

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION. NO. R2005-16

Airport Link Project Identification and Related Budget Amendments

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	07/07/05	Discussion/Possible Action to Recommend Board Approval Action	Ahmad Fazel, Link Director	(206) 398-5389
Board	07/14/05		Martin Schachenmayr, Link Project Manager	(206) 398-5162

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)		Select Project to be Constructed	✓
		Budget Amendment	✓

PROPOSED ACTION

Selects the Airport Link alignment and station locations between Tukwila International Boulevard Station and South 200th Street; selects the portion of Airport Link from the Tukwila International Boulevard Station to Sea-Tac Airport to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009; increases the lifetime Adopted 2005 Budget for Airport Link in an amount of \$225 million for an amended lifetime project budget of \$243.6 million; increases the annual Adopted 2005 Budget for Airport Link in an amount of \$11,241,859 for an amended annual 2005 project budget of \$19,592,054; and for planning purposes, reduces the minimum debt service coverage ratio for the South King County subarea to 1.15x for the Airport Link Finance Plan.

KEY FEATURES OF PROPOSED ACTION

- The proposed Airport Link route would extend the adopted alignment for the Initial Segment from South 154th Street to South 200th Street. The route would continue south from the Tukwila International Boulevard station on an elevated structure, cross above SR-518, transition to grade north of the South 160th Street bridge, and continue south in the median of the North Airport Expressway. The alignment would cross above South 170th Street and continue on an elevated structure to a light rail station at the main terminal of Sea-Tac International Airport (the Airport) and a kiss-and-ride facility located on the east side of International Boulevard in the City of SeaTac. South of the Airport station, the alignment would continue on an elevated structure along the west side of International Boulevard, turn southwest to cross South 188th Street, and continue elevated along the east side of 28th Avenue South to a station and park-and-ride at South 200th Street.
- The portion of Airport Link proposed to be constructed and operated under this resolution would extend the Central Link Light Rail Project Initial Segment from Tukwila International Boulevard Station to the light rail station at the main terminal of the Airport and the kiss-and-ride facility on the east side of International Boulevard.

- The 1.7-mile light rail extension proposed to be constructed between Tukwila International Boulevard Station and the Airport will be fully integrated into the Initial Segment operations and is planned to be completed by the end of 2009.
- Pursuant to the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA), Sound Transit, the Port of Seattle, and the Federal Transit Administration issued the Airport Link Environmental Assessment/SEPA Addendum (EA) on May 26, 2005. The EA is an update to the Central Link Final Environmental Impact Statement (EIS) issued in November 1999 and the Tukwila Freeway Route Supplemental EIS issued in November 2001 and discusses the environmental effects of extending light rail from the Tukwila International Boulevard Station in Tukwila to the Airport and to South 200th Street in the City of SeaTac.
- A public hearing and open house was held on June 15, 2005 at SeaTac City Hall. Formal public testimony was taken and staff was available to answer questions about the project. The 30-day comment period for the EA ended on June 27, 2005. Copies of the comments received and a comment summary are attached. The FTA is expected to issue a Record of Decision on the project from the Tukwila International Boulevard Station to Sea-Tac International Airport and to South 200th Street in the City of SeaTac in August or September 2005.
- Preliminary engineering for Airport Link between Tukwila International Boulevard and the station at the Airport is currently underway. Final design will be authorized to commence after publication of the Record of Decision.

BUDGET IMPACT SUMMARY

Project Name: Airport Link
 Current Project Phase: Preliminary Engineering
 Projected Completion Date: December 2009

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project	✓	Requires transfer of uncommitted financial capacity within the South King County subarea
This Phase		
This Task		
Budget Amendment Required	✓	Requires amendment to the adopted 2005 Link capital budget for Airport Link

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required		
Funding required from other parties		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

BUDGET and FINANCIAL PLAN DISCUSSION

The proposed resolution would amend both the lifetime Adopted 2005 Budget and the annual Adopted 2005 Budget for Airport Link:

- The lifetime Adopted 2005 Budget would be amended to add \$225 million to complete final design, property acquisition, construction, and related project activities to extend light rail to the Airport. The current Airport Link lifetime budget is \$18.6 million. Should the Board adopt the proposed resolution, the amended 2005 lifetime budget for Airport Link would be \$243.6 million. Of this amount, a total of \$23,694,616 has been committed, including \$15,940,000 within the current lifetime budget of \$18.6 million and an additional \$7,754,616 for final design commitments previously authorized by the Sound Transit Board, pending adoption of the Airport Link budget amendment proposed under this resolution (per Board Motion Nos. M2005-37 and M2005-65). Adoption of this proposed resolution would leave a remaining uncommitted balance for Airport Link in the amount of \$219.9 million.
- The Adopted 2005 Budget for Airport Link would be amended to add \$11.24 million to fund project activities during the balance of 2005. The current annual Adopted 2005 Budget for Airport Link is \$8.35 million. Should the Board adopt the proposed resolution, the amended 2005 annual budget for Airport Link would be \$19.59 million.

The proposed action would increase the Board-adopted lifetime budget for both the Link Light Rail capital program and the South King County subarea by \$225 million. It has been determined that sufficient uncommitted financial capacity is available within the South King County subarea to fund this budget increase.

Elements of the Airport Link Finance plan include:

1. For planning purposes, the minimum debt service coverage ratio for any single year for South King County subarea is reduced from 1.3x to 1.15x.
2. The baseline financial plan will include a total of \$30 million of competitive federal grants for Airport Link.
3. The lifetime capital budget for the Star Lake Freeway Station/S 272nd (Project 131) is decreased by \$20.7 million, from \$24.8 million to \$4.1 million. The Star Lake Freeway Station will remain an active capital project in the agency's Adopted Budget. One million dollars will remain in the budget available for preliminary engineering and environmental documentation. The lifetime budget will be amended through the 2006 budget process.
4. Prior to January 1, 2009, with the provision of a completed funding plan by all funding partners for a Phase I viable Star Lake project, the Sound Transit Board commits to funding the transit access improvements up to a not to exceed amount of \$20.7 million.

Funding for the \$20.7 million will be provided, in order, by:

- a) Savings from the South King County Project Reserve for the Link Light Rail Initial Segment (Project 399) as permitted by the Federal Transit Administration;
 - b) Savings from South King County capital projects, including from the South King County light rail construction contracts;
 - c) Excess financial capacity from the South King Country subarea available through completion of the Star Lake project; and
 - d) Inter-subarea loan to be repaid, with interest at the rate of inflation, by the South King County subarea at the earliest possible date.
5. The lifetime South King County REX Capital Project Reserve is reduced by \$1.01 million. The lifetime budget will be amended through the 2006 budget process.

BUDGET TABLE

(Year of Expenditure \$000)

Airport Link Lifetime Budget Amendment

Airport Link	Adopted 2005 Lifetime Budget (A)	Proposed Action (B)	Proposed Amended 2005 Lifetime Budget (C)
1 Agency Administration	3,798	1,202	5,000
2 Preliminary Engineering	4,945	3,055	8,000
3 Final Design	4,228	9,272	13,500
4 Right of Way	2,200	20,800	23,000
5 Construction	-	158,000	158,000
6 Construction Services	2	10,498	10,500
7 Third Party Agreements	1,881	719	2,600
8 Vehicles	-	17,000	17,000
9 Contingency	1,546	4,454	6,000
10 Total Current Budget	18,600	225,000	243,600

Airport Link	Proposed Amended 2005 Budget (D)	Committed To Date (E)	Uncommitted (Shortfall) (F)
11 Agency Administration	5,000	3,167	1,833
12 Preliminary Engineering	8,000	7,082	918
13 Final Design	13,500	10,170	3,330
14 Right of Way	23,000	2,116	20,884
15 Construction	158,000	-	158,000
16 Construction Services	10,500	2	10,498
17 Third Party Agreements	2,600	1,159	1,441
18 Vehicles	17,000	-	17,000
19 Contingency	6,000	-	6,000
20 Total Current Budget	243,600	23,695	219,905

13(E) Final Design COMMITTED TO DATE includes \$6.69M civil and architectural design services (Board Motion B2005-37, approved 4/14/05) and \$1.06M systems engineering design services (Board Motion M2005-65, approved 5/16/05), which have been deferred until adoption of this proposed amendment to the Airport Link budget by the ST Board.

Airport Link 2005 Annual Budget Amendment

Airport Link	Adopted 2005 Annual Budget (G)	Proposed Action (H)	Proposed Amended 2005 Annual Budget (I)
21 Agency Administration	1,304	-	1,304
22 Preliminary Engineering	2,751	3,055	5,806
23 Final Design	3,213	1,287	4,500
24 Right of Way	137	4,000	4,137
25 Construction	-	-	-
26 Construction Services	-	-	-
27 Third Party Agreements	944	-	944
28 Vehicles	-	2,900	2,900
29 Contingency	-	-	-
30 Total Current Budget	8,350	11,242	19,592

M/W/DBE – SMALL BUSINESS PARTICIPATION

This section is not applicable for this resolution.

PROJECT DESCRIPTION and BACKGROUND FOR PROPOSED ACTION

On November 18, 1999, the Sound Transit Board adopted Resolution No. R99-34, which selected the alignment alternatives and profiles, station locations, and vehicle maintenance base site alternative to be built for the Central Link Light Rail line. Resolution No. R99-34 identified the SeaTac alignment from South 154th Street to South 200th Street in the City of SeaTac. In its action identifying the Initial Segment of Central Link on September 27, 2001, the Sound Transit Board directed the agency to work with the Port of Seattle and the Cities of SeaTac and Tukwila to extend the Initial Segment south beyond South 154th Street. This process led to the execution of term sheets between Sound Transit, the Port of Seattle (POS), and the City of SeaTac in December of 2004 that defined the proposed light rail project scope between the Tukwila International Boulevard Station and Sea-Tac Airport.

Sound Transit and the POS have collaborated to integrate the light rail extension to the Airport with the POS's planned capital improvements in the same corridor and have adopted a common project schedule that integrates the design and construction of Sound Transit's light rail facilities with the POS's capital projects. Sound Transit and the POS will deliver light rail and POS facilities through an integrated construction packaging plan, as summarized in the preliminary project implementation plan presented to the Sound Transit Board on February 10, 2005. Sound Transit and the POS agreed that achieving the schedule completion date of December 2009 is ambitious and will require consideration of innovative project delivery strategies.

The Airport Link route would extend the adopted alignment for the Initial Segment from South 154th Street (consistent with the subsequent adoption of the Tukwila Freeway Route alignment) to South 200th Street. The route would extend south from the elevated station at Tukwila International Boulevard and Southcenter Boulevard and would continue on an elevated structure, cross above SR-518, transition to grade north of the South 160th Street bridge, and continue south in the median of the North Airport Expressway. The alignment would cross above South 170th Street and continue on an elevated structure to an elevated light rail station just east of the Airport garage. A kiss-and-ride facility would be constructed on the east side of International Boulevard. South of the Airport station, the alignment would continue on an elevated structure along the west side of International Boulevard, turn southwest to cross South 188th Street, and continue elevated along the east side of 28th Avenue South to a station and park-and-ride at South 200th Street. The portion of Airport Link that is proposed to be constructed and operated by the end of 2009 would extend from the Tukwila International Boulevard Station to the Airport station and the kiss-and-ride facility.

The Airport Link project is part of the Central Link Light Rail Line defined in the Sound Move Plan approved by voters in 1996 and the Central Link Project adopted by the Sound Transit Board in November of 1999. The Board action was supported by the Central Link Light Rail Project Final Environmental Impact Statement (November 1999). The Record of Decision (ROD) issued early in 2000 for the Central Link Light Rail Line included the completion of the line through Sea-Tac Airport to South 200th Street in the City of SeaTac. Since that time, the Airport Link project scope has been modified from the alignment and station locations selected by the Board in November 1999. An Environmental Assessment (EA) under the National Environmental Policy Act (NEPA) has been prepared to address these modifications. This Environmental Assessment also serves as an Addendum under the State Environmental Policy Act (SEPA).

Prior Board/Committee Actions on this Project and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2005-65	Authorized the execution of a contract amendment with LTK Engineering Services to provide preliminary engineering services for the Airport Link preferred alternative and to provide final design services for the Airport Link project selected for construction in the amount of \$1,362,280 with a 5% contingency in the amount of \$68,114.	06/23/05
M2005-37	Authorized the execution of a sole source contract amendment with Hatch Mott MacDonald in the amount of \$9,077,591 and a 10 percent contingency in the amount of \$907,759 to provide preliminary engineering and architectural design services for the Airport Link preferred alternative and to provide final design services for the Airport Link project selected for construction.	04/14/05
M2001-126	Authorized implementation of a work plan to evaluate light rail alternatives to serve the airport by the year 2009.	11/29/01
R2001-16	Selected the Initial Segment of the Central Link Light Rail Project to be constructed and operated by 2009.	11/29/01
M2001-103	Identified the preferred Initial Segment to be constructed and operated for Central Link Light Rail and directed Sound Transit staff to work with the Port of Seattle and the Cities of SeaTac and Tukwila to extend the Initial Segment south beyond South 154th Street.	09/27/01
R99-34	Selected the alignment alternatives and profiles, station locations, and vehicle maintenance base site alternative to be built for the Central Link Light Rail line.	11/18/99

CONSEQUENCES of DELAY

Substantial delay in the Board's selection of the portion of Airport Link to construct could delay the publication of the Record of Decision and delay the completion of this light rail extension.

PUBLIC INVOLVEMENT

Public involvement has been conducted as required under the NEPA and SEPA processes and is described above relative to the June 15, 2005 public hearing. In addition, Sound Transit in conjunction with the Port of Seattle and City of SeaTac held a public meeting and open house on March 3, 2005 that was attended by over 80 members of the public. Both meetings were advertised in newspapers, press releases, and through mailing of approximately 10,000 postcards, or in the case of the March 3 meeting, newsletter invitations. Additional postcards and posters were distributed at key community locations. Information on Airport Link is available on the Sound Transit website and in the Link newsletter.

LEGAL REVIEW

6/24/05

SOUND TRANSIT

RESOLUTION NO. R2005-16

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the Airport Link alignment and station locations and selecting the portion of Airport Link to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009; increasing the Airport Link lifetime Adopted 2005 Budget; increasing the Airport Link annual Adopted 2005 Budget; and for planning purposes, reducing the minimum debt service coverage ratio for South King County subarea to 1.15x for the Airport Link Finance Plan.

WHEREAS, a Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, on November 5, 1996, at a general election held within the Central Puget Sound Regional Transit Authority district, the voters approved local funding for high capacity transit in the Central Puget Sound Region; and

WHEREAS, Airport Link is part of the Central Link Light Rail Project defined in Sound Move, the funding for which was approved by voters in 1996; and

WHEREAS, in conjunction with the identification of the Central Link Light Rail Project Initial Segment in September 2001, the Sound Transit Board directed the agency to work with the Port of Seattle and the Cities of SeaTac and Tukwila to explore options for extending the Initial Segment south beyond South 154th Street; and

WHEREAS, Sound Transit and the Port of Seattle have collaborated to integrate the light rail extension from the Tukwila International Boulevard Station to the main terminal of Sea-Tac Airport with the Port of Seattle's planned capital improvements in the same corridor; and

WHEREAS, Sound Transit, the Port of Seattle, and the City of SeaTac executed term sheets in December of 2004 that defined the proposed light rail transit scope between the Tukwila International Boulevard Station and Sea-Tac Airport; and

WHEREAS, the 1.7-mile light rail extension proposed to be constructed between the Tukwila International Boulevard Station and Sea-Tac Airport will be fully integrated into the Initial

Segment operations and is planned to be completed by the end of 2009; and

WHEREAS, pursuant to the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA), Sound Transit, the Port of Seattle and the Federal Transit Administration issued the Airport Link Environmental Assessment/SEPA Addendum (EA) on May 26, 2005; and

WHEREAS, the EA is an update to the Central Link Final Environmental Impact Statement (EIS) issued in November 1999 and the Tukwila Freeway Route Supplemental EIS issued in November 2001 and discusses the environmental effects of extending light rail from the Tukwila International Boulevard Station in Tukwila to Sea-Tac Airport and to South 200th Street in SeaTac; and

WHEREAS, the Federal Transit Administration is expected to issue a Record of Decision on Airport Link from the Tukwila International Boulevard Station in Tukwila to Sea-Tac Airport and to South 200th Street in August or September 2005 and final design will be authorized to commence after publication of the Record of Decision; and

WHEREAS, elements of the Airport Link finance plan include a reduction in the minimum debt service coverage ratio for any single year for the South King County subarea from 1.3x to 1.15x for planning purposes; \$30 million in competitive federal grants; transfer of \$20.7 million from the Star Lake Freeway Station/South 272nd project; and transfer of \$1.01 million from the South King County Regional Express Capital Project Reserve; and

WHEREAS, the Airport Link Finance Plan will transfer budget authority from the Star Lake Freeway Station/South 272nd project to Airport Link, Sound Transit commits to restore budget authority for the project in an amount not to exceed \$20.7 million, consistent with the Airport Link Resolution No. R2005-16 Staff Report; and

WHEREAS, the Adopted 2005 Budget includes lifetime and annual project budgets for Airport Link.


NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that Airport Link will extend from the Tukwila International Boulevard Station, cross above International Boulevard and SR 518 on an elevated guideway, continue at grade along the North Airport Expressway to approximately South 170th Street, continue on an elevated guideway to a light rail station at Sea-Tac Airport's main terminal and a kiss-and-ride facility located on the east side of International Boulevard in the City of SeaTac, will continue on an elevated structure along the west side of International Boulevard, turn southwest to cross South 188th Street, and continue elevated along the east side of 28th Avenue South to a station and park-and-ride at South 200th Street.

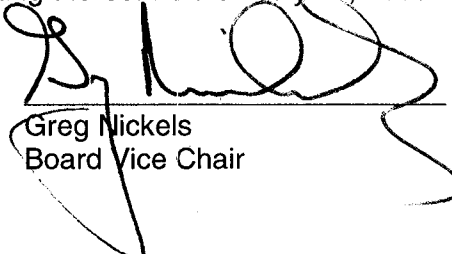
IT IS FURTHER RESOLVED that the portion of Airport Link to be constructed and operated as part of the Central Link Light Rail Project by the end of 2009 will extend from the Tukwila International Boulevard Station to a light rail station at Sea-Tac Airport's main terminal and a kiss-and-ride facility located in the City of SeaTac.

IT IS FURTHER RESOLVED that the lifetime Adopted 2005 Budget for Airport Link is amended to be \$243.6 million; the annual Adopted 2005 Budget for Airport Link is amended to be \$19,592,054; and for planning purposes, the minimum debt service coverage ratio for South King County subarea is reduced to 1.15x for the Airport Link finance plan.

ADOPTED by an affirmative vote of two-thirds of the membership of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 14, 2005.

ATTEST:


Marcia Walker
Board Administrator


Greg Nickels
Board Vice Chair


Central Puget Sound Regional Transit Authority

Certification of Resolution No. R2005-16

I, the undersigned, Board Administrator of the Central Puget Sound Regional Transit Authority (the "Authority"), do hereby certify as follows:

1. The attached copy of Resolution No. R2005-16 (the "Resolution") is a complete, true, and correct copy of a resolution duly adopted at a regular meeting of the Board of Directors of the Authority held at the regular meeting place thereof on July 14, 2005 and duly recorded in my office; and the Resolution is now in full force and effect; and
2. The meeting was convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of such meeting was given; a quorum of the Board was in attendance and a legally sufficient number of members of the Board voted in the proper manner for the adoption of the Resolution; all other requirements and proceedings incident to the proper adoption of the Resolution have been fulfilled, carried out and otherwise observed, and I am authorized to execute this certificate.

IN WITNESS WHEREOF, I have hereunto set my hand this 24th day of March, 2006.



Marcia Walker
Board Administrator

Exhibit A

Pingco Management LLC

Lots 1 and 2, Block 7613, The Tacoma Land Company's First Addition to Tacoma W.T. and that portion of Lot 3, Block 7613, The Tacoma Land Company's First Addition to Tacoma W.T. according to plat filed for record July 7, 1884 in the Office of the County Auditor, described as follows:
Beginning at the Northeast corner of said Lot 3, thence Southerly along the Easterly side of said Lot 3, a distance of 20.62 feet, thence through an angle to the right of 94°40'10", thence Westerly 75.18 feet, thence through an angle to the right of 02°42'04"; thence continue Westerly 55.53 feet to a point on the Westerly side of said Lot 3, thence Northerly along the Westerly side of said Lot 3 a distance of 7.30 feet to the Northwest corner thereof, thence Easterly along the Northerly line of said Lot 3, 130 feet to the point of beginning.

Situate in Pierce County, Washington.

Tax Parcel ID 2783010251 (Abbreviated Legal – Pierce Co Tax Records)

Section 24 Township 20 Range 02 Quarter 14 BURLINGTON NO TAC IND CTR # 1: BURLINGTON NO TAC IND CTR # 1: OF LOT 25 BURLINGTON NORTHERN TACOMA INDUSTRIAL CENTER #1 DESC AS FOLL BEG AT SE COR OF SD LOT 25 21 MIN 40 SEC W ALG S LI OF SD LOT 25 DIST OF 281.42 FT TH N 01 DEG 34 MIN 25 SEC E TO N LI OF SD LOT 25 1 21 MIN 47 SEC E TO NE COR OF SD LOT 25 TH S 02 DEG 00 MIN 23 SEC E ALG E LI OF SD LOT 25 DIST OF 200.26 F OF NE 24-20-02E APPROX 56,357 SQ FT OUT OF 025-0 SEG M-0819 GD EMS OP PROP DC8/7/00M]

Tax Parcel ID 2783010010 (Abbreviated Legal – Pierce Co Tax Records)

Section 24 Township 20 Range 02 Quarter 14 BURLINGTON NO TAC IND CTR # 1: BURLINGTON NO TAC IND CTR # OF RECORD SE 13-20-02E OUT OF 278310-001-0 SEG M0262 SI EMS OP PROP DC8/7/00 MJ