

**PORT OF SEATTLE**  
**MEMORANDUM**

**COMMISSION AGENDA**

**Item No.** 6a

**Date of Meeting** July 28, 2009

**DATE:** May 28, 2009

**TO:** Tay Yoshitani, Chief Executive Officer

**FROM:** Elizabeth Leavitt, Manager, Aviation Environmental Department  
Robert F. Riley, Director, Aviation Capital Improvement Program

**SUBJECT:** Miller Creek Relocation Revisions and 160th Street Culvert Removal, Third Runway Environmental Mitigation at Seattle-Tacoma International Airport.

**ACTION REQUESTED**

Request authorization for the Chief Executive Officer to prepare the design for the Miller Creek Relocation Revisions and 160th Street Culvert Removal, Third Runway Environmental Mitigation at Seattle-Tacoma International Airport including procuring and executing service agreements with consultants to perform design and construction support services and prepare contract documents.

**SYNOPSIS**

This memorandum requests authorization for design and associated Port staff costs for the Miller Creek Relocation Revisions and 160th Street Culvert Removal project which is part of the overall environmental mitigation for the Third Runway. This project is required by regulatory agencies and will provide compensation for mitigation functions not provided by the original Miller Creek Relocation project that was completed in September 2004. The Commission previously authorized the budget for these projects. This authorization request will not increase the budget for the Third Runway project and will not increase the airport's forecasted cost per enplanement.

**BACKGROUND**

Major construction of the Miller Creek Relocation project was completed in September 2004. During the September 2004 to August 2006 period, landscaping and other minor construction were completed. In December 2006, an "as-built" report was submitted to the US Army Corps of Engineers (Corps), Washington Department of Ecology (Ecology) and Washington Department of Fish and Wildlife (Fish and Wildlife). Agency "as-built" mitigation approval is a requirement of the §404 and §401 environmental permits for the Third Runway.

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The Miller Creek Relocation was to be designed in a manner that maintained stream velocities throughout the year such that the creek would provide cutthroat trout spawning habitat. Upon completion of the project, it was determined that actual elevation grades were not sufficient to maintain the desired minimum velocity.

Although the spawning habitat function was not provided, Port studies have shown that the new channel does provide winter rearing habitat for cutthroat trout and coho. The agencies recognized the importance of winter rearing habitat in the Miller Creek system, but required compensatory measures be provided to make up for low velocities and associated lack of spawning habitat. After extensive discussions with Port staff, the agencies agreed that removal of a box culvert under 160<sup>th</sup> Street would compensate for the spawning habitat function not provided by the relocated channel. The 160<sup>th</sup> Street box culvert is located on Airport property approximately 2,000 feet downstream of the relocated channel and currently limits fish migration.

In addition to the 160<sup>th</sup> Street box culvert, the agencies have required the Port to modify the relocated channel by the addition of gravel on the sides of the creek to improve stream flow characteristics and water quality.

The Commission fully authorized the Third Runway project which included the scopes of work for the Miller Creek relocation and environmental mitigation requirements of the §404 and §401 environmental permits for the Third Runway. The Third Runway was opened on November 20, 2008.

### **PROJECT DESCRIPTION/SCOPE OF WORK**

#### ***Project Statement:***

Remove the 160<sup>th</sup> Street Box Culvert as compensation for the inability of the Miller Creek Relocation Channel to meet a minimum velocity requirement and add gravel to the relocated channel to improve stream flow characteristics and water quality.

#### ***Project Objectives:***

Complete compensatory mitigation associated with the Miller Creek Relocation project to fulfill permit obligations for the Third Runway.

#### ***Scope of Work:***

- Remove the concrete box culvert and the 160<sup>th</sup> Street bridge
- Restore the Miller Creek channel in the culvert/bridge removal area
- Enhance the relocated section of Miller Creek with additional gravel and woody vegetation

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- Remove riprap from the Miller Creek channel
- Relocate the existing 160<sup>th</sup> Street Air Operations Area (AOA) gate to 157<sup>th</sup> Street and provide for emergency vehicle access into the AOA.

## **STRATEGIC OBJECTIVES**

This request supports the Port's Strategic Objective to Exhibit Environmental Stewardship by meeting required environmental mitigation obligations.

## **FINANCIAL IMPLICATIONS**

### **Budget/Authorization Summary**

Original Budget	\$587,362,000
Budget additions	<u>\$541,594,000</u>
Total Budget	1,128,956,000
Returned Savings	-\$115,000,000
<b>Revised Budget</b>	<b>\$1,013,956,000</b>
Previous authorizations	\$1,128,956,000
Current request for authorization	\$0
<b>Total authorizations, including this request</b>	<b>\$1,128,956,000</b>
<b>Remaining budget to be authorized</b>	<b>\$0</b>

## **PROJECT COST BREAKDOWN**

Construction costs	\$1,112,000
Sales tax	\$106,000
Outside professional services	\$150,000
Aviation Project Management and other soft costs	\$184,000
Total	\$1,552,000

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### **SOURCE OF FUNDS**

This project is included in the 2009-13 capital budget and plan of finance within the Third Runway program. The funding source will be existing bond proceeds. These estimated costs will not cause the total projected costs to exceed the revised budget, and will not affect cost per enplanement (CPE) as these projects were already included in the CPE forecast.

### **ECONOMIC IMPACTS**

The Runway project will have generated an estimated 900 jobs over the life of the construction. The Runway indirectly supports the passenger and cargo airline industry and related businesses in the region.

### **ENVIRONMENTAL SUSTAINABILITY/COMMUNITY BENEFITS**

As a condition of the permits the overall project includes the restoration of 119 acres of land in the Miller Creek and Des Moines Creek basins to pre-developed conditions and construction of 68 acres of wetland habitat in Auburn. This action allows for the completion of the mitigation required under the permit.

### **TRIPLE BOTTOM LINE SUMMARY**

This action advances the Runway project, which was developed in an environmentally responsible way and overall is a vital regional transportation facility that supports economic growth in many ways.

### **PROJECT SCHEDULE**

- Complete Design: 4<sup>th</sup> Quarter 2009
- Start Construction: 2<sup>nd</sup> Quarter 2010
- In-use Date: 4<sup>th</sup> Quarter 2010
- Project Completion date: 4<sup>th</sup> Quarter 2010

### **PREVIOUS COMMISSION ACTION**

On August 1, 1996, the Commission adopted Port Resolution No. 3212, as Amended, approving the Master Plan Update for Airport, including development of a new dependent air carrier runway, and authorizing initial development work for the Runway project.

On May 27, 1997, the Commission authorized \$587,362,000 for completion of the Runway project to be completed by 2004.

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On June 22, 1999, the Commission authorized an additional \$186,000,000, increasing the total authorization to \$773,362,000. At that time, it was estimated permitting would be finalized by December 1999 and the Runway project would be complete by fall 2006.

On June 24, 2003, the Commission was briefed on additional costs from delays, permit conditions, market conditions, scope of project, and FAA requirements. At that time, the Runway project was scheduled to be completed at the end of 2008.

On October 11, 2005, the Commission authorized an additional \$125,000,000 increasing the total authorization to \$898,362,000.

On September 26, 2006, the Commission authorized an additional \$219,594,000 increasing the total authorization to \$1,128,956,000.

On April 21, 2009, the Commission authorized advertisement and construction for the Lora Lake Demolition, Des Moines Nursery Mitigation and Third Runway Stormwater Pond Projects.