

Section V.d. 2014 King County Countywide Competition Application for PSRC's FHWA Funds (STP/CMAQ)

❖ Nonmotorized Program

This application is available on the King County Department of Transportation website at:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

****Please read this section before completing the application****

The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for countywide funding may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: www.psrc.org/transportation/tip/tracking.

Submitting Applications

There is no set page limit for applications submitted to the countywide competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. Attach your completed application to an email and send it to kcgrantcompetition@kingcounty.gov. All applications must be submitted by **11:59 p.m. Wednesday, May 7, 2014**.

Please note: the project budget spreadsheet is a required attachment, the budget spreadsheet can be downloaded from the following website:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Definition of a project:

For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

If you have questions please contact Peter Heffernan at 206-477-3814 or peter.heffernan@kingcounty.gov

Section VI.c. 2014 King County Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at <http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

PROJECT DESCRIPTION INFORMATION

1. Project Title: Lake Washington Loop Trail

(For roadway project titles: list facility name, limits and any other identifying words; e.g., SR-520HOV (104th Ave NE to 124th Ave NE)

2. Sponsoring Agency: City of Renton

Also identify co-sponsor(s):

3. Project Contact Person: Jim Seitz

Address: 1055 S Grady Way, Renton, WA 98057

Phone: 425-430-7245

Fax:

E-Mail: Jseitz@Rentonwa.gov

4. Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The grant will fund the right-of-way acquisition for the new 12-foot wide combined pedestrian/bicycle path that completes a gap in the Lake Washington system. The project includes a landscaped buffer separating the path from the travelled roadway, pedestrian ramps per current ADA standards, new pedestrian level lighting, signage (including wayfinding) and pavement markings.

The new ped/bike path will establish a connection between the Lake Washington Trail on Rainier Ave N at the north City limits and Logan Ave N/Cedar River Trail junction. The combined ped/bike path will be installed along the east side of Rainier Ave N (where currently a narrow substandard sidewalk exists) and along the north side of Airport Way. Due to limitations in right-of-way along Airport Way and topographic challenges along the Rainier Ave N, traffic lanes will be reconfigured, including a road diet, to allow for the new combined ped/bike path.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Justification:

Major regional trails currently terminate at each end of the proposed project. The Lake Washington Loop Trail offers the greater Puget Sound region and the City of Renton the opportunity to connect these important transportation resources. The new ped/bike path will serve as a critical pedestrian and bicycle transportation connection for regional trail users, the City of Renton residents, and the business community.

The project completes a missing pedestrian/bicycle link, connecting the neighborhoods north of the Cedar River (including the Senior Center), South Renton, West Hill and South Seattle to Renton's Urban Center and other centers surrounding Lake Washington.

Need:

The new ped/bike path will provide a missing transportation link between the Lake Washington regional trail and improved access to the Cedar River regional trail. It will also provide a safer, shorter route to the Burnett Trail, leading to the Renton Transit Center and to the Downtown Core. It will also improve a connection from the Lake Washington Trail to the Lake to Sound Trail (under design) via the Cedar River Trail, and to the future ped/bike path in the Eastside Rail (BNSF) Corridor.

Currently bicyclists riding on Rainier Ave N are utilizing a private road (Perimeter Road) along the west and south end of Renton's airport. Perimeter Road is used by airport staff and by the Boeing Company. Since Boeing has been steadily ramping up aircraft production (in response to increase global aircraft demand), Perimeter Rd has become less desirable as a bicycle route due to increased conflict between Boeing traffic (predominantly trucks) and bicyclists.

Purpose:

The project will enhance the safety and environment for non-motorized travel along the south end of Lake Washington. Pedestrian and bicyclists will be able to travel this link on a path separated from the travel lane by a planter strip, alongside principal arterials (Rainier Ave N and Airport Way). The project will effectively promote pedestrian and bicycle travel and provide environmental benefits, by investing in a "healthier" transportation system.

- 5. Project Location:** East-west along Airport Way then north along Rainier Ave N up to Renton City limits

Answer the following questions if applicable:

a. Crossroad/landmark nearest to beginning of project: Logan Ave N at the Cedar River bridge

(Identify landmark if no crossroad)

b. Crossroad/landmark nearest to end of project: Rainier Ave N at the north City limits

(Identify landmark if no crossroad)

- 6. Map:** Include an 8 1/2" x 11" legible vicinity map (if applicable) with the completed application form. *(If unable to send map electronically, provide separately by fax or mail)*

7. Federal Functional Classification Code *(Select only one)*

Assistance in determining the functional classification of a project is available by calling

Stephanie Rossi at 206-971-3054.

<p align="center"><u>Rural Functional Classifications</u> <u>(“under 5,000 population”)</u> (Outside the federal-aid urbanized and federal-aid urban areas)</p>	<p align="center"><u>Urban Functional Classifications</u> <u>(“over 5,000 population”)</u> (Inside the federal-aid urbanized and federal-aid urban areas)</p>
<input type="checkbox"/> 00 Exception <input type="checkbox"/> 01 Principal Arterial - Interstate <input type="checkbox"/> 02 Principal Arterial <input type="checkbox"/> 06 Minor Arterial <input type="checkbox"/> 07 Major Collector <input type="checkbox"/> 08 Minor Collector <input type="checkbox"/> 09 Local Access <input type="checkbox"/> 21 Proposed Principal Arterial – Interstate <input type="checkbox"/> 22 Proposed Principal Arterial <input type="checkbox"/> 26 Proposed Minor Arterial <input type="checkbox"/> 27 Proposed Major Collector <input type="checkbox"/> 28 Proposed Minor Collector <input type="checkbox"/> 29 Proposed Local Access	<input type="checkbox"/> 00 Exception <input type="checkbox"/> 11 Principal Arterial – Interstate <input type="checkbox"/> 12 Principal Arterial – Expressway <input checked="" type="checkbox"/> 14 Principal Arterial <input type="checkbox"/> 16 Minor Arterial <input type="checkbox"/> 17 Collector <input type="checkbox"/> 19 Local Access <input type="checkbox"/> 31 Proposed Principal Arterial – Interstate <input type="checkbox"/> 32 Proposed Principal Arterial – Expressway <input type="checkbox"/> 34 Proposed Principal Arterial <input type="checkbox"/> 36 Proposed Minor Arterial <input type="checkbox"/> 37 Proposed Collector <input type="checkbox"/> 39 Proposed Local Access

NOTE: Federally Funded Projects. A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.

Examples of Exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project’s suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council’s (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2014 STP/CMAQ King County Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2014. Please note that these sponsors will also be asked to certify that they will

comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another countywide project.

Application length: Please be as brief as possible but provide sufficient information on your project, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to kcgrantcompetition@kingcounty.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Preservation, Non-motorized). All applications will be posted to the King County Web site. All applications must be submitted by 11:59 p.m., Wednesday, May 7, 2014.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to Section IVb, Evaluation Criteria for Countywide Grant Programs, Non-Motorized Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections C through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION A: CENTERS

Complete this section if your project is a “Centers” project, then proceed to Part 2

A. Please explain how your project addresses the following:

• Center Development

- Describe how the project will advance or support non-motorized modes within the center.
- Describe how the project or program will enhance or support the potential for increased housing/employment densities in the center.
- Describe how the project furthers the objectives and aims of existing adopted policies and plans for the center.
- Describe the level of public access to the project (for example, current and future land use in the vicinity of the facility such as schools, residences, commercial, retail, tourist areas, etc. that would be expected to provide utilization of the facility).

• Project's Benefit to the Center

- Describe how the project remedies a current or anticipated problem for non-motorized modes within the center or reduces modal conflicts involving pedestrians and/or bicyclists?
- Describe the user groups who will benefit from this project (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President’s Order for Environmental Justice¹) and how it provides users with non-motorized option for travel.
- Describe how the project or program will improve: (address each relevant area)
 - Bicycle facilities
 - Walkability
 - Public transit access
 - Landscape and/or streetscape

• Circulation and Safety within the Center

- Describe how the project improves access to major destinations or improves circulation within the center (home/work/school/other).
- Describe how the project or program completes a physical gap or completes an essential link in the non-motorized transportation network.
- Describe how the project improves safety or resolves an existing safety problem.
- Describe how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.

¹ The President’s Order for Environmental Justice states “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

SECTION B: CONNECTING CORRIDORS

Complete this section if your project is a “Connecting Corridors” project, then proceed to Part 2.

A. Please explain how your project addresses the following:

• Benefit to Center

- Describe how the project provides users traveling to/from the center(s) with non-motorized options for travel.
- Describe how the project furthers the objectives and aims of adopted policies and plans for the center(s).
- Describe how this project will benefit or enhance support the development of the center(s). Does it support multiple centers?

Renton is situated in the center of the cycling corridor that connects Kirkland, Bellevue, Seattle to SeaTac, Tukwila, Burien, Kent and Auburn. This project will provide a linkage among these noted regional growth centers and residential, employment and recreation areas.

The project will provide a pedestrian and bicycle connection that currently does not exist between the existing regional Lake Washington Trail on the east (within Renton Regional Growth Center) and the bicycle/pedestrian facility on the west side (south Seattle community) of the Lake Washington. Currently bicyclists must use either heavily travelled roadways, or narrow sidewalks, or a private road (Perimeter Road) along the west and south end of Renton's airport. This private road has become less desirable as a bicycle route due to increased conflict between Boeing traffic (predominantly trucks) and bicyclists.

This project will complete the missing gap within the Lake Washington Trail system and will culminate in a pedestrian/bicycle path, separated from travel lanes by planter strips, resulting in a safer and more attractive environment for non-motorized users.

The project supports objectives and policies within Renton's Comprehensive Plan (pages X-8 to X-10 and XI-39, attached) and Renton's Trails and Bicycle Master Plan as it supports increased activity in the Urban Center by completing the gap in the regional Lake Washington Trail, and connecting it to the Cedar River Trail. The combined ped/bike path will provide a direct link from Renton's Urban Center to the South Renton, West Hill (west of Rainier Ave N) and south Seattle neighborhoods. The project will support increased activity between the neighborhoods east (including the Senior Center and senior housing) and west of the project, and the Renton Urban Center (downtown Core).

The project will encourage a walkable community (to local and regional users), by promoting non-motorized access to employment, parks, schools, recreational activities, shopping and open space areas. It will provide an essential non-motorized connection and promote walking and biking by enhancing the pedestrian/bicycle environment, encouraging residents and commuters to use the combined ped/bike path to access the Transit Center, the Piazza (Farmer's Market), the Performing Arts Center (within 2 blocks of the project). Completing the missing link in the Lake Washington Loop trail will make Renton a prominent hub in the region's trail system and could attract thousands of trail users annually. This, in turn, could substantially enhance Renton's Urban Center and have a positive impact on economic development.

The project will provide essential non-motorized connections to/from the Renton Growth Center and other regional centers within the Puget Sound, such as Seattle, Bellevue, Kirkland, Tukwila, Burien Kent and Auburn. Currently various groups of cyclists meet up in Renton (see attached pictures) to bike regional trails (Renton-Seattle-Bothel-Kirkland-Bellevue-Maple Valley-Kent-Tukwila-Sea-Tac, Burien). It has been observed that some cyclist groups meet up at the nearby Renton Stadium parking lot.

- **System Continuity, Circulation and Safety**

- Describe how this project or program provides a "logical segment" that links to a center
- Describe how the project fills in a missing link or removes barriers to a center, and how the project extends or completes a regional or local bicycle or pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network
- .Describe how the project improves safety and/or reduces modal conflict.

This project completes the logical segment in a pedestrian/bicycle transportation facility at the south end of Lake Washington, providing a connecting corridor to/from Renton's Growth Center and residential areas, employment areas, recreation areas along Lake Washington, and other regional growth centers.

The project completes the gap in the regional Lake Washington Trail, and connects it to the Cedar River Trail. Completing the gap in the Lake Washington Trail has been underway for several years and resulted in partnership with the community and stakeholders such as Boeing and the Cascade Bicycle Club. A section of the pedestrian/bicycle combined path on the east side of Lake Washington was completed in 2011.

The Lake Washington Loop Trail is an important element of a non-motorized plan that supports Renton and the regional policies to encourage local and regional agencies to encourage non-motorized transportation by improving accessibility and safety and an attractive alternate mode of transportation to the single-occupancy vehicle.

One of the major benefits of this project is to improve safety for non-motorized travel with the installation of a separate pedestrian/bicycle path separated from the travel lanes by a landscaped buffer, adding pedestrian-scale illumination, crosswalks, pedestrian ramps per current ADA standards.

In 2010 a bicyclist was struck and injured by a vehicle on the private road (Perimeter Road) utilized by bicyclists due to the lack of bicycle facilities along Rainier Ave and Airport Way. The installation of the pedestrian/bicycle path will remove the existing conflict between motorized traffic and bicyclists.

- **Sustainability**

- Describe how this project or program supports a long-term strategy to maximize the efficiency of the corridor and/or the bicycle or pedestrian network.
- Describe the user groups who will benefit from this project over time (residents, commuters, employees, students, customers, tourists, seniors, people with disabilities, and those identified in the President's Order for Environmental Justice) and how it provides users with non-motorized options for travel.

The project will provide a long-term solution to the community's pedestrian and bicyclists transportation needs. It will improve the greater South King County pedestrian and bicyclist system linkages and complete a missing link in the regional Lake Washington Trail system. This project furthers the City and County's vision of expansion of the Trail system, and provides a missing transportation link in the Lake Washington regional trail and improved access to the Cedar River trail, to the Burnett trail (leading to the Renton Transit Center and to the downtown core). It will also improve a connection from the Lake Washington Trail to the Lake to Sound Trail (under design) via Cedar River Trail, and to the potential ped/bike path in the Eastside Rail (BNSF) corridor, thus facilitating pedestrian and bicycle transportation throughout the Puget Sound region.

This project will benefit multiple user groups: commuters, area residents, employees and commercial/retail customers travelling to and from the Renton Urban Center and other surrounding centers.

The project will provide non-motorized facilities for minority, low income and other protected classes. PSRC's Environmental Justice Demographic Profile (2012) shows a sizeable area of "25% or greater below federal poverty line" in the vicinity of the project. There is a large "50% or greater minority population" within the surrounding of the project, with "25% or more black/african american population". Asian population is also present within the limits of the project, comprising 24% of the total population. The project will greatly benefit seniors, by providing easy access to their community "on foot" (the Senior Center and senior housing are adjacent to the project). According to the census, 17% of the population surrounding the project is 65 years of age or older.

The combined pedestrian bicycle path will assist the user groups identified above with better access to employment, recreation and shopping, by improving pedestrian and bicyclists safety, promoting a walkable community and reduction in air pollution.

PROJECT EVALUATION: PART 2

SECTION C: PROJECT READINESS/FINANCIAL PLAN

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through G.

2. Financial Plan

In this section, sponsors will address questions regarding the funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. A sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies here. For more information on PSRC's project tracking program, please go to www.psrc.org/transportation/tip/tracking.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

2.1. Select only one funding source below, STP or CMAQ.

STP

CMAQ

2.2. Identify the amount requested by phase, and identify the estimated year of obligation (2015, 2016 or 2017).

<u>Phase</u>	<u>Amount</u>	<u>Estimated Year of Obligation</u>
Right of Way	\$575,000.00	2016
[select phase]		
[select phase]		

2.3 Identify the project phases that will be fully completed if requested funding is obtained:

Right-of-Way

2.4 Project Budget and Schedule

In this section you will be asked to provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above must also be reflected in the Project Budget and Schedule spreadsheet. Use as many rows per phase as necessary to reflect the financial plan for each phase. The required table to provide this information is a separate Excel spreadsheet which you will need to download from following King County website:
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Attach the completed spreadsheet, along with this application, and submit via email to kcgrantcompetition@kingcounty.gov, by the deadline of 11:59 p.m. May 7, 2014. The

Project Budget and Schedule spreadsheet form may be downloaded at:

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2014KCountywideCFP.aspx>

Project Readiness:

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

3. If funds are requested for Right of Way:

3.1 What is the status of Preliminary Engineering/Design?

- Is the PE/Design phase complete? No
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
 - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
 - Environmental Impact Statement (EIS)
 - Environmental Assessment (EA)

- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)
- Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion. 12/2015
- At what stage of completion is your design?
 - Have Preliminary Plans been submitted to WSDOT for approval? No
 - If not, when is this milestone scheduled to be complete? 06/2016
 - When are Preliminary Plans expected to be approved? 12/2016
- Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

3.2 What is the status of Right of Way?

- How many parcels do you need? 01
- What is the zoning in the project area (e.g., commercial, residential, etc.)? industrial
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this. There is only one parcel involved in the right-of-way acquisition. Currently a car repair shop operates at this location, and it is anticipated that business relocation will be necessary. Condemnation is not anticipated at this time.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity? Yes
- If not, when do you expect a consultant to be selected, under contract, and ready to start? 04/2016
- Identify all relevant right of way milestones, including the current status and estimated completion date of each. For example:
 - True cost estimate of Right of Way 06/2016
 - Right of Way Plans (stamped) 06/2016
 - Relocation Plan (if applicable) 07/2016
 - Right of Way Certification 12/2016
 - Right of Way Acquisition 12/2016
 - Certification Audit by WSDOT Right of Way Analyst 02/2017
 - Relocation Certification, if applicable 02/2017

4. If funds are requested for Construction:

4.1 Complete sections 3.1 and 3.2 above.

4.2 What is the status of the milestones for the construction phase?

- Do you have an Engineer's Estimate? Please provide a copy if available.
- Identify the environmental permits needed for the project and when they are scheduled to be acquired.
- Is PS&E approved? Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval.
- When is the project scheduled to go to ad?

REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.

SECTION D: COMMUNITY SUPPORT/ENVIRONMENTAL JUSTICE/PLANNING

4. Please explain how your project addresses the following:

- Has the project been developed through a collaborative and inclusive planning process? Please describe. (If not, please describe how developed.)
- Is this project or program specifically identified in a local plan, transit plan, or regional plan. If not, is the project or program consistent with plan policies? Please provide citation of the corresponding policies and/or specific project references in the identified plan.
- Is this an important opportunity--if we fund this project or program now, what other benefits will result?
- Will an opportunity be missed if the project is not funded in this competition?

This project completes the gap in a pedestrian/bicycle transportation facility at the south end of Lake Washington. Completing the gap in the Lake Washington Trail has been underway for several years and resulted in partnership with the community and stakeholders such as Boeing and the Cascade Bicycle Club. A section of the pedestrian/bicycle combined path on the east side of Lake Washington was completed in 2011.

The Lake Washington Loop Trail received strong support from volunteer-driven neighborhood associations, such as the South Renton Neighborhood Association, which promotes cycling and a healthier living. This project also received strong support from the community during the preparation of the Renton Trails and Bicycle Master Plan (2009) and the Parks, Recreation and Natural Areas Plan (2011).

Desires for trail-related recreation opportunities and an enhanced trail system were noted in every public involvement activity. Most residents in the City support the creation of an interconnected trails system, linking parks to other key destinations.

The involvement consisted of public meetings, open houses, focus group meetings, stakeholder interviews, community questionnaire, community workshops, and presentations to the Non-Motorized Committee and Renton's Park Board. Invitations for participation were sent to the community, including materials provided in three languages (english, spanish and vietnamese) to provide opportunity to all members of the community for review and comment. At public meetings, accommodations were provided to address the needs of disabled individuals.

This project is specifically identified in the Renton Trails and Bicycle Master Plan, adopted on May 2009 (page 120) and is included by reference in the City of Renton Comprehensive Plan, Transportation Element, Non-Motorized Transportation. Corresponding policies are included, see pages X-8 to X-10 and XI-39 to XI-41, attached.

If funded, this project will contribute to building a healthy and sustainable community through the installation of the pedestrian/bicycle path, landscaping and street trees. Health impacts will be felt by pedestrians and bicyclists using this new transportation facility, which will encourage walking and biking in a more comfortable and safe environment. Encouraging the use of non-motorized modes of travel will improve health by increasing physical activity

and reducing air pollution. This project provides opportunity to create a physically active community environment.

Not funding the project will result in a lost of opportunity to expeditiously complete a gap in a regional transportation corridor for the benefit of users, including large segments of employees, senior citizens, travelling between Renton and other centers along Lake Washington (Seattle, Bellevue, Redmond, etc).

SECTION E: MODE SHIFT

5. Please explain how your project addresses the following:

- Describe how the project eliminates SOV trips and induces a mode shift..
- Discuss the potential for non-motorized use. For example, use counts and/or user survey data from existing similar facilities combined with data on the population in the surrounding area to estimate the potential number of users of the proposed facility (more, less and why)
- Describe how the project connects to other non-motorized facilities.

The Lake Washington loop Trail is an important element of a non-motorized plan that supports Renton and the regional policies to encourage non-motorized transportation by improving accessibility and safety and providing an attractive alternate mode of transportation to the single-occupancy vehicle.

Currently various groups of cyclists meet up in Renton (see attached pictures) to then bike regional trails (Renton-Seattle-Bothel-Kirkland-Bellevue-Maple Valley-Kent-Tukwila-Sea-Tac, Burien). Data on recreational users of the Lake Washington Loop Trail is not available, however by looking at the attached picture, it is evident that the Lake Washington Loop Trail is an attractive route for recreational users.

Of the employees in the adjacent Renton Growth Center - North, data indicates that 235 employees commute by walking and biking. After completion of the Lake Washington Loop Trail, we are projecting that the use of this facility will increase to at least 350 (50% increase) pedestrians/bicyclists for commuting purposes in the next 5 years.

The new ped/bike path will provide a missing transportation link between the Lake Washington regional trail and improved access to the Cedar River regional trail. It will also provide a safer, shorter route to the Burnett Trail, leading to the Renton Transit Center and to the Downtown Core. It will also improve a connection from the Lake Washington Trail to the Lake to Sound Trail (under design) via the Cedar River Trail, and to the potential ped/bike path in the Eastside Rail (BNSF) Corridor.

SECTION F: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

6. Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples. Answers will vary depending on the type of project, for example:

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;
- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;
- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;
- Describe how your project will reduce emissions through alternative fuels or vehicles.

The Lake Washington Loop Trail reduces VMT by providing a logical barrier-free connection between Renton's designed Growth Center and other regional trails (Cedar River trail, Burnett trail, future Lake to Sound Trail and potential ped/bike path along the Eastside Rail (BNSF) Corridor) that give residents and employees in the area a viable choice of completing part of or their entire trip by non-motorizing means, such as walking or bicycling. The Lake Washington Loop Trail, when completed, will connect via Burnett trail to a key transit facility (Renton Transit Center) where bicycle rack facilities are provided. Many of the buses in our region are equipped with bicycle racks, allowing people to complete their 'first' and 'last' legs of their journey by bicycling - this option/choice is not as easy today due to the missing link that this project will eliminate.

Additionally, transportation demand management mode-shift ranges place a non-motorized facility with a high potential for attracting commuter traffic as having as much as a 5% reduction in average daily traffic along a facility. Although this full potential may not be realized immediately, as the completed Lake Washington Loop trail comes to life these ranges could be expected, especially with the connection to the Renton Transit Center.

The Lake Washington Loop trail also improves public health by reducing particulate pollution and encouraging physical activity.

By providing a safe, accessible and attractive environment for non-motorized travel the project will provide users the opportunity to choose an alternative travel method other than vehicles. Some key reasons for mode shift from vehicles to walking and bicycling include a significant perception of an increase in safety and convenience-this project provides a regional trail that reduces the number of conflicts points with motorized traffic, as a wide and smooth travel surface and connects to key residential and employment centers, as well as transit. The Lake Washington Loop Trail will encourage new users of non-motorized travel where it is currently non-existing or inconvenient.

The Lake Washington Loop trail will provide greater accessibility to the Renton Transit Center and bus routes in the vicinity of the trail, such as King County Metro RapidRide route F, and Metro routes 106, 107 and 140.

By encouraging non-motorized transportation options, the Lake Washington Loop trail will help reduce the amount of vehicles travelling on the existing roads. This reduction in vehicles leads to a reduction in congestion, and ultimately improves how our roadways and signals operate as less demand is placed on overburdened systems. The existing problem is the ever increasing demand

and the lack of space or moneis to expand the existing system. Non-motorized improvements are one tool in a toolbox of many demand management strategies that can assist cities, regions, counties, and states to provide long term efficient methods of providing equitable travel throughout their jusridictions.

Bicycling and walking are alternate choices to private automobiles. The cumulative effect of people traveling within Renton and nearby communities by bicycle and walking can have significant impacts on the reduction of emissions in our region.



Spring 2013



April 2014



May 2010

Various groups of cyclists meet up in Renton to then bike regional trails (Renton-Seattle-Bothell-Kirkland-Bellevue-Maple Valley-Kent-Tukwila-SeaTac-Burien).

RENTON – Lake Washington Loop Trail
Cycling groups meeting up in Renton



Comprehensive Plan

Adopted November 1, 2004
Ordinance 5099 & 5100



PARKS, RECREATION, OPEN SPACE, AND TRAILS ELEMENT

GOAL

Provide a high quality comprehensive park, recreation, open space, and trails system to meet the short- and long-term needs of current and future Renton residents.

Policy P-56. Structures should be minimized within public open space areas.

Policy P-57. Develop inventories and management plans for open space and natural areas.

Policy P-58. Provide funds for native vegetation and other habitat enhancements to encourage appropriate wildlife on existing open space lands where consistent with the recreational use of the area.

Policy P-59. Acquire open space that has the following features:

- a. Can fill a gap or connect the existing open space network
- b. Is environmentally sensitive or unique
- c. Provides wildlife habitat
- d. Can protect natural resource areas
- e. Is archeologically significant
- f. Provides relief from urban development

Policy P-60. Increase public awareness of, and appreciation for, specific natural features through education and interpretive programs.

Policy P-61. Incorporate utility, storm drainage, and other public lands into the open space system through cooperative use agreements.

Policy P-62. Undeveloped portions of Residential Low Density areas may be considered for designation of trail easements or other public benefits through agreements with private parties.

Objective P-F: Create a walkable community by developing and maintaining a comprehensive trails system that provides non-motorized access throughout the City, maximizes public access to parks, schools, and open space areas, connects to regional trail systems, and provides increased recreational opportunities for the public.

Policy P-63. The trail system should serve local and regional users and be linked to the regional trail system.

Policy P-64. Trails should provide for the needs of a diverse population of users including groups such as adults, children, seniors, workers, the disabled and other people engaging in either passive and/or active pursuits including:

- a. pedestrians,
- b. recreation bicyclists,
- c. joggers/runners,
- d. in-line skaters,
- e. bicycle commuters
- f. canoeists and kayakers, and
- g. hikers.

Policy P-65. The trail system should be recognized and maintained by the City as distinct from informal or private pathways.

Policy P-66. Informal or private pathways should form a secondary system with linkages to the public system. These trails should be developed and maintained under joint public/private partnership.

Policy P-67. Linkages should be provided with surrounding communities within major regional corridors such as the Cedar River, Green River, the Lake Washington Loop, and the Soos Creek Trail.

Policy P-68. Within the City, linkages should be provided among residential areas, employment areas, centers, and recreation areas.

Policy P-69. Integrate Renton's recreational trail needs into a comprehensive trail system serving both local and regional users.

Policy P-70. Plan and coordinate appropriate pedestrian and bicycle commuter routes along existing minor arterial and collector arterial corridors.

Policy P-71. Trails should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.

Policy P-72. Provide foot/bicycle separation wherever possible; however, where conflict occurs, foot traffic should be given preference. (See Transportation Element.)

Policy P-73. Provide adequate separation between non-motorized and motorized traffic to ensure safety. (See Transportation Element.)

Policy P-74. Put major emphasis on establishing a "macro" system of trails while identifying critical missing links in the existing functional system.

Policy P-75. Address "micro" level trails and fill gaps in existing trail patterns where appropriate.

The adopted Long Range Parks, Recreation, Open Space and Trails Plan shall be coordinated with and be an integral component of the City's on-going transportation planning activities.

Policy P-76. As appropriate, encourage the use of existing utility corridors for trail purposes and secure trail easements.

Policy P-77. Furnish trail systems with appropriate trailhead supporting improvements that include interpretive and directory signage, rest stops, drinking fountains, bicycle racks, landscaping, parking, loading areas, water, and other services.

Policy P-78. Where appropriate, locate trailheads at or in conjunction with park sites, schools or other community facilities to increase local area access to the trail system and to reduce duplication of supporting improvements (e.g. parking).

Policy P-79. Provide opportunities for the public to access, via Lake Washington, the “Lakes to Locks” regional water trail system.

Policy P-80. Design and develop trail improvements to a standard that is easy to maintain and easy to access by maintenance, security and other appropriate personnel, equipment and vehicles.

Policy P-81. Ensure development adjacent to trails is designed to minimize impacts to and enhance trails.

Policy P-82. Trail routes on private lands are not classified as official trails until the City has legal use authority.

Policy P-83. Trail alignments should take into account soil conditions, slope, surface drainage and other physical limitations that could increase construction and/or maintenance costs.

Policy P-84. Whenever possible, recreation trails should not be part of a street roadway.

Policy P-85. Trails should be looped and interconnected to provide a variety of trail lengths and destinations.

Policy P-86. The functions of railroad and utility rights-of-way should be assessed. Abandoned utility and/or railroad rights-of-ways should receive high priority for designation and acquisition of trail and/or corridors.

Policy P-87. Incorporate utility, storm drainage, and other public lands into the trail system through cooperative use agreements.

Policy P-88. Develop and maintain comprehensive trails systems, which provide non-motorized access throughout the City, maximize public access to open space areas, and provide increased recreational opportunities for the public. (See Transportation Element Objective T-K.)

Objective P-G: Provide opportunities for public participation in recreational services and programs that are creative, stimulating, educational, proactive, and healthy and reflect the needs and interests of the community.

Policy P-89. Provide recreational activities specific and appropriate for each age group.

Policy P-90. Provide outdoor space for community and civic events, public gatherings, programmed activities, and entertainment.

TRANSPORTATION ELEMENT

GOALS

- 1.** Contribute to a balanced multi-modal transportation system through reasonable, planned, economically feasible arterial improvements that enhance HOV and transit operations, support adopted land use plans, protect or improve business access, and protect Renton's neighborhoods.
- 2.** Maximize the use of transit in Renton by providing step-by-step transit improvements to produce regionally linked and locally oriented transit services and facilities needed to serve travel demand generated by Renton residents and businesses.
- 3.** Increase the person-carrying capacity of the Renton arterial system by the construction of improvements and the implementation of actions that facilitate the flow of HOVs into, out of, and through Renton.
- 4.** Maintain, enhance, and increase pedestrian and bicycle travel by providing both safe and convenient routes and storage for the commuting and recreating public.
- 5.** Encourage and facilitate the reduction of commute and other trips made via single occupant vehicles.
- 6.** Create efficiently functioning air transportation facilities that are responsibly integrated with the City's transportation system and land use pattern.
- 7.** Maintain and improve truck and freight rail access to Renton industrial areas, and integrate freight transportation needs into Renton's multi-modal transportation system.
- 8.** Develop a funding and implementation program for needed transportation improvements supporting adopted land use policies, that distributes transportation costs equitably between public agencies and private development.
- 9.** Develop a transportation system that contributes to the attainment and maintenance of regional air and water quality standards within the City of Renton, and complies with regional, state, and Federal air water quality standards, and preserves/protects natural resources.
- 10.** Develop and maintain relationships between Renton and other agencies and local jurisdictions for cooperative planning of common transportation improvements, and discussion of transportation-related interests.
- 11.** Develop a connected network of complete streets where public streets are planned, designed, constructed, and maintained for safe convenient travel of users – pedestrians, bicyclists, and transit riders of all ages and abilities and motor vehicle drivers – with high quality amenities.

NON-MOTORIZED TRANSPORTATION

The non-motorized component of the City's Transportation Plan is designed to enhance the quality of urban life in Renton, to improve walking and bicycling safety, and to support the pedestrian and bicycle transportation modes as alternatives to the use of automobiles.

The plan recognizes that non-motorized facilities along roadways and trails may serve multiple functions, including commuting and recreation. The on-street elements are specified in the *City of Renton Comprehensive Citywide Walkway Program*, the *Renton Trails and Bicycle Master Plan* and as described later in this section. Off-street elements of the non-motorized transportation system are also specified in the *Renton Trails and Bicycle Master Plan* and in the *City of Renton Long Range Parks, Recreation Open Space and Trails Master Plan described in the Parks Element*.

1. Renton's existing transportation system is oriented towards accommodating cars, trucks, and buses rather than pedestrians or bicycles. The intent of the objectives and policies that follow is to provide guidelines for reevaluating the existing system and providing a better environment for walking and bicycling. Overall, pedestrian facilities throughout the City are intended to be upgraded.
2. More facilities are also needed for bicycle storage and parking in shopping areas, employment centers and in public places.
3. A better pedestrian network can be encouraged by creating an interconnected street system, developed to street standards, which include adequate walkways and street crossings. Traffic sanctuary islands and midblock crossings across busy arterials are also useful methods of improving the pedestrian environment.

Objectives

The Non-Motorized Chapter is based on the following objectives:

Objective T-K: Improve the non-motorized transportation system for both internal circulation and linkages to regional travel.

Objective T-L: Develop and maintain comprehensive trails system which provides non-motorized access throughout the City, maximizes public access to open space areas, and provides increased recreational opportunities for the public.

Objective T-M: Integrate Renton's non-motorized transportation needs into a comprehensive transportation system serving both local and regional users.

Objective T-N: Enhance and improve the non-motorized circulation system to, from, and within the City.

Objective T-O: Develop and designate appropriate pedestrian and bicycle commuter routes along existing minor arterial and collector arterial corridors.

Objective T-P: Improve the City's pedestrian and bicycle network to increase access to and circulation within the Urban Center - Downtown.

Policies

Policy T-47. Pedestrian and bicycle traffic should be accommodated within all areas of the City.

Policy T-48. Where right-of-way is available and bicycle demand justifies them, bicycle lanes should be marked and signed to accommodate larger volumes of bicycle traffic on select streets designated by the City.

Policy T-49. Pedestrian and bicycle movement across arterial intersections should be enhanced.

Policy T-50. Obstructions and conflicts that restrict pedestrian movement should be minimized on sidewalks, paths and other pedestrian areas.

Policy T-51. Convenient and safe pedestrian and bicycle access should be provided to and at the downtown Transit Center and all transit stops.

Policy T-52. Bicycle storage facilities and parking should be encouraged within development projects, in commercial areas and in parks.

Policy T-53. Secure bicycle parking facilities, such as bike lockers and bike racks should be provided at residential, commercial, and public establishments to encourage bicycle use.

Policy T-54. Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network and should connect to other streets.

Policy T-55. Pedestrian spaces should be emphasized and connected throughout the downtown.

Policy T-56. Pedestrians should be given priority use of sidewalks within the Urban Center – Downtown designated pedestrian areas.

Policy T-57. New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.

Policy T-58. Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.

Policy T-59. Recognize the diversity of transportation modes and trip purposes of the following four groups: pedestrians, bicyclists, joggers and runners.

Policy T-60. Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.

Policy T-61. Adequate separation between non-motorized and motorized traffic should be provided to ensure safety.

Policy T-62. The adopted Renton Trails and Bicycle Master Plan and the adopted Long Range Parks, Recreation, Open Space, and Trails Plan should be coordinated with and be an integral component of the City's on-going transportation planning activities.

Policy T-63. Appropriate mitigation measures should be taken to address impacts on the City's transportation infrastructure. Contributions to the City's non-motorized circulation system will help alleviate such impacts.

Policy T-64. Bicycle and pedestrian facilities should be promoted not only as a viable means of transportation, but as an important method for maintaining overall health and fitness of Renton's citizens.

Existing Bicycle and Pedestrian Facilities

The City's existing non-motorized transportation system is comprised primarily of roadside sidewalks. Pedestrians have the exclusive use of sidewalks within business districts and have shared use with cyclists in other areas of the city.

Although the City Code requires that sidewalks be provided on all streets, many of the public streets were constructed before the existing code was enacted, and as a result, numerous roadways are currently without sidewalks. Streets needing sidewalks include both local and arterial roadways. The *City of Renton Comprehensive Citywide Walkway Study* addresses the sidewalks and walkways within the City. This report identifies a priority roster to construct "missing" sidewalk/walkway sections throughout the City. The priority evaluation system is based on four sidewalk users: 1) school children, 2) elderly persons, 3) transit riders, and 4) all other users.

Except within business districts, cyclists may use existing sidewalks, provided that they yield the right-of-way to pedestrians. Currently, Renton has a combined bicycle/pedestrian facility along Garden Avenue North (North 6th Street to North 8th Street) and North 8th Street (Garden Avenue North to Houser Way), and striped bicycle lanes on Southwest 16th Street (Oakesdale Avenue Southwest to Longacres Drive), on Oakesdale Avenue Southwest (SW 16th Street to SW 27th Street) on Duvall Avenue NE (NE 4th Street to NE 8th Street), and on NE 4th Street (east of Duvall Avenue NE).

Renton is located at the crossroads of a regional system of existing and proposed trails. Existing trails within the City include the Cedar River Trail System and a portion of the Lake Washington Loop Trail. Regional Systems with proposed access to the City include the Green River Trail and the Interurban Trail.

Figure 4-1 shows the existing non-motorized facilities within Renton and the nearby regional routes.

Design criteria for walkways, trails, and bikeways are contained in a variety of documents, including the City of Renton Municipal Code and Renton Trails and Bicycle Master Plan, King County Road Standards, American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities, and Federal Highway Administration Manual on Uniform Traffic Control Devices (the MUTCD).



Rainier Ave N – Looking North
Existing 4.5-foot substandard sidewalk with steep embankment.



Rainier Ave N – Looking South
Existing 4.5-foot substandard sidewalk with embankment.

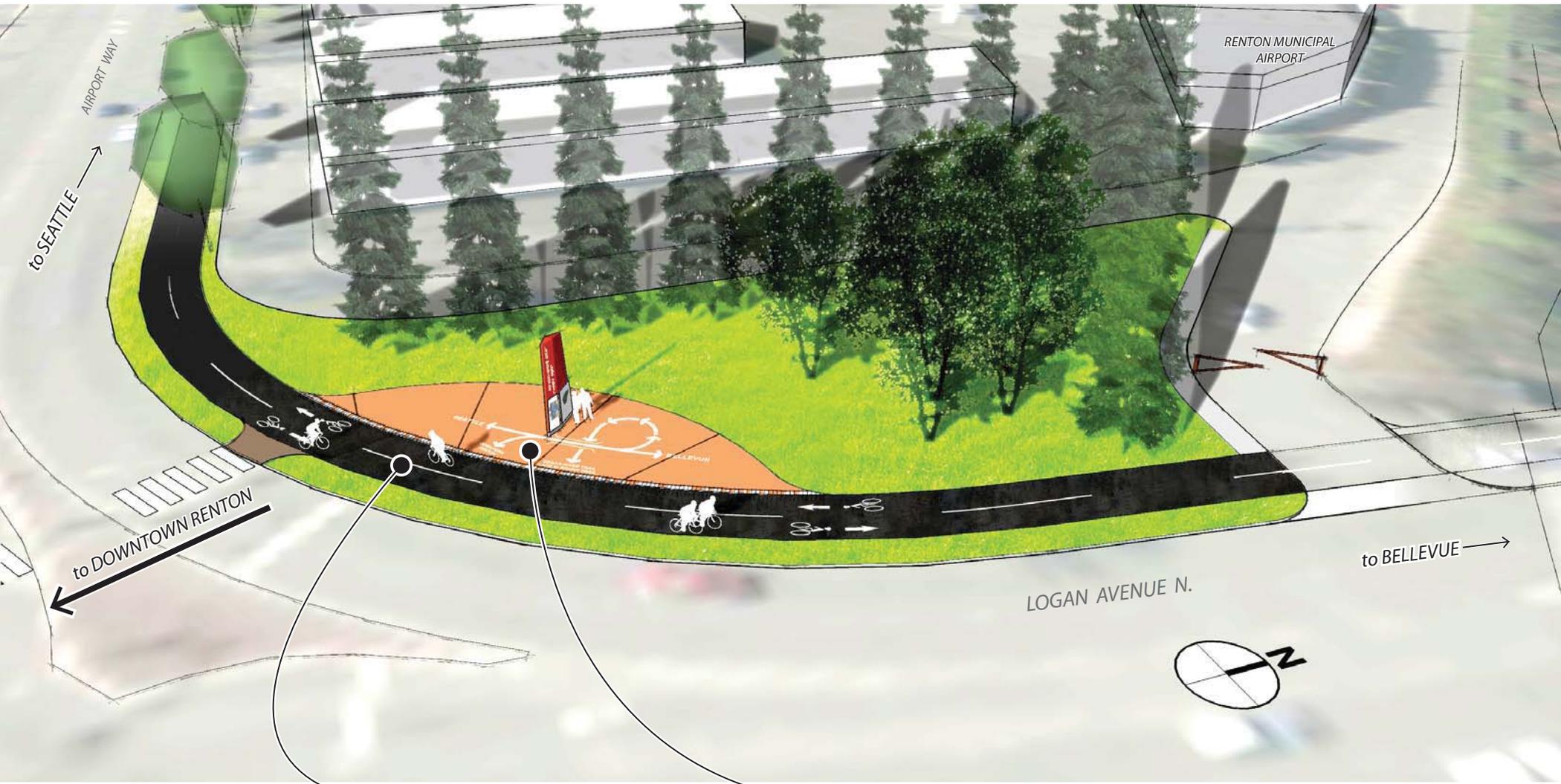


Rainier Ave N – Looking North
Beginning of the Lake Washington Trail – west of the Lake



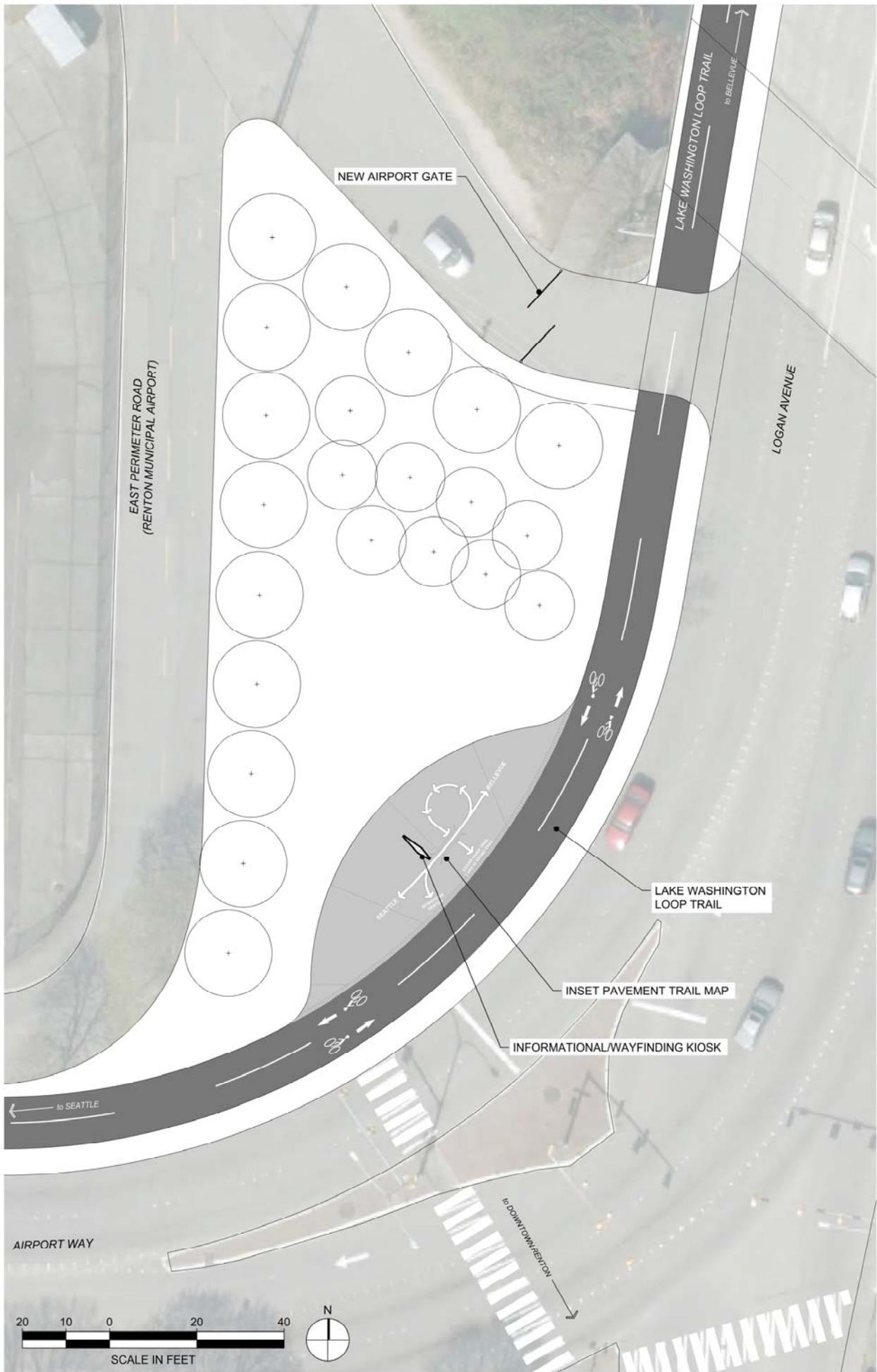
Logan Ave N – Looking South
End of the Lake Washington Trail – east of the Lake

RENTON – Lake Washington Loop Trail
Existing Conditions



PROPOSED NEW SEGMENT
LAKE WASHINGTON LOOP TRAIL

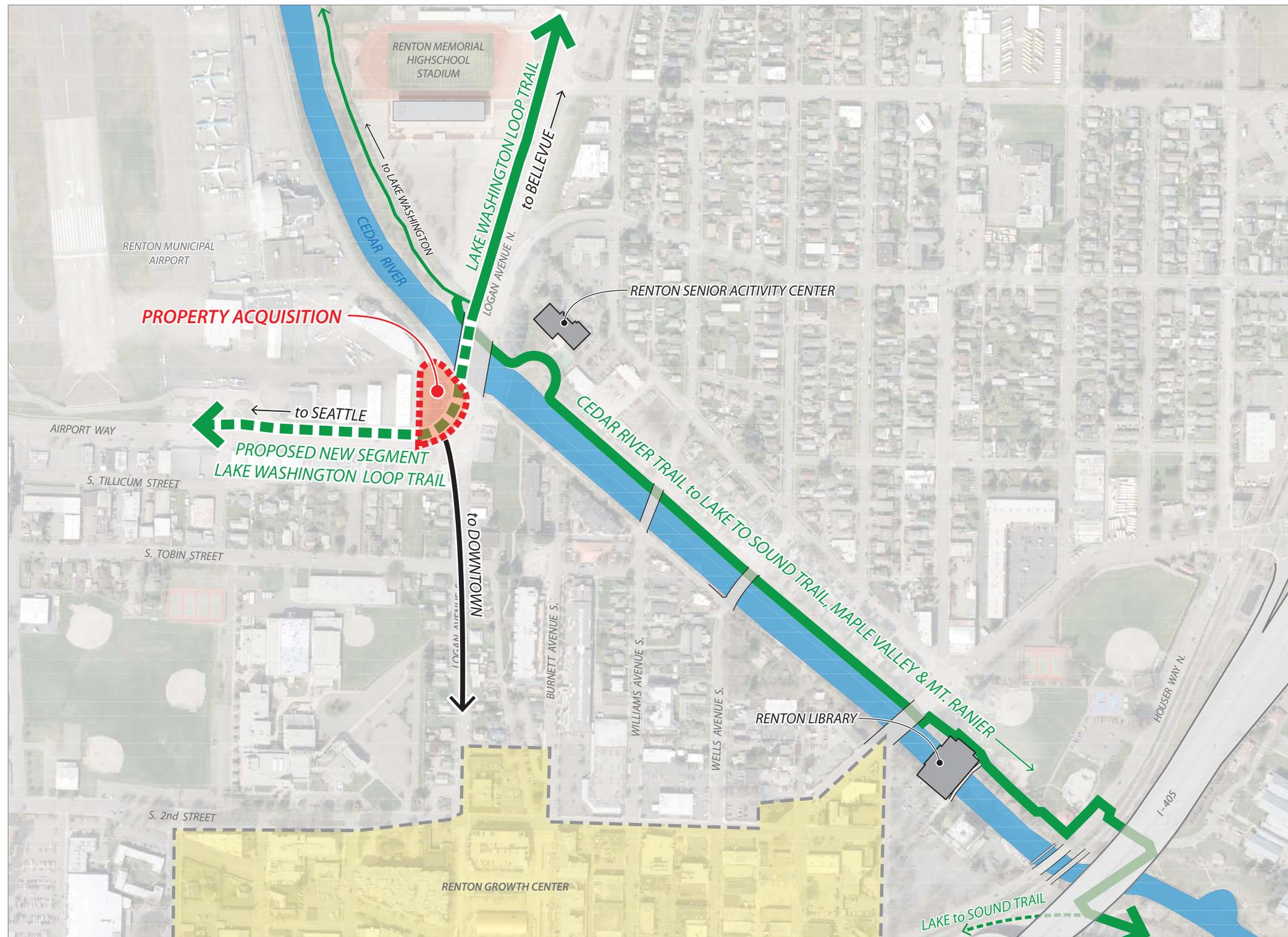
PROPOSED
INFORMATIONAL KIOSK & PLAZA MAP



CONCEPTUAL LAYOUT AT LAKE WASHINGTON LOOP TRAIL

SCALE: 1" = 20'





PROPERTY ACQUISITION

to SEATTLE
**PROPOSED NEW SEGMENT
 LAKE WASHINGTON LOOP TRAIL**

to DOWNTOWN

LAKE WASHINGTON LOOP TRAIL
 to BELLEVUE

CEDAR RIVER TRAIL to LAKE TO SOUND TRAIL, MAPLE VALLEY & MT. RANIER

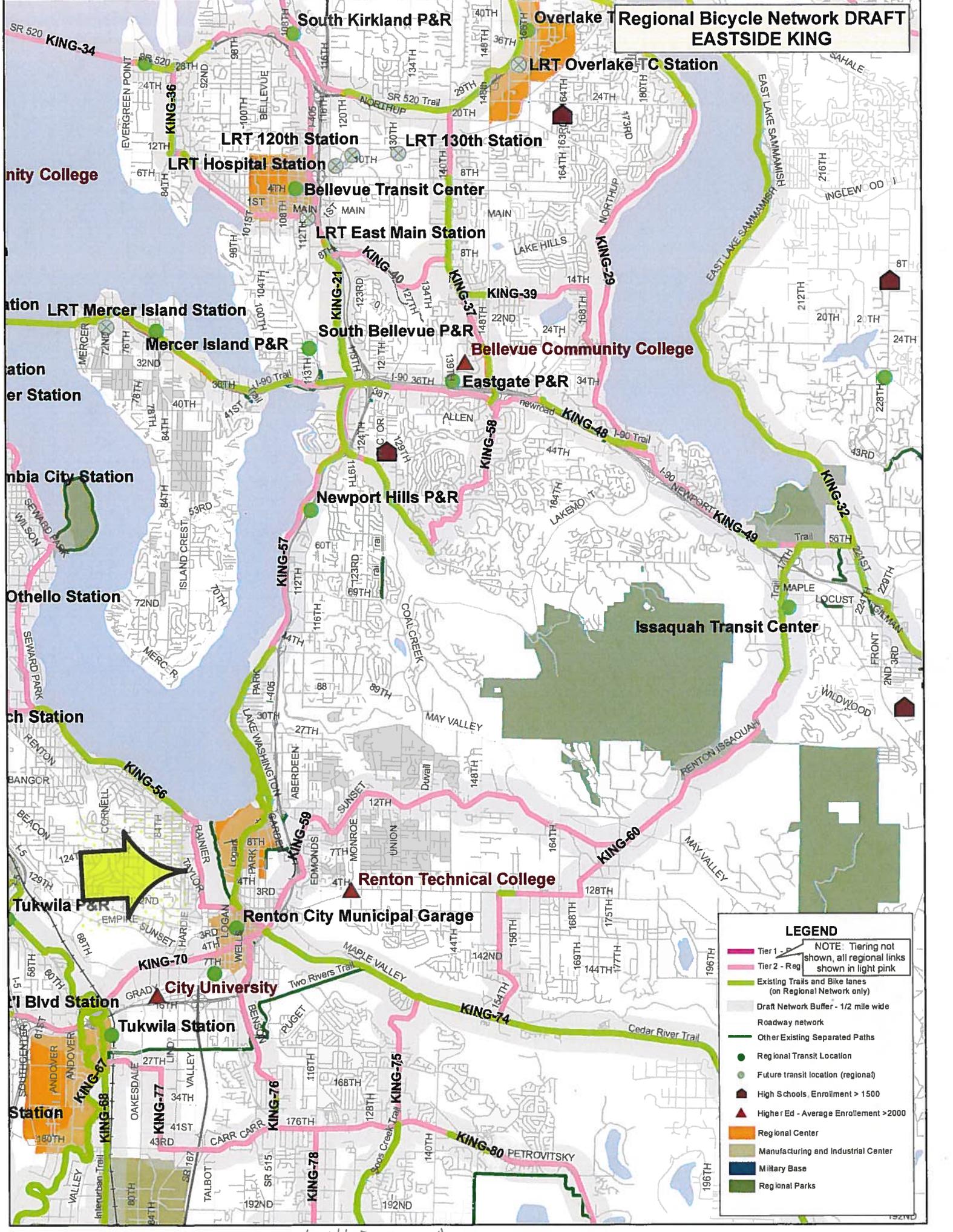
LAKE to SOUND TRAIL



Conceptual Renton Loop Trail Park



Regional Bicycle Network DRAFT EASTSIDE KING



LEGEND

- Tier 1 - Reg
- Tier 2 - Reg
- Existing Trails and Bike lanes (on Regional Network only)
- Draft Network Buffer - 1/2 mile wide
- Roadway network
- Other Existing Separated Paths
- Regional Transit Location
- Future transit location (regional)
- High Schools, Enrollment > 1500
- ▲ Higher Ed - Average Enrollment > 2000
- Regional Center
- Manufacturing and Industrial Center
- Military Base
- Regional Parks

NOTE: Tiering not shown, all regional links shown in light pink



RENTON - Lake Washington Loop Trail
 Connection to Regional Trails

Section V.e. Total Estimated Project Cost and Schedule

Please fill in as many rows as needed in the tables below, to fully and accurately reflect your

Project Sponsor	City of Renton
Project Title	Lake Washington Loop Trail

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Planning Planning Planning	City of Renton	Secured	\$ 15,000

Planning TOTAL: \$ 15,000

Estimated Planning Completion Date (month and year): 10/1/2013

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
PE/Design	City of Renton	Secured	\$ 54,000
PE/Design	TAP	Secured	\$ 346,000
PE/Design			

Preliminary Engineering / Design TOTAL: \$ 400,000

Estimated PE/Design Completion Date (month and year): 12/1/2016

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Right of Way	City of Renton	Unsecured	\$ 95,000
Right of Way	STP	Unsecured	\$ 575,000
Right of Way			

Right of Way TOTAL: \$ 670,000

Estimated ROW Completion Date (month and year): 2/1/2017

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Construction	City of Renton	Unsecured	\$ 675,000
Construction	CMAQ	Unsecured	\$ 4,325,000
Construction			

Construction TOTAL \$ 5,000,000

Estimated Construction Completion Date (month and year): 12/1/2017

Phase	Funding Source(s) (i.e. PSRC, state, local, etc.)	Secured / Reasonably Expected / or Unsecured*	Amount
Other			
Other			

Other TOTAL: \$ -

Estimated Other Completion Date (month and year): _____

TOTAL Estimated Project Cost, All Phases: \$ 6,085,000

Estimated Project Completion Date (month and year): 12/1/2017

* Additional information on these categories may be found at
<http://www.psrc.org/assets/11214/FinancialConstraintGuidance.pdf>.

CITY OF RENTON
PUBLIC WORKS
TRANSPORTATION SYSTEMS DIVISION
2014 - 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Lake Washington Loop Trail

Functional Classification: varies
Proj. Length:
TIP No. 17

Fund: 317
Proj: 122802
CONTACT: Jim Seitz 425.430.7245

Community Planning Area: City Center

DESCRIPTION:

The project will provide a shared use regional trail from the Cedar River Trail and extending to the north city limits along Airport Way and Rainier Ave N. Project elements include a 12-foot shared path separated from the travel lanes by an 8-foot landscaped strip.

STATUS:

Right-of-Way costs not included in the planning level cost estimate, since it is assumed that the project can be completed within the existing Airport Way and Rainier Ave N right of ways.

JUSTIFICATION:

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

CHANGES:

Funded : 50,000 **Unfunded :** 4,950,000

Project Totals		Programmed Pre-2014		Six-Year Program						
ITEM	Programmed	Spent Pre-2013	2013	Total	2014	2015	2016	2017	2018	2019
EXPENSES:										
Planning	50,000			50,000		50,000				
Preliminary Engineering	350,000			350,000		300,000	50,000			
R-O-W (includes Admin)										
Construction	4,000,000			4,000,000			1,000,000	3,000,000		
Construction Services	600,000			600,000			150,000	450,000		
Developer Reimbursement										
TOTAL EXPENSES	5,000,000			5,000,000		350,000	1,200,000	3,450,000		
SOURCES OF FUNDS:										
Vehicle Fuel Tax										
Business License Fee	50,000			50,000		50,000				
Proposed Fund Balance										
Grants In-Hand (1)										
Grants In-Hand (2)										
Mitigation In-Hand										
Other										
Other In-Hand (2)										
Undetermined	4,950,000			4,950,000		300,000	1,200,000	3,450,000		
TOTAL SOURCES	5,000,000			5,000,000		350,000	1,200,000	3,450,000		



RENTON - Lake Washington Loop Trail - Vicinity Map

Existing Trails and Bikeways