

2016 FHWA PSRC Regional Competition

SOUND TO OLYMPICS TRAIL PHASE 3A AND BAINBRIDGE FERRY TERMINAL PEDESTRIAN LOADING BRIDGE REPLACEMENT



Project Overview

Non Motorized Construction



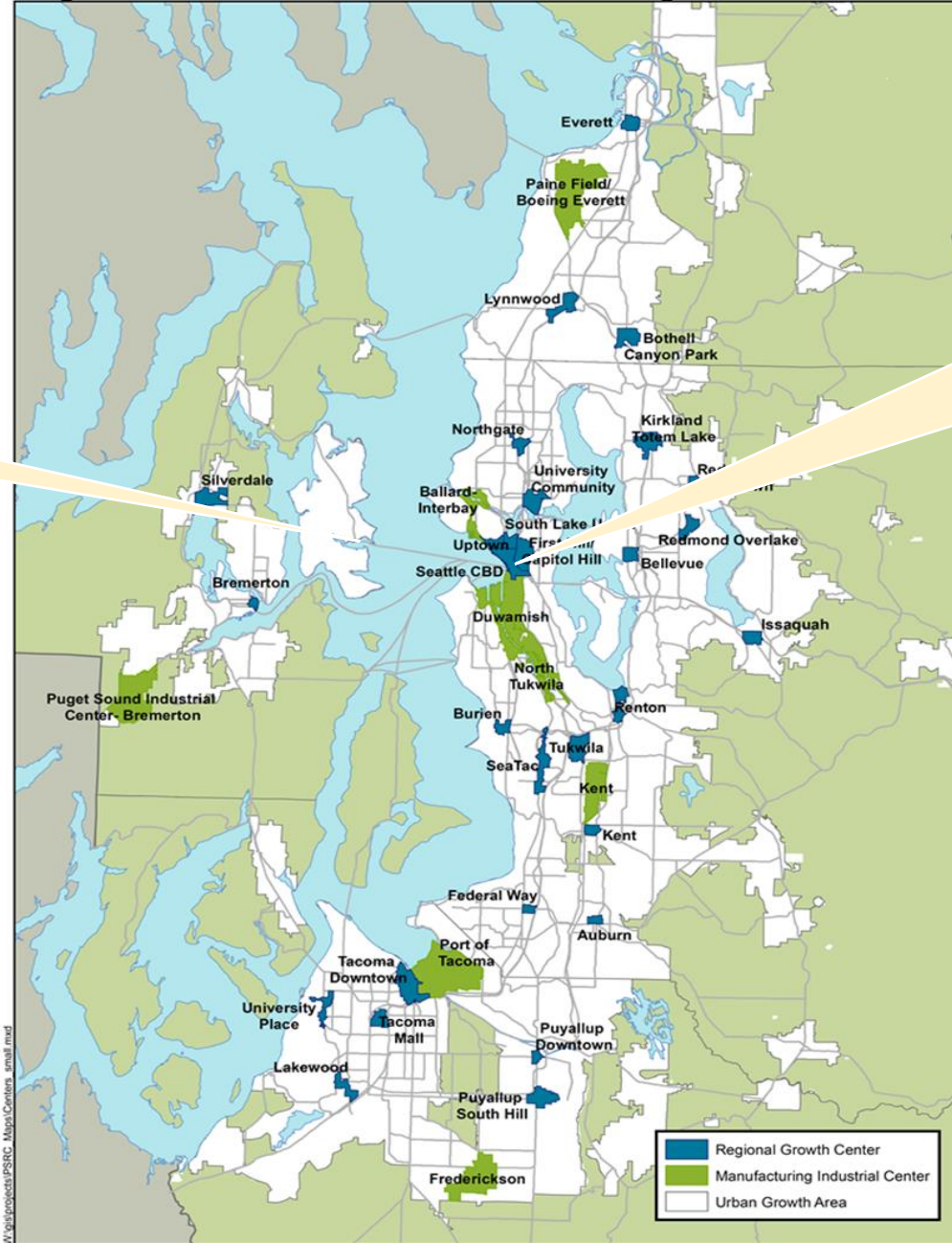
**Preferred
Option
Future
Crossing**



The Sound to Olympics Trail Extension pedestrian/bike bridge proposed by the City of Bainbridge Island will unite a community divided by SR 305.



Regional Growth Centers and Manufacturing/Industrial Centers



WSF Ferry Route
Seattle Regional
Growth Centers and
Manufacturing
Industrial Centers

Project Locations: Sound to
Olympics Trail and WSF
Bainbridge Terminal Location

Regional Centers and Corridors

Counties/Populations Served: King and Kitsap

Regional Growth Centers/Centers and Corridors Served:

- Center Seattle: Corridor Seattle – Bainbridge
 - Seattle CBD, Uptown, South Lake Union, University Community, First Hill, Capital Hill
- Center Silverdale: Corridor Seattle – Silverdale

Manufacturing/Industrial Centers

- Ballard Interbay, Duwamish, North Tukwila

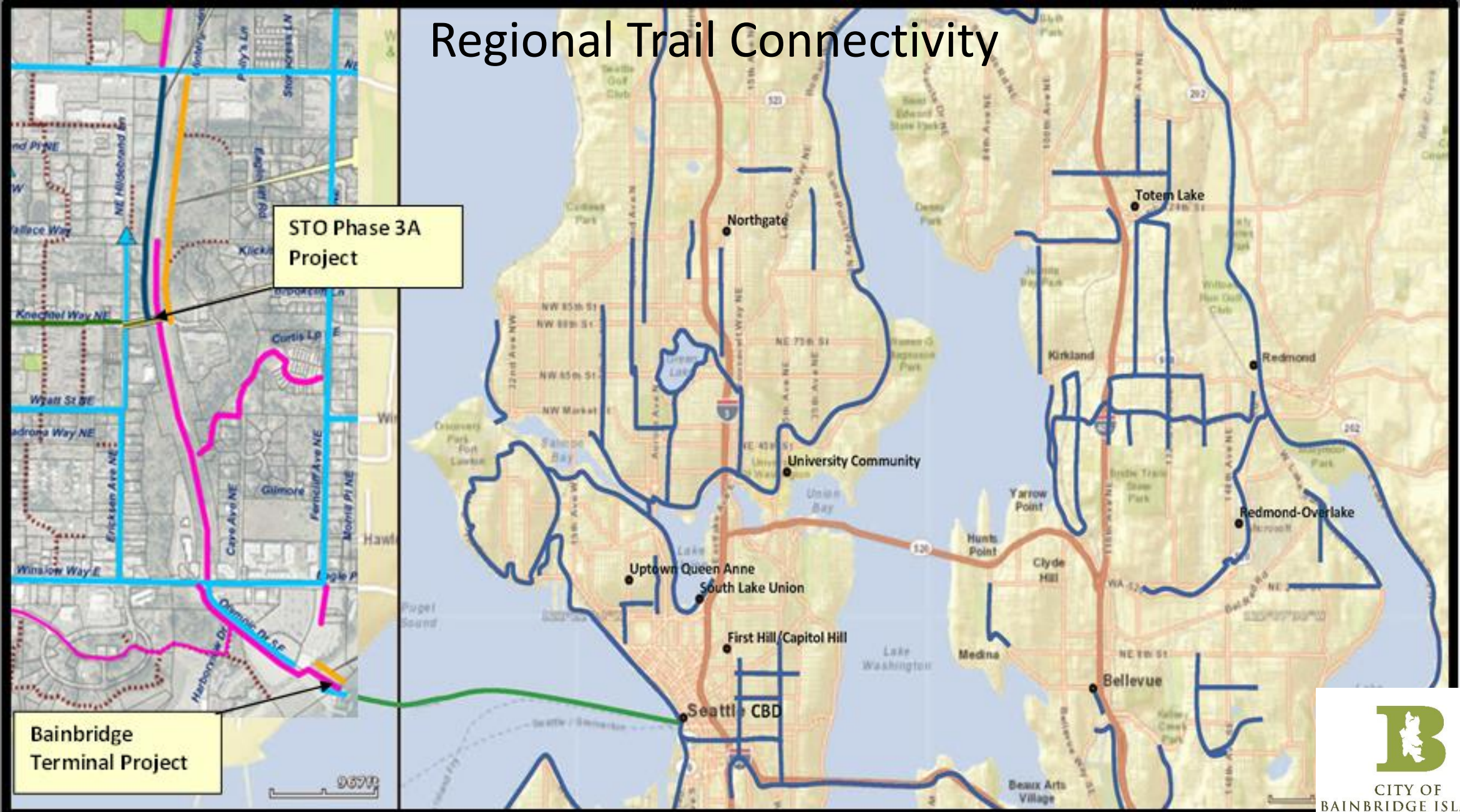


Project Need & Benefits



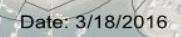
- Improve non-motorized connectivity between Bainbridge Island, Kitsap peninsula, and Regional Center Silverdale and the greater Seattle area for the 7,800 walk-on passengers using the Seattle-Bainbridge ferry route every day.
- Provide integrated pedestrian and bicycle facilities on the SR 305 corridor, which provides primary access to the ferry terminal, but lacks connectivity.

Regional Trail Connectivity



City of Bainbridge Island
Olympic Drive STO Phase 3

-
- 0 387.5 775 1,550 2,325 3,100 Feet



Project Need & Benefits:



- Replace the pedestrian loading bridge at WSF Terminal.
 - Bridge carries 2,400 walk-on passengers per trip
 - 1,200 passengers unload and another 1,200 board
 - Built in 1972, has a remaining useful life of 4 years
 - Seismically insufficient could collapse during an earthquake.
 - The existing 12-foot wide bridge - insufficient capacity
- New: 15 feet wide (plus)configurable barriers
 - ADA-friendly by providing rest areas
- Construction of Non-motorized Bridge for Sound-to-Olympics Trail over SR-305
 - Non-motorized connectivity to island trail network
 - Remove barrier presented by mile long "super" block in SR-305 leading to ferry terminal



The Seattle-Bainbridge route carries more people – and more walk-on passengers – than any other WSF route. In 2015, the route carried 6.6 million people, of which 3.1 million were walk-on passengers. This route alone accounts for 27% of total WSF ridership and 45% of total walk-on passengers.

- Project Competitiveness:
- Last Round 6th Highest Score as a Team Project

PROJECT	SOUND TO OLYMPICS TRAIL EXTENSION AND BAINBRIDGE FERRY TERMINAL PEDESTRIAN LOADING BRIDGE REPLACEMENT				
		Available Score	STP Est Score		
	Project Category	STP MAX	High	Med	Low
Part 1	C. CORRIDORS SERVING CENTERS				
	Benefit to Regional Growth or Manufacturing / Industrial Center	40	35		
	System Continuity/Long-Term Benefit and Sustainability	30	29		
Part 2	CRITERIA ALL PROJECTS				
	Air Quality/Climate Change	20	18		
	Project Readiness/Financial Plan	10	6		
	PROJECTED TOTALS	100	88		

Estimated
2016 STP
Score

Project (Schedule) Readiness:

BAINBRIDGE FERRY TERMINAL PEDESTRIAN LOADING BRIDGE REPLACEMENT (WSF)

- AD date: April 2018
- CN: May 2018 - December 2019
- **Obligate CN Target: February 2018**

SOUND TO OLYMPICS TRAIL CONSTRUCTION (COBI)

- AD date: March 2019
- CN: May 2019– November 2019
- **Obligation CN Target: June 2019**

PROJECT FUNDING

Current COBI funding underway				COBI Construction Funding Request				
Partner Project		Local Funds COBI ROW March 2018		2016 FHWA STP Grant Request Construction	Local Match 13.5% COBI	Total Phase Cost	Total Project Costs All Phases	
(COBI) Project	\$ 538,000	\$ 100,000		\$ 2,091,570	\$ 326,430	\$ 2,418,000	\$ 3,056,000	

The City of Bainbridge Island (COBI) grant request is for \$2,091,570 for construction. The City local match funds \$326,430 at 13.5%. The project has a total local participation of \$964,430 @32%.

Current WSF funding underway				WSF Construction Funding Request				
Partner Project	PE FHWA STP PSRC 2014	PSCC State	Total PE Phase	2016 FHWA STP Grant Request Construction	FHWA FBP Secured Construction	PSCC State Secured Construction	Total Phase Costs	WSF Total Project Costs
(WSF) Project	\$ 1,500,000	\$ 862,166	\$2,362,166	\$ 2,200,000	\$ 2,800,000	\$ 7,579,000	\$ 12,579,000	\$ 14,941,166

The Washington State Ferries (WSF) grant request is for \$2,200,000 for construction. The State local match is \$7,579,000 for construction

Total STP Grant Request this application	\$ 4,291,570							
Total Both Project Costs	\$ 17,997,166							



Note: Both projects meet 13.5% Local Match requirements



THANK YOU!