

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute a Local Agency Agreement with the Washington State Department of Transportation for the 148 th Street Non-Motorized Bridge Project
DEPARTMENT:	Public Works
PRESENTED BY:	Tricia Juhnke, City Engineer
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The 2019-2024 Capital Improvement Plan, adopted by Ordinance No. 841, includes the 148th Street Non-Motorized Bridge project. The project goal is to provide a non-motorized bridge to directly connect neighborhoods west of Interstate-5 with the future light rail station, which will in turn connect users to centers of employment, commerce and educational opportunities. The initial work for this project is to develop a preliminary design based on the preferred alignment previously approved by Council.

Staff is requesting that Council authorize the City Manager to execute a Local Agency Agreement with the Washington State Department of Transportation (WSDOT) to obligate \$2,055,000 of Federal Highway Administration (FHWA) Surface Transportation Program (STP) grant funding for use on the 148th Street Non-Motorized Bridge project.

RESOURCE/FINANCIAL IMPACT:

The adopted 2019-2024 Capital Improvement Program includes \$499,999 for the schematic design phase of this project. This \$2,055,000 FHWA STP grant allows the design to progress beyond schematic design and begin public outreach. The budget shown below is for the full design phase of the project which is not fully funded.

EXPENDITURES

Pre-design	
Approximate Staff and Other Direct Expenses through 6/6/19	\$ 13,000
Subtotal	\$ 13,000
30% Design	
Staff and Other Direct Expenses	\$ 100,000
A/E Consultant Cost	\$ 897,854
Contingency (10%)	\$ 90,000
Subtotal	\$1,087,854

BACKGROUND

Interstate-5 (I-5) forms a barrier to direct access to the Sound Transit Shoreline South/145th Station from neighborhoods west of I-5. The 148th Street Non-Motorized Bridge project will design a ped/bike bridge spanning I-5 and connecting to the north-end station plaza. Improvements will include integration with the station plaza area (east side of I-5) including ramps and stairs. West side landing improvements will include ramps and stairs, safe pedestrian and bicycle connections to 1st Ave NE, and evaluation of the need for a drop-off/pick-up area (“kiss-n-ride”).

In spring 2013, the City of Shoreline began community-based visioning and planning to address future land use, transportation, and neighborhood enhancements in the community’s light rail station subareas. The subarea plans for both station areas were shaped by extensive public and stakeholder engagement. The 145th Street Station Subarea Plan can be found at the following link:

<http://www.shorelinewa.gov/government/projects-initiatives/light-rail-station-area-planning/145th-street-station-subarea-plan-and-feis>.

One of the key concepts that helped to shape the 145th Street Station Subarea Plan is improved east-west connectivity for pedestrians and bicyclists. A key point raised was an east-west pedestrian and bicycle bridge spanning I-5. This bridge will be part of a larger network of bicycle facilities, making local connections as well as regional connections via the Interurban and Burke Gilman Trails.

A feasibility analysis of non-motorized crossing options to the Shoreline South/145th Station was conducted in 2016/2017 and determined that such a link is feasible. With confirmation of a viable crossing, the City identified the 148th Street Non-Motorized Bridge as a capital project and continued coordinating with Sound Transit. The staff report for this Council discussion can be found at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2017/staffreport022717-9b.pdf>.

The final feasibility study can be found at:

<http://www.shorelinewa.gov/home/showdocument?id=37025>.

While the funding for this schematic design was approved in the 2018-2023 CIP, the work was delayed while a grant application for the project design was processed. In 2018, staffing resources also limited the City’s ability to begin the project. This grant will allow the project to proceed with preliminary design. Staff is also continuing to pursue additional funding partners to move this project forward to design and ultimately construction.

DISCUSSION

On May 24, 2019, the Puget Sound Regional Council confirmed the award of \$2,055,000 in FHWA STP funding for the 148th Street Non-Motorized Bridge project, with the understanding that fund obligation must be completed by July 16th, 2019. Council’s approval of this Local Agency Agreement is the first step in meeting this requirement. This funding will be utilized for progressing the design of all

improvements, environmental documentation and permitting and assistance in community outreach/stakeholder engagement.

If the Council elects not to authorize the execution of this Local Agency Agreement with WSDOT, the \$2,055,000 awarded by the FHWA STP grant fund would be returned to the Federal Highway Administration. As the City does not currently have adequate funds available to complete the design work for this project without this and other additional funding sources, loss of this funding would result in the inability to perform the improvements at this location.

COUNCIL GOAL(S) ADDRESSED

This project supports 2018-2020 City Council Goal 3: “Continue preparation for regional mass transit in Shoreline.”

RESOURCE/FINANCIAL IMPACT

The adopted 2019-2024 Capital Improvement Program includes \$499,999 for the schematic design phase of this project. This \$2,055,000 FHWA STP grant allows the design to progress beyond schematic design as currently funded. The budget shown below is for the full design phase of the project.

EXPENDITURES

<i>Pre-design</i>	
Approximate Staff and Other Direct Expenses through 6/6/19	\$ 13,000
Subtotal	\$ 13,000
<i>30% Design</i>	
Staff and Other Direct Expenses	\$ 100,000
A/E Consultant Cost	\$ 897,854
Contingency (10%)	\$ 90,000
Subtotal	\$1,087,854
<i>30% to Final Design</i>	
Staff and Other Direct Expenses	\$250,000
A/E Consultant Cost	\$2,100,000
Contingency (15%)	\$315,000
Subtotal	\$2,665,000
 Total Design Project Cost	 \$3,765,854

REVENUE

FHWA Surface Transportation Program (STP)	\$2,055,000
General Fund Contribution	\$349,999
Roads Capital Fund	\$150,000
Total Project Revenue	\$2,554,999

Project Budget Shortfall **(\$1,210,855)**

The project budget shortfall is the unsecured funding needed to complete design. The project is currently funded through 30% design and, potentially, through 60% design. This design budget is preliminary and will be re-assessed at the completion of preliminary design. The Staff is pursuing funding from multiple sources including Sound Transit System Access Fund, County Levy, and the State Legislature. Additional revenue sources for future milestones may also be identified and pursued.

A budget amendment is not required at this time, as current expenditures remain within the authorized amount for the CIP. Staff anticipates presenting a budget amendment for the CIP later this year to account for additional grant funding and other changes to the CIP.

If the Council elects not to authorize the execution of this Local Agency Agreement with WSDOT, the \$2,055,000 FHWA STP grant fund would be returned to the Federal Highway Administration resulting in the inability to design these improvements until other funding is received

RECOMMENDATION

Staff recommends the Council authorize the City Manager to execute a Local Agency Agreement to obligate FHWA STP grant funds totaling \$2,055,000 for the 148th Street Non-Motorized Bridge project, including authorization of the Project Prospectus and any addendums or supplements required by the Washington State Department of Transportation.