

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
145th Street Off-Corridor Bike Network (Westside)	4434	Shoreline
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
Nytasha Walters	206-801-2481	nwalters@shorelinewa.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.

Initially conceived during the 145th Street Multimodal Corridor pre-design study, the 145th Street Off-Corridor Bike Network (Westside) will be a series of improvements on a collection of low volume, slower-paced streets that are intended to provide bicyclists with alternate, parallel routes to the busy 145th Street (SR-523) corridor. During initial public outreach, it was determined that bicyclists would be better served with facilities adjacent to the corridor rather than directly on this busy state route which would have required significant right-of-way acquisition and costs to construct an appropriate level of safe and comfortable on-corridor bicycle facilities.

Improvements will include bicycle facilities such as pavement markings (e.g. sharrows or bike lanes), minor intersection/curb/sidewalk improvements, Rapid Flashing Beacons (RFBs), speed cushions, and directional signage. The proposed route will run along portions of 148th Street, Corliss Avenue, 150th Street, Ashworth Avenue, 157th Street, Midvale Avenue, 160th Street, connecting to the Interurban Trail in Shoreline on the western project terminus. The eastern terminus will connect users to the future 148th Street Non-Motorized Bridge, directly connecting pedestrians and bicyclists to the future Shoreline South/148th Station (light rail currently under construction) and the Trail Along the Rail. Connections are made to the 145th Street Corridor and to proposed Seattle bike network elements.

Currently, improvements to the 145th Street corridor west of I-5 are being designed as the State Route 523 (N/NE 145th Street), Aurora Avenue N to I-5 Project (SL-16) and include the Off-Corridor Bike Network (westside). The larger project has been approved for phasing for ROW/CN. Phases include: Phase 1, I-5 to Corliss Ave (SL16-A); Phase 2, Corliss Ave to Wallingford Ave (SL-16B); Phase 3, Wallingford Ave to Linden Ave (SL-16C); and an Off-Corridor Bike Network phase (will be SL-16D). This application would be for

construction of the 145th Street Off-Corridor Bike Network (Westside).

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?

When the City learned that Sound Transit would be constructing a light rail station (also servicing BRT and local frequent bus service) near the I-5/145th Street (SR-523) interchange, the City conducted a 145th Street Multimodal Corridor Study in 2015 to address busy SR-523 (145th Street) which will be a main access point to the station. SR-523 has up to 30,000 ADT, a high volume of collisions, congestion, and lack of safe and comfortable pedestrian and bicycle facilities. A separate subarea plan study in 2016 resulted in rezoning the station area for higher-density, mixed-use transit-oriented development with low-income provisions. The area around this future station is already heavily under re-development.

With Sound Transit constructing BRT improvements on the corridor east of I-5 (as part of ST3), Shoreline focused on a corridor project west of I-5. During the pre-design study and extensive public outreach, both drivers and bicyclists voiced a desire to locate bicycle facilities off busy SR-523 and instead on adjacent slower-paced, low-volume streets. The impact to property owners for extensive right-of-way acquisition and costs necessary to locate bicycle facilities directly on 145th Street in order to provide a safe and comfortable facility for all levels of users was prohibitive. For these reasons, the concept of an "Off-Corridor Bike Network" was developed as the bicycle facilities for the 145th Street Corridor project.

This project will connect local growing communities to each other (two candidate Countywide Centers), connect to light rail, and connect to the broader bike network including the Interurban Trail and future Trail Along the Rail.

With light rail service to begin in late 2024/early 2025, moving this phase forward now is necessary to provide bicyclists a safe environment for accessing the new light rail station and the employment, educational, commercial, and recreational opportunities connecting to the regional system provides.

Project Location

Location	County/Counties
Street network north of 145th Street (SR523) approximately Aurora Ave to I-5	King
Beginning Landmark	Ending Landmark
Interurban Trail / Aurora Ave	1st Ave NE / future 148th Non-Motorized Bridge (spans I-5 connecting to light rail station)

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.

City of Shoreline 2024-2029 Transportation Improvement Plan (TIP)

adopted as Resolution No. 507

<https://www.shorelinewa.gov/home/showpublisheddocument/58917/638212937423570000>

Project sheet - pdf page 23

2022 Comprehensive Plan Annual Docket Amendments adopted by Ordinance No. 975:

<https://www.shorelinewa.gov/home/showpublisheddocument/57862/638059166304770000>

Transportation Element (TE)

Climate Resiliency - pdf page 6:

T3 - Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within King County [candidate] Countywide Centers and along corridors connecting centers.

Safety - pdf page 8

T25 - Prioritize pedestrian, bicyclist, and other vulnerable user safety over vehicle capacity improvements.

Bicycle System - pdf page 9

T35 - Implement the Bicycle Plan. Develop a program to construct and maintain a connected bicycle network that is safe and comfortable for people of all ages and abilities, connects to essential destinations, provides access to transit, and is easily accessible.

Transit System - pdf page 9

T45 - Continue to install and support the installation of transit-supportive infrastructure.

T47 - Promote livable neighborhoods near high-capacity transit through land use patterns, transit service, and transportation access.

Roadway System - pdf page 10

T51 - Design City transportation facilities with a primary purpose to moving people and goods via multiple modes (component of Complete Streets)...

Concurrency and Level of Service - pdf page 11 (Bicycle LOS Policy)

T61.1 - Establish the Bicycle Plan to connect major destinations, transit stops and stations, and residential, commercial/retail centers, and employment centers.

Transportation Improvements - pdf page 12

T69 - Implement projects that address improvements noted in planning studies or reports (such as the Transportation Improvement Plan or Annual Traffic Report) including the corridors of 145th Street, 175th Street, 185th Street, Meridian Avenue, Trail Along the Rail, and sidewalk/bicycle networks.

Bicycle Plan map pdf page 49.

TE Fiscally Constrained Project List pdf page 73.

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 City is preparing to welcome up to 4,000 new housing units in the 148th Street Station Area (a candidate Countywide Center) in the short-term. The Off-Corridor Bike Network travels through this local center which has the potential capacity to add up to 20,000 housing units at full build-out, and due to mandatory inclusionary zoning requirements enacted by the City, nearly 20% of these units are anticipated to be affordable.

With Sound Transit Lynnwood Link Extension light rail projects approaching their opening dates, as well as private residential and commercial development underway, it is imperative for Shoreline to adequately prepare for inevitable induced travel demand, especially for bicyclists and pedestrians.

South Shoreline is experiencing several demographic changes, including greater racial/ethnic diversity. With up-zoning in the station area, the City is aiming to provide transit and housing benefits to lower-income populations by way of more affordable housing choices and access to transit. Vulnerable populations must often rely on public transportation and need affordable housing. Shoreline does not allow in-kind affordable housing development, and developers in this area who wish to take advantage of favorable tax incentives must reserve 20% of a property for low-income housing for 99 years, well above the required length for comparable tax incentives such as Low-Income Housing Tax Credits.

The 145th Street Off-Corridor Bike Network will provide a vital connection to the Regional Growth Centers of Lynnwood, Bothell/Canyon Park, and centers located in Seattle via transit. More than 80% of employed Shoreline residents travel beyond the City limits for their jobs, with the majority traveling to Seattle. By improving access to these employment centers, the project will improve the quality of life for individuals traveling to and from Shoreline for work. Additionally, by encouraging mode shift and reducing vehicle use and congestion, it will improve conditions for all other users traveling through the corridor.

The benefits of the project extend well beyond reliable commute times. Multimodal connections will provide increased transportation opportunities for historically underserved populations (the project connects areas of higher minority populations compared to average counts in Shoreline and connects low-income populations that are almost double that of the Shoreline average). Greater mobility throughout the corridor will result in faster, safer travel for all modes.

In addition to being a key employment center with major educational institutions, Shoreline's southern neighbor, Seattle, is a recreational draw for the sporting teams it supports, arts and cultural venues, parks, and more that provide vibrant living for Shoreline residents and in turn, economic benefit to the Puget Sound region. Making

connections to the regional transit system that provides local residents with these opportunities will be critical for the vitality of the growing local centers this project supports.

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

For the overall 145th Street corridor, bicycle improvements will be provided as the Off-Corridor Bike Network with new bicycle facilities on adjacent lower-stress streets as well as a connection to the 148th Street Non-Motorized Bridge (currently under construction), a low-stress alternative which will span I-5 and connect to the Sound Transit high-capacity transit station area. Guiding bicyclists away from the busy 145th Corridor, which has a high number of collisions compared to a slower network of streets, will provide the most safety and comfort for bicyclists.

The 145th Street Off-Corridor Bike Network will connect through the 148th St. Station Area, a developing candidate Countywide Center. At the western end, this system will connect to SR- 99 (Aurora Avenue) and a second candidate Countywide Center, Shoreline Place. The eastern project terminus will connect to the future 148th Non-Motorized Bridge (currently in design) which will give pedestrian and bicyclists safe access over Interstate 5 (I-5) directly to the future Shoreline South/148th Station where people can connect to light rail in 2024 and Bus Rapid Transit (BRT) to SR-522 and north Lake Washington cities in 2026. These connections provide the local community with regional opportunities for employment, education, retail, and recreation.

The 145th Street Off-Corridor Bike Network will directly serve two of the four candidate Countywide Centers in the City of Shoreline (where the City will concentrate on growth) and connect users to the broader bicycle network, connecting to the regional Interurban Trail on the western terminus, the future Trail Along the Rail (via the 148th Street Non-Motorized Bridge on the eastern terminus), and broader bicycle network.

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 Off-Corridor Bike Network is a neighborhood greenway that addresses the need to connect bicyclists of all ages and abilities. This Off-Corridor Bike Network will connect two of the City's candidate Countywide Growth Centers where the City is targeting expansion.

On the west end, users can connect to/from the Interurban Trail. Toward the east end, the Off-Corridor Bike Network will connect through the 148th St. Station Area (designated candidate Countywide Center), to the 148th Street Non-Motorized Bridge (currently under construction) which will provide safe access over I-5) and connect directly with the Shoreline South/148th Station (light rail, BRT, and frequent bus service) and future Trail Along the Rail (a pedestrian bicycle trail that will run adjacent to the light rail alignment).

Unlike busy 145th Street (SR-523) which is a deterrent to most bicyclists, the bike network will be routed on low speed, low volume local streets and prioritize bicycle travel with traffic calming treatments and improved arterial crossings. These safety and comfort improvements will attract new users and accommodate growth.

The Off-Corridor Bike Network fits into the broader regional pedestrian and bicycle network where it intersects a signed bike route between the Interurban and Burke-Gilman Trails known as the Interurban/Burke-Gilman Trails South Bike Connector.

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 busy nature of SR-523 and obstructions for both pedestrians and bicyclists have long made this corridor uninviting for many users.

The 145th Street Multimodal Corridor Study (2016) states that, "In lieu of comprehensive user counts across the area, user maps from Strava, a popular fitness app were reviewed to get an understanding of composite walking, running, and cycling activity. While Strava users are typically confident users and represent a small segment of the population, it is useful to understand activity patterns as a starting point." The cycling and running data indicated that most users completely avoided 145th Street in favor of other routes.

With 145th Street (SR-523) itself acting as a barrier and the prohibitive cost and property impacts that would be required to locate safe and comfortable bicycle facilities directly on 145th Street, the concept of the off-corridor bike network was developed early during pre-design efforts and supported by the community.

Directing users to bicycle facilities located on an adjacent network of low-volume, slower paced streets will provide the level of comfort and safety that is not achievable directly on the busy state route (145th Street) better connecting neighborhoods and users to local and regional destinations.

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

The 145th Street Off-Corridor Bike Network will make many transit connections.

The western terminus is at Aurora Avenue (SR-99) which is serviced by King County Metro E-Line.

The off-corridor network will make multiple connections to 145th Street where King County Metro will be running frequent service via new Route 333 which is a result of their current Lynnwood Links Connections service restructure.

On the eastern terminus, this off-corridor bike network project will connect to the 148th Non-Motorized Bridge (currently under construction) which provides a pedestrian/bicycle bridge over I-5 with direct connection to the Sound Transit Shoreline South/148th Station. This regional transit center will connect light rail (service to begin in late 2024/early 2025), bus rapid transit (BRT) connecting SR-523 to SR-522 and north Lake Washington cities (2026), and local bus service. Several King County routes will service this station. Current Lynnwood Link Connections restructured service includes Routes 72 and 333 (all-day frequent), and Routes 65, 345, 365, and 522 offering many destinations locally and regionally.

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 145th Street Off-Corridor Bike Network is being constructed as the bicycle facilities for the 145th Street Corridor, aiming to guide users to a network of slower-paced streets as opposed to busy SR-523.

The project will serve both a growing local community as well as those commuting/traveling through the area. The 148th Street Station Area, a candidate Countywide Center, was an up-zone of neighborhoods in the vicinity of the new Sound Transit Shoreline South/148th Station (light rail begins late 2024/early 2025; BRT 2026). This area is currently experiencing rapid development with 4,000 new units expected in the short-term and up to 20,000 at build-out. The Sound Transit Lynnwood Link Extension FEIS 2035 projections for non-motorized

ridership at the 145th Street light rail station (renamed the Shoreline South/148th Station since the analysis) are estimated at 360 pedestrians and 30 bicyclists boardings/alightings anticipated per peak hour. With a rapidly growing community and new user-friendly facilities to be put in place, these numbers could easily grow.

The western terminus of this project will also connect to a second candidate Countywide Center with several multi-family developments in place and a large renewal area project in design. This is also where the project connects with the regional Interurban Trail.

Providing easier, safer, more comfortable connections to alternative modes of transportation is one way to encourage mode shift. The neighborhood greenway is meant to encourage bicyclists of all ages and abilities, offering slower-paced streets with low volumes and speeds, traffic calming treatments, and improved arterial crossings.

It is expected that these safety and comfort improvements will attract many new users and accommodate expected growth in two of the City's candidate Countywide Centers as well as other Shoreline and north Seattle neighborhoods. Recreational and local commuters are expected as well as users connecting to the regional transit system and the many employment, educational, commercial, and recreational opportunities this greater system can access.

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

Without first/last mile multimodal connections to regional transit, it is difficult for people to make the choice of alternative transportation and there will be a loss of realizing the full investment of the regional system. Not providing these facilities would be a disservice to residents in this growing high-density local center where many will rely on transit for critical opportunities of employment and education, as well as retail and recreation.

This project also supports goals related to concentrated urban growth, regional transportation, public facilities and services, affordable housing, and environmental protection. This project supports several climate action plan initiatives and is in alignment with the Shoreline Climate Action Plan which specifically calls for actions to increase multi-modal connectivity, support transit-oriented development, reduce car trips by multifamily residents, and expand transit access. Similarly, this investment supports the PSRC Regional Transportation Plan, Washington Climate Commitment Act, and King County Strategic Climate Action Plan in providing an opportunity to decrease GHG emissions through alternative transportation.

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.

Populations served by the project were identified using US Census block group level demographic data within approximately 0.25 miles of the corridor project. Demographic analysis shows the study area has a high percentage of minority populations compared to average counts in Shoreline and Seattle - with almost 40% of residents classified as minority. The low-income population in the study area is almost double that of the

Shoreline average and is higher than the overall Seattle average (at 17%). The median household income in the study area is lower than both Shoreline and Seattle averages.

In the Washington State Department of Health Environmental Health Disparities mapping, the majority of the 145th Street corridor ranks a 10 out of 10 for proximity to heavy traffic and a 9 out of 10 for exposure to diesel exhaust emissions. Projects such as the Off-Corridor Bike Network in this application and others that the City and other stakeholders are implementing in the 145th Street corridor area will help promote alternative transportation options.

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

As indicated in public outreach conducted during the 145th Street Multi-Modal Corridor Study as well as other community input over the years, the majority of bicyclists and drivers are not comfortable sharing space on busy 145th Street (SR-523) and similar roadways. Areas along the corridor have been rezoned for high-density (with 20% affordable housing) and a new light rail station will be opening adjacent to the corridor in late 2024/early 2025.

The 145th Corridor Project has specifically designed bicycle facilities to be on an adjacent network of low-volume, slower paced streets for user comfort and safety. Without the adjacent street improvements that would encourage bicyclists, there is a missed opportunity in promoting non-motorized transportation options, connecting neighborhoods, accessing trails, retail, and transit. Without the 145th Street Off-Corridor Bike Network, the safety of bicyclists needing to travel in this vicinity, including to light rail, will not be met in this growing local center and surrounding neighborhoods. Drivers and bicyclists would be kept in conflict on 145th Street.

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

The adopted 145th Station Subarea Plans encourages the concentrated growth of a diverse mix of residential and commercial uses around the light rail station. The City of Shoreline has already increased zoning in these areas. Higher density, more affordable multifamily dwellings will provide disadvantaged populations with improved access to light rail and BRT and the centers they access along the I-5 and SR 523/SR 522 corridors. Currently, the majority of employed residents travel outside of Shoreline for employment.

Access to light rail and BRT in this area will provide alternative transportation choices and open up larger markets. Light rail connections at the Shoreline South/148th Station and future BRT from this station along SR 523/SR 522 (part of Sound Transit 3 Plan), will serve the University of Washington main campus and Bothell campus. Shoreline students will have more options in accessing these learning centers.

Non-motorized access to light rail and BRT will provide those individuals without the means to drive, and/or want to choose alternative transportation, more options for accessing services, employment, and education along the corridor. The Lynnwood Link Extension FEIS 2035 projections for non-motorized ridership at the 145th Street light rail station are estimated at 360 pedestrian and 30 bicyclist boardings/alightings anticipated per peak hour. Promoting multimodal non-motorized options, connecting to the City's bicycle network, connecting to BRT and light rail, will help to promote overall usage and make regional connections more accessible for those who cannot afford or are not able to utilize personal vehicles.

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 overall 145th Corridor Project has provided multiple opportunities for the public and other key stakeholders to learn about the project and provide their input at key milestones with the intent of providing a clear understanding of what they were being asked to weigh in on and how their input was to be used.

Outreach has included conducting a transparent, equitable, culturally appropriate and inclusive public involvement effort with the objectives of:

- Ensuring all stakeholders, particularly those historically underserved and with limited English proficiency (LEP), have meaningful opportunities to participate in engagement activities.
- Explaining technical information simply and concisely so that it is understandable to diverse groups and LEP populations.
- Providing information that is accessible to those with limited English proficiency and disabled audiences, using interpretation and translation and trusted advocate liaisons as appropriate.
- Ensuring all project decisions are reported back to the greater community and key project stakeholders.

Many efforts were used to provide awareness of the project including direct mailings in both Seattle and Shoreline, communications with both Seattle and Shoreline neighborhood coordinators to help share information, in-person open houses, and yard signs along the corridor itself directing people to a website with information and online survey. Public feedback was utilized quite early on in this project to determine the appropriate level of improvements on the 145th Street Corridor, including the desire to locate bicycle facilities on an “off-corridor” network of low-volume streets.

This early effort and analysis resulted in the 145th Street Off-Corridor Bike Network approach.

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

As stated in the prior answer, the 145th Street Off-Corridor Bike Network concept was developed early on in the 145th Street Corridor analysis, in part, as a direct result of public comment.

During the pre-design 145th Street Multimodal Corridor Study in 2015, the overwhelming public feedback was to maximize safety while minimizing impacts. It was determined that placing bicycle facilities directly on busy SR-523 would be too costly and too detrimental to property owners as in order to construct facilities with an appropriate level of comfort the length of this corridor would require extensive acquisition. As a whole, the public requested that bicycle facilities be offered on an adjacent network of slow-paced neighborhood streets. This has resulted in the 145th Street Off-Corridor Bike Network approach.

Section 3

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

This project is in an area identified as medium risk for displacement.

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 Shoreline is striving to improve transportation access and provide affordable housing for its disadvantaged populations. To support this effort, the City considers proximity to disadvantaged populations as a metric for prioritizing new sidewalk improvements across the City with several priority sidewalk projects within the project area.

Shoreline also offers Multifamily (residential) Property Tax Exemptions (MFTE) to encourage multifamily development and to provide affordable housing within the 148th Street Station Area. In order to qualify for the MFTE incentive, the applicant must commit to 20% of the project meeting the affordable housing definition in Shoreline Municipal Code (SMC) Chapter 3.27.020.

The 145th Street Off-Corridor Bike Network will connect two growing candidate Countywide Centers in Shoreline and the neighborhood between. The project will be conducted in the City's right-of-way and provide transportation options to those wishing to access regional transportation opportunities and local destinations.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

In planning for improvements along the 145th Street Corridor to address safety and station access, the City of Shoreline saw an opportunity to site a companion bicycle facility directly north of the busy 145th Street Corridor. This will be a network on local streets with lower traffic volumes which reduces conflict with the high volume of fast-moving vehicles traveling along SR-523 (145th Street) between SR-99 and I-5 (up to 30,000 ADT near I-5 interchange).

The proposed route will connect to the Interurban Trail in Shoreline and the future 148th Street Non-Motorized Bridge, a separated shared use path and pedestrian/bicycle bridge over I-5 that will directly connect pedestrians and bicyclists to the future Shoreline South/148th Station (light rail, BRT, and local bus service) and the future Trail Along the Rail.

Improvements along the 145th Street Off-Corridor Bike Network (Westside) currently under design include various safety improvements such as Rapid Rectangular Flashing Beacons (RRFBs) and various traffic calming devices such as speed humps, and possible traffic circles at key locations that would help keep vehicle traffic at low speeds. Pavement markings for sharrows and/or bicycle lanes will be installed. Some curb, ramp, sidewalk, and minor intersection and drainage improvements are included. Signage will help to keep users on route.

The Off-Corridor Bike Network provides a way for bicyclists of all ages and abilities to navigate adjacent to the 145th Street corridor.

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 145th Street Off-Corridor Bike Network will service the growing 148th St Station Area (a designated candidate Countywide Center) which is focusing development on high-density, multi-family TOD. The City has

affordable housing unit requirements for development in this area and marginalized populations will be served.

The 145th Street Off-Corridor Bike Network will in part serve a population that often depends on alternative transportation options for vital connections. Connecting to the Shoreline South/148th Station (light rail/ BRT/ local bus service) will allow those who choose not to use a car, or do not have that option, to access both local and regional opportunities.

The 145th Street Off-Corridor Bike Network will connect users to a safer crossing of I-5 and a safe/attractive/comfortable alternative to busy SR-523 which has a high collision rate and history of ped/bike incidents.

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?

Engineering, enforcement, education, and policy related improvement strategies generated by the City's Annual Traffic Report strive to accomplish the goal set by Washington State's Target Zero Plan to achieve zero fatal and serious injury collisions by the year 2030. In addition, this traffic report which specifically identifies safety improvement strategies, supports many goals set by Shoreline's Comprehensive Plan, as well as City Council goals to promote and enhance the City's safe community and neighborhood programs and initiatives.

The City's Transportation Element adopted into the Comprehensive Plan in November 2022 has several policies guiding this development including:

T23. In conjunction with the Washington State Target Zero Plan, prioritize transportation planning, design, improvement, and operational efforts with the goal of achieving zero serious or fatal injury collisions.

T35. Implement the Bicycle Plan. Develop a program to construct and maintain a connected bicycle network that is safe and comfortable for people of all ages and abilities, connects to essential destinations, provides access to transit, and is easily accessible.

The City of Shoreline strives to reduce overall, injury, and fatality collisions on its roadways consistent with the Washington State Strategic Highway Safety Plan's Target Zero Plan. The top two injury collision risk factors in Shoreline continue to be collisions at intersections and collisions with pedestrians or bicyclists.

Constructing facilities that will direct bicyclists off busy SR-523 (145th Street) will be a step in the right direction for providing better safety and comfort for these users.

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

The project will not include any roadway widening and will include measures to inherently slow traffic down such as placement of curb ramps, speed humps, traffic circles, RRFBs, etc.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
Yes	SL-16

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2025	\$733888
		\$
		\$

Total PSRC Funding Request: \$733888

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	Secured	\$35170
State	CWA	Secured	\$210496
Federal	STP	Secured	\$225358
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$471024

Expected year of completion for this phase: 2024

Right of Way Phase

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

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$114538
Federal	TAP(PSRC)	Unsecured	\$733888
			\$
			\$
			\$

Total Construction Phase Cost: \$848426

Expected year of completion for this phase: 2026

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):
\$1319450	February, 2026

Financial Documentation

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

The 145th Street Off-Corridor Bike Network (Westside) is one segment of the SL-16 project which funded PE for all segments of the 145th Street Corridor Project. The SL-16 project was approved to separate ROW/CN into the following segments (current approximate total cost projections for each segment is included):

SL-16A, I-5 to Corliss (Phase 1), \$31.2M (this phase is in the STIP)

SL-16B, Corliss to Wallingford (Phase 2), \$21.8M (this phase is in the STIP)

SL-16C, Wallingford to Aurora/Interurban Trail (Phase 3), \$17.2M (this phase to be added to STIP)

SL-16D, Off-Corridor Bike Network (these are the bicycle facilities for the above three phases located in an adjacent network of slow-paced streets), \$1.32M (this phase to be added to STIP) - This application requests construction funding for this segment of SL-16.

PE funding has been secured through local, state (CWA), and federal (STP) dollars (see attached). Off-Corridor

bike facilities will be constructed in City ROW and require no property acquisition.

The City is requesting construction funding of \$733,888 which will be matched from the City's Grant Match Program with \$114,538 Roads Capital funds. These will be scheduled in the CIP when construction funding is secured.

See attached "Additional Funding Documentation" for excerpt from the adopted City of Shoreline 2023-2028 CIP.

The PE share (costs/funding) for the 145th Street Off-Corridor Bike Network (Westside) currently breaks out as follows:

Local (Roads Cap) - \$35,170.

State (CWA) - \$210,496. There is \$25 million in CWA funding for the entire 145th Corridor. The \$210,496 has been allocated to the Off-Corridor Bike Network (Westside).

Federal (STP) - \$225,358. The total grant of \$4,235,000 is for PE for the entire corridor (all phases). The local and federal PE funds have been expended. PE is being completed with the state funding.

Design of the 145th Street Off-Corridor Bike Network was brought to 30% and then put on hold until construction funds could be identified so that final design would be current. The Off-Corridor Bike Network would now proceed to Final Design (utilizing the remaining state funding) if construction dollars are successful through this application.

There is no ROW for this off-corridor phase - improvements are all within City ROW.

Construction. The City will be scheduling \$114,538 Roads Capital or other as construction dollar match to this request if successful. Grants are a primary funding source for many of the City's projects, and most grants require a City match. In order to ensure there are match funds available, a grant match reserve has been established. Historically, this reserve has been funded by one-time general fund contributions and REET. The 2023-2028 CIP includes \$100,000 per year of REET for grant match.

Additionally, the General Fund may contribute further support for specific projects or needs like grant match discussed. Council has approved the 2024-2029 TIP which includes all phases of the 145th Street Corridor project (which they strongly support) and staff have been prompted by Council to return to them if a match is required in order to secure a grant for any project should matching funds not be available at the time. If funds were not in the Grant Match Fund at time of award, it is about a 6-8 week process to get on the Council agenda to secure funding match.

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-132-346-18663529_iNwSLu1L_Secured_Funding_-_Westside_Off-Corridor_Bike_Network.pdf, f-132-346-18663529_S9MmSRrI_STP_Funding.pdf, f-132-346-18663529_rv6X0JTP_CWA_Funding.pdf, f-132-346-18663529_eNYOJ6Fi_Additional_Funding_Documentation.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?

June, 2018

Is preliminary engineering/design complete?

No

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

November, 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.

N/A

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

November, 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).

August, 2020

Right of Way

Will Right of Way be required for this project?

No

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

,

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.

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?

Yes

Do you have an engineer's estimate?

No

Please attach the engineer's estimate.

Identify the environmental permits needed for the project and when they are scheduled to be acquired. NEPA completed. No additional.

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, 2024

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.

The project will be constructed in City right-of-way and be shovel ready in 2025 (possibly late 2024).

This project is a phase of the parent project SL-16. SL-16 provided design for the entire 145th Street corridor. ROW/CN is phased into 4 phases. SL-16A and SL-16B (corridor phases 1 and 2) are in the STIP. Phase 3 (will be SL16-C) and this Off-Corridor Bike Network phase (will be SL16-D) are not yet in the STIP.

Please see attachment which shows phases.

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

The City conducted the 145th Street Multimodal Corridor Study in 2015 which included a technical team with members from various agencies and a citizen advisory task force to help review and analyze pre-design materials throughout the process.

During public outreach, safety was the number one concern of participants throughout the study. Overwhelming input was that not addressing concerns on this corridor was not an option. Public input was for maximizing benefit to meet project goals while minimizing costs and impacts to property owners. Although there were some elements of a wider roadway profile that were attractive, the cost to homeowners was considered too great by overall participants. The majority of participants, including bicyclists, saw benefit to putting bicycle facilities off-corridor.

As a result of all this input, the preferred alternative selected by Council greatly reflected feedback heard from the community with a less impactful cross-section design and an off-corridor bike network.

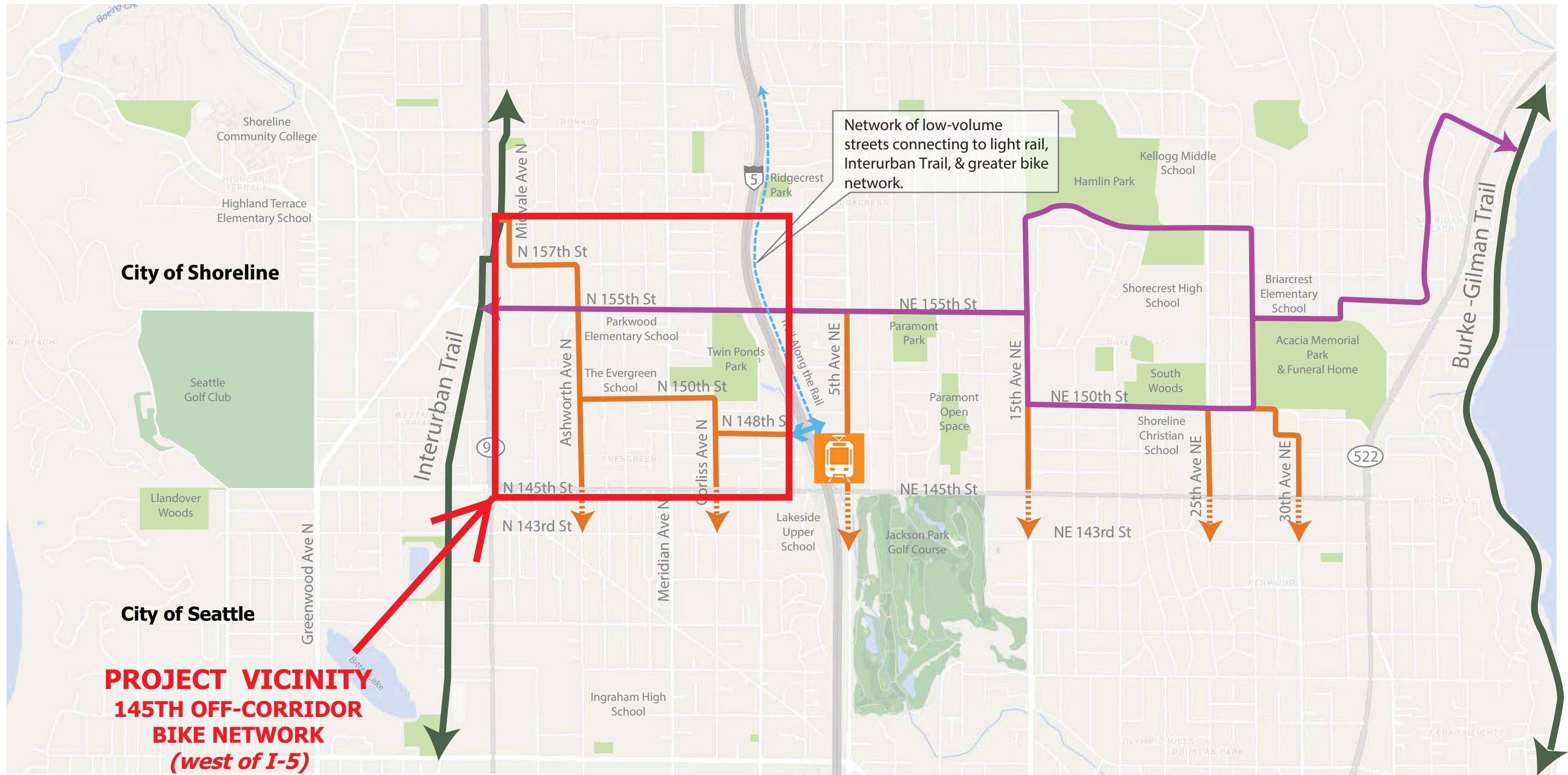
Following the initial study, an interagency group met on a monthly basis to make sure that the many projects in this area (including Sound Transit light rail, interchange improvements, the 148th Ped/Bike Bridge, and the 145th Corridor project) developed plans/schedules that were not in conflict with each other. This group continues to meet as needed through construction.

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



f-132-480-18663529_kqi7HkxS_Phases_Centers_and_Development.pdf




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.

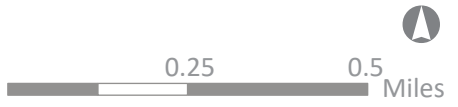


PROJECT VICINITY
145TH OFF-CORRIDOR
BIKE NETWORK
(west of I-5)

 Future Off-Corridor Bike Network
 Interurban Trail/Burke-Gilman South Bike Connector

 Future Trail Along the Rail
 Future 148th Non-Motorized Bridge
 Shoreline South / 145th Station

 Existing Regional Trail
 Potential Seattle Bike Network Connection



The table below is from the City of Shoreline [2023-2028 Capital Improvement Plan](#) (pdf page 83). The 2023-2028 CIP shows contributions to the Grant Matching fund of \$100,000 annually over the next six years and when added to an initial 2021-2022 balance, would result in a 2028 balance of approximately \$2.36 million. In order to release matching funds to this project, a budget amendment would be required to recognize the TAP grant and at the same time the City would allocate Grant Match funds to the project. This could be incorporated as part of the 2023-2026 budget approval or as an amendment.

Staff also have the ability to go to Council and request a General Fund transfer which would require an approximate 2-month process.

**City of Shoreline 2021 - 2028 Capital Improvement Plan
FUND SUMMARY
Roads Capital Fund**

Project	Current 2021-2022	Estimate 2021-2022	Proposed 2023	Proposed 2024	Proposed 2025	Proposed 2026	Proposed 2027	Proposed 2028	Total 2021-2028
Expenditures:									
Pedestrian / Non-Motorized Projects	\$21,498,887	\$9,126,310	\$16,936,744	\$26,693,125	\$21,198,596	\$7,696,959	\$5,303,209	\$6,820,719	\$93,775,662
System Preservation Projects	\$3,004,422	\$3,093,369	\$1,501,568	\$1,508,694	\$1,210,607	\$1,820,242	\$1,215,200	\$1,820,242	\$12,169,922
Safety / Operations Projects	\$40,018,681	\$27,807,260	\$14,434,115	\$26,898,182	\$36,559,344	\$9,247,182	\$13,921,202	\$15,434,366	\$144,301,649
Not Project Specific	\$2,595,511	\$3,044,042	\$1,672,290	\$1,481,877	\$1,458,837	\$1,520,657	\$1,587,238	\$1,658,675	\$12,423,618
To be Completed Current Biennium	\$3,104,589	\$2,823,381	\$9,804	\$0	\$0	\$0	\$0	\$0	\$2,833,185
Total Expenditures by Year	\$70,222,090	\$45,894,363	\$34,554,521	\$56,581,879	\$60,427,383	\$20,285,040	\$22,026,849	\$25,734,002	\$265,504,037
Change in Fund Balance:									
Beginning Fund Balance	\$0	\$6,902,785	\$9,194,858	\$9,133,427	\$6,472,908	\$6,054,302	\$6,017,651	\$5,899,882	\$6,902,785
Total Revenues	\$0	\$51,875,783	\$34,593,090	\$54,021,361	\$60,108,777	\$20,348,388	\$22,009,080	\$25,577,987	\$268,534,466
Amount Restricted for Grant Matching	\$0	\$1,758,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$2,358,000
Total Expenditures	\$70,222,090	\$45,894,363	\$34,554,521	\$56,581,879	\$60,427,383	\$20,285,040	\$22,026,849	\$25,734,002	\$265,504,037
Ending Fund Balance	(\$70,222,090)	\$11,126,205	\$9,133,427	\$6,472,908	\$6,054,302	\$6,017,651	\$5,899,882	\$5,643,868	\$7,575,215
Impact on Operating Budget	\$0	\$5,822	\$3,312	\$3,662	\$6,542	\$10,542	\$11,542	\$8,332	

May 19, 2023

Ms. Tricia Juhnke, PE
Public Works Director
City of Shoreline
17500 Midvale Avenue N
Shoreline, Washington 98133

**RE: SR 523 145th Street
STPUL-HLP-0523(010) & HLP-CNWA(021)
Connecting Washington – Capital Project
2023-25 Transportation Budget
State Funding**

Dear Ms. Juhnke:

WSDOT is pleased to advise you that the 2023-25 Transportation Budget has revised the above-mentioned project funding through the Connecting Washington (CWA) program. The state funding is limited as shown below:

SR 523 145th Street	\$25,000,000
<i>Prior Expenditures:</i>	<i>\$ 81,043</i>
<i>2021-23 Available Funding:</i>	<i>\$ 18,918,957</i>
<i>2023-25 Available Funding:</i>	<i>\$ 6,000,000</i>

In the event the 2021-23 funding is not all reimbursed, WSDOT will need to request the remaining funding through the 2024 supplemental budget development. Until the funding is provided by the legislature, WSDOT can only reimburse your agency for the approved work completed each biennium, as reflected above. Therefore, it is critical that the city update the Local Project Report detailing the project's delivery, so that the funding aligns with the city's schedule.

In order to meet the state and federal requirements, the following are required:

- Reporting of benefits and expenditures for transit, bicycle, and pedestrian elements at award and during construction annually is required. (see attached)
- Project expenditures incurred before receiving notice from Local Programs of state fund authorization are not eligible for reimbursement.
- Please refer to the Local Programs webpage for detailed authorization information including: (<https://wsdot.wa.gov/business-wsdot/support-local-programs>)

Ms. Tricia Juhnke, PE
City of Shoreline
May 19, 2023

- ✓ Local Agency Guidelines (LAG) manual for detailed requirements;
- ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable;
- ✓ Funding and billing forms;
- ✓ Local Project Report is required to be completed by the end of June and December each year. To access the database you will need an account name and password. Your account name is **Shoreline** and your password is **Shore051**. The password is case sensitive.

Also, the legislature expects that for some projects, costs will be reduced due to the application of practical solutions.

Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

For assistance, please contact your Region Local Programs Engineer, Mehrdad Moini, at (206) 440-4734 or Mehrdad.Moini@wsdot.wa.gov.

Sincerely,



Jay Drye, PE
Director
Local Programs

Attachment
JD:st

cc: Kelly McGourty, Transportation Director, PSRC
Mehrdad Moini, Northwest Region Local Programs Engineer

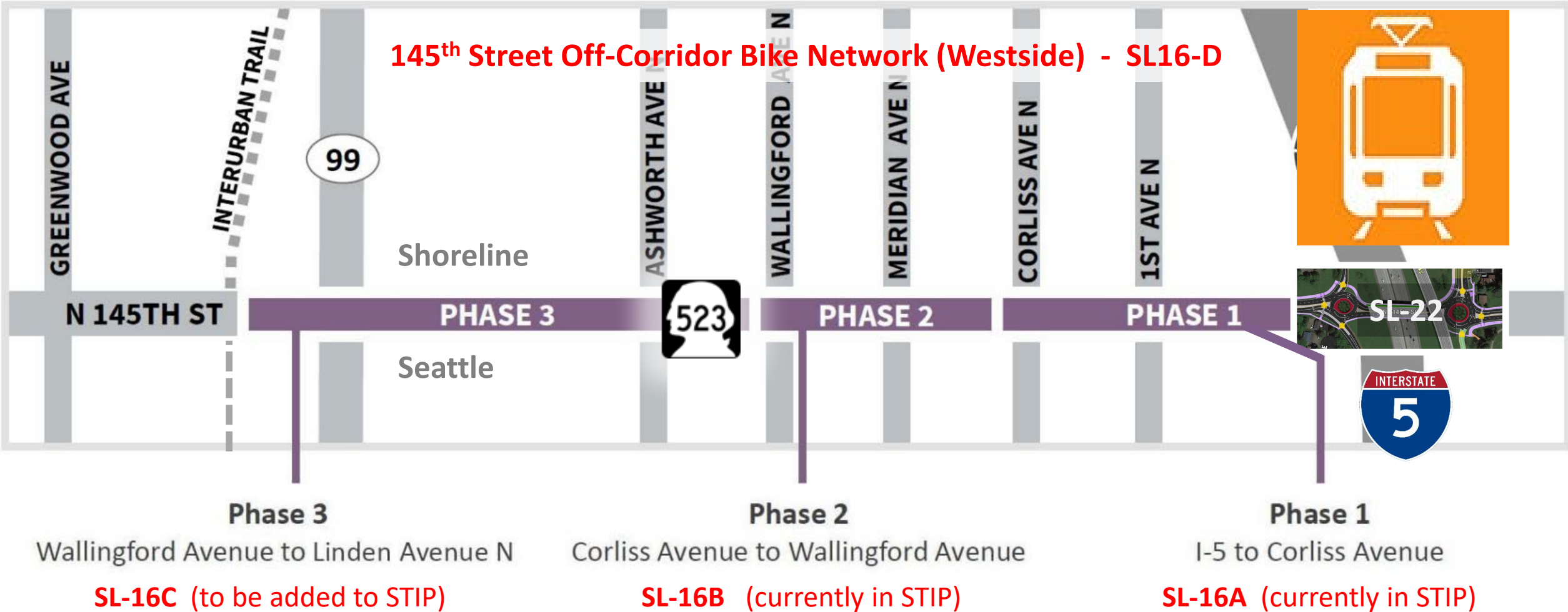
Connecting Washington Projects – Reporting Requirements

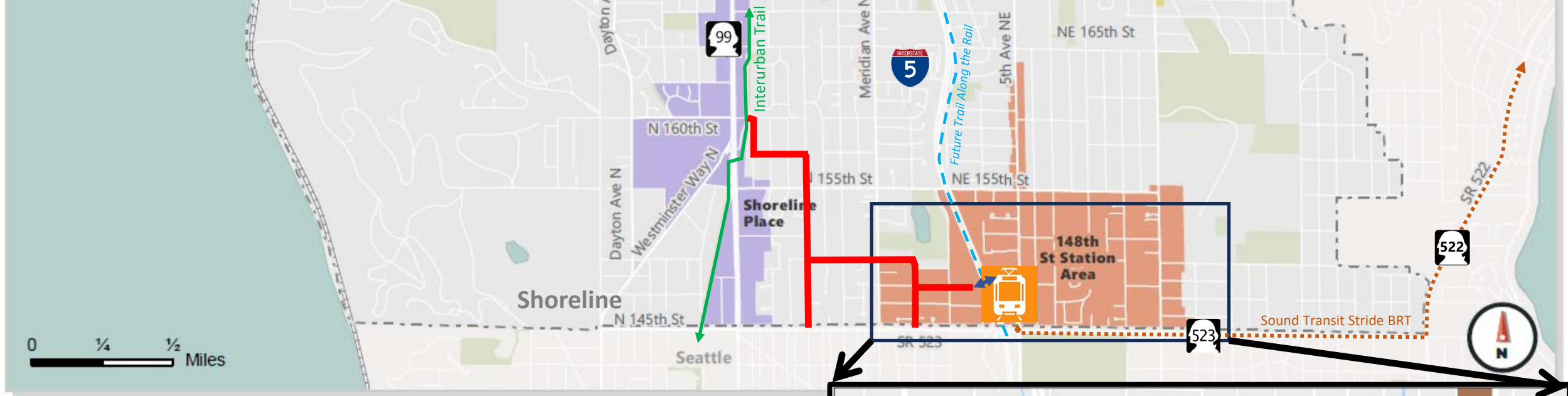
1. **At Contract Award** – report the estimated cost to implement any transit, bicycle or pedestrian project elements.
2. **Annually**, report separately on amounts **expended and the funds utilized** to benefit transit, bicycle and pedestrians. To assist in approximating the amount of funding spent on a contract, below are some types of work for each of the elements:
 - Transit elements, such as:
 - ✓ Bus pullout
 - ✓ Direct Access On/Off ramp
 - ✓ HOV/HOT Lane
 - ✓ Park and Ride Lot
 - ✓ Transit stops/shelters
 - ✓ Business Access & Transit (BAT) lanes
 - Bicycle elements, such as:
 - ✓ Stand-alone/separate path
 - ✓ Shared use path (50% bicycle/50% pedestrian)
 - ✓ Drainage systems associated with the path (ignore if incidental)
 - ✓ Joint use shoulder including pavement marking & signage (shoulder was widened for bicycles to travel on)
 - ✓ Bike lane on bridge (% based on width of lane to total bridge width)
 - ✓ Bike racks on buses, at trailheads, on local routes or schools
 - ✓ Bike parking stations
 - ✓ Bike share projects
 - ✓ Roadway reconfiguration (road diets) (50% bicycle/50% pedestrian)
 - ✓ Raised crosswalk/intersection (50% bicycle/50% pedestrian)
 - ✓ Curb extensions (bulb out) (50% bicycle/50% pedestrian)
 - Pedestrian elements, such as:
 - ✓ Sidewalk and trails or walking path
 - ✓ Shared use path (50% bicycle/50% pedestrian)
 - ✓ Curb and gutter for sidewalk
 - ✓ Drainage systems associated with the path (ignore if incidental)
 - ✓ Sidewalk on bridge (% based on width of sidewalk to total bridge width)
 - ✓ Electronic Walk Sign with audio speaker (APS)
 - ✓ Lighting at pedestrian crossing (if easy to break out of illumination system)
 - ✓ Pedestrian lighting
 - ✓ Crosswalk pavement markings and signage
 - ✓ ADA accessible curb ramps
 - ✓ Roadway reconfiguration (road diets) (50% bicycle/50% pedestrian)
 - ✓ Raised crosswalk/intersection (50% bicycle/50% pedestrian)
 - ✓ Curb extensions (bulb out) (50% bicycle/50% pedestrian)
 - ✓ Refuge Islands

Overall 145th Street Corridor Project - *(SL-16 for design only)*

SL16-D will be the bicycle facilities for the overall 145th Street Corridor Project (west of I-5) connecting from the Interurban Trail to the new Sound Transit Shoreline South/148th Station (light rail 2024/2025) via the 148th Non-Motorized Bridge (see next page for locations). Phase 3 (below) recently received ROW funding and will soon be added to the STIP.

145th Street Off-Corridor Bike Network (Westside) - SL16-D





King County Candidate Countywide Centers

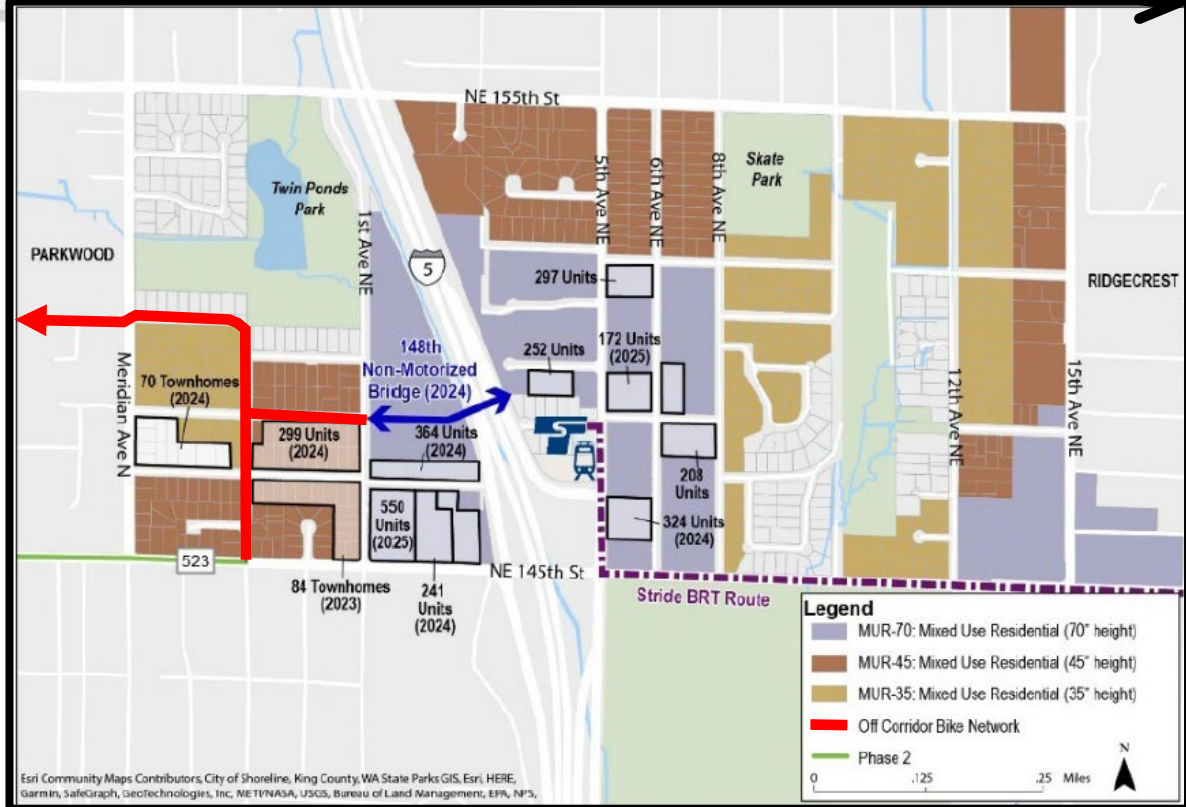
- 148th St Station Area
- 185th St Station Area
- Shoreline Place
- Town Center

City Boundary

Off-Corridor Bike Network (Westside)

The 145th Street Off-Corridor Bike Network (Westside) connects to a high-capacity transit station and two candidate countywide centers with rapid development.

GOAL: Provides bicycle facilities off busy SR-523 (a phase of the 145th Street Corridor project)



Eri Community Maps Contributors: City of Shoreline, King County, WA State Parks GIS, Esri, HERE, Garmin, SafeGraph, geotechnologies, Inc, METVNASA, USGS, Bureau of Land Management, FPN, NPS.

From: [Nytasha Walters](#)
To: [Catherine Lander](#)
Subject: City of Shoreline Funding documentation verification for the 2023 TAP application: 145th Street Off-Corridor Bike Network (Westside)
Date: Monday, June 26, 2023 12:00:17 PM

Catherine,

The City of Shoreline is requesting construction funding for the 145th Street Off-Corridor Bike Network (westside) phase of the SR-523 (N/NE 145th Street), Aurora to I-5 project (SL-16) which serves as the bicycle facilities for the corridor project, providing safer passage for bicyclists along the busy 145th Street (SR-523) corridor.

The City's 145th Street Off-Corridor Bike Network (westside) is one of four phases for the 145th Street Corridor which appears in the [adopted 2024-2029 Transportation Improvement Plan \(TIP\)](#).

SL-16 funded PE for all phases of the Corridor Project which has received approval for separate ROW/CN phases including:

SL-16A, I-5 to Corliss (in STIP)

SL-16B, Corliss to Wallingford (in STIP)

SL-16C, Wallingford to Aurora/Interurban Trail (to be added to STIP)

SL-16D, Off-Corridor Bike Network (to be added to STIP)

PE funding has been secured through local, state (CWA), and federal (STP) dollars. Off-Corridor bike facilities will be constructed in City ROW and require no acquisition.

The City is requesting construction funding of \$733,888 which will be matched from the City's Grant Match Program with \$114,538 Roads Capital funds. These will be scheduled in the CIP when construction funding is secured.

Please reach out to me if there is any additional information I can provide at this time.

Nytasha Walters
Transportation Services Manager
City of Shoreline
17500 Midvale Avenue North
Shoreline, WA98133-4921
www.shorelinewa.gov

November 20, 2014

The Honorable Shari Winstead
City of Shoreline
17544 Midvale Avenue N.
Shoreline, WA 98133-4921

Dear Mayor Winstead:

I'm pleased to let you know that the City of Shoreline is receiving \$5,775,257 in PSRC funding for the attached projects.

Funding transportation projects is one of the most important things we do at PSRC. As you know, it's a competitive process and not every project receives funding. Congratulations on a job well done!

The projects that are selected to receive funding help meet local needs and support our region's overall growth strategy. It's a transparent and merit-based process that helps us achieve our long-term transportation plan, Transportation 2040.

In my outreach to PSRC members over the past year, I've heard again and again about the need for additional transportation funding and that we need to accelerate action on a statewide transportation package. As we move into the next legislative session, PSRC leadership will be advocating for swift progress on this vital issue.

Again, thank you and your staff for great work to improve transportation in your community. We're here to help you move these projects along in a timely way. I look forward to continuing to partner with you on efforts to help the region thrive for the long term.

Sincerely,



Josh Brown
Executive Director, Puget Sound Regional Council

Enclosure

cc: Mike Relph, Public Works Director

November 20, 2014

PROJECT	PROJECT PHASE	AWARD AMOUNT	FUNDING DEADLINE
15 th Avenue NE, NE 148 th Street to South of NE 155 th Street Preservation	Preliminary Engineering / Design	\$13,522	June 1, 2015
	Construction	\$296,218	June 1, 2016
	<i>Total</i>	\$309,740	
Bicycle Plan Implementation	Preliminary Engineering / Design	\$49,305	June 1, 2015
	Construction	\$506,652	June 1, 2016
	<i>Total</i>	\$555,957	
SR 523 (N/NE 145 th Street), Aurora Avenue North to I-5	Preliminary Engineering / Design	\$4,235,000	June 1, 2016
Meridian Avenue North, N. 190 th Street to N. 205 th Street Preservation	Preliminary Engineering / Design	\$17,306	June 1, 2015
	Construction	\$657,254	June 1, 2016
	<i>Total</i>	\$674,560	