



Transportation & Public Works Meeting Agenda

June 3, 2021; 5:30 – 6:30 PM
“Virtual Meeting”

Due to the current COVID-19 public health emergency, this meeting will be conducted virtually. The meeting will be live streamed on SeaTV Government Access Comcast Channel 21 and the City’s website <https://www.seatacwa.gov/seatvlive> and click play. The public may also listen to the meeting by calling 206.973.4555 and muting your phone.

Councilmembers:
Peter Kwon, Chair
Pam Fernald
Takele Gobena

Note: A quorum of the Council may be present

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer;

Other Staff participating:

TIME	TOPIC	PROCESS	WHO	TIME
1	Call to order		Chair	
2	<p>PUBLIC COMMENTS: In an effort to adhere to the social distancing protocols, and in order to keep our residents, Council, and staff healthy, the Committee will not hear any in-person public comments. The committee is providing remote oral and written public comment opportunities. All comments shall be respectful in tone and content. Signing-up for remote comments or providing written comments must be done by <u>2:00PM</u> the day of the meeting. Any requests to speak or provide written public comments which are not submitted following the instructions provided or by the deadline will not be included as part of the record.</p> <ul style="list-style-type: none"> Instructions for providing remote oral public comments are located at the following link: Council Committee and Citizen Advisory Committee Virtual Meetings. 		Chair	5

	<ul style="list-style-type: none"> Submit email/text public comments to TPWPublicComment@seatacwa.gov. The comment will be mentioned by name and subject and then placed in the committee handout packet posted to the website. 			
3	Prior Minutes Approval	May 20 Minutes to approve	Chair	5
4	Solid Waste Flow Control	Recommendation	Mason Giem	15
5	Execute ILA with City of Tukwila for ST-901 Overlay Project	Action	Brenton Cook	10
6	Transportation Improvement Program (TIP) 2022-2027 Update	Update/Action	Will Appleton	25
7	<u>Future Meeting Topics:</u> Sound Transit Parking Tax; Tukwila Int'l Blvd Reconfiguration; Metro A-Line Business Access Transit (BAT) Lanes Pilot Project; Flight Safety Project Boundary Line Adjustment;			5
8	Adjourn	Adjourn Meeting	Chair	



MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Mason Giem, Public Works Programs Coordinator
Date: June 3rd, 2021
Subject: King County Solid Waste Flow Control

BUDGET SIGNIFICANCE: Potential solid waste rate increase for customers

Purpose:

To obtain from committee a recommendation regarding the request from King County for a letter of support from the City of SeaTac on the matter of solid waste flow control arbitration between the County and the City of Seattle.

Background:

Recyclable materials collected from cities within King County, including SeaTac, are brought to a Material Recovery Facility (MRF) located in Seattle. Once the recyclables are sorted, unrecyclable materials remain, called residuals. Residuals are essentially waste and disposed of in a landfill. Seattle and King County disagree about which landfill should receive the residuals that are produced during the sorting process at the MRF. King County believes the residuals generated from our partner cities and the unincorporated areas should be disposed of at the Cedar Hills Regional Landfill, while Seattle believes all the residuals from Recology and Republic Services MRFs should be disposed of at their contracted landfill since the MRF facilities are located within the City of Seattle. Where the residuals are disposed of decides who receives the associated revenue.

For now, Seattle and King County have agreed to a 50/50 split for the disposal of residuals until the issue is resolved. The matter will be in arbitration and King County is requesting letters of support from those cities that utilize the Cedar River Landfill. Loss of the disposal revenue associated with the residuals described above would be significant and would likely result in an increase in disposal costs to residents.

Request:

A recommendation from Committee regarding King County's request.

Problem Statement:	Some garbage and recyclables from outside of our regional service area is coming into our system and garbage from within our regional service area is leaving without authorization. Both instances violate King County code.
Outcome:	Establish a clear policy position on flow control to cover activities at County transfer stations, privately managed construction & demolition (C & D) transfer stations and material recovery facilities (MRFs).
Background:	<p>Flow control is a principle and legal provision that allow state and local governments to designate the places where municipal solid waste (MSW) is taken for processing, treatment, or disposal. Enforcing flow control is essential to protect the environment, service capacity, and financial viability of the regional system.</p> <p>The County is actively working to ensure waste that belongs in our system stays and that which is generated outside of the system does not enter. The regional solid waste system that serves 37 cities and the unincorporated areas of the County has been designed with specific goals and service levels in mind. Accepting waste and customers from outside our system not only puts our core service ability at risk, it also violates the flow control efforts of surrounding regional systems. Alternatively, allowing waste that was generated in our regional system to be disposed of outside our designated disposal system (Cedar Hills) presents financial impacts as planned revenue is not realized.</p> <p>A separate briefing paper has been developed to address flow control at County Transfer Stations, so this paper focuses on the privately managed facilities.</p> <p>C & D residual waste has been observed being sent to unapproved landfills or to other processing facilities who are not approved for handling such materials.</p> <p>MRFs have been confirmed to have sent residual waste that was generated within our regional system to out of county landfills and to other processing facilities who are not approved for handling such materials. Waste Management and Republic Services are both challenging our interpretation of flow control through diversion of materials.</p>

Research and Analysis:

- [KCC 10.08.02\(E\)](#) in part states “*King county solid waste facilities are intended to serve King County residents, and businesses located within incorporated jurisdictions with which the county has an interlocal agreement for solid waste disposal and in unincorporated King County. Disposal of solid waste generated or collected outside of King County’s jurisdiction is not authorized and such solid waste may only be disposed at county facilities upon prior written authorization by the division director and payment of the appropriate fee.*”
- [KCC 10.30.02](#) in part states “*All generators, handlers and collectors of mixed and nonrecyclable C&D waste generated within the county’s jurisdiction shall deliver, or ensure delivery to, a designated C&D receiving facility specified by the division director.*”
- State law provides King County with the authority to designate a disposal site for all “solid waste” that is “collected” within the County’s jurisdiction. RCW 36.58.040 (“A county may designate a disposal site or sites for all solid waste collected in the unincorporated areas” (emphasis added)).
- State law defines “solid waste” to include not only garbage, but also “recyclable materials.” RCW 70.95.030(22); WAC 173-350-100.¹ Ecology’s regulations confirm that materials “collected through residential or commercial ... recyclable material collection” are considered “solid waste” under state law. WAC 173-350-021(2)(c).²
- Similarly, materials arriving at “*a solid waste handling facility for recycling*” are defined as “*solid waste*” under Ecology’s regulations. WAC 173-350-021(2)(d).
- The County’s flow control authority is not limited to “*garbage*” collected within its jurisdiction; rather, the County has a right to control the disposal of all “solid waste” collected within its jurisdiction pursuant to RCW 36.58.040. This includes “*recyclable materials*” that are not ultimately “recycled,” since those materials retain their character as “*solid waste*” under state law throughout the process of recyclable materials collection, delivery to a MRF, and ultimate disposal. See *id.*; RCW 70.95.030(22); WAC 173-350-021, WAC 173-350-100.
- Neighboring jurisdictions, namely City of Seattle and Snohomish County, assert they have flow control over waste that is handled within their jurisdiction, regardless of where it originated.
- Although SMC 21.36.112 may purport to provide the City with flow control authority over residuals related to recycling collected from King County customers that are outside Seattle, this application of the City’s code would appear to conflict with King County’s flow control authority over “*solid waste*”

¹ See also RCW 36.58.040 (“As used in this chapter [*i.e.*, chapter 36.58 RCW], the terms ‘solid waste’ and ‘solid waste handling’ shall be as defined in RCW 70.95.030.”).

² See also WAC 173.350.100 (“‘Recyclable materials’ means those solid wastes that are separated for recycling or reuse, including, but not limited to, papers, metals, and glass, that are identified as recyclable material pursuant to a local comprehensive solid waste plan.” (emphasis added)).

collected within its jurisdiction pursuant to RCW 36.56.040. See, e.g., Wash. Const. art. XI, § 11; Parkland Light & Water Co. v. Tacoma-Pierce Cty. Bd. of Health, 151 Wn.2d 428, 433-34 (2004) (specific delegation of authority in state law to one entity controls over broad powers granted to another entity); Brown v. City of Yakima, 116 Wn.2d 556, 561 (1991) (city ordinance must yield if a conflict exists with state law such that the two cannot be harmonized).

- There are five primary areas where flow control violations are occurring:
 1. MSW recyclables and waste from outside our regional system are brought to transfer stations
 2. MSW waste sent to a disposal facility other than CHRLF
 3. C&D waste is sent to an unapproved private landfill
 4. Readily recyclable materials being disposed of or used as a fuel (C&D and MSW)
 5. Regional solid waste agencies differ on flow control authority determinations for residual waste from MRFs (MSW and C&D).
- Previously, the division contracted with the King County Sheriff's Office (KCSO) to provide a full-time officer (Detective) to enforce C&D recycling and flow control requirements. For the past two years, KCSO has not been able to fill this position, and the division recently hired an internal enforcement staff person under special duty/TLT status. The division is seeking to make this position permanent.
- Disposal of solid waste outside the CHRLF and designated C&D facilities causes financial harm to the division and may result in long term liabilities if waste is mismanaged. Failing to adequately address this issue sends a message to violators that they can continue and expand current practices.
- Impacts associated when flow control is not enforced include:
 - Financial harm – in 2019 an estimated \$1.5 million was lost due to MRFs not sending residual County waste to Cedar Hills for disposal.
 - Risk of long term liabilities if waste is mismanaged
 - Sends message to violators that they can continue and perhaps expand their practices

Alternatives Analysis

Option	Description	Advantages	Disadvantages
1.	Pursue full enforcement of King County's interpretation of flow control.	<ul style="list-style-type: none"> • Strongest alignment with State law and County code. • Restores lost revenue stream. • Reduces risk of long term liabilities from mismanaged waste. 	<ul style="list-style-type: none"> • Conflicts with neighboring jurisdictions interpretation of flow control. • Operators will receive conflicting directions from neighboring jurisdictions. • Will likely require legal action against neighboring jurisdictions.

(Table continued on next page)



Option	Description	Advantages	Disadvantages
2.	Negotiate with neighboring jurisdictions to pursue a complimentary enforcement of flow control	<ul style="list-style-type: none">• If successful, creates a strong coalition for enforcing expectations on operators.	<ul style="list-style-type: none">• Negotiations will likely take a lot of time.
3.	Continue “as-is” without resolving the conflicts between surrounding jurisdictions regarding flow control.		<ul style="list-style-type: none">• Conflicts with neighboring jurisdictions interpretation of flow control.• Creates conflict with operators in the neighboring jurisdictions who are given different orders from local government.



MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Kamal Mahmoud, Engineering Manager and Brenton Cook, Civil Engineer I
Date: 06/03/2021
Subject: 2021 Overlay Project Interlocal Agreement with City of Tukwila

Purpose:

This item is being brought before the Transportation & Public Works (T&PW) Committee for recommendations to approve and proceed with:

- Entering into an Interlocal Agreement (ILA) with the City of Tukwila to construct improvements to existing pedestrian ramps within City of Tukwila jurisdiction on the east leg of the 5-way intersection of Military Road South, South 164th Street, and 42nd Avenue South as part of the 2021 Overlay Project.

Background:

The 2021 Overlay Project consists of two project sites separated by approximately two miles; the intersection at Des Moines Memorial Drive & South 188th Street (Project Site 1) and the five-way intersection Military Road South, South 164th Street, and 42nd Avenue South (Project Site 2).

A pavement grind and overlay is proposed for each site, although in some areas, existing pavement conditions may warrant full depth removal and replacement. The project scope also includes upgrading existing ramps to current Americans with Disabilities Act (ADA) standards, updating existing pedestrian islands, updating existing pedestrian signal push buttons, and new pavement markings.

The east leg of the intersection at Project Site 2, on South 164th Street, is located within the City of Tukwila (See Attached ILA, Exhibit A). There are two pedestrian crosswalk ramps within Tukwila limits that do not comply with current ADA standards. SeaTac and Tukwila Public Works Departments have partnered such that Tukwila will compensate SeaTac for actual construction costs incurred to upgrade their ramps to current ADA standards. The Tukwila City Council has reviewed and approved the attached ILA; their contribution to the project for the work being performed within their jurisdiction will be finalized upon bid award.

A Motion is being prepared for the SeaTac 6/8/2021 Regular Council Meeting to seek approval to execute the ILA as attached hereto.

Budget Significance:

Estimated cost for the improvements located within the City of Tukwila are \$21,672, which includes a 15% construction contingency of \$2,827. Per the ILA, Tukwila to compensate SeaTac for actual costs which will be known once the bid is awarded.

**INTERLOCAL AGREEMENT
CITY OF TUKWILA AND
CITY OF SEATAC**

City of SeaTac 2021 Overlays Project [CIP No. ST-901]

Chapter 39.34 RCW authorizes two or more political subdivisions or units of local government of the State of Washington to cooperate on a basis of mutual advantage to provide for services and facilities. This Agreement is entered into by the City of SeaTac (“SEATAC”) and the City of Tukwila (“TUKWILA”); each municipal corporations, organized under the laws of the State of Washington and collectively referred to as “Parties” and individually referred to as “Party.”

RECITALS

WHEREAS, SEATAC is planning pavement preservation work for the Military Road South, 42nd Avenue South, and South 164th Street intersection right-of-way as part of the 2021 Overlays Project (“PROJECT”). South 164th Street, at the east leg of the intersection, is located in TUKWILA jurisdiction, while all other legs are located in SEATAC jurisdiction. As part of the PROJECT, curb ramps and pedestrian signals will be upgraded to current Americans with Disabilities Act (“ADA”) Standards and Accessible Pedestrian Signals (“APS”) Standards; and

WHEREAS, SEATAC is planning to upgrade two concrete ramps on South 164th Street at the west leg of the intersection within TUKWILA jurisdiction (see Exhibits B and C) to current ADA standards (“WORK”). WORK elements will include, but are not limited to: removal of existing cement concrete ramps, removal of existing curb & gutter, removal of existing asphalt, installation of new cement concrete ramps, installation of new curb & gutter, installation of new sidewalk, roadway repair, and property restoration; and

WHEREAS, two substandard ramps owned by TUKWILA, at the intersection of Military Road South and South 164th Street within TUKWILA ROW; and

WHEREAS, the PROJECT is currently under design by SEATAC through a professional engineering services contract; and

WHEREAS, the PROJECT is programmed by SEATAC for construction in 2021; and

WHEREAS, construction of the PROJECT benefits both Parties; and

WHEREAS, TUKWILA is willing to provide payment to reimburse SEATAC for construction costs of PROJECT elements within TUKWILA’s jurisdiction, subject to the terms and conditions of the Agreement;

NOW, THEREFORE, in consideration of the mutual covenants of the parties contained herein, the parties agree as follows:

1. PURPOSE

- 1.1. This Agreement defines the roles and responsibilities between the Parties for construction of the PROJECT and specifies reimbursement to SEATAC by TUKWILA for the costs of performing the WORK.

2. SEATAC RESPONSIBILITIES

- 2.1. SEATAC shall design and construct the PROJECT to be consistent with the “Proposed Design” as specified in Exhibit A.
- 2.2. SEATAC shall design and construct the WORK as part of the PROJECT to be consistent with the “Proposed Design” as specified in Exhibit A. A separate Bid Schedule shall be included in the Bid Proposal and constitute full expenditures for this work.
- 2.3. SEATAC shall submit to TUKWILA, for TUKWILA review and written approval of all PROJECT elements to be constructed within TUKWILA right of way, as shown in 100% (Bid Ready) PROJECT design plans and specifications.
- 2.4. SEATAC shall construct the PROJECT in accordance with the approved plans and specifications, as provided in the 100% (Bid Ready) PROJECT design plans and specifications. Prior to constructing the WORK, SEATAC shall:
 - 2.4.1. Give TUKWILA written notice fourteen (14) calendar days prior to the start of the construction of the WORK;
 - 2.4.2. Coordinate with TUKWILA on the correction of items identified during construction as not conforming to the final approved PROJECT plans and specifications. SEATAC shall make the final decision regarding such corrections;
 - 2.4.3. SEATAC will notify TUKWILA of all change orders for WORK being constructed within the TUKWILA ROW. TUKWILA may provide SEATAC with comments related to such change orders, but SEATAC will proceed with such changes in its sole discretion except as provided in 2.4.3.1
 - 2.4.3.1. Any change orders necessary for completions of the WORK shall be approved by TUKWILA within five (5) business days, prior to SEATAC’s approval.
- 2.5. Bid Process – SEATAC shall provide the bid tabulation to TUKWILA for review prior to contract award. Within five (5) business days of receiving the bid tabulation, TUKWILA shall notify SEATAC in writing that TUKWILA either agrees to proceed with the WORK as part of the PROJECT, or TUKWILA chooses not to proceed with the WORK.

2.5.1. The basis of contract award for the PROJECT will be the lowest, responsive, and responsible bidder on the total base bid for all PROJECT work. Although the WORK will be included in the total base bid, it will be listed on a separate schedule.

2.6. Within one hundred and eighty (180) calendar days following SEATAC's final acceptance of the PROJECT, SEATAC shall submit to TUKWILA an electronic copy of record (as-built) drawings signed and stamped by the engineer of record.

3. TUKWILA RESPONSIBILITIES

3.1. TUKWILA shall review and approve the 100% (Bid Ready) plans and specifications, including the Bid Schedule associated with the WORK, and return written review comments to SEATAC within five (5) business days of receipt.

3.2. TUKWILA, at its discretion and sole cost, may furnish an inspector during construction of the WORK in the City of Tukwila.

3.2.1. TUKWILA's Designated Representative specified in Section 5 will provide SEATAC with the contact information for its inspector. All contact between said inspector and SEATAC's contractor shall be through SEATAC's Designated Representative as specified in Section 5.

3.2.2. During construction of the PROJECT, TUKWILA shall have the right to inspect the WORK and shall coordinate with SEATAC on the correction of items identified during construction as not conforming to the final approved PROJECT plans and specifications as provided in Section 2.4.2 above.

3.3. Subsequent final acceptance, after project completion, TUKWILA shall be responsible for all operation, maintenance, repair, removal, and/or replacement of all PROJECT elements within TUKWILA ROW.

4. FINAL INSPECTION AND ACCEPTANCE OF THE PROJECT

4.1. Final Inspection - SEATAC shall administer Final Inspection of the PROJECT. TUKWILA shall be invited to participate in the Substantial Completion Inspection activities, including any formal PROJECT tours and any formal meetings or discussions. TUKWILA will submit to SEATAC a complete list of concerns or deficiencies within ten (10) calendar days of the date of the Substantial Completion Inspection for inclusion in the formal punch list. SEATAC shall provide notice of the time and date of the Final Inspection to TUKWILA a minimum of fifteen (15) calendar days prior to the Final Inspection.

4.2. TUKWILA Final Acceptance of WORK - After Final Inspection and TUKWILA's determination of adequate completion of any and all punch list work, TUKWILA will issue a letter of final acceptance to SEATAC for the WORK. If TUKWILA determines

that any elements of punch list work have not been adequately completed, TUKWILA shall provide written notice to SEATAC, detailing the deficiencies or incomplete WORK within fifteen (15) calendar days after Final Inspection. Failure of TUKWILA to issue a notice letter of final acceptance within fifteen (15) calendar days after Final Inspection shall constitute acceptance of the WORK by TUKWILA. Final Acceptance of the WORK by TUKWILA shall not be unreasonably withheld.

5. DESIGNATED REPRESENTATIVES

5.1. All contact between the Parties, including, but not limited to, invoicing and administration for this Agreement and the WORK will be between the Designated Representatives of each Party, as follows:

5.1.1. For SEATAC:

Brenton Cook
Public Works Department
4800 South 188th Street
SeaTac, WA 98188
(206) 973-4740
bcook@seatacwa.gov

5.1.2. For TUKWILA:

Scott Bates
Public Works Department
6300 Southcenter Blvd.
Tukwila, WA 98188
206-431-2193
Scott.Bates@TukwilaWA.gov

6. PAYMENT

6.1. TUKWILA will provide SEATAC reimbursement for:

6.1.1. PAYMENT FOR WORK WITHIN TUKWILA ROW – Payment by TUKWILA to SEATAC for the construction of the WORK as part of the PROJECT, as illustrated in Attachment A and separate Bid Schedule, shall be made in accordance with this section.

6.1.1.1. The Parties agree that the Engineering Estimate, per Exhibit D, for the WORK within TUKWILA's ROW is the basis for determining SEATAC's compensation for the WORK, which totals approximately \$21,672.

6.1.1.1.1. The Parties agree that the Engineering Estimate for construction of the WORK in the estimated amount will be adjusted based on the lowest responsible responsive Bid Proposal.

6.1.1.1.2. TUKWILA will provide SEATAC with payments forty-five (45) days following executed monthly pay estimates – Payment equal to schedule of work completed within TUKWILA’s ROW.

6.1.1.1.3. If a change order is required to complete the WORK, any additional costs shall be borne by TUKWILA.

6.2. In the event Tukwila initiates a Change Order to expand the scope of work during construction through SEATAC contract administration, TUKWILA shall fully reimburse SEATAC for the change based on the payment made to the Contractor.

7. CLAIMS FOR ADDITIONAL PAYMENT BY CONTRACTOR

7.1. In the event SEATAC’s contractor files any claims for additional payment associated with the WORK, TUKWILA shall not be obligated to pay such claims or their cost of defense due to SEATAC solely administering the Construction Contract.

7.2. Disputes and Claims shall conform to WSDOT Standard Specification 1.09.11. Any settlement to be reviewed and agreed upon by both SEATAC and TUKWILA.

8. RIGHT OF ENTRY

8.1. SEATAC hereby grants to TUKWILA, its employees, authorized agents, contractors, and subcontractors, a right of entry upon all SEATAC owned property necessary for TUKWILA’s design review and construction inspection of the WORK.

8.2. TUKWILA hereby grants to SEATAC and its authorized agents, contractors, subcontractors, and employees, a right of entry upon all public right-of-way in which SEATAC has an interest for the purpose of performing the WORK.

9. TERM

9.1. This Agreement is effective as of _____, 2021 and will terminate upon TUKWILA’s acceptance of the WORK or the expiration of any contractor warranties of the WORK, whichever is later. This Agreement may also be terminated sooner pursuant to Section 10, TERMINATION.

10. TERMINATION

Neither SEATAC nor TUKWILA may terminate this Agreement without the written concurrence of the other Party.

10.1.1. If this Agreement is terminated by TUKWILA prior to the fulfillment of the terms stated herein, TUKWILA agrees to reimburse SEATAC for the actual direct and related indirect expenses and costs it has incurred for the WORK up to the date of termination, as well as the costs of non-cancelable obligations.

10.1.2. If this Agreement is terminated by SEATAC prior to the fulfillment of the terms stated herein, SEATAC will be responsible for the actual direct and related indirect expenses and costs it has incurred for the WORK up to the date of termination, as well as the costs of non-cancelable obligations.

10.1.3. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.

11. AMENDMENT

11.1. This Agreement may be amended or modified only by the mutual agreement of the Parties. Such amendments or modifications shall not be binding unless they are in writing and signed by persons authorized to bind each of the Parties.

12. INDEPENDENT CONTRACTOR

12.1. SEATAC shall be deemed an independent contractor for all purposes and the employees of SEATAC or any of its contractors or subcontractors, shall not in any manner be deemed to be employees of TUKWILA.

13. INDEMNIFICATION AND INSURANCE

13.1. To the extent authorized by law, the Parties shall protect, defend, indemnify, and hold harmless each other and their employees and authorized agents, while acting within the scope of their employment as such, from any and all costs, claims, judgments, and/or awards of damages (both to persons and/or property), arising out of, or in any way resulting from, the work to be performed or performed pursuant to the provisions of this Agreement. The Parties shall not be required to indemnify, defend, or save harmless the other Party if the claim, suit, or action for injuries, death, or damages (both to persons and/or property) is caused by the sole negligence of the other Party; provided that, if such claims, suits, or actions result from the concurrent negligence of (a) TUKWILA, its employees, authorized agents, contractors and/or subcontractors and (b) SEATAC, its employees or authorized agents, or involves those actions covered by RCW 4.24.115, the indemnity provisions provided herein shall be valid and enforceable only to the extent of each Party's, its employees, contractors, subcontractors and/or authorized agents own negligence.

13.2. SEATAC shall require all contractors and subcontractors that construct the PROJECT to carry insurance that names the City of Tukwila and its officers and employees primary non-contributory additional insureds, with policy limits in the following amounts:

Commercial General Liability - \$1,000,000

Automobile Liability - \$2,000,000 per occurrence.

Worker's Compensation Employees of Contractors and Subcontractors are to be insured under Washington State Industrial Insurance.

The above policy limits may be obtained through the use of excess liability (umbrella) insurance. SEATAC shall obtain a certificate of insurance that complies with the requirements above, which must be approved by TUKWILA Risk Management.

13.3. This Section 13 shall survive termination of this Agreement.

14. DISPUTES

14.1. In the event that a dispute arises under this Agreement and prior to commencement of any lawsuit, it shall be resolved as follows: The Parties shall each appoint a member to a disputes board; these two members shall select a third member not affiliated with either Party. The three-member board shall conduct a dispute resolution hearing that shall be informal and unrecorded. An attempt at such dispute resolution in compliance with the aforesaid process shall be a prerequisite to the filing of any litigation concerning the dispute. The Parties shall equally share in the cost of the third disputes board member; however, each Party shall be responsible for its own attorney's fees, witness fees, and costs.

15. VENUE

15.1. In the event that either Party deems it necessary to institute legal action or proceedings to enforce any right or obligation under this Agreement, the Parties agree that any such action or proceedings shall be brought in King County Superior Court, Maleng Regional Justice Center. Further, the Parties agree that each will be solely responsible for payment of its own attorney's fees, witness fees, and costs.

16. RECORDS RETENTION AND AUDIT

16.1. During the progress of the WORK and for a period not less than six (6) years from the date of final payment by TUKWILA, the records and accounts pertaining to the WORK and accounting therefore are to be kept available by the Parties for inspection and audit by Washington State and/or the Federal Highway Administration and copies of all records, accounts, documents, or other data pertaining to the WORK will be furnished

upon request. If any litigation, claim, or audit is commenced, the records and accounts along with supporting documentation shall be retained until all litigation, claim, or audit finding has been resolved even though such litigation, claim, or audit continues past the six-year retention period. This Section 16 shall survive termination of this Agreement.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the Party's date signed last below:

CITY OF SEATAC

CITY OF TUKWILA

By (print):

By (print):

Signature:
City Manager

Signature:
Allan Ekberg, Mayor

Date:

Date:

APPROVED AS TO FORM:

APPROVED AS TO FORM:

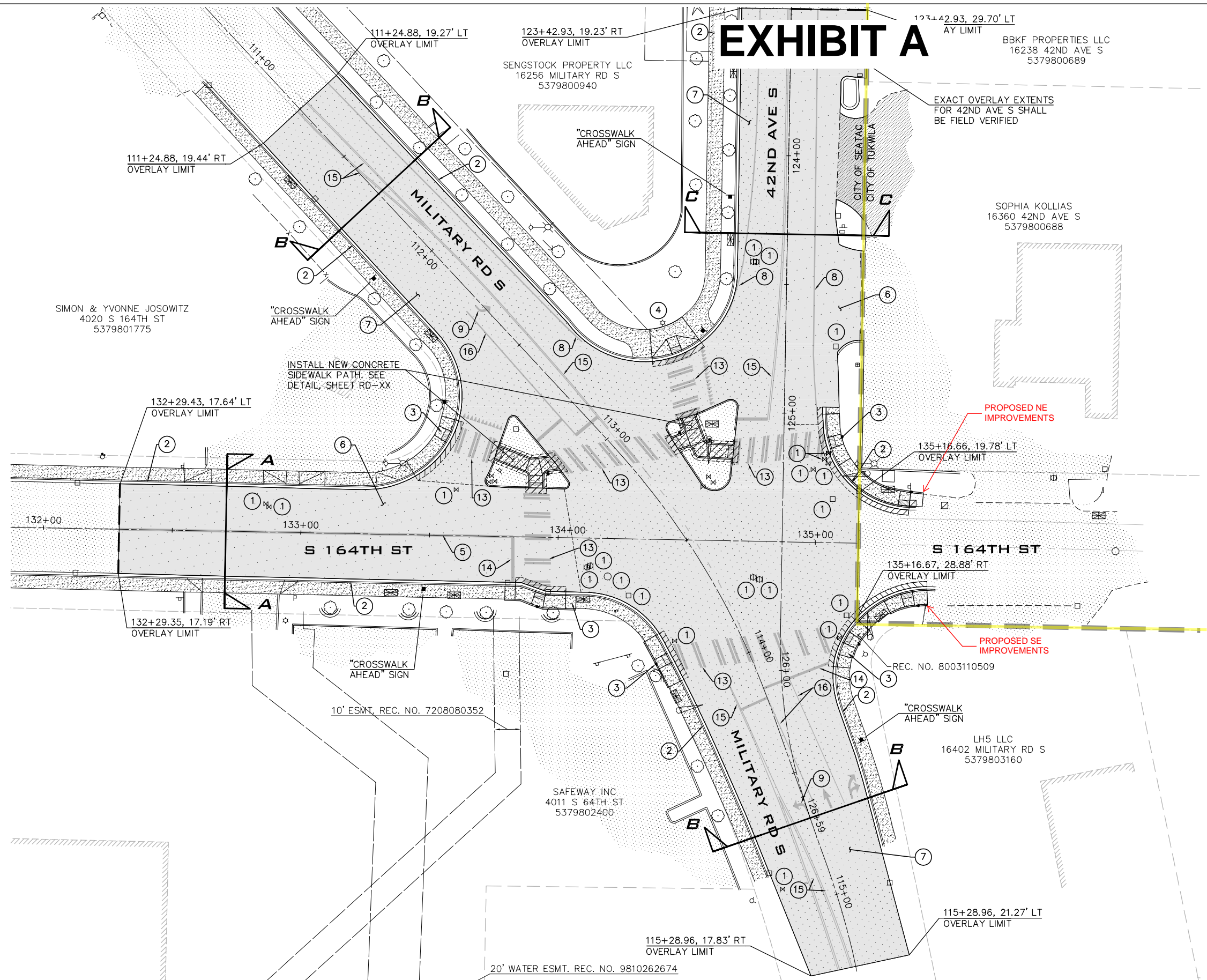
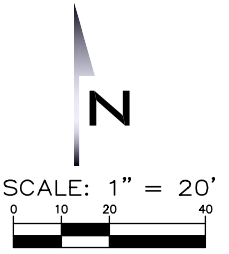
City Attorney

City Attorney

Date:

Date:

EXHIBIT A



CONSTRUCTION NOTES

- ① ADJUST UTILITY TO GRADE.
- ② EXISTING CURB TO BE PROTECTED IN PLACE. DAMAGE TO EXISTING CURBS RESULTING FROM CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- ③ INSTALL NEW PARALLEL CURB RAMP PER WSDOT STANDARD PLAN F-40.12-03.
- ④ INSTALL NEW PERPENDICULAR CURB RAMP PER WSDOT STANDARD PLAN F-40.15-03.
- ⑤ 3" HMA OVERLAY WITH FULL GRIND.
- ⑥ 2" HMA OVERLAY WITH FULL GRIND.
- ⑦ FULL DEPTH REMOVAL OF EXISTING ASPHALT & REPLACE WITH 3" THICK HMA OVER THOROUGHLY COMPACTED BASE COURSE.
- ⑧ REPLACE EDGE LINE PER WSDOT STANDARD PLAN M-20.10-03.
- ⑨ REPLACE TYPE 2SL (LEFT) TRAFFIC ARROW PER WSDOT STANDARD PLAN M-24.40-02.
- ⑩ REPLACE TYPE 6SL (LEFT) TRAFFIC ARROW PER WSDOT STANDARD PLAN M-24.40-02.
- ⑪ REPLACE TYPE 2SL (RIGHT) TRAFFIC ARROW PER WSDOT STANDARD PLAN M24.40-02.
- ⑫ REPLACE TYPE 3SL (LEFT) TRAFFIC ARROW PER WSDOT STANDARD PLAN M24.40-02.
- ⑬ REPLACE CROSSWALK STRIPING PER WSDOT STANDARD PLAN M15.10-01.
- ⑭ REPLACE STOP BAR PER M24.60-04.
- ⑮ REPLACE DOUBLE CENTER LINE PER WSDOT STANDARD PLAN M-20.10-03.
- ⑯ REPLACE WIDE LANE LINE PER WSDOT STANDARD PLAN M-20.10-03.
- ⑰ REPLACE PRECAST DUAL FACED SLOPED MOUNTABLE CURB PER WSDOT STANDARD PLAN F-10.64-03. PAINT CURB YELLOW ON BOTH SIDES.
- ⑱ REPLACE PRECAST DUAL FACED SLOPED MOUNTABLE CURB PER WSDOT STANDARD PLAN F-10.64-03 AND PAINT CURB WHITE ON BOTH SIDES.
- ⑲ REPLACE DETECTION LOOPS USING EXISTING JUNCTION BOXES.

RESTORATION NOTES

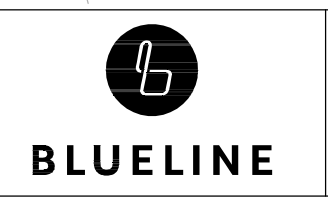
1. PAVEMENT RESTORATION AS SHOWN IS FOR SCHEMATIC REPRESENTATION. PROJECT ENGINEER TO DETERMINE FINAL EXTENT OF RESTORATION IN THE FIELD.
2. ADJUST EXISTING FEATURES TO GRADE.

EXISTING UTILITY NOTE

EXISTING UTILITIES ARE SHOWN IN THE APPROXIMATE LOCATION. THERE IS NO GUARANTEE THAT ALL UTILITY LINES ARE SHOWN, OR THAT THE LOCATION, SIZE AND MATERIAL IS ACCURATE. THE CONTRACTOR SHALL UNCOVER ALL INDICATED PIPING WHERE CROSSING, INTERFERENCES, OR CONNECTIONS OCCUR PRIOR TO TRENCHING OR EXCAVATION FOR ANY PIPE OR STRUCTURES, TO DETERMINE ACTUAL LOCATIONS, SIZE AND MATERIAL. THE CONTRACTOR SHALL MAKE THE APPROPRIATE PROVISION FOR PROTECTION OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY ONE CALL AT 8-1-1 (WASHINGTON811.COM) AND ARRANGE FOR FIELD LOCATION OF EXISTING FACILITIES BEFORE CONSTRUCTION.

NO	DATE	BY	REVISIONS

2/26/2021
 PLOT DATE
ROB DAHN, PE
 PROJECT MANAGER
NICK RASOR, PE
 ENGINEER
ALIREZA RAMEZANI
 DESIGNER



25 CENTRAL WAY, SUITE 400
 KIRKLAND, WA 98033
 P: 425.216.4051 F: 425.216.4052
 WWW.THEBLUELINEGROUP.COM

**60%
 DESIGN**

SITE 1 OVERLAY PLAN
CITY OF SEATAC
ST-901 2021 OVERLAY PLANS
 JOB # 20-193

SHEET NO:
OP-1.01
 5 OF 39

Feb 26, 2021 - 2:17pm - User: rramezani
 E:\Projects\20193\Drawings\Plans\20193OP1.01.dwg

SE CORNER OF MILITARY RD S & S 164TH ST



EXISTING RAMP AND SIDEWALK
CITY OF SEATAC 2021 OVERLAYS PROJECT (CIP ST-90.1)

© 2021 THE BLUELINE GROUP



VIEW SOUTH FROM EAST LEG OF MILITARY ROAD SOUTH & SOUTH 164TH STREET WITHIN CITY OF TUKWILA JURISDICTION

SCALE	NTS
PROJECT MANAGER	--
DESIGNED BY	--
DRAWN BY	--
PLOT DATE	March 3, 2021
JOB NUMBER: 20-193	
FIGURE: EXHIBIT B	

NE CORNER OF MILITARY RD S & S 164TH ST



VIEW NORTH FROM EAST LEG OF MILITARY ROAD SOUTH & SOUTH 164TH STREET WITHIN CITY OF TUKWILA JURISDICTION



BLUELINE
EXISTING RAMP AND SIDEWALK
 CITY OF SEATAC 2021 OVERLAYS PROJECT (CIP ST-90.1)

© 2021 THE BLUELINE GROUP

SCALE	NTS
PROJECT MANAGER	--
DESIGNED BY	--
DRAWN BY	--
PLOT DATE	March 3, 2021
JOB NUMBER: 20-193	
FIGURE: EXHIBIT C	

EXHIBIT D

City of SeaTac
2021 SeaTac Overlays - City of Tukwila
Final Engineer's Estimate - May 2021

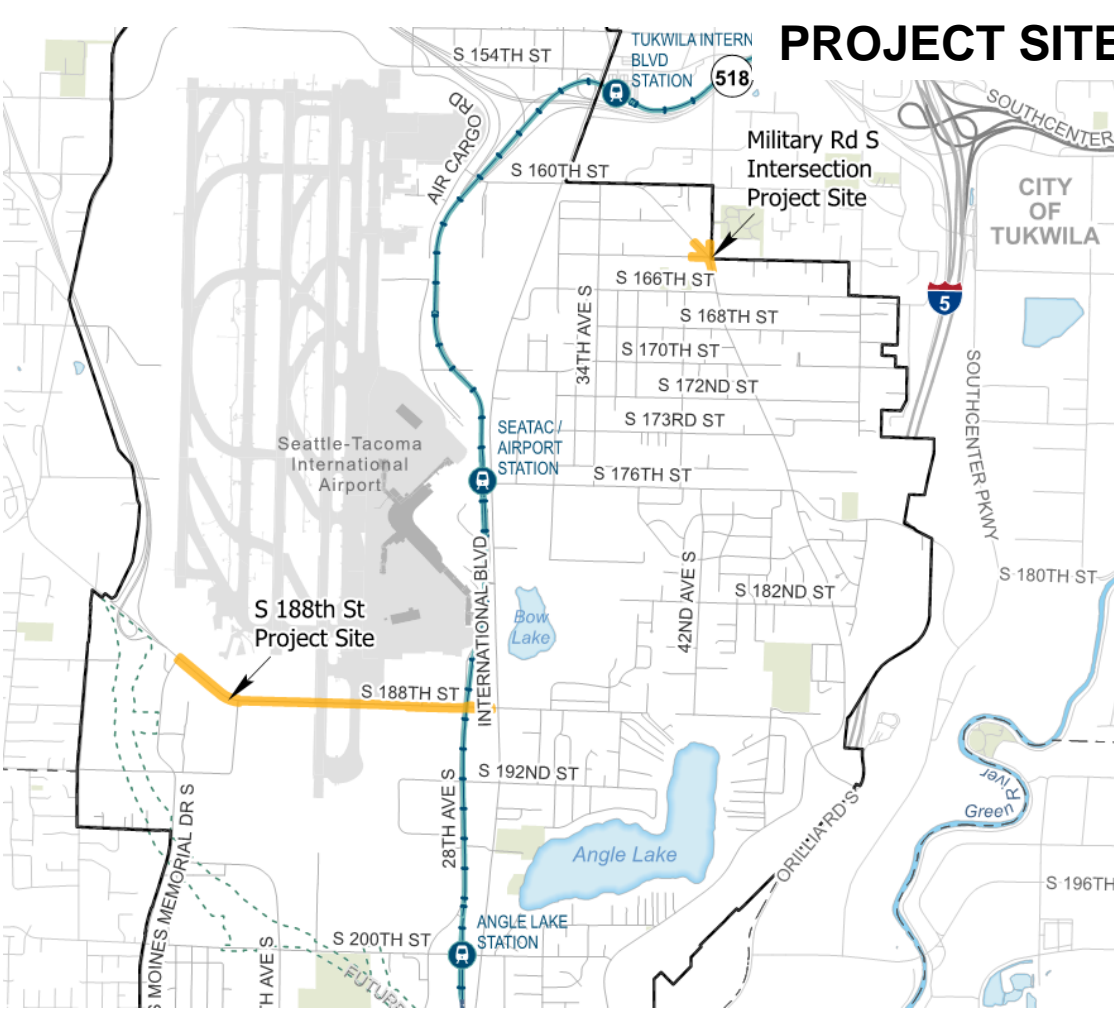
ITEM NO.	SPEC	ITEM	QUANTITY	UNITS	UNIT PRICE	AMOUNT
B1	SP 2-02.5	Removal of Concrete Curb and Gutter	55	LF	\$15	\$825.00
B2	SP 2-02.5	Removal of Concrete Sidewalk	25	SY	\$25	\$625.00
B3	SP 2-02.5	Sawcutting	85	LF	\$5	\$425.00
B4	SP 4-04.5	Crushed Surfacing Top Course, Incl. Haul	10	TN	\$35	\$350.00
B5	SP 5-04.5	Removal of Asphalt Pavement	20	SY	\$25	\$500.00
B6	SP 5-04.5	HMA for Pavement Repair CL. 1/2 In. PG 58H-22	5	TN	\$220	\$1,100.00
B7	SP 8-02.5	Property Restoration	1	FA	\$1,000	\$1,000.00
B8	SP 8-04.5	Cement Conc. Traffic Curb and Gutter (City of SeaTac Standard)	55	LF	\$55	\$3,025.00
B9	SP 8-04.5	Cement Conc. Pedestrian Curb	10	LF	\$50	\$500.00
B10	SP 8-14.5	Cement Conc. Sidewalk	15	SY	\$100	\$1,500.00
B11	SP 8-14.5	Cement Conc. Curb Ramp Type Parallel A	1	EA	\$3,500	\$3,500.00
B12	SP 8-14.5	Cement Conc. Curb Ramp Type Parallel B	1	EA	\$3,500	\$3,500.00
B13	SS 8-22.5	Plastic Crosswalk Line	65	SF	\$8	\$520.00
B14	SS 8-22.5	Plastic Stop Line	15	LF	\$15	\$225.00
B15	SP 8-22.5	Removal of Pavement Markings	1	LS	\$1,250	\$1,250.00
Project Subtotal (No Sales Tax Per 1-07.2(1) State Sales Tax - Rule 171)						\$18,845
Construction Contingency (15%)						\$2,827
Construction Total						\$21,672

2021 Overlays Project (ST-901) Tukwila Interlocal Agreement

June 3, 2021



PROJECT SITES



- ❑ Two project sites separated by approximately two miles.
- ❑ Construction anticipated to start early July 2021.

MILITARY ROAD S & S 164TH ST INTERSECTION



Approximate
Project Extent

- Five legged intersection.
- Grind and overlay of existing asphalt roadway.
- Upgrade existing pedestrian facilities at intersection to meet Americans with Disabilities Act (ADA) requirements
- East leg of S 164th St within City of Tukwila requiring interlocal coordination**

PEDESTRIAN RAMPS WITHIN CITY OF TUKWILA



VIEW SOUTH FROM EAST LEG OF MILITARY ROAD SOUTH & SOUTH 164TH STREET WITHIN CITY OF TUKWILA JURISDICTION

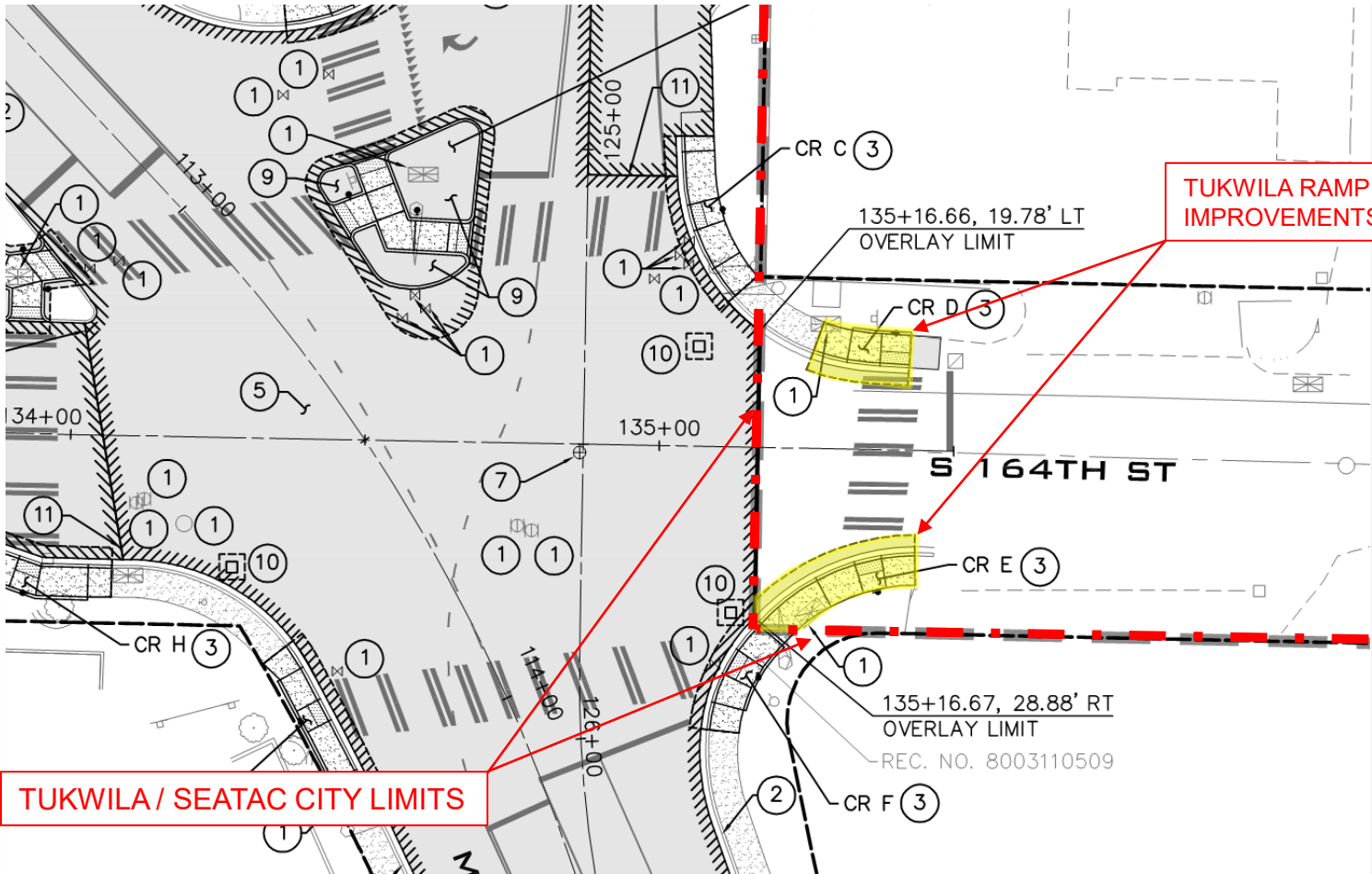


VIEW NORTH FROM EAST LEG OF MILITARY ROAD SOUTH & SOUTH 164TH STREET WITHIN CITY OF TUKWILA JURISDICTION

EXAMPLE OF PROPOSED RAMP UPGRADES



PLAN SHOWING UPGRADES



ESTIMATE FOR TUKWILA UPGRADES

- Total estimate for work within City of Tukwila at \$21,672 – includes 15% construction contingency.
- Actual costs contributed by Tukwila will be finalized upon receiving lowest responsible bidder's proposal.
- Tukwila to compensate SeaTac for actual costs incurred as construction progresses.
- Tukwila's payments will be designated as revenue towards the 102 Fund (Streets Fund).

City of SeaTac						
2021 SeaTac Overlays - City of Tukwila						
Final Engineer's Estimate - May 2021						
ITEM NO.	SPEC	ITEM	QUANTITY	UNITS	UNIT PRICE	AMOUNT
B1	SP 2-02.5	Removal of Concrete Curb and Gutter	55	LF	\$15	\$825.00
B2	SP 2-02.5	Removal of Concrete Sidewalk	25	SY	\$25	\$625.00
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B9	SP 8-04.5	Cement Conc. Pedestrian Curb	10	LF	\$50	\$500.00
B10	SP 8-14.5	Cement Conc. Sidewalk	15	SY	\$100	\$1,500.00
B11	SP 8-14.5	Cement Conc. Curb Ramp Type Parallel A	1	EA	\$3,500	\$3,500.00
B12	SP 8-14.5	Cement Conc. Curb Ramp Type Parallel B	1	EA	\$3,500	\$3,500.00
B13	SS 8-22.5	Plastic Crosswalk Line	65	SF	\$8	\$520.00
B14	SS 8-22.5	Plastic Stop Line	15	LF	\$15	\$225.00
B15	SP 8-22.5	Removal of Pavement Markings	1	LS	\$1,250	\$1,250.00
Project Subtotal (No Sales Tax Per 1-07.2(1) State Sales Tax - Rule 171)						\$18,845
Construction Contingency (15%)						\$2,827
Construction Total						\$21,672

Questions?





MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Florendo Cabudol, City Engineer
Date: 06/3/2021
Subject: 2022-2027 Transportation Improvement Program

Purpose:

To review the proposed 2022-2027 Transportation Improvement Program (TIP) prior to bringing it forward to a public hearing at the 06/22/21 Regular Council Meeting (RCM).

Background:

The proposed TIP was developed in accordance with the requirements of Chapters 35.77 and 47.26 of the Revised Code of Washington (RCW). The City of SeaTac adopted its original Transportation Improvement Program on August 14, 1990 (Resolution 90-115). The City is also required to adopt a revised and extended TIP on an annual basis to reflect the City's current and future transportation infrastructure needs.

A draft TIP was presented to the T&PW committee on April 1, 2021 for review and feedback. The proposed version reflects comments and feedback from the committee as well as incorporates adjustments to project schedules to better align funding with projected construction expenditures. Projects that are programmed into the TIP that are not actively being worked on can be moved within the program as needs, funding and grant opportunities require.

The proposed TIP focuses on three main themes, preservation, multi-modal transportation, and pedestrian safety. Near-term projects/programs that are underway in support of these themes include the overlay program (2021 Overlay); the sidewalk program (Projects include ST-015, ST-141, ST-N64, ST-N34); and the pedestrian crossing program (ST-834, ST-162). Programming of the out-year projects, those not actively in design or construction, was done with two primary concepts in mind: providing timely and appropriate infrastructure for our residents and aligning public projects to leverage private investment.

The City is required to hold a minimum of one public hearing to comment on the revised TIP. The public hearing will be scheduled to occur during the 6/22/21 RCM. After adoption by Resolution, the revised TIP must be filed with the Washington State Secretary of Transportation and the Washington State Transportation Improvement Board.

Please see the attached proposed 2022-2027 TIP project list and presentation slide deck for more information.

Options/Recommendation:

Staff seeks a recommendation from Committee to forward the proposed TIP to Council for adoption at the June 22 RCM.



2022 - 2027 Transportation Improvement Program

D - DESIGN
 S - STUDY
 ST - STREET PROJECT
 ST-N - NON-MOTORIZED PROJECT
 R/W - RIGHT OF WAY
 C - CONSTRUCTION
 MP - MISCELLANEOUS PROJECT

Project No.
and

Priority	Project Title and Description	Total SeaTac Project Cost	2022	2023	2024	2025	2026	2027	Comp Plan TE	Council/PSRC
ST-N#	Neighborhood Multi-Modal Transportation Improvement Program	Citywide	\$13,500,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000	Goal 4.1, 4.3, 4.4 Policy 4.1A, 4.3A, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4F, 4.4G, 4.4H, 4.4I	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24
1	Annual projects to implement the Safe and Complete Streets Plan to construct pedestrian and bicycle facilities on selected streets. Projects shown		D = \$250,000 C = \$2,000,000	D = \$250,000 C = \$2,000,000	D = \$250,000 C = \$2,000,000	D = \$250,000 C = \$2,000,000	D = \$250,000 C = \$2,000,000	D = \$250,000 C = \$2,000,000		
ST-886	Annual Street Overlays & Preservation Program	Citywide	\$7,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	Goal 4.1, Policy 4.1A, 4.2S	Council Goal 1 PSRC MPP-G-1, T-1, 2, 14
2	Maintain and preserve the integrity of the City's existing roadway surfaces through a combination of repair to major pavement failures, crack sealing of existing pavements to extend their usable life, and overlay pavements that are structurally declining.		D/C	D/C	D/C	D/C	D/C	D/C		
MP-033	Commute Trip Reduction Program Annual Element	Citywide	\$0						Goal 4.1, Policy 4.1A, 4.1B	Council Goal 1 PSRC MPP-G-1, T-1, 3, 5, 9, 14, 23, 24
3	Provide for review, approval, and monitoring of the Commute Trip Reduction (CTR) programs for major employers within the City.		(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$27,000 WSDOT)		
ST-834	Pedestrian Crossing Program	Citywide	\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	Goal 4.1, 4.4 Policy 4.1A, 4.4A, 4.4C, 4.4F	Council Goal 1 PSRC MPP-G-1, T-1, 4, 14, 15, 16, 23, 24
4	Develop criteria and install infrastructure to facilitate safe pedestrian crossings.		C	C	C	C	C	C		
ST-887	Intelligent Transportation Systems (ITS) Program	Citywide	\$200,000	\$200,000					Goal 4.1, 4.2, Policy 4.1A, 4.2T	PSRC MPP-G-1, T-1, 3, 14
5	Implement Intelligent Transportation Systems Program to improve signal coordination and management, transit signal priority, roadway monitoring and response, ITS device management, and data collection. System could include communications equipment, traffic signal equipment, video surveillance and monitoring, video detection, or a satellite traffic management center.		C	C	C	C	C	C		
ST-015	34th Ave S	S 160th St to S 166th St	\$2,479,265	\$2,479,265					Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 4, 14, 15, 16, 23, 24, 26
6	Reconstruct roadway to collector arterial standards. Construct drainage, curb, gutter, shared bicycle facilities, and sidewalks. Install traffic calming measures. Underground utility lines.									



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Project No.
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Priority	Project Title and Description	Total SeaTac Project Cost	2022	2023	2024	2025	2026	2027	Comp Plan TE	Council/PSRC
ST-162	International Blvd Safety Improvements Throughout Corridor	\$100,000	\$100,000						Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2R, 4.4A, 4.4C, 4.4F	Council Goal 1 MPP-G-1, T-1, 4, 14
7	Corridor study to evaluate safety improvements for collision reduction. Possible improvements assumed in cost estimates include four near-side traffic signals and improvements to discourage illegal pedestrian crossings.									
ST-141	32nd Ave S S 170th St to S 176th St	\$5,000,000	\$4,000,000	\$1,000,000					Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24
8	Reconstruct roadway, construct drainage, curb, gutter, sharrows, and sidewalks.		C	C						
ST-N34	32nd Ave S and S 180th St S 176th St to S 180th Pl; S 180th St to east terminus	\$2,000,000	\$2,000,000						Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24
9	Improve intermittent pedestrian facilities and build new pedestrian facilities on S 180th St.		C							
ST-N64	S 176th St International Blvd to 32nd Ave S	\$1,295,660	\$1,295,660						Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24
10	Focus on improving pedestrian facilities along north side of S 176th St to provide better access to transit services along International Blvd.		C							



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Project No.
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Priority	Project Title and Description	Total SeaTac Project Cost	2022	2023	2024	2025	2026	2027	Comp Plan TE	Council/PSRC
ST-126	S 152nd St Improvements 30th Ave S to Military Rd	\$6,008,000	\$800,000		\$5,208,000				Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1, 4 PSRC MPP-G-1, T-1, 14, 15, 16, 21, 23, 24, 26
11	Widen existing roadway and construct sidewalks, bicycle lanes, street lighting, and storm drainage. Provide access and circulation improvements for vehicle and pedestrian movements in support of redevelopment.		D = \$600,000 R/W = \$200,000	D & R/W						
ST-161	S 200th St International Blvd to Military Rd	\$300,000	300,000						Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4D, 4.4E, 4.4G	Council Goal 1, 5 PSRC MPP-G-1, T-1, 14, 15, 16, 17, 18, 21, 23, 24, 26
12	Implement improvements based on S 200th St Corridor Plan.		D							
ST-N10	S 188th St Military Rd to 46th Ave S	\$250,000	\$250,000						Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E	Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E
13	Improve existing pedestrian facility.		D = \$25,000 C= \$225,000							
ST-016	34th Ave S, Phase 2 S 166th St to S 176th St	\$14,497,000		\$1,197,000	\$4,650,000	\$8,650,000			Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 4, 14, 15, 16, 23, 24, 26
14	Reconstruct roadway to collector arterial standards. Construct drainage, curb, gutter, shared bicycle facilities, and sidewalks. Install traffic calming measures. Underground utility lines.			D = \$996,000 (PSRC = \$861,540; City = \$134,460) R/W = \$201,,000	C	C				
ST-157	32nd Ave S Improvements S 152nd St to S 154th St	\$3,200,000				\$300,000	\$900,000	\$2,000,000	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1, 4 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 23, 24, 26
15	Reconstruct and widen roadway; install curb, gutter, storm drainage, bicycle lanes, and sidewalk improvements.					D = \$150,000 R/W = \$150,000	D = \$300,000 C = \$600,000	C		
ST-164	S 154th St 32nd Ave S and SR 518 Westbound Off Ramp	\$1,129,000				\$250,000	\$879,000		Goal 4.1, 4.2 Policy 4.1A, 4.2H	Council Goal 4 PSRC MPP-G-1, T-1, 9, 14, 21, 26
16	Install traffic signal at new 32nd Ave S intersection. This is consistent with the S 154th St Station Area Plan. This project is conditioned on realignment of SR518 WB off-ramp to S 154th St by WSDOT.					D	C			
ST-158	30th Ave S Improvements S 152nd St to S 154th St	\$2,000,000				\$200,000	\$800,000	\$1,000,000	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E	Council Goal 1, 4 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 23, 24, 26



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Priority	Project Title and Description		Total SeaTac Project Cost	2022	2023	2024	2025	2026	2027	Comp Plan TE	Council/PSRC
17	Reconstruct and widen roadway; install curb, gutter, storm drainage and sidewalk improvements.						D = \$150,000 R/W = \$50,000	D = \$200,000 C = \$600,000	C		
ST-116	Military Rd & S 160th St	International Blvd to S 166th St	\$2,230,500					\$787,000	\$1,443,500	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
18	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, continuous left turn lane, and underground overhead utilities. Reconfigure the section between 34th Ave S and Military Rd from four lanes to three lanes with a two way left turn lane, bicycle lanes, and a sidewalk on the north side.							D	D = \$700,000 ROW = \$743,500		
ST-N39	42nd Ave S	S 160th St to Military Rd	\$1,417,204				\$141,720	\$1,275,484		Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24
19	Construct new separated bikeway and improved pedestrian facility.						D	C			
ST-069	S 208th St	International Blvd to 28th/24th Ave S	\$350,000						\$350,000	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 17, 18, 23, 24, 26
20	Reconstruct roadway to urban principal arterial with pedestrian and separated bicycle facilities.								D=\$200,000 R/W=\$150,000		
ST-140	S 216th St	I-5 to 35th Ave S	\$2,550,000				\$350,000	\$1,200,000	\$1,000,000	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
21	Reconstruct roadway, install drainage, curb, gutter, sharrows, and sidewalks. Underground utility lines.						D=\$200,000 R/W=\$150,000	D=\$200,000 C=\$1,000,000	C		
ST-N22	S 152nd St	29th Ln S to 30th Ave S	\$800,000			\$200,000	\$600,000			Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 21, 23, 24



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Project No.
and

Priority	Project Title and Description	Total SeaTac Project Cost	2022	2023	2024	2025	2026	2027	Comp Plan TE	Council/PSRC
22	Construct new pedestrian facility.				D = \$150,000 R/W = \$50,000	C				



2022 - 2027 Transportation Improvement Program

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 R/W - RIGHT OF WAY
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 MP - MISCELLANEOUS PROJECT

Project No.
and

Priority	Project Title and Description	Total SeaTac Project Cost	2022	2023	2024	2025	2026	2027	Comp Plan TE	Council/PSRC
ST-N53	S 152nd St 24th Ave S to 30th Ave S	\$250,000						\$250,000	Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 21, 23, 24
23	Construct new separated bikeway and pedestrian facility.							D = \$200,000 R/W = \$50,000		
ST-044	S 198th St International Blvd to 28th Ave S	\$3,100,000					\$920,000	\$2,180,000	Goal 4.1, 4.4, Policy 4.1A, 4.2P, 4.4A, 4.4E	PSRC MPP-G-1, T-1, 14, 26
24	Construct a new three lane roadway with sidewalks to provide an additional access point to the Aviation Business Center. Includes a roundabout at the intersection with 28th Ave S.						D = \$420,000 R/W = \$500,000	D = \$180,000 C = \$2,000,000		
ST-022	Military Rd S S 128th St to S 150th St	\$2,800,000					\$550,000	\$2,250,000	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1, 4 MPP-G-1, T-1, 14, 15, 16, 21, 23, 24, 26
25	Reconstruct and widen to provide for drainage, bicycle lanes, and pedestrian facilities. Construct left turn lanes at high volume intersections.						D = \$450,000 R/W = \$100,000	D = \$250,000 C = \$2,000,000		
MP-069	Federal Way Transit Extension S 200th St to Federal Way	\$0							Goal 4.1, 4.5, 4.9, Policy 4.1A, 4.5A, 4.5D, 4.5F, 4.9B, 4.9C	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 21, 23, 24, 26
Other Agency	Sound Transit (ST) is extending light rail from the Angle Lake light rail station on S 200th St in SeaTac to the Federal Way Transit Center, a distance of about 7.6 miles. In addition to building the light rail crossing of International Blvd, ST will also build WSDOT's SR509 bridge crossing under International Blvd.		\$12,000,000 C (Estimate; ST/WSDOT)							
MP-043.1	SR 509 Extension Phase 1 28th/24th Ave S to I-5	\$0							Goal 4.1, 4.2, 4.7, 4.9, Policy 4.1A, 4.2C, 4.2D, 4.2F, 4.2M, 4.9B	Council Goal 6 PSRC MPP-G-1, T-1, 9, 14, 17, 18, 26
Other Agency	Construct new, full access control freeway, with tolls, to connect the existing SR 509 freeway terminus with 28th/24th Ave S and I-5. Phase 1 includes two lane each way, with truck climbing lanes, between S 188th St and 28th/24th Ave S. Two lanes each way are planned between 28th/24th Ave S and I-5.		\$480,000,000 C (Estimate; ST/WSDOT)	\$487,000,000 C (Estimate; ST/WSDOT)						



2022 - 2027 Transportation Improvement Program

D - DESIGN
 S - STUDY
 ST - STREET PROJECT
 ST-N - NON-MOTORIZED PROJECT
 R/W - RIGHT OF WAY
 C - CONSTRUCTION
 MP - MISCELLANEOUS PROJECT

Project No.
and

Priority	Project Title and Description	Total SeaTac Project Cost	2022	2023	2024	2025	2026	2027	Comp Plan TE	Council/PSRC
WSDOT	S 204th St/34th Ave S/S 208th St/S 206th St Connector Road	\$0								
Other Agency	This project is included with the extension of SR 509. Install sidewalks, street lighting, and utility infrastructure. This road provides circulation to the neighborhood after S 208th St is severed by SR509.		\$9,000,000 C (Estimate;WSDOT)	\$9,000,000 C (Estimate:WSDOT)						
ST-849	Lake to Sound Trail Des Moines Memorial Dr from S 188th St/S Normandy Park Rd to 8th Ave S	\$0							Goal 4.1, 4.4, 4.9, Policy 4.1A, 4.4A, 4.4B, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24
Other Agency	This portion of the multi-jurisdictional Lake to Sound Trail projects is located in Burien. A bicycle/pedestrian trail would be extended south of SR 509 along Des Moines Memorial Dr to 8th Ave S. The improvements are being designed by King County. The Lake to Sound Trail would provided a trail connection from Lake Washington to Puget Sound.									
	Total Costs	\$72,856,629	\$14,824,925	\$5,697,000	\$13,558,000	\$13,991,720	\$10,811,484	\$13,973,500		

Comprehensive Plan Transportation Element Goal http://www.seatacwa.gov/home/showdocument?id=21325	
4.1	For the benefit of SeaTac's residents, businesses, and visitors, promote the safe and efficient transport of people and goods by implementing and maintaining an integrated multi-modal transportation system that also supports and encourages alternative and active transportation modes.
4.1a	Continue to plan for and implement a multi-modal transportation system that supports the safe, efficient and reliable movement of people, vehicles, and goods while balancing transportation needs with other community values.
4.1b	Develop a multi-modal transportation system that preserves and protects natural resources, reduces adverse impacts on the environment, and complies with federal, state, regional, and local policies.
4.2	Develop and maintain an arterial street and highway system that reduces regional and airport traffic on City arterials, and cost-effectively improves safety for all travel modes, manages congestion to reduce delays and the impacts of traffic diverting through neighborhoods, and enhances the look and feel of the City.
4.2h	Work with WSDOT to revise the existing SR 518 interchange with International Boulevard and S. 154th Street consistent with the South 154th Station Area Plan and WSDOT's SR 518 Route Development Plan (RDP).
4.2j	Align classification of streets and arterials to reflect their desired functional use. The functional classification system should be based on the volume of present/future traffic, design, multi-modal facilities, adjacent land uses, and consistency in connections with other agency transportation facilities.



Project No.
and

2022 - 2027 Transportation Improvement Program

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Priority	Project Title and Description	Total SeaTac Project Cost	2022	2023	2024	2025	2026	2027	Comp Plan TE	Council/PSRC
4.2p	Establish appropriate transportation design standards for arterials, and local streets based on balancing the functional classification needs of the facility and the needs of the adjacent land uses. The design elements should accommodate and encourage alternative and active transportation modes such as transit, HOV, pedestrians, and bicycles for each classification. Amenities should enhance the mobility options by providing an improved environment for all users.									
4.2r	Invest in improvements to arterials to meet current design standards including pedestrian and bicycle facilities, turn lanes, improved drainage, and enhanced traffic control and illumination. The improvements should be designed and constructed to improve safety, reduce maintenance costs, support economic development, reduce environmental impacts, and improve the quality of the transportation system for all modes									
4.3	Design and operate neighborhood streets to maximize safety of all appropriate travel modes, reduce cut-through traffic, and enhance the look and feel of the City's transportation system in a cost-effective manner.									
4.3a	Upgrade residential neighborhood streets with pedestrian and bicycle facilities and increased access to transit in alignment with pedestrian and bicycle network plans.									
4.4	Plan for and develop a system of transportation facilities for all users and all modes including pedestrians, transit users and bicyclists.									
4.4a	Promote safe pedestrian movement as a basic means of transportation and assure adequate pedestrian facilities, amenities and connections are provided for in conjunction with other transportation facilities and developments.									
4.4b	Coordinate with King County and other agencies to advance construction of the Lake to Sound Trail.									
4.4c	Work to design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.									
4.4d	Serve the City's residential areas with transit and a well-connected network of sidewalks and bicycle paths.									
4.4e	Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within the Urban Center.									
4.4g	Develop and implement a network of bicycle facilities providing for safe, interconnected travel within the City and providing connections to regional facilities and major local destinations as described in the Safe and Complete Streets Plan.									
4.4h	Prioritize completing a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street.									
4.4i	Work to implement directional and way-finding signage to direct bicyclists to the desired bike routes and destinations within the City.									
4.5	Encourage the use of transit and other High Occupancy Vehicle (HOV)/multi-modal travel modes to more efficiently accommodate a larger proportion of existing and future travel in and adjacent to the City of SeaTac to reduce the adverse impacts of driving alone.									
4.8	Establish and maintain a consistent, sustainable, adequate, and equitable funding program to maintain, operate and improve the City's transportation system in a timely manner to support implementation of the City's Comprehensive Plan.									
4.8A	Prioritize transportation projects and programs that best improve safety and, connectivity, support economic growth, preserves prior transportation investments, and increases capacity of travel modes, reflective of available revenues.									
4.9	Actively coordinate with the Port of Seattle, WSDOT, and regional and local agencies to advance transportation projects and programs identified in this Transportation Element and in the Transportation Master Plan.									



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Project No.
 and
 Priority Project Title and Description Total SeaTac Project Cost 2022 2023 2024 2025 2026 2027 Comp Plan TE Council/PSRC

City Goals	http://www.seatacwa.gov/home/showdocument?id=12893
City Operations	Continuously improve the effectiveness and efficiency of city government
Community Engagement	Actively engage the community to gather input on city governance and issues of concern
Infrastructure Investment	Improve the community by making capital investments
Accountability	Improve Public Safety
Revenue and Development	Steward the City's financial resources and promote economic development to ensure sustainability and future growth.

RESOLUTION NO. _____

A RESOLUTION of the City Council of the City of SeaTac, Washington, adopting a Six-Year Transportation Improvement Program for the years 2022-2027.

WHEREAS, pursuant to RCW 35.77.010, cities are required to adopt a six-year comprehensive Transportation Improvement Program (TIP); and

WHEREAS, the Growth Management Act, at RCW 36.70A.070(6), similarly requires adoption by the City of a Comprehensive Plan transportation element that serves as a basis for the City's Six Year TIP; and

WHEREAS, the City Council conducted a public hearing pursuant to state law, to hear and receive public comment on the City's TIP; and

WHEREAS, the City Council finds that prioritized and regularly updated road and street maintenance and capital improvement projects are essential to growth management, financial planning, and assurance of a comprehensive and coordinated transportation system;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SEATAC,
WASHINGTON, HEREBY RESOLVES as follows:**

1. The Six-Year Transportation Improvement Program (TIP) for the years 2022 – 2027, a copy of which is attached hereto as Exhibit “A”, is hereby adopted. City staff will make the appropriate applications for State and Federal grant funding for the projects included in the TIP.

PASSED this _____ day of _____, 2021 and signed in authentication thereof this day of _____, 2021.

CITY OF SEATAC

Erin Sitterley, Mayor

ATTEST:

Kristina Gregg, City Clerk

Approved as to Form:

Mary Mirante Bartolo, City Attorney

[Six-Year TIP 2022-2027]

2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM

TRANSPORTATION & PUBLIC WORKS COMMITTEE MEETING
June 3, 2021



PRESENTATION OVERVIEW

PURPOSE OF PRESENTATION

Staff to present the proposed 2022-2027 Transportation Improvement Program.

Obtain Committee recommendation to forward the proposed Program to Council.

WHY IS THIS ISSUE IMPORTANT?

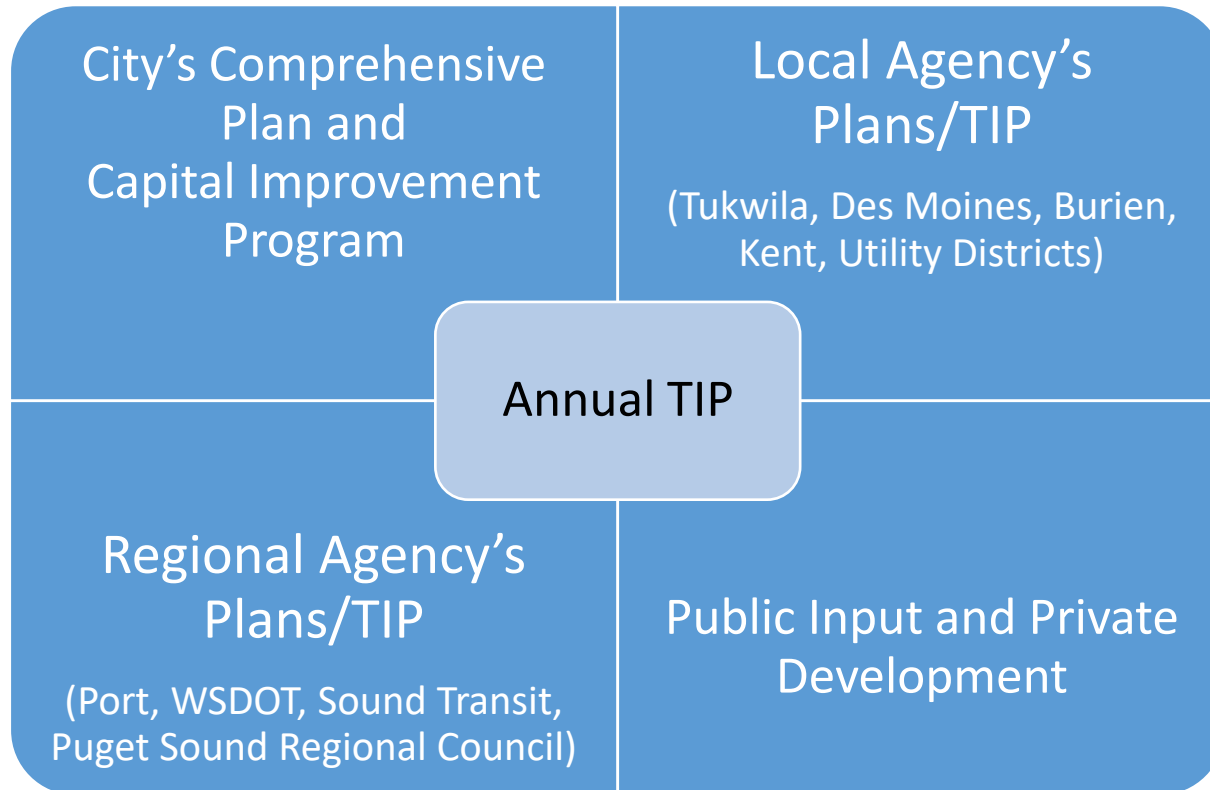
1. The Transportation Improvement Program (TIP) identifies and prioritizes transportation projects for the next six years.
2. The TIP helps strategically align the City's transportation projects with the following:
 - City's Comprehensive Plan
 - City's Capital Improvement Plan
 - Neighboring Cities' TIP
 - Outside Agency's Plans/TIP (Port, WSDOT, Sound Transit, Puget Sound Regional Council)
3. The TIP brings the City in compliance with state law (RCW 35.77.010).



2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

ANNUAL TIP UPDATE PREPARATION

- The 2022-2027 TIP updates current project list with consideration from several sources



2022-2027 TRANSPORTATION IMPROVEMENT PLAN (TIP)

PRIORITIZATION OF TIP PROJECTS

- Consideration for prioritizing projects include (but not limited to) several factors:



2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

PROGRAMMATIC TIP PROJECTS, funded annually



ST-N# PEDESTRIAN IMPROVEMENT PROJECT

- Projects determined by recommendations from Sidewalk Advisory Committee



Annual Street Overlays & Preservation Program

- Locations identified in 2017 Pavement Management Report
- Maintenance records also factor in location selections



Commute Reduction Program Annual Element

- To comply with state law RCW 70.94.521



Pedestrian Crossing Program

- Program to identify locations for new marked crosswalks or to enhance existing crosswalks

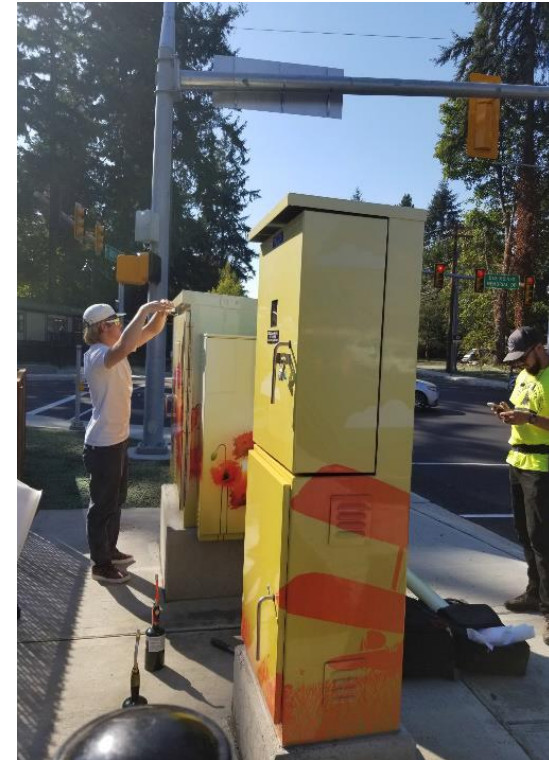


Intelligent Transportation Systems (ITS)

- Plan and program to address City's traffic management system

PROPOSED 2022-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CAPITAL PROJECTS (PLEASE SEE ATTACHED SPREADSHEET)



Council Goals (2021/22 Budget)

Goals



Promote Our Neighborhoods

Develop urban villages around light rail stations that promote programs and activities to create a sense of place, while maintaining single-family neighborhoods.



Build Effective & Accountable Government

Increase community trust through better community engagement, collaboration, and transparency.



Create & Preserve Housing

Ensure access for all to adequate, safe, and affordable housing, and basic human services.



Expand Green & Public Spaces

Enhance the community by maintaining and improving parks and community spaces.



Increase Connectivity & Safety

Create a more cohesive city by investing in infrastructure and leveraging partnerships to promote pedestrian mobility, public safety, and access to public transit.

POTENTIAL COMMITTEE ACTION

COMMITTEE ACTION REQUESTED

- Staff seeks a recommendation from Committee to forward the proposed TIP to full Council for approval.
- Next Steps:
 - Public hearing will be held at the June 22nd, 2021 RCM prior to final Council action to adopt the Resolution for the 2022-2027 TIP.
 - The adopted 2022-2027 TIP will then be submitted to the Washington State Secretary of Transportation and other agencies.

