor Improvements Project include: On February 14, 2006, the Commission authorized \$800,000 for the design of the pedestrian connection and the construction of the foundations for the pedestrian bridge between the Station and the Main Garage.

On April 11, 2006, the Commission passed Resolution 3559, which authorized the Chief Executive Officer to execute an Interlocal Agreement with Sound Transit to establish the real property, financial and construction arrangements for the construction of the Airport Link Project.

On August 22, 2006, the Commission authorized an additional \$3,600,000 for a total of \$4,400,000 for the design and construction of the pedestrian bridge between the Station and the Main Garage.

On September 23, 2008, the Commission authorized: transfer of \$4,591,000 Non-aeronautical budget, \$366,000 to complete 100% design of the 4th floor walkway and \$2,271,000 to advertise, open, and evaluate bids for the pedestrian bridge as part of the 4th Floor Improvements Project bring the total authorization to \$6,977,000.