

**ADOPTED**  
**August 19, 2019**

# **2020—2025 | SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM**



**DEPARTMENT OF PUBLIC WORKS  
TRANSPORTATION SYSTEMS DIVISION**



## ACKNOWLEDGEMENTS

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## 2020 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM

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## SECTION A

### INTRODUCTION

2020 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM

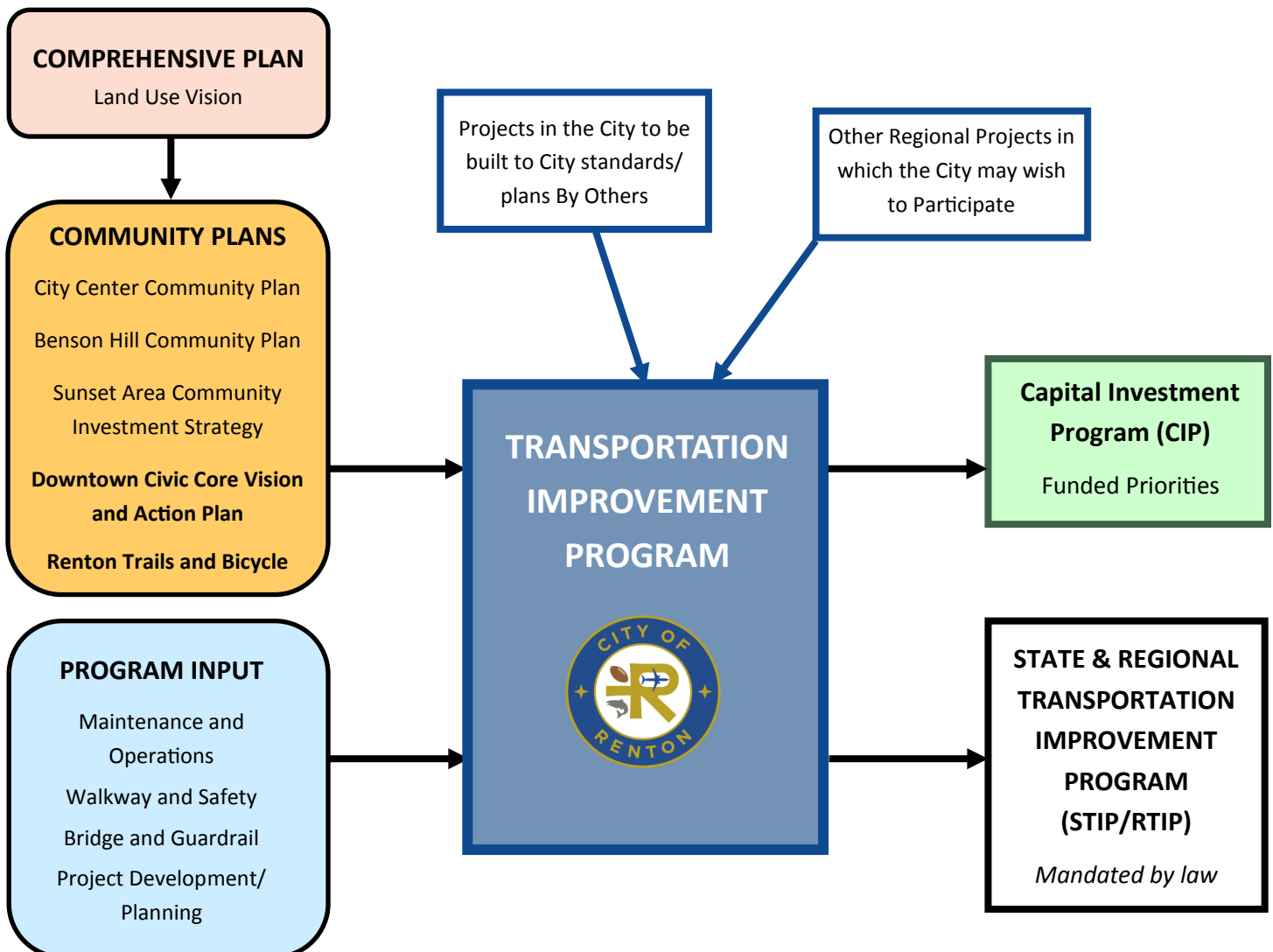


## **PURPOSE OF THE TRANSPORTATION IMPROVEMENT PROGRAM**

This document is Renton’s comprehensive transportation program for the ensuing six calendar years and is mandated by the Revised Code of Washington and Washington Administrative Code. The Transportation Improvement Program (TIP) is a multi-year planning tool that updates the future plans for transportation projects and programs within the City that:

- support the mission and vision of the Renton Business Plan
- include new or enhanced bicycle or pedestrian facilities or other applicable changes that promote non-motorized transit
- reflect the involvement of the public and the City’s elected officials

This document enables the Mayor and the City Council a way to review work that has been accomplished and current transportation needs. The TIP is a planning document that identifies transportation-related projects which are, or may become, eligible for federal, state and/or local funding. A significant purpose of the TIP is that local projects must be included to be eligible for state and federal grant programs.





## **CHANGES FROM 2018 - 2019**

### **PROJECTS REMOVED**

#### **Renton Ave S Resurfacing**

Project is currently under construction. No expenditures for 2020-2025.

### **NEW GRANTS FUNDING**

Transportation received grant funding from FHWA Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and State Transportation Improvement Board (TIB). The WSDOT City Safety Program and TIB Complete Streets grant awards triggered two new projects added to this year's TIP (highlighted in **yellow** below).

<b>TIP Proj. #</b>	<b>Project</b>	<b>Grant Amount</b>
16	Duvall Ave NE Roadway Improvements	\$500,000
17	Houser Way Intersection and Pedestrian Improvements	\$400,000
23	Renton Connector	\$1,500,000
24	Renton Elementary and Middle School Crossings	\$555,000
25	S 2nd Street Conversion Project	\$1,340,750
<b>Total</b>		<b>\$4,295,750</b>

### **OTHER NEW PROJECTS**

- Southport Pedestrian Connection (TIP #46)
- Walkway Master Plan (TIP #51)
- I-405/44th Gateway Signage & Green-Scaping Improvements (TIP #52)

### **OTHER FUNDING**

In 2018, the City was able to utilize Local Revitalization Financing (LRF) for the identified South Lake Washington Revitalization Area as noted in the Park Ave N. Extension project (TIP #21). The LRF program, administered by the Department of Revenue, allows cities and counties to create "revitalization areas" and allows for certain tax revenues generated within the area to be used for payment of bonds issued to finance local public improvements within the revitalization area. The LRF bond proceeds total \$8,693,125.

# Renton Business Plan

## VISION

**Renton: The center of opportunity in the Puget Sound Region where families and businesses thrive**

## MISSION

The City of Renton, in partnership and communication with residents, businesses, and schools, is dedicated to:

- Providing a safe, healthy, welcoming atmosphere where people choose to live
- Promoting economic vitality and strategically positioning Renton for the future
- Supporting planned growth and influencing decisions that impact the city
- Building an inclusive informed city with opportunities for all
- Meeting service demands through high quality customer service, innovation, a positive work environment, and a commitment to excellence

## 2020–2025 GOALS



### Provide a safe, healthy, vibrant community

- Promote safety, health, and security through effective communication and service delivery
- Facilitate successful neighborhoods through community involvement
- Encourage and partner in the development of quality housing choices for people of all ages and income levels
- Promote a walkable, pedestrian and bicycle-friendly city with complete streets, trails, and connections between neighborhoods and community focal points
- Provide opportunities for communities to be better prepared for emergencies



### Promote economic vitality and strategically position Renton for the future

- Promote Renton as the progressive, opportunity-rich city in the Puget Sound region
- Capitalize on opportunities through bold and creative economic development strategies
- Recruit and retain businesses to ensure a dynamic, diversified employment base
- Nurture entrepreneurship and foster successful partnerships with businesses and community leaders
- Leverage public/private resources to focus development on economic centers



### Support planned growth and influence decisions that impact the city

- Foster development of vibrant, sustainable, attractive, mixed-use neighborhoods in urban centers
- Uphold a high standard of design and property maintenance
- Advocate Renton's interests through state and federal lobbying efforts, regional partnerships and other organizations
- Pursue transportation and other regional improvements and services that improve quality of life
- Balance development with environmental protection



### Building an inclusive informed city with opportunities for all

- Improve access to city services, programs and employment, and make residents and businesses aware of opportunities to be involved with their community
- Build connections with ALL communities that reflect the breadth and richness of the diversity in our city
- Promote understanding and appreciation of our diversity through celebrations and festivals
- Provide critical and relevant information on a timely basis and facilitate two-way dialogue between city government and the community



### Meet service demands and provide high quality customer service

- Plan, develop, and maintain quality services, infrastructure, and amenities
- Prioritize services at levels that can be sustained by revenue
- Retain a skilled workforce by making Renton the municipal employer of choice
- Develop and maintain collaborative partnerships and investment strategies that improve services
- Respond to growing service demands through partnerships, innovation, and outcome management

RENTON. AHEAD OF THE CURVE.





**SECTION B**

**MAP AND LOCATION**

2020 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM

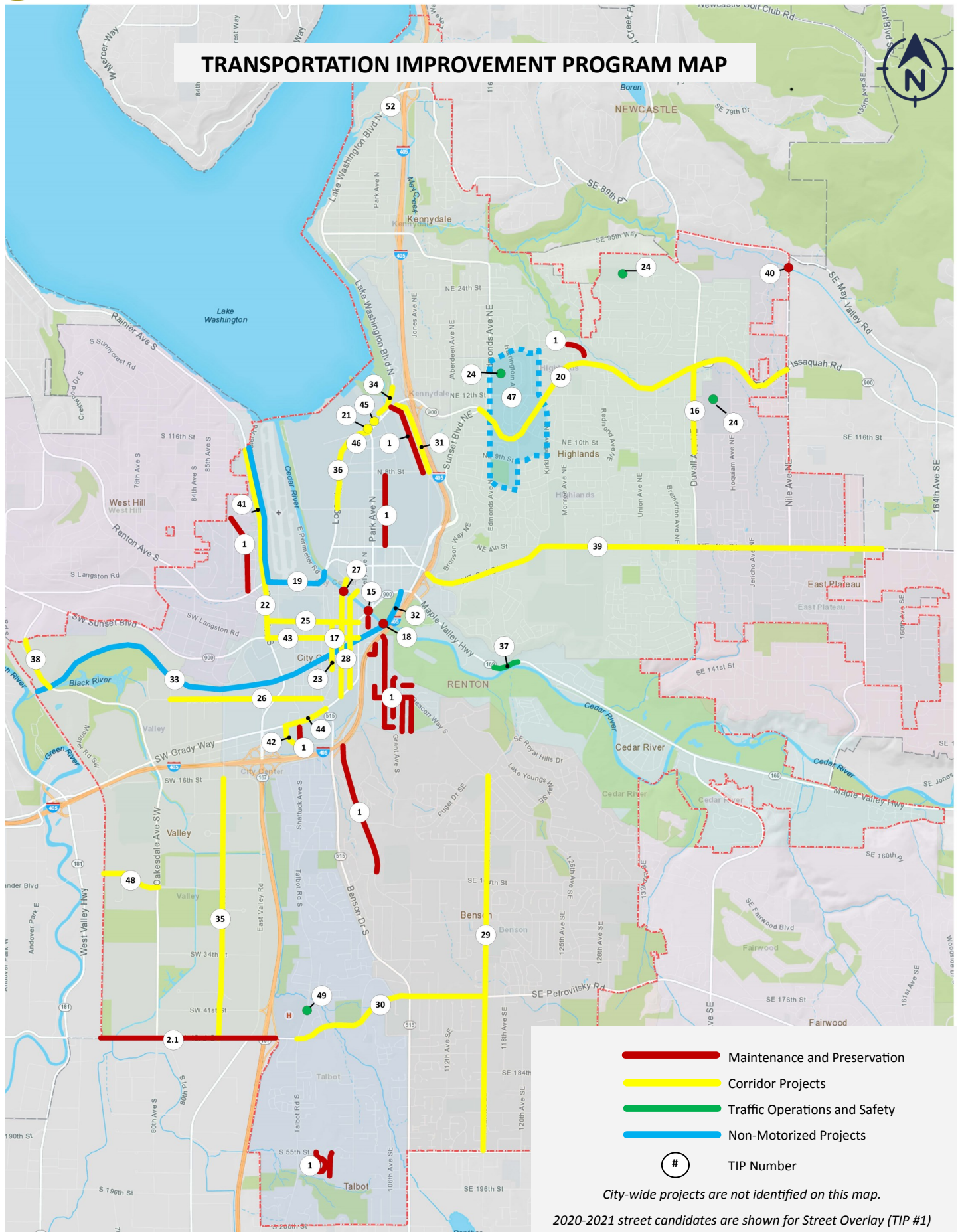


## **MAP AND LOCATION**

This section contains a list of all the projects listed in the 2020 - 2025 Transportation Improvement Program (TIP), listed by TIP number. The TIP project numbering system starts with programmatic activities that typically have annual financial allocations. With this in mind, the TIP numbers for these programs will remain the same for future TIPs.

The next grouping of projects in alphabetical order are projects with full or partial funding secured, such as with federal or state grants or developer contributions, or where the City has a financial commitment to implementing within the six-year period.

The last group of projects, where the projects start over in alphabetical order, are unfunded local projects or outside agency-led projects, that have been identified in other long-range plans for the City.





## MAP INDEX

TIP No.	Project Title
1	Street Overlay
2	Arterial Rehabilitation Program
2.1	SW 43rd St Resurfacing, SR 167 to west City Limits
3	Walkway Program
4	Roadway Safety and Guardrail Program
5	Intersection Safety & Mobility Program
6	Traffic Safety Program
7	Preservation of Traffic Operation Devices Program
8	Intelligent Transportation Systems (ITS) Program
9	Sidewalk Rehabilitation and Replacement Program
10	Bridge Inspection & Repair Program
11	Barrier-Free Transition Plan Implementation
12	Project Development & Pre-Design Program
13	Arterial Circulation Program
14	1% for the Arts Program
15	Bronson Way Bridge - Seismic Retrofit and Painting, across Cedar River
16	Duvall Ave NE Roadway Improvements, NE 7th St to Sunset Blvd NE
17	Houser Way Intersection and Pedestrian Improvements
18	Houser Way Bridge—Seismic Retrofit and Painting
19	Lake Washington Loop Trail, <i>perimeter of the Renton Airport</i>
20	NE Sunset Boulevard (SR 900) Corridor Improvements, I-405 to east City Limits
21	Park Ave North Extension, <i>Logan Ave N to Southport</i>
22	Rainier Ave S/N Corridor Improvements Phase 4, S 3rd St to NW 3rd Pl
23	Renton Connector, S 2nd St to S 5th St
24	Renton Elementary and Middle School Crossings
25	South 2nd Street Conversion Project, <i>Rainier Ave S to Main Ave S</i>
26	South/Southwest 7th Street Corridor Improvements
27	Williams Ave Bridge - Seismic Retrofit and Painting
28	Williams Ave S and Wells Ave S Conversion Project, <i>S Grady Way to N 1st St</i>
29	116th Ave SE Improvements, <i>Puget Drive SE to the south City Limits</i>
30	Carr Road improvements, <i>Lind Ave SW to 116th Ave SE</i>
31	Houser Way North Widening and Realignment, <i>N 8th St to Lake Washington Blvd</i>
32	Houser Way S/N Non-Motorized Improvements, <i>Mill Ave S to Bronson Way S</i>
33	Lake to Sound (L2S) Trail, <i>East-West Trail connecting Lake Washington to Puget Sound</i>
34	Lake Washington Blvd N/ Southport Access Improvements, <i>Park Ave N to Gene Coulon Park</i>
35	Lind Ave SW Roadway Widening, <i>SW 16th St to SW 43rd St</i>
36	Logan Ave North Improvements, <i>S 2nd St to Park Ave N</i>
37	Maple Valley Highway Barriers, <i>vicinity of western edge of Riverview Park</i>
38	Monster Road SW/68th Ave S Roadway Improvements, <i>Monster Rd Bridge to City Limits</i>
39	NE 3rd Street / NE 4th Street Corridor Improvements, <i>Sunset Blvd N to the east City Limits</i>
40	Nile Ave NE Bridge Replacement, <i>across May Creek</i>
41	Rainier Ave N Corridor Improvements Phase 5, <i>NW 3rd Pl to City Limits</i>
42	Renton Bus Rapid Transit (BRT) Improvements, <i>S Renton Village Pl extension to S Grady Way</i>
43	South 3rd Street Conversion Project, <i>Rainier Ave S to Main Ave S</i>
44	South Grady Way Multi-Modal Improvements, <i>Talbot Rd South to Rainier Ave South</i>
45	South Lake Washington Transit Stop, <i>vicinity of Southport Dr N and Garden Ave N</i>
46	Southport Pedestrian Connection
47	Sunset Area Green Connections, <i>vicinity of Sunset Area Revitalization Area</i>
48	SW 27th Street/Strander Boulevard Connection
49	Talbot Road S/S177th St Signalization and Roadway Improvements, <i>adjacent to Valley Medical Center</i>
50	Transit Master Plan
51	Walkway Master Plan
52	I-405/44th Gateway Signage & Green-Scaping Improvements



## SECTION C

### DEVELOPMENT AND PRIORITIZATION

2020 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM



## **TIP DEVELOPMENT ACTIVITIES**

TIP project and financial development activities are intricately intertwined and involve interactions with many groups and agencies at the local, regional, state and federal levels. Within the Transportation Systems Division of the City of Renton, project development involves year-round coordination between the Transportation Operations and Transportation Maintenance Section, the Transportation Planning and Programming Section and the Transportation Design Section.

The Transportation Operations and Maintenance Section compiles accident and traffic count data, performs level-of-service calculations needed to identify operational/congestion problems and tracks all transportation -related complaints, suggestions and requests that come into the City.

The Transportation Design Section, through the TIP's *Overlay Program* and *Bridge Inspection and Repair Program*, work closely with the Maintenance Services Division to establish structural ratings for the City's roads and bridges.

These and other data are being used by the Planning and Programming Section to develop transportation improvement projects, prepare grant applications, interface with ongoing state and federal transportation programs and develop a TIP that supports the goals of the City's long-range Comprehensive Plan and current business plan.

The Transportation Planning and Programming Section works with Washington Department of Transportation, King County Metro Transit, Puget Sound Regional Council, Sound Transit and other groups and agencies to assure consistency between Renton's transportation policies and programs and those of the region. Such consistency is required by the Growth Management Act and related legislation and by federal and state grant programs.

With on-going changes to I-405 and SR 167 as well as the expansion of the Sound Transit network, especially the I-405 Bellevue to Renton Bus Rapid Transit, the City of Renton must look to creating and maintaining an infrastructure system to support these changes to the transportation system to promote economic vitality as well as providing a safe and healthy community.

Ongoing transportation planning activities, such as updating the Transportation Element in the Comprehensive Plan and the development of sub-area plans, play an important part in identifying and prioritizing transportation improvement projects. In recent years, long-range planning efforts have played a key role in the development of transportation projects for the City: *Downtown Civic Core Vision & Action Plan*, *City Center Community Plan*, *Sunset Area Transformation Plan*, and the *Renton Trails and Bicycle Master Plan*.

All City of Renton departments and City Council are solicited each year to provide input, discuss and comment on the Six-Year TIP. Additional input is also gathered through interactions with other public and private organizations and through public meetings held in the community concerning specific transportation projects and programs.



At all levels of government - City, State and Federal - there are new laws and regulations that create the need for new or different kinds of transportation projects and programs that have tremendous impacts on the development and costs of transportation projects. Examples include the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), the Growth Management Act, the Clean Air Act, the Commute Trip Reduction law, the Endangered Species Act and the Surface Water Management Ordinance.

Within the City of Renton, there are actions and interactions involving other departments and divisions, the private sector, the City Council and Administration, which strongly influence the direction of the transportation program. For example, the transportation system is significantly impacted by land use decisions, private development proposals and by public water and sewer extensions which increase transportation demand by making possible higher density and/or intensity of land uses. Such proposals need to be monitored and analyzed in regard to how they individually and collectively create the need for transportation improvements.

In summary, with its heavy dependence on many different and unpredictable sources of external funding and with the significant impacts created by ongoing local and regional land use decisions, transportation project development is a continuous activity comprised of a multitude of diverse elements.



## **GENERAL PROGRAMMING CRITERIA**

The yearly update of the Six-Year Transportation Improvement Program (TIP) is part of an ongoing process intrinsically linked with the development of the City's Capital Improvement Program. The Six-Year TIP is also linked with various state and federal funding programs, regional/inter-jurisdictional planning and coordination processes and the City's Growth Management Act Comprehensive Land Use Plan.

Projects are developed and prioritized based on community needs, specific goals to be achieved and on general programming considerations. The general programming considerations include the following:

**PRIORITY** – As shown on pages 17-19 the projects and programs are prioritized by type prepared by City staff with final approval by the City Council during the annual update of the TIP. The prioritization assists staff in assigning the limited resources to projects and programs and reducing resources during funding shortfalls. In general, staff expends more resources on higher priority projects in the first three years of the TIP, and when applying for grants staff will consider these projects first unless other lower priority projects better meet the particular criteria of a grant program.

**PLANNING** – How, at a local and regional level, a project fits with or addresses identified future transportation goals, demands and planning processes must be evaluated. This is strongly influenced by ongoing land use decisions and by regional highway and transit system plans.

**FINANCING** – Many projects are dependent upon external grants, formation of LID's or the receipt of impact fees. Prioritization has to take into account the peculiarities of each of the various fund sources and the probabilities of when and how much money will be available.

**SCHEDULING** – If a project is interconnected with, or interdependent on, other projects taking place, this is reflected in their relative priorities.

**PAST COMMITMENT** – The level of previous commitment made by the City in terms of resources, legislative actions or inter-local agreements must be taken into consideration in prioritizing TIP projects.

In addition to the general considerations discussed above, there are five specific project categories through which the TIP is evaluated and analyzed. The categories include the following:

- Maintenance and Preservation
- Corridor Projects
- Operations and Safety
- Non-Motorized Projects
- Other Programs

These categories provide a useful analysis tool and represent goals developed through an evaluation of the City's transportation program in response to input from citizens and local officials and to state and federal legislation.



Taken as a whole, the five categories provide a framework for evaluating projects both individually and as part of a strategy that seeks to meet and balance the transportation needs of Renton during a time of increasing transportation demand, decreasing revenues, and growing environmental concerns.

Although each project can be identified with an important concern that allows it to be classified into one of the five categories, most projects are intended to address and are developed to be compatible with multiple goals.

**MAINTENANCE AND PRESERVATION** is a basic need that must be met by the program. Projects in this group include transportation assets that should be replaced or rehabilitated at the point of lowest cost in the life-cycle of the asset in order to maximize funding sources. The lowest cost in the life-cycle is the point in an assets life-cycle when it becomes more cost effective to replace or refurbish an asset than to continue to maintain it. Preservation projects extend the useful life of an asset and result in renewed functionality before more extensive and costly repairs or reconstruction is needed.

**CORRIDOR PROJECTS** are oriented toward moving people through a balanced transportation system that involves multiple modes of transportation. Projects are included in the TIP based on their ability to provide links in the City's transportation system; improve safety and operations; provide facilities for transit, high occupancy vehicles, or non-motorized transportation; be cost effective; and leverage funds from outside sources. Projects in this group are prioritized based on level of funding, type of funding and associated timelines, construction funding, and right of way needs. Included are facilities that facilitate the movement of transit and/or reduce vehicle miles travelled.

**OPERATIONS AND SAFETY** projects and programs are developed through ongoing analyses of the transportation system and are directed mainly toward traffic engineering concerns such as safety and congestion. Projects are identified not only by analysis of traffic counts, accident records and geometric data, but also through review and investigation of complaints and requests received from the public. Projects in this category may include new or rebuilt traffic signals, turn lanes, widened lanes, widened shoulder, curb, gutter, and sidewalk, updating or retrofitting bridge rail, and guardrail. Projects in this group are prioritized based on factors such as safety, funding, projects under construction, grants, funding timelines/deadlines, traffic operation needs, or outside influence.

**NON-MOTORIZED PROJECTS** have been developed with major emphasis on addressing community quality of life issues by improving and/or protecting residential livability while providing necessary transportation system improvements. These projects are typically included in the TIP as an element of expanding the pedestrian and bicycle network throughout the city. The projects are prioritized based on factors such as safety, proximity to key destinations, funding, outside participation, type of funding and associated timelines, and projects costs.

**OTHER PROGRAMS** involve planning of transportation improvements necessitated by new development and new transportation capital improvements.

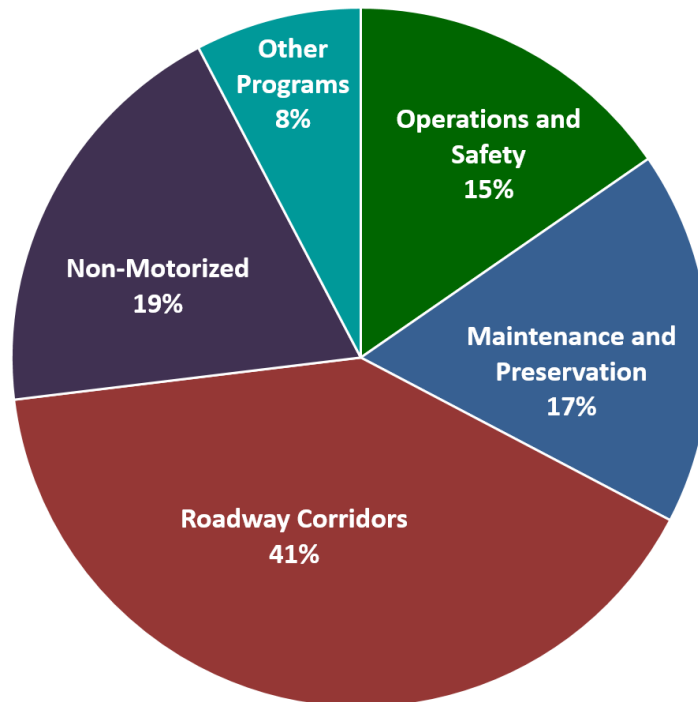


## SUMMARY OF PROJECTS AND PRIORITIZATION

The prioritization of the TIP is influenced by the interconnection and/or interdependence among TIP projects and with projects by other City departments and by other jurisdictions as well as the timing of those transportation projects. Equally important to the prioritization below is the likelihood, the time frame, and the amount of outside funding that will be obtainable to finance transportation projects.

This year's TIP has the following breakdown of projects and are prioritized by category.

**% Breakdown of Projects**



Priority	TIP No.	Project Title	Community Planning Area
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### **Maintenance and Preservation of the Existing Infrastructure**

1	1	Street Overlay	Citywide
2	2	Arterial Rehabilitation Program	Citywide
3	2.1	SW 43rd St Resurfacing, SR 167 to west City Limits	Valley
4	15	Bronson Way Bridge - Seismic Retrofit and Painting	City Center
5	18	Houser Way Bridge - Seismic Retrofit and Painting	City Center
6	27	Williams Ave Bridge - Seismic Retrofit and Painting	City Center
7	9	Sidewalk Rehabilitation and Replacement Program	Citywide
8	10	Bridge Inspection & Repair Program	Citywide
9	40	Nile Ave NE Bridge Replacement	East Plateau



Priority	TIP No.	Project Title	Community Planning Area
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**Corridor Projects**

1	16	<b>Duvall Ave NE Roadway Improvements,</b> <i>NE 7th St to Sunset Blvd NE</i>	Highlands & E. Plateau
2	28	<b>Williams Ave S and Wells Ave S Conversion Project,</b> <i>S Grady Way to N 1st St</i>	City Center
3	21	<b>Park Ave North Extension,</b> <i>Logan Ave N to Southport</i>	City Center
4	22	<b>Rainier Ave S/N Corridor Improvements Phase 4,</b> <i>S 3rd St to NW 3rd Pl</i>	City Center
5	25	<b>South 2nd Street Conversion Project,</b> <i>Rainier Ave S to Main St</i>	City Center
6	43	<b>South 3rd Street Conversion Project,</b> <i>Rainier Ave S to Main St</i>	City Center
7	29	<b>116th Ave SE Improvements,</b> <i>Puget Drive SE to the south City Limits</i>	Benson
8	23	<b>Renton Connector,</b> <i>S 2nd St to S 5th St</i>	City Center
9	26	<b>South/Southwest 7th Street Corridor Improvements,</b> <i>Naches Ave South to Talbot Road South</i>	City Center
10	20	<b>NE Sunset Boulevard (SR 900) Corridor Improvements</b> <i>I-405 to east City Limits</i>	Highlands
11	45	<b>South Lake Washington Transit Stop,</b> <i>vicinity of Southport Dr N and Garden Ave N</i>	City Center
12	30	<b>Carr Road improvements,</b> <i>Lind Ave SW to 116th Ave SE</i>	Talbot & Benson
13	42	<b>Renton Bus Rapid Transit (BRT) Improvements,</b> <i>S Renton Village Pl extension to S Grady Way</i>	City Center
14	34	<b>Lake Washington Blvd N/ Southport Access Improvements,</b> <i>Park Ave N to Gene Coulon Park</i>	City Center
15	44	<b>South Grady Way Multi-Modal Improvements,</b> <i>Talbot Rd South to Rainier Ave South</i>	City Center
16	41	<b>Rainier Ave N Corridor Improvements Phase 5,</b> <i>NW 3rd Pl to City Limits</i>	City Center
17	36	<b>Logan Ave North Improvements,</b> <i>S 2nd St to Park Ave N</i>	City Center
18	39	<b>NE 3rd Street / NE 4th Street Corridor Improvements,</b> <i>Sunset Blvd N to the east City Limits</i>	Highlands & E. Plateau
19	35	<b>Lind Ave SW Roadway Widening,</b> <i>SW 16th St to SW 43rd St</i>	Valley
20	38	<b>Monster Road SW/68th Ave S Roadway Improvements,</b> <i>Monster Rd Bridge and City Limits</i>	Valley
21	48	<b>SW 27th Street/Strander Boulevard Connection,</b> <i>west City limits to Naches Ave SW</i>	Valley



Priority	TIP No.	Project Title	Community Planning Area
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### Operations and Safety

1	4	Roadway Safety and Guardrail Program	Citywide
2	49	Talbot Road S / S 177th St Signalization and Roadway Improvements, adjacent to Valley Medical Center	Talbot
3	24	Renton Elementary and Middle School Crossings	Various
4	5	Intersection Safety & Mobility Program	Citywide
5	6	Traffic Safety Program	Citywide
6	7	Preservation of Traffic Operation Devices Program	Citywide
7	8	Intelligent Transportation Systems (ITS) Program	Citywide
8	37	Maple Valley Highway Barriers, west edge of Riverview Park	Cedar River

### Non-Motorized Projects

1	19	Lake Washington Loop Trail, south perimeter of the Renton Airport	City Center
2	17	Houser Way Intersection and Pedestrian Improvements, between Williams Ave S and Wells Ave S	City Center
3	3	Walkway Program	Citywide
4	11	Barrier-Free Transition Plan Implementation	Citywide
5	31	Houser Way Non-Motorized Improvements, N 8th St to Lake Washington Boulevard	City Center
6	33	Lake to Sound (L2S) Trail, connecting Lake Washington to Puget Sound	Valley & City Center
7	32	Houser Way S/N Non-Motorized Improvements, Mill Ave S to Bronson Way S	City Center
8	47	Sunset Area Green Connections, vicinity of Sunset Area Revitalization Area	Highlands
9	51	Walkway Master Plan	N/A
10	46	Southport Pedestrian Connection	City Center

### Other Programs

1	13	Arterial Circulation Program	Citywide
2	12	Project Development & Pre-Design Program	Citywide
3	50	Transit Master Plan	Citywide
4	14	1 % for the Arts Program	N/A
5	52	I-405/44th Gateway Signage & Green-Scaping Improvements	Kennydale



## SECTION D

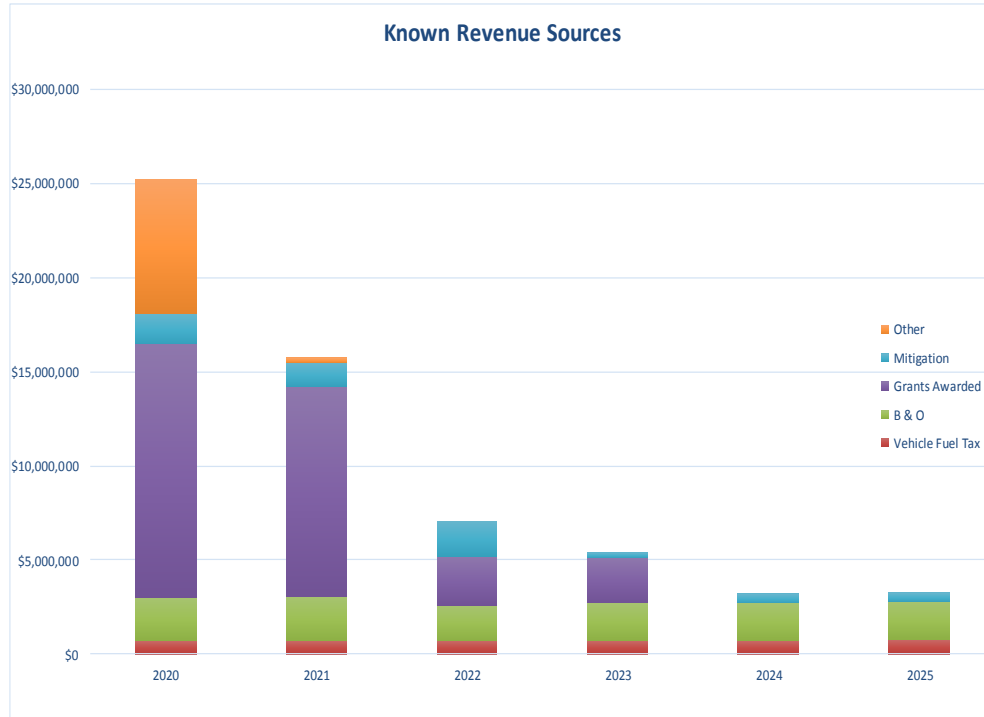
### EXPENDITURES AND REVENUES

2020 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM

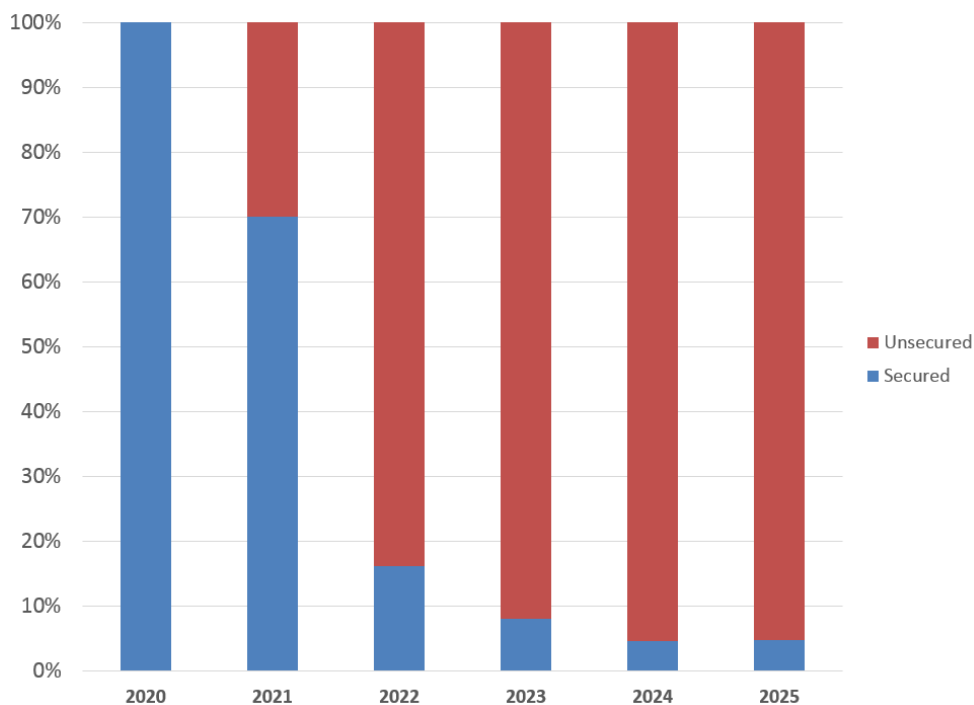


## EXPENDITURES AND REVENUES

The City's revenues consist mainly of vehicle fuel tax, business and occupation tax, and mitigation fees. The City relies heavily on grant funding for the implementation of the larger capital projects. In the instance of the South Lake Washington Revitalization Area, the City was able to utilize Local Revitalization Financing (LRF).



Since projects need to be included in the TIP to be eligible for grants, the projects included in the TIP are projects the City would like to implement in the six-year timeframe if funding were available. The following tables are a snapshot in time of the allocation of revenues for planning purposes. These are subject to change through budget adjustments and actual financial status.



**RESOURCE: VEHICLE FUEL TAX**

TIP No.	Project Title	2020	2021	2022	2023	2024	2025	Six-Year Period Total
1	Street Overlay	\$710,000	\$720,000	\$730,000	\$740,000	\$750,000	\$760,000	\$4,410,000
2	Arterial Rehabilitation Program							
2.1	SW 43rd St Resurfacing							
3	Walkway Program							
4	Roadway Safety and Guardrail Program							
5	Intersection Safety & Mobility Program							
6	Traffic Safety Program							
7	Preservation of Traffic Operation Devices Program							
8	Intelligent Transportation Systems (ITS) Program							
9	Sidewalk Rehabilitation and Replacement Program							
10	Bridge Inspection & Repair Program							
11	Barrier-Free Transition Plan Implementation							
12	Project Development & Pre-Design Program							
13	Arterial Circulation Program							
14	1% for the Arts Program							
15	Bronson Way Bridge - Seismic Retrofit and Painting							
16	Duvall Ave NE Roadway Improvements							
17	Houser Way Intersection and Pedestrian Improvements							
18	Houser Way Bridge - Seismic Retrofit and Painting							
19	Lake Washington Loop Trail							
20	NE Sunset Boulevard (SR 900) Corridor Improvements							
21	Park Ave North Extension							
22	Rainier Ave S/N Corridor Improvements Phase 4							
23	Renton Connector							
24	Renton School Crossings							
25	South 2nd Street Conversion Project							
26	South 7th Street Corridor Improvements							
27	Williams Ave N Bridge Repair							
28	Williams Ave S and Wells Ave S Conversion Project							
29	116th Ave SE Improvements							
30	Carr Road improvements							
31	Houser Way North Widening and Realignment							
32	Houser Way Non-Motorized Improvements							
33	Lake to Sound (L2S) Trail							
34	Lake Wash. Blvd N/ Southport Access Improvements							
35	Lind Ave SW Roadway Widening							
36	Logan Ave North Improvements							
37	Maple Valley Highway Attenuator							
38	Monster Road SW/68th Ave S Roadway Improvements							
39	NE 3rd Street / NE 4th Street Corridor Improvements							
40	Nile Ave NE Bridge Replacement							
41	Rainier Ave N Corridor Improvements Phase 5							
42	Renton Bus Rapid Transit (BRT) Improvements							
43	South 3rd Street Conversion Project							
44	South Grady Way Multi-Modal Improvements							
45	South Lake Washington Transit Stop							
46	Southport Pedestrian Connection							
47	Sunset Area Green Connections							
48	SW 27th Street/Strander Boulevard Connection							
49	Talbot Road S/S 177th St Improvements							
50	Transit Master Plan							
51	Renton Walkway Master Plan							
52	I-405/44th Gateway Signage & Green-Scaping							
<b>TOTAL VEHICLE FUEL TAX</b>		<b>\$710,000</b>	<b>\$720,000</b>	<b>\$730,000</b>	<b>\$740,000</b>	<b>\$750,000</b>	<b>\$760,000</b>	<b>\$4,410,000</b>

**RESOURCE: BUSINESS LICENSE AND BUSINESS & OCCUPATION**

TIP No.	Project Title	2020	2021	2022	2023	2024	2025	Six-Year Period Total
1	Street Overlay	\$460,000	\$490,000	\$530,000	\$560,000	\$600,000	\$640,000	\$3,280,000
2	Arterial Rehabilitation Program			\$510,000	\$530,000	\$550,000	\$570,000	\$2,160,000
2.1	SW 43rd St Resurfacing	\$220,000	\$820,000					\$1,040,000
3	Walkway Program	\$150,000	\$250,000	\$100,000	\$100,000	\$100,000	\$100,000	\$800,000
4	Roadway Safety and Guardrail Program	\$25,000	\$30,000	\$30,000	\$35,000	\$35,000	\$40,000	\$195,000
5	Intersection Safety & Mobility Program							
6	Traffic Safety Program	\$70,000	\$80,000					\$150,000
7	Preservation of Traffic Operation Devices Program	\$20,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$620,000
8	Intelligent Transportation Systems (ITS) Program							
9	Sidewalk Rehabilitation and Replacement Program	\$110,000	\$110,000	\$110,000	\$110,000	\$110,000	\$110,000	\$660,000
10	Bridge Inspection & Repair Program	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$300,000
11	Barrier-Free Transition Plan Implementation	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$480,000
12	Project Development & Pre-Design Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
13	Arterial Circulation Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
14	1% for the Arts Program	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000
15	Bronson Way Bridge - Seismic Retrofit and Painting							
16	Duvall Ave NE Roadway Improvements							
17	Houser Way Intersection and Pedestrian Improvements							
18	Houser Way Bridge - Seismic Retrofit and Painting							
19	Lake Washington Loop Trail	\$279,250						\$279,250
20	NE Sunset Boulevard (SR 900) Corridor Improvements	\$258,883						\$258,883
21	Park Ave North Extension							
22	Rainier Ave S/N Corridor Improvements Phase 4							
23	Renton Connector							
24	Renton School Crossings							
25	South 2nd Street Conversion Project							
26	South 7th Street Corridor Improvements							
27	Williams Ave N Bridge Repair	\$27,000		\$8,775	\$98,775			\$134,550
28	Williams Ave S and Wells Ave S Conversion Project	\$180,000						\$180,000
29	116th Ave SE Improvements							
30	Carr Road improvements							
31	Houser Way North Widening and Realignment							
32	Houser Way Non-Motorized Improvements							
33	Lake to Sound (L2S) Trail							
34	Lake Wash. Blvd N/ Southport Access Improvements							
35	Lind Ave SW Roadway Widening							
36	Logan Ave North Improvements							
37	Maple Valley Highway Attenuator							
38	Monster Road SW/68th Ave S Roadway Improvements							
39	NE 3rd Street / NE 4th Street Corridor Improvements							
40	Nile Ave NE Bridge Replacement	\$50,000						\$50,000
41	Rainier Ave N Corridor Improvements Phase 5							
42	Renton Bus Rapid Transit (BRT) Improvements							
43	South 3rd Street Conversion Project							
44	South Grady Way Multi-Modal Improvements							
45	South Lake Washington Transit Stop							
46	Southport Pedestrian Connection							
47	Sunset Area Green Connections							
48	SW 27th Street/Strander Boulevard Connection							
49	Talbot Road S/S 177th St Improvements							
50	Transit Master Plan							
51	Walkway Master Plan							
52	I-405/44th Gateway Signage & Green-Scaping							
<b>TOTAL B&amp;O SHARE</b>		<b>\$2,295,133</b>	<b>\$2,345,000</b>	<b>\$1,853,775</b>	<b>\$1,998,775</b>	<b>\$1,960,000</b>	<b>\$2,025,000</b>	<b>\$12,477,683</b>

**RESOURCE: GRANTS AWARDED**

TIP No.	Project Title	2020	2021	2022	2023	2024	2025	Six-Year Period Total
1	Street Overlay							
2	Arterial Rehabilitation Program							
2.1	SW 43rd St Resurfacing		\$1,000,000					\$1,000,000
3	Walkway Program							
4	Roadway Safety and Guardrail Program							
5	Intersection Safety & Mobility Program							
6	Traffic Safety Program							
7	Preservation of Traffic Operation Devices Program							
8	Intelligent Transportation Systems (ITS) Program							
9	Sidewalk Rehabilitation and Replacement Program							
10	Bridge Inspection & Repair Program							
11	Barrier-Free Transition Plan Implementation							
12	Project Development & Pre-Design Program							
13	Arterial Circulation Program							
14	1% for the Arts Program							
15	Bronson Way Bridge - Seismic Retrofit and Painting	\$400,000	\$2,510,000					\$2,910,000
16	Duvall Ave NE Roadway Improvements	4,918,649						\$4,918,649
17	Houser Way Intersection and Pedestrian Improvements	\$375,000						\$375,000
18	Houser Way Bridge - Seismic Retrofit and Painting	\$336,550	\$50,000	\$2,531,900				\$2,918,450
19	Lake Washington Loop Trail	\$1,145,750						\$1,145,750
20	NE Sunset Boulevard (SR 900) Corridor Improvements	\$364,591						\$364,591
21	Park Ave North Extension							
22	Rainier Ave S/N Corridor Improvements Phase 4	\$1,358,000	\$5,800,000					\$7,158,000
23	Renton Connector	\$700,000	\$800,000					\$1,500,000
24	Renton School Crossings	\$488,700						\$488,700
25	South 2nd Street Conversion Project	\$600,000	\$740,750					\$1,340,750
26	South 7th Street Corridor Improvements							
27	Williams Ave N Bridge Repair	\$173,000	\$216,250	\$112,450	\$2,405,450			\$2,907,150
28	Williams Ave S and Wells Ave S Conversion Project	\$2,645,931						\$2,645,931
29	116th Ave SE Improvements							
30	Carr Road improvements							
31	Houser Way North Widening and Realignment							
32	Houser Way Non-Motorized Improvements							
33	Lake to Sound (L2S) Trail							
34	Lake Wash. Blvd N/ Southport Access Improvements							
35	Lind Ave SW Roadway Widening							
36	Logan Ave North Improvements							
37	Maple Valley Highway Attenuator							
38	Monster Road SW/68th Ave S Roadway Improvements							
39	NE 3rd Street / NE 4th Street Corridor Improvements							
40	Nile Ave NE Bridge Replacement							
41	Rainier Ave N Corridor Improvements Phase 5							
42	Renton Bus Rapid Transit (BRT) Improvements							
43	South 3rd Street Conversion Project							
44	South Grady Way Multi-Modal Improvements							
45	South Lake Washington Transit Stop							
46	Southport Pedestrian Connection							
47	Sunset Area Green Connections							
48	SW 27th Street/Strander Boulevard Connection							
49	Talbot Road S/S 177th St Improvements							
50	Transit Master Plan							
51	Walkway Master Plan							
52	I-405/44th Gateway Signage & Green-Scaping							
<b>TOTAL GRANTS AWARDED</b>		<b>\$13,506,171</b>	<b>\$11,117,000</b>	<b>\$2,644,350</b>	<b>\$2,405,450</b>			<b>\$29,672,971</b>

**RESOURCE: MITIGATION (IMPACT FEES)**

TIP No.	Project Title	2020	2021	2022	2023	2024	2025	Six-Year Period Total
1	Street Overlay							
2	Arterial Rehabilitation Program							
2.1	SW 43rd St Resurfacing							
3	Walkway Program							
4	Roadway Safety and Guardrail Program							
5	Intersection Safety & Mobility Program	\$200,000	\$250,000	\$350,000				\$800,000
6	Traffic Safety Program	\$80,000	\$60,000					\$140,000
7	Preservation of Traffic Operation Devices Program							
8	Intelligent Transportation Systems (ITS) Program	\$60,000	\$60,000					\$120,000
9	Sidewalk Rehabilitation and Replacement Program							
10	Bridge Inspection & Repair Program							
11	Barrier-Free Transition Plan Implementation							
12	Project Development & Pre-Design Program							
13	Arterial Circulation Program							
14	1% for the Arts Program							
15	Bronson Way Bridge - Seismic Retrofit and Painting							
16	Duvall Ave NE Roadway Improvements	1,158,481						\$1,158,481
17	Houser Way Intersection and Pedestrian Improvements							
18	Houser Way Bridge - Seismic Retrofit and Painting							
19	Lake Washington Loop Trail							
20	NE Sunset Boulevard (SR 900) Corridor Improvements							
21	Park Ave North Extension							
22	Rainier Ave S/N Corridor Improvements Phase 4	\$93,323	\$900,000	\$1,395,000	\$150,000			\$2,538,323
23	Renton Connector							
24	Renton School Crossings							
25	South 2nd Street Conversion Project							
26	South 7th Street Corridor Improvements							
27	Williams Ave N Bridge Repair							
28	Williams Ave S and Wells Ave S Conversion Project							
29	116th Ave SE Improvements							
30	Carr Road improvements				\$100,000	\$500,000	\$500,000	\$1,100,000
31	Houser Way North Widening and Realignment							
32	Houser Way Non-Motorized Improvements							
33	Lake to Sound (L2S) Trail							
34	Lake Wash. Blvd N/ Southport Access Improvements							
35	Lind Ave SW Roadway Widening							
36	Logan Ave North Improvements							
37	Maple Valley Highway Attenuator							
38	Monster Road SW/68th Ave S Roadway Improvements							
39	NE 3rd Street / NE 4th Street Corridor Improvements							
40	Nile Ave NE Bridge Replacement							
41	Rainier Ave N Corridor Improvements Phase 5			\$100,000				\$100,000
42	Renton Bus Rapid Transit (BRT) Improvements							
43	South 3rd Street Conversion Project							
44	South Grady Way Multi-Modal Improvements							
45	South Lake Washington Transit Stop							
46	Southport Pedestrian Connection							
47	Sunset Area Green Connections							
48	SW 27th Street/Strander Boulevard Connection							
49	Talbot Road S/S 177th St Improvements							
50	Transit Master Plan							
51	Walkway Master Plan							
52	I-405/44th Gateway Signage & Green-Scaping							
<b>TOTAL MITIGATION</b>		<b>\$1,591,804</b>	<b>\$1,270,000</b>	<b>\$1,845,000</b>	<b>\$250,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$5,956,804</b>

**RESOURCE: OTHER (Developer Contributions, Other Agencies, LRF, Gen. Fund Transfers, etc)**

TIP No.	Project Title	2020	2021	2022	2023	2024	2025	Six-Year Period Total
1	Street Overlay							
2	Arterial Rehabilitation Program							
2.1	SW 43rd St Resurfacing							
3	Walkway Program							
4	Roadway Safety and Guardrail Program							
5	Intersection Safety & Mobility Program							
6	Traffic Safety Program	\$50,000						\$50,000
7	Preservation of Traffic Operation Devices Program							
8	Intelligent Transportation Systems (ITS) Program							
9	Sidewalk Rehabilitation and Replacement Program							
10	Bridge Inspection & Repair Program							
11	Barrier-Free Transition Plan Implementation							
12	Project Development & Pre-Design Program							
13	Arterial Circulation Program							
14	1% for the Arts Program							
15	Bronson Way Bridge - Seismic Retrofit and Painting							
16	Duvall Ave NE Roadway Improvements							
17	Houser Way Intersection and Pedestrian Improvements							
18	Houser Way Bridge - Seismic Retrofit and Painting							
19	Lake Washington Loop Trail							
20	NE Sunset Boulevard (SR 900) Corridor Improvements							
21	Park Ave North Extension	\$4,754,696						\$4,754,696
22	Rainier Ave S/N Corridor Improvements Phase 4							
23	Renton Connector							
24	Renton School Crossings							
25	South 2nd Street Conversion Project							
26	South 7th Street Corridor Improvements							
27	Williams Ave N Bridge Repair							
28	Williams Ave S and Wells Ave S Conversion Project	\$2,302,648						\$2,302,648
29	116th Ave SE Improvements							
30	Carr Road improvements							
31	Houser Way North Widening and Realignment							
32	Houser Way Non-Motorized Improvements							
33	Lake to Sound (L2S) Trail							
34	Lake Wash. Blvd N/ Southport Access Improvements							
35	Lind Ave SW Roadway Widening							
36	Logan Ave North Improvements							
37	Maple Valley Highway Attenuator							
38	Monster Road SW/68th Ave S Roadway Improvements							
39	NE 3rd Street / NE 4th Street Corridor Improvements							
40	Nile Ave NE Bridge Replacement							
41	Rainier Ave N Corridor Improvements Phase 5							
42	Renton Bus Rapid Transit (BRT) Improvements							
43	South 3rd Street Conversion Project							
44	South Grady Way Multi-Modal Improvements							
45	South Lake Washington Transit Stop							
46	Southport Pedestrian Connection							
47	Sunset Area Green Connections							
48	SW 27th Street/Strander Boulevard Connection							
49	Talbot Road S/S 177th St Improvements							
50	Transit Master Plan							
51	Walkway Master Plan							
52	I-405/44th Gateway Signage & Green-Scaping		\$266,700					\$266,700
<b>TOTAL OTHER SOURCES</b>		<b>\$7,107,344</b>	<b>\$266,700</b>					<b>\$7,374,044</b>

**RESOURCE: UNDETERMINED**

TIP No.	Project Title	2020	2021	2022	2023	2024	2025	Six-Year Period Total
1	Street Overlay			\$910,000	\$960,000	\$1,010,000	\$1,060,000	\$3,940,000
2	Arterial Rehabilitation Program			\$520,000	\$550,000	\$580,000	\$610,000	\$2,260,000
2.1	SW 43rd St Resurfacing							
3	Walkway Program			\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
4	Roadway Safety and Guardrail Program							
5	Intersection Safety & Mobility Program				\$350,000	\$350,000	\$350,000	\$1,050,000
6	Traffic Safety Program			\$150,000	\$150,000	\$150,000	\$150,000	\$600,000
7	Preservation of Traffic Operation Devices Program							
8	Intelligent Transportation Systems (ITS) Program			\$60,000	\$60,000	\$60,000	\$60,000	\$240,000
9	Sidewalk Rehabilitation and Replacement Program							
10	Bridge Inspection & Repair Program				\$50,000	\$50,000	\$50,000	\$150,000
11	Barrier-Free Transition Plan Implementation			\$80,000	\$80,000	\$80,000	\$80,000	\$320,000
12	Project Development & Pre-Design Program							
13	Arterial Circulation Program							
14	1% for the Arts Program							
15	Bronson Way Bridge - Seismic Retrofit and Painting							
16	Duvall Ave NE Roadway Improvements							
17	Houser Way Intersection and Pedestrian Improvements							
18	Houser Way Bridge - Seismic Retrofit and Painting							
19	Lake Washington Loop Trail			\$1,200,000	\$950,000	\$3,250,000		\$5,400,000
20	NE Sunset Boulevard (SR 900) Corridor Improvements	\$2,750,000	\$7,550,000	\$6,850,000	\$6,450,000	\$6,250,000		\$29,850,000
21	Park Ave North Extension							
22	Rainier Ave S/N Corridor Improvements Phase 4	\$2,600,000	\$4,455,000					\$7,055,000
23	Renton Connector			\$3,363,000	\$8,850,000			\$12,213,000
24	Renton School Crossings							
25	South 2nd Street Conversion Project			\$7,800,000	\$7,800,000			\$15,600,000
26	South 7th Street Corridor Improvements	\$200,000	\$372,300	\$1,962,220	\$8,301,780	\$4,508,928		\$15,345,228
27	Williams Ave N Bridge Repair							
28	Williams Ave S and Wells Ave S Conversion Project							
29	116th Ave SE Improvements			\$1,600,000	\$3,700,000	\$2,600,000	\$2,200,000	\$10,100,000
30	Carr Road improvements							
31	Houser Way North Widening and Realignment				\$1,065,000	\$1,560,000	\$2,340,000	\$4,965,000
32	Houser Way Non-Motorized Improvements				\$385,000	\$836,000	\$966,000	\$2,187,000
33	Lake to Sound (L2S) Trail							
34	Lake Wash. Blvd N/ Southport Access Improvements							
35	Lind Ave SW Roadway Widening				\$400,000	\$1,650,000	\$2,350,000	\$4,400,000
36	Logan Ave North Improvements					\$1,240,000	\$10,000,000	\$11,240,000
37	Maple Valley Highway Attenuator			\$299,035	\$2,838,865			\$3,137,900
38	Monster Road SW/68th Ave S Roadway Improvements					\$50,000	\$8,000,000	\$8,050,000
39	NE 3rd Street / NE 4th Street Corridor Improvements	\$100,000	\$750,000	\$4,190,000	\$5,180,000	\$3,200,000		\$13,420,000
40	Nile Ave NE Bridge Replacement							
41	Rainier Ave N Corridor Improvements Phase 5				\$2,000,000	\$1,000,000	\$7,000,000	\$10,000,000
42	Renton Bus Rapid Transit (BRT) Improvements				\$3,195,000	\$9,052,500	\$9,052,500	\$21,300,000
43	South 3rd Street Conversion Project			\$4,000,000	\$6,500,000	\$10,700,000		\$21,200,000
44	South Grady Way Multi-Modal Improvements	\$100,000	\$600,000	\$2,060,000	\$1,920,000			\$4,680,000
45	South Lake Washington Transit Stop	\$600,000	\$1,875,000	\$1,875,000				\$4,350,000
46	Southport Pedestrian Connection			\$500,000	\$500,000			\$1,000,000
47	Sunset Area Green Connections				\$3,600,000	\$10,700,000	\$7,900,000	\$22,200,000
48	SW 27th Street/Strander Boulevard Connection							
49	Talbot Road S/S 177th St Improvements							
50	Transit Master Plan			\$300,000	\$200,000			\$500,000
51	Walkway Master Plan		\$300,000	\$200,000				\$500,000
52	I-405/44th Gateway Signage & Green-Scaping							
<b>TOTAL UNDETERMINED SOURCES</b>			<b>\$6,650,000</b>	<b>\$36,734,335</b>	<b>\$61,271,085</b>	<b>\$66,920,280</b>	<b>\$66,277,428</b>	<b>\$237,853,128</b>

**SUMMARY OF PROJECT EXPENDITURES**

TIP No.	Project Title	2020	2021	2022	2023	2024	2025	Six-Year Period Total
1	Street Overlay	\$1,170,000	\$1,210,000	\$2,170,000	\$2,260,000	\$2,360,000	\$2,460,000	\$11,630,000
2	Arterial Rehabilitation Program			\$1,030,000	\$1,080,000	\$1,130,000	\$1,180,000	\$4,420,000
2.1	SW 43rd St Resurfacing	\$220,000	\$1,820,000					\$2,040,000
3	Walkway Program	\$150,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,400,000
4	Roadway Safety and Guardrail Program	\$25,000	\$30,000	\$30,000	\$35,000	\$35,000	\$40,000	\$195,000
5	Intersection Safety & Mobility Program	\$200,000	\$250,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,850,000
6	Traffic Safety Program	\$200,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$950,000
7	Preservation of Traffic Operation Devices Program	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$720,000
8	Intelligent Transportation Systems (ITS) Program	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$360,000
9	Sidewalk Rehabilitation and Replacement Program	\$110,000	\$110,000	\$110,000	\$110,000	\$110,000	\$110,000	\$660,000
10	Bridge Inspection & Repair Program	\$50,000	\$50,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
11	Barrier-Free Transition Plan Implementation	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$80,000	\$480,000
12	Project Development & Pre-Design Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
13	Arterial Circulation Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$900,000
14	1% for the Arts Program	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$90,000
15	Bronson Way Bridge - Seismic Retrofit and Painting	\$400,000	\$2,510,000					\$2,910,000
16	Duvall Ave NE Roadway Improvements	\$6,077,130						\$6,077,130
17	Houser Way Intersection and Pedestrian Improvements	\$375,000						\$375,000
18	Houser Way Bridge - Seismic Retrofit and Painting	\$400,000	\$180,000	\$2,624,450				\$3,204,450
19	Lake Washington Loop Trail	\$1,425,000		\$1,200,000	\$950,000	\$3,250,000		\$6,825,000
20	NE Sunset Boulevard (SR 900) Corridor Improvements	\$750,000	\$2,750,000	\$7,550,000	\$6,850,000	\$6,450,000	\$6,250,000	\$30,600,000
21	Park Ave North Extension	\$625,000						\$625,000
22	Rainier Ave S/N Corridor Improvements Phase 4	\$1,451,323	\$9,300,000	\$5,850,000	\$150,000			\$16,751,323
23	Renton Connector	\$835,000	\$936,000	\$3,363,000	\$8,850,000			\$13,984,000
24	Renton School Crossings	\$488,700						\$488,700
25	South 2nd Street Conversion Project	\$700,000	\$851,000	\$7,800,000	\$7,800,000			\$17,151,000
26	South 7th Street Corridor Improvements		\$200,000	\$372,300	\$1,962,220	\$8,301,780	\$4,508,928	\$15,345,228
27	Williams Ave N Bridge Repair	\$200,000	\$250,000	\$130,000	\$2,610,450			\$3,190,450
28	Williams Ave S and Wells Ave S Conversion Project	\$5,128,579						\$5,128,579
29	116th Ave SE Improvements			\$1,600,000	\$3,700,000	\$2,600,000	\$2,200,000	\$10,100,000
30	Carr Road improvements				\$100,000	\$500,000	\$500,000	\$1,100,000
31	Houser Way North Widening and Realignment				\$1,065,000	\$1,560,000	\$2,340,000	\$4,965,000
32	Houser Way Non-Motorized Improvements				\$385,000	\$836,000	\$966,000	\$2,187,000
33	Lake to Sound (L2S) Trail							
34	Lake Wash. Blvd N/ Southport Access Improvements							
35	Lind Ave SW Roadway Widening				\$400,000	\$1,650,000	\$2,350,000	\$4,400,000
36	Logan Ave North Improvements					\$1,240,000	\$10,000,000	\$11,240,000
37	Maple Valley Highway Attenuator			\$299,035	\$2,838,865			\$3,137,900
38	Monster Road SW/68th Ave S Roadway Improvements					\$50,000	\$8,000,000	\$8,050,000
39	NE 3rd Street / NE 4th Street Corridor Improvements		\$100,000	\$750,000	\$4,190,000	\$5,180,000	\$3,200,000	\$13,420,000
40	Nile Ave NE Bridge Replacement	\$50,000	\$200,000					\$250,000
41	Rainier Ave N Corridor Improvements Phase 5			\$100,000	\$2,000,000	\$1,000,000	\$7,000,000	\$10,100,000
42	Renton Bus Rapid Transit (BRT) Improvements				\$3,195,000	\$9,052,500	\$9,052,500	\$21,300,000
43	South 3rd Street Conversion Project			\$4,000,000	\$6,500,000	\$10,700,000		\$21,200,000
44	South Grady Way Multi-Modal Improvements		\$100,000	\$600,000	\$2,060,000	\$1,920,000		\$4,680,000
45	South Lake Washington Transit Stop		\$600,000	\$1,875,000	\$1,875,000			\$4,350,000
46	Southport Pedestrian Connection			\$500,000	\$500,000			\$1,000,000
47	Sunset Area Green Connections				\$3,600,000	\$10,700,000	\$7,900,000	\$22,200,000
48	SW 27th Street/Strander Boulevard Connection							
49	Talbot Road S/S 177th St Improvements							
50	Transit Master Plan			\$300,000	\$200,000			\$500,000
51	Walkway Master Plan		\$300,000	\$200,000				\$500,000
52	I-405/44th Gateway Signage & Green-Scaping		\$266,700					\$266,700
<b>TOTAL EXPENDITURES</b>		<b>\$21,605,732</b>	<b>\$22,988,700</b>	<b>\$43,878,785</b>	<b>\$66,691,535</b>	<b>\$70,050,280</b>	<b>\$69,482,428</b>	<b>\$294,697,460</b>





**SECTION E**

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**PROJECT DESCRIPTIONS**

2020 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Street Overlay**

**TIP NO. 1**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** various

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☒ Preservation  
☐ Safety/Operations

**Project #:** 122108

**Project Description:**

This program funds the resurfacing and repairing of neighborhood (local), collector streets and alleyways. Installation of ADA-compliant curb ramps is incorporated into the overlay program in accordance to federal requirements.

**Purpose:**

To extend the useful life of the pavement surface and reduce the need for roadway reconstruction.

**Status/Changes:**

The 2018 "Pavement Management Program State of the Streets Report" rated the average Pavement Condition Index (PCI) as 67, prepared by a Consultant. The work for the overlay was separated into concrete work and pavement work.

Expenditures & Resources	TOTAL	2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	604,000	4,000	100,000	100,000	100,000	100,000	100,000	100,000
Right of Way	-	-	-	-	-	-	-	-
Construction	12,513,265	1,483,265	1,070,000	1,110,000	2,070,000	2,160,000	2,260,000	2,360,000
<b>Total Expenses</b>	<b>13,117,265</b>	<b>1,487,265</b>	<b>1,170,000</b>	<b>1,210,000</b>	<b>2,170,000</b>	<b>2,260,000</b>	<b>2,360,000</b>	<b>2,460,000</b>
<b>Resources:</b>								
Local/City	9,177,265	1,487,265	1,170,000	1,210,000	1,260,000	1,300,000	1,350,000	1,400,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	3,940,000	-	-	-	910,000	960,000	1,010,000	1,060,000
<b>Total Resources</b>	<b>13,117,265</b>	<b>1,487,265</b>	<b>1,170,000</b>	<b>1,210,000</b>	<b>2,170,000</b>	<b>2,260,000</b>	<b>2,360,000</b>	<b>2,460,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Arterial Rehabilitation**

**TIP NO. 2**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** various

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☒ Preservation  
☐ Safety/Operations

**Project #:** 122186

**Project Description:**

This program funds the resurfacing and repairing of principal and minor arterial streets. Installation of ADA-compliant curb ramps is incorporated into the overlay program in accordance to federal requirements. This program provides the City match for federally funded pavement restoration projects.

**Purpose:**

To extend the useful life of the pavement surface and reduce the need for roadway reconstruction.

**Status/Changes:**

The 2018 "Pavement Management Program State of the Streets Report" rated the average Pavement Condition Index (PCI) as 67, prepared by a Consultant. Expenditures and Funds for years 2020 & 2021 are reflected in the project sheet for SW 43rd Preservation (TIP #2.2).

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	4,420,000	-	-	-	1,030,000	1,080,000	1,130,000	1,180,000
<b>Total Expenses</b>	<b>4,420,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,030,000</b>	<b>1,080,000</b>	<b>1,130,000</b>	<b>1,180,000</b>
<b>Resources:</b>								
Local/City	2,160,000	-	-	-	510,000	530,000	550,000	570,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	2,260,000	-	-	-	520,000	550,000	580,000	610,000
<b>Total Resources</b>	<b>4,420,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,030,000</b>	<b>1,080,000</b>	<b>1,130,000</b>	<b>1,180,000</b>

RESOLUTION NO. 4389  
**2020 - 2025**  
**Transportation Improvement Program**

**Arterial Rehabilitation - SW 43rd St Pavement Preservation**

**TIP NO. 2.1**

**PROJECT**

**Planning Area:** Valley  
**Functional Class:** Principal Arterial  
**Project Length:** 1.14 mi

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☒ Preservation  
☐ Safety/Operations

**Project #:** 122999

**Project Description:**

This project will resurface the roadway from the western city limits to the SR 167 Ramps, except where there are existing concrete panels. This project will also upgrade all intersection ramps to current ADA standards as well as install and replace all delineation to City of Renton standards. Also included in this project are the adjustment or evaluation for replacement of existing features affected by resurfacing such as monuments, catch basins, or drainage grates.

**Purpose:**

To extend the useful life of SW 43rd St and improve public safety.

**Status/Changes:**

The City was awarded a \$1,000,000 STP grant for Pavement Preservation in 2018.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	220,000	-	220,000	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	1,820,000	-	-	1,820,000	-	-	-	-
<b>Total Expenses</b>	<b>2,040,000</b>	<b>-</b>	<b>220,000</b>	<b>1,820,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	1,040,000	-	220,000	820,000	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	1,000,000	-	-	1,000,000	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>2,040,000</b>	<b>-</b>	<b>220,000</b>	<b>1,820,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Walkway Program**

**TIP NO. 3**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☒ Non-Motorized  
☐ Preservation  
☐ Safety/Operations

**Project #:** 120009

**Project Description:**

This program provides for the design and construction of non-motorized transportation facilities for pedestrians as well as provide City match funding for larger federal and state funded projects. This fund can also be used as City/local match for grant applications.

**Purpose:**

To provide safe and convenient non-motorized facilities to complete the city-wide transportation network. Specific improvements will respond to the needs of school children, the elderly and persons with disabilities, and support increased use of transit.

**Status/Changes:**

Applied for Sound Transit System Access Funds for SW 7th St. If awarded, this would utilize funding FY 2020 & 2021.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	35,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
Design	175,000	25,000	25,000	25,000	25,000	25,000	25,000	25,000
Right of Way	-	-	-	-	-	-	-	-
Construction	1,300,000	80,000	120,000	220,000	220,000	220,000	220,000	220,000
<b>Total Expenses</b>	<b>1,510,000</b>	<b>110,000</b>	<b>150,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>
<b>Resources:</b>								
Local/City	910,000	110,000	150,000	250,000	100,000	100,000	100,000	100,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	600,000	-	-	-	150,000	150,000	150,000	150,000
<b>Total Resources</b>	<b>1,510,000</b>	<b>110,000</b>	<b>150,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>	<b>250,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Roadway Safety and Guardrail Program**

**TIP NO. 4**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☐ Preservation  
☒ Safety/Operations

**Project #:** 120110

**Project Description:**

This program will provide guardrail improvements each year and improve the safety of the roadside environment.

**Purpose:**

To implement roadside safety improvements including barrier systems and hazardous object removal.

**Status/Changes:**

This program will develop a policy and standardized criteria for barriers and selection of projects.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	21,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Right of Way	-	-	-	-	-	-	-	-
Construction	480,286	303,286	22,000	27,000	27,000	32,000	32,000	37,000
<b>Total Expenses</b>	<b>501,286</b>	<b>306,286</b>	<b>25,000</b>	<b>30,000</b>	<b>30,000</b>	<b>35,000</b>	<b>35,000</b>	<b>40,000</b>
<b>Resources:</b>								
Local/City	501,286	306,286	25,000	30,000	30,000	35,000	35,000	40,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>501,286</b>	<b>306,286</b>	<b>25,000</b>	<b>30,000</b>	<b>30,000</b>	<b>35,000</b>	<b>35,000</b>	<b>40,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Intersection Safety & Mobility Program**

**TIP NO. 5**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☐ Preservation  
☒ Safety/Operations

**Project #:** 122601

**Project Description:**

This program will install new traffic signals, central signal system upgrades or make improvements to existing signals to improve traffic signal operations. Historically, one traffic signal is designed and constructed every 2-3 years to meet safety and mobility needs.

**Purpose:**

To meet safety and mobility needs, new traffic signals are needed to meet increasing demand for signalized traffic control. Elements used to prioritize project intersections may include vehicular approach volumes, accident analysis, signal-warrant analysis, and pedestrian volume.

**Status/Changes:**

Preliminary engineering and design began in 2018 for SW 41st St. and Oakesdale Ave SW. Construction is expected to be completed in 2020.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	315,000	45,000	45,000	45,000	45,000	45,000	45,000	45,000
Right of Way	-	-	-	-	-	-	-	-
Construction	1,885,348	305,348	155,000	205,000	305,000	305,000	305,000	305,000
<b>Total Expenses</b>	<b>2,200,348</b>	<b>350,348</b>	<b>200,000</b>	<b>250,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>
<b>Resources:</b>								
Local/City	100,348	100,348	-	-	-	-	-	-
Mitigation	1,050,000	250,000	200,000	250,000	350,000	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	1,050,000	-	-	-	-	350,000	350,000	350,000
<b>Total Resources</b>	<b>2,200,348</b>	<b>350,348</b>	<b>200,000</b>	<b>250,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>	<b>350,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Traffic Safety Program**

**TIP NO. 6**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☐ Preservation  
☒ Safety/Operations

**Project #:** 122115

**Project Description:**

This program funds small-scale traffic safety improvements that require materials, labor, or equipment. These type of improvements include, but are not limited to, converting school zone signs to electronic operation, installation of pedestrian safety traffic signals, radar speed signs, and physical devices for traffic calming.

**Purpose:**

To address traffic safety concerns, increase pedestrian/bicycle safety, and help encourage responsible driving through engineering.

**Status/Changes:**

Ongoing based on requests received by public and city staff for evaluation and analysis.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	32,124	32,124	-	-	-	-	-	-
Design	140,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Right of Way	-	-	-	-	-	-	-	-
Construction	1,067,876	237,876	180,000	130,000	130,000	130,000	130,000	130,000
<b>Total Expenses</b>	<b>1,240,000</b>	<b>290,000</b>	<b>200,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>
<b>Resources:</b>								
Local/City	490,000	280,000	120,000	90,000	-	-	-	-
Mitigation	150,000	10,000	80,000	60,000	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	600,000	-	-	-	150,000	150,000	150,000	150,000
<b>Total Resources</b>	<b>1,240,000</b>	<b>290,000</b>	<b>200,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Preservation of Traffic Operation Devices**

**TIP NO. 7**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☐ Preservation  
☒ Safety/Operations

**Project #:** 122904

**Project Description:**

The City of Renton owns and operates 135 traffic signals, 4800+ street lights, 700+ lane miles and 12,000+ signs. This program replaces video detection cameras, signal heads, signal cabinets, UPS batteries and LED indications as needed based on the findings from yearly maintenance programs. This program also provides for new/replacement of traffic signs, luminaire and signal poles, as well as pavement markings and curbing.

**Purpose:**

To maintain the City's traffic signals operating as efficiently as possible and to maintain the retroreflectivity of all the traffic signs.

**Status/Changes:**

Ongoing based on findings of yearly maintenance programs and engineering work orders.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	983,527	263,527	120,000	120,000	120,000	120,000	120,000	120,000
<b>Total Expenses</b>	<b>983,527</b>	<b>263,527</b>	<b>120,000</b>	<b>120,000</b>	<b>120,000</b>	<b>120,000</b>	<b>120,000</b>	<b>120,000</b>
<b>Resources:</b>								
Local/City	983,527	263,527	120,000	120,000	120,000	120,000	120,000	120,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>983,527</b>	<b>263,527</b>	<b>120,000</b>	<b>120,000</b>	<b>120,000</b>	<b>120,000</b>	<b>120,000</b>	<b>120,000</b>

2020 - 2025

## Transportation Improvement Program

## Intelligent Transportation Systems (ITS) Program

TIP NO. 8

## PROGRAM

Planning Area: Citywide

Functional Class: various

Project Length: N/A

## Work Elements:

- ☐ Corridor
- ☐ Non-Motorized
- ☐ Preservation
- ☒ Safety/Operations

Project #: 122162

## Project Description:

Intelligent Transportation Systems (ITS) includes physical tools and technologies such as signal controller upgrades, fiber optic communication, supporting communication equipment, cameras for monitoring traffic congestion and effects of signal timing, a data management system, dynamic message signs and transit signal priority.

## Purpose:

To maximize the operations and efficiency of the roadway system without adding additional capacity.

## Status/Changes:

This program is currently in the process of installing fiber communications and expanding adaptive signal control which affects 70% of the City's traffic signals.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	10,000	10,000	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	441,985	81,985	60,000	60,000	60,000	60,000	60,000	60,000
<b>Total Expenses</b>	<b>451,985</b>	<b>91,985</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>
<b>Resources:</b>								
Local/City	31,985	31,985	-	-	-	-	-	-
Mitigation	180,000	60,000	60,000	60,000	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	240,000	-	-	-	60,000	60,000	60,000	60,000
<b>Total Resources</b>	<b>451,985</b>	<b>91,985</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>	<b>60,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Sidewalk Rehabilitation and Replacement Program**

**TIP NO. 9**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☒ Preservation  
☐ Safety/Operations

**Project #:** 122801

**Project Description:**

This program provides for the replacement of existing curb and gutter, sidewalks, and curb ramps where such facilities have deteriorated or have been damaged.

**Purpose:**

To address existing sidewalk deficiencies and provide safer facilities for pedestrians on neighborhood streets.

**Status/Changes:**

Staff continue to receive location requests from the public and other staff for review and prioritization.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	7,929	7,929	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	1,238,929	578,929	110,000	110,000	110,000	110,000	110,000	110,000
<b>Total Expenses</b>	<b>1,246,858</b>	<b>586,858</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>
<b>Resources:</b>								
Local/City	1,246,858	586,858	110,000	110,000	110,000	110,000	110,000	110,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>1,246,858</b>	<b>586,858</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>	<b>110,000</b>

2020 - 2025

## Transportation Improvement Program

## Bridge Inspection and Repair Program

TIP NO. 10

## PROGRAM

Planning Area: Citywide

Functional Class: various

Project Length: N/A

## Work Elements:

- ☐ Corridor
- ☐ Non-Motorized
- ☒ Preservation
- ☐ Safety/Operations

Project #: 120106

## Project Description:

Per Federal Regulations, the City is required to perform a bridge condition inspection for all bridges, located in the public right-of-way and open for public use, that span 20-ft or more. As WSDOT recommends, this program includes the inspection of the 27 city-owned bridge structures, every two years, to monitor the condition of bridge elements to identify structural deficiencies in need of repair.

## Purpose:

The goals of the program are to keep the bridges open and safe for public use, preserve bridge infrastructure by maximizing the useful life through active maintenance, retrofitting and rehabilitation, and replace bridges with reliable new structures when repair or rehabilitation is not feasible.

## Status/Changes:

Funds shown under construction are for minor repairs to bridge structures.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	317,000	117,000	20,000	20,000	40,000	40,000	40,000	40,000
Right of Way	-	-	-	-	-	-	-	-
Construction	410,000	110,000	30,000	30,000	60,000	60,000	60,000	60,000
<b>Total Expenses</b>	<b>727,000</b>	<b>227,000</b>	<b>50,000</b>	<b>50,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>
<b>Resources:</b>								
Local/City	527,000	227,000	50,000	50,000	50,000	50,000	50,000	50,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	200,000	-	-	-	50,000	50,000	50,000	50,000
<b>Total Resources</b>	<b>727,000</b>	<b>227,000</b>	<b>50,000</b>	<b>50,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>	<b>100,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Barrier Free - Transition Plan Implementation**

**TIP NO. 11**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☒ Non-Motorized  
☐ Preservation  
☐ Safety/Operations

**Project #:** 122705

**Project Description:**

This program provides funding for designing and building features in response to individual requests to improve access for pedestrians.

**Purpose:**

To support the City's effort to transition pedestrian facilities within the right-of-way into conformity with provisions contained in the Americans with Disabilities Act (ADA) Guidelines.

**Status/Changes:**

The ADA Transition Plan was adopted on May 18 2015. A programmatic approach is required to ensure compliance with federal law.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	70,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	524,829	104,829	70,000	70,000	70,000	70,000	70,000	70,000
<b>Total Expenses</b>	<b>594,829</b>	<b>114,829</b>	<b>80,000</b>	<b>80,000</b>	<b>80,000</b>	<b>80,000</b>	<b>80,000</b>	<b>80,000</b>
<b>Resources:</b>								
Local/City	274,829	114,829	80,000	80,000	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	320,000	-	-	-	80,000	80,000	80,000	80,000
<b>Total Resources</b>	<b>594,829</b>	<b>114,829</b>	<b>80,000</b>	<b>80,000</b>	<b>80,000</b>	<b>80,000</b>	<b>80,000</b>	<b>80,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Project Development and Pre-Design Program**

**TIP NO. 12**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☒ Other

**Project #:** 122150

**Project Description:**

This program consists of critical activities to develop future capital improvement projects that consist of but are not limited to project scoping, cost estimates, pre-design, interlocal agreements, analyses of existing and projected transportation problems, local and regional mobility goals and deficiency analyses.

**Purpose:**

To develop transportation projects that best serve the needs of Renton and meet eligibility requirements for grant applications.

**Status/Changes:**

The Renton Trails and Bicycle Master Plan was adopted in January 2019. Work will begin to update the city's ITS Master Plan that will include a connection to the City's vision statement in the Business Plan.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	736,726	136,726	100,000	100,000	100,000	100,000	100,000	100,000
Design	350,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>1,086,726</b>	<b>186,726</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>
<b>Resources:</b>								
Local/City	1,083,893	183,893	150,000	150,000	150,000	150,000	150,000	150,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Other	2,833	2,833	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>1,086,726</b>	<b>186,726</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>

2020 - 2025

## Transportation Improvement Program

## Arterial Circulation and Compliance Program

TIP NO. 13

## PROGRAM

Planning Area: Citywide

Functional Class: various

Project Length: N/A

## Work Elements:

- ☐ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☒ Other

Project #: 120029

## Project Description:

This program provides for the short and long-range planning and traffic analyses required to evaluate and update proposed transportation improvements projects, to assess the impacts of new development proposals, and to recommend local and regional transportation system improvements for all modes of travel. This program also covers programmatic activities to maintain compliance in federal and state regulations, such as assuring that project specifications and management comply with current State and Federal standards and regulations, Title VI reporting and ADA Transition Plan implementation.

## Purpose:

To perform critical activities needed for the development of transportation projects that will best serve the needs of Renton and be eligible for grant applications.

## Status/Changes:

This project will fund the ongoing planning work which will lead to refinement and/or adjustment of the of improvement projects on the arterial network identified in the Transportation Element of the City's 2015 Comprehensive Plan and other long-range planning documents. Sidewalk and curb ramp inventory was incorporated into the city's GIS system. An update to the 2015 ADA Transition Plan will include the self-evaluation data.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	1,078,865	178,865	150,000	150,000	150,000	150,000	150,000	150,000
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>1,078,865</b>	<b>178,865</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>
<b>Resources:</b>								
Local/City	1,078,865	178,865	150,000	150,000	150,000	150,000	150,000	150,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>1,078,865</b>	<b>178,865</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>	<b>150,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**1% for the Arts Program**

**TIP NO. 14**

**PROGRAM**

**Planning Area:** Citywide  
**Functional Class:** various  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☒ Other

**Project #:** 122112

**Project Description:**

This program transfers funds to Fund 125, which is being managed by the Department of Community and Economic Development. The fund is the calculated share of eligible types of transportation projects subject to the City's 1% for the Arts Program.

**Purpose:**

To direct and further the inclusion of art in public projects.

**Status/Changes:**

2019 program funding based on actual design and construction costs. New policy calculations will be in effect by 2020.

Expenditures & Resources	TOTAL	2018-2019	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Other	120,000	30,000	15,000	15,000	15,000	15,000	15,000	15,000
<b>Total Expenses</b>	<b>120,000</b>	<b>30,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>
<b>Resources:</b>								
Local/City	120,000	30,000	15,000	15,000	15,000	15,000	15,000	15,000
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>120,000</b>	<b>30,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>	<b>15,000</b>

2020 - 2025

## Transportation Improvement Program

## Bronson Way Bridge Seismic Retrofit and Painting

TIP NO. 15

## PROJECT

**Planning Area:** Citywide  
**Functional Class:** Principal Arterial  
**Project Length:** N/A

**Work Elements:**

- ☐ Corridor
- ☐ Non-Motorized
- ☒ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 123000**Project Description:**

The Bronson Way Bridge was built by WSDOT in 1939. Ownership was transferred to the City in January 2018 as part of the SR-900 turnback agreement. It is a three span bridge that crosses over the Cedar River. The project will remove the existing paint from the steel girders, repair corrosion damage and apply a new protective paint system. The project will also perform a seismic analysis and retrofit along with other improvements.

**Purpose:**

The main span is carried by steel girders. The girders are coated with paint to protect the steel from corrosion. Corrosion causes section loss which results in a reduced load carrying capacity of the girders. The existing paint is failing. The bridge is located in a zone of moderate to high liquefaction susceptibility during seismic events.

**Status/Changes:**

In April 2018, the project was awarded \$3,000,000 of Washington State funding (2018 Supplemental Transportation Budget) to perform a seismic retrofit and painting of the bridge.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	620,000	90,000	400,000	130,000	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	2,380,000	-	-	2,380,000	-	-	-	-
<b>Total Expenses</b>	<b>3,000,000</b>	<b>90,000</b>	<b>400,000</b>	<b>2,510,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	3,000,000	90,000	400,000	2,510,000	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>3,000,000</b>	<b>90,000</b>	<b>400,000</b>	<b>2,510,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

2020 - 2025

## Transportation Improvement Program

## Duvall Ave NE - NE 7th St to Sunset Blvd NE

TIP NO. 16

## PROJECT

Planning Area: Highlands &amp; East Plateau

Functional Class: Principal Arterial

Project Length: 0.67 mi

## Work Elements:

- ☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

Project #: 122702

## Project Description:

Reconstruction/resurfacing of roadway, including new pavement, curb, gutter, sidewalk, street lights, storm drainage, channelization and bike lanes from NE 7th St to Sunset Blvd NE.

## Purpose:

To enhance safety for pedestrians, bicyclists and vehicles along this corridor.

## Status/Changes:

The City was awarded a TIB grant in the amount of \$3,468,289 (2015) for the roadway reconstruction between NE 10th St and NE 12th St, curb, gutter, sidewalk and streetlights on the west side and channelization from NE 12th St to south of the intersection with NE Sunset Blvd. The City was also awarded a Department of Ecology (DOE) grant (2018) in the amount of \$1,223,939 for water quality improvements via the installation of water quality treatment facilities and a TIB grant of \$500,000 (2018) for non-motorized improvements along the east side of Duvall Ave NE, from NE 9th St to NE 10th St. This project is anticipated to be ready for construction by fall 2019.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	1,213,294	1,213,294	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	6,077,130	-	6,077,130	-	-	-	-	-
<b>Total Expenses</b>	<b>7,290,424</b>	<b>1,213,294</b>	<b>6,077,130</b>	-	-	-	-	-
<b>Resources:</b>								
Local/City	401,561	401,561	-	-	-	-	-	-
Mitigation	1,696,635	538,154	1,158,481	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	3,968,289	266,792	3,701,497	-	-	-	-	-
Federal	1,223,939	6,787	1,217,152	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>7,290,424</b>	<b>1,213,294</b>	<b>6,077,130</b>	-	-	-	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Houser Way Intersection and Pedestrian Improvements**

**TIP NO. 17**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Minor Arterial  
**Project Length:** N/A

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** NEW

**Project Description:**

This project will fund construction of new curb, gutter and sidewalk (including curb extensions), driveway and ADA improvements along Houser Way between Williams Ave S and Wells Ave S.

**Purpose:**

To enhance safety for pedestrians and bicyclists crossing at this intersection.

**Status/Changes:**

New project. The city was awarded a TIB Complete Streets grant in the amount of \$500,000 in 2019. Preliminary Engineering will begin in early 2019 with construction expected to be complete by the end of 2019.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	80,000	80,000	-	-	-	-	-	-
Right of Way	70,000	70,000	-	-	-	-	-	-
Construction	750,000	375,000	375,000	-	-	-	-	-
<b>Total Expenses</b>	<b>900,000</b>	<b>525,000</b>	<b>375,000</b>	-	-	-	-	-
<b>Resources:</b>								
Local/City	500,000	500,000	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	400,000	25,000	375,000	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>900,000</b>	<b>525,000</b>	<b>375,000</b>	-	-	-	-	-

2020 - 2025

## Transportation Improvement Program

## Houser Way Bridge Seismic Retrofit and Painting

TIP NO. 18

## PROJECT

**Planning Area:** Citywide  
**Functional Class:** Principal Arterial  
**Project Length:** N/A

**Work Elements:**

- ☐ Corridor
- ☐ Non-Motorized
- ☒ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 123001**Project Description:**

The Houser Way Bridge was built by the City of Renton in 1960. It is a three span bridge that crosses over the Cedar River. The project will remove the existing paint from the steel girders, repair corrosion damage and apply a new protective paint system. The project will also perform a seismic analysis and retrofit and replace/upgrade the bridge rails along with other improvements.

**Purpose:**

The main span is carried by steel girders. The girders are coated with paint to protect the steel from corrosion. Corrosion causes section loss which results in a reduced load carrying capacity of the girders. The existing paint is failing. The bridge is located in a zone of moderate to high liquefaction susceptibility during seismic events. The bridge rail has been damaged.

**Status/Changes:**

In late 2017, the project was awarded a Federal Highway Administration (FHWA) grant of \$2,999,000 to perform a seismic retrofit and painting of the bridge. A 13.5% local match is required for Preliminary Engineering and ROW. If construction is authorized by December 2020, the project is eligible for 100% FHWA funding for the eligible costs.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	620,000	90,000	400,000	130,000	-	-	-	-
Right of Way	50,000	-	-	50,000	-	-	-	-
Construction	2,624,450	-	-	-	2,624,450	-	-	-
<b>Total Expenses</b>	<b>3,294,450</b>	<b>90,000</b>	<b>400,000</b>	<b>180,000</b>	<b>2,624,450</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	295,450	9,450	63,450	130,000	92,550	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	2,999,000	80,550	336,550	50,000	2,531,900	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>3,294,450</b>	<b>90,000</b>	<b>400,000</b>	<b>180,000</b>	<b>2,624,450</b>	<b>-</b>	<b>-</b>	<b>-</b>

2020 - 2025

## Transportation Improvement Program

## Lake Washington Loop Trail

TIP NO. 19

## PROJECT

**Planning Area:** City Center  
**Functional Class:** Principal Arterial  
**Project Length:** 1.3 mi  
**Project Length:** N/A

**Work Elements:**

- ☒ Corridor
- ☐ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 122802**Project Description:**

The project will construct approximately 1.3 miles of pedestrian and bicycle facilities to complete a gap in the Lake Washington trail system. Improvements include a combined pedestrian/bicycle path with a landscaped buffer separating the path from the travelled roadway with pedestrian level lighting. For the segment located along Airport Way, the facilities will include a bike track and sidewalk, which will involve removing one westbound lane of traffic on Airport Way.

**Purpose:**

To create a regional bike facility connecting Rainier Ave N with Seattle to the north and existing trail facilities on Logan Ave.

**Status/Changes:**

The City was awarded the following grants: TAP = \$346,000 (2013); STP Non-Motorized = \$575,000 (2015); Ped & Bike = \$426,000 (2015); STP = \$1,694,278; Ped & Bike Safety = \$ 430,000 (under recommendation for 2017). Construction has been implemented in phases, with Phases 1 and 2 completed. Phase 3 (Logan Ave N/Cedar River to Rainier Ave N) design is underway and construction is anticipated to begin in 2019. Phase 4 is from Airport Way/Rainier Ave N intersection to north City limits and is subject to the Renton Airport Master Plan process currently underway.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	2,261,302	911,302	-	-	1,200,000	150,000	-	-
Right of Way	670,000	670,000	-	-	-	-	-	-
Construction	6,372,000	897,000	1,425,000	-	-	800,000	3,250,000	-
<b>Total Expenses</b>	<b>9,303,302</b>	<b>2,478,302</b>	<b>1,425,000</b>	<b>-</b>	<b>1,200,000</b>	<b>950,000</b>	<b>3,250,000</b>	<b>-</b>
<b>Resources:</b>								
Local/City	432,024	152,774	279,250	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	856,000	856,000	-	-	-	-	-	-
Federal	2,615,278	1,469,528	1,145,750	-	-	-	-	-
Undetermined	5,400,000	-	-	-	1,200,000	950,000	3,250,000	-
<b>Total Resources</b>	<b>9,303,302</b>	<b>2,478,302</b>	<b>1,425,000</b>	<b>-</b>	<b>1,200,000</b>	<b>950,000</b>	<b>3,250,000</b>	<b>-</b>

2020 - 2025

## Transportation Improvement Program

## NE Sunset Boulevard (SR 900) Corridor Improvements

TIP NO. 20

## PROJECT

**Planning Area:** Highlands  
**Functional Class:** Principal Arterial  
**Project Length:** 3.0 mi  
**Project Length:** N/A

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** 122902**Project Description:**

This project addresses pedestrian, transit and bicycle needs through key improvements such as channelization, traffic signal modifications, signal treatments, possible queue jumps, access management through installation of medians. The corridor limits are from I-405 on the west and to the east City limits.

**Purpose:**

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

**Status/Changes:**

The project has received a STP/CMAQ grant in the amount of \$1,313,935 for design and is on the PSRC contingency list for ROW funding. Transportation will continue to look into other funding sources, such as TIB, for the ROW and construction phases.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	200,000	200,000	-	-	-	-	-	-
Design	3,500,834	1,100,834	600,000		1,000,000	600,000	200,000	-
Right of Way	3,300,000	100,000	150,000	2,750,000	300,000	-	-	-
Construction	25,000,000	-	-	-	6,250,000	6,250,000	6,250,000	6,250,000
<b>Total Expenses</b>	<b>32,000,834</b>	<b>1,400,834</b>	<b>750,000</b>	<b>2,750,000</b>	<b>7,550,000</b>	<b>6,850,000</b>	<b>6,450,000</b>	<b>6,250,000</b>
<b>Resources:</b>								
Local/City	836,899	451,490	385,409	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	1,313,935	949,344	364,591	-	-	-	-	-
Undetermined	29,850,000	-	-	2,750,000	7,550,000	6,850,000	6,450,000	6,250,000
<b>Total Resources</b>	<b>32,000,834</b>	<b>1,400,834</b>	<b>750,000</b>	<b>2,750,000</b>	<b>7,550,000</b>	<b>6,850,000</b>	<b>6,450,000</b>	<b>6,250,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Park Ave North Extension**

**TIP NO. 21**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Principal Arterial  
**Project Length:** 0.23 mi

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** 122190

**Project Description:**

The project will extend Park Ave N to the north of Logan Ave N, to provide access to Southport, PSE property and The Boeing Company. Improvements include projects associated with Local Revitalization Financing (LRF).

**Purpose:**

To improve accessibility and address additional development growth in the South Lake Washington Revitalization Area.

**Status/Changes:**

The design work will be completed in 2019. Construction is contingent on agreements from partnering stakeholders to be in place before moving forward to completion.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	980,830	980,830	-	-	-	-	-	-
Right of Way	2,957,599	2,957,599	-	-	-	-	-	-
Construction	4,754,696	-	4,754,696	-	-	-	-	-
<b>Total Expenses</b>	<b>8,693,125</b>	<b>3,938,429</b>	<b>4,754,696</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	8,693,125	3,938,429	4,754,696	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>8,693,125</b>	<b>3,938,429</b>	<b>4,754,696</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

2020 - 2025

## Transportation Improvement Program

Rainier Ave S/N Phase 4 - S 3rd St to NW 3rd Pl

TIP NO. 22

## PROJECT

**Planning Area:** City Center  
**Functional Class:** Principal Arterial  
**Project Length:** 0.51 mi

**Work Elements:**

- ☒ Corridor
- ☐ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 122195**Project Description:**

This is Phase 4 of the Rainier Ave Corridor Improvements, and will extend the improvements from S 3rd St to NW 3rd Pl. Project elements include sidewalk widening with streetscaping, adding pedestrian-scale illumination, adding a pedestrian actuated traffic signal, upgrading existing traffic signals, transit facility improvements, planted buffer strips and landscaped medians. Also includes a ped/bike path on the east side of Rainier Ave N, between Airport Way and NW 3rd Pl.

**Purpose:**

To improve traffic operations, reduce collisions, and provide greater ease of non-motorized and transit-based travel.

**Status/Changes:**

A STP grant in the amount of \$2,600,000 was awarded (2014) for design of Phase 4 and design is currently underway. Additional STP grants were awarded for Right-of-Way for \$3,000,000 and for construction of Phase 4A for \$4,500,000.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	3,000,000	2,548,677	451,323	-	-	-	-	-
Right of Way	3,500,000	1,000,000	1,000,000	1,500,000	-	-	-	-
Construction	13,800,000	-	-	7,800,000	5,850,000	150,000	-	-
<b>Total Expenses</b>	<b>20,300,000</b>	<b>3,548,677</b>	<b>1,451,323</b>	<b>9,300,000</b>	<b>5,850,000</b>	<b>150,000</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	299,152	299,152	-	-	-	-	-	-
Mitigation	2,845,848	307,525	93,323	900,000	1,395,000	150,000	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	10,100,000	2,942,000	1,358,000	5,800,000	-	-	-	-
Undetermined	7,055,000	-	-	2,600,000	4,455,000	-	-	-
<b>Total Resources</b>	<b>20,300,000</b>	<b>3,548,677</b>	<b>1,451,323</b>	<b>9,300,000</b>	<b>5,850,000</b>	<b>150,000</b>	<b>-</b>	<b>-</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Renton Connector**

**TIP NO. 23**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Urban Collector  
**Project Length:** 0.3 mi

**Work Elements:**  
☐ Corridor  
☒ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** TBD

**Project Description:**

The Renton Connector project will install a continuous non-motorized facility along Burnett Ave S. between S. 2nd St and S. 5th St via separated walkways, protected bicycle lanes (cycle track), and a multi-use path. This project will also include landscaped medians, reconfigured public parking areas, curb ramp upgrades to ADA standards, and traffic signalization improvements.

**Purpose:**

To create a signature north-south non-motorized connection in the downtown core Corridor for pedestrians and cyclists between the Cedar River and the South Renton Transit Center to the South via S 7th St (TIP # 26). This becomes an essential link that connects to the Cedar River Trail, Lake to Sound Trail, Lake Washington Loop Trail, and the Eastside Rail Corridor.

**Status/Changes:**

Transportation received STP funding from contingency list STP in 2019.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	1,771,000	-	835,000	936,000	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	12,213,000	-	-	-	3,363,000	8,850,000	-	-
<b>Total Expenses</b>	<b>13,984,000</b>	-	<b>835,000</b>	<b>936,000</b>	<b>3,363,000</b>	<b>8,850,000</b>	-	-
<b>Resources:</b>								
Local/City	271,000	-	135,000	136,000	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	1,500,000	-	700,000	800,000	-	-	-	-
Undetermined	12,213,000	-	-	-	3,363,000	8,850,000	-	-
<b>Total Resources</b>	<b>13,984,000</b>	-	<b>835,000</b>	<b>936,000</b>	<b>3,363,000</b>	<b>8,850,000</b>	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Renton Elementary and Middle School Crossings**

**TIP NO. 24**

**PROGRAM**

**Planning Area:** Various  
**Functional Class:** Various  
**Project Length:** N/A

**Work Elements:**

- ☐ Corridor
- ☐ Non-Motorized
- ☐ Preservation
- ☒ Safety/Operations
- ☐ Other

**Project #:** **NEW**

**Project Description:**

This program will provide for pedestrian improvements at various elementary and middle school crossings throughout the City. Project scope includes upgraded crosswalk markings, ADA accessible curb ramps, widened sidewalks and bulbouts, and installation of pedestrian refuge islands and rectangular rapid flashing beacon systems with accessible push buttons.

**Purpose:**

To improve safety at key school intersections.

**Status/Changes:**

New project. The city was awarded a WSDOT City Safety grant in the amount of \$555,000 in 2018 for improvements at Sierra Heights Elementary, Maplewood Heights Elementary, and McKnight Middle School. Preliminary Engineering to begin in Summer of 2019. If construction phase is authorized by April 2021, then construction phase is eligible for 100 percent funding (no local match required).

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	73,600	73,600	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	488,700	-	488,700	-	-	-	-	-
<b>Total Expenses</b>	<b>562,300</b>	<b>73,600</b>	<b>488,700</b>	-	-	-	-	-
<b>Resources:</b>								
Local/City	7,300	7,300	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	555,000	66,300	488,700	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>562,300</b>	<b>73,600</b>	<b>488,700</b>	-	-	-	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**South 2nd Street Conversion Project**

**TIP NO. 25**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Principal Arterial  
**Project Length:** 0.7 mi

**Work Elements:**

- ☒ Corridor
- ☐ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 123002

**Project Description:**

The South 2nd Street Conversion Project will convert the existing 4-lane one-way roadway to a roadway with one through-lane in each direction between Main Ave South and Rainier Ave South. This project also includes pedestrian and bicycle facilities, traffic operations improvements, and transit upgrades that will provide better traffic operation and circulation for all modes of transportation. Transit facility upgrades include new RapidRide stops and a transit queue jump at the new traffic signal at the Shattuck intersection.

**Purpose:**

To improve multimodal mobility in and around the downtown core. This project also hopes to enhance downtown Renton as a destination, while improving circulation and enhancing pedestrian safety. The intersection of S 2nd St and Burnett is key connection to The Renton Connector Project (TIP No. 23).

**Status/Changes:**

The City was awarded \$1.3M STP funds for preliminary engineering in the PSRC Countywide competition.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	1,551,000	-	700,000	851,000	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	15,600,000	-	-	-	7,800,000	7,800,000	-	-
<b>Total Expenses</b>	<b>17,151,000</b>	<b>-</b>	<b>700,000</b>	<b>851,000</b>	<b>7,800,000</b>	<b>7,800,000</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	210,250	-	100,000	110,250	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	1,340,750	-	600,000	740,750	-	-	-	-
Undetermined	15,600,000	-	-	-	7,800,000	7,800,000	-	-
<b>Total Resources</b>	<b>17,151,000</b>	<b>-</b>	<b>700,000</b>	<b>851,000</b>	<b>7,800,000</b>	<b>7,800,000</b>	<b>-</b>	<b>-</b>

2020 - 2025

## Transportation Improvement Program

## S/SW 7th Street Corridor Improvements - Naches Ave S to Talbot Road S

TIP NO. 26

## PROJECT

**Planning Area:** City Center  
**Functional Class:** Minor Arterial  
**Project Length:** 1.16 mi

**Work Elements:**

- ☐ Corridor
- ☒ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 122151**Project Description:**

This project develops S/SW 7th St as a key east-west bicycle route into the downtown: between Naches Ave S and Rainier Ave S, the project includes a sidepath on SW 7th St; between Shattuck and Talbot, a multi-use trail; between Rainier and Shattuck, traffic signal upgrades and channelization. Other improvements could include new curb, gutter, wider sidewalks, street lighting, and

**Purpose:**

To create a designated east-west ped/bike route through the City's commercial core and an important link between regional trails.

**Status/Changes:**

Phase 1 was completed which included a traffic signal and an eastbound right-turn lane at S 7th St/Shattuck Ave S. Grant funding was applied for the multi-use trail between Shattuck and Talbot Rd.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	32,270	32,270	-	-	-	-	-	-
Design	1,884,142	311,842	-	200,000	372,300	-	1,000,000	-
Right of Way	1,725,124	25,124	-	-	-	-	800,000	900,000
Construction	13,347,951	1,275,023	-	-	-	1,962,220	6,501,780	3,608,928
<b>Total Expenses</b>	<b>16,989,487</b>	<b>1,644,259</b>	<b>-</b>	<b>200,000</b>	<b>372,300</b>	<b>1,962,220</b>	<b>8,301,780</b>	<b>4,508,928</b>
<b>Resources:</b>								
Local/City	112,516	112,516	-	-	-	-	-	-
Mitigation	424,000	424,000	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	613,338	613,338	-	-	-	-	-	-
Federal	494,405	494,405	-	-	-	-	-	-
Undetermined	15,345,228	-	-	200,000	372,300	1,962,220	8,301,780	4,508,928
<b>Total Resources</b>	<b>16,989,487</b>	<b>1,644,259</b>	<b>-</b>	<b>200,000</b>	<b>372,300</b>	<b>1,962,220</b>	<b>8,301,780</b>	<b>4,508,928</b>

2020 - 2025

## Transportation Improvement Program

## Williams Ave N Bridge Seismic Retrofit and Painting

TIP NO. 27

## PROJECT

**Planning Area:** City Center  
**Functional Class:** Minor Arterial  
**Project Length:** 1.16 mi

**Work Elements:**

- ☐ Corridor
- ☐ Non-Motorized
- ☒ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 123003**Project Description:**

The Williams Ave Bridge was built by the City of Renton in 1954. It is a three span bridge that crosses over the Cedar River. The project will remove the existing paint from the steel girders, repair corrosion damage and apply a new protective paint system. The project will also perform a seismic analysis and retrofit along with other improvements.

**Purpose:**

The main span is carried by steel girders. The girders are coated with paint to protect the steel from corrosion. Corrosion causes section loss which results in a reduced load carrying capacity of the girders. The existing paint is failing. The bridge is located in a zone of moderate to high liquefaction susceptibility during seismic events.

**Status/Changes:**

In late 2017, the project was awarded a Federal Highway Administration (FHWA) grant of \$2,985,000 to perform a seismic retrofit and painting of the bridge. A 13.5% local match is required for Preliminary Engineering and ROW. If construction is authorized by December 2020, the project is eligible for 100% FHWA funding for eligible costs.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	620,000	90,000	200,000	200,000	130,000	-	-	-
Right of Way	50,000	-	-	50,000	-	-	-	-
Construction	2,610,450	-	-	-	-	2,610,450	-	-
<b>Total Expenses</b>	<b>3,280,450</b>	<b>90,000</b>	<b>200,000</b>	<b>250,000</b>	<b>130,000</b>	<b>2,610,450</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	295,450	12,150	27,000	33,750	17,550	205,000	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	2,985,000	77,850	173,000	216,250	112,450	2,405,450	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>3,280,450</b>	<b>90,000</b>	<b>200,000</b>	<b>250,000</b>	<b>130,000</b>	<b>2,610,450</b>	<b>-</b>	<b>-</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Williams Ave S and Wells Ave S Conversion Project**

**TIP NO. 28**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Minor Arterial  
**Project Length:** 1.35 mi

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** 122908

**Project Description:**

The project provides pedestrian and bicyclists facilities and enhancements, traffic operation and circulation improvements in Downtown. The improvements include adding signalized raised intersections with bulb outs, lighting, street furniture, streetscape, bike racks, signage and converting Williams Ave S and Wells Ave S to two-way traffic operations.

**Purpose:**

This project is one of the strategies identified in the City Center Community Plan. The project enhances downtown Renton as a destination area, while improving circulation, reducing traffic speeds and enhancing pedestrian safety. A feasibility study, including a Downtown Circulation Traffic Analysis for the conversion to two-way operations was completed.

**Status/Changes:**

The City was awarded a STP grant in the amount of \$3,850,000 in 2016. Design starting in 2017 and construction is anticipated to start in 2019.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	1,167,654	1,167,654	-	-	-	-	-	-
Right of Way	117,789	117,789	-	-	-	-	-	-
Construction	10,246,800	5,118,221	5,128,579	-	-	-	-	-
<b>Total Expenses</b>	<b>11,532,243</b>	<b>6,403,664</b>	<b>5,128,579</b>	-	-	-	-	-
<b>Resources:</b>								
Local/City	4,997,977	2,515,329	2,482,648	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	2,684,266	2,684,266	-	-	-	-	-	-
Federal	3,850,000	1,204,069	2,645,931	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>11,532,243</b>	<b>6,403,664</b>	<b>5,128,579</b>	-	-	-	-	-

2020 - 2025

## Transportation Improvement Program

## 116th Ave SE Improvements

TIP NO. 29

## PROJECT

**Planning Area:** Benson  
**Functional Class:** Minor Arterial  
**Project Length:** 2.5 mi

**Work Elements:**

- ☐ Corridor
- ☒ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 122117**Project Description:**

Widen roadway to provide a 3-lane roadway with bike lanes along 116th Ave SE and Edmonds Way SE, including new pavement, curb, gutter, sidewalk, street lights, traffic signals, storm drainage, channelization and landscaping from Puget Drive SE to the southern City limits. Benson Hill Community Plan recommended improvements for a first phase, based on the neighborhood needs. The priority, cost and schedule for the phased improvements will be determined based on available funding.

**Purpose:**

Improvements will enhance vehicular, bicycle and pedestrian safety along this important north-south transportation corridor.

**Status/Changes:**

Transportation applied for WSDOT Ped-Bike funding for a walkway and bike lane on the west side of 116th, between SE 168th-SE 160th, but did not receive funding. Staff will continue to refine scope and continue to look for grant opportunities.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	1,313,179	113,179	-	-	600,000	600,000	-	-
Right of Way	2,800,000	-	-	-	1,000,000	1,800,000	-	-
Construction	6,862,130	762,130	-	-	-	1,300,000	2,600,000	2,200,000
<b>Total Expenses</b>	<b>10,975,309</b>	<b>875,309</b>	<b>-</b>	<b>-</b>	<b>1,600,000</b>	<b>3,700,000</b>	<b>2,600,000</b>	<b>2,200,000</b>
<b>Resources:</b>								
Local/City	221,638	221,638	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	653,671	653,671	-	-	-	-	-	-
Undetermined	10,100,000	-	-	-	1,600,000	3,700,000	2,600,000	2,200,000
<b>Total Resources</b>	<b>10,975,309</b>	<b>875,309</b>	<b>-</b>	<b>-</b>	<b>1,600,000</b>	<b>3,700,000</b>	<b>2,600,000</b>	<b>2,200,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Carr Road Improvements**

**TIP NO. 30**

**PROJECT**

**Planning Area:** Talbot and Benson  
**Functional Class:** Principal Arterial  
**Project Length:** 1.87 mi

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** 122920

**Project Description:**

A corridor study prepared by King County in 2003 identified the need for roadway improvements from Lind Ave SW and SW 43rd St intersection and extend east crossing SR 167 and ending at 116th Ave SE. Potential improvements vary from roadway realignment/widening at several locations to address geometric deficiencies, widening to 5-lane roadway (2 lanes westbound, 3 lanes eastbound), including bicycle lanes on new alignment. The total project cost is estimated as \$80M.

**Purpose:**

Carr Road is classified as a principal arterial. It has four lanes of traffic with left-turn lanes at intersections. Improvements are necessary to enhance vehicle traffic capacity and safety for vehicles, bicycles, and pedestrians on this major east-west transportation corridor.

**Status/Changes:**

Previous expenditures was for corridor signal upgrades associated with a federal grant. Future roadway improvement options include spot safety improvements, bicycle and pedestrian improvements, roadway widening and roadway on new alignment.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	50,000	50,000	-	-	-	-	-	-
Design	1,840,745	740,745	-	-	-	100,000	500,000	500,000
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>1,890,745</b>	<b>790,745</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>500,000</b>	<b>500,000</b>
<b>Resources:</b>								
Local/City	87,603	87,603	-	-	-	-	-	-
Mitigation	1,195,997	95,997	-	-	-	100,000	500,000	500,000
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	607,145	607,145	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>1,890,745</b>	<b>790,745</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>500,000</b>	<b>500,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Houser Way Non-Motorized Improvements - Lake Washington Connection**

**TIP NO. 31**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Minor Arterial  
**Project Length:** 0.57 mi

**Work Elements:**  
☐ Corridor  
☒ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** TBD

**Project Description:**

This project will develop a shared use path along the east side of Houser Way from Lake Washington Boulevard N to the existing shared use path on N 8th St.

**Purpose:**

To create an established bicycle facility connecting the Eastside Rail Corridor to the downtown core.

**Status/Changes:**

This project is modified the previous TIP project that widened Houser Way and converted the one-way section to two-way traffic.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	900,000	-	-	-	-	900,000	-	-
Right of Way	165,000	-	-	-	-	165,000	-	-
Construction	3,900,000	-	-	-	-	-	1,560,000	2,340,000
<b>Total Expenses</b>	<b>4,965,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,065,000</b>	<b>1,560,000</b>	<b>2,340,000</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	4,965,000	-	-	-	-	1,065,000	1,560,000	2,340,000
<b>Total Resources</b>	<b>4,965,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,065,000</b>	<b>1,560,000</b>	<b>2,340,000</b>

2020 - 2025

## Transportation Improvement Program

## Houser Way S/N Non-Motorized Improvements - Mill Ave S to Bronson Way S

TIP NO. 32

## PROJECT

**Planning Area:** City Center  
**Functional Class:** Principal Arterial  
**Project Length:** 0.36 mi

**Work Elements:**

- ☒ Corridor
- ☐ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** TBD

**Project Description:**

This project would install a separated bike facility on the north side of Houser Way S/N, between Mill Ave S. and Bronson Way N. Intersection crossings would be improved at Cedar River Park Drive and Mill Ave S. The project will include planing and pavement overlay, channelization, and intersection crossing improvements. For feasibility and constructibility issues, the roadway and pedestrian bridge sections would not be part of this project.

**Purpose:**

To create a bike facility that creates a connection to the Cedar River Trail and downtown. The crossing at Cedar River Park Drive is a connection point for people connecting from Liberty Park to the Renton Community Center.

**Status/Changes:**

The feedback during the public engagement process for the Trails and Bicycle Master Plan update identified Houser Way as the route for the Eastside Rail Corridor alignment. With the development of the Civic Core Plan, development of this section of the bicycle network creates an important connection point for bicycle traffic between the north and south portions of the City's urban growth center. This project is pending available funding but is also subject to the schedule of the Houser Way Bridge Seismic Retrofit and Painting (TIP #18) and the redevelopment of 200 Mill site.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	220,000	-	-	-	-	220,000	-	-
Right of Way	165,000	-	-	-	-	165,000	-	-
Construction	1,802,000	-	-	-	-	-	836,000	966,000
<b>Total Expenses</b>	<b>2,187,000</b>	-	-	-	-	<b>385,000</b>	<b>836,000</b>	<b>966,000</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	2,187,000	-	-	-	-	385,000	836,000	966,000
<b>Total Resources</b>	<b>2,187,000</b>	-	-	-	-	<b>385,000</b>	<b>836,000</b>	<b>966,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Lake to Sound Trail**

**TIP NO. 33**

**PROJECT**

**Planning Area:** Valley & City Center  
**Functional Class:** varies  
**Project Length:** 1.6 mi

**Work Elements:**  
☐ Corridor  
☒ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** 122903

**Project Description:**

The Lake to Sound (L2S) Trail is a joint partnership between the cities of Renton, SeaTac, Tukwila, Burien and Des Moines, in coordination with King County. The 17-mile L2S Trail will provide an east-west connection between the shoreline of Lake Washington (Renton) and the shoreline of Puget Sound (Des Moines). Phase A goes from Naches Ave SW (Renton) to Fort Dent Park (Tukwila). The length between Naches Ave SW and Mill Ave S are future phases.

**Purpose:**

Phase A will connect Fort Dent (Tukwila) to the larger system of regional trails in South King County, including the Green River Trail, the Interurban Trail and the Cedar River Trail. Phase A will provide a 12-foot wide asphalt paved multi-use trail, with 2-foot gravel shoulders. In the Downtown Civic Core Plan, the L2S Trail connects to the Eastside Rail Corridor (ERC) and the Renton Connector (TIP #23).

**Status/Changes:**

This project received a \$950,000 CMAQ grant for construction of Phase A (Naches Ave SW to Fort Dent Park in Tukwila), in 2014. No City match is required. King County is leading the design for construction of Phase A, Fort Dent Park Connection. Construction of Phase A is anticipated to be completed in 2019. City staff will be developing scope, cost and schedule for future phases. If L2S uses BNSF ROW for central section, the alignment would likely be on the south side, lower bank. Downtown Civic Core team prefers alignment with city-owned Houser Way section along the south side of ROW. Alignment within BNSF would require King County to purchase ROW and new bridges to cross roadways. An alignment on 7th Street can be developed as a reasonable alternative or parallel route as a trail within railroad ROW is developed (TIP #26).

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	800,000	800,000	-	-	-	-	-	-
Right of Way	110,000	110,000	-	-	-	-	-	-
Construction	2,800,000	2,800,000	-	-	-	-	-	-
<b>Total Expenses</b>	<b>3,710,000</b>	<b>3,710,000</b>	-	-	-	-	-	-
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Other	3,710,000	3,710,000	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>3,710,000</b>	<b>3,710,000</b>	-	-	-	-	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Lake Washington Blvd N / Southport Access Improvements**

**TIP NO. 34**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Collector  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☒ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** 122121

**Project Description:**

This project includes road widening, traffic signals, railroad crossings, drainage, curb, gutter, sidewalks and bicycle lanes. Developer to design and construct improvements, and get credit toward mitigation contribution. The developer is completing the project in 3 phases.

**Purpose:**

This project will serve the development and access needs to Coulon Park and the Southport Development. Agreement with developer to credit traffic mitigation towards the costs of certain improvements.

**Status/Changes:**

The hotel tower was complete in 2018. The office towers are under construction. This project will be funded by the development of Southport. The costs shown below are for the estimated mitigation credit, per agreement with the developer. Construction began in 2018 and was completed in 2019.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	14,899	14,899	-	-	-	-	-	-
Design	28,460	28,460	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	2,400,118	2,400,118	-	-	-	-	-	-
<b>Total Expenses</b>	<b>2,443,477</b>	<b>2,443,477</b>	-	-	-	-	-	-
<b>Resources:</b>								
Local/City	14,370	14,370	-	-	-	-	-	-
Mitigation	258,353	258,353	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	149,501	149,501	-	-	-	-	-	-
Other	2,021,253	2,021,253	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>2,443,477</b>	<b>2,443,477</b>	-	-	-	-	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Lind Ave SW Roadway Widening - SW 16th St to SW 43rd St**

**TIP NO. 35**

**PROJECT**

**Planning Area:** Valley  
**Functional Class:** Minor Arterial  
**Project Length:** 1.69 mi

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** 120024

**Project Description:**

Widen existing roadway to five lanes where required, may need to include signal upgrade at Lind Ave SW and SW 34th St. Includes new roadway, curbs, sidewalks, drainage, signals, lighting, signing and channelization.

**Purpose:**

To increase the capacity of this major north/south arterial to meet increasing traffic demands in the Valley due in part to development. Additionally, these improvements address demands resulting from an interchange at Lind Ave SW which is included in future WSDOT I-405 plans (currently unfunded).

**Status/Changes:**

The needs, priorities and schedules for improvements on Lind Ave SW will be determined through Arterial Circulation studies.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	650,000	-	-	-	-	400,000	250,000	-
Right of Way	-	-	-	-	-	-	-	-
Construction	3,750,000	-	-	-	-	-	1,400,000	2,350,000
<b>Total Expenses</b>	<b>4,400,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>400,000</b>	<b>1,650,000</b>	<b>2,350,000</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	4,400,000	-	-	-	-	400,000	1,650,000	2,350,000
<b>Total Resources</b>	<b>4,400,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>400,000</b>	<b>1,650,000</b>	<b>2,350,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Logan Ave North Improvements**

**TIP NO. 36**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Principal Arterial  
**Project Length:** 0.76 mi

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** 122303

**Project Description:**

Phase 1 (Cedar River Bridge to N 6th St) is complete. Phase 2 (N 6th St to Park Ave N) will add a NB lane, new curb, gutter, sidewalks (on the east side), landscaped buffer, and a pedestrian/bicycle trail (west side), streetlights, pedestrian scale illumination, crosswalks, channelization.

**Purpose:**

The increase in traffic and the new RapidRide transit have warranted widening to add a northbound lane. Included with the improvements are urban roadway amenities to implement "Complete Streets" practice per City code.

**Status/Changes:**

Project is on hold until the Boeing Company is in a position to dedicate property to the project.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	39,760	39,760	-	-	-	-	-	-
Design	3,246,305	1,006,305	-	-	-	-	1,240,000	1,000,000
Right of Way	9,033,266	33,266	-	-	-	-	-	9,000,000
Construction	5,989,596	5,989,596	-	-	-	-	-	-
<b>Total Expenses</b>	<b>18,308,927</b>	<b>7,068,927</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,240,000</b>	<b>10,000,000</b>
<b>Resources:</b>								
Local/City	48,061	48,061	-	-	-	-	-	-
Mitigation	200,000	200,000	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	2,988,943	2,988,943	-	-	-	-	-	-
Federal	3,751,221	3,751,221	-	-	-	-	-	-
Other	80,702	80,702	-	-	-	-	-	-
Undetermined	11,240,000	-	-	-	-	-	1,240,000	10,000,000
<b>Total Resources</b>	<b>18,308,927</b>	<b>7,068,927</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,240,000</b>	<b>10,000,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Maple Valley Highway Barriers**

**TIP NO. 37**

**PROJECT**

**Planning Area:** Cedar River  
**Functional Class:** Principal Arterial  
**Project Length:** N/A

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☐ Preservation  
☒ Safety/Operations  
☐ Other

**Project #:** TBD

**Project Description:**

This project includes two barriers: One is to install a concrete median barrier between east and westbound travel lanes of the SR 169 S-Curve between the Riviera Apartments and S. 5th Street including associated roadway widening to add the barrier. The second barrier improvement will remove the existing concrete barrier end treatment located eastbound (east of the Riviera Apartments) and replace with 2 new concrete barriers extending west.

**Purpose:**

Maple Valley Highway (SR 169) is a principal arterial carrying 44,000 vehicles per day. This project will improve safety for traffic on Maple Valley Highway (SR 169) at this location, which has been the site to numerous collision impacts.

**Status/Changes:**

The design report for the Cedar River half bridge is complete and was funded by the Roadway Safety and Guardrail Program (TIP # 4). Final design and construction pending funding availability.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	522,970	-	-	-	274,035	248,935	-	-
Right of Way	156,300	-	-	-	25,000	131,300	-	-
Construction	2,458,630	-	-	-	-	2,458,630	-	-
<b>Total Expenses</b>	<b>3,137,900</b>	-	-	-	<b>299,035</b>	<b>2,838,865</b>	-	-
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	3,137,900	-	-	-	299,035	2,838,865	-	-
<b>Total Resources</b>	<b>3,137,900</b>	-	-	-	<b>299,035</b>	<b>2,838,865</b>	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Monster Road SW / 68th Ave S Roadway Improvements**

**TIP NO. 38**

**PROJECT**

**Planning Area:** Highland & East Plateau  
**Functional Class:** Principal Arterial  
**Project Length:** 2.2 mi

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** TBD

**Project Description:**

Widen existing roadway to four lanes plus two-way-left-turn-lane where needed and bike lanes. Realign Beacon Coal Mine Road approach to intersection with the Monster Road SW roadway. Includes new roadway, curbs, sidewalk, drainage, street lighting, traffic signals, channelization, retaining walls and widening the existing bridge.

**Purpose:**

Will serve growing north-south traffic demand. A preliminary design study was completed in 1999. The project cost is estimated at \$32M, with the City's share estimated at \$13M and King Co. at \$19M.

**Status/Changes:**

Phase 1 of improvements will address drainage problems between the Monster Rd Bridge and the City limits. Scope, cost and implementation schedule to be determined. Project is pending future grant funding availability. Cost beyond 2025 not shown.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	50,000	-	-	-	-	-	50,000	-
Design	5,000,000	-	-	-	-	-	-	5,000,000
Right of Way	3,000,000	-	-	-	-	-	-	3,000,000
Construction	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>8,050,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000</b>	<b>8,000,000</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	8,050,000	-	-	-	-	-	50,000	8,000,000
<b>Total Resources</b>	<b>8,050,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>50,000</b>	<b>8,000,000</b>

2020 - 2025

## Transportation Improvement Program

## NE 3rd St/NE 4th St Corridor Improvements

TIP NO. 39

## PROJECT

Planning Area: Highlands &amp; East Plateau

Functional Class: Principal Arterial

Project Length: 2.2 mi

## Work Elements:

- ☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

Project #: 122176

## Project Description:

This project involves a series of improvements in this corridor to improve traffic operations such as rechannelization and traffic signal modifications, possible transit priority signal treatments and queue jumps. This project will seek to meet pedestrian, transit and bicycle needs. Phase 1 constructed a new signal and other improvements at NE 4th St and Whitman Ave NE.

## Purpose:

This corridor has a strong potential for transit usage and is experiencing rapid residential and retail growth. The NE 3rd/4th Corridor Study was adopted in May 2005. The study refined the corridor transportation needs and costs, including pedestrian, transit, bicycle improvements, as well as streetscape enhancement.

## Status/Changes:

The estimated cost for all corridor improvements (Sunset Blvd N to the east City limits) is \$46M. Programmed expenses are placeholders for developing scope, cost and schedule for future phases. Future phases are pending future grant funding availability.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	318,420	218,420	-	100,000	-	-	-	-
Design	2,276,917	776,917	-	-	750,000	750,000	-	-
Right of Way	684,024	84,024	-	-	-	600,000	-	-
Construction	13,859,724	2,639,724	-	-	-	2,840,000	5,180,000	3,200,000
<b>Total Expenses</b>	<b>17,139,085</b>	<b>3,719,085</b>	<b>-</b>	<b>100,000</b>	<b>750,000</b>	<b>4,190,000</b>	<b>5,180,000</b>	<b>3,200,000</b>
<b>Resources:</b>								
Local/City	1,447,264	1,447,264	-	-	-	-	-	-
Mitigation	373,700	373,700	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	1,495,542	1,495,542	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Other	402,579	402,579	-	-	-	-	-	-
Undetermined	13,420,000	-	-	100,000	750,000	4,190,000	5,180,000	3,200,000
<b>Total Resources</b>	<b>17,139,085</b>	<b>3,719,085</b>	<b>-</b>	<b>100,000</b>	<b>750,000</b>	<b>4,190,000</b>	<b>5,180,000</b>	<b>3,200,000</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Nile Ave NE Bridge Replacement**

**TIP NO. 40**

**PROJECT**

**Planning Area:** East Plateau  
**Functional Class:** Collector  
**Project Length:** 1.16 mi

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☒ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** 123004

**Project Description:**

The Nile Ave NE Bridge was built by King County in 1951. Ownership was transferred to the City in 2009 as part of the MacKay Annexation (Ord #5456). It is a single span bridge that crosses over May Creek. The initial phase of this project will evaluate replacement options with a type, size and location (TS&L) study.

**Purpose:**

The bridge is 17 years beyond its original design life of 50 years. It will very likely need to be replaced or significantly retrofitted within the next 10 years. The main span is comprised of precast concrete girders. The girders are supported on treated timber piles with a timber caps. Some of the timber piles are showing signs of deterioration.

**Status/Changes:**

To date the project has not received grant funding for replacement. However, with a TS&L study, the City will be in a very good position to apply for Federal Highway Administration (FHWA) funding when the bridge condition qualifies for replacement funding.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	250,000	-	50,000	200,000	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>250,000</b>	<b>-</b>	<b>50,000</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	250,000	-	50,000	200,000	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>250,000</b>	<b>-</b>	<b>50,000</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

2020 - 2025

## Transportation Improvement Program

## Rainier Ave N Corridor Improvements Phase 5

TIP NO. 41

## PROJECT

**Planning Area:** City Center  
**Functional Class:** Minor Arterial  
**Project Length:** 0.76 mi

**Work Elements:**

- ☒ Corridor
- ☐ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** TBD

**Project Description:**

This is Phase 5 of the Rainier Ave Corridor Improvements, and will extend the improvements from NW 3rd Pl to north City limits. Project elements include widening of sidewalks with streetscaping, adding pedestrian-scale illumination and planted buffer strips. The street may be narrowed from 5 to 3 lanes where feasible. On the east side of Rainier Ave the new multi-use trail will be installed (Lake Washington Loop Trail), (as shown on TIP #19).

**Purpose:**

The project will separate pedestrians and bicyclists from the vehicular traffic, enhancing safety and encouraging residents to use active transportation modes.

**Status/Changes:**

Phase 4 is currently in design (TIP #22) and Phase 3 of Lake Washington Loop Trail (TIP #19) will begin to be ready for construction in 2019. This project will coordinate closely with the Renton Airport Master Plan.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	100,000	-	-	-	100,000	-	-	-
Design	3,000,000	-	-	-	-	2,000,000	1,000,000	-
Right of Way	-	-	-	-	-	-	-	-
Construction	7,000,000	-	-	-	-	-	-	7,000,000
<b>Total Expenses</b>	<b>10,100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>7,000,000</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	100,000	-	-	-	100,000	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	10,000,000	-	-	-	-	2,000,000	1,000,000	7,000,000
<b>Total Resources</b>	<b>10,100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>2,000,000</b>	<b>1,000,000</b>	<b>7,000,000</b>

2020 - 2025

## Transportation Improvement Program

## Renton Bus Rapid Transit (BRT) Improvements

TIP NO. 42

## PROJECT

Planning Area: City Center

Functional Class: N/A

Project Length: 0.37 mi

## Work Elements:

- ☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

Project #: TBD

## Project Description:

New transit access road improvements from I-405 exit 3 (Talbot Rd) to South Renton Transit Center. Includes reconfiguration of Grady Way, Lake Ave S and S Renton Village Place to accommodate transit.

## Purpose:

With current traffic conditions and configurations, improvements will be needed to ensure speed and reliability of the BRT system into and out of the South Renton Transit Center. This transit hub is currently and will remain a key connection point for transit users for both Metro and Sound Transit. Proximity to the Sounder Station and future increase of parking availability also plays a key role in improvement accessibility needs.

## Status/Changes:

Estimated cost in Regional Transportation Plan is \$21,300,000. Design and Construction should be implemented and coordinated with South Renton Transit Center, development of Renton Village, and implementation of I-405 Bus Rapid Transit.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Other	21,300,000	-	-	-	-	3,195,000	9,052,500	9,052,500
<b>Total Expenses</b>	<b>21,300,000</b>	-	-	-	-	<b>3,195,000</b>	<b>9,052,500</b>	<b>9,052,500</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	21,300,000	-	-	-	-	3,195,000	9,052,500	9,052,500
<b>Total Resources</b>	<b>21,300,000</b>	-	-	-	-	<b>3,195,000</b>	<b>9,052,500</b>	<b>9,052,500</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**South 3rd Street Conversion Project**

**TIP NO. 43**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Principal Arterial  
**Project Length:** 0.55 mi

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** TBD

**Project Description:**

The project provides pedestrian and bicyclists facilities and enhancements, traffic operation and circulation improvements in Downtown. The improvements include adding raised intersections with bulb outs, parklets, pedestrian plaza, lighting, street furniture, streetscape, bicycle blvd, bike racks, signage, wayfinding and converting S 3rd St to two-way operations.

**Purpose:**

This project is one of the strategies identified in the City Center Community Plan. The project enhances downtown Renton as a destination area, while improving circulation, reducing traffic speeds and enhancing pedestrian safety. A feasibility study, including a Downtown Circulation Traffic Analysis for the conversion to two-way operations was completed.

**Status/Changes:**

This is the last project of the Downtown Conversion to a two-way operations. It will continue the downtown improvements, further enhancing the pedestrian and bicyclists environment. Project is pending future grant funding availability.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	4,000,000	-	-	-	4,000,000	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	17,200,000	-	-	-	-	6,500,000	10,700,000	-
<b>Total Expenses</b>	<b>21,200,000</b>	-	-	-	<b>4,000,000</b>	<b>6,500,000</b>	<b>10,700,000</b>	-
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	21,200,000	-	-	-	4,000,000	6,500,000	10,700,000	-
<b>Total Resources</b>	<b>21,200,000</b>	-	-	-	<b>4,000,000</b>	<b>6,500,000</b>	<b>10,700,000</b>	-

## Transportation Improvement Program

## South Grady Way Improvements - Talbot Rd South to Rainier Ave South

TIP NO. 44

## PROJECT

**Planning Area:** City Center  
**Functional Class:** Minor Arterial  
**Project Length:** 1.16 mi

**Work Elements:**

- ☒ Corridor
- ☐ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** TBD

**Project Description:**

The project will remove the islands at the intersections of S Grady Way with Lake Ave S and Shattuck Ave S, to allow for a continuous eastbound lane from Rainier Ave S to Talbot Rd S. Included are modifications to the traffic signal, new pedestrian crossings and channelization. This project will perform a comprehensive analysis of multi-modal transportation improvements, including review of potential transit improvements along Grady Way, such as Business Access and Transit (BAT) lanes and Traffic Signal Priority (TSP).

**Purpose:**

The project will remove the islands at the intersections of S Grady Way with Lake Ave S and Shattuck Ave S, to allow for a continuous eastbound lane from Rainier Ave S to Talbot Rd S. Included are modifications to the traffic signal, new pedestrian crossings and channelization. The improvements will add much needed capacity to the S Grady Way corridor.

**Status/Changes:**

Project is pending future grant funding availability.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	100,000	-	-	100,000	-	-	-	-
Design	1,000,000	-	-	-	600,000	400,000	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	3,580,000	-	-	-	-	1,660,000	1,920,000	-
<b>Total Expenses</b>	<b>4,680,000</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>600,000</b>	<b>2,060,000</b>	<b>1,920,000</b>	<b>-</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	4,680,000	-	-	100,000	600,000	2,060,000	1,920,000	-
<b>Total Resources</b>	<b>4,680,000</b>	<b>-</b>	<b>-</b>	<b>100,000</b>	<b>600,000</b>	<b>2,060,000</b>	<b>1,920,000</b>	<b>-</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**South Lake Washington Transit Stop**

**TIP NO. 45**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** Principal Arterial  
**Project Length:** n/a

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** TBD

**Project Description:**

This project will implement a Rapid Ride Bus Transit Station in the vicinity of Park Ave. N and Garden Ave N. The project would include the kit of parts associated for a Rapid Ride stop such as weather protection, lighting, seating, and litter receptacles.

**Purpose:**

The project is proposed to meet recent travel demand growth in the area and as a part of the connectivity of the regional transit system. This transit hub will provide service to Southport and other new development in the area which includes two hotels. In addition, a large manufacturing company's employees will benefit from the transit hub's location as well as visitors to The Landing and the 57 acre Gene Coulon Park.

**Status/Changes:**

This project is pending available funding and coordination with King County Metro.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	600,000	-	-	600,000	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	3,750,000	-	-	-	1,875,000	1,875,000	-	-
<b>Total Expenses</b>	<b>4,350,000</b>	-	-	<b>600,000</b>	<b>1,875,000</b>	<b>1,875,000</b>	-	-
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	4,350,000	-	-	600,000	1,875,000	1,875,000	-	-
<b>Total Resources</b>	<b>4,350,000</b>	-	-	<b>600,000</b>	<b>1,875,000</b>	<b>1,875,000</b>	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Southport Pedestrian Connection**

**TIP NO. 46**

**PROJECT**

**Planning Area:** City Center  
**Functional Class:** n/a  
**Project Length:** 0.15 mi

**Work Elements:**  
☐ Corridor  
☒ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** NEW

**Project Description:**

A pedestrian path underneath the BNSF trestle that connects into Southport. The repair/rebuild of the trestle, and other associated work, is funded by LRF which is programmed within the Park Ave N. Extension project (TIP #21).

**Purpose:**

To create a pedestrian connection from Lake Washington Boulevard to the boardwalk in Southport.

**Status/Changes:**

New project. This project would be designed, constructed, and funded by the developer.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Other	1,000,000	-	-	-	500,000	500,000	-	-
<b>Total Expenses</b>	<b>1,000,000</b>	-	-	-	<b>500,000</b>	<b>500,000</b>	-	-
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Other (Developer)	-	-	-	-	-	-	-	-
Undetermined	1,000,000	-	-	-	500,000	500,000	-	-
<b>Total Resources</b>	<b>1,000,000</b>	-	-	-	<b>500,000</b>	<b>500,000</b>	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Sunset Area Connections**

**TIP NO. 47**

**PROJECT**

**Planning Area:** Highlands  
**Functional Class:** varies  
**Project Length:** varies

**Work Elements:**  
☐ Corridor  
☒ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** TBD

**Project Description:**

This project will construct multi-modal improvements identified in the Sunset Area Community Planned Action Study. Roadways will be widened/extended/realigned to provide for future traffic flows. The broader neighborhood in the Planned Action Study Area is generally bounded by NE 21st Street on the north, Monroe Avenue NE on the east, NE 7th St on the south, and Edmonds Avenue NE.

**Purpose:**

To improve traffic flow and operational efficiency of local streets as well as supporting pedestrian and bicycle safety by improving non-motorized facilities especially sidewalk connections from NE Sunset Boulevard to side streets, strengthening the connectivity between residential areas.

**Status/Changes:**

The total cost of the project is estimated at \$22.2M. Schedule, cost and selection of streets to be improved to be determined. Significant cost participation will be required from development. This project is pending available funding and will need to coordinate with NE Sunset Blvd Corridor Improvements (TIP #20).

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	2,600,000	-	-	-	-	2,600,000	-	-
Right of Way	1,000,000	-	-	-	-	1,000,000	-	-
Construction	18,600,000	-	-	-	-	-	10,700,000	7,900,000
<b>Total Expenses</b>	<b>22,200,000</b>	-	-	-	-	<b>3,600,000</b>	<b>10,700,000</b>	<b>7,900,000</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	22,200,000	-	-	-	-	3,600,000	10,700,000	7,900,000
<b>Total Resources</b>	<b>22,200,000</b>	-	-	-	-	<b>3,600,000</b>	<b>10,700,000</b>	<b>7,900,000</b>

## Transportation Improvement Program

## SW 27th Street / Strander Boulevard Connection

TIP NO. 48

## PROJECT

**Planning Area:** Valley  
**Functional Class:** Minor Arterial  
**Project Length:** 1.27 mi

**Work Elements:**

- ☒ Corridor
- ☐ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 122239  
 122240

**Project Description:**

The project will provide a grade-separated crossing at the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) railroad tracks. Bicycle and pedestrian connections will be provided to the Tukwila Station and the Interurban Trail. Phase 1 - Seg 2a - 2 lane roadway from Naches Ave SW to the Sounder Station, including a BNSF bridge is completed.

**Purpose:**

This project provides a critical four/five-lane arterial that will serve as a connector to West Valley Highway (SR 181) and East Valley Road, as well as an arterial connector to SR 167 from the south. A new east-west arterial roadway will connect the cities of Renton and Tukwila and provide significant congestion relief to existing arterials. The new road will provide access to the Tukwila Train/Sound Transit Station. The new grade separated arterial (UPRR and BNSF railroads) will provide significant benefits to both freight mobility and general motorists.

**Status/Changes:**

The City of Tukwila had taken the lead for future phases, however, Tukwila City Council voted unanimously in 2019 to terminate their efforts to manage the next phase of the Strander Blvd. Improvements due to multiple issues including that the cost of the project has risen to unsustainable levels for local jurisdictions to be the lead. Unless the situation changes, this project will be removed from next year's TIP.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	5,030,912	5,030,912	-	-	-	-	-	-
Right of Way	3,842,563	3,842,563	-	-	-	-	-	-
Construction	22,193,410	22,193,410	-	-	-	-	-	-
<b>Total Expenses</b>	<b>31,066,885</b>	<b>31,066,885</b>	-	-	-	-	-	-
<b>Resources:</b>								
Local/City	3,713,746	3,713,746	-	-	-	-	-	-
Mitigation	1,413,835	1,413,835	-	-	-	-	-	-
Bond Proceeds	2,799,500	2,799,500	-	-	-	-	-	-
State	7,697,425	7,697,425	-	-	-	-	-	-
Federal	9,754,958	9,754,958	-	-	-	-	-	-
Other	5,687,421	5,687,421	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>31,066,885</b>	<b>31,066,885</b>	-	-	-	-	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Talbot Road S/ S 177th St Signalization and Roadway Improvements**

**TIP NO. 49**

**PROJECT**

**Planning Area:** Talbot  
**Functional Class:** Collector  
**Project Length:** 1.16 mi

**Work Elements:**  
☒ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☐ Other

**Project #:** N/A

**Project Description:**

This project involves installing a traffic signal and various roadway improvements including meeting pedestrian transit and bicycle needs.

**Purpose:**

This project is proposed to meet recent traffic demand through this intersection and surrounding area as a result of the expansion of Valley Medical Center.

**Status/Changes:**

The project is currently under construction.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	1,025,000	1,025,000	-	-	-	-	-	-
<b>Total Expenses</b>	<b>1,025,000</b>	<b>1,025,000</b>	-	-	-	-	-	-
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Other	1,025,000	1,025,000	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>1,025,000</b>	<b>1,025,000</b>	-	-	-	-	-	-

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Transit Master Plan**

**TIP NO. 50**

**PROJECT**

**Planning Area:** n/a  
**Functional Class:** n/a  
**Project Length:** n/a

**Work Elements:**

- ☐ Corridor
- ☒ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** 123005

**Project Description:**

The plan establishes scalable short- and long-term strategies, and identifies projects that will foster a high-quality transit system to meet Renton's needs.

**Purpose:**

The Transit Master Plan provides the city with a means to influence decisions made by regional transit authorities. It also provides a basis on which to begin advancing proposed capital projects for further study, design and prioritization, and position them to be strong competitors for grant funding.

**Status/Changes:**

King County Metro is currently working with Transportation staff on multiple projects such as the Renton-Kent-Auburn Mobility Plan (RKAAMP), Rapid Ride I-Line, Access to Transit Study (2019 Proviso), and future I-405 BRT service integration. However, there is more planning effort that the city can do to educate and partner with the community on all the mobility efforts in the region.

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	500,000	-	-	-	300,000	200,000	-	-
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>300,000</b>	<b>200,000</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	500,000	-	-	-	300,000	200,000	-	-
<b>Total Resources</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>300,000</b>	<b>200,000</b>	<b>-</b>	<b>-</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**Walkway Master Plan**

**TIP NO. 51**

**PROJECT**

**Planning Area:** n/a  
**Functional Class:** n/a  
**Project Length:** n/a

**Work Elements:**

- ☐ Corridor
- ☒ Non-Motorized
- ☐ Preservation
- ☐ Safety/Operations
- ☐ Other

**Project #:** NEW

**Project Description:**

This project is to update the 2008 Citywide Comprehensive Walkway Study with a master plan of pedestrian network.

**Purpose:**

To build upon the Trails and Bicycle Plan Master Plan and complete an interconnected multimodal non-motorized network throughout the city that is safe and accessible for all.

**Status/Changes:**

New Project

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	500,000	-	-	300,000	200,000	-	-	-
Design	-	-	-	-	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	<b>300,000</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Resources:</b>								
Local/City	-	-	-	-	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	-	-	-	-	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	500,000	-	-	300,000	200,000	-	-	-
<b>Total Resources</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	<b>300,000</b>	<b>200,000</b>	<b>-</b>	<b>-</b>	<b>-</b>

RESOLUTION NO. 4389  
2020 - 2025  
Transportation Improvement Program

**I-405/44th Gateway Signage & Green-Scaping Improvements**

**TIP NO. 52**

**PROJECT**

**Planning Area:** Kenneydale  
**Functional Class:** n/a  
**Project Length:** n/a

**Work Elements:**  
☐ Corridor  
☐ Non-Motorized  
☐ Preservation  
☐ Safety/Operations  
☒ Other

**Project #:** NEW

**Project Description:**

The project will install major entry signage, enhanced landscaping and lighting and electrical features as part of the I-405/NE 44th St Interchange project.

**Purpose:**

This project is being led by the City's Community & Economic Development Division as part of the WSDOT I-405 Renton to Bellevue Widening and Express Toll Lanes project. The City plans to take on permanent maintenance and upkeep costs associated with the highly visible interchange signage.

**Status/Changes:**

New Project

Expenditures & Resources	TOTAL	Pre-2020	Six-Year Program					
			2020	2021	2022	2023	2024	2025
<b>Expenditures:</b>								
Planning	-	-	-			-	-	-
Design	50,000	-	-	50,000	-	-	-	-
Right of Way	-	-	-	-	-	-	-	-
Construction	216,700	-	-	216,700	-	-	-	-
<b>Total Expenses</b>	<b>266,700</b>	-	-	<b>266,700</b>	-	-	-	-
<b>Resources:</b>								
Local/City	56,700	-	-	56,700	-	-	-	-
Mitigation	-	-	-	-	-	-	-	-
Bond Proceeds	-	-	-	-	-	-	-	-
State	210,000	-	-	210,000	-	-	-	-
Federal	-	-	-	-	-	-	-	-
Undetermined	-	-	-	-	-	-	-	-
<b>Total Resources</b>	<b>266,700</b>	-	-	<b>266,700</b>	-	-	-	-



## SECTION F

## APPENDIX

### 2020 – 2025 TRANSPORTATION IMPROVEMENT PROGRAM



## **ABBREVIATIONS AND ACRONYMS**

The following list defines the abbreviated words and/or acronyms used in the City of Renton's Six-Year Transportation Improvement Program.

ACP	Asphalt Concrete Pavement
ADA	American Disability Act
BAT	Business Access Transit
BNSF	Burlington Northern Santa Fe
BRAC	Bridge Replacement Advisory Committee
CBD	Central Business District
CIP	Capital Improvement Program
CMAQ	Congestion Mitigation and Air Quality
CTR	Commute Trip Reduction (State Act)
DOE	Department of Ecology
EB	Eastbound
ECL	East City Limits
EIS	Environmental Impact Study
ER	Emergency Relief
FHWA	Federal Highway Administration
FMSIB	Freight Mobility Strategic Investment Board
GIS	Geographic Information System
GMA	Growth Management Act
HOV	High Occupancy Vehicles
ITS	Intelligent Transportation System
LF	Linear Feet
LID	Local Improvement District
LRF	Local Revitalization Financing
LOS	Level of Service
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
METRO	Municipality of Metropolitan Seattle
MOU	Memorandum of Understanding
MUTCD	Manual on Uniform Traffic Control Devices
NCL	North City Limits
NB	Northbound
PS&E	Plans, Specifications, and Estimates
ROW	Right-of-way
RTA	Regional Transit Authority
SB	Southbound
SCL	South City Limits
SOV	Single Occupant Vehicle
ST	Sound Transit
SR	State Route
STP	Surface Transportation Program
TDM	Transportation Demand Management Program
TIB	Transportation Improvement Board
TIP	Transportation Improvement Plan
UPRR	Union Pacific Railroad
UPS	Uninterruptible Power Supply
WB	Westbound
WCL	West City Limits
WSDOT	Washington State Department of Transportation

CITY OF RENTON, WASHINGTON

RESOLUTION NO. 4389

**A RESOLUTION OF THE CITY OF RENTON, WASHINGTON, UPDATING AND EXTENDING RENTON'S SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM FOR 2020 – 2025.**

**WHEREAS**, the City of Renton has adopted a Six-Year Transportation Improvement Program ("TIP") pursuant to RCW 35.77.010 (Perpetual advanced six-year plans for coordinated transportation program expenditures), and the TIP has been updated, amended and modified from time to time as authorized and required by law; and

**WHEREAS**, the City Council held a duly noticed public hearing on August 19, 2019, for the purpose of considering updates to the TIP; and

**WHEREAS**, the City Council has reviewed the work accomplished under the TIP, considered any public testimony given at the public hearing held on August 19, 2019, considered proposed updates to the TIP, and determined current City transportation needs;

**NOW, THEREFORE**, THE CITY COUNCIL OF THE CITY OF RENTON, WASHINGTON, DO RESOLVE AS FOLLOWS:

**SECTION I.** The City of Renton's 2020 – 2025 Six-Year Transportation Improvement Program, attached as Exhibit A and fully incorporated herein by this reference, is adopted as the City's updated and extended TIP.


**SECTION II.** The updated and extended TIP, as attached, shall be and constitute Renton's 2020 – 2025 Six-Year Transportation Improvement Program for purposes of compliance with RCW 35.77.010, and shall remain in full force and effect until further revised, amended, and modified as provided by law.

**SECTION III.** The Administrator of the Public Works Department and the City Clerk are authorized and directed to file this resolution, together with Exhibit A, with the Washington State Secretary of Transportation within 30 days of its adoption.

PASSED BY THE CITY COUNCIL this 19th day of August, 2019.

  
\_\_\_\_\_  
Jason A. Seth, City Clerk

APPROVED BY THE MAYOR this 19th day of August, 2019.

  
\_\_\_\_\_  
Denis Law, Mayor

Approved as to form:

  
\_\_\_\_\_  
Shane Moloney, City Attorney

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