



# City of Tukwila Transportation and Infrastructure Services Committee

- ❖ Verna Seal, Chair
- ❖ De'Sean Quinn
- ❖ Thomas McLeod

<b>Distribution:</b> V. Seal D. Quinn T. McLeod K. Kruller L. Humphrey H. Ponnekanti G. Labanara B. Still (email)	City Attorney (email) A. Youn Clerk File Copy  Place pkt pdf on SharePoint Z Trans & Infra Agendas  email cover to: F. Ayala, A. Le, C. O'Flaherty, A. Youn, B. Saxton, S. Norris, L. Humphrey
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## AGENDA

**MONDAY, MARCH 8, 2021 – 5:30 PM**


**Virtual Meeting - Members of the public may listen by dialing 1-253-292-9750 and entering conference ID 832324833#**

[Click here to join the meeting](#)

**6300 BUILDING, SUITE 100)**

Item	Recommended Action	Page
<b>1. PRESENTATIONS</b>		
<b>2. BUSINESS AGENDA</b>		
a) Surface Water Fund – Green the Green Contract Completion and Acceptance (Mike Perfetti)	a) Forward to 03/15/21 Regular Consent Agenda	Pg. 1
b) Public Comment on King County Airport Master Plan (Laurel Humphrey)	b) Committee approval	Pg. 7
<b>3. MISCELLANEOUS</b>		
	<b>Future Agendas:</b>	
	<ul style="list-style-type: none"> <li>• Surface Water Annual Report</li> </ul>	

**Next Scheduled Meeting: Monday, March 22, 2021**

 *The City of Tukwila strives to accommodate individuals with disabilities. Please contact the Public Works Department at **206-433-0179** for assistance.*





# INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**  
 FROM: **Hari Ponnekanti, Public Works Director**  
 BY: **Mike Perfetti, Habitat Project Manager**  
 CC: **Mayor Ekberg**  
 DATE: **March 5, 2021**  
 SUBJECT: **Surface Water Fund – Green the Green**  
**Project No. 91641202, Contract No. 18-145**  
**Project Completion and Acceptance**

## ISSUE

Accept contract as complete and authorize release of retainage.

## BACKGROUND

The City’s Green the Green Shoreline Restoration project accomplished the removal of 1.82 acres of invasive plant species and the installation of 5,700 native plants along 1,941 lineal feet of Green River shoreline. This ongoing restoration activity provides critically needed shade and improves water quality and habitat for ESA-listed Puget Sound chinook salmon and other aquatic species, as well as provides for the enjoyment of the community. The Green the Green project is a public-private partnership between the City and JSH Properties (14900 Interurban Ave S), Schneider & Schneider, LLC, and the Harnish Group (17035 West Valley Hwy).

## DISCUSSION

The Notice to Proceed for Contract No. 18-145 with Applied Ecology, LLC of Seattle was issued on September 20, 2018. Shoreline restoration at the specific sites was physically completed on November 12, 2020. The final affidavits of Wages Paid was approved by the State Department of Labor and Industries on February 8, 2021.

## FINANCIAL IMPACT

The total Green the Green contract budget was \$145,898.17. This contract was funded with King County Flood Control District Conservation Water Management grants and a Rose Foundation grant for \$128,459.00. Three change orders were issued for a total of \$30,194.16 and underruns credited \$19,902.04. Retainage outstanding totals \$6,543.46.

	<u>Contract</u>
Original Contract Amount	\$120,577.00
Sales tax	13,086.91
Change Orders 1 - 3	30,194.16
Unit Price Underruns	<u>(19,902.04)</u>
<b>Total Contract Amount</b>	<b><u>\$143,956.03</u></b>

## RECOMMENDATION

Council is being asked to formally accept the Green the Green – Shoreline Restoration Services with Applied Ecology, LLC in the amount of \$143,956.03 as complete and authorize the release of retainage subject to standard claim and lien release procedures, and to consider this item on the Consent Agenda at the March 15, 2021 Regular Council Meeting.

Attachments: Photos  
 Notice of Completion, Contract No.18-145  
 Contractor Release of Claims Form

### Harnish/NC Machinery



### JSH/Southcenter Plaza





Original  
 Revised # \_\_\_\_\_

## NOTICE OF COMPLETION OF PUBLIC WORKS CONTRACT

Date: \_\_\_\_\_ Contractor's UBI Number: \_\_\_\_\_

Name & Mailing Address of Public Agency
UBI Number: _____

Department Use Only
Assigned to: _____
Date Assigned: _____

*Notice is hereby given relative to the completion of contract or project described below*

Project Name	Contract Number	Job Order Contracting <input type="checkbox"/> Yes <input type="checkbox"/> No
Description of Work Done/Include Jobsite Address(es)		
Federally funded transportation project? <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, provide Contract Bond Statement below)		
Contractor's Name	E-mail Address	Affidavit ID*
Contractor Address		Telephone #
If Retainage is not withheld, please select one of the following and List Surety's Name & Bond Number. <input type="checkbox"/> Retainage Bond <input type="checkbox"/> Contract/Payment bond (valid for federally funded transportation projects)		
Name:		Bond Number:
Date Contract Awarded	Date Work Commenced	Date Work Completed
		Date Work Accepted
Were Subcontractors used on this project? If so, please complete Addendum A. <input type="checkbox"/> Yes <input type="checkbox"/> No		
Affidavit ID* - No L&I release will be granted until all affidavits are listed.		

Contract Amount	\$ _____		
Additions (+)	\$ _____	Liquidated Damages \$	_____
Reductions (-)	\$ _____	Amount Disbursed \$	_____
<b>Sub-Total</b>	\$ _____	Amount Retained \$	_____
Sales Tax Rate _____ %			
<small>(If various rates apply, please send a breakdown)</small>			
Sales Tax Amount	\$ _____		
<b>TOTAL</b>	\$ _____	<b>TOTAL \$</b>	_____

**NOTE: These two totals must be equal**

Comments:

**Note:** The Disbursing Officer must submit this completed notice immediately after acceptance of the work done under this contract.

NO PAYMENT SHALL BE MADE FROM RETAINED FUNDS until receipt of all release certificates.

**Submitting Form:** Please submit the completed form by email to all three agencies below.

Contact Name: \_\_\_\_\_

Title: \_\_\_\_\_

Email Address: \_\_\_\_\_

Phone Number: \_\_\_\_\_





**RELEASE OF CLAIMS  
AND  
CONTRACTOR'S ACCEPTANCE**

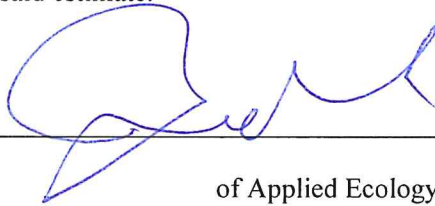
**GREEN THE GREEN-SHORELINE RESTORATION SERVICES  
CITY OF TUKWILA PROJECT NO. 91641202**

STATE OF Washington

:SS

COUNTY OF King

I, the undersigned, having been first duly sworn, depose and say: that the final estimate is a true and correct statement showing all the monies due me from the City of Tukwila, Washington, under Tukwila Project Number 91641202, and that I have carefully examined said final estimate and understand the same; and that I hereby release the City of Tukwila from any and all claims of whatever nature which may have arisen from the performance of said contract, and which are not set forth in said estimate.


  
\_\_\_\_\_

of Applied Ecology, LLC

SUBSCRIBED AND SWORN to before me this 16<sup>th</sup> day of

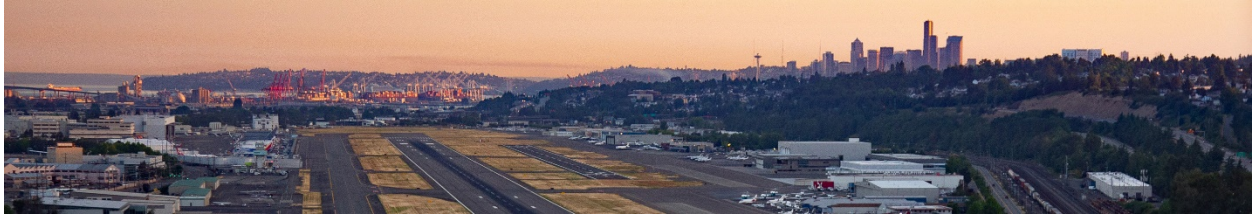
December, 20 20



  
\_\_\_\_\_  
Notary Public in and for the State of  
Washington, residing at Wells Fargo,  
therein.







## Frequently Asked Questions about the Master Plan Update

Below we have provided answers to the most frequently asked during our Master Plan Update outreach. For a complete list of questions, comments and feedback during the community engagement process please see the [Master Plan Update](#) section of our website.

<p><i>Question:</i> How is the Airport Master Plan aligning with the King County Strategic Climate Plan?</p>
<ul style="list-style-type: none"><li>○ KCIA is one of the few airport's in the country that has prepared a comprehensive <u>Greenhouse Gas (GHG) inventory</u>.</li><li>○ KCIA supports the King County Strategic Climate Action Plan (KCSCAP) by managing GHG emissions that it can control, conducting climate preparedness, and promoting climate and community resiliency.</li></ul>
<p><i>Question:</i> How will projects identified in the Master Plan affect General Aviation (GA) parking at the airport?</p>
<ul style="list-style-type: none"><li>○ The airport is extremely land constrained and some of these projects will impact the GA community. The airport currently has identified lot 13 as a possible area to relocate some tenants.</li><li>○ If adjacent property comes available for purchase and the airport chooses to purchase the property, the airport will have to decide at that time how to best utilize the combined property.</li><li>○ Currently the airport has a waiting list in all segments of aviation.</li></ul>
<p><i>Question:</i> Why is the airport relocating the runway threshold 300 feet to the north?</p>
<ul style="list-style-type: none"><li>○ The FAA will no longer support an existing Threshold Crossing Height (TCH) waiver of Runway 14R for landings of large aircraft. The proposed 300-foot relocation of the end of the runway to the north is the only viable option.</li><li>○ As a part of this project, the airport will be removing 500 feet of special use pavement which will decrease the total runway length by 580 feet.</li></ul>

*Question:* Why is the airport forecasting an increase in flights and how will that affect noise in the surrounding area?

- The airport operations forecast in the Master Plan Update is the formal prediction from the FAA to help determine the forecasted demand for the airport to ensure the infrastructure at the airport can meet that demand.
- KCIA does not have the authority to affect the number or types of aircraft operations at the airport or authority of the airspace around the airport; that is controlled by the FAA through the Aircraft Control Tower.
- The airport provided a voluntary multi-year sound insulation program for single-family homes located in parts of the Georgetown, Beacon Hill and Tukwila/Allentown neighborhoods.
  - This FAA-funded project provided \$40 million for the sound insulation of just under 600 homes in these neighborhoods.
- The updated existing and future noise contours generated for this Master Plan Update are significantly smaller than the previous contours and would likely result in a much smaller Noise Mitigation Boundary if the study were updated today.
- This current reduction in the KCIA-related noise footprint is the result of both fewer aircraft operations being conducted at the airport and changes in the fleet mix of those operations due to the retirement of many older/noisier aircraft, along with the continued advancement of quieter engine technology.

*Question:* Will projects identified in the master plan bring more jobs to the local community, specifically low-income and Black, Indigenous and People of Color (BIPOC) community members?

- Yes, from our latest Economic Impact Assessment it is anticipated that the direct, indirect and induced economic impact of the airport's next six-year Capital Improvement Program will be an estimated \$718 billion for the local economy and more than 2,000 jobs. Many of these are careers with our tenants, construction jobs and service industry jobs in the local community.
- While KCIA cannot require applicants to county jobs be from certain demographic or geographic groups, we do plan on promoting potential jobs and contracts at the airport.
- KCIA also hires interns at all levels from high school, community college, undergraduate and graduate school and makes a special effort to publicize these opportunities within the local community. Our goal is to encourage young people to consider aviation careers.

- KCIA also partners with the Museum of Flight and their youth programming such as Women Fly, Michael P. Anderson Program and Career Days to support and encourage underrepresented students towards careers in aviation.

*Question:* What is the plan for increasing the landscape buffer between the airport property and the surrounding communities?

- King County is currently coordinating with the City of Seattle about moving a segment of airport fencing to improve the existing pedestrian connection between Georgetown and South Park neighborhoods of Seattle. This project could also include a combination of artwork and a landscape buffer along a segment of the airport's perimeter fencing.
- KCIA is researching the best type of foliage to increase the greenery around the airport that does not attract wildlife or grow too tall and absorbs the most carbon.

*Question:* How will King County fund projects that have been proposed in the Master Plan? Will local tax dollars be used?

- No local tax dollars are used to operate or enhance the airport.
- KCIA will fund projects proposed in the Master Plan through multiple sources including airport revenues, grants and the issuance of bonds. However, many of the projects are dependent on getting federal grant funding and may not move forward if no grant funds are available.



March XX, 2021

John Parrott, Director, King County International Airport  
7277 Perimeter Rd. S.  
Seattle, WA 98108-3844  
[jparrott@kingcounty.gov](mailto:jparrott@kingcounty.gov)  
via e-mail

Dear Director Parrott,

We appreciate your recent presentation to the Tukwila City Council regarding the King County International Airport Master Plan. We recognize the important role the King County Airport has in serving our region, and we thank you for the opportunity to engage on this effort.

Neighborhood livability is one of our community's greatest values – it emerges as a key concern during any budgeting or planning effort on which we embark. We know from talking with our residents that quality of life impacts such as noise and air pollution are of utmost concern, and we are committed to advocating for our residents on these issues wherever we can, particularly because South King County communities experience disproportionate health disparities.

As King County International Airport moves ahead with the Master Plan implementation process, we urge ongoing community discussion and involvement, particularly with our Tukwila neighborhoods in Allentown-Duwamish and Tukwila Hill. We understand that there will be future environmental analyses on specific projects and look forward to working through those in partnership with you. We'd like to offer our assistance as you work through your forthcoming Airport Communications Plan.

Sincerely,

Mayor/Council President