

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Sunset Trail	N/A	Renton
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
Heather Gregersen	14254307393	hgregersen@rentonwa.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 Sunset Trail project will install a 12-foot multi-use trail on the north side of NE Sunset Boulevard adjacent to the King County Library and the Renton Housing Authority property. The project limits extend from Edmonds Avenue NE to NE 10th Street (north side of the street). Community input has identified this section as the most important section to complete as current conditions are not pedestrian friendly and are seen as a barrier in the neighborhood instead of a corridor that connects people to key destinations, particularly for families with small children.

NE Sunset Boulevard is in need of improvements to increase the safety, comfort, and mobility for all modes of travel. Current existing conditions consist of narrow sidewalks along a sloped road, non-existent bicycle lanes, numerous driveways, and heavier traffic volumes creating an unsafe and undesirable situation for pedestrians and bicyclists. The scope of work includes a 12-foot multi-use trail, 5-foot planter between the trail and the street, lighting, retaining walls, and ADA upgrades as required. The City will work with parcel owners for right of way acquisition needed to accommodate the necessary retaining wall along the eastern portion of the project limits.

The non-motorized infrastructure improvements this project implements are essential for the Sunset Area Community Revitalization Plan, which was developed by the public and adopted by the Renton City Council. The area in and around the project is highly transit dependent and installing needed infrastructure improvements along this corridor will provide direct access to various regional destinations such as Gene Coulon Park, the Lake Washington Loop Trail, Cedar River Trail, and the Eastside Rail Corridor.

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?

NE Sunset Boulevard is fronted by surface parking lots and narrow sidewalks directly next to the flow of vehicular traffic. While the auto access and parking is an advantage to area businesses, the pedestrian environment needs to be improved to enhance safety and comfort while walking and biking in the area. Especially for families with small children, this corridor is seen as a barrier in the neighborhood instead of a corridor that connects people to key destinations.

The NE Sunset Blvd Corridor (SR 900) is a federally classified principal arterial and a National Highway System route, carrying 30,000 vehicles a day. This corridor serves as a major east- west connection for Renton's Growth Center to Issaquah and Bellevue Growth Centers as well as the Sunset Area Community.

The trail will be extended by 1,600 feet and connected to frontage improvements currently under construction to the east via the Solera Development, a 7-story mixed-use, mixed income apartment community. Once complete, Solera will be comprised of 96 attached townhomes and 590 rental apartments, in addition to 29,500 square feet of commercial space and 9,000 square feet dedicated to childcare. About 275 of the 590 units will have rental limits to meet the community's housing affordability needs. In addition, Solera will be within walking distance to other Renton Highlands neighborhood features like Sunset Neighborhood Park, Highlands Park and Neighborhood Center.

The multi-use trail on the north side of the roadway, separated from vehicular traffic by landscaped buffers will increase safety and comfort for all users. Since 2018, there have been 66 collisions, 25 being injury accidents, 4 including pedestrians within the project limits. Pedestrian and bicyclist safety will be improved by installation of the multi-use trail as well as ADA upgrades.

Project Location

Location	County/Counties
NE Sunset Blvd	King
Beginning Landmark	Ending Landmark
Edmonds Ave NE	NE 10th Street

Map and Graphics

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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.

(1)City Comprehensive Plan, (2) Transportation Improvement Projects and Programs, and (3) Appendix A – page xiii.

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
		Principal Arterial

Support for Centers

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

The Sunset area of Renton is a distinct neighborhood recognizable as a gateway to the larger Highlands area of Renton. A diverse neighborhood, spanning 269-acres and 2,689 residents, this area has long been characterized by distressed public and WWII-era housing. The Sunset area has significant need for improved housing and services, but it also offers opportunities for strategic community investment.

The non-motorized infrastructure improvements this project implements are essential for the Sunset Area Community Revitalization Plan to come to life which helps guide community reinvestment in the Sunset neighborhood as one part of the overall strategy to improve the area. The Plan identifies potential public investments in housing, services, and amenities that would benefit the neighborhood based on identified community needs and opportunities. Planned improvements are to include better connections to support services for public housing residents, access to transit, and installation of bicycle and walking paths – all of which are elements addressed in the Sunset Trail project. Currently the City is in the permitting stage for 4 planned developments totaling 958 units and 359 affordable units within direct 1000 ft. walking distance of the Sunset Trail.

This corridor provides an important linkage between housing in the corridor and jobs within these regional centers and is critical in supporting current and future planned medium to high-density mixed-use developments along the corridor and within the Sunset Area Community. The infrastructure investments would make the Sunset area more desirable for investment, which could lead to additional opportunities for employment as more businesses are attracted to the area.

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

The project supports the growth and development of the Sunset Area, a locally designated center, as described in the Sunset Area Community Revitalization Plan which was developed by the public and adopted by the Renton City Council. The City has also applied to make the Sunset neighborhood a designated Center and has been accepted as a candidate Countywide center through PSRC.

The Sunset Area Community Revitalization Program leverages public investment to catalyze private property development and create opportunities for market-rate and affordable housing, plus retail investment. The revitalization has a potential capacity for an annual 1.25 million square feet of service/retail in the Sunset area over the next 20 years, generating hundreds of new jobs. The project implements the Sunset Area Transformation Plan by providing incentive for commercial investments, improving existing infrastructure, expands travel mode networks, and develops economic support for the business district.

Identified with a low opportunity index, this project helps the Sunset Area Transformation Plan create opportunity

for redevelopment as an urban mixed-use residential, commercial and public amenity area that is pedestrian oriented.

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 enhances a segment of one of the few major east-west connections to I-405 south of I-90.

The Sunset Trail project improves an existing transportation facility into a more efficient multi-modal transportation system, which links the Sunset Area Community to Renton's Growth Center (Boeing manufacturing plant, Paccar truck manufacturing plant and the Landing – a high density mixed-use area).

This project will improve the connectivity between NE Sunset Blvd and the residential and commercial area in the Sunset Area Community and to other regional bicycle and pedestrian facilities, such as Lake Washington Trail, Gene Coulon Park, and the Highlands to Landing Pedestrian Connection. In addition, Sunset Boulevard is currently served by Metro routes 105, 111 and 240, for which the Sunset trail will enhance the first-last mile connection for active transportation modes.

The multi-use trail is a Tier-1 – Highest Priority project in the Trails and Bicycle Maser Plan. There are existing sidewalks but they are narrow and in poor condition and therefore are in need of being updated to current industry standards.

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 NE Sunset Blvd corridor presents a barrier to more efficient pedestrian and bicycle travel due to its higher volumes and sloped topography. This project will provide wider sidewalk separated from the roadway by buffers and upgrade ADA facilities at intersections to address the needs of persons with disabilities (14% to 18% of the population surrounding the project) to improve pedestrian access and mobility; new lighting, and landscaping will all contribute to a more functional, comforting, safe and aesthetically pleasing environment.

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

NE Sunset Blvd provides direct access to various regional destinations such as Gene Coulon Park, the Lake Washington Loop Trail, Cedar River Trail, and the Eastside Rail Corridor. King County Metro currently runs several routes along this corridor: all-day routes 240 and 105 as well as the peak-only 111. Metro's Long-Range Plan includes an express transit route connecting Renton to Issaquah and route 240 is to transition to a RapidRide route. The project improvements will help provide safer pedestrian and bicycle facilities to the regional destination cited above as well as to transit stops. It will lower stress for non-motorized users of the corridor by providing space and separation from the higher speeds and high volume of vehicular traffic on NE Sunset Blvd and provide better crossings at intersections to get to transit stops.

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 existing businesses in the area are neighborhood destinations but are travelled to primarily by transit and car. The construction of the Sunset Neighborhood Park and the Renton Highlands Library have helped encourage some walking and biking within the neighborhood but without improved pedestrian and bicyclist

facilities, users still see connectivity and safety as a barrier.

This facility will contribute to a mode shift from single occupancy vehicles by providing a more inviting environment for pedestrian and bicycle commuters and improved facilities for residents to walk/bike to neighborhood stores, the Post Office, the library, parks and transit facilities. The project will contribute to building a healthy and sustainable community by increasing the comfort and user experience for the people walking, biking, or taking transit, as well as expanding network connectivity to amenities such as regional trails and parks.

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

The loss of opportunity if this project is not funded is that the project area is a missing link between key centers within the City and within an area that just completed construction or will be in development in the near future. As a key gateway to Renton's Growth Center and the growth centers of Issaquah and Bellevue, it will be a missed opportunity for improving vitally needed transit access along this corridor. Without this funding, there is no certain timing when these improvements will be installed.

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.

In addition to benefitting multiple user groups that use the corridor, such as commuters, area residents, employees and commercial/retail customers, these improvements will also help those most in need. The population living within walking distance (1/4 mile) of the project consists of: 59% minority, 26% at or below poverty line, 43% at or below 2x poverty line (working poor), 13% adult population with a disability, and 39% senior population with a disability. The project improves access to opportunity such as employment, social services, and education.

The project will improve access for minority, low income and other protected classes. PSRC's Interactive Resource Map shows data of 59% to 92% minority population within and surrounding the project corridor. According to the PSRC map, 13% - 20% of the household live below poverty line, and 15% - 20% are disabled citizens. Of the students at the neighborhood elementary school, 75% qualify for free or reduced lunch, while 35% have limited English proficiency. 14% to 18% of the population surrounding the project are senior citizens. According to PSRC map for Puget Sound, the Sunset Area Community has "Medium Opportunity" versus surrounding cities with "Low Economic Opportunity" and "Very Low Education Opportunity". This index is based on factors such as access to education, jobs, transportation alternatives, health and social networks.

The pedestrian and bicyclist improvements will assist all users with better access to employment centers, shopping and recreation. The Sunset Trail project helps create and sustain jobs by providing non-motorized infrastructure that is attractive to the Sunset Area Community, thus facilitating economic and employment growth.

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

be addressed.

Providing a safer pedestrian and bicyclist environment along the NE Sunset Blvd corridor is key to increasing user access to jobs, transit and housing.

The existing narrow sidewalks adjacent to the roadway, non-existent bicycle lanes, numerous driveways, and the heavy traffic volume create an unsafe and undesirable situation for pedestrians, bicyclists and motorists. The project improvements focus on walking, bicycling and access to transit assuring a safe, comfortable, and attractive travel environment in a community that is currently characterized by a mix of public housing, single and multi-family residences, retail and commercial uses.

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

Providing the community livable and affordable transportation choices that include transit, bicycling and walking is a key component of an equitable transportation system. Bicycling is a low-cost transportation mode that can broaden opportunities for employment and education, increase access to services, and reduce household spending on transportation.

Installing the multi-use trail will encourage more walking and biking because people feel safer and more comfortable in the environment. Encouraging the use of non-motorized modes of travel will improve health by increasing physical activity and reducing air pollution.

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 City developed the Highlands Community Plan through extensive coordination between an Interdepartmental/Interagency Team, stakeholders, such as business owners and community leaders, as well as Citizens. The team developed a set of recommended Community Investment Strategies for the Sunset Area that included designing and constructing pedestrian and landscaping improvements. Because of the immediate impact on the image of the Sunset Area, improvements to Sunset Boulevard are highly recommended and supported by residents, property owners, and developers alike. Improvements will create a gateway and sense of place for the area, as well as enhanced pedestrian safety through traffic calming using improved crossings and landscaped medians.

During the Trails and Bicycle Master Plan update the City conducted an extensive public outreach process, with an online questionnaire, an interactive mapping activity, and three in-person community open houses. Three meetings were organized with a Technical Advisory Committee. The City also met with regional stakeholders. Project briefings were presented to the Parks Commission, Planning Commission, and the Renton City Council.

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

Key takeaways from the outreach included:

- Recreation-based walking and biking is a primary purpose and commuting by bike and on foot could be encouraged more.
- Respondents reported longer and more frequent bicycle trips. Bicyclists bike within and beyond their neighborhood to trails, work places or school, or civic or recreation facilities.
- Respondents preferred to walk and bike on formal facilities such as sidewalks, streets, or paved trails.
- Addressing pedestrian and bicyclist comfort is necessary to encourage more travel and recreation by foot or bike. Discontinuous or missing sidewalks, walking on roads with fast moving traffic, and difficulty crossing came up as top barriers to walking. Barriers to biking focused on the absence of biking facilities (e.g. paved shoulders, bike lanes, shared use paths), dangerous crossings and streets with fast moving cars.
- Connection to transit is an important need. Transit is often accessed by walking and biking and connections to current and future transit is a key link.

Once these needs were identified the City used this framework to develop the project scope included in the Sunset Trail project.

Section 3

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

The project is in an area of high 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 Renton has an adopted Housing Action Plan (HAP) that serves as the short-term strategy for increasing housing options and affordability in the community to help achieve its vision of a more vibrant, inclusive, and equitable future. The Plan is the outcome of a review of the community's housing needs and objectives, an evaluation of existing strategies to understand gaps, and recommendations of Renton-specific solutions.

Response from community outreach and engagement emphasized that residents desire for housing often include a desire to be near services, transportation options, and other community amenities, both for themselves and for more disadvantaged members of the community. The City of Renton has been at the forefront of addressing the housing crisis in the Puget Sound Region in cooperation with its partners, residents, businesses, schools, and other organizations. The City's efforts have included encouraging the development and preservation of quality housing choices for all members of the community as well as supporting sustainable, attractive neighborhoods.

The Sunset Trail project promotes access to transit, housing, jobs and other services via the installation of the multi-use trail and making it safer and more attractive for users who rely on non-motorized transportation modes.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The crime rate in the Sunset area is high as compared to the rest of the City. Better sight lines, improved lighting, and upgraded street frontage will increase the visibility of people along the corridor that may reduce opportunity for violent crimes. Pedestrian and bicyclist safety will be improved by wider facilities separated from

the travel lane by landscaped buffers. Transit stops are located adjacent to pedestrian and bicycle facilities, which encourages the use of alternative modes of travel.

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.

NE Sunset Boulevard is the gateway corridor to the Sunset Area/Highlands neighborhood. Although the Sunset Area is fortunate to contain many public amenities such as the Highlands Park and Neighborhood Center, Highlands Elementary School, Renton Technical College, McKnight Middle School, Highlands Library, and Meadowcrest Early Learning Center and Playground, accessibility to them can be improved. This corridor is in need of improvements to increase the safety, comfort, and mobility for non-motorized users. The existing narrow sidewalks adjacent to the roadway, non-existent bicycle lanes, numerous driveways, and the heavy traffic volume create an unsafe and undesirable situation for pedestrians, bicyclists and motorists.

The multi-use trail on the north side of the roadway, separated from vehicular traffic by landscaped buffers will increase safety and comfort for all users. Of the 66 collisions since 2018, 10% are driveway-related and 62% are intersection related. Pedestrian and bicyclist safety will be improved by installation of the multi-use trail as well as ADA upgrades.

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 of Renton is committed to the safety of users of its transportation system with a goal of reducing traffic fatalities and serious injuries by 2030. The City's commitment is to all modes of travel, including vulnerable active transportation users of all ages and abilities. The City supports the Target Zero Washington State Strategic Highway Safety Plan and seeks to reduce the number of and risk of crashes, especially involving serious injury or fatality, in the City.

To more effectively address transportation safety, Renton adopted a Local Road Safety Plan (LRSP) which uses a data-based, proactive approach, identifying prioritized risk factors and applying systemic improvements across the City's transportation network. The LRSP allows the City to focus on systemic improvements to the transportation network, in addition to spot improvements, which can not only address reported and observed crashes, but address conditions which meet risk factors for future crashes. The city is currently working with PSRC to develop a local safe streets action plan and the planning & design principals guiding the development of the Sunset Trail are intended to align with the principals of a safe systems approach by virtue of adding separation between non-motorists and vehicle speeds.

In developing the project scope, the City considered the above policies and factors and incorporated safety measures that aim to provide safer facilities for all users of the transportation network.

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

Installation of the multi-use trail, illumination and ADA upgrades will encourage non-motorized transportation options and will help reduce the amount of vehicles travelling on the existing roads. This reduction in vehicles leads to a reduction in congestion, and ultimately improves how our roadway and signals operate as less demand is placed on overburdened systems. This project designs for an aesthetically pleasing environment that all users will enjoy.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
Yes	REN-49

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2026	\$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:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	CMAQ	Secured	\$960150
Local	Local	Secured	\$182850
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$1143000

Expected year of completion for this phase: 2024

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	CMAQ	Secured	\$418660
Local	Local	Secured	\$65340

			\$
			\$
			\$

Total Right of Way Phase Cost: \$484000

Expected year of completion for this phase: 2026

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$2500000
Local	Local	Reasonably Expected	\$4510000
			\$
			\$
			\$

Total Construction Phase Cost: \$7010000

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:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$8637000	September, 2027

Financial Documentation

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

2024-2029 TIP Sheet attached.

Additional grant funds are being sought to fully fund the CN phase. The City has sufficient local funds available to fill in any remaining funding gaps. A copy of the City's long range financial plan is attached to demonstrate the City's ability to fund this project.

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.

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2029_Transportation_Improvement_Program_TIP_FINAL.pdf, f-132-346-18681230_F6KntnYv_2023-

2024_Adopted_Budget_General_Fund_Long_Range_Projection.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, 2023

Is preliminary engineering/design complete?

No

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

September, 2024

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.

The City recently obligated the Design funds for the project (advancement of the 2025 PE funds).

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

September, 2024

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?

Yes

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

July, 2020

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)?

June, 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.

June, 2025

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.

The project has a total of 6 parcels for which ROW acquisition is needed (permanent and/or temporary construction easements needed). Some of these parcels are under the same ownership which simplify acquisition.

What is the zoning in the project area?

Commercial and Mixed Use/Center Village

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

Condemnation is not anticipated at this time.

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.

(1) True cost of right-of-way: October 2024

(2) Relocation plan: October 2024

(3) Right-of-way certification: March 2026

(4) Right-of-way acquisition: March 2026

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

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

- NPDES Construction Stormwater General Permit
- King County Wastewater Discharge Authorization
- Hazardous Waste

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)?

March, 2026

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

July, 2026

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.

We currently have ROW funds programmed in 2026. We plan on AC-ing those funds and certifying ROW early.

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

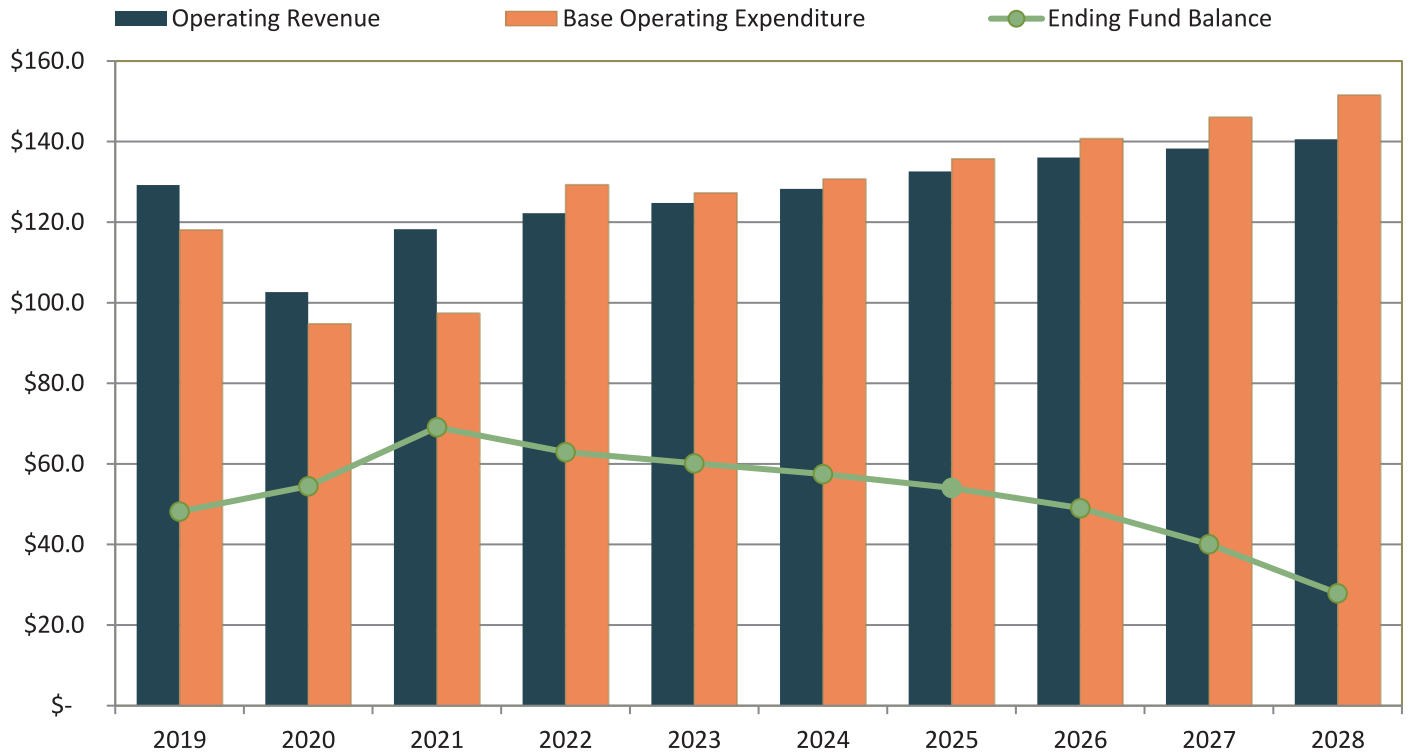
During the Trails and Bicycle Master Plan update the City conducted an extensive public outreach process, with an online questionnaire, an interactive mapping activity, and three in-person community open houses. Three meetings were organized with a Technical Advisory Committee. The City also met with regional stakeholders. Project briefings were presented to the Parks Commission, Planning Commission, and the Renton City Council.

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.

General Fund Long Range Projection



Summary (\$ in Million)	2019 Actual	2020 Actual	2021 Actual	2022 Projected	2023 Projected	2024 Projected	2025 Projected	2026 Projected	2027 Projected	2028 Projected
Beginning Fund Balance	\$ 44.7	\$ 48.2	\$ 54.5	\$ 69.1	\$ 62.9	\$ 60.1	\$ 57.5	\$ 54.0	\$ 49.0	\$ 40.1
Operating Revenue	\$ 129.2	\$ 102.7	\$ 118.3	\$ 122.2	\$ 124.8	\$ 128.3	\$ 132.6	\$ 136.0	\$ 138.3	\$ 140.6
Base Operating Expenditure	(118.1)	(94.8)	(97.4)	(129.3)	(127.3)	(130.7)	(135.8)	(140.8)	(146.0)	(151.6)
Operating Surplus (Deficit)	\$ 11.1	\$ 7.8	\$ 20.9	\$ (7.1)	\$ (2.5)	\$ (2.4)	\$ (3.2)	\$ (4.7)	\$ (7.8)	\$ (11.0)
1X Sources ¹	\$ 1.8	\$ 9.4	\$ 3.7	\$ 15.6	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	\$ -	\$ -
1X Uses	(9.5)	(11.0)	(9.9)	(14.7)	(1.2)	(1.2)	(1.2)	(1.2)	(1.2)	(1.2)
Net Resources - Uses	\$ 3.5	\$ 6.3	\$ 14.6	\$ (6.2)	\$ (2.8)	\$ (2.7)	\$ (3.4)	\$ (5.0)	\$ (8.9)	\$ (12.2)
Ending Fund Balance	\$ 48.2	\$ 54.5	\$ 69.1	\$ 62.9	\$ 60.1	\$ 57.5	\$ 54.0	\$ 49.0	\$ 40.1	\$ 27.9
Ending Bal as % of Opr Budget (Target=12%)	40.77%	57.43%	70.94%	48.65%	47.24%	43.97%	39.81%	34.82%	27.43%	18.41%

¹2019 and 2020 includes a \$900K from Annexation Sales Tax Reserve (Fund 502).

Opinion of Cost Summary - CED/Vangie Concept

City of Renton

NE Sunset Boulevard Corridor Improvements

Perteet Project No.: 20130276.000

November 1, 2021



NE Sunset Boulevard Corridor Improvements - Total Program Cost					
Item	Subtotal	Contingency	Sales Tax	Inflation	Total
Right-of-Way					
Total Acquisition Cost	\$ 211,365	\$ -	\$ -	\$ -	\$ 212,000
Condemnation Legal Cost	\$ 60,000	\$ -	\$ -	\$ -	\$ 60,000
Total TCE Cost	\$ 136,096	\$ -	\$ -	\$ -	\$ 137,000
Total Negotiation Cost	\$ 75,000	\$ -	\$ -	\$ -	\$ 75,000
Right-of-Way Total					\$ 484,000
Construction					
Schedule A	\$ 3,734,800	\$ 1,120,440	\$ -	\$ 1,046,334.57	\$ 5,910,000
Schedule B: Water	\$ -	\$ -	\$ -	\$ -	\$ -
Schedule C: Storm Water	\$ 15,000	\$ 4,500	\$ 1,950	\$ 4,622.61	\$ 30,000
Construction Subtotal					\$ 5,940,000
Engineering (18% of Construction Subtotal)					\$ 1,070,000
Construction Total					\$ 7,010,000
Preliminary Work / Other					
Preliminary Engineering (17% of Construction Total)					\$ 1,010,000
Environmental Permits (Widener & Associates)					\$ 100,000
Preliminary Work / Other Total					\$ 1,110,000
Total Estimated Cost					
Total					\$ 8,604,000

Sunset Trail,
Edmonds Ave NE to NE 10th St

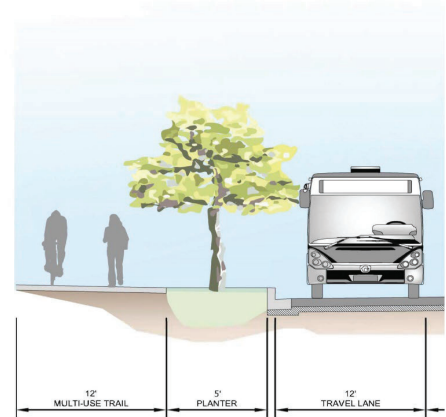
TIP #: 23-16.1

PROJECT

Priority Rank: 8

Project Account #: 122105

Planning Area: Highlands
 Street Classification: Principal Arterial
 Project Length: 0.32 mi
 Funding Status: Partially Funded - PE/ROW



Project Description:

This project will install a multi-use trail on the north side of NE Sunset Blvd from Edmonds Ave NE to NE 10th Street, planter between the trail and the street, street lighting, retaining walls, and ADA upgrades. The scope of this project was previously included in the NE Sunset Boulevard (SR 900) Corridor Improvements project (TIP #23-16) but was extracted in an effort to phase the project so that it became more financially feasible for the City to complete within a reasonable timeframe.

Program Aspects: Operations and Safety, Active Transportation, Plan Implementation and Compliance

Purpose:

To address area growth, this project will improve access to transit and the non-motorized facility network.

Status/Changes:

The Sunset Trail project received a Congestion Mitigation and Air Quality (CMAQ) grant in the amount of \$1,378,810 for Design (\$960,150)/ROW (\$418,660) in 2022. The City advanced the Design funds so work can begin in 2023.

**For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed in the current CIP and for the 6 years in the TIP, 2024-2029.*

Project Expenditures & Resources	TOTAL	Programmed		Total	Funded:	1,627,000				Unfunded:	7,010,000
		Pre-2023	2023		Six-Year Program						
					2024	2025	2026	2027	2028	2029	
Expenditures:											
Salaries/Benefits	-	-	-	-	-	-	-	-	-	-	-
Planning	-	-	-	-	-	-	-	-	-	-	-
Preliminary Engineering	1,143,000	-	692,150	450,850	450,850	-	-	-	-	-	-
R-O-W (includes Admin)	484,000	-	-	484,000	-	300,000	184,000	-	-	-	-
Construction	7,010,000	-	-	7,010,000	-	-	3,000,000	4,010,000	-	-	-
Construction Services	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	8,637,000	-	692,150	7,944,850	450,850	300,000	3,184,000	4,010,000	-	-	-
Source of Fund:											
REET 1/2	-	-	-	-	-	-	-	-	-	-	-
B&O Tax	248,190	-	132,000	116,190	50,850	39,800	25,540	-	-	-	-
Fund Balance	-	-	-	-	-	-	-	-	-	-	-
Grants Awarded (Federal)	1,378,810	-	560,150	818,660	400,000	260,200	158,460	-	-	-	-
Grants Awarded (2)	-	-	-	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-	-	-	-
Bonds / LID's Formed	-	-	-	-	-	-	-	-	-	-	-
Other (1)	-	-	-	-	-	-	-	-	-	-	-
Other (2)	-	-	-	-	-	-	-	-	-	-	-
Undetermined	7,010,000	-	-	7,010,000	-	-	3,000,000	4,010,000	-	-	-
Total Resources	8,637,000	-	692,150	7,944,850	450,850	300,000	3,184,000	4,010,000	-	-	-



Sunset Trail- Vicinity Map



Sunset Area Revitalization Area

Sunset Area Transformation Plan Target Areas



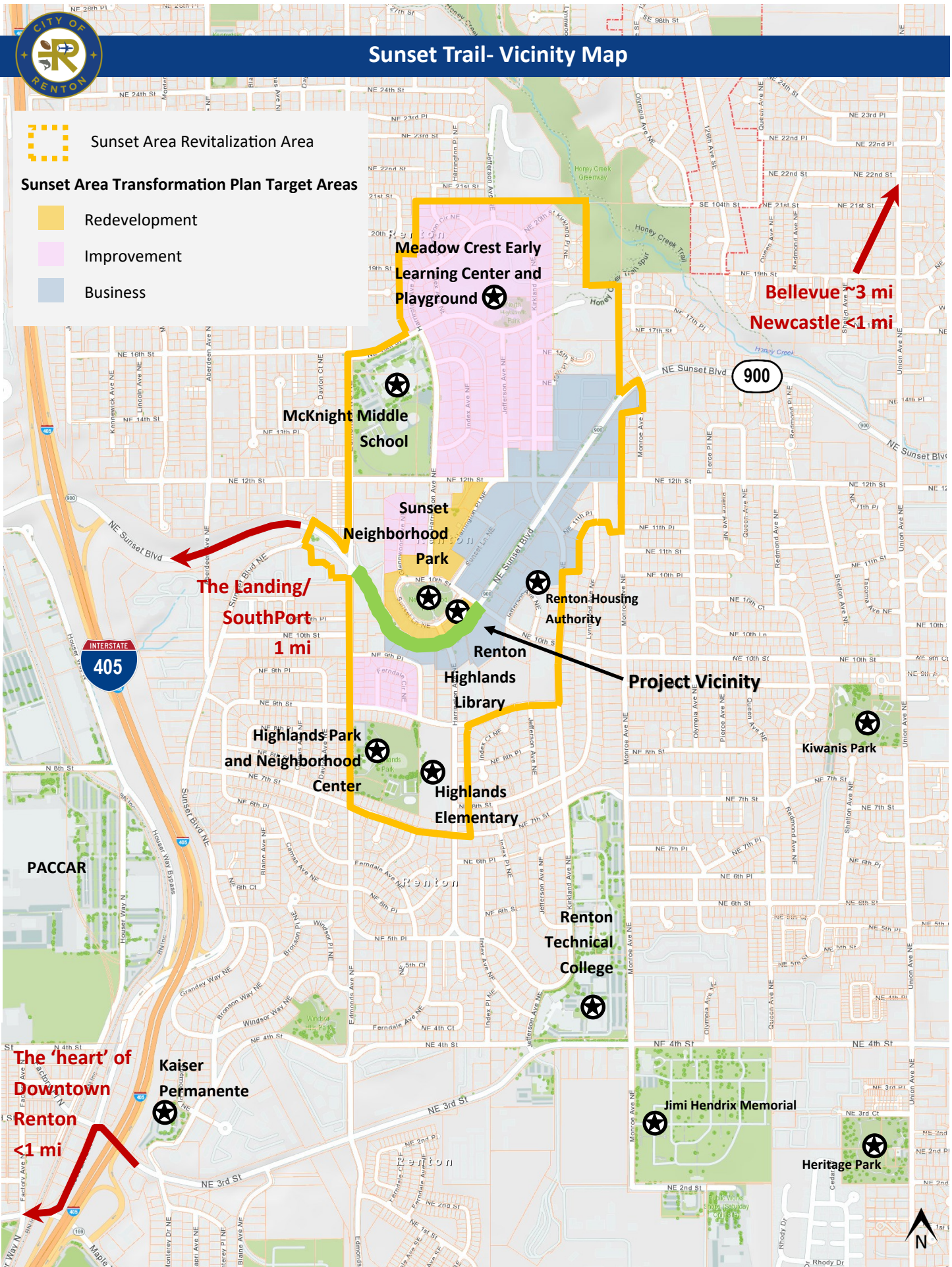
Redevelopment



Improvement



Business



Bellevue **3 mi**
Newcastle **<1 mi**

The Landing/
SouthPort
1 mi

The 'heart' of
Downtown
Renton
<1 mi

Project Vicinity



Sunset Trail

NE Sunset Blvd; Edmonds Ave NE to NE 10th St



CONSTRUCTION PHASE

Requesting \$2.5M

Project improvements include installation of a 12-foot multi-use trail along the north side of NE Sunset Blvd, 5-foot planter between the trail and the street, lighting, retaining walls, & ADA upgrades.

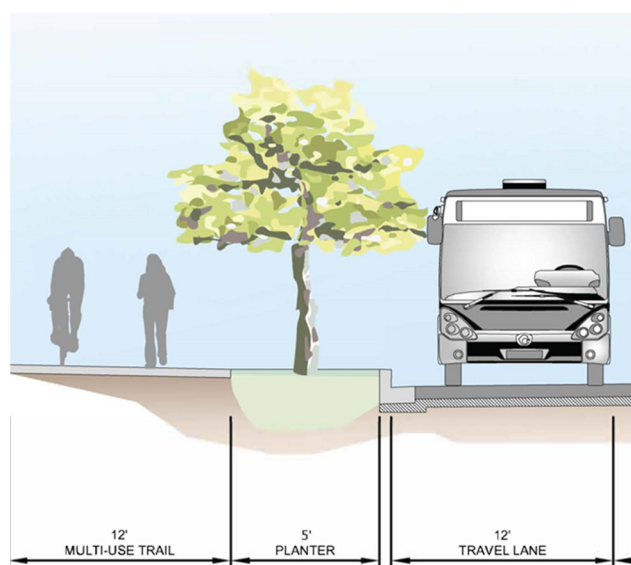
Existing Conditions



Metro Access near Western Project Terminus



Eastern Project Terminus



- Installs 12-foot multi-use trail; provides space and separation from high speeds/high volume of vehicular traffic on NE Sunset Blvd (SR 900)
- Lowers stress for non-motorized users; installs pedestrian scale lighting; ADA upgrades
- Improves connectivity to multiple regional centers