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COMMISSION

AGENDA MEMORANDUM Item No. 10e

ACTION ITEM Date of Meeting September 12,2023

DATE: July 26, 2023

TO: Stephen P. Metruck, Executive Director

FROM: David McFadden, Managing Director, Economic Development Division

Kyra Lise, Director of Real Estate Development

Stefan Wynn, Capital Project Manager IV

SUBJECT: T91 Trail Bridge Removal and Segment Widening (CIP# C801192)

Amount of this request: \$1,475,000

Total requested project cost: \$1,525,000

ACTION REQUESTED

Request Commission authorization for the Executive Director to proceed with design and construction for the T91 Trail Bridge Removal and Segment Widening. This single authorization is for \$1,475,000 of a total estimated project cost of \$1,525,000.

EXECUTIVE SUMMARY

This project will remove the existing pedestrian/bicycle bridge and replace with an on-grade path, widen the existing pinch point south of the pedestrian/bicycle bridge and upgrade the existing rail crossing.

JUSTIFICATION

1) Improve Public Safety - This project improves public safety by upgrading these trail segments to American Association of Highway and Transportation Officials (AASHTO) design standards where applicable to allow for two-way traffic and reduce risk of collisions.

2) Improve Accessibility - This project addresses accessibility challenges at the pedestrian/bicycle bridge and the rail crossing to expand the number of users who can enjoy and utilize this unique non-vehicular route between Interbay and Downtown.

Diversity in Contracting

Design is being executed through an existing IDIQ with preestablished contracting goals of 25%.

With the small nature of this project, it presents a great opportunity to have high WMBE

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participation. The Diversity in Contracting Department will be engaged as part of the Bid Document preparation to establish these goals.

DETAILS

Scope of Work

Work included to widen the two trail segments, about 750 feet of trail in total.

(1) Remove the existing pedestrian/bicycle bridge and replace with an on-grade path to meet standard design criteria of a ten-foot paved trail (10'-0") with two-foot (2'-0") buffers areas consistent with existing tree planting wherever possible.

(2) Widen the existing pinch point south of the pedestrian/bicycle bridge to a paved width of 8-feet 6-inches (8'-6") with no buffer by moving the east fence per an easement with BNSF railroad. This is an acceptable alternate when existing fixed elements like train tracks and buildings exist.

(3) Upgrade the rail crossing in the south pinch point segment to AASHTO or National Association of Transportation Officials (NACTO) design standards address safety and accessibility issues, which ever is the higher standard.

(4) Revise grading to direct flow to existing stormwater conveyance system. Coat new and existing fences within the project boundary to reduce zinc runoff.

(5) Install new fencing where required and paint existing fence in segment areas to remain.

(6) Install conduit sleeves under the trail for future lighting opportunities.

Schedule

Activity

Commission design authorization 2023 Quarter 3

Design start 2023 Quarter 3

Commission construction authorization 2023 Quarter 3

Construction start 2024 Quarter 3  
In-use date 2024 Quarter 4  
Cost Breakdown This Request Total Project  
Design \$525,000 \$575,000  
Construction \$950,000 \$950,000  
Total \$1,475,000 \$1,525,000

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**ALTERNATIVES AND IMPLICATIONS CONSIDERED**

Alternative 1 – Maintain the current condition.

Cost Implications: None.

Pros:

- (1) No additional cost to the Port.
- (2) No trail closure during construction.

Cons:

- (1) Existing safety issues remain which could present the Port with potential Liabilities.
  - (2) Existing accessibility issues remain which limit usability and access to some users.
- This is not the recommended alternative.

Alternative 2 – In addition to the proposed alternative, move the west fence three feet six inches (3'-6") at the southern pinch point to achieve a full 10-foot (10'-0") paved width with 2-foot (2'-0") buffers on each side.

Cost Implications: \$4,000,000 - \$7,000,000

Pros:

- (1) Trail segments will meet minimum design standards to the full extent, including at the southern pinch point.

Cons:

- (1) The rail spur would need to be shifted which would add considerable cost, extend the construction duration, and cut off all rail access to the Port during construction.

This is not the recommended alternative.

Alternative 3 – Remove the existing pedestrian/bicycle bridge and replace with an on-grade path meeting minimum design standards and widen the existing pinch point south of the pedestrian/bicycle bridge as much as feasible per an easement with BNSF Railways.

Cost Implications: \$1,525,000

Pros:

- (1) Improves safety and accessibility.
- (2) Limited project scope will facilitate a shorter construction period and impact to daily users from the trail closure.

Cons:

- (1) Due to the existing constraints of the existing rail lines on both sides of the trail, the full standards design width with buffers cannot be achieved at the southern pinch point and therefore tree planting is limited.
- (2) Does not include time-intensive sustainability and equity elements, lighting installation, or waste receptacles.

This is the recommended alternative.

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**FINANCIAL IMPLICATIONS**

Cost Estimate/Authorization Summary Capital Expense Total

**COST ESTIMATE**

Original estimate \$1,525,000 \$0 \$1,525,000

**AUTHORIZATION**

Previous authorizations \$50,000 0 \$50,000

Current request for authorization \$1,475,000 0 \$1,1475,000

Total authorizations, including this request \$1,525,000 0 \$1,525,000

Remaining amount to be authorized \$0 \$0 \$0

Annual Budget Status and Source of Funds

This project was included in the 2023 Capital Plan under C801192 T91 Trail Improvements with a total estimated cost of \$1,200,000. The current total project estimate is \$1,525,000. The additional cost will be covered by management reserves.

The project will be funded by the General Fund.

A separate easement deal with BNSF includes a land transfer that will net cash proceeds to the Port.

Financial Analysis and Summary

Project cost for analysis \$1,525,000

Business Unit (BU) Portfolio Management/Parks

Effect on business performance This project is expected to increase annual depreciation (NOI after depreciation) by approximately \$50K.

IRR/NPV (if relevant) NA

CPE Impact NA

ATTACHMENTS TO THIS REQUEST

(1) Presentation

PREVIOUS COMMISSION ACTIONS OR BRIEFINGS

None

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