

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Public Hearing and Discussion of Resolution No. 489 - 2023-2028 Transportation Improvement Plan (TIP)		
DEPARTMENT:	Public Works		
PRESENTED BY:	Nytasha Walters, Transportation Services Manager		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input checked="" type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year Transportation Improvement Plan (TIP). The six-year TIP should include transportation projects, such as road and bridge improvements, as well as new or enhanced bicycle and pedestrian facilities. Through development of the TIP, the City prioritizes these funded and unfunded transportation projects utilizing information such as the City's Transportation Master Plan (TMP), safety and accident history, growth trends, traffic studies and the transportation element of the City's Comprehensive Plan. The TIP includes descriptions, costs, funding options, and a status for each project.

Tonight, the City will hold a Public Hearing to receive public feedback on the proposed updates to the 2023-2028 TIP (Attachment A, Exhibit A) followed by a discussion by the Council. Proposed Resolution No. 489 (Attachment A), if approved, would adopt the 2023-2028 TIP. Proposed Resolution No. 489 is currently scheduled to be brought back to Council on May 9, 2022 for potential action.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact associated with adoption of the TIP. The projects identified in the City's TIP are a combination of funded projects in the Capital Improvement Plan (CIP), including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction's TIP.

RECOMMENDATION

No action is required tonight; staff recommends that the City Council hold the Public Hearing and discuss the proposed 2023-2028 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2023-2028 TIP, including items that should be added or removed. Staff

recommends that Council adopt proposed Resolution No. 489, which would adopt the 2023-2028 TIP, when it is brought back to Council for potential action on the on May 9, 2022.

Approved By: City Manager ***DT*** City Attorney ***MK***

BACKGROUND

In accordance with RCW 35.77.010, cities in Washington State are required to prepare and adopt a comprehensive six-year Transportation Improvement Plan (TIP). The City's six-year TIP must be consistent with its comprehensive plan transportation element. The six-year TIP should include transportation projects, such as road and bridge work, as well as new or enhanced bicycle or pedestrian facilities.

In addition to local projects, the TIP should also identify projects and programs of regional significance for inclusion in the regional TIP, such as the 145th Street Corridor improvements. It also includes some on-going programs, such as the Traffic Safety Improvements Program, and more recently, New Sidewalk Construction with Sales and Use Tax funding that will be used to construct 12 identified new sidewalk projects, one of which is completed and two more scheduled for construction this year.

Through development of the TIP, the City prioritizes funded and unfunded transportation needs within the upcoming six-year period utilizing information such as the City's Transportation Master Plan (TMP), the City's Annual Traffic Report, growth trends, traffic studies, and the transportation element of the City's Comprehensive Plan. Project descriptions, costs, funding options, and the project status are identified for each project in the TIP. The City's TIP is also used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan (STIP).

The TIP is prepared and presented to the City Council in advance of the Capital Improvement Plan (CIP). The policy direction provided through adoption of the TIP is used to identify transportation projects for inclusion in the CIP. The City Council will review the City's proposed six-year CIP as part of the biennial budget process.

Tonight, Council is scheduled to hold a Public Hearing to receive comments and discuss the draft 2023-2028 TIP (Attachment A, Exhibit A). Proposed Resolution No. 489 (Attachment A), if approved, would adopt the 2023-2028 TIP. Proposed Resolution No. 489 is currently scheduled to be brought back to Council on May 9, 2022 for potential action.

RCW 35.77.010 requires that the City hold at least one Public Hearing on the TIP and that the City submit the adopted TIP to the Washington State Secretary of Transportation. The Department of Transportation has historically accepted submittal of TIPs through the month of June.

DISCUSSION

The draft 2023-2028 TIP utilizes last year's TIP (2022-2027 TIP) as its foundation. Projects and programs in the draft 2023-2028 TIP mainly include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, access, and mobility improvements for all modes of transportation.

Projects in the TIP are sorted into three categories: Programs & Plans (partially funded), Projects (fully or partially funded), and Projects (unfunded). Generally, funded or

partially funded projects are those included in the City's 2021-2026 CIP. Unfunded projects shown in this 2023-2028 TIP are limited to those that have a chance of progressing in this six-year period and may include need of pre-design analysis, addressing high collision area, work with other stakeholders, or be a possible funding candidate. The Programs are generally considered partially funded, as additional work could always be completed through these programs with supplemental funding.

A project sheet for each project or program in the TIP has been developed and includes the following (see Attachment A, Exhibit A for a more detailed description):

- Scope / Narrative,
- Funding,
- Project Status / Funding Outlook,
- Council Goals, and
- Purpose / Goals Achieved.

Each project listed in the TIP includes an estimated project cost, the amount of funding secured or unsecured, and the funding source for the six-year period covered by the TIP. If grant funding has been secured from a specific source, it is identified. The total project cost and any previous expenditures are also identified and often discussed in the Project Status / Funding Outlook section. Potential grant funding sources may also be identified in this section.

Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by Transportation Impact Fees (TIFs) and are identified as such. The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail, whereas those in the latter three years have been developed with less specificity, as the projects are generally less defined in outer years.

The TIP contains a summary matrix showing total costs for all projects. Very few projects are completely funded in the next six years, and many are unfunded. Several of the partially funded projects are segments of large, corridor-wide improvement projects that will require a considerable amount of grant funding to complete. A map showing the location of each project is also included.

Sales and Use Tax

In November 2018, a funding source was secured for the construction of new sidewalks when voters approved a Sales and Use Tax increase for this purpose. More information can be found under the New Sidewalk Plan (No. 2 in the TIP). This revenue source funds a minimum of 12 identified sidewalk projects. One of these 12 projects has been completed and two more are scheduled for completion by the end of 2022.

This program calls out the Sidewalk Prioritization Plan which identifies new sidewalk segments needed to complete the City's Pedestrian Plan. Additional sidewalk will be constructed as part of larger capital projects, and staff will continue to apply for grant dollars when a sidewalk segment can compete with the requirements.

Strategy for Completing Large Corridor Improvement Projects

The City has historically depended on securing grant funds to build its major transportation projects. Currently, there are a number of jurisdictions and transit agencies seeking grant funds for large transportation projects. The grant award process remains extremely competitive.

In part due to the COVID-19 pandemic and disruption of manufacturing and distribution of goods, labor shortages and market uncertainty, construction costs have seen significant increases. The result is that many of the City's larger projects currently under design have seen cost estimates reflect this with greatly increased costs in recent design phase submittals. This has posed another challenge for the City to secure complete funding for projects.

The City has several large projects that have received some federal funding and are now on the clock to deliver constructed projects. With limited opportunities, these will need to remain the priorities even though there are many other deserving projects.

Many grant sources also require a City match; current match requirements typically range from 13.5% to 20% of a project phase. State Transportation Improvement Board (TIB) funding is often the last funding in, and those matches can be even higher. As described in the Grant Match section of this staff report, the current City policy is to set aside up to \$100,000 for grant matches every year. City staff have been leveraging local funding sources such as Sound Transit access funds, King County Parks Levy, TIF, Grants Match Funding, and Roads Capital funding to try to match the many pots of money the City is going after to complete its major projects. At times, it has been a struggle to find matching dollars and staff may approach Council in the future on a project by project basis to request additional match.

Given the number of projects the City would like to complete, the amount of grant match set aside by the City and the risk of not receiving sufficient grant awards to fund these projects in the desired time frame, the City is proposing to complete the most strategic projects, or segments of these projects, in the near term. Following is an overview of this approach on key projects.

- **145th Street Projects**

The City completed the 145th Street Multi-modal Corridor Study in 2016. This study developed a master vision, called the Preferred Design Concept, for the 145th Street corridor from State Route (SR) 522 to 3rd Avenue NE. Sound Transit will be constructing improvements to the corridor from SR 522 to Interstate-5 (I-5) as part of its Sound Transit 3 Program. These improvements are planned to be completed for Bus Rapid Transit (BRT) service to begin by 2026.

The City is actively initiating projects at the I-5/145th Street interchange and along the 145th Corridor from I-5 to Aurora Avenue (Interurban Trail). The segment on 145th Street from Aurora Avenue/ Interurban Trail to 3rd Avenue NE is currently unfunded in the TIP, as it is a significantly lower volume roadway and will not be supporting significant transit service.

145th Street and I-5 Interchange

City staff have worked diligently with Sound Transit, WSDOT, and other local agencies for several years to determine multi-modal improvements for the 145th Street Interchange. This includes much coordination in the vicinity of 145th Street and 5th Avenue NE, which overlaps with the western terminus of Sound Transit's BRT project and adjacent to the Sound Transit Shoreline South/148th Street Light Rail Station (Lynnwood Link Extension Project).

This has been a success story, with funding completely secured and the project on schedule to be completed prior to the Shoreline South/148th Station and light rail becoming operational in 2024. The City was fortunate to secure federal funding for both the design and construction phases totaling approximately \$8.8 million. Sound Transit has entered into an agreement with the City to support this project with up to \$10 million. Most recently, two State funding sources were secured, with a \$5 million Regional Mobility Grant and a \$5 million Transportation Improvement Board (TIB) grant. Additional match has come from City Roads Capital funding and State Connecting Washington funds.

The 145th Street Corridor Project from the I-5 to Aurora Avenue N

Given the highly competitive and limited availability of funding to complete the right-of-way (ROW) acquisition and Construction (CN) phases of the 145th Street Corridor project, staff worked with the State to be able to deliver this project in phases. The project has federal STP (Surface Transportation Program) funding for designing the entire length of the corridor. ROW and CN are being completed in the following phases:

- Phase 1: I-5 to Corliss (CN 2023/2024)
- Phase 2: Corliss to Wallingford (ROW 2025/2026; CN beyond 2027)
- Phase 3: Wallingford to Aurora (ROW unknown schedule; CN TBD)

Phase 1 is completely funded, using the bulk of the \$25 million in Connecting Washington (CWA) state funding, and federal funding awarded as the result of this project receiving funds from being on a project contingency list after the last round of federal STP applications.

A new development is that the 145th Corridor and 145th Interchange project teams are working to have these two projects go to bid as one project. It is hoped that by having one contractor, it will be easier to coordinate with other agencies keeping projects on schedule for a 2024 completion date. There could also be some savings (mobilization costs, etc.) that could be passed along to the 145th Corridor Phase 2 project.

City staff have applied for a federal Transportation Alternatives Program (TAP) grant for the 145th Off-Corridor Bike Network and this project is currently high on the contingency list. The 145th Off-Corridor Bike Network includes improvements on several streets west of I-5 and must be completed as part of the 145th Corridor Project as it was determined that bicycle facilities for the 145th Corridor would be removed from this busy state route. The 145th Off-Corridor Bike Network is being designed as part of the 145th Corridor Project.

Staff are also currently applying for federal funding for Phase 2 ROW acquisition. If successful, the match would come either from any CWA funding not expended in Phase 1 and/or from the sale of unused property acquired in Phase 1 (some parcels had to be acquired in full as they would have left uneconomic remnants; these remnants might be desired by developers that may be accumulating adjacent properties for development). Funding for Phase 2 construction and Phase 3 (ROW acquisition and construction), a current combined estimate of approximately \$30 million), must still be secured.

- **148th Street Non-Motorized Bridge**

This pedestrian/bicycle bridge complements the financial investment in the area (light rail, transit, and 145th Corridor improvements). The bridge will span I-5 in the vicinity of 148th Street, connecting westside neighborhoods directly to the future Shoreline South/148th Street Light Rail Station, BRT service, and Trail Along the Rail. The bridge will be a key component of the Shoreline bicycle and pedestrian networks. With a revised current cost estimate of approximately \$38 million, this is one of the projects that has felt the financial strain of rising steel costs (mostly due to the actual bridge structure).

The 148th Bridge project is being phased and has two critical deadlines to meet in order to avoid millions in additional costs.

- *Phase 1:* This phase includes the improvements on the east side of I-5 adjacent to the light rail station. The City will move forward with local funding from Sound Transit and a King County Parks Levy to construct the east side inventory prior to light rail becoming operational in 2024. If construction were to occur after trains are running, Sound Transit would impose very strict construction hours for the few hours that the trains do not run daily. These time restrictions would add considerable costs to a construction contract.
- *Phase 2:* This phase includes the actual bridge deck and west side improvements to 1st Avenue NE. The City was recently successful in securing a \$2.5 million TAP grant for ROW acquisition (this mainly includes permanent and temporary construction easements). Staff is also pursuing a federal STP grant for construction. This project is currently in the State's 2022 Transportation Package for a total of \$7 million which requires the Governor's approval and appears secured. Staff are pursuing \$2.5 - \$3 million in federal earmarks. The balance would be \$8 million from TIF collected in 2024-2027.

Phase 2 must be fully funded and completed by 2027 before WSDOT undertakes the daylighting of Thornton Creek along and under I-5. If the 148th Bridge is not completed prior, a temporary bridge will need to be constructed to move materials over the daylighted creek, adding many millions to this project.

- **175th Street Corridor Project**

The 175th Street Corridor Project limits are from I-5 to Stone Avenue N. It is considered a high priority as it is a primary access route to I-5, serves multiple schools, and has relatively high levels of congestion and substandard sidewalks adjacent to an area with high pedestrian volumes traveling to elementary schools, a church with sizeable park-and-ride lot, bus service, and a City park. The 175th Street Corridor Project has been tentatively segmented into two phases for construction: from the I-5 interchange to Meridian; and from Meridian to Stone (just east of Shoreline City Hall).

Staff worked with a consultant team in applying for approximately \$9 million in a FEMA Building Resilient Infrastructure and Communities (BRIC) grant for seismic mitigation/road work adjacent to Ronald Bog for a portion of the 175th Corridor Project. The City will not know if it is successful in receiving this funding until later this summer.

Because this project is needed to accommodate future growth, TIF can be used to serve as the City's match funding. The City plans to pursue additional grant funds for the corridor for ROW acquisition to supplement TIF funds.

- **N/NE 185th Street Corridor Improvements**

Following completion of a study for the 185th Street Corridor in October 2019, the City Council adopted a preferred option for mid-block cross-sections to develop a vision for this corridor. There is currently no funding for a specific capital project. This "project" remains in the 2023-2028 TIP as an Unfunded Project for now to help guide private development. A future opportunity may be a "growth" project identified in the TMP for improvements at the intersection of 185th Street and Meridian Avenue, which could be funded by TIF funds. By the end of 2023, staff will be developing a funding strategy to support improvements on this corridor

- **Trail Along the Rail**

This project will provide an approximately 2.5-mile multi-use trail that roughly parallels the Lynnwood Link Extension Light Rail guideway from the 148th Street station through the 185th Street station and to the 195th Street / I-5 pedestrian overcrossing. Access to portions of the Trail Along the Rail will be built by Sound Transit and steps are being taken in working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in a future year is not precluded. As part of light rail mitigation and permitting requirements, Sound Transit will be constructing approximately 20 blocks of non-contiguous trail.

The City contracted to design and construct a retaining wall near Ridgecrest Park as early work that needed to occur prior to light rail completion. This was included in a Sound Transit Betterment Agreement (agreement for Sound Transit to construct this facility on behalf of the City) and was for a wall and grading only; this segment of the trail will be completed at a later date when funding can be secured.

In conjunction with one of the 12 new sidewalk projects, an interim on-street segment of the Trail on 5th Avenue NE from 175th to 182nd Street will be completed by end of year. Other segments of the Trail will be completed as funding is secured; no other segments are currently funded.

New Projects Added to the TIP

Two new projects (both currently unfunded) appear in the 2023-2028 TIP.

- **Project No. 15 – Meridian Avenue N (N 175th Street to N 205th Street)**
This Growth Project was identified in the Shoreline Transportation Master Plan. Improvements are needed to accommodate continued growth. It is anticipated this project will receive TIF funds after the 175th Corridor Project is fully funded.
- **Project No. 16 – 175th Street (5th Avenue NE to 15th Avenue NE) Preliminary Design**
Safety improvements along NE 175th Street between 5th Avenue NE and 15th Avenue NE have been identified as needed to address a high occurrence of collisions, including serious injury and fatality collisions along this segment of roadway. Staff will apply for Citywide Safety Grant funding through WSDOT which would allow a study to determine appropriate mitigation.

Projects That Have Been Reorganized or Removed from the 2023-2028 TIP

There are two projects which appeared in the prior 2022-2027 TIP that are scheduled for completion in 2022 and so do not appear in the 2023-2028 TIP:

- **Ridgecrest Safe Routes to School**
This project modified pedestrian crossing in the vicinity of 165th Street and 12th Avenue NE with curb extensions, flashing beacons, and speed zone flashers. The project was funded through local Roads Capital funds (\$68,000), and Washington State Safe Routes to School (SRTS) funds (\$467,000).
- **Light Rail Access – 5th Avenue NE**
This project enhances pedestrian and bike access to the Shoreline North/185th Station with sections of sidewalk, amenity zone, curb/gutter, and bicycle facilities between 175th Street and 182nd Court, with a total cost of about \$4 million. This project was one of the 12 new sidewalk projects to be funded with Sales & Use Tax. Bicycle facilities were funded by Sound Transit Access Funds (\$2 million).

One project was also reorganized in the 2023-2028 TIP:

- **3rd Avenue NE Connectors**
The 3rd Avenue NE Connectors project (Project No. 19) was in the prior TIP as the 3rd Avenue NE Woonerf project. Staff have been taking a broader look at this MUR-70 area north of the Shoreline South/148th Station. This neighborhood is served by a series of dead-end streets abutting the freeway. Looking to the future as this area redevelops, there will be a need to provide connectivity for safe movement and circulation. This project will now look at possibilities to extend 3rd Avenue NE to NE 152nd, NE 153rd, or possibly to NE 155th Street. A

public space may still be considered adjacent to the station and initial concepts shared with potential developers. The City is not pursuing funding at this time. Any initial improvement may come as the result of development.

Unfunded Projects Remaining in the TIP

In addition to unfunded projects previously mentioned, the following unfunded projects also remain in this TIP:

- **Eastside Off-Corridor Bike Network**
A 145th Street Off-Corridor Bike Network is being designed between Aurora Avenue and I-5, which is required as part of the 145th Corridor Project (it was determined to move bicycle facilities off the busy state route as improvements are made). Similarly, east of I-5, Sound Transit is constructing improvements for BRT (which is scheduled to begin in 2026), but again, bicycle facilities will not be included on the busy state route. This Eastside Off-Corridor Bike Network will help to complete the network in this area; a preliminary study would be conducted first to verify exact location and types of facilities.
- **15th Avenue NE (NE 175th Street to NE 205th Street)**
This project is listed as a high priority segment. It remains in the TIP and an initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates.
- **Ballinger Way - NE 205th Street to 19th Avenue NE Access Control Preliminary Design Project**
This is a high collision location and is competitive for future grants.

Grant Match

As part of the 2014 budget process, the City established the Grant Match Fund, which provides funding that can be used as part of grant applications. Since many grant agencies require a match, this program can be utilized to provide that match without having the funds allocated to specific projects. Once a grant is secured, the match funding is allocated to the specific project. Currently \$100,000 is set aside annually for this fund.

The City uses its Real Estate Excise Tax (REET) to support the City's grant match program. At the end of 2022, staff anticipates having approximately \$556,000 (increasing to \$956,000 in 2026) reserved to use as a local grant match (this does not account for any match deductions used during the timeframe up until 2026). The majority of these funds are already committed to match federal grant funds for larger projects. In the past, staff have used this funding match to support additional smaller projects for safety improvements, however, given larger pursuits, funds may need to be identified to support these smaller projects.

The City received \$25 million in State Connecting Washington funds that are primarily funding the 145th Corridor from I-5 to Corliss Ave (Phase 1). A small portion may potentially be used for the 145th Interchange project. The Interchange project and 145th Corridor Phase 1 projects will be going out to bid as one construction contract. If there

are savings realized by having one contractor (mobilization costs, etc.), any remaining Connecting Washington funds could be used as match for 145th Corridor Phase 2 ROW acquisition.

There is not sufficient surplus or balance available to solely rely on REET as the grant match for all these projects; additional revenue will be needed for local match. At this time, there does not appear to be other capital projects or programs that could be significantly reduced, and in fact, costs have been increasing do to such things as the high price of steel and supply chain delays. It is also worth a reminder that REET can be volatile based on the economic climate.

Staff recommends the Council continue setting aside revenue annually to utilize as match on these projects and identify additional funding sources to provide adequate grant match for these projects so that the City continues to have the ability and flexibility to apply for and compete for outside funding to help with constructing our TMP projects.

COUNCIL GOAL(S) ADDRESSED

Adoption of the TIP supports City Council Goal #2, “Continue to deliver highly-valued public services through management of the City’s infrastructure and stewardship of the natural environment.” By identifying and developing a plan for multi-modal transportation improvements, the City is working to preserve and enhance the infrastructure. Adoption of the TIP also addresses Council Goal #5: “Promote and enhance the City’s safe community and neighborhood programs and initiatives” by supporting the Traffic Safety Improvements program and most of the other programs and projects as many include a safety element.

RESOURCE/FINANCIAL IMPACT

There is no financial impact associated with adoption of the TIP. The projects identified in the City’s TIP are a combination of funded projects in the Capital Improvement Plan (CIP), including projects that are partially funded or underfunded, as well as currently unfunded projects the City would like to undertake should funding become available. The vast majority of projects included in the TIP are unfunded or partially funded. Listing projects in the TIP makes them grant eligible, as most grant programs will only fund projects included in a jurisdiction’s TIP.

RECOMMENDATION

No action is required tonight; staff recommends that the City Council hold the Public Hearing and discuss the proposed 2023-2028 TIP. Staff is requesting direction from Council regarding the policy topics outlined in this staff report as well as any revisions to the 2023-2028 TIP, including items that should be added or removed. Staff recommends that Council adopt proposed Resolution No. 489, which would adopt the 2023-2028 TIP, when it is brought back to Council for potential action on the on May 9, 2022.

ATTACHMENTS

Attachment A: Proposed Resolution No. 489

Attachment A, Exhibit A: Draft 2023-2028 Transportation Improvement Plan

RESOLUTION NO. 489

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING A REVISED AND EXTENDED SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR THE CALENDAR YEARS 2023 THROUGH 2028 AND DIRECTING THE SAME TO BE FILED WITH THE STATE SECRETARY OF TRANSPORTATION AND TRANSPORTATION IMPROVEMENT BOARD.

WHEREAS, the City Council of the City of Shoreline has previously adopted a Comprehensive Plan pursuant to the Growth Management Act, 36.70A RCW, which includes a Transportation Element that serves as the basis for the six-year comprehensive transportation program, commonly referred to as the Transportation Improvement Program ("TIP"), as required by RCW 35.77.010; and

WHEREAS, RCW 35.77.010 requires the City to revise and extend the TIP annually to assure that the City has a guide in carrying out a coordinated transportation program; and

WHEREAS, the City has reviewed the work accomplished under the 2022-2027 TIP adopted by Resolution No. 475, reviewed the City's Comprehensive Plan, determined current and future City transportation needs, and based upon these findings, a revised and extended TIP for the ensuing six (6) calendar years (2023 through 2028) has been prepared; and

WHEREAS, on April 11, 2022, the City Council held a properly noticed public hearing to receive public input on the revised and extended TIP for the years 2023 through 2028; and

WHEREAS, the City Council, having determined that the revised and extended TIP for the years 2023 through 2028 addresses the City's transportation needs for the ensuing six years and is consistent with the City's Comprehensive Plan;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Plan Adopted. The Six-Year Transportation Improvement Program for the City of Shoreline for the ensuing six (6) calendar years, 2023 through 2028, attached hereto as Exhibit A and incorporated herein by this reference, is hereby adopted.

Section 2. Filing of Plan. Pursuant to RCW 35.77.010, the City Clerk is hereby authorized and directed to file a copy of this Resolution no later than thirty (30) days after adoption of this Resolution, together with the Exhibit A attached hereto, with both the Secretary of Transportation and the Transportation Improvement Board for the State of Washington.

Section 3. Corrections by City Clerk. Upon approval of the City Attorney, the City Clerk is authorized to make necessary corrections to this Resolution, including the corrections of scrivener or clerical errors; references to other local, state, or federal laws, codes, rules, or regulations; or resolution numbering and section/subsection numbering and references.

ADOPTED BY THE CITY COUNCIL ON MAY 9, 2022.

Mayor Keith Scully

ATTEST:

Jessica Simulcik Smith
City Clerk

Per Section 2, filed on the date indicated:
Washington State Secretary of
Transportation: _____, 2022

Washington State Transportation Improvement Board: _____, 2022

Exhibit A to Resolution No. 489

City of Shoreline 2023-2028 Transportation Improvement Plan

1. What is the Six-Year Transportation Improvement Plan (TIP)?

The City of Shoreline Six-Year Transportation Improvement Plan (TIP) is a short-range planning document that is updated annually based upon needs and policies identified in the City's Comprehensive Plan and Transportation Master Plan. It identifies Shoreline's current needed transportation projects and programs feasible for the next six years. Some projects identified in the TIP are significant enough in nature that they will take longer than six years to complete.

2. What is included in the TIP?

A project sheet for each project or program in the TIP has been developed and includes the following:

- Scope/Narrative: A description of the project or program including the specific work to be performed, project elements, project/program purpose and/or interagency coordination efforts.
- Funding: Identifies whether a project is funded, partially funded or unfunded and known funding sources.
- Project Status/Funding Outlook: A description of current funding projections including possible funding sources (when applicable) and other pertinent information.
- Council Goals: Identifies Council goals achieved by each project.
- Purpose/Goals Achieved: Identifies which of several purposes the project satisfies and/or general goals the project achieves including Non-motorized Transportation; System Preservation; Growth Management; Improves Efficiency and Operations; Safety; Major Structures; Corridor Study; and/or Interjurisdictional Coordination.

Projects in the TIP are sorted into three categories: Programs & Plans (Partially Funded); Funded Projects (Fully or Partially); and Unfunded Projects. All the Programs & Plans are considered partially funded, as additional work could be completed through these programs with supplemental revenue. Generally, for this 2023-2028 TIP, funded projects are those included in the City's 2021-2026 Capital Improvement Plan.

3. Project Costs and Funding

Each project listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s) for the six-year period covered by the TIP. Existing and new project and program costs must cover all phases of a project (described below), including the staff time necessary to administer them. If grant funding has been secured from a specific source, it is identified. Potential grant funding sources can also be identified. Projects listed that are necessary to accommodate

growth and allow the City to maintain its adopted Level of Service (LOS) may be funded in part by Transportation Impact Fees (TIFs). The costs for projects programmed for the first three years of the TIP have been developed with a higher level of detail whereas those in the latter years have been developed with less specificity, as the projects are generally less defined. Unless otherwise noted, project costs do not include the costs for placing overhead utilities underground.

4. Developing the TIP

The annual TIP update starts with the previously adopted TIP. Projects in the previously adopted TIP are reviewed and any project that has been completed, or because of changing conditions is no longer needed, is removed from the TIP. Existing projects may also be updated based upon completed studies, refined project scopes or revised cost estimates. The remaining projects carried over from the previous TIP are reviewed for changes to cost estimates, project funding, schedule, or scope during the update process to ensure that the best information is represented in the TIP.

New projects are generated from many sources, including the City's adopted Transportation Master Plan (TMP), Comprehensive Plan, Council priorities, identification of new issues or deficiencies, response to growth, accident locations, or the potential to secure grant funding. The City may use tools such as pavement management rating, analysis of accident data, and transportation modeling to help identify potential new projects. Potential new projects undergo a review of scope, priority, schedule, and cost analysis.

Updated projects from the previous TIP and new projects are then used to create a draft TIP project list. The phasing and funding of these projects in the draft TIP is based on an evaluation of project priority compared with priorities laid out in the TMP, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered with other jurisdictions and agencies, and new opportunities that arise to leverage local transportation funding in combination with other funding sources.

Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community to comment on the plan. Based on the results of the public hearing and comments from the Shoreline City Council, a final version of the TIP is developed. This final version is then adopted by the City Council.

5. Lifecycle of a Project

Depending upon the size and/or degree of complexity associated with a project, it can take several years to complete. For example, the three-mile Aurora Corridor Improvement Project which was substantially completed in 2016, began the initial planning work in 1997. Large projects may be divided into several smaller projects in order to manage the project more effectively, comply with requirements of or secure additional grant funding, or minimize inconvenience to the community during construction.

Throughout all phases of a project, the City is committed to maintaining open communications with the community. Title VI practices are included throughout the project. Project staff work to identify potential impacts to any specific group and reach out to the affected community for a diverse and inclusive partnership. The process to develop projects generally includes the following steps.

Planning and Alternatives Development – During this phase, conceptual ideas for a project are identified, evaluated, and narrowed, sometimes to a single option. Residents, community organizations, neighboring jurisdictions and other stakeholders help shape the project. Public meetings provide updates to the community and help the City gather feedback.

Preliminary Design and Environmental Review – This phase identifies potential environmental impacts of the project alternative(s). The level of review and documentation depends on the scope of the project and its potential for environmental impacts. An Environmental Impact Statement (EIS) is prepared for large projects with potentially significant impacts. Development of a State Environmental Policy Act (SEPA) checklist may be prepared for projects not requiring an EIS. A similar review under the National Environmental Policy Act (NEPA) is required for projects that receive federal funding. The project's design moves from conceptual to preliminary as initial engineering begins.

During this phase:

- If required, a SEPA checklist or Draft EIS is published followed by a public comment period. Responses to those comments are found in the Final EIS.
- Preliminary design is completed.
- The City selects the project that will eventually be built.

Right-of-way (ROW) Acquisition - If it is determined that a project footprint will require additional ROW to be implemented, the project will include a ROW acquisition phase that is conducted concurrently with reaching Final Design. The City may need to purchase private property ranging from small strips to full acquisitions, permanent easements (such as for locating utilities), and temporary easements (to utilize a portion of a property during construction, etc.).

Final Design– In this phase, architects and engineers define what the project will look like as well as the technical specifications for the project. Field work is performed including testing soil conditions and ground water levels, surveying, and locating utilities. This phase culminates in the completion of contract-ready documents and the engineer's cost estimate.

The project design activity that follows planning development and concludes with Final Design is often referred to as "Plans, Specifications, and Estimates (PS&E)".

Construction – Construction time varies widely from project to project. The City balances the need to complete the project on time and on budget while minimizing

construction impacts to the community. Unforeseen site conditions, weather, design corrections and the complexity of a project are some of the factors that can influence the schedule. Construction schedules can also be affected by environmental restrictions, such as permissible timeframes to work in fish bearing waters.

6. Funding Challenges for 2023 and Beyond

As is the case for most jurisdictions, the need for transportation improvements in Shoreline greatly outweighs the City's ability to fund them in both the short and long term. In addition to major capital projects such as intersection or corridor improvements, there is an on-going need to maintain the existing system. This includes repair, maintenance and preservation work, such as Bituminous Surface Treatment (BST) or overlays, upgrades and repairs to traffic signals, installation of new streetlights and curb ramp upgrades. It is difficult to estimate the annual backlog or degree to which the City's transportation program is underfunded, as new projects are identified annually, and maintenance is a continuous necessity.

Distribution and supply chains for construction materials as well as local labor are affecting the cost to construct. Materials have sky-rocketed in the last few years and lead-time for supplies has increased dramatically. This uncertainty can make it difficult to correctly estimate the true cost of a project, especially if a project remains years out to completion.

The five Programs & Plans listed in the TIP do not include a total project cost as these are programs where either costs are ongoing (such as maintenance) or more can always be done if additional funding is found.

Of the total cost for funded/partially funded projects, about \$218 million, approximately \$118 million is still unfunded. The seven unfunded projects included in this six-year TIP (not including the unfunded portions of partially funded projects previously stated) total an additional \$98 million.

The City of Shoreline funds transportation capital projects from the General Fund, Real Estate Excise Tax (REET), Transportation Benefit District (TBD), and grant revenue from local, state, and federal governments. Because some of these revenue sources are so closely tied to the health of the economy, they can be somewhat unpredictable, making it challenging for the City to plan for transportation improvements with assurance that funding will be available.

Historically the largest sources of funding for Shoreline's transportation programs and projects have been grants. Funding for transportation projects is available from federal, state, and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded, and timelines for expenditure of funds.

Most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project and/or secure additional funding of a

different source (i.e., federal funds cannot match federal funds, but state funding often can match federal funding). The granting agency may have additional restrictions. Funding programs for bicycle and pedestrian transportation projects are very limited, especially in comparison to funding for highway and roadway projects. Quite often, granting agencies prefer to fund construction of projects rather than planning, design, or environmental work. Having projects fully designed and “shovel ready” improves their ability to compete for funding. The competitive nature of grant funding and the specific requirements associated with available grants narrow the opportunities for many of the City’s high priority projects to obtain outside funding.

In November 2018, a new funding source was secured for the construction of new sidewalk when voters approved a Sales & Use Tax. More information can be found about the Sidewalk Plan under Programs & Plans No. 2 in this TIP.

In 2018, a \$20 increase in Vehicle License Fees (VLF) was adopted by City Council for sidewalk rehabilitation. Then shortly after funds started being collected, the program was defunded by the passing of Proposition I-976 and then was subsequently put on hold while being challenged in court. In October 2020, the Washington Supreme Court ruled the initiative unconstitutional and VLFs collected by the City are secure for now. Program 1, Sidewalk Rehabilitation Program (Repair and Maintenance), and Program 4, the City’s Annual Road Surface Maintenance Program in part rely on this funding source.

7. Emerging Project Support

Throughout the year, new information may arise affecting the need for potential or re-prioritized projects and staff address these. As this plan is being finalized, some emerging issues are under discussion:

Bond Approved Parks Improvements

In February 2022, voters approved a Parks Bond that will make improvements to eight parks and acquire and improve new park land. Staff will review project designs to identify any frontage or connection improvements that may be a part of these efforts. Depending on the level of frontage improvements, projects may appear in future TIPs. For the 2023-2028 TIP, no Park Improvement projects have been included.

3rd Ave NE Connections (previously the 3rd Ave NE Woonerf)

This 2023-2028 TIP lists Project #19 as the “3rd Ave NE Connections” project. This project was originally the 3rd Avenue NE Woonerf (listed in the previous 2022-2027 TIP) and proposed to extend a safe public space adjacent to the north end of the Shoreline South/148th Station. After reviewing Sound Transit improvements, anticipated development, and constrained movement in the neighborhoods, staff is identifying an increasing need and larger project to improve circulation by connecting several street dead-ends between the station and NE 153rd Street. Staff is now looking at this project as opening right-of-way from the station to NE 153rd or NE 155th Street.

The City also has an opportunity on the west side of I-5 in the 145th Street Station Subarea (now designated as a candidate countywide center and newly named the 148th St Station Area) for a comparable public space to the 3rd Ave Connector that would provide a midblock connection from 145th to 148th and the future 148th Street Bridge). With development in this area currently underway, and the window for finalizing circulation narrows, this is another public space that is actively being considered that will likely evolve over this year.

8. Relationship of the TIP to other Transportation Documents

A. Six-Year Capital Improvement Plan

Once adopted, the TIP helps to guide funding and implementation priorities during the development of the transportation portion of the Capital Improvement Plan (CIP). The CIP is a six-year financial plan addressing capital needs and is updated along with the development of the City's operating budget. The CIP shows the City-funded projects and is constrained by current budget forecasts, whereas the TIP shows the complete project list, including unfunded projects and programs. The first two years of the CIP are adopted as part of the biennial budget, with any updates adopted annually.

B. Transportation Master Plan

The City of Shoreline's Transportation Master Plan (TMP) is the long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted Comprehensive Plan. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid-, and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering, and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement plans. The TMP covers transportation facilities for the movement of services and goods as well as all forms of personal travel including travel by foot, bicycle, wheelchair, transit, and automobile.

In 2020, the City began a multi-year process to update the current TMP (last updated in 2011) that will identify additional multi-modal transportation policies, programs, and projects. In concert with the TMP update, the City will be re-examining its traffic concurrency model which sets the relationship among the City's LOS standards for general-purpose vehicles, the funding needs to accommodate estimated general-purpose traffic growth, and land use assumptions. Concurrency is balanced when growth is matched with needed transportation facilities. During the TMP update process, the City may consider shifting to a Multimodal LOS, as well as consider restructuring TIFs and associated growth projects to help fund the design and construction of additional roadway segments and intersections throughout the city.

The TMP update is a multi-year process with the final updated TMP scheduled to be completed by 2023. Because the types of changes and additions to City transportation

policies, projects, and programs will not be known until the completion of the TMP process, it is not possible to include them in the TIP at this time. Once the TMP update is finalized and new projects and/or programs are defined, they can be included in future TIPs.

C. State and Federal Requirements

State law requires that each city develop a local TIP and that it be annually updated (RCW 35.77.010). It also requires that projects be included in the TIP in order for cities to compete for transportation funding grants from most federal and state sources. Federal grant funded and regionally significant projects from the first three years of the City's TIP are included in the Regional TIP, which is assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. The Regional TIPs from around the State are then combined to form the State TIP, which is approved by the Governor and then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

9. Preservation of Railroad Right-of-Way

RCW 35.77.010(3) requires that the TIP address the preservation of railroad right-of-way in the event that a railroad ceases to operate. The Burlington Northern Santa Fe (BNSF) Railway maintains tracks that abut and are roughly parallel to the entire Puget Sound shoreline within the City limits. This corridor provides both freight movement (the region's primary connection to the north) and intercity passenger rail (Amtrak and Sound Transit's Sounder). Given the extensive use of this corridor, it is unlikely that operations would cease in the near future. However, if operations were to cease, the City would seek to preserve the corridor for future use as a non-motorized trail given its location on the Puget Sound shoreline and potential connection to City parks along this line.

Contact Information

For additional information, contact Nytasha Walters, Transportation Services Manager, (206) 801-2481 or nwalters@shorelinewa.gov.

The following is a list of projects included in the 2023-2028 TIP. A description of each project can be found in the following pages.

PROGRAMS & PLANS *(considered partially funded as more work could always be completed with additional revenue)*

1. Sidewalk Rehabilitation Program (Repair & Maintenance)
2. New Sidewalk Plan (New Sidewalk Construction)
3. Traffic Safety Improvements
4. Road Surface Maintenance Program
5. Traffic Signal Rehabilitation Program

FUNDED PROJECTS *(noted if only partially funded)*

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5 *(partially)*
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements
8. 148th Street Non-Motorized Bridge *(partially)*
9. Trail Along the Rail *(partially)*
10. Meridian Avenue N (N 155th Street to N 175th Street)
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5) *(partially)*
12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)

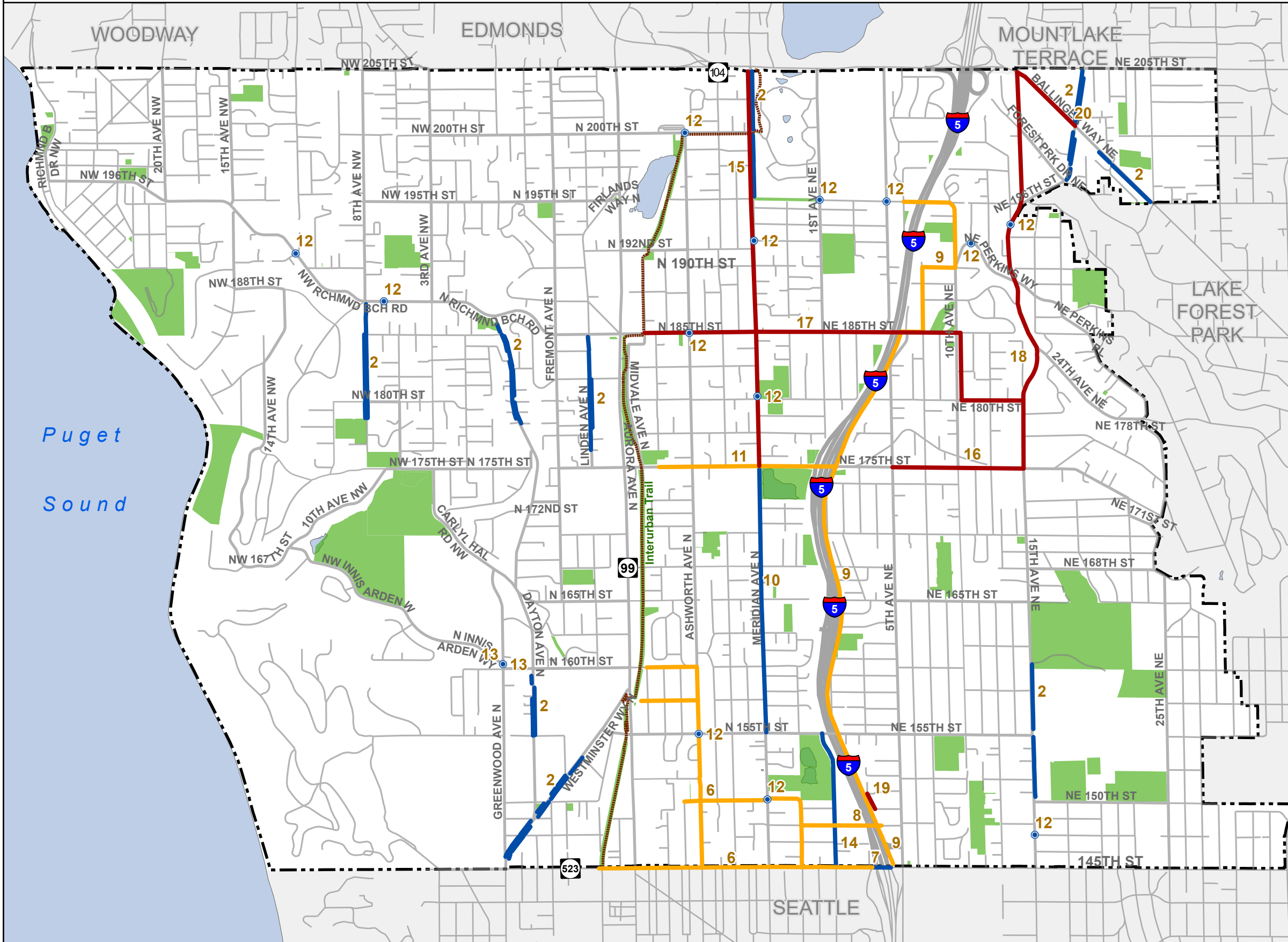
UNFUNDED PROJECTS

15. Meridian Avenue N (N 175th Street to N 205th Street)
16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design
17. N/NE 185th Street Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Connectors
20. Ballinger Way - NE 205th St to 19th Ave NE Access Control (Preliminary Design)
21. Eastside Off-Corridor Bike Network (Pre-Design Study)

PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2022

PROJECT NAME	PROJECT DESCRIPTION	COST (estimate)	FUNDING SOURCES
Ridgecrest Safe Routes to School	The project installs School Speed Zone Flashers on NE 165th Street at the beginning of the school zone in both directions. This project also modifies the existing pedestrian crossing on 165th St and 12th Ave NE with rapid flashing beacons and the use of curb extensions that visually and physically narrow a roadway, creating a safer and shorter crossing for pedestrians.	\$535,000	The project is funded through local Roads Capital funds (\$68,000), and Washington State Safe Routes to School (SRTS) funds (\$467,000).
Light Rail Access – 5 th Ave NE	The project enhances pedestrian and bicycle access to Shoreline North/185th Station (Sound Transit light rail). The project includes design & construction of sections of sidewalks, amenity zone, curb and gutter, and bicycle facilities, along both sides of 5th Ave NE from NE 175th to near 182nd Ct.	\$4,000,000	<p>This project is part of the 2018 voter-approved new sidewalk projects; sidewalk facilities are funded through the approved Sales & Use Tax.</p> <p>Bicycle facilities are funded by Sound Transit Access Funds (\$2M).</p> <p><i>(Not included in totals is surface water utility funded work to improve the existing surface water pump station facility and storm pipe infrastructure.)</i></p>

Transportation Improvement Plan 2023 to 2028



Individual Project Locations

Partially Funded Citywide Programs

1. Sidewalk Rehabilitation Program (not mapped)
2. New Sidewalk Plan – New Construction (9 of 12 initial projects remain)
3. Traffic Safety Improvements (not mapped)
4. Road Surface Maintenance Program (not mapped)
5. Traffic Signal Rehabilitation Program (not mapped)






Fully or Partially Funded Projects

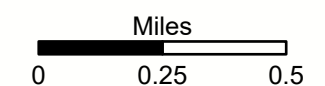
6. 145th St (SR 523) Corridor Improvements (Aurora to I-5)
7. 145th St/I-5 Interchange Improvements
8. 148th Street Non-Motorized Bridge
9. Trail along the Rail
10. Meridian Ave N (N 155th St to N 175th St)
11. N/NE 175th St - Corridor Improvements
12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs
13. Greenwood/Innis Arden/160th Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)

Unfunded Projects

15. Meridian Ave N (N 175th St - N 205th St)
16. NE 175th St (5th Ave NE to 15th Ave NE)
17. N/NE 185th St - Corridor Improvements
18. 15th Avenue NE (NE 175th Street to NE 205th Street)
19. 3rd Ave NE Connectors
20. Ballinger Way (NE 205th St to 19th Ave NE)
21. Eastside Off-Corridor Bike Network (not mapped)

Funding Status

-  Funded
-  Partial
-  Unfunded
-  Interurban Trail
-  Park



This map is not an official map. No warranty is made concerning the accuracy, currency, or completeness of data depicted on this map.

PROGRAMS & PLANS
(PARTIALLY FUNDED)

Project # and Name

1. Sidewalk Rehabilitation Program (Repair & Maintenance)

Scope / Narrative

Title II under the Americans with Disabilities Act (ADA) requires a public entity to perform a self-evaluation of its programs, activities, and services, along with all policies, practices, and procedures that govern their administration. Shoreline is also required to create and implement an ADA Transition Plan to make reasonable modifications to remove barriers - both physical and programmatic.

In 2017-2018, the City completed an assessment and inventory of all sidewalk facilities and developed a draft Transition Plan (www.shorelinewa.gov/home/showdocument?id=45538) focused on facilities in the right-of-way such as curb/gutter, curb ramps, and sidewalks. Prioritization and preliminary schedules were also included in the report. Under the Sidewalk Rehabilitation program, the City will identify priority projects to be completed within the next 6 years and moving forward with those improvements as funding allows.

Initial Work, Year 1: Sidewalks that can be ground to improve vertical discontinuity and coordination with existing projects. This approach was selected because larger projects require longer lead times for design.

Following 5 Years: Focus on removing barriers.

As the sum to complete all ADA upgrades and provide maintenance is very high, this will be an annual, ongoing program.

Funding

FUNDING SOURCE	CURRENT FUNDING FORECAST						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Transortation Benefit Dist.	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
General Fund							\$ -
TOTAL 2023-2028	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000

Project Status / Funding Outlook

Staff has developed the program implementation plan and will begin design mid-2022 for 2023 construction.

Sidewalk, curb, and gutter repairs and maintenance had historically been funded through an annual transfer from the General Fund and was underfunded. In 2018, City Council approved a \$20 increase in Vehicle License Fees (VLF) to supplement funding for repair and maintenance. VLF was collected starting in March 2019.

Based on the City's assessment and initial estimates, the cost to complete retrofits and remove all barriers in the right of way to meet City ADA standards is in excess of \$191 million (2018 dollars).

Council Goals

This program helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Continued on next page

Purpose / Goals Achieved	
<input checked="" type="checkbox"/> Non-motorized	<input type="checkbox"/> Major Structures
<input checked="" type="checkbox"/> System Preservation	<input type="checkbox"/> Interjurisdictional Coordination
<input type="checkbox"/> Improves Efficiency & Operations	<input type="checkbox"/> Growth Management
<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Corridor Study

Project # and Name

2. New Sidewalk Plan (New Sidewalk Construction)

Scope / Narrative

The City Council approved the 2018 Sidewalk Prioritization Plan on June 4, 2018 which created the groundwork for a ballot measure in the November 2018 general election. The ballot measure, Proposition 1, was approved by voters to fund new sidewalk construction. The New Sidewalk Program will be funded through the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 specific projects to be completed under this program. These projects are listed below with *estimated* year of completion (this could change based on unforeseen opportunities):

1. 1st Ave NE (NE 192nd ST to NE 195th ST) - **2021**
2. 5th Ave NE (from NE 175th ST to NE 185th ST) - **2022** **
3. 20th Ave NW (from Saltwater Park entrance to NW 195th ST) - **2022**
4. Westminster Way N (from N 145th ST to N 153rd ST) - **2023**
5. 19th Ave NE (from NE 196th ST to NE 205th ST) - **2024**
6. Ballinger Way NE (19th Ave NE to 25th Ave NE) - **2024** *
7. Dayton Ave N (from N 178th ST to N Richmond Beach RD) - **2025**
8. Linden Ave N (from N 175th ST to N 185th ST) - **2025**
9. Meridian Ave N (from N 194th ST to N 205th ST) - **2026** *
10. 8th Ave NW (from north side of Sunset Park to Richmond Beach RD NW) - **2026**
11. Dayton Ave N (from N 155th ST to N 160th ST) - **2027** *
12. 15th Ave NE (from NE 150th ST to NE 160th ST) - **2028**

* *Puts sidewalk on second side (bus route)*

** *Two sides of the street (bus route)*

Prioritization of these projects was driven by the 2018 sidewalk prioritization plan and specific opportunities to combine with other capital projects and funding. The current sidewalk schedule is shown on the project webpage: shorelinewa.gov/sidewalks

If there should be additional funds from this source after completion of the 12 projects listed, additional projects will be selected from the 2018 Sidewalk Prioritization Plan. The 2018 Sidewalk Prioritization Plan identifies and provides initial prioritization for additional new construction. The City will continue to look for outside funding opportunities. New sidewalk will also be constructed as the result of private development.

The project webpage provides information on current and completed projects:

shorelinewa.gov/sidewalks

Funding

	CURRENT FUNDING FORECAST (annual amounts are estimates)						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Bond Issued	\$ 4,900,000	\$ 7,200,000	\$ 8,700,000	\$ 4,100,000	\$ 4,400,000	\$ 6,400,000	\$ 35,700,000

Continued on next page

Project Status / Funding Outlook

A series of Limited Tax General Obligation bonds will be issued that will be repaid by the revenue generated by the 0.2% TBD Sales Tax. The principal amount will be limited to \$42 million, which is the amount that staff estimates could be supported by the estimated \$59 million in revenue. The bond series authorized for issuance will have a decreasing ladder maturity with a maximum 20-year maturity to match the remaining term of the tax.

It is expected approximately \$4,750,000 will have been spent on the program through 2022 (construction, design, etc.); debt interest paid is expected to be approximately \$1,236,321 through 2022.

Staff will compare the revenue projections and the expenditures to determine and assess opportunities to build additional projects in accordance with the ballot measure during each biennial budget process and prior to issuing each debt series.

Council Goals

This program helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

3. Traffic Safety Improvements

Scope / Narrative

This program addresses priority transportation safety concerns on both arterial and local streets. The primary purpose of this program is to design and implement small spot improvement projects to improve safety and enhance the livability of neighborhoods. Projects include traffic calming devices (speed humps, radar speed display signs, etc.), capital infrastructure (curb ramps, sidewalks, etc.), and operational changes (bike lanes, turn lanes, school signing, etc.).

Funding

	CURRENT FUNDING FORECAST						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Roads Capital	\$ 193,300	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 1,188,800

Project Status / Funding Outlook

This program is currently underfunded. Additional improvements that could be implemented with supplemental funding include street lighting and projects identified by the Annual Traffic Report.

Council Goals

This annual program helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5**: Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

4. Road Surface Maintenance Program

Scope / Narrative

This is an annual program that is designed to maintain the City's roadway network in good condition over the long term, within the limits of the funding provided by the Roads Capital Fund, federal and state grants, and other funding approved by the City Council. Road condition is expressed as Pavement Condition Index (PCI), which is reassessed City-wide on a 5-year cycle. In 2015 and 2021 respectively, the PCI of all Shoreline streets averaged 82 and 80 on a 100-point scale. For comparison, highway departments nationwide consider a system-wide average PCI of 75 as "very good". Each street's condition is tracked using a Pavement Management software system, with the goal of maintaining the street's structural condition and ride quality without the necessity of full reconstruction.

Historically, this program has employed a combination of asphalt concrete overlays and Bituminous Surface Treatment (sometimes called chip-seal) to maintain arterial and residential streets; both are designed to extend typical pavement life between 10 and 15 years. Each year, the City uses the Pavement Management system to select streets for preventive maintenance. As part of the program, the City renews pavement markings, channelization, signing, and incorporates Complete Street elements.

Funding

	CURRENT FUNDING FORECAST						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Roads Capital	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 530,000	\$ 3,180,000
Vehicle License Fee	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000
TOTAL 2023-2028	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 8,160,000

Project Status / Funding Outlook

In 2009, the City Council approved a \$20 Vehicle License Fee (VLF) to fund this program and subsequently added additional annual funding from the Roads Capital Fund.

Council Goals

This annual program project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Continued on next page

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**5. Traffic Signal Rehabilitation Program****Scope / Narrative**

The maintenance of safe and efficient traffic signals is an important part of the City's responsibility to all users of the transportation network including drivers, transit providers, pedestrians, and bicyclists. New traffic signal technology provides superior functionality compared to older, obsolete equipment. Intersection improvements are one of the most cost effective ways to improve traffic flow while effective maintenance and operation of traffic signals can increase safety and extend the life of the signal, decreasing overall program costs. Examples of signalized intersection improvements include, but are not limited to:

- New controllers which can accommodate transit signal priority, dynamic emergency vehicle preemption, and coordination of traffic signals along a corridor for increased efficiency.
- Functional detection to ensure signals operate dynamically, based on actual user demand.
- Back up battery systems to keep signals operational during power outages.
- Communication to a central system for efficient signal timing changes, troubleshooting, and reporting.
- Accessible Pedestrian Signals and countdown signal heads for improved safety and ADA compliance.

The ability to keep traffic signals operating and vehicles moving is a key part of Shoreline's Emergency Management Plan.

Intelligent Transportation Systems (ITS) is the application of advanced information and communications technology to transportation. ITS helps roadway users make more informed decisions about travel routes thereby improving efficiency, safety, productivity, travel time and reliability. Elements of an ITS system can include variable message signs, license plate or bluetooth/wi-fi readers, real-time traffic flow maps, traffic monitoring cameras, and communication between traffic signals and a Traffic Management Center (TMC). Existing City ITS components include fiber optic lines, traffic monitoring cameras, and a central signal system for signals along Aurora. The City began operation of a TMC in 2013 to help manage these systems which may be expanded or modified as the City's ITS system grows. This project will fully integrate all City signals, with ITS improvements where appropriate, including traffic monitoring cameras. Future expansions of the system may include coordination with traffic signals in Seattle, cities to the north, and those operated by WSDOT.

Funding

FUNDING SOURCE	CURRENT FUNDING FORECAST						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Roads Capital	\$ 152,200	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 935,700

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Project Status / Funding Outlook

This program is currently underfunded. The original goal and associated funding established for this program was to rebuild 2 signal systems annually. Using a standard design and contracting process, signal system rebuild costs can range from \$400,000 - \$1,200,000. With current program funds, this allows for approximately one signalized location to be rebuilt every 3-8 years, which puts the rehabilitation cycle significantly behind schedule.

The ITS portion of the project is currently unfunded. Out of 46 total signalized intersections, 30 do not have established communication to the Traffic Management Center. The cost to establish communication to all signals is not known at this time, however is estimated at well over \$1,000,000 for standard fiber communication.

The Surface Transportation Program is a potential source of grant funding for this program.

Council Goals

This annual program helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

FUNDED PROJECTS
(FULLY OR PARTIALLY)

Project # and Name

6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5

Scope / Narrative

This project is part of the implementation of the 145th Street Multimodal Corridor Study. The project will make improvements to signalized intersections between I-5 and Aurora Ave N in order to improve transit service, general purpose traffic, and pedestrian crossings. The project will also improve pedestrian facilities along its full length of the north side of the street. Bike facilities will be provided through construction of an Off-Corridor Bike Network between the Interurban Trail to the west and 1st Ave N to the east with connections to City of Seattle's planned Off-Corridor south of 145th.

The Design Phase for this project is fully funded through STP grants, Connecting Washington Funds, and the City's Roads Capital Fund. Given the highly competitive and limited availability of funding to complete the Right-of-Way (ROW) and Construction (CN) phases of this corridor, the City is planning to purchase ROW and construct the corridor in phases as shown below. The City is currently working towards completing design, ROW, and CN for Phase 1 (I-5 to Corliss segment of the project) by 2024.

Through the State Legislature, the City received \$25M towards implementation of the 145th Street Multimodal Corridor Project. The City intends to use the full amount to fund ROW and Construction from I-5 to Corliss and is pursuing multiple potential funding sources to support ROW and CN for Phases 2 and 3 of the project.

The project construction schedule will be phased in 3 parts:

Phase 1: I-5 to Corliss (2020 to 2023 Design; 2021 to 2022 ROW; 2023 to 2024 CN)

Phase 2: Corliss to Wallingford (2023-2024 Design; 2025-2026 ROW; beyond 2027 CN)

Phase 3: Wallingford to Aurora (2026 Design; 2027-2028 ROW; beyond 2028 CN)

The Off-Corridor Bike Network, that will provide bicycle facilities for this project on adjacent streets, may be constructed in tandem with one of the phases or as a separate construction project.

Continued on next page

Funding							
	PARTIALLY FUNDED		UNFUNDED				
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
PH1-Ph 3 Design Connecting WA	\$ 1,239,000	\$ 853,600		\$ 1,174,000			\$ 3,266,600
PH1 Construction Connecting WA and Road Capital	\$ 539,000	\$ 6,532,000					\$ 7,071,000
PH1 Construction STP/CMAQ	\$ 3,454,400	\$ 1,465,600					\$ 4,920,000
Off-Corridor Bike Network TBD	\$ 194,700	\$ 856,100					\$ 1,050,800
PH2 ROW TBD			\$ 3,792,400	\$ 3,792,400			\$ 7,584,800
PH2 Construction TBD				\$ 4,000,000	\$ 8,891,600		\$ 12,891,600
PH3 ROW TBD					\$ 3,708,200	\$ 3,708,200	\$ 7,416,400
PH3 Construction TBD-outer years							\$ -
TOTAL 2023-2028	\$ 5,427,100	\$ 9,707,300	\$ 3,792,400	\$ 8,966,400	\$ 12,599,800	\$ 3,708,200	\$ 44,201,200
				Outer Year Funding (Beyond 2028):		\$8,762,500	
				Prior Cost through 2022:		\$17,874,100	
				Total Project Cost:		\$70,837,800	
				Unfunded Portion / Future Funding Need:		\$35,873,400	

Continued on next page

Project Status / Funding Outlook

In 2022, the entire project was under design along with Phase 1 ROW.

Certain phases of this corridor are funded through local Roads Capital funds, federal STP funds, and Connecting Washington Funds, with other phases yet to secure funding sources (potential TIB, STP, etc.). The project is separated into three phases to make each phase meaningful, logical, and fundable. Secured funding to complete the Design for all phases of this corridor is shared by a federal STP grant and local Roads Capital funds.

The Off-Corridor Bike Network will implement the main bicycle facilities (off-corridor) for this project and is at the top of the contingency list for construction funding via a federal TAP (Transportation Alternatives Program) grant.

Federal STP grants will be sought separately for future Right-of-Way and Construction Phases of the project. Additional project costs will occur after 2028. Total project cost to implement the 145th Corridor Project from I-5 to the Interurban Trail is estimated at approximately \$70.8 million.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements****Scope / Narrative**

The City of Shoreline is currently completing design of the 145th and I-5 Interchange. The City's initial improvement concept, as included in the City's Preferred Design Concept report, proposed a new I-5 northbound on-ramp, revised 145th bridge deck channelization, and a new pedestrian bridge adjacent to the existing bridge deck.

In 2019, the City revised the concept to include two multi-lane roundabouts to replace the two existing signalized interchange intersections. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the initial improvement concept, and at a lower cost. Design will be completed in 2022 and advertising for construction bids is scheduled for early 2023.

The project is fully funded. The City is striving to complete the Right-of-Way and Construction phases of the project by 2024, prior to the opening of the Shoreline South light rail station located north of the Interchange.

Funding

	FUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Roads Capital Fund	\$ 890,400	\$ 254,400	\$ 127,200				\$ 1,272,000
STP Design	\$ 583,875	\$ 194,625					\$ 778,500
STP Construction	\$ 738,000	\$ 4,182,000					\$ 4,920,000
Sound Transit Contribution	\$ 6,000,000	\$ 3,800,000	\$ 200,000				\$ 10,000,000
WSDOT Regional Mob.	\$ 750,000	\$ 4,250,000					\$ 5,000,000
TIB ROW & CN	\$ 450,000	\$ 4,500,000	\$ 50,000				\$ 5,000,000
TOTAL 2023-2028	\$ 9,412,275	\$ 17,181,025	\$ 377,200	\$ -	\$ -	\$ -	\$ 26,970,500
				<i>Outer Year Funding (Beyond 2028):</i>		\$0	
				<i>Prior Cost through 2022:</i>		\$6,317,500	
				Total Project Cost:		\$33,288,000	
				<i>Unfunded Portion / Future Funding Need:</i>		\$0	

Continued on next page

Project Status / Funding Outlook

The project is in the final step of the design phase. This project became fully funded as of November 2021.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**8. 148th Street Non-Motorized Bridge****Scope / Narrative**

This project will provide a new non-motorized bridge crossing over I-5 from the neighborhood in the vicinity of N 148th Street on the westside of I-5 into the Sound Transit Lynnwood Link Shoreline South/148th Station to be located on the eastside of I-5.

In order to construct east side landing and bridge piers prior to light rail running in 2024 (construction costs would rise significantly) the project was phased for delivery:

Phase 1: East Bridge Landing (*there is no ROW acquisition for this phase*)

Phase 2: Bridge Span, West Bridge Landing, Shared-Use Path Connection to 1st Ave NE

Funding

	PARTIALLY FUNDED	UNFUNDED					
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Final Design & Permitting Sound Transit (ST) and STP funds	\$ 150,000						\$ 150,000
Construction (Phase 1) ST and King County Levy	\$ 5,150,000						\$ 5,150,000
Construction (Phase 1) TBD	\$ 550,000						\$ 550,000
ROW (Phase 2) Federal TAP	\$ 2,500,000						\$ 2,500,000
ROW (Phase 2) Grants Match Fund	\$ 500,000						\$ 500,000
Construction (Phase 2) Funding TBD		\$ 23,300,000					\$ 23,300,000
TOTAL 2023-2028	\$ 8,850,000	\$ 23,300,000	\$ -	\$ -	\$ -	\$ -	\$ 32,150,000
				Outer Year Funding (Beyond 2028):		\$0	
				Prior Cost through 2022:		\$5,650,000	
				Total Project Cost:		\$37,800,000	
				Unfunded Portion / Future Funding Need:		\$23,850,000	

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Project Status / Funding Outlook

The total cost for this project is estimated to be approximately \$37.8 million. The 90% design for both phases was completed in Q1 2022. The City successfully obtained funds from the US DOT Surface Transportation Program (STP), King County property tax levy (passed in August 2019), and Sound Transit (ST) System Access funds for design. The STP and some ST funding was utilized for 100% design of Phase 1 and 90% design of Phase 2. Remaining ST funds and King County Parks Levy funding is used for Phase 1 construction. Current construction estimates indicates this leaves an unfunded balance of \$550,000 which the City is still trying to secure.

The project received \$2.5 million in a TAP (Transportation Alternative Program) federal grant for ROW for Phase 2. Shoreline Grant Matching Funds of up to \$500,000 will be used as match to complete the ROW acquisition for Phase 2.

Funding for Phase 2 construction is not fully secured. The current State transportation budget yet to be approved includes \$7 million for this project. Staff are also pursuing up to \$3 million in federal earmarks. In addition, staff will be applying for \$5.48 million in federal STP construction funding, and are reviewing qualifications for \$1 million in State RCO (Recreation and Conservation Office) trails funding. If successful with all of this potential funding, the balance to complete construction would come from TIF (Transportation Impact Fees) collected from 2024-2027 (estimated to be approximately \$8 million collected).

Council Goals

This project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3**: Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**9. Trail Along the Rail****Scope / Narrative**

This project will provide an approximately 2.5 mile multi-use trail that roughly parallels the Lynnwood Link Light Rail guideway from Shoreline South/145th Station through the Shoreline North/ 185th Station and to the 195th Street Pedestrian Overcrossing. It is anticipated that portions of the Trail Along the Rail will be built by Sound Transit and it is assumed that steps can be taken working with Sound Transit to ensure that the ability to complete the Trail Along the Rail in the future is not precluded. In order to be more competitive for funding and to better utilize development partnership opportunities, the project is anticipated to be constructed in segments as follows:

Phase 1: Shoreline North/185th Station to the NE 195th St Pedestrian Overcrossing

Phase 2: Shoreline South/148th Station to N 155th St

Phase 3: N 155th St to NE 175th St (wall and rough grading completed in Ridgcrest Park in 2021)

Phase 4: NE 175th to NE 185th St (interim on-street route completed in 2022)

Funding

	UNFUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Phase 1	\$ 500,000	\$ 1,500,000	\$ 1,500,000				\$ 3,500,000
Phase 2			\$ 500,000	\$ 1,500,000			\$ 2,000,000
Phase 3							\$ -
Phase 4							\$ -
TOTAL 2023-2028	\$ 500,000	\$ 1,500,000	\$ 2,000,000	\$ 1,500,000	\$ -	\$ -	\$ 5,500,000
				<i>Outer Year Funding (Beyond 2028):</i>		\$3,100,000	
				<i>Prior Cost through 2022:</i>		\$840,000	
				Total Project Cost:		\$9,440,000	
				<i>Unfunded Portion / Future Funding Need:</i>		\$8,600,000	

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Project Status / Funding Outlook

Wall and rough grading for the trail along the western edge of Ridgecrest Park has been completed by ST LLE project through a betterment agreement. This early work was necessary to complete in coordination with ST. Finish grading, paving, striping, and signage is still required to complete this section of the trail along the edge of Ridgecrest Park.

The total cost for this project is estimated to be approximately \$9.4 million. 2021-2026 CIP budget does not include budget for Phase 3 and 4, rather it includes budget for these later phases on the Outer Year Funding line item. City staff hope to leverage primarily non-federal grant sources to implement design, environmental, and construction of the various phases. Sound Transit (as part of the light rail construction) will also be building portions of the trail.

Council Goals

This project helps to support **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|---|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**10. Meridian Avenue N (N 155th Street to N 175th Street)****Scope / Narrative**

Improvements along the Meridian Avenue Corridor have been identified in the City's Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service. Improvements will be incorporated through a series of projects with the possibility of some being funded in part by transportation impact fees (TIF).

The first segment of improvements to be completed by the end of 2022 are from N 155th Street to N 175th Street. This project will design and construct:

- Channelization of Meridian Ave N from N 155th Street to N 175th Street from one lane in each direction with parking on both sides to one lane in each direction, a center turn lane (or median area depending on location), plus bike lanes.
- ADA compliant curb ramps, pedestrian refuge islands, and lighting improvement.
- Installation of pedestrian activated flashing beacons for existing crosswalk at N 163rd Street. Pedestrian activated flashing beacons will be installed at N 170th prior to project and will be preserved.

Areas of parking may be retained in lieu of median or turn lane if the design/public process determines locations where this is the best fit, as determined by design and outreach process.

Funding

	FUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Roads Capital	\$ 91,700						\$ 91,700
Federal - HSIP	\$ 825,200						\$ 825,200
TOTAL 2023-2028	\$ 916,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 916,900
						<i>Outer Year Funding (Beyond 2028):</i>	\$0
						<i>Prior Cost through 2022:</i>	\$253,700
						Total Project Cost:	\$1,170,600
						<i>Unfunded Portion / Future Funding Need:</i>	\$0

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Project Status / Funding Outlook

The N 155th Street to N 175th Street segment of the corridor is funded through the local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds. This project is anticipated to receive any remaining TIF funds for local match after the 175th Corridor project local match requirements are met with TIF funds.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)****Scope / Narrative**

175th Street is considered a high priority as it is a primary access route to I-5, has relatively high levels of congestion, substandard sidewalks adjacent to an area with high pedestrian volumes next to elementary schools, a church with sizeable park-and-ride lot, bus stops, and a park. This project improves corridor safety and capacity, providing improvements which will tie in with those recently constructed by the Aurora project.

Improvements include reconstruction of the existing street to provide two traffic lanes in each direction with medians and turn pockets; curb, gutter, and sidewalk with planter strip where feasible; bicycle lanes integrated into the sidewalks; illumination; landscaping; and retaining walls where required. Intersections with high accident rates will be improved as part of this project.

Funding

FUNDING SOURCE	FUNDED		PARTIALLY FUNDED				2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Design and Enviro Review - Federal STP	\$ 394,200						\$ 394,200
Design and Enviro Review - Impact Fees	\$ 345,800	\$ 740,000					\$ 1,085,800
Design and Enviro Review - Unfunded			\$40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
ROW - Unfunded		\$ 501,000			\$ 992,000		\$ 1,493,000
Construction- Roads Cap			\$186,100	\$ 62,000		\$ 114,000	\$ 362,100
Construction - FEMA - Unfunded			\$12,000,000				\$ 12,000,000
Construction - Unfunded			\$6,610,500	\$ 6,203,500		\$ 11,372,000	\$ 24,186,000
TOTAL 2023-2028	\$ 740,000	\$ 1,241,000	\$18,836,600	\$ 6,305,500	\$ 1,032,000	\$ 11,526,000	\$ 39,681,100
				<i>Outer Year Funding (Beyond 2028):</i>		\$12,000,000	
				<i>Prior Cost through 2022:</i>		\$8,143,000	
				Total Project Cost:		\$59,824,100	
				<i>Unfunded Portion / Future Funding Need:</i>		\$49,839,000	

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Project Status / Funding Outlook

The City pursued federal grant funding for design and environmental work through the Surface Transportation Program administered by PSRC in 2014. In February 2016 this project was selected from the PSRC contingency list and fully funded for the design and environmental review phases. This project is identified in the City's Transportation Master Plan as a growth project that is necessary to accommodate growth and allow the City to maintain adopted level of service standards. Consequently, it is anticipated that the City will use Transportation Impact Fees (TIFs) collected from private development for the grant matching funds for this project.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input checked="" type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**12. Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs****Scope / Narrative**

This project adds a midblock crossing on NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW. In addition, pedestrian-activated rectangular rapid flashing beacon systems, and radar speed feedback signs will be installed at spot locations citywide. The design will consider how midblock crossing improvements could serve both pedestrians and cyclists.

1. On NW Richmond Beach Rd between 8th Ave NW and 3rd Ave NW, install a midblock crossing, including median refuge island, pedestrian activated flashing beacons, improved lighting, and ADA improvements.
2. Install a pedestrian-activated rectangular rapid flashing beacon system at Meridian Ave N/N 192nd St, Meridian Ave N/N 180th St, Meridian Ave N/N 150th St, NW Richmond Beach Rd/12th Ave NW, 200th St/Ashworth Ave N, N 185th St/Ashworth Ave N, 1st Ave NE/N 195th St, 5th Ave NE/N 195th St, and 15th Ave NE/NE 148th St.
3. Install radar speed feedback signs on 155th St west of Densmore Ave. N, NE Perkins Way west of 11th Ave NE, 15th Ave NE north of NE 192nd St.
4. Pedestrian-activated rectangular rapid flashing beacon systems will be installed at additional locations if funding allows.

Funding

	FUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Roads Capital	\$14,043						\$ 14,043
Federal - HSIP	\$126,387						\$ 126,387
TOTAL 2023-2028	\$ 140,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,430
				<i>Outer Year Funding (Beyond 2028):</i>		\$0	
				<i>Prior Cost through 2022:</i>		\$1,263,870	
				Total Project Cost:		\$1,404,300	
				<i>Unfunded Portion / Future Funding Need:</i>		\$0	

Project Status / Funding Outlook

The project is primarily funded through federal Highway Safety Improvement Program (HSIP) funds (90%) with local Roads Capital funds as match.

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Council Goals

This project helps to implement **2021-2023 City Council Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements****Scope / Narrative**

Acquire right-of-way and design and construct a roundabout intersection at Greenwood Ave. N, N 160th St. and N Innis Arden Way, adjacent to Shoreline Community College campus. To meet the City's concurrency standard the intersection improvements must be complete by September 2025.

Funding

	FUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Shoreline Community College	\$ 100,000	\$ 1,884,000					\$ 1,984,000
				Outer Year Funding (Beyond 2028):		\$0	
				Prior Cost through 2022:		\$100,000	
				Total Project Cost:		\$2,084,000	
				Unfunded Portion / Future Funding Need:		\$0.00	

Project Status / Funding Outlook

The concept design report was completed in October 2019. The City and Shoreline Community College have entered into an agreement to fully fund this project. Shoreline Community College has provided \$2,083,986 to fund this project.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)****Scope / Narrative**

This project enhances pedestrian access to the Shoreline South/148th Station (Sound Transit light rail) by constructing sections of sidewalk on 1st Ave NE between NE 145th and NE 155th Streets. The project assumes design & construction of cement concrete sidewalk, amenity zone, and placement of curb and gutter to be forward-compatible with future bicycle facilities. Where possible the project will retain any existing sidewalks.

Funding

	FUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2022-2028 Total
Funded by Sound Transit <i>(scope adjusted to match available funding)</i>	\$ 750,000	\$ 1,100,000					\$ 1,850,000
TOTAL 2023-2028	\$ 750,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,850,000
				<i>Outer Year Funding (Beyond 2028):</i>		\$0	
				<i>Prior Cost through 2022:</i>		\$150,000	
				Total Project Cost:		\$2,000,000	
				<i>Unfunded Portion / Future Funding Need:</i>		\$0	

Project Status / Funding Outlook

Sound Transit is providing \$2 million for access improvements serving the Shoreline South/148th Station. In the 2020-2025 TIP, this project was listed as two projects on 1st Ave NE, 145th to 149th Streets with an estimated project cost of \$1,273,725 and 149th to 155th Streets which was initially estimated at \$1,503,900 (but would have scope reduced to match the available remaining \$726,275 of Sound Transit funds). Redevelopment is occurring along portions of this project footprint and those developments will include some of the improvements otherwise to be constructed through this project, thus stretching funding dollars. The objective is to utilize the \$2 million to construct as much of the two prior scopes as possible.

Council Goals

This project helps to implement **2021-2023 City Council Goal 1:** Strengthen Shoreline's economic climate and opportunities, **Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

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Purpose / Goals Achieved			
<input checked="" type="checkbox"/>	Non-motorized	<input type="checkbox"/>	Major Structures
<input type="checkbox"/>	System Preservation	<input checked="" type="checkbox"/>	Interjurisdictional Coordination
<input checked="" type="checkbox"/>	Improves Efficiency & Operations	<input type="checkbox"/>	Growth Management
<input checked="" type="checkbox"/>	Safety	<input type="checkbox"/>	Corridor Study

UNFUNDED PROJECTS

Project # and Name**15. Meridian Avenue N (N 175th Street to N 205th Street)****Scope / Narrative**

This Growth Project is one of several projects along the Meridian Ave N corridor to improve safety and capacity. The City's 2011 Transportation Master Plan identifies reconfiguring Meridian Ave N (from N 145th St to N 205th St) from 2 lanes with on street parking to 3 lanes, bike lanes, and no on street parking as necessary to accommodate growth and maintain adopted Level of Service standards.

Project improvements are partially funded by Transportation Impact Fees (TIF). Traffic volumes on Meridian Ave N between N 175th St and N 205th St indicate that improvements are needed to accommodate continued growth. North of N 185th Street, a continuous center turn lane may not be necessary, allowing for some on-street parking to be retained.

Funding

FUNDING SOURCE	UNFUNDED						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Unknown							\$ -
TOTAL 2023-2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<i>Outer Year Funding (Beyond 2028):</i>			\$3,000,000
				<i>Prior Cost through 2022:</i>			\$0
				Total Project Cost:			\$3,000,000
				<i>Unfunded Portion / Future Funding Need:</i>			\$3,000,000

Project Status / Funding Outlook

Improvements as described within the City's Transportation Master Plan and Transportation Impact Fee Rate Study may be funded in part by Transportation Impact Fees (TIF). This project is anticipated to receive remaining TIF funds after the 175th Corridor project is fully funded.

Council Goals

This program helps to implement **2021-2023** City Council **Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5**: Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design****Scope / Narrative**

Safety improvements along NE 175th Street between 5th Ave NE and 15th Ave NE are needed to address a high occurrence of collisions, including serious injury and fatality collisions, along this segment of roadway. A reconfiguration of the roadway from 4 lanes to 3 is a proven safety countermeasure which would reduce conflict points allowing safer turns to and from the corridor, and would improve safety for pedestrians by reducing exposure, increasing the distance between moving cars and pedestrians on the sidewalk, and improving sight lines to and from crossing pedestrians. Another alternative may be to replace the existing signal at 10th Ave NE and NE 175th Street with a roundabout, and implement some access control along the corridor, however this would be a significantly higher cost option and would not address pedestrian crossing concerns at 8th Ave NE and 12th Ave NE.

Funding

FUNDING SOURCE	UNFUNDED						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
Unknown							\$ -
TOTAL 2023-2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<i>Outer Year Funding (Beyond 2027):</i>			\$750,000
				<i>Prior Cost through 2021:</i>			\$0
				Total Project Cost:			\$750,000
				<i>Unfunded Portion / Future Funding Need:</i>			\$750,000

Project Status / Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Council Goals

This program helps to implement **2021-2023** City Council **Goal 2**: Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5**: Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

17. N/NE 185th Street Corridor Improvements

Scope / Narrative

The 185th Street Multimodal Corridor Strategy (MCS) is a future-focused vision plan that considers the needs of multiple transportation modes including motorists, pedestrians, bicyclists, and transit operators and riders. The 185th Street Corridor is anchored by the future light rail station on the east side of Interstate 5 (I-5) and composed of three roads: N/NE 185th Street, 10th Avenue NE, and NE 180th Street. For the 185th MCS, the term "185th Street Corridor" is used to succinctly describe the collection of these three streets. The 185th MCS Preferred Option identifies the multi-modal transportation facilities necessary to support projected growth in the 185th Street Station Subarea, a project delivery approach for phased implementation, and a funding strategy for improvements.

Currently, there is no designated CIP funding for improvements to the corridor. 185th Street Corridor improvements will be initially implemented through private development and followed by a series of City capital projects that will reconstruct roadway segments and intersections and fill in gaps in the ped/bike/amenity zones left behind by development.

The 185th Street Corridor is divided into five segments:

Segment A - 185th Street from Fremont Avenue N to Midvale Avenue N (doesn't include Aurora intersection): No roadway improvements. Improvements to ped/bike/amenity zones only.

Segment B - 185th Street from Midvale Avenue N to 5th Avenue NE (west of I-5): four-lane section (two travel lanes and two Business Access and Transit [BAT] lanes), amenity zones, off-street bike lanes, and sidewalks.

Segment C - 5th Avenue NE (west of I-5) to 10th Avenue NE: Sound Transit Lynnwood Link Light Rail Project will be restriping the segment east of 2nd Ave NE to 8th Ave NE into a three-lane section with buffered bike lanes, and construct intersection improvements at 185th St/5th Ave NE (east of I-5) and 185th St/8th Ave NE in time for the Shoreline North/185th Station opening in 2024. The 185th MCS effort has assumed these improvements will remain in place in the near term. Gaps in this segment will be completed over time through the City's capital improvements and/or development frontage improvements.

Segment D - 10th Ave NE from NE 185th Street to NE 180th Street: Two-lane section (two travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, sidewalks, and additional flex zone on the westside of the street.

Segment E - NE 180th Street from 10th Avenue NE to 15th Avenue NE: Two-lane section (two travel lanes) with enhanced bike lanes, amenity zones, and sidewalks.

The 185th MCS is anticipated to be implemented (designed and constructed) over the following phases:

Near Term (0-5 years) - City to consider adding 185th Street & Meridian Avenue intersection improvements to the CIP since it is already a growth project that has associated Traffic Impact Fee funding. If this project becomes a CIP, engineering design phase would be initiated but construction wouldn't occur until the Mid Term.

Mid Term (5 -10 years) - Construct 185th Street & Meridian Avenue intersection improvements. Design Segment B, C (gaps), D, & E.

Long Term (10+ years) - Construct Segment B, C, D, and E. Design and construction ped/bike/amenity zone gaps Segment A.

Continued on next page

Funding							
	UNFUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
185th St and Meridian Ave Intersection Improvements - 30% Design							\$ -
PROJECT TOTAL 2023-2028	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				<i>Outer Year Funding (Beyond 2028):</i>		\$80,000,000	
				<i>Prior Cost through 2022:</i>		\$0	
				Total Project Cost:		\$80,000,000	
				<i>Unfunded Portion / Future Funding Need:</i>		\$80,000,000	

Project Status / Funding Outlook

On October 28, 2019, Council adopted the 185th MCS. Currently, there is no CIP funding for the implementation of the 185th MCS. The redesign of the 185th Street and Meridian Avenue intersection is identified in the City's 2011 Transportation Master Plan as necessary to accommodate growth and allow the City to maintain its adopted Levels of Service and may be funded, in part, by Transportation Impact Fees.

Cost estimate for the 185th Street and Meridian Avenue intersection improvement is \$5.5 million. Cost estimate for the entire 185th Street Corridor improvements is approximately \$80 million. Cost estimate for 185th Street improvements (Segment A, B, & C) is approximately \$63 million. Cost estimate for 10th Avenue improvements (Segment D) is approximately \$12 million. Cost estimate for 180th Street improvements (Segment E) is approximately \$5 million.

Council Goals

This project helps to support **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input checked="" type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name**18. 15th Avenue NE (NE 175th Street to NE 205th Street)****Scope / Narrative**

This project would construct sidewalks and accessible bus stops on the west side of the road from NE 180th St to NE 205th St. There are significant topographic challenges related to constructing a sidewalk on the west side of this arterial. A corridor study will be performed to identify a preferred transportation solution for this roadway segment. Alternatives to accommodate bicycles will be analyzed, including rechannelization of the roadway from four lanes to three. The cross-section of the road from NE 175th St to NE 180th St would be reduced from four lanes to three and bicycle lanes would be installed. Right-of-way may need to be purchased to complete this project. This project is currently unfunded and a specific year for funding is not known.

Funding

UNFUNDED							
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Unknown							\$ -
				<i>Outer Year Funding (Beyond 2028):</i>			\$6,200,000
				<i>Prior Cost through 2022:</i>			\$0
				Total Project Cost:			\$6,200,000
				<i>Unfunded Portion / Future Funding Need:</i>			\$6,200,000

Project Status / Funding Outlook

No funding has been identified for this project. Initial step would be a pre-design study to identify the appropriate improvements for the roadway and develop more refined cost estimates, surveyed basemaps, and 10% plans (pre-design study costs are estimated at about \$700,000). Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

Council Goals

This project helps to implement **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment.

Purpose / Goals Achieved

- | | |
|--|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input checked="" type="checkbox"/> Corridor Study |

Project # and Name**19. 3rd Ave NE Connectors****Scope / Narrative**

The area north of the Shoreline South/148th Station is served by a series of dead ends abutting the freeway. With the upzone to MUR 70, there is a need to provide connectivity between the street ends. There are three potential locations for connectors that are being considered:

A) NE 149th St to NE 151st St - The concept for this segment is to create a slow-paced, curbless street/public space (where pedestrian and bicycle movements are prioritized and vehicles are invited guests) by extending 3rd Avenue NE to provide a connection between NE 149th Street and NE 151st Street. This would create a vehicular, pedestrian and bike connection to the adjacent light rail station and incorporate the eastern terminus of the proposed 148th Street Non-Motorized Bridge and north/south alignment of the Trail Along the Rail.

B) NE 151st St to NE 152nd St - There is a small segment of un-opened right-of-way that could be improved and provide a connection between the two streets.

C) 3rd Ave NE to NE 153rd St /NE 155th St - This would provide a connection between the existing dead-end street end and either NE 153rd St or NE 155th St. Either location would require property acquisition to purchase the needed right-of-way to build a new connection. At a minimum a ped/bike connection is needed between the street end and NE 155th St as an extension of the Trail Along the Rail.

All three connections would improve circulation and connectivity in the MUR 70 which will also support additional development and especially commercial/retail businesses in conjunction with residential.

Funding

	UNFUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Possible late-comers	\$ 100,000	\$ 400,000	\$ 4,000,000	\$ 3,000,000			\$ 7,500,000
				<i>Outer Year Funding (Beyond 2028):</i>			
				<i>Prior Cost through 2022:</i>			\$20,000
				Total Project Cost:			\$7,520,000
				<i>Unfunded Portion / Future Funding Need:</i>			\$7,500,000

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Project Status / Funding Outlook

An initial study of this was completed and a preliminary concept known as the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. Since that time, updating this project as the 3rd Ave NE Connectors better addresses circulation in this neighborhood.

The preliminary plan was advanced to a more detailed concept plan and estimate in 2021 for the 3rd Ave segment between NE 149th Street and NE 151st St. City staff will continue coordination with Sound Transit, utility providers, and potential developers of adjacent properties to coordinate street frontage and access improvements. No work has been performed on the other two connectors.

The 2021-2026 CIP does not include budget for design development, and timing of construction is unknown at this time; project costs are shown as a placeholder. The City will not be pursuing grant funding at this time and instead look to redevelopment to help these improvements occur. Staff will analyze latecomer fees as a possible option for all three segments.

City staff has incorporated initial street design and frontage improvements into the Engineering Development Manual's Appendix F: Street Matrix and is actively working on how the 148th Street Non-Motorized Bridge eastern terminus and the Trail Along the Rail will interface with the long-term vision for the 3rd Ave NE Connectors. City staff will continue to coordinate with Sound Transit on not precluding the future 3rd Ave NE Connectors improvements. In addition, City staff will continue to use the initial 3rd Ave NE conceptual renderings as communication tools when working with the public and potential developers.

Council Goals

This project helps to support **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input checked="" type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

20. Ballinger Way - NE 205th St to 19th Ave NE Access Control (Preliminary Design)

Scope / Narrative

Access control and pedestrian improvements along this corridor are needed to address vehicle and pedestrian collisions as identified in the City's Annual Traffic Report. Preliminary design to determine the scope of access control and intersection improvements is needed as a first step. Scoping will also identify pedestrian and bicycle safety improvement opportunities, specifically related to midblock crossings. Right-of-way may need to be acquired in order to provide U-turns at signals and/or at access points.

Funding

	UNFUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
Unknown							\$ -
				Outer Year Funding (Beyond 2028):			\$350,000
				Prior Cost through 2022:			\$0
				Total Project Cost:			\$350,000
				Unfunded Portion / Future Funding Need:			\$350,000

Project Status / Funding Outlook

This project is competitive for funding from the Citywide Safety Grant administered through WSDOT.

Council Goals

This project helps to implement **2020-2022 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment, and **Goal 5:** Promote and enhance the City's safe community and neighborhood programs and initiatives.

Purpose / Goals Achieved

- | | |
|--|--|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input checked="" type="checkbox"/> Interjurisdictional Coordination |
| <input checked="" type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project # and Name

21. Eastside Off-Corridor Bike Network (Pre-Design Study)

Scope / Narrative

The Off-Corridor Bike Network fits into the broader regional pedestrian and bicycle network where it intersects a signed bike route between the Interurban and Burke-Gilman Trails known as the Interurban/Burke-Gilman Trails South Bike Connector. Initially conceived during the 145th Street Multimodal Corridor Study, the Off-Corridor Bike Network is a collection of quieter, slower-paced streets and paths that are intended to provide bicyclists and pedestrians with alternate, parallel routes to 145th Street as well as key connections to the future Shoreline South/148th light rail station, Interurban Trail, parks, and Burke-Gilman Trail. Improvements to these streets and paths will include bicycle facilities such as pavement markings (e.g. sharrows or bike lanes), shared use paths, and signage.

Currently, the **western portion** of the Off-Corridor Bike Network between Interstate 5 (I-5) and the Interurban Trail is being designed as part of the 145th Street Corridor Project.

Presently, the City has no funding to design or build the **eastern portion** of the Off-Corridor Bike Network between I-5 and the Burke-Gilman Trail. A pre-design study is needed to perform initial public outreach, establish design parameters, and estimate project costs.

Funding

FUNDING SOURCE	UNFUNDED						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
No identified source							\$ -
Outer Year Funding (Beyond 2028):							\$175,000
Prior Cost through 2022:							\$0
Total Project Cost:							\$175,000
Unfunded Portion / Future Funding Need:							\$175,000

Project Status / Funding Outlook

Staff will look for funding in 2023-2025 to fund a pre-design study that is estimated at \$175,000 (this would include consultant contract upwards of \$120,000). Although the 2021-2026 CIP does not include budget for pre-design study, design development, and construction of this project, grant matching funds would be available for a pre-design study. The City will continue to seek opportunities to incrementally design and build the full vision of the Off-Corridor Bike Network.

Continued on next page

Council Goals

This project helps to support **2021-2023 City Council Goal 2:** Continue to deliver highly-valued public services through management of the City's infrastructure and stewardship of the natural environment and **Goal 3:** Continue preparation for regional mass transit in Shoreline.

Purpose / Goals Achieved

- | | |
|---|---|
| <input checked="" type="checkbox"/> Non-motorized | <input type="checkbox"/> Major Structures |
| <input type="checkbox"/> System Preservation | <input type="checkbox"/> Interjurisdictional Coordination |
| <input type="checkbox"/> Improves Efficiency & Operations | <input type="checkbox"/> Growth Management |
| <input checked="" type="checkbox"/> Safety | <input type="checkbox"/> Corridor Study |

Project	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total	Due to the ongoing nature of programs, these additional columns are not filled in. Many programs rely on funding to become available in order to continue significant work efforts.			
ANNUAL PROGRAMS											
1. Sidewalk Rehabilitation Program (Repair & Maintenance)	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 830,000	\$ 4,980,000				
2. New Sidewalk Plan (New Sidewalk Construction)	\$ 4,900,000	\$ 7,200,000	\$ 8,700,000	\$ 4,100,000	\$ 4,400,000	\$ 6,400,000	\$ 35,700,000				
3. Traffic Safety Improvements	\$ 193,300	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 199,100	\$ 1,188,800				
4. Road Surface Maintenance Program	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 1,360,000	\$ 8,160,000				
5. Traffic Signal Rehabilitation Program	\$ 152,200	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 156,700	\$ 935,700				
							\$ 50,964,500				
FUNDED PROJECTS (FULLY OR PARTIALLY)								Outer Year Funding (2028+)	Prior Costs (through 2021)	TOTAL PROJECT COST	UNFUNDED
6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5	\$ 5,427,100	\$ 9,707,300	\$ 3,792,400	\$ 8,966,400	\$ 12,599,800	\$ 3,708,200	\$ 44,201,200	\$8,762,500	\$17,874,100	\$70,837,800	\$35,873,400
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	\$ 9,412,275	\$ 17,181,025	\$ 377,200	\$ -	\$ -	\$ -	\$ 26,970,500	\$0	\$6,317,500	\$33,288,000	\$0
8. 148th Street Non-Motorized Bridge	\$ 8,850,000	\$ 23,300,000	\$ -	\$ -	\$ -	\$ -	\$ 32,150,000	\$0	\$5,650,000	\$37,800,000	\$23,850,000
9. Trail Along the Rail	\$ 500,000	\$ 1,500,000	\$ 2,000,000	\$ 1,500,000	\$ -	\$ -	\$ 5,500,000	\$3,100,000	\$840,000	\$9,440,000	\$8,600,000
10. Meridian Avenue N (N 155th Street to N 175th Street)	\$ 916,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 916,900	\$0	\$253,700	\$1,170,600	\$0
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)	\$ 740,000	\$ 1,241,000	\$ 18,836,600	\$ 6,305,500	\$ 1,032,000	\$ 11,526,000	\$ 39,681,100	\$12,000,000	\$8,143,000	\$59,824,100	\$49,839,000
12. Midblock Crossing and Citywide RRFBs and Radar Speed Signs	\$ 140,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 140,430	\$0	\$1,263,870	\$1,404,300	\$0
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements	\$ 100,000	\$ 1,884,000	\$ -	\$ -	\$ -	\$ -	\$ 1,984,000	\$0	\$100,000	\$2,084,000	\$0
14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)	\$ 750,000	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,850,000	\$0	\$150,000	\$2,000,000	\$0
							\$ 153,394,130			\$217,848,800	\$118,162,400
UNFUNDED PROJECTS											
15. Meridian Avenue N (N 175th Street to N 205th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$3,000,000	\$0	\$3,000,000	\$3,000,000
16. 175th Street (5th Ave NE to 15th Ave NE) - Preliminary Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$750,000	\$0	\$750,000	\$750,000
17. N/NE 185th Street Corridor Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$80,000,000	\$0	\$80,000,000	\$80,000,000
18. 15th Avenue NE (NE 175th Street to NE 205th Street)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$6,200,000	\$0	\$6,200,000	\$ 6,200,000
19. 3rd Ave NE Connectors	\$ 100,000	\$ 400,000	\$ 4,000,000	\$ 3,000,000	\$ -	\$ -	\$ 7,500,000	\$0	\$20,000	\$7,520,000	\$7,500,000
20. Ballinger Way - NE 205th St to 19th Ave NE Access Control (Preliminary Design)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$350,000	\$0	\$350,000	\$ 350,000
21. Eastside Off-Corridor Bike Network (Pre-Design)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$175,000	\$0	\$175,000	\$175,000
							\$ 7,500,000			\$97,995,000	\$97,975,000
	\$ 34,372,205	\$ 66,059,125	\$ 40,252,000	\$ 26,417,700	\$ 20,577,600	\$ 24,180,000	\$ 211,858,630	\$114,337,500	\$40,612,170	\$315,843,800	\$216,137,400