PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
California Street Pedestrian/Bike Corridor Project	N/A	Everett
Co-Sponsor	**Certification Acceptance?**	**CA Sponsor**
	Yes	

Project Contact Information

Name	Phone	Email
Shaun Bridge	4252578823	sbridge@everettwa.gov

Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.
The California Street Bicycle/Pedestrian corridor project will create an active transportation route on California Street between Broadway Avenue and the US 2 Trestle trail, which includes additions and/or improvements to pedestrian facilities, modified parking, and a bi-directional cycle track, and will enhance the non-motorized facilities at the entrance and exit to US 2. The project accommodates a wide range of abilities, confidence, comfort levels of cyclists with bike and pedestrian safety-focused improvements, and options connecting downtown Everett with the US 2 trail.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?
Need: Active transportation users traveling east and west through the Everett Regional Center encounter difficult obstacles. They use various corridors entering or leaving the US 2 trail and must currently navigate an under-controlled intersection and highway entrance. Heading west, cyclists must choose between several blocks of out-of-direction travel on busy roads or illegal movements to get downtown. The movement of cyclists in the area are often unpredictable, and a need to improve bike and pedestrian safety, comfort, and options connecting downtown Everett with the US 2 trail exists.

Justification: California street is considered the prime candidate for an east-west bicycle route that will ultimately connect the Harbor front trail on the west side of Everett to the US 2 trestle on the east, and was selected as a Tier 1 project in the final Everett Bicycle Master Plan. More than half of the route is in the Everett Regional Growth Center, and it will improve connections to the Regional US 2 trestle bicycle path. Additionally in 2014, a new bicycle and pedestrian traffic signal was installed at Broadway and California as a part of a bridge

replacement project. This solves a major barrier for the route and improves crossing safety.

Purpose: The project will fulfill the need to improve bike and pedestrian safety, comfort, and options to connect downtown Everett with the US 2 trails and east Snohomish County, and construct the next step in the active transportation corridor.

Project Location

Location	**County/Counties**
California Street	Snohomish
Beginning Landmark	**Ending Landmark**
Broadway Avenue	US 2

Map and Graphics
f-132-552-18671451_c5bEwDiF_Active_California_St_Connector_Description_and_Map_PDF.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?
Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.
City of Everett 2024 to 2029 Six-Year Transportation Improvement Program: Page 2 - Item 2 under Non-Motorized trail/Path Improvements: “California Street Bicycle Pedestrian Corridor”
https://lfportal.everettwa.gov/WebLink/DocView.aspx?id=1568641&searchid=cad7b8ce-026b-426e-92e3-2645cd87d3f6&dbid=0

Everett Bicycle Master Plan: Tier 1 projects: T1-C1 Lane California St W Marine View to Dr I-5 Page VI-27, and T2-C US 2 Trestle Access Improvements @ Hewitt Ave and Walnut Street Page VI-42, and Existing Facilities Analysis Page III-2
https://www.everettwa.gov/DocumentCenter/View/90/Bicycle-Master-Plan-PDF?bidId=

Bicycle Master Plan Update: Broadway Bridge Replacement, Page 18-19.
https://www.everettwa.gov/DocumentCenter/View/14345/Bike-2017-Master-Plan-Update

Metro Everett Subarea Plan, Part 3 – Appendices, Appendix A: Implementation, page 8 under Bicycle Improvements “California Street Corridor”
https://www.everettwa.gov/DocumentCenter/View/15029/Metro-Everett-Subarea-Plan-12920-PDF

Everett Comprehensive Plan Transporation Element, Policy 1.1 Page 35
https://www.everettwa.gov/DocumentCenter/View/4860/Chapter-5-Transportation-and-Appendix?bidId=
(The Growth Management Act (GMA) requires the next review and update to be completed by 2024)

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page

number.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Exception

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The corridor will complete access from the US 2 regional trail to and through the downtown Everett Regional Growth Center. Future phases of the project will connect to the Port of Everett. The project will provide important transportation options for commuters, visitors, and residents in and around the downtown Everett regional growth center. This regional growth center is home to about 7,000 people and 13,000 jobs now with a 2035 growth target of 22,000 people and 25,000 jobs. The portion of the project outside the regional growth center is planned for future high-density employment and half the population of this entire corridor have no or limited access to an automobile. Construction of this corridor will improve active transportation access from the City's downtown neighborhoods and open spaces on Ebey Island and eastern Snohomish County.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

The vision for Metro Everett is a place bustling with vibrant activity on the streets and in public places, with a robust array of housing choices, jobs, arts, culture, entertainment, and sports. The project corridor is a key step to implementing that vision by providing safe and attractive transportation options and a path to recreation and open space across the Snohomish River. The project corridor is identified in Everett's comprehensive planning documents as active transportation and transit-oriented development. The project will provide new, separate and projected active transportation facilities connecting the project corridor to transit routes and existing bicycle facilities.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.
This project completes a regional/local bicycle and pedestrian system. It is a needed connection from the downtown Everett in the Everett Regional Center to eastern Snohomish County. It was identified as part of the City of Everett Bicycle Master Plan Tier 1 project list. The east end of the project will improve the safety of active transportation users as they transition from the US 2 trestle regional path to City street in the CBD which has the Everett Station multi-modal center, a regional arena, and County and municipal services. The west end of the corridor, which will be designed in a separate phase, will improve access to the Mill Town trail that provides transportation options and access to the waterfront in the Port of Everett. The project connects to multiple existing pedestrian and bicycle routes and will be a key east-west connector for active transportation users connecting from existing north-south routes.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

Active transportation users traveling east and west through the Eastern Regional Center encounter difficult obstacles. They use various corridors across the CBD and then leaving or entering the US 2 trail they must currently navigate an under controlled intersection and highway entrance. Heading west cyclists must choose between several blocks of out of direction travel on busy roads or illegal movements to get downtown. As a result, the movements of cyclists are often unpredictable because current routes are not comfortable. The project will project a comfortable route for users of all ages and abilities.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.
The route connects to multiple transit routes that connect within Everett and to the region. The project will connect to north/south routes that access Everett Station, a regional transit facility.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.
Half the population of this entire corridor have no or limited access to an automobile. The project will provide a comfortable connecting route for users who don't have access to an automobile. The project will provide a critical east-west connection for active transportation commuters wanting to connect to transit facilities via the project corridor as well as for residents who live along the corridor. The project corridor also serves commercial users on the west and east ends of the corridor, connecting to businesses and services in downtown Everett and near the US 2 trail.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.
The project will provide a critical east-west connection for active transportation users between downtown Everett, Everett Station, and Eastern Snohomish County. Currently, there is no continuous east-west connection for bicyclists to these areas.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

The project area on California Street from Broadway Avenue to US 2 includes distressed census tracts and 32% of the surrounding neighborhood population is disabled and 21% of households in poverty. Minorities make of 23% of the project area population.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

Currently there are only intermittent, discontinuous sidewalks along the project corridor and no bicycle facilities. Active transportation users are forced to share road space with vehicles.

Describe how the project addresses those disparities or gaps and benefits the population groups

identified under Step 1.

The project will build comfortable and separated facilities for bicyclists and pedestrians, and intersection safety improvements to reduce exposure of vulnerable roads users at street crossings.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

The original project was developed with significant outreach during development of Everett's Bicycle Master Plan. Outreach conducted during development of the plan included open houses, newsletters, stakeholder interviews, and route and plan development in coordination with bicycle advocacy organizations.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

During preliminary design, outreach was conducted to the affected neighborhood and the City at large. Four design alternatives and three route alternatives were presented during the outreach phases and public input informed final selection of the route, bicycle facility, and street parking configurations.

Section 3

Is the project in an area of low, medium, or high displacement risk?

Per the PSRC displacement risk mapping tool, the project is in an area of higher displacement risk, especially regarding vulnerability of existing lower-cost rental housing to redevelopment, residents below poverty level and with cost burden, and proximity to transit and amenities.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

The City is working on a variety of tools to address displacement risk, as identified in the Rethink Housing Action Plan, in the comprehensive plan periodic update work program, and in the collaborative Model Code Partnership work program. Tools in place now include height and tax exemption incentives for projects that include dedicated affordable housing and recently-reduced barriers for affordable and supportive housing production.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The project will improve the safety and security of all road users by providing the following: separate, protected facilities for bicyclists and pedestrians that will reduce interactions and conflicts with vehicles; curb bulbouts to reduce street crossing distances and exposure of active transportation users to vehicles; back-in angle parking that will reduce vehicle/vehicle crashes and protect pedestrians wanting to access their vehicles; raised intersection to reduce vehicle speeds at arterial crossings; and narrowed vehicles lanes to reduce vehicle speeds that will reduce the likelihood crashes will occur and will reduce the severity when they do occur.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

The project will build the following improvements: continuous, comfortable, protected and separated bicyclist and pedestrian facilities, including a protected cycle track and sidewalk separated by street trees and landscaping; curb bulbouts that will reduce street crossing distances and exposure of vulnerable road users to vehicles; raised intersection to reduce vehicle speeds, discourage vehicle through traffic on the project corridor, and encourage motorists to yield to pedestrians and bicyclists at the street crossings; and narrowed vehicle lanes to reduce vehicle speeds.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The City has a Local Road Safety Plan and is in the development process for a Vision Zero plan. The Local Road Safety Plan confirmed the project necessity.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The project will construct traffic calming measures that will decrease vehicle speeds without the need for enforcement measures. Traffic calming measures include reducing the vehicle lane width to 10 feet; construction of curb bulbouts to reinforce low speeds at intersections and protect vulnerable road users wanting the cross the intersection; and construction of a raised intersection.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
Yes	EVT-69

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2025	$2500000
		$
		$

Total PSRC Funding Request: $2500000

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$
			$
			$

			$

Total Planning Phase Cost: $0
Expected year of completion for this phase: N/A

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	CMAQ	Secured	$901600
Local	Local	Secured	$275400
			$
			$
			$

Total Preliminary Engineering/Design Phase Cost: $1177000
Expected year of completion for this phase: 2023

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Reasonably Expected	$250000
			$
			$
			$
			$

Total Right of Way Phase Cost: $250000
Expected year of completion for this phase: 2024

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	$2500000
Local	Local	Reasonably Expected	$7963016
State	TIB	Reasonably Expected	$1000000
			$
			$

Total Construction Phase Cost: $11463016
Expected year of completion for this phase: 2025

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			$
			$

			$
			$
			$

Total Other Phase Cost: $0
Expected year of completion for this phase: N/A

Project Summary

Total Estimated Project Cost:	**Estimated Project Completion Date (month and year):**
$12890016	December, 2025

Financial Documentation

Please enter a description of your financial documentation in the text box below.
Street Improvement Fund 119: The Street Improvement fund was established to enhance the quality of life in our City through systematic transportation and associated infrastructure improvements. Staff select projects phases that are funded and are in the City's 6-year Transportation Improvement Plan (TIP) and the City Council authorizes the project with a funding ordinance. Relevant attachments include:
Ordinance 3738-20 - this ordinance documents the current funding received for the purpose of preliminary engineering and design (includes local and federal CMAQ sources)
Fund 119 budget - this document demonstrates the overview, activity, revenue description, budget changes, and budgeted expenditures associated with Fund 119 - Street improvement. This document shows there is a currently an adopted budget for 2023 of $3,969,200. Council will adopt budget as determined needed for future years to fulfill local match requirements.

Additionally, the City has a financial plan to fund the full cost of the construction phase of the project. The full details are included in the attached memorandum.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.
f-132-346-18671451_AtvPkQ9J_Fund_119_-_budget.pdf, f-132-346-18671451_7SqMFdFw_Ordinance_3738-20.pdf, f-132-346-18671451_pXfT1dEu_PSRC_2023_TAP_Memo.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?
No

What is the actual or estimated start date for preliminary engineering/design?
July, 2020

Is preliminary engineering/design complete?
No

What was the date of completion (month and year)?
December, 2023

Have preliminary plans been submitted to WSDOT for approval?
No

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.
Estimated PE/Design submission to WSDOT approximately November 2023.

Not submitted yet because pending funding for construction.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.
November, 2023

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's Local Agency Guidelines Manual.
Categorical Exclusion (CE)

Has NEPA documentation been approved?
No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
November, 2023

Right of Way

Will Right of Way be required for this project?
Yes

What is the actual or estimated start date for right of way (month and year)?
September, 2024

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.
March, 2024

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to Chapter 25 of WSDOT's Local Agency Guidelines Manual for more information.
There will be no fee simple acquisitions or permits necessary. Temporary construction easements (which is a r/w acquisition) will be required.

What is the zoning in the project area?
Mixed family residential zoning

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
While not typically required, City's condemnation process is considered in dates above.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
Yes

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.
True cost estimate - November 2023
R/W acquisition - June 2024
R/W certification - September 2024
Certification Audit - December 2024

Construction

Are funds being requested for construction?
Yes

Do you have an engineer's estimate?
Yes

Please attach the engineer's estimate.
f-132-540-18671451_tfXSwmkp_20312_100Pct_Level_Estimate-062223.pdf

Identify the environmental permits needed for the project and when they are scheduled to be acquired.
NEPA environmental permit needed. Expected to be acquired in June 2024.

Are Plans, Specifications & Estimates (PS&E) approved?
No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?
November, 2023

When is the project scheduled to go to ad (month and year)?
February, 2025

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
This active transportation project will focus on bicycle and pedestrian facilities, and will only make roadway changes where necessary to facilitate the safe movement of non-motorized users. This project is the first cycle track in the City and will provide significant benefits/improvements to the City regarding landscaping/streetscaping, congestion reduction, promoting public transportation, and pedestrian/bike access comfort.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.
Everett Bicycle Master Plan Outreach process – A variety of methods were used to obtain public input, including stakeholder interviews, a bike ride around Everett with several citizens, two public open houses to take comments on the plan, periodic newsletter updates, and a web page with plan drafters and information about the planning process. Everett Planning Commission held a public hearing and recommended City Council approve the plan. The Council's citizen Transportation Advisory Committee (TAC) also reviewed the plan and recommended approval. California Street was selected as a Tier 1 project.

Sixteen Commute Trip Reduction Program employers representing more than 8,000 employees responded to the plan's online survey. They included Everett Community College, Intermec, JanSport Inc., Naval Station Everett, Perteet, Providence Health – Colby Campus, Snohomish County Government, Snohomish County PUD #1, Snohomish Health District (before merging with Snohomish County Govermment), StockPot, The Everett Clinic, and Washington State DSHS – Support Enforcement. Stakeholder interviews were conducted with people selected to represent a diverse cross-section of Everett's population. The Sharing Wheels Community Bike Shop works with low income, homeless and youth populations.

Many steps have also been taken so far to involve the public and stakeholders in this project's development (preliminary engagement and surveying phase). Action taken so far includes outreach to cycling community, business owners in the area, utility owners/PUD, neighborhood associations, booth at farmers markets, and going to door to door to engage the public. Project is also discussed as part of TAC and City Council meetings, and will continue as the project progresses into the construction phase.

Please upload any relevant documents here, if they have not been uploaded previously in this application.

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

100% Engineer's Opinion of Probable Cost - California St Bike & Ped

Transpo Job No.: 1.20312.00

Description of Work:

1. Construct sidewalks to fill gaps and widen sidewalks along California Street from Broadway to Pine
2. Install a two-way cycle track on the north side of California Street from Broadway to Pine
3. Delineate formal angled parking on the south side of California Street with curb extensions from Broadway to Pine
4. Construct sidewalks on the west side of Pine from California to Hewitt and a shared use path on the east side of Pine from California to Hewitt
5. Modify the existing sidewalk on the south side of Hewitt from Pine to Maple
6. Modify the existing RRFB at Hewitt and Pine, existing signal at Hewitt and Maple, and existing signal at California and Broadway
7. Relocate the Hewitt crossing to the US 2 ramp to Chestnut Street
8. Provide an off-street connection between the Chestnut crossing and US 2 trail

Last Edit: BAS - 06/22/2023
Checked:

No	Spec #	Item Description	Quantity	Unit	Unit Cost	Total
1	1-09.7	MOBILIZATION	12	PCT	--	$ 867,359
2	1-05.4(2)	CONSTRUCTION SURVEY	1	LS	$ 20,000	$ 20,000
3	1-10	TEMPORARY TRAFFIC CONTROL	10	PCT	--	$ 655,272
4	1-07	PROTECTION AND RESTORATION OF PROPERTY	1	FA	$ 30,000	$ 30,000
5	1-11	UTILITY CONFLICTS	34	EA	$ 1,100	$ 37,400
6	2-01	CLEARING AND GRUBBING	0.6	ACRE	$ 16,500	$ 9,900
7	2-02	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	$ 763,929	$ 763,929
8	2-03	ROADWAY EXCAVATION INCL. HAUL	250	CY	$ 72	$ 17,875
9	2-03	GRAVEL BORROW INCL. HAUL	829	CY	$ 28	$ 22,798
10	4-04	CRUSH SURFACING BASE COURSE	3,578	TON	$ 61	$ 216,469
11	5-05	CEMENT CONC. PAVEMENT	116	CY	$ 990	$ 114,840
12	5-04	PLANING BITUMINOUS PAVEMENT	3,102	SY	$ 9	$ 27,298
13	5-04	HMA 1/2" PG 64-22	1,855	TON	$ 209	$ 387,695
14	6-02	COMMERCIAL CONCRETE (PATTERNED)	982	SY	$ 138	$ 135,025
15	7-04	SCHEDULE A (PE) STORM SEWER PIPE - 8 IN DIAM	939	LF	$ 110	$ 103,290
16	7-04	SCHEDULE A (PE) STORM SEWER PIPE - 12 IN DIAM	709	LF	$ 154	$ 109,186
17	7-04	ABANDON STORM SEWER	155	LF	$ 17	$ 2,558
18	7-05	ABANDON EXISTING MANHOLE	30	EA	$ 990	$ 29,700
19	7-05	EXISTING PIPE REMOVAL	1,051	EA	$ 33	$ 34,683
20	7-05	CATCH BASIN TYPE 1 WITH FRAME GRATE	8	EA	$ 3,850	$ 30,800
21	7-05	CATCH BASIN TYPE 1 WITH SOLID LID	1	EA	$ 4,400	$ 4,400
22	7-05	CATCH BASIN TYPE 2 48 IN DIAM	15	EA	$ 4,950	$ 74,250
23	7-05	CONCRETE INLET	21	EA	$ 3,300	$ 69,300
24	7-05	ADJUST CATCH BASIN WITH SOLID METAL COVER	7	EA	$ 1,100	$ 7,700
25	6-10	FLOATABLE MATERIAL SEPARATOR	15	EA	$ 275	$ 4,125
26	6-10	GAS TRAP	15	EA	$ 275	$ 4,125
27	7-05	CONNECTION TO EXISTING DRAINAGE STRUCTURE	21	EA	$ 660	$ 13,860
28	7-05	ADJUST UTILITY LID	33	EA	$ 715	$ 23,595
29	7-05	ADJUST UTILITY LID (SLIP-RESISTANT)	51	EA	$ 880	$ 44,880
30	8-01	TEMPORARY WATER POLLUTION/EROSION CONTROL	1	LS	$ 440,000	$ 440,000
31	8-02	TOPSOIL, TYPE A	744	CY	$ 56	$ 41,738
32	8-02	BARK OR WOOD CHIP MULCH	239	CY	$ 56	$ 13,408
33	8-02	PSIPE, SHRUB, #2 CONTAINER	390	EA	$ 114	$ 44,616
34	8-02	PSIPE, SHRUB/PERENNIAL, #1 CONTAINER	1,606	EA	$ 50	$ 80,380
35	8-02	PSIPE, GROUND COVER	6,182	EA	$ 23	$ 141,444
36	8-02	PSIPE, TREES - LARGE DECIDUOUS 2" CAL.	150	EA	$ 501	$ 75,075
37	8-02	ROOT BARRIER	1,800	LF	$ 13	$ 23,760

No	Spec #	Item Description	Quantity	Unit	Unit Cost	Total
38	8-02	SOD INSTALLATION	5,122	SY	$ 22	$ 112,684
39	8-04	CEMENT CONCRETE CURB & GUTTER TYPE A-1	7,182	LF	$ 83	$ 592,515
40	8-04	MOUNTABLE CEMENT CONC. TRAFFIC CURB	88	LF	$ 77	$ 6,776
41	8-04	EXTRUDED CURB	30	LF	$ 61	$ 1,815
42	8-04	CEMENT CONC. PEDESTRIAN CURB	880	LF	$ 72	$ 62,920
43	8-04	CEMENT CONC. HEADER CURB	7	CY	$ 1,100	$ 7,700
44	8-12	CHAIN LINK FENCE TYPE 4	95	LF	$ 33	$ 3,135
45	8-14	CEMENT CONC. CURB RAMP TYPE A	6	EA	$ 5,500	$ 33,000
46	8-14	CEMENT CONC. CURB RAMP TYPE B	12	EA	$ 5,500	$ 66,000
47	8-14	CEMENT CONC. CURB RAMP TYPE C	2	EA	$ 5,500	$ 11,000
48	8-14	CEMENT CONC. CURB RAMP TYPE D	1	EA	$ 5,500	$ 5,500
49	8-14	CEMENT CONC. CURB RAMP TYPE B PERPENDICULAR	41	EA	$ 5,500	$ 225,500
50	8-14	CEMENT CONC. BIKE RAMP	1	EA	$ 5,500	$ 5,500
51	8-14	CEMENT CONC. CURB RAMP SINGLE DIRECTION	3	EA	$ 5,500	$ 16,500
52	8-14	DETECTABLE WARNING SURFACE	210	SF	$ 83	$ 17,325
53	8-14	CEMENT CONCRETE SIDEWALK	5,581	SY	$ 182	$ 1,012,952
54	8-14	CEMENT CONCRETE DRIVEWAY	1,262	SY	$ 204	$ 256,817
55	8-20	RECTANGULAR RAPID FLASHING BEACON SYSTEM (SOLAR) - SINGLE POLE	8	EA	$ 38,500	$ 308,000
56	8-20	TRAFFIC SIGNAL SYSTEM, COMPLETE	1	LS	$ 220,000	$ 220,000
57	8-21	PERMANENT SIGNING	1	LS	$ 90,200	$ 90,200
58	8-22	PLASTIC CROSSWALK LINE	2,184	SF	$ 12	$ 26,426
59	8-22	PLASTIC STOP LINE	270	LF	$ 22	$ 5,940
60	8-22	SOLID GREEN ENDURABLEND MARKING	187	SY	$ 193	$ 36,019
61	8-22	PLASTIC BICYCLE LANE SYMBOL	51	EA	$ 275	$ 14,025
62	8-22	PLASTIC TRAFFIC ARROW	3	EA	$ 193	$ 578
63	8-22	PLASTIC TRAFFIC LETTER	12	EA	$ 110	$ 1,320
64	8-22	PAINTED 4 IN STRIPE (YELLOW)	1,426	LF	$ 1	$ 1,569
65	8-22	PAINTED 4 IN STRIPE (WHITE)	3,412	LF	$ 1	$ 3,753
66	8-22	PAINTED ACCESS PARKING SPACE SYMBOL WITH BACKGROUND	11	EA	$ 550	$ 6,050
67	8-24	ROCK WALL, COMPLETE	356	LF	$ 330	$ 117,480
68	8-33	FURNISHING - BENCHES	8	EA	$ 2,090	$ 16,720
69	8-33	FURNISHING - BIKE RACKS	16	EA	$ 275	$ 4,400
70	8-33	BOLLARD	22	EA	$ -	$ -
71	8-33	PUBLIC ART	1	LS	$ 82,500	$ 82,500
	$Subtotal_1$					$ 8,095,350
	Construction Engineering (18% of Subtotal1)					$ 1,457,163
	$Subtotal_2$					$ 1,457,163
	20% Contingency ($Subtotal_1$ + $Subtotal_2$) - See note 2					$ 1,910,503
	CONSTRUCTION ESTIMATE ($Subtotal_1$ + $Subtotal_2$ + Contingency)					**$ 11,463,016**

1. Estimates for construction costs are based on the best information available at this time and will require adjustments as more detailed information becomes available.
2. 20% contingency accounts for price increases in future years due to unknown construction date

California St Bicycle and Pedestrian Corridor

T1-C1 California Street – West Marine View Drive to I-5

California Street is an east-west route through downtown Everett that connects the US 2 trail to Marine View Drive.

Implementation

California Street: Pine Street to Virginia Avenue

Cyclists traveling westbound from the US 2 trail connect to California via Hewitt and Pine. From Pine Street to Fulton Street, California Street is 62 feet wide curb to curb and 52 feet from Fulton Street to Virginia Avenue. Traffic volumes are low and on-street parking is lightly used. These conditions provide ample room for bike lanes, even at intersections such as Cedar where curb extensions reduce the curb to curb width to 36 feet.

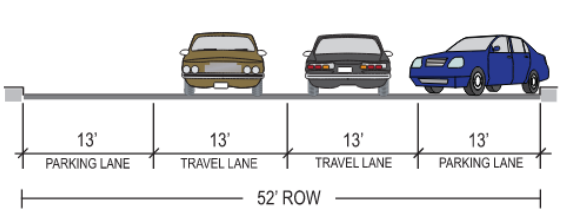
California Street near the PUD building looking east from McDougall Avenue.

California Street: Virginia Avenue to Broadway

Near the PUD building at Virginia, parking along California is heavily used, with head-in angle parking the south side of the street and parallel parking on the north side of the street. Angle parking should be replaced with parallel parking, gaining the space to add six-foot bike lanes.

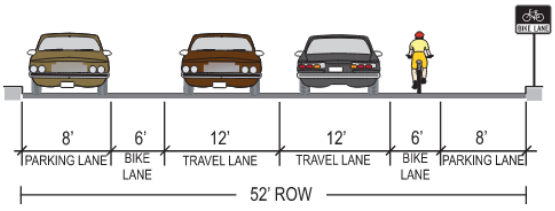
Changing angle parking to parallel parking will provide room for bike lanes on California Street.

T1-C1: EXISTING CONDITIONS



Existing for California Street

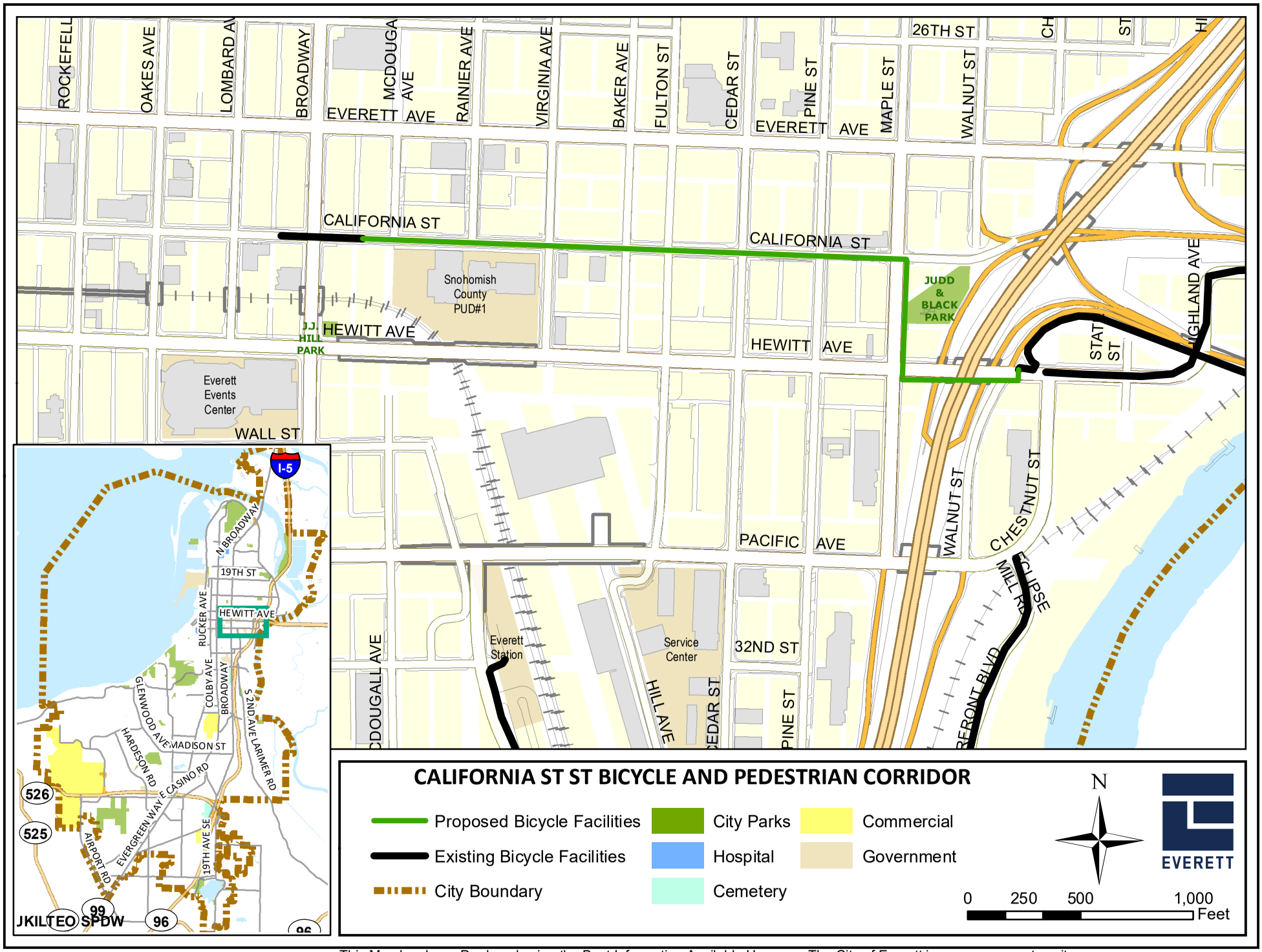
T1-C1: PROPOSED ALIGNMENT



Proposed configuration for California Street

T2-C US 2 Trestle Access Improvements @ Hewitt Ave and Walnut Street

Trail users leaving and entering the US 2 trail at Hewitt and Walnut must currently navigate an under-controlled intersection with a slip lane highway entrance, missing sidewalks and crosswalks. Cyclists must choose between several blocks of out of direction travel on busy roads or illegal movements to get to downtown. As a result, the movements of cyclists in the area are often unpredictable. The trail entrance and intersection should undergo a redesign process and ultimately be signalized, and a new trail connection should be developed to connect to recommended bicycle facilities on California.



This Map has been Produced using the Best Information Available.However, The City of Everett in no way guarantees its accuracy.

Street Improvement
FUND 119

OVERVIEW
The Street Improvements fund was created to enhance the quality of life in Everett through systematic transportation and associated infrastructure improvements.

ACTIVITY

Fund Administration

ACTIVITY BUDGET SUMMARY	AMOUNT
Labor	$ 0
M&O/Capital Outlay	3,969,200
Total Expenditures	**$ 3,969,200**
Revenue Offset	(745,050)
Net Cost (expenditures less revenue)	**$ 3,224,150**
Budgeted FTEs	0

PRIMARY CITY PRIORITY

Housing, transportation & infrastructure

DESCRIPTION
- Provides funds for asphalt overlays of City streets
- Provides funds for the engineering, construction, repair and improvement of streets, bridges, and right-of-way projects
- Provides funds for sidewalk replacements, parking improvements, traffic accident repairs, neighborhood improvement projects, traffic signal projects, and non-motorized transportation facilities
- Tracks the receipt and use of outside funds to ensure they are used in accordance with state and federal laws and regulations

2022 ACCOMPLISHMENTS
- Completed the 2022 Pavement Maintenance Overlay project
- Completed the 2022 Pavement Marking project
- Provided funding for Citywide Bicycle Wayfinding, Fleming St. Bicycle Corridor, and Fulton St. Bicycle Pedestrian Corridor projects

2023 GOALS & WORK PLAN

CITY PRIORITY	GOAL	WORK PLAN
	Provide funding for transportation-related infrastructure improvements	• Complete 2023 Pavement Maintenance Overlay project • Complete the 2023 Pavement Marking project • Provide grant matching funds for three transportation related projects

PERFORMANCE MEASURES

PROCESS AND RESULTS MEASURES		TARGET	2020	2021	2022 EST.	2023 EST.
	Projects funded and completed (#)	5	5	4	3	5

REVENUE DESCRIPTION

Funding for Fund 119 comes from several sources including a contribution from real estate excise taxes, an allocation of state-shared revenues, a General Fund property tax allocation, and other miscellaneous revenues.

BUDGET CHANGES

This schedule includes budget changes from the 2022 Original Budget to the 2023 Adopted Budget.

FTE	Item	Labor Amount	M & O Amount	Total
	None			
	Total	**$ -**	**$ -**	**$ -**

BUDGETED EXPENDITURES

Fund 119 Street Improvements		2021 Actual	2022 Adopted Budget	2022 As Amended 12/14/2022	2023 Adopted Budget	Percent Change*
Fnc 000	Road & Street Imp.	$ 4,413,219	$ 3,907,241	$ 4,356,713	$ 3,969,200	2%
TOTAL APPROPRIATION		**$ 4,413,219**	**$ 3,907,241**	**$ 4,356,713**	**$ 3,969,200**	**2%**

* 2022 Adopted to 2023 Adopted

EVERETT
WASHINGTON

ORDINANCE NO. 3738-20

An ORDINANCE creating a special improvement project entitled "California Street Pedestrian & Bicycle Corridor" Fund 303, Program 119, to accumulate all costs for the improvement.

WHEREAS,

A. The City of Everett is committed to a planned pedestrian and bicycle infrastructure improvement program.

B. The City of Everett has identified the need and obtained funds to design and construct certain pedestrian and bicycle improvements.

NOW, THEREFORE, THE CITY OF EVERETT DOES ORDAIN:

Section 1. A special improvement project is hereby established as Fund 303, Program 119, entitled "California Street Pedestrian & Bicycle Corridor" to accumulate all costs for the improvement. Authorization is hereby given to accumulate costs and distribute payments for the improvement project.

Section 2. Authorization is hereby granted for the "Public Works Director" or "City Engineer" under the direction of the Mayor, to assume full and complete responsibility for conducting all tasks and doing all things to accomplish the actions authorized in this ordinance

Section 3. The sum of $1,177,000 is hereby appropriated to Fund 303, Program 119, "California Street Pedestrian & Bicycle Corridor" as follows:

A. Estimated Project Design Costs	$1,177,000
B. Source of Funds	
Federal Grant	$ 901,600
Fund 119 – Street Improvements	275,400
Total Funds	$1,177,000

Section 4. The City Clerk and the codifiers of this Ordinance are authorized to make necessary corrections to this Ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any internal references.

Section 5. The City Council hereby declares that should any section, paragraph, sentence, clause or phrase of this ordinance be declared invalid for any reason, it is the intent of the City Council that it would have passed all portions of this ordinance independent of the elimination of any such portion as may be declared invalid.

Section 6. The enactment of this Ordinance shall not affect any case, proceeding, appeal or other matter currently pending in any court or in any way modify any right or liability, civil or criminal, which may be in existence on the effective date of this Ordinance.

Section 7. It is expressly the purpose of this Ordinance to provide for and promote the health, safety and welfare of the general public and not to create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of this Ordinance. It is the specific intent of this Ordinance that no provision or any term used in this Ordinance is intended to impose any duty whatsoever upon the City or any of its officers or employees. Nothing contained in this Ordinance is intended nor shall be construed to create or form the basis of any liability on the part of the City, or its officers, employees or agents, for any injury or damage resulting from any action or inaction on the part of the City related in any manner to the enforcement of this Ordinance by its officers, employees or agents.

Cassie Franklin, Mayor

ATTEST:

Marista Jorve, Deputy City Clerk

PASSED: 3-18-2020

VALID: 3/24/2020

PUBLISHED: 4/3/2020

EFFECTIVE DATE: 4/8/2020

CITY OF EVERETT
Public Works

MEMORANDUM

TO: Puget Sound Regional Council (PSRC)

FROM: Shaun Bridge, Public Works Finance Manager

DATE: July 20, 2023

RE: TAP Financial Plan - California Street Pedestrian/Bike Corridor Project

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The purpose of this memorandum is to document the Financial Plan the City of Everett has in place to fully fund the construction phase of the California Street Pedestrian/Bike Corridor Project. Our breakout of the sources and steps required to secure the funding, including the expected completion dates of these steps, is outlined below:

Fund Type	Fund Source	Fund Status	Amount	Steps to secure funds	Est. Date
Federal	TAP (PSRC)	Unsecured	$2,500,000	The City is applying for TAP funding, that is due on 7/21/23.	July 2023
State	TIB (Complete Streets)	Reasonably expected	$1,000,000	The City anticipated applying for $4M in funds from TIB (UAP/ATP). After further evaluation, we determined the City is unlikely be a competitor to be awarded the funds for the project. The City will instead apply for a Complete Street (CS) award for $1M to fund the construction phase.	2024
Local	Local	Reasonably expected	$7,963,016	The City will allocate funding using a bond issue in Quarter 2 of 2025 to aid in the project's constructability. This will be adopted in the 2025 budget. Any potential non-TAP eligible components of the project will be covered using local funds.	Jan 2025
Total Construction			**$11,463,016**		