

**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2001-126

Work Plan for SeaTac Link Light Rail

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Board	11/29/01	Discussion/Possible Action	Ahmad Fazel, Acting Link Light Rail Director Ron Lewis, Project Development Manager	206-398-5389 206-689-4905

OBJECTIVE OF ACTION

- Completion of conceptual design studies to support the determination of a Central Link light rail alignment through and station serving Sea-Tac International Airport, as part of the completion of the south segment of Central Link to South 200th Street in the city of SeaTac.

ACTION

- To direct the Executive Director to implement a work plan to evaluate alternative Central Link Light Rail routes and station locations to serve the Seattle-Tacoma International Airport by the year 2009.
- To direct the Executive Director to negotiate an agreement with the Port of Seattle allowing operation of a temporary shuttle service between the Link station at South 154th Street and the Main Terminal at the Airport, if a permanent connection cannot be achieved by the start of Link service in 2009.
- To direct the Executive Director to negotiate an interlocal agreement with the Port of Seattle to provide design review and planning and design support for analysis of alternative airport support facilities and phasing strategies.
- To direct the Executive Director to include the cost for this evaluation effort in the Sound Transit 2002 budget.

KEY FEATURES

Highlights of Action:

- Includes a study area defined in two segments: South 154th Station to South 188th Street where alternative alignments and airport station locations will be explored; and South 188th Street to South 200th Station where design will progress based on the existing LPA alignment and alternatives will not be evaluated.
- Identifies alignment and airport station location alternatives and screening based on revised airport master plan development and timing.
- Evaluates joint Sound Transit and Port of Seattle conceptual design, programming and scheduling studies to screen alternatives to a reasonable number for more detailed study.

- Includes conceptual engineering and cost studies for a limited number of most promising alternatives.
- Includes development of a financial plan to fund construction of the South 154th Street to South 200th Street segment of Central Link.
- Allows for additional environmental review of documentation if required.

Budget

On September 27, the Sound Transit Board approved a motion that identified a preferred initial segment for starting construction of the Central Link Light Rail line. Included in that motion was direction to Sound Transit staff to continue coordinating with the Port of Seattle's airport project on designs for extending light rail to the airport. The total budget for this activity shall not exceed \$10,000,000.

Financial Impacts

Impact on Current Year Budget: The proposed 2002 budget includes \$10 million dollars for design related costs to be incurred in 2004 and 2005.

Impact on Sound Move Budget: Sound Move envisioned an alignment running from NE 45th in the University District to S 200th in Sea-Tac. This action of approving conceptual design studies is a preliminary step in determining an alignment from S. 154th to S. 200th. Once the design studies are completed and an alignment established, cost estimates can be completed and financial plans created.

Impact on Cost-to-Complete: The amount requested for conceptual design studies is included within the costs for the initial segment.

Impact on Subarea(s) Budget(s): This activity is located within the South King Subarea. According to the draft updated 2002 financial plan, as presented to the Finance Committee on November 15, Sound Transit can afford to complete this work.

History of Project

In Spring 2001, as part of the Board's re-examination of the Link light rail project, the Board directed staff to study constructing the southern portion of Central Link first. This would allow time to evaluate the more complex design issues on the northern portion of the project and consider more cost-effective ways to build the northern portion of the project. The Board's responses to a series of seven questions at the June 28, 2001 meeting provided direction to staff, which was outlined in a three-month work program.

During the summer, Sound Transit staff developed information on interim terminus options, joint bus/rail operations in the Downtown Seattle Transit Tunnel, South Lake Union route alternatives for extending Link north, deferred stations, and project costs to support the Board's identification of a preferred initial segment.

The study of alternative southern termini concluded that as a result of delays in the development of the new North End Aviation Terminal, the project alignment through and station serving the airport could not be designed and constructed within the timeframe established for the Link Initial Segment. In addition, as a consequence of the devastating

events of September 11th, these plans may no longer be appropriate due to numerous changing facility and financing circumstances in the aviation industry.

On September 27, 2001, the Board identified a preferred, 14-mile initial segment, with an interim northern terminus near Convention Place, an interim southern terminus at South 154th Station and shuttle service between the South 154th Station and Sea-Tac Airport (Motion No. M2001-103). With that motion, the Board also approved continued coordination with the Port of Seattle's north end development project, and funds for completing final design from South 154th Station to South 200th Station.

The Final Supplemental Environmental Impact Statement for the Tukwila Freeway Route was issued on November 16, 2001.

Estimated capital cost of the initial segment is approximately \$2,070 million (YOE). The project budget assumes \$500 million in federal funds. Construction of the initial segment is scheduled to begin as soon as reasonably practicable in 2002, with passenger service starting 2009.

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M99-14	Identify the locally preferred alternative for alignment, station locations, and location of a vehicle maintenance facility for the Central Link light rail line.	2/25/99
R99-34	Select 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
M99-85	Directing staff to analyze an alternative alignment through Tukwila for the Central Link Light Rail Project	11/18/99
M2000-44	Directing staff to initiate and complete the "formal" environmental process under the State and National Environmental Policy Acts (SEPA and NEPA) for the Tukwila freeway route for the Central Link light rail line and providing further direction as related to the Central Link light rail alignment through the City of Tukwila.	5/25/00
R2001-01	Authorizing execution of a full funding grant agreement with the United States Department of Transportation--Federal Transit Administration, and to amend the Central Link Light Rail Project budget and the <i>Sound Move</i> Ten-Year Regional Transit System Plan	1/11/01
M2001-02	Identify a preferred alternative for the Central Link light rail project in the City of Tukwila for the purposes of completing the Supplemental Environmental Impact Statement.	2/8/01

M2001-01	Adopt a work program for the Airport Link portion of the Central Link light rail project for the 2001-2003 time period.	3/8/01
M2001-68	Directing the Executive Director to implement a work plan for Central Link that is consistent with the selected items in the attached Board decision matrix and that supersedes the previously adopted 6-month and Airport Link work programs	6/28/01
M2001-103	Identify the preferred initial segment to be constructed and operated first for Central Link light rail.	9/27/01

Consequences of Delay

Evaluation of alignment and station locations to provide a permanent direct light rail connection to the airport will not begin until the Board approves the action.

Regional Partnership and Cooperation

The work plan includes working in close partnership and coordination with the Port of Seattle, City of SeaTac, City of Tukwila, King County and WSDOT.

Public Involvement

The work plan includes public outreach throughout the process.

Legal Review

JDW 11/15/01

SOUND TRANSIT

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A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to: (1) implement a work plan with the Port of Seattle and the City of SeaTac to evaluate alternative Central Link Light Rail routes and station locations and associated bus and paratransit facilities to serve the Seattle-Tacoma International Airport by the year 2009; (2) negotiate an agreement with the Port of Seattle allowing operation of a temporary shuttle service between the Link station at South 154th Street and the Main Terminal at the Airport, if a permanent connection cannot be achieved by the start of Link service in 2009; (3) negotiate an interlocal agreement with the Port of Seattle to provide design review and planning and design support for analysis of alternative airport support facilities and phasing strategies with the goal of extending light rail to South 200th Street in the City of SeaTac, and (4) include the cost for this evaluation effort in the Sound Transit 2002 budget.

Background:

In spring 2001, as part of the Board's re-examination of the Link light rail project, the Board directed staff to study constructing the southern portion of Central Link first. This would allow time to evaluate the more complex design issues on the northern portion of the project and consider more cost-effective ways to build the northern portion of the project. The Board's responses to a series of seven questions at the June 28, 2001, meeting provided direction to staff, which was outlined in a three-month work program. During the summer, Sound Transit staff developed information on interim terminus options, joint bus/rail operations in the Downtown Seattle Transit Tunnel, South Lake Union route alternatives for extending Link north, deferred stations, and project costs to support the Board's identification of a preferred initial segment.

The study of alternative southern termini concluded that as a result of delays in the development of the new North End Aviation Terminal, the project alignment through and station serving the airport could not be designed and constructed within the timeframe established for the Link Initial Segment. In addition, as a consequence of the devastating events of September 11th, these plans may no longer be appropriate due to numerous changing facility and financing circumstances in the aviation industry.

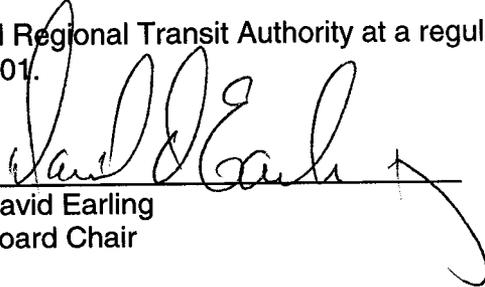
On September 27, 2001, the Board identified a preferred, 14-mile initial segment, with an interim northern terminus near Convention Place, an interim southern terminus at South 154th Station and shuttle service between the South 154th Station and Sea-Tac Airport (Motion No. M2001-103). With that motion, the Board also approved continued coordination with the Port of Seattle's north end development project and funds for completing final design from South 154th Station to South 200th Station.

The Final Supplemental Environmental Impact Statement for the Tukwila Freeway Route was issued on November 16, 2001.

Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to: (1) implement a work plan with the Port of Seattle and the City of SeaTac to evaluate alternative Central Link Light Rail routes and station locations and associated bus and paratransit facilities to serve the Seattle-Tacoma International Airport by the year 2009; (2) negotiate an agreement with the Port of Seattle allowing operation of a temporary shuttle service between the Link station at South 154th Street and the Main Terminal at the Airport, if a permanent connection cannot be achieved by the start of Link service in 2009; (3) negotiate an interlocal agreement with the Port of Seattle to provide design review and planning and design support for analysis of alternative airport support facilities and phasing strategies with the goal of extending light rail to South 200th Street in the City of SeaTac, and (4) include the cost for this evaluation effort in the Sound Transit 2002 budget.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 29th day of November 2001.


David Earling
Board Chair

ATTEST:


Marcia Walker
Board Administrator