

Close-Out of  
Joint Transportation  
Study

Briefing To City/Port  
Joint Advisory  
Committee

June 24, 2004



## **Close-Out of Joint Transportation Study (JTS)**

**Briefing to City / Port Joint Advisory Committee (JAC)  
June 24, 2004**

### **Purpose**

To achieve mutual agreement on remaining items to close out the City and Port Joint Transportation Study (JTS):

- South access alignment, phasing, and related improvements
- Funding for south access

*Request that City program \$46 million in its Transportation Improvement Program (TIP):*

- *\$40 million for South Access Phase 2-A, grade separation at International Blvd. and S. 188<sup>th</sup> St.*
- *\$6 million for South Access Phase 2-B, intersection improvements at 26<sup>th</sup> Ave. S. and S. 200<sup>th</sup> St. (pending level of service, amount may not be spent before 2020)*

### **Assumptions**

- City and Port agree on technical assumptions in the JTS traffic model
- City and Port agree on use of parking tax derived from Airport users for funding south access per ILA and as reiterated in the City's press release at time of ILA adoption (attached)

### **Current Thinking on South Access**

There are two options to developing a south access to the Airport:

#### **Option I**

- Implement in phases as envisioned in the Airport Comprehensive Development Plan (maps of each phase are attached)
  - Phase 1 - Connection from Airport terminal drives to intersection improvements at 28<sup>th</sup> Ave. S. and S. 188<sup>th</sup> St.
  - Phase 2-A – Grade separation at International Blvd. and S. 188<sup>th</sup> St.
  - Phase 2-B – Intersection improvements at 26<sup>th</sup> Ave. S. and S. 200<sup>th</sup> St.
  - Phase 3 – Grade separation at 28<sup>th</sup> Ave. S. and S. 188<sup>th</sup> St.; construction of new south access road; and connection to SR 509 at 24<sup>th</sup> Ave. S.
- The estimated cost for Phase 2-A and Phase 2-B is \$46 million

- “Pros” of Option I
  - Defers full expressway construction until demand warrants
  - Provides immediate benefit to users for dollars expended (avoids overbuilding)
  - Improves local access to the airport from the south – Phase 1 & 2 south access preserves local access at 28th Ave. South, Phase 3 would remove it by means of a grade separation
  - Prolonged use of the 24th/26th/28th Arterial may promote commercial and retail development
- “Cons” of Option I
  - Requires City of SeaTac to spend parking tax revenues derived from Airport users on improvements at 188<sup>th</sup> Street and International Boulevard

## Option II

- Implement a new south access road early:
  - Connection from Airport terminal drives to intersection improvements at 28<sup>th</sup> Ave. S. and S. 188<sup>th</sup> St.
  - Grade separation at 28<sup>th</sup> Ave. S. and S. 188<sup>th</sup> St.; construction of new south access road; and connection to SR 509 at 24<sup>th</sup> Ave. S.
- The estimated cost for the off-Airport component is \$57 million
- “Pros” of Option II
  - Provides a dedicated link between SR 509 and the Airport at an earlier date
- “Cons” of Option II
  - Provides excess capacity between SR 509 and the Airport before it is required (spends funds before needed).
  - Does not provide relief to the F level of service at 188<sup>th</sup> Street and International Boulevard

## Parking Tax Derived from Airport Users

### Past Payments

- 1993 – 2003: \$28.8 million in parking tax derived from Airport, compared to \$7 million in impact (i.e., City has collected and used \$21 million for road improvements for which Airport users have no impacts)

### Past & Future Payments

- 1993 – 2020: The JTS estimated \$116 million in parking tax derived from the Airport, compared to \$29 million in impact (difference of \$87 million) [Note: due to air passenger downturns in the past several years, the 1993 – 2020 projection could potentially be on the order of \$90 - \$100 million]
- The City will be left with an estimated \$87 million in parking tax derived from the Airport that would fund projects that benefit only the City and have no relationship to Airport traffic

### Parking Tax Use

- 1993 – City of SeaTac begins levying a \$0.50 parking tax for each commercial parking transaction within the City limits. Port and City had an informal (unwritten) agreement that tax would be used to address impacts of airport traffic on City streets. Specifically the City **Ordinance No. 93-1019** (passed on May 11, 1993) states:
  - (Section 3.50.040 Use of funds) "... The revenues collected as commercial parking tax revenues shall be used by the City for regional capital projects within the City of SeaTac Comprehensive Transportation Plan..." (Full text of Ordinance N. 93-1019 is attached.)
- 1997 – City and Port sign 10-year Interlocal Agreement (ILA) to settle disputes over jurisdictional authority and future Airport development. ILA capped parking tax rate at \$1.00 until 2007 and set forth parameters for its use by the City. The City's news release regarding the ILA on July 22, 1997 states:
  - "The majority of funds from the Parking Tax increase would be used to develop and construct the South Access Road to the Airport." (Full text of the press release July 22, 1997 is attached.)

The ILA states:

- "The Port shall pay its proportionate share of the costs to mitigate the impacts of increased Airport traffic on the City streets, whether resulting or attributable to increased Airport capacity associated with a Master Plan or more intense utilization of existing Airport facilities." (ILA Exhibit C – 5.2.2)
- "Once the Port's proportionate share of the costs of improvements are determined [through the JTS], the Port shall fund its share of improvements through a variety of sources: parking tax, Port construction, direct payments or other methods." (ILA Exhibit C – 5.2.4)

- "...parking tax derived from the Airport shall be applied in full..." to fund the Port's share of transportation improvements (subject to a pro-rata portion for arterial operations and maintenance and to existing bond pledges). (ILA Exhibit C – 5.2.5)
- "If SR 509/South Access is not approved and funded by December 31, 2005, the parties shall review the adequacy of the parking tax rate..." for funding an alternate south access to the Airport. (ILA Exhibit C – 5.1.1.2)
- 1998 – City and Port begin Joint Transportation Study (JTS), per the ILA, to "determine what appropriate improvements to the City street system are required and calculate the Port's proportionate share of the costs of such improvements." (ILA Exhibit C – 5.2.3)
- *State Law:* The Washington State Legislature authorized cities to levy local option transportation taxes, including commercial parking taxes, "to be used strictly for transportation purposes." (RCW 82.80.030)

Development

Phase



**SEA-TAC INTERNATIONAL AIRPORT**  
**SOUTH ACCESS: PHASE 1**  
 -Reconfigure Terminal Drives to S. 188<sup>th</sup> Street

**LEGEND:**

- ..... Entering Traffic from South to Airport
- ..... Exiting Traffic to South from Airport
- Direction of Travel





**Phase 1 Improvements**

- **Revise Terminal Drives for South Access**
- **Intersection Improvements at 28<sup>th</sup> Ave. and S. 188<sup>th</sup> Street**



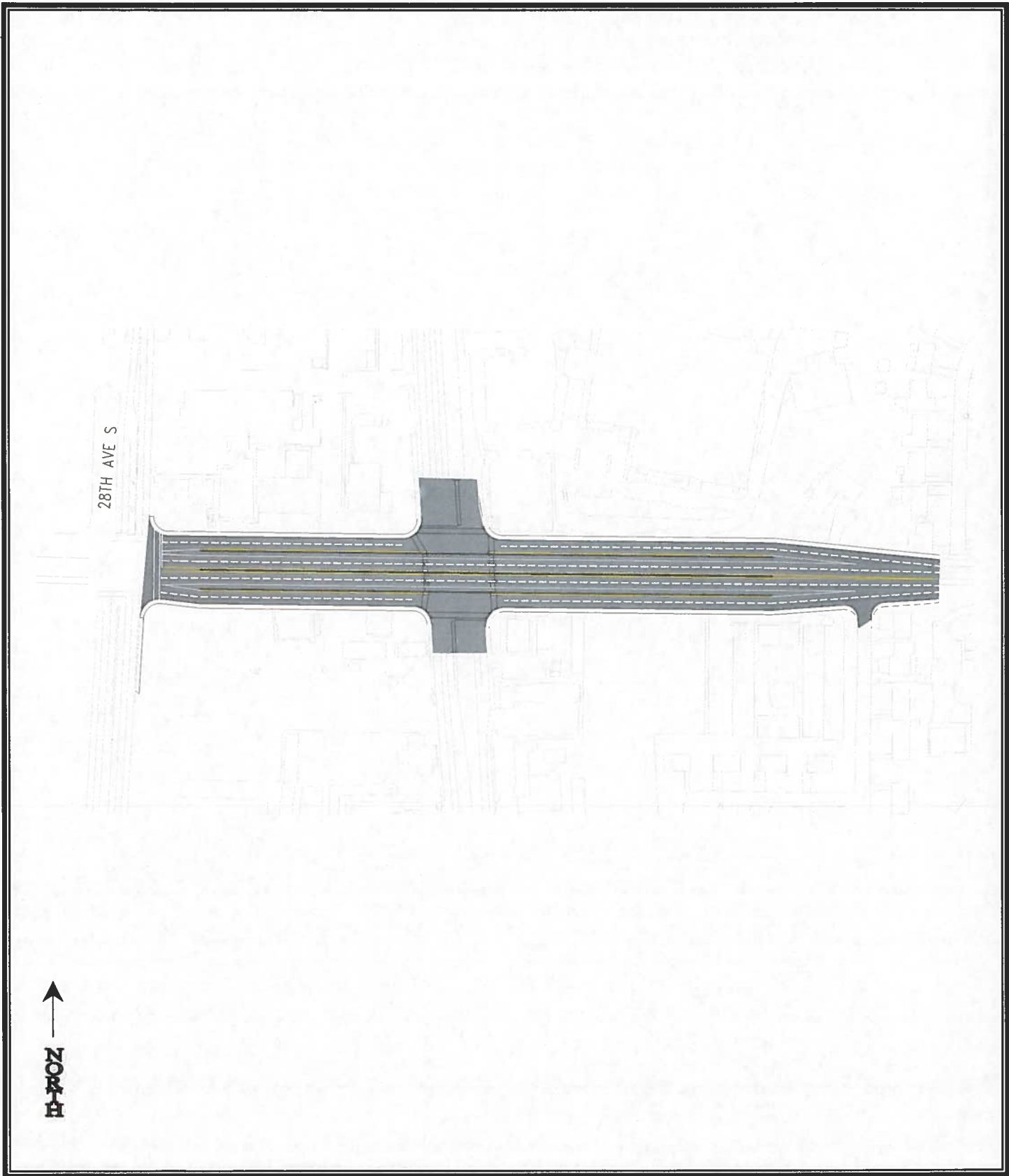


**SEA-TAC INTERNATIONAL AIRPORT**  
**SOUTH ACCESS: PHASE 2 (A & B)**  
 A) Grade Separation at International Blvd./S. 188<sup>th</sup>  
 B) Intersection Improvements at 26<sup>th</sup> Ave./S. 200<sup>th</sup>

**LEGEND:**

- ..... Entering Traffic from South to Airport
- ..... Exiting Traffic to South from Airport
- Direction of Travel



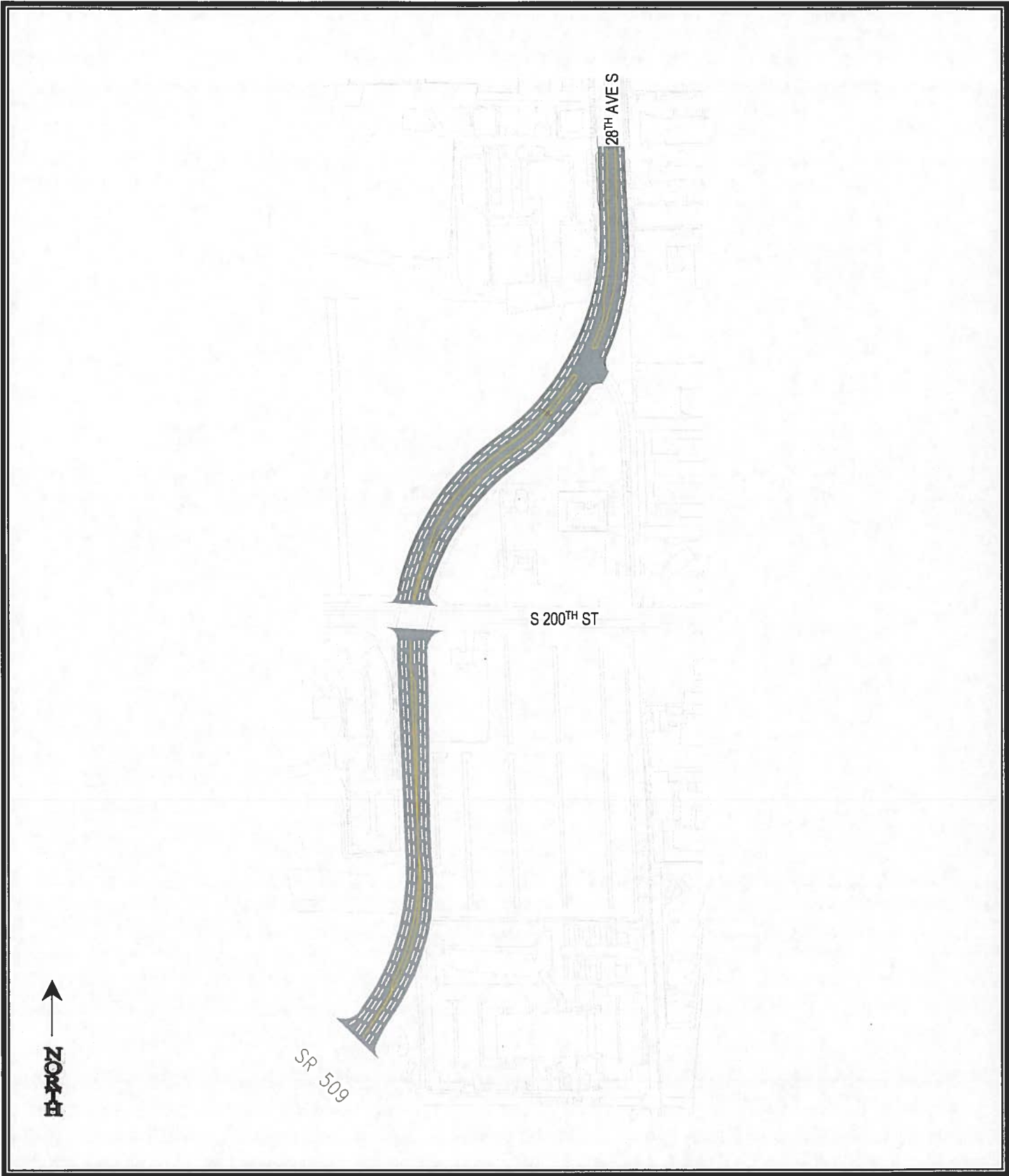


28TH AVE S



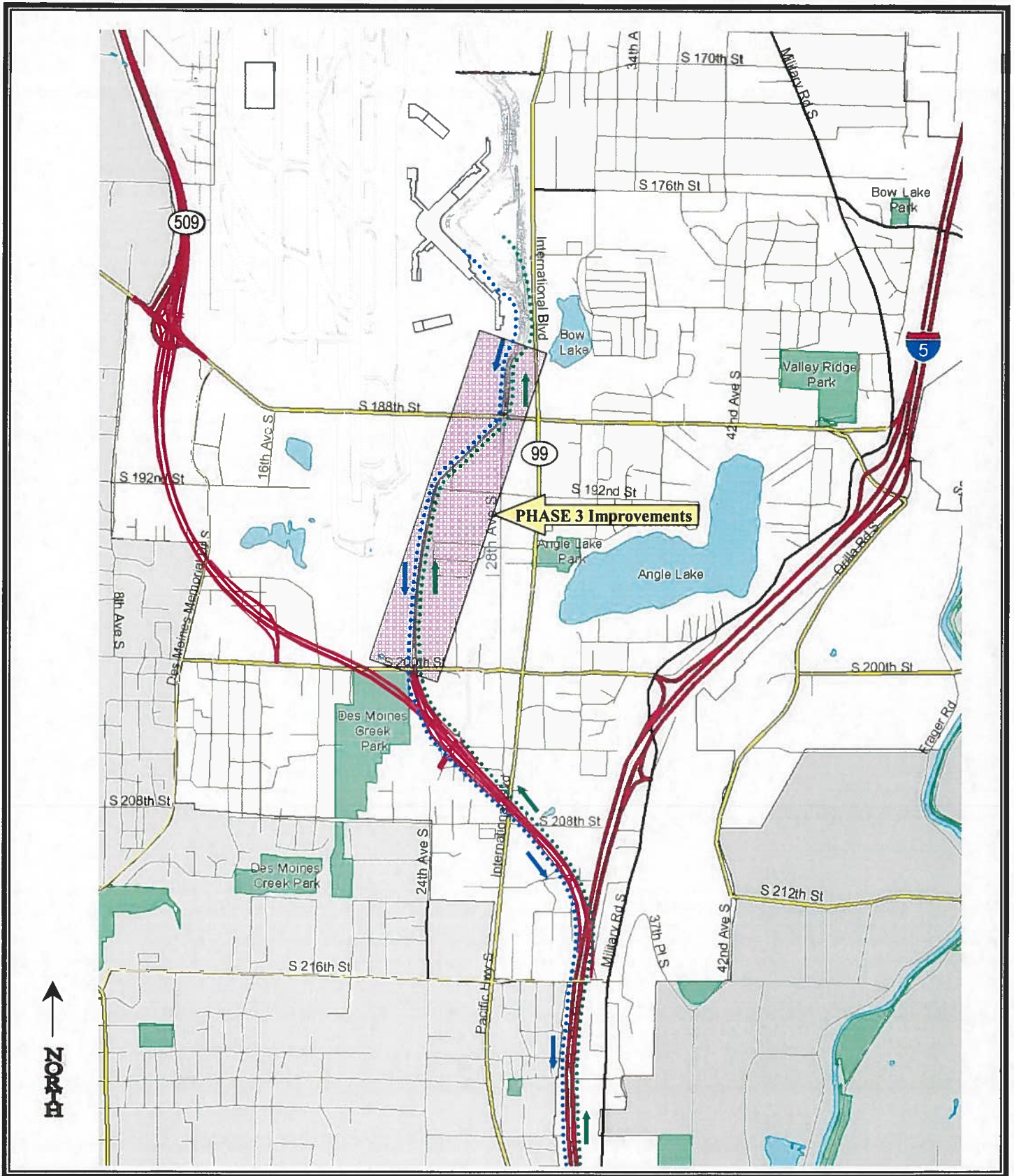
**SEA-TAC INTERNATIONAL AIRPORT**  
**SOUTH ACCESS: PHASE 2-A**

**New Grade Separation at International Blvd. and S. 188<sup>th</sup>**



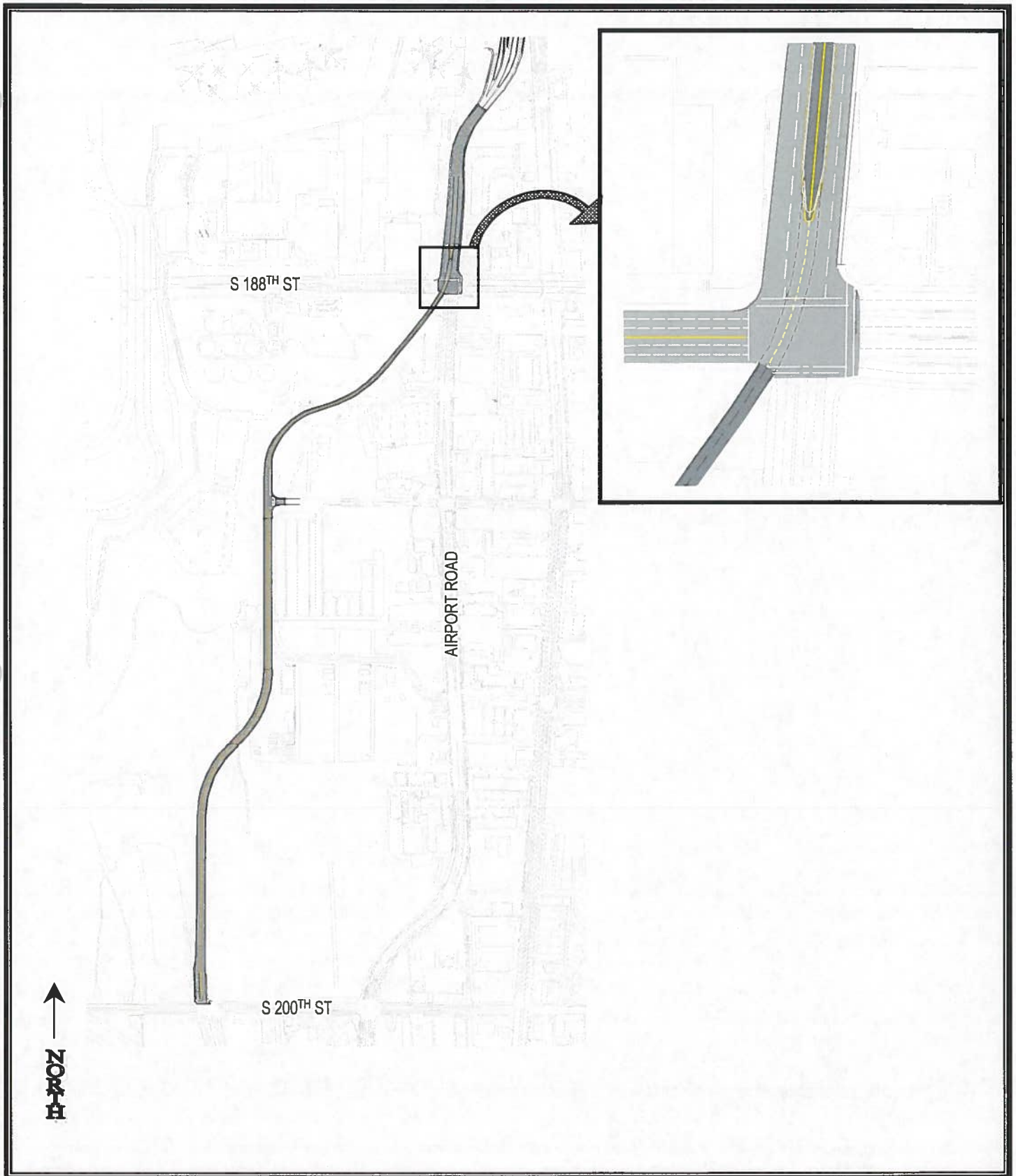
**SEA-TAC INTERNATIONAL AIRPORT**  
**SOUTH ACCESS: PHASE 2-B**

**Intersection Improvements at 26<sup>th</sup> Ave. and S. 200<sup>th</sup> Street**



**SEA-TAC INTERNATIONAL AIRPORT**  
**SOUTH ACCESS: PHASE 3**  
 -Grade Separation at 28<sup>th</sup> Ave./S. 188<sup>th</sup> Street  
 -Construct South Access Road  
 -Connection to SR 509 at 24<sup>th</sup> Ave.

**LEGEND:**  
 ..... Entering Traffic from South to Airport  
 ..... Exiting Traffic to South from Airport  
 →      → Direction of Travel



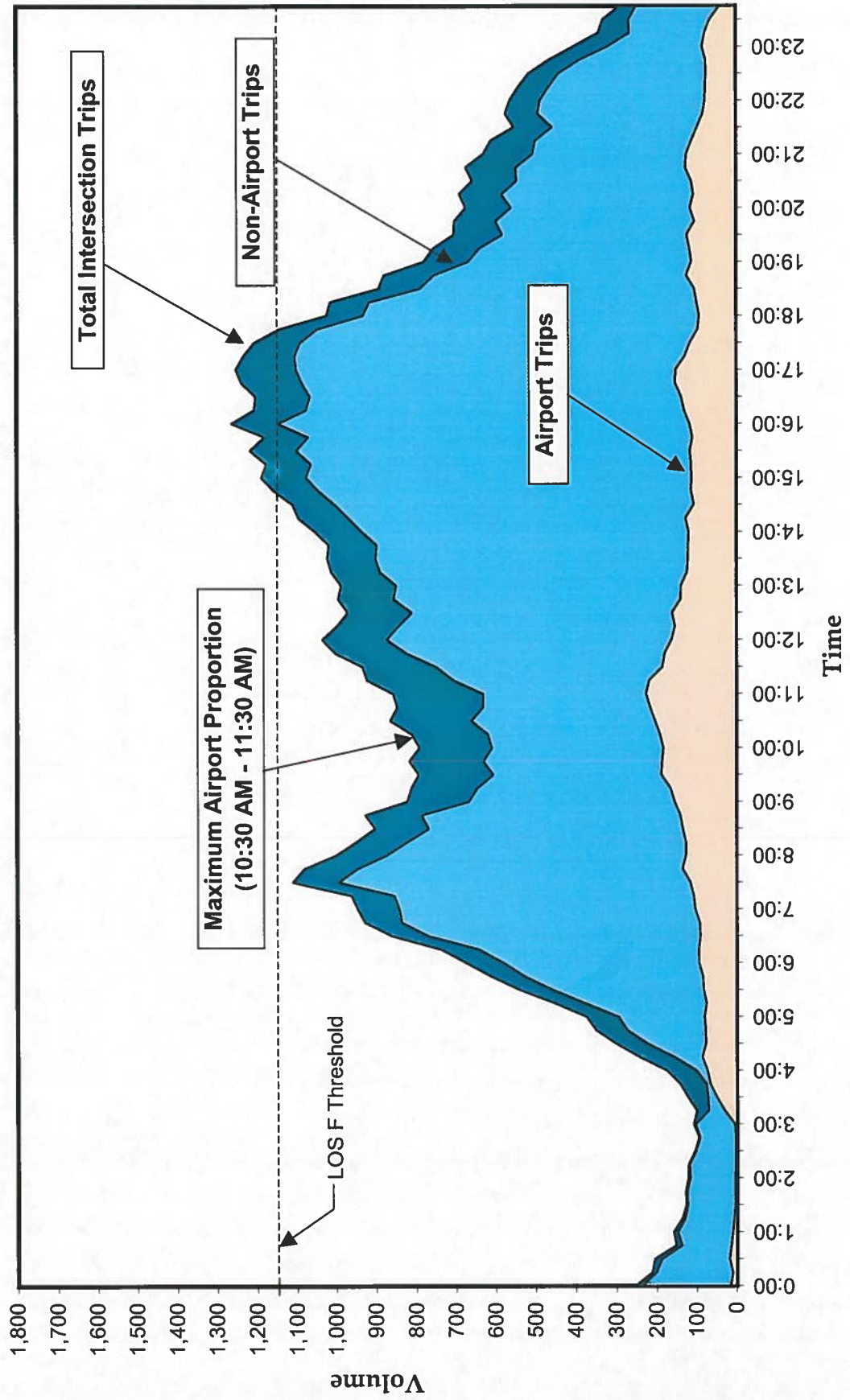
**Phase III Improvements**

- **New Grade Separation at 28<sup>th</sup> Ave. and S. 188<sup>th</sup> Street**
- **Construction of South Access Road**
- **Connection to SR 509 at 24<sup>th</sup> Ave.**

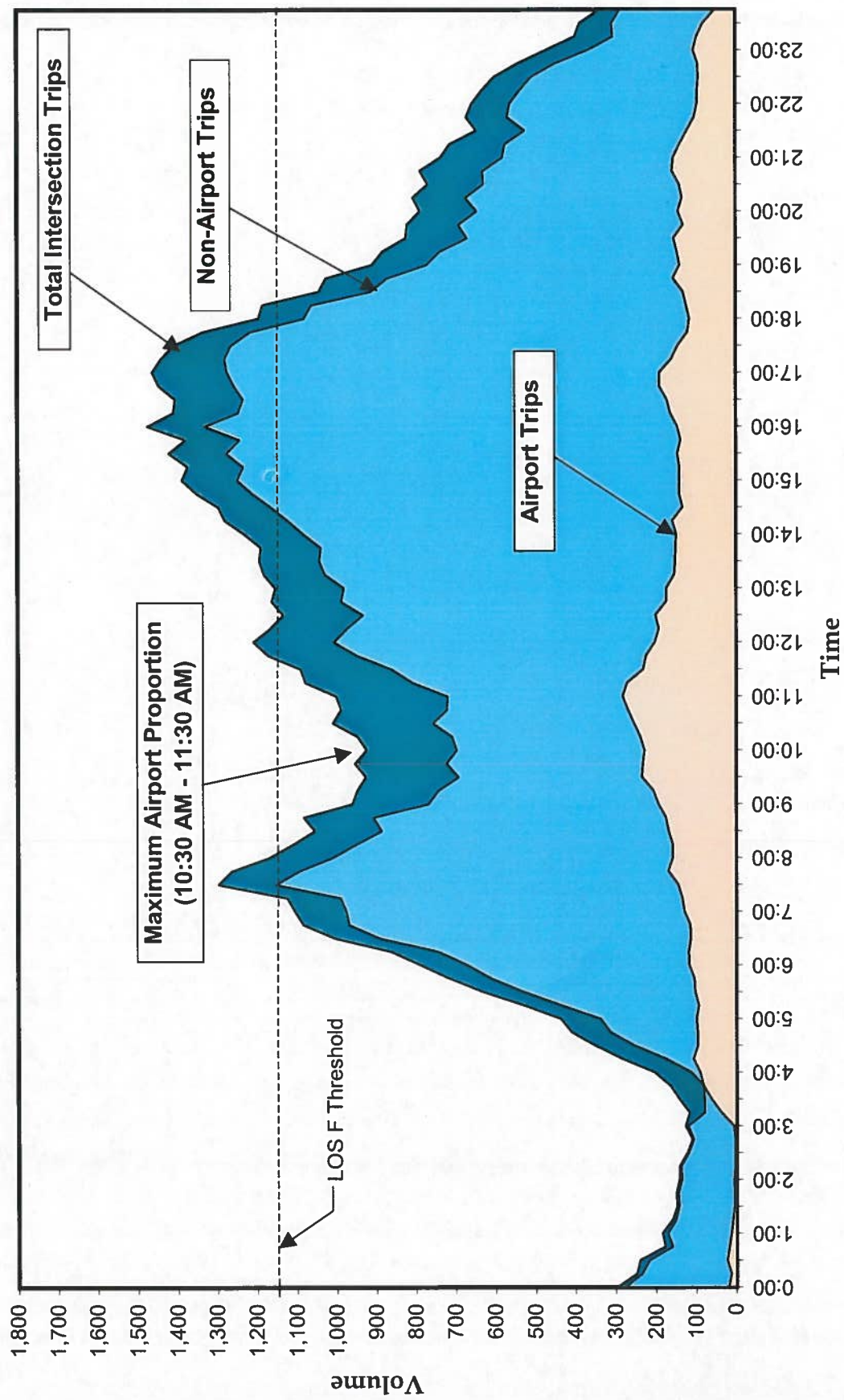
Traffic

Shares

### Daily 15-Minute Volume Profile for S 188th St & SR-99 (Future Year Conditions - Year 2010 with SR-509)

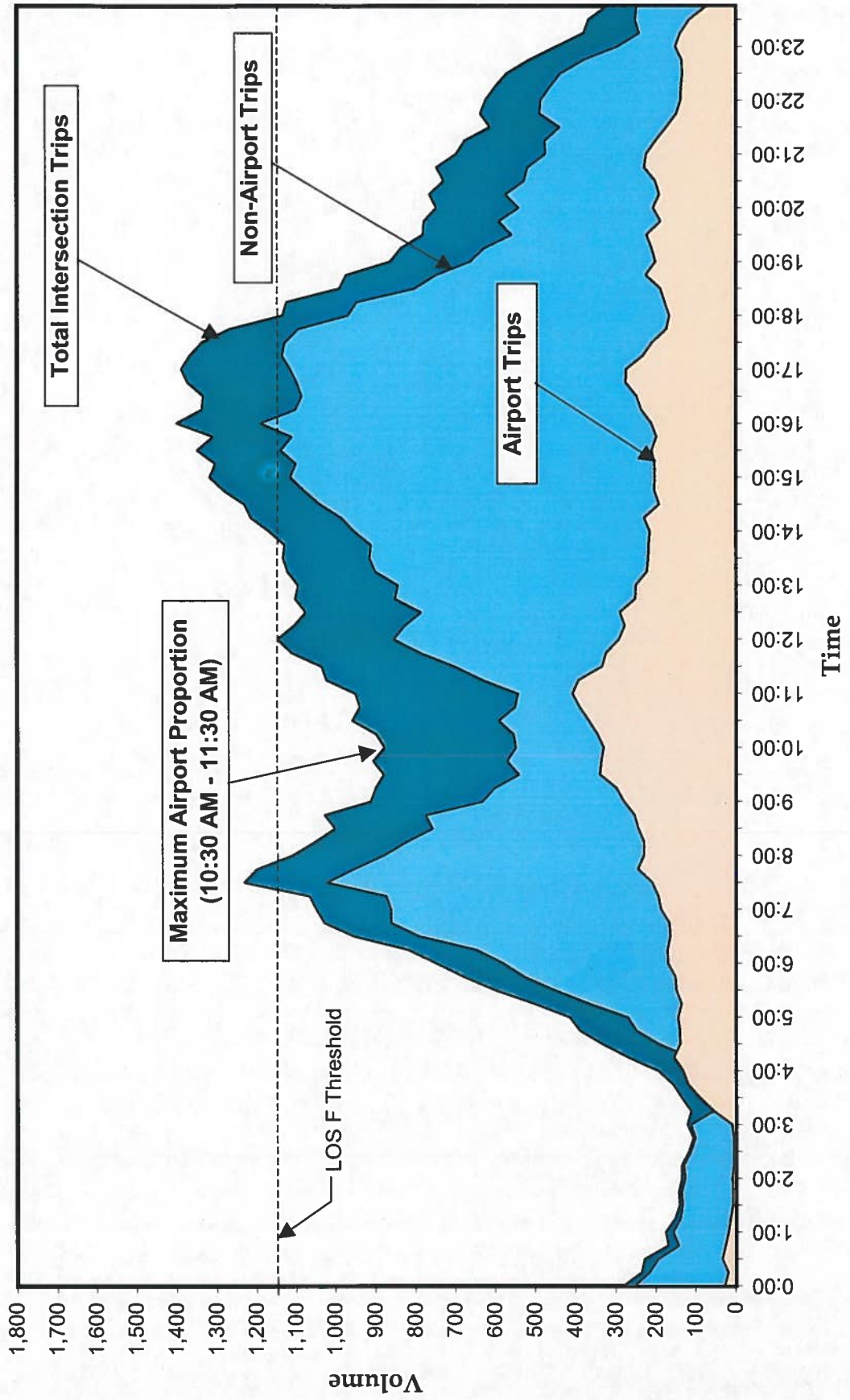


Daily 15-Minute Volume Profile for S 188th St & SR-99  
(Future Year Conditions - Year 2020 with SR-509)

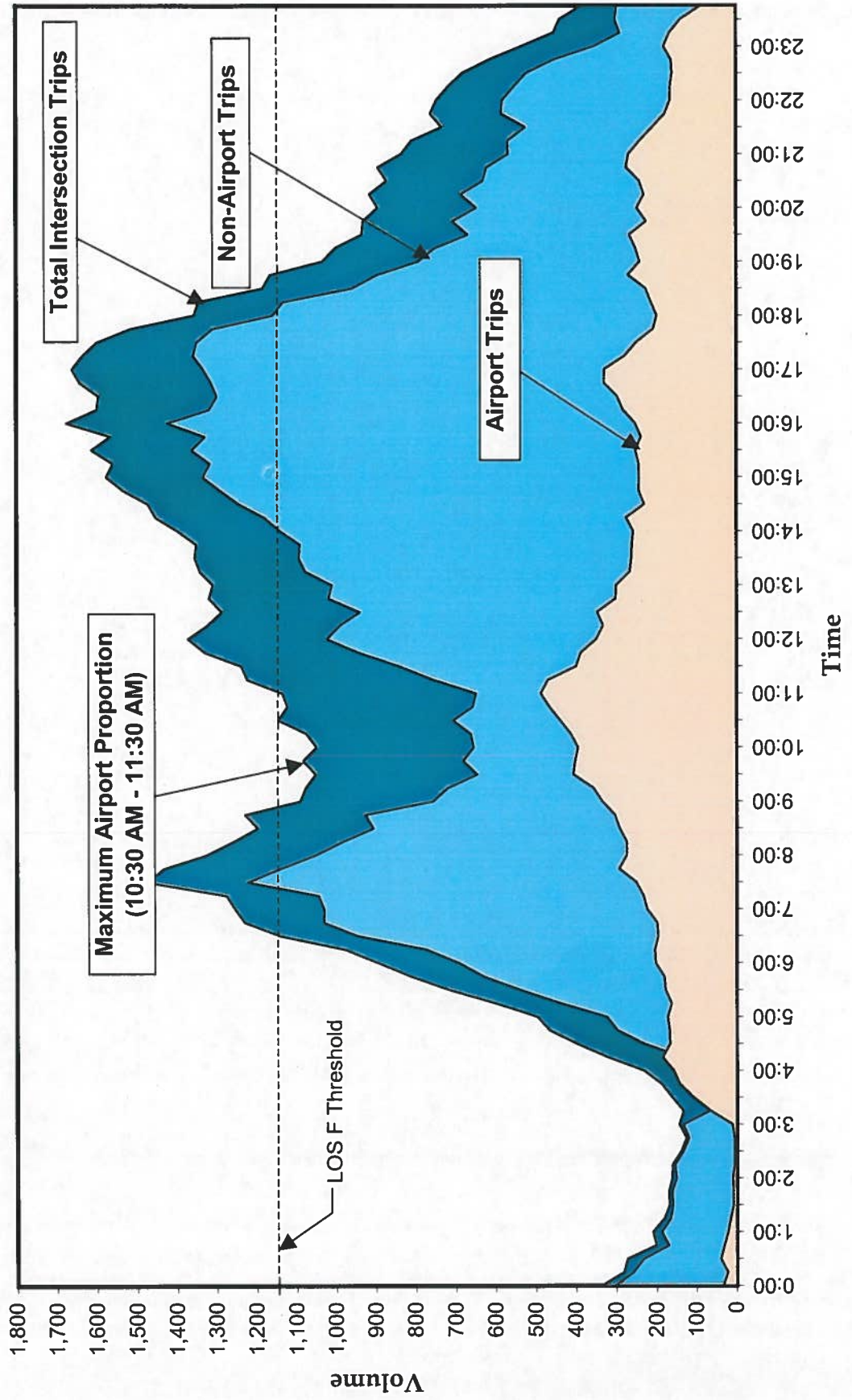




**Daily 15-Minute Volume Profile for S 188th St & SR-99  
(Future Year Conditions - Year 2010 without SR-509)**

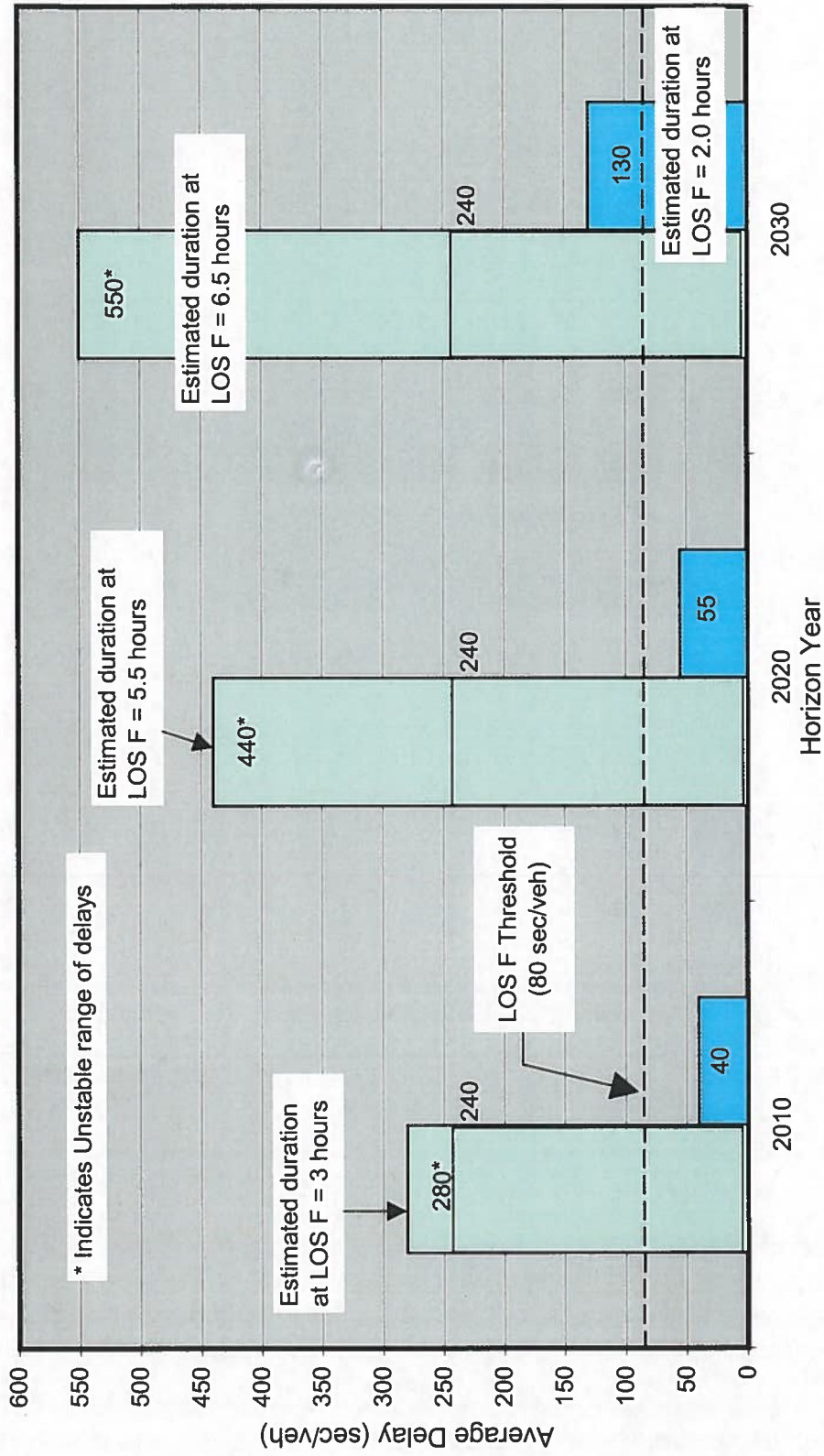


**Daily 15-Minute Volume Profile for S 188th St & SR-99  
(Future Year Conditions - Year 2020 without SR-509)**



Levels of Delay

# Average PM Peak Hour Delays at S 188th St & International Blvd



- Phase 1 - South Access via S 188th St/28th Ave S intersection
- Phase 2A - Same as Phase 1 but with improvements at S 188th St/International Blvd



**Future Baseline Analysis Results (PM Peak Hour)**

ID	Cross Street 1	Cross Street 2	2010		2020		2030	
			Delay	LOS	Delay	LOS	Delay	LOS
65	Des Moines Memorial Dr	S 188th St	> 120.0	F	> 120.0	F	> 120.0	F
44	28th Ave S	S 188th St	18.1	B	38.6	D	> 120.0	F
47	International Blvd (SR-99)	S 188th St	> 120.0	F	> 120.0	F	> 120.0	F
52	28th Ave S	S 192nd St	5.9	A	6.8	A	15.5	B
49	International Blvd (SR 99)	S 192nd St	5.8	A	14.1	B	17.7	B
60	Des Moines Memorial Dr	S 200th St	> 120.0	F	> 120.0	F	> 120.0	F
18	Frontage Road SB On	S 200th St	8.3	A	12.2	B	18.0	B
33	Frontage Road NB Off	S 200th St	27.6	C	28.2	C	34.3	C
108	Expressway	S 200th St	---	---	---	---	---	---
9	26th Ave S	S 200th St	37.7	D	47.7	D	55.7	E
50	International Blvd (SR-99)	S 200th St	56.1	E	63.7	E	> 120.0	F
22	SR-509 NB Ramps	26th Ave S	15.3	B	24.3	C	22.6	C
14	SR-509 SB Ramps	26th Ave S	16.0	B	15.9	B	25.8	C
55	24th Ave S	S 216th St	22.7	C	> 120.0	F	> 120.0	F
<b>Total System Average Delay</b>			<b>585.8</b>		<b>695.1</b>		<b>828.5</b>	

Note: Delays reflect SimTraffic analysis output and are given in seconds per vehicle

Baseline Scenario Assumptions:

- JTS Alternative 2A arterial network and background volumes
- SR-509 Extension
- South Airport Expressway (SAE)
- Interchange at 24<sup>th</sup>/26<sup>th</sup> Ave (with SR-509 Extension)
- Grade Separation of SAE at S 200<sup>th</sup> St
- Frontage roads connecting 24<sup>th</sup>/26<sup>th</sup> interchange at SR-509 Extension to S 200<sup>th</sup> St

### Future Alternatives Analysis Results (PM Peak Hour)

#### 2010 Analysis Scenarios

ID	Cross Street 1	Cross Street 2	Phase 1		Phase 2A		Phase 2B		Phase 3	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
65	Des Moines Memorial Dr	S 188th St	> 120.0	F	---	---	---	---	> 120.0	F
44	28th Ave S	S 188th St	52.5	D	---	---	---	---	32.1	C
47	International Blvd (SR-99)	S 188th St	> 120.0	F	---	---	---	---	> 120.0	F
52	28th Ave S	S 192nd St	3.3	A	---	---	---	---	4.8	A
49	International Blvd (SR 99)	S 192nd St	7.2	A	---	---	---	---	6.9	A
60	Des Moines Memorial Dr	S 200th St	> 120.0	F	---	---	---	---	> 120.0	F
18	Frontage Road SB On	S 200th St	6.6	A	---	---	---	---	---	---
33	Frontage Road NB Off	S 200th St	11.9	B	---	---	---	---	---	---
108	Expressway	S 200th St	---	---	---	---	---	---	27.3	C
9	26th Ave S	S 200th St	51.0	D	---	---	---	---	36.5	D
50	International Blvd (SR-99)	S 200th St	39.6	D	---	---	---	---	36.9	D
22	SR-509 NB Ramps	26th Ave S	10.6	B	---	---	---	---	1.6	A
14	SR-509 SB Ramps	26th Ave S	17.9	B	---	---	---	---	1.8	A
55	24th Ave S	S 216th St	19.8	B	---	---	---	---	18.6	B
Total System Average Delay			564.2		---		---		459.4	

#### 2020 Analysis Scenarios

ID	Cross Street 1	Cross Street 2	Phase 1		Phase 2A		Phase 2B		Phase 3	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
65	Des Moines Memorial Dr	S 188th St	> 120.0	F	> 120.0	F	> 120.0	F	> 120.0	F
44	28th Ave S	S 188th St	> 120.0	F	45.6	D	40.7	D	84.3	F
47	International Blvd (SR-99)	S 188th St	> 120.0	F	54.1	D	52.8	D	> 120.0	F
52	28th Ave S	S 192nd St	9.2	A	7.7	A	8.2	A	7.8	A
49	International Blvd (SR 99)	S 192nd St	11.1	B	11.7	B	12.8	B	8.5	A
60	Des Moines Memorial Dr	S 200th St	> 120.0	F	> 120.0	F	> 120.0	F	> 120.0	F
18	Frontage Road SB On	S 200th St	3.5	A	4.1	A	3.7	A	---	---
33	Frontage Road NB Off	S 200th St	10.4	B	10.2	B	9.3	A	---	---
108	Expressway	S 200th St	---	---	---	---	---	---	28.9	C
9	26th Ave S	S 200th St	58.8	E	60.9	E	39.9	D	40.6	D
50	International Blvd (SR-99)	S 200th St	> 120.0	F	> 120.0	F	38.2	D	34.7	C
22	SR-509 NB Ramps	26th Ave S	14.4	B	14.6	B	9.0	A	4.6	A
14	SR-509 SB Ramps	26th Ave S	14.1	B	13.9	B	12.4	B	10.9	B
55	24th Ave S	S 216th St	119.4	F	> 120.0	F	> 120.0	F	> 120.0	F
Total System Average Delay			674.9		502.9		390.0		529.5	

#### 2030 Analysis Scenarios

ID	Cross Street 1	Cross Street 2	Phase 1		Phase 2A		Phase 2B		Phase 3	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
65	Des Moines Memorial Dr	S 188th St	---	---	> 120.0	F	> 120.0	F	> 120.0	F
44	28th Ave S	S 188th St	---	---	38.9	D	38.6	D	69.2	E
47	International Blvd (SR-99)	S 188th St	---	---	> 120.0	F	> 120.0	F	> 120.0	F
52	28th Ave S	S 192nd St	---	---	9.4	A	9.4	A	8.5	A
49	International Blvd (SR 99)	S 192nd St	---	---	19.1	B	19.9	B	10.8	B
60	Des Moines Memorial Dr	S 200th St	---	---	> 120.0	F	> 120.0	F	> 120.0	F
18	Frontage Road SB On	S 200th St	---	---	4.8	A	4.2	A	---	---
33	Frontage Road NB Off	S 200th St	---	---	10.8	B	10.1	B	---	---
108	Expressway	S 200th St	---	---	---	---	---	---	26.2	C
9	26th Ave S	S 200th St	---	---	57.9	E	36.4	D	53.0	D
50	International Blvd (SR-99)	S 200th St	---	---	> 120.0	F	> 120.0	F	35.6	D
22	SR-509 NB Ramps	26th Ave S	---	---	17.8	B	7.9	A	5.2	A
14	SR-509 SB Ramps	26th Ave S	---	---	19.5	B	12.3	B	11.0	B
55	24th Ave S	S 216th St	---	---	> 120.0	F	> 120.0	F	> 120.0	F
Total System Average Delay			---		654.5		591.0		719.0	

Note: Delays reflect SimTraffic analysis output and are given in seconds per vehicle

SR 509

Airport Access

**SR 509 to Airport Access**  
Identified in the SR 509 EIS



# Port of Seattle: STIA South Access Grade-Separated Ramp Connection

SR 509

24th

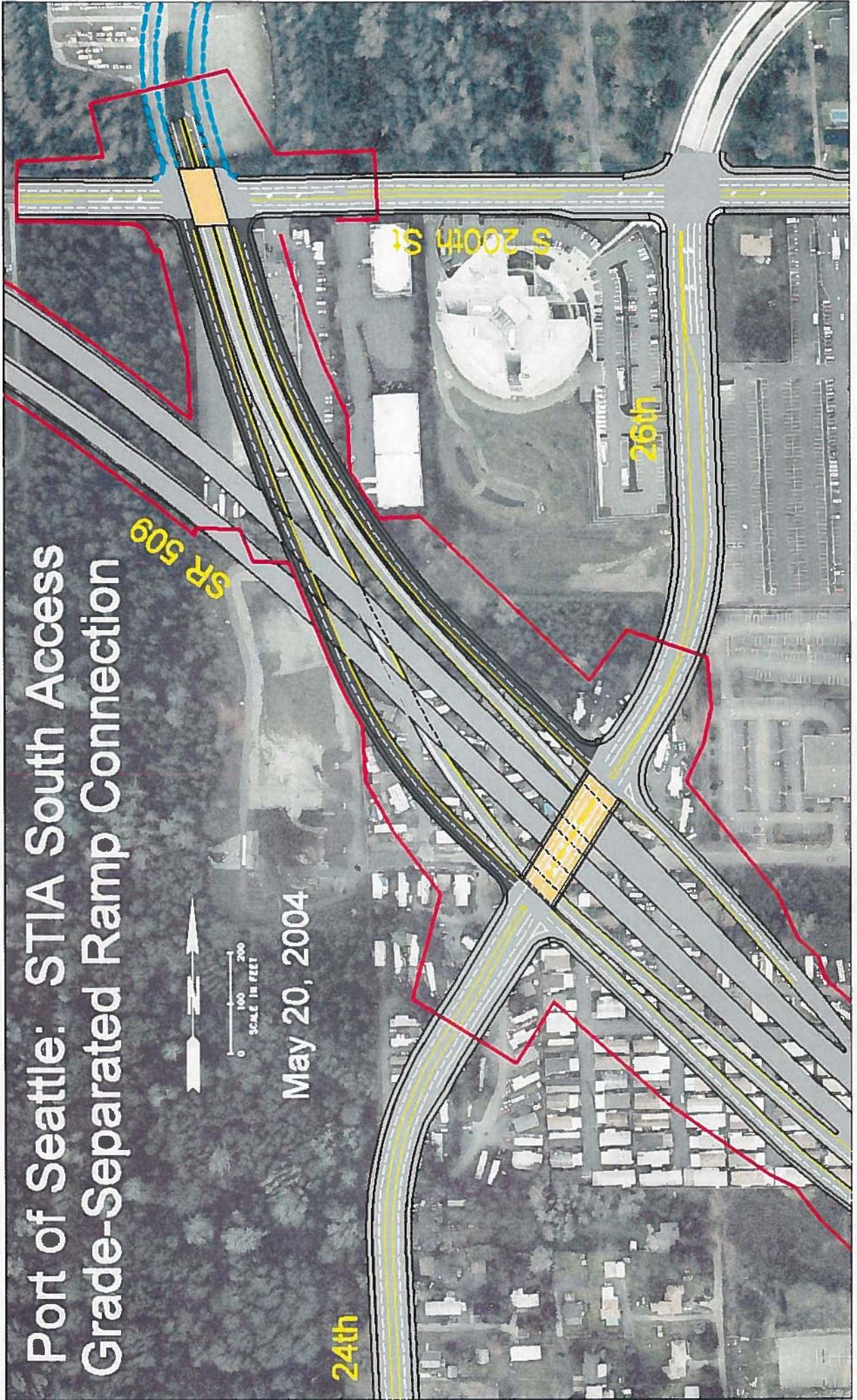
S 200th St

26th



0 100 200  
SCALE IN FEET

May 20, 2004



**SR 509 to Airport Access**  
Alternative Access to the Airport

# Port of Seattle: STIA South Access At-Grade Ramp Connection

SR 509

24th

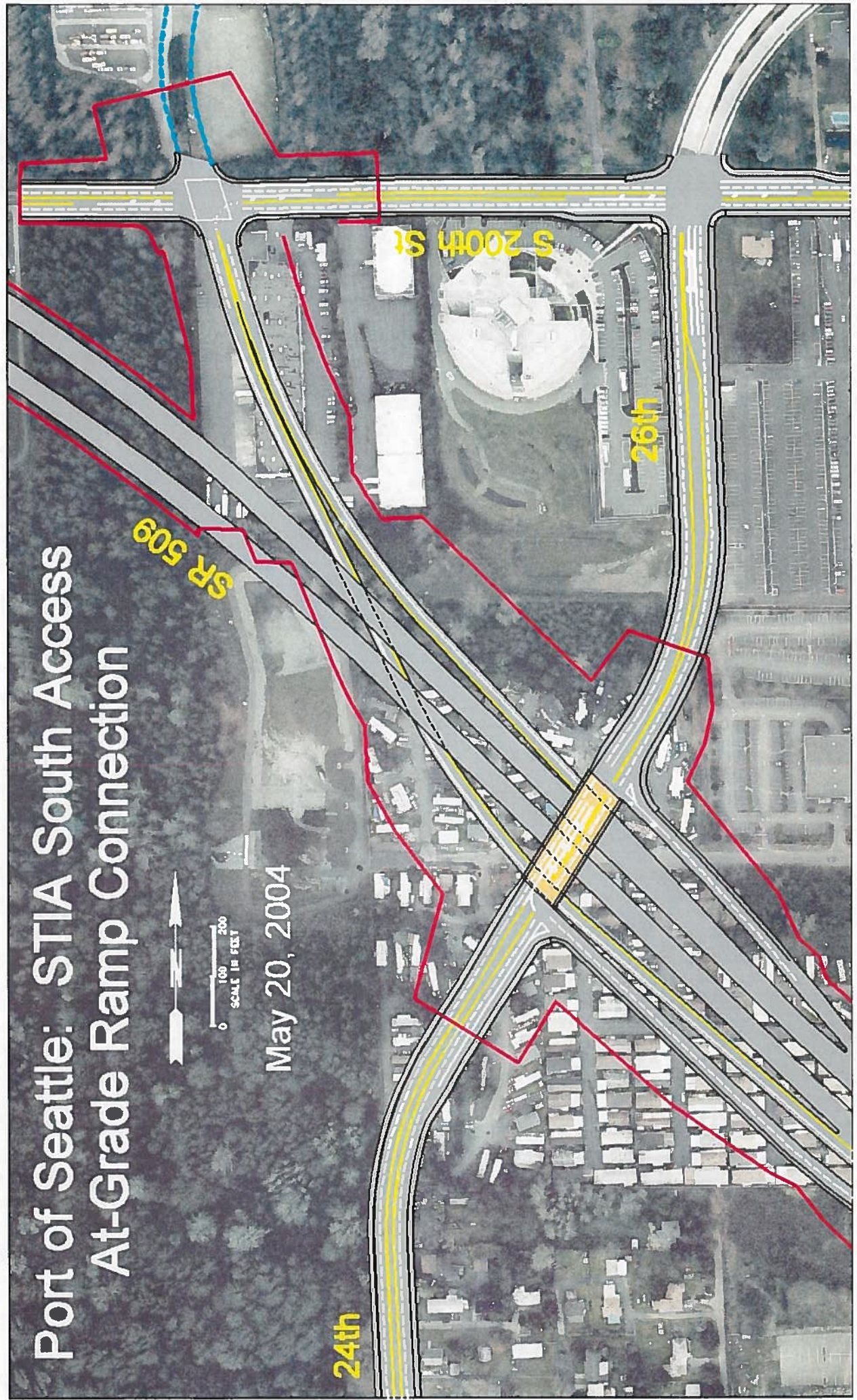
S 200th St

26th



0 100 200  
SCALE IN FEET

May 20, 2004



City

of

Seatac

**Mayor**  
Don DeHan

**Deputy Mayor**  
Kathy Gehring

**Councilmembers**  
Steve Stevenson, Sr.  
Shirley Thompson  
Terry Anderson  
Frank Hansen  
Joe Brennan



**City Manager**  
Calvin P. Hoggard

**Assistant City Manager**  
Jay Holman

**City Attorney**  
Robert L. McAdams

**City Clerk**  
Judith L. Cary

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City Hall: (206)241-9100 • Fax: (206)241-3999 • TDD: (206)241-0091

## FOR IMMEDIATE RELEASE

July 22, 1997

Contact Cal Hoggard, 248-6100

The SeaTac City Council today directed City Manager Calvin Hoggard to sign an Interlocal Agreement with the Port of Seattle which reflects the fact that the Port and the City share the responsibility to ensure that future expansion of Seattle-Tacoma International Airport is compatible with the community. Earlier today, the Port of Seattle Commission voted unanimously to place the Agreement on its Agenda for final passage in early August.

"This is the culmination of a difficult, laborious year-long effort by both sides," said SeaTac Mayor Don DeHan. "As the 'Host City' for the Airport, we are pleased to announce that a new day has begun in our relationship which will ensure a successful future for the City of SeaTac, and the Airport. Our mutual interest, the interests of the SeaTac community, and the interests of the entire region, simply mandated that both sides reach this Agreement. We can now go forward with our mutual and separate responsibilities," DeHan said.

Deputy Mayor Kathy Gehring called the Agreement an important step forward for both sides. "The Agreement establishes a mutual and cooperative system for both sides to exercise their respective responsibilities regarding Seattle-Tacoma International Airport," Gehring said. "Last year, the Puget Sound Regional Council (PSRC) decided to allow the construction of a third runway at the Airport. The PSRC rejected other possible sites in Pierce, King and Snohomish Counties. We decided to do our best to take on these additional burdens while working hard to safeguard the integrity of our community. The Interlocal Agreement, which we negotiated with the aid of a Mediator, is intended to do that, and will serve the best interests of the City and the Port of Seattle. We are pleased that the Port Commission has decided to sign it," Gehring said.

Both sides earlier agreed to enlist the aid of a Mediator to help resolve conflicts and disagreements in the Interlocal Agreement. Final passage of the Agreement is subject to technical changes and final determination of the allocation of parking tax revenue.

The Agreement would provide Community Relief for the City of SeaTac for transportation improvements, an RTA/ City Center Pedestrian Link, Airport Beautification, a Westside Recreational Trail, a Joint City Center Study, and relief to ensure Community and Land Use Compatibility for the airport expansion. It will resolve a Jurisdictional lawsuit between the

City and the Port regarding land use planning, transportation improvements, critical areas, Surface Water Management, public safety, and the airport's compliance with provisions of the State Environmental Policy Act.

DeHan and Gehring praised staff from both sides who worked hard to reach an Agreement acceptable to the City of SeaTac and the Port of Seattle.

"We sought a cooperative, not combative, relationship with the Port of Seattle. We believe that the cooperative working relationship outlined in the Agreement is in the best interests of our community and our region," DeHan and Gehring said.

The Agreement would provide for approximately \$92 million in funding for transportation improvements and other measures. Most of this funding - \$60 million - would be used for transportation improvements and would come from a parking tax the City presently levied on all commercial parking. Under the terms of the proposed Agreement, the City's Parking Tax would increase from \$.50 per transaction to \$1. The majority of funds from the Parking Tax increase would be used to develop and construct the South Access Road to the Airport.

#



## CITY OF SEATAC - PORT OF SEATTLE INTERLOCAL AGREEMENT

### Overview

On July 22 the Port of Seattle conducted its first reading and took its first of two votes to adopt an Interlocal Agreement (ILA) with the City of SeaTac. That same day at a separate meeting, the SeaTac City Council voted in public session to direct City Manager Calvin Hoggard to sign the document subject to technical changes being made to the mutual satisfaction of Port and City staff, and pending final determination of the allocation of parking tax revenue, provided the same is agreed by the Port no later than August 7, 1997. A separate press release, issued today, explains some of the history behind this Agreement.

This historic Agreement is available for inspection at Port and City offices during business hours and will be published in full and made available for distribution when it is in final form and has been adopted by both agencies. In late August or early September both agencies will hold a joint briefing for the media and the public about the contents of the Agreement and its four Exhibits. The following summary sets forth its key provisions.

### Public Involvement and Opportunity to Shape the Program

The City will conduct a series of public meetings during the coming months to review the details of the discretionary "Community Relief" funds that the Port will supply to the City and obtain resident inputs on the best way of utilizing the funds. Notices will be published. However, residents wishing to be on a mailing list for notifications about this process should write:

SeaTac City Hall c/o City Manager's Office  
Attn. Programs Manager  
17900 International Boulevard, Suite 401  
SeaTac, WA 98188-4236

providing their name, address, phone number(s), e-mail address (if available). Comments and questions about the Agreement may be addressed to the same place.

### Summary

The Interlocal Agreement is for a period of ten years with an option for either party to propose revisions at any time. Its duration is intended to correspond approximately to the time period that will be required to accomplish projects in Phases I and II of the Seattle-Tacoma International Airport Master Plan adopted August 1, 1996.

The ILA has been negotiated between the City and the Port over a series of months and is the alternative to the pending litigation between the City and the Port. This "friendly" lawsuit was filed in 1996 by mutual agreement in order to decide which agency has jurisdiction over land use, permits and the like, in the areas of the City that are owned or operated by the Port. To facilitate negotiations between the parties in developing this complex document, a mediator assisted in the process and was key to its resolution.

As a consequence of signing this Agreement, both parties agree to drop the "friendly" jurisdictional lawsuit, and the City agrees to drop its pending appeal under the State Environmental Policy Act (SEPA). This appeal was about the adequacy of the Master Plan and its environmental impact statements (EISs).

The ILA itself is a short document spelling out the duration of the Agreement, the steps required for renewals and any interim revisions, and establishing a process for dispute resolution. In brief, disputes involving Essential Public Facilities (EPFs) as defined by the Growth Management Act (GMA) are resolved by the procedures described in GMA. Other disputes follow a process outlined in the ILA itself.

Additional substantive content of the ILA is contained in its four Exhibits:

#### **Exhibit A, Land Use Agreement**

This Exhibit addresses how land use planning, project development and permitting would occur on property owned, currently or in the future, by the Port of Seattle. Exhibit A is split up into two major categories:

1. Cooperative Comprehensive Planning and Economic Development; and
2. Zoning/Land Use/Development Regulations

The "Cooperative Comprehensive Planning and Economic Development" section encourages both parties to engage in *cooperative planning* in the areas of land uses, transportation, capital facilities, economic development, community image/design and creation of a City Center. This section also states that the City and Port will develop a *Westside subarea plan*. In addition, the City and Port are to jointly identify and pursue *economic development opportunities* for properties owned by the Port and/or in close proximity to the Airport. Finally, the upcoming "Part 150" planning process will be utilized to evaluate *noise compatibility approaches* that might be used by both parties.

The "Zoning/Land Use/Development Regulations" section of Exhibit A covers four areas, which are:

- (1) Land Use/Zoning Map;
- (2) Zoning Uses;
- (3) Project Implementation and Development Regulations; and
- (4) Expansion of Port Uses and Property.



This section states that a coordinated *land use/zoning map* will be prepared and adopted by the City Council and Port Commission no later than December 31, 1997. There would be two zoning categories ("Aviation Operations" and "Aviation Commercial"), with specified *zoning uses* allowed in each zone as listed in Attachment A-2. Those development projects clearly described in the Airport Master Plan (and listed in Attachment A-1) would be subject to a mutually agreed-on set of *development standards* (included in Attachment A-4). If there was a disagreement about how these standards were to be applied, a "joint consultation" process would take place between the City and the Port. Exhibit A also establishes procedures to be followed by both parties in the event that the Airport wishes to acquire new property or to undertake a land use not currently envisioned by the Port.

### **Exhibit B, Surface Water Management**

This Exhibit describes how surface water in the shared Port-City watershed areas will be addressed and seeks to protect each agency from adverse effects of the other's runoff. Specifically, this Exhibit calls for addressing the impacts to the existing wetland areas adjacent to the Airport through a joint SWM Study. These wetland areas include Lake Reba north of the Airport, Miller Creek downstream from Lake Reba, the Tyee Pond and Northwest Ponds located at the south end of the Airport, and Des Moines Creek downstream from Tyee Pond. The Port and City will conduct a joint review of existing SWM fees and also conduct a SWM Rate Study for possible changes to existing SWM fees.

### **Exhibit C, Community Relief**

This Exhibit was developed to address the needs of the City of SeaTac as the Airport's host City. The Airport now lies within SeaTac's boundaries, but its impacts date back to the 1940s when the Airport was first opened for passenger service. This Community Relief package provides a total of \$43.8m to the City for a variety of community and transportation improvements, as well as committing \$48.2m in City funds to joint traffic problem resolution, including \$21.9m for an improved direct south access link in and out of the Airport. It addresses existing Airport impacts, impacts expected to result from the Third Runway, and impacts resulting from other Airport operations and landside growth projected in the Master Plan. The financial commitments are summarized below:

Port contributions – community improvements / studies	\$32.0m
Port contributions – transportation	\$11.8m
City contribution – South Access	\$21.9m
City contribution – other transportation	\$26.3m
<b>TOTAL PORT AND CITY COMMITMENT</b>	<b>\$92.0m</b>

The ILA as a whole, and this Exhibit in particular, provide a blueprint for a City-Port partnership in making the presence of the Airport as responsive as possible to the needs

of the surrounding City. This is accomplished through joint transportation and City center studies, a mechanized pedestrian connection between the Airport and the City center, City center and other economic development, Airport perimeter landscaping, west side improvements, transportation demand management and highway access improvements (especially from the south) to reduce Airport-related traffic on City streets, and last but not least, encompasses a fund of \$10m to be expended at the City's discretion for community improvements.

Airport noise of course continues to be a major concern of residents surrounding the Airport. The City is working closely with the Port on its update to the Part 150 Noise Study which began in 1997 and is expected to take a year or more to complete. Part 150 noise remedies address both operational and land use strategies, and the Agreement calls for the Port to address both equally. Operational remedies can help reduce the amount of noise being created; land use remedies, including soundproofing and removal of noise impacted buildings, reduce the amount of noise-sensitive activity in the area.

The Port has also committed, through a process established with the Puget Sound Regional Council, to taking various other noise reduction and management steps and the City will be working closely with the Port in that process too.

#### **Exhibit D – Material (Dirt) Haul**

This exhibit describes the operating conditions and standards to be utilized by Port haul projects greater than 100,000 cubic yards of material being transported on City streets. Specifically, access routes and hours are identified for the approved maximum number of one way trips per hour on City streets. Extensive use of uniformed officers, certified flaggers, and enforcement officers are incorporated in the agreement. Construction Best Management Practices (BMPs) generally accepted in the industry will be utilized for all hauling operations. Road repairs will be based upon a before and after technical review of all City streets utilized in the hauling operations.

# AGREED USES ON EXISTING PORT PROPERTY

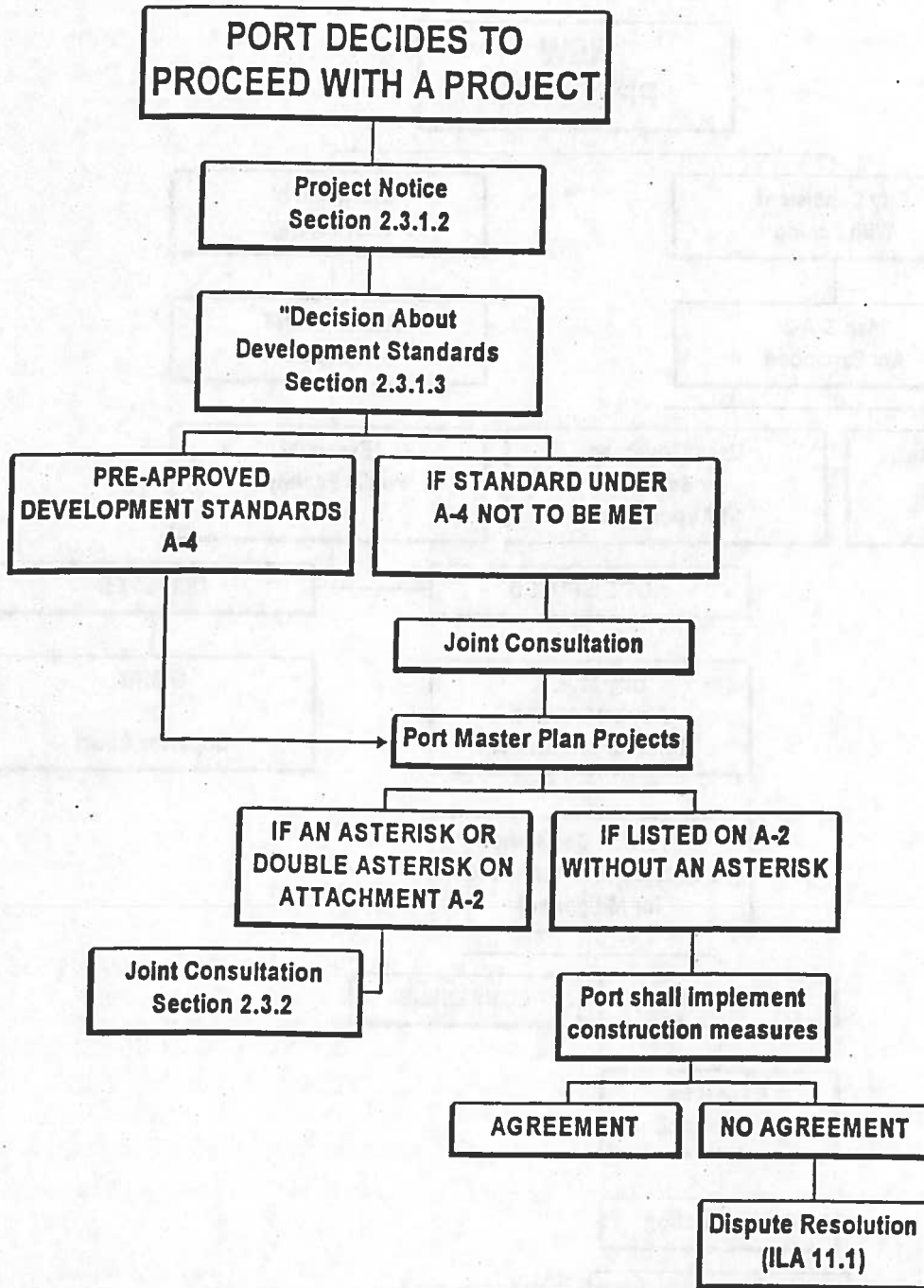


Exhibit A Section 2.3.1  
(See Attachment A-2)

# HOW NEW PORT PROPERTY IS ADDRESSED IN THE CITY-PORT ILA

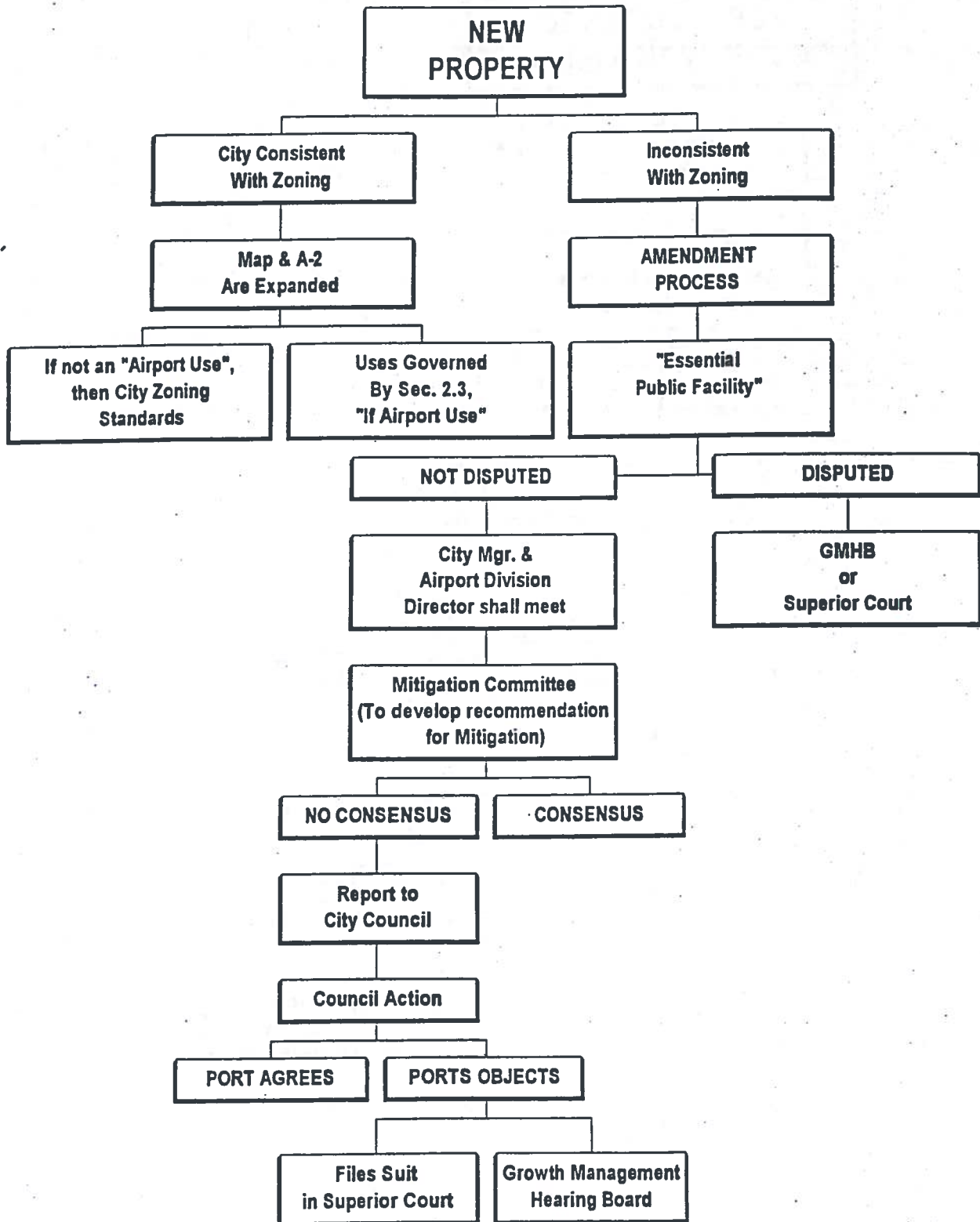


Exhibit A.- Section 2.4.2

Ordinance

No.

93-1019

## CITY ORDINANCES AND THE CITY/POS INTERLOCAL AGREEMENT

- SeaTac Municipal Code relating to a commercial Parking Tax  
City Ordinance 93-1019 passed by the City May 11, 1993

### Section 3.50.040 Use of funds

“...The revenues collected as commercial parking tax revenues shall be used by the City for regional capital projects within the City of SeaTac Comprehensive Transportation Plan...”

- Interlocal Agreement between Port of Seattle and City of SeaTac  
Signed on September 4, 1997

### Section 13.3 No City Code Challenges.

“...this Agreement rather than general city codes or ordinances shall apply to the covered matters...”

- ...amending the Local Option Transportation Tax of Chapter 3.70 of the SeaTac Municipal Code.  
City Ordinance 97-1019 passed by the City October 14, 1997

### Section 2. Section 3.70.040 Fund created – Use of funds.

“...All revenues, assessments and other charges generated and collected as local options transportation taxes shall be placed into the ~~fund~~ Arterial Street Fund 102, and shall be used by the City for ~~regional~~ transportation projects...”

City of SeaTac  
SeaTac City Hall  
19215 28th Avenue South  
SeaTac, WA 98188  
(206) 878-9100

(Legal Notice)

May 12, 1993.

NOTICE OF ORDINANCE PASSED  
BY SEATAC CITY COUNCIL

The following is a summary of an Ordinance passed by the City of SeaTac City Council on the 11<sup>th</sup> day of May, 1993.

ORDINANCE NO. 93-1019

AN ORDINANCE of the City Council of the City of SeaTac, Washington creating a new Chapter 3.50 of the SeaTac Municipal Code relating to a Commercial Parking Tax

Section 1 of the Ordinance creates and establishes a new Chapter 3.50 SMC, fixing and imposing a commercial parking tax (.50¢ per transaction), defining terms, providing for exceptions, identifying the relationship of this tax to other taxes, specifying use of the funds generated by this tax, identifying how the taxes shall be collected, providing for exempt vehicles, identifying violation penalties and appeal procedures.

Section 2 of the Ordinance provides that the Ordinance shall be in full force and effect July 1, 1993 and five (5) days after publication of the Ordinance Summary as required by law.

The full text of the Ordinance is available at the City Clerk's Office, SeaTac City Hall, 19215 28th Avenue South, SeaTac, Washington 98188, (206) 878-9100. A copy will be mailed out upon request.

Judith L. Cay, Deputy Clerk for:  
Nacelle J. Heuslejn, City Clerk

Published in the Highline Times:

Saturday, May 15, 1993

ORDINANCE NO. 93-1019

COPY

AN ORDINANCE of the City Council of the City of SeaTac, Washington creating a new Chapter 3.50 of the SeaTac Municipal Code relating to a Commercial Parking Tax

WHEREAS, in 1990, the Washington State Legislature passed legislation which was adopted as Section 208 of Chapter 42, Laws of 1990, and codified as Section 82.80.030 of the Revised Code of Washington, which authorized cities to fix and impose a parking tax in connection with commercial parking businesses; and,

WHEREAS, the tax revenues generated by the parking tax are to be used for transportation related purposes, including but not limited to the operation and preservation of roads, streets and other transportation improvements; new construction, reconstruction, and expansion of City streets, roads and right-of-ways, and other transportation improvements; development and implementation of public transportation and high-speed transit improvements and programs, including planning, design and acquisition of right-of-ways and sites for such transportation purposes; and,

WHEREAS, there are a number of commercial parking businesses operating within the City which park or provide space to park vehicles for a fee; and,

WHEREAS, because of the number of such businesses within the City and their impact on the roads, streets and infrastructure of the City, it would be appropriate for the City to adopt a tax providing for an assessment on commercial parking transactions.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON DO ORDAIN as follows:



1. That a new Chapter 3.50 of the SeaTac Municipal Code be, and the same hereby is, created to read as follows:

3.50.010 Definitions. For the purposes of this Chapter, the following definitions shall apply:

1. Commercial parking business means the ownership, lease, operation, or management of a commercial parking lot in which fees are charged, and includes parking service operations of municipal corporations of the State of Washington and other governmental entities, where a fee is charged for parking services or for use of parking spaces.
2. Commercial parking lot means any covered or uncovered area with parking stalls or spaces used by a commercial parking business for the purpose of parking motor vehicles or allowing motor vehicles to be parked.
3. Commercial parking transaction means any transaction or arrangement whereby a vehicle is parked and a fee is charged for parking or allowing the vehicle to be parked. It shall constitute a parking transaction each time a fee is charged for parking or allowing a vehicle to be parked, irrespective of the length of time the vehicle is parked; PROVIDED that "Short Stay Metered Parking", as defined herein, shall not constitute a commercial parking transaction, and "Local Employee Parking", as defined herein, shall not constitute a commercial parking transaction.

A commercial parking transaction shall include instances where a fee is charged for the parking of a vehicle and that fee is included as a specific item in the fee or charge. A commercial parking transaction shall also include instances where a vehicle is parked or allowed to be parked for a certain period of time, and a fee is charged in connection with other services. A commercial parking transaction shall also include instances where a guest of a hotel, motel or other lodging establishment is allowed to park or leave his/her vehicle at the hotel, motel or other lodging establishment after the guest has concluded his/her business at the hotel, motel or other lodging establishment and/or has checked out of the hotel, motel or other lodging establishment, so that the guest's vehicle is parked at the hotel, motel or other lodging establishment during days when the guest is not staying at the hotel, motel or other lodging establishment, regardless of whether a parking fee is included as a specific item listed

or identified on the bill or charge for services by the hotel, motel or other lodging establishment.

A commercial parking transaction shall also include instances where a vehicle is parked or allowed to be parked and where a fee would be charged for the parking unless validated by a business because a customer makes a purchase or otherwise transacts business for which a fee is paid.

4. Local Employee Parking refers to parking spaces provided or reserved for use by an employee who works within the City, where the employee parks his/her vehicle in connection with his/her employment, without regard to whether arrangements or payment for the parking is made by the employee or by his/her employer.
5. Short Stay Metered Parking refers to the parking of vehicles in spaces where payment for parking is made through parking meters and where the duration of the metered parking does not exceed two (2) consecutive hours in length.

**3.50.020 Commercial Parking Tax imposed.**  
Pursuant to Section 82.80.030 of the Revised Code of Washington, there is hereby levied a special commercial parking tax to be imposed in connection with commercial parking businesses within the City. The tax shall be imposed at the rate of fifty cents (.50¢) per commercial parking transaction, irrespective of the length of time that a vehicle is parked in connection with each transaction.

**3.50.030 Tax in addition to other license fees or taxes.**  
The tax levied hereunder shall be in addition to any license fee or tax imposed or levied under any law, statute or ordinance whether imposed or levied by the City, state or other governmental entity or political subdivision.

**3.50.040 Use of funds.**  
The funds generated by this tax shall be placed into the Street Fund of the City, and identified by a separate BARS line item under that fund. The revenues collected as commercial parking tax revenues shall be used by the City for regional capital projects within the City of SeaTac Comprehensive Transportation Plan, in accordance with RCW 82.80.070, and for administering the tax, including activities of the City in keeping and tracking records, financial reports and other documents, reviewing filings and compiling reports by commercial parking businesses, and other activities involved in collection and enforcement of the tax.

**3.50.050 Taxes collected by business operators.**

Taxes imposed herein shall be collected by the operators of the commercial parking businesses. The operators of the commercial parking businesses shall remit to the City the commercial parking taxes collected on or before the tenth day of the month following the month during which the taxes were collected. The City shall be authorized

to review and inspect financial records involving activities of businesses which are taxable by this tax, at least quarterly each year.

**3.50.060 Exempt vehicles.**

The tax shall not be levied on exempt vehicles. Exempt vehicles shall include vehicles with handicap decals, government vehicles which are exempt from tax, and tax exempt car-pool vehicles.

**3.50.070 Violation -- Penalty.**

It is unlawful for any person, firm or corporation engaged in a commercial parking business to fail or refuse to collect and remit the taxes with intent to violate the provisions of this Chapter or to gain some advantage or benefit, whether direct or indirect. Any such violation shall constitute a misdemeanor and shall be punishable by a fine not to exceed one thousand (\$1,000.00) dollars or by imprisonment for a term not exceeding ninety (90) days.

**3.50.080 Appeal procedure.**

Any person aggrieved by the amount of tax determined to be due to the City pursuant to the provisions of this Chapter, may appeal to the City Council from such determination by filing a written notice of appeal with the City Clerk within twenty (20) days from the date on which such person was given notice of the tax. The City Council shall, as soon as practicable, fix a time and place for the hearing for such appeal. Notice of the hearing and the appeal shall be given to the appellant by certified mail at least five (5) days prior to the date of the hearing. On the appeal, the City Council shall determine whether the tax was properly computed and whether the tax provisions of the City Code were properly applied to the circumstances of the appellant.

2. That this Ordinance shall be in full force and effect the 1st day of July, 1993, and five (5) days after publication of the Ordinance Summary as required by law.

ADOPTED this 11<sup>th</sup> day of MAY, 1993, and signed in authentication thereof on this 11<sup>th</sup> day of MAY, 1993.

CITY OF SEATAC

Frank Hansen  
Frank Hansen, Mayor

ATTEST:

Nacelle J. Heinslein  
Nacelle J. Heinslein, City Clerk

Approved as to Form:

Daniel B. Held  
Daniel B. Held, City Attorney

**Policy 3.2A**

Establish a level of service (LOS) standard for intersections and roadways with LOS E or better (volume to capacity [V/C] ratio  $\leq 1.0$ ) as being acceptable on Principal or Minor Arterials. LOS D or better ( $V/C \leq 0.90$ ) should be considered acceptable on Collector Arterials and lower classification streets. The City's Director of Public Works, utilizing established criteria, shall be allowed to provide for exceptions to the LOS E standard along minor and principal arterials if future improvements are included in the city's adopted transportation plan. The City should also provide exceptions where the City determines improvements beyond those identified in the transportation plan are not desirable, feasible, or cost-effective. The recommended plan would require exceptions to the level of service policy at the following three intersections: S. 188th Street/International Boulevard; S. 200th Street/International Boulevard; and S. 188th Street/I-5 southbound ramps. The decision on any exceptions should be reflective of acceptable traffic engineering methodologies.

**Discussion:** The Growth Management Act requires that a level of service standard be established for arterial routes. "LOS E/F" is defined as the capacity of a roadway or intersection. A "LOS D" or better along the Minor and Principal Arterials will likely discourage use of alternative travel modes because people would see no disadvantage to driving. The "LOS D" or better goal for Collector Arterials and lower classification streets acknowledges the desire to minimize the use of these facilities by through traffic. The exceptions to the "LOS E" standard on Minor and Principal Arterials reflect that the City has developed the transportation plan based on a forecast level of development. Many of the major transportation improvements will take six or more years to implement. "LOS F" conditions already exist (or will likely occur within the next few years) along some of the Principal and/or Minor Arterials, including S. 188th St./International Boulevard, S. 200th St./International Boulevard and S.188th St./I-5 southbound ramps. Due to the time lag in implementing major projects, the City should allow developments that are consistent with the development assumptions of the 2003 plan to proceed subject to the Public Works Director's approval.

**INTERLOCAL AGREEMENT**

**between**

**PORT OF SEATTLE**

**and**

**CITY OF SEATAC**

**Date:** September 4, 1997

**12.6 Cooperation.** The parties shall seek in good faith and reasonably to reach agreements and otherwise implement this Agreement.

**12.7 Time of Essence.** Time is of the essence of this Agreement in every provision hereof. Unless otherwise stated, "days" shall mean calendar days. If any time for action occurs on a weekend or legal holiday, then the time period shall be extended automatically to the next business day.

**12.8 Headings.** The headings are inserted for reference only and shall not be construed to expand, limit or otherwise modify the terms and conditions of this Agreement.

**12.9 Exhibits.** Exhibits A through D attached hereto are incorporated herein by this reference.

**13. Settlement of Lawsuits and Appeals.** The parties are relying upon the adoption and enforcement of this Agreement rather than their existing or future lawsuits on the subjects covered by this Agreement.

**13.1 Pending Jurisdictional Lawsuit.** Consequently, the parties shall take appropriate action to dismiss King County Superior Court Cause No. 95-2-03901-4 relating to jurisdictional issues, which shall be dismissed on the express understanding no litigation involving the jurisdictional issues set forth therein shall be commenced by either party at any time during which this Agreement is in effect. The prohibition on suits raising jurisdictional issues during the term of the Agreement includes any lawsuit or action regardless of its denomination, including any issues regarding compliance or the impact of the Growth Management Act (except for any litigation authorized under Exhibit A to define an "essential public facility").

**13.2 Pending SEPA Appeal.** The City shall dismiss the pending SEPA appeal filed by the City dated August 15, 1996 relating to the Port's Master Plan. Further, the City shall not appeal any other environmental determinations or permits related to the Port's Master Plan Projects listed on Attachment A-1 to Exhibit A, including no appeal of the pending Corps of Engineers 404 Permit, any supplemental EIS including the May 1997 Port Master Plan Supplemental EIS, or any NEPA decisions or analysis relating to the Port's Master Plan Projects. The City shall not join with or support the Airport Communities Coalition or any other party opposing the third runway or the Port's Master Plan.

**13.3 No City Code Challenges.** The parties acknowledge this Agreement sets forth the requirements and standards on the particular matters covered by this Agreement (e.g. land use, surface water management, material haul and community relief measures in Exhibit C) during its term. (See Section 10). Consequently, this Agreement rather than general city codes or ordinances shall apply to the covered matters. The terms of the Agreement and the attachments provide the requirements and standards for the matters subject to this Agreement, unless the Agreement otherwise provides for the application of particular City or Port standards. However, this Agreement calls for the use of the following existing City ordinances:

- Business Park Zone, STMC Ch. 15.11 through 15.16, 15.18, 15.22 and Title 16 (regarding clean light industrial and lot coverage--see Attachment A-2, page 4 regarding light industrial/manufacturing and Attachment A-4 regarding lot coverage, loading/service yards;
- Critical Area Regulations, STMC Ch. 15.30 (see Attachment A-4, page 4);
- City SWM Code, STMC Ch. 3.60 and 12.30 (Exhibit B, but Port expressly reserves the right to appeal the SWM fees as described in Exhibit B);
- City Transportation Impact Fees, STMC Ch. 11.15 (which apply to non-airport projects but which will not be applied to airport projects except on a retroactive basis after funding

**ORDINANCE NO. 97-1019**

AN ORDINANCE of the City Council of the City of SeaTac, Washington, fixing and imposing an increased commercial parking tax and otherwise amending the Local Option Transportation Tax of Chapter 3.70 of the SeaTac Municipal Code.

**WHEREAS**, the State Legislature has authorized cities to levy certain "local option transportation taxes", one of which is the commercial parking tax as set forth at RCW 82.80.030; and

**WHEREAS**, the use of all local option transportation tax revenues is restricted to transportation purposes, consistent with each city's comprehensive transportation plan, including repayment of bonds issued for such purposes; and

**WHEREAS**, the City Council imposed and levied a commercial parking tax, now codified at Chapter 3.70 of the SeaTac Municipal Code, equal to fifty cents for each parking transaction which is paid by the owner or operator of the vehicle; and

**WHEREAS**, the City has need for increased revenues to fund necessary transportation improvement projects, including those relating to regional traffic to and from the Sea-Tac International Airport which should be routed to dedicated or improved roadways so as not to adversely impact the level of service on other City streets; and

**WHEREAS**, it is appropriate to increase the commercial parking tax levied upon owners or operators of vehicles engaging in commercial parking transactions from fifty cents per transaction to the sum of one dollar per transaction; and

**WHEREAS**, use of the tax revenues should not be limited to those purposes set forth in RCW 82.80.070; and

**WHEREAS**, the Council finds it appropriate to extend the date for remission of collected taxes from commercial parking businesses to the City from the tenth day of the following month to the thirtieth day of the following month; and

**WHEREAS**, the Council further finds it appropriate to provide for appeal of any disputes to the City Manager, or designee, and then to the City Hearing Examiner, rather than to the City Council;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC, WASHINGTON, DO ORDAIN as follows:**

Section 1. Section 3.70.020 of the SeaTac Municipal Code is hereby amended to read as follows:

**3.70.020 Local option transportation tax imposed.**

Pursuant to RCW 82.80.030, there is levied a special local option transportation tax to be imposed on the privilege of parking in commercial parking facilities



within the City. The tax shall be imposed at the rate of ~~fifty cents (\$0.50)~~ one dollar (\$1.00) per commercial parking transaction, including "short-term metered parking," irrespective of the length of time that a vehicle is parked in connection with each transaction.

Section 2. Section 3.70.040 of the SeaTac Municipal Code is hereby amended to read as follows:

**3.70.040 Fund created - Use of funds.**

~~There is created a fund which shall be known as the "Local Option Transportation Tax Fund."~~ All revenues, assessments and other charges generated and collected as local option transportation taxes shall be placed into the ~~fund~~ Arterial Street Fund 102, and shall be used by the City for ~~regional transportation~~ projects within the City of SeaTac Comprehensive Transportation Plan, in accordance with RCW 82.80.070, and for administering the tax, including activities of the City in keeping and tracking records, financial reports and other documents, reviewing filings and compiling reports by commercial parking businesses, and other activities involved in collection and enforcement of the tax.

Section 3. Section 3.70.050 of the SeaTac Municipal Code is hereby amended to read as follows:

**3.70.050 Taxes collected by business operators.**

Taxes imposed herein shall be collected by the operators of the commercial parking businesses. The operators of the commercial parking businesses shall remit to the City the local option transportation taxes collected on or before the ~~tenth~~ last day of the month following the month during which the taxes were collected. The City shall be authorized to review and inspect financial records involving activities of businesses which are taxable by this tax, at least quarterly each year.

Section 4. Section 3.70.080 of the SeaTac Municipal Code is hereby amended to read as follows:

**3.70.080 Appeal procedure.**

Any person aggrieved by the amount of tax determined to be due to the City pursuant to the provisions of this chapter, may appeal to the ~~City Council Manager, or designee,~~ from such determination by filing a written notice of appeal with the City Clerk within 20 days from the date on which such person was given notice of the tax. The ~~City Council Manager, or designee,~~ shall, as soon as practicable, fix a time and place for the hearing for such appeal. Notice of the hearing and the appeal shall be given to the appellant by certified mail at least five days prior to the date of the hearing. ~~On the appeal, The City Council appellant, if aggrieved by the decision of the City Manager, or designee,~~ may appeal to the City Hearing Examiner pursuant to ~~Section Chapter 1.20.110~~ of this City Code within 20 days of the date of the administrative decision. ~~shall determine whether the tax was properly computed and whether the tax~~

~~provisions of the City Code were properly applied to the circumstances of the appellant.~~

Section 5. This Ordinance shall be in full force and effect on November 1, 1997, being more than five (5) days after passage and publication.

**ADOPTED** this 14<sup>th</sup> day of October, 1997, and signed in authentication thereof on this 14<sup>th</sup> day of October, 1997.

**CITY OF SEATAC**

Don DeHan, Mayor

ATTEST:

Judith L. Cary, City Clerk

Approved as to Form:

Robert L. McAdams, City Attorney

Funding

Plan



## Partnership Funding Plan SR 509 / South Access Corridor

**Whereas**, the STATE ROUTE 509 / SOUTH ACCESS corridor improvements include interdependent projects to systematically improve personal and freight mobility with statewide, regional and local benefits, and

**Whereas**, statewide benefits include completion of the state freeway SR 509, which currently represents an underutilized public investment, provision of a south access link from Interstate 5 to the state's hub airport, and improvements to truck freight and air freight mobility important to the state's economic growth in the heaviest traveled freight corridor in the Pacific Northwest, and

**Whereas**, regional benefits include a new SR 509 link to Seattle via the recently completed First Avenue South Bridge, congestion relief on Interstate 5 by diversion and balancing of traffic on the Southcenter Hill through to Federal Way, provision of future HOV access from Interstate 5 to southwest King County, convenient access to the southern terminus of the Sound Transit Light Rail at South 200<sup>th</sup> Street, and provision of a direct link for the Sound Transit Tacoma Regional Express Bus route to the airport, and

**Whereas**, local benefits include allowing the city of SeaTac to fully develop as an "Urban Center," accommodating commercial development in Des Moines, allowing access to large parcels of industrial zoned land in the vicinity of the airport, and reduced congestion and air pollution on neighborhood streets in SeaTac, Des Moines, Burien, Normandy Park and Federal Way, and

**Whereas**, these corridor improvements to SR 509 / South Access are consistent with the Puget Sound Regional Council's Metropolitan Transportation Plan, the Washington State Department of Transportation's State Highway System Plan, the Port of Seattle's Sea-Tac International Airport Master Plan, city comprehensive plans, and county comprehensive plans, and

**Whereas**, the Washington State Department of Transportation, the Port of Seattle, King County, the city of SeaTac and the city of Des Moines have formed a partnership through entering into a Memorandum of Understanding in 1991, which has included funding and acting as co-leads in developing an Environmental Impact Statement for the SR 509/South Access project, and

**Whereas**, the partnership has developed a corridor level Draft Environmental Impact Statement, held a public hearing in 1996, and selected Alternative 2 as the Preferred Corridor, and that the partnership is now preparing a design level Draft Supplemental Environmental Impact Statement and has selected Alternative C within that corridor as the Preliminary Preferred Alternative, and

Whereas, the Port of Seattle and the city of SeaTac have entered into an Interlocal Agreement in 1997 that fully commits to and supports the SR 509 / South Access project for a south airport access roadway connecting to Interstate 5, and

Whereas, the 1998 Legislature passed Engrossed Substitute Senate Bill 6456 which includes a funding proviso that requires a funding plan be developed with participation from partners of the state that is agreed to by the Legislative Transportation Committee and the Governor, and

Whereas, recent transportation budgets for submission to the 1999 Legislature by the Washington State Transportation Commission and the Governor both include SR 509 as a high priority state corridor with funding designated, and

Whereas, recent recommendations for submission to the 1999 Legislature by the Freight Mobility Strategic Investment Board includes SR 509 as a high priority freight project with funding designated, and

Whereas, substantial surface transportation public infrastructure investments in the corridor area through 2010 necessitates continuing coordination of multiple projects by each agency, including:

1) Airport Ground Access Projects	\$ 500 million	Port
2) Sound Transit Light Rail	\$ 348 million	Sound Transit
3) SR 99 Improvements	\$ 132 million	SeaTac/Des Moines/ Kent/Federal Way/ Tukwila/King County
4) I-5 HOV Lanes - Stages 2 & 3	\$ 79 million	WSDOT
5) 28 <sup>th</sup> Avenue/24 <sup>th</sup> Avenue South	\$ 48 million	SeaTac/Des Moines
6) South 188 <sup>th</sup> Street Improvements	\$ 4 million	SeaTac
7) South 200 <sup>th</sup> Street Improvements	\$ 3 million	SeaTac
	<u>\$1.1 Billion</u>	

Whereas, financial participation in the SR 509 / South Access corridor projects will require a partnership agreement, and all funding partners will need assurance to what level and timing their expected participation will be required to develop these projects; and

Whereas, the co-lead agencies have worked together in good faith and responded to the needs and interests of all parties, especially the surrounding communities and the environment;

Now, therefore, let it be resolved that an identified set of principles in four major areas will form the basis of a funding partnership as follows:

- I. Staging and Phasing
- II. Funding
- III. Right-of-Way
- IV. Environmental Stewardship

**I. Let it be further resolved, that staging and phasing of projects as shown in Attachment "A" consists of three major stages as follows:**

- (1) Stage One includes final design, majority of right-of-way procurement, and construction for two lanes of SR 509 from S 188<sup>th</sup> Street to Interstate 5, north and south oriented ramps at S 188<sup>th</sup> Street, south oriented ramps at 28<sup>th</sup> Avenue South, southbound Interstate 5 collector-distributor lanes and auxiliary lane to S 272<sup>nd</sup> Street, South Access roadway to the Airport Link, South Access connection ramps to SR 509, and north oriented ramps from South Access to S 200<sup>th</sup> Street, and
- (2) Stage Two includes final design, remaining right-of-way, and construction of two more lanes on SR 509 from S 188<sup>th</sup> Street to Interstate 5, south oriented ramps to South 200<sup>th</sup> Street from SR 509, northbound Interstate 5 collector-distributor lanes and auxiliary lane from S. 272<sup>nd</sup> Street, 28<sup>th</sup> Avenue South arterial completion to 24<sup>th</sup> Avenue South, widening of South 200<sup>th</sup> Street from SR 99 to Des Moines Memorial Drive, and
- (3) Stage Three is subject to follow-on project decisions that includes completion of HOV direct connections to Interstate 5 and HOV lanes on SR 509 through to the First Avenue South Bridge and is not further depicted in this funding plan, and

**II. Let it be further resolved, that the funding principles are based on the cost estimates shown in Attachment "B" for the Preliminary Preferred Alternative, and that the implementing agencies will pursue funding subject to the following conditions:**

- (1) the State of Washington, will pursue funding from the Department of Transportation, Freight Strategic Investment Board and federal TEA21 grants, among others, for: the through freeway lanes of SR 509 inclusive of the Runway Protection Zone tunnel; connections of SR 509 to South Access; interchange ramps with South 188<sup>th</sup> Street, South 200<sup>th</sup> Street, 28<sup>th</sup> Avenue South; undercrossings for current number of lanes on SR 99, South 200<sup>th</sup> Street, South 192<sup>nd</sup> Street; connections to Interstate 5; and Interstate 5 improvements; with associated design, right-of-way width as necessary, construction and maintenance, and
- (2) the Port of Seattle will pursue funding from Port funds, Federal Aviation Administration funds, federal TEA21 grants, and city of SeaTac Airport Parking Tax revenue as per the Port/City Interlocal Agreement, among others, for: the South Access roadway from SR 509 to the existing airport terminal drive system on Port property, and interchange ramps with South 200<sup>th</sup> Street with associated design, right-of-way, construction and maintenance, and
- (3) the city of SeaTac will pursue funding from city funds, federal TEA21 grants, state TIB grants, and Local Improvement District funding, among others, for: 28<sup>th</sup> Avenue South; widening of South 200<sup>th</sup> Street, widening of SR 99 as reflected in their Capital Improvement Programs, and will pursue with Sound Transit surface street improvements commensurate with access needs to the Park & Ride lot and South 200<sup>th</sup> Street Light Rail station, and
- (4) above and beyond cost estimates shown in Attachment "B" the city of Des Moines will pursue funding from city funds, federal TEA21 grants, state TIB grants, and

Local Improvement District funding, among others, for widening of SR 99 as reflected in their Transportation Improvement Program, and

**III. Let it be further resolved, that right-of-way principles are based on the following:**

- (1) it is desired to minimize the property requirements and the relocations of residents and businesses to the extent practicable and to meet the reasonable needs of those to be relocated, and
- (2) existing property ownership by the partnership will be evaluated for contribution to the project and/or equitable property transfer with full consideration of the property value in the partnership funding plan, and
- (3) as appropriate within State and Federal requirements, the existing SR 509 right-of-way unused by the Preliminary Preferred Alternative is intended to be used as: a) potential mitigation site for watershed elements; and/or b) preservation of the right-of-way for a two lane minor arterial and/or non-motorized facility connecting from South 200<sup>th</sup> Street to SR 516 by the cities of SeaTac and Des Moines; and

**IV. Let it be further resolved, that principles of environmental stewardship include the following:**

- (1) commitment to watershed management of the Des Moines Creek Basin, and
- (2) pro-rata share for watershed improvements, and
- (3) wetland mitigation for water quality and storm water functions will be mitigated within the same basins, and
- (4) an informed and open public process, and

**Let it be further resolved, that the partnership will seek and support funding grant applications - such as TEA21 Surface Transportation Program funds and Transportation Improvement Board funds, and**

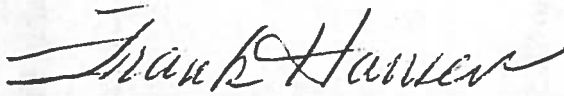
**Let it be further resolved, that the existing SR 509 / South Access Executive and Steering Committees will continue to meet in order to monitor and promote the project, and to facilitate communications and agreements needed to implement this funding plan, and**

**Let it be further resolved, that the Executive Committee has the responsibility and authority to identify an alternative or variation thereof still in development within the Supplemental Environmental Impact Statement and that the environmental review process will not be completed until 2000 with a federal Record of Decision issuance, and that this partnership funding plan is conditioned upon final alternative selection and decisions of the Executive Committee and the Federal Highway Administration, and**

Let it be further resolved, that all parties agree to implement this plan by June 30, 2000 unless it is superseded by a subsequent agreement.

Approved this 19<sup>th</sup> day of February, 1999

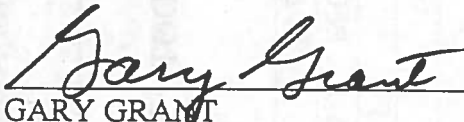
SR 509 / SOUTH ACCESS EXECUTIVE COMMITTEE



FRANK HANSEN, Chair  
Councilmember  
City of SeaTac



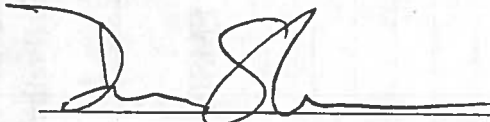
CHRIS VANCE  
Councilmember  
Metropolitan King County



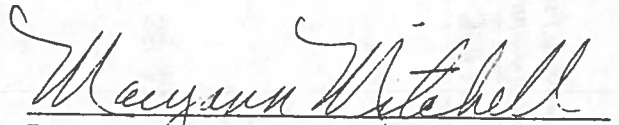
GARY GRANT  
Commissioner  
Port of Seattle



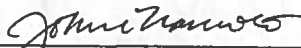
Sen. JULIA PATTERSON  
State Senator 33<sup>rd</sup> District



DAN SHERMAN  
Councilmember  
City of Des Moines



Rep. MARYANN MITCHELL  
State Representative 30<sup>th</sup> District



JOHN OKAMOTO  
Regional Administrator  
WSDOT



# - Attachment B -

## SR 509/South Access Partnership Funding Plan for Alternative C (Preliminary Preferred Alternative) 1998 Dollars

### Stage I:

- Preliminary Engineering
- Right of Way (Majority of Project)
- Construction Segments:
  - Interstate 5 - Southbound Lanes
  - Collector-Distributor Lanes SR 509 to SR 516
  - Auxiliary Lanes SR 516 to S 272<sup>nd</sup>
  - SR 509 - .2 Lanes
  - I-5 to 28<sup>th</sup>/24<sup>th</sup> Ave
  - 28<sup>th</sup> Ave S Ramps
  - 28<sup>th</sup> Ave S Undercrossing Structure
  - S 208<sup>th</sup> St Connector
  - SR 509 - 2 Lanes
  - 28<sup>th</sup>/24<sup>th</sup> Ave. to S. 188<sup>th</sup> St.
  - S 200<sup>th</sup> St Undercrossing Structure
  - Runway Protection Zone Tunnel - 2 Lanes
  - South Access Road - 4 Lanes
  - SR 509 to Airport Link
  - South Access Ramps to S 200<sup>th</sup> St
  - Local Access Street Improvements -
  - 28th Ave S from 202nd to SR 509 Undercrossing
- Totals

WSDOT	Port of Seattle	FMSIB	PSRC/TEA21	City of SeatTac/TIB	Totals
\$17 M	\$5 M				\$22*M
\$72 M	\$8 M**				\$80** M
\$34 M					\$52 M
\$18 M					\$27 M
			\$15 M		
\$7 M					\$91M
\$4 M					
\$1 M					
\$30 M		\$50 M			\$91M
\$2 M					
\$9 M					
	\$50 M				\$50 M
				\$1 M	\$ 1 M
				\$1 M	\$ 1 M
\$194 M	\$63**M	\$50 M	\$15 M	\$1 M	\$323 M

(\*) \$7 million in Environmental/Preliminary Engineering funds already allocated not included within number.

(\*\*) Includes Port owned parcels donated to the project with fair market value of \$ 8 Million.

Stage II:

- Preliminary Engineering
- Right of Way
- Construction Segments:
  - Interstate 5 - Northbound Lanes
  - Auxiliary Lanes S 272<sup>nd</sup> St. to SR 516
  - Collector-Distributor Lanes SR 516 to SR 509
  - SR 509 - 4 Lanes
  - I-5 to 28<sup>th</sup>/24<sup>th</sup> Ave
  - SR 509 - 4 Lanes
  - 28<sup>th</sup>/24<sup>th</sup> Ave. to S. 188<sup>th</sup> St.
  - Runway Protection Zone Tunnel - 4 Lanes
  - S 200<sup>th</sup> St Ramps
  - Local Access Street Improvements -
  - 28<sup>th</sup> Ave from SR 509 Undercrossing to 24<sup>th</sup> Ave S
  - S 200<sup>th</sup> St from 28<sup>th</sup> Ave S to Des Moines Mem Dr
- Totals

	WSDOT	Port of Seattle	FMSIB	PSRC/ Federal	City of SeaTac/ TIB	Totals
	\$8 M					\$8* M
	\$1 M					\$1 M
	\$24 M					\$34 M
	\$10 M					
	\$2 M			\$5 M		\$7 M
	\$31 M			\$5 M		\$52 M
	\$9 M					
	\$7 M					
					\$2 M	\$ 4 M
					\$2 M	
					\$4 M	
	\$92 M	\$0 M	\$0 M	\$10 M		\$106 M

Project Totals by Funding Partner:

\$286 M	\$63 M	\$50 M	\$25 M	\$5 M	\$429 M
66%	15%	12%	6%	1%	100%