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RESOLUTION NO. 458

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 2021 THROUGH 2026 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 2020-2025 TIP adopted by Resolution No. 434, 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 (2021 through 2026) has been prepared; and

WHEREAS, on June 1, 2020, the City Council held a properly noticed public hearing to receive public input on the revised and extended TIP for the years 2021 through 2026; and

WHEREAS, the City Council, having determined that the revised and extended TIP for the years 2021 through 2026 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, 2021 through 2026, 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, together with the Exhibit 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.

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ADOPTED BY THE CITY COUNCIL ON JUNE 1, 2020.

Mayor Will Hall

ATTEST:

Jessica Simulcik Smith
City Clerk

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City of Shoreline
2021-2026 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 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.
- Funding Outlook: A description of the current funding projection for the project, including possible funding sources (when applicable).
- Project Status: Identifies Council goals achieved by each project, the stage of a project (such as design, environmental review or construction), previous years' work and expenditures and/or potential revenue sources for projects.
- 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: Funded Programs, Funded Projects (Fully or Partially), and Unfunded Projects. Projects that are underfunded or partially funded are included in the funded categories. Generally, funded projects are those included in the City's 2021-2026 Capital Improvement Plan. All of the funded programs are considered underfunded, as additional work could be completed through these programs with supplemental funding.

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 need to cover all phases of a project

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(described below), including the staff time necessary to administer them. If grant funding has been secured from a specific source, it is identified. The Funding Outlook section of each project sheet identifies the total project cost and any previous expenditures. Potential grant funding sources are also identified in this section. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels 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 projects that have been completed, or because of changing conditions, are no longer needed are 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 and Comprehensive Plan, commitments to projects and programs that are already underway, secured grants, partnerships the City has entered into 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 comment. 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

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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 grant funding requirements 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. 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. Citizens, 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.

Final Design and Property Acquisition – 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. Additionally, the City acquires any necessary private property and easements. This phase is often referred to as "Projects, Specifications and Estimate (PS and 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 2020 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

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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. The unfunded projects included in this six-year TIP (not including the unfunded portions of programs or partially funded projects) total over $31.3 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. The granting agency may also have restrictions about the source of the funding match. For example, a state funded grant might be restricted from having another state funded grant serve as the match. 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 Program under Program 2 in this TIP.

In 2018, a $20 increase in Vehicle License Fees (VLF) was adopted by City Council for sidewalk rehabilitation. Program 1, Sidewalk Rehabilitation Program (Repair and Maintenance), relied on this new funding source. Initial funding was collected in 2019, but passage of I-976 effectively de-funded this program. While the City is looking at any possible funding sources other than VLF, any substantial progress under this program is currently tentative.

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I-976 also eliminated the City's $20 VLF that was used as a primary source of funding for the City's Annual Road Surface Maintenance Program (Program 4) and reduces this program to less than one half of its pre-I-976 revenue.

The City will lose approximately $1.66 million in annual revenue if I-976 is determined to be constitutional. The Shoreline City Council has indicated that they would like to backfill this lost revenue in 2021-2022 with Real Estate Excise Tax that was not yet budgeted for other capital projects. If I-976 is found constitutional, the City Council will explore new revenue streams or other adjustments.

7. 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 portion of 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 all forms of personal travel – by foot, bicycle, wheelchair, transit, and automobile.

This year (2020) the City will begin its update of the TMP 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.

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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's 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.

Contact Information

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

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

ANNUAL PROGRAMS *(all programs are considered underfunded)*

1. Sidewalk Rehabilitation Program (Repair & Maintenance)
2. Sidewalk Program (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 *(partially)*
8. 148th Street Non-Motorized Bridge *(partially)*
9. Trail Along the Rail *(partially)*
10. Meridian Avenue N (N 145th Street to N 205th Street) *(partially)*
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5) *(partially)*
12. N/NE 185th Street Corridor Improvements *(partially)*
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements *(partially)*
14. Light Rail Access Improvements: 1st Ave NE, 145th to 155th
15. Light Rail Access Improvements: 5th Ave NE, 175th to 182nd
16. N 160th from Aurora to Dayton
17. Citywide Spot Safety Improvements
18. 195th Pedestrian and Bike Connector
19. Ridgecrest Safe Routes to School

UNFUNDED PROJECTS

20. 145th Street (Aurora Ave N to 3rd Ave NW)
21. Fremont Avenue N (N 175th Street to N 185th Street)
22. 15th Avenue NE (NE 175th Street to NE 205th Street)
23. NE Perkins Way Improvements (10th Ave NE to 15th Ave NE)
24. 3rd Ave NE Woonerf
25. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design
26. N 185th Street and Linden Avenue N Intersection Improvements

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PROJECTS SCHEDULED FOR SUBSTANTIAL COMPLETION IN 2020

PROJECT NAME	PROJECT DESCRIPTION	COST	FUNDING SOURCES
Westminster and N 155th Street Improvements	Roadway/intersection improvements providing safety for all users and supporting redevelopment of Shoreline Place. Improvements include new traffic signal; revised intersection geometry; sidewalks, curb ramps, crosswalks; new roadway illumination; landscaping; and utility work.	$5.5 million	The City secured a $3.6 million Transportation Improvement Board (TIB) grant. The balance of funds come from the private developer of Shoreline Place, Merlone Geier Partners, which will contribute $1.9 million toward this mitigation work adjacent to their development.
NE 168th Street and 25th Ave NE Intersection Improvements	The Shoreline School District will be doing mitigation work in 2020. Any gap sidewalk work would be covered in Program #2.	n/a	Shoreline School District is completing mitigation work in this area.

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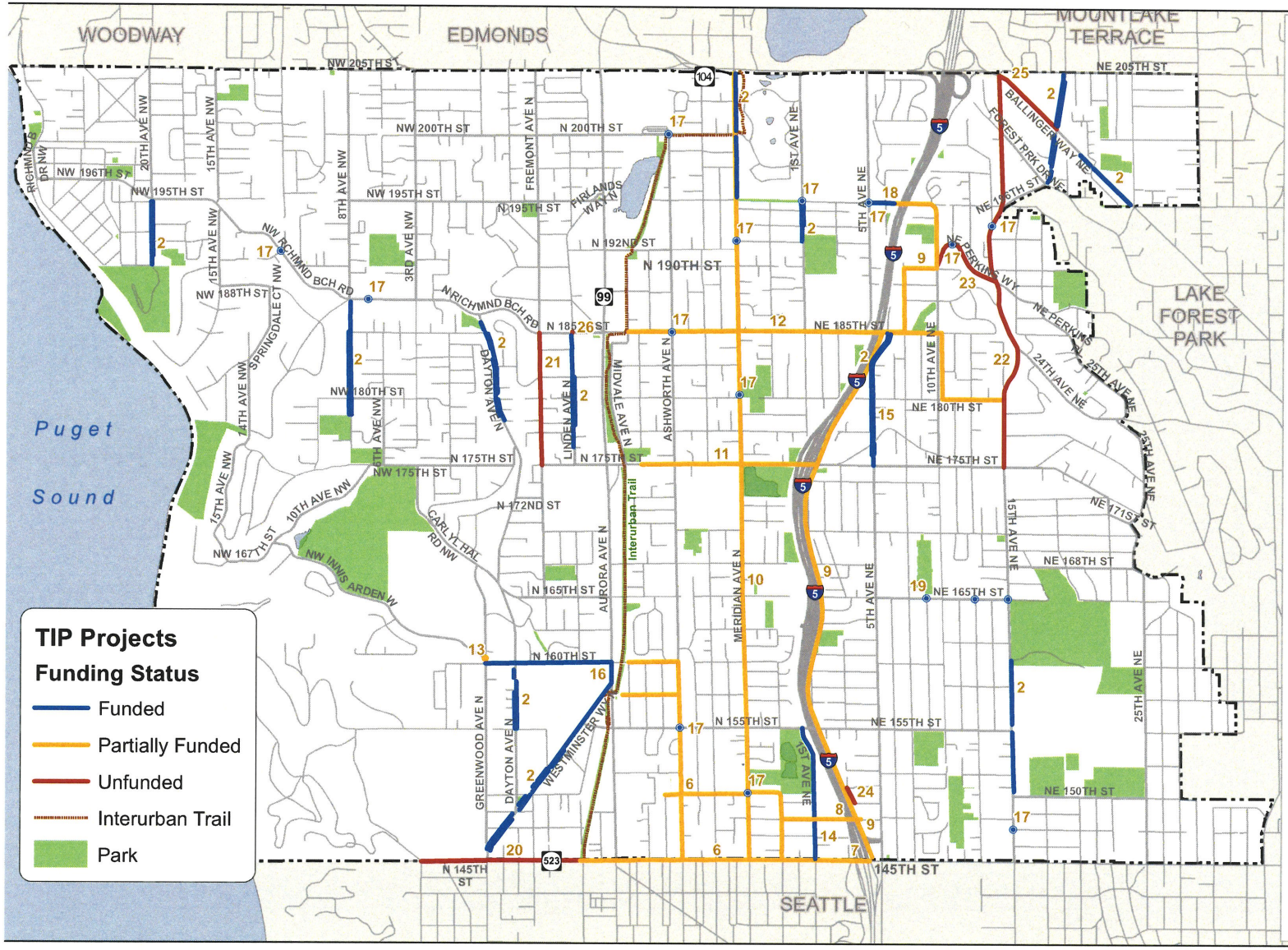
Resolution No. 458 - Exhibit A

CITY OF SHORELINE
Geographic Information System

Transportation Improvement Plan
2021 to 2026



TIP Projects
Funding Status

- Funded
- Partially Funded
- Unfunded
- Interurban Trail
- Park

Individual Project Locations

Fully or Partially Funded Citywide Programs

1. Sidewalk Rehabilitation Program (not mapped)
2. Sidewalk Program - New Construction
3. Traffic Safety Improvements (not mapped)
4. Annual Road Surface Maintenance Program (not mapped)
5. Traffic Signal/ITS Improvements (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 St N Non-motorized Bridge
9. Trail along the Rail
10. Meridian Ave N (N 145th St to N 205th St)
11. N/NE 175th St - Corridor Improvements
12. N/NE 185th St - Corridor Improvements
13. Greenwood/Innis Arden/160th Intersection Improvements
14. Light Rail Access Improvements: 1st Ave NE (145th to 155th)
15. Light Rail Access Improvements: 5th Ave NE (175th to 182nd)
16. N 160th Street (Aurora to Dayton)
17. Citywide Spot Safety Improvements
18. 195th Pedestrian and Bike Connector
19. Ridgecrest Safe Routes to School

Unfunded Projects

20. 145th Street (Aurora Ave N to 3rd Ave NW)
21. Fremont Avenue N (N 175th Street to N 185th Street)
22. 15th Avenue NE (NE 175th Street to NE 205th Street)
23. NE Perkins Way Improvements (10th Ave NE to 15th Ave NE)
24. 3rd Ave NE Woonerf
25. Ballinger Way (NE 205th St to 19th Ave NE – Access Control Preliminary Design)
26. N 185th St and Linden Ave N - Intersection Improvements

N

Miles
0 0.25 0.5

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

Date Printed: 4/10/2020 | Request: 24261

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Resolution No. 458 - Exhibit A

Project	2021 Estimate	2022 Estimate	2023 Estimate	2024 Estimate	2025 Estimate	2026 Estimate	2021-2026 Total	Outer Year Funding (2027+)	Prior Costs (through 2020)	TOTAL PROJECT COST	UNFUNDED
ANNUAL PROGRAMS								*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.*			
1. Sidewalk Rehabilitation Program (Repair & Maintenance)	$ 152,000	$ 152,000	$ 152,000	$ 152,000	$ 152,000	$ 152,000	$ 912,000				
2. Sidewalk Program (New Sidewalk Construction)	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 6,600,000				
3. Traffic Safety Improvements	$ 175,400	$ 184,100	$ 193,300	$ 199,100	$ 208,500	$ 216,600	$ 1,177,000				
4. Road Surface Maintenance Program	$ 530,000	$ 530,000	$ 530,000	$ 530,000	$ 530,000	$ 530,000	$ 3,180,000				
5. Traffic Signal Rehabilitation Program	$ 140,700	$ 147,800	$ 152,200	$ 156,700	$ 163,400	$ 171,600	$ 932,400				
							$ 12,801,400				
FUNDED PROJECTS (FULLY OR PARTIALLY)											
6. 145th Street (SR 523) Corridor Improvements, Aurora Ave N to I-5	$ 14,024,900	$ 6,969,700	$ 8,749,600	$ 9,270,500	$ 6,382,000	$ -	$ 45,396,700	*$14,188,300*	*$4,758,700*	$64,343,700	*$37,447,800*
7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements	$ 5,139,000	$ 10,500,000	$ 8,000,000	$ -	$ -	$ -	$ 23,639,000	*$0*	*$1,861,000*	$25,500,000	*$18,500,000*
8. 148th Street Non-Motorized Bridge	$ 3,800,000	$ 5,850,000	$ 5,850,000	$ -	$ -	$ -	$ 15,500,000	*$0*	*$1,500,000*	$17,000,000	*$7,000,000*
9. Trail Along the Rail	$ 100,000	$ 100,000	$ 250,000	$ 250,000	$ 1,500,000	$ 1,500,000	$ 3,700,000	*$5,100,000*	*$100,000*	$8,900,000	*$8,600,000*
10. Meridian Avenue N (N 145th Street to N 205th Street)	$ 192,800	$ 976,900	$ -	$ -	$ -	$ -	$ 1,169,700	*$16,727,000*	*$205,500*	$18,102,200	*$16,727,000*
11. N/NE 175th Street Corridor Improvements (Stone Ave to I-5)	$ 1,230,500	$ 1,221,800	$ 2,240,000	$ 2,240,000	$ 4,840,000	$ 11,940,000	$ 23,712,300	*$0*	*$1,797,900*	$25,510,200	*$16,780,000*
12. N/NE 185th Street Corridor Improvements	$ -	$ -	$ -	$ -	$ 250,000	$ 300,000	$ 550,000	*$79,450,000*	*$550,000*	$80,550,000	*$80,000,000*
13. Greenwood Ave N /Innis Arden/ N 160th St Intersection Improvements	$ -	$ -	$ 125,000	$ 350,000	$ 1,725,000	$ -	$ 2,200,000	*$0*	*$0*	$2,200,000	*TBD*
14. Light Rail Access Improvements: 1st Ave NE (149th to 155th)	$ -	$ 150,000	$ 750,000	$ 1,100,000	$ -	$ -	$ 2,000,000	*$0*	*$0*	$2,000,000	*$0*
15. Light Rail Access Improvements: 5th Ave NE (180th to 182nd)	$ 300,000	$ 750,000	$ 1,760,000	$ -	$ -	$ -	$ 2,810,000	*$0*	*$150,000*	$2,960,000	*$0*
16. N 160th Street (Aurora to Dayton)	$ -	$ -	$ -	$ -	$ -	$ 800,000	$ 800,000	*$0*	*$300,000*	$1,100,000	*$0*
17. Citywide Spot Safety Improvements	$ 230,000	$ 1,241,900	$ -	$ -	$ -	$ -	$ 1,471,900	*$0*	*$0*	$1,471,900	*$0*
18. 195th Pedestrian and Bike Connector	$ 400,000	$ -	$ -	$ -	$ -	$ -	$ 400,000	*$0*	*$100,000*	$500,000	*$0*
19. Ridgecrest Safe Routes to School	$ 38,000	$ 413,700	$ -	$ -	$ -	$ -	$ 451,700	*$0*	*$18,000*	$469,700	*$0*
							$ 123,801,300			$250,607,700	*$185,054,800*
UNFUNDED PROJECTS											
20. 145th Street (Aurora Ave N to 3rd Ave NW)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	*$9,725,000*	*$0*	$9,725,000	$ 9,725,000
21. Fremont Avenue N (N 175th Street to N 185th Street)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	*$7,300,000*	*$0*	$7,300,000	$ 7,300,000
22. 15th Avenue NE (NE 175th Street to NE 205th Street)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	*$6,200,000*	*$0*	$6,200,000	$ 6,200,000
23. NE Perkins Way Improvements (10th Avenue NE to 15th Avenue NE)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	*$4,405,000*	*$0*	$4,405,000	*$4,405,000*
24. 3rd Ave NE Woonerf	$ -	$ -	$ -	$ -	$ -	$ -	$ -	*$1,811,000*	*$20,000*	$1,831,000	*$1,811,000*
25. Ballinger Way - NE 205th St to 19th Ave NE Access Control Preliminary Design	$ -	$ -	$ -	$ -	$ -	$ 350,000	$ 350,000	*$0*	*$0*	$350,000	*$350,000*
26. N 185th Street and Linden Avenue N Intersection Improvements	$ -	$ -	$ -	$ -	$ 500,000	$ 1,000,000	$ 1,500,000	*$0*	*$0*	$1,500,000	*$1,500,000*
							$ 1,850,000			$31,311,000	*$31,291,000*
	$ 27,553,300	**$ 30,287,900**	**$ 29,852,100**	**$ 15,348,300**	**$ 17,350,900**	**$ 18,060,200**	**$ 138,452,700**	*$144,906,300*	*$11,361,100*	**$281,918,700**	***$216,345,800***

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FUNDED PROGRAMS
(FULLY OR PARTIALLY)

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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 focused on facilities in the right-of-way such as curb, ramps, and sidewalks. Prioritizaton and preliminary schedules were also included in the report. Under the Sidewalk Rehabilitation program, the City will be identifying those projects to be completed within the next 6 years and moving forward with those improvements, as funding allows. As the sum to complete all ADA upgrades and provide maintenance is a very high, this will be an ongoing program.

Funding

	UNFUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Roads Capital	$ 152,000	$ 152,000	$ 152,000	$ 152,000	$ 152,000	$ 152,000	**$ 912,000**

Funding Outlook

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.

In November 2019, voters passed State Initiative 976 (I-976) which invalidates the City Council's 2018 VLF approval, severely de-funding this program. Funding has reverted back to the historic funding for the program until such time that other financial resources may be realized.

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 ADA standards in the City is in excess of $191 million (2018 dollars).

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Project Status

Staff began developing the program implementation plan in late 2019 and will begin design for 2020 construction at mid-2020 with the intitial funding collected prior to I-976. This program helps to implement **2019-2021 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

- ☑ Non-motorized
- ☑ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

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Project # and Name

2. Sidewalk Program (New Sidewalk Construction)

Scope / Narrative

The City Council approved the 2018 Sidewalk Prioritization Plan on June 4, 2018 which created the groundwork for a ballot measure in the November 2018 general election. The ballot measure, Proposition 1, was approved by voters to fund new sidewalk construction. The New Sidewalk Program will be funded through the issuance of bonds supported by Transportation Benefit District 0.2% Sales Tax collected over a 20-year period. The ballot measure identified 12 specific projects to be completed under this program. These projects are listed below in no particular order:

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

** Puts sidewalk on second side (bus route)*
*** Two sides of the street (bus route)*

Prioritization of these projects will be driven by the 2018 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 2018 Sidewalk Prioritization Plan identifies and provides initial prioritization for additional new construction. The City will continue to look for outside funding opportunities. New sidewalk will also be constructed as the result of private development.

Link to the 2018 Sidewalk Prioritization Plan

Funding

	FUNDED (annual amounts are currently estimates)						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Bond Issued	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 1,100,000	$ 6,600,000

Continued on next page

ORIGINAL

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

	PARTIALLY FUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Roads Capital	$ 175,400	$ 184,100	$ 193,300	$ 199,100	$ 208,500	$ 216,600	**$ 1,177,000**

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.

Project Status

Annual program, 2021-2026. This program helps to implement **2019-2021 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

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

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 laddered maturity with a maximum 20-year maturity to match the remaining term of the tax.

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.

Project Status

This program helps to implement **2019-2021 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

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☑ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project Status

This annual program project helps to implement **2019-2021 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

- ☑ Non-motorized
- ☑ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

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, the PCI of all Shoreline streets averaged 82 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

	UNFUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Roads Capital	$ 530,000	$ 530,000	$ 530,000	$ 530,000	$ 530,000	$ 530,000	$ 3,180,000
Unidentified	Further Council discussion is needed prior to future direction and funding for this program. *(see Funding Outlook below)*						$ -
PROJECT TOTAL	$ 530,000	$ 530,000	$ 530,000	$ 530,000	$ 530,000	$ 530,000	**$ 3,180,000**

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.

In November 2019, voters approved State Initiative 976 (I-976) which invalidates the City Council's 2009 approval of VLF and reduces funding of this program by approximately $830,000 annually until an alternative funding source is identified.

Continued on next page

ORIGINAL

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. Wireless communication technology is becoming more

Project Status

Annual program 2021-2026. This project helps to implement **2019-2021 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

- ☑ Non-motorized
- ☑ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

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

	PARTIALLY FUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Roads Capital	$ 140,700	$ 147,800	$ 152,200	$ 156,700	$ 163,400	$ 171,600	**$ 932,400**

Continued on next page

ORIGINAL

FUNDED PROJECTS (FULLY OR PARTIALLY)

ORIGINAL

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. North 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, Connect 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.

The City has received $25M towards implementation of the 145th Street Multimmodal Corridor Study projects. The City is considering using approximately $22M of this program to fund ROW and Construction from I-5 to 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 2021 Design; 2020 to 2021 ROW; 2022 to 2024 CN)

Phase 2: Corliss to Wallingford (2020-2021 Design; 2022-2023 ROW; 2024-2025 CN)

Phase 3: Wallingford to Aurora (unknown schedule / TBD)

Continued on next page

ORIGINAL

Funding

	FUNDED	PARTIALLY FUNDED			UNFUNDED		
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
PH1 - PH3 Design - **Roads Capital**	$ 161,600	$ 41,700	$ 11,600	$ 18,100			$ 233,000
PH1 - PH3 Design - **STP**	$ 1,035,700	$ 267,200	$ 74,200	$ 115,800			$ 1,492,900
PH1 Design - **Connecting WA**	$ 500,000	$ 76,600	$ 87,000				$ 663,600
PH1 ROW - **Connecting WA**	$ 12,327,600						$ 12,327,600
PH1 Construction - **Connecting WA**		$ 2,754,600	$ 4,665,500				$ 7,420,100
PH1 Construction - **TBD**			$ 843,600	$ 2,754,600			$ 3,598,200
Off-Corridor Bike Network - **TBD**		$ 761,900					$ 761,900
PH2 ROW - **TBD**		$ 3,067,700	$ 3,067,700				$ 6,135,400
PH2 Construction - **TBD**				$ 6,382,000	$ 6,382,000		$ 12,764,000
PH3 ROW - **TBD**							$ -
PH3 Construction - **TBD**						$ -	$ -
PROJECT TOTAL	$ 14,024,900	$ 6,969,700	$ 8,749,600	$ 9,270,500	$ 6,382,000	$ -	**$ 45,396,700**

Outer Year Funding (Beyond 2026):	$14,188,300
Prior Cost through 2020:	$4,758,700
Total Project Cost:	**$64,343,700**
Unfunded Portion / Future Funding Need:	$37,447,800

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ORIGINAL

Funding Outlook

The project is funded through local Roads Capital funds, federal STP funds, Connecting Washington Funds and other unknown funding sources (TIB, STP, etc.). The project is separated into three phases to make each phase meaningful, logical, and fundable. All phases have design phase funding which is shared by a federal STP grant and local Roads Capital funds. Federal STP grants will be sought separately for future Right-of-Way and Construction Phases of the project. Additional project costs will occur after 2026. Total project cost to implement the 145th Multi-modal Corridor study from I-5 to the Interurban Trail is estimated at approximately $64.4 million.

Project Status

The project is in the design phase. This project helps to implement **2019-2021 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

- [x] Non-motorized
- [ ] System Preservation
- [x] Improves Efficiency & Operations
- [x] Safety
- [ ] Major Structures
- [x] Interjurisdictional Coordination
- [ ] Growth Management
- [ ] Corridor Study

ORIGINAL

Project # and Name

7. SR 523 (N/NE 145th Street) & I-5 Interchange Improvements

Scope / Narrative

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

The City's revised concept includes two multi-lane roundabouts to replace the two, existing signalized interchange intersections and the existing I-5 northbound on ramp. Traffic modeling of the roundabouts demonstrated better performance for transit and general-purpose traffic than the concept initially proposed in the City's Preferred Design Concept, and at a lower cost. At this time, the City intends to complete 30 percent design. Advancement of the design to completion, acquisition of Right of Way and the project's construction phase will then be assumed and completed by WSDOT utilizing funding acquired by the City.

The Design Phase for this 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 light rail station near NE 145th Street and I-5 Interchange. A specific funding source to complete this project in the desired timeframe has not been identified and the City continues to be strategic in securing funding partners to enable construction of the project by 2024.

Funding

	FUNDED	UNFUNDED					
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
STP/Roads Cap (Design)	$ 2,639,000						$ 2,639,000
Connecting WA (ROW)	$ 2,500,000						$ 2,500,000
Unkown (Construction)		$ 10,500,000	$ 8,000,000				$ 18,500,000
PROJECT TOTAL	$ 5,139,000	$ 10,500,000	$ 8,000,000	$ -	$ -	$ -	**$ 23,639,000**

Outer Year Funding (Beyond 2026):	$0
Prior Cost through 2020:	$1,861,000
Total Project Cost:	**$25,500,000**
Unfunded Portion / Future Funding Need:	$18,500,000

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ORIGINAL

Funding Outlook

The project has $4.5 million secured to complete design with ~$3.9 million in federal STP funds and $600,000 in Roads Capital match. Project is scheduled for 30% design completion in 2020. Final design is scheduled to be completed in 2021. The project will utilize up to $2.5 million in Connecting WA funds for right-of-way (ROW). Note that Connecting WA funds are currently on hold due to passage of I-976 in November 2019. ROW acquisition will begin concurrently with final design efforts once 60% design is reached in 2021. Construction is scheduled for 2022-2023. Total project cost is $25.5 million.

Project Status

The project is in the design phase. This project helps to implement **2019-2021 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

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☑ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

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/145th Station to be located on the eastside of I-5.

Funding

	FUNDED	PARTIALLY FUNDED	UNFUNDED				
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Sound Transit (ST) and STP funds - **Final Design & Permitting**	$ 2,200,000	$ -					$ 2,200,000
King County Levy - **ROW**	$ 1,600,000						$ 1,600,000
$4.7M ST/King County Levy funds. Balance TBD - **Construction**		$ 5,850,000	$ 5,850,000	$ -			$ 11,700,000
PROJECT TOTAL	**$ 3,800,000**	**$ 5,850,000**	**$ 5,850,000**	**$ -**	**$ -**	**$ -**	**$ 15,500,000**

Outer Year Funding (Beyond 2026):	$0
Prior Cost through 2020:	$1,500,000
Total Project Cost:	**$17,000,000**
Unfunded Portion / Future Funding Need:	$7,000,000

Funding Outlook

The total cost for this project is estimated to be approximately $17 million. The 30% design phase will be complete in 2020. The City has successfully obtained funds from the US DOT Surface Transportation Program (STP), the recently passed (August 2019) King County property tax levy, and Sound Transit's System Access funds for design, ROW and partial funding of the construction phase of the project. The City is planning to pursue additional US DOT STP funds, other state grants and the state legislature to address the estimated $7 million required to complete the construction phase of the project.

Continued on next page

ORIGINAL

Project Status

This project helps to implement **2019-2021 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

- [x] Non-motorized
- [ ] System Preservation
- [ ] Improves Efficiency & Operations
- [x] Safety
- [x] Major Structures
- [x] Interjurisdictional Coordination
- [ ] Growth Management
- [ ] Corridor Study

ORIGINAL

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:

Ridgecrest Park Segment: NE 161st St to NE 163rd St
Phase 1: Shoreline North/185th Station to the NE 195th St Pedestrian Overcrossing to the 195th St on-street trail connections
Phase 2: Shoreline South/145th Station to N 155th St
Phase 3: N 155th St to N 175th St
Phase 4: N 175th St to N 185th St

Funding

	FUNDED	PARTIALLY FUNDED	UNFUNDED				
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Ridgecrest Park	$ 100,000	$ 100,000					$ 200,000
Phase 1			$ 250,000	$ 250,000	$ 1,000,000		$ 1,500,000
Phase 2					$ 500,000	$ 1,500,000	$ 2,000,000
Phase 3							$ -
Phase 4							$ -
PROJECT TOTAL	$ 100,000	$ 100,000	$ 250,000	$ 250,000	$ 1,500,000	$ 1,500,000	**$ 3,700,000**

Outer Year Funding (Beyond 2026):	$5,100,000
Prior Cost through 2020:	$100,000
Total Project Cost:	**$8,900,000**
Unfunded Portion / Future Funding Need:	$8,600,000

Continued on next page

ORIGINAL

Funding Outlook

The total cost for this project is estimated to be approximately $9 million. Currently, there is approximately $300,000 in the CIP allocated to this project. 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 Tranist (as part of the light rail construction) and potential private developments will also be building portions of the trail.

Project Status

Preliminary engineering design for the Ridgecrest Park Phase is planned to start in 2020. This project helps to support **2019-2021 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

- [x] Non-motorized
- [ ] System Preservation
- [ ] Improves Efficiency & Operations
- [x] Safety
- [ ] Major Structures
- [x] Interjurisdictional Coordination
- [ ] Growth Management
- [ ] Corridor Study

ORIGINAL

Project # and Name

10. Meridian Avenue N (N 145th Street to N 205th Street)

Scope / Narrative

This project incorporates a series of improvements along this corridor to improve safety and capacity. This project has 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. Project improvements may be funded in part by transportation impact fees (TIF).

Construction of corridor improvements will be done in segments with the first segment of improvements to be completed for the N 155th Street to N 175th Street segment by 2022. Specific improvements to this segment will include:

- 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.
- Parking can 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.
- 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.

Funding

	PARTIALLY FUNDED	UNFUNDED					
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Roads Capital	$ 6,000	$ -					$ 6,000
Federal - HSIP	$ 186,800	$ 976,900	$ -				$ 1,163,700
Unknown							$ -
PROJECT TOTAL	$ 192,800	$ 976,900	$ -	$ -	$ -	$ -	**$ 1,169,700**

Outer Year Funding (Beyond 2026):	$16,727,000
Prior Cost through 2020:	$205,500
Total Project Cost:	**$18,102,200**
Unfunded Portion / Future Funding Need:	$16,727,000

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ORIGINAL

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. Proposed corridor improvements 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 and may be funded in part by Transportation Impact Fees (TIF). This project is anticipated to recieve any remaining TIF funds for local match after the 175th Corridor project local match requirements are met with TIF funds.

Project Status

To date, a portion of the corridor has overlay completed as identified in the narrative above. This project helps to implement **2019-2021 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

- ☑ Non-motorized
- ☑ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☑ Growth Management
- ☐ Corridor Study

ORIGINAL

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. The profile of the roadway between Ashworth Avenue N and Stone Avenue N will be flattened to meet standard sight distance requirements. Intersections with high accident rates will be improved as part of this project.

Funding

	FUNDED				UNFUNDED		
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Design and Enviro Review - Federal STP	$ 1,030,000	$ 1,030,000					$ 2,060,000
Design and Enviro Review - Impact Fees	$ 200,500	$ 191,800	$40,000	$ 40,000			$ 472,300
ROW - Impact Fees (TIF)			$2,200,000	$ 2,200,000	$ -		$ 4,400,000
Construction - Unfunded					$ 4,840,000	$ 11,940,000	$ 16,780,000
PROJECT TOTAL	$ 1,230,500	$ 1,221,800	$ 2,240,000	$ 2,240,000	$ 4,840,000	$ 11,940,000	**$ 23,712,300**

Outer Year Funding (Beyond 2026):	$0
Prior Cost through 2020:	$1,797,900
Total Project Cost:	**$25,510,200**
Unfunded Portion / Future Funding Need:	$16,780,000

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ORIGINAL

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 accomodate 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.

Project Status

This project helps to implement **2019-2021 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

- [x] Non-motorized
- [x] System Preservation
- [x] Improves Efficiency & Operations
- [x] Safety
- [x] Major Structures
- [x] Interjurisdictional Coordination
- [x] Growth Management
- [ ] Corridor Study

ORIGINAL

Project # and Name

12. N/NE 185th Street Corridor Improvements

Scope / Narrative

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

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

The 185th Street Corridor is divided into five segments:
Segment A - 185th Street from Fremont Avenue N to Midvale Avenue N (doesn't include Aurora intersection): No roadway improvements. Improvements to ped/bike/amenity zones only.
Segment B - 185th Street from Midvale Avenue N to 5th Avenue NE (west of I-5): four-lane section (two travel lanes and two Business Access and Transit [BAT] lanes), amenity zones, off-street bike lanes, and sidewalks.
Segment C - 5th Avenue NE (west of I-5) to 10th Avenue NE: Sound Transit Lynnwood Link Light Rail Project will be restriping the segment east of 2nd Ave NE to 8th Ave NE into a three-lane section with buffered bike lanes, and construct intersection improvements at 185th St/5th Ave NE (east of I-5) and 185th St/8th Ave NE in time for the Shoreline North/185th Station opening in 2024. The 185th MCS effort has assumed these improvements will remain in place in the near term. Gaps in this segment will be completed over time through the City's capital improvements and/or development frontage improvements.
Segment D - 10th Ave NE from NE 185th Street to NE 180th Street: Two-lane section (two travel lanes) with buffered bike lanes, on-street parking (westside only), amenity zones, sidewalks, and additional flex zone on the westside of the street.
Segment E - NE 180th Street from 10th Avenue NE to 15th Avenue NE: Two-lane section (two travel lanes) with enhanced bike lanes, amenity zones, and sidewalks.
The 185th MCS is anticipated to be implemented (designed and constructed) over the following phases:

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

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

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

Continued on next page

ORIGINAL

Funding

	PARTIALLY FUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
185th St and Meridian Ave Intersection Improvements - 30% Design					$250,000	$300,000	$ 550,000
PROJECT TOTAL	$ -	$ -	$ -	$ -	$ 250,000	$ 300,000	**$ 550,000**

Outer Year Funding (Beyond 2026):	$79,450,000
Prior Cost through 2020:	$550,000
Total Project Cost:	**$80,550,000**
Unfunded Portion / Future Funding Need:	$80,000,000

Funding Outlook

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 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 10 Avenue improvements (Segment D) is approximately 12 million. Cost estimate for 180th Street improvements (Segment E) is approximately 5 million.

Project Status

On October 28, 2019, Council adopted the 185th MCS. This project helps to support **2019-2021 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

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☑ Growth Management
- ☐ Corridor Study

ORIGINAL

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 concurrancy standard the intersection improvements must be complete by September 2025.

Funding

	PARTIALLY FUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
TBD			$ 125,000	$ 350,000	$ 1,725,000		**$ 2,200,000**
					Outer Year Funding (Beyond 2026):		$0
					Prior Cost through 2020:		$0
					Total Project Cost:		**$2,200,000**
					Unfunded Portion / Future Funding Need:		TBD

Funding Outlook

Funds are anticipated from Shoreline Community College as mitigation for additional traffic volume generated by the expansion of their college campus. The exact amount is unknown at this time.

Project Status

The concept design report was completed in October 2019. The City and Shoreline Community College are coordinating financial and project delivery responsibilities. This project helps to implement **2019-2021 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

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☑ Growth Management
- ☐ Corridor Study

ORIGINAL

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/145th 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-compatiable with future bicycle facilities. Where possible the project will retain any existing sidewalks.

Funding

	FUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Funded by Sound Transit *(scope adjusted to match available funding)*		$ 150,000	$ 750,000	$ 1,100,000			$ 2,000,000
PROJECT TOTAL	**$ -**	**$ 150,000**	**$ 750,000**	**$ 1,100,000**	**$ -**	**$ -**	**$ 2,000,000**

Outer Year Funding (Beyond 2026):	$0
Prior Cost through 2020:	$0
Total Project Cost:	**$2,000,000**
Unfunded Portion / Future Funding Need:	$0

Funding Outlook

Sound Transit is providing $2 million for access improvements serving the Shoreline South/145th 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 occuring 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.

Project Status

This project helps to implement **2019-2021 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.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

15. Light Rail Access Improvements: 5th Ave NE (175th to 182nd)

Scope / Narrative

This project enhances pedestrian and bicycle access to Shoreline North/185th Station (Sound Transit light rail). The project assumes design & construction of sections of sidewalks, amenity zone, and placement of curb and gutter to be forward-compatiable with future bicycle facilities, along both sides of 5th Ave NE from NE 175th to 180th St.

Funding

	FUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Sound Transit / Sales Tax	$ 300,000	$ 750,000	$ 1,760,000				$ 2,810,000
PROJECT TOTAL	**$ 300,000**	**$ 750,000**	**$ 1,760,000**	**$ -**	**$ -**	**$ -**	**$ 2,810,000**

Outer Year Funding (Beyond 2026):	$0
Prior Cost through 2020:	$150,000
Total Project Cost:	**$2,960,000**
Unfunded Portion / Future Funding Need:	$0

Funding Outlook

Sound Transit is providing $2 million for access improvements serving the Shoreline North/185th Station. This is also a priority sidewalk project funded by the increased sales and use tax approved by voters in 2018. In the 2020-2025 TIP, this project was listed as two projects on 5th Ave NE, 180th to 182nd Streets with and 175th to 180th Streets. The two projects have been combined to one utilizing Sound Transit revenue and sales and use tax revenue for sidewalks. The City intends to coordinate and negotiate the construction of this project with the Sound Transit work on this corridor.

Project Status

This project helps to implement **2019-2021 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.

Purpose / Goals Achieved

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

16. N 160th Street (Aurora to Dayton)

Scope / Narrative

This project will restripe N 160th Street from Dayton Ave N to approximately Linden to 3-lanes and bike lanes as represented within the Transportation Master Plan, and subsequent Community Renewal Area planning efforts. Additional phases include new sidewalks, a gateway entrance on N 160th St for Aurora Square, and a midblock pedestrian crossing, most effectively implemented with adjacent property redevelopment.

Funding

	FUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Greenwood/ N 160th St/ Innis Arden intersection						$ 800,000	$ 800,000
PROJECT TOTAL	$ -	$ -	$ -	$ -	$ -	$ 800,000	**$ 800,000**

Outer Year Funding (Beyond 2026):	$0
Prior Cost through 2020:	$300,000
Total Project Cost:	**$1,100,000**
Unfunded Portion / Future Funding Need:	$0

Funding Outlook

Early phases of this project assume the restriping from Dayton Ave N to approximately Linden Ave N, sidewalk improvements along the south side of N 160th from Dayton Ave N to approximately Linden Ave N, and construction of a midblock pedestrian crossing between Linden Ave N and Fremont Pl N. Funding and construction by private development associated with Shoreline Place Community Renewal Area is anticipated however the timing is currently unclear for the majority of 160th improvements. Any additional sidewalk improvements along the north side of N 160th, are unfunded at this time. The cost estimate does not include the funding to underground utilities.

Continued on next page

ORIGINAL

Project Status

This project helps to implement **2019-2021 City Council Goal 1**: Strengthen Shoreline's economic climate and opportunities, and **Goal 2**: Improve Shoreline's infrastructure to continue the delivery of highly-valued public service.

Purpose / Goals Achieved

- [x] Non-motorized
- [ ] System Preservation
- [x] Improves Efficiency & Operations
- [x] Safety
- [ ] Major Structures
- [x] Interjurisdictional Coordination
- [ ] Growth Management
- [x] Corridor Study

ORIGINAL

Project # and Name

17. Citywide Spot Safety Improvements

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	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Roads Capital	$17,800						$ 17,800
Federal - HSIP	$212,200	$1,241,900					$ 1,454,100
PROJECT TOTAL	$ 230,000	$ 1,241,900	$ -	$ -	$ -	$ -	**$ 1,471,900**

Outer Year Funding (Beyond 2026):	$0
Prior Cost through 2020:	$0
Total Project Cost:	**$1,471,900**
Unfunded Portion / Future Funding Need:	$0

Funding Outlook

The project is funded through local Roads Capital funds, and federal Highway Safety Improvement Program (HSIP) funds which must be obligated by April 2021 to waive a 10% match.

Continued on next page

ORIGINAL

Project Status

This project helps to implement **2019-2021 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

- [x] Non-motorized
- [ ] System Preservation
- [ ] Improves Efficiency & Operations
- [x] Safety
- [ ] Major Structures
- [ ] Interjurisdictional Coordination
- [ ] Growth Management
- [ ] Corridor Study

ORIGINAL

Project # and Name

18. 195th Pedestrian and Bike Connector

Scope / Narrative

This project will construct a shared-use path along NE 195th Street from 5th Avenue NE to the WSDOT Limited Access line east of 7th Avenue NE.

Funding

	FUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
TIB - Complete Streets	$ 400,000						**$ 400,000**

Outer Year Funding (Beyond 2026):	$0
Prior Cost through 2020:	$100,000
Total Project Cost:	**$500,000**
Unfunded Portion / Future Funding Need:	$0

Funding Outlook

This project is funded through a TIB Complete Streets grant and requires completion by March 2022.

Project Status

This project helps to implement **2019-2021 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

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

19. Ridgecrest Safe Routes to School

Scope / Narrative

This project will install School Speed Zone Flashers on NE 165th Street at the beginning of the school zone in both directions. This project will also install modify the existing pedestrian crossing on 165th Avenue and 12th with the use of curb extensions that visually and physically narrow a roadway, creating a safer and shorter crossing for pedestrians. The design will consider how improvements could serve both pedestrians and cyclists.

Detailed Project Description:

1. School Speed Zone Flashers and Radar Speed Feedback Displays.
   a. NE 165th Street and 9th Ave NE – Facing West
   b. NE 165th Street and 15th Ave NE – Facing East
2. Pedestrian Crossing Curb Extension, Crosswalk Signage, and Markings.
   a. NE 165th Street and 12th Ave NE
3. Modification to align the existing school entrance driveway and offset on 12th Ave NE.
4. Sidewalk adjustments on both sides of NE 165th Street and 12th Ave NE providing safe landings.
5. Educational outreach to surrounding neighborhood and school postcards will be sent to residents within a quarter mile of the project, and to the school for distribution, informing drivers of the new School Speed Zone Flashers, and generally sending a reminder to be courteous and cautious within school zones.

Funding

	FULLY FUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Roads Capital	$3,000	$6,000					$ 9,000
State - SRTS	$35,000	$407,700					$ 442,700
PROJECT TOTAL	$ 38,000	$ 413,700	$ -	$ -	$ -	$ -	**$ 451,700**

Outer Year Funding (Beyond 2026):	$0
Prior Cost through 2020:	$18,000
Total Project Cost:	**$469,700**
Unfunded Portion / Future Funding Need:	$0

Funding Outlook

The project is funded through local Roads Capital funds, and Washington State Safe Routes to School (SRTS) funds.

Continued on next page

ORIGINAL

Project Status

Estimated design completion in 2020-2021 with construction 2021-2022.

This project helps to implement **2019-2021 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

- [x] Non-motorized
- [ ] System Preservation
- [ ] Improves Efficiency & Operations
- [x] Safety
- [ ] Major Structures
- [ ] Interjurisdictional Coordination
- [ ] Growth Management
- [ ] Corridor Study

ORIGINAL

UNFUNDED PROJECTS

ORIGINAL

Project # and Name

20. 145th Street (Aurora Ave N to 3rd Ave NW)

Scope / Narrative

The 145th Street Corridor Study identified future improvements to 145th Street between Aurora Avenue and 3rd Avenue. These improvements modify the roadway to a 3-lane section with on-street bike lanes where space allows.

Funding

	UNFUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Unknown							$ -

Outer Year Funding (Beyond 2026):	$9,725,000
Prior Cost through 2020:	$0
Total Project Cost:	**$9,725,000**
Unfunded Portion / Future Funding Need:	$9,725,000

Funding Outlook

The preliminary cost estimate was developed as a planning level opinion of probable cost during the Corridor Study in 2016 and will be refined in future TIPs. No funding has been identified for this project at this time. Design and construction of this segment of roadway would likely occur many years after completion of Project No. 6 (145th Street-SR 523, Aurora Ave N to I-5 Corridor Improvements) and Project No. 7 (SR 523-N/NE 145th Street & I-5 Interchange Improvements).

Project Status

This project is scheduled to be completed after the 145th interchange and segment from I-5 to Aurora Avenue. This project would support **2019-2021 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

- [x] Non-motorized
- [ ] System Preservation
- [x] Improves Efficiency & Operations
- [x] Safety
- [x] Major Structures
- [x] Interjurisdictional Coordination
- [ ] Growth Management
- [ ] Corridor Study

ORIGINAL

Project # and Name

21. Fremont Avenue N (N 175th Street to N 185th Street)

Scope / Narrative

Fremont Ave N serves as a primary route to Shorewood High School and Shoreline's Town Center. This project incorporates a series of improvements along this corridor to improve safety and capacity including:

- Rechannelization of the roadway to a three lane cross-section (one travel lane in each direction with a center turn lane) with bicycle lanes.
- Construction of sidewalks on both sides of the street. All sidewalks would be five to eight feet wide, include curb and gutter and five foot amenity zones separating the pedestrians from the roadway.
- Perform overlay/preservation work.

These projects can be constructed individually, allowing the complete set of improvement to be phased over time.

Funding

	UNFUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Unknown							$ -
						Outer Year Funding (Beyond 2026):	$7,300,000
						Prior Cost through 2020:	$0
						Total Project Cost:	**$7,300,000**
						Unfunded Portion / Future Funding Need:	$7,300,000

Funding Outlook

The funding identified for this project is a rough estimate only. Design, ROW and Construction costs and a timeline for completion will be updated in future TIPs.

Project Status

This project helps to implement **2019-2021 City Council Goal 1**: Strengthen Shoreline's economic climate and opportunities, and **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

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

22. 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	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Unknown							$ -

Outer Year Funding (Beyond 2026):	$6,200,000
Prior Cost through 2020:	$0
Total Project Cost:	**$6,200,000**
Unfunded Portion / Future Funding Need:	$6,200,000

Funding Outlook

No funding has been identified for this project. Initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates. Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

Project Status

This project helps to implement **2019-2020 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

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☑ Corridor Study

ORIGINAL

Project # and Name

23. NE Perkins Way Improvements (10th Ave NE to 15th Ave NE)

Scope / Narrative

The project would construct bicycle and pedestrian improvements on NE Perkins Way from 10th Ave NE to 15th Ave NE. This roadway segment currently includes two travel lanes and a pedestrian walkway on the north side separated from the travel lanes by jersey barriers. No bicycle facilities are present. This segment is part of the Northern Connector route from the Interurban Trail in Shoreline to the Burke-Gilman Trail in Lake Forest Park. Upon completion of the separated trail at NE 195th Street from 1st Ave NE to 5th Ave NE and intallation of signage along the remainder of the route, this segment will remain the final gap within the connector route.

Funding

	UNFUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Unknown							$ -
						Outer Year Funding (Beyond 2026):	$4,405,000
						Prior Cost through 2020:	$0
						Total Project Cost:	**$4,405,000**
						Unfunded Portion / Future Funding Need:	$4,405,000

Funding Outlook

No funding has been identified for this project. Initial step would be a study to identify the appropriate improvements for the roadway and develop cost estimates. Design, ROW and construction costs and a timeline for completion will be included in future TIP updates.

Project Status

This project helps to implement **2019-2021 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

- ☑ Non-motorized
- ☐ System Preservation
- ☐ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☑ Corridor Study

ORIGINAL

Project # and Name

24. 3rd Ave NE Woonerf

Scope / Narrative

A "woonerf" is an urban design tool which originated in the Netherlands. It is intended to transform streets from auto prioritized spaces to shared spaces for all modes of transport, including pedestrians and cyclists. Woonerfs are designed to reduce vehicular travel speeds, as opposed to using the traditional method of signs and speed-bumps.

A woonerf blends the line between pedestrian and vehicle paths. By removing curbs and any indication of a car travel line, while at the same time adding landscaping and street furniture, so that the public realm for pedestrians is expanded into the street. Parking areas are dispersed to prevent a wall of cars blocking access to the street. Curves are used to reduce speeds as drivers intuitively slow down to manuever turns. Also, if a driver is able to see what is around the corner, they will slow down to anticipate yielding to an unexpected situation e.g. people walking or bicycling. Raised sidewalks are eliminated in a woonerf, since the idea is that pedestrians, cyclists, and vehicles share the same space.

The concept for the 3rd Avenue NE Woonerf is the creation of a slow-paced, curbless street (where pedestrian and bicycle movements are prioritized and vehicles are invited guests) by extending 3rd Avenue NE between NE 149th Street and NE 151st Street. The 3rd Avenue NE Woonerf creates a pedestrian and bike connection to the adjacent Shoreline South/145th Station and incorporates the eastern terminus of the proposed 148th street non-motorized bridge and north/south alignment of the proposed Trail Along the Rail.

Funding

	UNFUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
No identified source							$ -
						Outer Year Funding (Beyond 2026):	$1,811,000
						Prior Cost through 2020:	$20,000
						Total Project Cost:	**$1,831,000**
						Unfunded Portion / Future Funding Need:	$1,811,000

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ORIGINAL

Funding Outlook

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 imrovements occur. City staff has incorporated the 3rd Ave NE Woonerf's street 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's eastern terminus and the Trail Along the Rail will interface with the long-term vision for the 3rd Ave NE Woonerf. City staff will continues to coordinate with Sound Transit on not precluding the future 3rd Ave NE Woonerf. In addition, City staff will continue to use the 3rd Ave NE Woonerf conceptual renderings as communication tools when working with the public and potential developers.

Project Status

A preliminary concept of the 3rd Ave NE Woonerf was presented to City Council on January 8, 2018. City staff will continue coordination with Sound Transit to not preclude its future design and work with potential developers of adjacent properties to the 3rd Ave NE Woonerf to coordinate street frontage and access improvements. This project helps to support **2019-2021 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

- [x] Non-motorized
- [ ] System Preservation
- [x] Improves Efficiency & Operations
- [x] Safety
- [x] Major Structures
- [x] Interjurisdictional Coordination
- [ ] Growth Management
- [ ] Corridor Study

ORIGINAL

Project # and Name

25. 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	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Unknown						$ 350,000	**$ 350,000**
					Outer Year Funding (Beyond 2026):		$0
					Prior Cost through 2020:		$0
					Total Project Cost:		**$350,000**
				Unfunded Portion / Future Funding Need:			$350,000

Funding Outlook

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

Project Status

This project helps to implement **2019-2021 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

- ☑ Non-motorized
- ☐ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☑ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study

ORIGINAL

Project # and Name

26. N 185th Street and Linden Avenue N Intersection Improvements

Scope / Narrative

This project would rebuild the intersection of Linden Ave N and N 185th Street, revising signal phasing to address at-angle collisions as identified by the City's Annual Traffic Report. This project would also decrease intersection radii to lower vehicle turning speeds and reduce pedestrian crossing distances for increased pedestrian safety. Sidewalks, curb ramps and pedestrian signal systems for ADA compliance would also be addressed. The current signal infrastructure does not have capacity to provide these phase changes and pedestrian improvements unless the intersection is rebuilt. The project would also consider how to accommodate bicyclists to and through this intersection.

Funding

	UNFUNDED						
FUNDING SOURCE	**2021 Estimate**	**2022 Estimate**	**2023 Estimate**	**2024 Estimate**	**2025 Estimate**	**2026 Estimate**	**2021-2026 Total**
Unknown					$ 500,000	$ 1,000,000	**$ 1,500,000**
					Outer Year Funding (Beyond 2026):		$0
					Prior Cost through 2020:		$0
					Total Project Cost:		**$1,500,000**
					Unfunded Portion / Future Funding Need:		$1,500,000

Funding Outlook

This project may be competitive for funding from the Citywide Safety Grant administered through WSDOT. Given the aging infrastructure at this location, Traffic Signal Rehabilitation Program funds could be used to partially fund this project.

Project Status

This project helps to implement **2019-2021 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

- ☑ Non-motorized
- ☑ System Preservation
- ☑ Improves Efficiency & Operations
- ☑ Safety
- ☐ Major Structures
- ☐ Interjurisdictional Coordination
- ☐ Growth Management
- ☐ Corridor Study