

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
NW Juniper Street Improvements (Newport Way NW to 7th Ave NW)	N/A	Issaquah
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
Gregory Lucas	4258373128	gregoryl@issaquahwa.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.

This project will complete the design of a separated multi-purpose path along the north side of NW Juniper Street, between Newport Way NW and the existing separated multi-purpose path on the east side of 7th Ave NW. This project benefits non-motorized users by providing a paved path that is separated and protected from the vehicular traffic by street trees and a landscaped buffer. Also included in this project is irrigation, drainage (where necessary), and ADA-compliant curb ramps. Other items to be evaluated in the design process include illumination, crosswalks, and signage.

The length of the project is approximately 800 feet. This project will be coordinated closely with an on-going separate City of Issaquah project along Newport Way NW, which enhances multi-modal travel, traffic operations and safety for all users along that corridor. The existing path along NW Juniper Street is a part of the large Maple-Juniper Trail. This project completes a missing connection in the City of Issaquah's trail network, between the Maple-Juniper Trail and the Newport Way 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?

The purpose of this project is to design an important missing connection for pedestrians and bicyclists along NW Juniper Street, between Newport Way NW and 7th Ave NW. Newport Way NW is one of the City of Issaquah's busiest streets, and has an on-going corridor project in design, that will ultimately provide pedestrians and bicyclists with separation from vehicles via landscaping along that corridor. There is an existing separated non-motorized path to the east of 7th Ave NW (which is named the Maple-Juniper Trail), and along 7th Ave NW to the north of NW Juniper Street. This project connects the existing uses and future improvements on Newport

Way NW with the existing separated non-motorized paths, east of 7th Ave NW and along 7th Ave NW north of NW Juniper Street.

The new multi-purpose path will enhance safety for non-motorized users by having a dedicated and wide paved path that is buffered from NW Juniper Street by street trees and other landscaping. This project is located within the Central Issaquah neighborhood, and this project will better connect non-motorized users to the City of Issaquah's regional growth center to the north, with Squak Mountain to the west, and with Issaquah Valley and Olde Town to the south.

Project Location

Location	County/Counties
NW Juniper Street	King
Beginning Landmark	Ending Landmark
Newport Way NW	7th Ave NW

Map and Graphics

f-132-552-18618526_DySxvnbK_Vicinity_Map.pdf, f-132-552-18618526_Zi4WLxFd_NW_Juniper_Street_Improvements_-_Project_Vicinity_Map.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.

This project is located in the transportation section of the Capital Facilities Element, within the Comprehensive Plan. The project can be found in table CF-8 (page CF-15).

Link:

<https://www.issaquahwa.gov/DocumentCenter/View/1274/09-Capital-Facilities-2935--2021>

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
		Major Collector

Support for Centers

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

center.

The NW Juniper Street Improvements project will support the existing and planned housing/employment densities in the center by providing a safe multi-modal path for pedestrians and bicyclists to utilize. This project will better connect Issaquah's growth center to the surrounding neighborhoods, making the growth center more accessible to the public.

Issaquah's council adopted a Central Issaquah Plan, which supplements and helps to implement the Comprehensive Plan. This plan contains specific policies for the Regional Growth Center in Central Issaquah. The NW Juniper Street Improvement projects helps implement RGC Policy 5 in the plan, which has a goal to "Increase the mode split of all trips by 10%." Specific strategies are identified in the policy, which includes, amongst other strategies:

- Improving and expanding the nonmotorized network;
- Designing systems and establish programs that combine walking and cycling with other forms of transportation to facilitate the last mile for transit riders;
- Continuing the Issaquah Neighborhood Walk Series to encourage walking in Issaquah and provide the City with information and recommendations for improving walkability in Issaquah.

This project is within one mile of the transit center, and the scope of the NW Juniper Street Improvement project implements the strategies identified above.

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

The NW Juniper Street Improvements project will support the development/redevelopment plans and activities (objectives and aims) of the center by connecting the redevelopment to the rest of the Central Issaquah neighborhood, as well as the Squak Mountain, Issaquah Valley, and Olde Town neighborhoods. Costco is wrapping up a nine-story, 635,000 square-foot office project which will employ 7,000 people in the growth center. There is also development agreement in place with Rowley Properties, Inc. which guides long-term, phased redevelopment in the growth center.

Redevelopment in the Growth Center envisions adding 16,000 residents and 14,500 jobs in total. This project connects development in the Central Issaquah neighborhood with the Regional Growth Center. For example, there is a new development immediately to the south of the project adding 29 townhouse which would be able to utilize the new multi-purpose path in the project to commute to and from the Growth Center, which is one block to the north.

Worker and residents in the Regional Growth Center can use the improvements in the project to get to and from the Issaquah businesses, housing, and neighborhoods to the south.

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.

The separated, multi-purpose path in the NW Juniper Street Improvement project extends the existing Maple-Juniper Trail and completes a network connection between the Maple-Juniper Trail with the Newport Way Trail.

Currently, there is a missing segment of the Maple-Juniper Trail between 7th Avenue NW and Newport Way NW. This project makes the connection and provides pedestrian and bicycles safe access between these two facilities.

The Maple-Juniper Trail provides an east-west trail connection for pedestrians and bicyclists from SR 900/17th Ave NW to the Olde Town Issaquah, the City's Historic Downtown District. It connects to the Rainier Multiple Use Trail at NW Juniper Street and Gilman Blvd.

The Newport Way Trail is almost one mile in length and extends from East Sunset Way west to where it connects to the Maple-Juniper Multiple Use Trail (at the Target Shopping Center). The trail parallels Newport Way on it's north side.

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.

The need that the NW Juniper Street Improvements addresses in the Central Issaquah community is that the project closes an existing gap in the Maple-Juniper Trail, between 7th Ave NW and Newport Way. The protected, multi-purpose path in the NW Juniper Street Improvements project is a new and important piece of the larger Maple-Juniper Trail system.

Currently, there is no bike lane or sidewalk that connects the Maple-Juniper Trail along the north side of NW Juniper Street to Newport Way NW, so the users would need to either turnaround or use the street and dangerously mix with the moving vehicles. Not only does this project make the connection, but it does so by implementing best practices for safety. The pedestrians and bicyclists would be protected and elevated from the vehicles using NW Juniper Street, with landscaping and street trees between them and the vehicles.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

The NW Juniper Street Improvements project helps connect pedestrians and bicyclists to nearby transit stops and to the Issaquah Transit Station. There are existing bus stops at the NW Juniper Street and NW Gilman Boulevard intersection, which serve the 208 and 214 bus routes operated by King County Metro. Additionally, there is a bus stop just two blocks north of NW Juniper Street along Newport Way NW that the Sound Transit line number 554 stops at. This is a popular bus route for commuters going in and out of Seattle.

In addition to providing the pedestrians and bicyclists better access to these bus stops and bus routes, this project also helps connect these users to the Issaquah Transit Center. This is an 819-stall park- and-ride for transit users, but also has bicycle lockers and racks. The Issaquah Transit Center is about a half mile away from this project location.

There is a planned extension of Sound Transit's Link Light Rail into Issaquah, as a part of the ST3 package. The anticipated Light Rail Station is expected to be at or near the Issaquah Transit Station. Implementing projects such as the NW Juniper Street Improvements project ahead of the Light Rail construction will assure the Light Rail will be accessible to the public without the need to drive to the park and ride.

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.

The NW Juniper Street Improvements project enhances the existing Maple-Juniper trail, utilized by many pedestrians and bicyclists today. Additionally, the usage is expected to increase as development within the

Central Issaquah neighborhood continues to be implemented and increased further once the Sound Transit Light Rail is in operation in Issaquah.

This project will specifically benefit the older population living in the assisted living and memory care facility that this project will front. This project provides a safe means of transportation for this population, giving them better opportunities to reach transit, local businesses, visit parks and trails, etc.

There are also a variety of commercial (within the Juniper Street Professional Center) and residential buildings along NW Juniper Street that would directly benefit by having a safe option to walk or ride a bike around the City of Issaquah. Issaquah Valley Elementary School is nearby along Newport Way NW, and any parents or students in the area would have a better and safer option to walk or bike to and from the school.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

Implementing the NW Juniper Street Improvements project ahead of the separate Newport Way project is an opportunity that would be lost if not funded. The City of Issaquah is investing tens of millions of dollars in multi-modal improvements along Newport Way, which is one of the busiest streets in Issaquah and is a key connection into Central Issaquah. Improvements on the Newport Way corridor will make it easier for residents to get to schools, Issaquah Transit Center, public parks, community services, retail/commercial areas, and regional connections - such as the Green Necklace and Mountains to Sound Greenway Trail. Connecting the Maple-Juniper Trail to Newport Way NW provides an opportunity to connect the trail system in Central Issaquah, benefiting pedestrians and bicyclists.

This project also provides an opportunity for Issaquah to build out this important connection in its multi-modal network ahead of Sound Transit's Light Rail Extension project into Issaquah. Completing multi-modal network connections benefits all users, by providing less dependability on vehicles and more opportunities to walk and ride a bicycle. This is a goal outlined within the Central Issaquah Plan, that will support the growth of Issaquah. It will provide the public more and safer opportunities to get to the Issaquah Transit Center and the future Sound Transit Light Rail Station.

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 American Community Survey (ACS) data from 2015 to 2019 show that the population served by this project includes:

- 28 percent people of color
- 26 percent people with low incomes
- 13 percent were older adults
- 7 percent people with disabilities
- 10 percent people with limited English proficiency

Of these population groups, the percent people with low incomes and with limited English proficiency were above the regional average. This project would help serve these communities. While the percentage of people that were older adults was below average for this larger area, there is an assisted living and memory care facility that the NW Juniper Street Improvements project fronts. This project provides a protected and safe path for this sub-set of the older adults and of the people with disabilities to use for transportation needs, such as getting to local businesses, local parks, and public transportation.

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

The NW Juniper Street Improvement project addresses a missing gap in the Maple-Juniper Trail, intended for bicyclists and pedestrians. The gap in the trail is between the intersections with NW Juniper Street at 7th Ave NW and at Newport Way NW. Additionally, some of the existing Maple-Juniper Trail along NW Juniper Street is not currently protected from vehicles.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

The NW Juniper Street Improvement project addresses the missing gap in the network by providing a 12-foot-wide trail between 7th Ave NW and Newport Way NW. This completes the network connections, allowing bicyclists and pedestrians access and safety when traveling in the area.

This project would reconstruct the unprotected portion of the trail, and make the trail elevated and protected from the vehicles traveling along the road at this segment. This increases safety and comfort for the users.

Implementing this project would provide the public with a safe and completed network connection between the Maple-Juniper Trail and the Newport Way Trail. The older adults in the assisted living and memory care facility along NW Juniper Street, as well as the population groups with low incomes and with limited English proficiency would particularly benefit.

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 NW Juniper Street Improvement project has been included in several broader planning level processes, which are subject to input from the city officials and from the public.

The project is in the City of Issaquah's Comprehensive Plan, specifically in identified in the transportation section of the Capital Facilities Element. It can be found in table CF-8 (page CF-15). Additionally, the project is also identified in the current Transportation Improvement Plan and Capital Improvement Plan. These plans are reviewed and updated periodically, but the project will remain in these plans. Council recently adopted the 2024-2029 Capital Improvement Plan, and the NW Juniper Street Improvement project was one of the transportation projects identified specifically in the plan.

The project was also included in and scored in the City of Issaquah's Mobility Master Plan, published in March

2021. The public engagement with community members and the City's Boards and Commissions was conducted across three phases:

- Phase 1 developed awareness of the plan and sought to better understand community priorities. City staff and members of the project team shared information about the MMP and opportunities to inform the plan. A survey, conducted in person and online, solicited input from community members on the importance of each Guiding Principle, which were informed by input from the TAB and City Council.
- Phase 2 provided information to the City's Boards and Commissions about the plan and solicited their feedback on the priorities developed during Phase 1.
- Phase 3 gave community members an opportunity to review and verify the information in the draft plan.

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

The location and scope of the NW Juniper Street Improvements project are results of this being a missing segment needed to complete an existing trail network connection.

The broader planning level plans that this project has been apart of have impacted the timing of the project. During the design process, specific policies outlined in the City's Plans (such as the Comprehensive Plan, the Mobility Master Plan, etc.) will be reviewed so that the design reflects the all the goals of the City of Issaquah's policies.

The City of Issaquah's Council recently approved the 2024-2029 Capital Improvement Plan. The previous 2022-2027 CIP had the project identified, with funding not reflected until 2026. The recent CIP approval and subsequent communication approval from City officials mean the project can be implemented sooner, if awarded the TAP grant.

Section 3

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

The NW Juniper Street Improvements project is in an area with a medium/moderate displacement risk.

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 of Issaquah has developed an Equity Framework for community decision making. The Equity Framework contains thirteen self-reflection questions for community decision-making and the framework will be used to during the design process of the project. The City is working to provide more affordable or workforce housing in this area, so this project helps provide affordable travel options for people of all income levels, cultures, and stages of life.

The City of Issaquah has in place an Equity Board. This was created in 2021, and this board's role is to support and cultivate the voices of the diverse communities in Issaquah by advising the Mayor, City Council and City departments on the City's plans, policies, regulations, and programs related to equity initiatives.

The Equity Board is comprised of nine regular members, with four-year terms; and three alternates, with two year terms. Initial terms of the board are staggered. All member are appointed by the Mayor and subject to confirmation by the City Council. The Equity Board meets the first Wednesday of each month.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The NW Juniper Street Improvements projects addresses safety and security by making an important missing connection for bicyclists and pedestrians between Newport Way NW and 7th Ave NW. Since this connection does not currently exist, pedestrians and bicyclists would need to merge onto the roadway to get to the NW Juniper Street and Newport Way NW intersection along the north side of the roadway.

This project not only provides this missing connection, but also provides bicyclists and pedestrians with enhanced safety by making this new multi-purpose path elevated and protected from vehicles by separating the path away from the NW Juniper Street vehicles via a landscaped buffer with street trees.

ADA compliant ramps will also be implemented to address safety and accessibility for disabled users.

Light levels will also be evaluated during the design of the project, and incorporated into the project if light levels do not meet the standards required. This increases the safety and security of the pedestrian and bicycle users.

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 NW Juniper Street Improvements project's intent to provide a safer means of transportation for its users. The existing condition promotes bicyclists and pedestrians to be in the area, but missing connection between 7th Avenue NW and Newport Way NW makes pedestrians and bicycles exposed and vulnerable in the current conditions, if the users need to travel between the two streets. This project implements this missing connection.

This project protects them by first providing the bicyclists and pedestrians a completed facility and important trail network connection, so the users will no longer need to use the street, and second, by making the multi-purpose path shared, wide, and protected from the vehicles by street trees and a landscaped buffer. This will provide pedestrians and bicyclists comfort in addition to the safe connection.

Additionally, light levels will be evaluated and improved with the project, curb ramps updated for ADA users, and channelization will be implemented, where needed.

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?

Yes - the City of Issaquah's Comprehensive Plan has a goal to "Provide safe and comfortable streets that encourage people to travel by walking, bicycling, and transit." Within the plan are three policies, which are to:

1. Implement safety improvements at locations with a history of severe and/or fatal collisions.
2. Develop and adopt a Vision Zero ordinance and action plan to end traffic deaths and serious injuries on

Issaquah's streets and coordinate with the State of Washington's Target Zero Plan.

3. Establish safer vehicle speeds and calm traffic where appropriate, using proven traffic calming measures.

The NW Juniper Street Improvements project would certainly provide an increase in safety for pedestrian and bicycle users. The path being protected from the vehicles by street trees and landscaping is the best means to reduce the possibility of deaths and serious injuries. These policies will inform the design of the project during the design phase.

Since no pedestrian or bicycle facility currently make a connection to the NW Juniper Street and Newport Way NW intersection, those users would need to risk their safety and use the vehicular travel lane to get to the intersection. Implementing this project is consistent with the safety policies since those users would have their own dedicated path to get to the intersection.

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

The existing westbound lane along NW Juniper Street, which is the travel lane adjacent to this project, ranges from 12.5 to 15.5 feet in width. This lane width could be reduced down to as low as 10 feet in width. Reducing the lane width would decrease the travel speeds and reduce reliance on enforcement. This lane width reduction will be evaluated during the design of the project. Adding in street trees and landscaping adjacent to the roadway may also help slow down vehicles.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2024	\$346000
		\$
		\$

Total PSRC Funding Request: \$346000

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:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Reasonably Expected	\$54000
Federal	TAP(PSRC)	Unsecured	\$346000
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$400000

Expected year of completion for this phase: 2025

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Reasonably Expected	\$10000
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$10000

Expected year of completion for this phase: 2026

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Reasonably Expected	\$236250
Federal	TAP(PSRC)	Unsecured	\$1513750
			\$
			\$
			\$

Total Construction Phase Cost: \$1750000

Expected year of completion for this phase: 2027

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$

			\$
			\$

Total Other Phase Cost: \$0

Expected year of completion for this phase: 2027

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$2160000	October, 2027

Financial Documentation

Please enter a description of your financial documentation in the text box below.

The funding source for the match identified in the project costs are from the City of Issaquah's Bike/Pedestrian Mitigation Fee. These fees are collected by the City of Issaquah as a part of any construction, reconstruction or any use of property which requires review and approval of a Development Permit. A Development Permit includes a Building Permit, Administrative Site Development Permit, Site Development Permit, Short Plat Application, Preliminary Plat Application, or Project Rezone Application.

The City of Issaquah's Bike/Pedestrian Mitigation Fee revenue source currently has enough funds available to fund the match portion of the NW Juniper Street Improvements project, should the grant be awarded to the project. For the match funds for this project to become secured, the City of Issaquah's Public Works staff would make a recommendation to the City Council to authorize the funds for this project and the funds would be available once the Council approves the funding for this project in a Council session. The Mayor and City Administrator are aware of this project's grant application and support the use of City funds as a match for the design and construction of this project.

Since the match funds and staffing are available, the match funds can be advanced one year shown in the attached 2024-2029 Capital Improvement Plan (CIP) project sheet (project TR025) if the TAP funds are awarded to the project. In June 2023, the City of Issaquah's City Council adopted the 2024-2029 CIP. Estimates were updated based off recent bids from other projects. The City staff would prepare the council documents to approve the authorization of the match funds when the grant fund are available. The schedule would align with the PSRC's schedule, so the City funds would be available at the same time the grant funds are available in mid-November.

The attached fund sources overview is directly from the City of Issaquah's recently adopted 2024-2029 Capital Improvement Plan. The third page in the attachment shows the beginning balance of the Bike/Pedestrian Mitigation Fees would be enough to fund the match portion of this project and any funding needed for temporary construction easements.

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-132-346-18618526_8kLD2pHn_Pages_from_2024-2029_Proposed_CIP_Online.pdf, f-132-346-18618526_v9L4hyMz_Project_CIP_TR_025.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

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

,

Is preliminary engineering/design complete?

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

,

Have preliminary plans been submitted to WSDOT for approval?

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.

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

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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](#).

Has NEPA documentation been approved?

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

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Right of Way

Will Right of Way be required for this project?

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

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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.

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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.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

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

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.

Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

Please attach the engineer's estimate.

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

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

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When is the project scheduled to go to bid (month and year)?

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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 project fronts and would benefit an existing senior housing center and a community garden, amongst the other existing residential and commercial buildings along NW Juniper Street.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

This project was included in and scored in the City of Issaquah's Mobility Master Plan, published in March 2021.

The public engagement with community members and the City's Boards and Commissions was conducted across three phases:

- Phase 1 developed awareness of the plan and sought to better understand community priorities. City staff and members of the project team shared information about the MMP and opportunities to inform the plan. A survey, conducted in person and online, solicited input from community members on the importance of each Guiding Principle, which were informed by input from the TAB and City Council.
- Phase 2 provided information to the City's Boards and Commissions about the plan and solicited their feedback on the priorities developed during Phase 1.
- Phase 3 gave community members an opportunity to review and verify the information in the draft plan.

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

End of the Application

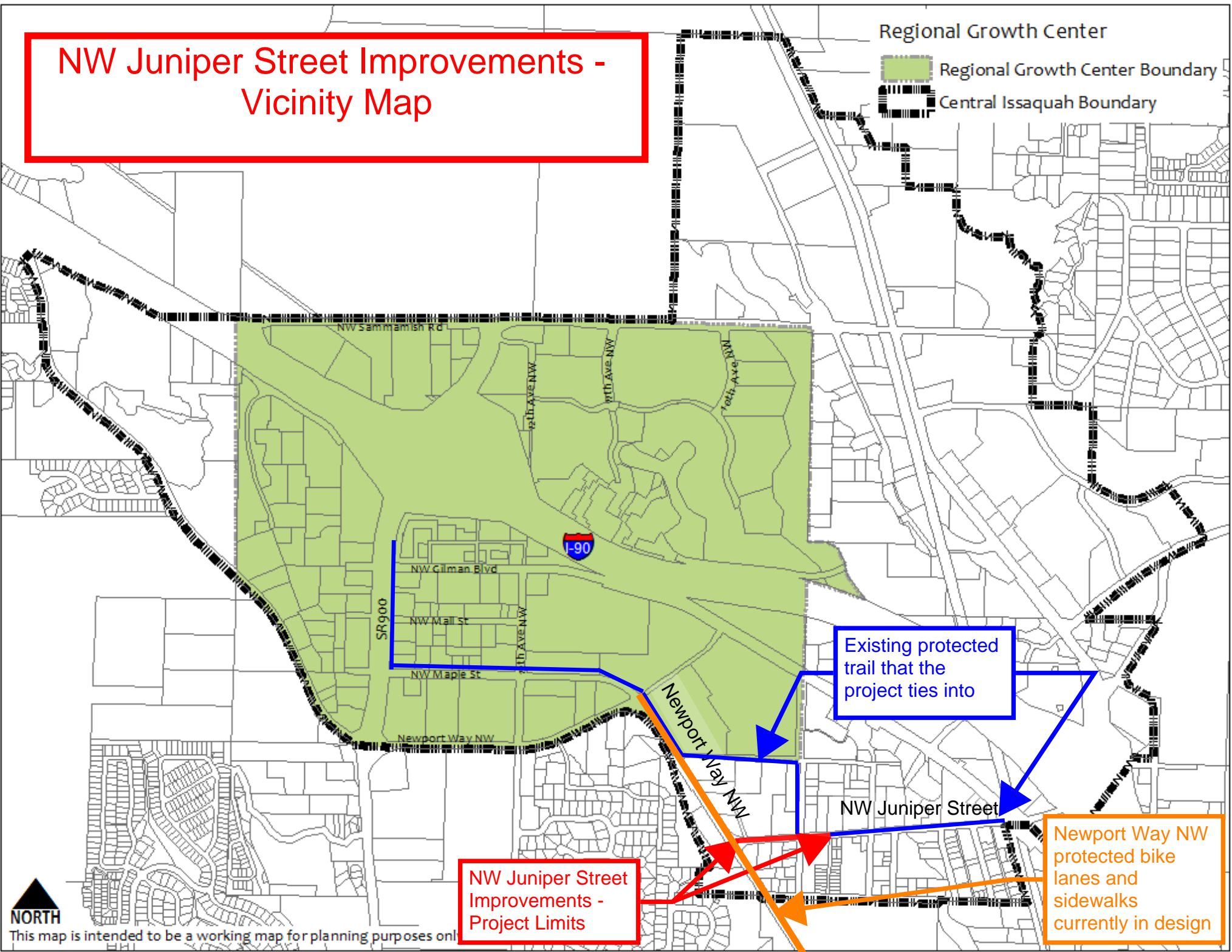
NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

NW Juniper Street Improvements - Vicinity Map

Regional Growth Center

Regional Growth Center Boundary

Central Issaquah Boundary



Existing protected trail that the project ties into

NW Juniper Street Improvements - Project Limits

Newport Way NW protected bike lanes and sidewalks currently in design



This map is intended to be a working map for planning purposes only

Funding Sources Overview

The Capital Improvement Plan (CIP) incorporates a variety of funding sources to pay for the proposed capital projects. These funding sources vary in restrictiveness, ranging from sources that may only be used for a specific project to sources that can essentially be used for any project. Many projects utilize multiple funding sources over the six-year span of this proposed CIP. All funding sources presented in this proposed CIP should be considered preliminary. The City will reevaluate all funding sources each year and if they have changed significantly from what is assumed in the CIP, the project mix for that particular year may need to be reevaluated.

The table below outlines the proposed use of funds over the six-year proposed CIP:

Revenue Source	2024	2025	2026	2027	2028	2029
Proposed New Funding Sources						
City Hall / IPD Funding	\$ 590,628	\$ 2,174,612	\$ 314,253	\$ -	\$ -	\$ -
0.1 Transportation Benefit District Sales Tax	333,700	794,755	1,153,820	14,640,348	655,960	846,875
General Sources						
General Fund	1,219,440	824,039	1,684,532	501,509	544,912	604,038
General Fund - ARPA	4,125,816	-	-	-	-	-
General Fund-Backed Debt	-	5,459,500	-	-	-	-
Real Estate Excise Tax (REET)						
REET 1 & REET 2	5,571,237	4,017,501	4,068,423	4,609,939	4,649,965	4,829,048
Mitigation/Impact Fees						
General Government	-	33,595	-	-	-	-
Street/Traffic	1,420,760	500,000	1,668,959	5,424,803	288,000	1,873,989
Bike/Pedestrian	-	316,698	623,373	702,484	-	-
Parks	342,809	-	-	800,000	4,749,033	2,000,000
Fire	1,669,747	-	-	2,283,035	-	-
Utility Revenues						
Water Rate Revenues	3,942,267	3,857,512	4,764,645	6,387,242	4,171,542	803,500
Sewer Rate Revenues	2,900,086	4,383,176	3,419,233	1,809,009	1,743,237	149,500
Stormwater Rate Revenues	1,510,767	1,006,134	2,224,500	2,194,020	2,643,715	6,017,926
Grants						
King County Parks Levy	-	-	-	281,167	-	-
Grant - County	230,000	667,750	750,000	1,250,000	600,000	775,000
Grant - State	1,331,000	200,000	1,700,000	13,181,900	4,200,000	4,600,000
Grant - Federal	2,800,000	2,961,992	5,491,317	6,791,816	5,500,000	11,100,000
Other						
School Zone Safety Fund	600,000	651,788	937,300	3,145,680	1,454,120	2,118,650
Sustainability Fund	45,000	408,241	496,335	261,600	268,800	-
IT Fund - Cost Allocated	482,300	663,011	585,332	356,648	142,464	146,280
Other	200,000	256,700	204,725	1,937,645	1,470,000	565,000
TOTAL	\$ 29,315,557	\$ 29,177,004	\$ 30,086,747	\$ 66,558,845	\$ 33,081,748	\$ 36,429,806

The following pages summarize each of the funding sources listed in the table above, describing how the City receives these revenues, what they can be used for, and projected out-year cashflow forecasts over the six-year planning horizon.

Funding Sources Overview

Real Estate Excise Tax (REET)

Washington state authorizes cities to levy a tax on the sales of real estate, both residential and commercial.

Real Estate Excise Tax (REET) funds may be used for any purpose identified in a Capital Improvement Plan, as well as some maintenance costs but the annual amount permitted for such purposes is limited. For several years, the City has been utilizing REET funding to support

operations and maintenance costs in the Street Operating Fund - activities that repair and maintain capital assets.

The table below illustrates a cashflow analysis of REET revenues over the six years of this proposed CIP. Please note that in the out years of the CIP, fund balances are projected to dip below zero. As the City moves through the six-year duration of the CIP, it will need to annually evaluate its ability to fulfill the REET expenditure demands as anticipated in this proposed CIP and align those plans with actual revenue collections.

Real Estate Excise Tax (REET)						
	2024	2025	2026	2027	2028	2029
Estimated Beginning Fund Balance	\$ 5,085,504	\$ 2,377,960	\$ 1,330,152	\$ 231,422	\$ (1,408,824)	\$ (3,089,096)
Projected Revenue	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
Expenditure Allocations						
Street Operating Support	1,030,307	1,030,307	1,030,307	1,030,307	1,030,307	1,030,307
CIP Capital Projects	5,677,237	4,017,501	4,068,423	4,609,939	4,649,965	4,829,048
Total Expenditures	6,707,544	5,047,808	5,098,730	5,640,246	5,680,272	5,859,355
Net Rev/Exp (use of fund balance)	(2,707,544)	(1,047,808)	(1,098,730)	(1,640,246)	(1,680,272)	(1,859,355)
Estimated Ending Fund Balance	\$ 2,377,960	\$ 1,330,152	\$ 231,422	\$ (1,408,824)	\$ (3,089,096)	\$ (4,948,451)

Funding Sources Overview

Mitigation and Impact Fees

Mitigation and impact fees are collected per the Issaquah Municipal Code to offset City costs associated with serving the increase in population from new development. The revenue from these fees is unpredictable and can only be used to increase the capacity of City facilities and services. The City collects and aggregates these fees into six types: General Government, Street/Traffic, Police, Fire, Bike/Pedestrian, and Parks.

This proposed CIP includes revenues from mitigation and impact fees as a source of project funding for various capacity-building projects.

The table below illustrates a cashflow analysis of mitigation and impact fees over the six-year period of this CIP.

Much like REET, Mitigation and Impact fee fund balances are projected to dip below zero in the outer years of this proposed CIP. As the City moves through the six-year duration of the CIP, it will need to annually evaluate its ability to fulfill the Mitigation and Impact Fee expenditure demands as anticipated in this proposed CIP and align those plans with actual revenue collections.

	2024	2025	2026	2027	2028	2029
General Government Mitigation Fee						
<i>Estimated Beginning Balance</i>	\$ 495,769	\$ 515,769	\$ 502,174	\$ 522,174	\$ 542,174	\$ 562,174
Forecasted Revenue	20,000	20,000	20,000	20,000	20,000	20,000
CIP Expenditures	-	33,595	-	-	-	-
<i>Estimated Ending Balance</i>	\$ 515,769	\$ 502,174	\$ 522,174	\$ 542,174	\$ 562,174	\$ 582,174
Street/Traffic Impact Fee						
<i>Estimated Beginning Balance</i>	\$ 3,792,406	\$ 2,971,646	\$ 3,071,646	\$ 2,002,687	\$ (2,822,116)	\$ (2,510,116)
Forecasted Revenue	600,000	600,000	600,000	600,000	600,000	600,000
CIP Expenditures	1,420,760	500,000	1,668,959	5,424,803	288,000	1,873,989
<i>Estimated Ending Balance</i>	\$ 2,971,646	\$ 3,071,646	\$ 2,002,687	\$ (2,822,116)	\$ (2,510,116)	\$ (3,784,105)
Police Mitigation Fee						
<i>Estimated Beginning Balance</i>	\$ 344,774	\$ 369,774	\$ 394,774	\$ 419,774	\$ 444,774	\$ 469,774
Forecasted Revenue	25,000	25,000	25,000	25,000	25,000	25,000
CIP Expenditures	-	-	-	-	-	-
<i>Estimated Ending Balance</i>	\$ 369,774	\$ 394,774	\$ 419,774	\$ 444,774	\$ 469,774	\$ 494,774
Fire Impact Fee						
<i>Estimated Beginning Balance</i>	\$ 1,972,918	\$ 553,171	\$ 803,171	\$ 1,053,171	\$ (979,864)	\$ (729,864)
Forecasted Revenue	250,000	250,000	250,000	250,000	250,000	250,000
CIP Expenditures	1,669,747	-	-	2,283,035	-	-
<i>Estimated Ending Balance</i>	\$ 553,171	\$ 803,171	\$ 1,053,171	\$ (979,864)	\$ (729,864)	\$ (479,864)
Bike/Pedestrian Mitigation Fee						
<i>Estimated Beginning Balance</i>	\$ 968,616	\$ 998,616	\$ 711,918	\$ 118,545	\$ (553,939)	\$ (523,939)
Forecasted Revenue	30,000	30,000	30,000	30,000	30,000	30,000
CIP Expenditures	-	316,698	623,373	702,484	-	-
<i>Estimated Ending Balance</i>	\$ 998,616	\$ 711,918	\$ 118,545	\$ (553,939)	\$ (523,939)	\$ (493,939)
Park Impact Fee						
<i>Estimated Beginning Balance</i>	\$ 2,625,636	\$ 2,882,827	\$ 3,482,827	\$ 4,082,827	\$ 3,882,827	\$ (266,206)
Forecasted Revenue	600,000	600,000	600,000	600,000	600,000	600,000
CIP Expenditures	342,809	-	-	800,000	4,749,033	2,000,000
<i>Estimated Ending Balance</i>	\$ 2,882,827	\$ 3,482,827	\$ 4,082,827	\$ 3,882,827	\$ (266,206)	\$ (1,666,206)

Funding Sources Overview

Utility Revenues

City water, sewer, and stormwater utility capital projects are funded through a combination of general facility charges, user rates, developer improvements, and revenue bonds. State and federal grants also play an important role in funding utility projects. They generally do not receive funding support from the General Fund.

Utility rates are established by the City Council in five-year increments and are set at levels to ensure that capital asset investments are met.

The City Council last adopted utility rates in 2020, setting rates through 2025. A new utility rate study will be conducted in early 2024, covering 2026 through 2030 with an opportunity to adjust 2024 and 2025, as needed. As a result, the utility projects slated for 2026 through 2029 will ultimately be reevaluated as part of the next utility rate study.

The tables below illustrate a cashflow analysis of each of the three utilities for 2024 and 2025 of this CIP, comparing the estimated fund balances to the estimates in the 2020-2025 Utility Rate Study.

Water Fund		
	2024	2025
From 2020-2025 Adopted Utility Rate Study		
Rate Study - Estimated Beginning Fund Balance	\$ 5,092,455	\$ 5,061,156
Anticipated Revenues	15,374,447	16,533,197
Operating Expenditures	(13,835,716)	(14,483,775)
Capital Expenditures	(1,570,030)	(1,538,700)
Rate Study - Estimated Ending Fund Balance	\$ 5,061,156	\$ 5,571,878
From 2023-24 Adopted Budget and Proposed 2024-2029 CIP		
Updated - Estimated Beginning Fund Balance	\$ 9,687,026	\$ 7,402,452
Anticipated Revenues	13,910,247	16,533,197
Operating Expenditures	(12,252,554)	(14,483,775)
Capital Expenditures	(3,942,267)	(3,857,512)
Updated - Estimated Ending Fund Balance	\$ 7,402,452	\$ 5,594,362

Utility Summary Tables Continued on Following Page

Funding Sources Overview

Sewer Fund		
	2024	2025
From 2020-2025 Adopted Utility Rate Study		
Rate Study - Estimated Beginning Fund Balance	\$ 8,636,677	\$ 8,973,595
Anticipated Revenues	12,565,961	12,807,832
Operating Expenditures	(11,799,043)	(11,987,786)
Capital Expenditures	(430,000)	(1,188,233)
Rate Study - Estimated Ending Fund Balance	\$ 8,973,595	\$ 8,605,408
From 2023-24 Adopted Budget and Proposed 2024-2029 CIP		
Updated - Estimated Beginning Fund Balance	\$ 16,145,177	\$ 14,619,752
Anticipated Revenues	12,656,688	12,807,832
Operating Expenditures	(11,282,027)	(11,987,786)
Capital Expenditures	(2,900,086)	(4,383,176)
Updated - Estimated Ending Fund Balance	\$ 14,619,752	\$ 11,056,622

Stormwater Fund		
	2024	2025
From 2020-2025 Adopted Utility Rate Study		
Rate Study - Estimated Beginning Fund Balance	\$ 4,638,547	\$ 4,579,816
Anticipated Revenues	7,233,894	8,474,861
Operating Expenditures	(6,081,258)	(6,308,035)
Capital Expenditures	(1,211,367)	(2,051,749)
Rate Study - Estimated Ending Fund Balance	\$ 4,579,816	\$ 4,694,893
From 2023-24 Adopted Budget and Proposed 2024-2029 CIP		
Updated - Estimated Beginning Fund Balance	\$ 11,608,383	\$ 11,008,127
Anticipated Revenues	6,788,255	7,962,611
Operating Expenditures	(6,103,511)	(6,308,035)
Capital Expenditures	(1,285,000)	(1,602,676)
Updated - Estimated Ending Fund Balance	\$ 11,008,127	\$ 11,060,027

Funding Sources Overview

Other Funding Sources

The City utilizes several other project-specific funding sources to support its capital needs. Grants play a large part in capital project funding. Depending on the project, grant funding can come from County, State, or Federal agencies and are tied to specific projects. In building this proposed CIP, the City carefully considered its grant assumptions and only included grant funding with a high likelihood of award. These assumptions will need to be reevaluated before associated projects are included in an annual budget to ensure that the anticipated grants are awarded.

This proposed CIP also anticipates funding several information technology projects by way of a technology cost allocation model. Cost allocation refers to a budgeting best practice where the City spreads internal service costs, such as information technology, to the various City funds that benefit from those services.

The proposed CIP also anticipates the use of several small revenue sources, including developer contributions and the sale of City-owned property.

Another source of funding for the capital projects proposed in this CIP is the School Zone Safety (SZS) Fund. The SZS Fund was created in 2017 to collect revenues generated by the City's School Zone Speed Camera program. SZS cameras were installed in 2009 on Second Avenue SE near Issaquah School District facilities to promote a safer environment for children in and around the 20 mile per hour school speed zones. The SZS Fund provides resources to cover the cost of transportation, mobility, and traffic safety-related capital improvements, as well as the Municipal Court and Law Enforcement expenditures associated with the speed zone enforcement program and violator caseload management. The table below illustrates a cashflow analysis of the SZS Fund over the six-year period of this CIP.

Finally, several projects proposed in this CIP anticipate the use of General Fund dollars. For the most part, these projects make one-time use of General Fund balance and will not constitute an ongoing General Fund commitment. In addition, this CIP allocates the remaining funds awarded by way of the American Recovery Plan Act (ARPA).

School Zone Safety Fund						
	2024	2025	2026	2027	2028	2029
Estimated Beginning Fund Balance	\$ 318,857	\$ 350,300	\$ 329,955	\$ 24,098	\$ (2,490,139)	\$ (3,312,816)
Projected Revenue	1,102,000	1,102,000	1,102,000	1,102,000	1,102,000	1,102,000
Expenditure Allocations						
Camera Contract and Court/IPD Enforcement Costs	470,557	470,557	470,557	470,557	470,557	470,557
CIP Proposed Capital Projects	600,000	651,788	937,300	3,145,680	1,454,120	2,118,650
Total Expenditures	1,070,557	1,122,345	1,407,857	3,616,237	1,924,677	2,589,207
Net Rev/Exp (use of fund balance)	31,443	(20,345)	(305,857)	(2,514,237)	(822,677)	(1,487,207)
Estimated Ending Fund Balance	\$ 350,300	\$ 329,955	\$ 24,098	\$ (2,490,139)	\$ (3,312,816)	\$ (4,800,023)

Transportation

NW Juniper Street Improvements

Project Number: TR 025

Strategic Plan Goal: Mobility

Project Manager: John Mortenson

Starting Year: 2025

Completion Year: 2027



Estimated Annual Ongoing Costs*: \$5,000

**Subject to change and does not represent a budget commitment*

City Planning Document Identifying Project: N/A

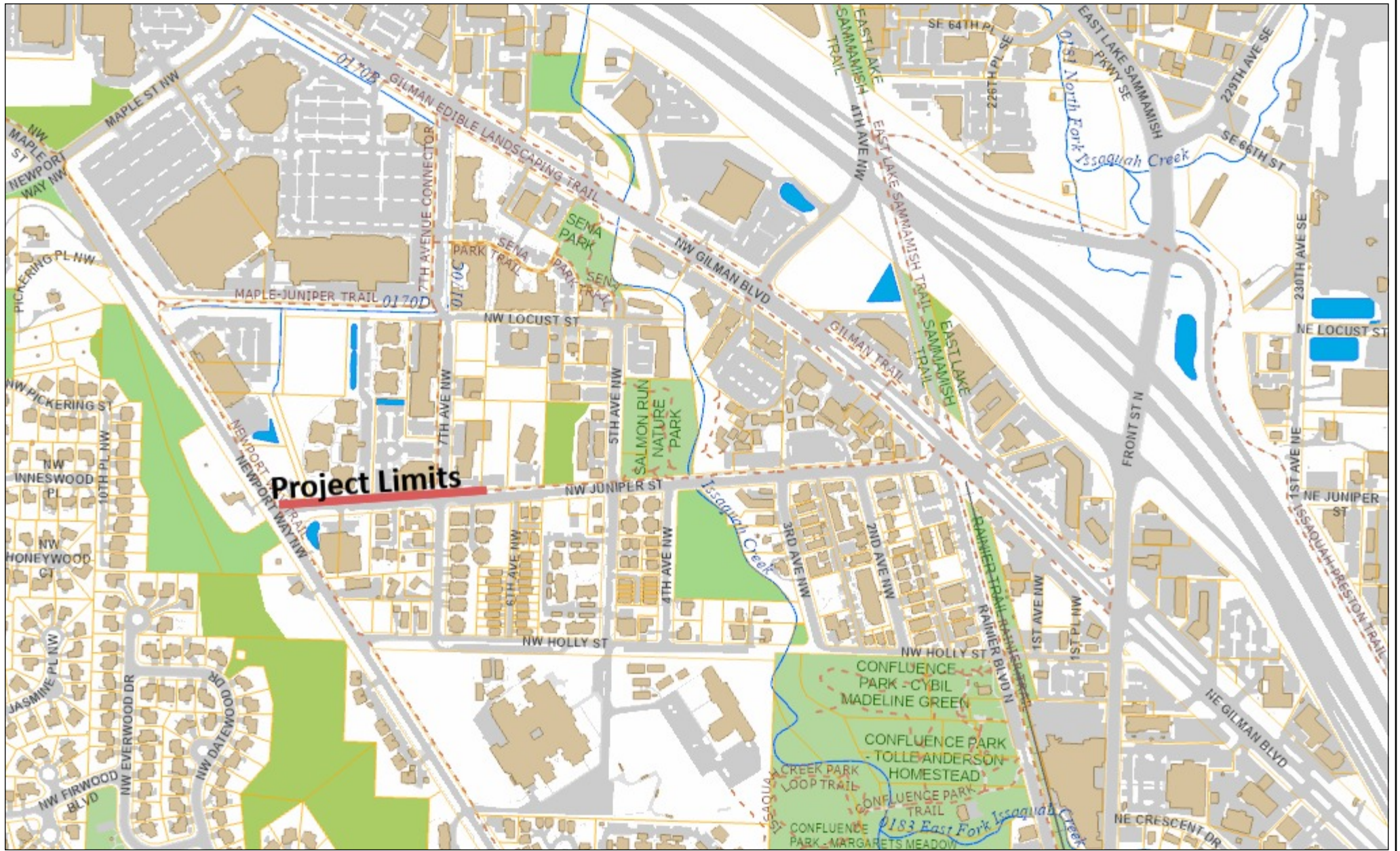
Project Summary

Construct a shared use path on the north side of NW Juniper Street between Newport Way and 7th Ave NW. Project will provide a non-motorized connection between Newport Way and the existing trail along 7th and Juniper St.

Project Justification

This project is located within the regional growth center, providing an important connection for bicyclists and pedestrians between the improvements along Newport Way and the existing trails along 7th Ave NW and NW Juniper Street east of 7th Ave NW.

TR 025 - NW Juniper Street Improvements								
	2024 Budget	Proposed 6-Year CIP						Future Years
	2024	2025	2026	2027	2028	2029		
Federal Grant	-	-	106,992	111,317	1,291,816	-	-	-
Mitigation & Impact Fees - Bike/Pedestrian	-	-	16,698	17,373	202,484	-	-	-
Total Revenue	-	-	123,690	128,690	1,494,300	-	-	-
Design & Engineering	-	-	93,000	90,949	-	-	-	-
Construction & Permitting	-	-	-	5,000	1,116,000	-	-	-
Contingency	-	-	27,900	27,284	291,000	-	-	-
Inflation	-	-	2,790	5,457	87,300	-	-	-
Total Expenses	-	-	123,690	128,690	1,494,300	-	-	-
Net Revenue and Expenses	-	-	-	-	-	-	-	-



1,002.1 0 501.05 1,002.1 Feet

1:6,013



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