PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA **Item No.** 6c

Date of Meeting April 27, 2010

DATE: April 9, 2010

TO: Tay Yoshitani, Chief Executive Officer

FROM: Elizabeth Leavitt, Director, Aviation Planning and Environmental
Tom Hooper, Planner, Aviation Planning

SUBJECT: Roadways Planning and Preliminary Design Services ID/IQ for Seattle-Tacoma International Airport (Airport).

This Request: $600,000 **Source of Funds:** Airport Development Fund

ACTION REQUESTED:

Request Port Commission authorization for the Chief Executive Officer to execute a professional services Indefinite Delivery/Indefinite Quantity (ID/IQ) contract for roadways planning and preliminary design services totaling $600,000 for one (1) year with the option to extend for up to two (2) additional years. Work will be released through service directives as needed for a total not to exceed $600,000.

SYNOPSIS:

The ID/IQ Consultant will be selected through a competitive solicitation process and will assist the Port in defining future roadways to 15% design in the area from the Airport terminal drives to the intersection of S. 188th Street and 28th Avenue S. (known as the future South Airport Expressway). This area is the same area where Sound Transit plans to extend their Light Rail project. As a result it is necessary for the Port to initiate planning and preliminary design to reserve necessary corridors for Port roadways. Final design of future Port roadways would not occur for several years. That final design effort is not within this ID/IQ scope of work; therefore to ensure equity in competition if the competition occurs within 3 years after closeout of the IDIQ contract, any consultants and subconsultants who successfully compete to perform the work of this project will not be eligible to compete for the future follow-on final design.

The South Airport Expressway conceptual roadways are co-located with the planned extension of Light Rail Transit (LRT) in the area shown in Exhibit A – Study Area. Sound Transit is in the process of procuring consultant services to assist their staff with 30% design of the LRT alignment from the Airport station to S. 200th Street. Further definition of the future South Airport Expressway is needed to facilitate Sound Transit's design effort and to identify Airport roadway elements to be included as part of the LRT design. Planning and preliminary design of the South Airport Expressway will ensure that long-term airport facilities are compatible with the

near-term LRT construction. This coordination effort will also involve survey work to determine the precise location of utilities and structures to inform the roadways and LRT design.

This request continues a decade long beneficial cooperation between Sound Transit and the Airport where the agencies have worked collaboratively to optimize funds for the public good. Staff is currently negotiating a Terms Sheet with Sound Transit that will define Sound Transit's financial participation in the roadways design portion of the IDIQ contract and Port services in support of the roadways and LRT design. Staff anticipates that scope items directly related to airport planning work to be completed prior to LRT design will be Port expense and that a portion of the costs associated with the roadways design will be reimbursed to the Port by Sound Transit.

The South Airport Expressway Roadways Planning and Preliminary Design project is not included in the 2010-2014 capital budget and plan of finance. This is an unforeseen project because it was not known at the time the budget was prepared that Sound Transit would decide to extend Light Rail to South 200th Street. While the Port's portion of work was not specifically budgeted in the 2010 operating budget, an Airport wide contingency was budgeted and approved by the Commission to accommodate unforeseen items like this request. The funding source for the scope of work is the Airport Development Fund.

BACKGROUND:

For over a decade the Airport future development plan has envisioned an access route to the airport for users driving from the south. An estimated 30% of airport traffic originates from the south; however those vehicles drive farther to enter the Airport from the north via I-5 and I-518 to reach the Airport expressway. As regional growth occurs, it is important to maintain a good level of service on roadways entering the airport to avoid congestion, and reduce travel time and vehicle emissions. It is also important to preserve the opportunity for a future south access route to the Airport.

The only future route for vehicles accessing the Airport from the south follows a very narrow corridor between the current airport drives and south 188th Street. This narrow corridor must accommodate both the future roadway facilities and the near-term Sound Transit LRT alignment. The LRT will be built first in the next few years, and design for it will be underway in the latter half of this year. In order for the narrow corridor to accommodate both the LRT and the opportunity for a southern access to the Airport, both must be planned simultaneously and designed in concert with each other. Therefore, it is necessary to retain a planning and design team to plan for the airport's needs and coordinate with the Sound Transit LRT alignment designers.

PROJECT DESCRIPTION/SCOPE OF WORK:

Project Statement:

This project will determine the access and capacity needs of existing and future airport facilities in the study area and will revise the current conceptual roadways plan in support of a coordinated design effort between the Port and Sound Transit. The project will culminate in 15% roadways design and will facilitate 30% design of LRT facilities co-located in the study area. 15% design of the South Airport Expressway will inform the column placement and alignment of the LRT extension and identify roadway elements to be included in the LRT design.

Prior to coordinating design efforts with the Sound Transit consultant design team and staff, the Port Consultant will work with the Port to validate and refine the current plan for future roadways in the study area. Roadways planning will require traffic analysis that considers access and capacity needs for existing and future facilities. The Consultant will determine access and development requirements for potential future facilities at a site currently occupied by the South Ground Transport Lot (South GT Lot) within the study area. In addition to potential future facilities on the South GT Lot site, the future roadways design will need to consider access to and from the airfield in the area of the existing airfield access and the Delta Airlines Cargo building. The layout of future roadways will also need to accommodate local access at the intersection of S. 188th Street and 28th Avenue S. and a South Access roadway that connects to the future extension of SR 509 to I-5.

The consultant will provide all required professional services for the South Airport Expressway Roadways Planning and Preliminary Design contract on an ID/IQ basis throughout the term of this Agreement. The specific scope of work to be accomplished for each phase of the project will be identified in service directives which will include a schedule and cost of services to be provided by the Consultant.

Project Objectives:

- Facilitate the design of Sound Transit's LRT extension to S. 200th Street
- Ensure that future airport access and capacity requirements can be accommodated and are compatible with the near-term LRT construction
- Identify roadway elements to be included in the LRT design

Scope of Work:

The South Airport Expressway Roadways Planning and Preliminary Design will include the following elements:

- Traffic Analysis – Demand/supply analysis, not to include computer simulation
- Future Facilities Requirements – Determine development footprint, access points and assumptions regarding vehicle types and volumes accessing future facilities in the study area

- Conceptual Roadways Planning – Develop roadways layout in consideration of alternative LRT alignments and future facility needs
- Geotechnical Analysis - Concurrent with planning work described above - involves review of existing documentation and assessment of proposed improvements, not to include additional geotechnical borings.
- 15% Roadways Design – Roadway alignment plans & profiles, grading plan, channelization and intersection plans, traffic barrier plan, non-motorized access plan, bridge wall layout plans, major utility relocation or protection measures, drainage concept plan, landscape concept plan, preliminary illumination plan, preliminary signage plan to include sign structure locations, work-zone traffic control strategy including phasing, sequencing plan that demonstrates constructability, design decision summary, design documentation, design deviation from applicable standards, sight distance analysis, vertical and horizontal clearance analysis

STRATEGIC OBJECTIVES:

This project supports the Port's strategy to "Be a Catalyst for Regional Transportation Solutions" with the key objective of "Ensure long-term effective access to airport and seaport facilities."

This project also supports the Port's strategy to "Ensure Airport Vitality" and to "Exhibit Environmental Stewardship through our Actions."

The project ensures Airport vitality by providing enhanced capacity and efficiency to the public transit and roadways system. The project exhibits environmental stewardship by reducing emissions through capacity enhancements.

FINANCIAL IMPLICATIONS:

The total estimated cost for services will not exceed $600,000. The contract will have a not-to-exceed dollar threshold. No work is guaranteed to the consultant, and the Port is not obligated to pay the consultant until a service directive is executed.

Source of Funds

The South Airport Expressway Roadways Planning and Preliminary Design project is not included in the 2010-2014 capital budget and plan of finance. While the Port's portion of work was not specifically budgeted in the 2010 operating budget, an Airport wide contingency was budgeted and approved by the Commission to accommodate unforeseen items like this request. The funding source for the scope of work is the Airport Development Fund. The portion of the costs associated with the roadways design that will be reimbursed by Sound Transit will be determined through negotiation of a Terms Sheet prior to work being released to the Consultant in service directives.

Financial Analysis Summary

The coordination of the Port's South Access roadways with the extension of LRT to S. 200th Street will identify improvements that need to be built in contracts administered by Sound Transit or accommodated in future improvements. This coordination effort should allow for the future roadways and the planned LRT extension to be built efficiently by both agencies. The scope of the interface between the roadway and LRT will be identified as part of the planning study and design efforts, and should result in future cost avoidance.

The effect on business performance for the expenditures is neutral since the Airport contingency was anticipated in the 2010 budget.

ECONOMIC IMPACTS:

The extension of light rail to South 200th Street benefits the region by providing more extensive LRT and commute options. The Port will benefit indirectly from the continued development of the LRT system that provides more accessibility to the airport for both patrons and employees.

ENVIRONMENTAL SUSTAINABILITY/COMMUNITY BENEFITS:

Roadways planning and preliminary design of the South Airport Expressway will facilitate the extension of LRT alignment from the airport station to S. 200th Street which will potentially add capacity to the public transit system; incentivizing a mode shift from private occupancy vehicles and thereby reducing fuel consumption and air emissions. The future roadways will also enable the efficient movement of vehicles and provide a connection to the planned extension of SR 509 to I-5 which will further reduce air emissions.

TRIPLE BOTTOM LINE SUMMARY:

This request facilitiates the expansion of public transit LRT and therefore benefits the local community and the environment. In addition it reserves an alignment for a future roadway that could shorten travel distance and lessen exhaust emissions to benefit the region and travelers alike. It is an example of two governmental agencies working together in a cost effective and coordinated manner for the greater public good.

PROJECT SCHEDULE:

The following is a list of key milestone dates for the South Airport Expressway Roadways Planning and Preliminary Design.

Roadways Planning & Design Procurement	May-June 2010
Roadways Planning Complete	September 2010
15% Roadways Design & 30% LRT Design Complete	January 2011

ALTERNATIVES CONSIDERED/RECOMMENDED ACTION:

Alternative 1: Port ID/IQ procurrement for roadways planning and preliminary design services – This option would allow Port staff to provide direct oversite to the planning and roadways design to ensure that future airport facility access and capacity requirements can be effectively accommodated in a design that is compatible with the near-term LRT construction. The ID/IQ procurement method will allow the Port to define and release work in service directives. While the type of work required and the goals of the project are known, the flexibility provided by the ID/IQ process is needed because specific tasks and associated levels of effort will depend on the results of planning work to be performed in the early stages of analysis. ***This is the recommended alternative.***

Alternative 2: Port Planning/Sound Transit Roadway design – This option would have the Port acquire consultant services for only the planning aspects. The Sound Transit consultant design team, with Port staff input, would develop the roadways design and evaluate elements to be constructed in conjunction with the LRT. As in Alternative 1, the roadways design would be developed concurrently with the LRT design, but the consultant team would be hired Sound Transit. Under this option, the Port would have greater reliance upon Sound Transit for insuring facilities meet the long-term objectives of the Port and would potentially have less direct influence over the roadays design. ***This is not the recommended alternative.***

Alternative 3: Do nothing – Under this option, the LRT design would progress without further roadways planning and design. This would put the Port at risk of not being able to provide additional roadway capacity and access to airport facilities in the future, or could make future projects more costly. ***This is not the recommended alternative.***

PREVIOUS COMMISSION ACTION:

No previous Commission actions have been taken on this project.

ATTACHMENTS:

Exhibit A – Study Area