

REGULAR MEETING DES MOINES CITY COUNCIL

MINUTES

April 6, 2000

The regular study session of the Des Moines City Council was called to order at 7:34 p.m. by Mayor Thomasson in the City Council Chambers, 21630 11th Avenue South, #B.

ROLL CALL - Present: Mayor Scott Thomasson, Mayor Pro Tem Bob Sheckler, Councilmembers Terry Brazil, Dave Kaplan, Dan Sherman, Gary Towe (arrived at 7:37 p.m.) and Don Wasson. Also present were City Manager Bob Olander, Assistant City Manager Tony Piasecki, City Attorney Gary McLean, Public Works Director Tim Heydon, Finance Director Scott McCarty, Civil Engineer Loren Reinhold and City Clerk Denis Staab.

DISCUSSION ITEMS

Amendments to Capital Improvement Plan

Public Works Director Heydon informed Council that he is requesting revisions to the Capital Improvement Plan. He proceeded with the details for following CIP projects, with Council comments as noted.

Pedestrian Improvements to Kent-Des Moines Road Located between 16th Avenue South to 24th Avenue South

Public Works Director Heydon advised Council that the City has received grant approval from the Washington State Transportation Improvement Board (TIB). He noted that since TIB expects these funds to be spent as soon as possible it necessitates a change in the project schedule. He cited the need for pedestrian facilities along Kent-Des Moines Road is identified in the City's Comprehensive Transportation Plan and the Six Year Transportation Improvement Plan. This corridor has numerous multi-family developments that generate pedestrian traffic along the shoulder of the road. Pedestrians use this route to access schools, churches, bus stops and shopping areas. He noted one of the benefits of receiving the \$114,000 in grant funds is the reduction in funds needed from the City's Arterial Street Fund. He concluded by noting that the grant funds are earmarked for design engineering and administration uses only and will be spent this year.

Pedestrian Improvements to 16th Avenue South from South 250th Street to Pacific Highway South

Public Works Director Heydon noted the grant funding for pedestrian improvements along 16th Avenue South will be for both design and construction of a first phase project from S. 260th to Pacific Highway South. The local match will come from development fees collected, and from King County Funding. He stated that this pedestrian corridor is heavily used by children walking between their homes and the elementary school, and that parents have voiced a strong concern for their children's safety and therefor strong support for this project.

Mayor Pro Tem Sheckler questioned why the contingency funds for the Kent- Des Moines Road project were higher. Public Works Director cited that there are several unknowns in this project as it may involve a structure existing in the City Park and that this area is part of the City's storm water drainage basin. City Manager Olander noted that as the design phase progresses the contingency, most likely, will drop.

Mayor Thomasson questioned how the design phase can begin if the width has not been determined as denoted on the maps provided in Council's packets.

Public Works Director Heydon advised that there is not a lot of right-of-way available and in the case of Kent-Des Moines Road, there will only be enough room for 3 traffic lanes, plus sidewalks. He further noted that pretty much the same conditions apply to 16th Avenue South.

Upon further discussion, Council requested administration investigate the possibility of using in house staff, potentially utilizing grant funds, for inspection work on many of these upcoming projects versus hiring outside private companies.

MOTION was made by Councilmember Sherman, seconded by Councilmember Towe, to approve the amendments to the Capital Improvement Plan for the Kent-Des Moines Road and 16th Avenue South Pedestrian Improvement projects as a result of the State grants received from the Transportation Improvement Board. Motion was passed unanimously.

Marine View Drive Bridge Project

Public Works Director Heydon informed Council that on March 16th, the Puget Sound Regional Council approved reallocation of \$2 million of Surface Transportation Program (STP) Funds to be used for construction of the Bridge project. With the \$2 million federal grant, there is a local match share requirement of 13.5%. He noted that staff is proposing that this match be funded using Seattle Public Utility (SPU) Funds.

Public Works Director Heydon detailed some of the following reasons for the project:

- Existing Culvert
 - Built in 1920's and is past its useful life - several extensions exhibit reinforcement steel
 - Can't handle existing flows
 - When culvert is blocked, it is not easy to clear & presents a serious backwater pressure condition. If water gets high enough hydraulic pressure could blow out entire road
 - 300 foot long culvert is a significant fish barrier
 - Culvert needs to be replaced or upgraded whether the bridge is built or not
- Other Existing Problems
 - New outfall needed for Midway Sewer Plant for existing and future flows
 - Given City's limited park land, there is not good access to Des Moines Creek park land
 - Lack of a good pedestrian/bicycle link between the downtown Des Moines area and the new rail station
 - Need outfall for the Des Moines Creek stormwater bypass pipe (associated with the Des Moines Creek Basin Plan effort)

Public Works Director Heydon stressed that the funding for Phase I is in place and does not involve any City of Des Moines money. He advised that the three funding sources are the STP grant, the SPU relocation funding and excess Public Works Trust Fund interest income. He noted that the project must begin this year or the City will lose the \$2 million in funding.

Public Works Director Heydon advised that the Des Moines Creek Basin Committee is still working out the details of an interlocal agreement for covering the design and construction for the Des Moines Creek basin projects, including the Marine View Drive Bridge. Because the interlocal will not be ready for several months, and because of the present availability of STP

funds, staff recommends splitting the project into two logical phases with funding from the Basin Committee being used in the second phase of the project.

City Manager Olander stressed the fact that the Phase I portion of the Bridge project can stand alone. He praised the Public Works Director and his staff for finding the needed replacement funding to move forward with Phase I this year.

MOTION was made by Mayor Pro Tem Sheckler, seconded by Councilmember Brazil, to approve the amendment to the Marine View Drive Bridge element of the Capital Improvement Plan as a result of Surface Transportation Program funding.

Councilmember Sherman expressed pleasant surprise for the creative funding found by Public Works staff. He felt this is a wonderful inter-jurisdictional project providing for recreation, fish preservation, and flooding controls among other benefits.

Councilmember Wasson questioned how many jurisdictions have signed interlocals for Phase II and paying off the loan. Public Works Director Heydon stated that negotiations are still on going for Phase II. He reminded Council that at this time, no loan funds are being spent and that Phase I is a stand along project and he sees no problems in obtaining the interlocals in the future.

Councilmember Wasson voiced the opinion that this project is a waste of tax payer money and the project should be delayed until all the interlocals are signed or Des Moines could be totally responsible for repayment of the loan.

Councilmember Kaplan stated that the City is not spending any loan funds and will not spend this money until interlocals are signed. He views the Phase I project as a positive stand alone development.

Public Works Director Heydon reminded Council that the \$2 million funding will be lost if the City does not move on Phase I this year. He also noted the City has had past interlocals with all of these agencies involved and he sees no reason why this project will not be successful.

City Manager Olander informed Council that Phase II construction and design elements need to be developed in more detail so that the other agencies, such as the City of SeaTac, can have a better understanding of cost shares.

Councilmember Brazil expressed agreement with Councilmember Sherman and commended staff for the creative phasing of the project so as to not lose the \$2 million.

VOTE ON MOTION: Motion passed 6 to 1 with Councilmember Wasson voting NO.

Draft Resolution No. 00-077 [Assigned Res. No. 881] - Sea-Tac Air Traffic Departure Flow

It was noted that the draft resolution calls for a goal of an even 50/50 distribution in air traffic flow to the north and south.

Mayor Pro Tem Sheckler advised that if Council approves this resolution he will be asking all members of the Airport Communities Coalition to pass similar documents.

Mayor Thomasson read the draft resolution by title into the record.

MOTION was made by Mayor Pro Tem Sheckler, seconded by Councilmember Kaplan and passed unanimously, to approve Draft Resolution No. 00-077.

Mayor Pro Tem Sheckler publicly thanked Mr. Michael Allen for his time and help in drafting this resolution for Council's consideration.

NEXT MEETING DATE

Mayor Thomasson announced that the next regular meeting will be April 13, 2000.

EXECUTIVE SESSION

At 8:33 p.m. it was announced that Council would move into an Executive Session to discuss potential litigation and no formal action would be taken.

ADJOURNMENT

Council reconvened into open session and adjourned at 9 p.m.

Respectfully submitted,

Denis Staab
City Clerk