

SOUND TRANSIT

MOTION NO. M2001-21

A MOTION of the Board of the Central Puget Sound Regional Transit Authority to adopt a work program for the Airport Link portion of the Central Link Light Rail project for the 2001-2003 time period.

Background:

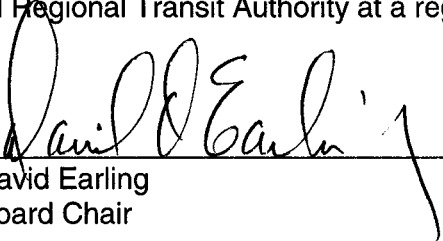
On January 11, 2001, the Sound Transit Board approved Resolution No. R2001-01 adopting a revised budget and schedule for the Link Light Rail project. The budget was revised to \$3.6 billion (YOE \$) and the schedule for revenue service to begin was revised to 2009. The delay in the start of Central Link revenue service to the fall of 2009 has implications for the Airport Link elements of the project from the Maintenance Base in Seattle to South 200th Street in SeaTac.

Also on January 11, 2001, the Board adopted a 6-month work program which included revised schedules for design, construction, and start up of the University Link segment. It also established a revised schedule for Airport Link. Staff was directed to return with a detailed work program for Airport Link. The work program would allow for continuation of appropriate design activities in key segments, advancing design to a level sufficient to allow definition of property requirements and local jurisdictions to condition private development, and proceeding with the Community Development Fund.

Motion:

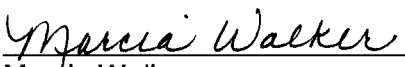
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the 2001-2003 work program for Airport Link as attached is adopted and the Executive Director is directed to take steps necessary to implement it.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 8th day of March, 2001.



David Earling
Board Chair

ATTEST:



Marcia Walker
Board Administrator

Central Link Light Rail Airport Link Work Program

A. Introduction

The delay in the start of Central Link revenue service to the fall of 2009 has implications for the Airport Link elements of the project from the Maintenance Base in Seattle to South 200th Street in SeaTac. This portion of the project is approximately 12.9 miles in length. The implications of the new schedule on Beacon Hill, the Rainier Valley, Tukwila and SeaTac have been assessed, and recommended activities that should be initiated or continued without interruption have been identified. Factors considered in preparing these work program activities included: affordability; design implications; community expectations; environmental considerations; property acquisition and relocation; participation of project partners; agency costs; coordination with other projects; and, our ability to manage this effort.

Work Program Organization

The Airport Link Work Program is presented in six sections beginning with this introduction (Section A). Section B describes the proposed Real Estate approach, policy issues requiring board direction, and recommended acquisition objectives and criteria. Section C describes the proposed scope of work for each civil design segment of Airport Link: Beacon Hill, the McClellan aerial section, the Martin Luther King Jr. Way South at-grade section, Tukwila, and SeaTac. Section D describes the proposed scope of work for each of the system contracts associated with the entire Locally Preferred Alternative (LPA) project. Sections E and F describe the limited work activities for Construction Management and Operations for the Airport Link program. A brief description of the current design status is followed by the identification of proposed tasks for each of the design segments. Key staff are also identified following the scope descriptions.

Previous Board Action

On Jan. 11, 2001, the Sound Transit Board approved Resolution No. R2001-01 adopting a revised budget and schedule for the Link light rail project. The budget was revised to \$3.6 billion (YOE \$) and the schedule for revenue service to begin was revised to 2009. The Board also adopted a 6-month work program which included revised schedules for design, construction, and start up of the Airport Link segment. The budget to implement the work program was approximately \$130 million – an estimate subject to further refinement. Staff was directed to prepare a more detailed work plan for the Airport Link segment with recommendations for continuation or initiation of key activities. This work program describes for design, real estate, and other activities that will occur prior to the re-start of selected final design activities.

Funding for Airport Link

On January 11, 2001 the Board approved a new budget for central link of \$3.6 billion (YOE \$). Of this amount, \$2.25 billion (YOE \$) is for University Link and \$1.35 billion (YOE \$) for Airport Link. This budget assumes approximately \$100 million for the 2001-2003 timeframe for program costs related to Airport Link.

The Updated 2001 Financial Plan demonstrates that both University and Airport Link are affordable within existing financial policies and maintains subarea equity. The Updated Plan assumes \$500 million federal funding for University Link (MOS-1) under the agency's first Full Funding Grant Agreement (FFGA). The Updated Plan also assumes an additional \$931 million in federal funding for Airport Link, covered by subsequent FFGAs.

The Finance Committee and Board reviewed the Updated 2001 Financial Plan in January 2001. The Plan will be updated in the first quarter of 2001 to change the estimated revenues and expenditures for 2000 with actual end-year data. In addition, the Finance Committee will be reviewing the 2001 Financial Plan from February-May 2001 to evaluate the plan's assumptions for phase 2 capacity, federal funding assumptions, and enhancements to the financial plan. As a result of incorporating end-year data and input from the Finance Committee, the financial plan will be updated again by the summer 2001. The affordability figures for subareas may shift somewhat from current estimates and it will be appropriate to reevaluate each subarea's financial commitments and resources, for all three lines of business, at that point.

Objectives

The Airport Link Work Plan identifies the unique needs of each portion of the light rail line, with a focus on the 2001-2003 timeframe. The objective is to define the level of effort and specific tasks to undertake in light of the revised project schedule. To be successful, the Airport Link Work Program must achieve a balance that allows the agency to pursue critical project activities, while not diminishing our ability to deliver a quality and cost effective product on University Link (MOS 1).

Proceeding with the Airport Link Work Plan is predicated upon the following assumptions:

- The Airport Link portion of the project will proceed as defined by the Sound Transit Board;
- Federal funding participation for the Airport Link will be confirmed when the US congress re-authorizes the Surface Transportation Act in 2003.
- Local revenues are sufficient and available to fund activities in 2001, 2002 and 2003.
- Airport Link construction can be completed on schedule with a revenue service start date in 2009.

This work program describes how Sound Transit will proceed with key project activities for 2001, 2002, and 2003 that allow for:

- The identification of an appropriate level of design in key segments to define the right-of-way needs of the project;
- A limited number of protective property acquisitions and hardship acquisitions to proceed;
- Information to be provided to local jurisdictions to facilitate the conditioning of private development;
- The Community Development Fund activities in the Rainier Valley to proceed; and,
- The community and project partners to remain informed and engaged in the project.

Level of Effort

Implementing the Airport Link Work Program will result in adjustments to Sound Transit staffing levels and assignments, consultant support, and the level of effort of third parties with whom Sound Transit contracts for services. Staffing levels and assignments will be adjusted to be commensurate with the level of effort reflected in the work program. Key activities such as community outreach and coordination with our partner agencies will be maintained. Modifications to selected consultant contracts will be made to defer completion or initiation of select final design activities. Prior to the restart of final design activities, remaining design development and scope issues will be addressed and resolved. The level of effort of third parties such as the Cities of Seattle, Tukwila and SeaTac will also be adjusted to be commensurate with the level of effort and timing of tasks included in this work program.

B. Real Estate Acquisition

Scope

Within the available budget, Sound Transit will acquire a limited number of properties and provide relocation assistance to owners and tenants of property necessary for Airport Link in a manner that minimizes undue hardship for owners and tenants, cost-effectively preserves project right of way, and reduces overall project costs.

To meet the projected construction schedule for the Beacon Hill tunnel (Contract D710), property acquisition will need to begin in late 2002, upon completion of design development. Other Airport Link acquisitions are projected to occur after 2003, except for certain hardship or protective acquisitions meeting the criteria outlined below.

Real estate activities will be conducted in support of the Airport Link work program and will include: providing general program information on acquisition/relocation process/benefits to all interested parties; developing periodic updates of acquisition/relocation budget estimates; monitoring real estate sales and development activity along the Airport Link alignment; providing real estate support for design activities (Right's of Entry, consultation); and, identifying relocation resources and supporting relocation planning.

Policy issues requiring Board Direction for Airport Link acquisitions, excluding Beacon Hill Tunnel

A. Recommended acquisition objectives and criteria

Objectives:

- Minimize hardships to property owners and their tenants
- Preserve right of way for Link light rail construction/operation
- Monitor development and capital improvements on properties identified for light rail use so that informed decisions can be made about whether to proceed with early acquisition.
- Reduce project acquisition and relocation costs
- Maximize use of available funds by the use of flexible acquisition tools, such as options, leases, and delayed closings.

Criteria:

1. Acquisition of property to alleviate hardship

Hardship acquisition of property would be based upon Sound Transit documentation that:

- a. continued property ownership poses an undue hardship for the property owner compared to other owners, based upon health, safety or financial reasons; or
- b. there is an inability to sell the property because of the impending project, at fair market value, within a time period that is typical for properties not impacted by the impending project; or
- c. compared to others, the owner has difficult relocation requirements, such as zoning/land use, which limit relocation opportunities.

2. Protective acquisition to prevent reasonably imminent development and/or increased costs on the preferred project location.

Protective buying of property would be based upon Sound Transit documentation that:

- a. development is reasonably imminent within the alignment that would increase project costs for acquisition and relocation; or
- b. acquisition of a replacement, or receiving site for displaced businesses or residences would facilitate future relocation efforts; or
- c. the property is offered for sale and the cost is within budget limitations.

B. Interim property management

Where Sound Transit acquires property in advance of construction, Sound Transit will manage the property in order to maintain active and vital neighborhoods and to minimize costs. Specifically, Sound Transit will:

- 1) Establish standards for property management, with regular monitoring and maintenance, which secure the property in a safe condition.
- 2) Maintain properties in the most cost-effective manner until needed for the Sound Transit project.
- 3) Provide a safe, secure, and habitable environment for tenants.
- 4) Maintain a positive relationship with the affected community
- 5) Support the relocation needs of current occupants by providing for interim rental agreements after Sound Transit purchases the property.

Staffing

Lead: Larry Ellington

C. Design and Support Activities for Light Rail Alignment and Stations

1. Beacon Hill Tunnel (Contract D710)

Scope

The final design of the Beacon Hill tunnel is currently proceeding to a completion date in the fall of 2001 consistent with the original Sound Move schedule. Hatch Mott MacDonald is the final design consultant. With revenue service now planned for November 2009, the final design is now scheduled to be completed in the fall of 2003. In response to the discovery of contaminated materials located under the originally planned western shaft, the design team recently completed a station reconfiguration exercise yielding a valued engineered alternative and the plan is to now have a single shaft entrance plaza. This entrance is located at the originally planned eastern shaft location. This reconfiguration has undergone a formal review by the fire/life safety committee and written concurrence has been secured. This represents a good stopping point for the final design effort. The balance of the final design will be performed between September 2002 and November 2003.

The design development activities recommended for the Beacon Hill Tunnel between March 2001 and August 2002 would include:

- Right-of-way (acquisitions and easements) for the revised station and alignment will need to be identified to allow for timely procurement. This includes the identification of property required for purchase or lease to accommodate the construction staging area.
- Coordination of Shaft and equipment room layouts with Systems designers. This can be accomplished with Sound Transit and PSTC staff.
- Construction staging areas and design development of the surface plaza will need to be coordinated with the local residents, businesses and community groups. Public outreach activities and environmental issues will also be addressed during this timeframe.

In August 2002, after the above issues have been addressed and coordinated, the final design efforts would be programmed to be completed in the fall of 2003.

Staffing

Lead: Art Borst/Mike Williams

<i>Support:</i>	<i>Architecture:</i>	<i>Allen Parker</i>
	<i>Fire Life Safety:</i>	<i>Hamid Qaasim</i>
	<i>Public Involvement:</i>	<i>Yuko Kodama</i>
	<i>Real Estate:</i>	<i>Larry Ellington</i>
	<i>Systems:</i>	<i>Ahmad Fazel</i>
	<i>City of Seattle:</i>	<i>Sally Clark</i>

2. McClellan Aerial Section (Contract D720)

Scope:

The civil final designer (Berger Abam) began work in November 2000. The designer is working in coordination with the architectural and urban design contract for the McClellan Station and associated aerial guideway section. The original final design schedule called for the 60% design submittal in April 2001, the 90% submittal in August 2001 and the 100% submittal in November 2001.

OTAK Engineering and Architecture is the architectural design consultant. Architecture final design also began in November 2000 following a similar schedule as the civil final designer.

There are currently numerous design development issues yet to be resolved with the City of Seattle and King County Metro regarding requests for bus pull outs on Rainier Ave., current efforts by the City of Seattle regarding reconfiguration of the Rainier/Martin Luther King intersection (traffic, bicycle and pedestrian movement issues), and potential roadway realignments of Forest Street. This uncertainty makes it prudent to defer the final design and architectural consultants consistent with the schedule contained in the Board briefing book of January 11, 2001. The final design schedule will be extended, and decisions that have been made, such as the plan and profile of the guideway, the column locations, the station entrance points and functional arrangement, and certain architectural aspects of the guideway and span structures will be documented for future use.

To achieve an efficient re-start of final design, Sound Transit, the City of Seattle, and Metro will continue working on the following issues and bring them to resolution in a timely manner.

- Decisions on whether bus pull-outs are warranted and if so, the final bus pull-out locations to accommodate City and Metro preferences.
- A number of issues associated with Martin Luther King Jr. Way South and Rainier Avenue South traffic, pedestrian, and bicycle operations.
- Cheasty Boulevard/Winthrop/Forest Street designs, and issues related to historic resources and the process with the Seattle Landmarks Board and State Historic Preservation Office.
- Pedestrian movements within the station plaza and adequate connections to the planned Metro layover area east of Rainier Ave. (part of the light rail project).
- Driveway access for the University of Washington Laundry and other properties.
- Determining if a long span structural layout of guideway south of the McClellan station is technically feasible and review the findings with key stakeholders.
- An agreed upon approach for the planning of Transit Oriented Development considering all of the above.

The City of Seattle and the community will be engaged to address these design-related issues and bring them to closure.

Staffing

Lead: Dick Rudolph/Johnathan Jackson

<i>Support:</i>	<i>Architecture:</i>	<i>Debora Ashland</i>
	<i>Public Involvement:</i>	<i>Yuko Kodama</i>
	<i>Real Estate:</i>	<i>Larry Ellington</i>
	<i>Systems:</i>	<i>Ahmad Fazel</i>
	<i>Art:</i>	<i>Carol Valenta</i>
	<i>Environmental:</i>	<i>Jeanne Krikawa</i>
	<i>City of Seattle:</i>	<i>Mike Johnson/Amy Glenn/Stephen Antupit</i>

3. Martin Luther King Jr. Way South At-grade Section (Contracts D730 and D740)

Scope:

Civil final design on this segment was started in August 2000. The 60 percent submittal was completed in January 2001, the 90 percent submittal is scheduled for June 2001, and the 100 percent submittal is scheduled for September 2001. CH2MHill is the final design consultant.

Architecture final design began in October 2000 and is also scheduled for completion in September 2001. Arai Jackson Architects and Planners is the architectural design consultant.

The design (civil and station architecture) will be advanced to the maximum level of completion that is practical. The noise mitigation program will identify homes requiring residential sound insulation and finalize noise wall locations. The design team is fully engaged in the design process with the City and other stakeholders.

The primary advantages of advancing the civil design include:

- Provides clear definition of right of way, allowing hardship acquisitions and preservation of corridor for LRT.
- Allow the City to monitor other projects against the planned light rail 'footprint' which helps preserve Sound Transit's interests.
- Keeps a commitment to and presence in Rainier Valley.
- Helps to solidify commitments from third parties on issues such as final utility locations, street geometry, and plaza layouts.
- Enhances participation and negotiations on the Integrated Stormwater Management Plan with the City of Seattle. Negotiations have not been completed.
- Allows for continued coordination efforts with Seattle Housing Authority on Rainier Vista and New Holly.
- Allows for the exploration of obtaining permits or other approvals for the design from the City to preserve the right-of-way, and ensure that the investment in final design activities is protected to the greatest extent practical.

The most critical issue needing resolution is whether the existing overhead utilities are to be relocated underground. The timeliness of this decision will have a direct influence on determining the level of design completion that can be achieved. The urban design work is directly affected by the utility location decision. The completion of the 60% work has substantially documented architectural design work to date. To preserve architectural design fees and in recognition that upcoming decisions may affect these designs, the architectural and urban design work will be limited at this time. Artist involvement will also be limited to better coordinate with architecture and urban design. Artist involvement and projects would be best served if they were developed closer to the actual construction phase. This design work would resume between November 2003 and September 2005.

Urban design work will continue on the S. Edmunds and S. Henderson Street connectors at this time in pursuit of potential grant funding opportunities.

Additional Activities Proposed for the Rainier Valley:

- Link Community Office - Maintain the Link Community Office in Columbia City. This office is a valuable resource for the community, and is a visible demonstration of Sound Transit's commitment to Rainier Valley.
- Stakeholder and Public Outreach - Continue with a highly visible and interactive public outreach process that fully integrates all aspects of design, and provides for meaningful public participation.
- Transit Oriented Community Development Fund (CDF) - Continue to support the CDF Steering Committee, and the community, in their efforts to develop a draft-operating plan for the fund.
- Rainier Valley Transit Advisory Council (RVTAC) – Continue to support the RVTAC at approximately the current level of effort.

- Environmental documentation – Minor charges to the project design in Rainier Valley may require additional NEPA and SEPA documentation. This documentation would likely occur during 2002 or 2003.

Staffing

Lead: Neil Kollios/Johnathan Jackson

Support:	Architecture:	Debora Ashland
	Public Involvement:	Yuko Kodama
	Real Estate:	Larry Ellington
	Systems:	Ahmad Fazel
	Fire/Life/Safety:	Hamid Qaasim
	CDF:	Kathy Johnson
	Link Office:	Johnathan Jackson
	RVTAC:	Johnathan Jackson
	Art:	Carol Valenta
	City of Seattle:	Katherine Claeys/Amy Glenn

4. Tukwila Contracts (D750 and D760)

Scope:

No final design work has been started in Tukwila, and no final design contracts are pending or executed. The Sound Transit Board recently identified the Tukwila Freeway route (TFR) as the Preferred Alternative for purposes of completing the Final Supplemental Environmental Impact Statement (SEIS) and directed staff to: identify alternatives for financing any additional costs that may exist on the TFR; to continue to work with Tukwila on the steps Tukwila has taken to reduce the costs of the TFR; and to finalize the terms of the joint Sound Transit/Tukwila agreement on the Preferred Alternative for the Board to act on this spring following issuance of the final SEIS.

The work program for Tukwila includes: implementing the actions identified by the Board; continuing design development and environmental analysis needed to complete the Final SEIS on the Tukwila Freeway Route; maintaining ongoing coordination with the City of Tukwila, including supporting project development, community outreach and engineering work to support the goal of executing an agreement(s) that documents each party’s understanding of project scope and implementation.

In addition, ethnographic studies and mitigation negotiation with local tribes regarding cultural properties will continue as they apply to all project alignments in Tukwila.

Staffing

Lead: Ivo Gustetich/Leonard McGhee

Support:	Architecture:	Debora Ashland
	Public Involvement:	Leonard McGhee
	Real Estate:	Larry Ellington
	Environmental:	James Irish, Jeanne Krikawa
	Systems:	Ahmad Fazel
	Finance:	Hugh Simpson
	ST/Tukwila Agreement:	Paul Matsuoka
	City of Tukwila:	Steve Lancaster

5. SeaTac Contracts (D770 and D780)

Scope

No final design has started in SeaTac, and no final design contracts are pending or executed. The work program for SeaTac includes: executing agreements with the City of SeaTac in 2001; finalizing the footprint and basic architecture of the South 200th station in the first quarter of 2001; coordination on the South 154th Street station sighting associated with the Tukwila Freeway Route Alignment; monitoring and interfacing with the Port of Seattle on their work program and keep abreast of Link-related activities in the City of SeaTac; maintaining ongoing coordination with City of SeaTac including supporting project development, and community outreach.

Staffing

Lead: Ivo Gustetich/Leonard McGhee

Support:	Architecture:	Debora Ashland
	Public Involvement:	Leonard McGhee
	Real Estate:	Larry Ellington
	Environmental:	James Irish
	Systems:	Ahmad Fazel
	ST/SeaTac Agreement	Bill Houppermans
	City of SeaTac:	Craig Ward

D. Systems Design

The final design for all Central Link systems' elements started in May 2000. The systems designer, LTK Engineering Services, has fully mobilized its team and is making progress toward the completion of the final design. LTK's scope of work currently includes the final design of the systems elements for the Locally Preferred Alternative (LPA), packaged into the following contracts: P801, LRT Vehicles; C802, Train Control; C803, Communications; C804, SCADA and Operations Control Center; C805, Tunnel Radio; C806, Portable Radios; C807, Traction Power System; C808, 26kV Distribution System; C809, Fare Collection Equipment; C810, Operations & Maintenance Facility; C811, Maintenance Equipment; and P812, Non-Revenue Vehicles.

With the exception of C802, C803, C804, and C807, all elements of the systems engineering can be designed to a 100% level independent of Airport Link. The final designs for C802, C803, C804, and C807 must be closely integrated with the architectural and civil disciplines for both Airport Link and University Link and therefore are very dependent upon the schedule for those design efforts.

The recommendation is to complete the final design for P801, C805, C806, C808, C809, C810, C811, and P812. Funding is included in University Link for this effort.

As previously discussed, the completion of final design for C802, C803, C804, and C807 depends on the progress of the final design for all architectural and civil elements on Airport Link and University Link. For each of these packages, to assure systems integration and compatibility between University Link and Airport Link, it is highly desirable to prepare one (1) system contract documents for the entire LPA, even if doing so involves delayed Airport Link "Notice to Proceed" (NTP) and creation of option clauses. The concern for achieving this is the schedule for which the Airport Link civil and architectural design will be completed. With this in mind, a single contract document will be prepared for construction of each of these packages (C802, C803, C804, and C807) that will include the entire LPA with multiple staggered NTPs for University Link and Airport Link. Each contract package will be complete at a level which provides for the following:

- Final design for University Link.
- Preliminary design for Airport Link based upon the latest civil and architectural design.
- Estimated quantities of equipment, material, and labor hours for the Airport Link

Such a level of design may not be desirable for each of these packages but it is sufficient to advertise for bids and award of these systems contracts. The time that it takes the contractor to construct the Airport Link would permit the civil and architectural designs to advance, hence completion of the final design for each of these packages. Upon completion of the final design, the estimated quantities for the Airport Link will be finalized and change ordered into the system contracts based on the unit prices provided by the contractor under the original bid.

Staffing

Lead: Ahmad Fazel

E. Construction Management

The construction management team will be focused on the University Link and Tacoma Link implementation. Limited activities may be warranted for the civil and systems contract effort in Airport Link monitoring the design and performance of constructibility reviews, especially for the D730/D740 contracts in the Rainier Valley. Existing Sound Transit staff and limited consultant assistance from the team of Lewis Zimmerman perform this work.

Staffing

Lead: Joe Gildner

F. Operations

The operations team had planned to come to the Board in 2001 in order to reach a decision on who will operate Link for both the Tacoma Line and the entire Central Line. Staffing for Tacoma Link will need to occur in 2001 should Sound Transit be the operating entity. This is required to allow for the proper planning and start-up of the Tacoma line. This effort is contained in the University Link and Tacoma Link budget. Updating of the Draft Operations plan will be warranted should the Board ultimately choose the TFR alternative within the Airport Link segment. The board could choose to defer the decision on who will operate the University/Airport Link and staff would like direction on this.

Staffing

Lead: Charles Joseph