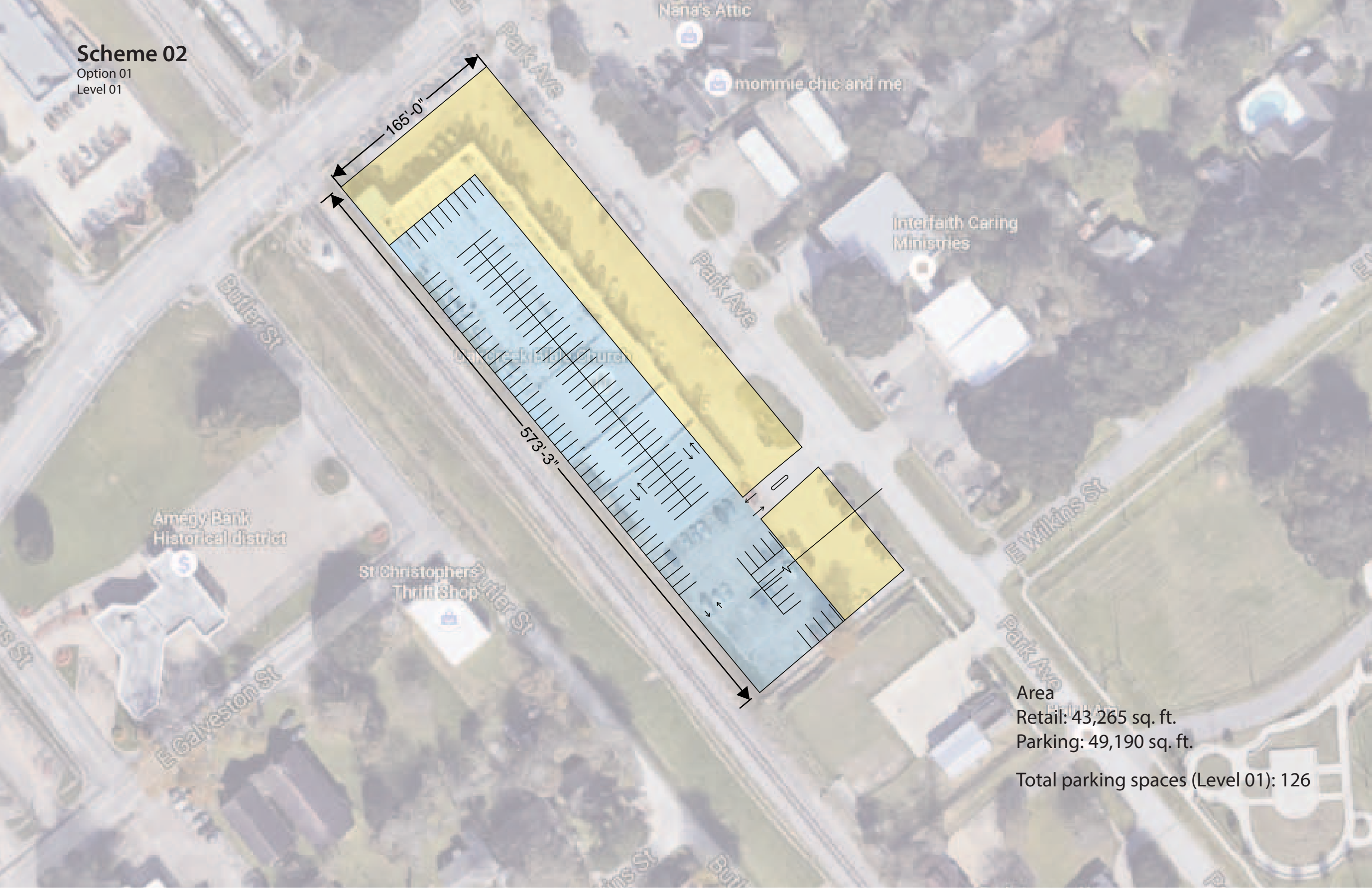


PARKING GARAGE PHOTOGRAPHS



Scheme 02

Option 01
Level 01

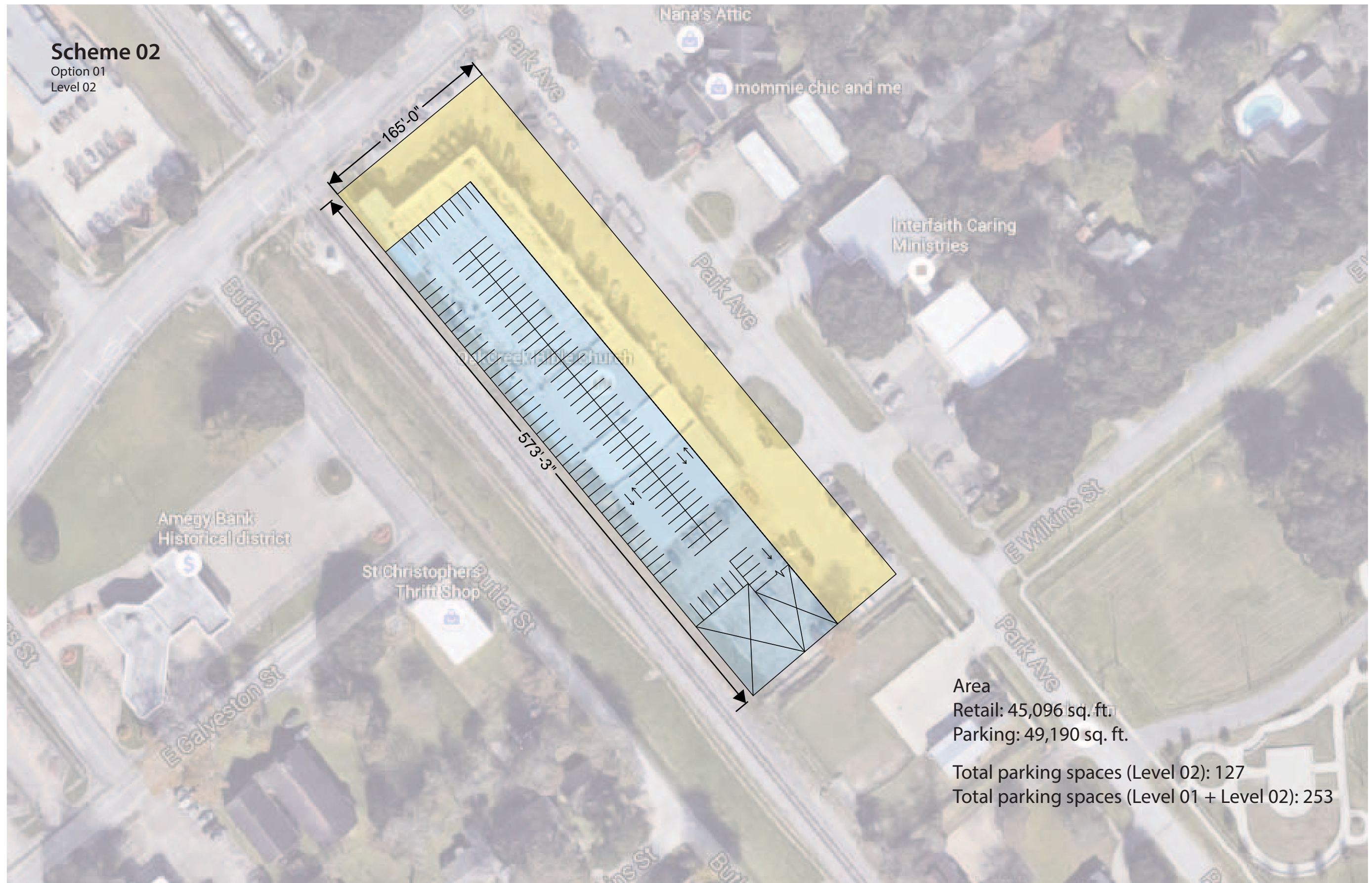


League City Mixed Use Parking Garage
Main St. @ Park Ave., League City, TX

September 27, 2016

Scheme 02

Option 01
Level 02



League City Mixed Use Parking Garage
Main St. @ Park Ave., League City, TX

September 27, 2016



Memo

To: Mark Rohr

John Baumgartner

From: Barry Goodman

Date: September 19, 2016

Re: ~~League City Downtown Redevelopment Plan – Potential for Federal/State Funding~~

The City of League City has begun implementation of its downtown redevelopment plan which is a reflection of League City's effort to rebalance development to the retail/commercial sector. Attracting new retail and commercial investment in the downtown core will require City investment in infrastructure which creates a pedestrian friendly atmosphere with well-defined gateways, improved pedestrian access and safety, improved parking, streetscape, landscaping, wayfinding, entertainment venue, and lighting in the heart of League City. The City's recent acquisition of property upon which an intermodal transit/parking facility can be constructed can pave the way toward federal and state funding to supplement City resources available for this redevelopment effort.

Representatives of The Goodman Corporation (TGC) and League City recently met to explore the potential to attract federal and state funding to assist with the downtown revitalization effort. The inclusion of "transit connectivity" both within League City which links the proposed downtown garage with other activity centers, and an express park and ride connection from League City north to Houston, would open up the potential to reimburse local infrastructure with federal and state funding.

TGC has recommended that the protection of local value and expenditures on downtown redevelopment, through a Federal Transit Administration (FTA) Letter of No Prejudice (LONP), can help to match and leverage federal funding. However, in order to be eligible to receive a FTA LONP the City of League City must either become an FTA grantee or create a partnership with an existing FTA grantee which can act on behalf of the City to secure the LONP to protect local value.

There are several existing FTA grantees which are potential partners with League City. One is Harris County which, through the Harris County Transit District, is an existing FTA grantee. Since League City is also within Galveston County, and a member of the Galveston County Transit District (GCTD), the City could partner with the GCTD through an Interlocal Agreement to secure the FTA LONP. Alternatively, the City can become its own grantee through establishing that it has the legal, technical, and financial capacity to receive and expend federal transit funding.

TGC has developed many similar projects which include the ingredients and objectives identified for the League City downtown revitalization vision. Federal and state funding has

substantially constructed the Galveston Downtown Intermodal Parking/Transit Facility, League City Park and Ride, Houston Children's Museum, Early, Texas Intermodal Transit Facility, and federal funding was approved for the Kemah Intermodal Transit Center (unlikely to be built due to a 2015 referendum rejecting the Transportation Center). Federal funding has also been secured for the Texas City Park and Ride. In all these cases, TGC has assisted the client with securing a Federal Transit Administration (FTA) Letter of No Prejudice (LONP) which enables the expenditure of local funding on infrastructure in advance of federal funding. To secure a FTA LONP, the project must meet all federal and state programmatic and environmental requirements. Once the LONP is secured, the project is considered "shovel ready" and, as such, very eligible for a myriad of federal and state discretionary funding resources.

The process to position the League City project for federal and state funding eligibility would take from six (6) to eight (8) months and include the following steps:

1. **Workshops** - To identify federally eligible components – TGC would work with City staff and Consultant to assist in identifying infrastructure eligible for future federal and state funding support to include a transit-oriented parking garage, retail "shell" space, sidewalks, functional landscaping, streetscape amenities, and pedestrian lighting. This process includes coordinating with City staff and consultants regarding the limits, composition, and timeline related to proposed improvements, the development of justification for eligibility, and the completion of supporting documentation.

Budget: \$11,000

Deliverable – List of infrastructure eligible for federal and state funding;

2. **Existing Conditions** - Conduct existing conditions assessment to evaluate the delta between existing and proposed eligible infrastructure. This will allow TGC to demonstrate a linkage between improved sidewalks, streetscape, lighting, drainage, landscaping, wayfinding, and increased transit usage. The existing conditions information will also be used as supporting documentation for the purpose and need of the eligible improvements.

Budget: \$7,500

Deliverable – Existing conditions report

3. **Transit Demand Analysis** - Conduct a demand analysis using sound internal methodology for establishing a capture area, regionally accepted modal split rates, and TAZ-level travel patterns from the H-GAC Travel Demand Model. TGC will use generated demand to project the parking utilization of the proposed terminal (over time) by pedestrian, transit and other users. TGC will demonstrate the existing and projected transit usage for an express park and ride service going northbound from the proposed terminal location, including routes, schedules, etc.;

Budget: \$11,000

Deliverable – Transit Demand Report

4. **Terminal Site Plan** – TGC will work with City staff and architect to develop plan level and elevation drawings of the proposed Terminal Site Plan. The plan will include the location of the proposed Intermodal transit terminal, waiting area, transit, retail and/or commercial parking spaces, and location of retail “shell” space;;

Budget: \$7,500

5. **Capital Cost** - Identify federally eligible capital costs for the terminal and other infrastructure to be included in a request to FTA for an LONP and to be institutionalized within the H-GAC Regional Transportation Plan and Transportation Improvement Program (TIP);

Budget: \$3,500

6. **Operating and Maintenance Costs** – TGC will Identify future transit operating and maintenance costs for the intermodal transit/parking facility and create an operating plan for express northbound park and ride services to include schedule, costs, and map. TGC will complete a finance/implementation strategy to support future transit connectivity including federal, state, local and fare box revenues;

Budget: \$24,000

**Deliverable – League City local fixed route and park and ride
operating/finance plan**

7. **Environmental Assessment** - Complete Categorical Exclusion documentation to include a Title VI equity analysis and supporting Environmental Justice documentation associated with the terminal and proposed pedestrian-transit infrastructure to be supported with federal funding.

Budget: \$22,000

Deliverable – Completed EA

8. **Retail/Commercial Market Study** – Conduct a comprehensive assessment of potential retail and/or commercial demand for the new proposed Intermodal Terminal location utilizing existing and projected regional and local market demand and trends.

Budget: \$23,000

**Deliverable – Market Study which projects the retail/commercial potential of
proposed downtown Intermodal Terminal location**

9. **Quantify Benefits** - Quantify the benefits to be gained from the federal investment of a proposed transit/parking facility in terms of reduced vehicle miles travelled, reduced pollution, economic development impacts and other metrics;

Budget: \$15,000

Deliverable – Benefit Quantification Memorandum

- 10. TIP/STIP Amendments** – Prepare and submit documentation to H-GAC and TxDOT for the project's inclusion in the regional and state Transportation Improvement Programs;

Budget: \$4,500

Deliverable – Documentation for TIP and STIP inclusion

- 11. LONP Package** - Prepare and submit a LONP package to the FTA for review;

Budget: \$10,000

Deliverable – LONP Package for submittal to the FTA

- 12. FTA Grantee Status** - Prepare documentation for the City of League City to become its own FTA grantee and/or create Interlocal Agreement with existing FTA grantee to facilitate submittal and approval of LONP request.

Budget: \$8,500

Deliverable – Establish FTA grantee status or partnership with existing FTA grantee

Task	Budget
Task 1 - Workshops	\$11,000
Task 2 - Existing Conditions	\$7,500
Task 3 - Transit Demand Analysis	\$11,000
Task 4 - Terminal Site Plan	\$7,500
Task 5 - Capital Cost	\$3,500
Task 6 - Operating and Maintenance Plan	\$24,000
Task 7 - Environmental Assessment	\$23,000
Task 8 - Retail/Commercial Market Study	\$22,000
Task 9 - Quantify Benefits	\$15,000
Task 10 - TIP/STIP Amendments	\$4,500
Task 11 - LONP Package	\$10,000
Task 12 – FTA Grantee Status	\$8,500
Total	\$147,500

Once achieved, the FTA LONP would enable the City of League City to pursue federal and state funding to support the proposed improvements from several resources, including the H-GAC Transportation Improvement Program (TIP), and Notices of Funding Availability from DOT and other federal agencies.



City of League City, TX

300 West Walker
League City TX 77573

Text File

File Number: 16-1303

Agenda Date: 10/11/2016

Version: 1

Status: Draft

In Control: Public Works

File Type: Agenda Item

Title

Consider and take action on a resolution authorizing a professional services agreement with The Goodman Corporation for an amount not to exceed \$147,500 to obtain a Letter of No Prejudice for the 144 Park Avenue Parking Garage/Transit Center and authorizing an Owner's Contingency Budget for an amount not to exceed \$12,500 (Deputy City Manager)

..Background:

Approval of this resolution, will authorize staff to execute the professional services agreement with The Goodman Corporation to obtain a Federal Transit Administration Letter of No Prejudice (LONP) to help match and obtain Federal funding to support the Main Street Project and develop a parking garage on City property located on the southwest corner of Main Street and Park Avenue (144 Park Avenue).

The LONP is a critical step in the redevelopment of this strategic property located in the heart of the Main Street Project. Obtaining the LONP will open doors for the City to become eligible for a number of Federal Transit Administration (FTA) programs that can lead to federal participation in the Main Street redevelopment project and more importantly the redevelopment of this strategic corner. If a LONP is obtained, early estimates indicate approximately \$2.5 million of the Main Street project and a large portion of a parking garage/transit center and shell retail space could be eligible for FTA participation. While a part of the study is to develop and validate transit parking, and retail demand; we would anticipate development of a parking structure with approximately 300 spaces and between 30,000 and 45,000 square feet of additional shell retail space.

The attached proposal outlines The Goodman Corporation's work plan which is anticipated to take 6 to 8 months from their notice to proceed. While this project was not included in the formal capital improvement budget, staff is proposing funding the 144 Park Avenue Parking Garage/Transit Center in the amount of \$160,000 (base contract and contingency) with savings from the Calder Road Project. If approved, staff will include this amount in the first quarter budget amendment for fiscal year 2017. Funding for this project will come from the Calder Road project savings as a result of the competitive bids we received.

Attachments:

1. Data Sheet
2. Proposed Resolution
3. Professional Services Agreement
4. The Goodman Corporation Proposal
5. Conceptual Layout
6. Parking Garage Photographs

CONTRACT ORIENTATION: Professional Services Agreement with the Goodman Corporation and the City of League City reviewed and approved by the City Attorney's office.

FUNDING

{ } NOT APPLICABLE

{X} Funding is available from DT1702-OTHER-CASH-TS CASH with expenses charged to
DT1702-PLAN DESIG-CONSULT-TS CASH

{X} Requires future Budget Amendment to add DT1702 Park Ave Transit Center to the FY2017
Capital Budget