

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Action on Resolution No. 489 - Adopting a Six-Year Transportation Improvement Plan (TIP) for 2023 Through 2028

DEPARTMENT: Public Works

PRESENTED BY: Nytasha Walters, Transportation Service Manager

ACTION: ___ Ordinance ___ X Resolution ___ Motion
 ___ Discussion ___ Public Hearing

PROBLEM/ISSUE STATEMENT:

In accordance with state law, the City is required to prepare a six-year Transportation Improvement Plan (TIP). The 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. The City's TIP is used to secure federal funding for transportation projects as part of the Statewide TIP.

The draft 2023-2028 TIP was presented to the City Council on April 11, 2022, for discussion. The staff presentation was immediately followed by a Public Hearing on the plan, as required by state law, where one person provided comment on the TIP. After the hearing, Council commented and asked several questions regarding listed projects, funding, and possible new projects to consider. Staff have responded to comments in this staff report. The draft 2023-2028 TIP as presented to Council on April 11, 2022, has remained the same.

Adoption of proposed Resolution No. 489 (Attachment A) would adopt the 2023-2028 TIP (Exhibit A). Tonight, the Council is scheduled to take action on proposed Resolution No. 489.

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 CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City will monitor and/or would like to undertake should funding become available (limited to those unfunded projects where this seems feasible for this six-year period). The 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 not fund projects unless included in a jurisdiction's TIP. All funded programs are considered underfunded as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 489, which would adopt the 2023-2028 Transportation Improvement Plan.

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). A city's TIP must be consistent with its comprehensive plan transportation element. RCW 35.77.010 requires that the City hold at least one public hearing on the TIP and to submit the adopted TIP to the Washington State Secretary of Transportation. The TIP must be adopted no later than July 1, 2022.

The TIP identifies projects to meet local transportation needs, as well as projects of regional significance, such as the 145th Street corridor improvements. It also includes several on-going programs, including the New Sidewalk Program (for new sidewalk construction), Sidewalk Rehabilitation Program, and the Traffic Safety Improvements Program. The New Sidewalk Program resulted from a voter approved Sales & Use Tax in November 2018. Most programs are considered underfunded as additional work could be completed with additional financial resources.

The TIP identifies projects for all modes of transportation, including bicycles, pedestrians, vehicles, and transit. The City's TIP is used to secure state and federal funding for transportation projects as part of the Statewide Transportation Improvement Plan.

Projects in the TIP can be funded, partially funded, or unfunded. Most transportation projects in the 2023-2028 TIP which have funding are included in the 2021-2026 Capital Improvement Plan (CIP). Including projects in the TIP improves the City's eligibility to secure certain grant funding. The TIP is prepared and presented to Council in advance of the CIP. Although the City approves a Biennial Budget, the CIP, as the TIP, is adopted annually. 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 and discuss CIP updates of the City's proposed six-year 2023-2028 CIP later this year.

The current draft 2023-2028 TIP utilizes last year's TIP as its foundation. Projects and programs included in the TIP include high priority projects identified in the 2011 Transportation Master Plan (TMP) for safety and operations, projects based on critical data such as collisions, and bicycle and pedestrian projects.

DISCUSSION

The draft 2023-2028 TIP was presented to the City Council on April 11, 2022. The staff presentation was immediately followed by a Public Hearing on the plan, as required by state law (RCW 35.77.010). The staff report for the April 11 meeting can be reviewed at the following link:

<http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/council/staffreports/2022/staffreport041122-8b.pdf>.

During the Council discussion on April 11th, Councilmembers had several questions and comments which are addressed in this staff report.

April 11, 2022 Public Hearing

One comment was received during the public hearing regarding the need for sidewalks and street lighting on 10th Avenue NE from 175th – 185th Streets. Staff understand the need for safe access to the future Shoreline North/185th Station and students that utilize 10th Avenue NE. This segment is currently shown as a medium priority in the Sidewalk Prioritization Plan. Sections north of 180th Street border on MUR-70 on the west and MUR-35 on the east. There is the possibility that development may occur in the next few years which would address some sidewalk improvements. Due to the collision history, the 175th Street (5th Avenue NE – 15th Avenue NE) Project was added as a new project to this 2023-2028 TIP to look at safety improvements to be considered along this stretch of roadway and at intersections, including the intersection of 175th and 10th Avenue NE. The City may become more competitive for grants for this section of 10th Avenue NE to fill in gaps once some of these initial improvements are met.

April 11, 2022 Council Discussion

During this Council discussion, several Councilmembers had questions and concerns which are summarized below along with staff responses:

Off-Corridor Bike Network

Councilmember Ramsdell had questions regarding the location and timing of the 145th Street Off-Corridor Bike Network. As mentioned during the Council meeting, the City of Shoreline is working on a section both west and east of I-5. During the 145th Street Multi-Modal Corridor Study, a robust public outreach process was conducted with input from both Shoreline and Seattle neighbors, and the overwhelming response was to develop bike facilities and re-direct bicyclists off the busy state route and onto slower paced neighborhood streets.

The western section of the bike network is being designed with the 145th Corridor Project. As there are few through streets just north of 145th Street, the west side is a bit of a “step-down” route from N 160th Street to reach the future 148th Street Non-Motorized Bridge. It will connect to existing facilities on 155th Street and will include a couple direct connections to 145th Street, one along 1st Avenue NE. Construction of this western section is on the contingency list for federal funding, and staff have again applied for construction funding this year in the Countywide process for federal funds.

Staff also applied for federal funding for a pre-design study of an east side 145th Corridor bike network in order to confirm a route and its feasibility. There are currently bike lanes on 155th Street; the east side off-corridor bike network would include streets closer to the 145th Corridor. The intent is for this eastside section to ultimately connect to the Burke Gilman Trail.

Seattle is also looking at a network of slow-moving streets to incorporate off-corridor bicycle facilities just south of 145th Street which would be another option for bicyclists.

Sidewalks Near Schools

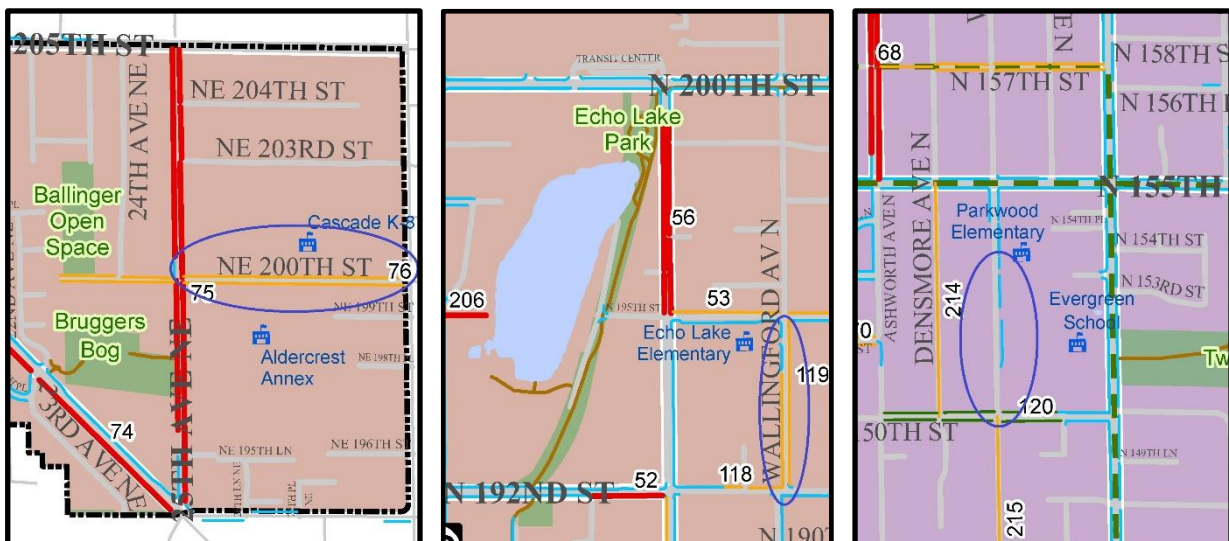
Councilmember Roberts requested the following three sections of roadway (all missing sections of sidewalk adjacent to schools) be added as individual projects in the TIP: NE 200th Street (25th Avenue NE – 30th Avenue NE); Wallingford Avenue N (N 192nd Street

to N 195th Street); and Wallingford Avenue N (Parkwood Elementary School to N 150th Street). See Figure 1 for map locations.

NE 200th Street (25th Avenue NE – 30th Avenue NE) and Wallingford Avenue N (N 192nd Street to N 195th Street) have already been prioritized in the Sidewalk Prioritization Plan which is included in the 2023-2028 TIP as Program No. 2, New Sidewalk Plan (New Sidewalk Construction). Both are listed as medium priority. The next planned data update for the Sidewalk Prioritization Plan is 2023.

The road segment on Wallingford Avenue N from N 155th Street to N 150th Street has intermittent sidewalks and is not currently shown in the Sidewalk Prioritization Plan. Staff agree this is a logical segment to be included in the City's planned sidewalk system and will add this segment and consider other logical segments as part of the Transportation Master Plan (TMP) update currently underway. Any new sidewalk segments added during this TMP update process, as well as current planned sidewalk segments, will be evaluated in the next data update of the Sidewalk Prioritization Plan - which is scheduled for 2023. Staff anticipate adding this segment of roadway to an adjacent section on N 150th Street (Project No. 120 in the current Sidewalk Prioritization Plan) for better connection.

Figure 1



Map sections are taken from the 2018 Sidewalk Prioritization Plan. Blue lines indicate sidewalk already in place; red is high priority to be built, yellow is medium priority, and green is low priority. Since this map was published, additional sidewalk sections have been constructed on N 195th Street (near Echo Lake Elementary) and NE 200th Street. NE 200th Street includes sidewalk on frontage near Cascade K-8, but sections are missing between 25th Avenue NE and 30th Avenue NE.

Safe Routes to School grants do not require projects to be listed in the TIP. This funding specifically addresses section of sidewalk supporting school access and are very competitive. Staff review a pool of potential projects to try to determine which are most competitive with the specific call for projects as criteria can change.

At this time, if Council sees a need to include the segment of sidewalk near Parkwood Elementary School in the TIP prior to be addressed in the TMP, staff would suggest

adding the following text to Program No. 2, New Sidewalk Plan (New Sidewalk Construction):

Missing segments of sidewalk on the east side of Wallingford Avenue N from Parkwood Elementary School south to N 150th Street is added to this program. As part of the next update to the Sidewalk Prioritization Plan, it will be included as part of the existing project on N 150th Street in that vicinity.

Funding for “Small Win” Projects

Councilmember Mork had concerns that large projects might be expending all the available revenue with not much left for small projects where a little bit of money could go a long way.

It is a difficult balance with limited resources to address funding for projects in the TIP; the larger federally funded projects must be completed within federally set schedules so by default require financial attention and often priority. Although not listed as specific projects with their own worksheets, the 2023-2028 TIP includes programs that fund smaller projects such as the Sidewalk Rehabilitation and New Sidewalk Programs. The Traffic Safety Improvements 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.). Approximately \$200,000 of Roads Capital funds this program annually; this is considered underfunded as additional improvements could be implemented with supplemental funding.

In addition to the above programs, the “Midblock Crossing and Citywide Rectangular Rapid Flashing Beacons and Radar Speed Signs” project is scheduled for construction in 2022-2023 and will include a new crossing on NW Richmond Beach Road between 8th Avenue NW and 3rd Avenue NW to address safety, and several flashing beacons and speed signs throughout the City. This is over \$1 million in improvements and is primarily federal Highway Safety Improvement Program (HSIP) funding.

Proposed Amendment to the Draft 2023-2028 TIP and Amendatory Language

At the April 11 Council meeting, Councilmember Roberts stated that he would be proposing an amendment to add three sidewalk projects to the TIP as unfunded projects: N 200th Street (25th Avenue NE – 30th Avenue NE); Wallingford Avenue N (N 192nd Street - N 195th Street); and Wallingford Avenue N (Parkwood Elementary School to N 150th Street). As noted in the Discussion section of this staff report, two of the three projects are already included as part of the Sidewalk Prioritization Plan under Program 2, New Sidewalk Plan. For the third area near Parkwood Elementary School, staff agree it should be a part of the Sidewalk System and will address its addition as part of the current TMP update process, and then re-evaluate with all other sidewalk projects during the upcoming update of the Sidewalk Prioritization Plan and as such, staff does not recommend amending the TIP. If a Councilmember wishes to make a change at this time, staff suggest the following amendatory language:

I move to amend the draft 2023 - 2028 Transportation Improvement Plan as presented by staff in Exhibit A to Resolution No. 489 by adding Wallingford Avenue N (Parkwood Elementary School to N 150th Street) as part of Program 2, New Sidewalk Plan, to complete missing sections of sidewalks near this school.

Tonight's Council Action

Adoption of proposed Resolution No. 489 (Attachment A) would adopt the 2023-2028 TIP (Exhibit A). Proposed Resolution No. 489 also authorizes the City Clerk to file a copy of the TIP with the Secretary of Transportation and the Transportation Improvement Board for the State of Washington. Tonight, the Council is scheduled to take action on proposed Resolution No. 489.

COUNCIL GOAL(S) ADDRESSED

Adoption of the TIP supports 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 CIP, including projects that are partially funded or underfunded, as well as currently unfunded projects the City will monitor and/or would like to undertake should funding become available (limited to those unfunded projects where this seems feasible for this six-year period). Listing projects in the TIP makes them grant eligible, as most grant programs will not fund projects not included in a jurisdiction's TIP. The majority of projects included in the TIP are unfunded or partially funded. All funded programs are considered underfunded as additional work could be completed through these programs with supplemental funding.

RECOMMENDATION

Staff recommends that Council adopt Resolution No. 489, which would adopt the 2023-2028 Transportation Improvement Plan.

ATTACHMENTS

Attachment A – Proposed Resolution No. 489
Attachment A, Exhibit A – 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)

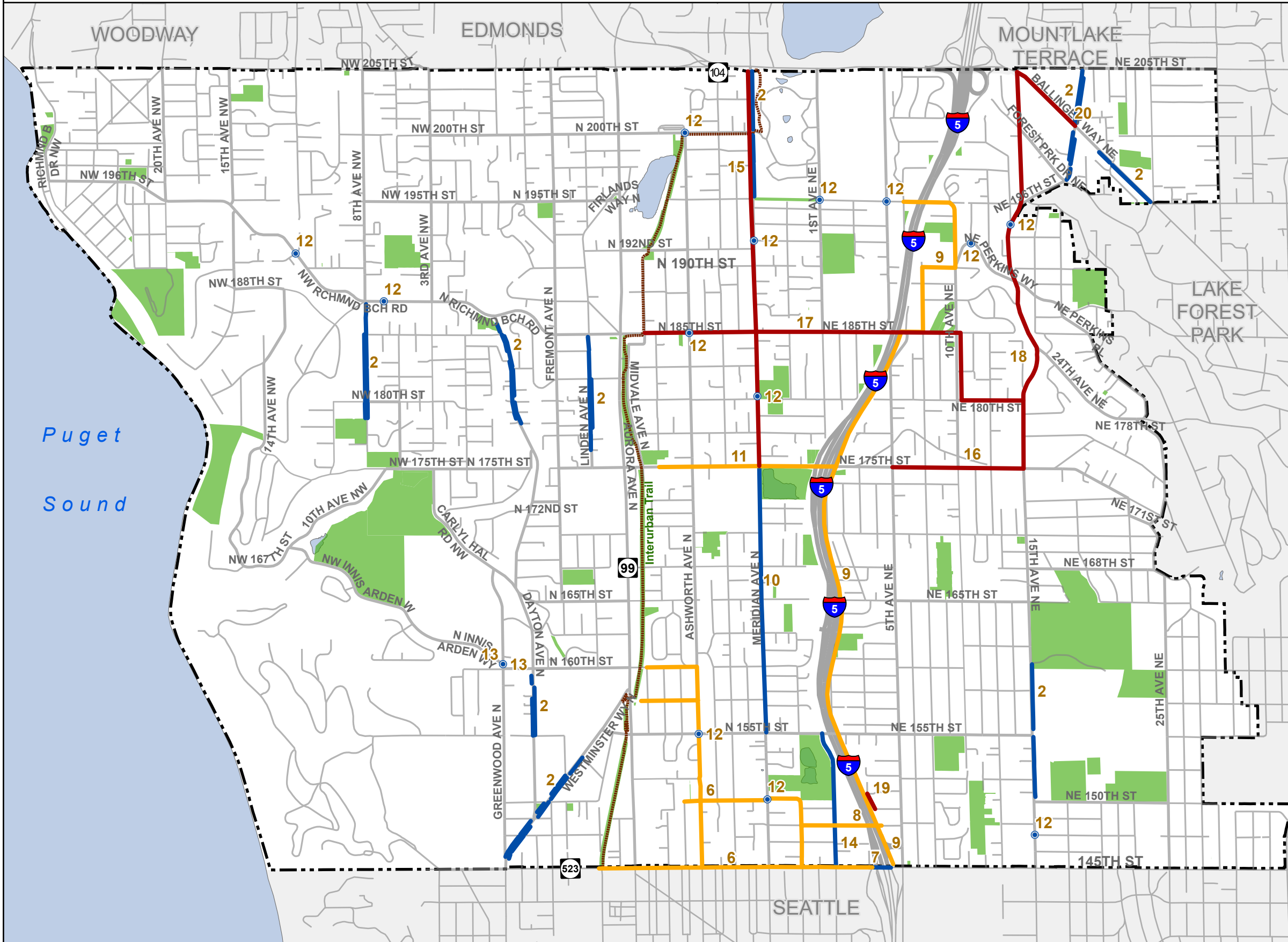
UNFUNDED PROJECTS

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 / entire plan not mapped)
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

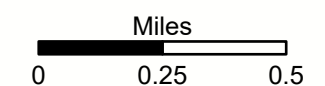
6. 145th St (SR 523) Corridor Improvements (Aurora to I-5)
7. 145th St/I-5 Interchange Improvements
8. 148th Street Non-Motorized Bridge
9. Trail along the Rail
10. Meridian Ave N (N 155th St to N 175th St)
11. N/NE 175th St - Corridor Improvements
12. Midblock Crossing and Citywide Rectangular Rapid 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	
Transportation 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. The Plan identified a continuous, citywide sidewalk network and prioritizes the construction of sidewalk segments throughout the City.

At the November 2018 general election, Shoreline voters approved the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 initial projects to be completed, based on the Sidewalk Prioritization Plan and specific opportunities to combine with other capital projects and funding. 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 12 initial 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)*

The City will continue to seek funding opportunities to construct other segments identified in the Sidewalk Prioritization Plan. New sidewalks 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

FUNDING SOURCE	CURRENT FUNDING FORECAST						2023-2028 Total
	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	
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 Ridgecrest 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

	FUNDED		PARTIALLY FUNDED				
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
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

	UNFUNDED						
FUNDING SOURCE	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2027 Estimate	2028 Estimate	2023-2028 Total
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.

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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							\$ -
				<i>Outer Year Funding (Beyond 2028):</i>			\$350,000
				<i>Prior Cost through 2022:</i>			\$0
				Total Project Cost:			\$350,000
				<i>Unfunded Portion / Future Funding Need:</i>			\$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							\$ -
<i>Outer Year Funding (Beyond 2028):</i>							\$175,000
<i>Prior Cost through 2022:</i>							\$0
Total Project Cost:							\$175,000
<i>Unfunded Portion / Future Funding Need:</i>							\$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.

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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