



City of Tukwila Transportation and Infrastructure Services Committee

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

Distribution: V. Seal D. Quinn T. McLeod K. Kruller C. Hougardy L. Humphrey H. Ponnekanti D. Nguyen (email) B. Still (email)	City Attorney (email) 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, JULY 12, 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
1. PRESENTATIONS		
2. BUSINESS AGENDA		
a) Waste Management Service Discussion w/ Laura Moser (L. Humphrey)	a) Discussion only	
b) Surface Water Fund – WRIA 9 Watershed Planning 2021-2026, Resolution to Adopt (M. Perfetti)	b) Forward to 07/26/21 Committee of the Whole	Pg. 1
c) 2021 Overlay Program – 53rd Avenue S Widening Roadway for Two-way Travel (C. Knighton)	c) Discussion only	Pg. 7
d) Renewal of Recyclable Market Surcharge (H. Ponnekanti)	d) Forward to 07/19/21 Regular Consent Agenda	Pg. 13
e) BNSF Alternative Access Study (H. Ponnekanti)	e) Discussion only	Pg. 21
3. MISCELLANEOUS		
	Future Agenda:	

Next Scheduled Meeting: Monday, July 26, 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/City Engineer
BY: Mike Perfetti, Habitat Project Manager
CC: Mayor Ekberg
DATE: July 9, 2021
SUBJECT: Surface Water Fund – WRIA 9 Watershed Planning 2021-2026
Project No. 91641205
Resolution to Adopt the WRIA 9 2021 Update to the Salmon Habitat Plan

ISSUE

Authorize a resolution ratifying the 2021 Update to the Green/Duwamish and Central Puget Sound Watershed (WRIA 9) Salmon Habitat Plan: Making Our Watershed Fit for A King.

BACKGROUND

In 2004, The City of Tukwila entered an Interlocal Agreement (ILA) with 15 other watershed jurisdictions. The WRIA 9 ILA was established to draft a habitat recovery plan to guide local jurisdictions in the recovery of threatened Puget Sound Chinook salmon. The initial plan was adopted by the City of Tukwila via Resolution 1595 in 2005. Since then, the City has been working to implement the plan, including the completion of the Duwamish Gardens Habitat Restoration Project, and is in the midst of construction for the Riverton Creek Flapgate Removal Project. Two other projects identified in the original habitat plan – Gilliam Creek Fish Barrier Removal Project and the Nesen Side Channel project - are in the planning and design stages. These projects not only help to recover struggling salmon and other fish species, but provide public open space, water access, recreational and educational benefits to Tukwila residents.

DISCUSSION

The Salmon Habitat Plan Update represents the next chapter of salmon recovery efforts in watershed. It provides a science-based framework for identifying, prioritizing, and implementing salmon recovery actions over the next 10-15 years. The Plan Update integrates over a decade of new science and monitoring; provides updated habitat goals; outlines refined recovery strategies and embedded policies and programs; updates the capital projects list; and outlines a monitoring and adaptive framework for tracking implementation and making strategic adjustments. The plan does not obligate jurisdictions to complete any particular project or program, but rather is intended as a guidance document for use in habitat restoration efforts and in relevant City policy and code updates.

FISCAL IMPACT

None.

RECOMMENDATION

The Committee is asked to make a recommendation on the draft resolution for discussion at the July 26, 2021, Committee of the Whole Meeting.

Attachment: Draft Resolution
Resolution 1595

DRAFT

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, RATIFYING THE 2021 UPDATE TO THE GREEN/DUWAMISH AND CENTRAL PUGET SOUND WATERSHED, WATER RESOURCE INVENTORY AREA (WRIA-9) SALMON HABITAT PLAN, "MAKING OUR WATERSHED FIT FOR A KING."

WHEREAS, the 2021 update to the WRIA 9 Salmon Habitat Plan ("WRIA 9 Plan") is an addendum to the 2005 WRIA 9 Salmon Habitat Plan, and includes new science, revised habitat goals and recovery strategies, an updated capital project list, and a monitoring and adaptive management plan; and

WHEREAS, 17 local governments in WRIA 9 ("Parties") have partnered through an interlocal agreement (ILA) (2001-2006, 2007-2015, 2016-2025) to jointly fund development and implementation of the WRIA 9 Plan to address shared interest in and responsibility for long-term watershed planning and salmon recovery in the Green/Duwamish and Central Puget Sound Watershed ("watershed"); and

WHEREAS, in March 1999, the National Oceanic and Atmospheric Administration (NOAA) Fisheries listed the Puget Sound Chinook salmon evolutionary significant unit, including the Green River Chinook salmon population, as a threatened species under the Endangered Species Act (ESA); and

WHEREAS, local jurisdictions have authority over some habitat-based aspects of Chinook survival through land use and other policies and programs; and the state and tribes, who are the legal co-managers of the fishery resource, are responsible for addressing harvest and hatchery management; and

WHEREAS, the WRIA 9 partners recognize participating in the ILA and implementing priorities in the WRIA 9 Plan demonstrates their commitment to proactively working to address the ESA listing of Chinook salmon; and

WHEREAS, coordination and cooperation among federal, state, and local agencies, tribes, businesses, non-governmental organizations, landowners, community members, and other interests are essential to implement and adaptively manage a salmon recovery plan; and

WHEREAS, the Puget Sound Partnership serves as the Puget Sound regional organization and lead agency for planning and implementing the Puget Sound Salmon Recovery Plan, approved by NOAA Fisheries; and

WHEREAS, the WRIA 9 Plan is one of 15 watershed-based chapters of the Puget Sound Salmon Recovery Plan; and

WHEREAS, the City supports cooperation at the WRIA level to set common priorities for actions among partners, efficient use of resources and investments, and distribution of responsibility for actions and expenditures; and

WHEREAS, habitat protection and restoration actions to increase Chinook salmon productivity trends are necessary throughout the watershed, in conjunction with other recovery efforts, to avoid extinction in the near term and restore WRIA 9 Chinook salmon to viability in the long term; and

WHEREAS, salmon recovery is interrelated with flood risk reduction, water quality improvement, open-space protection, recreation, economic development, and tribal treaty rights; and

WHEREAS, the City has a strong interest to achieve multiple benefit outcomes for people and fish across the watershed; and

WHEREAS, the WRIA 9 Plan recognizes that salmon recovery is a long-term effort, and focuses on a 10-year implementation time horizon to allow for evaluation of progress and adaptation of goals and implementation strategies; and

WHEREAS, it is important to provide jurisdictions, the private sector and the public with certainty and predictability regarding the course of salmon recovery actions in WRIA 9; and

WHEREAS, if insufficient action is taken at the local and regional level, it is unlikely Chinook salmon populations in WRIA 9 will improve and it is possible the federal government could list Puget Sound Chinook salmon as an endangered species, thereby decreasing local flexibility; and

WHEREAS, the Parties previously took formal action to ratify the 2005 Salmon Habitat Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

The City hereby ratifies the *Green/Duwamish and Central Puget Sound Watershed, Water Resource Inventory Area 9 Salmon Habitat Plan Update, Making Our Watershed Fit for a King*, dated February 2021. Ratification is intended to convey the City's support for the following:

1. Protecting and restoring habitat based on best available science with the intent to achieve sustainable, resilient, and harvestable populations of naturally spawning Chinook salmon.
2. Pursuing a multi-benefit approach to WRIA 9 Plan implementation that integrates salmon recovery, flood hazard reduction, water quality improvements, open space and recreation, and equity and social justice to improve outcomes for people and fish.
3. Utilizing the WRIA 9 Plan as a source of best available science to inform local government actions, including, but not limited to land use, shoreline, and transportation planning/permitting.
4. Utilizing capital project concepts, programmatic actions, and policies outlined within the WRIA 9 Plan to inform local priorities for implementation and funding via grants, capital improvements, ordinances, and other activities. Ratification does not obligate any partner to implement any specific actions or adhere to specific timelines for such actions.
5. Working collaboratively with local, state, and federal partners and tribes to support and fund implementation of the WRIA 9 Plan, including monitoring and adaptive management to address scientific uncertainty, tracking and communicating progress, and refining strategies to ensure cost-effective investments.

PASSED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at a Regular Meeting thereof this _____ day of _____, 2021.

ATTEST/AUTHENTICATED:

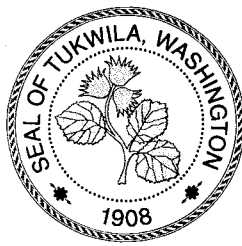
Christy O'Flaherty, MMC, City Clerk

Kate Kruller, Council President

APPROVED AS TO FORM BY:

Filed with the City Clerk: _____
Passed by the City Council: _____
Resolution Number: _____

Office of the City Attorney



City of Tukwila

Washington

Resolution No. 1595

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, RATIFYING THE GREEN/DUWAMISH AND CENTRAL PUGET SOUND WATERSHED, WATER RESOURCE INVENTORY AREA (WRIA-9) SALMON HABITAT PLAN, "MAKING OUR WATERSHED FIT FOR A KING."

WHEREAS, in March 1999, the National Oceanic and Atmospheric Administration (NOAA) listed the Puget Sound Chinook salmon evolutionary significant unit as a threatened species under the Endangered Species Act (ESA); and

WHEREAS, in November 1999, the United States Fish and Wildlife Service (USFWS) listed the Puget Sound bull trout distinct population segment as a threatened species under the ESA; and

WHEREAS, significant areas of the Green/Duwamish and Central Puget Sound Watershed, Water Resource Inventory Area 9, are designated by the Federal government as critical salmon habitat; and

WHEREAS, coordination and cooperation among Federal, state, and local agencies, tribes, businesses, non-governmental organizations, landowners, citizens, and other interests are essential to plan for and implement a salmon recovery plan; and

WHEREAS, the City supports cooperation at the WRIA level to set common priorities for actions among partners, efficient use of resources and investments, and distribution of responsibility for actions and expenditures; and

WHEREAS, 17 local governments in WRIA-9 entered into an interlocal agreement in 2001 to jointly fund development of the *Green/Duwamish and Central Puget Sound Watershed, Water Resource Inventory Area 9 Salmon Habitat Plan, "Making our Watershed Fit for a King,"* published August 10, 2005; and

WHEREAS, the WRIA-9 Salmon Habitat Plan, developed by a steering committee comprised of multiple interests, includes a wide variety of actions that focus on habitat recovery for Chinook salmon, bull trout, and other salmonids for the next ten years, and prioritizes them to guide efforts to recover the Green River Chinook salmon population; and

WHEREAS, the WRIA-9 Salmon Habitat Plan is based upon a sound scientific foundation, and includes an adaptive management approach and funding strategy for implementation;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. The City hereby ratifies the *Green/Duwamish and Central Puget Sound Watershed, Water Resource Inventory Area 9 Salmon Habitat Plan, "Making our Watershed Fit for a King,"* dated August 2005.

Section 2. This resolution does not obligate the City Council to future appropriations beyond current authority.

RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUKWILA, WASHINGTON, at a Regular Meeting thereof this 21 day of November, 2005.

ATTEST/AUTHENTICATED:

Robert H. Baker
Jane E. Cantu, CMC, City Clerk

Pamela Linder
Pamela Linder, Council President

APPROVED AS TO FORM BY:

[Signature]
Office of the City Attorney

Filed with the City Clerk: 11-18-05
Passed by the City Council: 11-21-05
Resolution Number: 1595



INFORMATIONAL MEMORANDUM

TO: Transportation and Infrastructure Services Committee
 FROM: Hari Ponnekanti, Public Works Director/City Engineer
 BY: Cyndy Knighton, Senior Program Manager
 Scott Bates, Project Manager
 CC: Mayor Ekberg
 DATE: July 9, 2021
 SUBJECT: 2021 Overlay and Repair Program – 53rd Avenue S
Project No. 92110401
Widening Roadway for Two-way Travel

ISSUE

Provide an update on the 53rd Avenue S traffic revision and sidewalk plan, including widening the road to accommodate two-way travel.

BACKGROUND

In 2020, the engineer’s estimate for widening 53rd Avenue S between S 137th Street and 52nd Avenue S for two-way traffic and adding sidewalks was \$222,250, plus construction management costs. A barrier to this project was a guy pole that needed to be relocated by Seattle City Light (SCL) before widening for two-way traffic could commence. Due to these factors, this project was identified as cost prohibitive, and as an alternative, the decision was made to convert the roadway to a one-way northbound operation, while a new at-grade pedestrian walkway was installed. All construction was completed by City staff to reduce costs.

During the April 12, 2021 Transportation and Infrastructure Services Committee meeting, staff presented three options for Council consideration to improve pedestrian safety and vehicular access on this section of roadway. The Committee members were supportive of Option A, which included installation of raised sidewalks on the east side of the road, design for two-way traffic, and construction as soon as funding became available.

DISCUSSION

One June 17, 2021, negotiation with SCL came to a resolution and they are expected to remove their guy pole by July 12, 2021, allowing this project to move forward quickly. Due to this new development, the 53rd Ave S roadway widening plans were presented to Miles Resources, LCC, the construction contractor awarded the 2021 Overlay and Repair Program contract by Council on June 7, 2021, in the amount of \$1,037,358.40 plus \$51,867.92 in contingency. Using existing contract prices, Miles Resources, LLC estimates the road widening could be completed for approximately \$50,000. Staff discussed the tremendous cost savings with Administration and the decision to move forward with the additional work was made on June 21, 2021, based on the Committee support from the April 12, 2021 meeting.

FINANCIAL IMPACT

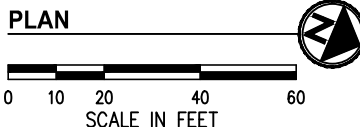
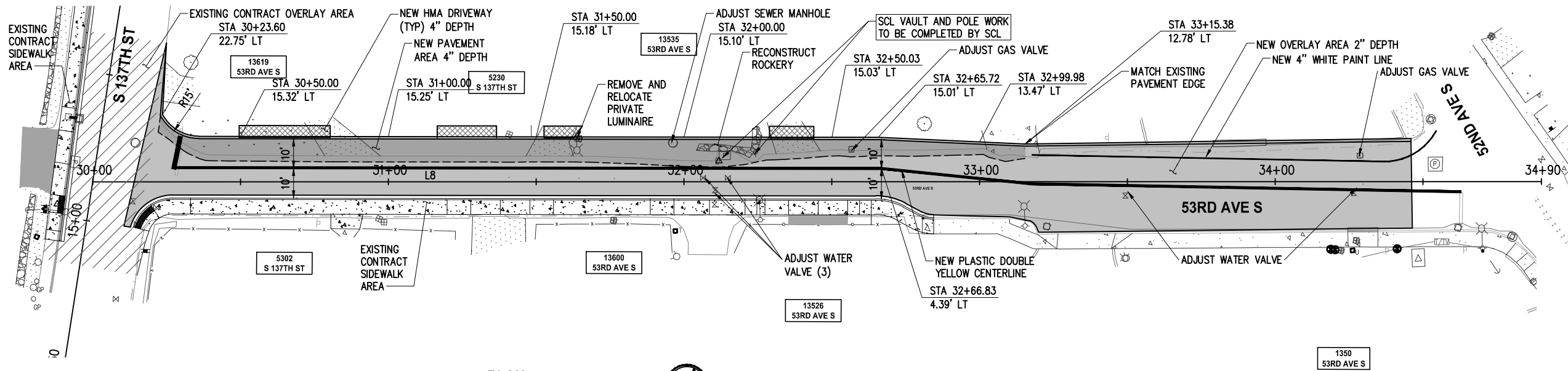
Widening of 53rd Avenue S is anticipated to add approximately \$50,000 to the Miles Resources, LLC contact, after adding the additional work and subtracting known project under-runs. The current estimate falls within the contract contingency of \$51,867.92.

	<u>Contract Budget</u>	<u>Overlay & Repair Budget</u>
Miles Resources, LLC Contract	\$1,037,358.40	\$1,100,000.00
Additional Work for 53 rd Ave S	50,000.00	
Total	\$1,087,358.40	

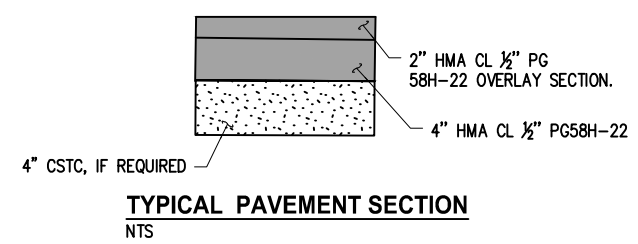
RECOMMENDATION

Discussion only.

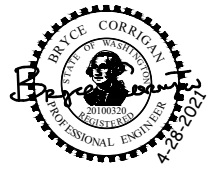
ATTACHMENTS: Traffic Flow Map of 53rd Ave S Triangle
 53rd Ave S Widening Plan
 2021 Overlay Program Informational Memorandum, dated April 9, 2021
 April 12, 2021 Transportation & Infrastructure Services Committee Meeting Minutes
 2021 Overlay Program Informational Memorandum, dated May 21, 2021



53RD AVE S								
NUMBER	START STA	NORTHING	EASTING	LENGTH	BRNG/DELTA	RADIUS	PI STA	TAN
L8	30+00.00	178459.08	1285764.37	490.00'	N 22°48'11\" W			



CITY OF TUKWILA



PUBLIC WORKS DEPT.
*ENGINEERING*STREETS*WATER*SEWER*

	by	date
designed	BMC	04/21
drawn	MKE	04/21
checked	NM	04/21
proj eng		
proj dir		
field bk no		

KPG
Interdisciplinary Design
3131 Elliott Ave Suite 400
Seattle, WA 98121
(206) 286-1640
2502 Jefferson Ave
Tacoma, WA 98402
(253) 627-0720
www.kpg.com

BID DOCUMENTS

2021 OVERLAY PROGRAM

53RD AVE S WIDENING

1	6/22	FIELD WORK DIRECTIVE #1
no	date	revisions

19
21
file no 20139 53RD WIDENING.DWG
scale 1" = 40'
date 06/2020

K:\PROJECTS\TUKWILA\20139- 2021 Overlay\DESIGN\Drawings\Contract\53RD 2 WA\20139 53RD widening.dwg 6/21/2021 9:34 PM



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
FROM: **Hari Ponnekanti, Public Works Director**
BY: **Scott Bates, Project Manager**
CC: **Mayor Allan Ekberg**
DATE: **April 9, 2021**
SUBJECT: **2021 Overlay Program- 53rd Ave S Sidewalk Addition**
Project No. 92110401

ISSUE

Provide an update on the 53rd Ave S traffic revision and sidewalk plan.

BACKGROUND

In 2020, the City desired to improve pedestrian safety on the 53rd Ave S between S 137th St and 52nd Ave S. The existing roadway was not wide enough to safely accommodate two-way traffic and pedestrians. With limited funding, the City Street division was utilized to install a new at-grade pedestrian walkway on 53rd Ave S and revise the traffic direction to one-way northbound. At the same time, 52nd PI S was changed to one-way southbound. While pedestrian safety was greatly improved, the one-way street revision created substantial concerns with some residents. Staff was requested to look at options for improvement and report back to the Transportation & Infrastructure Services Committee.

ANALYSIS

Staff, along with consultant support from KPG, have been considering multiple options to improve the current conditions. With the funding restored to the 2021 Overlay Program, a raised sidewalk along 53rd Ave S and S 137th St is scheduled to be constructed in the Summer of 2021. Per the current design, the traffic on 52nd PI S would be returned to one-way northbound operation per the community's request.

Ultimately, the best solution would be to resume two-way traffic on 53rd Ave S. KPG is working on a low-cost solution for restoring two-way traffic in conjunction with the sidewalks, which would widen the roadway to the west. The need to coordinate with Seattle City Light for a pole relocation will likely prevent the work from being included this summer and will be dependent upon funding availability. Additional options for discussion:

1. Option A: Add the sidewalks, keep 53rd Ave S as one-way northbound, return operation on 52nd PI S to northbound and construct in Summer 2021. Design the 53rd Ave S widening for two-way traffic and construct as soon as funding is secured. Cost estimate is under development.
2. Option B: Add the sidewalks, keep 53rd Ave S as one-way northbound, return operation on 52nd PI S to northbound and construct in summer 2021. No widening pursued.
3. Option C: Add the sidewalks, revise 53rd Ave S as one-way southbound, revert the direction on 52nd PI S to northbound and construct in summer 2021. This option will cost more than #2 due to relocating the current signs. Additional traffic issues may appear despite traffic control efforts.

FISCAL IMPACT

Cost estimates still being developed.

RECOMMENDATION

Staff was requested to present this item for discussion to update the Council about the 53rd Ave S sidewalk project progress. With recent and continued comments from the area residents, we now recommend pursuing option A, which will provide the best solution for the community.

Attachment: Plan sheet design for 53rd Ave S sidewalk



City Council Transportation & Infrastructure Services Committee

Meeting Minutes

April 12, 2021– 5:30 p.m. – Electronic Meeting due to COVID-19 Emergency

Councilmembers Present: Verna Seal, Chair, De'Sean Quinn, Thomas McLeod

Staff Present: Rachel Bianchi, Emily Miner, Eric Compton, Gail Labanara, Scott Bates,
Hari Ponnekanti, Brittany Robinson, Adam Cox

Guest: Haran Rashes, Rachel Fenton, Zak Kennedy, Joel Bush, Matthew Bates

Chair Seal called the meeting to order at 5:30 p.m.

I. BUSINESS AGENDA

A. **53rd Avenue South Traffic Revision Update and Sidewalk Plan**

* Staff is developing cost estimates to add sidewalks, keep 53rd Ave S as one-way northbound, return 52nd Pl S to northbound and design 53rd Ave S widening for two-way traffic for construction when funding becomes available. Committee members expressed support for this option.

Item(s) requiring follow-up:

Continue close communication with neighborhood.

Committee Recommendation

Discussion only. Return to committee.

B. **Ordinance and Resolution: Interim Small Wireless Facilities Code**

Staff is seeking Council approval of an ordinance that would adopt an emergency interim code to regulate Small Wireless Facilities and a resolution to update the Consolidated Permit Fee Schedule accordingly.

Committee Recommendation

Unanimous approval. Forward to April 12, 2021 Committee of the Whole and Special Meeting.

II. Miscellaneous

Staff will present a State of the Bridges Report at a future meeting.

The meeting adjourned at 5:57 p.m.

Committee Chair Approval

Minutes by LH



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
 FROM: **Hari Ponnekanti, Public Works Director/City Engineer**
 BY: **Scott Bates, Project Manager**
 CC: **Mayor Ekberg**
 DATE: **May 21, 2021**
 SUBJECT: **2021 Overlay and Repair Program**
Project No. 92110401
Bid Award

ISSUE

Award the bid for construction of the 2021 Overlay and Repair Program.

BACKGROUND

The Overlay and Repair Program preserves and maintains the street structure in a safe and useable condition. Construction will include pavement repairs and an asphalt overlay at seven locations citywide, new raised sidewalk sections on 53rd Ave S and S 137th St, and a new Rectangular Rapid Flashing Beacon at the crosswalk near Thorndyke Elementary School at 46th Ave S. In a separate but related project, City crews will be adding speed cushions to the Thorndyke school zone on S.150th St as well as on S 37th St near S.140th St in the Cascade View neighborhood. The cushions were purchased in 2019.

ANALYSIS

A call for bids was advertised for the 2021 Overlay and Repair Program on May 4 and May 11, 2021. Three bids were opened on May 18, 2021. The confirmed lowest bidder was Miles Resources, LLC. with a bid of \$1,037,358.40. The Engineer's Estimate was \$1,079,420. There were no bidding errors.

FINANCIAL IMPACT AND BID SUMMARY (All amounts include sales tax)

	<u>Bid Results</u>	<u>Engineer's Estimate</u>	<u>2021 Budget</u>
Miles Resources, LLC	\$1,037,358.40	\$1,079,420.00	\$1,050,000.00
Contingency (5%)	\$51,867.92		
Unused CM/PE			\$50,000.00
Total	<u>\$1,089,226.32</u>	<u>\$1,079,420.00</u>	<u>\$1,100,000.00</u>

The KPG supplemental contract for construction management is \$50,000.00 less than the available budget and the remaining funds will be reallocated to the construction phase.

RECOMMENDATION

Council is being asked to award construction of the 2021 Overlay and Repair Program to Miles Resources, LLC. in the amount of \$1,037,358.40 and to consider this item on the Consent Agenda of the June 7, 2021 Regular Meeting.

ATTACHMENTS

- Vicinity Map
- 2021 CIP Page 12
- Bid Tabulation



INFORMATIONAL MEMORANDUM

TO: Transportation and Infrastructure Services Committee
FROM: Hari Ponnekanti, Public Works Director/City Engineer
CC: Mayor Allan Ekberg
DATE: July 9, 2021
SUBJECT: Renewal of Recyclable Market Surcharge
Contract No. 12-027

ISSUE

Waste Management (WM) is the solid waste and recycling provider in the city of Tukwila. WM requests that the city renew the 5% Commercial Recycling surcharge for two more years - beginning November 1, 2021 and ending October 31, 2023.

BACKGROUND: Recycling Costs

Waste Management (WM) presented to the Transportation and Infrastructure Services Committee in May 2019 regarding changes in the global recycling market resulting in increased costs. To offset the additional costs associated with recycling, WM initially requested an increase to the recycling rates. On [insert date] City Council approved two-year 5% Commercial Recyclable Cost surcharge, which went into effect on November 1, 2019. The surcharge was approved to be in place for two years, beginning November 1, 2019, and the parties agreed it could be extended by Council upon written request and clear justification from WM.

DISCUSSION: Renewal of the Recycling Surcharge due to continued Recycling Costs

WM has submitted the request for extending this 5% recycling surcharge for the rest of their contract, which is set to expire October 2023, due to continued operational costs in the global recycling market. Please see attached information to this extent.

FINANCIAL IMPACT

The proposed recycling surcharge only applies to commercial users, not residential. Even with the proposed increases, the solid waste and recycling rates remains below Tukwila's neighboring cities. The proposed surcharge would be in place for two more years, beginning November 1, 2021, and ending October 31, 2023.

RECOMMEDATION

Staff reviewed the material submitted by WM about the operational costs in the global recycling market. Staff agrees that this information is similar to the information submitted in May of 2019, when the Council approved the 5% Commercial Recyclable Cost surcharge to offset WM's costs associated with the weakening recycling market. Council is being asked to consider this item on the Consent Agenda at the July 19, 2021 Regular Council Meeting.

Attachments: Letter of Understanding

Letter from WM requesting the 5% surcharge for the next 2 years
Financial Analysis of 5% Surcharge Extension
Current Municipal Contract rates

July 12, 2021

Laura Moser
Public Sector Manager
Waste Management of Washington, Inc.
720 4th Avenue, Suite 400
Kirkland, WA 98033

RE: Letter of Understanding: Extension of Recyclable Market Surcharge -
Comprehensive Garbage, Recyclables and Compostables Collection
Agreement dated March 13, 2012, as amended

Dear Ms. Moser,

The purpose of this Letter of Understanding (“LOU”) is to extend the recyclable market surcharge between the City of Tukwila (“City”) and Waste Management of Washington, Inc. (“WM”).

The City and WM executed Agreement No. 12-027, Comprehensive Garbage, Recyclables and Compostable Collection Agreement dated February 21, 2012 (“Agreement”).

Pursuant to Letter of Understanding between the Parties dated June 4, 2019 and signed July 23, 2019, City and WM agreed to increase commercial rates by five percent (5%), effective November 1, 2019, to reflect increased costs in recyclables processing and marketing. This surcharge was only approved for a period of two years; however, WM was permitted to seek an extension of the surcharge for an additional two years by providing justification of the need to the City. WM has submitted a written request for an extension of the surcharge, and justification of the need to continue the surcharge.

The purpose of this LOU is to confirm the City’s approval of WM’s request for extension of the surcharge for an additional two years, starting on November 1, 2021, ending on October 31, 2023.

By signing below, the City and Waste Management acknowledge their approval and acceptance of the terms of this LOU and acknowledges that this LOU: (a) creates a legally binding obligation upon the parties, (b) shall be governed and constructed in accordance with the laws of the State of Washington regardless of any conflict of law provisions, (c) sets forth the entire agreement between the City and WM with respect to the subject matter hereof and supersedes all prior negotiations, representations, understandings and agreements with respect to the subject matter hereof, and (d) may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall constitute one and the same instrument. Signatures transmitted electronically shall be deemed valid execution of this LOU and binding on the parties.

Acknowledged and agreed upon by:

CITY OF TUKWILA:

WASTE MANAGEMENT OF
WASHINGTON, INC:

By: _____

By: _____

Printed Name: _____

Printed Name: _____

Title: _____

Title: _____

Date Signed: _____

Date Signed: _____



WASTE MANAGEMENT

720 4th Ave, Suite 400
Kirkland, WA 98033

June 11, 2021

Mr. Hari Ponnekanti
Public Works Director
City of Tukwila
6300 Southcenter Blvd
Tukwila, WA 98188

Sent via email only to: Hari.Ponnekanti@tukwilawa.gov

RE: Recyclable Market Surcharge expiring October 31, 2021

Dear Mr. Ponnekanti,

The purpose of this letter is to request another 2-year term for the Recyclable Market Surcharge set to expire 10/31/21. We understand the request must be made no later than 90 days prior to the expiration date and be accompanied by documentation justifying the request.

Since November 1, 2019 when the increase became effective, we have continued to see fluctuating commodity markets and increased processing costs. Over the past 18 months (October 2019 through April 2021) our processing costs have increased to \$136.46 per ton and commodity values have gone up and down with an average \$26.60 per ton. Based on the commercial and multifamily tons WM collects, processes, markets for City of Tukwila customers our costs have increased 6.9% over this time frame. Attached is documentation showing the data for the basis of our request and justification.

Therefore, we are asking that the current 5% recycle surcharge remain in place for another two-year period (11/1/2021 through 10/31/2023). Even though realistically, this does not cover our costs and is applied to the collection portion only and not the total rate for commercial and multifamily.

WM appreciates your consideration of our request and looks forward to your response. As always, I am available to answer any questions you may have.

Sincerely,

A handwritten signature in black ink that reads "Laura Moser". The signature is written in a cursive, flowing style.

Laura Moser
Public Sector Manager
(206) 391-9112
Lmoser@wm.com

Attachments: 1). Financial Analysis for extension of 5 percent surcharge_061121_City Copy
2). Current Municipal Contract Rates_City Copy

Tukwila Recycling Tonnage and Revenue

	Tons <u>Commercial</u>	Tons <u>MF</u>	Tons <u>Total</u>	Average <u>Value</u>	Col E multiply Col D <u>Revenue</u>
Oct, '19	372.4	46.3	418.7	\$ 10.46	\$ 4,380
Nov	325.5	44.2	369.7	\$ 13.13	\$ 4,854
Dec	343.0	52.5	395.5	\$ 4.82	\$ 1,906
Jan	384.4	52.3	436.7	\$ 10.41	\$ 4,546
Feb	322.6	40.5	363.1	\$ 11.09	\$ 4,027
Mar	317.0	39.1	356.1	\$ 5.07	\$ 1,805
Apr	259.7	35.0	294.7	\$ 7.09	\$ 2,089
May	264.5	36.0	300.5	\$ 13.53	\$ 4,066
Jun	300.8	41.1	341.9	\$ 10.99	\$ 3,757
Jul	317.1	39.0	356.1	\$ 10.54	\$ 3,753
Aug	298.4	38.7	337.1	\$ 18.64	\$ 6,284
Sep	326.5	43.4	369.9	\$ 25.42	\$ 9,403
Oct. '20	331.2	45.8	377.0	\$ 35.53	\$ 13,395
Nov	350.0	49.7	399.7	\$ 42.32	\$ 16,915
Dec	363.1	52.0	415.1	\$ 50.00	\$ 20,755
Jan	373.2	53.2	426.4	\$ 47.62	\$ 20,305
Feb	300.5	44.8	345.3	\$ 51.27	\$ 17,704
Mar	368.8	52.0	420.8	\$ 54.24	\$ 22,824
Apr	361.4	47.0	408.4	\$ 66.07	\$ 26,983
Total	<u>6,280.1</u>	<u>852.6</u>	<u>7,132.7</u>	<u>\$ 26.60</u>	<u>\$ 189,752</u>
Commodity Value Q1 2018			7,132.7	\$ 47.92	\$ 341,799 (+E27*D27)
Commodity Revenue Lost since LOU signed					\$ 152,047 (F25-F27)
Increase in Processing Fees since LOU signed					\$ 141,370 See Tab 'Processing Cost Increase' Cell E16
Total					<u>\$ 293,417</u> (F31+F29)
Total 2020 Com'l/MF Billed Revenue					<u>\$ 4,226,753</u>
Combined % increase in processing cost and revenue lost					<u>6.9%</u>

China Sword Impact - Multifamily & Commercial

Municipality: **Tukwila**

WM MRF Used: **JMK**

1. Increased MRF Processing Costs

Explanatory Notes

a	Previous WUTC Processing Cost per Ton	\$	116.64	<i>Per May 2018 WUTC tariff for JMK</i>
b	Current WUTC Processing Cost per Ton	\$	136.46	<i>Per Seattle/SS 2021 rate case</i>
c	Increased Cost per Ton	\$	19.82	<i>[b - a]</i>
d	Annual Multifamily & Commercial Recycling Tons		<u>7,133</u>	<i>2020 actual multifamily & commercial recycling tons</i>
e	Total Increased Processing Cost - MF & CM	\$	<u>141,370</u>	<i>[c x d]</i>

Current Municipal Contract Rates - Residential

	Tukwila WM <i>(11/1/2012 contract started)</i>	Burien Recology <i>(6/1/2014 contract started)</i>	Des Moines Recology <i>(11/1/2011 contract started)</i>	Newcastle WM <i>(3/1/2019 contract started)</i>	Renton Republic <i>(11/1/2016 contract started)</i>	SeaTac Recology <i>(10/1/2013 contract started)</i>	Federal Way WM <i>(9/1/2020 contract started)</i>	Tukwila vs. Burien <i>higher/(lower)</i>	Tukwila vs. Des Moines <i>higher/(lower)</i>	Tukwila vs. Newcastle <i>higher/(lower)</i>	Tukwila vs. Renton <i>higher /lower)</i>	Tukwila vs. SeaTac <i>higher /lower)</i>	Tukwila vs. Federal Way <i>higher/(lower)</i>
20-gallon	\$8.92	\$19.04	\$17.51	\$31.78	\$14.31	\$16.49	\$16.35	-53%	-49%	-72%	-38%	-46%	-45%
35-gallon	\$13.10	\$25.98	\$23.05	\$38.78	\$23.58	\$21.23	\$21.46	-50%	-43%	-66%	-44%	-38%	-39%
64-gallon	\$20.68	\$36.70	\$34.42	\$48.20	\$41.28	\$28.96	\$31.39	-44%	-40%	-57%	-50%	-29%	-34%
96-gallon	\$28.28	\$47.36	\$45.75	\$60.18	\$60.95	\$41.08	\$46.26	-40%	-38%	-53%	-54%	-31%	-39%

Current Municipal Contract Rates - Commercial

	Tukwila WM <i>(11/1/2012 contract started)</i>	Burien Recology <i>(6/1/2014 contract started)</i>	Des Moines Recology <i>(11/1/2011 contract started)</i>	Newcastle WM <i>(3/1/2019 contract started)</i>	Renton Republic <i>(11/1/2016 contract started)</i>	SeaTac Recology <i>(10/1/2013 contract started)</i>	Federal Way WM <i>(9/1/2020 contract started)</i>	Tukwila vs. Burien <i>higher/(lower)</i>	Tukwila vs. Des Moines <i>higher/(lower)</i>	Tukwila vs. New Castle <i>higher/(lower)</i>	Tukwila vs. Renton <i>higher /lower)</i>	Tukwila vs. SeaTac <i>higher/(lower)</i>	Tukwila vs. Federal Way <i>higher/ (lower)</i>
1 Yard Weekly	\$73.27	\$95.91	\$109.60	\$124.59	\$113.98	\$110.34	\$117.37	-24%	-33%	-41%	-36%	-34%	-38%
1.5 Yard Weekly	\$102.24	\$138.84	\$159.83	\$171.13	\$156.24	\$148.32	\$157.26	-26%	-36%	-40%	-35%	-31%	-35%
2 Yards Weekly	\$125.72	\$178.41	\$207.03	\$215.24	\$196.97	\$190.75	\$197.27	-30%	-39%	-42%	-36%	-34%	-36%
3 Yards Weekly	\$179.84	\$257.57	\$301.44	\$316.37	\$280.25	\$272.80	\$277.83	-30%	-40%	-43%	-36%	-34%	-35%
4 Yards Weekly	\$234.24	\$316.59	\$389.78	\$388.06	\$363.40	\$355.01	\$350.32	-26%	-40%	-40%	-36%	-34%	-33%
6 Yards Weekly	\$331.40	\$454.79	\$566.45	\$536.32	\$527.26	\$507.01	\$500.51	-27%	-41%	-38%	-37%	-35%	-34%
8 Yards Weekly	\$434.03	\$579.54	\$730.97	\$673.57	\$690.15	\$665.35	\$632.80	-25%	-41%	-36%	-37%	-35%	-31%



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
 FROM: **Hari Ponnekanti, Public Works Director/City Engineer**
 CC: **Mayor Allan Ekberg**
 DATE: **July 9, 2021**
 SUBJECT: **BNSF Alternative Access Study**
Project No. 99510409
EIS Process Budget, Schedule, and Next Steps

ISSUE

Information regarding the BNSF Alternative Access Study Environmental Impact Statement (EIS) process, identifying budget sources, outlining consultant selection process, and project schedule. Staff is requesting direction on a funding path to implement a Term-Limited Project Manager to manage the EIS process and the EIS consultant qualification request.

BACKGROUND

On June 14, 2021, at the Committee of the Whole Meeting, Council directed Public Works staff to proceed with staff recommended Options 1 and 2, which include updating costs estimates and a full EIS review of all alternate routes.

Option 1: Update Previous Cost Estimates: Estimated cost is \$15,000 to \$50,000

Staff estimates that the supplemental costs to update the David Evans contract for the cost estimate revisions to the report will be approximately \$15,000 to \$50,000.

Option 2: EIS on all alternatives: Estimated cost is \$750,000 to \$900,000

Staff estimates that the supplemental costs to start and finish an environmental impact application process is approximately \$750,000 to \$900,000. The cost would depend on the scope, such as the number of route alternatives (or the number of environmental elements) selected for review. The estimated timeline for completing this EIS is 18 to 24 months. This EIS would be useful only for a certain period of time and depending on when funding was secured (if several years later due to Federal or State funding availability), it may need to be updated (supplemented) for an additional cost. A full EIS or partial EIS will both require the City to hire a term-limited Project Manager at a cost of approximately \$300,000 for two years. This brings the total estimated costs up to \$1.2 million dollars for the EIS and City staff requirements.

Environmental Impact Statement (EIS)

Preparation of an Environmental Impact Statement (“EIS”) on all four alternative routes as compared to the status quo / “no action” alternative is recommended prior to choosing a preferred route. An EIS is intended to be an impartial tool to identify and analyze probable adverse environmental impacts, reasonable alternatives, and possible mitigation for the impacts. An EIS is required when significant adverse environmental impacts are likely from a project, such as here, where two of the alternatives involve a new bridge across a salmon bearing river. If a full scope EIS is undertaken, all of the alternatives in the 2016 Draft BNSF Access Study would be analyzed, including the following four alternatives along with the status quo (S. 124th St. and 42nd Ave. S. bridge).

1	Airport Way S.	3	Gateway Drive - north leg
2	S. 112 th Street	4	48 th Avenue S.

Map of the study area and alternatives routes



Environmental Elements Considered for EIS Analysis

- | | | |
|-------------------------------|---------------------------|--|
| 1. Earth | 7. Environmental Health | 13. Historic and Cultural Preservation |
| 2. Air | 8. Land and Shoreline Use | 14. Transportation |
| 3. Water | 9. Housing | 15. Public Services |
| 4. Plants | 10. Aesthetics | 16. Utilities |
| 5. Animals | 11. Light and Glare | |
| 6. Energy & Natural Resources | 12. Recreation | |

Scoping is the first step in the EIS process. The purpose of scoping is to narrow the focus of the EIS to significant environmental issues, eliminate insignificant impacts from detailed study, and identify alternatives to be analyzed in the EIS. Scoping also provides notice to the public and other agencies that an EIS is being prepared and initiates their involvement in the process. The result of the scoping process might be a reduced number of access alternatives and/or environmental elements to be studied. While a narrower document will reduce costs, one that does not fully consider environmental impacts may be more vulnerable to legal challenge.

DISCUSSION

EIS Schedule

Staff outlines the following schedule:

3 rd Quarter of 2021	Identify Project Funding
3 rd and 4 th Quarter of 2021	Hire Term-Limited Project Manager
4 th Quarter of 2021	Begin monthly progress meetings with the Allentown Community
1 st Quarter of 2022	Start Request for Qualifications process for EIS consultant, select consultant, and bring contract to Council for approval
2 nd Quarter of 2022	Start the EIS
4 th Quarter 2023	Complete the EIS and report to Council and the Allentown Community

Funding Sources

The first step in the EIS schedule and process for the BNSF Alternative Access Study is to identify funding sources. Staff has identified five options for potential funding sources for this project:

1. Transfer unused funds from the 42nd Ave South Bridge Replacement Project design phase after utilizing the PSRC contingency grant funds.
2. Use ending fund balance from the general fund. (For example in 2020, we ended the year with over \$1 million above our required reserves.)
3. Reallocate a portion of the Solid Waste Utility Tax for year 2022 and 2023 to this project.
4. Move/prioritize funds from other CIP projects during the next budget amendment process to provide a clear funding path for the BNSF Alternative Access Study EIS process.
5. Issue an Infrastructure Bond for the BNSF Alternative Access Study Project costs and take advantage of the low-interest rate. The Bond can be repaid over several years.

FINANCIAL IMPACT

The overall staffing and consultant costs were in the range of \$900,000 - \$1,200,000. The interest payment cost will depend on the options chosen from above. Final direction on the funding choices above should be included in the budget amendment process. Staff will proceed hiring a Term-Limited Project Manager to complete the consultant qualification request and EIS process. The project will start incurring costs in the beginning of 2022.

RECOMMENDATION

Discussion only.

Attachments: Transportation & Infrastructure Services Meeting Info Memo- Dated May 21, 2021
Council of the Whole Meeting Minutes- Dated June 14, 2021



INFORMATIONAL MEMORANDUM

TO: Transportation and Infrastructure Services Committee
FROM: Hari Ponnekanti, Public Works Director/City Engineer
CC: Mayor Allan Ekberg
DATE: May 21, 2021
SUBJECT: BNSF Alternative Access Study
Project No. 99510409
Project Update and Next Steps

ISSUE

Information regarding the BNSF Intermodal Facility Access Study.

BACKGROUND

The purpose of this memorandum is to share history and information regarding alternatives for a new truck traffic route into the BNSF intermodal yard to relieve truck traffic from the Allentown neighborhood (“the Project”). While the Tukwila City Council has been considering access alternatives for the BNSF intermodal yard since the late 1990’s, no preferred alternative route has been selected.

The goal of an alternative route has always been to improve the quality of life for residents in the Allentown, Duwamish and surrounding areas, which are impacted by the estimated 3,000 trucks per day (of the total 10,000 vehicles per day) which use the current route (status quo) on S. 124th St. and 42nd Ave. S. bridge to access the BNSF intermodal yard. These trucks impact air quality, noise, and the safety of residents. A common goal is to move this truck traffic out of the residential area. Selecting and creating an alternative route into the BNSF intermodal yard has several challenges due to overall costs, lack of funding options for an alternative route, environmental concerns and potential litigation.

Immediately below is a historical timeline of events related to consideration of alternative routes. This timeline is based on available records and remembrances of those involved.

I. Historical Alternative Route Consideration Timeline

As shown below, in 1997, the City of Tukwila began studying access alternatives to the BNSF Intermodal Facility.

Date	Activity
1997	<ul style="list-style-type: none">• Hanson & Wilson Co. Access Study for BNSF
1998	<ul style="list-style-type: none">• Harding Lawson Associates Study
2000	<ul style="list-style-type: none">• Cooper Consulting Engineering Study (because previous two studies presented substantially different capital estimates)
May 2011	<ul style="list-style-type: none">• City Council adopted Res 1741 opposing federal pre-emption relating to railroads• Council Member (CM) Hougardy met with Port Commissioner Tarleton to discuss BNSF expansion concerns• City met with BNSF to discuss alternate access• City sent letter to BNSF discussing lack of financial assistance, deterioration of 42nd Ave Bridge from truck traffic• BNSF response letter offering further discussions but no specifics

Date	Activity
July 2011	<ul style="list-style-type: none"> • City met with BNSF to clarify understandings and address neighborhood concerns, Council Members (CMs), Ball Janik (Federal Lobbyist) and reps from Senator Murray, Senator. Cantwell, Congressman Smith in attendance • City met with Allentown residents
August 2011	<ul style="list-style-type: none"> • BSNF letter to city proposing to meet every six months and asserting no plans for expansion (follow up meetings were not made)
February 2012	<ul style="list-style-type: none"> • City met with Ball Janik (Federal Lobbyist) to discuss BNSF and Strander Blvd Ext
May 2012	<ul style="list-style-type: none"> • DC trip to meet with reps from Surface Transportation Board
July 2012	<ul style="list-style-type: none"> • City met with BNSF followed by letter to Sen. Cantwell
August 2012	<ul style="list-style-type: none"> • Allentown residents give public comment opposing alternative route on 115th/116th
November 2012	<ul style="list-style-type: none"> • City met with BNSF
April 2013	<ul style="list-style-type: none"> • City Council discussed BNSF Railyard • City met with BNSF and Ball Janik to discuss engineering options, 30% design, EIS, cost sharing, pursuit of TIGER (Federal grant opportunity), neighborhood livability • Council's CAP Committee discussed scope of work for neighborhood livability study
May 2013	<ul style="list-style-type: none"> • City met with BNSF
June 2013	<ul style="list-style-type: none"> • Council added BNSF Regional Access Center to Transportation Improvement Program (TIP)
August 2013	<ul style="list-style-type: none"> • City Council discussed options for study/report for Allentown and BNSF intermodal facility
October 2013	<ul style="list-style-type: none"> • City receives Request for Proposal (RFP) from BNSF on southern access alternatives for review
March 2014	<ul style="list-style-type: none"> • City met with BNSF
April 2014	<ul style="list-style-type: none"> • City forms internal working group of staff and three CMs
May 2014	<ul style="list-style-type: none"> • BNSF group meets with Allentown residents on draft Request for Quote (RFQ) for livability • Mayor and CMs meet with Murray, Cantwell and Smith in DC
June 2014	<ul style="list-style-type: none"> • City talked with Smith office about cooperative funding agreement • BNSF group met with Allentown residents
July 2014	<ul style="list-style-type: none"> • BNSF Workgroup Tour arranged by Ball Janik • Cooperative Funding Agreement with BNSF for alternative access study
November 2014	<ul style="list-style-type: none"> • Neighborhood canvassing re: livability • City Council discussion on draft scope of work for BNSF Facility Access Study
March 2015	<ul style="list-style-type: none"> • Contract with David Evans and Associates for BNSF Facility Access Study
August 2015	<ul style="list-style-type: none"> • Council briefed on progress of BNSF study - August 10, 2015 Council of the Whole (C.O.W.)
December 2015	<ul style="list-style-type: none"> • Council briefed on progress of BNSF study - December 14, 2015 C.O.W.
March 2016	<ul style="list-style-type: none"> • BNSF Access Study Open House (Tukwila Community Center and Online)
November 2016	<ul style="list-style-type: none"> • BNSF Intermodal Facility Access Study – Draft Alternative Screening Analysis Report November 28, 2016
December 2016	<ul style="list-style-type: none"> • Draft Study findings transmitted to City Council
March 2017	<ul style="list-style-type: none"> • City met with BECU to discuss their concerns with the Gateway Drive alternative

Date	Activity
May 2017	<ul style="list-style-type: none"> • Notice of SEPA Application issued with comment period ending - June 2, 2017
August 2017	<ul style="list-style-type: none"> • Open House – Preferred Alternative Outreach - . August 17, 2017
September 2017	<ul style="list-style-type: none"> • Bob Giberson retires; Robin Tischmak becomes Interim Public Works Director
January 2018	<ul style="list-style-type: none"> • Henry Hash becomes Public Works Director
March 2019	<ul style="list-style-type: none"> • Great Northern Corridor Coalition (GNCC) Meeting and Tour of the BNSF South Seattle Intermodal Facility. March 27, 2019
June 2019	<ul style="list-style-type: none"> • TIS Committee discussed project and sent to C.O.W. • Councilmembers toured BNSF facility
October 2019	<ul style="list-style-type: none"> • CM Kruller toured BNSF facility with NLC's Brittney Kohler
July 2020	<ul style="list-style-type: none"> • Hari Ponnekanti named Interim Public Works Director
February 2021	<ul style="list-style-type: none"> • Hari Ponnekanti appointed Public Works Director
May 2021	<ul style="list-style-type: none"> • Council's Transportation and Infrastructure Committee agenda item
June 2021	<ul style="list-style-type: none"> • Public open house to be held

II. PROJECT ALTERNATIVES ANALYSIS

In 2015, the City of Tukwila and BNSF jointly funded an access study for a total cost of \$241,173.23 to determine a potential new alternative route for truck traffic into the intermodal yard. As part of the study, open houses were held and community input was collected. The following four alternatives were considered along with the status quo (S. 124th St. and 42nd Ave. S. bridge).

1	Airport Way S.	3	Gateway Drive - north leg
2	S. 112 th Street	4	48 th Avenue S.

In December 2016, the City began environmental review of the access study by completing a SEPA checklist. After receiving comments that probable, significant adverse environmental impacts of some for the truck route alternatives would trigger the requirement for a full Environmental Impact Statement (EIS), the City paused environmental review in August 2017 due to several factors, including but not limited to:

- City staff did not clearly articulate the various challenges associated with the alternative access effort, including:
 - o No budget or clear direction for completing next phases of alternative access study
 - o Required environmental regulatory process and potential project opponents
 - o Increased concerns regarding 42nd Ave S. Bridge and focus on securing state grant funds (City applied for bridge replacement grant funds in 2017 and 2019 without success)
 - o Other capital project priorities on Capital Improvement Plan, (such as the Strander Boulevard extension into Renton and 42nd Ave S. Bridge replacement)
- Changes in city personnel

Map of the study area and alternatives routes



III. POTENTIAL NEXT STEPS

To move forward with an alternative access analysis, the environmental review must be resumed for a set of feasible alternatives and the status quo (no action alternative). Early SEPA review requires having each of the access alternatives defined well enough to adequately conduct the review for possible environmental impacts.

A. SEPA Review of All Routes (EIS).

Preparation of an Environmental Impact Statement (“EIS”) on all four alternative routes as compared to the status quo / “no action” alternative is recommended prior to choosing a preferred route. An EIS is intended to be an impartial tool to identify and analyze probable adverse environmental impacts, reasonable alternatives, and possible mitigation for the impacts. An EIS is required when significant adverse environmental impacts are likely from a project, such as here, where two of the alternatives involve a new bridge across a salmon bearing river. If a full scope EIS is undertaken, all of the alternatives in the 2016 Draft BNSF Access Study would be analyzed.

Below are the elements considered during SEPA review/analysis:

Environmental Elements for SEPA Analysis

- | | |
|---------------------------------|--|
| 1. Earth | 9. Housing |
| 2. Air | 10. Aesthetics |
| 3. Water | 11. Light and Glare |
| 4. Plants | 12. Recreation |
| 5. Animals | 13. Historic and Cultural Preservation |
| 6. Energy and Natural Resources | 14. Transportation |
| 7. Environmental Health | 15. Public Services |
| 8. Land and Shoreline Use | 16. Utilities |

Scoping is the first step in the EIS process. The purpose of scoping is to narrow the focus of the EIS to significant environmental issues, eliminate insignificant impacts from detailed study, and identify alternatives to be analyzed in the EIS. Scoping also provides notice to the public and other agencies that an EIS is being prepared, and initiates their involvement in the process. The result of the scoping process might be a reduced number of access alternatives and/or environmental elements to be studied. While a narrower document will reduce costs, one that does not fully consider environmental impacts may be more vulnerable to legal challenge.

IV. PROJECT CHALLENGES

The Project presents numerous, significant challenges. The status quo involves the 42nd Ave S bridge, which is nearing the end of its useful life, is beyond repair and requires replacement. All potential alternatives are challenging due to overall costs, lack of funding options for an alternative route, environmental concerns and potential litigation.

Anticipated Cost Considerations:

Option 1: Update Previous Cost Estimates: Estimated cost is \$15,000 to \$50,000

Staff estimates that the supplemental costs to update the David Evans contract for the cost estimate revisions to the report will be approximately \$15,000 to \$50,000.

Option 2: EIS on all alternatives: Estimated cost is \$750,000 to \$900,000¹

Staff estimates that the supplemental costs to start and finish an environmental impact application process is approximately \$750,000 to \$900,000. The cost would depend on the scope, such as the number of route alternatives (or the number of environmental elements) selected for review. The estimated timeline for completing this EIS is 18 to 24 months. This EIS would be useful only for a certain period of time and depending on when funding was secured (if several years later due to Federal or

¹ Updated (April 2021) cost estimate from David Evans and Associates; a limited scope EIS would be less, yet likely could still cost between \$500,000 and \$750,000.

State funding availability), it may need to be updated (supplemented) for an additional cost. A full EIS or partial EIS will both require the City to hire a term-limited Project Manager at a cost of approximately \$300,000 for two years. This brings the total estimated costs up to \$1.2 million dollars for the EIS and City staff requirements.

Option 3: Research and analyze funding options to secure future funding if feasible:

Seek via State and Federal funding for an alternative access route, once it has been defined. At this time there is a current lack of funding for new bridges, which are proposed in two of the four alternatives, as such, there is not currently a good fit for state and federal funding. However, the potential for a Federal infrastructure package may occur, but is unknown at this time. Nor are the application requirements known. Those potential funds may be used to fix deteriorating infrastructure rather than ‘build new’. The City will follow this closely. In addition, if a bridge was chosen as the alternate access, it will serve primarily as a bridge for freight traffic. Access to Baker Commodities or residential use would have to be considered but may be a design challenge in certain cases. The reality that the public will not be able to use this infrastructure, and that it will largely benefit private industry, makes it a difficult candidate for public funding.

Project Costs

Project costs for any alternative are unknown until preliminary engineering is underway. For example, an estimated cost for the 48th Ave S. route alternative, developed in 2016, was approximately \$20 million. Due to price escalation, in 2019, it was estimated that this cost could have nearly doubled to \$34M. Any estimate will need to be updated, and based on this alternative’s less than 10% design, any alternative’s design would need to progress further to get a better cost estimate.

An example of a project in the City for comparison is the Strander Boulevard easterly extension into Renton, WA. That project was originally estimated at \$29 million, upon completion of design work, it was identified at \$80 million. The City, even with existing State and Federal resources, did not have the money to proceed with the project, so it was cancelled. The City had received Federal grant funding of \$5 million for the design work, but since the project was stopped, the City had to return that funding to the Federal Government.

Potential Litigation

Due to the complexity of these alternatives, there are various entities who may challenge any of these alternatives, including adjacent property owners, tribal governments, other city and state governments, and local businesses.

FINANCIAL IMPACT

Option 1: Staff estimates that the supplemental costs to update the David Evans contract for the cost estimate revisions to the report will be approximately \$15,000 to \$50,000. Please note that these cost estimates are based on a very preliminary engineering design and are subject to change.

Option 2: Staff also estimates that the supplemental costs to start and finish an environmental impact statement process is approximately \$750,000 to \$900,000. This effort will also require a term-limited Project Manager at a cost of approximately \$300,000 for two years. The total for Option 2 is approximately up to \$1.2 million dollars.

RECOMMENDATION

It is Staff’s recommendation that it would be most appropriate to proceed with Options 1 and 2.

ATTACHMENTS: Draft BNSF Intermodal Facility Access Study - Draft Alternative Screening Analysis (*full draft*)
Draft BNSF Intermodal Facility Access Study – Preferred Alternative Outreach Summary

**BNSF RAILWAY INTERMODAL FACILITY ACCESS STUDY
ALTERNATIVE SCREENING ANALYSIS REPORT**

**Prepared for:
City of Tukwila
Public Works Department
6300 Southcenter Boulevard
Tukwila, WA 98005**

**Prepared by:
David Evans and Associates, Inc.
14432 SE Eastgate Way
Bellevue, WA 98007**

November 28, 2016

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APPENDICES

- Appendix A – Alternative Plan Sheets
- Appendix B – Truck Access Routes
- Appendix C – Roadway Cost Estimate Back-up

EXECUTIVE SUMMARY

This Alternative Screening Analysis Report for the City of Tukwila was prepared by David Evans and Associates, Inc. to evaluate alternative access to the Burlington Northern Santa Fe (BNSF) Railway intermodal facility in Tukwila, Washington. This facility is also known as South Seattle Yard. BNSF Railway also sponsored this study.

The existing access to the intermodal facility uses 42nd Avenue S and S 124th Street. S 124th Street is also a residential collector street serving the community of Allentown. Several residential homes with driveways are located on S 124th Street, as is the Tukwila Community Center which houses an aquatic center, meeting rooms, classes and activities for all ages, and playground and ball fields.

This study did not create new alternatives but used alternatives that were developed by previous studies. A total of five alternatives were studied: Airport Way S, S 112th Street, S 124th Street, Gateway Drive – North Leg, and 48th Avenue S.

Several desktop researches were performed as part of this study. These researches included critical and sensitive areas, fish and wildlife, water resources, hazardous materials, geological and soils, and cultural and historical resources.

A scored screening matrix was developed collaboratively between the City of Tukwila, BNSF Railway, and David Evans and Associates, Inc. The matrix was presented to Tukwila City Council as well as to the public for their feedback on the screening matrix criteria. The public was allowed to provide feedback via an on-line open house and an in-person open house.

Representatives from Tukwila, BNSF Railway, and David Evans and Associates, Inc. met to score each alternative using a numerical scoring system from 1 to 9. The score for each criteria was added, and the lowest score is the preferred alternative.

Based on the scoring result, the 48th Avenue S alternative is the preferred alternative.

INTRODUCTION

Burlington Northern Santa Fe (BNSF) Railway owns an intermodal facility that transfers containers from trucks to railroad and vice versa. This facility is located within the City of Tukwila city limits in the Allentown community. The intermodal facility is adjacent to Interstate 5 (I-5) and just south of King County International Airport, also known as Boeing Field. BNSF calls this facility South Seattle Yard.

The only access route to the intermodal facility is along the southern edge of the Allentown community on S 124th Street. In order to improve livability and safety without compromising the operations of the yard, the community and the City are seeking an alternative access route to the intermodal facility.

PROJECT BACKGROUND

The project area is located in the incorporated community of Allentown, within the City of Tukwila. For several years, the City has worked with Allentown residents on issues related to community impacts resulting from the BNSF South Seattle Intermodal Facility, and on identifying alternatives for a rerouted truck access—one with fewer adverse impacts on the neighborhood. Trucks currently use 42nd Avenue S and S 124th Street to access the rail facility. Over 20 different alternatives for truck access to the rail facility have been studied since 1998.

Truck traffic has increased along the existing truck route over the last several years, due to increased rail activity. The approximately 50 homes along S 124th Street experience 24-hour per day truck traffic, adding to the other existing airport, highway, and train noise levels in the neighborhood. Truck traffic also creates safety issues for residents. Trucks back up at the checkpoint station at the east end of S 124th Street, idling on S 124th Street, waiting to check into the rail facility, creating access difficulties, vehicle exhaust, noise, and safety issues for residents.

SUMMARY OF DESIGN CRITERIA

After discussions with the City, the typical roadway section for this project used a 12-foot lane, 5-foot bike lane, 5-foot landscape strip, and 5-foot sidewalk. The total width for this roadway section is 75 feet (includes 1-foot for curbs on both side of the street). This same width was also used for the bridge section.

In developing the concept roadway profiles, a design speed of 35 mph was used.

Since the new access would primarily be used by trucks, the maximum roadway grade used was five percent.

ALTERNATIVES

The City of Tukwila began studying access alternatives to the BNSF Intermodal Facility in 1998. An alternative study was performed by Harding Lawson Associates. Another access alternative study was performed by Cooper Consulting Engineering in 2000. This access study did not develop new alternatives, but used leading alternatives from these previous studies.

Figure 1 shows the project study area. The following provides a description for each alternative.

Figure 1 – Project Study Area



Airport Way S Alternative

This alternative access would connect the northern end of the intermodal facility to Airport Way S. The existing railroad maintenance road would be reconstructed and provide ingress and egress to the intermodal facility. A new intersection and traffic signal would be required at Airport Way and the access road. Plan sheets for this alternative can be found in **Appendix A**.

Due to geometric constraints and the alignments of Airport Way S and the new access road, access from Airport Way south of the new intersection to the intermodal facility is not feasible. Entry and exit from the intermodal facility would only be north of the new intersection. Taking into account these restrictions, I-5 freeway access would be via S Norfolk Street, East Marginal Way S, and S Boeing Access Road. A figure of the truck freeway access route can be found in **Appendix B**.

This alternative access would require the existing bridge on S Boeing Access Road over the railroad tracks to be reconstructed due to the width of the new access road and the existing bridge configuration.

This alternative would require the intermodal facility to construct the following at the north end of the yard: a check-in/check-out facility, truck queuing lanes, an operations building, and a truck storage access road along the western edge of the facility. This new road cannot be built within the existing BNSF parcel, so new right-of-way would be required.

S 112th Street Alternative

This alternative would connect to the northern half of the intermodal facility. This new roadway would begin at East Marginal Way S and use the existing Seattle Public Utilities and Seattle City Light utilities corridor. The utilities corridor borders a shooting range to the north, and Duwamish Hill Preserve and a residential neighborhood to the south. A bluff separates the higher-elevation residential neighborhood from S 112th Street to the north and the rail facility to the east.

The existing utility corridor contains three separate high-power transmissions lines and a large-diameter water line, as seen in aerial photos.

Plan sheets for this alternative can be found in **Appendix A**.

The truck freeway access route to I-5 would be via East Marginal Way S and S Boeing Access Road. A figure of the truck freeway access route can be found in **Appendix B**.

This alternative would require the intermodal facility to construct the following at the north end of the yard: a check-in/check-out facility, truck queuing lanes, an operations building, and a truck storage access road along the western edge of the facility. This new road cannot be built within the existing BNSF parcel, so new right-of-way would be required.

S 124th Street Alternative

This alternative would use the existing route and connect into the intermodal facility at its current location. Truck traffic would continue to access the rail facility using Interurban Avenue S, 42nd Avenue S, S 124th Street, and the existing check-in/check-out facility. No improvements or changes would occur to the streets along the route as part of this project. This route is adjacent to

approximately 50 homes and the Tukwila Community Center, and runs through the middle of the Allentown neighborhood. Impacts to the neighborhood associated with the truck traffic would continue, similar to existing conditions, and could continue to worsen, based on recent increases in freight-related truck traffic in this area. Due to its age and service life, the 42nd Avenue S bridge over the Duwamish River would require replacement. Plan sheets for this alternative can be found in **Appendix A**.

As a mitigation measure for the truck noise, it is assumed that a noise wall would be constructed along the northern edge of 42nd Avenue S. The construction of this new noise wall would require the acquisition of all homes whose driveways are on 42nd Avenue S. Also, seven roadways (43rd Avenue S, 44th Avenue S, 45th Avenue S, 46th Avenue S, 47th Avenue S, 48th Avenue S, and 49th Avenue S) would have their access to 42nd Avenue S closed. These streets would become dead-end streets, and new cul-de-sacs would be constructed at the south end of each street. All of the neighbor access would be shifted to S 122nd Street to the north.

There would be no changes to freeway access with this alternative. A figure of the truck freeway access route can be found in **Appendix B**.

There would be no changes to the intermodal facility as part of this alternative.

Gateway Drive Alternative

This alternative access would connect to the intermodal facility at its current check-in/check-out location. This alternative would begin at Interurban Avenue S, use the north leg of Gateway Drive, construct a new roadway between the Boeing Employee Credit Union (BECU) buildings, construct a bridge over the Green River Trail and Duwamish River, go through residential parcels, and tie into the existing intermodal check-in/check-out facility. This alternative would construct three new at-grade intersections at Gateway Drive (east leg), 50th Place S, and 51st Place S. The new bridge would include a 10-foot-wide pedestrian facility. Plan sheets for this alternative can be found in **Appendix A**.

The truck freeway access route to I-5 would be via Interurban Avenue S. A figure of the truck freeway access route can be found in **Appendix B**.

There would be no changes to the intermodal facility as part of this alternative.

48th Avenue S Alternative

This alternative access would connect to the southern end of the intermodal facility. This alternative would begin at Interurban Avenue S, use the existing 48th Avenue S roadway, and construct a new bridge over the Green River Trail and Duwamish River, as well as a roadway that goes under the existing S 129th Street bridge and into the rail yard facility. The new bridge would include a 10-foot-wide pedestrian facility. Plan sheets for this alternative can be found in **Appendix A**.

The truck freeway access route to I-5 would be via Interurban Avenue S. A figure of the truck freeway access route can be found in **Appendix B**.

This alternative would require the intermodal facility to construct new truck queuing and exiting lanes. All new lanes can be constructed within BNSF parcels. No construction or modification would be needed at the existing check-in/check-out facility or operation building.

SUMMARY OF BACKGROUND DATA COLLECTION

To assist in screening the alternatives, existing information in the following subjects was gathered and displayed as geographic information system (GIS) maps. No field work was conducted, and the information for the existing conditions came from publicly-available sources. An Existing Conditions Technical Memorandum was prepared for each subject area. This information will also be used in the technical discipline reports prepared as part of the environmental documentation under SEPA.

- Critical and Sensitive Areas
- Fish and Wildlife
- Water Resources
- Hazardous Materials
- Geological and Soils
- Cultural and Historical Resources

The following sections provide a summary of the findings.

Critical and Sensitive Areas

The project area is located in the Puget Sound lowlands, within the tidally-influenced Duwamish estuary ecosystem. Category III and IV wetlands exist within the project study area. The Duwamish River runs through the middle of the project area and is designated by the City of Tukwila as a shoreline of statewide significance.

Fish and Wildlife

Fish and wildlife use of the project study area is limited by its high density of industrial, commercial, and residential development. Terrestrial wildlife habitat in the project area is limited to the buffers of wetlands, the narrow riparian fringe along the Duwamish River, and a few scattered undeveloped steep slopes and undeveloped parcels.

Fish use in the Duwamish River, which contains a wide range of native and nonnative fish species, includes several species listed as threatened species under the federal Endangered Species Act (ESA), including Chinook salmon, steelhead trout, and bull trout.

Water Resources

According to the King County Aquifer Recharge Area map, no critical aquifer recharge areas are located within the project area. Since the Duwamish River is a designated floodway that is contained by constructed levees, there are no 100-year or 500-year floodplains located within the project study area.

All alternatives fall within Tukwila's shoreline jurisdiction.

The Duwamish River is on the Ecology 303(d) list for over 300 water quality pollutants.

Hazardous Materials

Hazardous material sites were identified within the project study area. Each site was assigned a risk rating (low, medium, or high). The risk assigned was based on professional judgment considering each site's distance to the alternative footprint, type, duration of historical development, contaminated media, known gradient and contaminant migration potential. The majority of the sites were classified as low risk. Concerns exist based on historical or current development, but the likelihood for conditions at the site to affect the project is assessed as relatively low.

Geological and Soils

The project study area is located within the Duwamish River valley. Prior to human modifications, the Duwamish River was a natural distributary channel of the Cedar and Green Rivers, as well as the White River. These rivers originate on the flanks of Mount Rainier.

Predominate geologic units mapped in the area of the proposed route alternatives include: alluvium, bedrock, and glacial deposits. The alternative routes are primarily located within the areas mapped as alluvial deposits. Bedrock is mapped along the southeastern edge of the Duwamish River valley in the project study area. Exposed bedrock outcrops are also mapped in the northern portion of the project area while a glacial deposit area was mapped along the southwestern edge of the project study area.

In general, there are relative good soils within the project area; however, the potential of liquefaction does exist within the project study area, especially along the riverbanks.

Cultural and Historical Resources

The project study area is within an area identified by local Native American groups as a traditionally important landscape. Traditional cultural properties are known to be in the vicinity of each access alternative.

Remnants of electric railroad may be located at the western ends of all of the alternatives, and would be considered as items of archaeological importance if encountered.

The project study area contains several buildings, structures, and objects (BSO) that are 35 years or older. The majority of these BSOs are residential homes. Survey and elevations need to be performed to determine if they are eligible for registry.

SCREENING MATRIX

In the following two sections, an explanation of the selection criteria matrix is presented. The first section, Matrix Criteria, discusses the criteria groups and each individual criterion. The second section, Scoring Methodology, discusses the approach used to score each alternative.

Matrix Criteria

A screening matrix was developed to score the alternatives. The City of Tukwila, BNSF Railway, and David Evans and Associates, Inc. worked collaboratively to create the screening matrix. The matrix was then presented to the City Council and the public for their comments. Bob Giberson, Tukwila Public Works Director, presented the screening matrix to the City Council. The City Council did not have any comments on the screening matrix.

The screening matrix was presented to the public via two venues: an on-line open house and an in-person open house. The public did not have any comments on the screening matrix.

The screening matrix contained four groups of scoring criteria. The groups and group descriptions are as follow:

- Right-of-Way
This group evaluates the need for new right-of-way to construct the alternative and railroad yard modifications and the complexity or difficulties in obtaining the new right-of-way.
- Construction
This group evaluates the complexity, difficulties, and impacts of constructing the alternatives.
- Railroad
This group evaluates the complexity, difficulties, and impacts to the operations of the existing railroad intermodal facility.
- Environmental
This group evaluates the complexity, difficulties, and impacts to the environment, preparing the required environmental documentation, and obtaining construction permits.

For each of these groups, more in depth scoring criteria were used. The following section describes these additional scoring criteria.

Right-of-Way

- Residential
This criterion evaluates the need for new residential right-of-way to construct the alternative, and the complexity or difficulties in obtaining the new residential right-of-way.
- Commercial
This criterion evaluates the need for new commercial right-of-way to construct the alternative, and the complexity or difficulties in obtaining the new commercial right-of-way.

- Vacant Land

This criterion evaluates the need for new vacant land right-of-way to construct the alternative, and the complexity or difficulties in obtaining the new vacant land right-of-way.

Construction

- Utilities Relocation

This criterion evaluates the complexity or difficulties of relocating existing utilities (power, telephone, gas, water, etc.). A couple of examples are the type of overhead lines (transmission versus distribution), and the size of water line (12 inches versus 6 feet).

- Road Construction

This criterion evaluates the complexity, difficulties, and impacts to existing roadways in constructing the alternative. Some examples are roadway horizontal or profile revisions, stormwater or sidewalk reconstruction, and illumination/traffic signals construction or revisions.

- Impacts Traffic during Construction

This criterion evaluates the complexity, difficulties, and impacts to existing traffic in constructing the alternative. Some impact examples are the number of days and hours for lane or roadway closures, the length of detour routes, and the delays for vehicles to reach their destination.

Railroad

- Railroad Yard Access To and From Freeway

This criterion evaluates the complexity or difficulties of vehicle access from the railroad intermodal facility to the freeway and vice versa. Some examples are the distance a vehicle travels from the intermodal facility to the freeway, the number of signalized intersections a vehicle will cross, and the turning movements (i.e., right turns versus left turns).

- BNSF Yard Access Reliability

This criterion evaluates the complexity, difficulties, and impacts to providing a reliable access to the intermodal facility. The main criterion is the risk associated with an alternative for a closure of a route that restricts access to the facility. This could be due to any reason: bridge closure or collapse, flooding, or road closure.

- Impacts to Railroad Operations

This criterion evaluates the complexity, difficulties, and impacts to existing intermodal facility operations. Some examples are relocating the check-in/check-out facility, relocating the operations building, vehicle circulations within the facility, or access to storage areas.

Environmental

- Air Quality
This criterion evaluates the complexity, difficulties, and impacts of air quality.
- Noise
This criterion evaluates the complexity, difficulties, and impacts of noise to sensitive receivers.
- Historic, Cultural, and Archaeological Resources
This criterion evaluates the complexity, difficulties, and impacts on historical structures and to cultural or archaeological sites.
- Critical/Sensitive Areas
This criterion evaluates the complexity, difficulties, and impacts to critical and sensitive areas.
- Geotechnical
This criterion evaluates the complexity, difficulties, and impacts of geotechnical items to the construction of the alternative.
- Traffic - Operations
This criterion evaluates the complexity, difficulties, and impacts of traffic operations due to the alternative.
- Permitting
This criterion evaluates the complexity, difficulties, and impacts of obtaining permits needed to construct each alternative.

Cost

The last group in the screening matrix is construction cost. This was included for information purposes only. The construction cost was separated into two groups. The first one, Roadway Construction, represents the cost to construct the roadway improvements, or reconstruction of the existing roadway. The second one, Railroad Yard Construction, represents the cost to construct improvements or reconstruct the intermodal facility.

Scoring Methodology

A numerical scoring system was used to score each alternative. The scoring range was 1-9 with 1 representing the least difficulty or complexity and 9 representing the most difficulty or complexity. With this system, the preferred alternative will have the lowest total.

In addition to a numerical score, a color coding system was implemented in order to provide a quick of the scoring. The colors used were red, yellow, and green. The color assignment for the numerical scores is as follows:

Color	Numerical Score	Description
Green	1 through 3	Low Complexity/Difficulty
Yellow	4 through 6	Medium Complexity/Difficulty
Red	7 through 9	High Complexity/Difficulty

SCORING OF ALTERNATIVES

The selection criteria matrix was sent to the City of Tukwila and BNSF Railway in order for them to score, independently, each alternative. David Evans and Associates, Inc. also scored each alternative independently. On July 20, 2016, representatives from City of Tukwila, BNSF Railway, and David Evans and Associates, Inc. met to develop a collaborative score for each alternative. The following figure shows the scoring as a result of this meeting.

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Figure 2 -- Selection Criteria Screening Matrix

Alternatives	SELECTION CRITERIA MATRIX																										
	Right-of-Way			Construction			Railroad			Environmental							Total	Cost									
	Residential	Commercial	Vacant Land	Subtotal	Utilities Relocation	Road Construction	Impacts Traffic during Construction	Subtotal	Railroad Yard Access to and from Freeway	BNSF Yard Access Reliability	Impacts to Railroad Operations	Subtotal	Air Quality	Noise	Historic, Cultural, and Archaeological Resources	Critical/Sensitive Areas	Geotechnical	Traffic - Operations	Permitting	Subtotal	Total Score	Roadway Construction Cost (Millions)	Railroad Yard Construction Cost (Millions)	Total Project Cost (Millions)			
Airport Way S	8	9	9	26	9	9	9	27	8	9	9	26	6	1	2	7	4	6	6	32	111	\$19.3	\$90.0	\$109.3			
S 112th Street	8	9	9	26	9	2	4	15	8	4	9	21	7	5	2	4	4	7	7	39	101	\$21.4	\$68.0	\$89.4			
S 124th Street	9	2	3	14	4	9	9	22	6	5	1	12	5	9	9	4	7	8	8	50	98	\$28.9	\$0.0	\$28.9			
Gateway Drive - North Leg	7	9	6	22	7	8	8	23	4	4	1	9	3	6	6	7	7	5	6	40	94	\$23.3	\$0.0	\$23.3			
48th Avenue SE	1	8	6	15	6	7	7	20	3	4	5	12	2	7	6	7	7	5	6	40	87	\$15.9	\$4.4	\$20.3			

Legend:

- 1-3 Low Complexity/Difficulty
- 4-6 Medium Complexity/Difficulty
- 7-9 High Complexity/Difficulty

CONCEPTUAL CONSTRUCTION COSTS AND RIGHT-OF-WAY ESTIMATES

Conceptual construction costs and right-of-way estimates were determined for each alternative. The construction cost estimates were separated into three categories: roadway construction cost (includes bridge construction), railroad construction cost, and right-of-way acquisition cost.

The estimates were by three separate entities. The conceptual roadway construction cost estimates were determined by David Evans and Associates, Inc. (DEA). The railroad costs were determined by BNSF Railway. The right-of-way costs were determined by Abeyta & Associates, a right-of-way specialist, and a subconsultant to DEA.

The following table provides the conceptual costs for roadway construction, roadway right-of-way, railroad facilities construction, and railroad right-of-way.

Alternative	Conceptual Cost Estimate (in millions)				
	Roadway Costs		Railroad Costs		Total
	Roadway	Right-of-Way	Railroad	Right-of-Way	
Airport Way S	\$14.5 – \$19.3	\$0	\$58.5 – \$78.0	\$9.0 – \$12.0	\$98.3 – \$109.3
S 112th Street	\$12.4 – \$16.6	\$3.6 – \$4.8	\$47.7 – \$63.6	\$3.3 – \$4.4	\$80.5 – \$89.4
S 124th Street	\$18.9 – \$25.3	\$ 2.7 – \$3.6	\$0	\$0	\$26.0 – \$28.9
Gateway Drive – North Leg	\$11.3 – \$15.0	\$6.2 – \$8.3	\$0	\$0	\$21.0 – \$23.3
48th Avenue S	\$10.2 – \$13.6	\$1.7 – \$2.3	\$3.3 – \$4.4	\$0	\$18.3 – \$20.4

CONCEPTUAL PLAN SHEETS

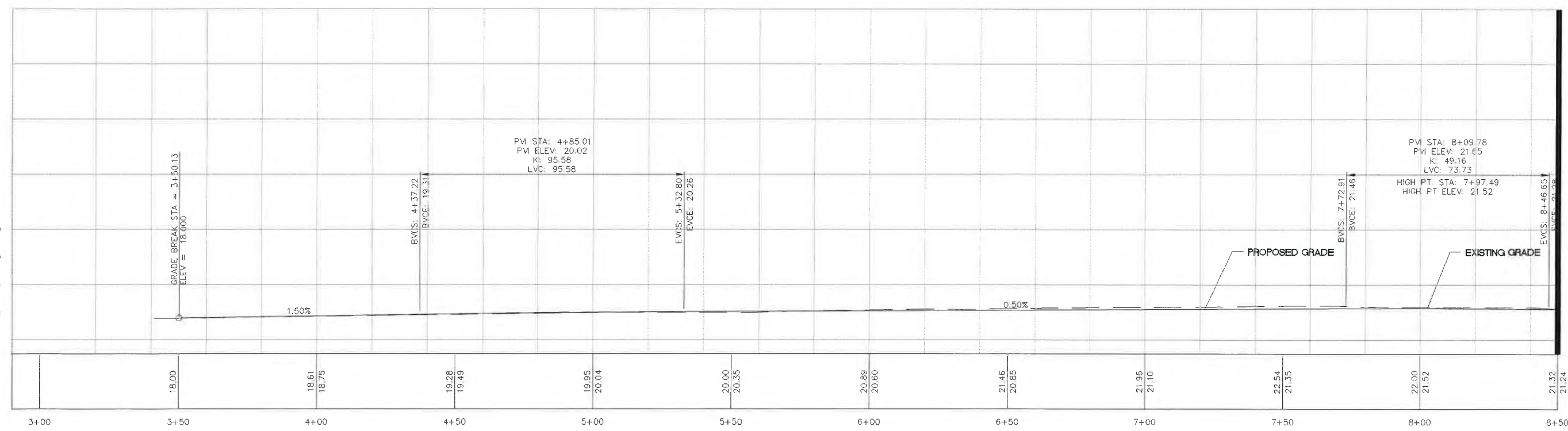
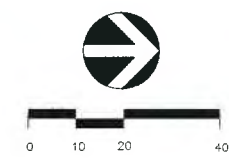
For each alternative, plan sheets were created. These plan sheets show the proposed roadway edges and new right-of-way. Intermodal facility new construction is not included in these plans.

Appendix A – Alternative Plan Sheets

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DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

**BNSF INTERNATIONAL FACILITY ACCESS PROJECT
ALTERNATIVE CONCEPTUAL DESIGN**

AIRPORT WAY S. ALTERNATIVE

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 415 - 118th Avenue SE
 Bellevue Washington 98005-3518
 Phone: 425.519.6500

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 ALTERNATIVE CONCEPTUAL DESIGN**

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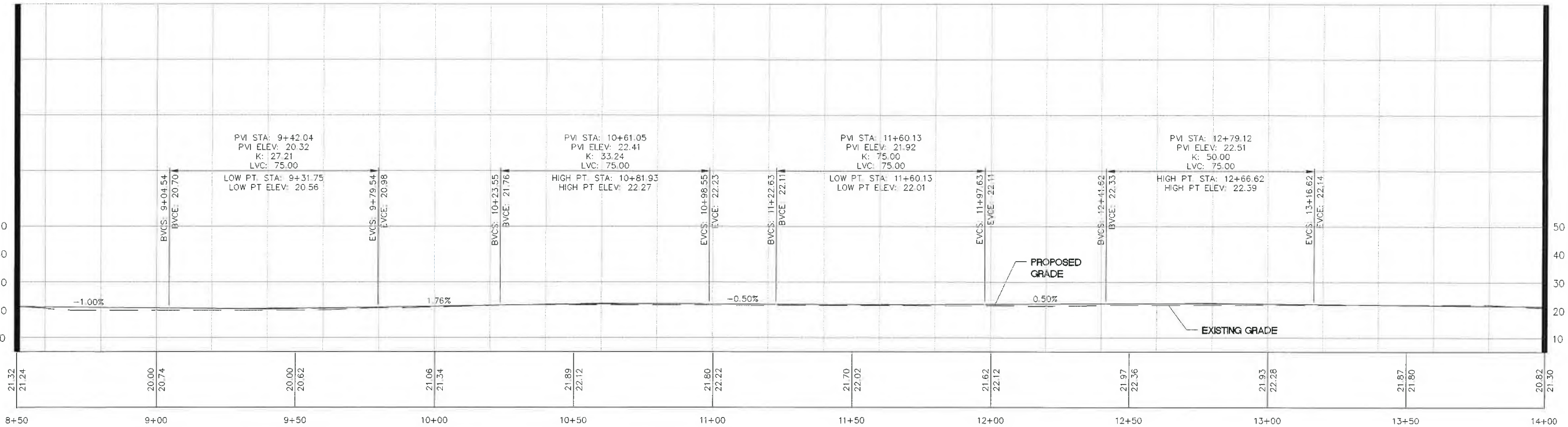
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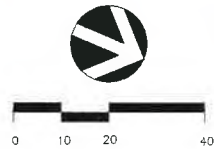


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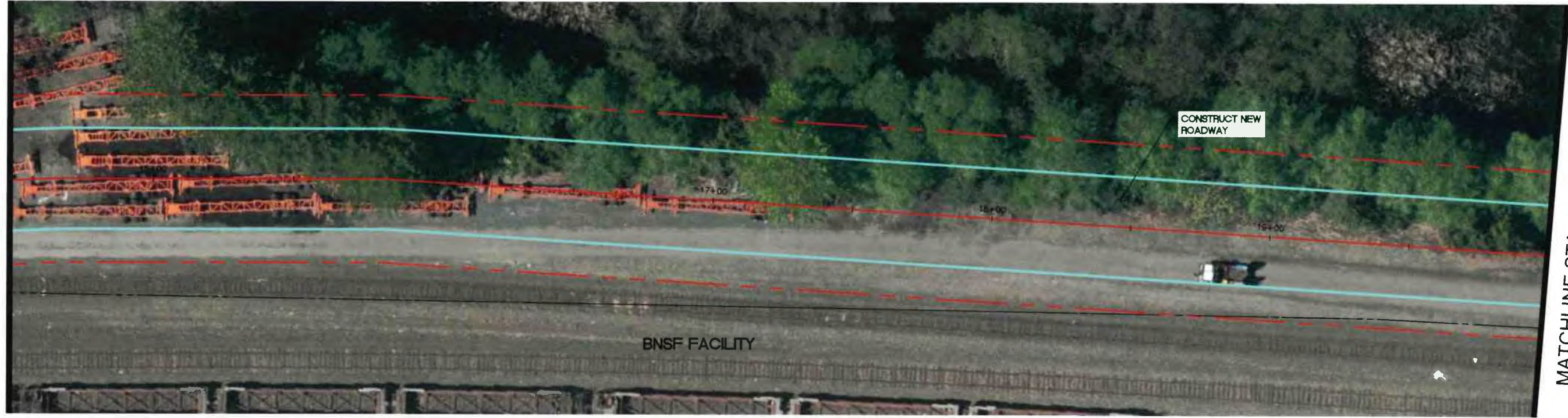
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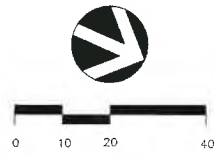
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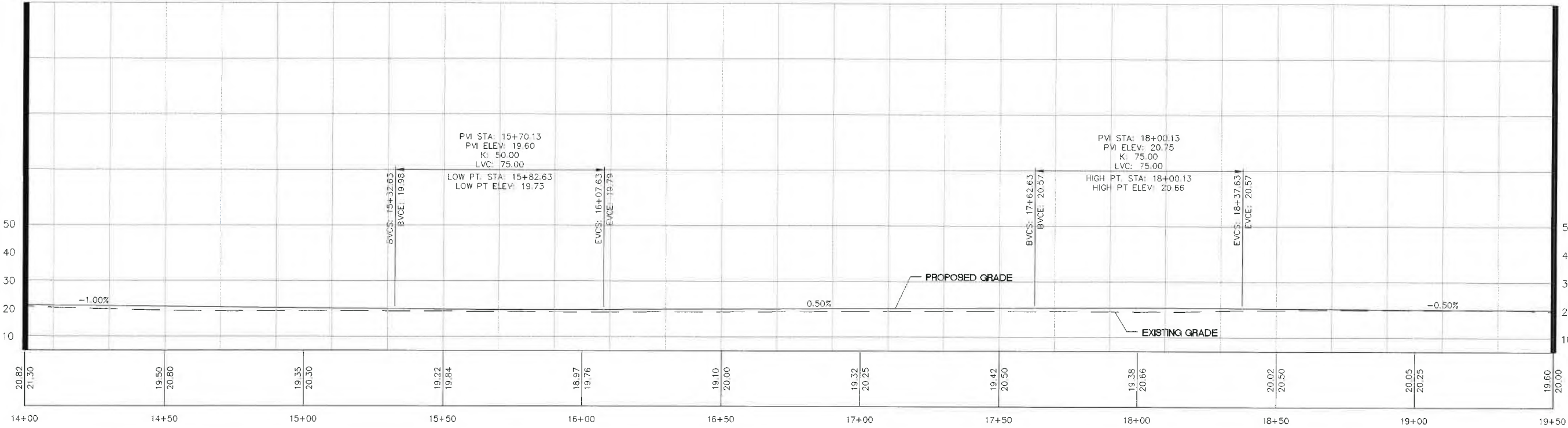
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Bellevue Washington 98005-3518
Phone: 425.519.6500

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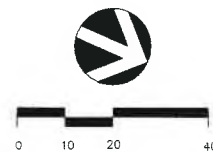
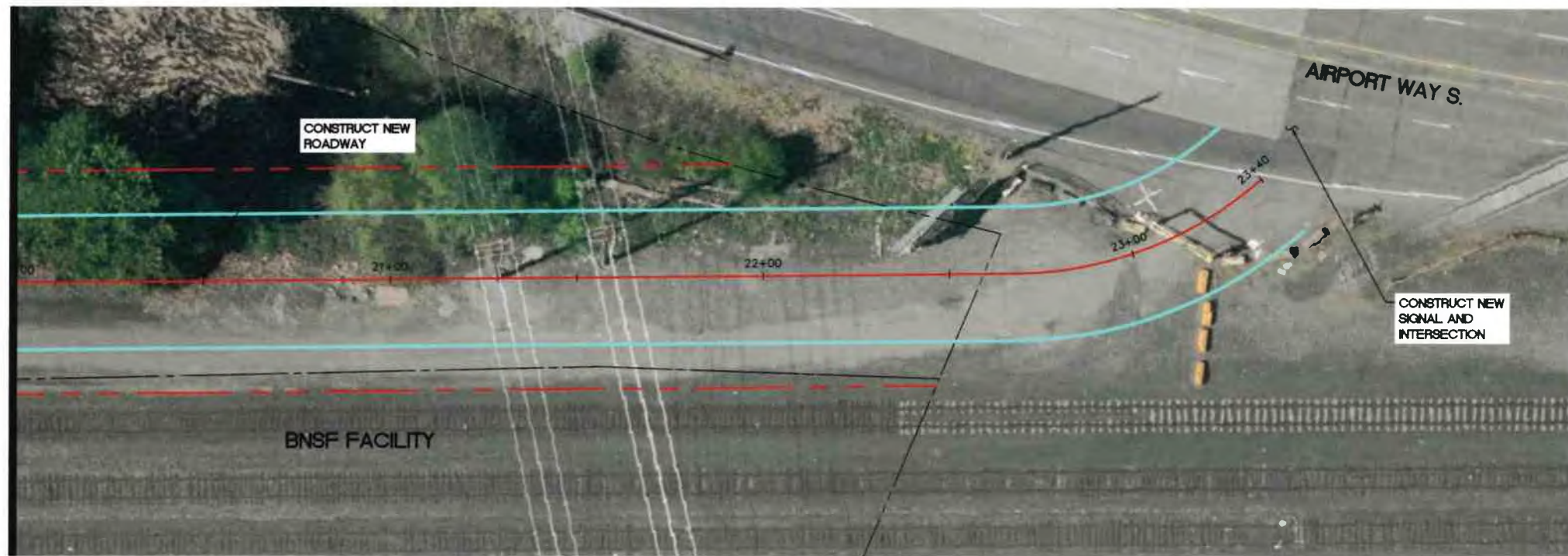
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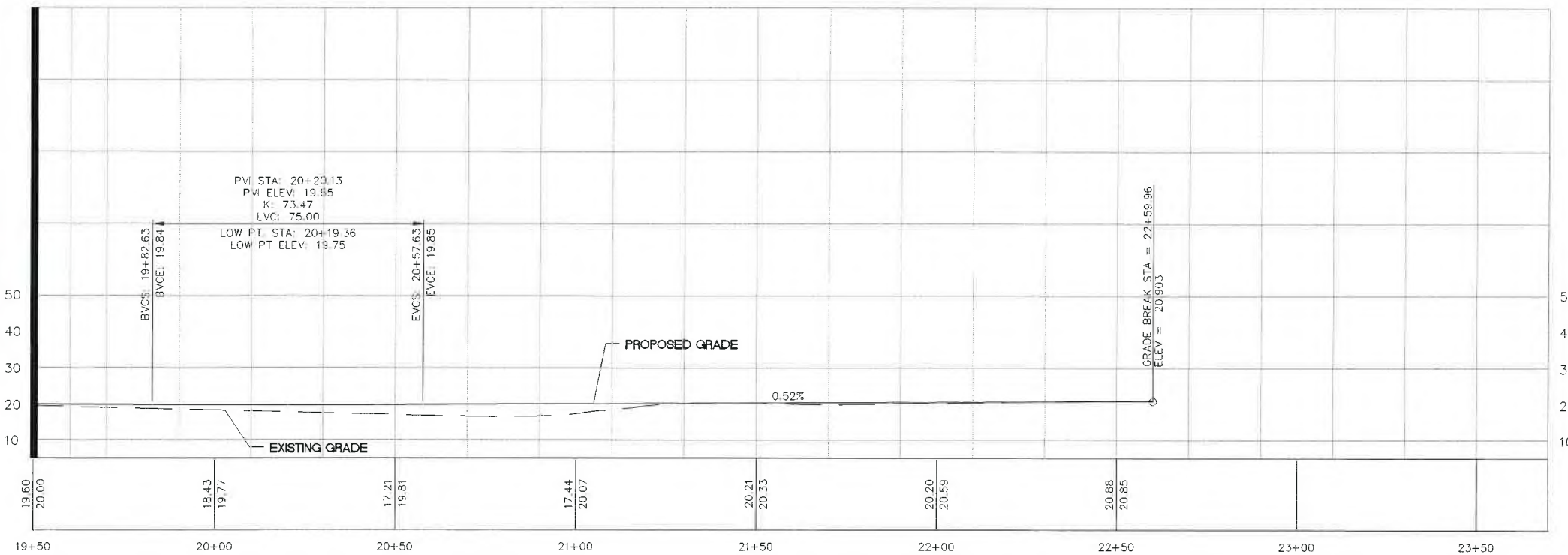
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Phone: 425.519.6500

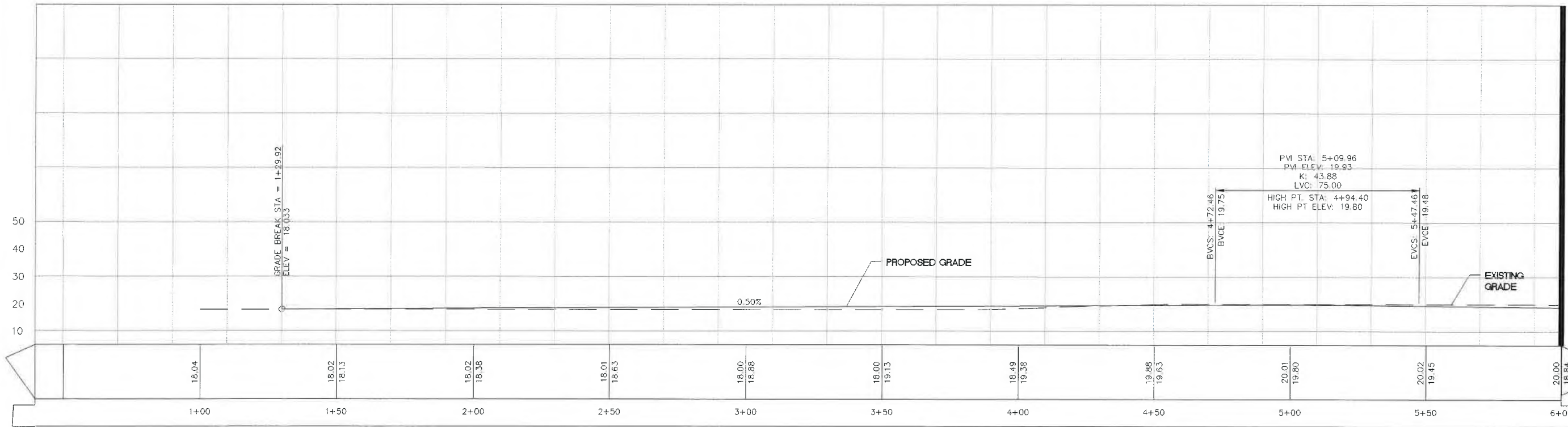
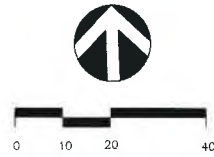
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415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

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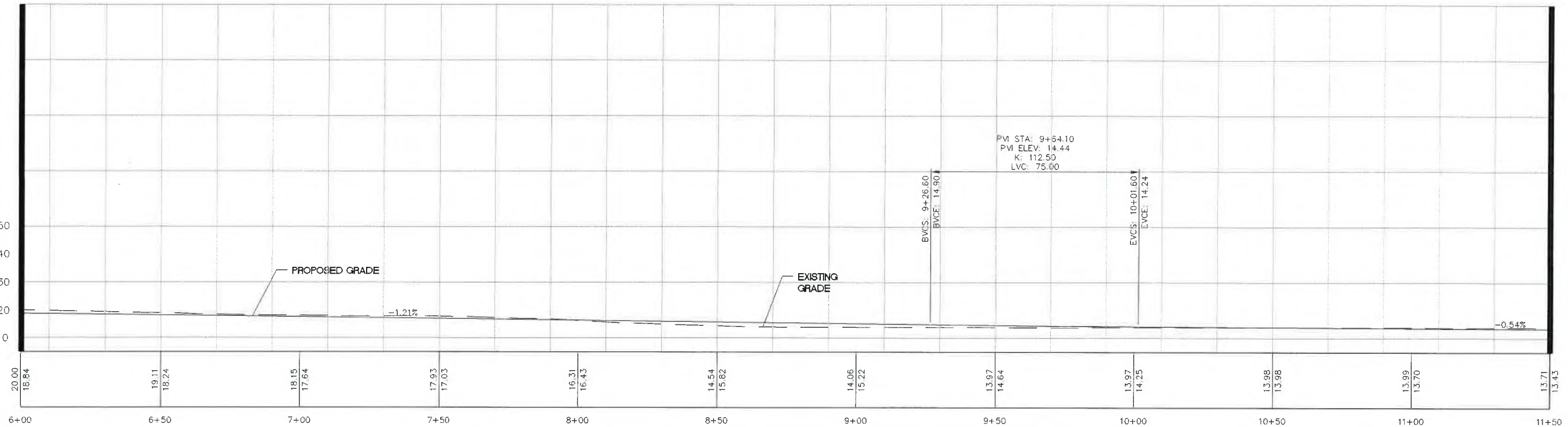
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Scale AS SHOWN

CITY OF TUKWILA

mil 11/18/15 5:55pm - P:\ATLKA000001\30400\CAD\TTSHEETS\T1T-ALT_112TH_PP02-TUKA0013.dwg

MATCHLINE STA. 6+50
SEE SHEET PP01

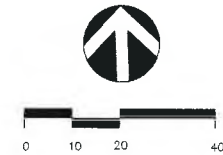


MATCHLINE STA. 12+00
SEE SHEET PP03

MATCHLINE STA. 6+00
SEE SHEET PP01



MATCHLINE STA. 12+00
SEE SHEET PP03



PUBLIC WORKS DEPT.
 *ENGINEERING *STREETS *WATER *SEWER *PARKS *BUILDING *

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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**BNSF INTERNATIONAL FACILITY ACCESS PROJECT
 ALTERNATIVE CONCEPTUAL DESIGN**

S. 112TH ST. ALTERNATIVE

PP02
 of
 File No. 51
 Scale AS SHOWN

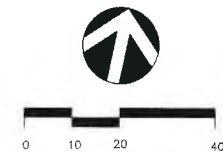
CITY OF TUKWILA



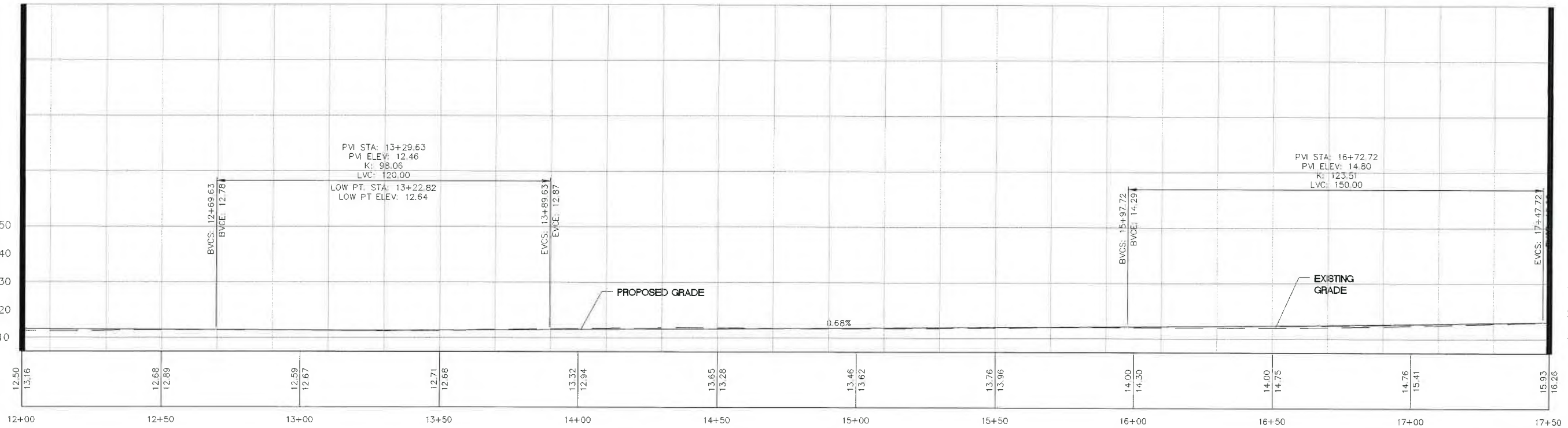
MATCHLINE STA. 12+00
SEE SHEET PP02

MATCHLINE STA. 17+50
SEE SHEET PP04

CONSTRUCT NEW
ROADWAY



MATCHLINE STA. 12+00
SEE SHEET PP02



MATCHLINE STA. 17+50
SEE SHEET PP04

mfl 11/18/15 5:56pm - P:\TUKWILA\000001304\00\CAD\TTS\PP03-TUKWA013.dwg



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN

S. 112TH ST. ALTERNATIVE

PP03

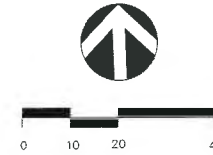
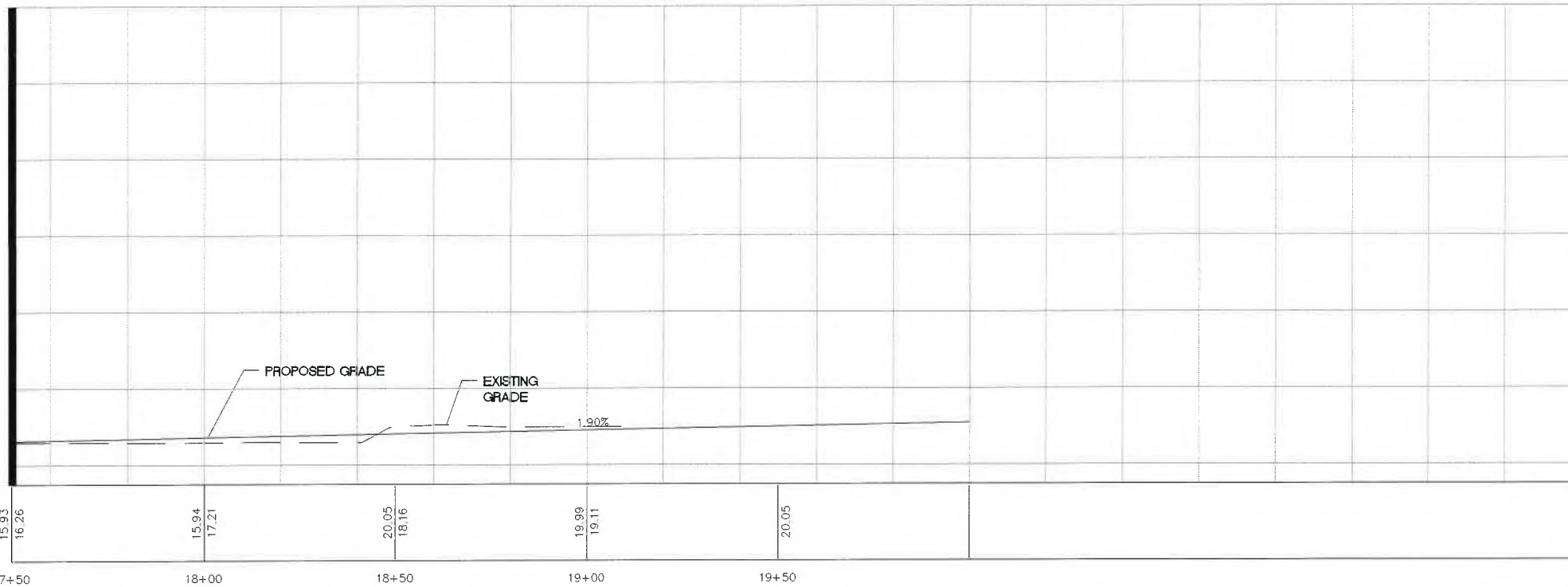
of

File No. 52
Scale AS SHOWN

CITY OF TUKWILA

mfl 11/18/15 5:56pm - P:\11TUKA00000013\0400CAD\11SHEET\11T-ALT_112TH_PP04-TUKA0013.dwg

MATCHLINE STA. 17+50
SEE SHEET PP03



MATCHLINE STA. 17+50
SEE SHEET PP03



PUBLIC WORKS DEPT.
 *ENGINEERING *STREETS *WATER *SEWER *PARKS *BUILDING *

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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S. 112TH ST. ALTERNATIVE

PP04
of

File No. 53
Scale AS SHOWN

CITY OF TUKWILA

g:\11\12\15 1:58pm - P:\TUKA00000013\0400CAD\TTSHEETS\T-ALT_124TH_PP01-TUKA0013.dwg



MATCHLINE
SEE BELOW LEFT



MATCHLINE
SEE ABOVE RIGHT

MATCHLINE
SEE SHEET PP02



CITY OF TUKWILA



PUBLIC WORKS DEPT.

• ENGINEERING • STREETS • WATER • SEWER • PARKS • BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN

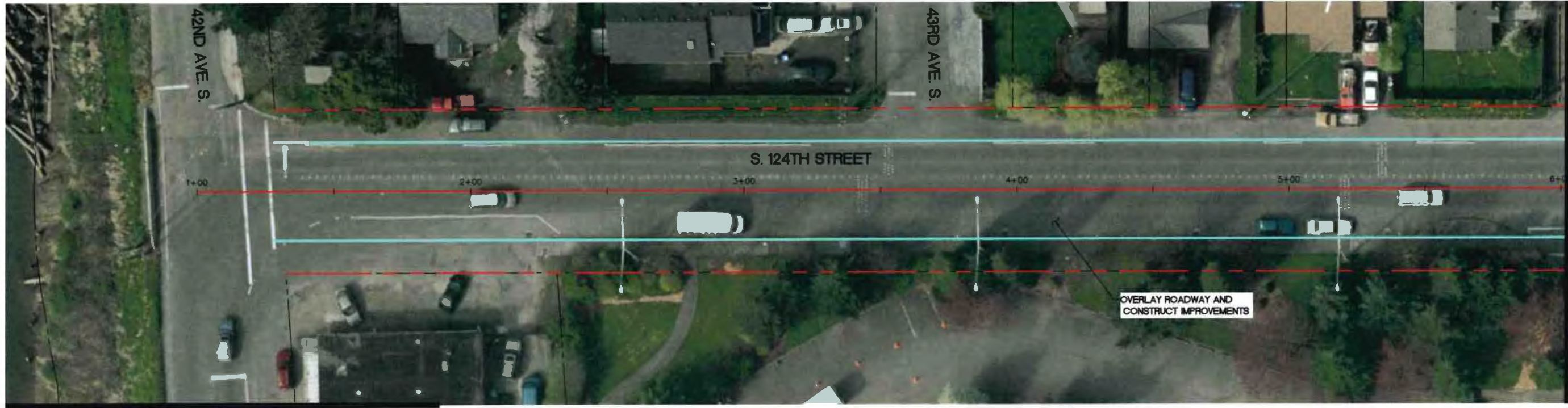
S. 124TH ST. ALTERNATIVE

PP01

of

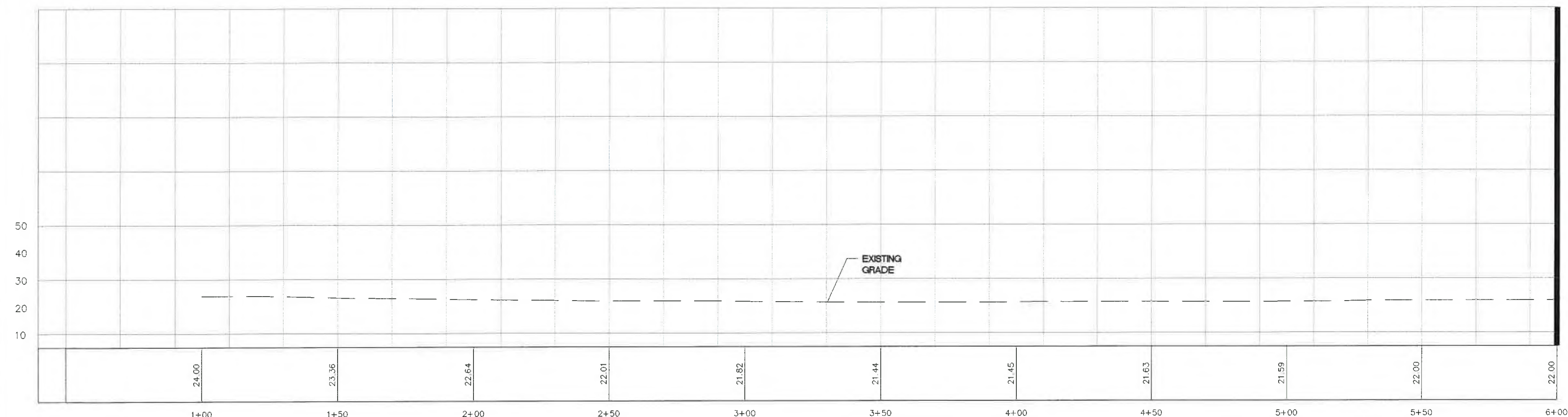
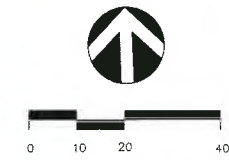
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Scale AS SHOWN



MATCHLINE STA. 6+00
SEE SHEET PP03

MATCHLINE
SEE SHEET PP01



MATCHLINE STA. 6+00
SEE SHEET PP03

CITY OF TUKWILA

d:\11\1215 2:02pm - P:\TUKA0000013\0400CAD\TTS\PP02-TUKA0013.dwg



PUBLIC WORKS DEPT.
•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
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Proj Eng		
Proj Dir		



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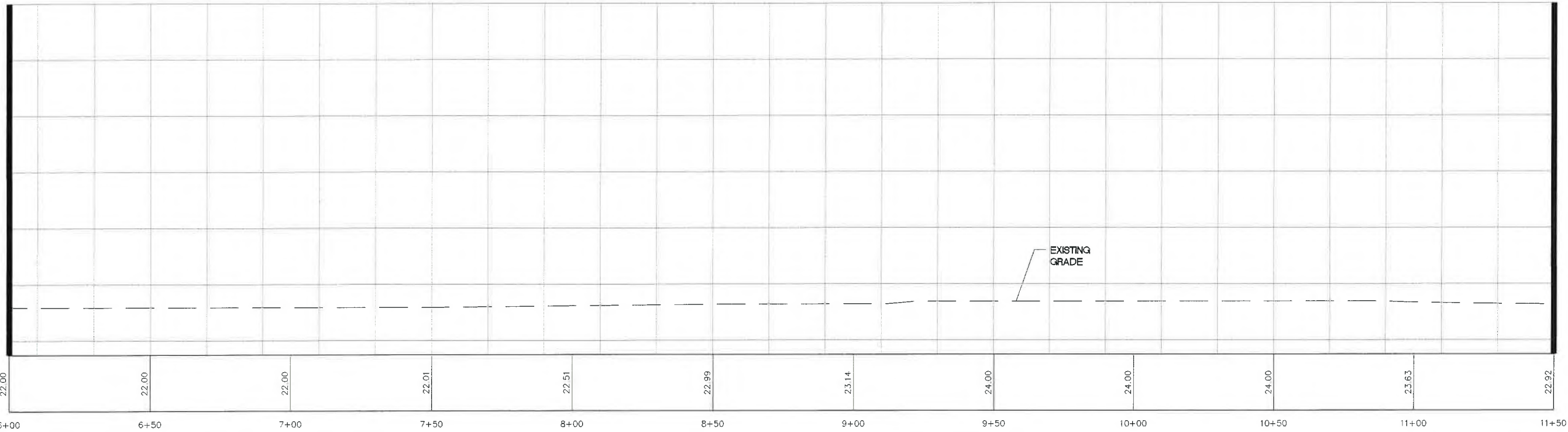
S. 124TH ST. ALTERNATIVE

No.	Date	Revisions

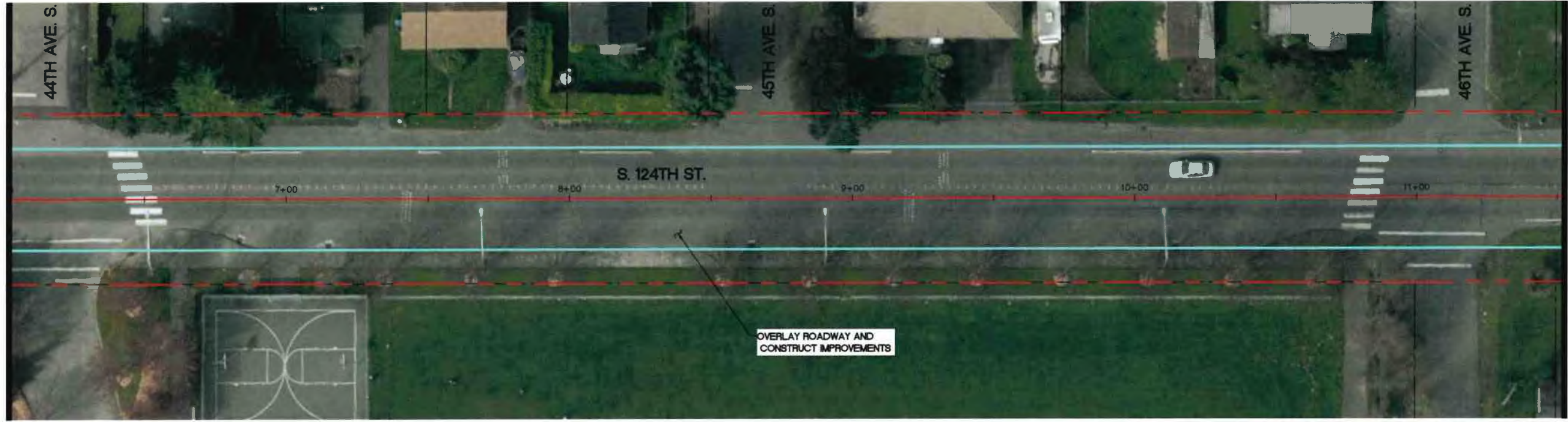
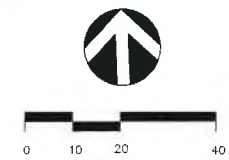
PP02
of
File N65
Scale AS SHOWN
Date

db 11/12/15 2:04pm - P:\TUKA0000013\0400CAD\TTSHEETS\T-ALT_124TH_PP03-TUKA013.dwg

MATCHLINE STA. 6+00
SEE SHEET PP02



MATCHLINE STA. 11+50
SEE SHEET PP04



MATCHLINE STA. 6+00
SEE SHEET PP02

MATCHLINE STA. 11+50
SEE SHEET PP04



PUBLIC WORKS DEPT.
 *ENGINEERING *STREETS *WATER *SEWER *PARKS *BUILDING *

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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S. 124TH ST. ALTERNATIVE

No.	Date	Revised

PP03
 of
 File No. 96
 Scale AS SHOWN

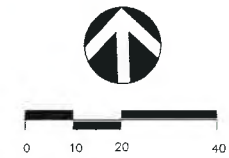
CITY OF TUKWILA

do 11/12/15 2:06pm - P:\TUKA\000001304\00CAD\T\T\SH\T\T\T-ALT_124TH_PP04-TUKA013.dwg

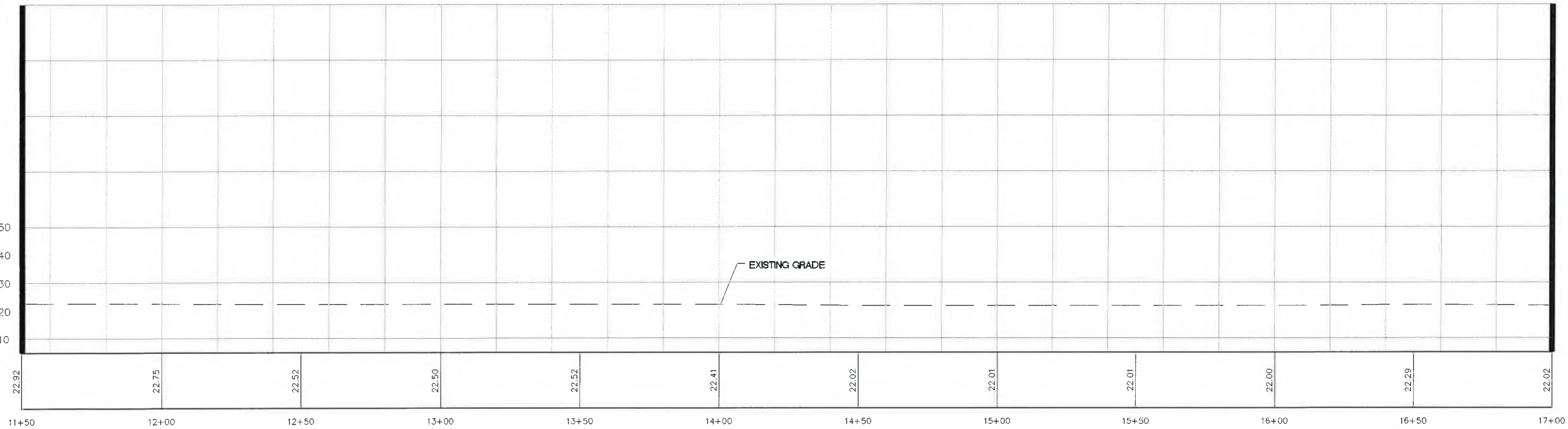
MATCHLINE STA. 11+50
SEE SHEET PP03



MATCHLINE STA. 17+00
SEE SHEET PP05



MATCHLINE STA. 11+50
SEE SHEET PP03



MATCHLINE STA. 17+00
SEE SHEET PP05



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		
Client Dir #		



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S. 124TH ST. ALTERNATIVE

No.	Date	Description

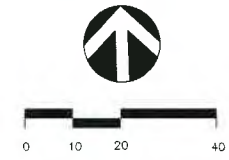
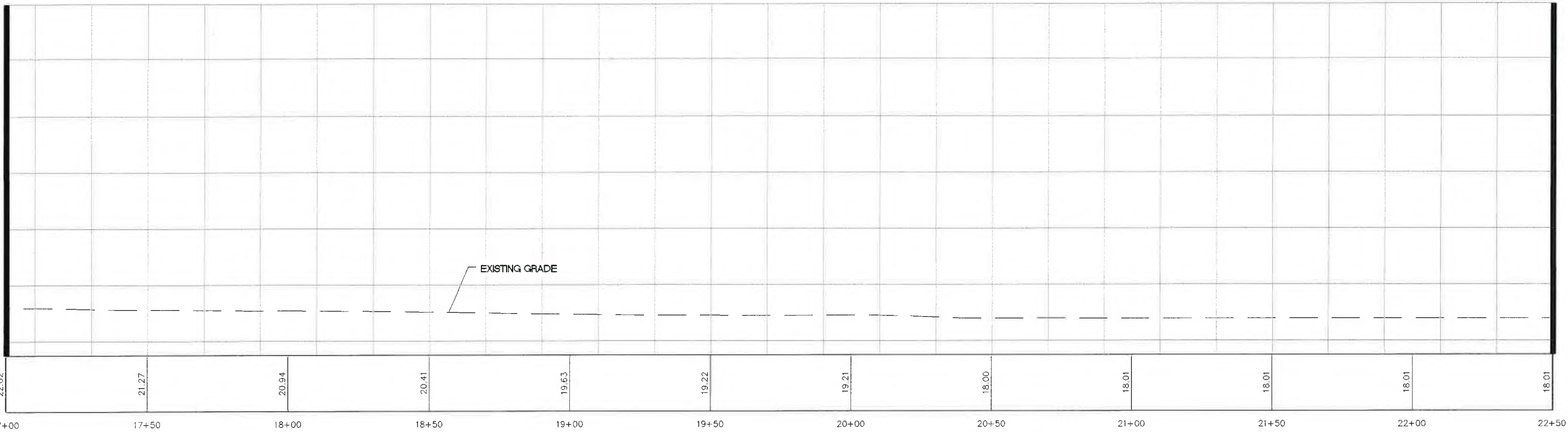
PP04

File N57
Scale AS SHOWN
Date

CITY OF TUKWILA

d:\11\12\15 2:09pm - P:\M\TUKA0000013\04\00\CAD\T\T\SHEETS\T-ALT_124TH_PP05-TUKA0013.dwg

MATCHLINE STA. 17+00
SEE SHEET PP04



MATCHLINE STA. 22+50
SEE SHEET PP06



MATCHLINE STA. 17+00
SEE SHEET PP04

MATCHLINE STA. 22+50
SEE SHEET PP06



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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S. 124TH ST. ALTERNATIVE

No.	Date	Revisions

PP05

of

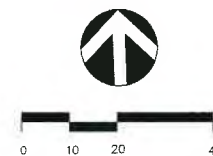
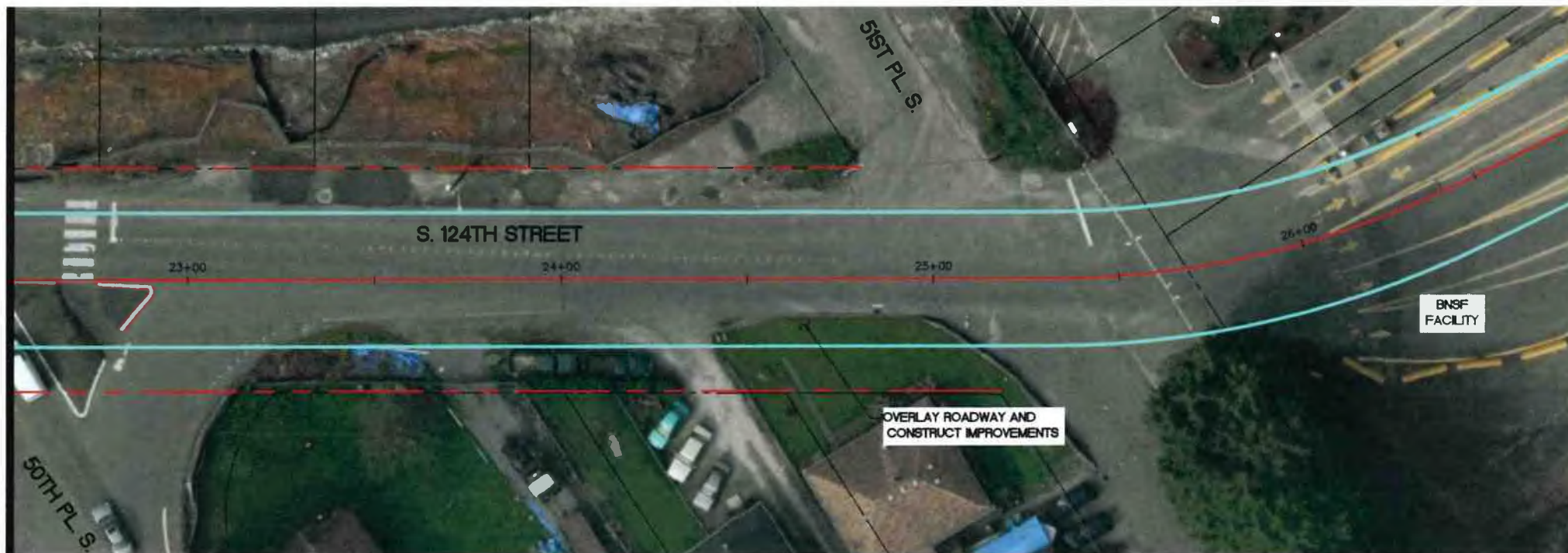
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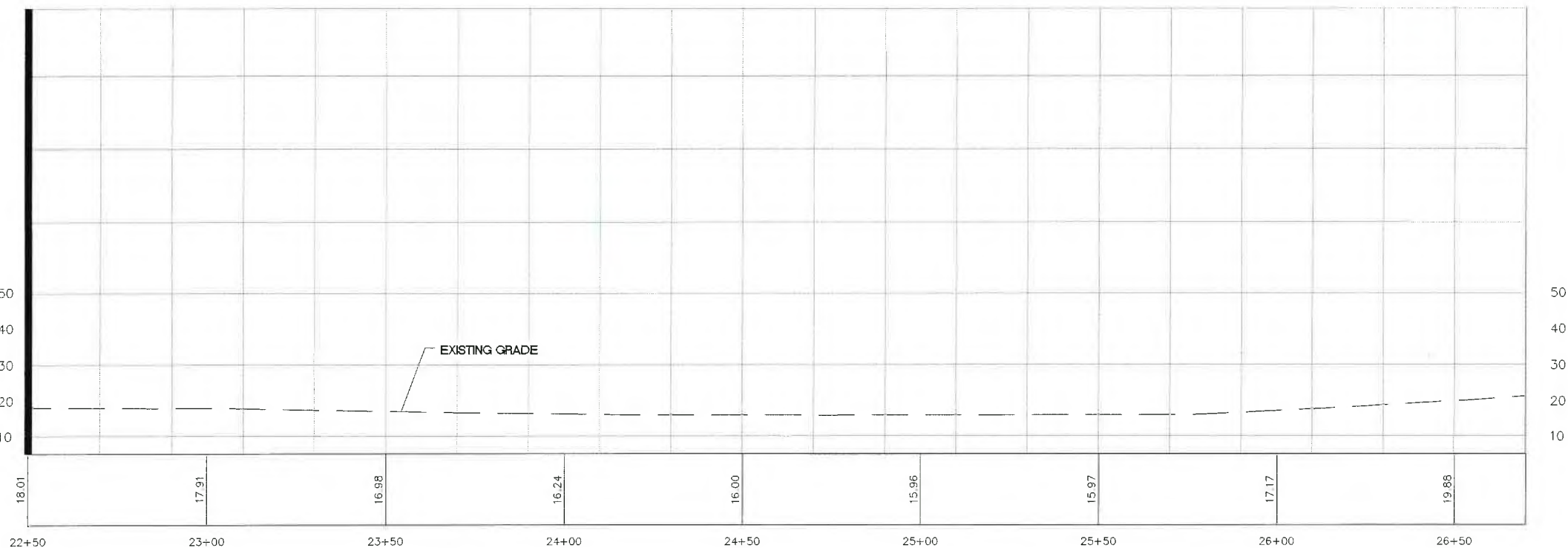
Date

CITY OF TUKWILA

MATCHLINE STA. 22+50
SEE SHEET PP05



MATCHLINE STA. 22+50
SEE SHEET PP05



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PUBLIC WORKS DEPT.
•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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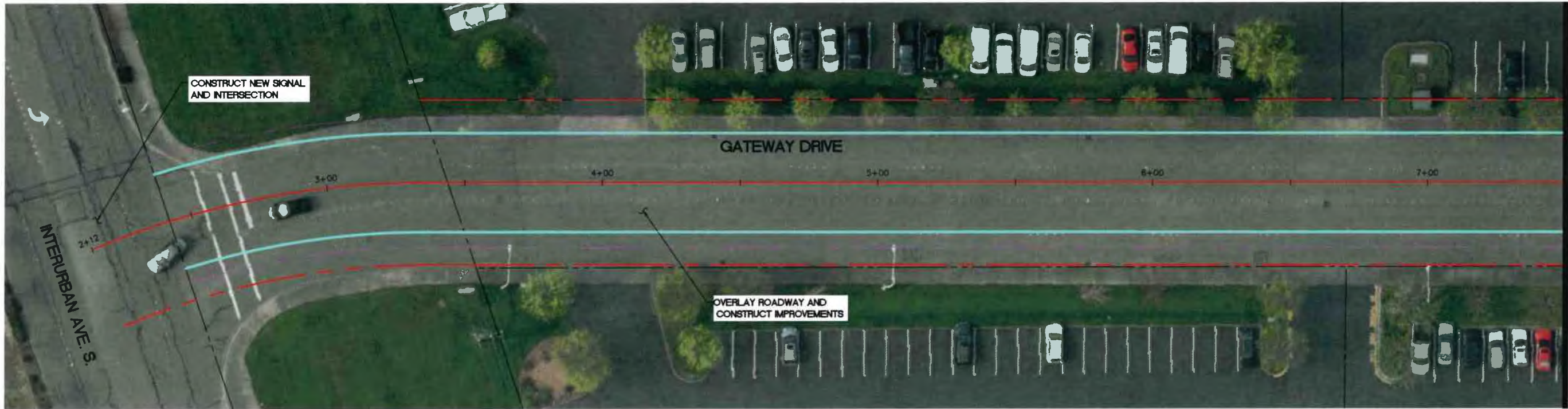
S. 124TH ST. ALTERNATIVE

PP06

of

File No. 59
Scale AS SHOWN

CITY OF TUKWILA



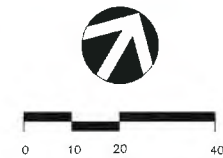
CONSTRUCT NEW SIGNAL AND INTERSECTION

GATEWAY DRIVE

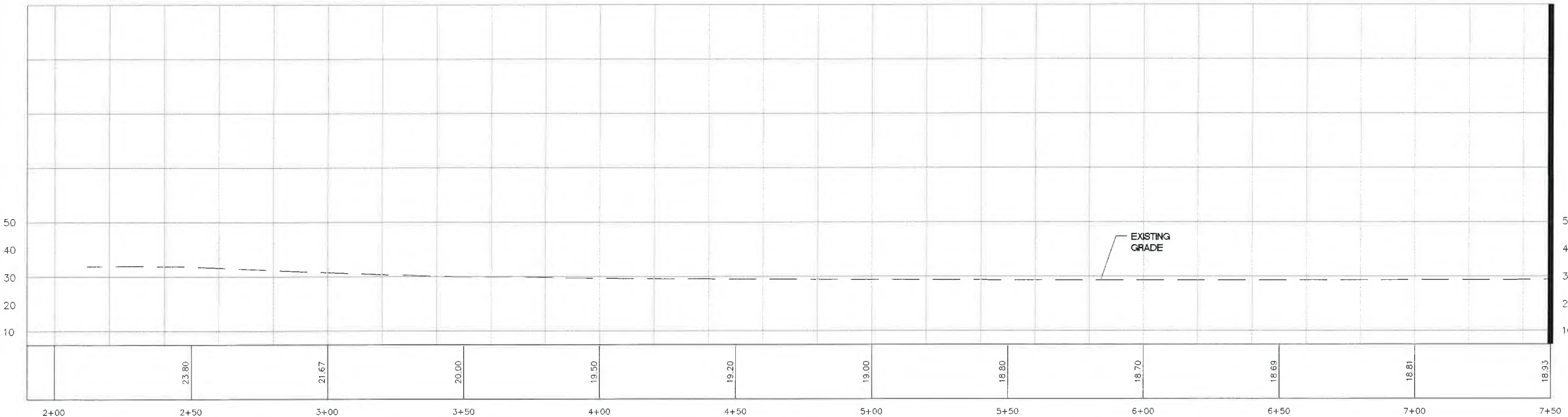
OVERLAY ROADWAY AND CONSTRUCT IMPROVEMENTS

INTERURBAN AVE. S.

MATCHLINE STA. 7+50
SEE SHEET PP02



CALL 48 HOURS BEFORE YOU DIG
COMMON GROUND ALLIANCE
811



MATCHLINE STA. 7+50
SEE SHEET PP02

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PUBLIC WORKS DEPT.

• ENGINEERING • STREETS • WATER • SEWER • PARKS • BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		
Proj No.		



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GATEWAY DRIVE ALTERNATIVE

No.	Date	Revisions

PP01

of

File #60

Scale AS SHOWN

Date

CITY OF TUKWILA

MATCHLINE STA. 7+50
SEE SHEET PP01



MATCHLINE STA. 13+00
SEE SHEET PP03

OVERLAY ROADWAY AND
CONSTRUCT IMPROVEMENTS

CONSTRUCT NEW SIGNAL
AND INTERSECTION

GATEWAY DRIVE

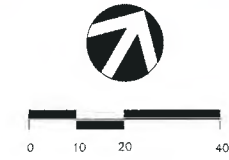
8+00

9+00

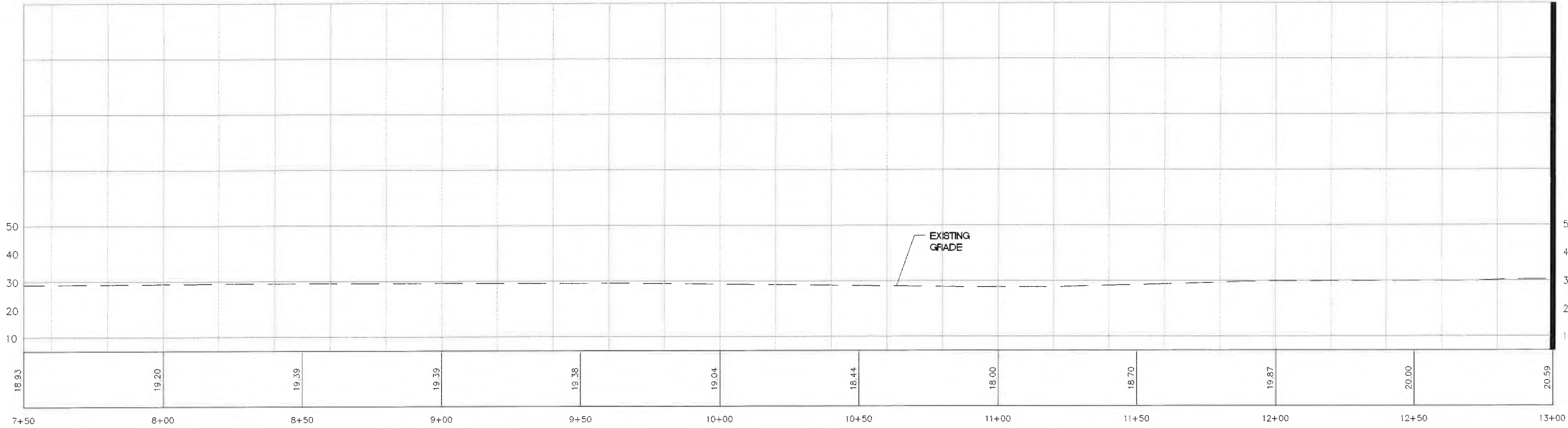
10+00

11+00

12+00



MATCHLINE STA. 6+50
SEE SHEET PP01



MATCHLINE STA. 13+00
SEE SHEET PP03

EXISTING
GRADE

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PUBLIC WORKS DEPT.

• ENGINEERING • STREETS • WATER • SEWER • PARKS • BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN

GATEWAY DRIVE ALTERNATIVE

No.	Date	Revisions

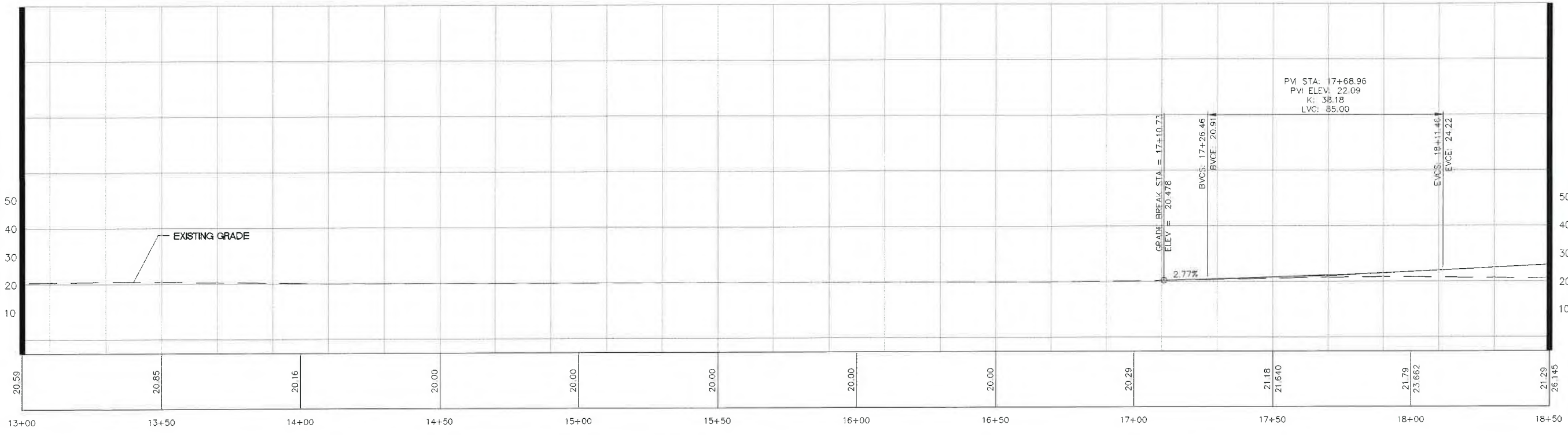
PP02

File **N61**
Scale AS SHOWN
Date

CITY OF TUKWILA

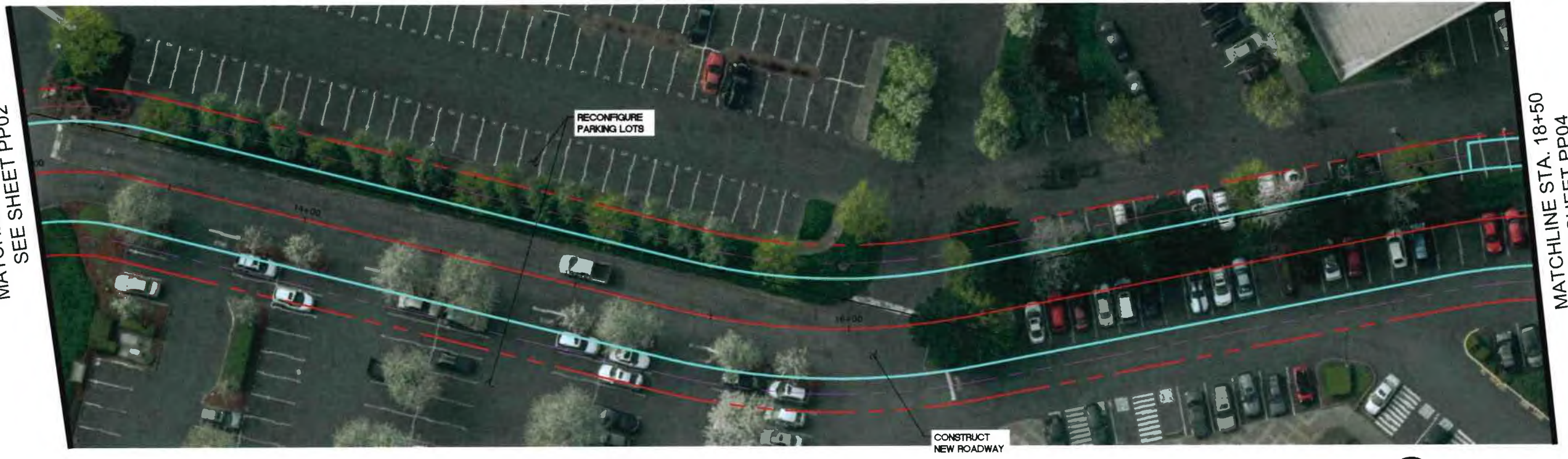
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MATCHLINE STA. 13+00
SEE SHEET PP02

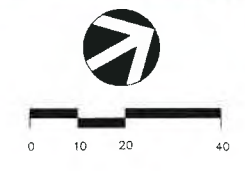


MATCHLINE STA. 18+50
SEE SHEET PP04

MATCHLINE STA. 13+00
SEE SHEET PP02



MATCHLINE STA. 18+50
SEE SHEET PP04



PUBLIC WORKS DEPT.
•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN**

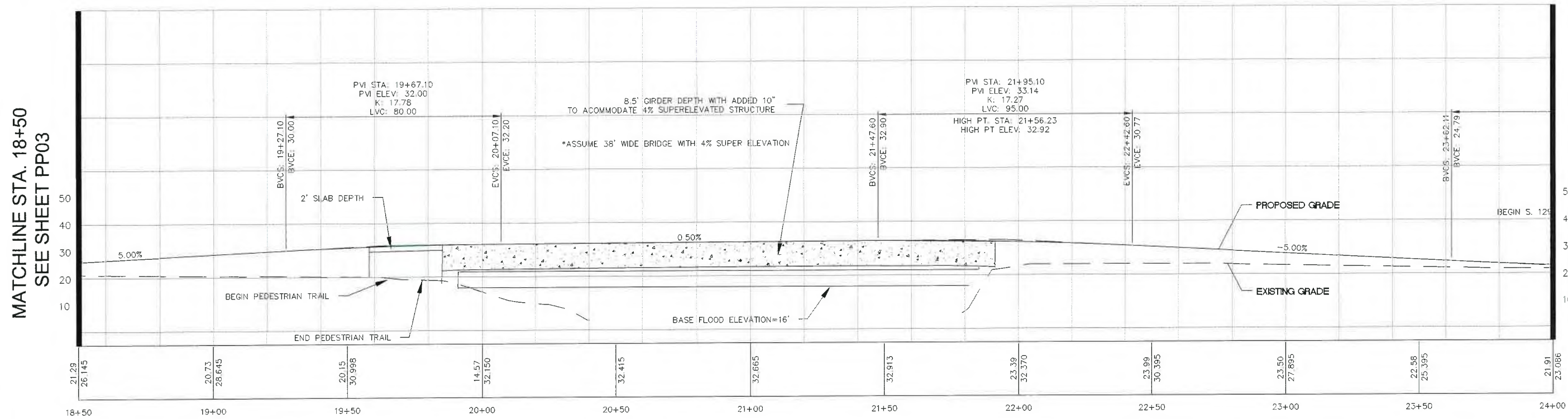
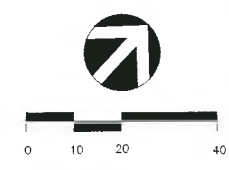
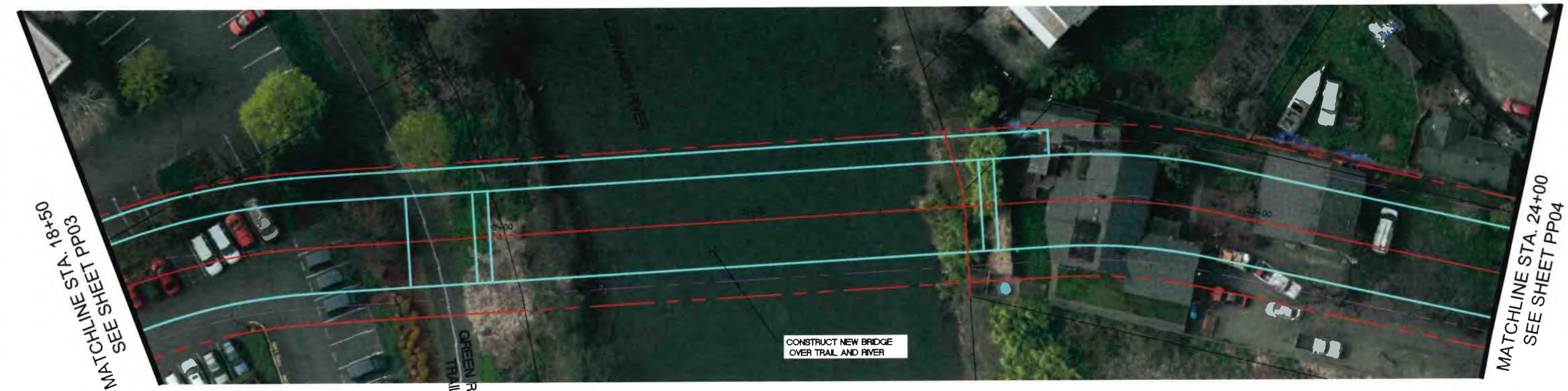
GATEWAY DRIVE ALTERNATIVE

No.	Date	Description

PP03
of
File #62
Scale AS SHOWN
Date

CITY OF TUKWILA

db 11/12/15 1:41pm - P:\M\LUKAD0000130400CAD\TTSHEETS\T-ALT_GATEWAY_PP04-TUKA0013.dwg



MATCHLINE STA. 18+50
SEE SHEET PP03

MATCHLINE STA. 24+00
SEE SHEET PP04



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		
Field Rv #		



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ALTERNATIVE CONCEPTUAL DESIGN

GATEWAY DRIVE ALTERNATIVE

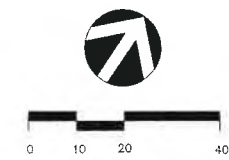
No.	Date	Revisions

PP04
 of
 File No. 63
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 Date

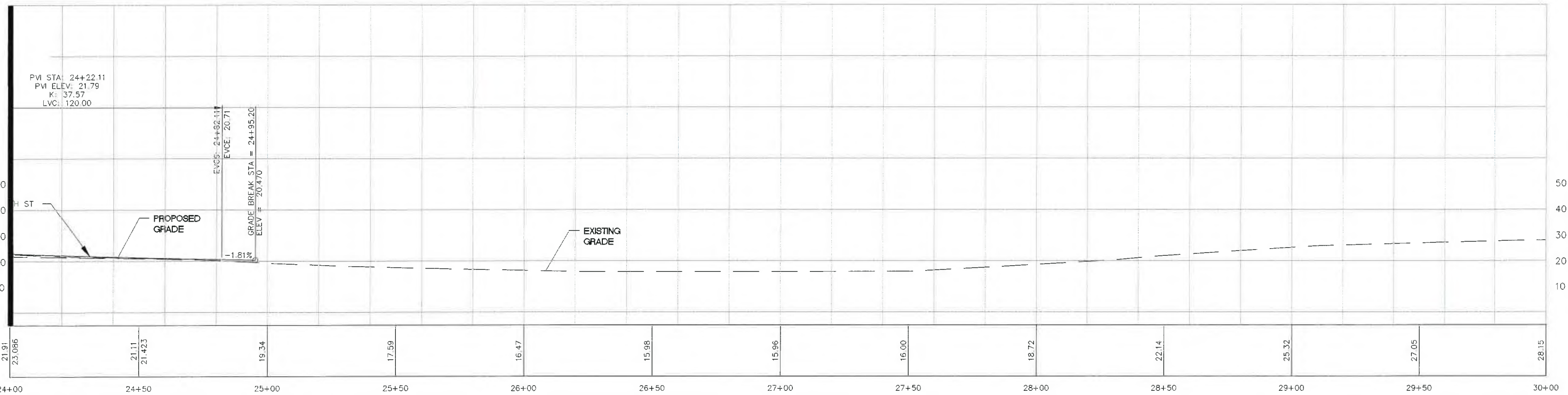
CITY OF TUKWILA

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MATCHLINE STA. 24+00
SEE SHEET PP04



MATCHLINE STA. 24+00 SEE SHEET PP04



PUBLIC WORKS DEPT.

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	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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ALTERNATIVE CONCEPTUAL DESIGN**

GATEWAY DRIVE ALTERNATIVE

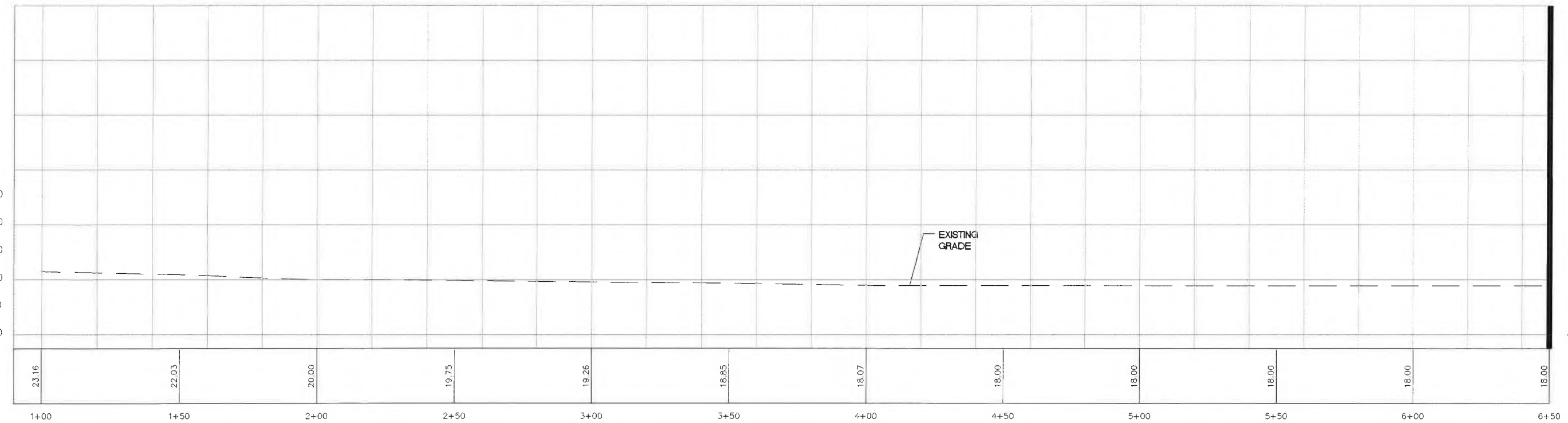
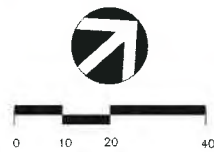
PP05

of

File # 64

Scale AS SHOWN

CITY OF TUKWILA



MATCHLINE STA. 6+50
SEE SHEET PP02

d:\11\1215 10:13am - P:\11\TUKA00000130400CAD\11TSHEET\11T-ALT_48TH_PP01-TUKA0013.dwg



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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48TH AVE. S. ALTERNATIVE

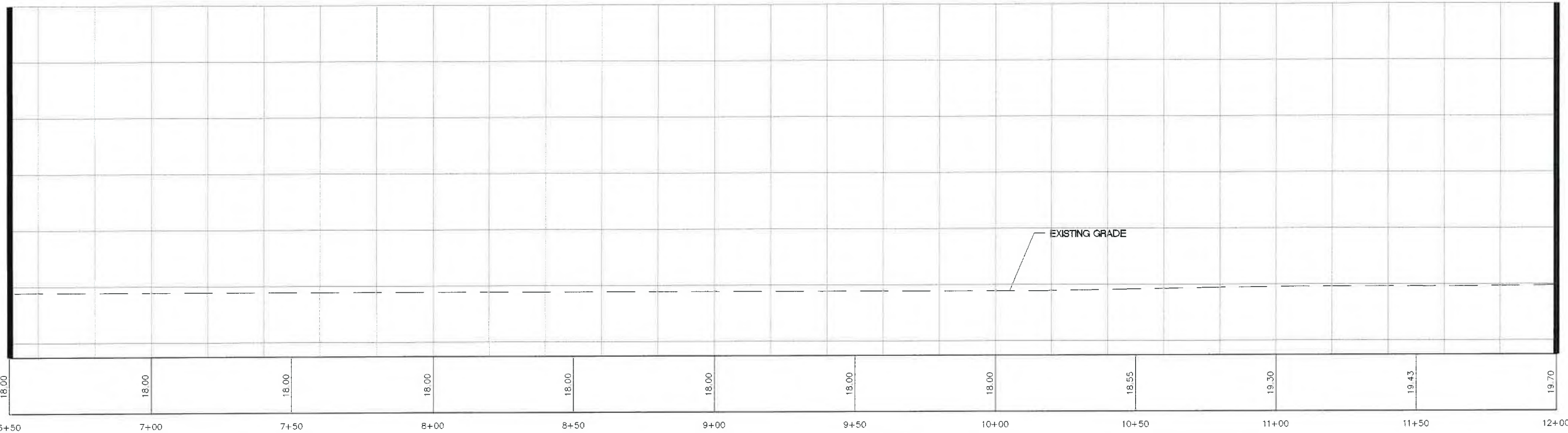
PP01
of

File No. 65
Scale AS SHOWN

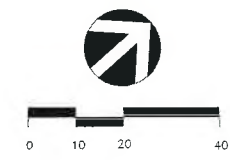
CITY OF TUKWILA

dlc 11/17/15 10:32am - P:\TUKA\00000130400CAD\TTSHEETS\TIT-ALT_48TH_PP02-TUKA0013.dwg

MATCHLINE STA. 6+50
SEE SHEET PP01



MATCHLINE STA. 12+00
SEE SHEET PP03



MATCHLINE STA. 6+50
SEE SHEET PP01



MATCHLINE STA. 12+00
SEE SHEET PP03



PUBLIC WORKS DEPT.
 *ENGINEERING *STREETS *WATER *SEWER *PARKS *BUILDING *

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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48TH AVE. S. ALTERNATIVE

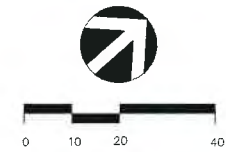
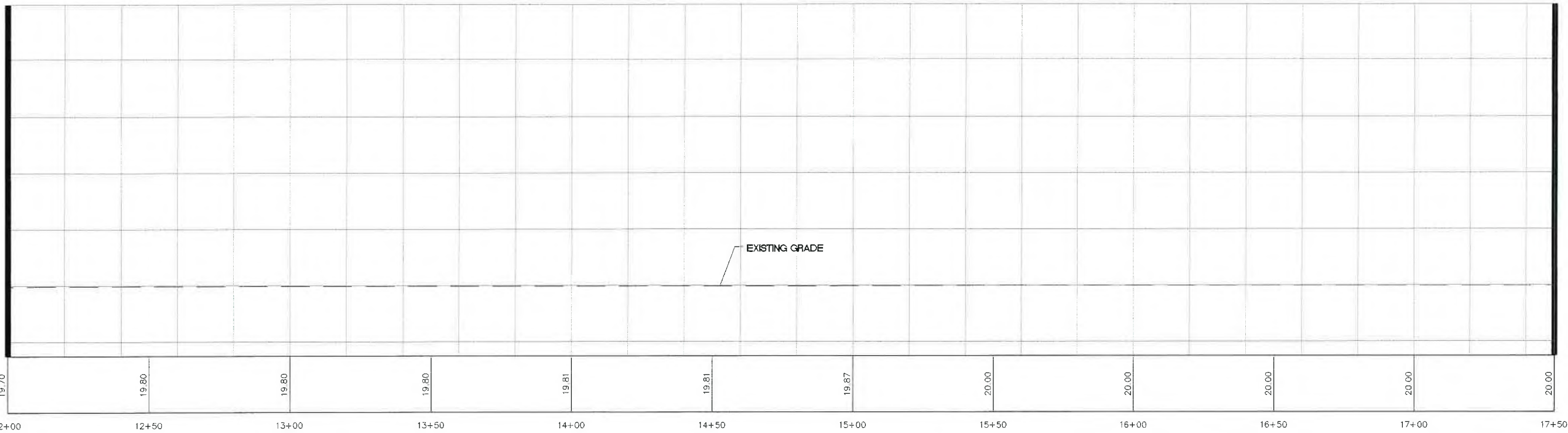
No.	Date	Revision

PP02
 of
 File #66
 Scale AS SHOWN
 Date

CITY OF TUKWILA

dio 11/17/15 10:34am - P:\TUKAWILA\0000130400CAD\TIT\SHEET\TIT-ALT_48TH_PP03-TUKA013.dwg

MATCHLINE STA. 12+00
SEE SHEET PP02



MATCHLINE STA. 17+50
SEE SHEET PP04

MATCHLINE STA. 12+00
SEE SHEET PP02



MATCHLINE STA. 17+50
SEE SHEET PP04



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	
Drawn	DLO	
Checked	MLF	
Proj Eng		
Proj Dir		



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 415 - 118th Avenue SE
 Bellevue Washington 98005-3518
 Phone: 425.519.6500

BNSF INTERNATIONAL FACILITY ACCESS PROJECT
 ALTERNATIVE CONCEPTUAL DESIGN

48TH AVE. S. ALTERNATIVE

File No	Scale
7	AS SHOWN

PP03

Scale AS SHOWN

CITY OF TUKWILA

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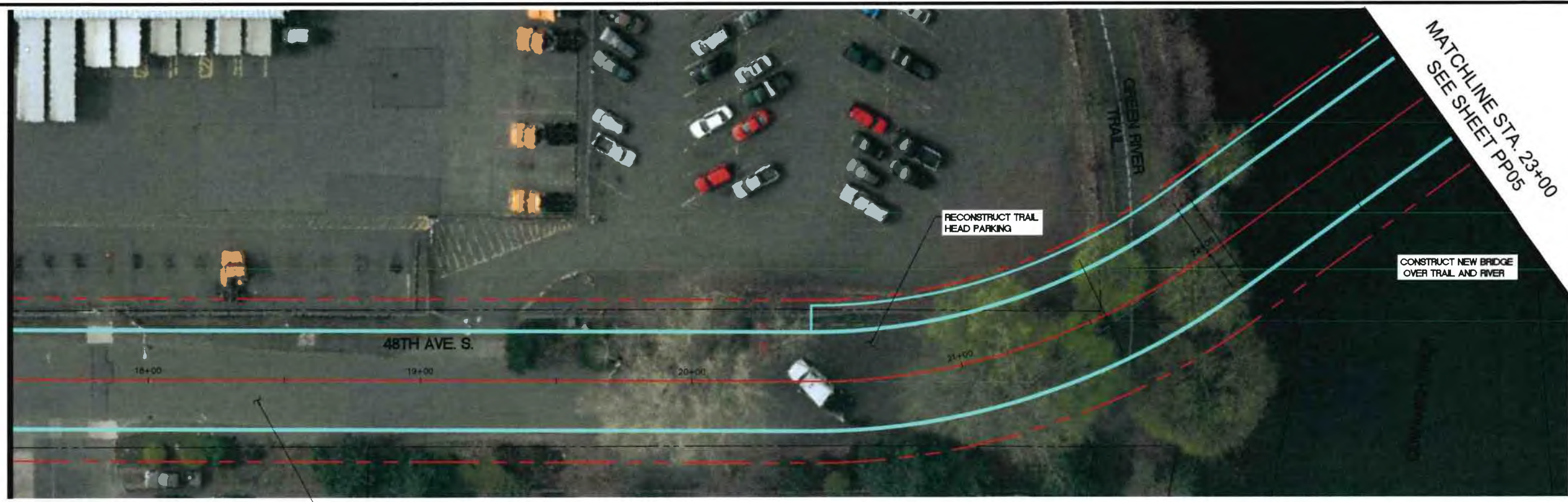
MATCHLINE STA. 17+50
SEE SHEET PP03

MATCHLINE STA. 23+00
SEE SHEET PP05

CITY OF TUKWILA

MATCHLINE STA. 23+00
SEE SHEET PP05

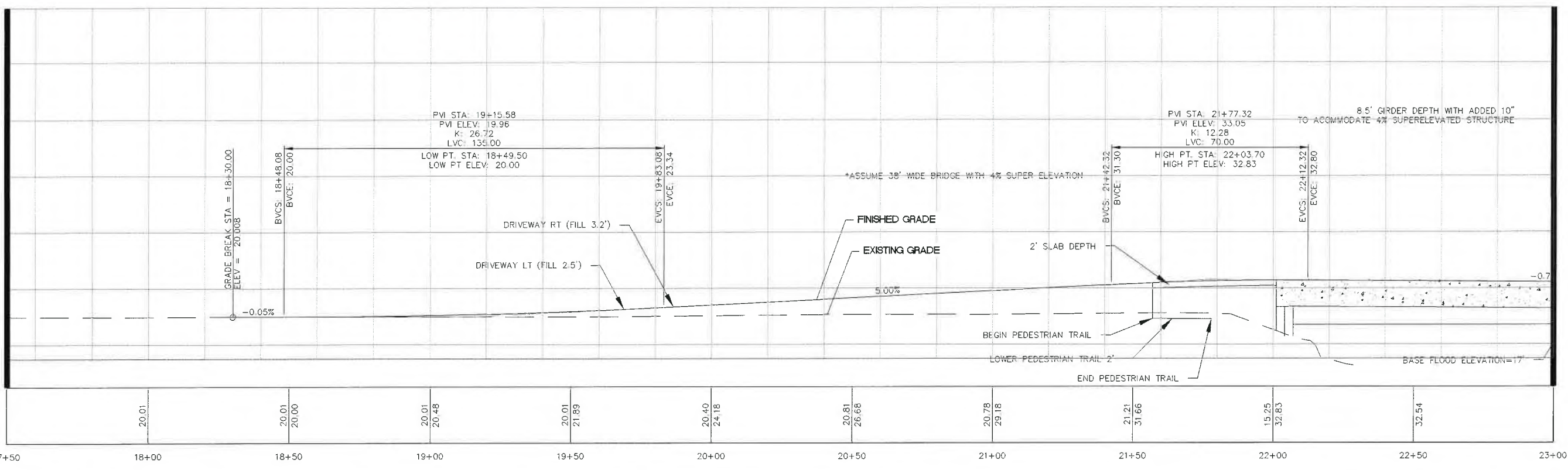
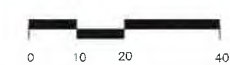
MATCHLINE STA. 17+50
SEE SHEET PP03



OVERLAY ROADWAY AND
CONSTRUCT IMPROVEMENTS

RECONSTRUCT TRAIL
HEAD PARKING

CONSTRUCT NEW BRIDGE
OVER TRAIL AND RIVER



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•ENGINEERING•STREETS•WATER•SEWER•PARKS•BUILDING•

	By	Date
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Checked	MLF	
Proj Eng		
Proj Dir		
Field Rk #		



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**BNSF INTERNATIONAL FACILITY ACCESS PROJECT
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48TH AVE. S. ALTERNATIVE

No.	Date	Revisions

PP04
of

File #68
Scale AS SHOWN
Date

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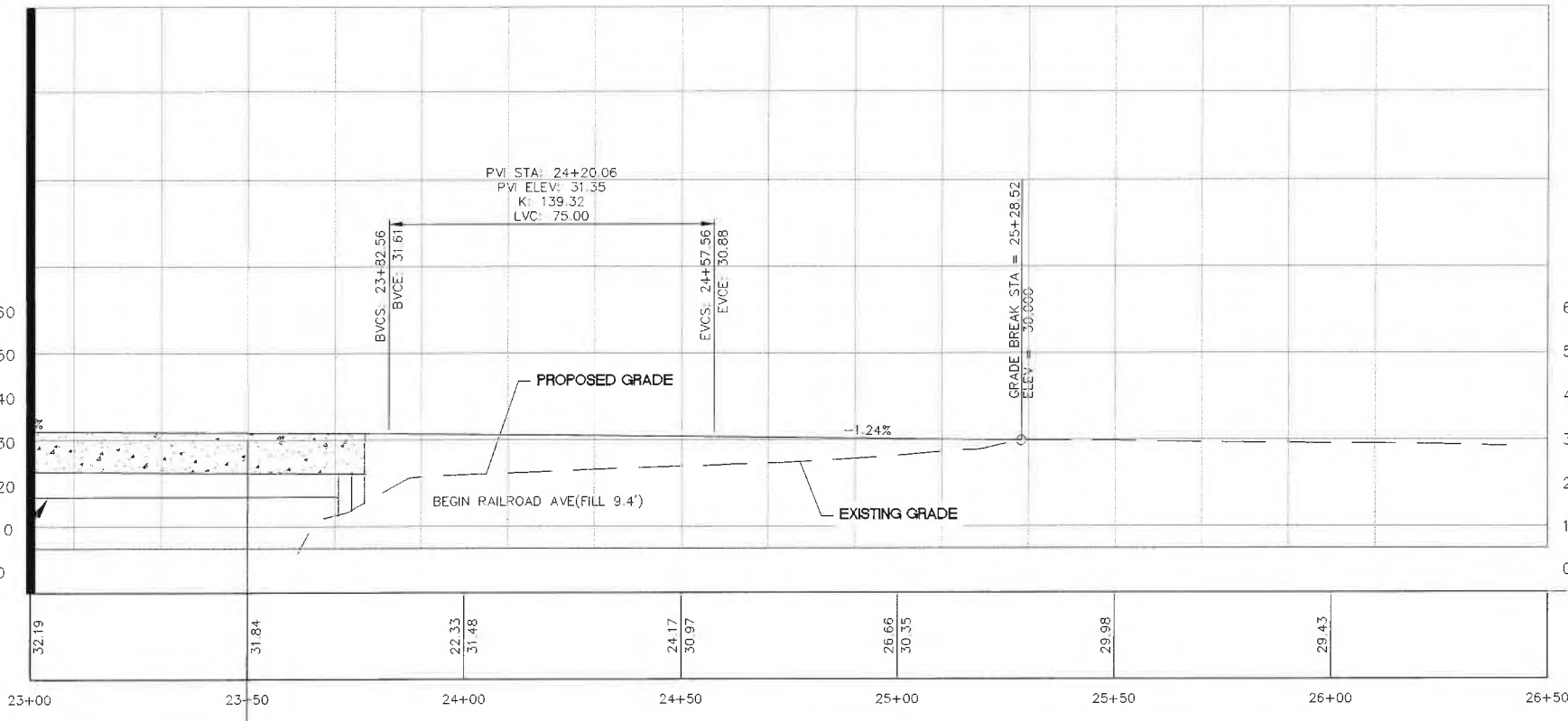
MATCHLINE STA. 23+00
SEE SHEET PP04



RECONSTRUCT ROADWAY
RAISE ROADWAY PROFILE

EXISTING BRIDGE
REMAIN IN-PLACE

MATCHLINE STA. 23+00
SEE SHEET PP04



PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
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Proj Eng		
Proj Dir		
Field Rk #		



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Bellevue Washington 98005-3518
Phone: 425.519.6500

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48TH AVE. S. ALTERNATIVE

No.	Date	Revisions

PP05
of
File N69
Scale AS SHOWN
Date

CITY OF TUKWILA

Appendix B – Truck Access Routes

Draft



NOT TO SCALE

LEGEND

- ROUTE: FREEWAY TO BNSF YARD (0.5 MILE)
- ROUTE: BNSF YARD TO FREEWAY (0.5 MILE)
- TRAFFIC SIGNAL

CITY OF TUKWILA

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PUBLIC WORKS DEPT.
 *ENGINEERING *STREETS *WATER *SEWER *PARKS *BUILDING*

	By	Date
Designed	VXV	10/15
Drawn	DLO	10/15
Checked	MLF	10/15
Proj Eng		
Proj Dir		



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BNSF INTERNATIONAL FACILITY ACCESS PROJECT
 ALTERNATIVE CONCEPTUAL DESIGN

48TH AVE. S
TRUCK ACCESS TO FREEWAY

File No.	71
Scale	AS SHOWN
Date	



NOT TO SCALE

LEGEND

- ROUTE: FREEWAY TO BNSF YARD (0.9 MILE)
- ROUTE: BNSF YARD TO FREEWAY (0.9 MILE)
- TRAFFIC SIGNAL

CITY OF TUKWILA

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PUBLIC WORKS DEPT.

*ENGINEERING *STREETS *WATER *SEWER *PARKS *BUILDING *

	By	Date
Designed	VXV	10/15
Drawn	DLO	10/15
Checked	MLF	10/15
Proj Eng		
Proj Dir		



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BNSF INTERNATIONAL FACILITY ACCESS PROJECT
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**GATEWAY DR.
 TRUCK ACCESS TO FREEWAY**

File No. **12**
 Scale AS SHOWN



NOT TO SCALE

LEGEND

- ROUTE: FREEWAY TO BNSF YARD (1.3 MILE)
- ROUTE: BNSF YARD TO FREEWAY (1.3 MILE)
- TRAFFIC SIGNAL

CITY OF TUKWILA

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	By	Date
Designed	VXV	10/15
Drawn	DLO	10/15
Checked	MLF	10/15
Proj Eng		
Proj Dir		



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BNSF INTERNATIONAL FACILITY ACCESS PROJECT
 ALTERNATIVE CONCEPTUAL DESIGN




**S. 124TH ST.
 TRUCK ACCESS TO FREEWAY**

File No. **73**
 Scale AS SHOWN



NOT TO SCALE

LEGEND

-  ROUTE: FREEWAY TO BNSF YARD (1.1 MILE)
-  ROUTE: BNSF YARD TO FREEWAY (1.1 MILE)
-  TRAFFIC SIGNAL



CITY OF TUKWILA

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PUBLIC WORKS DEPT.

•ENGINEERING •STREETS •WATER •SEWER •PARKS •BUILDING •

	By	Date
Designed	VXV	10/15
Drawn	DLO	10/15
Checked	MLF	10/15
Proj Eng		
Proj Dir		



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BNSF INTERNATIONAL FACILITY ACCESS PROJECT ALTERNATIVE CONCEPTUAL DESIGN

S. 112TH ST TRUCK ACCESS TO FREEWAY

File No. **4**
 Scale AS SHOWN



NOT TO SCALE

LEGEND

- ROUTE: FREEWAY TO BNSF YARD (1.4 MILE)
- ROUTE: BNSF YARD TO FREEWAY (1.4 MILE)
- TRAFFIC SIGNAL



CITY OF TUKWILA



PUBLIC WORKS DEPT.
 *ENGINEERING *STREETS *WATER *SEWER *PARKS *BUILDING *

	By	Date
Designed	VXV	10/15
Drawn	DLO	10/15
Checked	MLF	10/15
Proj Eng		
Proj Dir		



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BNSF INTERNATIONAL FACILITY ACCESS PROJECT
 ALTERNATIVE CONCEPTUAL DESIGN

AIRPORT WAY S.
TRUCK ACCESS TO FREEWAY

File No. **5**
 Scale AS SHOWN

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Appendix C – Roadway Cost Estimate Back-up

Draft

City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: Airport Way S Date: 11/28/16
 Location: Airport Way S to BNSF Intermodal Facility Prepared by: MLF
 Length: 1800' Checked by:
 Description: Alternative uses Airport Way S to northern end of BNSF yard.
 Assumptions: See alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$772,900.00
2-4	Preparation Items	\$164,500.00
5-12	Removal Items	\$82,000.00
Preparation Subtotal		\$1,019,400.00

Structures		
48-51	Retaining Walls	\$71,860.00
52	Bridge Structure	\$6,160,000.00
Structure Subtotal		\$6,231,860.00

Grading		
13-14	Roadway Grading	\$112,548.00
15-18	Roadway Foundation	\$150,275.00
19-24	Utility Excavation	\$20,400.00
Grading Subtotal		\$283,223.00

TESC and Landscaping		
53-55	TESC	\$53,200.00
56-60	Plantings	\$105,000.00
61-62	Irrigation	\$0.00
TESC and Landscaping Subtotal		\$158,200.00

Storm Drainage		
25-36	Conveyance System	\$188,500.00
37	Culvert/Stream Crossing	\$0.00
38	Detention/Water Quality Facility	\$0.00
Storm Drainage Subtotal		\$188,500.00

Traffic		
63-71	Markings and Signing	\$5,884.00
72-75	Guardrail/Handrail	\$0.00
76-80	Traffic Signal System	\$170,000.00
81-83	Illumination System	\$75,000.00
84-89	Traffic Control	\$50,000.00
Traffic Subtotal		\$300,884.00

Hot Mix Asphalt Pavement		
39-42	Hot Mix Asphalt Pavement	\$146,850.00
HMA Subtotal		\$146,850.00

Other Items		
90-91	Utility Relocates	\$0.00
92-94	Misc. Construction	\$22,200.00
Other Items Subtotal		\$22,200.00

Concrete		
43-44	Sidewalks and Driveways	\$100,345.00
45-46	Curbs and Gutters	\$64,500.00
47	Concrete Roadway	\$0.00
Concrete Subtotal		\$164,845.00

CONSTRUCTION SUBTOTAL		\$8,515,962
CONTINGENCY	30%	\$2,554,790
CONSTRUCTION SUBTOTAL (a)		\$11,070,752

DESIGN ENGINEERING	18%	\$1,992,740
CONSTRUCTION ENGINEERING	12%	\$1,328,500
PROJECT ADMINISTRATION	5%	\$553,540
ENGR. AND ADMIN. SUBTOTAL (b)		\$3,874,780

ENVIRONMENTAL ENGINEERING	5%	\$553,540
ENVIRONMENTAL MITIGATION	5%	\$553,540
ENVIRONMENTAL SUBTOTAL (c)		\$1,107,080

ROADWAY IMPROVEMENTS (a+b+c)		\$16,050,000
ROADWAY RIGHT-OF-WAY		\$0
ROADWAY SUBTOTAL		\$16,050,000
MARKET CONTINGENCY	20%	\$3,210,000
ROADWAY TOTAL (d)		\$19,260,000

RAILROAD IMPROVEMENTS		\$65,000,000
RAILROAD RIGHT-OF-WAY		\$10,000,000
RAILROAD SUBTOTAL		\$75,000,000
MARKET CONTINGENCY	20%	\$15,000,000
RAILROAD TOTAL (e)		\$90,000,000

TOTAL PROJECT COST (d+e) (Year 2016)		\$109,300,000
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City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: South 112th Street Date: 11/28/16
 Location: East Marginal Way to BNSF Intermodal Facility Prepared by: MLF
 Length: 1750' Checked by:
 Description: Alternative uses utility corridor and ties into the northern half of BNSF yard
 Assumptions: see alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$276,700.00
2-4	Preparation Items	\$91,600.00
5-12	Removal Items	\$30,450.00
Preparation Subtotal		\$398,750.00

Grading		
13-15	Roadway Grading	\$96,889.00
16-19	Roadway Foundation	\$122,325.00
20-25	Utility Excavation	\$16,640.00
Grading Subtotal		\$235,854.00

Storm Drainage		
26-37	Conveyance System	\$149,850.00
38	Culvert/Stream Crossing	\$0.00
39	Detention/Water Quality Facility	\$1,500,000.00
Storm Drainage Subtotal		\$1,649,850.00

Hot Mix Asphalt Pavement		
40-43	Hot Mix Asphalt Pavement	\$118,800.00
HMA Subtotal		\$118,800.00

Concrete		
44-45	Sidewalks and Driveways	\$81,690.00
46-47	Curbs and Gutters	\$52,500.00
48	Concrete Roadway	\$0.00
Concrete Subtotal		\$134,190.00

Structures		
49-52	Retaining Walls	\$0.00
53	Bridge Structure	\$0.00
Structure Subtotal		\$0.00

TESC and Landscaping		
54-56	TESC	\$46,400.00
57-61	Plantings	\$84,890.00
62-63	Irrigation	\$32,400.00
TESC and Landscaping Subtotal		\$163,690.00

Traffic		
64-72	Markings and Signing	\$5,084.00
73-76	Guardrail/Handrail	\$0.00
77-81	Traffic Signal System	\$170,000.00
82-84	Illumination System	\$150,000.00
85-90	Traffic Control	\$30,000.00
Traffic Subtotal		\$355,084.00

Other Items		
91-92	Utility Relocates	\$4,000,000.00
93-95	Misc. Construction	\$29,000.00
Other Items Subtotal		\$4,029,000.00

CONSTRUCTION SUBTOTAL		\$7,085,218.00
CONTINGENCY	30%	\$2,125,570.00
CONSTRUCTION SUBTOTAL		\$9,210,788.00

DESIGN ENGINEERING	18%	\$1,657,950.00
CONSTRUCTION ENGINEERING	12%	\$1,105,300.00
PROJECT ADMINISTRATION	5%	\$460,540.00
ENGR. AND ADMIN. SUBTOTAL		\$3,223,790.00

ENVIRONMENTAL ENGINEERING	10%	\$921,080.00
ENVIRONMENTAL MITIGATION	5%	\$460,540.00
ENVIRONMENTAL SUBTOTAL		\$1,381,620.00

ROADWAY IMPROVEMENTS (a+b+c)		\$13,820,000
ROADWAY RIGHT-OF-WAY		\$4,000,000
ROADWAY SUBTOTAL		\$17,820,000
MARKET CONTINGENCY	20%	\$3,560,000
ROADWAY TOTAL (d)		\$21,380,000

RAILROAD IMPROVEMENTS		\$53,000,000
RAILROAD RIGHT-OF-WAY		\$3,700,000
RAILROAD SUBTOTAL		\$56,700,000
MARKET CONTINGENCY	20%	\$11,340,000
RAILROAD TOTAL (e)		\$68,040,000

TOTAL PROJECT COST (d+e) (Year 2016)		\$89,400,000
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City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: S 124th Street Date: 11/28/16
 Location: Interurban Avenue S to BNSF Intermodal Facility Prepared by: MLF
 Length: 3400' Checked by:
 Description: Alternative uses 42nd Avenue S, over Duwamish River, right on S 124th Street, and into the existing BNSF yard access.

Assumptions: Improvements along the existing route must be made, i.e. pavement rehabilitation, replacement of bridge over Duwamish River. See alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$937,800.00
2-4	Preparation Items	\$154,400.00
5-12	Removal Items	\$121,228.00
Preparation Subtotal		\$1,213,428.00

Grading		
13-14	Roadway Grading	\$0.00
15-17	Roadway Foundation	\$0.00
18-23	Utility Excavation	\$0.00
Grading Subtotal		\$0.00

Storm Drainage		
24-35	Conveyance System	\$65,200.00
36	Culvert/Stream Crossing	\$0.00
37	Detention/Water Quality Facility	\$75,000.00
Storm Drainage Subtotal		\$140,200.00

Hot Mix Asphalt Pavement		
38-41	Hot Mix Asphalt Pavement	\$311,500.00
HMA Subtotal		\$311,500.00

Concrete		
42-43	Sidewalks and Driveways	\$44,000.00
44-45	Curbs and Gutters	\$66,300.00
46	Concrete Roadway	\$0.00
Concrete Subtotal		\$110,300.00

Structures		
47-52	Retaining Walls	\$4,811,400.00
53	Bridge Structure	\$2,745,600.00
Structure Subtotal		\$7,557,000.00

TESC and Landscaping		
54-56	TESC	\$256,200.00
57-61	Plantings	\$86,860.00
62-63	Irrigation	\$13,500.00
TESC and Landscaping Subtotal		\$356,560.00

Traffic		
64-72	Markings and Signing	\$17,680.00
73-76	Guardrail/Handrail	\$73,500.00
77-81	Traffic Signal System	\$180,000.00
82-84	Illumination System	\$125,000.00
85-90	Traffic Control	\$250,000.00
Traffic Subtotal		\$646,180.00

Other Items		
91-92	Utility Relocates	\$100,000.00
93-95	Misc. Construction	\$33,200.00
Other Items Subtotal		\$133,200.00

CONSTRUCTION SUBTOTAL		\$10,468,368.00
CONTINGENCY	30%	\$3,140,520.00
CONSTRUCTION SUBTOTAL		\$13,608,888.00

DESIGN ENGINEERING	18%	\$2,449,600.00
CONSTRUCTION ENGINEERING	12%	\$1,633,070.00
PROJECT ADMINISTRATION	5%	\$680,450.00
ENGR. AND ADMIN. SUBTOTAL		\$4,763,120.00

ENVIRONMENTAL ENGINEERING	10%	\$1,360,890.00
ENVIRONMENTAL MITIGATION	10%	\$1,360,890.00
ENVIRONMENTAL SUBTOTAL		\$2,721,780.00

ROADWAY IMPROVEMENTS (a+b+c)		\$21,090,000
ROADWAY RIGHT-OF-WAY		\$3,000,000
ROADWAY SUBTOTAL		\$24,090,000
MARKET CONTINGENCY	20%	\$4,820,000
ROADWAY TOTAL (d)		\$28,910,000

RAILROAD IMPROVEMENTS		\$0
RAILROAD RIGHT-OF-WAY		\$0
RAILROAD SUBTOTAL		\$0
MARKET CONTINGENCY	20%	\$0
RAILROAD TOTAL (e)		\$0

TOTAL PROJECT COST (d+e) (Year 2016)		\$28,900,000
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City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: Gateway Drive - North Leg Date: 11/28/16
 Location: Interurban Avenue S to BNSF Intermodal Facility Prepared by: MLF
 Length: 2700' Checked by:
 Description: Alternative uses north leg of Gateway Drive, goes between the two Boeing Credit Union Building, over Duwamish River, and into the existing BNSF yard access.
 Assumptions: See alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$567,600.00
2-4	Preparation Items	\$115,000.00
5-12	Removal Items	\$50,342.00
Preparation Subtotal		\$732,942.00

Grading		
13-14	Roadway Grading	\$28,995.00
15-19	Roadway Foundation	\$263,004.00
20-25	Utility Excavation	\$4,960.00
Grading Subtotal		\$296,959.00

Storm Drainage		
26-37	Conveyance System	\$62,200.00
38	Culvert/Stream Crossing	\$0.00
39	Detention/Water Quality Facility	\$1,000,000.00
Storm Drainage Subtotal		\$1,062,200.00

Hot Mix Asphalt Pavement		
40-46	Hot Mix Asphalt Pavement	\$207,675.00
HMA Subtotal		\$207,675.00

Concrete		
47-48	Sidewalks and Driveways	\$119,145.00
49-50	Curbs and Gutters	\$66,300.00
51	Concrete Roadway	\$0.00
Concrete Subtotal		\$185,445.00

Structures		
52-57	Retaining Walls	\$245,250.00
58	Bridge Structure	\$2,481,600.00
Structure Subtotal		\$2,726,850.00

TESC and Landscaping		
59-61	TESC	\$256,200.00
62-66	Plantings	\$156,720.00
67-68	Irrigation	\$52,380.00
TESC and Landscaping Subtotal		\$465,300.00

Traffic		
69-77	Markings and Signing	\$13,040.00
78-81	Guardrail/Handrail	\$73,500.00
82-86	Traffic Signal System	\$170,000.00
87-89	Illumination System	\$247,000.00
90-95	Traffic Control	\$100,000.00
Traffic Subtotal		\$603,540.00

Other Items		
96-97	Utility Relocates	\$100,000.00
98-100	Misc. Construction	\$34,600.00
Other Items Subtotal		\$134,600.00

CONSTRUCTION SUBTOTAL		\$6,415,511.00
CONTINGENCY	30%	\$1,924,660.00
CONSTRUCTION SUBTOTAL		\$8,340,171.00

DESIGN ENGINEERING	18%	\$1,501,240.00
CONSTRUCTION ENGINEERING	12%	\$1,000,830.00
PROJECT ADMINISTRATION	5%	\$417,010.00
ENGR. AND ADMIN. SUBTOTAL		\$2,919,080.00

ENVIRONMENTAL ENGINEERING	10%	\$834,020.00
ENVIRONMENTAL MITIGATION	5%	\$417,010.00
ENVIRONMENTAL SUBTOTAL		\$1,251,030.00

ROADWAY IMPROVEMENTS (a+b+c)		\$12,510,000
ROADWAY RIGHT-OF-WAY		\$6,900,000
ROADWAY SUBTOTAL		\$19,410,000
MARKET CONTINGENCY	20%	\$3,880,000
ROADWAY TOTAL (d)		\$23,290,000

RAILROAD IMPROVEMENTS		\$0
RAILROAD RIGHT-OF-WAY		\$0
RAILROAD SUBTOTAL		\$0
MARKET CONTINGENCY	20%	\$0
RAILROAD TOTAL (e)		\$0

TOTAL PROJECT COST (d+e) (Year 2016)		\$23,300,000
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City of Tukwila
BNSF Intermodal Access Study
Planning Level Cost Estimate



Alternate: 48th Avenue South Date: 11/28/16
 Location: Interurban Avenue S to BNSF Intermodal Facility Prepared by: MLF
 Length: 2600' Checked by:
 Description: Alternative uses 48th Avenue S, over Duwamish River, and ties into the southern end of BNSF yard
 Assumptions: See alternative exhibit

Existing Widths: Pavement Varies 40' to 52' Sidewalk 0 Right-of-Way Varies 60' to 80'
 Proposed Widths: Pavement 44' Sidewalk 6' both sides Right-of-Way 67'

Preparation		
1	Mobilization	\$505,500.00
2-4	Preparation Items	\$90,600.00
5-12	Removal Items	\$71,671.00
Preparation Subtotal		\$667,771.00

Structures		
55-59	Retaining Walls	\$115,250.00
60	Bridge Structure	\$2,323,200.00
Structure Subtotal		\$2,438,450.00

Grading		
13-14	Roadway Grading	\$950.00
15-22	Roadway Foundation	\$110,341.00
23-28	Utility Excavation	\$23,760.00
Grading Subtotal		\$135,051.00

TESC and Landscaping		
61-63	TESC	\$256,400.00
64-68	Plantings	\$136,820.00
69-70	Irrigation	\$44,280.00
TESC and Landscaping Subtotal		\$437,500.00

Storm Drainage		
29-40	Conveyance System	\$201,800.00
41	Culvert/Stream Crossing	\$0.00
42	Detention/Water Quality Facility	\$750,000.00
Storm Drainage Subtotal		\$951,800.00

Traffic		
71-79	Markings and Signing	\$7,844.00
80-83	Guardrail/Handrail	\$94,000.00
84-88	Traffic Signal System	\$180,000.00
89-91	Illumination System	\$279,000.00
92-97	Traffic Control	\$50,000.00
Traffic Subtotal		\$610,844.00

Hot Mix Asphalt Pavement		
43-49	Hot Mix Asphalt Pavement	\$164,065.00
HMA Subtotal		\$164,065.00

Other Items		
98-99	Utility Relocates	\$206,000.00
100-102	Misc. Construction	\$18,200.00
Other Items Subtotal		\$224,200.00

Concrete		
50-51	Sidewalks and Driveways	\$129,400.00
52-53	Curbs and Gutters	\$65,850.00
54	Concrete Roadway	\$0.00
Concrete Subtotal		\$195,250.00

CONSTRUCTION SUBTOTAL		\$5,824,931.00
CONTINGENCY	30%	\$1,747,480.00
CONSTRUCTION SUBTOTAL		\$7,572,411.00

DESIGN ENGINEERING	18%	\$1,363,040.00
CONSTRUCTION ENGINEERING	12%	\$908,690.00
PROJECT ADMINISTRATION	5%	\$378,630.00
ENGR. AND ADMIN. SUBTOTAL		\$2,650,360.00

ENVIRONMENTAL ENGINEERING	10%	\$757,250.00
ENVIRONMENTAL MITIGATION	5%	\$378,630.00
ENVIRONMENTAL SUBTOTAL		\$1,135,880.00

ROADWAY IMPROVEMENTS (a+b+c)		\$11,360,000
ROADWAY RIGHT-OF-WAY		\$1,900,000
ROADWAY SUBTOTAL		\$13,260,000
MARKET CONTINGENCY	20%	\$2,650,000
ROADWAY TOTAL (d)		\$15,910,000

RAILROAD IMPROVEMENTS		\$3,700,000
RAILROAD RIGHT-OF-WAY		\$0
RAILROAD SUBTOTAL		\$3,700,000
MARKET CONTINGENCY	20%	\$740,000
RAILROAD TOTAL (e)		\$4,440,000

TOTAL PROJECT COST (d+e) (Year 2016)		\$20,400,000
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BNSF RAILWAY INTERMODAL FACILITY ACCESS STUDY
ALTERNATIVE SCREENING ANALYSIS REPORT

Prepared for:
City of Tukwila
Public Works Department
6300 Southcenter Boulevard
Tukwila, WA 98005

Prepared by:
David Evans and Associates, Inc.
14432 SE Eastgate Way
Bellevue, WA 98007

November 28, 2016

EXECUTIVE SUMMARY

This Alternative Screening Analysis Report for the City of Tukwila was prepared by David Evans and Associates, Inc. to evaluate alternative access to the Burlington Northern Santa Fe (BNSF) Railway intermodal facility in Tukwila, Washington. This facility is also known as South Seattle Yard. BNSF Railway also sponsored this study.

The existing access to the intermodal facility uses 42nd Avenue S and S 124th Street. S 124th Street is also a residential collector street serving the community of Allentown. Several residential homes with driveways are located on S 124th Street, as is the Tukwila Community Center which houses an aquatic center, meeting rooms, classes and activities for all ages, and playground and ball fields.

This study did not create new alternatives but used alternatives that were developed by previous studies. A total of five alternatives were studied: Airport Way S, S 112th Street, S 124th Street, Gateway Drive – North Leg, and 48th Avenue S.

Several desktop researches were performed as part of this study. These researches included critical and sensitive areas, fish and wildlife, water resources, hazardous materials, geological and soils, and cultural and historical resources.

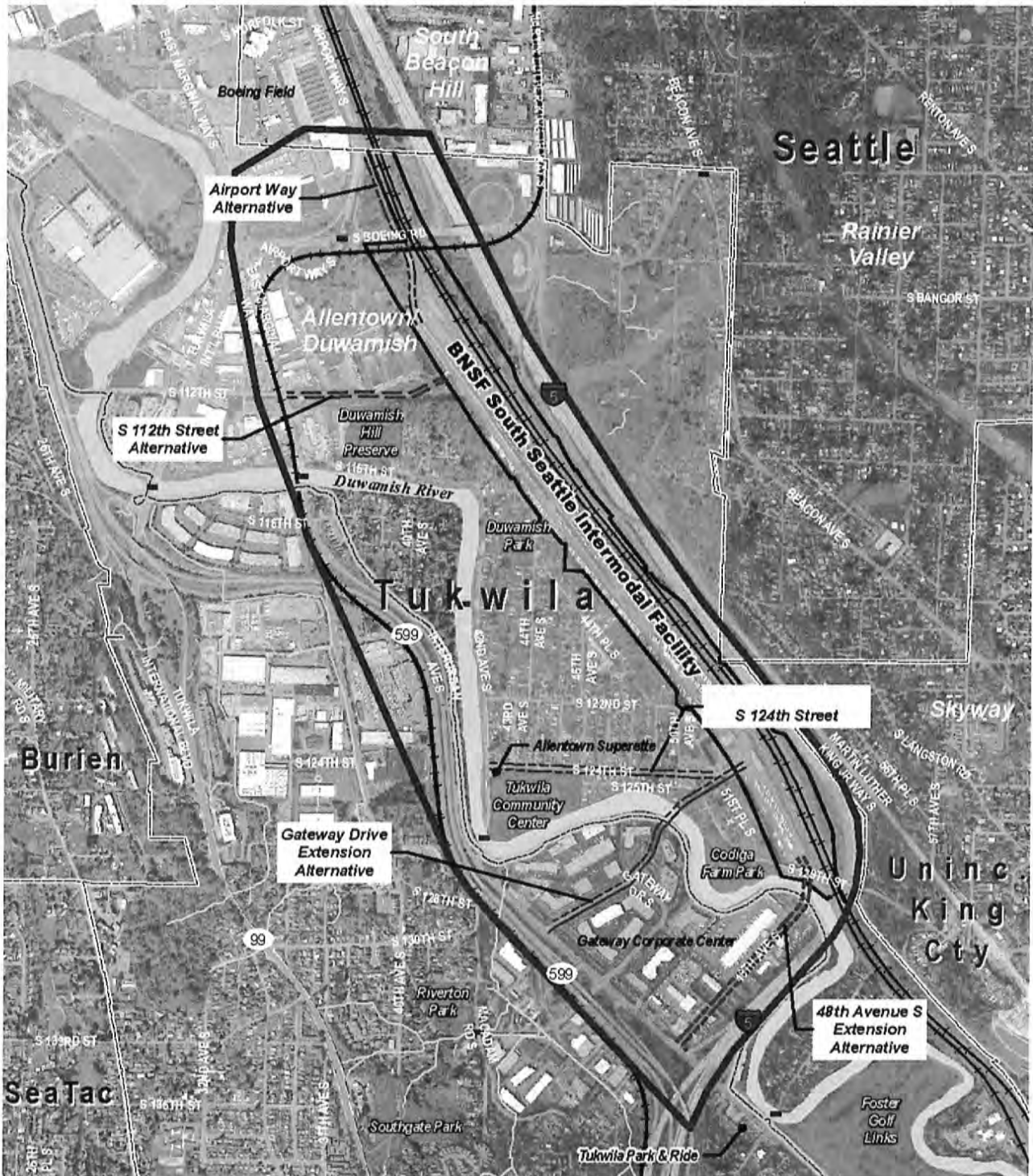
A scored screening matrix was developed collaboratively between the City of Tukwila, BNSF Railway, and David Evans and Associates, Inc. The matrix was presented to Tukwila City Council as well as to the public for their feedback on the screening matrix criteria. The public was allowed to provide feedback via an on-line open house and an in-person open house.

Representatives from Tukwila, BNSF Railway, and David Evans and Associates, Inc. met to score each alternative using a numerical scoring system from 1 to 9. The score for each criteria was added, and the lowest score is the preferred alternative.

Based on the scoring result, the 48th Avenue S alternative is the preferred alternative.

Figure 1 shows the project study area. The following provides a description for each alternative.

Figure 1 – Project Study Area



Preferred Alternative Outreach Summary

BNSF Access Study

DRAFT – September 5, 2017



Background

In 2016, the Tukwila community provided input on the screening criteria that was used to develop the BNSF Access Study report. The City identified a preferred alternative route and shared it with the community at an open house on August 17, 2017.

Summary

The City of Tukwila hosted an in-person open house at the Tukwila Community Center on August 17, 2017. The in-person house accompanied an online open house, which included the same information as the in-person open house and was available from August 15 - 28, 2017.

Notifications

The project team advertised the in-person and online open houses in early August 2017. Notifications included the following:

- Postcard sent to the Allentown and Duwamish neighborhoods
- Emails to the City's project listserv
 - Listserv includes community members, business and property owners, other interested parties
- Flier emailed as attachment to Allentown and Duwamish neighborhood listservs by neighborhood leaders
- Facebook and Twitter posts on the City's social media accounts

Attendance and visitor statistics

- In-person open house attendance: 42
- In-person comment forms completed: 20
- Online open house visitors: 32
- Online surveys completed: 12
- Overall number of participants: 74

Engagement Methods

In-Person Open House

The City gathered shared information about the preferred alternative and other considered alternatives during an open house at the Tukwila Community Center on August 17, 2017, from 5:30 p.m. to 7:30 p.m. Participants viewed informational boards that described the project purpose, schedule, alternative and preferred routes, screening criteria and environmental process. Project staff were on hand to answer questions. Participants contributed comments via comment cards. Comments received at the open house are shown in Appendix 1 and summarized below.



In-person open house participants give feedback on comment cards.

Online Open House

In order to reach Tukwila businesses and residents who were unable to attend the in-person open house, the City advertised an online open house, available 24 hours a day, seven days a week, starting August 15 and ending August 28. The online open house included the same information as at the in-person open house and a survey that gathered specific feedback in a similar fashion to the comment boxes at the in-person open house. Comments received through the online open house are shown in Appendices 2 and summarized below.

Feedback Overview

Several themes emerged from the input received through 32 comments and surveys:

- Those who supported the preferred alternative (15) stated a number of reasons for their support, including **moving the truck route to a commercial street and away from residences, access/proximity to I-5 and current residential impacts on 124th.**
- **All residents who said they live along or near the current access route who participated (4) supported moving the truck access route to another street.**
- Those who opposed the preferred alternative (4) stated **increased traffic, business impacts and residential impacts** as reasons for their opposition.
- Several participants urged the City to **study or investigate cost (4) and traffic (3).** Several participants also expressed interest in **potential environmental impacts (3).**

Next Steps

All feedback presented here is being provided to the project team for consideration. The study and proposed route will be presented to City Council in the fall of 2017.

One participant requested specific follow up regarding business impacts on 48th Ave S: Quinn Closson, 360-607-8178, qclosson@pape.com.

Appendices

1. Comments gathered at in-person open house
2. Online comments
3. Notifications

Appendix 1: Comments Gathered at In-person Open House

Note: comments are verbatim as written. Commenters were asked if they live, work or visit Tukwila.

Live	Work	Visit	Name	Email	Comment (verbatim)
x			Phillip Camball	Phillameball@hotmail.com	Anything except 48th Ave S. Minimum public \$, maximum private funding.
x			Angela Steel	angelasb13@hotmail.com	I prefer the 48th Ave S option as the least impactful to residential properties in Allentown and Duwamish. This option keeps semis on existing truck routes w/out creating new roads through environmentally critical areas or private property. *Also need noise wall along edge of railyard.
			[unknown]	[unknown]	My first choice BNSF move out completely. Second choice I prefer 48th Ave S. Build wall to control noise and shaking control.
x			Mary Fertakis	[unknown]	Thanks for all the work that has been done on this. The grid was particularly helpful - very concrete information and easy to understand. The original study in 1990 shows that the 48th st option was the least expensive and made the most sense. It is the same in 2017. Seems pretty clear that this is still the direction to go.
x	x		David Shumate	David@propelldesigns.com	The 48th Ave and Bridge looks like the best one!
x	x		Sean Albert	seanalbert2001@hotmail.com	I think the preferred 48th ave south route is by far the best alternative!!

x			Patty Cokus pcokus@hotmail.com	<p>I agree wholeheartedly with the preferred study route where it impacts all identified impact criteria the least and is the least expensive. Thank you for working on this and advocating for community input and gathering feedback. The preferred route makes the most sense for all.</p>
x			[Illegible] [unknown]	<p>I think the preferred option makes the most sense of those presented. It takes the traffic completely off residential streets and on to a commercial street that already accomodates semi-truck traffic.</p>
x			Lucia Nilo ltannilo@hotmail.com	<p>I hope this project gets look at seriously as I really enjoy my home at 124th - but the vibration of the trucks in and out 24-7 is really bad and nuisance. It shakes our house especially when sleeping - the NO-Build option: S 124th should not be an option.</p>
x			Wilfredo Nilo wznilo@gmail.com	<p>We live by 124th ave which is active for semi-trucker. Since we moved here from september 2016 we felt a massive vibration everytime those truckets pass by. We live in a brand new home and it created major cracks in aour garage. We worried whats gonna happen next.</p>
x			Oscar Uceda o.ucedata@yahoo.com	<p>We would like to support the prefer alternative for the trucks route coming in and out of the BNSF Railroad Yard facility in Allentown.</p>

x	x	Becky [Illegible]	becarosep@aim.com	Concern the increase in traffic from now and 20 years down the road on the 48th ave purposal. What effects it will have on the businesses on 48th (widening roads etc) Residents being impacted by not being able to get access to the businesses they already go to.
	x	Morgan Llewellyn	mlllewellyn@ccim.net	I'm wonderng how the project will be funded particularly in light of the right away acquisitions required by the preferred route. It appears the northern route would have the least impact on residential AND commercial businesses.
	x	Todd Jones	rain1916@comcast.net	I stronly oppose Gateway Drive option and 124th st options. I do like the 48th st option or others to the north.
x		Hanice Ludington	shofarJCL@gmail.com	My preference is Airport Way s
x		[Illegible]	[Illegible]	The road should go out the north end. I live on 51st (across the street from the flat bed trucks, and am concerned about where the railroad will put the road inside this yard. Will trucks have to be removed and trailers [illegible]? And if so, where will they go? It is close to our homes, your moving one road to another.
	x	Linda McLeod	sam.linda.mcleod@gmail.com	No on Gateway Dr. Divides BECU campuses, has many employees + customers
	x	[unknown]	[unknown]	Airport SO. (BEST) [sic]

<p>x</p>	<p>Edna Derr[illegible] edna0801@gmail.com</p>	<p>I live in 122nd st. I hope the 124th s st. would be closed as entrance of BNSF or trucks facility. The impact to our home and neighborhood is terrible, the house vibrates each time; lots of noise; and traffic gets crowded. 48th st is great alternative for the BNSB entrance.</p>
	<p>Steven steve@xmrine.com</p>	<p>We'd like to see a traffic impact study done on innerurban and exit 156 off I-5. Please go to five and see the issues they have and avoid that happening to us.</p>

Appendix 2: Comments from Online Open House

Note: comments are verbatim as written.

Comment
<p>1. Will all trucks no longer use 124th st ? 2. Will there be entry and exit capability from 50th PL S/129th street? we must have the capability to enter and exit from 50th PL S/129th street. Please make sure this option available. Thanks for your consideration</p>
<p>How much will this cost? What about an option to improve the 42nd st. bridge by the community center and do some mitigation on the streets that the trucks drive down, such as widening the shoulders of the street, side walks and maybe even some sort of sound barrier? How is this project prioritized compared to needs in other neighborhoods such as sidewalks and road repair?</p>
<p>I am an employee of BECU and believe that the 48th Ave So. preferred option is by far the best choice. Not only from a cost perspective but also from a life safety, employee/member environment and the disruption of multiple businesses/residential and land/building value standpoint. The 48th Ave So. option already houses a street with truck yard access and would be a much easier way to execute on this initiative. While I know this still impacts some, it is the reasonable choice and should be adopted.</p>
<p>I am not only a Tukwila resident but also a Tukwila business owner that would be greatly affected by the "preferred" route of 48th AVE S. The overall impact on the businesses along this route would be devastating. People are already frustrated with the current amount of big trucks coming along 48th. We are already lacking suitable gas stations in Tukwila. Please don't make them impossible to get to. Tukwila is a growing city and the north side (Airport way) of it is already industrial. Interurban Ave is an incredibly popular thoroughfare for many people going south/north and the 2 gas stations on 48th Ave services more than half of those people. Please reconsider 112th or Airport way as the better alternative that will impact our growing city the least amount. Thank you.</p>
<p>I am very happy that the city is analyzing other options for the truck route into the BNSF yard. The current route is not sustainable. My family prefers the 48th Av S option since it uses an existing commercial street and is least impactful to residential communities and the environment. I would like you to heavily factor in the environmental impacts the other two northerly options would have on wetlands and existing greenspaces. Will the Airport Way option impede future Light rail/Sounder station location planning efforts? How will the different entrance options impact yard operations? Currently, the BNSF yard is very noisy 24/7 with back up beepers. Will these operations shift or diminish with the varying options? Can the city proceed with pursuing the noise wall installation along the railyard boundary? I think this will make a significant improvement to the quality of life in Duwamish and Allentown. thank you</p>
<p>I represent The Pape' Group, Inc. who owns the Ditch Witch dealership on 48th Ave, South. I understand there will be significant traffic impact during construction. I don't think we're overly concerned about that. However, I'd like a little more information on the traffic study or estimates on additional traffic impact on 48th Ave. South after completion of the project. Also, will there be any improvements done to the 48th Ave road itself? Finally, is there something I'm missing that you think we should be concerned about as a business right on 48th Ave? Thanks, Quinn Closson 360-607-8178 qclosson@pape.com</p>

I wish that this 124th St. access be change to a different access ASAP because we moved here in a new home development last year 2016 of Sept. which we are not aware about this 124th St. right beside our house is the major access for truckers. We encountered 24-7 of a massive vibration like an earthquake multiple times everyday and we felt scary that our house may collapse one of this day. So far we had a multiple long cracks in our garage and hopefully will not affect the foundation. We live right by the stop sign where those truckers heading out from BNSF gate and also for coming in. That really distract us everyday. There's a time when some of the truck driver lost their focus on the stop sign especially in the evening and they made an emergency brakes and it shakes the ground so bad and it vibrates our house also. I Believe that 48th Ave S is the best alternatives route for the truckers.

I work at BECU. The Gateway alternative would have a negative impact on our members who come into our Tukwila Financial Center to conduct their personal business (primarily retail banking, trust services, and investment services). We are about to engage on a Gateway campus upgrade and a truck route cutting through the middle of it would have a negative impact on our employee experience and may have a negative impact on our ability to recruit and retain employees. Given the existing land use abutting most of your preferred alternative (gas stations, commercial, etc.). I can see the potential noise downside for a hotel (but it's already next To I-5 and a busy off ramp so marginal impact seems moderate).

I would like to avoid having another bridge over the river and prefer this option: S 112th Street Thank you.

Thank you for considering all options and explaining the reasoning. What timeframe are you looking at for construction of the new bridge and roadway. What impact will there be on the existing Interurban Bike/Walking Trail both during construction and upon completion. Will traffic studies be done to work on minimalizing impact at the intersection for traffic on Interurban and from the off ramp on I5?

This route makes the most sense as it is a quick, direct route off of I-5, drives through a commercial area only and does not affect the public's experience of their greenspace, except for a small segment of the bike trail. I fully support this preferred route.

What are the costs? How it will be funded?

Appendix 3: Notifications

Social media



City of Tukwila - Government

August 9 at 3:34pm · 🌐

Join us for a BNSF Access Study Project Open House on August 17, 2017

The City of Tukwila has identified 48th Ave S as the preferred route to access the BNSF Railway Intermodal Facility in Allentown. Before the route is formally decided, we're holding an Open House and online forum to talk to you about the route that we selected based on the criteria you helped us shape.

BNSF Access Study Project Open House

Thursday, August 17, 2017

5:30 - 7:30 p.m.

Tukwila Community Center

2424 42nd Ave S, Tukwila, WA 98168

Can't make it to the open house? Share your thoughts online!

Now through August 28, 2017, you can share your thoughts at

<https://TukBNSFAccess.Participate.Online> All information from the Open House will be online. Translation options are available.

Email us at AccessStudy@tukwilawa.gov or call 206-433-0179 with any questions.

CITY OF TUKWILA
BNSF Access Study Project

The City of Tukwila has identified 48th Ave S as the preferred route to access the BNSF Railway Intermodal Facility in Allentown. Before the route is formally decided, we're holding an Open House and online forum to talk to you about the route that we selected based on the criteria you helped us shape.

Review and comment on the preferred alternative route:

- 1. Open House**
Thursday, August 17, 2017
5:30 - 7:30 p.m.
Tukwila Community Center
2424 42nd Ave S, Tukwila, WA 98168
Meet project staff, learn about the preferred alternative route and the environmental process, and share your thoughts.
- 2. Online Forum**
Now through August 28, 2017, you can share your thoughts online!
Visit <https://TukBNSFAccess.Participate.Online>.
All information from the Open House will be online. Translation options are available.

Questions?
Email us at AccessStudy@tukwilawa.gov or call 206-433-0179.

Like

Comment

Share

3

Top Comments ▾

3 shares

Facebook post published August 9, 2017.



City of Tukwila @CityofTukwila · Aug 9

Join us for a BNSF Access Study Project Open House on August 17, 2017

CITY OF TUKWILA
BNSF Access Study Project

The City of Tukwila has identified 48th Ave S as the preferred route to access the BNSF Railway Intermodal Facility in Allentown. Before the route is formally decided, we're holding an Open House and online forum to talk to you about the route that we selected based on the criteria you helped us shape.

Review and comment on the preferred alternative route:

- 1. Open House**
Thursday, August 17, 2017
5:30 - 7:30 p.m.
Tukwila Community Center
12424 42nd Ave S, Tukwila, WA 98168
Meet project staff, learn about the preferred alternative route and the environmental process, and share your thoughts.
- 2. Online Forum**
Now through August 28, 2017, you can share your thoughts online!
Visit <https://TukBNSFAccess.Participate.Online>
All information from the Open House will be online. Translation options are available.

Questions?
Email us at AccessStudy@tukwilawa.gov or call 206-433-0179.

Tweet published August 9, 2017.

Postcard

CITY OF TUKWILA
BNSF Access Study Project

The City has identified 48th Ave S as the preferred route to access the BNSF yard in Allentown. Before the route is formally decided, we're holding an open house and online forum to talk to you about the route that we selected based on the criteria you helped us shape.

Review and comment on the preferred alternative route:

- 1. In person**
Thursday, August 17, 2017
5:30 - 7:30 p.m.
Tukwila Community Center
12424 42nd Ave S, Tukwila, WA 98168
Meet project staff, learn about the preferred alternative route and environmental process, and share your thoughts.
- 2. Online**
Now through August 28, you can share your thoughts online!
Visit TukBNSFAccess.Participate.Online
All information from the in-person event will be online. Translation options are available.

Questions?
Email us at AccessStudy@tukwilawa.gov or call 206-433-0179.

One side of a postcard sent to the Allentown and Duwamish neighborhoods.



CITY OF TUKWILA BNSF Access Study Project

Public Works Administration
6300 Southcenter Blvd.
Tukwila, WA 98188

**Review and comment on the
preferred alternative route,
48th Ave S**

In person
Thursday, August 17, 2017
5:30 to 7:30 p.m.
Tukwila Community Center

Online
TukBNSFAccess.Participate.Online

Reverse of a postcard sent to the Allentown and Duwamish neighborhoods.

Emails



Tukwila City Council Committee of the Whole Meeting

Remote Meeting per Governor Proclamation 20-28

June 14, 2021 – 7:00 P.M.

MINUTES

This meeting was conducted remotely, with the City Council, Mayor, and staff off-site and participating via a remote electronic system.

All participants, including the Mayor, Councilmembers, City staff, and legal counsel were not at Tukwila City Hall and participated via a remote electronic system.

The phone number for public participation that was provided via the agenda distribution process was: 1-253-292-9750, access code 670077847# as well as a link to join the Microsoft Teams Meeting.

COMMITTEE OF THE WHOLE

CALL TO ORDER/PLEDGE OF ALLEGIANCE

Council President Kruller called the remote Tukwila City Council meeting to order at 7:00 p.m. and led the audience in the Pledge of Allegiance.

OFFICIALS

Present at the virtual meeting were Council President Kruller; Councilmembers Verna Seal, Kathy Hougardy, De'Sean Quinn, Thomas McLeod, Zak Idan, Cynthia Delostrinos Johnson.

CITY OFFICIALS

Allan Ekberg, Mayor; Rachel Bianchi, Deputy City Administrator; Nora Gierloff, Community Development Director; Vicky Carlsen, Finance Director; Juan Padilla, Human Resources Director; Eric Drever, Police Chief; Mindi Mattson, Emergency Manager; Jay Wittwer, Fire Chief; Norm Golden, Deputy Fire Chief; Ben Hayman, Fire Marshal; Tracy Gallaway, Acting Parks & Recreation Director; Hari Ponnekanti, Public Works Director; Cyndy Knighton, Senior Public Works Program Manager; Joel Bush, Chief Technology Officer; Laurel Humphrey, Legislative Analyst; Andy Youn, Deputy City Clerk.

LAND ACKNOWLEDGEMENT

Council President Kruller stated "The City of Tukwila is located on the ancestral lands of the Coast Salish people. We acknowledge their continuing connections to land, waters and culture. We pay our respects to their elders past, present and emerging."

PUBLIC COMMENTS

Those wishing to provide public comment had the opportunity to deliver public comments by signing up via email by 5:00 p.m. today to have the comments read or state them verbally at the virtual meeting.

There were no public comments.

PUBLIC HEARING

A resolution adopting the 2022-2027 Six-Year Transportation Improvement Program.

7:03 p.m. Council President Kruller opened the public hearing and called for a staff report.

Cyndy Knighton, Senior Program Manager, explained this resolution adopts the annual update of the Six-Year Transportation Improvement Program (TIP) for 2022-2027 as required by State law. The proposed TIP adds five projects and removes one project because it is expected to be completed before July 1, 2021.

7:07 p.m. Council President Kruller called for public comments.

There were no public comments.

Council President Kruller asked if there was anyone else who wished to make a public comment on this topic and to press *6 on the phone to unmute. There were no additional public comments.

7:08 p.m. Council President Kruller closed the public hearing.

SPECIAL ISSUES

a. A resolution adopting the 2022-2027 Six-Year Transportation Improvement Program.

CONSENSUS EXISTED TO FORWARD THIS ITEM TO THE NEXT REGULAR MEETING.

b. Weekly COVID-19 Report.

Rachel Bianchi, Deputy City Administrator, provided an update on the City's coronavirus response as follows: Human services continues to assist households with rental assistance; data is available on programs such as Park n' Play, Senior Meals, and Tukwila pantry; Per a request from Councilmember Quinn, vaccine data by region and age has been included in the report.

Following a request from Councilmember Delostrinos Johnson, Ms. Bianchi relayed King County Public Health – Seattle & King County continues to partner with the City to vaccinate communities that are not at the 70% vaccinated threshold.

Based on a question from Council President Kruller, Mindi Mattson, Emergency Manager, confirmed the request to extend the National Guard's assistance at Tukwila Pantry has been denied. Volunteers are being trained and a contingency plan is in place.

c. Emergency Management Update:

(1) An update on the Emergency Management Program Work Plan.

(2) A resolution to become a signatory of the Regional Coordination Framework for resource sharing during a disaster.

Mindi Mattson, Emergency Manager, provided an overview of the City's Emergency Management Program and the Regional Coordination Framework which establishes a cooperative platform between different agencies to address emergency assistance and sharing of information and resources during a disaster or major planned event within King County. The proposed resolution adds the City as a signatory to the Regional Coordinator Framework.

CONSENSUS EXISTED TO FORWARD THE RESOLUTION TO THE NEXT REGULAR MEETING.

d. An update and Council Consensus on the Fire Advisory Task Force and funding request for consultation services.

Norm Golden, Deputy Fire Chief, provided an update on the activities of the Fire Advisory Task Force that was formed following the recommendations from the Center for Public Safety Management (CPSM) Report. The task force is seeking approval to onboard consultants Bill Cushion and Kareen Reed, who both have extensive local experience working with emergency services. There will be simultaneous implementation of a recruitment process to ensure an effective task force with membership that is representative of the community.

Councilmember Idan asked for a list of budget amendments to date.

Based on a question from Councilmember McLeod, Mayor Ekberg shared City Administrator David Cline learned of consultants Bill Cushman and Karen Reed through outreach to other jurisdictions.

Based on a question from Councilmember Seal, Vicky Carlsen, Finance Director, indicated a budget amendment will be required to fund the request for consultant services that will come out of the General Fund.

Following an inquiry from Council President Kruller, Mr. Golden confirmed the consultants have extensive experience working with agencies to retain fire services within the organization in addition to other options such as contracting for services, annexing to a current agency, and forming Regional Fire Authorities.

CONSENSUS EXISTED TO APPROVE THE PROPOSAL FOR CONSULTATION SERVICES AND TIMELINE FOR ESTABLISHING THE COMMUNITY FIRE ADVISORY TASK FORCE.

e. An update and Council Consensus on options for BNSF Alternative Access Study.

Hari Ponnekanti, Public Works Director, provided an update on the Burlington Northern Santa Fe (BNSF) Intermodal Facility Access Study that reviews alternate routes for a new truck traffic route. Staff is seeking Council approval on Options 1 and 2 as outlined in the informational memorandum: (1) To update the David Evans contract to revise previous cost estimates in the report for the amount of \$15,000 to \$50,000; and (2) To complete an environment impact statement process which will cost approximately \$750,000 to \$900,000, in addition to hiring a term-limited Project Manager for \$300,000 for two years.

Councilmember Seal reported the Transportation and Infrastructure Services Committee discussed pursuing Option 3 (research and analysis of funding options) whenever feasible.

Following a question from Councilmember Hougardy regarding funding sources, Mr. Ponnekanti explained funding sources could include a waste management surcharge for roads and road-related projects, bond issues, use of general funds, American Rescue Plan Act funds, or a combination of the above.

Based on a question from Council President Kruller, Rachel Bianchi, Deputy City Administrator, shared the City has been in communication with Allentown residents and intends to hold a community meeting in the near future. The term-limited Project Manager proposed through Option 2 will also be responsible for interacting with the community.

CONSENSUS EXISTED TO PROCEED WITH OPTIONS 1 AND 2 AS OUTLINED IN THE AGENDA DOCUMENTATION.

REPORTS

a. Mayor

Mayor Ekberg shared the Tukwila, City of Opportunity Scholarships were presented to awardees at the virtual Foster High School Awards Night.

b. City Council

Councilmember Seal reported the Transportation and Infrastructure Services Committee forwarded 3 items to the next Regular Meeting Consent Agenda: The Public Works Shops Minkler Restroom Remodel Project, the Public Works Shops Fence and Gates Project, and Transportation Demand Management Program Regional Mobility Grant Program Award. The Committee also discussed trash pickup and graffiti cleanup and received an update on the Public Works Tenant Improvements project. There will be a page on the City website that will have contacts listed for issues with illegal dumping and graffiti.

Councilmember Hougardy attended a Sound Cities Association Women in Leadership meeting today where they discussed the impacts of the pandemic on women.

Councilmember Quinn thanked the Council President and Laurel Humphrey, Legislative Analyst, for their hard work on the recent Council retreat. He relayed a recent incident in Allentown in which a semi-truck

was at risk of damaging a resident's home. Public Works will be reviewing the matter. He thanked the Tukwila Police Department on behalf of neighborhood community safety teams for their coordination on a recent event.

Councilmember McLeod thanked the Council President and Ms. Humphrey for the recent Council retreat. The King County Growth Management Planning Council is continuing work on countywide Planning Policies for which he is submitting amendments relating to jurisdictional responsibilities.

Councilmember Idan thanked the Council President for facilitating the Council retreat. He reported the Finance and Governance Committee continued discussion on prioritizing restoration of service levels in the City, technology options for the Council Chambers and Council Committee conference rooms, and marijuana tax revenue which has been shelved due to conversations happening at the State level. The Committee opted to pursue Option 3, modernization of all technology for the Council Chambers and Committee rooms.

Councilmember Delostrinos Johnson thanked the Council President and Ms. Humphrey for an inspiring Council retreat.

Council President Kruller attended a Housing Development Consortium meeting regarding permanent supportive housing as well as a presentation by the Cascade Water Alliance regarding the history and future of water supply. She participated in a Transportation Policy Board meeting through the Puget Sound Regional Council, a Public Issues Committee meeting through Sound Cities Association, and a Sound Cities Association Women in Leadership meeting. She attended the grand soft opening of the Holden Southcenter, an assisted living community. Council President Kruller thanked the Council for their patience with the Council retreat.

c. Staff

Rachel Bianchi, Deputy City Administrator, offered a reminder on the Inaugural Juneteenth Commemoration that will begin June 19, 2021 at 11:00 a.m. on ExperienceTukwila.com. She thanked all those who have worked on the project.

MISCELLANEOUS

Councilmember Idan asked what could be done to support the Duwamish Tribe in their efforts to gain federal re-recognition.

Laurel Humphrey, Legislative Analyst, shared Cecile Hansen, Chairwoman of the Duwamish Tribe, wrote to her today and shared the link to sign a petition for federal recognition that she will forward to the Council.

Councilmember McLeod encouraged the Council to reach out to Representative Adam Smith in addition to signing the petition.

Council President Kruller suggested placing this as an item on a future Committee Services and Safety Committee agenda.

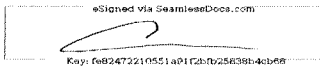
Councilmember Quinn indicated he looks forward to more opportunities to engage with Chairwoman Hansen at a Council or Committee meeting.

ADJOURNMENT

9:15 p.m. COUNCIL PRESIDENT KRULLER DECLARED THE COMMITTEE OF THE WHOLE MEETING ADJOURNED.



Kate Kruller, Council President



Andy Youn, Deputy City Clerk

APPROVED BY THE COUNCIL PRESIDENT: 6/25/21
AVAILABLE ON THE CITY WEBSITE: 6/28/21