

STAFF REPORT**SURFACE TRANSPORTATION PROGRAM GRANT**

To: Mayor Samuelson and Members of the City Council

Date of Report: August 11, 2010

Staff Contact: Larry E. Cort, Director of Community Planning
Challis Stringer, Director of Public Works

Meeting Date: August 16, 2010

Agenda Item: Authorization to Apply for Surface Transportation Funding
Second Street Design, Permitting and Engineering

This staff report introduces for City Council review and action a proposal to apply for a Surface Transportation Program (STP) Region grant to fund the design, engineering and permitting for Second Street between Cascade Avenue and Anthes Avenue. The City Engineer has estimated that this work will cost \$250,000, of which \$216,250 would be eligible for grant funding. The balance of \$33,750 would be funded by a Transportation Improvement Board (TIB) matching grant or through a combination of monies from the Street, Stormwater and Water Funds. The proposed action is to authorize the mayor to sign the grant application.

BACKGROUND

As a member of the Island Sub-region of the Skagit Island Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO), the City is eligible to compete with other Island County jurisdiction for monies available through the Federal Highway Administration. This source has been used successfully in the past to fund a number of projects in Langley, including most recently the Camano and Anthes Walkway projects. Eligibility is restricted to roadways that have been designated as “regionally significant” in the Regional Transportation Plan.

The adopted Transportation Improvement Program (TIP) lists the reconstruction of Second Street between Cascade and Anthes as our number one priority on streets that are eligible for funding. This ranking is perhaps understandable given the current condition of Second Street and its seminal role in providing access to a number of important downtown land uses, in being a transit route, in housing the complete range of City and other utilities and in the street’s role as a multi-modal corridor. With respect to how Second Street might be best designed to serve all these purposes, the staff anticipate that a substantial community outreach effort will be needed encompassing property owners, business owners, residents, utility providers, special interest groups and others.

Because the final preferred design for Second Street will not be known until after the conclusion of the public outreach effort, engineering studies and design analyses, it is impossible to accurately predict the construction cost for reconstructing the corridor. For this reason, staff propose that the City apply initially for monies to fund the design, engineering and permitting part of the project, a phase that the City Engineer estimates will cost about \$250,000. Of this

total, the City must provide 13.5%, or \$33,750 in matching funds. As with previous projects, we are hopeful that the City would be successful in acquiring the matching funds from the State Transportation Improvement Board. In the event this request goes unfulfilled, staff have identified that the match could be provided from a combination of the Street, Stormwater and Water funds.

Finally, at the conclusion of this first phase, the City would in effect have a “shovel-ready” project and would be well-positioned to receive grant funding from subsequent years of STP allocations.

RECOMMENDED MOTION

Move to authorize the Mayor to sign the STP Regional grant application in the amount of \$216,250 for the design, engineering and permitting for Second Street reconstruction.