

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Authorizing the City Manager to Execute a Supplemental Parks Property Tax Levy Agreement Between the Parks and Recreation Division of the King County Department of Natural Resources and Parks and the City of Shoreline 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 goal of this project is to provide a non-motorized bridge to directly connect neighborhoods west of Interstate-5 with the future Shoreline South/148th Light Rail Station, which will in turn connect users to centers of employment, commerce and educational opportunities, as well as enhance the trail connections between the Interurban Trail and the Burke Gilman Trail through the new “Trail Along the Rail”.

Staff is requesting that Council authorize the City Manager to execute a Supplemental Parks Property Tax Levy Agreement, substantially in the form of Attachment A and as approved by the City Attorney, with the King County Department of Natural Resources and Parks (DNRP) to obligate \$4,750,000 in supplemental parks property tax levy funding for use on Phase 1 construction of the 148th Street Non-Motorized Bridge project.

RESOURCE/FINANCIAL IMPACT:

This \$4,750,000 King County DNRP funding enables the initial phase of the project to be constructed. The 2023-2024 Capital Improvement Program also includes \$450,000 from the Roads Capital Fund for the construction of Phase 1 and \$3,700,000 from the Sound Transit System Access Fund for design and construction, with an estimated \$2,520,000 of that remaining for construction of Phase 1. The budget shown below is for construction of Phase 1 of the project:

EXPENDITURES

Construction (Phase 1)

Construction (Includes 10% contingency)	\$ 5,795,000
Staff and Other Direct Expenses	\$ 300,000
Construction Management	\$ 1,450,000
Contingency (10% Staff + CM)	\$ 175,000

Total Phase 1 Construction Cost	\$ 7,720,000
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REVENUE

Sound Transit System Access Fund	\$ 2,520,000
King County DNR and Parks – Property Tax Levy	\$ 4,750,000
Roads Capital Fund	\$ 450,000

Total Phase 1 Construction Revenue	\$ 7,720,000
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The project is currently fully funded through Phase 1 construction, fully funded for right-of-way acquisition and partially funded for Phase 2 construction. Revenue remaining after the Phase 1 construction phase will be carried over for use in the Phase 2 construction phase. The construction budget is preliminary and will be re-assessed at the completion of design. Staff is pursuing funding from multiple sources for Phase 2 construction, and additional revenue sources for future milestones may also be identified and pursued. Staff anticipates presenting a budget amendment later in 2022 to account for additional grant funding and other changes to the CIP.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute a Supplemental Parks Property Tax Levy Agreement, substantially in the form of Attachment A and as approved by the City Attorney, with the King County Department of Natural Resources and Parks to obligate \$4,750,000 in supplemental parks property tax levy funding for use on Phase 1 construction of the 148th Street Non-Motorized Bridge project.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

Interstate-5 (I-5) forms a barrier to direct access to the Sound Transit Shoreline South/148th Light Rail Station from neighborhoods west of I-5. The 148th Street Non-Motorized Bridge project will design a pedestrian/bicycle 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 Avenue NE, and evaluation of the need for a drop-off/pick-up area.

A feasibility analysis of non-motorized crossing options to the Shoreline South/148th Station was conducted in 2016/2017 to determine the feasibility of a non-motorized bridge to connect the west side of I-5 to the Sound Transit station and east-side area. Based on the results of the feasibility study, Council adopted the 148th Street crossing as the preferred location. The cost estimate in the feasibility study was \$13,331,000. At the February 27, 2017 Council meeting, staff presented the [145th Street Station Access Non-Motorized Crossing Options Feasibility Analysis](#). The staff report for this discussion can be found at the following link: [February 27, 2017 Staff Report](#).

On June 24, 2019, the City Council authorized the City Manager to enter into a contract with KPFF, Inc. for the preliminary design services for the N 148th Street Non-Motorized Bridge project. The staff report for the Council authorization to enter into this contract can be found at the following link: [June 24, 2019 Staff Report](#).

On June 1, 2020, staff presented results of a [Type, Size and Location Analysis](#) with a recommended preferred design and project delivery approach options to the City Council. The recommended options were formally authorized and subsequently advanced to 30% design. The staff report for this council discussion can be found at the following link: [June 1, 2020 Staff Report](#).

On March 29, 2021, the City Council authorized the City Manager to enter into a contract with KPFF, Inc. for the final design services for the N 148th Street Non-Motorized Bridge project. The staff report for the Council authorization to enter into this contract can be found at the following link: [March 29, 2021 Staff Report](#). A phasing exhibit showing the design and phases of the 148th Street Non-Motorized Bridge project is attached to this staff report as Attachment B.

Since adoption of the CIP, this project has received local, regional and federal grants that have and will fund the project through final design, right-of-way and part of construction. Staff continues to pursue funding partners to move this project forward to completed construction.

DISCUSSION

In January 2020, the King County Department of Natural Resources and Parks (DNRP) executed a Parks Property Tax Levy Agreement with the City of Shoreline (9533). In August 2020, King County DNRP confirmed a supplement amount of \$4,750,000 in Parks Property Tax Levy funding to be designated for the 148th Street Non-Motorized Bridge project. King County DNRP recognizes that this project provides a non-

motorized bridge to directly connect neighborhoods west of I-5 with the future Shoreline South/148th Station, which will in turn connect users to centers of employment, commerce and educational opportunities, as well as enhance the trail connections between the Interurban Trail and the Burke Gilman Trail through the new “Trail Along the Rail”.’

Tonight, staff is requesting that Council authorize the City Manager to execute the Supplemental Parks Property Tax Levy Agreement, substantially in the form of Attachment A and as approved by the City Attorney, with the King County DNRP.

The alternative to authorizing the City Manager to execute this Supplemental Parks Property Tax Levy Agreement with King County DNRP is to not enter into this agreement, and not utilize the awarded \$4,750,000 for this project. As the City does not currently have adequate funds available to complete Phase 1 construction for this project without the King County funding and other additional funding sources, loss of this funding would result in the inability to move this project forward.

COUNCIL GOAL(S) ADDRESSED

This project supports 2022-2024 City Council Goal 3: “Continue preparation for regional mass transit in Shoreline”, and specifically Action Step #6 under this goal, which is to “complete design of the 148th Street Non-Motorized Bridge, construct the Phase 1 improvements, and work with regional, state, and federal partners to fully fund the project.”

RESOURCE/FINANCIAL IMPACT

This \$4,750,000 King County DNRP funding enables the initial phase of the project to be constructed. The 2023-2024 Capital Improvement Program also includes \$450,000 from the Roads Capital Fund for the construction of Phase 1 and \$3,700,000 from the Sound Transit System Access Fund for design and construction, with an estimated \$2,520,000 of that remaining for construction of Phase 1. The budget shown below is for construction of Phase 1 of the project:

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The project is currently fully funded through Phase 1 construction, fully funded for right-of-way acquisition and partially funded for Phase 2 construction. Revenue remaining after the Phase 1 construction phase will be carried over for use in the Phase 2 construction phase. The construction budget is preliminary and will be re-assessed at the completion of design. Staff is pursuing funding from multiple sources for Phase 2 construction, and additional revenue sources for future milestones may also be identified and pursued. Staff anticipates presenting a budget amendment later in 2022 to account for additional grant funding and other changes to the CIP.

RECOMMENDATION

Staff recommends that the City Council authorize the City Manager to execute a Supplemental Parks Property Tax Levy Agreement, substantially in the form of Attachment A and as approved by the City Attorney, with the King County Department of Natural Resources and Parks to obligate \$4,750,000 in supplemental parks property tax levy funding for use on Phase 1 construction of the 148th Street Non-Motorized Bridge project.

ATTACHMENTS

Attachment A – Draft Supplemental Parks Property Tax Levy Agreement Between the City of Shoreline and King County DNRP

Attachment B – 148th Street Non-Motorized Bridge Project Phasing Exhibit

Attachment A**SUPPLEMENTAL PARKS PROPERTY TAX LEVY AGREEMENT**

between the
Parks and Recreation of the King County Department of Natural Resources and Parks
and the
City of Shoreline

This SUPPLEMENTAL PARKS PROPERTY TAX LEVY AGREEMENT (“Supplemental Levy Agreement”) is made and entered by and between King County, a home rule charter county, through the Parks and Recreation Division of the Department of Natural Resources and Parks, (hereinafter the “County” or “King County”) and the City of Shoreline (the “City”), an optional code city and municipal corporation organized pursuant to RCW Title 35A. The County and the City are singularly referred to as a “Party” and collectively referred to as the “Parties”.

RECITALS

- A. On August 6, 2019, the King County voters approved Proposition No. 1 Parks Levy that authorized an additional six-year (2020-2025) property tax levy for specified park purposes, including the improvement of parks, development of regional trails, and enhancement of recreation, access, and mobility in King County.
- B. On January 6, 2020, the Parties executed a Parks Property Tax Levy Agreement (“Levy Agreement”) to establish the terms and conditions governing the distribution of levy proceeds, identified in King County Ordinance 18890, to the cities and towns of King County, Washington. The Levy Agreement is referenced by the City as Receiving No. 9533.
- C. King County is a home rule charter county that, among other things, provides regional and rural parks, recreation, and sports facilities for public use. RCW 36.89.030 authorizes King County to establish, acquire, develop, construct, and improve open space, park, recreation, and community facilities, including bicycle trails and bridal paths.
- D. The City is an optional code and municipal corporation organized pursuant to RCW Title 35A, with all of the applicable rights, powers, privileges, duties, and obligations of an optional code city as established by law.
- E. The City supports the development of public recreational facilities and desires to enhance trail connections between the Interurban Trail and the Burke Gilman Trail by developing the new “Trail Along the Rail” trail and a pedestrian/bicycle bridge spanning Interstate 5 proximal to N. 148th Street in Shoreline.
- F. RCW 36.89.050 authorizes King County to participate with other local governments in the financing, acquisition, construction, development, improvement, use, maintenance and operation of open space, park, recreation, and community facilities.
- G. Under King County Code, Section 2.16.045.E.1, the duties of the County’s Parks and Recreation Division include providing active recreation facilities by facilitating agreements with other jurisdictions and entities.
- H. The Parties intend by this Supplemental Levy Agreement to establish their respective rights, roles, and responsibilities regarding the funding provided pursuant to this Supplemental Levy Agreement.

NOW, THEREFORE, in consideration of the mutual promises and commitments made herein, the County and the City agree as follows:

AGREEMENT

1. **CONSIDERATION.**

- A. **Supplemental Funding.** The County will reimburse the City for costs and expenses identified in **Exhibit 1** incurred by the City, up to Four-Million-Seven-Hundred-Fifty-Thousand Dollars (\$4,750,000). The County, in its sole discretion, may increase the total reimbursement amount up to Two-Hundred-Fifty-Thousand Dollars (\$250,000), provided levy proceeds receipts during the Term support increased financial support of the City's project.
- B. The funding provided pursuant to this Supplemental Levy Agreement is in addition to the City's proportionate share of the levy proceeds collected by the County and distributed to the City under the terms and conditions of the Parks Property Tax Levy Agreement, dated January 6, 2020.
- C. **Invoices.** The City will submit written invoices to the County, which shall be paid by the County within thirty (30) days of receipt. Invoices will be submitted to the County representative at the address specified in Section 7 Notices.
- D. **Reporting.** On or before April 1 each year this Supplemental Levy Agreement is in effect, the City will provide the County's representative, identified in Section 7 Notices, with a written report detailing the use of the allocated levy funds in the prior year. The City may, at its sole discretion, provide additional reporting as provided in Section 10(K) of the Levy Agreement.

2. **USE OF SUPPLEMENTAL LEVY FUNDS.** All funds remitted pursuant to this Supplemental Levy Agreement to the City shall be used only and solely for the purpose of reimbursing costs and expenses incurred by the City for those activities identified in **Exhibit 1**.

3. **TERM.** Unless amended pursuant to Section 10(G) of the Levy Agreement or unless terminated as provided in Section 4, the term of this Supplemental Levy Agreement shall commence on the date it is fully executed, and end upon the earlier of the conclusion of the project identified in Exhibit 1, the expenditure of the maximum funding amount, or December 31, 2026.

4. **METROPOLITAN KING COUNTY COUNCIL APPROPRIATION CONTINGENCY.** The County's performance under this Supplemental Levy Agreement beyond the 2021-2022 appropriation biennium is contingent on the future appropriation by the Metropolitan King County Council of sufficient funds to carry out the performance contemplated herein. Should such sufficient funding not be approved, as determined by the County in its sole discretion, this Supplemental Levy Agreement shall terminate on December 31 of the then-applicable biennium for which sufficient funding has been appropriated.

5. INSURANCE. No insurance certification is required. The City is a member of the Washington Cities Insurance Authority (WCIA). The City agrees to maintain premises and vehicle liability insurance in force with coverages and limits of liability as provided by WCIA, and workers compensation insurance as may be required by Washington state statutes. The County will maintain a fully funded self-insurance program for the protection and handling of its liabilities including injuries to persons and damage to property.

6. INCORPORATION OF LEVY AGREEMENT PROVISIONS. The following provisions of the Levy Agreement, dated January 6, 2020, expressly apply to this Supplemental Levy Agreement:

- Section 6 Title to Improvements
- Section 9 City Agreement to Comply with Audit Finding or Repay
- Section 10(A) Liability of the County
- Section 10(B) Dispute resolution
- Section 10(C) No Implied Waiver
- Section 10(D) Headings and Subheadings
- Section 10(E) Successors and Assigns
- Section 10(F) Agreement made in Washington
- Section 10(G) Integrated Agreement; Modifications
- Section 10(H) Counterparts
- Section 10(I) Time of Essence

7. NOTICES. Notices shall be given in the same manner as provided for in Section 7 of the Levy Agreement except that the representatives shall be as follows:

King County's representative is:

Heidi Kandathil, Program Manager
Parks and Recreation Division
201 South Jackson Street, #500
Seattle, WA 98104-3855
Mailstop – KSC-NR-5207

Email: heidi.kandathil@kingcounty.gov
Phone: 206-263-1032

The City's representative is:

Lea Bonebrake, Capital Project Manager II
City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133

Email: lbonebrake@shorelinewa.gov
Phone: 206-801-4275

8. MISCELLEANOUS PROVISIONS.

A. Compliance with Laws; Police Powers. The Parties agree to comply with all applicable laws, ordinances, and regulations from any and all authorities having jurisdiction over the activities contemplated in this Supplemental Levy Agreement. Nothing contained herein shall be considered to diminish the governmental or police powers of the County or the City.

B. Impossibility. The performance of this Agreement by either Party is subject to acts of nature, war, government regulation or advisory, disasters, fire, accidents or other casualty, strikes or threat of strikes, civil disorder, acts and/or threats of terrorism, or curtailment of transportation services or facilities, cost or availability of power, epidemics or public health emergencies, or similar causes beyond the control of either

Party making it illegal, impossible or impracticable to hold, reschedule, or relocate the activities as set forth in **Exhibit 1**. Either Party may terminate or suspend its obligations under this Agreement if such obligations are prevented by any of the above events to the extent such events are beyond the reasonable control of the Party whose reasonable performance is prevented.

- C. No Partnership. Nothing contained herein shall make, or be deemed to make, the County and the City a partner of one another, and this Agreement shall not be construed as creating a partnership or joint venture.
- D. No Employment Relationship. There is no employment relationship between the City and King County and neither the City nor its officers, agents, volunteers, employees, contractors or subcontractors are employees of the County for any purpose. The City shall be responsible for all federal and/or state tax, industrial insurance, and Social Security liability that may result from the performance of and compensation for these services and shall make no claim of career service or civil service rights which may accrue to a County employee under state or local law. The County assumes no responsibility for the payment of any compensation, wages, benefits, or taxes by, or on behalf of the City, its employees, volunteers, subcontractors, and/or others by reason of this Agreement. The City shall protect, indemnify, and save harmless the King County, its officers, agents, and employees from and against any and all claims, costs, and/or losses whatsoever occurring or resulting from the performance of this Agreement.
- E. Anti-Discrimination. In all hiring or employment made possible or resulting from this Agreement, there shall be no discrimination against any employee or applicant for employment because of sex, race, color, marital status, national origin, religious affiliation, disability, sexual orientation, gender identity or expression, age or retirement provisions, unless based upon a bonafide occupational qualification. This requirement shall apply to but not be limited to the following: employment, advertising, lay-off, or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Any violation of this provision shall be considered a violation of a material provision of this Agreement and shall be grounds for termination or suspension in whole or in part of this Agreement by King County and may result in ineligibility for further King County agreements.
- F. Public Records and Retention. The Parties are both public entities subject to Washington's Public Records Act, Chapter 42.56 RCW ("Act"), and acknowledge that all records pertaining to this Supplemental Levy Agreement may be subject to disclosure under the Act. Each Party shall be solely responsible for compliance with the Act in regard to public records request submitted to that Party. Each Party shall be solely responsible for complying with Chapter 40.14 RCW Records Retention as it pertains to this Supplemental Levy Agreement and activities made possible by this Supplemental Levy Agreement.

EXCEPT as provided for this this Supplemental Levy Agreement, all of the terms and conditions of the Levy Agreement remain in full force an effect.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the parties hereto have executed this Supplemental Levy Agreement as of the last date set forth below.

KING COUNTY

CITY OF SHORELINE

Warren Jimenez, Director
Parks and Recreation Division

Debby Tarry
City Manager

Date

Date

Contract Name: 148th Street Non-Motorized Bridge Project

Scope of Work

Project Dates: June 2022 – February 28, 2027

BACKGROUND & ENGAGEMENT GOALS

The 148th Street Non-Motorized Bridge (“Project”) is a pedestrian/bicycle bridge spanning I-5 in the proximity of N 148th Street in Shoreline, Washington. Design will include touch down areas with neighborhood connections and integrated connection to the Sound Transit Shoreline South/148th Station (light rail beginning service in 2024). Shoreline as a community is divided roughly in half by I-5 with limited east-west crossings.

This Project represents an essential connection in the Off Corridor Bike Network (<https://www.shorelinewa.gov/home/showpublisheddocument?id=46122>), which will link the Interurban Trail with the Burke Gilman Trail and provide access to the planned Trail Along the Rail (<http://www.shorelinewa.gov/government/projects-initiatives/trail-along-the-rail>). The bridge will also directly connect west side neighborhoods to/from the future light rail station which will in-turn connect users to local parks and schools as well regional centers of employment, commerce and education.

The City of Shoreline intends to construct this Project in two separate phases. Phase 1, anticipated to begin summer of 2022 and finish by the end of 2023, will construct all improvements on the east side of Interstate 5, including new bicycle/pedestrian pathway connections to the Trail Along the Rail (TAR) and the Shoreline South/148th Station. **The funds associated with this scope of work will be used for Phase 1 Construction.**

Phase 2 will include right-of-way acquisition and construction of all improvements on the west side of Interstate 5, which will include a new bicycle/pedestrian trail connection to 1st Ave NE and the bridge superstructure itself. The timeline for Phase 2 will occur at a date to be determined.

Task: Phase 1 – Construction

Q2 2022 – Q4 2023

Task Outline: Phase 1 Construction includes construction of the bridge foundation on the east side of the freeway and completion of bicycle/pedestrian connections to both the Trail Along the Rail and Shoreline South/148th Station.

Activities

- Construction of the following elements:
 - East side bridge substructure (foundation)
 - Paved connecting bicycle/pedestrian pathway to the Trail Along the Rail (TAR) segment
 - Paved connecting bicycle/pedestrian pathway to the Shoreline South/148th Station
 - New retaining walls
 - New utility infrastructure
 - New landscaping work
- Construction management and project oversight, including but not limited to construction inspection, project documentation and construction engineering.

Deliverables

- Project Schedule with target (planned) dates for the key milestones below:
 - Cultural Resources completed – (Feb 23, 2021)
 - SEPA/NEPA completed – (Anticipated May 2022)
 - 90% Plans, specs and estimate completed and submitted to KC Parks – (March 2022)
 - Bid ready plans and specifications submitted to KC Parks – (Phase 1, May 2022)
 - Bid Advertisement Date – (Phase 1, June 2022)
 - NTP date – (Phase 1, July 2022)
 - 50% Construction Complete – (Phase 1, April 2023)
 - Substantial Completion Date – (Phase 1, November 2023)
 - Project opening – (Phase 1, November 2023)
- Copies of the following construction documents to be submitted electronically to KC Parks
 - Bid Advertisement
 - Bid Tabulations
 - Notice of Award
 - Notice to Proceed (NTP)
 - Progress Summaries and Payments
 - Notice of Substantial Completion
 - Notice of Physical Completion
- Completed construction of elements including but not limited to those defined under the Activities heading.

Total Budget

Pursuant to Section 1.A, the total amount for this scope of work is anticipated to be \$4,750,000.

See attached:

- Exhibit A for the City of Shoreline - Project Cost Summary
- Exhibit B for the City of Shoreline - Project Funding Summary
- Exhibit C for City of Shoreline – Milestone Table

Assumptions

- Phase 1 construction will begin Q2 of 2022
- Right-of-Way acquisition will not be required for Phase 1 construction

Project Contacts

King County Parks

Project Lead: Heidi Kandathil
Title: Project/Program Manager IV
Phone: 206.263.1032
Email: heidi.kandathil@kingcounty.gov

City of Shoreline

Lea Bonebrake
Capital Project Manager II
Phone: 206.801.4275
Email: lbonebrake@shorelinewa.gov

EXHIBIT A - PROJECT COST SUMMARY

148th St Non-Motorized Bridge - 90% Cost Summary
2/2/2022

	90% Costs When Separated by Phase		
	Phase 1	Phase 2	Total by Phase
DESIGN			
DESIGN COST			\$ 3,045,327.00
CITY STAFF & OTHER RESOURCES			\$ 350,000.00
CONTINGENCY (10%)			\$ 340,000.00
SUBTOTAL	\$ -	\$ -	\$ 3,735,327.00
ROW			
ROW COST	\$ -	\$ 2,705,145.11	\$ 2,705,145.11
CONTINGENCY (10%)	\$ -	\$ 270,514.51	\$ 270,514.51
SUBTOTAL	\$ -	\$ 2,975,659.62	\$ 2,975,659.62
CONSTRUCTION			
CONSTRUCTION COST (INCL 20% CONT)	\$ 5,794,713.94	\$ 18,181,853.50	\$ 23,976,567.44
CM COST	\$ 1,448,678.49	\$ 4,370,637.86	\$ 5,819,316.35
CITY STAFF & OTHER RESOURCES	\$ 300,000.00	\$ 300,000.00	\$ 600,000.00
CONTINGENCY (CM, 10%)	\$ 174,867.85	\$ 467,063.79	\$ 641,931.63
SUBTOTAL	\$ 7,718,260.28	\$ 23,319,555.14	\$ 31,037,815.42
GRAND TOTAL	\$ 7,718,260.28	\$ 26,295,214.77	\$ 37,748,802.05

EXHIBIT B - PROJECT FUNDING SUMMARY**148th St Non-Motorized Bridge - 90% Funding Summary****3/10/2022**

DESIGN	FUNDING	
	SECURED	UNSECURED
FHWA (STP)	\$ 2,055,000	
Sound Transit (SA)	\$ 1,180,000	
Local Funds (City)	\$ 500,000	
Subtotal	\$ 3,735,000	\$ -
RIGHT-OF-WAY		
FHWA (TAP)	\$ 2,500,000	
Local Funds (City)	\$ 475,700	
Subtotal	\$ 2,975,700	\$ -
CONSTRUCTION (PHASE 1)		
Sound Transit (SA)	\$ 2,520,000	
King County	\$ 4,750,000	
Local Funds (City)	\$ 448,300	
Subtotal*	\$ 7,718,300	\$ -
CONSTRUCTION (PHASE 2)		
Local Funds (City)	\$ 8,000,000	
State Legislature**	\$ 7,000,000	
TBD		\$ 8,321,000
Subtotal	\$ 15,000,000	\$ 8,321,000
GRAND TOTAL	\$ 29,429,000	\$ 8,321,000

*Cost overruns to be paid for out of the City's Roads Cap Fund.

**Subject to governor's signature

Milestone Worksheet – Development Projects

Project Number	N/A
Project Name	148th Street Non-Motorized Bridge Project
Sponsor Name	King County

The milestone worksheet is used to create the starting and ending dates for your project and to identify important project milestones that will help make sure your project stays on schedule. They should be realistic, attainable, and allow for quick implementation and expenditure of grant funds.

Instructions:

1. In the Target Date column, identify the estimated date that you expect to complete the milestone. If the milestone has already been completed put in the date it was completed. If it is not applicable to your project please do not delete the milestone; rather, put N/A.
2. Use the Comments/Description column if needed to write notes that will assist in describing the milestone. Examples are: permits in hand; property acquired under a waiver; in-water work window; etc.

Milestone	Target Date	Comments/Description
Project Start	8/15/2019	NTP for design
Design Initiated	8/15/2019	NTP for design
Cultural Resources Complete	2/23/2021	
90% Plans to King County	3/15/2022	90% plans
Applied for Permits	2/8/2022	SEPA and Site Development (Phase 1)
SEPA/NEPA Completed	6/30/2022	NEPA completed 3/23/2022, SEPA anticipated by 6/30/22
All Bid Docs/Plans to King County	7/15/2022	(Phase 1)
Bid Awarded/Contractor Hired	8/30/2022	(Phase 1)
Construction Started	10/1/2022	Anticipated NTP (Phase 1)
50% Construction Complete	7/5/2023	(Phase 1)
90% Construction Complete	10/14/2023	(Phase 1)
Construction Complete	2/23/2024	(Phase 1)
Funding Acknowledgement Sign Posted	2/6/2024	At physical completion (Phase 1)
Proposed Agreement End Date	12/31/2027	Final project completion (Phase 1 and Phase 2)

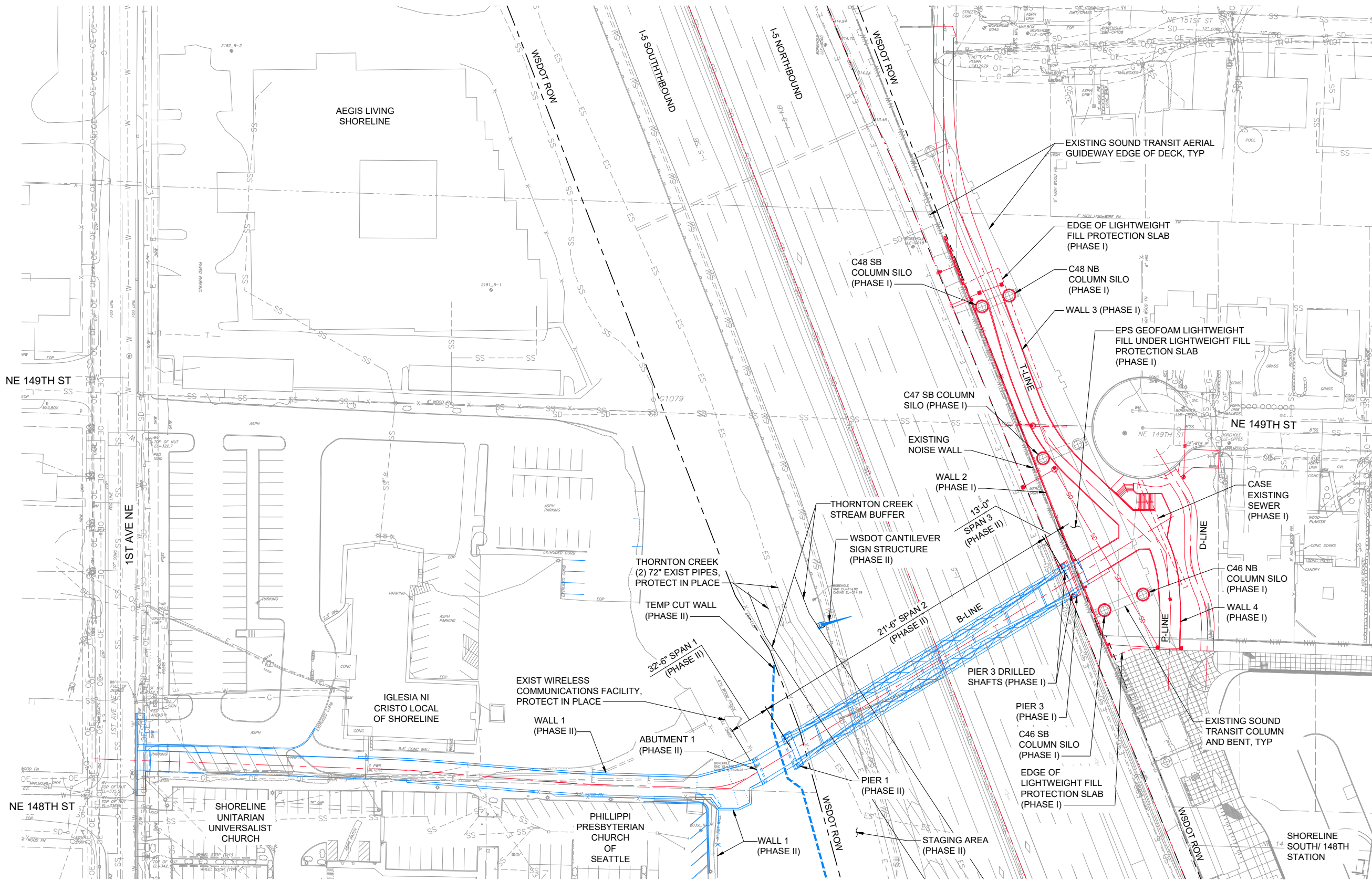
NOTE that when writing the project agreement, King County may add a few other milestones such as Progress Reports, Billings, Inspections and Final Report. Special Conditions will also be added if applicable.

SW 1/4 SEC 17, T 26 N, R4E, WM



LEGEND

PHASE I —
PHASE II —



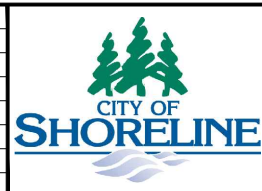
PERMITTING EXHIBIT PLAN

SCALE: 1" = 40'



Path: V:\1900267 (N 148th NMB)\02_Design (v2019)\Permitting Exhibit.dwg Plot date: Mar 17, 2022-04:27:08pm CAD User: RICKT.

MARK	REVISION DESCRIPTION	BY	APP.	DATE



kpff
 1601 5th Avenue, Suite 1600
 Seattle, WA 98101
 206.622.5822
 www.kpff.com **7d-16**

DRAWN BY	RRT
DESIGN BY	RCL
CHECK BY	AWO
PROJ MGR	AWO

CITY OF SHORELINE
N 148TH NON-MOTORIZED BRIDGE
 ATTACHMENT B
 PHASING EXHIBIT

DRAWING NO.	9263
PROJECT NO.	XXXX
FED AID NO.	XXXX
DATE:	3/24/2022
SHEET NO.	OF