

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

**COMMISSION AGENDA**

**Item No.** 6d

**Date of Meeting** January 12, 2010

**DATE:** December 28, 2009

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

**FROM:** Michael Ehl, Director, Airport Operations  
Wayne Grotheer, Director, Aviation Capital Improvement Program

**SUBJECT:** Request to advertise for construction bids for the 2010 Airfield Improvement Projects – Contract 2 at Seattle-Tacoma International Airport (STIA) CIP 100172.

**REQUEST:** Request authority for the Chief Executive Officer to advertise and award a construction contract for the 2010 Airfield Improvement Projects – Contract 2, consisting of Third Runway Environmental Mitigation including Miller Creek Relocation Revisions and Restoration, 160<sup>th</sup> Street Bridge/Culvert Removal; and Third Runway Permanent Stormwater Detention Facility at (STIA).

**AMOUNT OF REQUEST:** \$0

**SOURCE OF FUNDS:** Passenger Facility Charges (PFCs) and existing bond proceeds.

**SYNOPSIS:**

This authorization will allow construction bids to be obtained for the scope of work under the overall Third Runway Project. Although the runway is operational, certain projects nearby the runway must be accomplished as required by permits and before the overall project can be completed and closed out. No additional budget is being requested. Sufficient budget for this work within the runway project has already been authorized by the Commission. This project will not increase the Airport's forecasted cost per enplanement. The value of the project is estimated to be \$6,625,000.

**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, add gravel to the relocated channel to improve stream flow characteristics and water quality, and complete the conversion of construction stormwater ponds to permanent stormwater detention facilities as required by the permit conditions associated with the Third Runway.

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

Meet the permit conditions required and complete compensatory mitigation associated with the Miller Creek Relocation for the Third Runway.

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

This authorization is for the advertisement and award of the following scopes of work that are generally indicated on the map labeled Attachment A:

- Removal of the concrete box culvert and the 160<sup>th</sup> Street bridge
- Restoration of the Miller Creek channel in the culvert/bridge removal area
- Enhancement of the relocated section of Miller Creek with additional gravel and woody vegetation
- Removal of riprap from the Miller Creek channel
- Relocation of 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.
- Conversion and Modifications of the Construction Stormwater Ponds and stormwater basins SDS6/7
- Restoration of sidewalk adjacent to Pond M along 154<sup>th</sup> Street

## **STRATEGIC OBJECTIVES**

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

## **ALTERNATIVES CONSIDERED/RECOMMENDED ACTION**

- A. Do not proceed to perform the work. This would violate conditions of the permits that allowed the Third Runway to be constructed. Not performing the work would invite fines, degrade relations with Federal and State agencies and diminish the environmental stewardship activities that the local communities and Port desire. This is not the recommended alternative.
- B. Proceed to perform the work required by Federal permit conditions. This is the recommended alternative.

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## **FINANCIAL IMPLICATIONS**

### **Budget/Authorization Summary**

Original Budget	\$587,362,000
Budget additions	\$541,594,000
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	\$5,000,000
Sales tax	\$475,000
Outside professional services	\$150,000
Aviation Project Management and other soft costs	\$1,000,000
Total	\$6,625,000

## **SOURCE OF FUNDS**

This project is included in the 2009-14 capital budget and plan of finance within the Third Runway program (CIP C100172). The funding source will be a combination of Passenger Facility Charges (PFCs) and 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 Third 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.

An estimated 30 different jobs of varying crafts with an approximate average duration of 3 months will be employed on-site to complete the construction contract.

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## **ENVIRONMENTAL SUSTAINABILITY/COMMUNITY BENEFITS**

As a condition of the permits issued for the Runway project, rigorous environmental standards for the quality of the fill material, construction stormwater treatment and air quality were established. In addition the overall permit 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 construction of the mitigation required under the permit. The mitigation sites require 15 years of maintenance and monitoring. Should issues arise adaptive management techniques or solutions will be used to correct future performance issues.

## **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: 1<sup>St</sup> Quarter 2010
- 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

## **BACKGROUND**

On July 28, 2009, the Commission authorized the design for Miller Creek Relocation Revisions, 160th Street Culvert Removal, and Third Runway Environmental Mitigation at Seattle-Tacoma International Airport as required by regulatory agencies to provide compensation for mitigation functions not provided by the original Miller Creek Relocation Project that was completed in September 2004.

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 and the conversion of construction stormwater ponds to permanent stormwater detention facilities for the Third Runway. The Third Runway was opened on November 20, 2008.

## **OTHER DOCUMENTS ASSOCIATED WITH THIS REQUEST:**

ATTACHMENT A: 2010 Airfield Improvement Projects Contract 2.

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### **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.

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 the advertisement for construction bids for the Lora Lake Demolition, Des Moines Nursery Mitigation and the Third Runway Stormwater Pond Projects.

On July 28, 2009, the Commission authorized design for Miller Creek Relocation Revisions, 160<sup>th</sup> Street Culvert Removal, and Third Runway Environmental Mitigation at Seattle-Tacoma International Airport.